

Ratby
Tuesday 2nd July 2024
Junction: 2
Approach: Desford Lane

	Left to Main Street									Ahead to Access									Right to Station Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS
07:00 - 07:15	0	0	39	5	0	0	0	44	44.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
07:15 - 07:30	0	1	18	10	1	0	1	31	31.9	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	33	12	1	0	1	47	48.5	0	0	0	0	0	0	0	0	0.0	0	0	2	2	2	0	0	6	7.0
07:45 - 08:00	0	0	49	3	4	0	0	56	58.0	0	0	0	0	0	0	0	0	0.0	0	0	2	2	0	0	0	4	4.0
Hourly Total	0	1	139	30	6	0	2	178	182.4	0	0	0	0	0	0	0	0	0.0	0	0	10	4	2	0	0	16	17.0
08:00 - 08:15	0	0	45	7	1	0	0	53	53.5	0	0	0	0	0	0	0	0	0.0	0	0	3	2	0	0	0	5	5.0
08:15 - 08:30	0	1	60	5	3	0	1	70	71.9	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	8	8.0
08:30 - 08:45	0	1	58	7	0	0	0	66	65.4	0	0	0	0	0	0	0	0	0.0	0	0	4	5	0	0	0	9	9.0
08:45 - 09:00	0	0	33	7	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0.0	0	0	7	3	0	0	0	10	10.0
Hourly Total	0	2	196	26	5	0	1	230	232.3	0	0	0	0	0	0	0	0	0.0	0	0	21	11	0	0	0	32	32.0
09:00 - 09:15	0	0	42	15	1	0	0	58	58.5	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	0	11	11.0
09:15 - 09:30	0	0	39	12	1	1	0	53	54.8	0	0	0	0	0	0	0	0	0.0	0	0	11	2	0	1	0	14	15.3
09:30 - 09:45	0	0	27	2	6	0	1	36	40.0	0	0	0	0	0	0	0	0	0.0	0	1	7	2	0	0	0	10	9.4
09:45 - 10:00	0	0	20	9	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0.0	0	0	5	2	0	0	0	7	7.0
Hourly Total	0	0	128	38	9	1	1	177	183.8	0	0	0	0	0	0	0	0	0.0	0	1	33	7	0	1	0	42	42.7
TOTAL	0	3	463	94	20	1	4	585	598.5	0	0	0	0	0	0	0	0	0.0	0	1	64	22	2	1	0	90	91.7
16:00 - 16:15	0	0	63	16	0	0	0	79	79.0	0	0	0	0	0	0	0	0	0.0	0	0	16	2	1	0	0	19	19.5
16:15 - 16:30	0	1	71	10	2	0	0	84	84.4	0	0	0	0	0	0	0	0	0.0	0	1	13	3	1	0	0	18	17.9
16:30 - 16:45	0	1	61	7	1	0	0	70	69.9	0	0	0	0	0	0	0	0	0.0	2	0	11	3	0	0	0	16	14.4
16:45 - 17:00	0	2	68	5	1	0	1	77	77.3	0	0	0	0	0	0	0	0	0.0	0	0	10	4	0	0	0	14	14.0
Hourly Total	0	4	263	38	4	0	1	310	310.6	0	0	0	0	0	0	0	0	0.0	2	1	50	12	2	0	0	67	65.8
17:00 - 17:15	0	1	66	9	1	0	0	77	76.9	0	0	0	0	0	0	0	0	0.0	0	1	10	1	0	0	0	12	11.4
17:15 - 17:30	0	1	64	10	2	0	0	77	77.4	0	0	0	0	0	0	0	0	0.0	0	1	10	1	0	0	0	12	11.4
17:30 - 17:45	0	0	53	8	0	0	0	61	61.0	0	0	0	0	0	0	0	0	0.0	0	0	13	2	0	0	0	15	15.0
17:45 - 18:00	1	1	42	3	0	0	1	48	47.6	0	0	0	0	0	0	0	0	0.0	0	0	12	3	0	0	0	15	15.0
Hourly Total	1	3	225	30	3	0	1	263	262.9	0	0	0	0	0	0	0	0	0.0	0	2	45	7	0	0	0	54	52.8
18:00 - 18:15	0	0	37	2	0	0	0	39	39.0	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0
18:15 - 18:30	0	0	32	4	0	0	0	36	36.0	0	0	0	0	0	0	0	0	0.0	0	0	6	1	0	0	0	7	7.0
18:30 - 18:45	0	2	29	2	0	0	0	33	31.8	0	0	0	0	0	0	0	0	0.0	0	0	5	2	0	0	0	7	7.0
18:45 - 19:00	0	0	29	1	0	0	0	30	30.0	0	0	0	0	0	0	0	0	0.0	0	0	2	2	0	0	0	4	4.0
Hourly Total	0	2	127	9	0	0	0	138	136.8	0	0	0	0	0	0	0	0	0.0	0	0	19	5	0	0	0	24	24.0
TOTAL	1	9	615	77	7	0	2	711	710.3	0	0	0	0	0	0	0	0	0.0	2	3	114	24	2	0	0	145	142.6

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

From: 1) 07:00

Show Peak Hour: ☐

To: 1) 10:00

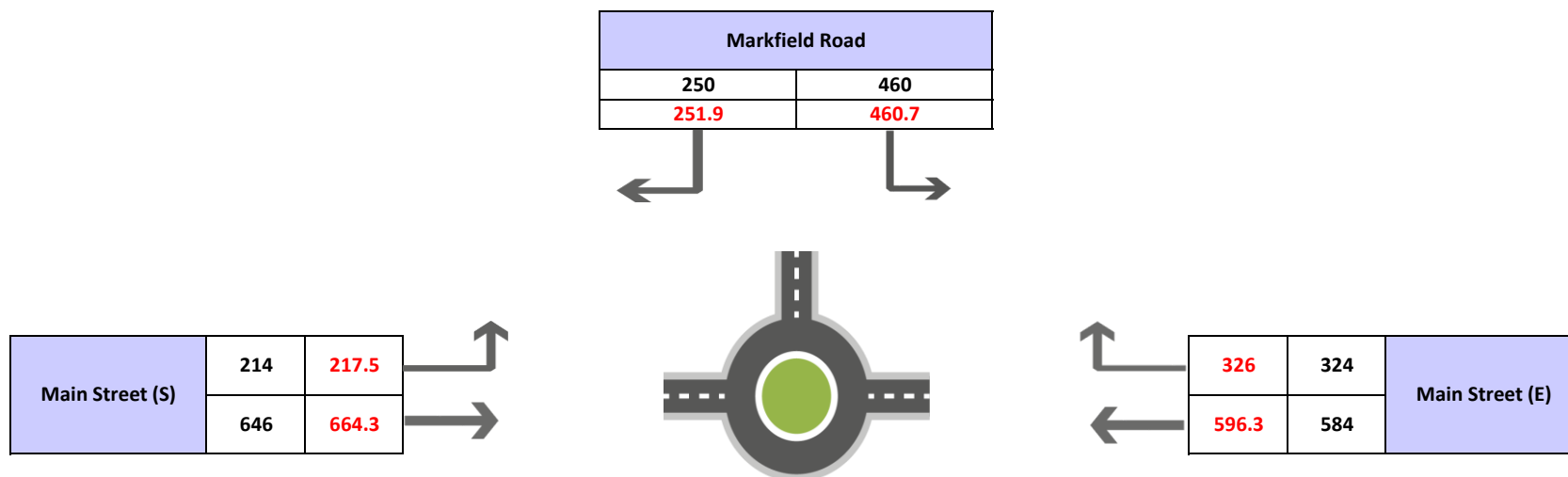
Show PCUs: ☒

Class: All Vehicles

Show Session 2

Tuesday 2nd July 2024

PCUs



Ratby

Tuesday 2nd July 2024

Junction: 3

Approach: Markfield Road

	Left to Main Street (E)									Right to Main Street (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	2	26	5	0	0	0	34	32.0	0	1	15	7	0	0	0	23	22.4
07:15 - 07:30	0	0	21	9	0	0	0	30	30.0	0	0	12	3	0	0	0	15	15.0
07:30 - 07:45	0	0	38	6	0	0	0	44	44.0	0	0	15	2	1	0	0	18	18.5
07:45 - 08:00	1	0	29	5	0	0	0	35	34.2	0	0	21	4	1	0	0	26	26.5
Hourly Total	2	2	114	25	0	0	0	143	140.2	0	1	63	16	2	0	0	82	82.4
08:00 - 08:15	1	1	43	7	0	0	0	52	50.6	0	0	28	5	2	0	0	35	36.0
08:15 - 08:30	1	0	56	7	3	0	0	67	67.7	0	0	25	1	0	0	0	26	26.0
08:30 - 08:45	0	0	43	7	1	0	0	51	51.5	0	0	17	5	0	0	0	22	22.0
08:45 - 09:00	0	0	36	10	1	0	0	47	47.5	0	0	14	3	0	0	0	17	17.0
Hourly Total	2	1	178	31	5	0	0	217	217.3	0	0	84	14	2	0	0	100	101.0
09:00 - 09:15	1	0	25	3	2	0	0	31	31.2	0	0	17	4	1	0	0	22	22.5
09:15 - 09:30	0	0	21	4	1	1	0	27	28.8	0	0	19	3	0	0	0	22	22.0
09:30 - 09:45	0	0	11	3	3	0	0	17	18.5	0	0	13	2	0	0	0	15	15.0
09:45 - 10:00	1	0	21	2	1	0	0	25	24.7	0	0	8	1	0	0	0	9	9.0
Hourly Total	2	0	78	12	7	1	0	100	103.2	0	0	57	10	1	0	0	68	68.5
TOTAL	6	3	370	68	12	1	0	460	460.7	0	1	204	40	5	0	0	250	251.9
16:00 - 16:15	0	0	33	12	0	0	0	45	45.0	0	0	13	4	0	0	0	17	17.0
16:15 - 16:30	0	1	31	3	0	0	1	36	36.4	0	0	7	2	1	0	0	10	10.5
16:30 - 16:45	0	1	34	9	0	0	0	44	43.4	0	0	10	2	0	0	0	12	12.0
16:45 - 17:00	0	3	30	6	0	0	0	39	37.2	0	0	23	1	0	0	0	24	24.0
Hourly Total	0	5	128	30	0	0	1	164	162.0	0	0	53	9	1	0	0	63	63.5
17:00 - 17:15	0	1	27	4	0	0	0	32	31.4	0	0	14	4	0	0	0	18	18.0
17:15 - 17:30	0	0	36	5	1	0	0	42	42.5	0	1	13	4	0	0	0	18	17.4
17:30 - 17:45	0	1	46	5	0	0	0	52	51.4	0	1	12	4	0	0	0	17	16.4
17:45 - 18:00	0	0	27	2	0	0	0	29	29.0	0	0	15	2	0	0	0	17	17.0
Hourly Total	0	2	136	16	1	0	0	155	154.3	0	2	54	14	0	0	0	70	68.8
18:00 - 18:15	0	0	28	4	0	0	0	32	32.0	0	0	15	2	0	0	0	17	17.0
18:15 - 18:30	1	1	26	4	0	0	0	32	30.6	0	0	20	3	0	0	0	23	23.0
18:30 - 18:45	0	1	27	3	0	0	0	31	30.4	0	0	7	3	0	0	0	10	10.0
18:45 - 19:00	0	0	25	4	0	0	0	29	29.0	1	0	9	3	0	0	0	13	12.2
Hourly Total	1	2	106	15	0	0	0	124	122.0	1	0	51	11	0	0	0	63	62.2
TOTAL	1	9	370	61	1	0	1	443	438.3	1	2	158	34	1	0	0	196	194.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby

Tuesday 2nd July 2024

Junction: 3

Approach: Main Street East

TIME	Ahead to Main Street (S)									Right to Markfield Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	28	7	2	0	0	38	38.4	0	0	18	6	0	0	0	24	24.0
07:15 - 07:30	0	1	42	12	1	0	0	56	55.9	1	1	21	10	0	0	0	33	31.6
07:30 - 07:45	0	0	50	9	1	0	0	60	60.5	0	0	12	4	0	0	1	17	18.0
07:45 - 08:00	0	1	54	14	0	0	1	70	70.4	0	0	22	12	2	0	0	36	37.0
Hourly Total	0	3	174	42	4	0	1	224	225.2	1	1	73	32	2	0	1	110	110.6
08:00 - 08:15	0	0	52	9	1	2	1	65	69.1	0	0	27	2	1	0	0	30	30.5
08:15 - 08:30	0	0	55	9	0	1	0	65	66.3	0	0	23	2	1	0	0	26	26.5
08:30 - 08:45	0	1	57	9	1	0	1	69	69.9	0	0	25	5	0	0	0	30	30.0
08:45 - 09:00	0	0	37	8	1	0	0	46	46.5	0	0	36	7	0	1	0	44	45.3
Hourly Total	0	1	201	35	3	3	2	245	251.8	0	0	111	16	2	1	0	130	132.3
09:00 - 09:15	0	0	24	5	0	1	0	30	31.3	0	0	20	3	1	0	0	24	24.5
09:15 - 09:30	0	0	18	3	0	0	1	22	23.0	0	0	12	2	0	0	0	14	14.0
09:30 - 09:45	0	0	22	4	2	0	1	29	31.0	1	1	18	3	0	0	0	23	21.6
09:45 - 10:00	0	0	27	7	0	0	0	34	34.0	0	0	14	9	0	0	0	23	23.0
Hourly Total	0	0	91	19	2	1	2	115	119.3	1	1	64	17	1	0	0	84	83.1
TOTAL	0	4	466	96	9	4	5	584	596.3	2	2	248	65	5	1	1	324	326.0
16:00 - 16:15	0	0	60	11	1	0	0	72	72.5	0	0	37	7	1	0	0	45	45.5
16:15 - 16:30	0	0	37	7	1	0	1	46	47.5	0	1	27	4	0	0	0	32	31.4
16:30 - 16:45	1	3	49	9	0	0	1	63	61.4	1	2	43	3	0	0	0	49	47.0
16:45 - 17:00	1	2	61	7	1	0	0	72	70.5	0	2	43	14	0	0	0	59	57.8
Hourly Total	2	5	207	34	3	0	2	253	251.9	1	5	150	28	1	0	0	185	181.7
17:00 - 17:15	0	1	55	8	0	0	0	64	63.4	2	3	24	7	2	0	0	38	35.6
17:15 - 17:30	0	0	40	11	0	0	0	51	51.0	1	2	28	5	0	0	0	36	34.0
17:30 - 17:45	0	1	58	6	0	0	0	65	64.4	1	1	24	2	1	0	0	29	28.1
17:45 - 18:00	0	0	71	5	0	0	1	77	78.0	0	0	31	8	0	0	0	39	39.0
Hourly Total	0	2	224	30	0	0	1	257	256.8	4	6	107	22	3	0	0	142	136.7
18:00 - 18:15	1	4	34	5	0	0	0	44	40.8	1	1	24	4	0	0	0	30	28.6
18:15 - 18:30	0	1	48	2	0	0	0	51	50.4	0	0	23	4	0	0	0	27	27.0
18:30 - 18:45	0	1	35	2	0	0	1	39	39.4	0	0	19	4	0	0	0	23	23.0
18:45 - 19:00	0	0	26	6	1	0	0	33	33.5	0	0	12	11	0	0	0	23	23.0
Hourly Total	1	6	143	15	1	0	1	167	164.1	1	1	78	23	0	0	0	103	101.6
TOTAL	3	13	574	79	4	0	4	677	672.8	6	12	335	73	4	0	0	430	420.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby

Tuesday 2nd July 2024

Junction: 3

Approach: Main Street South

TIME	Left to Markfield Road									Ahead to Main Street (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	9	6	0	0	0	15	15.0	0	0	38	4	1	0	0	43	43.5
07:15 - 07:30	0	0	12	5	0	0	0	17	17.0	1	1	26	12	1	0	2	43	44.1
07:30 - 07:45	0	0	12	4	1	0	0	17	17.5	0	0	42	10	1	0	1	54	55.5
07:45 - 08:00	0	0	14	3	1	0	0	18	18.5	0	0	49	3	3	0	0	55	56.5
Hourly Total	0	0	47	18	2	0	0	67	68.0	1	1	155	29	6	0	3	195	199.6
08:00 - 08:15	0	0	13	4	3	0	0	20	21.5	0	0	53	9	0	0	1	63	64.0
08:15 - 08:30	0	0	13	2	2	0	0	17	18.0	0	1	71	7	2	1	1	83	85.7
08:30 - 08:45	0	0	16	3	0	0	0	19	19.0	0	1	68	7	0	0	0	76	75.4
08:45 - 09:00	0	0	14	5	0	0	0	19	19.0	0	0	56	6	1	1	0	64	65.8
Hourly Total	0	0	56	14	5	0	0	75	77.5	0	2	248	29	3	2	2	286	290.9
09:00 - 09:15	0	0	24	5	0	0	0	29	29.0	0	0	40	10	1	0	1	52	53.5
09:15 - 09:30	0	0	8	5	0	0	0	13	13.0	0	0	37	7	1	1	0	46	47.8
09:30 - 09:45	0	0	16	3	0	0	0	19	19.0	0	0	28	3	6	0	1	38	42.0
09:45 - 10:00	0	0	9	2	0	0	0	11	11.0	0	0	19	7	3	0	0	29	30.5
Hourly Total	0	0	57	15	0	0	0	72	72.0	0	0	124	27	11	1	2	165	173.8
TOTAL	0	0	160	47	7	0	0	214	217.5	1	3	527	85	20	3	7	646	664.3
16:00 - 16:15	0	0	19	8	0	0	0	27	27.0	3	0	62	13	0	0	0	78	75.6
16:15 - 16:30	0	0	28	3	0	0	1	32	33.0	0	2	76	9	3	0	0	90	90.3
16:30 - 16:45	0	2	24	4	0	0	0	30	28.8	1	0	71	7	0	0	0	79	78.2
16:45 - 17:00	0	0	32	4	0	0	0	36	36.0	1	1	66	5	1	0	1	75	75.1
Hourly Total	0	2	103	19	0	0	1	125	124.8	5	3	275	34	4	0	1	322	319.2
17:00 - 17:15	0	0	20	3	0	0	0	23	23.0	2	1	84	9	1	0	0	97	95.3
17:15 - 17:30	1	0	25	2	2	0	0	30	30.2	0	1	59	9	0	0	1	70	70.4
17:30 - 17:45	1	0	20	1	1	0	0	23	22.7	1	1	60	9	0	0	0	71	69.6
17:45 - 18:00	0	0	15	1	0	0	0	16	16.0	2	1	34	5	0	0	1	43	41.8
Hourly Total	2	0	80	7	3	0	0	92	91.9	5	4	237	32	1	0	2	281	277.1
18:00 - 18:15	0	0	17	4	0	0	0	21	21.0	0	0	35	4	0	0	0	39	39.0
18:15 - 18:30	0	0	30	2	0	0	0	32	32.0	0	0	36	6	0	0	1	43	44.0
18:30 - 18:45	0	1	16	1	0	0	0	18	17.4	0	1	34	2	0	0	0	37	36.4
18:45 - 19:00	0	0	18	4	0	0	0	22	22.0	0	0	25	1	0	0	0	26	26.0
Hourly Total	0	1	81	11	0	0	0	93	92.4	0	1	130	13	0	0	1	145	145.4
TOTAL	2	3	264	37	3	0	1	310	309.1	10	8	642	79	5	0	4	748	741.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

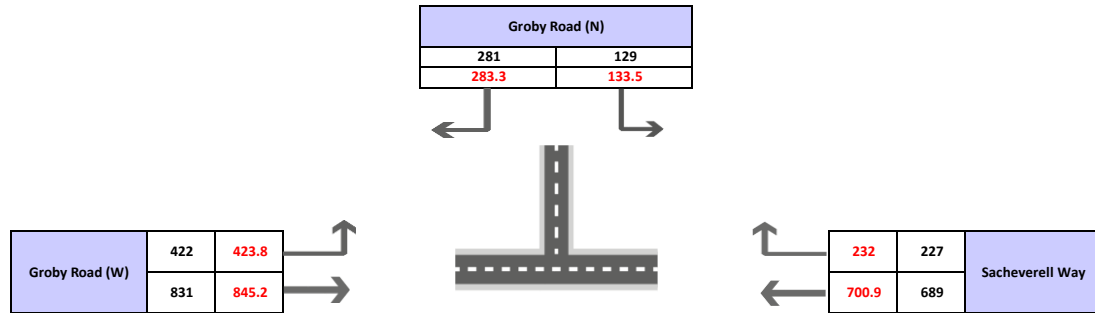


Tuesday 2nd July 2024
PCUs

From: 1) 07:00 Show Peak Hour: ☐

To: 1) 10:00 Show PCUs: ☒

Class: All Vehicles Show Session 2



Note: If the diagram doesn't work on your computer there are two options for unblocking the macros:

Ratby

Tuesday 2nd July 2024

Junction: 4

Approach: Groby Road North

TIME	Left to Sacheverell Way									Right to Groby Road (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	0	0	0	0	2	2.0	0	0	9	1	0	0	0	10	10.0
07:15 - 07:30	0	0	2	2	0	0	0	4	4.0	0	0	12	2	0	0	0	14	14.0
07:30 - 07:45	0	0	6	2	1	0	0	9	9.5	0	0	7	5	0	0	0	12	12.0
07:45 - 08:00	0	0	3	2	0	0	0	5	5.0	0	1	18	2	1	0	1	23	23.9
Hourly Total	0	0	13	6	1	0	0	20	20.5	0	1	46	10	1	0	1	59	59.9
08:00 - 08:15	0	0	7	0	0	0	0	7	7.0	0	0	23	5	1	0	0	29	29.5
08:15 - 08:30	0	0	27	0	0	0	1	28	29.0	0	0	43	6	0	0	0	49	49.0
08:30 - 08:45	0	0	29	1	0	0	2	32	34.0	0	0	50	5	1	0	1	57	58.5
08:45 - 09:00	0	0	7	1	0	0	0	8	8.0	0	0	20	4	0	0	0	24	24.0
Hourly Total	0	0	70	2	0	0	3	75	78.0	0	0	136	20	2	0	1	159	161.0
09:00 - 09:15	0	0	3	1	0	0	0	4	4.0	0	0	10	2	0	0	0	12	12.0
09:15 - 09:30	0	0	6	2	0	0	0	8	8.0	0	0	13	2	0	0	1	16	17.0
09:30 - 09:45	0	0	9	1	2	0	0	12	13.0	1	0	16	2	0	0	0	19	18.2
09:45 - 10:00	0	0	8	2	0	0	0	10	10.0	1	0	12	3	0	0	0	16	15.2
Hourly Total	0	0	26	6	2	0	0	34	35.0	2	0	51	9	0	0	1	63	62.4
TOTAL	0	0	109	14	3	0	3	129	133.5	2	1	233	39	3	0	3	281	283.3
16:00 - 16:15	0	0	22	2	0	0	0	24	24.0	0	0	30	1	0	0	0	31	31.0
16:15 - 16:30	0	0	16	4	0	0	0	20	20.0	0	0	18	1	0	0	1	20	21.0
16:30 - 16:45	0	0	16	1	0	0	0	17	17.0	1	2	44	5	0	0	0	52	50.0
16:45 - 17:00	0	0	10	1	0	0	0	11	11.0	1	0	28	3	0	0	0	32	31.2
Hourly Total	0	0	64	8	0	0	0	72	72.0	2	2	120	10	0	0	1	135	133.2
17:00 - 17:15	0	0	8	3	0	0	0	11	11.0	1	1	23	5	0	0	0	30	28.6
17:15 - 17:30	0	0	7	3	0	0	0	10	10.0	0	0	19	1	0	0	0	20	20.0
17:30 - 17:45	0	0	6	1	0	0	0	7	7.0	0	0	16	1	0	0	0	17	17.0
17:45 - 18:00	0	0	6	0	0	0	0	6	6.0	1	0	19	1	0	0	1	22	22.2
Hourly Total	0	0	27	7	0	0	0	34	34.0	2	1	77	8	0	0	1	89	87.8
18:00 - 18:15	0	0	8	0	0	0	0	8	8.0	4	2	14	3	0	0	0	23	18.6
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	1	2	20	3	0	0	0	26	24.0
18:30 - 18:45	0	0	10	1	0	0	0	11	11.0	0	0	12	2	0	0	1	15	16.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	0	0	17	0	0	0	0	17	17.0
Hourly Total	0	0	23	1	0	0	0	24	24.0	5	4	63	8	0	0	1	81	75.6
TOTAL	0	0	114	16	0	0	0	130	130.0	9	7	260	26	0	0	3	305	296.6

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 4
Approach: Sacheverell Way

TIME	Ahead to Groby Road (W)									Right to Groby Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	31	10	2	0	1	45	46.4	0	0	5	2	0	0	0	7	7.0
07:15 - 07:30	0	2	36	19	2	0	0	59	58.8	0	0	7	1	0	0	0	8	8.0
07:30 - 07:45	0	0	73	5	0	1	1	80	82.3	0	0	10	1	0	0	0	11	11.0
07:45 - 08:00	0	0	60	17	0	0	0	77	77.0	0	0	22	3	0	0	0	25	25.0
Hourly Total	0	3	200	51	4	1	2	261	264.5	0	0	44	7	0	0	0	51	51.0
08:00 - 08:15	0	1	69	10	5	0	0	85	86.9	0	0	30	0	0	0	0	30	30.0
08:15 - 08:30	0	0	44	6	0	0	0	50	50.0	0	0	55	1	1	0	4	61	65.5
08:30 - 08:45	1	0	57	11	0	0	0	69	68.2	0	0	38	3	0	0	0	41	41.0
08:45 - 09:00	0	0	58	8	1	1	1	69	71.8	0	0	11	1	0	0	0	12	12.0
Hourly Total	1	1	228	35	6	1	1	273	276.9	0	0	134	5	1	0	4	144	148.5
09:00 - 09:15	0	0	31	9	2	0	0	42	43.0	0	0	9	0	1	0	0	10	10.5
09:15 - 09:30	0	0	30	4	1	0	0	35	35.5	0	0	2	1	0	0	0	3	3.0
09:30 - 09:45	0	0	26	5	1	0	1	33	34.5	0	0	9	0	0	0	0	9	9.0
09:45 - 10:00	0	0	35	8	1	0	1	45	46.5	0	0	8	2	0	0	0	10	10.0
Hourly Total	0	0	122	26	5	0	2	155	159.5	0	0	28	3	1	0	0	32	32.5
TOTAL	1	4	550	112	15	2	5	689	700.9	0	0	206	15	2	0	4	227	232.0
16:00 - 16:15	0	0	72	18	2	0	2	94	97.0	0	0	13	1	0	0	0	14	14.0
16:15 - 16:30	1	0	80	7	1	0	0	89	88.7	0	0	9	1	0	0	0	10	10.0
16:30 - 16:45	1	0	87	10	1	0	0	99	98.7	0	0	13	2	0	0	0	15	15.0
16:45 - 17:00	1	2	96	15	0	0	1	115	114.0	0	0	18	3	0	0	0	21	21.0
Hourly Total	3	2	335	50	4	0	3	397	398.4	0	0	53	7	0	0	0	60	60.0
17:00 - 17:15	2	2	55	16	3	0	1	79	78.7	0	0	12	4	0	0	0	16	16.0
17:15 - 17:30	0	1	80	12	0	0	0	93	92.4	0	0	13	1	0	0	0	14	14.0
17:30 - 17:45	0	0	89	9	0	0	0	98	98.0	0	0	15	1	0	0	0	16	16.0
17:45 - 18:00	0	0	103	9	0	0	0	112	112.0	0	0	10	2	0	0	0	12	12.0
Hourly Total	2	3	327	46	3	0	1	382	381.1	0	0	50	8	0	0	0	58	58.0
18:00 - 18:15	1	2	74	7	0	0	1	85	84.0	0	0	9	0	0	0	0	9	9.0
18:15 - 18:30	0	0	65	4	1	0	0	70	70.5	0	0	13	1	0	0	0	14	14.0
18:30 - 18:45	0	0	48	5	0	0	0	53	53.0	0	0	8	1	0	0	0	9	9.0
18:45 - 19:00	0	0	44	10	0	0	0	54	54.0	0	0	13	1	0	0	0	14	14.0
Hourly Total	1	2	231	26	1	0	1	262	261.5	0	0	43	3	0	0	0	46	46.0
TOTAL	6	7	893	122	8	0	5	1041	1041.0	0	0	146	18	0	0	0	164	164.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 4
Approach: Groby Road West

TIME	Left to Groby Road (N)									Ahead to Sacheverell Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	13	0	0	0	0	13	13.0	0	0	47	13	1	0	0	61	61.5
07:15 - 07:30	0	0	16	4	0	0	0	20	20.0	0	1	51	16	0	0	0	68	67.4
07:30 - 07:45	1	0	25	2	0	0	0	28	27.2	0	0	67	20	2	0	2	91	94.0
07:45 - 08:00	0	0	30	0	2	0	0	32	33.0	0	0	66	10	1	0	0	77	77.5
Hourly Total	1	0	84	6	2	0	0	93	93.2	0	1	231	59	4	0	2	297	300.4
08:00 - 08:15	1	0	35	5	0	0	0	41	40.2	0	0	66	4	1	0	0	71	71.5
08:15 - 08:30	1	2	89	3	1	0	1	97	96.5	0	0	64	12	3	0	0	79	80.5
08:30 - 08:45	0	1	64	10	0	0	0	75	74.4	0	0	60	12	1	0	0	73	73.5
08:45 - 09:00	0	0	28	3	1	0	0	32	32.5	0	0	65	9	1	0	0	75	75.5
Hourly Total	2	3	216	21	2	0	1	245	243.6	0	0	255	37	6	0	0	298	301.0
09:00 - 09:15	0	0	21	3	0	0	0	24	24.0	1	0	57	12	2	1	1	74	76.5
09:15 - 09:30	0	0	15	5	0	0	0	20	20.0	0	0	51	12	1	1	0	65	66.8
09:30 - 09:45	0	0	14	2	2	0	1	19	21.0	0	0	34	5	4	1	0	44	47.3
09:45 - 10:00	0	0	14	5	2	0	0	21	22.0	1	0	42	8	2	0	0	53	53.2
Hourly Total	0	0	64	15	4	0	1	84	87.0	2	0	184	37	9	3	1	236	243.8
TOTAL	3	3	364	42	8	0	2	422	423.8	2	1	670	133	19	3	3	831	845.2
16:00 - 16:15	0	3	20	5	0	0	0	28	26.2	1	0	74	22	0	0	0	97	96.2
16:15 - 16:30	0	0	23	8	0	0	0	31	31.0	1	3	80	10	2	0	1	97	96.4
16:30 - 16:45	0	0	34	4	0	0	0	38	38.0	1	0	75	9	0	0	0	85	84.2
16:45 - 17:00	0	3	25	22	0	0	1	51	50.2	0	1	70	7	0	0	0	78	77.4
Hourly Total	0	6	102	39	0	0	1	148	145.4	3	4	299	48	2	0	1	357	354.2
17:00 - 17:15	2	0	36	3	1	0	0	42	40.9	0	2	73	11	2	0	0	88	87.8
17:15 - 17:30	0	0	23	1	0	0	0	24	24.0	1	2	67	12	1	0	1	84	83.5
17:30 - 17:45	0	0	22	1	0	0	0	23	23.0	0	3	75	14	0	0	0	92	90.2
17:45 - 18:00	0	0	14	1	0	0	1	16	17.0	1	1	50	5	0	0	0	57	55.6
Hourly Total	2	0	95	6	1	0	1	105	104.9	2	8	265	42	3	0	1	321	317.1
18:00 - 18:15	0	0	12	1	0	0	0	13	13.0	0	0	43	4	0	0	0	47	47.0
18:15 - 18:30	0	0	19	3	0	0	0	22	22.0	0	1	51	3	0	0	1	56	56.4
18:30 - 18:45	1	1	15	0	0	0	0	17	15.6	0	1	43	6	0	0	0	50	49.4
18:45 - 19:00	0	2	18	0	0	0	0	20	18.8	0	2	37	4	0	0	0	43	41.8
Hourly Total	1	3	64	4	0	0	0	72	69.4	0	4	174	17	0	0	1	196	194.6
TOTAL	3	9	261	49	1	0	2	325	319.7	5	16	738	107	5	0	3	874	865.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

From: 1) 07:00

Show Peak Hour: ☐

To: 1) 10:00

Show PCUs: ☒

Class: All Vehicles

Show Session 2

Tuesday 2nd July 2024

PCUs

Leicester Road (W)	594	606.6	  U-Turn
	115	115.5	
	31	31	



U-Turn	18	17	Leicester Road (E)
	688.4	670	
	776.2	757	

	84	1199.2	Sacheverell Way
	82	1181	
			

Ratby
Tuesday 2nd July 2024
Junction: 5
Approach: Leicester Road East

TIME	Left to Sacheverell Way									Ahead to Leicester Road (W)									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	34	14	2	0	1	51	53.0	0	1	55	17	1	0	0	74	73.9	0	0	2	0	0	0	0	2	2.0
07:15 - 07:30	0	2	45	15	2	0	1	65	65.8	0	0	63	10	0	0	1	74	75.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	57	10	2	0	0	69	70.0	0	0	36	11	5	0	0	52	54.5	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	52	20	2	0	0	74	75.0	0	0	40	0	3	0	1	44	46.5	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	2	188	59	8	0	2	259	263.8	0	1	194	38	9	0	2	244	249.9	0	0	5	1	0	0	0	6	6.0
08:00 - 08:15	0	1	74	14	3	1	1	94	97.2	0	0	43	12	2	0	1	58	60.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	71	11	0	0	3	85	88.0	0	0	44	10	3	0	0	57	58.5	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	1	65	14	0	0	0	80	79.4	0	0	60	13	2	0	1	76	78.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	49	8	0	1	1	59	61.3	0	0	42	12	2	0	0	56	57.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	2	259	47	3	2	5	318	325.9	0	0	189	47	9	0	2	247	253.5	0	0	4	0	0	0	0	4	4.0
09:00 - 09:15	0	0	40	8	4	0	0	52	54.0	0	0	39	6	1	0	1	47	48.5	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	28	6	1	0	1	36	37.5	0	0	34	6	2	0	1	43	45.0	0	0	3	0	0	0	0	3	3.0
09:30 - 09:45	0	0	35	6	1	0	0	42	42.5	0	0	32	4	1	0	1	38	39.5	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	39	7	3	0	1	50	52.5	0	0	43	6	2	0	0	51	52.0	0	0	0	0	2	0	0	2	3.0
Hourly Total	0	0	142	27	9	0	2	180	186.5	0	0	148	22	6	0	3	179	185.0	0	0	5	0	2	0	0	7	8.0
TOTAL	0	4	589	133	20	2	9	757	776.2	0	1	531	107	24	0	7	670	688.4	0	0	14	1	2	0	0	17	18.0
16:00 - 16:15	0	0	95	22	2	0	1	120	122.0	0	0	68	15	0	0	1	84	85.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	2	106	15	1	0	0	124	123.3	1	1	75	19	2	0	2	100	101.6	0	0	2	1	0	0	0	3	3.0
16:30 - 16:45	0	3	107	12	1	0	0	123	121.7	0	1	85	1	0	0	0	87	86.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	105	23	1	0	1	130	131.5	0	0	94	12	0	0	1	107	108.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	5	413	72	5	0	2	497	498.5	1	2	322	47	2	0	4	378	381.0	0	0	3	1	0	0	0	4	4.0
17:00 - 17:15	1	3	96	18	4	0	1	123	123.4	0	0	100	16	1	0	0	117	117.5	0	0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	1	108	21	0	0	0	130	129.4	0	2	98	8	2	0	1	111	111.8	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	113	13	0	0	0	126	126.0	1	0	101	7	2	0	0	111	111.2	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	127	20	0	0	0	147	147.0	0	0	83	11	0	0	1	95	96.0	0	1	0	1	0	0	0	2	1.4
Hourly Total	1	4	444	72	4	0	1	526	525.8	1	2	382	42	5	0	2	434	436.5	0	1	3	1	0	0	0	5	4.4
18:00 - 18:15	0	2	86	13	0	0	1	102	101.8	0	6	73	5	1	0	1	86	83.9	0	0	1	1	0	0	0	2	2.0
18:15 - 18:30	0	0	86	8	0	0	0	94	94.0	1	3	72	5	2	0	1	84	83.4	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	76	15	0	0	0	91	91.0	0	0	50	6	0	0	1	57	58.0	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	65	7	0	0	0	72	72.0	0	0	57	4	0	0	1	62	63.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	2	313	43	0	0	1	359	358.8	1	9	252	20	3	0	4	289	288.3	0	0	5	1	0	0	0	6	6.0
TOTAL	1	11	1170	187	9	0	4	1382	1383.1	3	13	956	109	10	0	10	1101	1105.8	0	1	11	3	0	0	0	15	14.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby

Tuesday 2nd July 2024

Junction: 5

Approach: Sacheverell Way

TIME	Left to Leicester Road (W)									Right to Leicester Road (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	63	16	1	0	0	80	80.5
07:15 - 07:30	0	0	3	1	0	0	0	4	4.0	0	1	82	26	0	0	0	109	108.4
07:30 - 07:45	0	0	7	0	0	0	1	8	9.0	0	0	99	29	3	0	1	132	134.5
07:45 - 08:00	0	0	10	1	0	0	0	11	11.0	0	0	97	14	0	0	0	111	111.0
Hourly Total	0	0	20	2	0	0	1	23	24.0	0	1	341	85	4	0	1	432	434.4
08:00 - 08:15	0	0	6	0	0	0	0	6	6.0	0	0	79	13	2	0	0	94	95.0
08:15 - 08:30	0	0	10	0	0	0	0	10	10.0	0	0	103	15	3	0	1	122	124.5
08:30 - 08:45	0	0	6	0	0	0	0	6	6.0	0	0	96	10	1	0	2	109	111.5
08:45 - 09:00	0	0	11	3	1	0	0	15	15.5	0	0	91	11	0	0	0	102	102.0
Hourly Total	0	0	33	3	1	0	0	37	37.5	0	0	369	49	6	0	3	427	433.0
09:00 - 09:15	0	0	6	2	0	0	0	8	8.0	0	0	64	13	3	0	1	81	83.5
09:15 - 09:30	0	0	5	0	0	0	0	5	5.0	0	0	71	14	0	1	0	86	87.3
09:30 - 09:45	0	0	2	1	0	0	0	3	3.0	0	1	75	4	5	1	0	86	89.2
09:45 - 10:00	0	0	4	1	1	0	0	6	6.5	0	0	58	7	3	1	0	69	71.8
Hourly Total	0	0	17	4	1	0	0	22	22.5	0	1	268	38	11	3	1	322	331.8
TOTAL	0	0	70	9	2	0	1	82	84.0	0	2	978	172	21	3	5	1181	1199.2
16:00 - 16:15	0	0	11	0	0	0	0	11	11.0	0	0	86	25	0	0	0	111	111.0
16:15 - 16:30	0	0	12	0	0	0	0	12	12.0	0	2	83	13	0	0	2	100	100.8
16:30 - 16:45	0	0	8	0	0	0	0	8	8.0	0	0	76	11	2	0	0	89	90.0
16:45 - 17:00	0	0	14	0	0	0	0	14	14.0	0	1	78	9	0	0	0	88	87.4
Hourly Total	0	0	45	0	0	0	0	45	45.0	0	3	323	58	2	0	2	388	389.2
17:00 - 17:15	0	0	12	2	0	0	0	14	14.0	0	2	76	8	3	0	0	89	89.3
17:15 - 17:30	0	0	15	1	0	0	0	16	16.0	0	1	67	13	3	0	1	85	86.9
17:30 - 17:45	0	0	9	4	0	0	0	13	13.0	0	2	75	9	0	0	1	87	86.8
17:45 - 18:00	0	0	10	2	0	0	0	12	12.0	0	5	48	7	0	0	0	60	57.0
Hourly Total	0	0	46	9	0	0	0	55	55.0	0	10	266	37	6	0	2	321	320.0
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	0	49	6	0	0	0	55	55.0
18:15 - 18:30	0	0	5	1	0	0	0	6	6.0	0	1	50	4	0	0	1	56	56.4
18:30 - 18:45	0	1	4	2	0	0	0	7	6.4	0	0	52	8	0	0	1	61	62.0
18:45 - 19:00	0	0	10	1	0	0	0	11	11.0	0	2	42	1	0	0	0	45	43.8
Hourly Total	0	1	25	5	0	0	0	31	30.4	0	3	193	19	0	0	2	217	217.2
TOTAL	0	1	116	14	0	0	0	131	130.4	0	16	782	114	8	0	6	926	926.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 5
Approach: Leicester Road West

	Ahead to Leicester Road (E)									Right to Sacheverell Way									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	38	7			2	48	49.2	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	45	6	0	0	0	51	51.0	0	0	8	1	0	0	0	9	9.0	0	0	1	0	0	0	0	0	1
07:30 - 07:45	0	0	51	7	0	0	1	59	60.0	0	0	11	2	0	0	0	13	13.0	0	0	1	0	0	0	0	0	1
07:45 - 08:00	0	0	50	6	1	0	1	58	59.5	0	0	11	1	0	0	0	12	12.0	0	0	1	0	0	0	0	0	1
Hourly Total	1	0	184	26	1	0	4	216	219.7	0	0	30	5	0	0	0	35	35.0	0	0	3	0	0	0	0	0	3
08:00 - 08:15	0	0	49	7	0	0	1	57	58.0	0	0	8	3	0	0	0	11	11.0	0	0	4	2	0	0	0	0	6
08:15 - 08:30	0	0	42	0	1	0	0	43	43.5	0	0	16	0	0	0	0	16	16.0	0	0	11	0	0	0	0	0	11
08:30 - 08:45	0	1	50	1	1	0	1	54	54.9	0	0	19	2	1	0	0	22	22.5	0	0	4	0	0	0	0	0	4
08:45 - 09:00	0	0	63	2	1	0	1	67	68.5	0	0	11	0	0	0	0	11	11.0	0	0	2	1	0	0	0	0	3
Hourly Total	0	1	204	10	3	0	3	221	224.9	0	0	54	5	1	0	0	60	60.5	0	0	21	3	0	0	0	0	24
09:00 - 09:15	0	0	42	5	1	0	0	48	48.5	0	0	2	2	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	31	8	1	0	1	41	42.5	0	0	5	0	0	0	0	5	5.0	0	0	1	0	0	0	0	0	1
09:30 - 09:45	0	0	28	7	1	0	1	37	38.5	0	0	3	1	0	0	0	4	4.0	0	0	1	1	0	0	0	0	2
09:45 - 10:00	0	0	29	0	1	0	1	31	32.5	0	0	7	0	0	0	0	7	7.0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	130	20	4	0	3	157	162.0	0	0	17	3	0	0	0	20	20.0	0	0	3	1	0	0	0	0	4
TOTAL	1	1	518	56	8	0	10	594	606.6	0	0	101	13	1	0	0	115	115.5	0	0	27	4	0	0	0	0	31

16:00 - 16:15	3	0	43	4	0	0	0	50	47.6	0	0	6	3	0	0	1	10	11.0	0	0	1	0	0	0	0	0	1
16:15 - 16:30	0	0	41	9	2	0	0	52	53.0	0	0	5	0	0	0	0	5	5.0	0	0	1	1	1	0	0	0	3
16:30 - 16:45	0	0	43	1	0	0	1	46	48.3	0	0	9	0	0	0	0	9	9.0	0	0	2	0	0	0	0	0	2
16:45 - 17:00	0	1	33	5	0	0	0	40	40.4	1	0	7	0	0	0	0	8	7.2	0	0	2	1	0	0	0	0	3
Hourly Total	3	1	160	19	2	1	2	188	189.3	1	0	27	3	0	0	1	32	32.2	0	0	6	2	1	0	0	0	9
17:00 - 17:15	0	0	34	3	0	1	2	40	43.3	0	1	9	0	0	0	0	10	9.4	0	0	4	0	0	0	0	0	4
17:15 - 17:30	0	0	29	5	0	0	0	34	34.0	0	0	14	1	1	0	0	16	16.5	0	0	4	0	0	0	0	0	4
17:30 - 17:45	1	0	39	4	1	0	1	46	46.7	0	0	18	3	0	0	0	21	21.0	0	0	1	1	0	0	0	0	2
17:45 - 18:00	0	0	27	0	0	0	1	28	29.0	0	0	12	1	0	0	0	13	13.0	0	0	2	0	0	0	0	0	2
Hourly Total	1	0	129	12	1	1	4	148	153.0	0	1	53	5	1	0	0	60	59.9	0	0	11	1	0	0	0	0	12
18:00 - 18:15	0	0	36	0	0	0	0	37	38.0	0	0	5	1	0	0	0	6	6.0	0	0	2	0	0	0	0	0	2
18:15 - 18:30	0	2	29	2	0	0	0	33	31.8	0	0	6	0	1	0	0	7	7.5	0	0	4	0	0	0	0	0	4
18:30 - 18:45	0	0	36	3	0	0	0	39	39.0	0	0	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	28	2	0	1	1	32	34.3	0	0	8	1	0	0	0	9	9.0	0	0	2	0	0	0	0	0	2
Hourly Total	0	2	129	7	0	1	2	141	143.1	0	0	28	3	1	0	0	32	32.5	0	0	8	0	0	0	0	0	8
TOTAL	4	3	418	38	3	3	8	477	485.4	1	1	108	11	2	0	1	124	124.6	0	0	25	3	1	0	0	0	29

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Tuesday 2nd July 2024
PCUs

From:

1) 07:00

To:

1) 10:00

Class:

All Vehicles

Show Peak Hour:

Show PCUs:

Show Session 2

A46 (S)	356	421	
	4	4.5	
	489	502.8	
	79	80	

Leicester Road	315	322.3	
	550	557.7	
	464	467.5	
	567	569.9	



	2220	1937	A46 (N)
	4	4	
	442.8	434	
	178.9	168	

Ratby
Tuesday 2nd July 2024
Junction: 6
Approach: A50 Markfield Road

	To A46 (N)									To A50 Groby Road									To Leicester Road									To A46 (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	109	45	10	26	2	192	232.8	0	1	137	44	6	3	0	191	197.3	0	1	20	6	1	0	0	28	27.9	0	1	14	6	3	3	0	27	31.8
07:15 - 07:30	0	1	116	57	12	14	0	200	223.6	0	0	192	41	9	1	0	243	248.8	0	0	27	10	1	0	2	40	42.5	0	0	29	8	2	2	0	41	44.6
07:30 - 07:45	0	1	127	35	11	20	0	194	224.9	0	2	233	39	6	3	0	283	288.7	0	0	35	7	2	0	0	44	45.0	0	0	28	8	4	6	0	46	55.8
07:45 - 08:00	0	1	136	55	8	13	0	213	233.3	0	1	258	38	7	2	0	306	311.5	0	0	24	9	3	0	0	36	37.5	0	0	31	10	0	4	0	45	50.2
Hourly Total	0	3	488	192	41	73	2	799	914.6	0	4	820	162	28	9	0	1023	1046.3	0	1	106	32	7	0	2	148	152.9	0	1	102	32	9	15	0	159	182.4
08:00 - 08:15	0	1	172	32	9	19	0	233	261.6	1	2	256	41	3	2	0	305	307.1	0	0	33	8	2	0	0	43	44.0	0	0	40	12	2	6	0	60	68.8
08:15 - 08:30	0	1	128	38	13	12	0	192	213.5	0	2	242	32	9	3	0	288	295.2	0	0	20	7	1	0	0	28	28.5	0	0	26	5	3	5	0	39	47.0
08:30 - 08:45	0	0	137	41	13	18	0	209	238.9	0	0	226	34	10	5	0	275	286.5	0	0	25	11	1	0	0	37	37.5	0	0	36	4	2	6	0	48	56.8
08:45 - 09:00	0	0	147	44	12	21	0	224	257.3	0	2	202	33	4	3	1	245	250.7	0	0	21	8	1	0	0	30	30.5	0	0	49	10	4	3	2	68	75.9
Hourly Total	0	2	584	155	47	70	0	858	971.3	1	6	926	140	26	13	1	1113	1139.5	0	0	99	34	5	0	0	138	140.5	0	0	151	31	11	20	2	215	248.5
09:00 - 09:15	0	0	114	28	12	21	0	175	208.3	0	0	158	26	7	4	1	196	205.7	0	0	20	6	2	0	0	28	29.0	0	0	34	12	1	4	1	52	58.7
09:15 - 09:30	0	0	83	25	6	18	1	133	160.4	0	0	152	21	6	2	3	184	192.6	0	0	17	3	1	0	1	22	23.5	0	0	17	9	1	2	0	29	32.1
09:30 - 09:45	0	0	73	36	11	16	1	137	164.3	0	0	120	23	8	2	0	153	159.6	0	0	14	4	0	0	0	18	18.0	0	0	12	8	4	6	0	30	39.8
09:45 - 10:00	0	0	85	15	10	17	0	127	154.1	0	3	102	20	7	1	1	134	138.0	0	0	20	5	3	0	0	28	29.5	0	0	20	6	1	3	0	30	34.4
Hourly Total	0	0	355	104	39	72	2	572	687.1	0	3	532	90	28	9	5	667	695.9	0	0	71	18	6	0	1	96	100.0	0	0	83	35	7	15	1	141	165.0
TOTAL	0	5	1427	451	127	215	4	2229	2573.0	1	13	2278	392	82	31	6	2803	2881.7	0	1	276	84	18	0	3	382	393.4	0	1	336	98	27	50	3	515	595.9
16:00 - 16:15	0	0	110	34	5	13	0	162	181.4	0	1	111	21	2	2	0	137	140.0	0	0	32	11	0	0	0	43	43.0	0	0	17	12	2	3	0	34	38.9
16:15 - 16:30	0	0	135	36	6	8	0	185	198.4	0	0	116	35	4	1	0	156	159.3	0	0	35	9	1	0	0	45	45.5	0	0	19	15	3	3	0	40	45.4
16:30 - 16:45	0	0	146	32	6	9	0	193	207.7	0	0	138	19	6	2	0	165	170.6	0	1	35	7	1	0	0	44	43.9	0	0	16	6	1	0	0	23	23.5
16:45 - 17:00	0	0	171	26	3	4	0	204	210.7	0	0	116	20	1	0	0	137	137.5	0	0	36	10	1	0	0	47	47.5	0	0	21	10	4	3	0	38	43.9
Hourly Total	0	0	562	128	20	34	0	744	798.2	0	1	481	95	13	5	0	595	607.4	0	1	138	37	3	0	0	179	179.9	0	0	73	43	10	9	0	135	151.7
17:00 - 17:15	0	2	134	17	3	7	0	163	172.4	0	0	91	10	1	1	0	103	104.8	0	1	40	7	0	0	0	48	47.4	0	0	20	10	3	6	0	39	48.3
17:15 - 17:30	0	2	190	30	1	9	0	232	243.0	0	0	116	26	0	0	1	143	144.0	0	1	42	8	0	0	0	51	50.4	0	1	18	7	0	2	0	28	30.0
17:30 - 17:45	0	1	189	29	4	7	0	230	240.5	0	0	126	11	4	0	0	141	143.0	0	0	50	5	0	0	0	55	55.0	0	0	18	6	0	3	0	27	30.9
17:45 - 18:00	0	0	141	18	2	10	0	171	185.0	0	0	132	11	2	2	0	147	150.6	0	0	39	7	0	0	0	46	46.0	0	0	16	6	0	1	0	23	24.3
Hourly Total	0	5	654	94	10	33	0	796	840.9	0	0	465	58	7	3	1	534	542.4	0	2	171	27	0	0	0	200	198.8	0	1	72	29	3	12	0	117	133.5
18:00 - 18:15	0	0	133	17	3	6	0	159	168.3	0	0	128	11	0	0	0	139	139.0	0	0	31	6	0	0	0	37	37.0	0	0	13	7	1	5	0	26	33.0
18:15 - 18:30	0	1	153	11	1	6	0	172	179.7	0	1	132	6	0	0	0	139	138.4	0	0	39	5	0	0	0	44	44.0	0	0	10	7	0	1	0	18	19.3
18:30 - 18:45	0	0	92	16	2	3	0	113	117.9	0	1	89	14	2	0	0	106	106.4	0	0	26	6	0	0	0	32	32.0	0	0	15	1	0	0	0	16	16.0
18:45 - 19:00	0	1	117	8	4	0	0	130	131.4	0	0	105	13	1	0	0	119	119.5	0	0	27	4	0	0	0	31	31.0	0	3	13	2	0	2	0	20	20.8
Hourly Total	0	2	495	52	10	15	0	574	597.3	0	2	454	44	3	0	0	503	503.3	0	0	123	21	0	0	0	144	144.0	0	3	51	17	1	8	0	80	89.1
TOTAL	0	7	1711	274	40	82	0	2114	2236.4	0	3	1400	197	23	8	1	1632	1653.1	0	3	432	85	3	0	0	523	522.7	0	4	196	89	14	29	0	332	374.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 6
Approach: A46 North

To A50 Groby Road										To Leicester Road								To A46 (S)								To A50 Markfield Road										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	10	0	1	0	0	11	11.5	0	0	27	11	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0	0	0	143	28	8	7	0	186	199.1
07:15 - 07:30	0	0	12	1	1	0	2	16	18.5	0	1	28	8	1	0	0	38	37.9	0	0	0	0	0	0	0	0	0	1	146	41	7	13	0	208	227.8	
07:30 - 07:45	0	0	13	3	3	0	0	19	20.5	0	0	27	8	3	0	0	38	39.5	0	0	0	0	0	0	0	0	0	0	165	40	10	10	0	225	243.0	
07:45 - 08:00	0	0	15	2	2	0	0	19	20.0	0	0	28	12	2	0	0	42	43.0	0	0	0	0	0	0	0	0	0	0	106	27	9	15	0	157	181.0	
Hourly Total	0	0	50	6	7	0	2	65	70.5	0	1	110	39	7	0	0	157	159.9	0	0	0	0	0	0	0	0	0	1	560	136	34	45	0	776	850.9	
08:00 - 08:15	0	0	10	5	0	0	0	15	15.0	0	1	26	5	1	1	0	34	35.2	0	0	0	0	0	0	0	0	0	0	125	24	13	20	0	182	214.5	
08:15 - 08:30	0	0	7	1	0	1	0	9	10.3	0	0	48	9	0	0	0	57	57.0	0	0	1	0	0	0	0	0	1	117	35	11	23	0	186	221.4		
08:30 - 08:45	0	0	12	3	0	0	0	15	15.0	0	1	27	7	1	0	0	36	35.9	0	0	0	0	0	0	0	0	0	1	102	22	12	20	0	157	188.4	
08:45 - 09:00	0	0	8	2	1	0	0	11	11.5	0	0	27	5	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	92	26	8	14	0	140	162.2	
Hourly Total	0	0	37	11	1	1	0	50	51.8	0	2	128	26	3	1	0	160	161.6	0	0	1	0	0	0	0	0	1	1	436	107	44	77	0	665	786.5	
09:00 - 09:15	0	0	10	2	0	1	0	13	14.3	0	0	29	4	3	1	0	37	39.8	0	0	1	0	0	0	0	0	1	108	30	11	16	0	165	191.3		
09:15 - 09:30	0	0	15	2	2	0	0	19	20.0	0	0	13	2	1	0	0	16	16.5	0	0	1	0	0	0	0	0	1	69	24	9	9	0	111	127.2		
09:30 - 09:45	0	0	8	2	0	0	0	10	10.0	0	0	25	4	1	0	0	30	30.5	0	0	0	1	0	0	0	0	1	76	25	7	12	0	120	139.1		
09:45 - 10:00	0	0	8	2	0	1	0	11	12.3	0	0	29	4	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	54	25	3	18	0	100	124.9	
Hourly Total	0	0	41	8	2	2	0	53	56.6	0	0	96	14	6	1	0	117	121.3	0	0	2	1	0	0	0	0	3	0	307	104	30	55	0	496	582.5	
TOTAL	0	0	128	25	10	3	2	168	178.9	0	3	334	79	16	2	0	434	442.8	0	0	3	1	0	0	0	4	4.0	0	2	1303	347	108	177	0	1937	2219.9
16:00 - 16:15	0	0	8	3	0	0	0	11	11.0	0	0	66	11	1	0	0	78	78.5	0	0	2	0	0	0	0	2	2.0	0	1	100	29	9	12	0	151	170.5
16:15 - 16:30	0	0	9	1	0	0	0	10	10.0	0	1	63	15	1	0	0	80	79.9	0	0	0	0	0	0	0	0	0	1	115	35	11	17	0	179	206.0	
16:30 - 16:45	0	0	12	1	0	0	0	13	13.0	0	0	66	9	0	0	0	75	75.0	0	0	0	0	0	0	0	0	0	0	133	36	2	8	0	179	190.4	
16:45 - 17:00	0	0	8	1	0	0	0	9	9.0	0	0	75	15	0	0	0	90	90.0	0	0	0	1	0	0	0	1	1.0	0	2	144	41	3	13	3	206	226.2
Hourly Total	0	0	37	6	0	0	0	43	43.0	0	1	270	50	2	0	0	323	323.4	0	0	2	1	0	0	0	3	3.0	0	4	492	141	25	50	3	715	793.1
17:00 - 17:15	0	0	6	2	0	0	0	8	8.0	0	0	64	8	3	0	0	75	76.5	0	0	1	0	0	0	0	1	1.0	0	0	117	25	4	11	0	157	173.3
17:15 - 17:30	0	0	9	1	0	0	0	10	10.0	0	1	76	9	1	0	0	87	86.9	0	0	0	0	0	0	0	0	0	1	143	21	2	13	0	180	197.3	
17:30 - 17:45	0	0	6	1	0	0	0	7	7.0	0	1	66	7	2	0	0	76	76.4	0	0	0	0	0	0	0	0	0	0	115	17	1	4	0	137	142.7	
17:45 - 18:00	0	0	3	1	0	0	0	4	4.0	0	0	83	14	0	0	0	97	97.0	0	0	0	0	0	0	0	0	0	1	128	22	3	6	0	160	168.7	
Hourly Total	0	0	24	5	0	0	0	29	29.0	0	2	289	38	6	0	0	335	336.8	0	0	1	0	0	0	0	1	1.0	0	2	503	85	10	34	0	634	682.0
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	2	62	6	0	0	0	70	68.8	0	0	0	0	0	0	0	0	0	1	121	15	2	3	1	143	148.3	
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	54	6	1	0	0	61	61.5	0	0	0	0	0	0	0	0	0	0	91	18	1	5	0	115	122.0	
18:30 - 18:45	0	0	6	2	0	1	0	9	10.3	0	0	43	6	0	0	0	49	49.0	0	0	0	0	0	0	0	0	0	0	87	12	2	3	0	104	108.9	
18:45 - 19:00	0	0	6	0	0	0	0	6	6.0	0	0	40	5	0	0	0	45	45.0	0	0	0	0	0	0	0	0	0	0	59	10	2	8	1	80	92.4	
Hourly Total	0	0	25	2	0	1	0	28	29.3	0	2	199	23	1	0	0	225	224.3	0	0	0	0	0	0	0	0	0	1	358	55	7	19	2	442	471.6	
TOTAL	0	0	86	13	0	1	0	100	101.3	0	5	758	111	9	0	0	883	884.5	0	0	3	1	0	0	0	4	4.0	0	7	1353	281	42	103	5	1791	1946.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 6
Approach: A50 Groby Road

	To Leicester Road									To A46 (S)									To A50 Markfield Road									To A46 (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	26	6	0	0	0	32	32.0	0	0	8	3	1	1	0	13	14.8	0	0	99	15	2	1	0	117	119.3	0	0	43	7	1	4	0	55	60.7
07:15 - 07:30	0	1	15	2	0	0	0	18	17.4	0	0	13	3	0	0	0	16	16.0	0	0	65	20	5	1	1	92	96.8	0	0	42	17	2	1	0	62	64.3
07:30 - 07:45	0	0	21	1	0	0	0	22	22.0	0	0	16	2	1	0	0	19	19.5	0	0	105	9	4	0	0	118	120.0	0	0	45	14	1	0	0	60	60.5
07:45 - 08:00	0	0	16	4	1	0	0	21	21.5	0	0	22	7	0	0	0	29	29.0	0	2	70	21	5	2	0	100	103.9	0	0	48	7	0	1	0	56	57.3
Hourly Total	0	1	78	13	1	0	0	93	92.9	0	0	59	15	2	1	0	77	79.3	0	2	339	65	16	4	1	427	440.0	0	0	178	45	4	6	0	233	242.8
08:00 - 08:15	0	0	23	4	1	0	1	29	30.5	0	0	18	3	0	0	0	21	21.0	0	1	62	14	2	2	1	82	86.0	0	0	45	11	1	0	0	57	57.5
08:15 - 08:30	0	0	23	4	0	0	0	27	27.0	0	0	26	1	0	0	0	27	27.0	0	0	35	16	3	1	0	55	57.8	0	0	33	11	1	0	0	45	45.5
08:30 - 08:45	0	0	22	3	0	0	0	25	25.0	0	0	16	2	0	0	0	18	18.0	0	1	44	15	3	2	0	65	68.5	0	0	41	7	3	0	0	51	52.5
08:45 - 09:00	0	0	21	3	0	0	0	24	24.0	0	0	13	3	4	0	0	20	22.0	0	1	23	11	3	5	0	43	50.4	0	0	38	9	1	0	0	48	48.5
Hourly Total	0	0	89	14	1	0	1	105	106.5	0	0	73	9	4	0	0	86	88.0	0	3	164	56	11	10	1	245	262.7	0	0	157	38	6	0	0	201	204.0
09:00 - 09:15	0	0	18	1	0	0	0	19	19.0	0	0	8	4	0	0	0	12	12.0	0	0	25	14	1	2	0	42	45.1	0	0	38	10	2	1	0	51	53.3
09:15 - 09:30	0	0	20	2	1	0	0	23	23.5	0	0	6	3	0	0	0	9	9.0	0	0	31	12	5	0	0	48	50.5	0	0	39	9	4	0	0	52	54.0
09:30 - 09:45	0	0	16	1	1	0	0	18	18.5	0	0	7	2	1	2	0	12	15.1	0	0	29	13	1	2	0	45	48.1	0	0	32	7	2	0	0	41	42.0
09:45 - 10:00	0	0	18	1	2	0	0	21	22.0	0	0	15	4	1	0	0	20	20.5	0	0	27	13	4	2	0	46	50.6	0	0	25	8	3	2	0	38	42.1
Hourly Total	0	0	72	5	4	0	0	81	83.0	0	0	36	13	2	2	0	53	56.6	0	0	112	52	11	6	0	181	194.3	0	0	134	34	11	3	0	182	191.4
TOTAL	0	1	239	32	6	0	1	279	282.4	0	0	168	37	8	3	0	216	223.9	0	5	615	173	38	20	2	853	897.0	0	0	469	117	21	9	0	616	638.2
16:00 - 16:15	0	0	37	7	1	0	0	45	45.5	0	0	32	8	0	0	0	40	40.0	0	1	114	22	4	3	0	144	149.3	0	0	49	9	0	0	0	58	58.0
16:15 - 16:30	0	1	56	3	1	0	0	61	60.9	0	0	35	3	1	0	0	39	39.5	0	1	114	11	3	0	0	129	129.9	0	0	57	11	3	0	0	71	72.5
16:30 - 16:45	0	1	47	3	0	0	0	51	50.4	0	0	29	4	0	0	0	33	33.0	0	0	132	16	1	1	0	150	151.8	0	0	55	13	1	0	0	69	69.5
16:45 - 17:00	0	0	48	7	1	0	0	56	56.5	0	0	40	6	1	0	0	47	47.5	0	2	135	20	3	2	0	162	164.9	0	0	52	6	0	0	0	58	58.0
Hourly Total	0	2	188	20	3	0	0	213	213.3	0	0	136	21	2	0	0	159	160.0	0	4	495	69	11	6	0	585	595.9	0	0	213	39	4	0	0	256	258.0
17:00 - 17:15	0	2	52	5	1	0	0	60	59.3	0	0	38	3	0	0	0	41	41.0	0	0	136	12	1	0	0	149	149.5	0	0	49	10	1	0	0	60	60.5
17:15 - 17:30	0	0	50	6	1	0	0	57	57.5	0	1	33	2	2	0	0	38	38.4	0	2	177	7	1	1	0	188	188.6	0	0	28	2	2	1	0	33	35.3
17:30 - 17:45	0	0	54	3	0	0	0	57	57.0	0	0	20	2	0	0	0	22	22.0	0	3	119	8	0	0	0	130	128.2	0	0	56	4	0	1	0	61	62.3
17:45 - 18:00	0	0	54	8	0	0	0	62	62.0	0	0	27	5	0	0	0	32	32.0	0	1	104	10	1	0	0	116	115.9	0	1	40	5	0	0	0	46	45.4
Hourly Total	0	2	210	22	2	0	0	236	235.8	0	1	118	12	2	0	0	133	133.4	0	6	536	37	3	1	0	583	582.2	0	1	173	21	3	2	0	200	203.5
18:00 - 18:15	0	6	37	1	0	0	0	44	40.4	0	0	18	3	1	0	0	22	22.5	0	1	106	8	2	0	0	117	117.4	0	0	46	8	0	0	0	54	54.0
18:15 - 18:30	0	2	37	2	0	0	0	41	39.8	0	0	13	2	0	0	0	15	15.0	0	1	117	5	2	0	0	125	125.4	0	0	34	8	0	0	0	42	42.0
18:30 - 18:45	0	0	27	2	0	0	0	29	29.0	0	0	19	0	0	0	0	19	19.0	0	0	59	7	2	0	0	68	69.0	0	2	38	8	0	0	0	48	46.8
18:45 - 19:00	0	0	33	2	0	0	0	35	35.0	0	1	14	2	0	0	0	17	16.4	0	0	51	10	0	2	1	64	67.6	0	0	28	3	0	0	0	31	31.0
Hourly Total	0	8	134	7	0	0	0	149	144.2	0	1	64	7	1	0	0	73	72.9	0	2	333	30	6	2	1	374	379.4	0	2	146	27	0	0	0	175	173.8
TOTAL	0	12	532	49	5	0	0	598	593.3	0	2	318	40	5	0	0	365	366.3	0	12	1364	136	20	9	1	1542	1557.5	0	3	532	87	7	2	0	631	635.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 6
Approach: Leicester Road

	To A46 (S)									To A50 Markfield Road									To A46 (N)									To A50 Groby Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	18	4	0	0	0	22	22.0	0	0	37	9	0	0	0	46	46.0	0	0	16	4	0	0	0	20	20.0	0	0	34	3	1	0	0	38	38.5
07:15 - 07:30	0	0	25	6	0	0	0	31	31.0	0	0	41	10	0	0	0	51	51.0	0	0	30	9	0	0	0	39	39.0	0	1	42	7	0	0	0	50	49.4
07:30 - 07:45	0	0	27	4	0	0	0	31	31.0	0	0	51	10	1	0	0	62	62.5	0	0	22	16	1	0	0	39	39.5	0	0	49	8	0	0	0	57	57.0
07:45 - 08:00	0	0	22	9	2	0	0	33	34.0	0	0	57	10	0	0	0	67	67.0	0	0	42	2	0	0	0	44	44.0	0	0	39	3	0	0	0	42	42.0
Hourly Total	0	0	92	23	2	0	0	117	118.0	0	0	186	39	1	0	0	226	226.5	0	0	110	31	1	0	0	142	142.5	0	1	164	21	1	0	0	187	186.9
08:00 - 08:15	0	0	24	6	0	0	0	30	30.0	0	0	52	10	1	0	0	63	63.5	0	0	38	5	1	0	0	44	44.5	0	0	37	4	0	0	0	41	41.0
08:15 - 08:30	0	0	26	0	1	0	1	28	29.5	0	0	50	8	1	0	0	59	59.5	0	0	44	6	1	0	0	51	51.5	0	0	37	6	1	0	0	44	44.5
08:30 - 08:45	0	0	21	2	0	0	2	25	27.0	0	1	30	5	2	0	0	38	38.4	0	0	30	4	0	0	0	34	34.0	0	0	67	2	0	0	0	69	69.0
08:45 - 09:00	0	0	21	13	0	0	0	34	34.0	0	0	26	6	0	0	0	32	32.0	0	0	43	4	0	0	0	47	47.0	0	0	62	2	1	0	0	65	65.5
Hourly Total	0	0	92	21	1	0	3	117	120.5	0	1	158	29	4	0	0	192	193.4	0	0	155	19	2	0	0	176	177.0	0	0	203	14	2	0	0	219	220.0
09:00 - 09:15	0	0	15	4	1	0	0	20	20.5	0	0	21	5	1	0	0	27	27.5	0	0	43	3	2	0	0	48	49.0	0	0	42	2	0	0	0	44	44.0
09:15 - 09:30	0	0	13	5	0	1	0	19	20.3	0	0	25	5	0	0	0	30	30.0	0	0	37	4	0	0	0	41	41.0	0	0	39	2	0	0	0	41	41.0
09:30 - 09:45	0	0	20	1	0	0	0	21	21.0	0	1	31	6	2	2	0	42	45.0	0	0	30	2	2	0	0	34	35.0	0	0	34	3	2	0	0	39	40.0
09:45 - 10:00	0	0	17	2	2	0	0	21	22.0	0	0	25	5	2	1	0	33	35.3	0	0	21	2	0	0	0	23	23.0	0	0	32	3	2	0	0	37	38.0
Hourly Total	0	0	65	12	3	1	0	81	83.8	0	1	102	21	5	3	0	132	137.8	0	0	131	11	4	0	0	146	148.0	0	0	147	10	4	0	0	161	163.0
TOTAL	0	0	249	56	6	1	3	315	322.3	0	2	446	89	10	3	0	550	557.7	0	0	396	61	7	0	0	464	467.5	0	1	514	45	7	0	0	567	569.9
16:00 - 16:15	0	0	29	6	0	0	0	35	35.0	0	0	49	10	0	0	0	59	59.0	0	0	20	4	0	0	0	24	24.0	0	0	37	5	0	0	0	42	42.0
16:15 - 16:30	0	0	14	5	1	0	0	20	20.5	0	2	60	11	1	0	0	74	73.3	0	0	27	9	0	0	0	36	36.0	0	0	36	2	0	0	0	38	38.0
16:30 - 16:45	0	0	24	2	0	0	0	26	26.0	0	0	42	8	1	1	0	52	53.8	0	0	16	6	1	0	0	23	23.5	0	0	38	6	2	0	0	46	47.0
16:45 - 17:00	0	0	16	4	0	0	0	20	20.0	0	1	51	6	0	0	0	58	57.4	0	0	21	2	0	0	0	23	23.0	0	0	40	2	0	0	0	42	42.0
Hourly Total	0	0	83	17	1	0	0	101	101.5	0	3	202	35	2	1	0	243	243.5	0	0	84	21	1	0	0	106	106.5	0	0	151	15	2	0	0	168	169.0
17:00 - 17:15	0	0	13	3	0	0	1	17	18.0	0	0	39	4	1	1	0	45	46.8	0	2	15	2	1	0	0	20	19.3	0	0	38	1	0	0	0	39	39.0
17:15 - 17:30	0	0	9	4	0	0	0	13	13.0	0	0	52	5	1	0	0	58	58.5	0	0	9	1	2	0	0	12	13.0	0	1	33	1	0	0	0	35	34.4
17:30 - 17:45	0	0	21	3	0	0	0	24	24.0	0	0	44	6	2	0	0	52	53.0	0	0	20	3	0	0	0	23	23.0	0	0	38	7	0	0	0	45	45.0
17:45 - 18:00	0	0	6	4	0	0	0	10	10.0	0	2	33	2	0	0	0	37	35.8	0	2	12	4	0	0	0	18	16.8	0	3	21	1	0	0	0	25	23.2
Hourly Total	0	0	49	14	0	0	1	64	65.0	0	2	168	17	4	1	0	192	194.1	0	4	56	10	3	0	0	73	72.1	0	4	130	10	0	0	0	144	141.6
18:00 - 18:15	0	0	15	2	0	0	0	17	17.0	0	0	34	4	0	0	0	38	38.0	0	0	15	4	0	0	0	19	19.0	0	0	22	3	0	0	0	25	25.0
18:15 - 18:30	0	0	17	1	0	0	0	18	18.0	0	1	22	1	0	0	0	24	23.4	0	0	15	1	0	0	0	16	16.0	0	2	25	1	0	0	0	28	26.8
18:30 - 18:45	0	0	17	2	0	0	0	19	19.0	0	0	34	2	0	0	0	36	36.0	0	0	20	2	0	0	0	22	22.0	0	0	29	1	0	0	0	30	30.0
18:45 - 19:00	0	0	14	2	0	1	0	17	18.3	0	2	23	2	0	0	0	27	25.8	0	0	14	0	0	0	0	14	14.0	0	0	26	0	0	0	0	26	26.0
Hourly Total	0	0	63	7	0	1	0	71	72.3	0	3	113	9	0	0	0	125	123.2	0	0	64	7	0	0	0	71	71.0	0	2	102	5	0	0	0	109	107.8
TOTAL	0	0	195	38	1	1	1	236	238.8	0	8	483	61	6	2	0	560	560.8	0	4	204	38	4	0	0	250	249.6	0	6	383	30	2	0	0	421	418.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
Tuesday 2nd July 2024
Junction: 6
Approach: A46 South

To A50 Markfield Road										To A46 (N)										To A50 Groby Road										To Leicester Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	15	19	2	3	0	39	43.9	0	0	0	0	0	0	0	0	0.0	0	0	20	5	2	0	0	27	28.0	0	0	4	1	1	0	0	6	6.5			
07:15 - 07:30	0	0	15	12	4	4	0	35	42.2	0	0	0	0	0	0	0	0	0.0	0	0	22	5	0	2	0	29	31.6	0	0	4	2	0	0	0	6	6.0			
07:30 - 07:45	0	0	13	3	3	3	0	22	27.4	0	0	0	0	0	0	0	0	0.0	0	0	34	4	1	0	0	39	39.5	0	0	5	1	0	0	0	6	6.0			
07:45 - 08:00	0	0	19	6	2	4	0	31	37.2	0	0	0	0	1	0	0	1	1.5	0	0	44	3	0	0	0	47	47.0	0	0	5	1	0	0	0	6	6.0			
Hourly Total	0	0	62	40	11	14	0	127	150.7	0	0	0	0	1	0	0	1	1.5	0	0	120	17	3	2	0	142	146.1	0	0	18	5	1	0	0	24	24.5			
08:00 - 08:15	0	1	19	4	0	3	0	27	30.3	0	0	0	0	0	0	0	0	0.0	0	0	37	6	0	0	0	43	43.0	0	0	6	2	0	0	0	8	8.0			
08:15 - 08:30	0	0	23	6	0	5	0	34	40.5	0	0	0	1	0	0	0	1	1.0	0	0	52	3	2	2	0	59	62.6	0	0	4	2	0	0	0	6	6.0			
08:30 - 08:45	0	0	18	8	3	2	0	31	35.1	0	0	0	0	0	0	0	0	0.0	0	0	41	8	0	0	0	49	49.0	0	0	5	2	0	0	0	7	7.0			
08:45 - 09:00	0	0	23	16	4	4	1	48	56.2	0	0	0	0	0	0	0	0	0.0	0	0	45	6	3	0	0	54	55.5	0	0	6	2	0	0	0	8	8.0			
Hourly Total	0	1	83	34	7	14	1	140	162.1	0	0	0	1	0	0	0	1	1.0	0	0	175	23	5	2	0	205	210.1	0	0	21	8	0	0	0	29	29.0			
09:00 - 09:15	0	0	8	17	2	3	0	30	34.9	0	0	1	0	0	0	0	1	1.0	0	0	44	1	0	0	0	45	45.0	0	0	7	0	0	0	0	7	7.0			
09:15 - 09:30	0	0	7	10	4	4	0	25	32.2	0	0	0	0	0	0	0	0	0.0	0	0	31	2	1	0	0	34	34.5	0	0	4	1	0	0	0	5	5.0			
09:30 - 09:45	0	0	8	3	4	0	0	15	17.0	0	0	1	0	0	0	0	1	1.0	0	0	30	4	1	1	0	36	37.8	0	0	5	2	0	0	0	7	7.0			
09:45 - 10:00	0	0	10	2	5	2	0	19	24.1	0	0	0	0	0	0	0	0	0.0	0	0	22	2	2	1	0	27	29.3	0	0	5	1	1	0	0	7	7.5			
Hourly Total	0	0	33	32	15	9	0	89	108.2	0	0	2	0	0	0	0	2	2.0	0	0	127	9	4	2	0	142	146.6	0	0	21	4	1	0	0	26	26.5			
TOTAL	0	1	178	106	33	37	1	356	421.0	0	0	2	1	1	0	0	4	4.5	0	0	422	49	12	6	0	489	502.8	0	0	60	17	2	0	0	79	80.0			
16:00 - 16:15	0	1	21	5	1	2	1	31	34.5	0	0	0	0	0	0	0	0	0.0	0	0	20	7	2	0	0	29	30.0	0	0	7	4	0	0	1	12	13.0			
16:15 - 16:30	0	1	27	6	2	2	1	39	43.0	0	0	1	0	0	0	0	1	1.0	0	0	19	5	0	0	0	24	24.0	0	1	7	2	0	0	0	10	9.4			
16:30 - 16:45	0	0	19	13	0	1	0	33	34.3	0	0	0	0	0	0	0	0	0.0	0	0	34	2	0	0	0	36	36.0	0	0	10	2	0	0	0	12	12.0			
16:45 - 17:00	0	0	25	6	0	3	0	34	37.9	0	0	0	0	0	0	0	0	0.0	0	0	28	3	1	0	0	32	32.5	0	0	12	1	0	0	0	13	13.0			
Hourly Total	0	2	92	30	3	8	2	137	149.7	0	0	1	0	0	0	0	1	1.0	0	0	101	17	3	0	0	121	122.5	0	1	36	9	0	0	1	47	47.4			
17:00 - 17:15	0	0	38	4	3	0	0	45	46.5	0	0	0	0	0	0	0	0	0.0	0	0	34	6	0	0	0	40	40.0	0	0	13	4	0	0	0	17	17.0			
17:15 - 17:30	0	0	29	4	1	4	0	38	43.7	0	0	0	0	0	0	0	0	0.0	0	0	20	4	0	0	0	24	24.0	0	0	9	3	0	0	0	12	12.0			
17:30 - 17:45	0	0	32	3	1	1	0	37	38.8	0	0	1	0	0	0	0	1	1.0	1	0	34	2	0	0	1	38	38.2	0	0	14	2	0	0	0	16	16.0			
17:45 - 18:00	0	0	21	0	0	0	0	21	21.0	0	0	0	0	0	0	0	0	0.0	0	0	21	2	0	0	0	23	23.0	0	0	9	2	0	0	0	11	11.0			
Hourly Total	0	0	120	11	5	5	0	141	150.0	0	0	1	0	0	0	0	1	1.0	1	0	109	14	0	0	1	125	125.2	0	0	45	11	0	0	0	56	56.0			
18:00 - 18:15	0	0	25	2	0	3	0	30	33.9	0	0	0	0	0	0	0	0	0.0	0	0	37	2	0	0	0	39	39.0	0	0	9	2	0	0	0	11	11.0			
18:15 - 18:30	0	0	21	2	0	2	0	25	27.6	0	0	0	0	0	0	0	0	0.0	0	0	30	3	0	0	0	33	33.0	0	0	11	1	0	0	0	12	12.0			
18:30 - 18:45	0	0	21	5	1	4	0	31	36.7	0	0	1	0	0	0	0	1	1.0	0	0	23	3	0	0	0	26	26.0	0	0	7	2	0	0	0	9	9.0			
18:45 - 19:00	0	0	16	2	0	3	1	22	26.9	0	0	1	0	0	0	0	1	1.0	0	0	18	0	0	0	0	18	18.0	0	0	6	0	0	0	0	6	6.0			
Hourly Total	0	0	83	11	1	12	1	108	125.1	0	0	2	0	0	0	0	2	2.0	0	0	108	8	0	0	0	116	116.0	0	0	33	5	0	0	0	38	38.0			
TOTAL	0	2	295	52	9	25	3	386	424.8	0	0	4	0	0	0	0	4	4.0	1	0	318	39	3	0	1	362	363.7	0	1	114	25	0	0	1	141	141.4			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Tuesday 2nd July 2024
PCUs

From: 1) 07:00

To: 1) 10:00

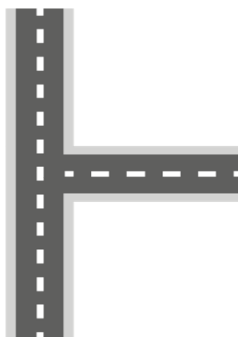
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☒

Show Session 2

Ratby Lane (N)	
710	287
734.6	293.9



350.7	345	Ratby Lane (E)
35.7	35	

670	42
648	41
Thornton Lane	



Ratby

Tuesday 2nd July 2024

Junction: 7

Approach: Ratby Lane North

	Left to Ratby Lane (E)									Ahead to Thornton Lane									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	1	14	2	0	0	0	17	16.4	0	0	35	10	0	1	0	46	47.3	
07:15 - 07:30	0	0	14	5	0	1	0	20	21.3	0	0	43	16	4	0	0	63	65.0	
07:30 - 07:45	0	0	19	2	0	1	0	22	23.3	0	0	65	14	1	0	0	80	80.5	
07:45 - 08:00	0	0	30	5	2	0	0	37	38.0	0	0	66	13	2	0	0	81	82.0	
Hourly Total	0	1	77	14	2	2	0	96	99.0	0	0	209	53	7	1	0	270	274.8	
08:00 - 08:15	0	0	34	4	1	0	0	39	39.5	0	0	73	4	5	2	0	84	89.1	
08:15 - 08:30	0	0	24	3	2	0	0	29	30.0	0	0	69	7	2	1	1	80	83.3	
08:30 - 08:45	0	0	21	5	0	0	0	26	26.0	0	0	46	11	2	0	1	60	62.0	
08:45 - 09:00	0	0	26	4	3	1	0	34	36.8	0	0	43	10	3	0	0	56	57.5	
Hourly Total	0	0	105	16	6	1	0	128	132.3	0	0	231	32	12	3	2	280	291.9	
09:00 - 09:15	0	0	16	1	0	0	0	17	17.0	0	0	27	10	4	0	0	41	43.0	
09:15 - 09:30	0	0	12	3	1	0	0	16	16.5	0	0	30	11	3	1	0	45	47.8	
09:30 - 09:45	1	1	10	0	1	0	0	13	12.1	0	1	25	8	4	0	0	38	39.4	
09:45 - 10:00	0	0	15	2	0	0	0	17	17.0	1	0	26	5	3	0	1	36	37.7	
Hourly Total	1	1	53	6	2	0	0	63	62.6	1	1	108	34	14	1	1	160	167.9	
TOTAL	1	2	235	36	10	3	0	287	293.9	1	1	548	119	33	5	3	710	734.6	
16:00 - 16:15	0	0	26	7	0	0	0	33	33.0	1	0	37	6	1	0	0	45	44.7	
16:15 - 16:30	0	0	18	5	0	0	0	23	23.0	0	2	51	16	2	0	0	71	70.8	
16:30 - 16:45	1	0	29	7	0	0	0	37	36.2	0	0	46	9	0	0	0	55	55.0	
16:45 - 17:00	0	0	22	4	0	0	0	26	26.0	0	0	39	12	2	0	0	53	54.0	
Hourly Total	1	0	95	23	0	0	0	119	118.2	1	2	173	43	5	0	0	224	224.5	
17:00 - 17:15	0	1	24	7	1	0	0	33	32.9	0	0	62	11	3	0	0	76	77.5	
17:15 - 17:30	0	0	36	7	0	0	0	43	43.0	0	0	48	12	0	0	0	60	60.0	
17:30 - 17:45	0	0	28	4	1	0	0	33	33.5	0	1	49	8	0	0	0	58	57.4	
17:45 - 18:00	0	0	21	4	0	0	0	25	25.0	1	1	41	6	1	0	0	50	49.1	
Hourly Total	0	1	109	22	2	0	0	134	134.4	1	2	200	37	4	0	0	244	244.0	
18:00 - 18:15	0	0	15	4	0	0	0	19	19.0	0	0	44	2	0	0	0	46	46.0	
18:15 - 18:30	0	0	20	3	0	0	0	23	23.0	0	0	48	2	1	0	0	51	51.5	
18:30 - 18:45	0	1	16	2	0	0	0	19	18.4	0	3	29	6	0	1	0	39	38.5	
18:45 - 19:00	0	0	12	3	0	0	0	15	15.0	2	0	29	5	0	1	0	37	36.7	
Hourly Total	0	1	63	12	0	0	0	76	75.4	2	3	150	15	1	2	0	173	172.7	
TOTAL	1	2	267	57	2	0	0	329	328.0	4	7	523	95	10	2	0	641	641.2	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby
 Tuesday 2nd July 2024
 Junction: 7
 Approach: Ratby Lane East

	Left to Thornton Lane										Right to Ratby Lane (N)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	0	1	0	0	0	1	1.0	0	0	23	8	1	0	0	32	32.5		
07:15 - 07:30	0	0	0	1	0	0	0	1	1.0	0	0	22	6	0	0	0	28	28.0		
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	1	0	19	3	1	0	0	24	23.7		
07:45 - 08:00	0	0	0	1	0	0	0	1	1.0	0	0	28	4	0	0	1	33	34.0		
Hourly Total	0	0	0	3	0	0	0	3	3.0	1	0	92	21	2	0	1	117	118.2		
08:00 - 08:15	0	0	2	1	1	0	0	4	4.5	0	0	36	8	1	0	1	46	47.5		
08:15 - 08:30	0	0	3	1	0	0	0	4	4.0	0	0	24	2	4	0	0	30	32.0		
08:30 - 08:45	0	0	4	2	0	0	0	6	6.0	0	0	34	6	0	0	0	40	40.0		
08:45 - 09:00	0	0	3	1	0	0	0	4	4.0	0	0	28	8	0	0	0	36	36.0		
Hourly Total	0	0	12	5	1	0	0	18	18.5	0	0	122	24	5	0	1	152	155.5		
09:00 - 09:15	0	0	2	0	1	0	0	3	3.5	0	0	24	4	0	0	1	29	30.0		
09:15 - 09:30	0	0	4	0	0	0	0	4	4.0	0	0	11	4	0	0	0	15	15.0		
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	0	18	3	0	0	0	21	21.0		
09:45 - 10:00	1	0	1	1	1	0	0	4	3.7	0	0	8	3	0	0	0	11	11.0		
Hourly Total	1	0	10	1	2	0	0	14	14.2	0	0	61	14	0	0	1	76	77.0		
TOTAL	1	0	22	9	3	0	0	35	35.7	1	0	275	59	7	0	3	345	350.7		
16:00 - 16:15	1	0	3	0	0	0	0	4	3.2	0	0	22	7	0	1	1	31	33.3		
16:15 - 16:30	0	0	3	0	0	0	0	3	3.0	0	0	22	5	0	0	0	27	27.0		
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	1	23	2	0	0	0	26	25.4		
16:45 - 17:00	0	0	8	1	0	0	0	9	9.0	0	0	22	4	1	0	0	27	27.5		
Hourly Total	1	0	16	1	0	0	0	18	17.2	0	1	89	18	1	1	1	111	113.2		
17:00 - 17:15	0	0	6	0	1	0	0	7	7.5	0	0	17	3	0	0	0	20	20.0		
17:15 - 17:30	1	0	2	0	0	0	0	3	2.2	0	0	16	4	0	0	1	21	22.0		
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	7	5	0	0	0	12	12.0		
17:45 - 18:00	0	0	5	0	0	0	0	5	5.0	0	0	19	0	0	0	0	19	19.0		
Hourly Total	1	0	20	1	1	0	0	23	22.7	0	0	59	12	0	0	1	72	73.0		
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	10	4	0	0	0	14	14.0		
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	15	3	0	0	0	18	18.0		
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	1	11	7	0	0	0	19	18.4		
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	0	0	10	4	0	0	0	14	14.0		
Hourly Total	0	0	9	0	0	0	0	9	9.0	0	1	46	18	0	0	0	65	64.4		
TOTAL	2	0	45	2	1	0	0	50	48.9	0	2	194	48	1	1	2	248	250.6		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby

Tuesday 2nd July 2024

Junction: 7

Approach: Thornton Lane

	Ahead to Ratby Lane (N)									Right to Ratby Lane (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	33	4	2	0	0	39	40.0	0	0	3	2	0	0	0	5	5.0
07:15 - 07:30	0	0	42	16	7	1	1	67	72.8	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	46	7	2	1	0	56	58.3	0	0	1	1	0	0	0	2	2.0
07:45 - 08:00	0	0	51	8	1	0	0	60	60.5	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	172	35	12	2	1	222	231.6	0	0	9	3	0	0	0	12	12.0
08:00 - 08:15	0	0	62	9	1	0	2	74	76.5	0	0	4	1	0	0	0	5	5.0
08:15 - 08:30	0	0	57	12	2	0	0	71	72.0	0	0	4	4	0	0	0	8	8.0
08:30 - 08:45	0	0	64	12	0	1	1	78	80.3	0	0	0	1	0	0	0	1	1.0
08:45 - 09:00	0	0	50	8	2	1	0	61	63.3	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	233	41	5	2	3	284	292.1	0	0	9	7	0	0	0	16	16.0
09:00 - 09:15	0	0	26	4	3	1	0	34	36.8	0	0	3	1	1	0	0	5	5.5
09:15 - 09:30	0	0	36	10	1	0	0	47	47.5	0	0	2	0	1	0	0	3	3.5
09:30 - 09:45	0	0	32	3	2	0	0	37	38.0	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	23	1	0	0	0	24	24.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	117	18	6	1	0	142	146.3	0	0	10	1	2	0	0	13	14.0
TOTAL	0	0	522	94	23	5	4	648	670.0	0	0	28	11	2	0	0	41	42.0
16:00 - 16:15	0	0	45	12	1	0	0	58	58.5	0	0	3	1	0	0	0	4	4.0
16:15 - 16:30	0	0	55	10	1	0	0	66	66.5	0	0	3	0	0	0	0	3	3.0
16:30 - 16:45	0	0	67	10	1	1	0	79	80.8	0	0	6	0	0	0	0	6	6.0
16:45 - 17:00	0	0	37	9	0	0	0	46	46.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	204	41	3	1	0	249	251.8	0	0	16	1	0	0	0	17	17.0
17:00 - 17:15	0	1	51	9	0	0	0	61	60.4	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	79	5	1	0	0	85	85.5	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	1	0	55	1	0	0	0	57	56.2	0	1	2	0	1	0	0	4	3.9
17:45 - 18:00	0	0	43	3	0	0	0	46	46.0	0	0	4	3	0	0	0	7	7.0
Hourly Total	1	1	228	18	1	0	0	249	248.1	0	1	9	3	1	0	0	14	13.9
18:00 - 18:15	0	0	33	4	2	0	0	39	40.0	0	0	9	0	0	0	0	9	9.0
18:15 - 18:30	0	0	38	4	0	0	0	42	42.0	0	0	1	3	0	0	0	4	4.0
18:30 - 18:45	0	0	23	2	0	0	0	25	25.0	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	22	4	0	0	0	26	26.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	116	14	2	0	0	132	133.0	0	0	15	3	0	0	0	18	18.0
TOTAL	1	1	548	73	6	1	0	630	632.9	0	1	40	7	1	0	0	49	48.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

* Queue behind the flared lanes

Lane 1 is nearside lane

			Desford Lane (North)			Desford Lane (East)
Time			Lane 1	Lane 2	* Lanes 1 & 2	Right Turn
7:00	-	7:05	0	2	1	0
7:05	-	7:10	2	2	4	0
7:10	-	7:15	0	2	2	1
7:15	-	7:20	0	2	2	1
7:20	-	7:25	0	2	3	3
7:25	-	7:30	1	2	1	1
7:30	-	7:35	2	2	3	0
7:35	-	7:40	2	2	5	0
7:40	-	7:45	0	2	3	2
7:45	-	7:50	1	2	10	3
7:50	-	7:55	2	2	9	3
7:55	-	8:00	2	2	7	3
8:00	-	8:05	1	2	1	2
8:05	-	8:10	2	2	5	0
8:10	-	8:15	1	2	5	5
8:15	-	8:20	2	2	7	1
8:20	-	8:25	1	2	1	1
8:25	-	8:30	2	2	2	3
8:30	-	8:35	2	2	2	6
8:35	-	8:40	2	2	7	3
8:40	-	8:45	2	2	4	3
8:45	-	8:50	1	2	11	3
8:50	-	8:55	2	2	7	0
8:55	-	9:00	2	2	2	0
9:00	-	9:05	0	2	0	3
9:05	-	9:10	2	2	5	1
9:10	-	9:15	1	2	3	0
9:15	-	9:20	1	2	1	1
9:20	-	9:25	0	2	1	2
9:25	-	9:30	1	2	1	2
9:30	-	9:35	2	2	0	0
9:35	-	9:40	1	1	0	0
9:40	-	9:45	1	2	0	1
9:45	-	9:50	0	2	1	0
9:50	-	9:55	1	1	0	1
9:55	-	10:00	0	2	1	0
16:00	-	16:05	0	2	0	0
16:05	-	16:10	1	2	6	3
16:10	-	16:15	0	2	3	0

16:15	-	16:20	1	2	6	1
16:20	-	16:25	1	2	3	1
16:25	-	16:30	1	2	2	0
16:30	-	16:35	0	2	2	2
16:35	-	16:40	0	2	2	0
16:40	-	16:45	1	2	3	3
16:45	-	16:50	1	2	4	2
16:50	-	16:55	0	2	1	2
16:55	-	17:00	1	2	2	1
17:00	-	17:05	2	2	11	0
17:05	-	17:10	2	2	7	0
17:10	-	17:15	1	2	4	3
17:15	-	17:20	2	2	9	2
17:20	-	17:25	1	2	3	0
17:25	-	17:30	2	2	1	1
17:30	-	17:35	1	2	5	4
17:35	-	17:40	0	2	5	0
17:40	-	17:45	1	2	3	3
17:45	-	17:50	0	2	4	0
17:50	-	17:55	1	2	4	0
17:55	-	18:00	0	2	6	1
18:00	-	18:05	1	1	0	1
18:05	-	18:10	1	2	1	1
18:10	-	18:15	1	2	1	1
18:15	-	18:20	0	2	2	2
18:20	-	18:25	0	2	0	1
18:25	-	18:30	0	2	4	0
18:30	-	18:35	1	2	1	0
18:35	-	18:40	2	2	4	1
18:40	-	18:45	0	2	1	0
18:45	-	18:50	1	2	1	0
18:50	-	18:55	0	2	1	4
18:55	-	19:00	0	1	0	0

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

			Main Street	Access	Station Road	Desford Lane
Time			Right Turn	Lane 1	Right Turn	Lane 1
7:00	-	7:05	0	0	0	1
7:05	-	7:10	0	0	0	1
7:10	-	7:15	3	0	0	1
7:15	-	7:20	0	0	0	1
7:20	-	7:25	0	0	0	0
7:25	-	7:30	0	0	0	2
7:30	-	7:35	0	0	0	3
7:35	-	7:40	0	0	0	2
7:40	-	7:45	0	0	0	0
7:45	-	7:50	0	0	0	2
7:50	-	7:55	3	0	0	3
7:55	-	8:00	3	0	0	1
8:00	-	8:05	2	0	0	1
8:05	-	8:10	1	0	0	4
8:10	-	8:15	1	0	0	3
8:15	-	8:20	3	0	0	4
8:20	-	8:25	3	0	0	1
8:25	-	8:30	3	0	0	2
8:30	-	8:35	4	0	0	2
8:35	-	8:40	2	0	0	2
8:40	-	8:45	4	0	0	1
8:45	-	8:50	1	0	0	1
8:50	-	8:55	1	0	0	2
8:55	-	9:00	0	0	0	2
9:00	-	9:05	1	0	0	3
9:05	-	9:10	2	0	0	3
9:10	-	9:15	2	0	0	1
9:15	-	9:20	2	0	0	2
9:20	-	9:25	3	0	0	1
9:25	-	9:30	0	0	0	1
9:30	-	9:35	1	0	0	3
9:35	-	9:40	1	0	0	3
9:40	-	9:45	0	0	0	3
9:45	-	9:50	1	0	0	2
9:50	-	9:55	0	0	0	3
9:55	-	10:00	1	0	0	2

16:00	-	16:05	1	0	0	4
16:05	-	16:10	2	0	0	3
16:10	-	16:15	0	0	0	3
16:15	-	16:20	2	0	0	4
16:20	-	16:25	1	0	0	2
16:25	-	16:30	1	0	0	5
16:30	-	16:35	3	0	0	2
16:35	-	16:40	2	0	0	2

16:40	-	16:45	2	0	0	4
16:45	-	16:50	2	0	0	3
16:50	-	16:55	3	0	0	3
16:55	-	17:00	1	0	0	3
17:00	-	17:05	2	0	0	1
17:05	-	17:10	3	0	0	2
17:10	-	17:15	2	0	0	1
17:15	-	17:20	1	0	0	5
17:20	-	17:25	4	0	0	3
17:25	-	17:30	1	0	0	1
17:30	-	17:35	4	0	0	2
17:35	-	17:40	3	0	1	2
17:40	-	17:45	0	0	0	1
17:45	-	17:50	1	0	0	3
17:50	-	17:55	1	0	0	3
17:55	-	18:00	0	0	0	5
18:00	-	18:05	2	0	0	2
18:05	-	18:10	1	0	0	2
18:10	-	18:15	0	0	0	2
18:15	-	18:20	0	0	0	3
18:20	-	18:25	0	1	0	2
18:25	-	18:30	0	0	0	3
18:30	-	18:35	2	0	0	4
18:35	-	18:40	1	0	0	2
18:40	-	18:45	1	0	0	0
18:45	-	18:50	0	0	0	0
18:50	-	18:55	1	0	0	0
18:55	-	19:00	0	0	0	1

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

			Markfield Road	Main Street (East)	Main Street (South)
Time			Lane 1	Lane 1	Lane 1
7:00	-	7:05	0	0	1
7:05	-	7:10	0	0	1
7:10	-	7:15	3	0	1
7:15	-	7:20	0	0	1
7:20	-	7:25	0	0	0
7:25	-	7:30	0	0	2
7:30	-	7:35	0	0	3
7:35	-	7:40	0	0	2
7:40	-	7:45	0	0	0
7:45	-	7:50	0	0	2
7:50	-	7:55	3	0	3
7:55	-	8:00	3	0	1
8:00	-	8:05	2	0	1
8:05	-	8:10	1	0	4
8:10	-	8:15	1	0	3
8:15	-	8:20	3	0	4
8:20	-	8:25	3	0	1
8:25	-	8:30	3	0	2
8:30	-	8:35	4	0	2
8:35	-	8:40	2	0	2
8:40	-	8:45	4	0	1
8:45	-	8:50	1	0	1
8:50	-	8:55	1	0	2
8:55	-	9:00	0	0	2
9:00	-	9:05	1	0	3
9:05	-	9:10	2	0	3
9:10	-	9:15	2	0	1
9:15	-	9:20	2	0	2
9:20	-	9:25	3	0	1
9:25	-	9:30	0	0	1
9:30	-	9:35	1	0	3
9:35	-	9:40	1	0	3
9:40	-	9:45	0	0	3
9:45	-	9:50	1	0	2
9:50	-	9:55	0	0	3
9:55	-	10:00	1	0	2
16:00	-	16:05	1	0	4
16:05	-	16:10	2	0	3

16:10	-	16:15	0	0	3
16:15	-	16:20	2	0	4
16:20	-	16:25	1	0	2
16:25	-	16:30	1	0	5
16:30	-	16:35	3	0	2
16:35	-	16:40	2	0	2
16:40	-	16:45	2	0	4
16:45	-	16:50	2	0	3
16:50	-	16:55	3	0	3
16:55	-	17:00	1	0	3
17:00	-	17:05	2	0	1
17:05	-	17:10	3	0	2
17:10	-	17:15	2	0	1
17:15	-	17:20	1	0	5
17:20	-	17:25	4	0	3
17:25	-	17:30	1	0	1
17:30	-	17:35	4	0	2
17:35	-	17:40	3	0	2
17:40	-	17:45	0	0	1
17:45	-	17:50	1	0	3
17:50	-	17:55	1	0	3
17:55	-	18:00	0	0	5
18:00	-	18:05	2	0	2
18:05	-	18:10	1	0	2
18:10	-	18:15	0	0	2
18:15	-	18:20	0	0	3
18:20	-	18:25	0	1	2
18:25	-	18:30	0	0	3
18:30	-	18:35	2	0	4
18:35	-	18:40	1	0	2
18:40	-	18:45	1	0	0
18:45	-	18:50	0	0	0
18:50	-	18:55	1	0	0
18:55	-	19:00	0	0	1

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

			Groby Road (North)		Sacheverell Way
Time			Lane 1	Lane 2	Right Turn
7:00	-	7:05	0	2	1
7:05	-	7:10	0	0	0
7:10	-	7:15	0	2	0
7:15	-	7:20	0	1	1
7:20	-	7:25	0	1	0
7:25	-	7:30	0	3	2
7:30	-	7:35	1	3	0
7:35	-	7:40	0	1	0
7:40	-	7:45	1	1	0
7:45	-	7:50	3	2	0
7:50	-	7:55	1	3	2
7:55	-	8:00	0	1	1
8:00	-	8:05	1	2	2
8:05	-	8:10	1	1	1
8:10	-	8:15	1	3	2
8:15	-	8:20	1	6	4
8:20	-	8:25	1	7	2
8:25	-	8:30	1	12	4
8:30	-	8:35	1	13	4
8:35	-	8:40	0	6	2
8:40	-	8:45	1	4	0
8:45	-	8:50	1	2	0
8:50	-	8:55	2	3	1
8:55	-	9:00	0	1	1
9:00	-	9:05	1	2	1
9:05	-	9:10	1	1	1
9:10	-	9:15	0	1	1
9:15	-	9:20	0	2	0
9:20	-	9:25	0	1	0
9:25	-	9:30	1	5	0
9:30	-	9:35	0	2	0
9:35	-	9:40	1	2	0
9:40	-	9:45	0	1	0
9:45	-	9:50	1	1	0
9:50	-	9:55	1	1	1
9:55	-	10:00	0	4	0
16:00	-	16:05	2	5	1
16:05	-	16:10	2	2	0

16:10	-	16:15	1	4	0
16:15	-	16:20	1	1	1
16:20	-	16:25	0	4	1
16:25	-	16:30	0	1	2
16:30	-	16:35	1	4	0
16:35	-	16:40	0	7	2
16:40	-	16:45	0	6	0
16:45	-	16:50	0	3	1
16:50	-	16:55	1	2	1
16:55	-	17:00	0	2	2
17:00	-	17:05	1	2	0
17:05	-	17:10	1	3	1
17:10	-	17:15	0	2	1
17:15	-	17:20	1	4	1
17:20	-	17:25	1	2	1
17:25	-	17:30	0	2	0
17:30	-	17:35	1	3	1
17:35	-	17:40	0	2	1
17:40	-	17:45	0	3	0
17:45	-	17:50	1	1	0
17:50	-	17:55	0	4	0
17:55	-	18:00	0	1	1
18:00	-	18:05	1	2	1
18:05	-	18:10	0	1	0
18:10	-	18:15	1	2	0
18:15	-	18:20	0	3	0
18:20	-	18:25	0	2	0
18:25	-	18:30	0	1	1
18:30	-	18:35	1	1	0
18:35	-	18:40	1	1	0
18:40	-	18:45	0	1	0
18:45	-	18:50	0	1	0
18:50	-	18:55	0	1	0
18:55	-	19:00	0	1	0

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

		Leicester Road (East)		Sacheverell Way		Leicester Road (West)		
Time		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3
7:00	- 7:05	0	0	0	1	0	1	0
7:05	- 7:10	0	0	0	3	0	1	0
7:10	- 7:15	0	2	0	3	2	2	1
7:15	- 7:20	0	0	0	3	0	1	0
7:20	- 7:25	0	1	0	3	0	1	0
7:25	- 7:30	0	0	0	2	0	2	0
7:30	- 7:35	0	0	1	3	0	3	0
7:35	- 7:40	0	0	1	3	0	3	0
7:40	- 7:45	0	0	1	4	0	3	0
7:45	- 7:50	4	0	1	3	0	1	0
7:50	- 7:55	1	1	0	4	0	3	0
7:55	- 8:00	0	0	0	4	0	3	0
8:00	- 8:05	1	0	0	2	0	2	1
8:05	- 8:10	0	1	0	3	0	1	1
8:10	- 8:15	0	2	0	3	0	2	1
8:15	- 8:20	0	0	1	5	0	2	2
8:20	- 8:25	1	2	0	3	0	3	1
8:25	- 8:30	3	0	0	3	0	1	1
8:30	- 8:35	1	0	1	4	0	1	1
8:35	- 8:40	0	0	1	4	0	1	0
8:40	- 8:45	3	1	0	3	0	2	1
8:45	- 8:50	4	1	1	3	0	2	0
8:50	- 8:55	3	1	0	3	0	2	1
8:55	- 9:00	0	0	0	2	0	1	0
9:00	- 9:05	1	0	0	3	0	2	1
9:05	- 9:10	0	0	0	3	0	2	0
9:10	- 9:15	0	0	0	3	0	0	0
9:15	- 9:20	1	0	0	3	0	3	0
9:20	- 9:25	0	2	0	2	0	1	0
9:25	- 9:30	0	0	0	3	0	2	0
9:30	- 9:35	1	0	0	3	0	1	0
9:35	- 9:40	2	1	0	1	0	1	0
9:40	- 9:45	0	0	0	0	0	1	0
9:45	- 9:50	0	1	0	3	0	0	0
9:50	- 9:55	0	0	0	3	0	1	0
9:55	- 10:00	0	0	1	2	0	0	0
16:00	- 16:05	0	0	1	1	0	2	0
16:05	- 16:10	0	0	1	4	0	2	1
16:10	- 16:15	1	0	1	4	0	3	2
16:15	- 16:20	0	2	0	1	0	2	0
16:20	- 16:25	0	0	1	3	0	2	1
16:25	- 16:30	1	1	1	5	0	2	0
16:30	- 16:35	1	0	1	3	0	1	1
16:35	- 16:40	0	0	1	3	0	2	1
16:40	- 16:45	2	1	0	2	0	2	2
16:45	- 16:50	0	0	1	3	0	1	1
16:50	- 16:55	0	0	1	3	0	1	0
16:55	- 17:00	2	2	1	3	0	2	1
17:00	- 17:05	2	3	1	3	0	0	0
17:05	- 17:10	1	0	1	5	0	1	0
17:10	- 17:15	2	0	1	3	0	2	1
17:15	- 17:20	0	1	0	3	0	2	1
17:20	- 17:25	0	0	1	4	0	1	1
17:25	- 17:30	0	0	2	4	0	1	2
17:30	- 17:35	1	2	1	3	0	2	0
17:35	- 17:40	0	1	0	1	0	1	0
17:40	- 17:45	1	3	1	4	0	2	1
17:45	- 17:50	4	2	0	3	0	1	0
17:50	- 17:55	0	1	0	3	0	0	0
17:55	- 18:00	4	0	1	2	0	1	0
18:00	- 18:05	0	0	0	2	0	1	1
18:05	- 18:10	0	0	0	1	0	3	0
18:10	- 18:15	0	0	1	1	0	0	0
18:15	- 18:20	1	2	0	3	0	2	0
18:20	- 18:25	0	1	0	3	0	2	0
18:25	- 18:30	0	0	0	1	0	1	0
18:30	- 18:35	1	0	0	3	0	1	2
18:35	- 18:40	0	0	0	3	0	0	0
18:40	- 18:45	0	3	0	1	0	0	0
18:45	- 18:50	1	0	0	2	0	0	0
18:50	- 18:55	0	1	0	2	0	1	0
18:55	- 19:00	0	0	1	2	0	1	0

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

* Queues behind the Raced lanes
Lane 1 is nearest to lane

	A50 Markfield Road						A46 (North)				A50 Groby Road				Leicester Road			A46 (South)	
Time	Lane 1	Lane 2	* Lanes 1 & 2	Lane 3	Lane 4	* Lanes 3 & 4	Lane 1	Lane 2	Lane 3	* Lanes 2 & 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	* Lanes 1 & 2	Lane 1	Lane 2
7:00 - 7:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 - 7:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 - 7:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 - 7:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 - 7:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 - 7:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 - 7:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 7:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 - 7:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 - 8:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 - 8:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 - 8:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 - 8:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 - 8:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 - 8:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 - 8:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 8:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 - 8:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 - 9:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05 - 9:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10 - 9:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20 - 9:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25 - 9:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 - 9:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 - 9:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 9:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 - 9:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 - 10:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 1:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Queues are maximum queues each 5 minutes

Ratby Queues, Tuesday 2nd July 2024

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

			Ratby Lane (East)		Thornton Lane
Time			Lane 1	Lane 2	Right Turn
7:00	-	7:05	0	1	0
7:05	-	7:10	0	3	1
7:10	-	7:15	0	2	0
7:15	-	7:20	0	3	0
7:20	-	7:25	1	3	0
7:25	-	7:30	0	2	0
7:30	-	7:35	0	1	0
7:35	-	7:40	0	1	0
7:40	-	7:45	0	1	0
7:45	-	7:50	0	3	0
7:50	-	7:55	0	1	0
7:55	-	8:00	0	2	1
8:00	-	8:05	0	4	1
8:05	-	8:10	0	2	0
8:10	-	8:15	1	3	0
8:15	-	8:20	1	3	0
8:20	-	8:25	0	2	0
8:25	-	8:30	0	3	0
8:30	-	8:35	0	3	0
8:35	-	8:40	1	2	0
8:40	-	8:45	0	2	0
8:45	-	8:50	0	2	1
8:50	-	8:55	0	3	0
8:55	-	9:00	0	3	0
9:00	-	9:05	0	2	0
9:05	-	9:10	0	3	0
9:10	-	9:15	0	1	0
9:15	-	9:20	0	1	0
9:20	-	9:25	0	2	0
9:25	-	9:30	1	1	1
9:30	-	9:35	0	0	0
9:35	-	9:40	0	2	0
9:40	-	9:45	0	1	0
9:45	-	9:50	0	1	0
9:50	-	9:55	0	1	0
9:55	-	10:00	0	2	1
16:00	-	16:05	0	3	0
16:05	-	16:10	0	2	0

16:10	-	16:15	1	2	0
16:15	-	16:20	0	1	0
16:20	-	16:25	0	2	0
16:25	-	16:30	0	2	0
16:30	-	16:35	0	2	0
16:35	-	16:40	1	3	0
16:40	-	16:45	0	3	0
16:45	-	16:50	0	2	0
16:50	-	16:55	0	1	0
16:55	-	17:00	0	2	0
17:00	-	17:05	1	2	0
17:05	-	17:10	1	2	0
17:10	-	17:15	0	2	0
17:15	-	17:20	0	2	0
17:20	-	17:25	0	2	0
17:25	-	17:30	0	2	0
17:30	-	17:35	2	0	1
17:35	-	17:40	1	1	1
17:40	-	17:45	1	1	0
17:45	-	17:50	1	1	0
17:50	-	17:55	0	2	0
17:55	-	18:00	0	1	0
18:00	-	18:05	0	2	0
18:05	-	18:10	0	1	0
18:10	-	18:15	0	3	0
18:15	-	18:20	0	1	0
18:20	-	18:25	0	1	1
18:25	-	18:30	0	1	0
18:30	-	18:35	0	1	0
18:35	-	18:40	0	2	0
18:40	-	18:45	0	2	0
18:45	-	18:50	0	1	0
18:50	-	18:55	1	2	0
18:55	-	19:00	0	0	0

Queues are maximum queues each 5 minutes

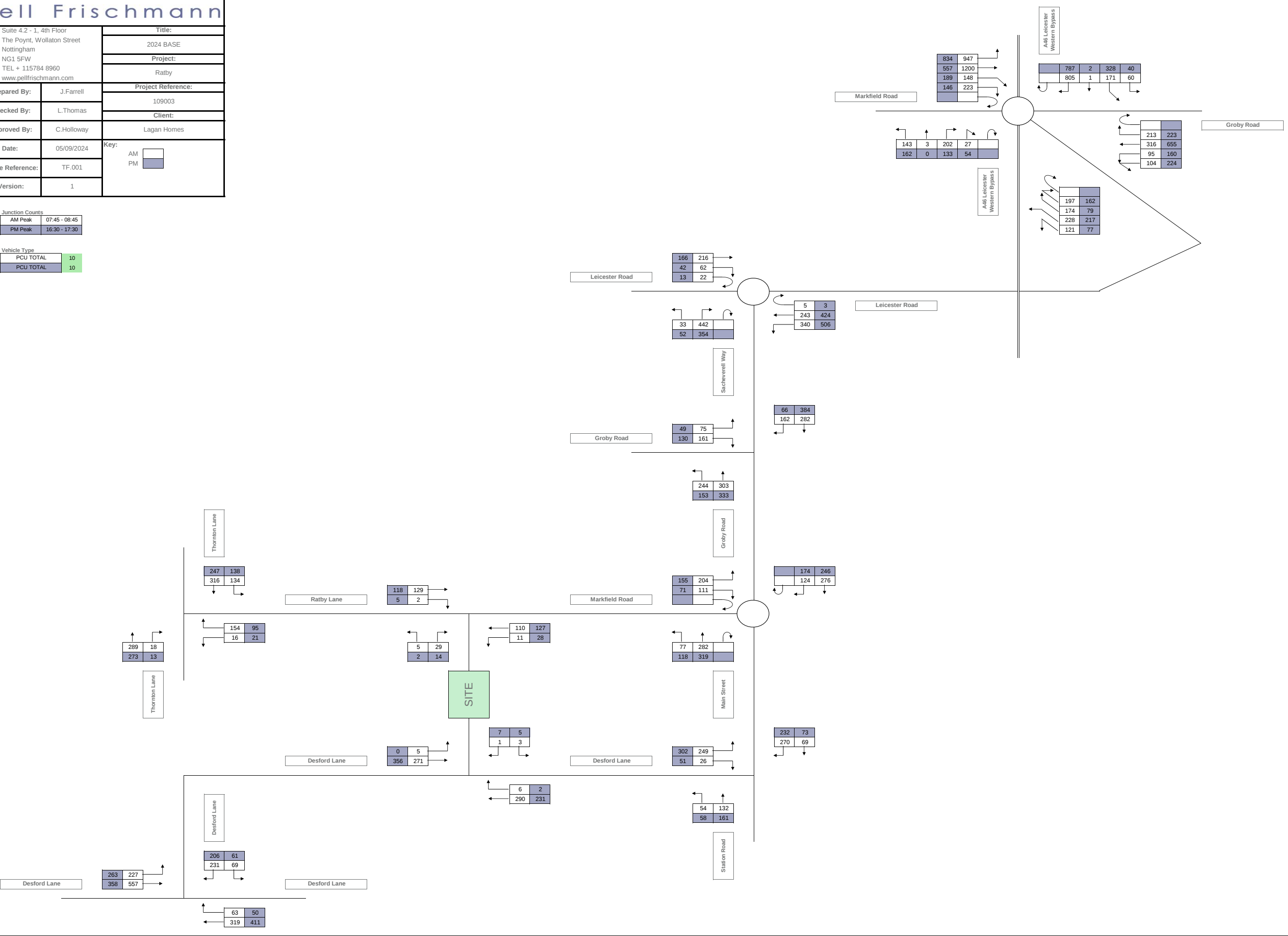
Appendix C Traffic Flow Diagrams

Pell Frischmann

Suite 4.2 - 1, 4th Floor The Poynt, Wollaton Street Nottingham NG1 5FW TEL + 115784 8960 www.pellfrischmann.com		Title:	
		2024 BASE	
		Project:	
		Ratby	
		Project Reference:	
Prepared By:	J.Farrell	Key: AM PM	
Checked By:	L.Thomas		
Client:			
Approved By:	C.Holloway	Lagan Homes	
Date:	05/09/2024	Key: AM PM	
Figure Reference:	TF.001		
Version:	1		

Junction Counts	
AM Peak	07:45 - 08:45
PM Peak	16:30 - 17:30

Vehicle Type	
PCU TOTAL	10
PCU TOTAL	10



Pell Frischmann

Suite 4.2 - 1, 4th Floor
The Poynt, Wollaton Street
Nottingham
NG1 5FW
TEL + 115784 8960
www.pellfrischmann.com

Title:

FURNESSED 2028

Project:

Ratby

Project Reference:

109003

Client:

Lagan Homes

Key:

AM

PM

Prepared By:

J.Farrell

Checked By:

L.Thomas

Approved By:

C.Holloway

Date:

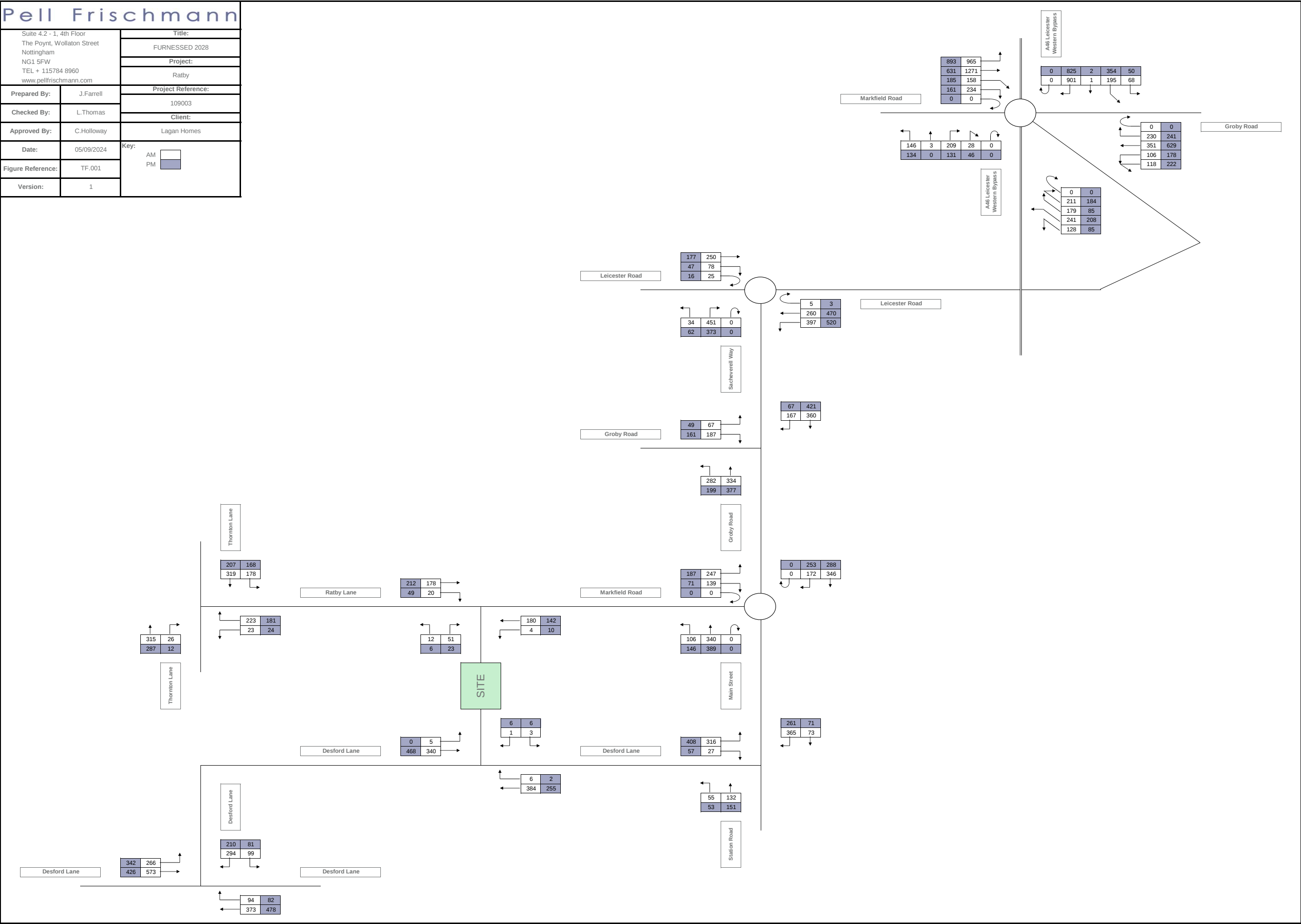
05/09/2024

Figure Reference:

TF.001

Version:

1



Pell Frischmann

Suite 4.2 - 1, 4th Floor
The Poynt, Wollaton Street
Nottingham
NG1 5FW
TEL + 115784 8960
www.pellfrischmann.com

Title:

FURNESSED 2031

Project:

Ratby

Project Reference:

109003

Client:

Lagan Homes

Key:

AM

PM

Prepared By:

J.Farrell

Checked By:

L.Thomas

Approved By:

C.Holloway

Date:

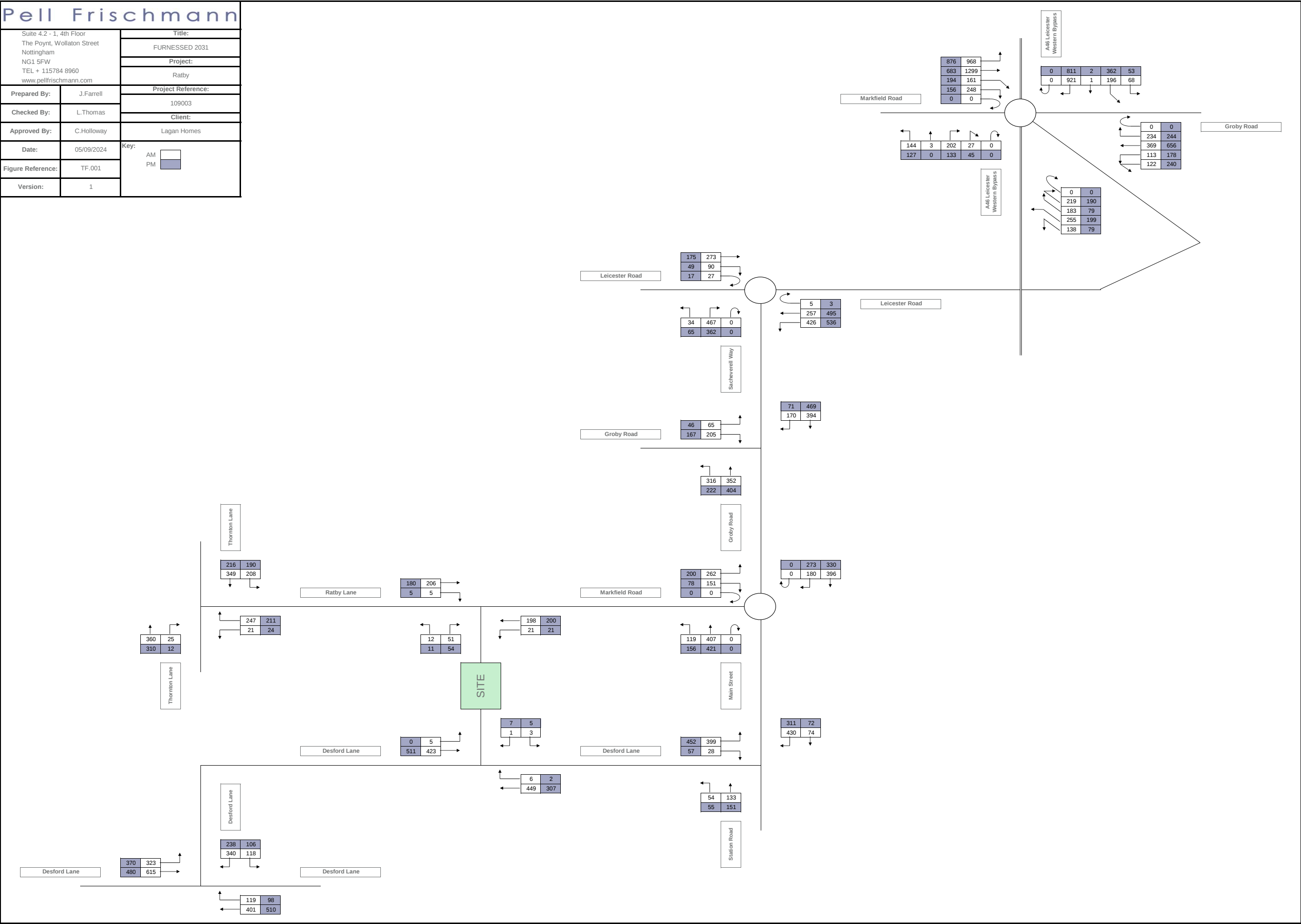
05/09/2024

Figure Reference:

TF.001

Version:

1



Pell Frischmann

Suite 4.2 - 1, 4th Floor
The Poynt, Wollaton Street
Nottingham
NG1 5FW
TEL + 115784 8960
www.pellfrischmann.com

Title:

FUTURE 2028

Project:

Ratby

Project Reference:

109003

Client:

Lagan Homes

Key:

AM

PM

Prepared By:

J.Farrell

Checked By:

L.Thomas

Approved By:

C.Holloway

Date:

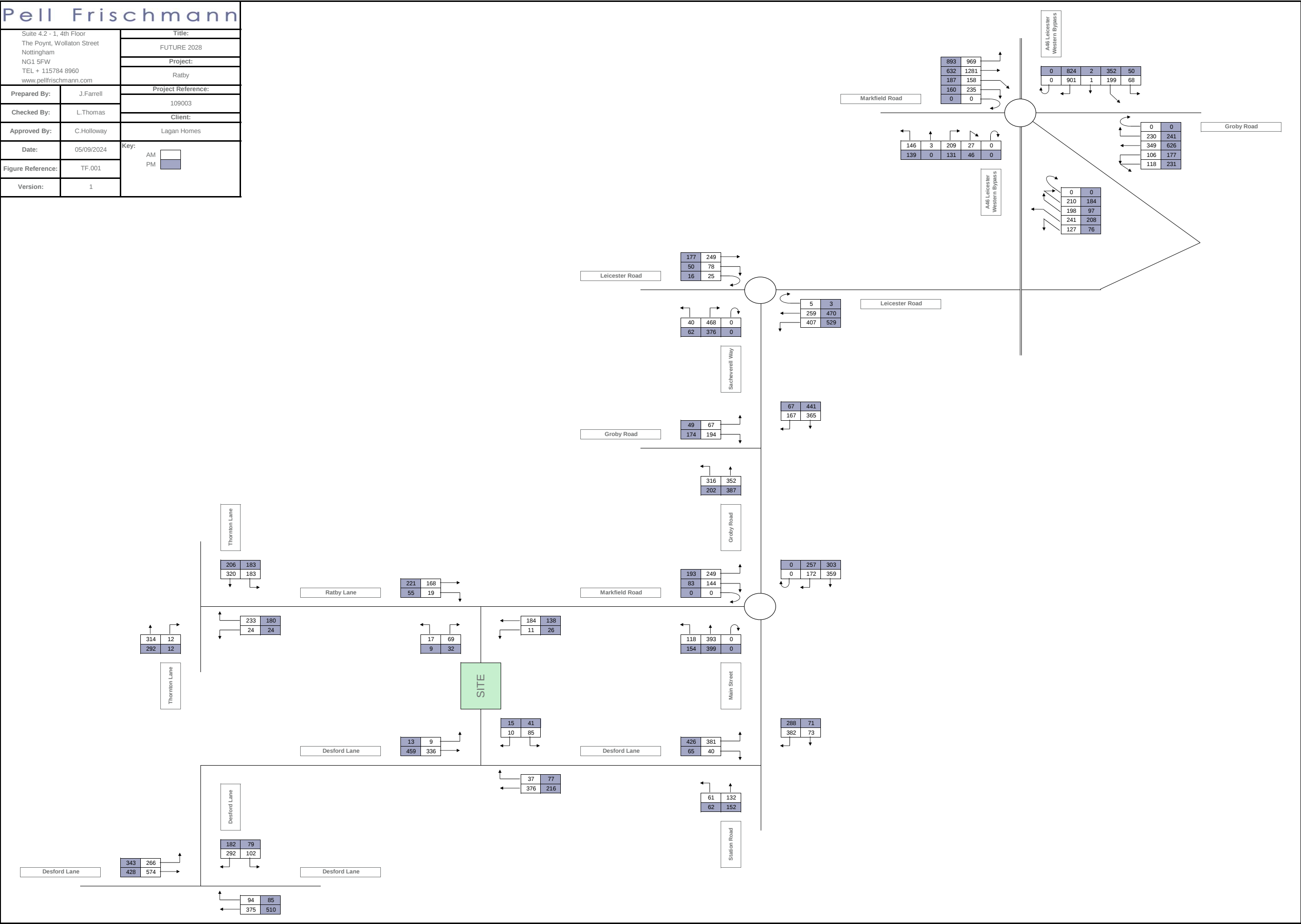
05/09/2024

Figure Reference:

TF.001

Version:

1



Pell Frischmann

Suite 4.2 - 1, 4th Floor
The Poynt, Wollaton Street
Nottingham
NG1 5FW
TEL + 115784 8960
www.pellfrischmann.com

Title:

FUTURE 2031

Project:

Ratby

Project Reference:

109003

Client:

Lagan Homes

Key:

AM

PM

Prepared By:

J.Farrell

Checked By:

L.Thomas

Approved By:

C.Holloway

Date:

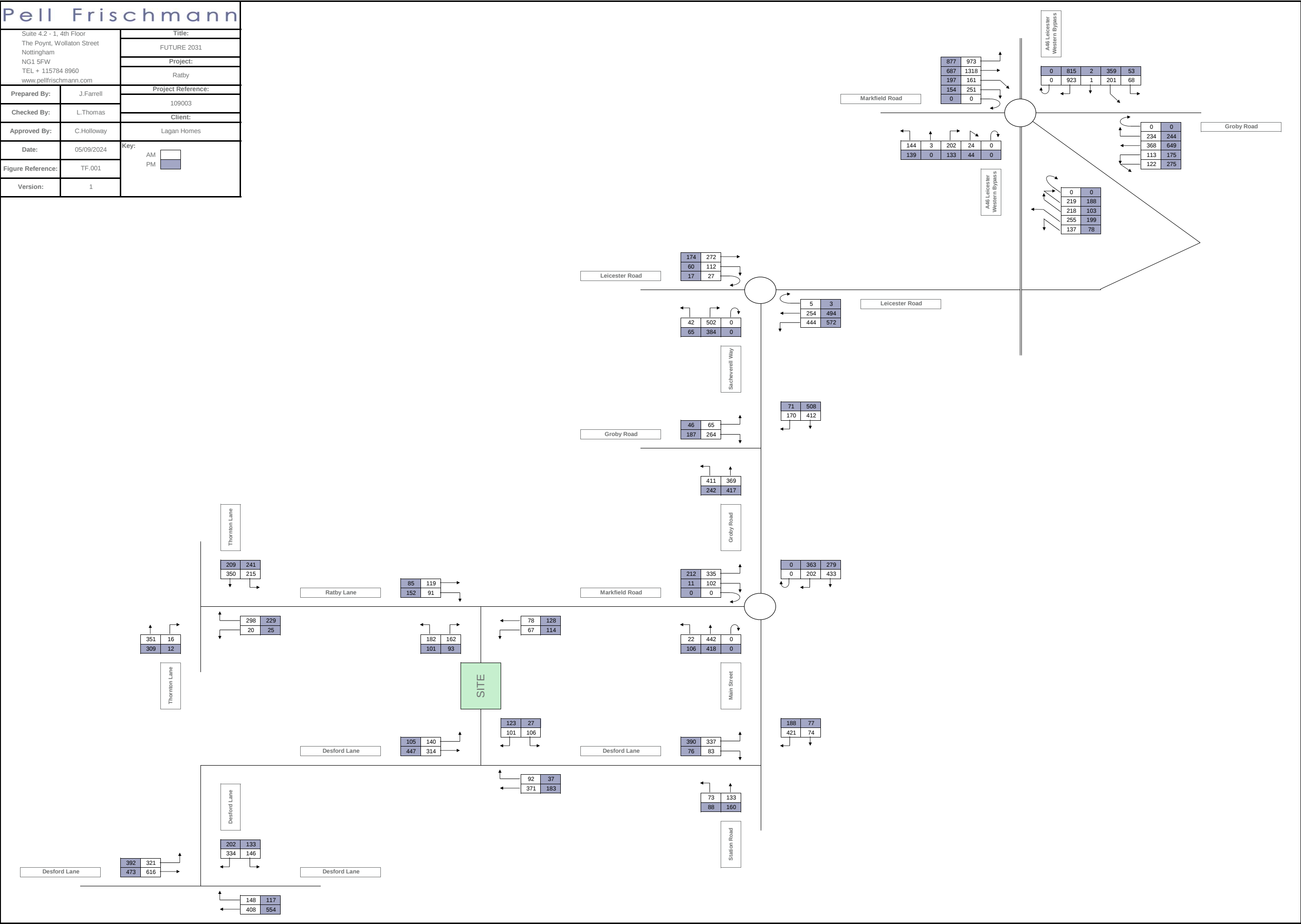
05/09/2024

Figure Reference:

TF.001

Version:

1



Appendix D Desford Lane/ Desford Lane – Model Output

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: Junction 1 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:29:27

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
Stream B-C	0.4	17.64	0.27	C	0.2	11.03	0.16	B
Stream B-A	2.1	31.38	0.69	D	1.2	18.81	0.56	C
Stream C-AB	0.4	6.39	0.19	A	0.4	5.19	0.15	A
2028 Furnessed Future								
Stream B-C	6.8	228.04	1.03	F	0.4	15.89	0.27	C
Stream B-A	14.9	165.05	1.03	F	2.0	30.53	0.68	D
Stream C-AB	0.8	7.16	0.31	A	0.8	5.95	0.28	A
2028 Furnessed Future + Dev								
Stream B-C	6.9	226.97	1.03	F	0.3	13.24	0.23	B
Stream B-A	14.9	166.45	1.03	F	1.5	25.80	0.61	D
Stream C-AB	0.8	7.15	0.31	A	0.9	5.93	0.30	A
2031 Furnessed Future								
Stream B-C	18.5	549.11	1.33	F	2.0	71.15	0.72	F
Stream B-A	51.3	506.00	1.32	F	5.7	79.47	0.89	F
Stream C-AB	1.4	8.59	0.43	A	1.2	6.61	0.36	A
2031 Furnessed Future + Dev								
Stream B-C	26.7	679.52	1.41	F	1.8	47.89	0.66	E
Stream B-A	60.2	656.74	1.41	F	4.5	72.05	0.85	F
Stream C-AB	2.0	10.53	0.53	B	1.7	7.45	0.45	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	Junction 1: Desford Lane/ Desford Lane
Location	Ratby, Leicestershire
Site number	1
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		6.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Desford Lane (East)		Major
B	Desford Lane (North)		Minor
C	Desford Lane (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Desford Lane (West)	7.89			129.8	✓	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 - Desford Lane (North)	One lane plus flare	10.00	7.44	5.71	5.19	4.68		1.00	131	134

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	672	0.112	0.284	0.179	0.405
B-C	652	0.092	0.232	-	-
C-B	649	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (East)		✓	784	100.000
B - Desford Lane (North)		✓	300	100.000
C - Desford Lane (West)		✓	382	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	227	557
	B - Desford Lane (North)	231	0	69
	C - Desford Lane (West)	319	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	1	3
	B - Desford Lane (North)	2	0	2
	C - Desford Lane (West)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	17.64	0.4	C
B-A	0.69	31.38	2.1	D
C-AB	0.19	6.39	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	467	0.111	51	0.1	8.779	A
B-A	174	470	0.370	172	0.6	12.198	B
C-AB	73	685	0.107	72	0.2	5.989	A
C-A	215			215			
A-B	171			171			
A-C	419			419			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	408	0.152	62	0.2	10.558	B
B-A	208	429	0.484	206	0.9	16.367	C
C-AB	97	696	0.139	96	0.3	6.132	A
C-A	247			247			
A-B	204			204			
A-C	501			501			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	290	0.262	75	0.4	16.956	C
B-A	254	370	0.687	250	2.0	29.442	D
C-AB	137	714	0.192	137	0.4	6.377	A
C-A	283			283			
A-B	250			250			
A-C	613			613			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	283	0.268	76	0.4	17.641	C
B-A	254	370	0.688	254	2.1	31.376	D
C-AB	138	714	0.193	138	0.4	6.393	A
C-A	283			283			
A-B	250			250			
A-C	613			613			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	402	0.154	63	0.2	10.809	B
B-A	208	428	0.485	212	1.0	17.270	C
C-AB	97	696	0.139	98	0.3	6.156	A
C-A	246			246			
A-B	204			204			
A-C	501			501			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	464	0.112	52	0.1	8.873	A
B-A	174	469	0.371	175	0.6	12.525	B
C-AB	73	685	0.107	74	0.2	6.017	A
C-A	214			214			
A-B	171			171			
A-C	419			419			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (East)		✓	568	100.000
B - Desford Lane (North)		✓	279	100.000
C - Desford Lane (West)		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	245	323
	B - Desford Lane (North)	221	0	58
	C - Desford Lane (West)	408	52	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	0	1
	B - Desford Lane (North)	0	0	0
	C - Desford Lane (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	11.03	0.2	B
B-A	0.56	18.81	1.2	C
C-AB	0.15	5.19	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	512	0.085	43	0.1	7.679	A
B-A	166	513	0.324	164	0.5	10.311	B
C-AB	65	764	0.086	65	0.2	5.172	A
C-A	281			281			
A-B	184			184			
A-C	243			243			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	470	0.111	52	0.1	8.605	A
B-A	199	481	0.413	198	0.7	12.730	B
C-AB	88	790	0.111	87	0.2	5.149	A
C-A	326			326			
A-B	220			220			
A-C	290			290			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	393	0.163	64	0.2	10.923	B
B-A	243	435	0.559	241	1.2	18.424	C
C-AB	126	828	0.152	125	0.4	5.152	A
C-A	381			381			
A-B	270			270			
A-C	356			356			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	390	0.164	64	0.2	11.025	B
B-A	243	435	0.559	243	1.2	18.806	C
C-AB	126	829	0.152	126	0.4	5.162	A
C-A	381			381			
A-B	270			270			
A-C	356			356			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	468	0.111	52	0.1	8.673	A
B-A	199	481	0.413	201	0.7	13.007	B
C-AB	88	790	0.111	88	0.2	5.164	A
C-A	326			326			
A-B	220			220			
A-C	290			290			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	510	0.086	44	0.1	7.718	A
B-A	166	513	0.324	167	0.5	10.484	B
C-AB	66	764	0.086	66	0.2	5.189	A
C-A	280			280			
A-B	184			184			
A-C	243			243			

2028 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		42.63	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (East)		✓	839	100.000
B - Desford Lane (North)		✓	393	100.000
C - Desford Lane (West)		✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	266	573
	B - Desford Lane (North)	294	0	99
	C - Desford Lane (West)	373	94	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	1	3
	B - Desford Lane (North)	2	0	2
	C - Desford Lane (West)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.03	228.04	6.8	F
B-A	1.03	165.05	14.9	F
C-AB	0.31	7.16	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	419	0.178	74	0.2	10.554	B
B-A	221	440	0.503	217	1.0	16.168	C
C-AB	118	706	0.167	116	0.3	6.230	A
C-A	234			234			
A-B	200			200			
A-C	431			431			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	315	0.282	88	0.4	16.064	C
B-A	264	391	0.676	260	1.9	27.245	D
C-AB	159	722	0.219	158	0.5	6.519	A
C-A	261			261			
A-B	239			239			
A-C	515			515			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	106	1.028	90	5.2	157.186	F
B-A	324	318	1.018	293	9.6	95.959	F
C-AB	231	748	0.309	230	0.8	7.117	A
C-A	283			283			
A-B	293			293			
A-C	631			631			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	112	0.971	103	6.8	228.044	F
B-A	324	313	1.033	303	14.9	165.048	F
C-AB	232	748	0.310	232	0.8	7.156	A
C-A	282			282			
A-B	293			293			
A-C	631			631			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	218	0.408	113	0.7	41.984	E
B-A	264	377	0.702	313	2.8	75.456	F
C-AB	159	723	0.220	160	0.5	6.571	A
C-A	261			261			
A-B	239			239			
A-C	515			515			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	408	0.183	77	0.2	11.107	B
B-A	221	439	0.504	228	1.1	17.888	C
C-AB	118	706	0.167	119	0.3	6.273	A
C-A	233			233			
A-B	200			200			
A-C	431			431			

2028 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		5.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (East)		✓	715	100.000
B - Desford Lane (North)		✓	303	100.000
C - Desford Lane (West)		✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	322	393
	B - Desford Lane (North)	226	0	77
	C - Desford Lane (West)	474	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	0	1
	B - Desford Lane (North)	0	0	0
	C - Desford Lane (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	15.89	0.4	C
B-A	0.68	30.53	2.0	D
C-AB	0.28	5.95	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	492	0.118	57	0.1	8.265	A
B-A	170	466	0.365	168	0.6	12.049	B
C-AB	118	778	0.152	117	0.3	5.472	A
C-A	303			303			
A-B	242			242			
A-C	296			296			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	436	0.159	69	0.2	9.815	A
B-A	203	425	0.478	202	0.9	16.113	C
C-AB	162	809	0.201	162	0.5	5.600	A
C-A	340			340			
A-B	289			289			
A-C	353			353			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	319	0.266	84	0.4	15.314	C
B-A	249	366	0.679	245	1.9	28.728	D
C-AB	242	854	0.283	241	0.8	5.916	A
C-A	373			373			
A-B	355			355			
A-C	433			433			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	311	0.272	85	0.4	15.888	C
B-A	249	366	0.680	248	2.0	30.532	D
C-AB	243	855	0.284	243	0.8	5.945	A
C-A	373			373			
A-B	355			355			
A-C	433			433			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	429	0.161	70	0.2	10.037	B
B-A	203	425	0.479	207	1.0	16.967	C
C-AB	163	810	0.201	164	0.5	5.638	A
C-A	339			339			
A-B	289			289			
A-C	353			353			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	490	0.118	58	0.1	8.352	A
B-A	170	465	0.366	172	0.6	12.367	B
C-AB	119	778	0.153	120	0.3	5.506	A
C-A	302			302			
A-B	242			242			
A-C	296			296			

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		42.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (East)		✓	840	100.000
B - Desford Lane (North)		✓	394	100.000
C - Desford Lane (West)		✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	266	574
	B - Desford Lane (North)	292	0	102
	C - Desford Lane (West)	375	94	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	1	3
	B - Desford Lane (North)	2	0	2
	C - Desford Lane (West)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.03	226.97	6.9	F
B-A	1.03	166.45	14.9	F
C-AB	0.31	7.15	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	421	0.183	76	0.2	10.572	B
B-A	220	439	0.501	216	1.0	16.177	C
C-AB	118	707	0.167	117	0.3	6.223	A
C-A	235			235			
A-B	200			200			
A-C	432			432			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	317	0.289	91	0.4	16.113	C
B-A	263	389	0.674	259	1.9	27.268	D
C-AB	159	723	0.220	158	0.5	6.512	A
C-A	263			263			
A-B	239			239			
A-C	516			516			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	109	1.029	93	5.3	155.201	F
B-A	321	315	1.019	291	9.6	96.586	F
C-AB	232	749	0.310	231	0.8	7.110	A
C-A	284			284			
A-B	293			293			
A-C	632			632			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	115	0.974	106	6.9	226.969	F
B-A	321	311	1.034	300	14.9	166.454	F
C-AB	233	750	0.310	233	0.8	7.149	A
C-A	284			284			
A-B	293			293			
A-C	632			632			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	219	0.418	116	0.8	42.997	E
B-A	263	374	0.701	311	2.8	76.367	F
C-AB	160	724	0.220	161	0.5	6.564	A
C-A	262			262			
A-B	239			239			
A-C	516			516			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	409	0.188	79	0.2	11.135	B
B-A	220	437	0.503	227	1.1	17.902	C
C-AB	119	707	0.168	119	0.3	6.269	A
C-A	234			234			
A-B	200			200			
A-C	432			432			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		4.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (East)		✓	718	100.000
B - Desford Lane (North)		✓	273	100.000
C - Desford Lane (West)		✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	323	395
	B - Desford Lane (North)	198	0	75
	C - Desford Lane (West)	506	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	0	1
	B - Desford Lane (North)	0	0	0
	C - Desford Lane (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	13.24	0.3	B
B-A	0.61	25.80	1.5	D
C-AB	0.30	5.93	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	507	0.111	56	0.1	7.967	A
B-A	149	458	0.326	147	0.5	11.569	B
C-AB	127	794	0.160	126	0.3	5.411	A
C-A	320			320			
A-B	243			243			
A-C	297			297			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	458	0.147	67	0.2	9.212	A
B-A	178	416	0.427	177	0.7	15.032	C
C-AB	176	829	0.213	176	0.5	5.548	A
C-A	358			358			
A-B	290			290			
A-C	355			355			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	359	0.230	82	0.3	12.970	B
B-A	218	358	0.609	215	1.5	24.818	C
C-AB	266	880	0.302	265	0.9	5.904	A
C-A	388			388			
A-B	356			356			
A-C	435			435			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	354	0.233	83	0.3	13.241	B
B-A	218	357	0.610	218	1.5	25.802	D
C-AB	267	881	0.303	267	0.9	5.932	A
C-A	387			387			
A-B	356			356			
A-C	435			435			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	454	0.149	68	0.2	9.342	A
B-A	178	416	0.428	181	0.8	15.564	C
C-AB	177	830	0.213	179	0.5	5.588	A
C-A	357			357			
A-B	290			290			
A-C	355			355			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	505	0.112	57	0.1	8.033	A
B-A	149	457	0.326	150	0.5	11.813	B
C-AB	128	795	0.161	129	0.4	5.449	A
C-A	319			319			
A-B	243			243			
A-C	297			297			

2031 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		124.74	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (East)		✓	938	100.000
B - Desford Lane (North)		✓	458	100.000
C - Desford Lane (West)		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	323	615
	B - Desford Lane (North)	340	0	118
	C - Desford Lane (West)	401	119	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	1	3
	B - Desford Lane (North)	2	0	2
	C - Desford Lane (West)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.33	549.11	18.5	F
B-A	1.32	506.00	51.3	F
C-AB	0.43	8.59	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	357	0.249	88	0.3	13.523	B
B-A	256	410	0.624	250	1.6	22.016	C
C-AB	156	706	0.221	155	0.5	6.652	A
C-A	235			235			
A-B	243			243			
A-C	463			463			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	188	0.564	103	1.2	41.345	E
B-A	306	351	0.872	293	4.7	54.809	F
C-AB	214	725	0.296	213	0.7	7.205	A
C-A	253			253			
A-B	290			290			
A-C	553			553			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	98	1.332	91	10.8	286.726	F
B-A	374	285	1.315	280	28.2	238.512	F
C-AB	320	753	0.425	317	1.3	8.491	A
C-A	253			253			
A-B	356			356			
A-C	677			677			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	100	1.293	99	18.5	549.107	F
B-A	374	283	1.325	282	51.3	497.570	F
C-AB	321	754	0.426	321	1.4	8.591	A
C-A	251			251			
A-B	356			356			
A-C	677			677			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	120	0.887	113	16.7	542.643	F
B-A	306	339	0.901	333	44.6	506.002	F
C-AB	216	726	0.297	218	0.7	7.308	A
C-A	252			252			
A-B	290			290			
A-C	553			553			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	135	0.656	128	7.0	350.364	F
B-A	256	378	0.677	370	16.2	303.233	F
C-AB	158	708	0.223	159	0.5	6.729	A
C-A	234			234			
A-B	243			243			
A-C	463			463			

2031 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		16.51	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (East)		✓	797	100.000
B - Desford Lane (North)		✓	356	100.000
C - Desford Lane (West)		✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	351	446
	B - Desford Lane (North)	255	0	101
	C - Desford Lane (West)	506	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	0	1
	B - Desford Lane (North)	0	0	0
	C - Desford Lane (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.72	71.15	2.0	F
B-A	0.89	79.47	5.7	F
C-AB	0.36	6.61	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	463	0.164	75	0.2	9.271	A
B-A	192	437	0.439	189	0.8	14.386	B
C-AB	148	783	0.189	146	0.4	5.675	A
C-A	309			309			
A-B	264			264			
A-C	336			336			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	380	0.239	90	0.3	12.398	B
B-A	229	390	0.588	227	1.4	21.838	C
C-AB	206	817	0.252	205	0.6	5.931	A
C-A	340			340			
A-B	316			316			
A-C	401			401			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	189	0.587	107	1.3	42.095	E
B-A	281	319	0.879	267	4.7	58.911	F
C-AB	314	867	0.363	312	1.1	6.564	A
C-A	354			354			
A-B	386			386			
A-C	491			491			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	155	0.715	108	2.0	71.147	F
B-A	281	316	0.888	277	5.7	79.471	F
C-AB	315	868	0.364	315	1.2	6.615	A
C-A	353			353			
A-B	386			386			
A-C	491			491			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	352	0.258	98	0.4	14.515	B
B-A	229	387	0.592	246	1.6	28.213	D
C-AB	207	819	0.253	209	0.7	5.988	A
C-A	338			338			
A-B	316			316			
A-C	401			401			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	457	0.166	77	0.2	9.486	A
B-A	192	437	0.440	195	0.8	15.134	C
C-AB	149	785	0.190	150	0.4	5.725	A
C-A	308			308			
A-B	264			264			
A-C	336			336			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		163.15	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (East)		✓	937	100.000
B - Desford Lane (North)		✓	480	100.000
C - Desford Lane (West)		✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	321	616
	B - Desford Lane (North)	334	0	146
	C - Desford Lane (West)	408	148	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	1	3
	B - Desford Lane (North)	2	0	2
	C - Desford Lane (West)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.41	679.52	26.7	F
B-A	1.41	656.74	60.2	F
C-AB	0.53	10.53	2.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	355	0.310	108	0.4	14.712	B
B-A	251	391	0.643	245	1.7	24.043	C
C-AB	196	710	0.276	194	0.6	7.102	A
C-A	222			222			
A-B	242			242			
A-C	464			464			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	169	0.778	123	2.6	70.173	F
B-A	300	324	0.927	283	6.1	69.965	F
C-AB	269	730	0.369	268	1.0	7.984	A
C-A	231			231			
A-B	289			289			
A-C	554			554			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	114	1.407	110	15.2	338.064	F
B-A	368	262	1.404	259	33.2	300.936	F
C-AB	403	759	0.531	399	2.0	10.293	B
C-A	209			209			
A-B	353			353			
A-C	678			678			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	115	1.396	114	26.7	651.899	F
B-A	368	260	1.412	260	60.2	618.605	F
C-AB	406	761	0.533	406	2.0	10.529	B
C-A	206			206			
A-B	353			353			
A-C	678			678			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	139	0.945	134	26.1	679.520	F
B-A	300	315	0.952	310	57.7	656.742	F
C-AB	272	732	0.371	276	1.0	8.181	A
C-A	228			228			
A-B	289			289			
A-C	554			554			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	157	0.699	151	15.8	506.275	F
B-A	251	354	0.711	348	33.7	477.226	F
C-AB	198	712	0.278	199	0.6	7.219	A
C-A	221			221			
A-B	242			242			
A-C	464			464			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Desford Lane Junction	T-Junction	Two-way		13.25	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (East)		✓	812	100.000
B - Desford Lane (North)		✓	347	100.000
C - Desford Lane (West)		✓	670	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	373	439
	B - Desford Lane (North)	219	0	128
	C - Desford Lane (West)	550	120	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (East)	B - Desford Lane (North)	C - Desford Lane (West)
From	A - Desford Lane (East)	0	0	1
	B - Desford Lane (North)	0	0	0
	C - Desford Lane (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.66	47.89	1.8	E
B-A	0.85	72.05	4.5	F
C-AB	0.45	7.45	1.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	493	0.196	95	0.2	9.038	A
B-A	165	412	0.400	162	0.7	14.345	B
C-AB	186	805	0.231	184	0.5	5.821	A
C-A	318			318			
A-B	281			281			
A-C	331			331			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	417	0.276	115	0.4	11.886	B
B-A	197	362	0.543	195	1.1	21.338	C
C-AB	262	844	0.311	261	0.8	6.231	A
C-A	340			340			
A-B	335			335			
A-C	395			395			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	240	0.588	137	1.3	33.979	D
B-A	241	287	0.839	231	3.8	55.877	F
C-AB	408	901	0.453	405	1.6	7.344	A
C-A	330			330			
A-B	411			411			
A-C	483			483			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	212	0.665	139	1.8	47.887	E
B-A	241	284	0.849	238	4.5	72.048	F
C-AB	410	903	0.454	410	1.7	7.449	A
C-A	328			328			
A-B	411			411			
A-C	483			483			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	395	0.292	120	0.4	13.371	B
B-A	197	360	0.547	210	1.3	25.826	D
C-AB	264	846	0.313	268	0.9	6.333	A
C-A	338			338			
A-B	335			335			
A-C	395			395			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	488	0.198	97	0.2	9.237	A
B-A	165	411	0.401	167	0.7	14.964	B
C-AB	188	807	0.233	189	0.6	5.890	A
C-A	317			317			
A-B	281			281			
A-C	331			331			

Appendix E Desford Lane/ Desford Lane – Mitigation Model Output

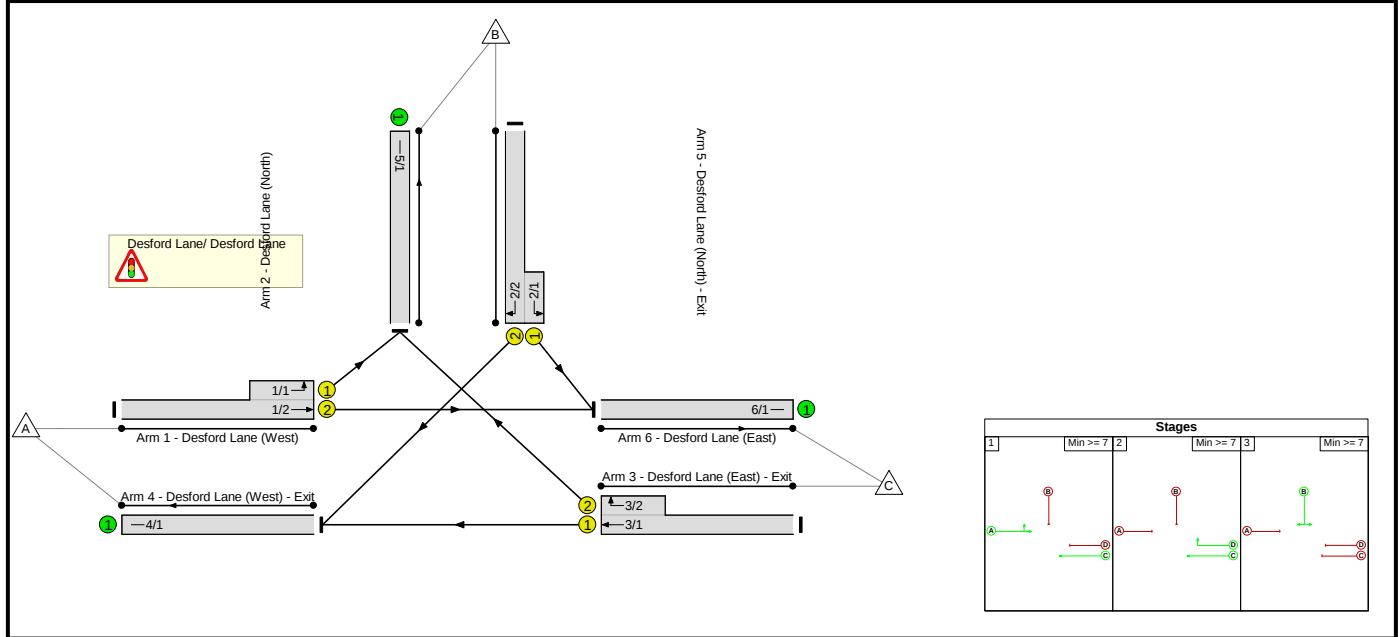
Full Input Data And Results

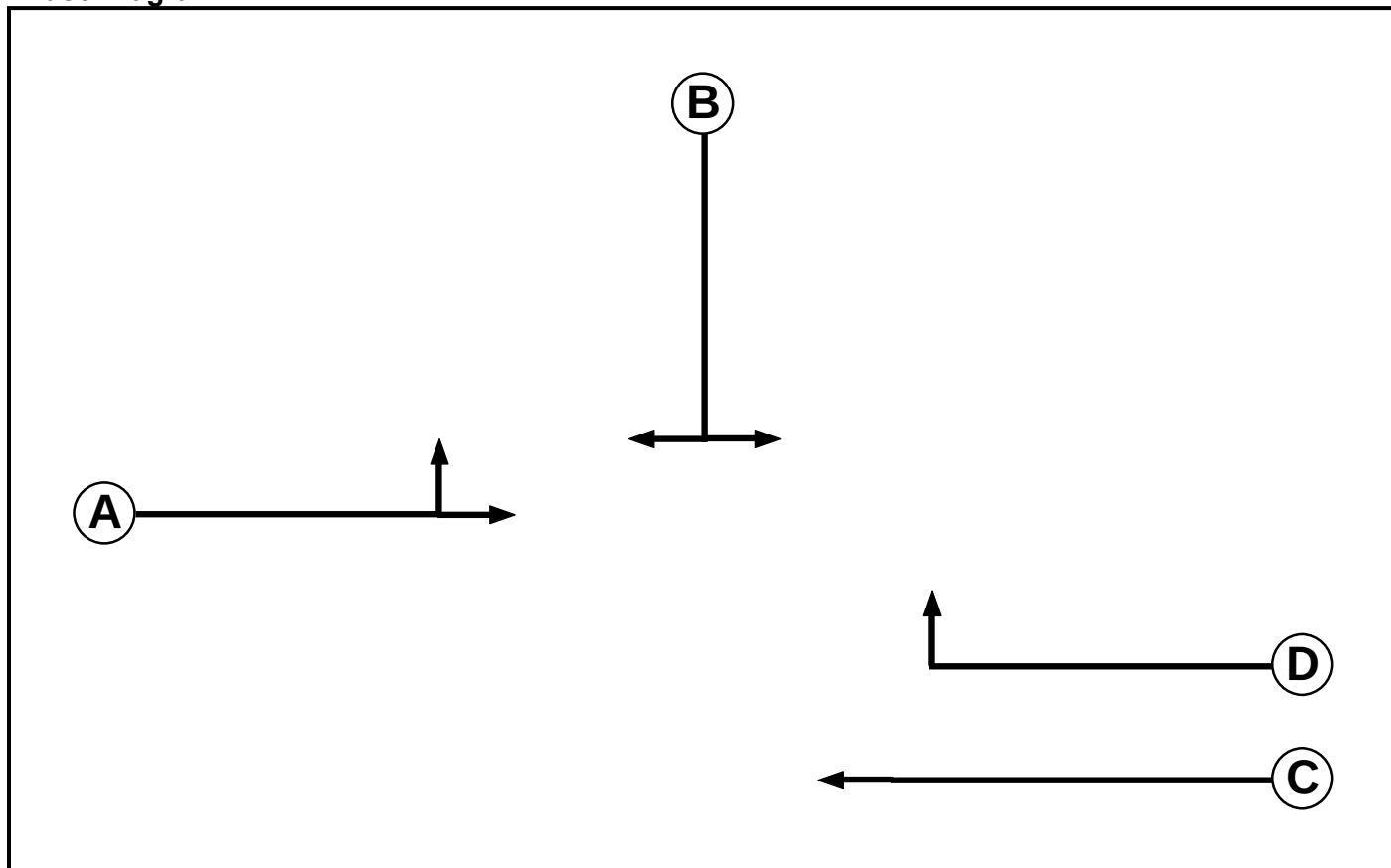
Full Input Data And Results

User and Project Details

Project:	Ratby
Title:	Desford Lane/ Desford Lane
Location:	
Client:	Lagan Homes
Site Ref(s):	1
Additional detail:	
File name:	Junction 1 - Mitigation Model.lsg3x
Author:	
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Phase Diagram**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

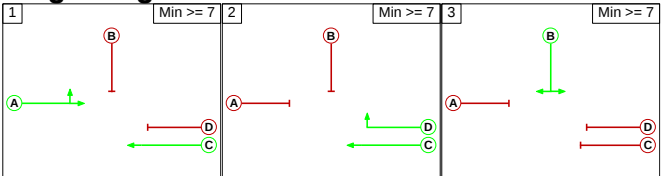
Terminating Phase	Starting Phase				
	A	B	C	D	
	A	6	-	6	
	B	6	6	6	
	C	-	6	-	
	D	6	6	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C D
3	B

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
From Stage		1	2	3
	1		6	6
	2	6		6
	3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Desford Lane/ Desford Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Desford Lane/ Desford Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Desford Lane (West))	U	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
1/2 (Desford Lane (West))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
2/1 (Desford Lane (North))	U	B	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 6 Left	Inf
2/2 (Desford Lane (North))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	Inf
3/1 (Desford Lane (East) - Exit)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/2 (Desford Lane (East) - Exit)	U	D	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
4/1 (Desford Lane (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Desford Lane (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Desford Lane (East))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2028 Furnessed Future AM'	07:45	08:45	01:00	
4: '2028 Furnessed Future PM'	16:30	17:30	01:00	
5: '2028 Furnessed Future + Dev AM'	07:45	08:45	01:00	
6: '2028 Furnessed Future + Dev PM'	16:30	17:30	01:00	
7: '2031 Furnessed Future AM'	07:45	08:45	01:00	
8: '2031 Furnessed Future PM'	16:30	17:30	01:00	
9: '2031 Furnessed Future + Dev AM'	07:45	08:45	01:00	
10: '2031 Furnessed Future + Dev PM'	16:30	17:30	01:00	

Scenario 1: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	266	574	840
	B	292	0	102	394
	C	375	94	0	469
	Tot.	667	360	676	1703

Traffic Lane Flows

Lane	Scenario 1: 2028 Furnessed Future + Dev AM
Junction: Desford Lane/ Desford Lane	
1/1 (short)	266
1/2 (with short)	840(In) 574(Out)
2/1 (short)	102
2/2 (with short)	394(In) 292(Out)
3/1 (with short)	469(In) 375(Out)
3/2 (short)	94
4/1	667
5/1	360
6/1	676

Lane Saturation Flows

Junction: Desford Lane/ Desford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Desford Lane (West))	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
1/2 (Desford Lane (West))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Desford Lane (North))	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
2/2 (Desford Lane (North))	3.00	0.00	Y	Arm 4 Right	Inf	100.0 %	1915	1915
3/1 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
4/1 (Desford Lane (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Desford Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Desford Lane (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Furnessed Future + Dev PM' (FG6: '2028 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	343	428	771
	B	182	0	79	261
	C	510	85	0	595
	Tot.	692	428	507	1627

Traffic Lane Flows

Lane	Scenario 2: 2028 Furnessed Future + Dev PM
Junction: Desford Lane/ Desford Lane	
1/1 (short)	343
1/2 (with short)	771(In) 428(Out)
2/1 (short)	79
2/2 (with short)	261(In) 182(Out)
3/1 (with short)	595(In) 510(Out)
3/2 (short)	85
4/1	692
5/1	428
6/1	507

Lane Saturation Flows

Junction: Desford Lane/ Desford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Desford Lane (West))	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
1/2 (Desford Lane (West))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Desford Lane (North))	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
2/2 (Desford Lane (North))	3.00	0.00	Y	Arm 4 Right	Inf	100.0 %	1915	1915
3/1 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
4/1 (Desford Lane (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Desford Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Desford Lane (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Furnessed Future + Dev AM' (FG9: '2031 Furnessed Future + Dev AM', Plan 1: 'Network Control

Full Input Data And Results
Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	321	616	937
	B	334	0	146	480
	C	408	148	0	556
	Tot.	742	469	762	1973

Traffic Lane Flows

Lane	Scenario 3: 2031 Furnessed Future + Dev AM
Junction: Desford Lane/ Desford Lane	
1/1 (short)	321
1/2 (with short)	937(In) 616(Out)
2/1 (short)	146
2/2 (with short)	480(In) 334(Out)
3/1 (with short)	556(In) 408(Out)
3/2 (short)	148
4/1	742
5/1	469
6/1	762

Lane Saturation Flows

Junction: Desford Lane/ Desford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Desford Lane (West))	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
1/2 (Desford Lane (West))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Desford Lane (North))	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
2/2 (Desford Lane (North))	3.00	0.00	Y	Arm 4 Right	Inf	100.0 %	1915	1915
3/1 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
4/1 (Desford Lane (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Desford Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Desford Lane (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Furnessed Future + Dev PM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	392	473	865
	B	202	0	133	335
	C	554	117	0	671
	Tot.	756	509	606	1871

Traffic Lane Flows

Lane	Scenario 4: 2031 Furnessed Future + Dev PM
Junction: Desford Lane/ Desford Lane	
1/1 (short)	392
1/2 (with short)	865(In) 473(Out)
2/1 (short)	133
2/2 (with short)	335(In) 202(Out)
3/1 (with short)	671(In) 554(Out)
3/2 (short)	117
4/1	756
5/1	509
6/1	606

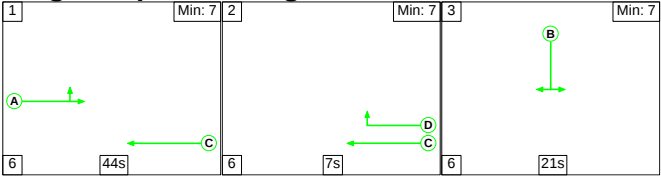
Lane Saturation Flows

Junction: Desford Lane/ Desford Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Desford Lane (West))	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
1/2 (Desford Lane (West))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Desford Lane (North))	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
2/2 (Desford Lane (North))	3.00	0.00	Y	Arm 4 Right	Inf	100.0 %	1915	1915
3/1 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Desford Lane (East) - Exit)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
4/1 (Desford Lane (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Desford Lane (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Desford Lane (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control

Full Input Data And Results
Plan 1')

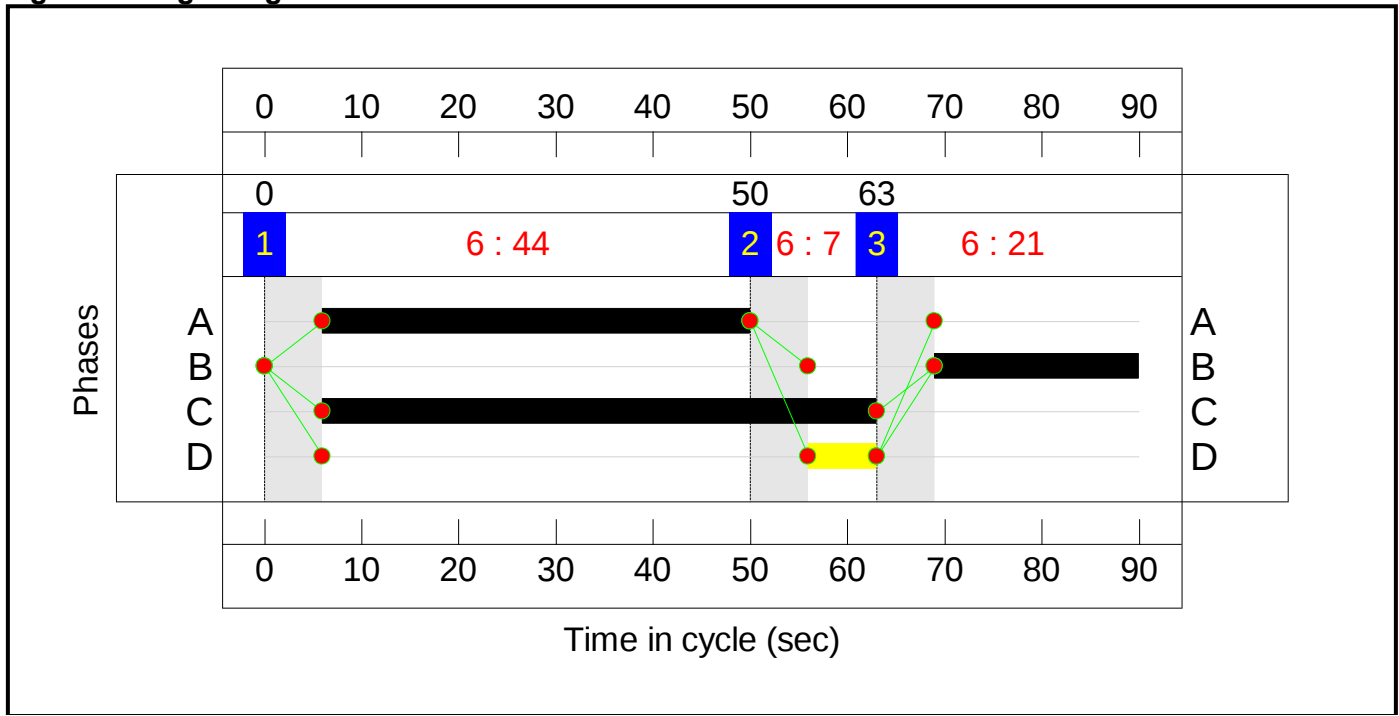
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	44	7	21
Change Point	0	50	63

Signal Timings Diagram



Full Input Data And Results

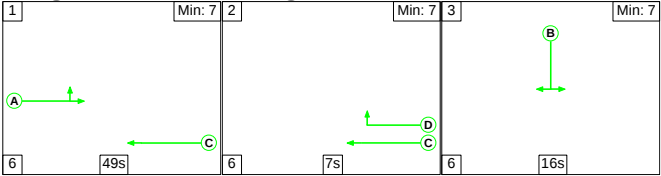
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/2+1/1	Desford Lane (West) Left Ahead	U	N/A	N/A	A		1	44	-	840	1915:1915	723+335	79.3 : 79.3%
2/2+2/1	Desford Lane (North) Right Left	U	N/A	N/A	B		1	21	-	394	1915:1915	381+133	76.7 : 76.7%
3/1+3/2	Desford Lane (East) - Exit Ahead Right	U	N/A	N/A	C D		1	57:7	-	469	1915:1915	679+170	55.2 : 55.2%
4/1	Desford Lane (West) - Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
5/1	Desford Lane (North) - Exit	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
6/1	Desford Lane (East)	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Desford Lane/ Desford Lane	-	-	0	0	0	9.0	4.1	0.0	13.1	-	-	-	-
Desford Lane/ Desford Lane	-	-	0	0	0	9.0	4.1	0.0	13.1	-	-	-	-
1/2+1/1	840	840	-	-	-	3.9	1.9	-	5.8	24.7	14.2	1.9	16.1
2/2+2/1	394	394	-	-	-	3.3	1.6	-	4.9	45.1	7.6	1.6	9.2
3/1+3/2	469	469	-	-	-	1.8	0.6	-	2.4	18.3	4.1	0.6	4.7
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	13.09	Cycle Time (s):	90
	PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	13.09		

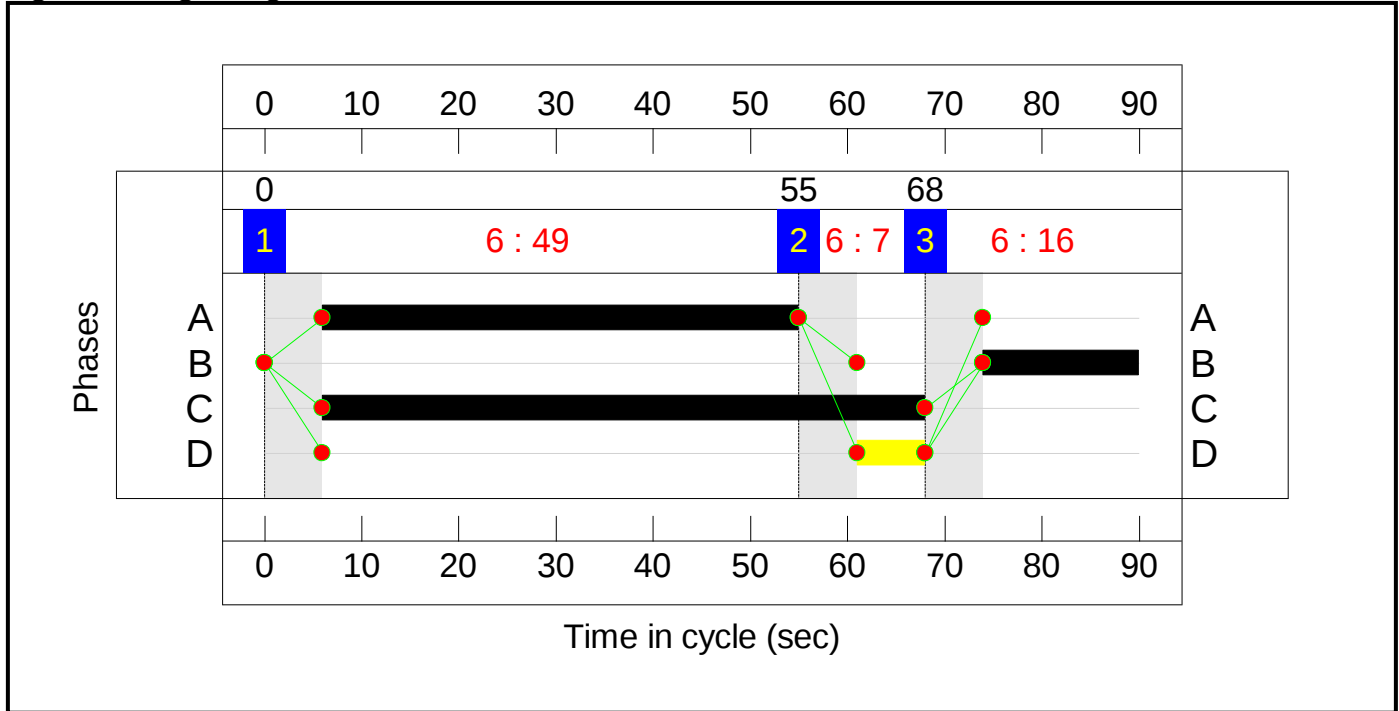
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	49	7	16
Change Point	0	55	68

Signal Timings Diagram



Full Input Data And Results

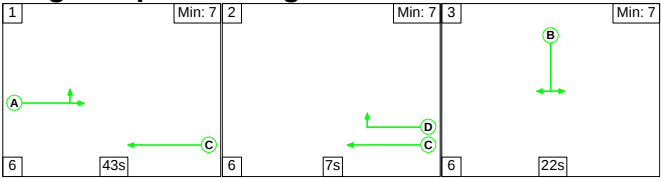
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	62.5%
Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	62.5%
1/2+1/1	Desford Lane (West) Left Ahead	U	N/A	N/A	A		1	49	-	771	1915:1915	684+548	62.5 : 62.5%
2/2+2/1	Desford Lane (North) Right Left	U	N/A	N/A	B		1	16	-	261	1915:1915	294+127	62.0 : 62.0%
3/1+3/2	Desford Lane (East) - Exit Ahead Right	U	N/A	N/A	C D		1	62:7	-	595	1915:1915	1021+170	49.9 : 49.9%
4/1	Desford Lane (West) - Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
5/1	Desford Lane (North) - Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
6/1	Desford Lane (East)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Desford Lane/ Desford Lane	-	-	0	0	0	6.5	2.1	0.0	8.6	-	-	-	-
Desford Lane/ Desford Lane	-	-	0	0	0	6.5	2.1	0.0	8.6	-	-	-	-
1/2+1/1	771	771	-	-	-	2.4	0.8	-	3.3	15.2	7.3	0.8	8.2
2/2+2/1	261	261	-	-	-	2.3	0.8	-	3.1	43.3	4.1	0.8	5.0
3/1+3/2	595	595	-	-	-	1.7	0.5	-	2.2	13.3	5.2	0.5	5.7
4/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	43.9	Total Delay for Signalled Lanes (pcuHr):	8.60	Cycle Time (s):	90
	PRC Over All Lanes (%):	43.9	Total Delay Over All Lanes(pcuHr):	8.60		

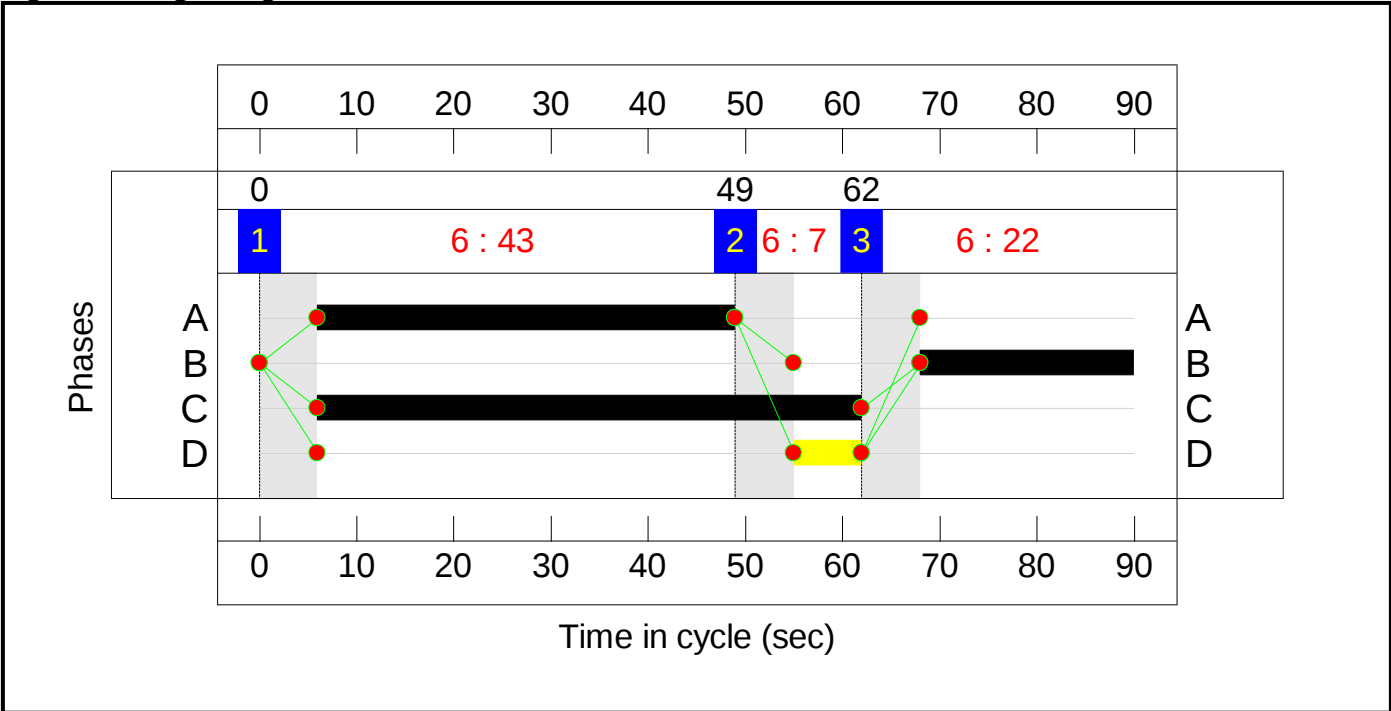
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	7	22
Change Point	0	49	62

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/2+1/1	Desford Lane (West) Left Ahead	U	N/A	N/A	A		1	43	-	937	1915:1915	690+359	89.3 : 89.3%
2/2+2/1	Desford Lane (North) Right Left	U	N/A	N/A	B		1	22	-	480	1915:1915	382+167	87.4 : 87.4%
3/1+3/2	Desford Lane (East) - Exit Ahead Right	U	N/A	N/A	C D		1	56:7	-	556	1915:1915	469+170	86.9 : 86.9%
4/1	Desford Lane (West) - Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	Desford Lane (North) - Exit	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
6/1	Desford Lane (East)	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Desford Lane/ Desford Lane	-	-	0	0	0	11.5	10.2	0.0	21.7	-	-	-	-
Desford Lane/ Desford Lane	-	-	0	0	0	11.5	10.2	0.0	21.7	-	-	-	-
1/2+1/1	937	937	-	-	-	4.9	3.9	-	8.8	33.7	18.0	3.9	21.9
2/2+2/1	480	480	-	-	-	4.1	3.2	-	7.3	54.7	9.6	3.2	12.8
3/1+3/2	556	556	-	-	-	2.5	3.1	-	5.6	36.5	4.6	3.1	7.7
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

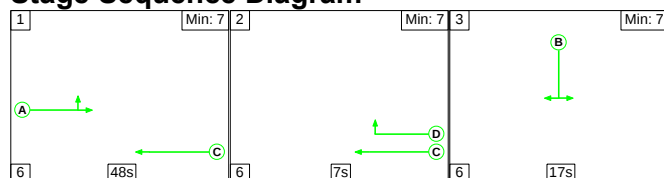
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	21.70	Cycle Time (s):	90
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	21.70		

Full Input Data And Results

Scenario 4: '2031 Furnessed Future + Dev PM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

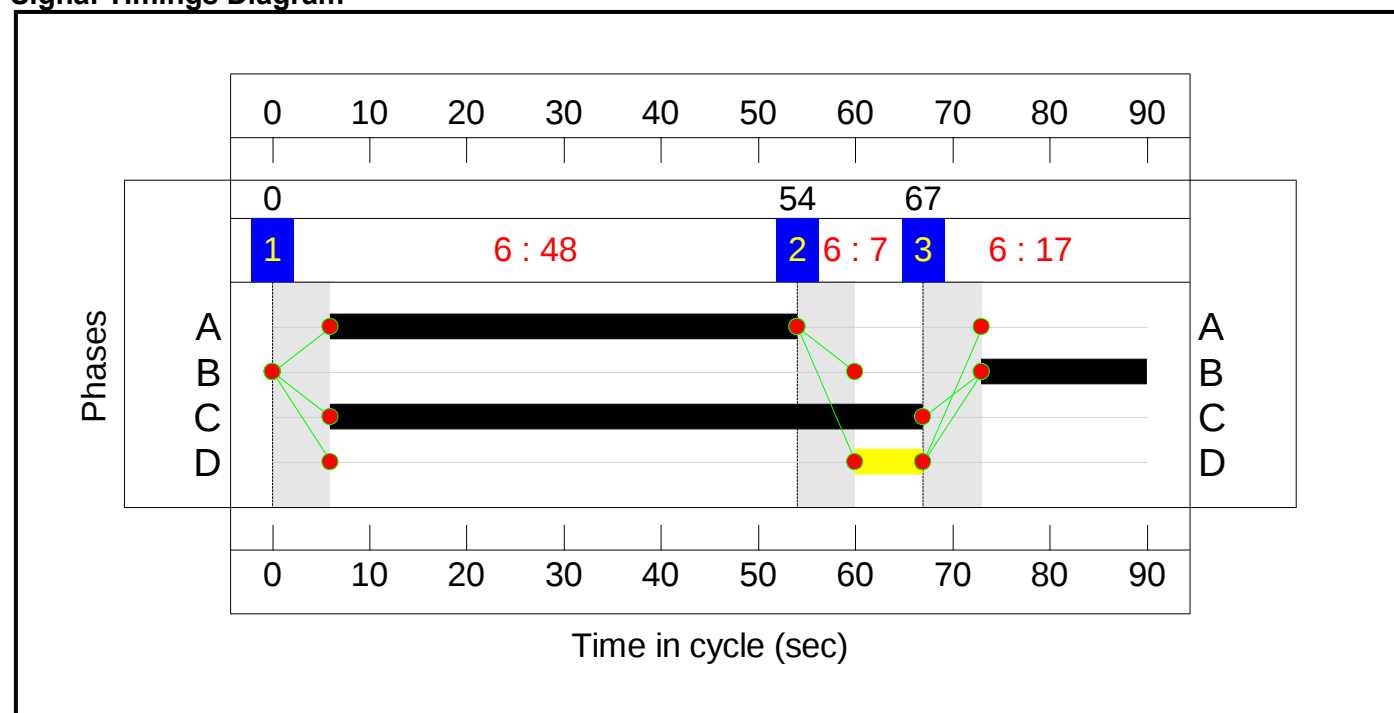
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	48	7	17
Change Point	0	54	67

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
Desford Lane/ Desford Lane	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/2+1/1	Desford Lane (West) Left Ahead	U	N/A	N/A	A		1	48	-	865	1915:1915	665+551	71.1 : 71.1%
2/2+2/1	Desford Lane (North) Right Left	U	N/A	N/A	B		1	17	-	335	1915:1915	288+190	70.1 : 70.1%
3/1+3/2	Desford Lane (East) - Exit Ahead Right	U	N/A	N/A	C D		1	61:7	-	671	1915:1915	806+170	68.7 : 68.7%
4/1	Desford Lane (West) - Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
5/1	Desford Lane (North) - Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1	Desford Lane (East)	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Desford Lane/ Desford Lane	-	-	0	0	0	8.2	3.5	0.0	11.7	-	-	-	-
Desford Lane/ Desford Lane	-	-	0	0	0	8.2	3.5	0.0	11.7	-	-	-	-
1/2+1/1	865	865	-	-	-	3.0	1.2	-	4.2	17.7	10.0	1.2	11.3
2/2+2/1	335	335	-	-	-	3.0	1.2	-	4.1	44.3	4.9	1.2	6.1
3/1+3/2	671	671	-	-	-	2.2	1.1	-	3.3	17.9	6.3	1.1	7.4
4/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s):	90
	PRC Over All Lanes (%):	26.6	Total Delay Over All Lanes(pcuHr):	11.69		

Appendix F Station Road/ Desford Lane – Model Outputs

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: Junction 2 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:34:13

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
Stream B-C	0.7	8.61	0.40	A	0.9	10.62	0.49	B
Stream B-A	0.1	10.36	0.08	B	0.2	11.77	0.16	B
Stream C-AB	1.4	13.61	0.56	B	1.1	12.04	0.51	B
2028 Furnessed Future								
Stream B-C	1.0	10.50	0.50	B	2.0	16.39	0.67	C
Stream B-A	0.1	12.47	0.09	B	0.3	15.85	0.22	C
Stream C-AB	3.2	24.50	0.76	C	1.4	13.58	0.57	B
2028 Furnessed Future + Dev								
Stream B-C	1.6	13.92	0.62	B	2.4	19.06	0.71	C
Stream B-A	0.2	15.32	0.16	C	0.4	18.71	0.27	C
Stream C-AB	3.9	28.80	0.80	D	1.8	15.79	0.62	C
2031 Furnessed Future								
Stream B-C	1.7	14.48	0.64	B	2.8	21.39	0.74	C
Stream B-A	0.1	16.23	0.12	C	0.4	20.78	0.27	C
Stream C-AB	7.3	49.52	0.89	E	2.2	17.96	0.67	C
2031 Furnessed Future + Dev								
Stream B-C	1.4	14.11	0.59	B	1.9	16.50	0.66	C
Stream B-A	0.5	18.46	0.32	C	0.4	15.52	0.27	C
Stream C-AB	6.7	46.17	0.88	E	0.8	10.28	0.42	B

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	Junction 2: Station Road/ Desford Lane
Location	Ratby, Leicestershire
Site number	2
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		8.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (S)		Major
B	Desford Lane		Minor
C	Main Street (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Main Street (N)	8.35			43.3	✓	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 - Desford Lane	One lane plus flare	10.00	5.43	3.86	3.23	2.93	✓	1.00	99	96

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	545	0.089	0.225	0.142	0.322
B-C	752	0.103	0.262	-	-
C-B	599	0.208	0.208	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	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 (%)
A - Station Road (S)		✓	186	100.000
B - Desford Lane		✓	275	100.000
C - Main Street (N)		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	54	132
	B - Desford Lane	26	0	249
	C - Main Street (N)	69	270	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.40	8.61	0.7	A
B-A	0.08	10.36	0.1	B
C-AB	0.56	13.61	1.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	714	0.263	186	0.4	6.833	A
B-A	20	439	0.045	19	0.0	8.581	A
C-AB	222	605	0.367	220	0.6	9.428	A
C-A	33			33			
A-B	41			41			
A-C	99			99			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	705	0.317	223	0.5	7.492	A
B-A	23	414	0.057	23	0.1	9.221	A
C-AB	271	607	0.446	270	0.9	10.816	B
C-A	34			34			
A-B	49			49			
A-C	119			119			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	694	0.395	273	0.6	8.582	A
B-A	29	377	0.076	29	0.1	10.331	B
C-AB	340	609	0.558	338	1.3	13.424	B
C-A	33			33			
A-B	59			59			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	694	0.395	274	0.7	8.614	A
B-A	29	376	0.076	29	0.1	10.356	B
C-AB	340	609	0.559	340	1.4	13.607	B
C-A	33			33			
A-B	59			59			
A-C	145			145			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	705	0.317	225	0.5	7.530	A
B-A	23	413	0.057	23	0.1	9.251	A
C-AB	271	607	0.446	273	0.9	11.002	B
C-A	34			34			
A-B	49			49			
A-C	119			119			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	713	0.263	188	0.4	6.885	A
B-A	20	437	0.045	20	0.0	8.616	A
C-AB	223	606	0.368	224	0.6	9.600	A
C-A	33			33			
A-B	41			41			
A-C	99			99			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		7.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 (%)
A - Station Road (S)		✓	222	100.000
B - Desford Lane		✓	345	100.000
C - Main Street (N)		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	52	170
	B - Desford Lane	52	0	293
	C - Main Street (N)	82	240	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	10.62	0.9	B
B-A	0.16	11.77	0.2	B
C-AB	0.51	12.04	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	694	0.318	219	0.5	7.576	A
B-A	39	440	0.089	39	0.1	8.969	A
C-AB	201	607	0.332	199	0.5	8.828	A
C-A	41			41			
A-B	39			39			
A-C	128			128			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	263	681	0.387	263	0.6	8.615	A
B-A	47	410	0.114	47	0.1	9.900	A
C-AB	246	608	0.404	245	0.7	9.930	A
C-A	44			44			
A-B	47			47			
A-C	153			153			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	323	663	0.487	321	0.9	10.542	B
B-A	57	364	0.157	57	0.2	11.717	B
C-AB	311	611	0.508	309	1.1	11.926	B
C-A	44			44			
A-B	57			57			
A-C	187			187			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	323	663	0.487	323	0.9	10.621	B
B-A	57	363	0.158	57	0.2	11.767	B
C-AB	311	611	0.508	311	1.1	12.038	B
C-A	44			44			
A-B	57			57			
A-C	187			187			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	263	681	0.387	265	0.6	8.697	A
B-A	47	409	0.114	47	0.1	9.949	A
C-AB	246	609	0.404	248	0.8	10.055	B
C-A	43			43			
A-B	47			47			
A-C	153			153			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	693	0.318	221	0.5	7.660	A
B-A	39	438	0.089	39	0.1	9.020	A
C-AB	201	607	0.332	202	0.5	8.958	A
C-A	41			41			
A-B	39			39			
A-C	128			128			

2028 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		14.21	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Station Road (S)		✓	187	100.000
B - Desford Lane		✓	343	100.000
C - Main Street (N)		✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	55	132
	B - Desford Lane	27	0	316
	C - Main Street (N)	73	365	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.50	10.50	1.0	B
B-A	0.09	12.47	0.1	B
C-AB	0.76	24.50	3.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	714	0.333	236	0.5	7.537	A
B-A	20	407	0.050	20	0.1	9.310	A
C-AB	302	607	0.498	298	1.0	11.682	B
C-A	28			28			
A-B	41			41			
A-C	99			99			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	705	0.403	283	0.7	8.559	A
B-A	24	372	0.065	24	0.1	10.348	B
C-AB	368	609	0.604	366	1.6	14.920	B
C-A	26			26			
A-B	49			49			
A-C	119			119			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	348	692	0.503	347	1.0	10.423	B
B-A	30	320	0.093	30	0.1	12.373	B
C-AB	464	612	0.757	458	3.1	22.974	C
C-A	19			19			
A-B	61			61			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	348	692	0.503	348	1.0	10.505	B
B-A	30	318	0.093	30	0.1	12.469	B
C-AB	464	613	0.758	464	3.2	24.504	C
C-A	18			18			
A-B	61			61			
A-C	145			145			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	705	0.403	285	0.7	8.644	A
B-A	24	369	0.066	24	0.1	10.450	B
C-AB	369	610	0.605	375	1.7	15.969	C
C-A	25			25			
A-B	49			49			
A-C	119			119			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	713	0.333	239	0.5	7.622	A
B-A	20	404	0.050	20	0.1	9.385	A
C-AB	303	608	0.498	305	1.1	12.199	B
C-A	27			27			
A-B	41			41			
A-C	99			99			

2028 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		11.49	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Station Road (S)		✓	207	100.000
B - Desford Lane		✓	457	100.000
C - Main Street (N)		✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	47	160
	B - Desford Lane	58	0	399
	C - Main Street (N)	80	269	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.67	16.39	2.0	C
B-A	0.22	15.85	0.3	C
C-AB	0.57	13.58	1.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	300	695	0.433	297	0.8	9.030	A
B-A	44	413	0.106	43	0.1	9.718	A
C-AB	225	608	0.370	222	0.6	9.322	A
C-A	38			38			
A-B	35			35			
A-C	120			120			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	359	681	0.527	357	1.1	11.117	B
B-A	52	369	0.141	52	0.2	11.359	B
C-AB	274	610	0.450	273	0.9	10.721	B
C-A	39			39			
A-B	42			42			
A-C	144			144			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	439	659	0.666	436	1.9	15.933	C
B-A	64	294	0.217	63	0.3	15.599	C
C-AB	346	613	0.565	344	1.4	13.395	B
C-A	38			38			
A-B	52			52			
A-C	176			176			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	439	659	0.667	439	2.0	16.394	C
B-A	64	291	0.219	64	0.3	15.847	C
C-AB	347	613	0.565	347	1.4	13.584	B
C-A	38			38			
A-B	52			52			
A-C	176			176			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	359	680	0.527	362	1.1	11.457	B
B-A	52	366	0.143	53	0.2	11.518	B
C-AB	275	610	0.450	277	0.9	10.910	B
C-A	39			39			
A-B	42			42			
A-C	144			144			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	300	694	0.433	302	0.8	9.246	A
B-A	44	411	0.106	44	0.1	9.818	A
C-AB	225	608	0.370	226	0.6	9.495	A
C-A	38			38			
A-B	35			35			
A-C	120			120			

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		17.16	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Station Road (S)		✓	193	100.000
B - Desford Lane		✓	421	100.000
C - Main Street (N)		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	61	132
	B - Desford Lane	40	0	381
	C - Main Street (N)	73	382	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.62	13.92	1.6	B
B-A	0.16	15.32	0.2	C
C-AB	0.80	28.80	3.9	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	707	0.406	284	0.7	8.550	A
B-A	30	393	0.077	30	0.1	9.899	A
C-AB	316	606	0.522	312	1.1	12.243	B
C-A	26			26			
A-B	46			46			
A-C	99			99			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	696	0.492	341	1.0	10.157	B
B-A	36	350	0.103	36	0.1	11.462	B
C-AB	385	608	0.634	383	1.8	16.075	C
C-A	24			24			
A-B	55			55			
A-C	119			119			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	419	679	0.618	417	1.6	13.614	B
B-A	44	282	0.156	44	0.2	15.085	C
C-AB	485	611	0.794	478	3.7	26.312	D
C-A	16			16			
A-B	67			67			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	419	679	0.618	419	1.6	13.918	B
B-A	44	279	0.158	44	0.2	15.319	C
C-AB	486	612	0.795	485	3.9	28.796	D
C-A	15			15			
A-B	67			67			
A-C	145			145			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	696	0.492	345	1.0	10.374	B
B-A	36	345	0.104	36	0.1	11.653	B
C-AB	387	609	0.634	394	2.0	17.637	C
C-A	22			22			
A-B	55			55			
A-C	119			119			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	707	0.406	288	0.7	8.661	A
B-A	30	390	0.077	30	0.1	10.014	B
C-AB	317	607	0.522	320	1.2	12.891	B
C-A	26			26			
A-B	46			46			
A-C	99			99			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		13.50	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Station Road (S)		✓	217	100.000
B - Desford Lane		✓	483	100.000
C - Main Street (N)		✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	56	161
	B - Desford Lane	66	0	417
	C - Main Street (N)	80	296	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.71	19.06	2.4	C
B-A	0.27	18.71	0.4	C
C-AB	0.62	15.79	1.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	314	689	0.455	311	0.8	9.462	A
B-A	50	403	0.123	49	0.1	10.173	B
C-AB	247	606	0.408	245	0.7	9.920	A
C-A	36			36			
A-B	42			42			
A-C	121			121			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	375	674	0.556	373	1.2	11.958	B
B-A	59	353	0.168	59	0.2	12.244	B
C-AB	302	608	0.497	301	1.0	11.729	B
C-A	36			36			
A-B	50			50			
A-C	145			145			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	459	648	0.708	455	2.3	18.275	C
B-A	73	269	0.270	72	0.4	18.222	C
C-AB	381	611	0.625	379	1.7	15.446	C
C-A	32			32			
A-B	62			62			
A-C	177			177			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	459	647	0.709	459	2.4	19.065	C
B-A	73	265	0.274	73	0.4	18.710	C
C-AB	382	611	0.625	382	1.8	15.792	C
C-A	32			32			
A-B	62			62			
A-C	177			177			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	375	673	0.557	379	1.3	12.468	B
B-A	59	349	0.170	60	0.2	12.504	B
C-AB	303	609	0.497	305	1.1	12.037	B
C-A	35			35			
A-B	50			50			
A-C	145			145			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	314	689	0.456	316	0.9	9.731	A
B-A	50	399	0.124	50	0.1	10.308	B
C-AB	248	607	0.409	249	0.8	10.157	B
C-A	35			35			
A-B	42			42			
A-C	121			121			

2031 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		27.16	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Station Road (S)		✓	187	100.000
B - Desford Lane		✓	427	100.000
C - Main Street (N)		✓	504	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	54	133
	B - Desford Lane	28	0	399
	C - Main Street (N)	74	430	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.64	14.48	1.7	B
B-A	0.12	16.23	0.1	C
C-AB	0.89	49.52	7.3	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	300	713	0.422	298	0.7	8.649	A
B-A	21	377	0.056	21	0.1	10.098	B
C-AB	356	608	0.586	351	1.5	13.941	B
C-A	23			23			
A-B	41			41			
A-C	100			100			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	359	703	0.510	357	1.0	10.416	B
B-A	25	330	0.076	25	0.1	11.804	B
C-AB	435	610	0.712	430	2.5	19.990	C
C-A	19			19			
A-B	49			49			
A-C	120			120			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	439	689	0.638	437	1.7	14.165	B
B-A	31	258	0.120	31	0.1	15.847	C
C-AB	547	613	0.893	532	6.4	39.751	E
C-A	7			7			
A-B	59			59			
A-C	146			146			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	439	688	0.638	439	1.7	14.476	B
B-A	31	253	0.122	31	0.1	16.228	C
C-AB	550	615	0.894	546	7.3	49.523	E
C-A	5			5			
A-B	59			59			
A-C	146			146			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	359	703	0.510	361	1.1	10.668	B
B-A	25	322	0.078	25	0.1	12.129	B
C-AB	437	612	0.714	455	2.9	25.477	D
C-A	16			16			
A-B	49			49			
A-C	120			120			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	300	712	0.422	302	0.7	8.831	A
B-A	21	373	0.057	21	0.1	10.244	B
C-AB	357	609	0.587	363	1.6	15.197	C
C-A	22			22			
A-B	41			41			
A-C	100			100			

2031 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		15.53	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Station Road (S)		✓	209	100.000
B - Desford Lane		✓	501	100.000
C - Main Street (N)		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	49	160
	B - Desford Lane	58	0	443
	C - Main Street (N)	81	319	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.74	21.39	2.8	C
B-A	0.27	20.78	0.4	C
C-AB	0.67	17.96	2.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	334	694	0.481	330	0.9	9.824	A
B-A	44	389	0.112	43	0.1	10.395	B
C-AB	267	608	0.439	264	0.8	10.410	B
C-A	34			34			
A-B	37			37			
A-C	120			120			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	398	680	0.586	396	1.4	12.670	B
B-A	52	334	0.156	52	0.2	12.731	B
C-AB	326	610	0.534	325	1.2	12.602	B
C-A	34			34			
A-B	44			44			
A-C	144			144			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	488	656	0.744	483	2.7	20.225	C
B-A	64	242	0.264	63	0.3	20.044	C
C-AB	412	613	0.671	408	2.1	17.400	C
C-A	29			29			
A-B	54			54			
A-C	176			176			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	488	655	0.745	487	2.8	21.389	C
B-A	64	237	0.269	64	0.4	20.775	C
C-AB	412	614	0.672	412	2.2	17.958	C
C-A	28			28			
A-B	54			54			
A-C	176			176			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	398	679	0.587	404	1.5	13.372	B
B-A	52	329	0.159	53	0.2	13.073	B
C-AB	327	611	0.535	330	1.3	13.058	B
C-A	33			33			
A-B	44			44			
A-C	144			144			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	334	694	0.481	336	0.9	10.150	B
B-A	44	385	0.113	44	0.1	10.554	B
C-AB	267	608	0.440	269	0.9	10.713	B
C-A	34			34			
A-B	37			37			
A-C	120			120			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		25.27	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Station Road (S)		✓	206	100.000
B - Desford Lane		✓	420	100.000
C - Main Street (N)		✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	73	133
	B - Desford Lane	83	0	337
	C - Main Street (N)	74	421	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
From	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.59	14.11	1.4	B
B-A	0.32	18.46	0.5	C
C-AB	0.88	46.17	6.7	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	681	0.372	251	0.6	8.365	A
B-A	62	400	0.156	62	0.2	10.612	B
C-AB	349	605	0.577	343	1.4	13.732	B
C-A	24			24			
A-B	55			55			
A-C	100			100			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	303	662	0.457	302	0.8	10.001	B
B-A	75	357	0.209	74	0.3	12.701	B
C-AB	426	607	0.702	422	2.4	19.465	C
C-A	19			19			
A-B	66			66			
A-C	120			120			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	629	0.590	369	1.4	13.777	B
B-A	91	291	0.314	91	0.4	17.877	C
C-AB	537	609	0.881	522	5.9	37.835	E
C-A	8			8			
A-B	80			80			
A-C	146			146			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	627	0.592	371	1.4	14.111	B
B-A	91	286	0.319	91	0.5	18.456	C
C-AB	539	611	0.882	535	6.7	46.174	E
C-A	6			6			
A-B	80			80			
A-C	146			146			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	303	660	0.459	305	0.9	10.237	B
B-A	75	350	0.213	75	0.3	13.127	B
C-AB	428	609	0.703	444	2.7	24.108	C
C-A	17			17			
A-B	66			66			
A-C	120			120			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	680	0.373	255	0.6	8.517	A
B-A	62	396	0.158	63	0.2	10.806	B
C-AB	350	606	0.578	355	1.5	14.882	B
C-A	23			23			
A-B	55			55			
A-C	100			100			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Station Road/ Desford Lane	T-Junction	Two-way		9.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Station Road (S)		✓	251	100.000
B - Desford Lane		✓	458	100.000
C - Main Street (N)		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	82	169
	B - Desford Lane	77	0	381
	C - Main Street (N)	86	196	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Station Road (S)	B - Desford Lane	C - Main Street (N)
	A - Station Road (S)	0	0	1
	B - Desford Lane	0	0	0
	C - Main Street (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.66	16.50	1.9	C
B-A	0.27	15.52	0.4	C
C-AB	0.42	10.28	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	681	0.421	284	0.7	9.032	A
B-A	58	433	0.134	57	0.2	9.561	A
C-AB	165	604	0.273	164	0.4	8.175	A
C-A	47			47			
A-B	62			62			
A-C	127			127			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	665	0.515	341	1.0	11.126	B
B-A	69	392	0.177	69	0.2	11.151	B
C-AB	202	606	0.334	202	0.5	8.937	A
C-A	51			51			
A-B	74			74			
A-C	152			152			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	419	638	0.657	416	1.8	16.041	C
B-A	85	319	0.266	84	0.4	15.287	C
C-AB	256	608	0.421	255	0.8	10.227	B
C-A	54			54			
A-B	90			90			
A-C	186			186			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	419	638	0.658	419	1.9	16.502	C
B-A	85	317	0.268	85	0.4	15.524	C
C-AB	256	608	0.421	256	0.8	10.281	B
C-A	54			54			
A-B	90			90			
A-C	186			186			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	664	0.516	346	1.1	11.459	B
B-A	69	389	0.178	70	0.2	11.300	B
C-AB	202	606	0.334	203	0.6	9.005	A
C-A	51			51			
A-B	74			74			
A-C	152			152			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	681	0.421	288	0.7	9.242	A
B-A	58	431	0.134	58	0.2	9.658	A
C-AB	166	604	0.274	166	0.4	8.259	A
C-A	47			47			
A-B	62			62			
A-C	127			127			

Appendix G Markfield Road/ Groby Road/ Main Street – Model Output

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.2.1013 © Copyright TRL Limited, 2019			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
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: Junction 3 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:35:39

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
1 - Markfield Road	0.7	7.77	0.43	A	0.5	6.78	0.33	A
2 - Groby Road	1.4	11.19	0.57	B	1.3	10.59	0.57	B
3 - Main Street	0.9	7.94	0.46	A	1.3	9.87	0.56	A
2028 Furnessed Future								
1 - Markfield Road	1.2	10.23	0.55	B	0.6	7.90	0.40	A
2 - Groby Road	3.1	19.94	0.76	C	2.7	17.24	0.74	C
3 - Main Street	1.5	11.02	0.60	B	2.7	17.48	0.74	C
2028 Furnessed Future + Dev								
1 - Markfield Road	1.4	11.49	0.58	B	0.7	8.37	0.43	A
2 - Groby Road	3.4	21.92	0.78	C	3.2	19.78	0.77	C
3 - Main Street	2.1	14.05	0.69	B	3.1	19.55	0.76	C
2031 Furnessed Future								
1 - Markfield Road	1.6	12.71	0.62	B	0.8	8.67	0.44	A
2 - Groby Road	5.2	31.36	0.85	D	4.4	25.96	0.83	D
3 - Main Street	2.4	15.33	0.71	C	4.0	24.23	0.81	C
2031 Furnessed Future + Dev								
1 - Markfield Road	2.0	15.20	0.67	C	0.5	7.54	0.35	A
2 - Groby Road	7.9	43.59	0.91	E	4.9	27.18	0.84	D
3 - Main Street	1.7	12.53	0.64	B	3.7	24.68	0.80	C

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	Junction 3: Main St/ Markfield Rd/ Groby Rd
Location	Ratby, Leicestershire
Site number	3
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
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

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 segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	9.10	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Markfield Road	
2	Groby Road	
3	Main Street	

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 - Markfield Road	3.30	3.30	5.00	7.8	12.40	7.50	0.0	✓
2 - Groby Road	3.60	3.20	3.20	0.0	15.70	7.30	0.0	✓
3 - Main Street	3.10	3.10	4.30	3.3	12.10	2.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Markfield Road	0.529	975
2 - Groby Road	0.487	826
3 - Main Street	0.615	937

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	2024 Base	AM	ONE HOUR	07:30	09:00	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 - Markfield Road		✓	315	100.000
2 - Groby Road		✓	400	100.000
3 - Main Street		✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	204	111
	2 - Groby Road	124	0	276
	3 - Main Street	77	282	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	2
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.43	7.77	0.7	A
2 - Groby Road	0.57	11.19	1.4	B
3 - Main Street	0.46	7.94	0.9	A

Main Results for each time segment

07:30 - 07:45

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 - Markfield Road	237	211	863	0.275	236	0.4	5.725	A
2 - Groby Road	301	83	786	0.383	299	0.6	7.464	A
3 - Main Street	270	93	880	0.307	269	0.4	5.925	A

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 - Markfield Road	283	253	841	0.337	283	0.5	6.446	A
2 - Groby Road	360	100	778	0.462	359	0.9	8.698	A
3 - Main Street	323	111	868	0.372	322	0.6	6.642	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 - Markfield Road	347	310	811	0.428	346	0.7	7.729	A
2 - Groby Road	440	122	767	0.574	439	1.3	11.061	B
3 - Main Street	395	136	853	0.463	394	0.9	7.895	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 - Markfield Road	347	310	810	0.428	347	0.7	7.767	A
2 - Groby Road	440	122	767	0.574	440	1.4	11.186	B
3 - Main Street	395	137	853	0.464	395	0.9	7.937	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 - Markfield Road	283	254	840	0.337	284	0.5	6.488	A
2 - Groby Road	360	100	778	0.462	361	0.9	8.822	A
3 - Main Street	323	112	868	0.372	324	0.6	6.690	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 - Markfield Road	237	213	862	0.275	238	0.4	5.773	A
2 - Groby Road	301	84	786	0.383	302	0.6	7.577	A
3 - Main Street	270	94	879	0.308	271	0.5	5.976	A

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	9.45	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 - Markfield Road		✓	239	100.000
2 - Groby Road		✓	405	100.000
3 - Main Street		✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	163	76
	2 - Groby Road	156	0	249
	3 - Main Street	112	310	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	0
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.33	6.78	0.5	A
2 - Groby Road	0.57	10.59	1.3	B
3 - Main Street	0.56	9.87	1.3	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	180	232	852	0.211	179	0.3	5.332	A
2 - Groby Road	305	57	799	0.382	302	0.6	7.221	A
3 - Main Street	318	117	865	0.367	315	0.6	6.555	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	215	278	827	0.260	215	0.3	5.871	A
2 - Groby Road	364	68	793	0.459	363	0.8	8.356	A
3 - Main Street	379	140	850	0.446	378	0.8	7.649	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	263	340	795	0.331	263	0.5	6.759	A
2 - Groby Road	446	83	786	0.568	444	1.3	10.480	B
3 - Main Street	465	171	831	0.559	463	1.2	9.766	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 - Markfield Road	263	341	794	0.331	263	0.5	6.780	A
2 - Groby Road	446	84	786	0.568	446	1.3	10.590	B
3 - Main Street	465	172	831	0.559	465	1.3	9.868	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 - Markfield Road	215	280	826	0.260	215	0.4	5.898	A
2 - Groby Road	364	68	793	0.459	366	0.9	8.460	A
3 - Main Street	379	141	850	0.446	381	0.8	7.745	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 - Markfield Road	180	234	851	0.212	180	0.3	5.371	A
2 - Groby Road	305	57	798	0.382	306	0.6	7.321	A
3 - Main Street	318	118	864	0.368	319	0.6	6.641	A

2028 Furnessed Future, 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
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	14.22	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 - Markfield Road		✓	386	100.000
2 - Groby Road		✓	518	100.000
3 - Main Street		✓	446	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	247	139
	2 - Groby Road	172	0	346
	3 - Main Street	106	340	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	2
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.55	10.23	1.2	B
2 - Groby Road	0.76	19.94	3.1	C
3 - Main Street	0.60	11.02	1.5	B

Main Results for each time segment

07:30 - 07:45

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 - Markfield Road	291	254	840	0.346	289	0.5	6.501	A
2 - Groby Road	390	104	776	0.503	386	1.0	9.279	A
3 - Main Street	336	128	858	0.391	333	0.6	6.888	A

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 - Markfield Road	347	305	813	0.427	346	0.7	7.693	A
2 - Groby Road	466	125	766	0.608	464	1.5	12.007	B
3 - Main Street	401	154	842	0.476	400	0.9	8.193	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 - Markfield Road	425	373	777	0.547	423	1.2	10.113	B
2 - Groby Road	570	152	752	0.758	565	2.9	18.917	C
3 - Main Street	491	187	821	0.598	489	1.5	10.844	B

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 - Markfield Road	425	374	777	0.547	425	1.2	10.234	B
2 - Groby Road	570	153	752	0.759	570	3.1	19.941	C
3 - Main Street	491	189	820	0.599	491	1.5	11.017	B

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 - Markfield Road	347	307	812	0.427	349	0.8	7.800	A
2 - Groby Road	466	126	765	0.609	471	1.6	12.663	B
3 - Main Street	401	157	840	0.477	403	0.9	8.343	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 - Markfield Road	291	257	839	0.347	291	0.5	6.589	A
2 - Groby Road	390	105	775	0.503	392	1.0	9.596	A
3 - Main Street	336	130	856	0.392	337	0.7	7.003	A

2028 Furnessed Future, 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
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	15.41	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 - Markfield Road		✓	271	100.000
2 - Groby Road		✓	526	100.000
3 - Main Street		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Markfield Road	2 - Groby Road	3 - Main Street
	1 - Markfield Road	0	197	74
	2 - Groby Road	234	0	292
	3 - Main Street	141	379	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Markfield Road	2 - Groby Road	3 - Main Street
	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	0
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.40	7.90	0.6	A
2 - Groby Road	0.74	17.24	2.7	C
3 - Main Street	0.74	17.48	2.7	C

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	204	283	825	0.247	203	0.3	5.774	A
2 - Groby Road	396	55	799	0.495	392	1.0	8.759	A
3 - Main Street	391	174	829	0.472	388	0.9	8.120	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	244	339	795	0.306	243	0.4	6.518	A
2 - Groby Road	473	66	794	0.596	471	1.4	11.076	B
3 - Main Street	467	210	808	0.579	466	1.3	10.514	B

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 - Markfield Road	298	414	756	0.395	298	0.6	7.843	A
2 - Groby Road	579	81	787	0.736	574	2.6	16.573	C
3 - Main Street	573	256	779	0.735	567	2.6	16.673	C

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 - Markfield Road	298	417	754	0.396	298	0.6	7.900	A
2 - Groby Road	579	81	787	0.736	579	2.7	17.242	C
3 - Main Street	573	257	778	0.736	572	2.7	17.475	C

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 - Markfield Road	244	344	792	0.307	244	0.4	6.579	A
2 - Groby Road	473	67	794	0.596	478	1.5	11.544	B
3 - Main Street	467	212	806	0.580	473	1.4	11.009	B

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 - Markfield Road	204	287	823	0.248	204	0.3	5.828	A
2 - Groby Road	396	56	799	0.496	398	1.0	9.021	A
3 - Main Street	391	177	828	0.473	394	0.9	8.370	A

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	16.26	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 - Markfield Road		✓	393	100.000
2 - Groby Road		✓	531	100.000
3 - Main Street		✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	249	144
	2 - Groby Road	172	0	359
	3 - Main Street	118	393	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	2
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.58	11.49	1.4	B
2 - Groby Road	0.78	21.92	3.4	C
3 - Main Street	0.69	14.05	2.1	B

Main Results for each time segment

07:30 - 07:45

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 - Markfield Road	296	293	819	0.361	294	0.6	6.820	A
2 - Groby Road	400	108	774	0.517	396	1.1	9.551	A
3 - Main Street	385	128	858	0.449	381	0.8	7.575	A

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 - Markfield Road	353	352	788	0.448	352	0.8	8.239	A
2 - Groby Road	477	129	764	0.625	475	1.6	12.563	B
3 - Main Street	459	154	842	0.546	458	1.2	9.415	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 - Markfield Road	433	430	747	0.579	431	1.3	11.295	B
2 - Groby Road	585	158	750	0.780	578	3.3	20.538	C
3 - Main Street	563	187	821	0.685	559	2.1	13.641	B

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 - Markfield Road	433	433	746	0.580	433	1.4	11.489	B
2 - Groby Road	585	159	749	0.780	584	3.4	21.917	C
3 - Main Street	563	189	820	0.686	562	2.1	14.051	B

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 - Markfield Road	353	356	786	0.449	355	0.8	8.398	A
2 - Groby Road	477	130	763	0.626	484	1.8	13.393	B
3 - Main Street	459	157	840	0.547	463	1.2	9.715	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 - Markfield Road	296	297	817	0.362	297	0.6	6.932	A
2 - Groby Road	400	109	773	0.517	402	1.1	9.915	A
3 - Main Street	385	130	856	0.449	386	0.8	7.749	A

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	17.29	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 - Markfield Road		✓	289	100.000
2 - Groby Road		✓	545	100.000
3 - Main Street		✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	203	86
	2 - Groby Road	238	0	307
	3 - Main Street	149	389	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	0
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.43	8.37	0.7	A
2 - Groby Road	0.77	19.78	3.2	C
3 - Main Street	0.76	19.55	3.1	C

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	218	290	821	0.265	216	0.4	5.942	A
2 - Groby Road	410	64	795	0.516	406	1.0	9.162	A
3 - Main Street	405	177	827	0.490	401	0.9	8.414	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	260	348	790	0.329	259	0.5	6.774	A
2 - Groby Road	490	77	789	0.621	488	1.6	11.868	B
3 - Main Street	484	213	806	0.600	482	1.5	11.090	B

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 - Markfield Road	318	424	750	0.424	317	0.7	8.294	A
2 - Groby Road	600	94	780	0.769	594	3.1	18.735	C
3 - Main Street	592	259	777	0.762	586	3.0	18.395	C

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 - Markfield Road	318	428	748	0.425	318	0.7	8.371	A
2 - Groby Road	600	95	780	0.769	600	3.2	19.779	C
3 - Main Street	592	262	776	0.764	592	3.1	19.550	C

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 - Markfield Road	260	354	787	0.330	261	0.5	6.852	A
2 - Groby Road	490	78	789	0.621	496	1.7	12.538	B
3 - Main Street	484	217	803	0.602	490	1.6	11.749	B

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 - Markfield Road	218	295	819	0.266	218	0.4	5.998	A
2 - Groby Road	410	65	795	0.516	413	1.1	9.481	A
3 - Main Street	405	180	826	0.491	407	1.0	8.692	A

2031 Furnessed Future, 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
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	20.71	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 - Markfield Road		✓	413	100.000
2 - Groby Road		✓	576	100.000
3 - Main Street		✓	526	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	262	151
	2 - Groby Road	180	0	396
	3 - Main Street	119	407	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	2
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.62	12.71	1.6	B
2 - Groby Road	0.85	31.36	5.2	D
3 - Main Street	0.71	15.33	2.4	C

Main Results for each time segment

07:30 - 07:45

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 - Markfield Road	311	304	814	0.382	308	0.6	7.090	A
2 - Groby Road	434	113	771	0.562	429	1.3	10.512	B
3 - Main Street	396	134	854	0.464	393	0.9	7.808	A

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 - Markfield Road	371	365	782	0.475	370	0.9	8.724	A
2 - Groby Road	518	135	760	0.681	515	2.1	14.669	B
3 - Main Street	473	161	838	0.565	471	1.3	9.860	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 - Markfield Road	455	445	739	0.615	452	1.5	12.424	B
2 - Groby Road	634	165	746	0.850	623	4.8	27.544	D
3 - Main Street	579	195	817	0.709	575	2.3	14.750	B

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 - Markfield Road	455	448	738	0.617	455	1.6	12.706	B
2 - Groby Road	634	166	745	0.851	633	5.2	31.361	D
3 - Main Street	579	198	815	0.711	579	2.4	15.327	C

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 - Markfield Road	371	369	779	0.476	374	0.9	8.936	A
2 - Groby Road	518	137	760	0.682	530	2.3	16.600	C
3 - Main Street	473	165	835	0.566	477	1.4	10.266	B

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 - Markfield Road	311	308	812	0.383	312	0.6	7.225	A
2 - Groby Road	434	114	771	0.563	437	1.3	11.081	B
3 - Main Street	396	137	852	0.465	398	0.9	8.018	A

2031 Furnessed Future, 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
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	21.79	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 - Markfield Road		✓	291	100.000
2 - Groby Road		✓	588	100.000
3 - Main Street		✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	209	82
	2 - Groby Road	254	0	334
	3 - Main Street	151	411	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	0
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.44	8.67	0.8	A
2 - Groby Road	0.83	25.96	4.4	D
3 - Main Street	0.81	24.23	4.0	C

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	219	306	812	0.270	218	0.4	6.037	A
2 - Groby Road	443	61	797	0.556	438	1.2	9.907	A
3 - Main Street	423	189	820	0.516	419	1.0	8.924	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	262	368	780	0.335	261	0.5	6.929	A
2 - Groby Road	529	74	791	0.669	526	1.9	13.443	B
3 - Main Street	505	227	797	0.634	503	1.7	12.188	B

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 - Markfield Road	320	446	738	0.434	319	0.8	8.571	A
2 - Groby Road	647	90	783	0.827	638	4.2	23.578	C
3 - Main Street	619	276	767	0.807	611	3.7	22.027	C

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 - Markfield Road	320	452	736	0.436	320	0.8	8.670	A
2 - Groby Road	647	90	782	0.827	646	4.4	25.958	D
3 - Main Street	619	279	765	0.809	618	4.0	24.229	C

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 - Markfield Road	262	376	776	0.337	263	0.5	7.028	A
2 - Groby Road	529	74	790	0.669	538	2.1	14.747	B
3 - Main Street	505	232	794	0.637	514	1.8	13.299	B

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 - Markfield Road	219	312	810	0.271	220	0.4	6.106	A
2 - Groby Road	443	62	796	0.556	446	1.3	10.374	B
3 - Main Street	423	193	818	0.517	426	1.1	9.294	A

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	26.13	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 - Markfield Road		✓	437	100.000
2 - Groby Road		✓	635	100.000
3 - Main Street		✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	335	102
	2 - Groby Road	202	0	433
	3 - Main Street	22	442	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	2
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.67	15.20	2.0	C
2 - Groby Road	0.91	43.59	7.9	E
3 - Main Street	0.64	12.53	1.7	B

Main Results for each time segment

07:30 - 07:45

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 - Markfield Road	329	330	800	0.411	326	0.7	7.557	A
2 - Groby Road	478	76	789	0.606	472	1.5	11.316	B
3 - Main Street	349	150	844	0.414	347	0.7	7.268	A

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 - Markfield Road	393	396	765	0.514	391	1.0	9.602	A
2 - Groby Road	571	91	782	0.730	567	2.6	16.631	C
3 - Main Street	417	180	826	0.505	416	1.0	8.848	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 - Markfield Road	481	484	718	0.670	478	1.9	14.720	B
2 - Groby Road	699	111	772	0.906	682	6.9	35.030	E
3 - Main Street	511	217	803	0.636	508	1.7	12.210	B

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 - Markfield Road	481	486	717	0.671	481	2.0	15.204	C
2 - Groby Road	699	112	772	0.906	695	7.9	43.585	E
3 - Main Street	511	221	801	0.638	511	1.7	12.532	B

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 - Markfield Road	393	400	763	0.515	396	1.1	9.918	A
2 - Groby Road	571	93	781	0.731	591	2.9	20.839	C
3 - Main Street	417	188	821	0.508	420	1.1	9.129	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 - Markfield Road	329	334	798	0.412	330	0.7	7.727	A
2 - Groby Road	478	77	789	0.606	483	1.6	12.163	B
3 - Main Street	349	154	842	0.415	351	0.7	7.422	A

2031 Furnessed Future + Dev, 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 2 and 3 have 82% 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
3	Main St/ Markfield Rd/ Groby Rd	Mini-roundabout		1, 2, 3	22.87	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 - Markfield Road		✓	236	100.000
2 - Groby Road		✓	627	100.000
3 - Main Street		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	221	15
	2 - Groby Road	344	0	283
	3 - Main Street	101	408	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Markfield Road	2 - Groby Road	3 - Main Street
From	1 - Markfield Road	0	0	0
	2 - Groby Road	0	0	0
	3 - Main Street	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Markfield Road	0.35	7.54	0.5	A
2 - Groby Road	0.84	27.18	4.9	D
3 - Main Street	0.80	24.68	3.7	C

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	178	304	814	0.218	177	0.3	5.642	A
2 - Groby Road	472	11	821	0.575	467	1.3	10.023	B
3 - Main Street	383	256	779	0.492	379	1.0	8.971	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Markfield Road	212	365	781	0.271	212	0.4	6.315	A
2 - Groby Road	564	13	820	0.688	561	2.1	13.708	B
3 - Main Street	458	308	747	0.612	455	1.5	12.284	B

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 - Markfield Road	260	443	740	0.351	259	0.5	7.474	A
2 - Groby Road	690	16	818	0.844	680	4.6	24.396	C
3 - Main Street	560	373	707	0.793	553	3.4	22.409	C

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 - Markfield Road	260	448	737	0.352	260	0.5	7.539	A
2 - Groby Road	690	17	818	0.844	689	4.9	27.181	D
3 - Main Street	560	378	704	0.796	560	3.7	24.676	C

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 - Markfield Road	212	373	777	0.273	213	0.4	6.386	A
2 - Groby Road	564	14	820	0.688	574	2.3	15.235	C
3 - Main Street	458	315	743	0.616	466	1.7	13.406	B

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 - Markfield Road	178	309	811	0.219	178	0.3	5.691	A
2 - Groby Road	472	11	821	0.575	476	1.4	10.536	B
3 - Main Street	383	261	776	0.494	386	1.0	9.338	A

Appendix H Groby Road/ Sacheverell Way – Model Output

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: Junction 4 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:37:47

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
Stream B-AC	1.3	18.31	0.56	C	0.5	10.99	0.31	B
Stream C-AB	0.5	9.71	0.32	A	0.1	7.12	0.13	A
2028 Furnessed Future								
Stream B-AC	2.0	26.83	0.67	D	0.7	14.08	0.42	B
Stream C-AB	0.5	10.43	0.34	B	0.2	7.54	0.14	A
2028 Furnessed Future + Dev								
Stream B-AC	2.4	31.55	0.71	D	0.8	15.63	0.46	C
Stream C-AB	0.6	10.90	0.35	B	0.2	7.60	0.14	A
2031 Furnessed Future								
Stream B-AC	3.0	37.87	0.76	E	0.8	16.00	0.45	C
Stream C-AB	0.6	11.01	0.36	B	0.2	7.83	0.15	A
2031 Furnessed Future + Dev								
Stream B-AC	13.8	139.36	1.01	F	1.1	19.57	0.53	C
Stream C-AB	0.6	12.22	0.38	B	0.2	8.01	0.15	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	Junction 4: Groby Rd/ Ratby Rd/ Sacheverell Way
Location	Ratby, Leicestershire
Site number	4
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Grobby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Grobby Road (S)		Major
B	Grobby Road (N)		Minor
C	Sacheverell Way		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sacheverell Way	6.75		✓	3.50	100.0	✓	10.00

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 - Grobby Road (N)	One lane	5.00	64	105

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	661	0.116	0.294	0.185	0.421
B-C	828	0.123	0.310	-	-
C-B	721	0.270	0.270	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	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 (%)
A - Groby Road (S)		✓	547	100.000
B - Groby Road (N)		✓	236	100.000
C - Sacheverell Way		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	244	303
	B - Groby Road (N)	161	0	75
	C - Sacheverell Way	282	162	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	0	0
	B - Groby Road (N)	1	0	4
	C - Sacheverell Way	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.56	18.31	1.3	C
C-AB	0.32	9.71	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	541	0.328	176	0.5	10.015	B
C-AB	122	610	0.200	121	0.3	7.534	A
C-A	212			212			
A-B	184			184			
A-C	228			228			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	212	507	0.418	211	0.7	12.417	B
C-AB	146	588	0.248	145	0.3	8.327	A
C-A	254			254			
A-B	219			219			
A-C	272			272			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	461	0.564	258	1.3	17.933	C
C-AB	178	558	0.319	178	0.5	9.683	A
C-A	310			310			
A-B	269			269			
A-C	334			334			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	460	0.565	260	1.3	18.311	C
C-AB	178	558	0.319	178	0.5	9.712	A
C-A	310			310			
A-B	269			269			
A-C	334			334			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	212	507	0.418	214	0.8	12.655	B
C-AB	146	588	0.248	146	0.3	8.359	A
C-A	254			254			
A-B	219			219			
A-C	272			272			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	541	0.329	179	0.5	10.191	B
C-AB	122	610	0.200	122	0.3	7.577	A
C-A	212			212			
A-B	184			184			
A-C	228			228			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 (%)
A - Groby Road (S)		✓	477	100.000
B - Groby Road (N)		✓	136	100.000
C - Sacheverell Way		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	138	339
	B - Groby Road (N)	97	0	39
	C - Sacheverell Way	383	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	1	0
	B - Groby Road (N)	0	0	0
	C - Sacheverell Way	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	10.99	0.5	B
C-AB	0.13	7.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	550	0.186	101	0.2	8.011	A
C-AB	50	624	0.081	50	0.1	6.266	A
C-A	288			288			
A-B	104			104			
A-C	255			255			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	520	0.235	122	0.3	9.044	A
C-AB	60	605	0.100	60	0.1	6.603	A
C-A	344			344			
A-B	124			124			
A-C	305			305			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	477	0.314	149	0.4	10.949	B
C-AB	74	579	0.127	74	0.1	7.117	A
C-A	422			422			
A-B	152			152			
A-C	373			373			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	477	0.314	150	0.5	10.989	B
C-AB	74	579	0.127	74	0.1	7.120	A
C-A	422			422			
A-B	152			152			
A-C	373			373			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	520	0.235	123	0.3	9.088	A
C-AB	60	605	0.100	60	0.1	6.609	A
C-A	344			344			
A-B	124			124			
A-C	305			305			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	550	0.186	103	0.2	8.058	A
C-AB	50	624	0.081	51	0.1	6.278	A
C-A	288			288			
A-B	104			104			
A-C	255			255			

2028 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		6.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Groby Road (S)		✓	616	100.000
B - Groby Road (N)		✓	254	100.000
C - Sacheverell Way		✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	282	334
	B - Groby Road (N)	187	0	67
	C - Sacheverell Way	360	167	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	0	0
	B - Groby Road (N)	1	0	4
	C - Sacheverell Way	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	26.83	2.0	D
C-AB	0.34	10.43	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	508	0.376	189	0.6	11.413	B
C-AB	126	596	0.211	125	0.3	7.816	A
C-A	271			271			
A-B	212			212			
A-C	251			251			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	470	0.486	227	0.9	15.050	C
C-AB	150	572	0.263	150	0.4	8.745	A
C-A	324			324			
A-B	254			254			
A-C	300			300			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	280	416	0.673	276	1.9	25.515	D
C-AB	184	538	0.342	183	0.5	10.387	B
C-A	396			396			
A-B	310			310			
A-C	368			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	280	415	0.673	279	2.0	26.832	D
C-AB	184	538	0.342	184	0.5	10.426	B
C-A	396			396			
A-B	310			310			
A-C	368			368			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	469	0.487	232	1.0	15.759	C
C-AB	150	572	0.263	151	0.4	8.787	A
C-A	324			324			
A-B	254			254			
A-C	300			300			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	508	0.377	193	0.6	11.711	B
C-AB	126	596	0.211	126	0.3	7.864	A
C-A	271			271			
A-B	212			212			
A-C	251			251			

2028 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Groby Road (S)		✓	567	100.000
B - Groby Road (N)		✓	167	100.000
C - Sacheverell Way		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	185	382
	B - Groby Road (N)	127	0	40
	C - Sacheverell Way	420	68	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	1	0
	B - Groby Road (N)	0	0	0
	C - Sacheverell Way	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	14.08	0.7	B
C-AB	0.14	7.54	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	522	0.241	124	0.3	9.030	A
C-AB	51	606	0.085	51	0.1	6.481	A
C-A	316			316			
A-B	139			139			
A-C	288			288			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	487	0.308	150	0.4	10.639	B
C-AB	61	583	0.105	61	0.1	6.891	A
C-A	378			378			
A-B	166			166			
A-C	343			343			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	439	0.418	183	0.7	13.969	B
C-AB	75	553	0.136	75	0.2	7.533	A
C-A	462			462			
A-B	204			204			
A-C	421			421			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	439	0.418	184	0.7	14.083	B
C-AB	75	553	0.136	75	0.2	7.536	A
C-A	462			462			
A-B	204			204			
A-C	421			421			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	487	0.308	151	0.5	10.738	B
C-AB	61	583	0.105	61	0.1	6.895	A
C-A	378			378			
A-B	166			166			
A-C	343			343			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	522	0.241	126	0.3	9.115	A
C-AB	51	606	0.085	51	0.1	6.494	A
C-A	316			316			
A-B	139			139			
A-C	288			288			

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		6.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Groby Road (S)		✓	668	100.000
B - Groby Road (N)		✓	261	100.000
C - Sacheverell Way		✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	316	352
	B - Groby Road (N)	194	0	67
	C - Sacheverell Way	365	167	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	0	0
	B - Groby Road (N)	1	0	4
	C - Sacheverell Way	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.71	31.55	2.4	D
C-AB	0.35	10.90	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	499	0.394	194	0.6	11.940	B
C-AB	126	585	0.215	125	0.3	7.994	A
C-A	275			275			
A-B	238			238			
A-C	265			265			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	459	0.512	233	1.0	16.164	C
C-AB	150	559	0.269	150	0.4	9.014	A
C-A	328			328			
A-B	284			284			
A-C	316			316			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	402	0.714	282	2.3	29.405	D
C-AB	184	522	0.352	183	0.5	10.858	B
C-A	402			402			
A-B	348			348			
A-C	388			388			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	402	0.715	287	2.4	31.551	D
C-AB	184	522	0.352	184	0.6	10.900	B
C-A	402			402			
A-B	348			348			
A-C	388			388			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	458	0.512	240	1.1	17.189	C
C-AB	150	559	0.269	151	0.4	9.060	A
C-A	328			328			
A-B	284			284			
A-C	316			316			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	498	0.394	198	0.7	12.301	B
C-AB	126	585	0.215	126	0.3	8.047	A
C-A	275			275			
A-B	238			238			
A-C	265			265			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Groby Road (S)		✓	580	100.000
B - Groby Road (N)		✓	180	100.000
C - Sacheverell Way		✓	508	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	188	392
	B - Groby Road (N)	140	0	40
	C - Sacheverell Way	440	68	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
From	A - Groby Road (S)	0	1	0
	B - Groby Road (N)	0	0	0
	C - Sacheverell Way	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	15.63	0.8	C
C-AB	0.14	7.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	514	0.264	134	0.4	9.452	A
C-AB	51	603	0.085	51	0.1	6.512	A
C-A	331			331			
A-B	142			142			
A-C	295			295			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	478	0.339	161	0.5	11.342	B
C-AB	61	580	0.105	61	0.1	6.933	A
C-A	396			396			
A-B	169			169			
A-C	352			352			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	428	0.463	197	0.8	15.458	C
C-AB	75	549	0.136	75	0.2	7.594	A
C-A	484			484			
A-B	207			207			
A-C	432			432			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	428	0.463	198	0.8	15.630	C
C-AB	75	549	0.136	75	0.2	7.597	A
C-A	484			484			
A-B	207			207			
A-C	432			432			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	478	0.339	163	0.5	11.482	B
C-AB	61	580	0.105	61	0.1	6.939	A
C-A	396			396			
A-B	169			169			
A-C	352			352			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	513	0.264	136	0.4	9.559	A
C-AB	51	603	0.085	51	0.1	6.525	A
C-A	331			331			
A-B	142			142			
A-C	295			295			

2031 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		8.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Groby Road (S)		✓	668	100.000
B - Groby Road (N)		✓	270	100.000
C - Sacheverell Way		✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	316	352
	B - Groby Road (N)	205	0	65
	C - Sacheverell Way	394	170	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	0	0
	B - Groby Road (N)	1	0	4
	C - Sacheverell Way	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	37.87	3.0	E
C-AB	0.36	11.01	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	491	0.414	200	0.7	12.550	B
C-AB	128	585	0.219	127	0.3	8.032	A
C-A	297			297			
A-B	238			238			
A-C	265			265			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	450	0.540	241	1.1	17.424	C
C-AB	153	559	0.273	152	0.4	9.071	A
C-A	354			354			
A-B	284			284			
A-C	316			316			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	297	392	0.759	291	2.8	34.268	D
C-AB	187	522	0.358	186	0.6	10.962	B
C-A	434			434			
A-B	348			348			
A-C	388			388			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	297	392	0.759	297	3.0	37.874	E
C-AB	187	522	0.358	187	0.6	11.008	B
C-A	434			434			
A-B	348			348			
A-C	388			388			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	449	0.540	250	1.2	18.958	C
C-AB	153	559	0.273	154	0.4	9.123	A
C-A	354			354			
A-B	284			284			
A-C	316			316			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	491	0.414	205	0.7	12.959	B
C-AB	128	585	0.219	128	0.3	8.087	A
C-A	297			297			
A-B	238			238			
A-C	265			265			

2031 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Groby Road (S)		✓	617	100.000
B - Groby Road (N)		✓	170	100.000
C - Sacheverell Way		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	208	409
	B - Groby Road (N)	133	0	37
	C - Sacheverell Way	469	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	1	0
	B - Groby Road (N)	0	0	0
	C - Sacheverell Way	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	16.00	0.8	C
C-AB	0.15	7.83	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	502	0.255	127	0.3	9.544	A
C-AB	53	596	0.090	53	0.1	6.630	A
C-A	353			353			
A-B	157			157			
A-C	308			308			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	465	0.329	152	0.5	11.497	B
C-AB	64	571	0.112	64	0.1	7.089	A
C-A	422			422			
A-B	187			187			
A-C	368			368			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	412	0.454	186	0.8	15.820	C
C-AB	78	538	0.145	78	0.2	7.832	A
C-A	516			516			
A-B	229			229			
A-C	450			450			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	412	0.454	187	0.8	15.997	C
C-AB	78	538	0.145	78	0.2	7.835	A
C-A	516			516			
A-B	229			229			
A-C	450			450			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	465	0.329	154	0.5	11.641	B
C-AB	64	571	0.112	64	0.1	7.097	A
C-A	422			422			
A-B	187			187			
A-C	368			368			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	502	0.255	129	0.3	9.650	A
C-AB	53	596	0.090	54	0.1	6.640	A
C-A	353			353			
A-B	157			157			
A-C	308			308			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		28.34	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Groby Road (S)		✓	780	100.000
B - Groby Road (N)		✓	329	100.000
C - Sacheverell Way		✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	411	369
	B - Groby Road (N)	264	0	65
	C - Sacheverell Way	412	170	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	0	0
	B - Groby Road (N)	1	0	4
	C - Sacheverell Way	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.01	139.36	13.8	F
C-AB	0.38	12.22	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	468	0.530	243	1.1	16.041	C
C-AB	128	563	0.228	127	0.3	8.450	A
C-A	310			310			
A-B	309			309			
A-C	278			278			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	423	0.699	292	2.2	27.024	D
C-AB	153	532	0.287	152	0.4	9.717	A
C-A	370			370			
A-B	369			369			
A-C	332			332			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	362	361	1.004	332	9.6	86.497	F
C-AB	187	489	0.383	186	0.6	12.156	B
C-A	454			454			
A-B	453			453			
A-C	406			406			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	362	360	1.005	346	13.8	139.360	F
C-AB	187	489	0.383	187	0.6	12.222	B
C-A	454			454			
A-B	453			453			
A-C	406			406			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	422	0.700	340	2.7	58.171	F
C-AB	153	532	0.287	154	0.4	9.786	A
C-A	370			370			
A-B	369			369			
A-C	332			332			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	467	0.530	254	1.2	17.633	C
C-AB	128	563	0.228	128	0.3	8.515	A
C-A	310			310			
A-B	309			309			
A-C	278			278			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	Groby Rd/ Ratby Rd/ Sacheverell Way	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Groby Road (S)		✓	650	100.000
B - Groby Road (N)		✓	190	100.000
C - Sacheverell Way		✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	228	422
	B - Groby Road (N)	153	0	37
	C - Sacheverell Way	508	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Groby Road (S)	B - Groby Road (N)	C - Sacheverell Way
	A - Groby Road (S)	0	1	0
	B - Groby Road (N)	0	0	0
	C - Sacheverell Way	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	19.57	1.1	C
C-AB	0.15	8.01	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	488	0.293	141	0.4	10.329	B
C-AB	53	589	0.091	53	0.1	6.713	A
C-A	382			382			
A-B	172			172			
A-C	318			318			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	448	0.381	170	0.6	12.890	B
C-AB	64	563	0.113	64	0.1	7.203	A
C-A	457			457			
A-B	205			205			
A-C	379			379			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	393	0.532	207	1.1	19.188	C
C-AB	78	528	0.148	78	0.2	8.000	A
C-A	559			559			
A-B	251			251			
A-C	465			465			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	393	0.533	209	1.1	19.569	C
C-AB	78	528	0.148	78	0.2	8.006	A
C-A	559			559			
A-B	251			251			
A-C	465			465			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	448	0.381	173	0.6	13.149	B
C-AB	64	563	0.113	64	0.1	7.214	A
C-A	457			457			
A-B	205			205			
A-C	379			379			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	488	0.293	144	0.4	10.481	B
C-AB	53	589	0.091	54	0.1	6.724	A
C-A	382			382			
A-B	172			172			
A-C	318			318			

Appendix I Groby Road/ Sacheverell Way – Mitigation Model Output

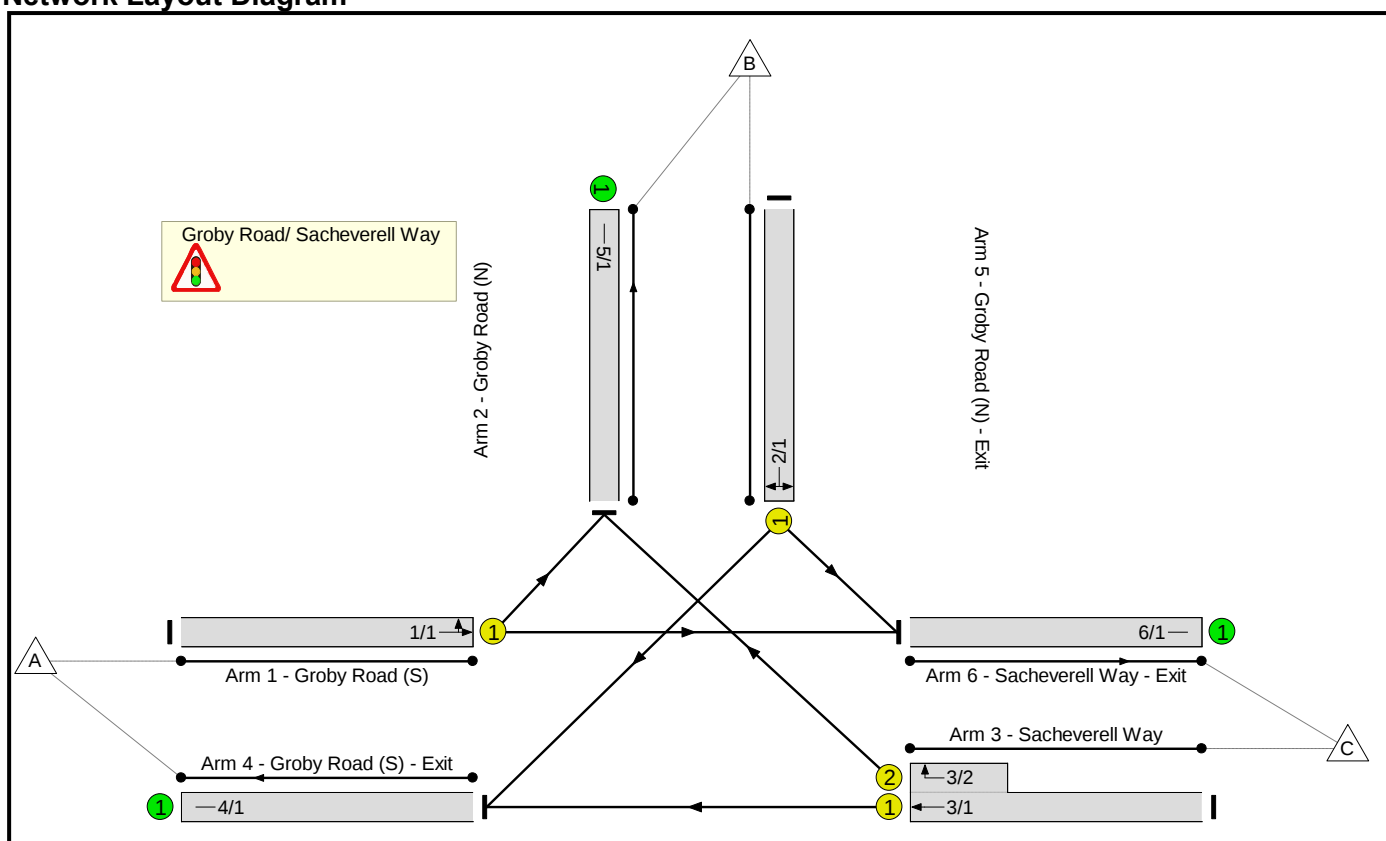
Full Input Data And Results

Full Input Data And Results

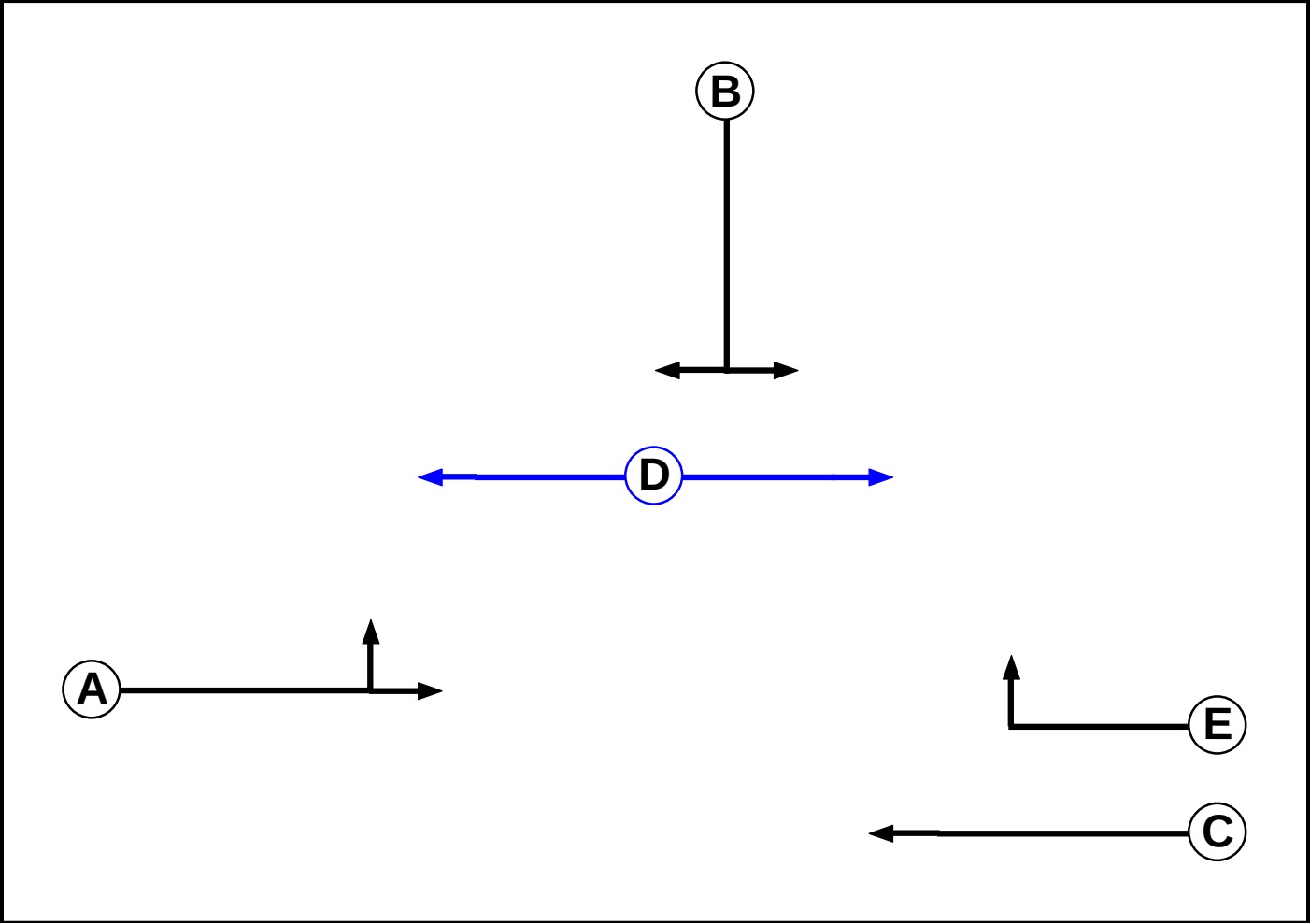
User and Project Details

Project:	Ratby
Title:	Groby Road/ Sacheverell Way
Location:	
Client:	Lagan Homes
Site Ref(s):	4
Additional detail:	
File name:	Junction 4 - Mitigation Model.lsg3x
Author:	
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Traffic		7	7

Full Input Data And Results

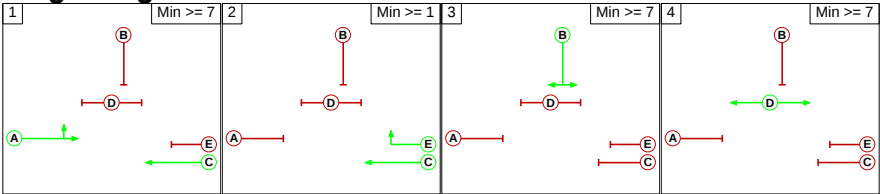
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	-	-	-
	B	5		-	-	-
	C	-	5		-	-
	D	8	8	8		-
	E	5	5	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C E
3	B
4	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		2	5	0
	2	5		5	5
	3	5	2		0
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Groby Road/ Sacheverell Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Groby Road/ Sacheverell Way												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Groby Road (S))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
2/1 (Groby Road (N))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
3/1 (Sacheverell Way)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	Inf
3/2 (Sacheverell Way)	U	E	2	3	5.0	Geom	-	3.00	0.00	N	Arm 6 Left	Inf
4/1 (Groby Road (S) - Exit)	U		2	3	60.0	Inf	-	-	-	-	Arm 4 Ahead	Inf
5/1 (Groby Road (N) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Sacheverell Way - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2028 Furnessed Future AM'	07:45	08:45	01:00	
4: '2028 Furnessed Future PM'	16:30	17:30	01:00	
5: '2028 Furnessed Future + Dev AM'	07:45	08:45	01:00	
6: '2028 Furnessed Future + Dev PM'	16:30	17:30	01:00	
7: '2031 Furnessed Future AM'	07:45	08:45	01:00	
8: '2031 Furnessed Future PM'	16:30	17:30	01:00	
9: '2031 Furnessed Future + Dev AM'	07:45	08:45	01:00	
10: '2031 Furnessed Future + Dev PM'	16:30	17:30	01:00	

Scenario 1: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control

Full Input Data And Results
Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	316	350	666
	B	194	0	70	264
	C	359	155	0	514
	Tot.	553	471	420	1444

Traffic Lane Flows

Lane	Scenario 1: 2028 Furnessed Future + Dev AM
Junction: Groby Road/ Sacheverell Way	
1/1	666
2/1	264
3/1 (with short)	514(In) 359(Out)
3/2 (short)	155
4/1	553
5/1	471
6/1	420

Lane Saturation Flows

Junction: Groby Road/ Sacheverell Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	47.4 %	1915	1915
2/1 (Groby Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	52.6 %	1915	1915
				Arm 4 Right	Inf	73.5 %		
				Arm 6 Left	Inf	26.5 %		
3/1 (Sacheverell Way)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Sacheverell Way)	3.00	0.00	N	Arm 5 Right	Inf	100.0 %	2055	2055
4/1 (Groby Road (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Groby Road (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sacheverell Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Furnessed Future + Dev PM' (FG6: '2028 Furnessed Future + Dev PM', Plan 1: 'Network Control

Full Input Data And Results

Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	154	371	525
	B	132	0	34	166
	C	437	60	0	497
	Tot.	569	214	405	1188

Traffic Lane Flows

Lane	Scenario 2: 2028 Furnessed Future + Dev PM
Junction: Groby Road/ Sacheverell Way	
1/1	525
2/1	166
3/1 (with short)	497(In) 437(Out)
3/2 (short)	60
4/1	569
5/1	214
6/1	405

Lane Saturation Flows

Junction: Groby Road/ Sacheverell Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	29.3 %	1915	1915
2/1 (Groby Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	70.7 %	1915	1915
				Arm 4 Right	Inf	79.5 %		
				Arm 6 Left	Inf	20.5 %		
3/1 (Sacheverell Way)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Sacheverell Way)	3.00	0.00	N	Arm 5 Right	Inf	100.0 %	2055	2055
4/1 (Groby Road (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Groby Road (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sacheverell Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Furnessed Future + Dev AM' (FG9: '2031 Furnessed Future + Dev AM', Plan 1: 'Network Control

Full Input Data And Results

Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	411	367	778
	B	265	0	67	332
	C	407	157	0	564
	Tot.	672	568	434	1674

Traffic Lane Flows

Lane	Scenario 3: 2031 Furnessed Future + Dev AM
Junction: Groby Road/ Sacheverell Way	
1/1	778
2/1	332
3/1 (with short)	564(In) 407(Out)
3/2 (short)	157
4/1	672
5/1	568
6/1	434

Lane Saturation Flows

Junction: Groby Road/ Sacheverell Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	52.8 %	1915	1915
2/1 (Groby Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	47.2 %	1915	1915
				Arm 4 Right	Inf	79.8 %		
				Arm 6 Left	Inf	20.2 %		
3/1 (Sacheverell Way)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Sacheverell Way)	3.00	0.00	N	Arm 5 Right	Inf	100.0 %	2055	2055
4/1 (Groby Road (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Groby Road (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sacheverell Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Furnessed Future + Dev AM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	192	403	595
	B	144	0	32	176
	C	505	63	0	568
	Tot.	649	255	435	1339

Traffic Lane Flows

Lane	Scenario 4: 2031 Furnessed Future + Dev AM
Junction: Groby Road/ Sacheverell Way	
1/1	595
2/1	176
3/1 (with short)	568(In) 505(Out)
3/2 (short)	63
4/1	649
5/1	255
6/1	435

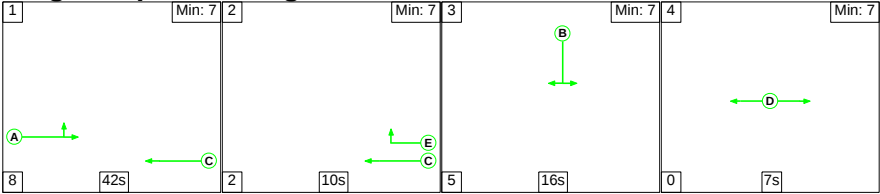
Lane Saturation Flows

Junction: Groby Road/ Sacheverell Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	32.3 %	1915	1915
2/1 (Groby Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	67.7 %	1915	1915
				Arm 4 Right	Inf	81.8 %		
3/1 (Sacheverell Way)	3.00	0.00	Y	Arm 6 Left	Inf	18.2 %	1915	1915
3/2 (Sacheverell Way)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Sacheverell Way)	3.00	0.00	N	Arm 5 Right	Inf	100.0 %	2055	2055
4/1 (Groby Road (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Groby Road (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sacheverell Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control

Full Input Data And Results
Plan 1')

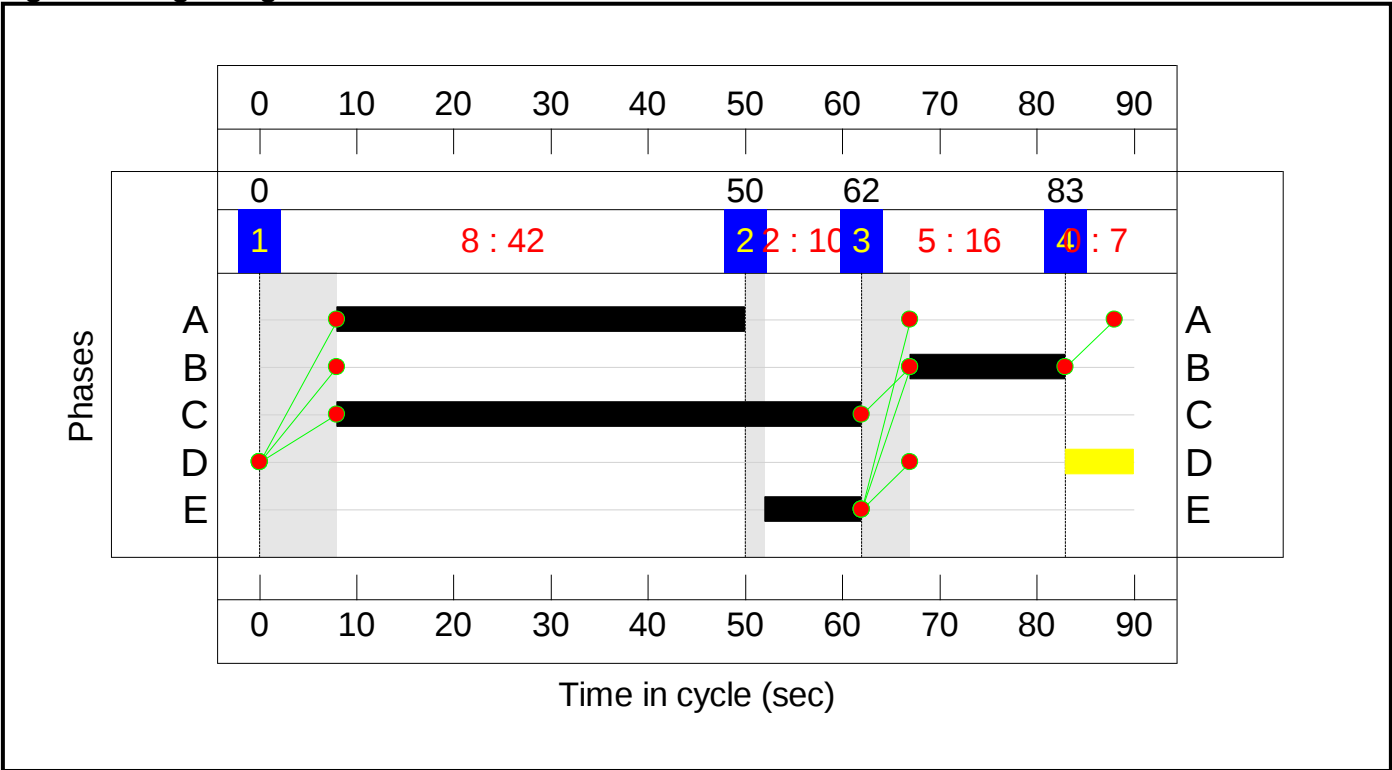
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	42	10	16	7
Change Point	0	50	62	83

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	73.0%
Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	73.0%
1/1	Groby Road (S) Left Ahead	U	N/A	N/A	A		1	42	-	666	1915	915	72.8%
2/1	Groby Road (N) Right Left	U	N/A	N/A	B		1	16	-	264	1915	362	73.0%
3/1+3/2	Sacheverell Way Ahead Right	U	N/A	N/A	C E		1	54:10	-	514	1915:2055	494+213	72.7 : 72.7%
4/1	Groby Road (S) - Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
5/1	Groby Road (N) - Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1	Sacheverell Way - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Groby Road/ Sacheverell Way	-	-	0	0	0	8.5	4.0	0.0	12.4	-	-	-	-
Groby Road/ Sacheverell Way	-	-	0	0	0	8.5	4.0	0.0	12.4	-	-	-	-
1/1	666	666	-	-	-	3.5	1.3	-	4.8	26.0	13.3	1.3	14.6
2/1	264	264	-	-	-	2.5	1.3	-	3.8	52.3	6.2	1.3	7.5
3/1+3/2	514	514	-	-	-	2.5	1.3	-	3.8	26.4	4.3	1.3	5.6
4/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

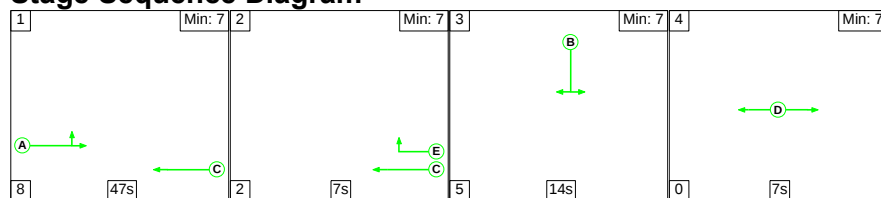
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	12.41	Cycle Time (s):	90
	PRC Over All Lanes (%):	23.3	Total Delay Over All Lanes(pcuHr):	12.41		

Full Input Data And Results

Scenario 2: '2028 Furnessed Future + Dev PM' (FG6: '2028 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

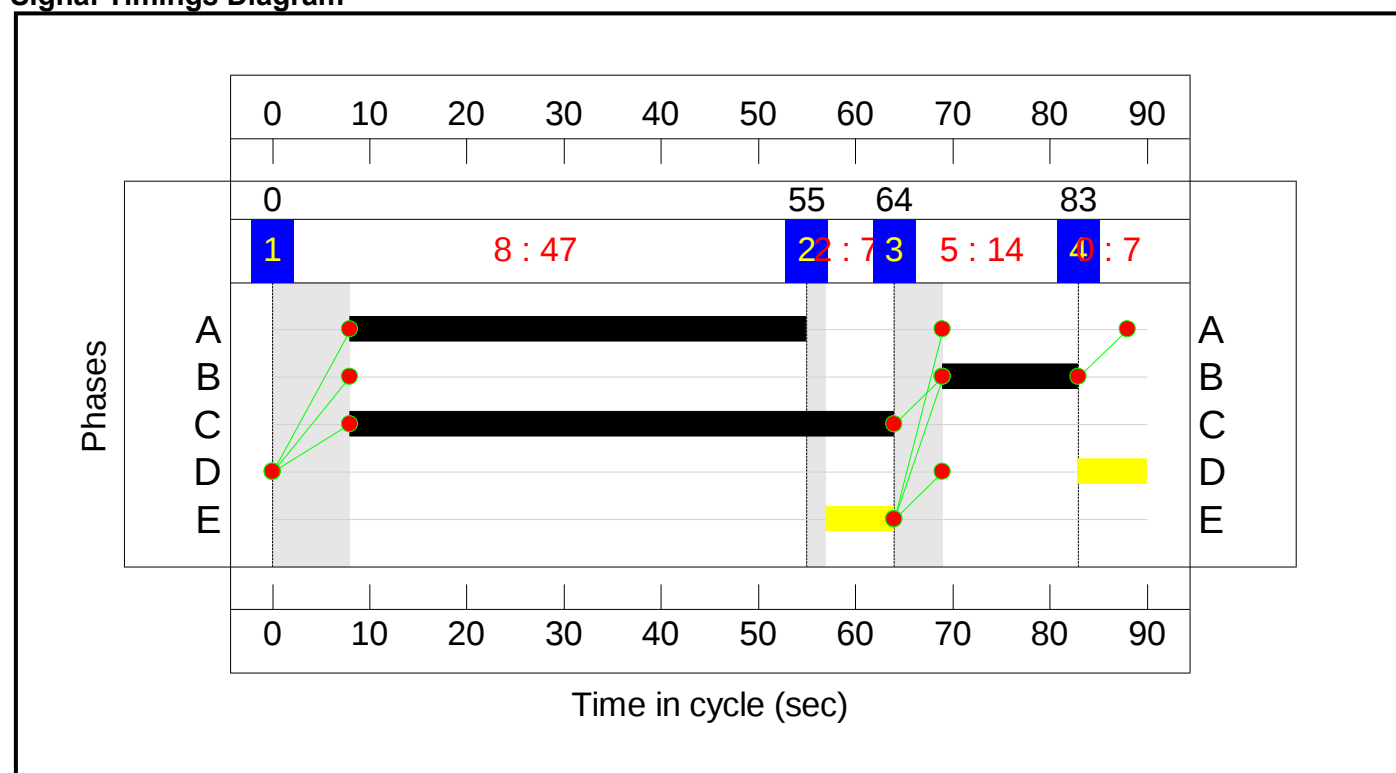
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	47	7	14	7
Change Point	0	55	64	83

Signal Timings Diagram



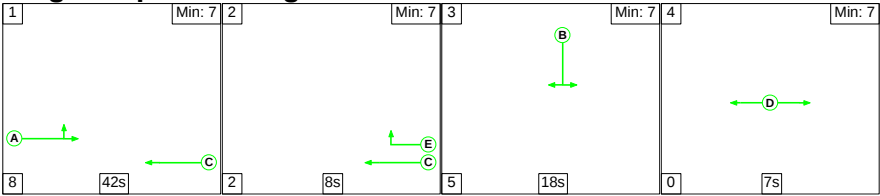
Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	52.0%
Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	52.0%
1/1	Groby Road (S) Left Ahead	U	N/A	N/A	A		1	47	-	525	1915	1021	51.4%
2/1	Groby Road (N) Right Left	U	N/A	N/A	B		1	14	-	166	1915	319	52.0%
3/1+3/2	Sacheverell Way Ahead Right	U	N/A	N/A	C E		1	56:7	-	497	1915:2055	1105+152	39.5 : 39.5%
4/1	Groby Road (S) - Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
5/1	Groby Road (N) - Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Sacheverell Way - Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Groby Road/ Sacheverell Way	-	-	0	0	0	5.1	1.4	0.0	6.5	-	-	-	-
Groby Road/ Sacheverell Way	-	-	0	0	0	5.1	1.4	0.0	6.5	-	-	-	-
1/1	525	525	-	-	-	2.0	0.5	-	2.5	17.1	8.3	0.5	8.8
2/1	166	166	-	-	-	1.6	0.5	-	2.1	45.9	3.8	0.5	4.3
3/1+3/2	497	497	-	-	-	1.6	0.3	-	1.9	13.9	5.1	0.3	5.5
4/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 73.0 Total Delay for Signalled Lanes (pcuHr): 6.53 Cycle Time (s): 90 PRC Over All Lanes (%): 73.0 Total Delay Over All Lanes(pcuHr): 6.53													

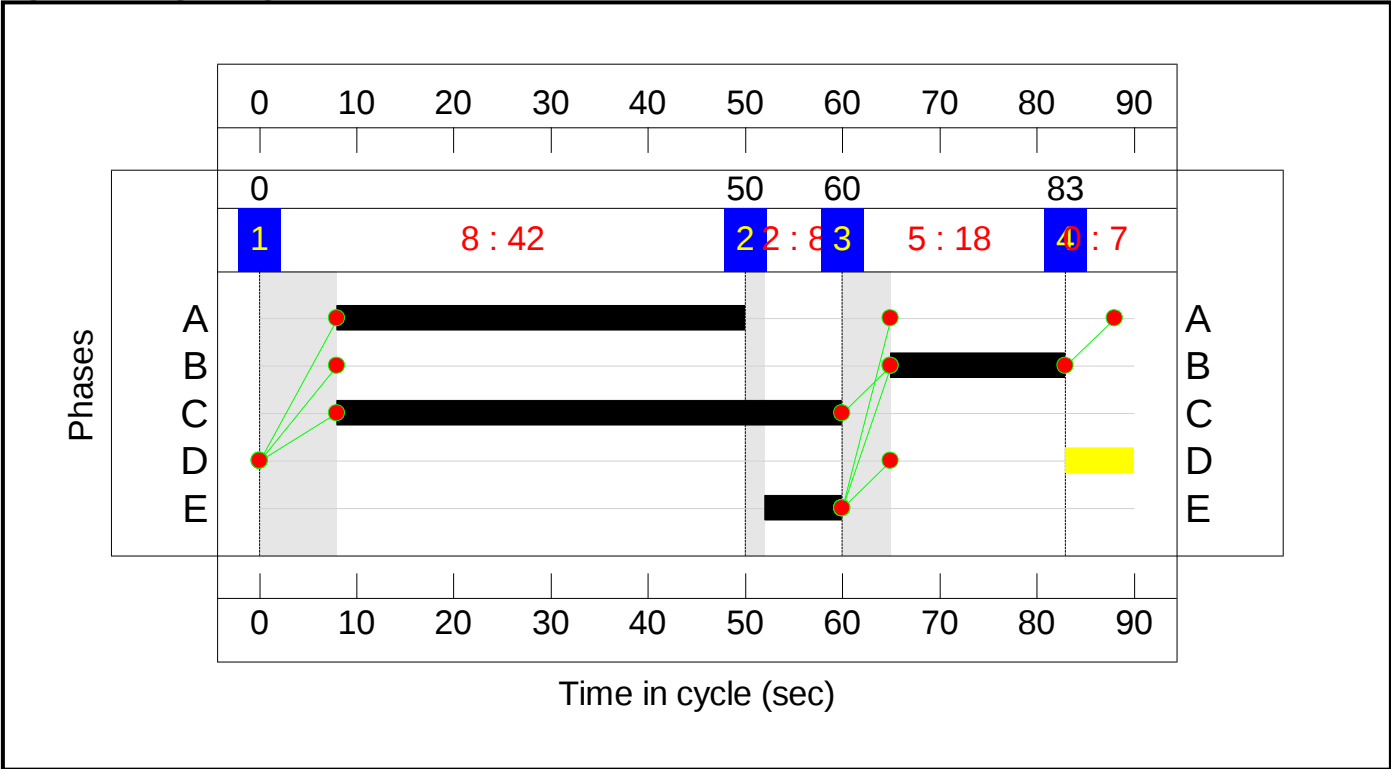
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	42	8	18	7
Change Point	0	50	60	83

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1	Groby Road (S) Left Ahead	U	N/A	N/A	A		1	42	-	778	1915	915	85.0%
2/1	Groby Road (N) Right Left	U	N/A	N/A	B		1	18	-	332	1915	404	82.1%
3/1+3/2	Sacheverell Way Ahead Right	U	N/A	N/A	C E		1	52:8	-	564	1915:2055	518+200	78.5 : 78.5%
4/1	Groby Road (S) - Exit	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/1	Groby Road (N) - Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
6/1	Sacheverell Way - Exit	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Groby Road/ Sacheverell Way	-	-	0	0	0	10.4	6.7	0.0	17.1	-	-	-	-
Groby Road/ Sacheverell Way	-	-	0	0	0	10.4	6.7	0.0	17.1	-	-	-	-
1/1	778	778	-	-	-	4.5	2.7	-	7.2	33.3	17.1	2.7	19.8
2/1	332	332	-	-	-	3.1	2.2	-	5.3	57.4	7.8	2.2	10.0
3/1+3/2	564	564	-	-	-	2.8	1.8	-	4.6	29.3	5.3	1.8	7.1
4/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

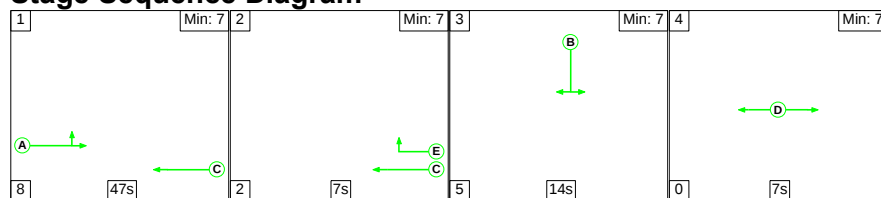
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	17.09	Cycle Time (s):	90
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	17.09		

Full Input Data And Results

Scenario 4: '2031 Furnessed Future + Dev AM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

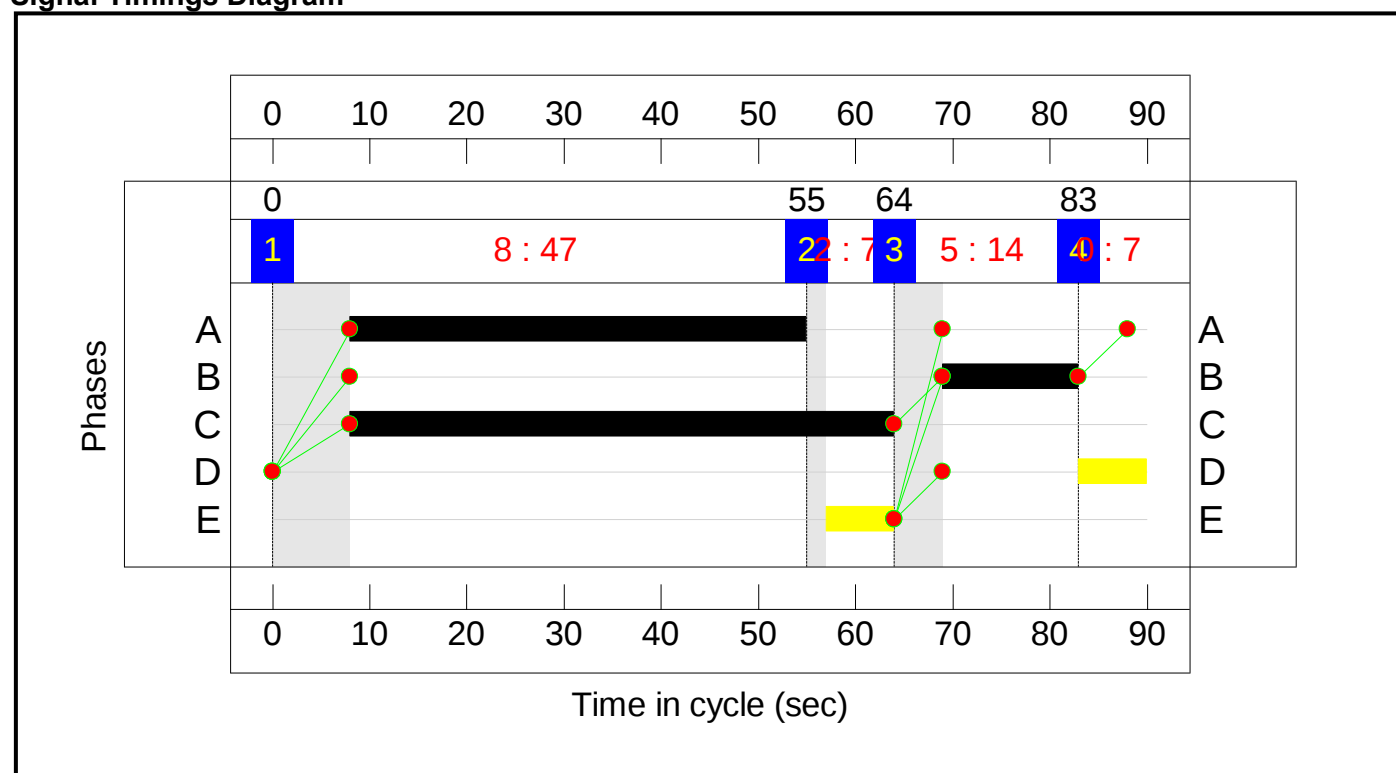
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	47	7	14	7
Change Point	0	55	64	83

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
Groby Road/ Sacheverell Way	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
1/1	Groby Road (S) Left Ahead	U	N/A	N/A	A		1	47	-	595	1915	1021	58.3%
2/1	Groby Road (N) Right Left	U	N/A	N/A	B		1	14	-	176	1915	319	55.1%
3/1+3/2	Sacheverell Way Ahead Right	U	N/A	N/A	C E		1	56:7	-	568	1915:2055	1115+139	45.3 : 45.3%
4/1	Groby Road (S) - Exit	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
5/1	Groby Road (N) - Exit	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
6/1	Sacheverell Way - Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Groby Road/ Sacheverell Way	-	-	0	0	0	5.9	1.7	0.0	7.6	-	-	-	-
Groby Road/ Sacheverell Way	-	-	0	0	0	5.9	1.7	0.0	7.6	-	-	-	-
1/1	595	595	-	-	-	2.3	0.7	-	3.0	18.4	9.9	0.7	10.6
2/1	176	176	-	-	-	1.7	0.6	-	2.3	46.9	4.0	0.6	4.6
3/1+3/2	568	568	-	-	-	1.8	0.4	-	2.2	14.2	6.3	0.4	6.7
4/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): PRC Over All Lanes (%):		54.5 54.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			7.58 7.58	Cycle Time (s):	90		

Appendix J Leicester Road/ Sacheverell Way – Model Output

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.2.1013 © Copyright TRL Limited, 2019			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
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: Junction 5 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:39:07

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
1 - Leicester Road (W)	0.4	2.60	0.27	A	0.3	2.76	0.25	A
2 - Leicester Road (E)	0.2	2.10	0.16	A	0.1	1.95	0.12	A
3 - Sacheverell Way	0.6	3.40	0.38	A	1.6	5.38	0.61	A
2028 Furnessed Future								
1 - Leicester Road (W)	0.4	2.65	0.28	A	0.4	2.92	0.28	A
2 - Leicester Road (E)	0.2	2.19	0.19	A	0.2	1.99	0.13	A
3 - Sacheverell Way	0.8	3.73	0.43	A	1.9	6.01	0.65	A
2028 Furnessed Future + Dev								
1 - Leicester Road (W)	0.4	2.70	0.29	A	0.4	2.93	0.28	A
2 - Leicester Road (E)	0.2	2.20	0.19	A	0.2	1.99	0.13	A
3 - Sacheverell Way	0.8	3.77	0.43	A	1.9	6.13	0.66	A
2031 Furnessed Future								
1 - Leicester Road (W)	0.4	2.68	0.29	A	0.4	2.95	0.28	A
2 - Leicester Road (E)	0.3	2.26	0.21	A	0.2	1.98	0.13	A
3 - Sacheverell Way	0.8	3.89	0.45	A	2.1	6.53	0.68	A
2031 Furnessed Future + Dev								
1 - Leicester Road (W)	0.5	2.78	0.31	A	0.4	3.00	0.29	A
2 - Leicester Road (E)	0.3	2.34	0.23	A	0.2	2.01	0.14	A
3 - Sacheverell Way	0.9	4.02	0.46	A	2.4	7.13	0.70	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	Junction 5:
Location	Ratby, Leicestershire
Site number	5
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	2.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Leicester Road (W)	
2	Leicester Road (E)	
3	Sacheverell Way	

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)	Exit only
1 - Leicester Road (W)	3.60	8.90	33.4	45.7	38.0	41.0	
2 - Leicester Road (E)	7.40	9.20	6.4	18.0	38.0	38.0	
3 - Sacheverell Way	3.50	9.20	17.1	15.0	38.0	43.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Leicester Road (W)	0.730	2133
2 - Leicester Road (E)	0.786	2445
3 - Sacheverell Way	0.644	1780

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	2024 Base	AM	ONE HOUR	07:30	09:00	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 - Leicester Road (W)		✓	475	100.000
2 - Leicester Road (E)		✓	300	100.000
3 - Sacheverell Way		✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	33	442
	2 - Leicester Road (E)	62	22	216
	3 - Sacheverell Way	340	243	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	1
	3 - Sacheverell Way	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.27	2.60	0.4	A
2 - Leicester Road (E)	0.16	2.10	0.2	A
3 - Sacheverell Way	0.38	3.40	0.6	A

Main Results for each time segment

07:30 - 07:45

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 - Leicester Road (W)	358	203	1985	0.180	357	0.2	2.224	A
2 - Leicester Road (E)	226	336	2181	0.104	225	0.1	1.858	A
3 - Sacheverell Way	443	63	1739	0.255	441	0.3	2.810	A

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 - Leicester Road (W)	427	243	1956	0.218	427	0.3	2.369	A
2 - Leicester Road (E)	270	402	2130	0.127	270	0.1	1.954	A
3 - Sacheverell Way	529	75	1731	0.305	528	0.4	3.034	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 - Leicester Road (W)	523	297	1916	0.273	523	0.4	2.600	A
2 - Leicester Road (E)	330	492	2059	0.160	330	0.2	2.103	A
3 - Sacheverell Way	647	92	1720	0.376	647	0.6	3.398	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 - Leicester Road (W)	523	297	1916	0.273	523	0.4	2.600	A
2 - Leicester Road (E)	330	492	2058	0.160	330	0.2	2.103	A
3 - Sacheverell Way	647	92	1720	0.376	647	0.6	3.401	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 - Leicester Road (W)	427	243	1955	0.218	427	0.3	2.371	A
2 - Leicester Road (E)	270	402	2129	0.127	270	0.1	1.957	A
3 - Sacheverell Way	529	76	1731	0.305	529	0.4	3.040	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 - Leicester Road (W)	358	203	1984	0.180	358	0.2	2.229	A
2 - Leicester Road (E)	226	337	2181	0.104	226	0.1	1.859	A
3 - Sacheverell Way	443	63	1739	0.255	443	0.3	2.819	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 - Leicester Road (W)		✓	407	100.000
2 - Leicester Road (E)		✓	231	100.000
3 - Sacheverell Way		✓	963	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	57	350
	2 - Leicester Road (E)	54	13	164
	3 - Sacheverell Way	510	449	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	3
	3 - Sacheverell Way	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.25	2.76	0.3	A
2 - Leicester Road (E)	0.12	1.95	0.1	A
3 - Sacheverell Way	0.61	5.38	1.6	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	306	349	1878	0.163	306	0.2	2.300	A
2 - Leicester Road (E)	174	266	2236	0.078	174	0.1	1.782	A
3 - Sacheverell Way	725	50	1747	0.415	722	0.7	3.515	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	366	418	1827	0.200	366	0.3	2.474	A
2 - Leicester Road (E)	208	318	2195	0.095	208	0.1	1.850	A
3 - Sacheverell Way	866	60	1741	0.497	865	1.0	4.120	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	448	512	1759	0.255	448	0.3	2.758	A
2 - Leicester Road (E)	254	389	2139	0.119	254	0.1	1.951	A
3 - Sacheverell Way	1060	74	1732	0.612	1058	1.6	5.343	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 - Leicester Road (W)	448	513	1758	0.255	448	0.3	2.760	A
2 - Leicester Road (E)	254	390	2139	0.119	254	0.1	1.951	A
3 - Sacheverell Way	1060	74	1732	0.612	1060	1.6	5.379	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 - Leicester Road (W)	366	420	1826	0.200	366	0.3	2.479	A
2 - Leicester Road (E)	208	319	2195	0.095	208	0.1	1.850	A
3 - Sacheverell Way	866	60	1741	0.497	868	1.0	4.151	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 - Leicester Road (W)	306	351	1876	0.163	307	0.2	2.306	A
2 - Leicester Road (E)	174	267	2236	0.078	174	0.1	1.783	A
3 - Sacheverell Way	725	50	1747	0.415	726	0.7	3.546	A

2028 Furnessed Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 - Leicester Road (W)		✓	485	100.000
2 - Leicester Road (E)		✓	353	100.000
3 - Sacheverell Way		✓	662	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	34	451
	2 - Leicester Road (E)	78	25	250
	3 - Sacheverell Way	397	260	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	1
	3 - Sacheverell Way	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.28	2.65	0.4	A
2 - Leicester Road (E)	0.19	2.19	0.2	A
3 - Sacheverell Way	0.43	3.73	0.8	A

Main Results for each time segment

07:30 - 07:45

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 - Leicester Road (W)	365	218	1974	0.185	364	0.2	2.249	A
2 - Leicester Road (E)	266	342	2176	0.122	265	0.1	1.902	A
3 - Sacheverell Way	498	77	1730	0.288	497	0.4	2.956	A

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 - Leicester Road (W)	436	260	1943	0.224	436	0.3	2.404	A
2 - Leicester Road (E)	317	410	2123	0.149	317	0.2	2.013	A
3 - Sacheverell Way	595	93	1720	0.346	595	0.5	3.241	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 - Leicester Road (W)	534	319	1900	0.281	534	0.4	2.651	A
2 - Leicester Road (E)	389	502	2051	0.190	388	0.2	2.186	A
3 - Sacheverell Way	729	113	1707	0.427	728	0.8	3.726	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 - Leicester Road (W)	534	319	1900	0.281	534	0.4	2.652	A
2 - Leicester Road (E)	389	502	2051	0.190	389	0.2	2.187	A
3 - Sacheverell Way	729	113	1707	0.427	729	0.8	3.732	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 - Leicester Road (W)	436	261	1942	0.224	436	0.3	2.406	A
2 - Leicester Road (E)	317	410	2123	0.149	318	0.2	2.015	A
3 - Sacheverell Way	595	93	1720	0.346	596	0.5	3.249	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 - Leicester Road (W)	365	219	1973	0.185	365	0.2	2.254	A
2 - Leicester Road (E)	266	344	2175	0.122	266	0.1	1.903	A
3 - Sacheverell Way	498	78	1730	0.288	499	0.4	2.966	A

2028 Furnessed Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	4.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 - Leicester Road (W)		✓	436	100.000
2 - Leicester Road (E)		✓	248	100.000
3 - Sacheverell Way		✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	67	369
	2 - Leicester Road (E)	59	15	174
	3 - Sacheverell Way	523	496	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	3
	3 - Sacheverell Way	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.28	2.92	0.4	A
2 - Leicester Road (E)	0.13	1.99	0.2	A
3 - Sacheverell Way	0.65	6.01	1.9	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	328	386	1851	0.177	327	0.2	2.373	A
2 - Leicester Road (E)	187	280	2225	0.084	186	0.1	1.803	A
3 - Sacheverell Way	770	56	1744	0.442	767	0.8	3.688	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	392	462	1795	0.218	392	0.3	2.577	A
2 - Leicester Road (E)	223	335	2182	0.102	223	0.1	1.876	A
3 - Sacheverell Way	920	66	1737	0.529	918	1.1	4.409	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	480	566	1720	0.279	480	0.4	2.916	A
2 - Leicester Road (E)	273	410	2123	0.129	273	0.2	1.988	A
3 - Sacheverell Way	1126	81	1727	0.652	1123	1.8	5.958	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 - Leicester Road (W)	480	567	1719	0.279	480	0.4	2.919	A
2 - Leicester Road (E)	273	411	2123	0.129	273	0.2	1.988	A
3 - Sacheverell Way	1126	81	1727	0.652	1126	1.9	6.012	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 - Leicester Road (W)	392	464	1794	0.219	392	0.3	2.581	A
2 - Leicester Road (E)	223	336	2181	0.102	223	0.1	1.880	A
3 - Sacheverell Way	920	67	1737	0.529	923	1.1	4.456	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 - Leicester Road (W)	328	388	1849	0.177	329	0.2	2.380	A
2 - Leicester Road (E)	187	281	2224	0.084	187	0.1	1.807	A
3 - Sacheverell Way	770	56	1744	0.442	772	0.8	3.725	A

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 - Leicester Road (W)		✓	508	100.000
2 - Leicester Road (E)		✓	352	100.000
3 - Sacheverell Way		✓	671	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	40	468
	2 - Leicester Road (E)	78	25	249
	3 - Sacheverell Way	407	259	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	1
	3 - Sacheverell Way	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.29	2.70	0.4	A
2 - Leicester Road (E)	0.19	2.20	0.2	A
3 - Sacheverell Way	0.43	3.77	0.8	A

Main Results for each time segment

07:30 - 07:45

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 - Leicester Road (W)	382	217	1975	0.194	381	0.2	2.273	A
2 - Leicester Road (E)	265	355	2166	0.122	264	0.1	1.911	A
3 - Sacheverell Way	505	77	1730	0.292	503	0.4	2.972	A

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 - Leicester Road (W)	457	260	1943	0.235	456	0.3	2.436	A
2 - Leicester Road (E)	316	425	2111	0.150	316	0.2	2.025	A
3 - Sacheverell Way	603	93	1720	0.351	603	0.5	3.264	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 - Leicester Road (W)	559	318	1901	0.294	559	0.4	2.699	A
2 - Leicester Road (E)	388	520	2036	0.190	387	0.2	2.204	A
3 - Sacheverell Way	739	113	1707	0.433	738	0.8	3.764	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 - Leicester Road (W)	559	318	1901	0.294	559	0.4	2.700	A
2 - Leicester Road (E)	388	521	2036	0.190	388	0.2	2.205	A
3 - Sacheverell Way	739	113	1707	0.433	739	0.8	3.770	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 - Leicester Road (W)	457	260	1943	0.235	457	0.3	2.440	A
2 - Leicester Road (E)	316	426	2111	0.150	317	0.2	2.026	A
3 - Sacheverell Way	603	93	1720	0.351	604	0.6	3.275	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 - Leicester Road (W)	382	218	1974	0.194	383	0.2	2.276	A
2 - Leicester Road (E)	265	356	2165	0.122	265	0.1	1.915	A
3 - Sacheverell Way	505	78	1730	0.292	506	0.4	2.985	A

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 - Leicester Road (W)		✓	439	100.000
2 - Leicester Road (E)		✓	251	100.000
3 - Sacheverell Way		✓	1032	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	67	372
	2 - Leicester Road (E)	62	15	174
	3 - Sacheverell Way	532	496	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	3
	3 - Sacheverell Way	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.28	2.93	0.4	A
2 - Leicester Road (E)	0.13	1.99	0.2	A
3 - Sacheverell Way	0.66	6.13	1.9	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	331	386	1851	0.179	330	0.2	2.376	A
2 - Leicester Road (E)	189	282	2223	0.085	189	0.1	1.806	A
3 - Sacheverell Way	777	58	1743	0.446	774	0.8	3.719	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	395	462	1795	0.220	394	0.3	2.582	A
2 - Leicester Road (E)	226	338	2180	0.104	226	0.1	1.880	A
3 - Sacheverell Way	928	69	1735	0.535	926	1.1	4.462	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	483	566	1720	0.281	483	0.4	2.924	A
2 - Leicester Road (E)	276	414	2120	0.130	276	0.2	1.994	A
3 - Sacheverell Way	1136	85	1725	0.659	1133	1.9	6.074	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 - Leicester Road (W)	483	567	1719	0.281	483	0.4	2.927	A
2 - Leicester Road (E)	276	414	2120	0.130	276	0.2	1.994	A
3 - Sacheverell Way	1136	85	1725	0.659	1136	1.9	6.135	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 - Leicester Road (W)	395	464	1794	0.220	395	0.3	2.586	A
2 - Leicester Road (E)	226	338	2179	0.104	226	0.1	1.881	A
3 - Sacheverell Way	928	69	1735	0.535	931	1.2	4.510	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 - Leicester Road (W)	331	388	1849	0.179	331	0.2	2.384	A
2 - Leicester Road (E)	189	283	2223	0.085	189	0.1	1.810	A
3 - Sacheverell Way	777	58	1742	0.446	778	0.8	3.757	A

2031 Furnessed Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 - Leicester Road (W)		✓	501	100.000
2 - Leicester Road (E)		✓	390	100.000
3 - Sacheverell Way		✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	34	467
	2 - Leicester Road (E)	90	27	273
	3 - Sacheverell Way	426	257	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	1
	3 - Sacheverell Way	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.29	2.68	0.4	A
2 - Leicester Road (E)	0.21	2.26	0.3	A
3 - Sacheverell Way	0.45	3.89	0.8	A

Main Results for each time segment

07:30 - 07:45

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 - Leicester Road (W)	377	217	1975	0.191	376	0.2	2.265	A
2 - Leicester Road (E)	294	354	2167	0.136	293	0.2	1.940	A
3 - Sacheverell Way	518	88	1723	0.301	516	0.4	3.021	A

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 - Leicester Road (W)	450	260	1943	0.232	450	0.3	2.426	A
2 - Leicester Road (E)	351	424	2112	0.166	350	0.2	2.063	A
3 - Sacheverell Way	618	105	1712	0.361	618	0.6	3.334	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 - Leicester Road (W)	552	318	1901	0.290	551	0.4	2.684	A
2 - Leicester Road (E)	429	519	2037	0.211	429	0.3	2.260	A
3 - Sacheverell Way	758	129	1697	0.446	757	0.8	3.878	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 - Leicester Road (W)	552	318	1901	0.290	552	0.4	2.685	A
2 - Leicester Road (E)	429	520	2037	0.211	429	0.3	2.261	A
3 - Sacheverell Way	758	129	1697	0.446	757	0.8	3.886	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 - Leicester Road (W)	450	260	1943	0.232	451	0.3	2.428	A
2 - Leicester Road (E)	351	425	2111	0.166	351	0.2	2.064	A
3 - Sacheverell Way	618	105	1712	0.361	619	0.6	3.343	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 - Leicester Road (W)	377	218	1974	0.191	377	0.2	2.271	A
2 - Leicester Road (E)	294	356	2166	0.136	294	0.2	1.943	A
3 - Sacheverell Way	518	88	1723	0.301	519	0.4	3.031	A

2031 Furnessed Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	5.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 - Leicester Road (W)		✓	428	100.000
2 - Leicester Road (E)		✓	251	100.000
3 - Sacheverell Way		✓	1064	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	70	358
	2 - Leicester Road (E)	62	16	173
	3 - Sacheverell Way	540	520	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	3
	3 - Sacheverell Way	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.28	2.95	0.4	A
2 - Leicester Road (E)	0.13	1.98	0.2	A
3 - Sacheverell Way	0.68	6.53	2.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	322	405	1837	0.175	321	0.2	2.385	A
2 - Leicester Road (E)	189	272	2232	0.085	189	0.1	1.799	A
3 - Sacheverell Way	801	59	1742	0.460	798	0.8	3.814	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	385	485	1779	0.216	385	0.3	2.593	A
2 - Leicester Road (E)	226	325	2190	0.103	226	0.1	1.871	A
3 - Sacheverell Way	957	70	1735	0.551	955	1.2	4.629	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	471	593	1700	0.277	471	0.4	2.942	A
2 - Leicester Road (E)	276	398	2132	0.130	276	0.2	1.980	A
3 - Sacheverell Way	1171	86	1725	0.679	1168	2.1	6.457	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 - Leicester Road (W)	471	595	1699	0.277	471	0.4	2.945	A
2 - Leicester Road (E)	276	399	2132	0.130	276	0.2	1.981	A
3 - Sacheverell Way	1171	86	1724	0.679	1171	2.1	6.533	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 - Leicester Road (W)	385	487	1777	0.216	385	0.3	2.598	A
2 - Leicester Road (E)	226	326	2189	0.103	226	0.1	1.871	A
3 - Sacheverell Way	957	70	1735	0.551	960	1.2	4.686	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 - Leicester Road (W)	322	407	1836	0.176	322	0.2	2.392	A
2 - Leicester Road (E)	189	273	2231	0.085	189	0.1	1.799	A
3 - Sacheverell Way	801	59	1742	0.460	803	0.9	3.856	A

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 - Leicester Road (W)		✓	544	100.000
2 - Leicester Road (E)		✓	411	100.000
3 - Sacheverell Way		✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	42	502
	2 - Leicester Road (E)	112	27	272
	3 - Sacheverell Way	444	254	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	1
	3 - Sacheverell Way	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.31	2.78	0.5	A
2 - Leicester Road (E)	0.23	2.34	0.3	A
3 - Sacheverell Way	0.46	4.02	0.9	A

Main Results for each time segment

07:30 - 07:45

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 - Leicester Road (W)	410	215	1976	0.207	409	0.3	2.310	A
2 - Leicester Road (E)	309	381	2146	0.144	309	0.2	1.978	A
3 - Sacheverell Way	529	104	1713	0.309	527	0.5	3.077	A

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 - Leicester Road (W)	489	257	1945	0.251	489	0.3	2.487	A
2 - Leicester Road (E)	369	456	2087	0.177	369	0.2	2.114	A
3 - Sacheverell Way	632	125	1699	0.372	631	0.6	3.416	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 - Leicester Road (W)	599	314	1903	0.315	598	0.5	2.776	A
2 - Leicester Road (E)	453	558	2007	0.225	452	0.3	2.337	A
3 - Sacheverell Way	774	153	1681	0.460	773	0.9	4.015	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 - Leicester Road (W)	599	315	1903	0.315	599	0.5	2.777	A
2 - Leicester Road (E)	453	558	2007	0.226	453	0.3	2.337	A
3 - Sacheverell Way	774	153	1681	0.460	774	0.9	4.023	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	489	258	1945	0.251	490	0.3	2.489	A
2 - Leicester Road (E)	369	456	2087	0.177	370	0.2	2.116	A
3 - Sacheverell Way	632	125	1699	0.372	633	0.6	3.426	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 - Leicester Road (W)	410	216	1976	0.207	410	0.3	2.313	A
2 - Leicester Road (E)	309	382	2145	0.144	310	0.2	1.979	A
3 - Sacheverell Way	529	105	1712	0.309	530	0.5	3.088	A

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Leicester Road (W) - 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
5	untitled	Standard Roundabout		1, 2, 3	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 - Leicester Road (W)		✓	450	100.000
2 - Leicester Road (E)		✓	261	100.000
3 - Sacheverell Way		✓	1099	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	70	380
	2 - Leicester Road (E)	73	16	172
	3 - Sacheverell Way	576	519	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Leicester Road (W)	2 - Leicester Road (E)	3 - Sacheverell Way
From	1 - Leicester Road (W)	0	0	1
	2 - Leicester Road (E)	0	0	3
	3 - Sacheverell Way	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Leicester Road (W)	0.29	3.00	0.4	A
2 - Leicester Road (E)	0.14	2.01	0.2	A
3 - Sacheverell Way	0.70	7.13	2.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	339	404	1838	0.184	338	0.2	2.410	A
2 - Leicester Road (E)	196	288	2219	0.089	196	0.1	1.815	A
3 - Sacheverell Way	827	67	1737	0.476	824	0.9	3.944	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	405	484	1780	0.227	404	0.3	2.629	A
2 - Leicester Road (E)	235	345	2174	0.108	235	0.1	1.892	A
3 - Sacheverell Way	988	80	1728	0.572	986	1.3	4.861	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Leicester Road (W)	495	592	1701	0.291	495	0.4	2.999	A
2 - Leicester Road (E)	287	422	2113	0.136	287	0.2	2.011	A
3 - Sacheverell Way	1210	98	1717	0.705	1206	2.3	7.022	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 - Leicester Road (W)	495	593	1700	0.292	495	0.4	3.003	A
2 - Leicester Road (E)	287	423	2113	0.136	287	0.2	2.011	A
3 - Sacheverell Way	1210	98	1717	0.705	1210	2.4	7.128	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 - Leicester Road (W)	405	486	1778	0.228	405	0.3	2.637	A
2 - Leicester Road (E)	235	346	2174	0.108	235	0.1	1.896	A
3 - Sacheverell Way	988	80	1728	0.572	992	1.4	4.938	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 - Leicester Road (W)	339	407	1836	0.185	339	0.2	2.418	A
2 - Leicester Road (E)	196	289	2218	0.089	197	0.1	1.819	A
3 - Sacheverell Way	827	67	1737	0.476	829	0.9	3.992	A

Appendix K Brantings Roundabout – Model Output

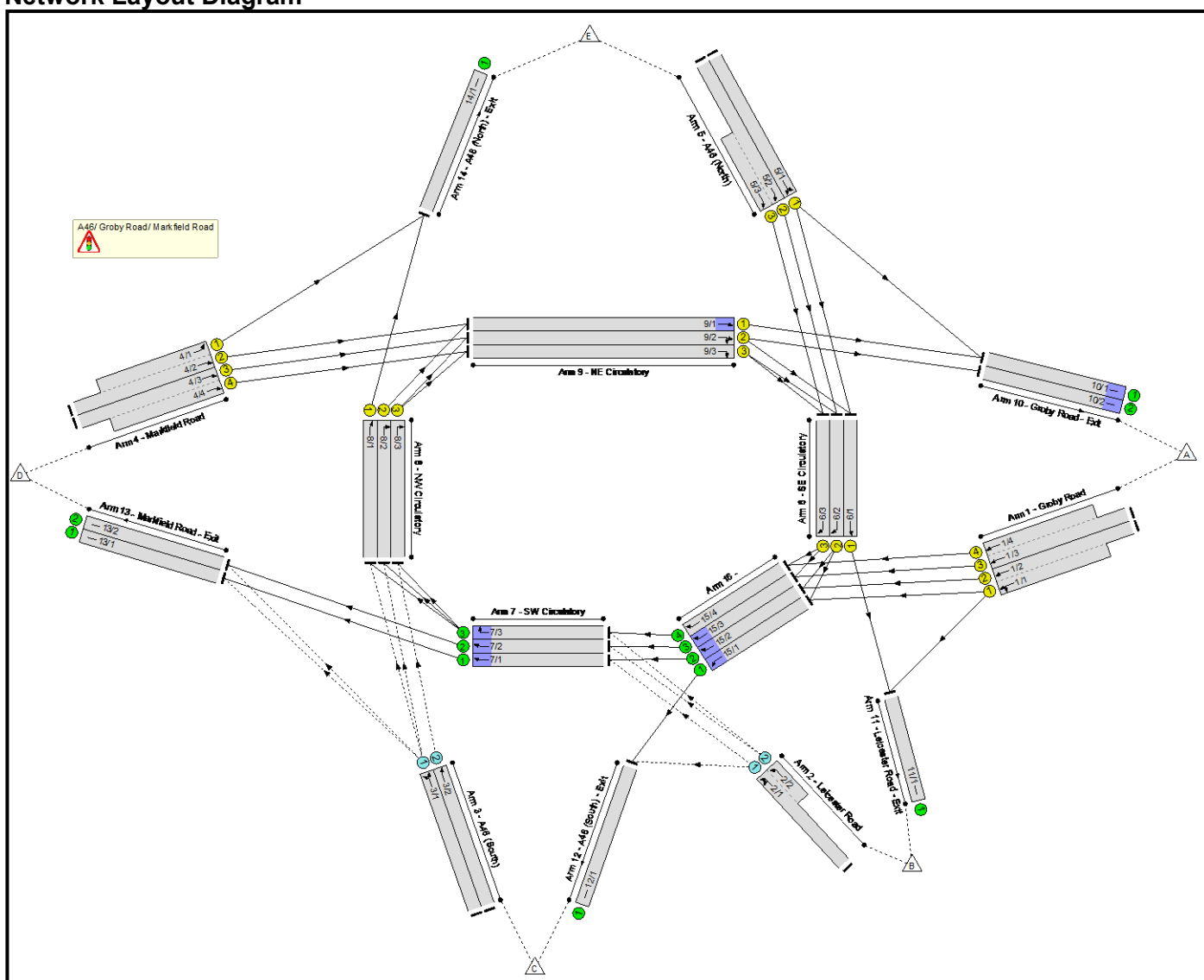
Full Input Data And Results

Full Input Data And Results

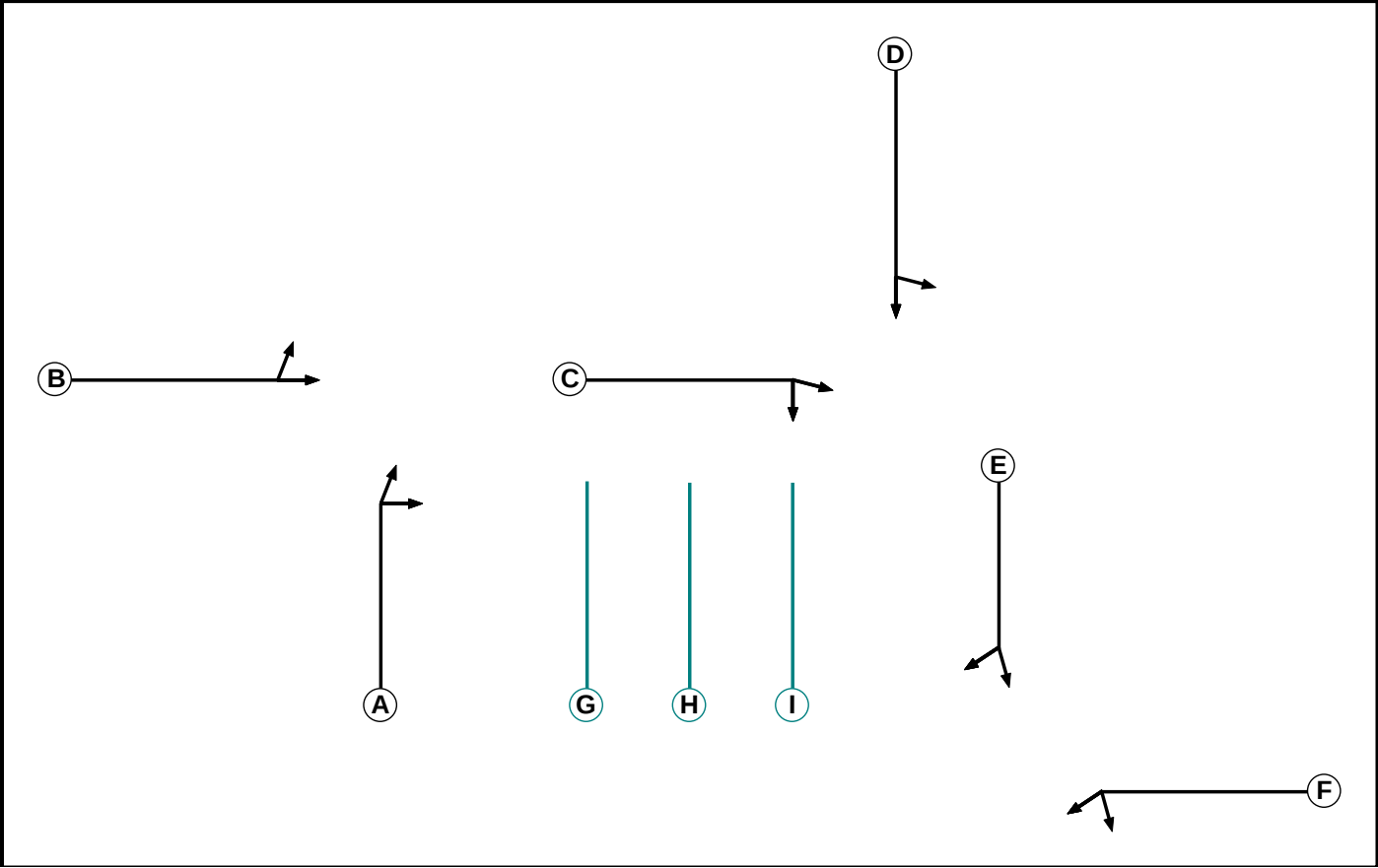
User and Project Details

Project:	Ratby
Title:	A46/ Groby Road/ Markfield Road
Location:	
Client:	Lagan Homes
Site Ref(s):	6
Additional detail:	
File name:	Junction 6 - Base Model.lsg3x
Author:	
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Dummy	1		4	4
H	Dummy	2		4	4
I	Dummy	2		1	1

Phase Intergreens Matrix

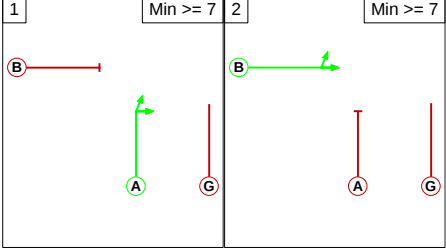
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		6	-	-	-	-	3	-	-
	B	6		-	-	-	-	3	-	-
	C	-	-		6	-	-	-	3	-
	D	-	-	6		-	-	-	3	6
	E	-	-	-	-		7	-	3	-
	F	-	-	-	-	7		-	3	-
	G	2	2	-	-	-	-		-	-
	H	-	-	2	2	2	2	-		-
	I	-	-	-	6	-	-	-	-	

Phases in Stage

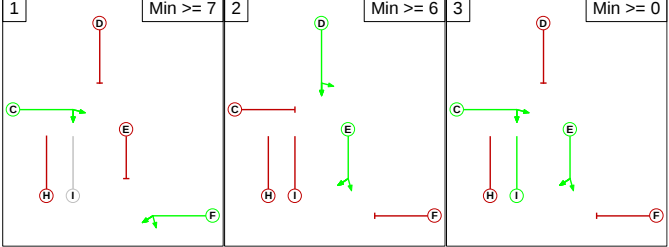
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C F
2	2	D E
2	3	C E I

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		7	7
	2	7		6
	3	7	6	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Leicester Road)	7/1 (Left)	2220	0	15/1	0.65	All	-	-	-	-	-
				15/2	0.65	All					
				15/3	0.65	All					
				15/4	0.65	All					
	12/1 (Left)	2220	0	15/1	0.65	All					
				15/2	0.65	All					
				15/3	0.65	All					
				15/4	0.65	All					
2/2 (Leicester Road)	7/2 (Left)	2220	0	15/1	0.65	All	-	-	-	-	-
				15/2	0.65	All					
				15/3	0.65	All					
				15/4	0.65	All					
	7/3 (Left)	2220	0	15/1	1.09	All					
				15/2	1.09	All					
				15/3	1.09	All					
				15/4	1.09	All					
	8/1 (Ahead)	2560	0	7/1	0.82	All					
				7/2	0.82	All					
				7/3	0.82	All					
	8/2 (Ahead)	2560	0	7/1	0.82	All					
				7/2	0.82	All					
				7/3	0.82	All					
	13/1 (Left)	2560	0	7/1	0.82	All					
				7/2	0.82	All					

Full Input Data And Results

3/2 (A46 (South))				7/3	0.82	All	-	-	-	-	-
	13/2 (Left)	2560	0	7/1	0.82	All					
				7/2	0.82	All					
				7/3	0.82	All					
	8/3 (Ahead)	2560	0	7/1	0.82	All					
				7/2	0.82	All					
				7/3	0.82	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Groby Road)	U	F	2	3	18.0	Geom	-	3.65	0.00	Y	Arm 11 Left	16.00
											Arm 15 Ahead	70.00
1/2 (Groby Road)	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm 15 Ahead	70.00
1/3 (Groby Road)	U	F	2	3	60.0	Geom	-	3.60	0.00	N	Arm 15 Ahead	70.00
1/4 (Groby Road)	U	F	2	3	17.0	Geom	-	3.60	0.00	Y	Arm 15 Ahead	70.00
2/1 (Leicester Road)	O		2	3	60.0	User	1800	-	-	-	-	-
2/2 (Leicester Road)	O		2	3	5.0	User	1800	-	-	-	-	-
3/1 (A46 (South))	O		2	3	60.0	User	1800	-	-	-	-	-
3/2 (A46 (South))	O		2	3	60.0	User	1800	-	-	-	-	-
4/1 (Markfield Road)	U	B	2	3	26.0	Geom	-	3.80	0.00	Y	Arm 14 Left	170.00
4/2 (Markfield Road)	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
4/3 (Markfield Road)	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm 9 Ahead	Inf
4/4 (Markfield Road)	U	B	2	3	26.0	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
5/1 (A46 (North))	U	D	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 6 Ahead	Inf
											Arm 10 Left	16.00
5/2 (A46 (North))	U	D	2	3	60.0	Geom	-	3.60	5.00	Y	Arm 6 Ahead	Inf
5/3 (A46 (North))	U	D	2	3	9.0	Geom	-	3.65	5.00	Y	Arm 6 Ahead	Inf
6/1 (SE Circulatory)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 11 Ahead	Inf

Full Input Data And Results

6/2 (SE Circulatory)	U	E	2	3	60.0	Geom	-	3.65	0.00	N	Arm 15 Right	Inf
6/3 (SE Circulatory)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 15 Right	37.00
7/1 (SW Circulatory)	U		2	3	60.0	User	1800	-	-	-	-	-
7/2 (SW Circulatory)	U		2	3	60.0	User	1800	-	-	-	-	-
7/3 (SW Circulatory)	U		2	3	60.0	User	1800	-	-	-	-	-
8/1 (NW Circulatory)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 14 Ahead	Inf
8/2 (NW Circulatory)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 9 Right	Inf
8/3 (NW Circulatory)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 9 Right	Inf
9/1 (NE Circulatory)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Ahead	Inf
9/2 (NE Circulatory)	U	C	2	3	60.0	Geom	-	3.60	0.00	N	Arm 6 Right	Inf
											Arm 10 Ahead	Inf
9/3 (NE Circulatory)	U	C	2	3	60.0	Geom	-	3.60	0.00	N	Arm 6 Right	Inf
10/1 (Groby Road - Exit)	U		2	3	60.0	User	1900	-	-	-	-	-
10/2 (Groby Road - Exit)	U		2	3	60.0	User	1900	-	-	-	-	-
11/1 (Leicester Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A46 (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Markfield Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Markfield Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A46 (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1	U		2	3	60.0	User	1800	-	-	-	-	-
15/2	U		2	3	60.0	User	1800	-	-	-	-	-

Full Input Data And Results

15/3	U		2	3	60.0	User	1800	-	-	-	-	-
15/4	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2028 Furnessed Future AM'	07:45	08:45	01:00	
4: '2028 Furnessed Future PM'	16:30	17:30	01:00	
5: '2028 Furnessed Future + Dev AM'	07:45	08:45	01:00	
6: '2028 Furnessed Future + Dev PM'	16:30	17:30	01:00	
7: '2031 Furnessed Future AM'	07:45	08:45	01:00	
8: '2031 Furnessed Future PM'	16:30	17:30	01:00	
9: '2031 Furnessed Future + Dev AM'	07:45	08:45	01:00	
10: '2031 Furnessed Future + Dev PM'	16:30	17:30	01:00	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	107	88	263	204	662
	B	220	0	121	193	177	711
	C	210	29	0	162	1	402
	D	1140	141	249	0	971	2501
	E	52	162	1	787	0	1002
	Tot.	1622	439	459	1405	1353	5278

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 2024 Base AM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	195
1/2 (with short)	285(In) 90(Out)
1/3 (with short)	377(In) 173(Out)
1/4 (short)	204
2/1 (with short)	711(In) 314(Out)
2/2 (short)	397
3/1	264
3/2	138
4/1 (short)	971
4/2 (with short)	1456(In) 485(Out)
4/3 (with short)	1045(In) 796(Out)
4/4 (short)	249
5/1	214
5/2 (with short)	788(In) 389(Out)
5/3 (short)	399
6/1	332
6/2	638
6/3	399
7/1	671
7/2	572
7/3	601
8/1	382
8/2	236
8/3	223
9/1	721
9/2	1019
9/3	249
10/1	773
10/2	849
11/1	439
12/1	459
13/1	752
13/2	653
14/1	1353
15/1	338

Full Input Data And Results

15/2	478
15/3	572
15/4	204

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	54.9 %	1866	1866
				Arm 15 Ahead	70.00	45.1 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	75.7 %	1731	1731
				Arm 10 Left	16.00	24.3 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	16.7 %	2115	2115
				Arm 10 Ahead	Inf	83.3 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	236	133	582	204	1155
	B	142	0	65	194	72	473
	C	125	56	0	150	1	332
	D	542	199	134	0	841	1716
	E	29	337	1	682	0	1049
	Tot.	838	828	333	1608	1118	4725

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2024 Base PM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	369
1/2 (with short)	634(In) 265(Out)
1/3 (with short)	521(In) 317(Out)
1/4 (short)	204
2/1 (with short)	473(In) 225(Out)
2/2 (short)	248
3/1	225
3/2	107
4/1 (short)	841
4/2 (with short)	1062(In) 221(Out)
4/3 (with short)	654(In) 520(Out)
4/4 (short)	134
5/1	366
5/2 (with short)	683(In) 340(Out)
5/3 (short)	343
6/1	592
6/2	474
6/3	343
7/1	764
7/2	694
7/3	418
8/1	277
8/2	163
8/3	160
9/1	384
9/2	680
9/3	134
10/1	413
10/2	425
11/1	828
12/1	333
13/1	839
13/2	769
14/1	1118
15/1	268

Full Input Data And Results

15/2	604
15/3	660
15/4	204

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	64.0 %	1854	1854
				Arm 15 Ahead	70.00	36.0 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	92.1 %	1757	1757
				Arm 10 Left	16.00	7.9 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	37.5 %	2115	2115
				Arm 10 Ahead	Inf	62.5 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Furnessed Future AM' (FG3: '2028 Furnessed Future AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	123	98	296	221	738
	B	235	0	128	206	182	751
	C	216	30	0	166	1	413
	D	1208	152	261	0	990	2611
	E	59	186	1	885	0	1131
	Tot.	1718	491	488	1553	1394	5644

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 2028 Furnessed Future AM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	221
1/2 (with short)	332(In) 111(Out)
1/3 (with short)	406(In) 185(Out)
1/4 (short)	221
2/1 (with short)	751(In) 334(Out)
2/2 (short)	417
3/1	275
3/2	138
4/1 (short)	990
4/2 (with short)	1500(In) 510(Out)
4/3 (with short)	1111(In) 850(Out)
4/4 (short)	261
5/1	245
5/2 (with short)	886(In) 435(Out)
5/3 (short)	451
6/1	368
6/2	696
6/3	451
7/1	751
7/2	636
7/3	638
8/1	404
8/2	250
8/3	231
9/1	760
9/2	1081
9/3	261
10/1	819
10/2	899
11/1	491
12/1	488
13/1	834
13/2	719
14/1	1394

Full Input Data And Results

15/1	360
15/2	545
15/3	636
15/4	221

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	55.7 %	1865	1865
				Arm 15 Ahead	70.00	44.3 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	75.9 %	1731	1731
				Arm 10 Left	16.00	24.1 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	16.8 %	2115	2115
				Arm 10 Ahead	Inf	83.2 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Furnessed Future PM' (FG4: '2028 Furnessed Future PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	234	149	559	220	1162
	B	163	0	73	186	78	500
	C	123	47	0	123	1	294
	D	618	195	148	0	899	1860
	E	37	366	1	720	0	1124
	Tot.	941	842	371	1588	1198	4940

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 2028 Furnessed Future PM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	383
1/2 (with short)	625(In) 242(Out)
1/3 (with short)	537(In) 317(Out)
1/4 (short)	220
2/1 (with short)	500(In) 246(Out)
2/2 (short)	254
3/1	197
3/2	97
4/1 (short)	899
4/2 (with short)	1132(In) 233(Out)
4/3 (with short)	728(In) 580(Out)
4/4 (short)	148
5/1	403
5/2 (with short)	721(In) 359(Out)
5/3 (short)	362
6/1	608
6/2	507
6/3	362
7/1	773
7/2	692
7/3	461
8/1	299
8/2	172
8/3	161
9/1	405
9/2	741
9/3	148
10/1	442
10/2	499
11/1	842
12/1	371
13/1	835
13/2	753
14/1	1198

Full Input Data And Results

15/1	298
15/2	600
15/3	679
15/4	220

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	61.1 %	1858	1858
				Arm 15 Ahead	70.00	38.9 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	90.8 %	1755	1755
				Arm 10 Left	16.00	9.2 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	32.7 %	2115	2115
				Arm 10 Ahead	Inf	67.3 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	123	98	294	221	736
	B	234	0	127	206	201	768
	C	216	29	0	166	1	412
	D	1218	152	262	0	994	2626
	E	59	190	1	885	0	1135
	Tot.	1727	494	488	1551	1417	5677

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 2028 Furnessed Future + Dev AM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	221
1/2 (with short)	331(In) 110(Out)
1/3 (with short)	405(In) 184(Out)
1/4 (short)	221
2/1 (with short)	768(In) 333(Out)
2/2 (short)	435
3/1	281
3/2	131
4/1 (short)	994
4/2 (with short)	1501(In) 507(Out)
4/3 (with short)	1125(In) 863(Out)
4/4 (short)	262
5/1	249
5/2 (with short)	886(In) 435(Out)
5/3 (short)	451
6/1	371
6/2	697
6/3	451
7/1	750
7/2	635
7/3	656
8/1	423
8/2	262
8/3	217
9/1	769
9/2	1080
9/3	262
10/1	828
10/2	899
11/1	494
12/1	488
13/1	833
13/2	718
14/1	1417

Full Input Data And Results

15/1	361
15/2	544
15/3	635
15/4	221

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	55.7 %	1865	1865
				Arm 15 Ahead	70.00	44.3 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	76.3 %	1732	1732
				Arm 10 Left	16.00	23.7 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	16.8 %	2115	2115
				Arm 10 Ahead	Inf	83.2 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Furnessed Future + Dev PM' (FG6: '2028 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	243	148	556	220	1167
	B	163	0	64	186	90	503
	C	123	47	0	128	1	299
	D	619	197	147	0	899	1862
	E	37	364	1	719	0	1121
	Tot.	942	851	360	1589	1210	4952

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 2028 Furnessed Future + Dev PM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	391
1/2 (with short)	628(In) 237(Out)
1/3 (with short)	539(In) 319(Out)
1/4 (short)	220
2/1 (with short)	503(In) 249(Out)
2/2 (short)	254
3/1	196
3/2	103
4/1 (short)	899
4/2 (with short)	1133(In) 234(Out)
4/3 (with short)	729(In) 582(Out)
4/4 (short)	147
5/1	401
5/2 (with short)	720(In) 359(Out)
5/3 (short)	361
6/1	608
6/2	506
6/3	361
7/1	780
7/2	681
7/3	473
8/1	311
8/2	170
8/3	163
9/1	404
9/2	745
9/3	147
10/1	441
10/2	501
11/1	851
12/1	360
13/1	844
13/2	745
14/1	1210

Full Input Data And Results

15/1	296
15/2	595
15/3	680
15/4	220

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	62.1 %	1857	1857
				Arm 15 Ahead	70.00	37.9 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	90.8 %	1755	1755
				Arm 10 Left	16.00	9.2 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	32.8 %	2115	2115
				Arm 10 Ahead	Inf	67.2 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 Furnessed Future AM' (FG7: '2031 Furnessed Future AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	127	105	315	225	772
	B	245	0	137	220	186	788
	C	208	29	0	165	1	403
	D	1235	155	274	0	993	2657
	E	58	185	1	906	0	1150
	Tot.	1746	496	517	1606	1405	5770

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 2031 Furnessed Future AM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	232
1/2 (with short)	348(In) 116(Out)
1/3 (with short)	424(In) 199(Out)
1/4 (short)	225
2/1 (with short)	788(In) 357(Out)
2/2 (short)	431
3/1	271
3/2	132
4/1 (short)	993
4/2 (with short)	1551(In) 558(Out)
4/3 (with short)	1106(In) 832(Out)
4/4 (short)	274
5/1	243
5/2 (with short)	907(In) 444(Out)
5/3 (short)	463
6/1	369
6/2	718
6/3	463
7/1	779
7/2	662
7/3	656
8/1	412
8/2	247
8/3	235
9/1	805
9/2	1067
9/3	274
10/1	863
10/2	883
11/1	496
12/1	517
13/1	862
13/2	744
14/1	1405

Full Input Data And Results

15/1	380
15/2	559
15/3	662
15/4	225

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	54.7 %	1866	1866
				Arm 15 Ahead	70.00	45.3 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	76.1 %	1731	1731
				Arm 10 Left	16.00	23.9 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	17.2 %	2115	2115
				Arm 10 Ahead	Inf	82.8 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 Furnessed Future PM' (FG8: '2031 Furnessed Future PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	253	151	583	225	1212
	B	169	0	67	176	72	484
	C	126	46	0	115	1	288
	D	673	202	144	0	880	1899
	E	39	374	1	706	0	1120
	Tot.	1007	875	363	1580	1178	5003

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 2031 Furnessed Future PM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	404
1/2 (with short)	657(In) 253(Out)
1/3 (with short)	555(In) 330(Out)
1/4 (short)	225
2/1 (with short)	484(In) 231(Out)
2/2 (short)	253
3/1	189
3/2	99
4/1 (short)	880
4/2 (with short)	1168(In) 288(Out)
4/3 (with short)	731(In) 587(Out)
4/4 (short)	144
5/1	413
5/2 (with short)	707(In) 352(Out)
5/3 (short)	355
6/1	622
6/2	496
6/3	355
7/1	768
7/2	697
7/3	466
8/1	298
8/2	174
8/3	167
9/1	462
9/2	754
9/3	144
10/1	501
10/2	506
11/1	875
12/1	363
13/1	826
13/2	754
14/1	1178

Full Input Data And Results

15/1	296
15/2	604
15/3	685
15/4	225

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	62.6 %	1856	1856
				Arm 15 Ahead	70.00	37.4 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	90.6 %	1754	1754
				Arm 10 Left	16.00	9.4 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	32.9 %	2115	2115
				Arm 10 Ahead	Inf	67.1 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 Furnessed Future + Dev AM' (FG9: '2031 Furnessed Future + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	127	105	314	225	771
	B	245	0	136	220	221	822
	C	208	26	0	165	1	400
	D	1254	155	277	0	998	2684
	E	58	190	1	908	0	1157
	Tot.	1765	498	519	1607	1445	5834

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 2031 Furnessed Future + Dev AM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	232
1/2 (with short)	348(In) 116(Out)
1/3 (with short)	423(In) 198(Out)
1/4 (short)	225
2/1 (with short)	822(In) 356(Out)
2/2 (short)	466
3/1	270
3/2	130
4/1 (short)	998
4/2 (with short)	1600(In) 602(Out)
4/3 (with short)	1084(In) 807(Out)
4/4 (short)	277
5/1	248
5/2 (with short)	909(In) 444(Out)
5/3 (short)	465
6/1	371
6/2	721
6/3	465
7/1	779
7/2	663
7/3	691
8/1	447
8/2	242
8/3	237
9/1	844
9/2	1044
9/3	277
10/1	902
10/2	863
11/1	498
12/1	519
13/1	862
13/2	745
14/1	1445

Full Input Data And Results

15/1	383
15/2	559
15/3	663
15/4	225

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	54.7 %	1866	1866
				Arm 15 Ahead	70.00	45.3 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	76.6 %	1732	1732
				Arm 10 Left	16.00	23.4 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	17.3 %	2115	2115
				Arm 10 Ahead	Inf	82.7 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Furnessed Future + Dev PM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	288	148	576	225	1237
	B	167	0	66	176	96	505
	C	126	45	0	127	1	299
	D	677	205	142	0	881	1905
	E	39	371	1	710	0	1121
	Tot.	1009	909	357	1589	1203	5067

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 2031 Furnessed Future + Dev PM
Junction: A46/ Groby Road/ Markfield Road	
1/1 (short)	436
1/2 (with short)	674(In) 238(Out)
1/3 (with short)	563(In) 338(Out)
1/4 (short)	225
2/1 (with short)	505(In) 238(Out)
2/2 (short)	267
3/1	202
3/2	97
4/1 (short)	881
4/2 (with short)	1161(In) 280(Out)
4/3 (with short)	744(In) 602(Out)
4/4 (short)	142
5/1	410
5/2 (with short)	711(In) 354(Out)
5/3 (short)	357
6/1	621
6/2	496
6/3	357
7/1	763
7/2	699
7/3	488
8/1	322
8/2	176
8/3	162
9/1	456
9/2	764
9/3	142
10/1	495
10/2	514
11/1	909
12/1	357
13/1	827
13/2	762
14/1	1203

Full Input Data And Results

15/1	291
15/2	591
15/3	695
15/4	225

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46/ Groby Road/ Markfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Groby Road)	3.65	0.00	Y	Arm 11 Left	16.00	66.1 %	1852	1852
				Arm 15 Ahead	70.00	33.9 %		
1/2 (Groby Road)	3.65	0.00	N	Arm 15 Ahead	70.00	100.0 %	2076	2076
1/3 (Groby Road)	3.60	0.00	N	Arm 15 Ahead	70.00	100.0 %	2071	2071
1/4 (Groby Road)	3.60	0.00	Y	Arm 15 Ahead	70.00	100.0 %	1934	1934
2/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Leicester Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A46 (South) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A46 (South) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Markfield Road)	3.80	0.00	Y	Arm 14 Left	170.00	100.0 %	1978	1978
4/2 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
4/3 (Markfield Road)	3.60	0.00	N	Arm 9 Ahead	Inf	100.0 %	2115	2115
4/4 (Markfield Road)	3.60	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1975	1975
5/1 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	90.5 %	1754	1754
				Arm 10 Left	16.00	9.5 %		
5/2 (A46 (North))	3.60	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1765	1765
5/3 (A46 (North))	3.65	5.00	Y	Arm 6 Ahead	Inf	100.0 %	1770	1770
6/1 (SE Circulatory)	3.65	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1980	1980
6/2 (SE Circulatory)	3.65	0.00	N	Arm 15 Right	Inf	100.0 %	2120	2120
6/3 (SE Circulatory)	3.65	0.00	Y	Arm 15 Right	37.00	100.0 %	1903	1903
7/1 (SW Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (SW Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/3 (SW Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (NW Circulatory)	3.60	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1975	1975
8/2 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
8/3 (NW Circulatory)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975

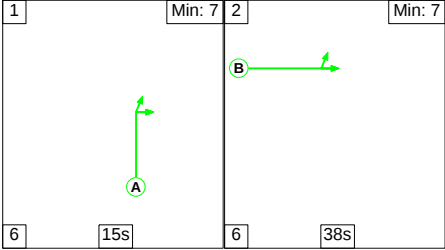
Full Input Data And Results

9/1 (NE Circulatory)	3.60	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1975	1975
9/2 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	32.7 %	2115	2115
				Arm 10 Ahead	Inf	67.3 %		
9/3 (NE Circulatory)	3.60	0.00	N	Arm 6 Right	Inf	100.0 %	2115	2115
10/1 (Groby Road - Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Groby Road - Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Leicester Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A46 (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Markfield Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Markfield Road - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
15/1	This lane uses a directly entered Saturation Flow						1800	1800
15/2	This lane uses a directly entered Saturation Flow						1800	1800
15/3	This lane uses a directly entered Saturation Flow						1800	1800
15/4	Infinite Saturation Flow						Inf	Inf

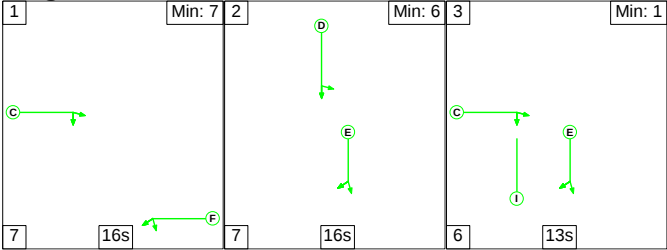
Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

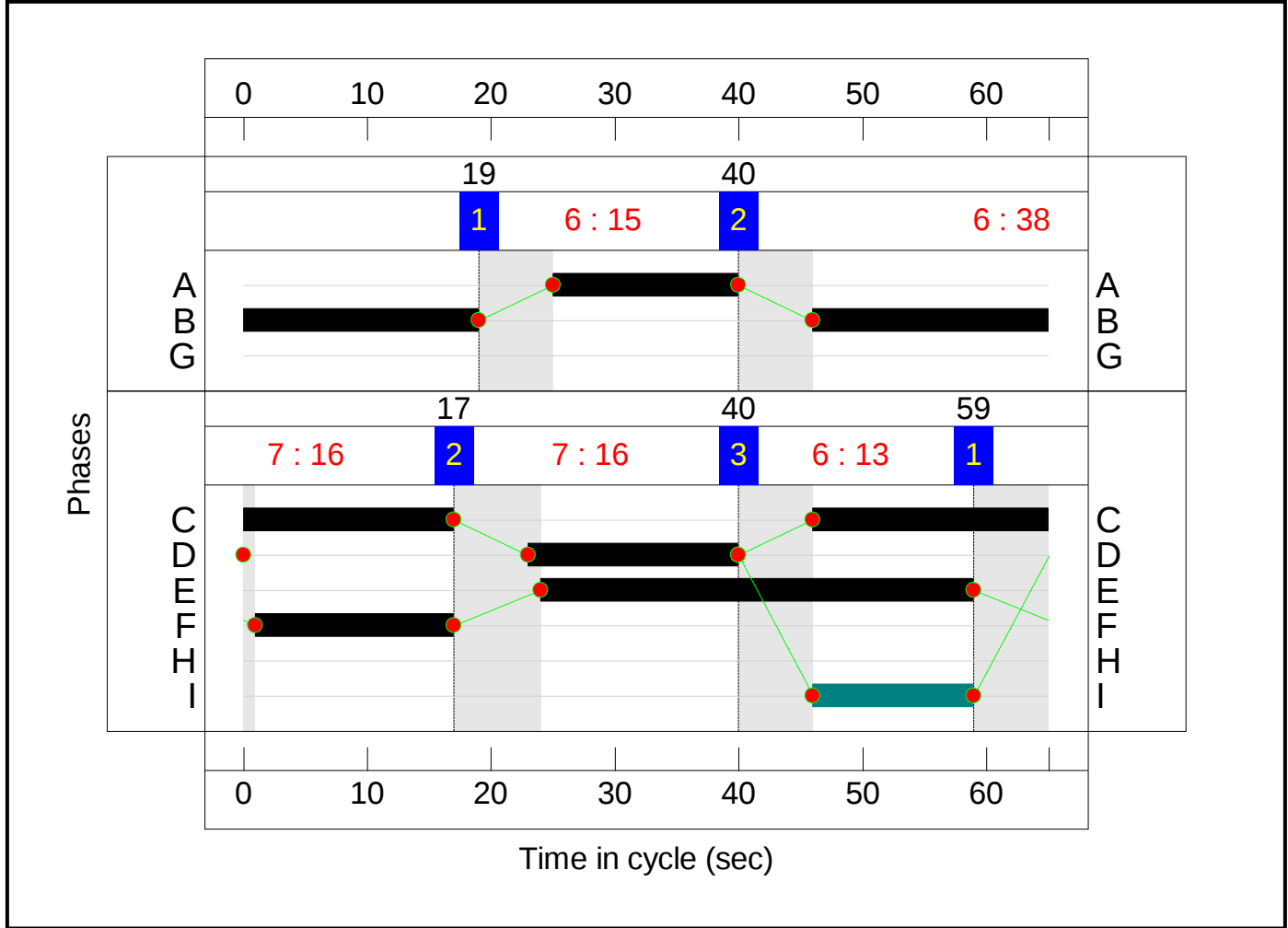
Stage Stream: 1

Stage	1	2
Duration	15	38
Change Point	19	40

Stage Stream: 2

Stage	1	2	3
Duration	16	16	13
Change Point	59	17	40

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	16	-	285	2076:1866	225+488	40.0 : 40.0%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	16	-	377	2071:1934	542+506	31.9 : 40.3%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	711	1800:1800	687+869	45.7 : 45.7%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	264	1800	1108	23.8%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	138	1800	1108	12.5%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	38	-	1456	1975:1978	593+1187	81.8 : 81.8%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	38	-	1045	2115:1975	1269+397	62.7 : 62.7%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	17	-	214	1731	479	44.6%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	17	-	788	1765:1770	478+490	81.4 : 81.4%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	35	-	332	1980	1097	30.3%
6/2	SE Circulatory Right	U	2	N/A	E		1	35	-	638	2120	1174	54.3%
6/3	SE Circulatory Right	U	2	N/A	E		1	35	-	399	1903	1054	37.9%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	671	1800	1800	37.3%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	572	1800	1800	31.8%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	601	1800	1800	33.4%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	15	-	382	1975	486	78.6%
8/2	NW Circulatory Right	U	1	N/A	A		1	15	-	236	1975	486	48.5%
8/3	NW Circulatory Right	U	1	N/A	A		1	15	-	223	1975	486	45.9%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	36	-	721	1975	1124	64.1%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	36	-	1019	2115	1204	84.6%
9/3	NE Circulatory Right	U	2	N/A	C		1	36	-	249	2115	1204	20.7%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	773	1900	1900	40.7%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	849	1900	1900	44.7%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1353	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	338	1800	1800	18.8%
15/2	Ahead	U	N/A	N/A	-		-	-	-	478	1800	1800	26.6%
15/3	Ahead	U	N/A	N/A	-		-	-	-	572	1800	1800	31.8%
15/4	Ahead	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%

Full Input Data And Results

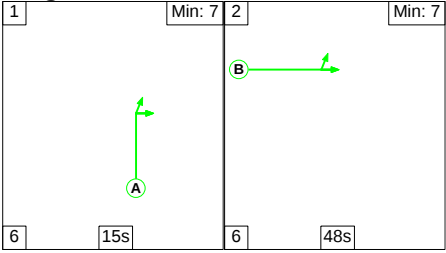
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1824	0	0	25.9	16.4	0.0	42.3	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1824	0	0	25.9	16.4	0.0	42.3	-	-	-	-
1/2+1/1	285	285	-	-	-	1.5	0.3	-	1.9	23.6	2.9	0.3	3.2
1/3+1/4	377	377	-	-	-	2.1	0.3	-	2.3	22.3	3.0	0.3	3.3
2/1+2/2	711	711	1422	0	0	0.5	0.4	-	0.9	4.6	2.5	0.4	3.0
3/1	264	264	264	0	0	0.1	0.2	-	0.3	4.1	1.3	0.2	1.5
3/2	138	138	138	0	0	0.1	0.1	-	0.1	3.7	0.5	0.1	0.6
4/2+4/1	1456	1456	-	-	-	3.7	2.2	-	5.9	14.6	13.8	2.2	16.0
4/3+4/4	1045	1045	-	-	-	2.3	0.8	-	3.1	10.7	9.1	0.8	9.9
5/1	214	214	-	-	-	1.2	0.4	-	1.6	26.2	3.2	0.4	3.6
5/2+5/3	788	788	-	-	-	4.8	2.1	-	6.9	31.6	6.6	2.1	8.8
6/1	332	332	-	-	-	0.7	0.2	-	0.9	9.8	2.3	0.2	2.5
6/2	638	638	-	-	-	0.5	0.6	-	1.1	6.2	1.9	0.6	2.5
6/3	399	399	-	-	-	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
7/1	671	671	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.4
7/2	572	572	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
7/3	601	601	-	-	-	0.0	0.3	-	0.3	1.7	0.4	0.3	0.7
8/1	382	382	-	-	-	1.6	1.8	-	3.4	31.7	6.7	1.8	8.5
8/2	236	236	-	-	-	1.2	0.5	-	1.7	25.7	3.6	0.5	4.1
8/3	223	223	-	-	-	1.2	0.4	-	1.6	25.5	3.4	0.4	3.8
9/1	721	721	-	-	-	1.8	0.9	-	2.7	13.6	10.6	0.9	11.5
9/2	1019	1019	-	-	-	2.4	2.7	-	5.1	18.0	16.2	2.7	18.9
9/3	249	249	-	-	-	0.2	0.1	-	0.3	4.6	0.5	0.1	0.6
10/1	773	773	-	-	-	0.1	0.3	-	0.4	1.9	0.4	0.3	0.7
10/2	849	849	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

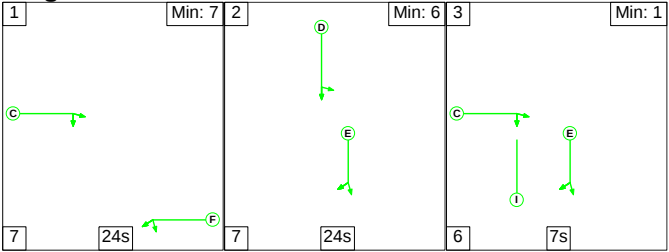
11/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1353	1353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	338	338	-	-	-	0.0	0.1	-	0.1	1.4	0.3	0.1	0.4
15/2	478	478	-	-	-	0.0	0.2	-	0.2	1.4	0.2	0.2	0.3
15/3	572	572	-	-	-	0.0	0.2	-	0.2	1.5	0.3	0.2	0.5
15/4	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		10.0	Total Delay for Signalled Lanes (pcuHr):		15.62	Cycle Time (s):		65	
			C1	Stream: 2 PRC for Signalled Lanes (%):		6.3	Total Delay for Signalled Lanes (pcuHr):		23.11	Cycle Time (s):		65	
				PRC Over All Lanes (%):		6.3	Total Delay Over All Lanes(pcuHr):		42.27				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

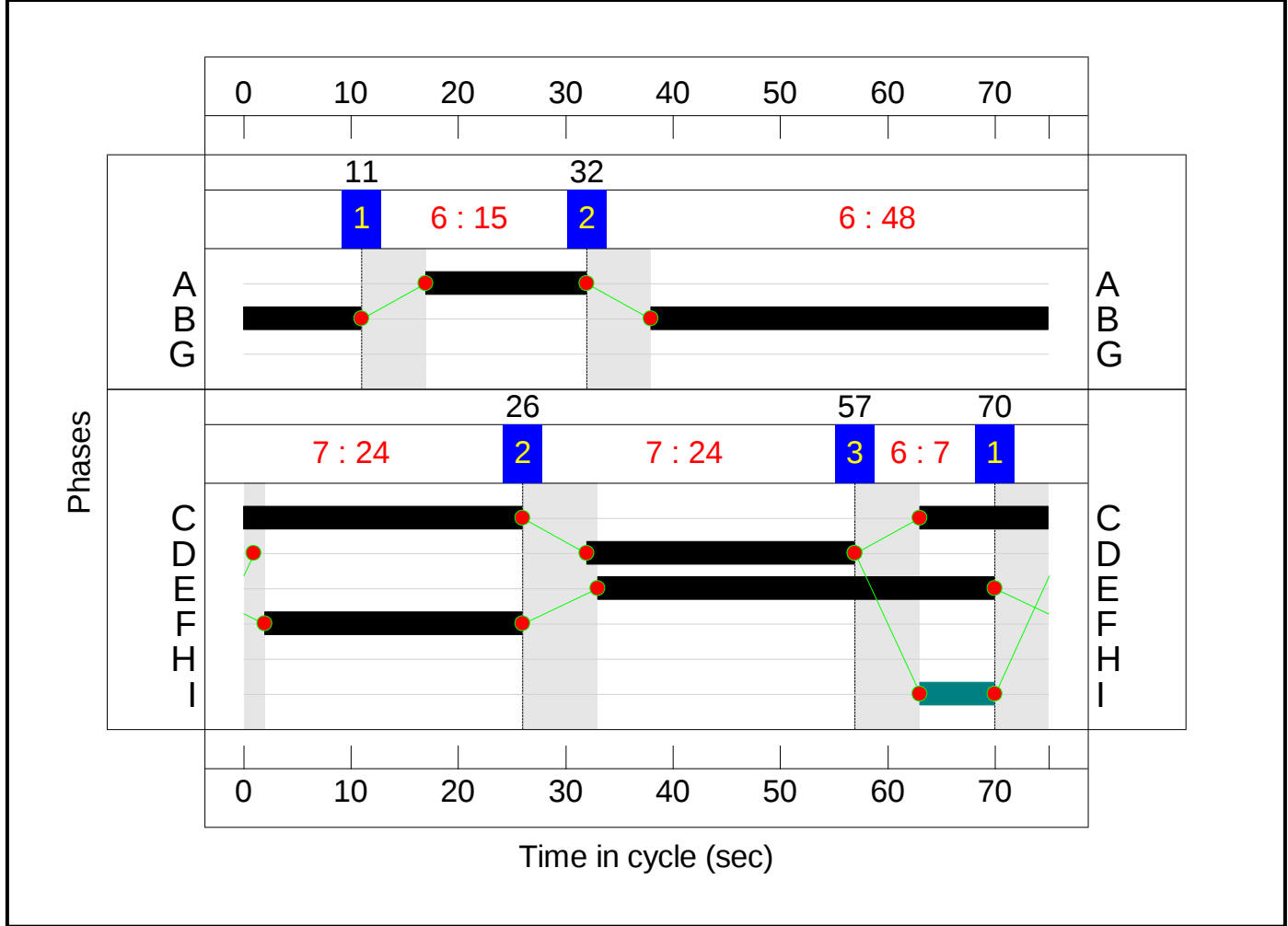
Stage Stream: 1

Stage	1	2
Duration	15	48
Change Point	11	32

Stage Stream: 2

Stage	1	2	3
Duration	24	24	7
Change Point	70	26	57

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	24	-	634	2076:1854	444+618	59.7 : 59.7%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	24	-	521	2071:1934	690+444	45.9 : 45.9%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	473	1800:1800	801+883	28.1 : 28.1%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	225	1800	1125	20.0%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	107	1800	1125	9.5%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	48	-	1062	1975:1978	339+1290	65.2 : 65.2%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	48	-	654	2115:1975	1359+350	38.3 : 38.3%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	25	-	366	1757	609	60.1%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	25	-	683	1765:1770	522+527	65.1 : 65.1%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	37	-	592	1980	1003	59.0%
6/2	SE Circulatory Right	U	2	N/A	E		1	37	-	474	2120	1074	44.1%
6/3	SE Circulatory Right	U	2	N/A	E		1	37	-	343	1903	964	35.6%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	764	1800	1800	42.4%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	694	1800	1800	38.6%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	418	1800	1800	23.2%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	15	-	277	1975	421	65.7%
8/2	NW Circulatory Right	U	1	N/A	A		1	15	-	163	1975	421	38.7%
8/3	NW Circulatory Right	U	1	N/A	A		1	15	-	160	1975	421	38.0%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	38	-	384	1975	1027	37.4%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	38	-	680	2115	1100	61.8%
9/3	NE Circulatory Right	U	2	N/A	C		1	38	-	134	2115	1100	12.2%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	413	1900	1900	21.7%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	425	1900	1900	22.4%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	268	1800	1800	14.9%
15/2	Ahead	U	N/A	N/A	-		-	-	-	604	1800	1800	33.6%
15/3	Ahead	U	N/A	N/A	-		-	-	-	660	1800	1800	36.7%
15/4	Ahead	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1278	0	0	25.0	10.3	0.0	35.3	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1278	0	0	25.0	10.3	0.0	35.3	-	-	-	-
1/2+1/1	634	634	-	-	-	3.5	0.7	-	4.3	24.3	6.4	0.7	7.1
1/3+1/4	521	521	-	-	-	2.8	0.4	-	3.2	22.2	5.2	0.4	5.6
2/1+2/2	473	473	946	0	0	0.3	0.2	-	0.5	3.6	1.0	0.2	1.2
3/1	225	225	225	0	0	0.1	0.1	-	0.2	3.8	0.8	0.1	0.9
3/2	107	107	107	0	0	0.0	0.1	-	0.1	3.4	0.4	0.1	0.4
4/2+4/1	1062	1062	-	-	-	2.1	0.9	-	3.1	10.4	10.5	0.9	11.4
4/3+4/4	654	654	-	-	-	1.0	0.3	-	1.4	7.5	4.9	0.3	5.2
5/1	366	366	-	-	-	2.1	0.7	-	2.8	27.6	6.2	0.7	6.9
5/2+5/3	683	683	-	-	-	3.8	0.9	-	4.7	24.7	5.7	0.9	6.6
6/1	592	592	-	-	-	1.9	0.7	-	2.7	16.1	10.6	0.7	11.4
6/2	474	474	-	-	-	0.4	0.4	-	0.7	5.7	1.0	0.4	1.4
6/3	343	343	-	-	-	0.0	0.3	-	0.3	2.9	0.0	0.3	0.3
7/1	764	764	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	694	694	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	418	418	-	-	-	0.0	0.2	-	0.2	1.5	0.3	0.2	0.5
8/1	277	277	-	-	-	1.0	0.9	-	2.0	25.4	5.1	0.9	6.1
8/2	163	163	-	-	-	1.1	0.3	-	1.4	32.0	2.8	0.3	3.1
8/3	160	160	-	-	-	1.1	0.3	-	1.4	31.6	2.7	0.3	3.0
9/1	384	384	-	-	-	1.0	0.3	-	1.3	11.8	3.9	0.3	4.2
9/2	680	680	-	-	-	2.2	0.8	-	3.0	15.8	9.5	0.8	10.4
9/3	134	134	-	-	-	0.4	0.1	-	0.5	12.1	1.8	0.1	1.9
10/1	413	413	-	-	-	0.0	0.1	-	0.2	1.3	0.1	0.1	0.3
10/2	425	425	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

Full Input Data And Results

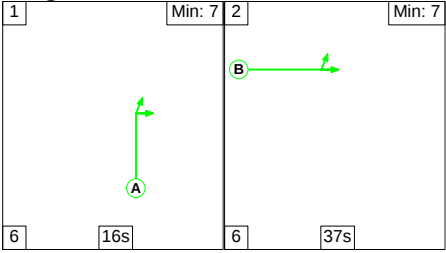
11/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	268	268	-	-	-	0.0	0.1	-	0.1	1.3	0.3	0.1	0.3
15/2	604	604	-	-	-	0.0	0.3	-	0.3	1.7	1.3	0.3	1.5
15/3	660	660	-	-	-	0.0	0.3	-	0.3	1.8	2.3	0.3	2.6
15/4	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):			9.24	Cycle Time (s):			75	
			C1 Stream: 2 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):			23.37	Cycle Time (s):			75	
			PRC Over All Lanes (%):	36.9	Total Delay Over All Lanes(pcuHr):			35.30					

Full Input Data And Results

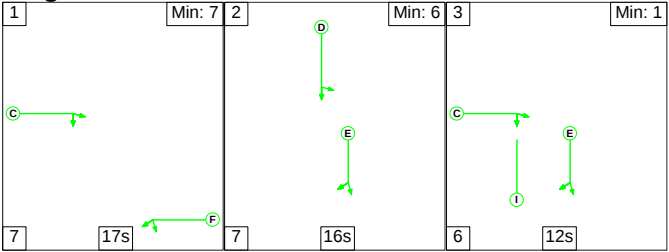
Scenario 3: '2028 Furnessed Future AM' (FG3: '2028 Furnessed Future AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

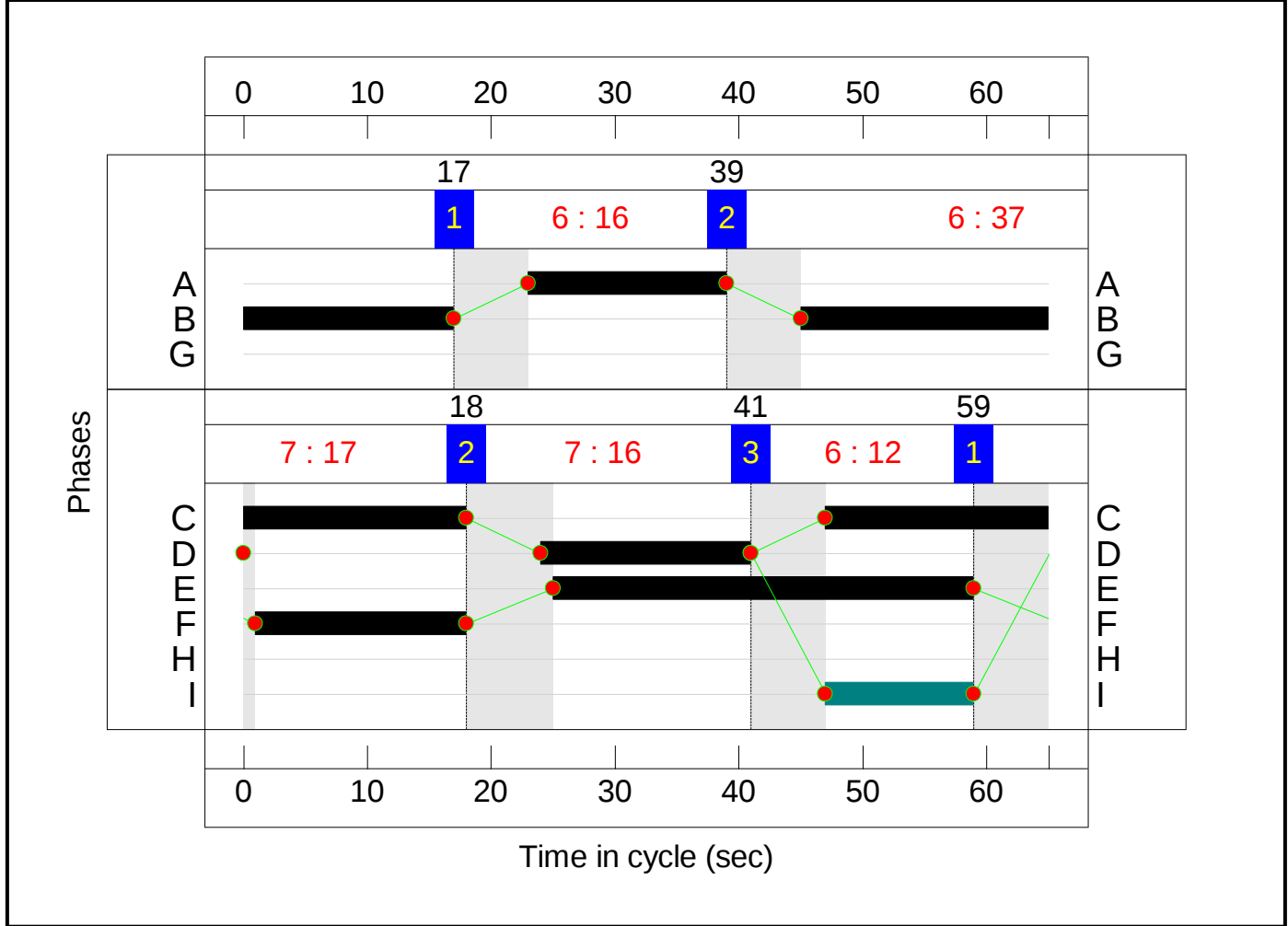
Stage Stream: 1

Stage	1	2
Duration	16	37
Change Point	17	39

Stage Stream: 2

Stage	1	2	3
Duration	17	16	12
Change Point	59	18	41

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	17	-	332	2076:1865	259+516	42.8 : 42.8%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	17	-	406	2071:1934	574+536	32.3 : 41.3%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	751	1800:1800	666+831	50.2 : 50.2%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	275	1800	1001	27.5%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	138	1800	1001	13.8%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	37	-	1500	1975:1978	595+1156	85.7 : 85.6%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	37	-	1111	2115:1975	1236+380	68.7 : 68.7%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	17	-	245	1731	479	51.1%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	17	-	886	1765:1770	473+490	92.0 : 92.0%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	34	-	368	1980	1066	34.5%
6/2	SE Circulatory Right	U	2	N/A	E		1	34	-	696	2120	1142	61.0%
6/3	SE Circulatory Right	U	2	N/A	E		1	34	-	451	1903	1025	44.0%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	751	1800	1800	41.7%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	636	1800	1800	35.3%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	638	1800	1800	35.4%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	16	-	404	1975	517	78.2%
8/2	NW Circulatory Right	U	1	N/A	A		1	16	-	250	1975	517	48.4%
8/3	NW Circulatory Right	U	1	N/A	A		1	16	-	231	1975	517	44.7%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	36	-	760	1975	1124	67.6%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	36	-	1081	2115	1204	89.8%
9/3	NE Circulatory Right	U	2	N/A	C		1	36	-	261	2115	1204	21.7%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	819	1900	1900	43.1%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	899	1900	1900	47.3%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	360	1800	1800	20.0%
15/2	Ahead	U	N/A	N/A	-		-	-	-	545	1800	1800	30.3%
15/3	Ahead	U	N/A	N/A	-		-	-	-	636	1800	1800	35.3%
15/4	Ahead	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%

Full Input Data And Results

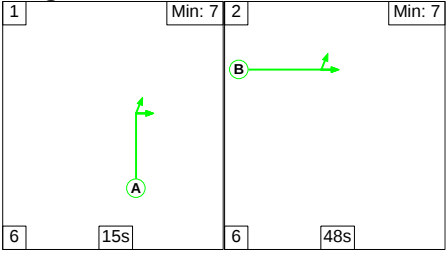
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1915	0	0	28.8	22.7	0.0	51.6	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1915	0	0	28.8	22.7	0.0	51.6	-	-	-	-
1/2+1/1	332	332	-	-	-	1.7	0.4	-	2.1	22.9	3.3	0.4	3.6
1/3+1/4	406	406	-	-	-	2.1	0.3	-	2.4	21.5	3.3	0.3	3.5
2/1+2/2	751	751	1502	0	0	0.7	0.5	-	1.2	5.7	3.0	0.5	3.5
3/1	275	275	275	0	0	0.2	0.2	-	0.4	5.2	1.7	0.2	1.9
3/2	138	138	138	0	0	0.1	0.1	-	0.2	4.5	0.7	0.1	0.7
4/2+4/1	1500	1500	-	-	-	4.2	2.9	-	7.1	17.0	14.9	2.9	17.8
4/3+4/4	1111	1111	-	-	-	2.7	1.1	-	3.8	12.2	10.6	1.1	11.7
5/1	245	245	-	-	-	1.3	0.5	-	1.9	27.4	3.7	0.5	4.2
5/2+5/3	886	886	-	-	-	5.6	5.1	-	10.7	43.3	7.9	5.1	13.0
6/1	368	368	-	-	-	0.8	0.3	-	1.1	10.3	3.4	0.3	3.6
6/2	696	696	-	-	-	0.6	0.8	-	1.3	6.9	2.1	0.8	2.9
6/3	451	451	-	-	-	0.0	0.4	-	0.4	3.1	0.0	0.4	0.4
7/1	751	751	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	636	636	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/3	638	638	-	-	-	0.0	0.3	-	0.3	1.7	0.5	0.3	0.7
8/1	404	404	-	-	-	1.5	1.7	-	3.2	28.5	7.0	1.7	8.8
8/2	250	250	-	-	-	1.2	0.5	-	1.6	23.7	3.7	0.5	4.2
8/3	231	231	-	-	-	1.1	0.4	-	1.5	23.4	3.5	0.4	3.9
9/1	760	760	-	-	-	2.1	1.0	-	3.2	15.0	11.3	1.0	12.4
9/2	1081	1081	-	-	-	2.7	4.1	-	6.8	22.6	17.9	4.1	22.0
9/3	261	261	-	-	-	0.1	0.1	-	0.3	3.5	0.3	0.1	0.4
10/1	819	819	-	-	-	0.1	0.4	-	0.5	2.0	0.4	0.4	0.8
10/2	899	899	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.5

Full Input Data And Results

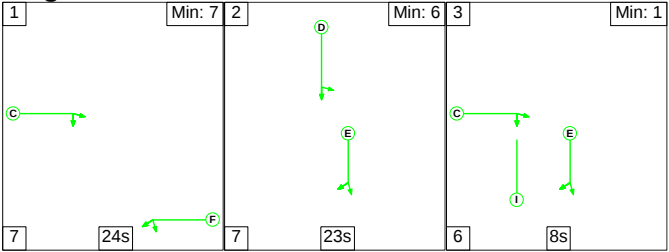
11/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	360	360	-	-	-	0.0	0.1	-	0.1	1.4	0.3	0.1	0.4
15/2	545	545	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4
15/3	636	636	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.6
15/4	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			Stream: 1 PRC for Signalled Lanes (%):		5.0	Total Delay for Signalled Lanes (pcuHr):			17.20	Cycle Time (s):		65	
C1			Stream: 2 PRC for Signalled Lanes (%):		-2.2	Total Delay for Signalled Lanes (pcuHr):			30.09	Cycle Time (s):		65	
			PRC Over All Lanes (%):		-2.2	Total Delay Over All Lanes(pcuHr):			51.55				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

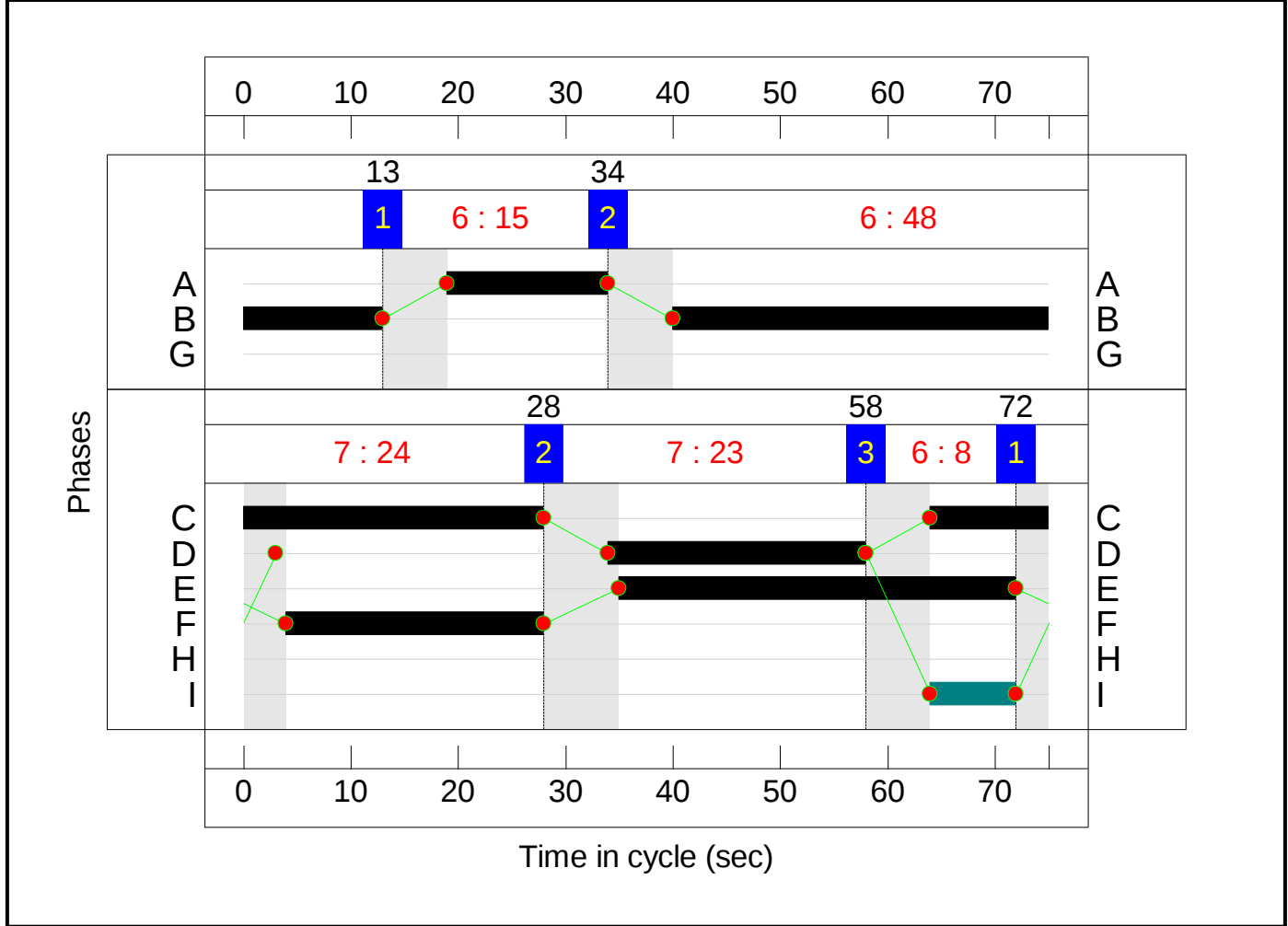
Stage Stream: 1

Stage	1	2
Duration	15	48
Change Point	13	34

Stage Stream: 2

Stage	1	2	3
Duration	24	23	8
Change Point	72	28	58

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	24	-	625	2076:1858	391+619	61.8 : 61.8%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	24	-	537	2071:1934	690+479	45.9 : 45.9%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	500	1800:1800	831+858	29.6 : 29.6%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	197	1800	1096	18.0%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	97	1800	1096	8.8%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	48	-	1132	1975:1978	334+1290	69.7 : 69.7%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	48	-	728	2115:1975	1359+347	42.7 : 42.7%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	24	-	403	1755	585	68.9%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	24	-	721	1765:1770	511+515	70.3 : 70.3%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	37	-	608	1980	1003	60.6%
6/2	SE Circulatory Right	U	2	N/A	E		1	37	-	507	2120	1074	47.2%
6/3	SE Circulatory Right	U	2	N/A	E		1	37	-	362	1903	964	37.5%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	773	1800	1800	42.9%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	692	1800	1800	38.4%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	461	1800	1800	25.6%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	15	-	299	1975	421	71.0%
8/2	NW Circulatory Right	U	1	N/A	A		1	15	-	172	1975	421	40.8%
8/3	NW Circulatory Right	U	1	N/A	A		1	15	-	161	1975	421	38.2%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	39	-	405	1975	1053	38.4%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	39	-	741	2115	1128	65.7%
9/3	NE Circulatory Right	U	2	N/A	C		1	39	-	148	2115	1128	13.1%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	442	1900	1900	23.3%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	499	1900	1900	26.3%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	298	1800	1800	16.6%
15/2	Ahead	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
15/3	Ahead	U	N/A	N/A	-		-	-	-	679	1800	1800	37.7%
15/4	Ahead	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1294	0	0	26.7	11.9	0.0	38.6	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1294	0	0	26.7	11.9	0.0	38.6	-	-	-	-
1/2+1/1	625	625	-	-	-	3.5	0.8	-	4.3	24.8	6.6	0.8	7.4
1/3+1/4	537	537	-	-	-	2.9	0.4	-	3.3	22.2	5.2	0.4	5.6
2/1+2/2	500	500	1000	0	0	0.3	0.2	-	0.5	3.8	1.1	0.2	1.3
3/1	197	197	197	0	0	0.1	0.1	-	0.2	3.9	0.8	0.1	0.9
3/2	97	97	97	0	0	0.0	0.0	-	0.1	3.5	0.4	0.0	0.4
4/2+4/1	1132	1132	-	-	-	2.4	1.1	-	3.5	11.3	11.7	1.1	12.9
4/3+4/4	728	728	-	-	-	1.2	0.4	-	1.6	7.8	5.6	0.4	6.0
5/1	403	403	-	-	-	2.4	1.1	-	3.5	31.4	7.2	1.1	8.3
5/2+5/3	721	721	-	-	-	4.2	1.2	-	5.4	26.8	6.2	1.2	7.4
6/1	608	608	-	-	-	1.7	0.8	-	2.5	14.8	10.9	0.8	11.6
6/2	507	507	-	-	-	0.4	0.4	-	0.8	5.7	1.1	0.4	1.5
6/3	362	362	-	-	-	0.0	0.3	-	0.3	3.0	0.0	0.3	0.3
7/1	773	773	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	692	692	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	461	461	-	-	-	0.0	0.2	-	0.2	1.5	0.4	0.2	0.5
8/1	299	299	-	-	-	1.1	1.2	-	2.3	28.3	5.7	1.2	6.8
8/2	172	172	-	-	-	1.3	0.3	-	1.6	33.4	3.0	0.3	3.4
8/3	161	161	-	-	-	1.1	0.3	-	1.4	32.3	2.8	0.3	3.1
9/1	405	405	-	-	-	1.1	0.3	-	1.4	12.2	4.2	0.3	4.5
9/2	741	741	-	-	-	2.4	1.0	-	3.3	16.1	10.8	1.0	11.7
9/3	148	148	-	-	-	0.4	0.1	-	0.5	11.5	2.0	0.1	2.0
10/1	442	442	-	-	-	0.0	0.2	-	0.2	1.3	0.1	0.2	0.3
10/2	499	499	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

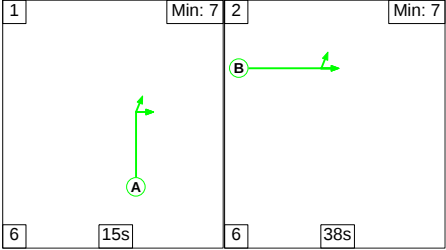
Full Input Data And Results

11/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	298	298	-	-	-	0.0	0.1	-	0.1	1.3	0.3	0.1	0.4
15/2	600	600	-	-	-	0.0	0.2	-	0.3	1.7	0.5	0.2	0.7
15/3	679	679	-	-	-	0.0	0.3	-	0.4	1.9	2.3	0.3	2.6
15/4	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):	26.8 28.0 26.8	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			10.50 25.27 38.59	Cycle Time (s): 75 Cycle Time (s): 75				

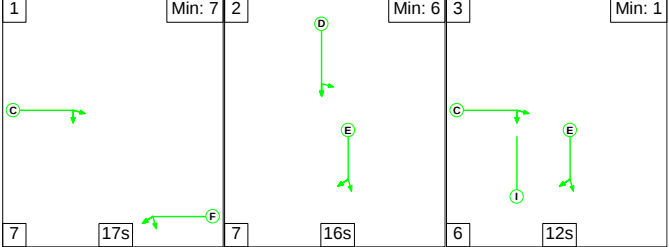
Full Input Data And Results
Scenario 5: '2028 Furnessed Future + Dev AM' (FG5: '2028 Furnessed Future + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

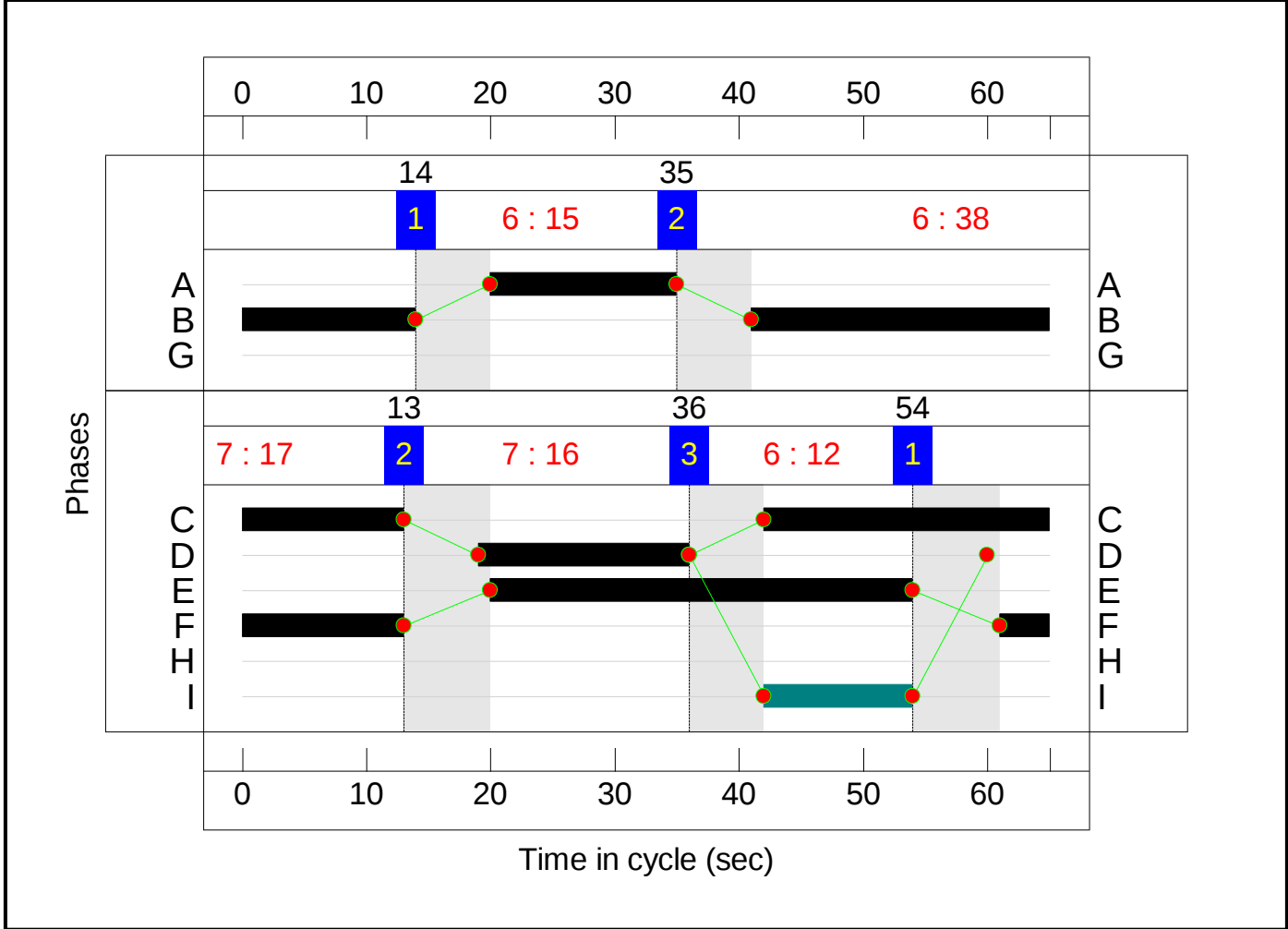
Stage Stream: 1

Stage	1	2
Duration	15	38
Change Point	14	35

Stage Stream: 2

Stage	1	2	3
Duration	17	16	12
Change Point	54	13	36

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	17	-	331	2076:1865	257+516	42.8 : 42.8%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	17	-	405	2071:1934	574+536	32.1 : 41.3%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	768	1800:1800	644+842	51.7 : 51.7%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	281	1800	991	28.3%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	131	1800	991	13.2%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	38	-	1501	1975:1978	631+1187	80.4 : 83.8%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	38	-	1125	2115:1975	1269+385	68.0 : 68.0%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	17	-	249	1732	480	51.9%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	17	-	886	1765:1770	473+490	92.0 : 92.0%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	34	-	371	1980	1066	34.8%
6/2	SE Circulatory Right	U	2	N/A	E		1	34	-	697	2120	1142	61.1%
6/3	SE Circulatory Right	U	2	N/A	E		1	34	-	451	1903	1025	44.0%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	750	1800	1800	41.7%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	635	1800	1800	35.3%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	656	1800	1800	36.4%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	15	-	423	1975	486	87.0%
8/2	NW Circulatory Right	U	1	N/A	A		1	15	-	262	1975	486	53.9%
8/3	NW Circulatory Right	U	1	N/A	A		1	15	-	217	1975	486	44.6%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	36	-	769	1975	1124	68.4%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	36	-	1080	2115	1204	89.7%
9/3	NE Circulatory Right	U	2	N/A	C		1	36	-	262	2115	1204	21.8%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	828	1900	1900	43.6%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	899	1900	1900	47.3%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	361	1800	1800	20.1%
15/2	Ahead	U	N/A	N/A	-		-	-	-	544	1800	1800	30.2%
15/3	Ahead	U	N/A	N/A	-		-	-	-	635	1800	1800	35.3%
15/4	Ahead	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1948	0	0	28.8	23.6	0.0	52.5	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1948	0	0	28.8	23.6	0.0	52.5	-	-	-	-
1/2+1/1	331	331	-	-	-	1.7	0.4	-	2.1	22.9	3.3	0.4	3.6
1/3+1/4	405	405	-	-	-	2.1	0.3	-	2.4	21.5	3.3	0.3	3.5
2/1+2/2	768	768	1536	0	0	0.7	0.5	-	1.3	5.9	3.1	0.5	3.7
3/1	281	281	281	0	0	0.2	0.2	-	0.4	5.3	1.7	0.2	1.9
3/2	131	131	131	0	0	0.1	0.1	-	0.2	4.4	0.6	0.1	0.7
4/2+4/1	1501	1501	-	-	-	3.9	2.3	-	6.2	14.9	14.4	2.3	16.7
4/3+4/4	1125	1125	-	-	-	2.5	1.1	-	3.6	11.5	10.3	1.1	11.4
5/1	249	249	-	-	-	1.4	0.5	-	1.9	27.6	3.7	0.5	4.3
5/2+5/3	886	886	-	-	-	5.6	5.1	-	10.7	43.3	7.9	5.1	13.0
6/1	371	371	-	-	-	0.8	0.3	-	1.0	10.1	3.3	0.3	3.6
6/2	697	697	-	-	-	0.6	0.8	-	1.3	6.9	2.1	0.8	2.9
6/3	451	451	-	-	-	0.0	0.4	-	0.4	3.1	0.0	0.4	0.4
7/1	750	750	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	635	635	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/3	656	656	-	-	-	0.0	0.3	-	0.3	1.8	0.5	0.3	0.8
8/1	423	423	-	-	-	1.8	3.1	-	4.8	41.0	7.5	3.1	10.5
8/2	262	262	-	-	-	1.3	0.6	-	1.9	25.9	4.1	0.6	4.7
8/3	217	217	-	-	-	1.1	0.4	-	1.5	24.5	3.3	0.4	3.7
9/1	769	769	-	-	-	2.2	1.1	-	3.2	15.2	11.6	1.1	12.7
9/2	1080	1080	-	-	-	2.6	4.1	-	6.7	22.3	17.8	4.1	21.9
9/3	262	262	-	-	-	0.2	0.1	-	0.3	4.3	0.4	0.1	0.6
10/1	828	828	-	-	-	0.1	0.4	-	0.5	2.0	0.4	0.4	0.8
10/2	899	899	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.5

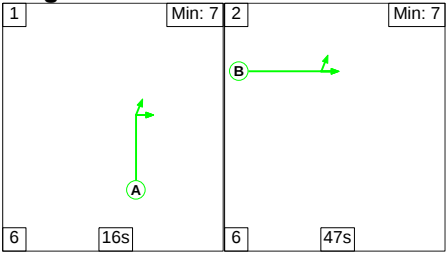
Full Input Data And Results

11/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1417	1417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	361	361	-	-	-	0.0	0.1	-	0.1	1.4	0.3	0.1	0.4
15/2	544	544	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4
15/3	635	635	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.6
15/4	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):				17.98	Cycle Time (s): 65			
			C1 Stream: 2 PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):				30.14	Cycle Time (s): 65			
			PRC Over All Lanes (%):	-2.2	Total Delay Over All Lanes(pcuHr):				52.47				

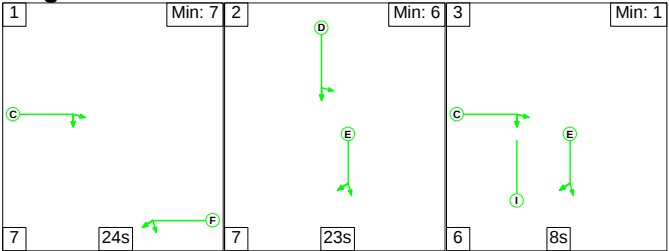
Full Input Data And Results
Scenario 6: '2028 Furnessed Future + Dev PM' (FG6: '2028 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

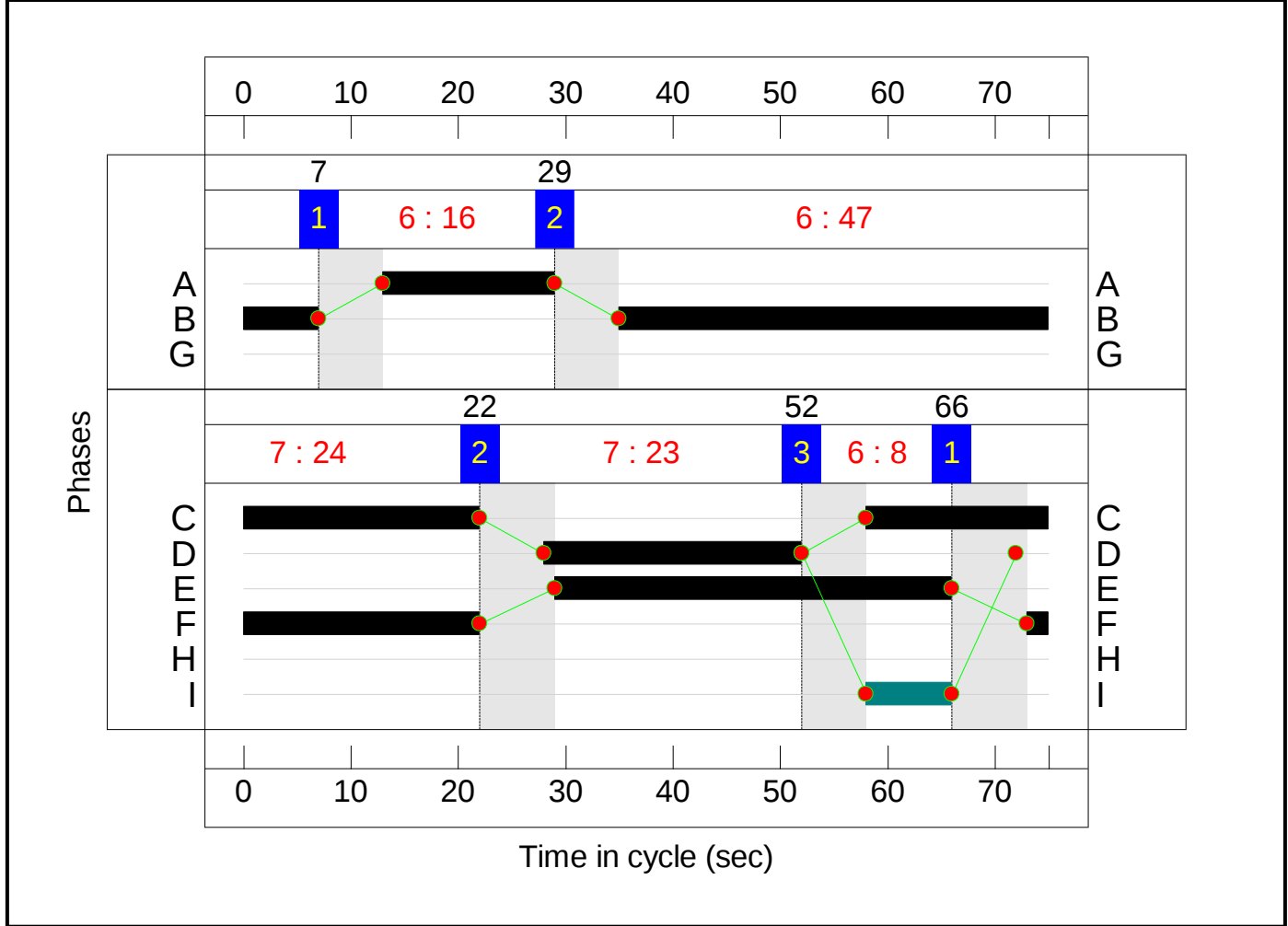
Stage Stream: 1

Stage	1	2
Duration	16	47
Change Point	7	29

Stage Stream: 2

Stage	1	2	3
Duration	24	23	8
Change Point	66	22	52

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	24	-	628	2076:1857	375+619	63.2 : 63.2%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	24	-	539	2071:1934	690+476	46.2 : 46.2%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	503	1800:1800	836+853	29.8 : 29.8%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	196	1800	1092	17.9%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	103	1800	1092	9.4%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	47	-	1133	1975:1978	330+1266	71.0 : 71.0%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	47	-	729	2115:1975	1337+338	43.5 : 43.5%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	24	-	401	1755	585	68.5%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	24	-	720	1765:1770	512+515	70.1 : 70.1%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	37	-	608	1980	1003	60.6%
6/2	SE Circulatory Right	U	2	N/A	E		1	37	-	506	2120	1074	47.1%
6/3	SE Circulatory Right	U	2	N/A	E		1	37	-	361	1903	964	37.4%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	780	1800	1800	43.3%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	681	1800	1800	37.8%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	473	1800	1800	26.3%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	16	-	311	1975	448	69.5%
8/2	NW Circulatory Right	U	1	N/A	A		1	16	-	170	1975	448	38.0%
8/3	NW Circulatory Right	U	1	N/A	A		1	16	-	163	1975	448	36.4%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	39	-	404	1975	1053	38.4%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	39	-	745	2115	1128	66.0%
9/3	NE Circulatory Right	U	2	N/A	C		1	39	-	147	2115	1128	13.0%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	441	1900	1900	23.2%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	501	1900	1900	26.4%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	296	1800	1800	16.4%
15/2	Ahead	U	N/A	N/A	-		-	-	-	595	1800	1800	33.1%
15/3	Ahead	U	N/A	N/A	-		-	-	-	680	1800	1800	37.8%
15/4	Ahead	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1305	0	0	26.6	11.9	0.0	38.6	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1305	0	0	26.6	11.9	0.0	38.6	-	-	-	-
1/2+1/1	628	628	-	-	-	3.5	0.9	-	4.4	25.1	6.8	0.9	7.7
1/3+1/4	539	539	-	-	-	2.9	0.4	-	3.3	22.2	5.2	0.4	5.7
2/1+2/2	503	503	1006	0	0	0.3	0.2	-	0.5	3.9	1.1	0.2	1.3
3/1	196	196	196	0	0	0.1	0.1	-	0.2	3.9	0.8	0.1	0.9
3/2	103	103	103	0	0	0.0	0.1	-	0.1	3.6	0.4	0.1	0.4
4/2+4/1	1133	1133	-	-	-	2.6	1.2	-	3.8	12.1	12.2	1.2	13.5
4/3+4/4	729	729	-	-	-	1.3	0.4	-	1.7	8.3	6.0	0.4	6.4
5/1	401	401	-	-	-	2.4	1.1	-	3.5	31.3	7.1	1.1	8.2
5/2+5/3	720	720	-	-	-	4.2	1.2	-	5.4	26.8	6.2	1.2	7.4
6/1	608	608	-	-	-	1.8	0.8	-	2.5	15.0	10.9	0.8	11.7
6/2	506	506	-	-	-	0.4	0.4	-	0.8	5.7	1.1	0.4	1.5
6/3	361	361	-	-	-	0.0	0.3	-	0.3	3.0	0.0	0.3	0.3
7/1	780	780	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	681	681	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	473	473	-	-	-	0.0	0.2	-	0.2	1.5	0.4	0.2	0.5
8/1	311	311	-	-	-	1.1	1.1	-	2.2	25.9	5.7	1.1	6.8
8/2	170	170	-	-	-	1.1	0.3	-	1.4	30.3	2.9	0.3	3.2
8/3	163	163	-	-	-	1.1	0.3	-	1.4	29.8	2.7	0.3	3.0
9/1	404	404	-	-	-	1.0	0.3	-	1.3	11.7	4.2	0.3	4.5
9/2	745	745	-	-	-	2.3	1.0	-	3.3	15.9	10.8	1.0	11.8
9/3	147	147	-	-	-	0.4	0.1	-	0.5	11.1	2.0	0.1	2.0
10/1	441	441	-	-	-	0.0	0.2	-	0.2	1.3	0.1	0.2	0.3
10/2	501	501	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

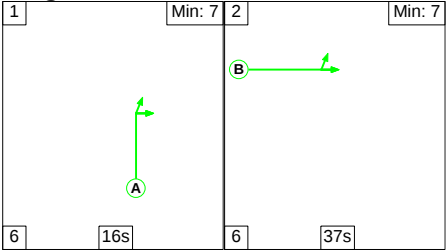
11/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	296	296	-	-	-	0.0	0.1	-	0.1	1.3	0.3	0.1	0.4
15/2	595	595	-	-	-	0.0	0.2	-	0.3	1.6	0.5	0.2	0.7
15/3	680	680	-	-	-	0.0	0.3	-	0.4	1.9	2.3	0.3	2.6
15/4	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		26.7		Total Delay for Signalled Lanes (pcuHr):		10.50		Cycle Time (s): 75	
			C1	Stream: 2 PRC for Signalled Lanes (%):		28.3		Total Delay for Signalled Lanes (pcuHr):		25.22		Cycle Time (s): 75	
				PRC Over All Lanes (%):		26.7		Total Delay Over All Lanes(pcuHr):		38.55			

Full Input Data And Results

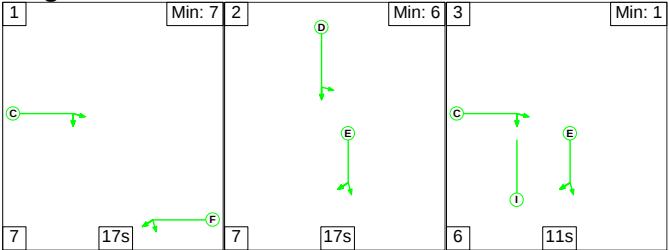
Scenario 7: '2031 Furnessed Future AM' (FG7: '2031 Furnessed Future AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

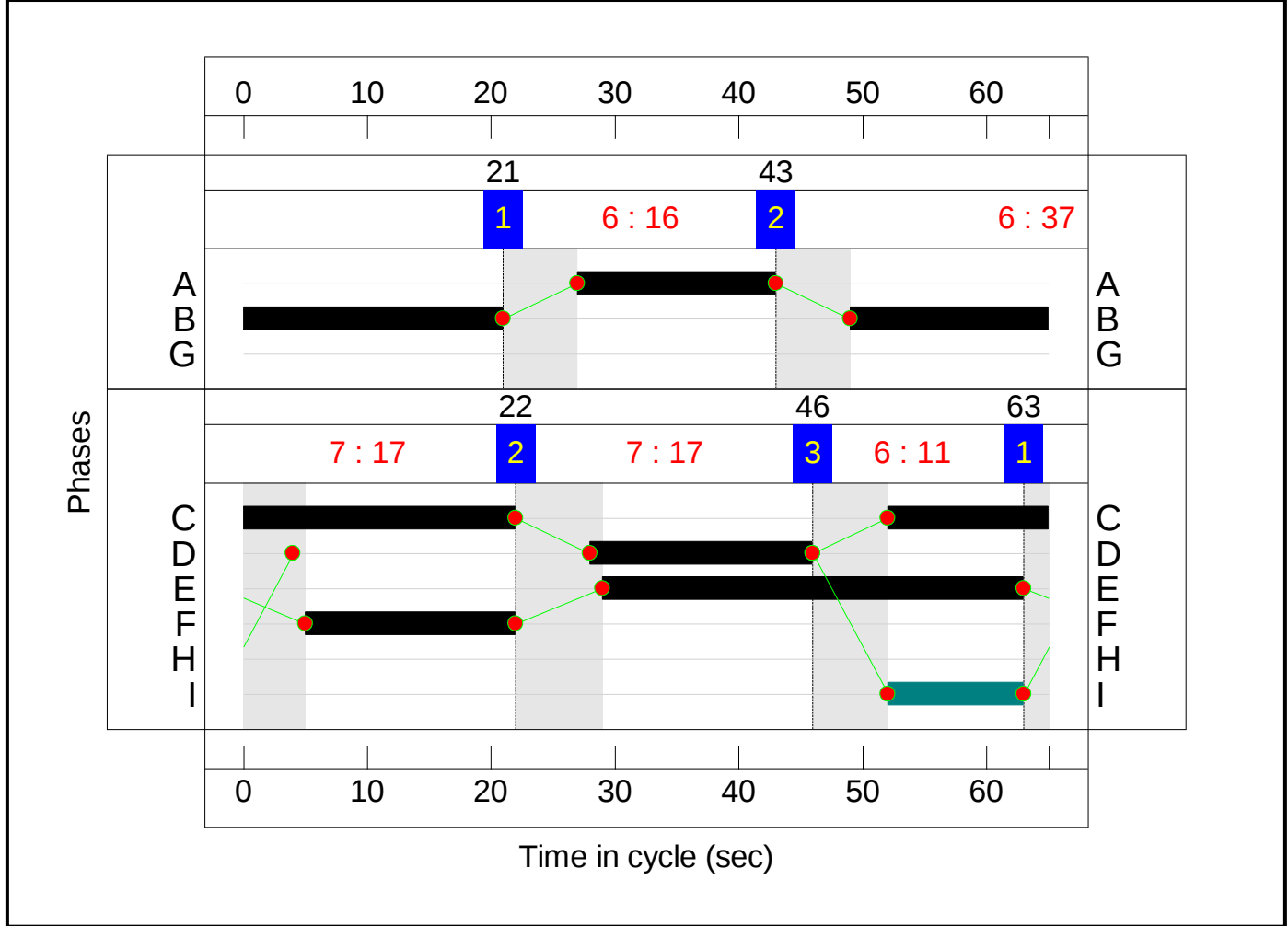
Stage Stream: 1

Stage	1	2
Duration	16	37
Change Point	21	43

Stage Stream: 2

Stage	1	2	3
Duration	17	17	11
Change Point	63	22	46

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	17	-	348	2076:1866	258+517	44.9 : 44.9%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	17	-	424	2071:1934	574+536	34.7 : 42.0%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	788	1800:1800	682+823	52.4 : 52.4%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	271	1800	963	28.2%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	132	1800	963	13.7%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	37	-	1551	1975:1978	673+1156	83.0 : 85.9%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	37	-	1106	2115:1975	1236+407	67.3 : 67.3%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	18	-	243	1731	506	48.0%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	18	-	907	1765:1770	491+512	90.4 : 90.4%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	34	-	369	1980	1066	34.6%
6/2	SE Circulatory Right	U	2	N/A	E		1	34	-	718	2120	1142	62.9%
6/3	SE Circulatory Right	U	2	N/A	E		1	34	-	463	1903	1025	45.2%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	779	1800	1800	43.3%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	662	1800	1800	36.8%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	656	1800	1800	36.4%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	16	-	412	1975	517	79.8%
8/2	NW Circulatory Right	U	1	N/A	A		1	16	-	247	1975	517	47.8%
8/3	NW Circulatory Right	U	1	N/A	A		1	16	-	235	1975	517	45.5%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	35	-	805	1975	1094	73.6%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	35	-	1067	2115	1171	91.1%
9/3	NE Circulatory Right	U	2	N/A	C		1	35	-	274	2115	1171	23.4%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	863	1900	1900	45.4%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	883	1900	1900	46.5%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1405	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	380	1800	1800	21.1%
15/2	Ahead	U	N/A	N/A	-		-	-	-	559	1800	1800	31.1%
15/3	Ahead	U	N/A	N/A	-		-	-	-	662	1800	1800	36.8%
15/4	Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

Full Input Data And Results

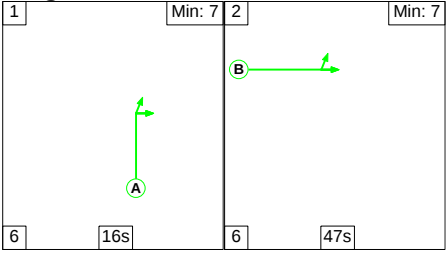
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1979	0	0	29.7	23.0	0.0	52.7	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1979	0	0	29.7	23.0	0.0	52.7	-	-	-	-
1/2+1/1	348	348	-	-	-	1.8	0.4	-	2.2	23.2	3.4	0.4	3.8
1/3+1/4	424	424	-	-	-	2.2	0.3	-	2.6	21.7	3.3	0.3	3.6
2/1+2/2	788	788	1576	0	0	0.8	0.5	-	1.3	6.0	3.2	0.5	3.8
3/1	271	271	271	0	0	0.2	0.2	-	0.4	5.5	1.7	0.2	1.9
3/2	132	132	132	0	0	0.1	0.1	-	0.2	4.6	0.6	0.1	0.7
4/2+4/1	1551	1551	-	-	-	4.3	2.7	-	7.1	16.4	14.9	2.7	17.6
4/3+4/4	1106	1106	-	-	-	2.6	1.0	-	3.7	11.9	10.2	1.0	11.2
5/1	243	243	-	-	-	1.3	0.5	-	1.7	25.8	3.6	0.5	4.0
5/2+5/3	907	907	-	-	-	5.5	4.3	-	9.8	39.0	8.0	4.3	12.3
6/1	369	369	-	-	-	0.8	0.3	-	1.1	10.6	3.5	0.3	3.7
6/2	718	718	-	-	-	0.6	0.8	-	1.4	7.2	2.2	0.8	3.1
6/3	463	463	-	-	-	0.0	0.4	-	0.4	3.2	0.0	0.4	0.4
7/1	779	779	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	662	662	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	656	656	-	-	-	0.0	0.3	-	0.3	1.8	0.5	0.3	0.7
8/1	412	412	-	-	-	1.5	1.9	-	3.4	29.6	7.2	1.9	9.1
8/2	247	247	-	-	-	1.1	0.5	-	1.6	23.3	3.7	0.5	4.2
8/3	235	235	-	-	-	1.1	0.4	-	1.5	23.3	3.5	0.4	3.9
9/1	805	805	-	-	-	2.4	1.4	-	3.8	16.9	12.4	1.4	13.7
9/2	1067	1067	-	-	-	2.9	4.7	-	7.6	25.8	17.9	4.7	22.6
9/3	274	274	-	-	-	0.1	0.2	-	0.3	3.7	0.3	0.2	0.5
10/1	863	863	-	-	-	0.1	0.4	-	0.5	2.1	0.5	0.4	0.9
10/2	883	883	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

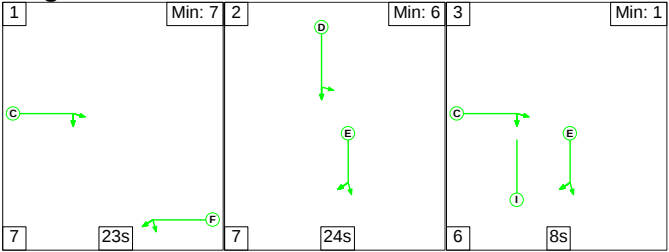
11/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1405	1405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	380	380	-	-	-	0.0	0.1	-	0.2	1.4	0.3	0.1	0.4
15/2	559	559	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4
15/3	662	662	-	-	-	0.0	0.3	-	0.3	1.7	0.4	0.3	0.7
15/4	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 4.8 C1 Stream: 2 PRC for Signalled Lanes (%): -1.2 PRC Over All Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 17.22 Total Delay for Signalled Lanes (pcuHr): 30.99 Total Delay Over All Lanes(pcuHr): 52.75 Cycle Time (s): 65 Cycle Time (s): 65													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

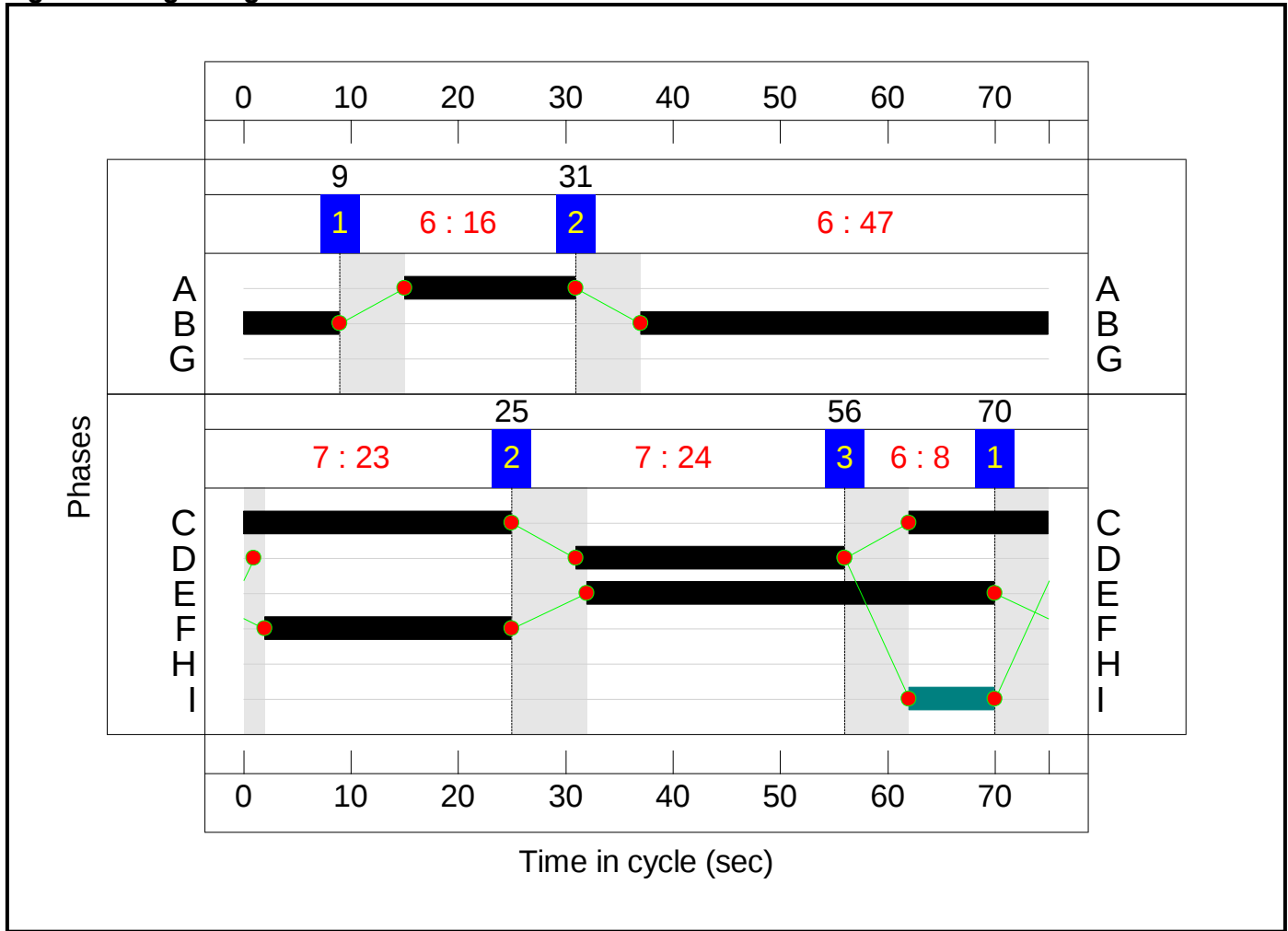
Stage Stream: 1

Stage	1	2
Duration	16	47
Change Point	9	31

Stage Stream: 2

Stage	1	2	3
Duration	23	24	8
Change Point	70	25	56

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	23	-	657	2076:1856	372+594	68.0 : 68.0%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	23	-	555	2071:1934	663+452	49.8 : 49.8%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	484	1800:1800	779+853	29.7 : 29.7%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	189	1800	1093	17.3%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	99	1800	1093	9.1%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	47	-	1168	1975:1978	414+1266	69.5 : 69.5%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	47	-	731	2115:1975	1337+328	43.9 : 43.9%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	25	-	413	1754	608	67.9%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	25	-	707	1765:1770	522+527	67.4 : 67.4%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	38	-	622	1980	1030	60.4%
6/2	SE Circulatory Right	U	2	N/A	E		1	38	-	496	2120	1102	45.0%
6/3	SE Circulatory Right	U	2	N/A	E		1	38	-	355	1903	990	35.9%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	768	1800	1800	42.7%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	697	1800	1800	38.7%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	466	1800	1800	25.9%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	16	-	298	1975	448	66.6%
8/2	NW Circulatory Right	U	1	N/A	A		1	16	-	174	1975	448	38.9%
8/3	NW Circulatory Right	U	1	N/A	A		1	16	-	167	1975	448	37.3%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	38	-	462	1975	1027	45.0%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	38	-	754	2115	1100	68.6%
9/3	NE Circulatory Right	U	2	N/A	C		1	38	-	144	2115	1100	13.1%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	501	1900	1900	26.4%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	506	1900	1900	26.6%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	296	1800	1800	16.4%
15/2	Ahead	U	N/A	N/A	-		-	-	-	604	1800	1800	33.6%
15/3	Ahead	U	N/A	N/A	-		-	-	-	685	1800	1800	38.1%
15/4	Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1256	0	0	27.6	12.0	0.0	39.6	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1256	0	0	27.6	12.0	0.0	39.6	-	-	-	-
1/2+1/1	657	657	-	-	-	3.9	1.1	-	4.9	27.0	7.3	1.1	8.4
1/3+1/4	555	555	-	-	-	3.1	0.5	-	3.6	23.4	5.5	0.5	6.0
2/1+2/2	484	484	968	0	0	0.3	0.2	-	0.5	4.0	1.1	0.2	1.3
3/1	189	189	189	0	0	0.1	0.1	-	0.2	3.9	0.7	0.1	0.8
3/2	99	99	99	0	0	0.0	0.0	-	0.1	3.5	0.3	0.0	0.4
4/2+4/1	1168	1168	-	-	-	2.6	1.1	-	3.7	11.5	11.7	1.1	12.9
4/3+4/4	731	731	-	-	-	1.3	0.4	-	1.7	8.4	6.0	0.4	6.4
5/1	413	413	-	-	-	2.4	1.0	-	3.4	30.1	7.3	1.0	8.4
5/2+5/3	707	707	-	-	-	3.9	1.0	-	5.0	25.2	6.0	1.0	7.0
6/1	622	622	-	-	-	1.7	0.8	-	2.5	14.5	11.1	0.8	11.8
6/2	496	496	-	-	-	0.3	0.4	-	0.7	5.3	1.0	0.4	1.4
6/3	355	355	-	-	-	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
7/1	768	768	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	697	697	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	466	466	-	-	-	0.0	0.2	-	0.2	1.5	0.4	0.2	0.5
8/1	298	298	-	-	-	1.1	1.0	-	2.1	25.1	5.7	1.0	6.7
8/2	174	174	-	-	-	1.4	0.3	-	1.7	35.0	3.3	0.3	3.6
8/3	167	167	-	-	-	1.2	0.3	-	1.5	33.3	3.1	0.3	3.4
9/1	462	462	-	-	-	1.1	0.4	-	1.5	11.6	4.7	0.4	5.1
9/2	754	754	-	-	-	2.5	1.1	-	3.6	17.0	11.2	1.1	12.2
9/3	144	144	-	-	-	0.4	0.1	-	0.5	12.5	2.0	0.1	2.1
10/1	501	501	-	-	-	0.0	0.2	-	0.2	1.4	0.2	0.2	0.3
10/2	506	506	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

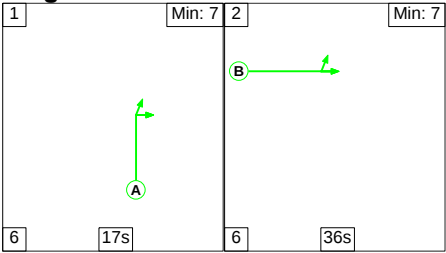
Full Input Data And Results

11/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	296	296	-	-	-	0.0	0.1	-	0.1	1.3	0.3	0.1	0.4
15/2	604	604	-	-	-	0.0	0.3	-	0.3	1.7	1.1	0.3	1.4
15/3	685	685	-	-	-	0.1	0.3	-	0.4	1.9	2.7	0.3	3.0
15/4	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	29.5	Total Delay for Signalled Lanes (pcuHr):				10.74	Cycle Time (s):		75	
			C1 Stream: 2 PRC for Signalled Lanes (%):	31.3	Total Delay for Signalled Lanes (pcuHr):				26.01	Cycle Time (s):		75	
			PRC Over All Lanes (%):	29.5	Total Delay Over All Lanes(pcuHr):				39.61				

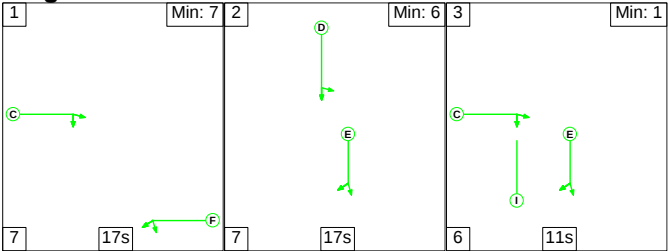
Full Input Data And Results
Scenario 9: '2031 Furnessed Future + Dev AM' (FG9: '2031 Furnessed Future + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

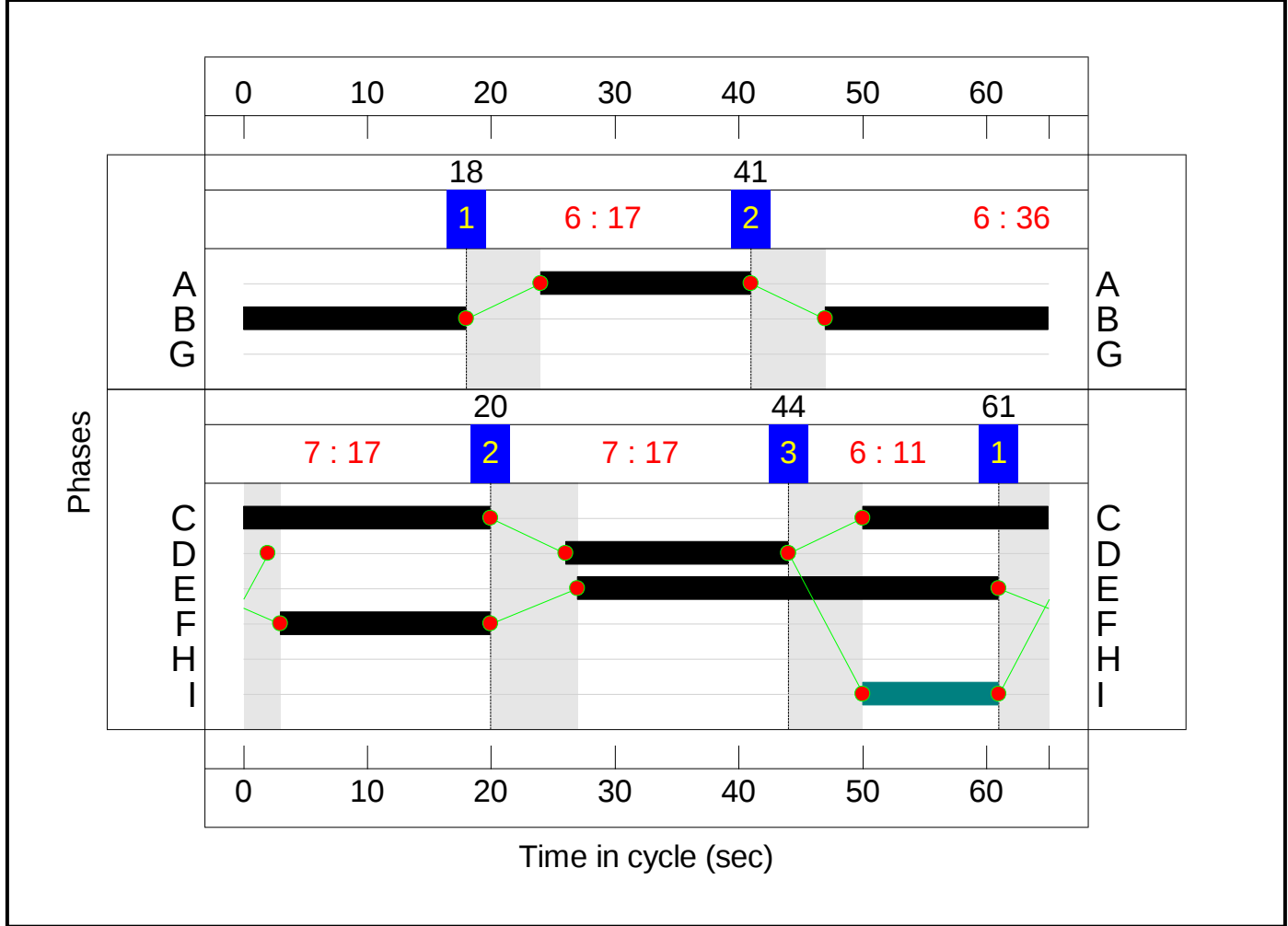
Stage Stream: 1

Stage	1	2
Duration	17	36
Change Point	18	41

Stage Stream: 2

Stage	1	2	3
Duration	17	17	11
Change Point	61	20	44

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	17	-	348	2076:1866	258+517	44.9 : 44.9%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	17	-	423	2071:1934	574+536	34.5 : 42.0%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	822	1800:1800	641+839	55.6 : 55.6%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	270	1800	937	28.8%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	130	1800	937	13.9%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	36	-	1600	1975:1978	707+1126	85.2 : 88.6%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	36	-	1084	2115:1975	1204+413	67.0 : 67.0%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	18	-	248	1732	506	49.0%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	18	-	909	1765:1770	489+512	90.8 : 90.8%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	34	-	371	1980	1066	34.8%
6/2	SE Circulatory Right	U	2	N/A	E		1	34	-	721	2120	1142	63.2%
6/3	SE Circulatory Right	U	2	N/A	E		1	34	-	465	1903	1025	45.4%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	779	1800	1800	43.3%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	663	1800	1800	36.8%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	691	1800	1800	38.4%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	17	-	447	1975	547	81.7%
8/2	NW Circulatory Right	U	1	N/A	A		1	17	-	242	1975	547	44.2%
8/3	NW Circulatory Right	U	1	N/A	A		1	17	-	237	1975	547	43.3%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	35	-	844	1975	1094	77.2%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	35	-	1044	2115	1171	89.1%
9/3	NE Circulatory Right	U	2	N/A	C		1	35	-	277	2115	1171	23.6%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	902	1900	1900	47.5%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	863	1900	1900	45.4%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1445	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	383	1800	1800	21.3%
15/2	Ahead	U	N/A	N/A	-		-	-	-	559	1800	1800	31.1%
15/3	Ahead	U	N/A	N/A	-		-	-	-	663	1800	1800	36.8%
15/4	Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	2044	0	0	30.3	23.6	0.0	53.8	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	2044	0	0	30.3	23.6	0.0	53.8	-	-	-	-
1/2+1/1	348	348	-	-	-	1.8	0.4	-	2.2	23.2	3.4	0.4	3.8
1/3+1/4	423	423	-	-	-	2.2	0.3	-	2.5	21.7	3.3	0.3	3.6
2/1+2/2	822	822	1644	0	0	0.8	0.6	-	1.5	6.4	3.5	0.6	4.1
3/1	270	270	270	0	0	0.2	0.2	-	0.4	5.6	1.7	0.2	1.9
3/2	130	130	130	0	0	0.1	0.1	-	0.2	4.7	0.6	0.1	0.7
4/2+4/1	1600	1600	-	-	-	4.8	3.3	-	8.2	18.4	15.5	3.3	18.9
4/3+4/4	1084	1084	-	-	-	2.7	1.0	-	3.7	12.4	10.1	1.0	11.1
5/1	248	248	-	-	-	1.3	0.5	-	1.8	26.0	3.7	0.5	4.1
5/2+5/3	909	909	-	-	-	5.5	4.5	-	10.0	39.6	8.0	4.5	12.5
6/1	371	371	-	-	-	0.8	0.3	-	1.1	10.7	3.9	0.3	4.1
6/2	721	721	-	-	-	0.6	0.9	-	1.5	7.2	2.2	0.9	3.1
6/3	465	465	-	-	-	0.0	0.4	-	0.4	3.2	0.0	0.4	0.4
7/1	779	779	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	663	663	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	691	691	-	-	-	0.0	0.3	-	0.3	1.8	0.5	0.3	0.8
8/1	447	447	-	-	-	1.6	2.1	-	3.7	30.1	7.8	2.1	10.0
8/2	242	242	-	-	-	1.1	0.4	-	1.4	21.5	3.5	0.4	3.9
8/3	237	237	-	-	-	1.1	0.4	-	1.4	21.8	3.5	0.4	3.9
9/1	844	844	-	-	-	2.4	1.7	-	4.1	17.5	13.2	1.7	14.9
9/2	1044	1044	-	-	-	2.8	3.9	-	6.7	22.9	17.3	3.9	21.1
9/3	277	277	-	-	-	0.1	0.2	-	0.3	3.3	0.2	0.2	0.4
10/1	902	902	-	-	-	0.1	0.5	-	0.6	2.2	0.5	0.5	1.0
10/2	863	863	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.5

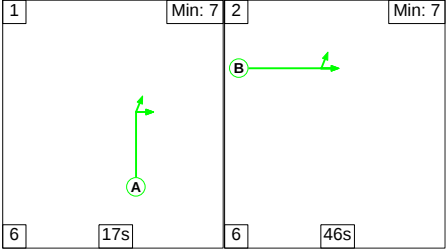
Full Input Data And Results

11/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1445	1445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	383	383	-	-	-	0.0	0.1	-	0.2	1.5	0.3	0.1	0.4
15/2	559	559	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4
15/3	663	663	-	-	-	0.0	0.3	-	0.3	1.7	0.4	0.3	0.7
15/4	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			Stream: 1 PRC for Signalled Lanes (%):			1.5	Total Delay for Signalled Lanes (pcuHr):			18.52	Cycle Time (s): 65		
C1			Stream: 2 PRC for Signalled Lanes (%):			-0.8	Total Delay for Signalled Lanes (pcuHr):			30.55	Cycle Time (s): 65		
			PRC Over All Lanes (%):			-0.8	Total Delay Over All Lanes(pcuHr):			53.83			

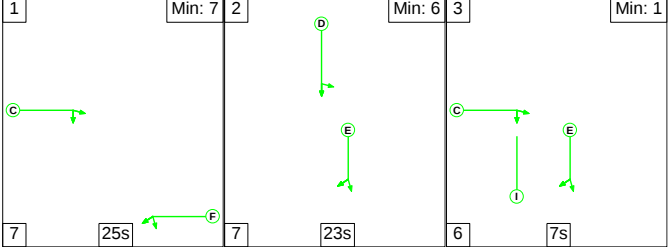
Full Input Data And Results
Scenario 10: '2031 Furnessed Future + Dev PM' (FG10: '2031 Furnessed Future + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

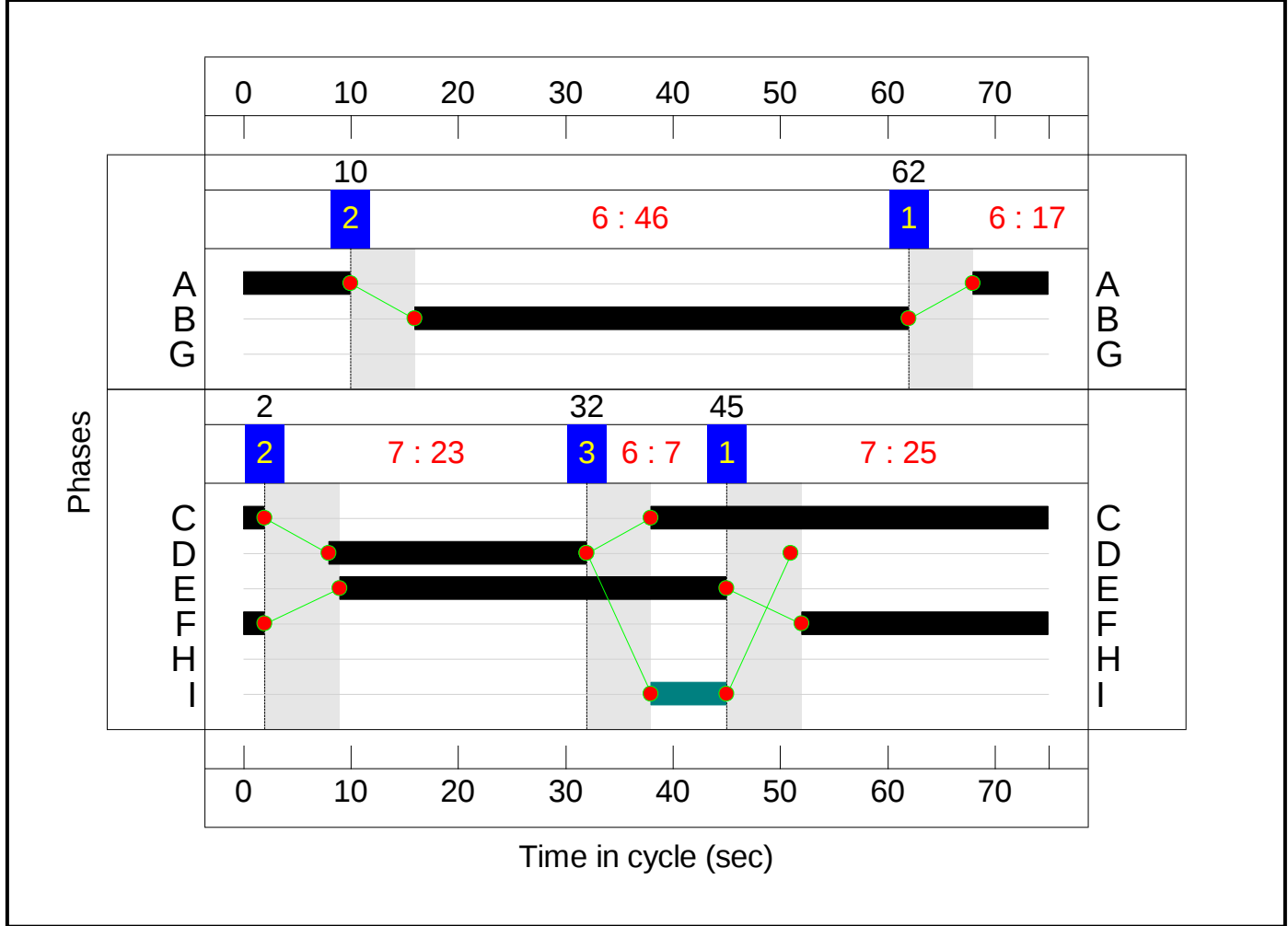
Stage Stream: 1

Stage	1	2
Duration	17	46
Change Point	62	10

Stage Stream: 2

Stage	1	2	3
Duration	25	23	7
Change Point	45	2	32

Signal Timings Diagram



Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
A46/ Groby Road/ Markfield Road	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/2+1/1	Groby Road Left Ahead	U	2	N/A	F		1	25	-	674	2076:1852	350+642	67.9 : 67.9%
1/3+1/4	Groby Road Ahead	U	2	N/A	F		1	25	-	563	2071:1934	718+478	47.1 : 47.1%
2/1+2/2	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	505	1800:1800	749+840	31.8 : 31.8%
3/1	A46 (South) Ahead Left	O	N/A	N/A	-		-	-	-	202	1800	1080	18.7%
3/2	A46 (South) Ahead	O	N/A	N/A	-		-	-	-	97	1800	1080	9.0%
4/2+4/1	Markfield Road Ahead Left	U	1	N/A	B		1	46	-	1161	1975:1978	394+1240	71.1 : 71.1%
4/3+4/4	Markfield Road Ahead	U	1	N/A	B		1	46	-	744	2115:1975	1316+310	45.8 : 45.8%
5/1	A46 (North) Ahead Left	U	2	N/A	D		1	24	-	410	1754	585	70.1%
5/2+5/3	A46 (North) Ahead	U	2	N/A	D		1	24	-	711	1765:1770	511+515	69.3 : 69.3%
6/1	SE Circulatory Ahead	U	2	N/A	E		1	36	-	621	1980	977	63.6%
6/2	SE Circulatory Right	U	2	N/A	E		1	36	-	496	2120	1046	47.4%
6/3	SE Circulatory Right	U	2	N/A	E		1	36	-	357	1903	939	38.0%
7/1	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	763	1800	1800	42.4%
7/2	SW Circulatory Ahead	U	N/A	N/A	-		-	-	-	699	1800	1800	38.8%
7/3	SW Circulatory Right	U	N/A	N/A	-		-	-	-	488	1800	1800	27.1%

Full Input Data And Results

8/1	NW Circulatory Ahead	U	1	N/A	A		1	17	-	322	1975	474	67.9%
8/2	NW Circulatory Right	U	1	N/A	A		1	17	-	176	1975	474	37.1%
8/3	NW Circulatory Right	U	1	N/A	A		1	17	-	162	1975	474	34.2%
9/1	NE Circulatory Ahead	U	2	N/A	C		1	39	-	456	1975	1053	43.3%
9/2	NE Circulatory Right Ahead	U	2	N/A	C		1	39	-	764	2115	1128	67.7%
9/3	NE Circulatory Right	U	2	N/A	C		1	39	-	142	2115	1128	12.6%
10/1	Groby Road - Exit	U	N/A	N/A	-		-	-	-	495	1900	1900	26.1%
10/2	Groby Road - Exit	U	N/A	N/A	-		-	-	-	514	1900	1900	27.1%
11/1	Leicester Road - Exit	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
12/1	A46 (South) - Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
13/1	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
13/2	Markfield Road - Exit	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
14/1	A46 (North) - Exit	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	291	1800	1800	16.2%
15/2	Ahead	U	N/A	N/A	-		-	-	-	591	1800	1800	32.8%
15/3	Ahead	U	N/A	N/A	-		-	-	-	695	1800	1800	38.6%
15/4	Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A46/ Groby Road/ Markfield Road	-	-	1309	0	0	27.7	12.4	0.0	40.1	-	-	-	-
A46/ Groby Road/ Markfield Road	-	-	1309	0	0	27.7	12.4	0.0	40.1	-	-	-	-
1/2+1/1	674	674	-	-	-	3.7	1.1	-	4.8	25.5	7.8	1.1	8.8
1/3+1/4	563	563	-	-	-	2.9	0.4	-	3.4	21.6	5.4	0.4	5.9
2/1+2/2	505	505	1010	0	0	0.3	0.2	-	0.6	4.1	1.3	0.2	1.5
3/1	202	202	202	0	0	0.1	0.1	-	0.2	3.9	0.8	0.1	0.9
3/2	97	97	97	0	0	0.0	0.0	-	0.1	3.5	0.4	0.0	0.4
4/2+4/1	1161	1161	-	-	-	2.8	1.2	-	4.0	12.4	12.2	1.2	13.5
4/3+4/4	744	744	-	-	-	1.4	0.4	-	1.9	9.0	6.5	0.4	6.9
5/1	410	410	-	-	-	2.5	1.2	-	3.6	31.9	7.4	1.2	8.6
5/2+5/3	711	711	-	-	-	4.1	1.1	-	5.2	26.6	6.1	1.1	7.3
6/1	621	621	-	-	-	2.0	0.9	-	2.9	16.7	11.6	0.9	12.4
6/2	496	496	-	-	-	0.4	0.5	-	0.9	6.4	1.2	0.5	1.6
6/3	357	357	-	-	-	0.0	0.3	-	0.3	3.1	0.0	0.3	0.3
7/1	763	763	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
7/2	699	699	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/3	488	488	-	-	-	0.0	0.2	-	0.2	1.5	0.4	0.2	0.6
8/1	322	322	-	-	-	1.1	1.0	-	2.2	24.1	5.8	1.0	6.8
8/2	176	176	-	-	-	1.1	0.3	-	1.4	28.5	2.8	0.3	3.1
8/3	162	162	-	-	-	1.0	0.3	-	1.3	28.1	2.6	0.3	2.9
9/1	456	456	-	-	-	1.2	0.4	-	1.6	12.3	5.1	0.4	5.5
9/2	764	764	-	-	-	2.4	1.0	-	3.4	16.2	11.5	1.0	12.5
9/3	142	142	-	-	-	0.3	0.1	-	0.4	10.7	1.9	0.1	2.0
10/1	495	495	-	-	-	0.0	0.2	-	0.2	1.4	0.2	0.2	0.4
10/2	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

11/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	291	291	-	-	-	0.0	0.1	-	0.1	1.3	0.3	0.1	0.4
15/2	591	591	-	-	-	0.0	0.2	-	0.3	1.6	0.5	0.2	0.7
15/3	695	695	-	-	-	0.1	0.3	-	0.4	1.9	2.6	0.3	2.9
15/4	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		26.6	Total Delay for Signalled Lanes (pcuHr):		10.68	Cycle Time (s):		75	
			C1	Stream: 2 PRC for Signalled Lanes (%):		28.3	Total Delay for Signalled Lanes (pcuHr):		26.53	Cycle Time (s):		75	
				PRC Over All Lanes (%):		26.6	Total Delay Over All Lanes(pcuHr):		40.13				

Appendix L Thornton Lane/ Ratby Lane – Model Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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: Junction 7 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:43:09

- »2024 Base, AM
- »2024 Base, PM
- »2028 Furnessed Future, AM
- »2028 Furnessed Future, PM
- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future, AM
- »2031 Furnessed Future, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base								
Stream B-C	0.0	7.11	0.03	A	0.1	6.42	0.05	A
Stream B-A	0.7	14.08	0.40	B	0.2	10.01	0.20	B
Stream C-AB	0.1	5.27	0.05	A	0.0	5.26	0.03	A
2028 Furnessed Future								
Stream B-C	0.1	8.69	0.06	A	0.1	7.01	0.06	A
Stream B-A	1.4	21.47	0.59	C	0.7	13.04	0.40	B
Stream C-AB	0.1	5.30	0.07	A	0.0	5.19	0.02	A
2028 Furnessed Future + Dev								
Stream B-C	0.1	8.96	0.06	A	0.1	7.02	0.06	A
Stream B-A	1.5	22.24	0.61	C	0.7	13.10	0.40	B
Stream C-AB	0.0	5.19	0.03	A	0.0	5.19	0.02	A
2031 Furnessed Future								
Stream B-C	0.1	10.53	0.06	B	0.1	7.46	0.06	A
Stream B-A	2.1	29.21	0.69	D	0.9	15.41	0.48	C
Stream C-AB	0.1	5.19	0.07	A	0.0	5.13	0.02	A
2031 Furnessed Future + Dev								
Stream B-C	0.1	17.97	0.10	C	0.1	7.85	0.07	A
Stream B-A	4.1	47.81	0.82	E	1.1	17.10	0.53	C
Stream C-AB	0.1	5.16	0.05	A	0.0	5.18	0.02	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	Junction 7: Thornton Lane/ Ratby Lane
Location	Ratby, Leicestershire
Site number	7
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	15
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	15
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Thornton Lane (N)		Major
B	Ratby Lane		Minor
C	Thornton Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Thornton Lane (S)	7.43			103.7	✓	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 - Ratby Lane	One lane plus flare	10.00	9.70	6.14	3.86	3.40	✓	2.00	31	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	590	0.101	0.255	0.160	0.364
B-C	700	0.101	0.254	-	-
C-B	634	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	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 (%)
A - Thornton Lane (N)		✓	450	100.000
B - Ratby Lane		✓	170	100.000
C - Thornton Lane (S)		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	From			
	A - Thornton Lane (N)	0	134	316
	B - Ratby Lane	154	0	16
	C - Thornton Lane (S)	289	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	From			
	A - Thornton Lane (N)	0	0	2
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.11	0.0	A
B-A	0.40	14.08	0.7	B
C-AB	0.05	5.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	589	0.020	12	0.0	6.234	A
B-A	116	480	0.242	115	0.3	9.959	A
C-AB	20	706	0.028	19	0.0	5.264	A
C-A	212			212			
A-B	101			101			
A-C	238			238			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	564	0.026	14	0.0	6.547	A
B-A	138	458	0.302	138	0.4	11.376	B
C-AB	25	723	0.035	25	0.0	5.186	A
C-A	251			251			
A-B	120			120			
A-C	284			284			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	524	0.034	18	0.0	7.103	A
B-A	170	429	0.396	169	0.6	13.993	B
C-AB	35	746	0.046	35	0.1	5.086	A
C-A	303			303			
A-B	148			148			
A-C	348			348			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	524	0.034	18	0.0	7.110	A
B-A	170	429	0.396	170	0.7	14.082	B
C-AB	35	746	0.046	35	0.1	5.092	A
C-A	303			303			
A-B	148			148			
A-C	348			348			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	563	0.026	14	0.0	6.558	A
B-A	138	458	0.302	139	0.4	11.469	B
C-AB	25	723	0.035	25	0.0	5.193	A
C-A	251			251			
A-B	120			120			
A-C	284			284			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	589	0.020	12	0.0	6.242	A
B-A	116	480	0.242	116	0.3	10.057	B
C-AB	20	706	0.028	20	0.0	5.269	A
C-A	211			211			
A-B	101			101			
A-C	238			238			

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	PM	ONE HOUR	16:15	17:45	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 (%)
A - Thornton Lane (N)		✓	384	100.000
B - Ratby Lane		✓	109	100.000
C - Thornton Lane (S)		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	135	249
	B - Ratby Lane	82	0	27
	C - Thornton Lane (S)	248	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	0
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.42	0.1	A
B-A	0.20	10.01	0.2	B
C-AB	0.03	5.26	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	629	0.032	20	0.0	5.907	A
B-A	62	496	0.124	61	0.1	8.371	A
C-AB	11	695	0.016	11	0.0	5.263	A
C-A	184			184			
A-B	102			102			
A-C	187			187			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	613	0.040	24	0.0	6.111	A
B-A	74	478	0.154	74	0.2	8.997	A
C-AB	14	709	0.020	14	0.0	5.184	A
C-A	218			218			
A-B	121			121			
A-C	224			224			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	591	0.050	30	0.1	6.416	A
B-A	90	454	0.199	90	0.2	10.000	B
C-AB	19	728	0.027	19	0.0	5.078	A
C-A	266			266			
A-B	149			149			
A-C	274			274			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	591	0.050	30	0.1	6.418	A
B-A	90	454	0.199	90	0.2	10.014	B
C-AB	19	728	0.027	19	0.0	5.078	A
C-A	266			266			
A-B	149			149			
A-C	274			274			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	613	0.040	24	0.0	6.116	A
B-A	74	479	0.154	74	0.2	9.017	A
C-AB	14	709	0.020	15	0.0	5.187	A
C-A	218			218			
A-B	121			121			
A-C	224			224			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	629	0.032	20	0.0	5.913	A
B-A	62	496	0.124	62	0.1	8.398	A
C-AB	11	695	0.016	11	0.0	5.263	A
C-A	184			184			
A-B	102			102			
A-C	187			187			

2028 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		4.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2028 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Thornton Lane (N)		✓	497	100.000
B - Ratby Lane		✓	246	100.000
C - Thornton Lane (S)		✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	178	319
	B - Ratby Lane	223	0	23
	C - Thornton Lane (S)	315	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	2
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.69	0.1	A
B-A	0.59	21.47	1.4	C
C-AB	0.07	5.30	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	561	0.031	17	0.0	6.616	A
B-A	168	470	0.357	166	0.6	11.886	B
C-AB	29	713	0.041	29	0.1	5.289	A
C-A	227			227			
A-B	134			134			
A-C	240			240			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	521	0.040	21	0.0	7.198	A
B-A	200	447	0.448	199	0.8	14.667	B
C-AB	38	731	0.052	38	0.1	5.224	A
C-A	268			268			
A-B	160			160			
A-C	287			287			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	443	0.057	25	0.1	8.620	A
B-A	246	415	0.592	243	1.4	20.944	C
C-AB	53	757	0.070	53	0.1	5.144	A
C-A	322			322			
A-B	196			196			
A-C	351			351			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	440	0.058	25	0.1	8.686	A
B-A	246	415	0.592	245	1.4	21.472	C
C-AB	53	757	0.070	53	0.1	5.150	A
C-A	322			322			
A-B	196			196			
A-C	351			351			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	518	0.040	21	0.0	7.239	A
B-A	200	447	0.448	203	0.8	15.074	C
C-AB	38	731	0.052	38	0.1	5.235	A
C-A	268			268			
A-B	160			160			
A-C	287			287			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	559	0.031	17	0.0	6.642	A
B-A	168	470	0.357	169	0.6	12.147	B
C-AB	29	713	0.041	30	0.1	5.298	A
C-A	227			227			
A-B	134			134			
A-C	240			240			

2028 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2028 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Thornton Lane (N)		✓	374	100.000
B - Ratby Lane		✓	198	100.000
C - Thornton Lane (S)		✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	166	208
	B - Ratby Lane	167	0	31
	C - Thornton Lane (S)	262	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	0
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.01	0.1	A
B-A	0.40	13.04	0.7	B
C-AB	0.02	5.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	605	0.039	23	0.0	6.185	A
B-A	126	503	0.250	124	0.3	9.582	A
C-AB	10	704	0.015	10	0.0	5.190	A
C-A	194			194			
A-B	125			125			
A-C	157			157			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	583	0.048	28	0.0	6.483	A
B-A	150	487	0.309	150	0.4	10.801	B
C-AB	13	719	0.019	13	0.0	5.099	A
C-A	231			231			
A-B	149			149			
A-C	187			187			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	548	0.062	34	0.1	6.998	A
B-A	184	463	0.397	183	0.7	12.969	B
C-AB	18	741	0.024	18	0.0	4.977	A
C-A	281			281			
A-B	183			183			
A-C	229			229			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	548	0.062	34	0.1	7.005	A
B-A	184	463	0.397	184	0.7	13.041	B
C-AB	18	741	0.024	18	0.0	4.979	A
C-A	281			281			
A-B	183			183			
A-C	229			229			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	582	0.048	28	0.1	6.492	A
B-A	150	487	0.309	151	0.5	10.886	B
C-AB	13	719	0.019	13	0.0	5.102	A
C-A	231			231			
A-B	149			149			
A-C	187			187			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	604	0.039	23	0.0	6.196	A
B-A	126	503	0.250	126	0.3	9.675	A
C-AB	10	704	0.015	11	0.0	5.192	A
C-A	194			194			
A-B	125			125			
A-C	157			157			

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		5.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Thornton Lane (N)		✓	503	100.000
B - Ratby Lane		✓	257	100.000
C - Thornton Lane (S)		✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	183	320
	B - Ratby Lane	233	0	24
	C - Thornton Lane (S)	314	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	2
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.96	0.1	A
B-A	0.61	22.24	1.5	C
C-AB	0.03	5.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	557	0.032	18	0.0	6.673	A
B-A	175	474	0.370	173	0.6	12.039	B
C-AB	14	711	0.019	13	0.0	5.182	A
C-A	232			232			
A-B	138			138			
A-C	241			241			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	515	0.042	22	0.0	7.300	A
B-A	209	451	0.464	208	0.9	14.953	B
C-AB	18	729	0.024	18	0.0	5.085	A
C-A	275			275			
A-B	165			165			
A-C	288			288			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	432	0.061	26	0.1	8.879	A
B-A	257	420	0.611	254	1.5	21.630	C
C-AB	24	755	0.032	24	0.0	4.957	A
C-A	334			334			
A-B	201			201			
A-C	352			352			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	428	0.062	26	0.1	8.961	A
B-A	257	420	0.611	256	1.5	22.243	C
C-AB	24	755	0.032	24	0.0	4.961	A
C-A	334			334			
A-B	201			201			
A-C	352			352			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	512	0.042	22	0.0	7.348	A
B-A	209	451	0.464	212	0.9	15.411	C
C-AB	18	729	0.024	18	0.0	5.093	A
C-A	275			275			
A-B	165			165			
A-C	288			288			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	555	0.033	18	0.0	6.702	A
B-A	175	474	0.370	177	0.6	12.321	B
C-AB	14	711	0.019	14	0.0	5.187	A
C-A	232			232			
A-B	138			138			
A-C	241			241			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Thornton Lane (N)		✓	388	100.000
B - Ratby Lane		✓	197	100.000
C - Thornton Lane (S)		✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	181	207
	B - Ratby Lane	166	0	31
	C - Thornton Lane (S)	267	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	0
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.02	0.1	A
B-A	0.40	13.10	0.7	B
C-AB	0.02	5.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	604	0.039	23	0.0	6.193	A
B-A	125	502	0.249	124	0.3	9.602	A
C-AB	11	704	0.015	10	0.0	5.187	A
C-A	198			198			
A-B	136			136			
A-C	156			156			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	582	0.048	28	0.0	6.494	A
B-A	149	485	0.308	149	0.4	10.832	B
C-AB	14	720	0.019	13	0.0	5.096	A
C-A	236			236			
A-B	163			163			
A-C	186			186			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	547	0.062	34	0.1	7.013	A
B-A	183	461	0.396	182	0.7	13.021	B
C-AB	18	742	0.025	18	0.0	4.972	A
C-A	287			287			
A-B	199			199			
A-C	228			228			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	547	0.062	34	0.1	7.020	A
B-A	183	461	0.396	183	0.7	13.096	B
C-AB	18	742	0.025	18	0.0	4.975	A
C-A	287			287			
A-B	199			199			
A-C	228			228			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	582	0.048	28	0.1	6.502	A
B-A	149	485	0.308	150	0.5	10.918	B
C-AB	14	720	0.019	14	0.0	5.098	A
C-A	235			235			
A-B	163			163			
A-C	186			186			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	604	0.039	23	0.0	6.204	A
B-A	125	502	0.249	125	0.3	9.695	A
C-AB	11	704	0.015	11	0.0	5.187	A
C-A	198			198			
A-B	136			136			
A-C	156			156			

2031 Furnessed Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		6.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2031 Furnessed Future	AM	ONE HOUR	07:30	09:00	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 (%)
A - Thornton Lane (N)		✓	557	100.000
B - Ratby Lane		✓	268	100.000
C - Thornton Lane (S)		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	A - Thornton Lane (N)	0	208	349
	B - Ratby Lane	247	0	21
	C - Thornton Lane (S)	360	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	A - Thornton Lane (N)	0	0	2
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	10.53	0.1	B
B-A	0.69	29.21	2.1	D
C-AB	0.07	5.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	540	0.029	16	0.0	6.858	A
B-A	186	457	0.407	183	0.7	13.190	B
C-AB	30	728	0.041	30	0.1	5.185	A
C-A	260			260			
A-B	157			157			
A-C	263			263			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	487	0.039	19	0.0	7.688	A
B-A	222	431	0.515	221	1.0	17.184	C
C-AB	40	749	0.053	40	0.1	5.103	A
C-A	306			306			
A-B	187			187			
A-C	314			314			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	373	0.062	23	0.1	10.298	B
B-A	272	396	0.687	268	2.0	27.711	D
C-AB	56	781	0.072	56	0.1	5.003	A
C-A	368			368			
A-B	229			229			
A-C	384			384			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	365	0.063	23	0.1	10.528	B
B-A	272	396	0.687	272	2.1	29.207	D
C-AB	56	781	0.072	56	0.1	5.007	A
C-A	368			368			
A-B	229			229			
A-C	384			384			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	481	0.039	19	0.0	7.789	A
B-A	222	431	0.515	226	1.1	18.103	C
C-AB	40	749	0.053	40	0.1	5.112	A
C-A	306			306			
A-B	187			187			
A-C	314			314			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	538	0.029	16	0.0	6.900	A
B-A	186	457	0.407	188	0.7	13.612	B
C-AB	30	728	0.041	30	0.1	5.194	A
C-A	260			260			
A-B	157			157			
A-C	263			263			

2031 Furnessed Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2031 Furnessed Future	PM	ONE HOUR	16:15	17:45	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 (%)
A - Thornton Lane (N)		✓	405	100.000
B - Ratby Lane		✓	228	100.000
C - Thornton Lane (S)		✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	A - Thornton Lane (N)	0	187	218
	B - Ratby Lane	198	0	30
	C - Thornton Lane (S)	286	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
	A - Thornton Lane (N)	0	0	0
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.46	0.1	A
B-A	0.48	15.41	0.9	C
C-AB	0.02	5.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	592	0.038	22	0.0	6.324	A
B-A	149	497	0.300	147	0.4	10.366	B
C-AB	10	712	0.014	10	0.0	5.128	A
C-A	212			212			
A-B	141			141			
A-C	164			164			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	564	0.048	27	0.0	6.704	A
B-A	178	479	0.371	177	0.6	12.046	B
C-AB	13	729	0.017	13	0.0	5.026	A
C-A	253			253			
A-B	168			168			
A-C	196			196			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	517	0.064	33	0.1	7.441	A
B-A	218	454	0.480	217	0.9	15.247	C
C-AB	17	753	0.023	17	0.0	4.889	A
C-A	308			308			
A-B	206			206			
A-C	240			240			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	516	0.064	33	0.1	7.457	A
B-A	218	454	0.480	218	0.9	15.414	C
C-AB	17	753	0.023	17	0.0	4.891	A
C-A	308			308			
A-B	206			206			
A-C	240			240			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	563	0.048	27	0.1	6.722	A
B-A	178	479	0.371	179	0.6	12.200	B
C-AB	13	729	0.017	13	0.0	5.026	A
C-A	253			253			
A-B	168			168			
A-C	196			196			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	590	0.038	23	0.0	6.339	A
B-A	149	497	0.300	150	0.4	10.507	B
C-AB	10	712	0.014	10	0.0	5.130	A
C-A	212			212			
A-B	141			141			
A-C	164			164			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		11.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D9	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Thornton Lane (N)		✓	565	100.000
B - Ratby Lane		✓	318	100.000
C - Thornton Lane (S)		✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	215	350
	B - Ratby Lane	298	0	20
	C - Thornton Lane (S)	351	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	2
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	17.97	0.1	C
B-A	0.82	47.81	4.1	E
C-AB	0.05	5.16	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	513	0.029	15	0.0	7.232	A
B-A	224	460	0.488	221	0.9	15.012	C
C-AB	19	722	0.026	19	0.0	5.149	A
C-A	257			257			
A-B	162			162			
A-C	263			263			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	434	0.041	18	0.0	8.653	A
B-A	268	435	0.616	265	1.5	21.229	C
C-AB	25	742	0.034	25	0.0	5.049	A
C-A	305			305			
A-B	193			193			
A-C	315			315			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	247	0.089	22	0.1	15.986	C
B-A	328	400	0.821	319	3.7	41.413	E
C-AB	35	772	0.046	35	0.1	4.919	A
C-A	369			369			
A-B	237			237			
A-C	385			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	222	0.099	22	0.1	17.973	C
B-A	328	400	0.821	327	4.1	47.812	E
C-AB	35	772	0.046	35	0.1	4.925	A
C-A	369			369			
A-B	237			237			
A-C	385			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	416	0.043	18	0.0	9.064	A
B-A	268	435	0.616	277	1.7	24.373	C
C-AB	25	742	0.034	25	0.0	5.056	A
C-A	305			305			
A-B	193			193			
A-C	315			315			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	507	0.030	15	0.0	7.323	A
B-A	224	460	0.488	227	1.0	15.860	C
C-AB	19	722	0.026	19	0.0	5.155	A
C-A	257			257			
A-B	162			162			
A-C	263			263			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
7	Thornton Lane/ Ratby Lane	T-Junction	Two-way		4.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D10	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Thornton Lane (N)		✓	449	100.000
B - Ratby Lane		✓	247	100.000
C - Thornton Lane (S)		✓	294	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	238	211
	B - Ratby Lane	216	0	31
	C - Thornton Lane (S)	285	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Thornton Lane (N)	B - Ratby Lane	C - Thornton Lane (S)
From	A - Thornton Lane (N)	0	0	0
	B - Ratby Lane	1	0	0
	C - Thornton Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.85	0.1	A
B-A	0.53	17.10	1.1	C
C-AB	0.02	5.18	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	583	0.040	23	0.0	6.432	A
B-A	163	495	0.329	161	0.5	10.843	B
C-AB	10	704	0.014	10	0.0	5.181	A
C-A	212			212			
A-B	179			179			
A-C	159			159			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	551	0.051	28	0.1	6.881	A
B-A	194	476	0.408	193	0.7	12.844	B
C-AB	13	720	0.017	13	0.0	5.086	A
C-A	252			252			
A-B	214			214			
A-C	190			190			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	494	0.069	34	0.1	7.821	A
B-A	238	451	0.528	236	1.1	16.857	C
C-AB	17	743	0.023	17	0.0	4.957	A
C-A	307			307			
A-B	262			262			
A-C	232			232			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	493	0.069	34	0.1	7.849	A
B-A	238	451	0.528	238	1.1	17.096	C
C-AB	17	743	0.023	17	0.0	4.957	A
C-A	307			307			
A-B	262			262			
A-C	232			232			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	549	0.051	28	0.1	6.907	A
B-A	194	476	0.408	196	0.7	13.061	B
C-AB	13	720	0.017	13	0.0	5.087	A
C-A	252			252			
A-B	214			214			
A-C	190			190			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	581	0.040	23	0.0	6.454	A
B-A	163	495	0.329	163	0.5	11.026	B
C-AB	10	704	0.014	10	0.0	5.184	A
C-A	212			212			
A-B	179			179			
A-C	159			159			

Appendix M Desford Lane/ Site Access – Model Output

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: Junction 8 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:46:22

- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2028 Furnessed Future + Dev								
Stream B-AC	0.2	8.50	0.20	A	0.2	9.12	0.14	A
Stream C-AB	0.1	6.90	0.08	A	0.2	8.03	0.17	A
2031 Furnessed Future + Dev								
Stream B-AC	1.2	19.18	0.55	C	0.8	17.35	0.44	C
Stream C-AB	0.3	7.69	0.20	A	0.1	7.94	0.09	A

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

File summary

File Description

Title	Junction 8: Desford Lane/ Site Access
Location	Ratby, Leicestershire
Site number	8
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D2	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D3	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D4	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	Desford Lane/ Site Access	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Desford Lane (W)		Major
B	Site Access		Minor
C	Desford Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Desford Lane (E)	6.00			90.0	✓	1.00

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	75	75

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	526	0.096	0.242	0.152	0.346
B-C	654	0.100	0.254	-	-
C-B	626	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (W)		✓	345	100.000
B - Site Access		✓	95	100.000
C - Desford Lane (E)		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
From	A - Desford Lane (W)	0	9	336
	B - Site Access	10	0	85
	C - Desford Lane (E)	376	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
From	A - Desford Lane (W)	0	0	1
	B - Site Access	0	0	0
	C - Desford Lane (E)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	8.50	0.2	A
C-AB	0.08	6.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	564	0.127	71	0.1	7.297	A
C-AB	29	577	0.049	28	0.1	6.561	A
C-A	282			282			
A-B	7			7			
A-C	253			253			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	549	0.156	85	0.2	7.760	A
C-AB	34	571	0.060	34	0.1	6.709	A
C-A	337			337			
A-B	8			8			
A-C	302			302			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	528	0.198	104	0.2	8.485	A
C-AB	43	565	0.076	43	0.1	6.895	A
C-A	412			412			
A-B	10			10			
A-C	370			370			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	528	0.198	105	0.2	8.496	A
C-AB	43	566	0.076	43	0.1	6.895	A
C-A	412			412			
A-B	10			10			
A-C	370			370			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	549	0.156	86	0.2	7.774	A
C-AB	34	571	0.060	35	0.1	6.713	A
C-A	337			337			
A-B	8			8			
A-C	302			302			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	564	0.127	72	0.1	7.316	A
C-AB	29	577	0.049	29	0.1	6.568	A
C-A	282			282			
A-B	7			7			
A-C	253			253			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	Desford Lane/ Site Access	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (W)		✓	472	100.000
B - Site Access		✓	56	100.000
C - Desford Lane (E)		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
From				
	A - Desford Lane (W)	0	13	459
	B - Site Access	15	0	41
	C - Desford Lane (E)	216	77	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
From				
	A - Desford Lane (W)	0	0	0
	B - Site Access	0	0	0
	C - Desford Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	9.12	0.2	A
C-AB	0.17	8.03	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	508	0.083	42	0.1	7.721	A
C-AB	60	557	0.107	59	0.1	7.224	A
C-A	161			161			
A-B	10			10			
A-C	346			346			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	486	0.104	50	0.1	8.253	A
C-AB	73	549	0.132	72	0.2	7.556	A
C-A	191			191			
A-B	12			12			
A-C	413			413			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	456	0.135	61	0.2	9.113	A
C-AB	92	540	0.170	91	0.2	8.018	A
C-A	231			231			
A-B	14			14			
A-C	505			505			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	456	0.135	62	0.2	9.121	A
C-AB	92	540	0.170	92	0.2	8.027	A
C-A	231			231			
A-B	14			14			
A-C	505			505			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	486	0.104	50	0.1	8.263	A
C-AB	73	549	0.132	73	0.2	7.567	A
C-A	191			191			
A-B	12			12			
A-C	413			413			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	508	0.083	42	0.1	7.737	A
C-AB	60	557	0.107	60	0.1	7.240	A
C-A	161			161			
A-B	10			10			
A-C	346			346			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	Desford Lane/ Site Access	T-Junction	Two-way		4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Desford Lane (W)		✓	454	100.000
B - Site Access		✓	207	100.000
C - Desford Lane (E)		✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
	A - Desford Lane (W)	0	140	314
	B - Site Access	101	0	106
	C - Desford Lane (E)	371	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
	A - Desford Lane (W)	0	0	1
	B - Site Access	0	0	0
	C - Desford Lane (E)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	19.18	1.2	C
C-AB	0.20	7.69	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	471	0.331	154	0.5	11.272	B
C-AB	74	579	0.128	73	0.2	7.119	A
C-A	275			275			
A-B	105			105			
A-C	236			236			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	448	0.415	185	0.7	13.649	B
C-AB	91	579	0.157	91	0.2	7.373	A
C-A	325			325			
A-B	126			126			
A-C	282			282			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	415	0.549	226	1.2	18.824	C
C-AB	118	587	0.201	117	0.3	7.682	A
C-A	392			392			
A-B	154			154			
A-C	346			346			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	415	0.549	228	1.2	19.179	C
C-AB	118	587	0.201	118	0.3	7.694	A
C-A	392			392			
A-B	154			154			
A-C	346			346			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	448	0.415	188	0.7	13.938	B
C-AB	91	580	0.157	91	0.2	7.391	A
C-A	325			325			
A-B	126			126			
A-C	282			282			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	471	0.331	157	0.5	11.481	B
C-AB	74	579	0.127	74	0.2	7.140	A
C-A	275			275			
A-B	105			105			
A-C	236			236			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	Desford Lane/ Site Access	T-Junction	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Desford Lane (W)		✓	552	100.000
B - Site Access		✓	150	100.000
C - Desford Lane (E)		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
	A - Desford Lane (W)	0	105	447
	B - Site Access	123	0	27
	C - Desford Lane (E)	183	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Desford Lane (W)	B - Site Access	C - Desford Lane (E)
	A - Desford Lane (W)	0	0	0
	B - Site Access	0	0	0
	C - Desford Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	17.35	0.8	C
C-AB	0.09	7.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	427	0.264	112	0.4	11.345	B
C-AB	28	533	0.053	28	0.1	7.131	A
C-A	137			137			
A-B	79			79			
A-C	337			337			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	404	0.333	134	0.5	13.299	B
C-AB	34	517	0.066	34	0.1	7.459	A
C-A	164			164			
A-B	94			94			
A-C	402			402			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	372	0.443	164	0.8	17.176	C
C-AB	42	496	0.085	42	0.1	7.936	A
C-A	200			200			
A-B	116			116			
A-C	492			492			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	372	0.443	165	0.8	17.353	C
C-AB	42	496	0.085	42	0.1	7.938	A
C-A	200			200			
A-B	116			116			
A-C	492			492			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	404	0.333	136	0.5	13.465	B
C-AB	34	517	0.066	34	0.1	7.462	A
C-A	164			164			
A-B	94			94			
A-C	402			402			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	427	0.264	114	0.4	11.492	B
C-AB	28	533	0.053	28	0.1	7.142	A
C-A	137			137			
A-B	79			79			
A-C	337			337			

Appendix N Markfield Road/ Site Access – Model Output

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: Junction 9 - Base Model.j9

Path: P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Design\Transport Planning\Models

Report generation date: 05/09/2024 11:51:23

- »2028 Furnessed Future + Dev, AM
- »2028 Furnessed Future + Dev, PM
- »2031 Furnessed Future + Dev, AM
- »2031 Furnessed Future + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2028 Furnessed Future + Dev								
Stream B-AC	0.3	9.72	0.20	A	0.1	8.71	0.10	A
Stream C-AB	0.0	6.43	0.04	A	0.1	6.61	0.10	A
2031 Furnessed Future + Dev								
Stream B-AC	2.5	24.57	0.72	C	0.8	12.97	0.44	B
Stream C-AB	0.2	7.12	0.17	A	0.4	8.71	0.30	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	Junction 9: Markfield Road/ Site Access
Location	Ratby, Leicestershire
Site number	9
Date	25/07/2024
Version	P1
Status	Existing
Identifier	
Client	Lagan Homes
Jobnumber	109003
Enumerator	PFGROUP\JFarrell
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D2	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15
D3	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	15
D4	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
9	Markfield Road/ Site Access	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Markfield Road		Major
B	Site Access		Minor
C	Ratby Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ratby Lane	6.00			90.0	✓	1.00

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	75	75

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	526	0.096	0.242	0.152	0.346
B-C	654	0.100	0.254	-	-
C-B	626	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2028 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Markfield Road		✓	195	100.000
B - Site Access		✓	86	100.000
C - Ratby Lane		✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	11	184
	B - Site Access	69	0	17
	C - Ratby Lane	168	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	0	1
	B - Site Access	0	0	0
	C - Ratby Lane	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	9.72	0.3	A
C-AB	0.04	6.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	491	0.132	64	0.2	8.420	A
C-AB	14	594	0.024	14	0.0	6.215	A
C-A	126			126			
A-B	8			8			
A-C	139			139			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	480	0.161	77	0.2	8.930	A
C-AB	17	588	0.029	17	0.0	6.306	A
C-A	151			151			
A-B	10			10			
A-C	165			165			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	465	0.204	94	0.3	9.709	A
C-AB	21	581	0.036	21	0.0	6.432	A
C-A	185			185			
A-B	12			12			
A-C	203			203			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	465	0.204	95	0.3	9.723	A
C-AB	21	581	0.036	21	0.0	6.435	A
C-A	185			185			
A-B	12			12			
A-C	203			203			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	480	0.161	78	0.2	8.949	A
C-AB	17	588	0.029	17	0.0	6.307	A
C-A	151			151			
A-B	10			10			
A-C	165			165			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	491	0.132	65	0.2	8.452	A
C-AB	14	594	0.024	14	0.0	6.218	A
C-A	126			126			
A-B	8			8			
A-C	139			139			

2028 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
9	Markfield Road/ Site Access	T-Junction	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2028 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Markfield Road		✓	164	100.000
B - Site Access		✓	41	100.000
C - Ratby Lane		✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	26	138
	B - Site Access	32	0	9
	C - Ratby Lane	221	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	0	1
	B - Site Access	0	0	0
	C - Ratby Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.71	0.1	A
C-AB	0.10	6.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	488	0.063	31	0.1	7.872	A
C-AB	42	608	0.069	42	0.1	6.360	A
C-A	166			166			
A-B	20			20			
A-C	104			104			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	476	0.078	37	0.1	8.204	A
C-AB	51	607	0.084	51	0.1	6.472	A
C-A	197			197			
A-B	23			23			
A-C	124			124			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	459	0.098	45	0.1	8.703	A
C-AB	63	608	0.104	63	0.1	6.612	A
C-A	241			241			
A-B	29			29			
A-C	152			152			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	459	0.098	45	0.1	8.707	A
C-AB	63	608	0.104	63	0.1	6.614	A
C-A	241			241			
A-B	29			29			
A-C	152			152			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	475	0.078	37	0.1	8.211	A
C-AB	51	607	0.084	51	0.1	6.475	A
C-A	197			197			
A-B	23			23			
A-C	124			124			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	488	0.063	31	0.1	7.883	A
C-AB	42	608	0.069	42	0.1	6.367	A
C-A	166			166			
A-B	20			20			
A-C	104			104			

2031 Furnessed Future + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
9	Markfield Road/ Site Access	T-Junction	Two-way		13.04	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2031 Furnessed Future + Dev	AM	ONE HOUR	07:30	09:00	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 (%)
A - Markfield Road		✓	145	100.000
B - Site Access		✓	344	100.000
C - Ratby Lane		✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	67	78
	B - Site Access	162	0	182
	C - Ratby Lane	119	91	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	0	1
	B - Site Access	0	0	0
	C - Ratby Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.72	24.57	2.5	C
C-AB	0.17	7.12	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	544	0.476	255	0.9	12.317	B
C-AB	70	610	0.114	69	0.1	6.653	A
C-A	88			88			
A-B	50			50			
A-C	59			59			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	536	0.577	308	1.3	15.645	C
C-AB	84	609	0.138	84	0.2	6.849	A
C-A	105			105			
A-B	60			60			
A-C	70			70			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	524	0.723	374	2.4	23.396	C
C-AB	104	610	0.171	104	0.2	7.115	A
C-A	127			127			
A-B	74			74			
A-C	86			86			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	524	0.723	378	2.5	24.570	C
C-AB	104	610	0.171	104	0.2	7.118	A
C-A	127			127			
A-B	74			74			
A-C	86			86			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	536	0.577	314	1.4	16.502	C
C-AB	84	609	0.138	84	0.2	6.857	A
C-A	105			105			
A-B	60			60			
A-C	70			70			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	544	0.476	261	0.9	12.793	B
C-AB	70	610	0.114	70	0.1	6.667	A
C-A	88			88			
A-B	50			50			
A-C	59			59			

2031 Furnessed Future + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
9	Markfield Road/ Site Access	T-Junction	Two-way		5.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2031 Furnessed Future + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Markfield Road		✓	242	100.000
B - Site Access		✓	194	100.000
C - Ratby Lane		✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	114	128
	B - Site Access	93	0	101
	C - Ratby Lane	85	152	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Markfield Road	B - Site Access	C - Ratby Lane
From	A - Markfield Road	0	0	1
	B - Site Access	0	0	0
	C - Ratby Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	12.97	0.8	B
C-AB	0.30	8.71	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	522	0.280	145	0.4	9.496	A
C-AB	117	594	0.197	116	0.2	7.507	A
C-A	62			62			
A-B	86			86			
A-C	96			96			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	509	0.343	174	0.5	10.720	B
C-AB	141	592	0.238	141	0.3	7.982	A
C-A	72			72			
A-B	102			102			
A-C	115			115			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	491	0.435	213	0.8	12.884	B
C-AB	176	589	0.298	175	0.4	8.685	A
C-A	85			85			
A-B	126			126			
A-C	141			141			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	491	0.435	214	0.8	12.972	B
C-AB	176	589	0.298	176	0.4	8.706	A
C-A	85			85			
A-B	126			126			
A-C	141			141			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	509	0.343	175	0.5	10.821	B
C-AB	141	592	0.238	141	0.3	8.008	A
C-A	72			72			
A-B	102			102			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	522	0.280	147	0.4	9.606	A
C-AB	117	594	0.197	117	0.3	7.547	A
C-A	62			62			
A-B	86			86			
A-C	96			96			