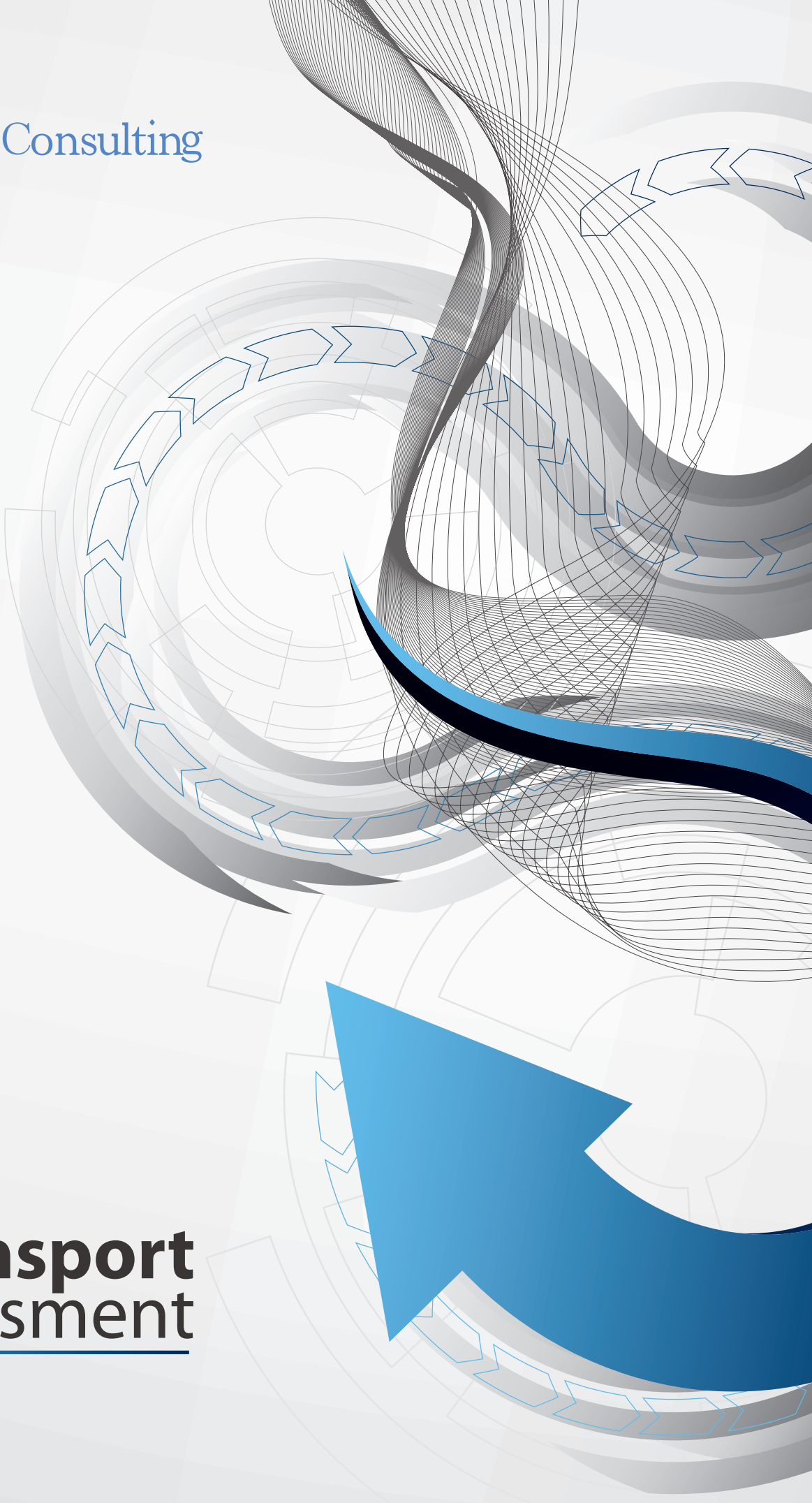
Vectio Consulting



Transport Assessment

TRANSPORT ASSESSMENT:
Residential Development

SITE:	**Land West of Shilton Road, Earl Shilton, Leicestershire**
CLIENT:	**Giles Stanley Limited**
DATE:	**7th November 2025**
REFERENCE:	**VC0614 R2.1**
PREPARED BY:	**Matt Cleggett**

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1. INTRODUCTION

Vectio Consulting Limited have been appointed by Giles Stanley Limited to prepare a Transport Assessment in support of an Outline planning application for the construction of up to 120 residential dwellings (Access Arrangements to be determined with all other matters reserved). The site is located to the north of Earl Shilton, served from Shilton Road.

1.1 Site Location

The application site is located to the north of Earl Shilton on Shilton Road. The site sits within the administrative boundary of Hinckley and Bosworth Borough Council who act as the Planning Authority, whilst Leicestershire County Council act as the Highway Authority.

The site location is shown in Figure 1.

Figure 1: Site Location Plan

1.2 Existing Land Use

Currently the land is used for agricultural purposes, with a public right of way running along its western perimeter. There is an existing gated field access located circa. 35m north of the Shilton Slip Road.

1.3 Adjacent Highway Network

1.3.1 Shilton Road

The proposed site is located to the south/west of Shilton Road, north of Earl Shilton. Shilton Road carries a 7.5 tonne weight restriction. At the Shilton Road triangle, adjacent to Leicester Road / Shilton Road junction, a 50mph speed limit is in place. Just north of the triangle on Shilton Road, the 50mph zone becomes the national speed limit. There are currently no footways or street lighting present adjacent to the site. To the north, Shilton Road connects to Kirby Mallory, and to the south / east Leicester Road. The road width fronting the site ranges approximately between 5m and 6m.

Speed surveys were procured from Leicestershire County Council in July 2025 to ascertain vehicle approach speeds either side of the proposed access. A copy of the speed surveys are contained in Appendix A. 85th percentile approach speeds are summarised below:

- North of Access, SB approach: 41.8mph.
- South of Access, NB approach: 33.6mph.

1.3.2 Leicester Road

Leicester Road runs from the centre of Earl Shilton connecting to a 3-arm roundabout with the A47 to the northeast. A footway is provided between the centre of Earl Shilton along the western verge of Leicester Road up to circa 600m south of the A47 roundabout. Street lighting leading out of Earl Shilton on Leicester Road is present, terminating at the clock face speed limit gateway (30/50mph), located circa 170m south of the Leicester Road / Shilton Road junction.

1.3.3 PRoW's

The following Public Rights of Way (PRoW) are present adjacent to / running through the site:

- PRoW running along the western side of the site (FP: T94).
- PRoW that emerges on the southeastern corner of the site onto Shilton Road (FP: T93).
- Existing bridle way that commences north of PRoW T94, heading in a western direction (Bridleway: T95).

1.4 Committed Developments

Adjacent to the site there are three consented developments, and a fourth currently under consideration. These are discussed below:

1.4.1 Committed Development 1: Application reference: 21/00135/OUT (24/00496/REM)

To the south of the proposed development, outline planning permission was granted on the 5th July 2022 for a 140-unit residential development. This was followed by a Reserved Matters planning application by the Vistry Group, reference: 24/00496/REM. The site included improvements to the pedestrian facilities along the Leicester Road, enhanced to become dual use facilities (3m in width) interfacing with the existing facilities just north of the Shilton Road / Leicester Road priority junction, on the western side of Leicester

Road. In addition, the Shilton Road slip road was proposed to be removed and replaced with a 3m wide dual use facility, removing all motorised traffic use. This then led south 120m past the consented residential access where an uncontrolled crossing was proposed, providing a connection to Church Street. Specific details of the highway measures were detailed in a transport report titled Technical Note 1 to support that application, including the installation of right turn ghost islands and modifications to the Leicester Road / Shilton Road junction. To the south of the consented development there are also 2 further smaller consented schemes as shown in the site development plan in Figure 2, taken from application 24/00496/REM. Alongside this the proposed dual use facility is indicated.

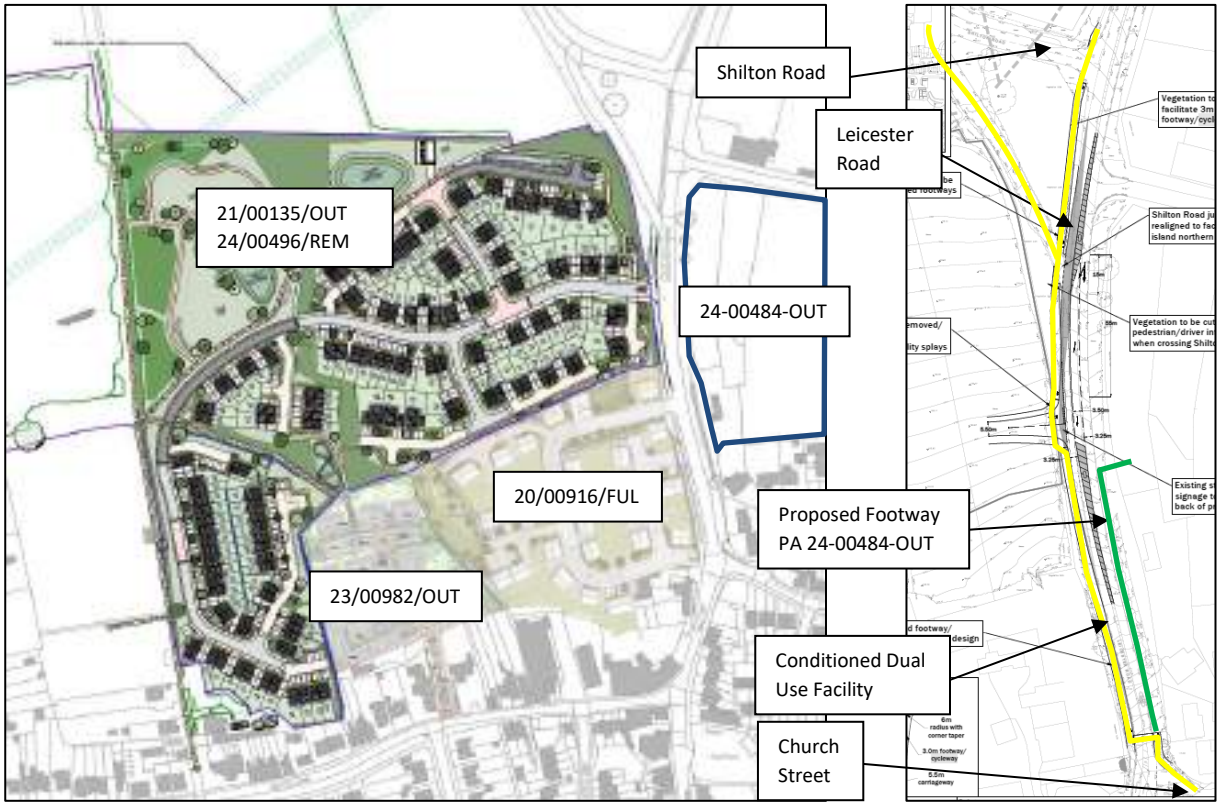


Figure 2: Committed Developments Locations and Conditioned Dual Use Facility

1.4.2 Committed Development 2: Application reference: 20/00916/FUL

Application number 20/00916/FUL includes the demolition of a farm building and Ashby House to create 50 dwellings, 49 of which to be affordable houses and 1 bungalow to replace Ashby House. The site is to be accessed via Leicester Road by means of a new priority ghost island.

1.4.3 Committed Development 3: Application reference: 23/00982/OUT

The third consented development, application reference: 23/00982/OUT, comprises 10 bungalows to be accessed via Keats Lane.

1.4.4 Development 4 (Under Consideration): Application reference: 24-00484-OUT

Manor Oak have submitted an outline planning application (PA: 24-00484-OUT) for up to 33 residential dwellings. The site is located on the eastern side of Leicester Road, with vehicular access interfacing with an unnamed road on its northern side. A pedestrian footway is proposed as part of the application,

emerging on to Leicester Road just south of the 21/00135/OUT development site entrance junction, leading south to Church Street.

2. PROPOSED DEVELOPMENT

The proposed residential development is to be accessed via Shilton Road forming a natural extension to Earl Shilton to the north of the committed developments as shown in Figure 2. The location of the site in context with the adjacent adopted highway is presented in Appendix B, whilst an extract is shown in Figure 3. It is noted that the drawing shown in Figures 3 includes the highway improvement measures consented under the adjoining Vistry committed development site.

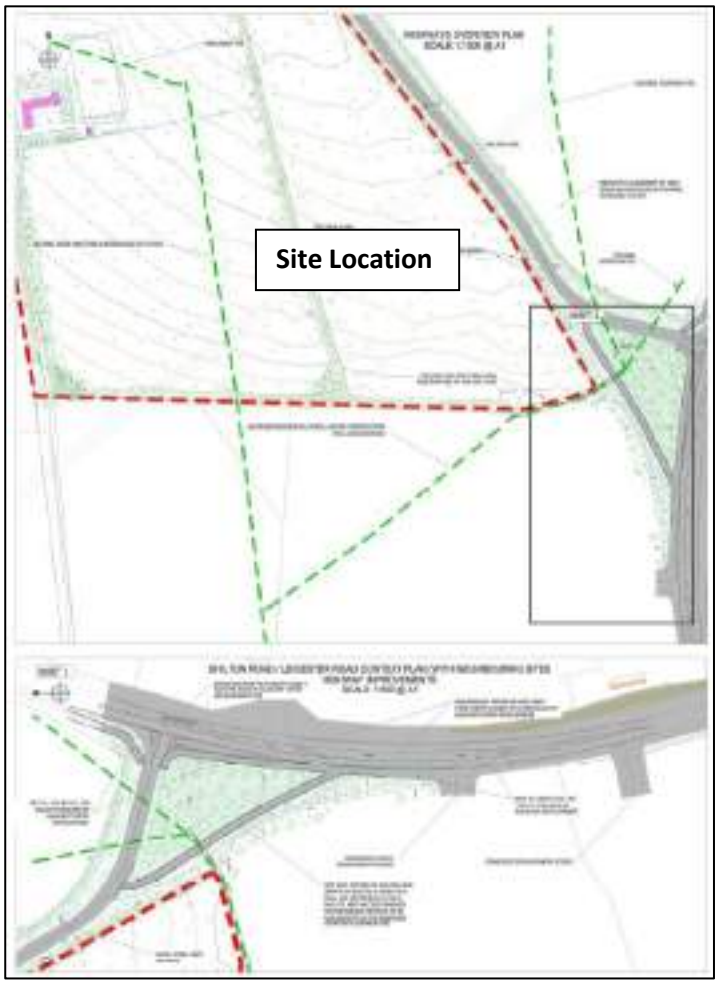


Figure 3: Highway Context Drawing Extract

2.1 Development Quantum

The development is proposed to comprise of up to 120 residential dwellings.

2.2 Proposed Access Arrangements

A new priority access junction is proposed on Shilton Road, located approximately 45m north of the existing change of speed limit gateway (50/60mph). The access is to be formed by a new 6m wide residential access road with 6m radii interfacing with Shilton Road. Shilton Road is to be widened locally around the junction to maintain a minimum 6m carriageway width between and including the junction, then leading southeast toward Leicester Road up to where the road carriageway is currently 6m in width.

As part of the proposals the change in speed limit gateway (50/60mph) is to be relocated to the northwest of the access. The new location of the gateway feature will be enhanced to raise awareness of the change in speed environment including edge of carriageway pavement markings, dragons teeth, 50mph roundel with coloured surfacing and reflective plastic bollards located in the verge adjacent to the dragons teeth pavement markings. The proposed gateway feature is presented in drawing 003A contained in Appendix C, whilst an extract is presented in Figure 4.

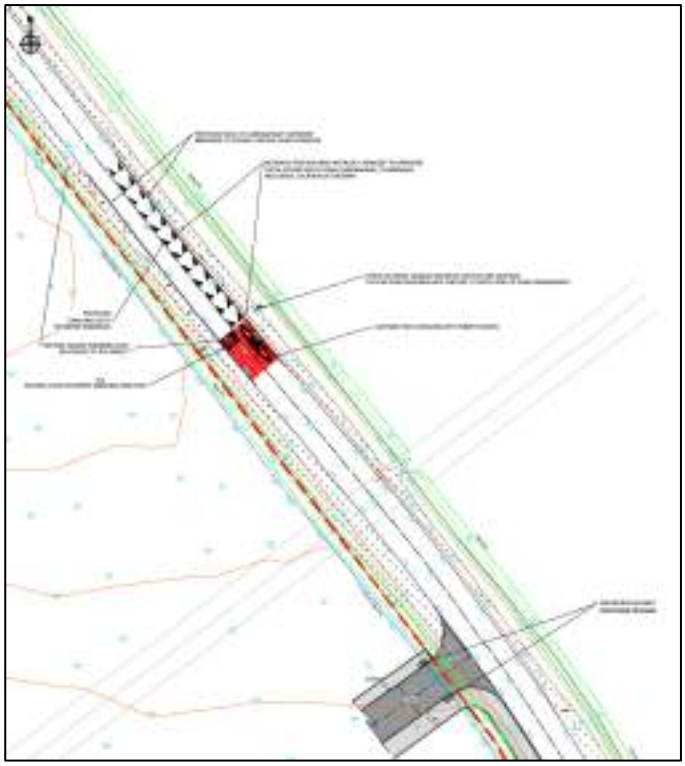


Figure 4: Proposed Access Arrangements Extract

To the north west of the access a visibility splay of 2.4m by 203m has been demonstrated commensurate with a 60mph speed environment, although as discussed in paragraph 1.3.1, recent speed surveys recorded by Leicestershire County Council have recorded 85th percentile speeds of 41.8mph, requiring a visibility splay of 2.4 by 111m. To the southeast of the site a visibility splay of 2.4m by 103m is achievable, although once again, as discussed in paragraph 1.3.1, recent speed surveys have recorded 85th percentile speeds of 33.6mph, requiring a visibility splay of 2.4 by 79m.

It is therefore concluded that more than enough visibility is afforded at the site access. A drawing presenting the visibility splays is contained in Appendix D.

On the southern side of Shilton Road (development side) a 3m dual use facility is proposed leading towards Leicester Road, interfacing with the infrastructure at the Leicester Road / Shilton Road junction consented as part of the abutting vestry development site.

The dual use connection along the northern side of the green triangle will also facilitate a paved route for the existing PRoW Footpaths T72 and T92 which could either remain, or be formally diverted locally onto the proposed dual use facilities to provider better integration of their routes. Any minor adjustments if required can simply be progressed through the TPCA should planning consent be granted.

A highway infrastructure drawing presenting the above proposals is contained in Appendix D, whilst an extract is shown in Figure 5 (The existing alignment of the Shilton Road slip is denoted by the red hatched envelope).

Figure 5: Proposed Shilton Rd Triangle Alterations (with Vistry Development infrastructure)

To ensure the proposed access junction and alterations to Shilton Road are suitable, vehicle swept path analysis has been undertaken, as presented in Appendix E.

The analysis has considered the following vehicle profiles:

- Standard Design Vehicle (car) 2.4m by 4.8m.
- Large refuse Vehicle: 11.2m long.
- DB32 Fire Appliance.

2.3 Road Safety Audit

As part of the access junction design proposals and interfacing works on Shilton Road, a Stage 1 Road Safety Audit was commissioned. The Audit was based on an alternative access arrangement proposal whereby the Shilton Road slip road was to be retain open for vehicular traffic to allow for a bus only route and bus stop (plus segregated dual use facility). That alternative option is discussed under Section 3 of this report. The Safety Audit however considered the currently proposed access junction on Shilton Road, and gateway features so can be suitably relied upon. The Safety Audit is presented in Appendix F of this report.

For the avoidance of doubt the Road safety Audit included proposals along the full frontage of the site on Shilton Road, including the gateway feature, dual use facilities, and alterations to the road layout around the Shilton Road triangle arrangement.

Subsequent to the receipt of the Road Safety Audit, the access arrangements were modified to address the problems it raised, with each of the audit problems addressed as detailed in a Design Team response presented overleaf:

2.3.1 Problem 1

"Location: Shilton Road – Amended junction arrangement

Summary: Increased risk of vehicle-to-vehicle collisions at junction

The increased proximity of the revised slip road arrangements to the A47 increases the likelihood of conflicting movements between vehicles, which combined with the risky or inattentive road user behaviour which was observed whilst on site with drivers entering Shilton Road at speed having only given a cursory look at traffic approaching from the east could manifest in junction pull out type collisions.

Recommendation

It is recommended that further measures to control vehicle speeds and increase driver awareness, and reduce risk are promoted. This could include, but not limited to the following

- *Make the slip road for buses, cyclists and pedestrian only,*
- *Close the lane to all motorised traffic*
- *Narrow the carriageway"*

2.3.2 Design Team Response to Problem 1

The slip road does not form part of this design option as it is to be removed as part of the abutting Vistry development sites works. As such the problem will no longer exist.

2.3.3 Problem 2

"Location: Shilton Road - PRoW

Summary: Lack of pedestrian infrastructure could increase the risk of pedestrian to vehicle collisions

With the onset of further development desires lines to adjacent public rights of way become more attractive. The current proposals do not provide suitable facilities for pedestrian accessing the public footpath 172 which resides on the northern side of Shilton Road adjacent to the amended slip road proposals.

Pedestrians would and are currently required to walk on the existing verge to access public footpath 172 which increases the likelihood of slips and trips with injuries sustained consistent with a fall. Additionally, drivers often do not expect or notice pedestrians on the road, especially at higher speeds or at night, which significantly increases the risk of collisions.

Recommendation

It is recommended that enhanced pedestrian facilities are provided that facilitate safer pedestrian movement between the development and likely pedestrian desire lines."

2.3.4 Design Team Response to Problem 2

The design has been updated to include a new uncontrolled pedestrian crossing with dropped kerbs and tactile paving to facilitate onward journeys for those using FP72.

Figure 6: Extract from Proposed Access Arrangements Drawing

2.3.5 Problem 3

"Location: Shilton Road - Amended slip road arrangements

Summary: Insufficient visibility from the realigned slip road could manifest in junction pull out type collisions

Visibility for drivers emerging from the junction looking westwards (towards eastbound vehicles) could be restricted by extensive overgrowth within the offside verge which coincides with a bend in the road. Restricted visibility increases the likelihood of vehicles emerging from the side road into the path of oncoming traffic, resulting in a higher rate of side-impact (T-bone) and nose-to-tail collisions. Drivers may be unable to accurately judge safe gaps, especially when vehicles on the main road are traveling at speed or are obscured until the last moment.

Recommendation

It is recommended that unobstructed visibility is provided and maintainable relative to the recorded 85th%ile speed of approaching vehicles."

2.3.6 Design Team Response to Problem 3

The slip road does not form part of this design option as it is to be removed as part of the abutting Vistry development sites works. As such the problem will no longer exist.

2.3.7 Road Safety Audit – Items Raised Outside of the Audit

The Road Safety Audit raised two general comments that they deemed to be outside the scope of the audit as follows:

"i) The proposals include for a footway that travels around the perimeter of the site adjacent to Shilton Road carriageway. The need for this in a wider context was not completely clear and where possible an internal footway maybe more convenient and safer for end users.

ii) The width of the relocated dual use facility across the 'slip road' is 1.6m wide which is too narrow for dual usage. It should be increased in line with current guidance."

As part of the design development of the access proposals, the designers have taken note of the two comments above and removed the previously proposed footway fronting the site on Shilton Road, north of the proposed access. The internal site layout will facilitate pedestrian facilities providing linkages to the adjacent PRoW's to the west.

All proposed dual use facilities are now 3m in width.

3. ALTERNATIVE OFF SITE INFRASTRUCTURE IMPROVEMENTS

The access proposals discussed under Section 2 of this report are those put forward to support this planning application, as they will interface with the adjoining consented infrastructure associated with abutting Vistry committed development scheme.

It is however appreciated that at the time the proposed alterations to the Shilton Road slip (removal of motorised vehicle use) were conditioned as part of the Vistry development proposals, the likelihood of further development along this corridor was not considered / known.

The closest bus stops to the Shilton Road Leicester Road junction are the Keats Lane stops, located circa 400m to the south, within Earl Shilton.

3.1 Alternative Proposals

The existing Shilton Road slip would be ideally located to offer a new bus stop serving the proposed site, abutting the Vistry site, and the site on the eastern side of Leicester Road, which is currently under planning consideration, as discussed under Paragraph 1.4 of this report.

An alternative solution would be to retain the existing slip road, al-be-it modified to solely facilitate bus access in a north or south bound direction, retain the dual use route, and incorporate a bus stop, allowing a slight detour of the route. Camera enforcement could also be installed to prevent other motorised vehicles using the route.

This option would enhance bus access to the proposed and adjacent development sites, with the new stop location catering for closer access to bus stops for circa 250 dwellings and users of the two adjacent PRoW's

The alternative layout arrangement is presented in Appendix G, whilst an extract is shown in Figure 7.

Figure 7: Alternative Shilton Road Triangle Alterations (Incorporating a bus route and stop)

To ensure the alternative proposals are suitable, vehicle swept path analysis has been undertaken, as presented in Appendix H, demonstrating the viability of the proposals.

The analysis considered the following vehicle profiles:

- DB32 Fire Appliance.
- Large bus: 12m long.

3.2 Road Safety Audit

The Road Safety Audit undertaken to consider the application proposals included the retention of the Shilton Road slip as previously discussed, which is required for the alternative arrangement. The Audit identified two Problems (1 &3), regarding the proposed layout associated with the slip. These are discussed below.

3.2.1 Design Team Response to Problem 1 'Alternative Shilton Rd Slip' design option

It is highlighted that the speed survey recorded in July 2025 measured 85th percentile speeds to be circa. 42mph and 34mph. These are not particularly high speeds and are below the posted speed limit in the local area.

Such speed measurements were not known at the time of the audit.

The measures at the Shilton Road triangle have however been revised to take account of the auditor's concerns. The distance the Shilton Road slip lane had previously been realigned to, to the east, has been reduced, to maximise visibility to and from the northwest, whilst still tightening the junction form. The width of the filter lane has been reduced to 4.5m, with a shared use facility on its western side, along with a layby for buses to pull over, to cater for any future bus service.

The above measures, appreciating the existing speed environment, are considered appropriate to address the issue raised by the auditors. The updated layout is presented in Appendix D.

3.2.2 Design Team Response to Problem 3 'Alternative Shilton Rd Slip' design option

The revised off set of the Shilton Road slip, where it interfaces with Shilton Road, has been reduced to maximise visibility, with a splay of 203m now achievable, which surpasses that required for design standard visibility.

Appreciating the above, no highway safety problems are apparent that would prevent the alternative proposals being provided.

4. TRIP FORECASTS AND TRAFFIC IMPACT

This section of the report considers the level of vehicular trip generation the proposed site comprising 120 dwellings is likely to generate.

4.1 Trip Generation

To forecast the likely order of weekday peak hour vehicular movements the proposed site will generate, data from the TRICS database has been adopted.

For consistency, data has been extracted from the Transport Assessment (TA) prepared in support of the southern committed development (PA: 21/00135/OUT), consented on Tue 05 Jul 2022, circa. 3 years ago.

A copy of the extracted vehicular trip rates are reproduced in Table 1, along with calculated forecast trip generations for the proposed 120-unit site.

Table 1: Forecast Weekday Peak Hour Vehicular Trip Generations

	AM Peak (8:00 to 9:00)			PM Peak (17:00 to 18:00)		
	Arrival	**Departure**	**Total**	**Arrival**	**Departure**	**Total**
Trip Rate[1]	0.150	0.368	0.518	0.359	0.187	0.546
Trip Generation (120 units)	18	44	62	44	22	66

The forecasts detailed in Table 1 conclude that the proposed development is likely to generate 62 vehicular movements during a standard weekday AM peak hour, and 66 during a standard PM peak hour.

To forecast the level of non-car mode trips the proposed site is likely to generate during peak hours, data has also been extracted from the adjacent consented sites TA. Table 2 details these findings, based on the mode share data contained in Section 6.3.3 of that report.

Table 2: Multi-Modal Forecast Weekday Peak Hour Trip Generations

Mode	AM Peak Mode Share (%)	PM Peak Mode Share (%)	AM Peak Trips	PM Peak Trips
Bus / Minibus Coach	4.3%	4.2%	3.4	3.5
Motorcycle, Scooter/Moped	1.1%	1.1%	0.9	0.9
Passenger in a car	6.5%	6.3%	5.1	5.2
Car / Van Driver	79.3 %	80.0%	62.0	66.0
Bicycle	2.2%	2.1%	1.7	1.7
On Foot	6.5%	6.3%	5.1	5.2
Total	**100%**	**100%**	**78.2**	**82.5**

[1] Taken from TA supporting PA: 21/00135/OUT

4.2 Vehicular Traffic Impact

The threshold upon which the extent of adopted highway requiring assessment, in terms of traffic impact, has adopted that which was agreed with the Highway Authority as part of the TA prepared in support of PA: 21/00135/OUT, whereby:

"One of the key aspects used to identify these 8 junctions was the traditional 30 two-way trip threshold from the DfT's *Guidance on Transport Assessment* (GTA) which suggests this as a useful figure to consider capacity assessments, equivalent to one new trip every two minutes."

This would imply that junctions impacted by 30 or more weekday peak hour two-way trips would require further assessment / consideration.

The site access junction with Shilton Road would be required in any event, being a new junction interfacing with the adopted highway.

Considering whether any other junctions adjacent to the site would require assessment depends upon the likely development trip assignment.

It is acknowledged that Leicestershire County Council acting as Highway Authority usually requests sites comprising of 80 or more dwellings, adopt their strategic transport model to forecast development trip distributions and assignments on the adjacent highway network.

In this instance, noting the limited route choice in the locality, and that the committed development site (referred to as Committed Development 1 in this report) located to the south of the proposed application has already undertaken this exercise, background traffic forecasts detailed in the Transport Assessment associated with 21/00135/OUT, TA: prepared by Prime Transport Planning, reference P21008 dated February 2021 have been adopted. That Transport Assessment included data derived from LCC's Strategic Transport Model, considering the future year 2036, including two local SUE's.

In addition, to the above, to create the Do Minimum (DM) modelling scenario, three additional adjacent committed developments trips have been incorporated, as listed below:

- Data extracted from: PA20/00916/FUL, Arcadis Transport Technical Note dated August 2021 (adopted revised trip rates) – referred to as Committed Development 2 in this report.
- Data extracted from: PA23/00982/OUT - Trip Generation & Rates (taken from Transport Report prepared in support of application) – referred to as Committed Development 3 in this report.
- Data extracted from: PA: 24-00484-OUT - Trip Generation & Rates (taken from the Manor Oak Transport Statement prepared by MAC dated May 2024 – referred to as Committed Development 4 in this report.

The local trip assignments for the DM scenario and committed developments is presented in Appendix I of this report. Considering the proposed development, proposed development trip distribution data has been adopted from PA 24/00496/REM, TA: prepared by Prime Transport Planning, reference P21008 dated February 2021, based on LCC strategic traffic model assignment forecasts.

Table 3 provides a summary of the Do Minimum (without development) and Do Something (with development) 2036 future year scenario impacts at junctions in the local vicinity of the site, considering weekday peak hours. Junctions identified to be impacted by less than 30 peak hour movements have been greyed out.

Table 3: Junction Impact Assessment Results (increase in weekday peak hour traffic flow)

Junction	**Forecast Peak hour traffic Flow through Junction (Weekday)**		
	AM Peak	**PM Peak**	**Requires future assessment**
Proposed Site Access / Shilton Lane	62	66	Yes
Leicester Road / Shilton Road / Un-named Road	50	53	Yes
A47 / Leicester Road Roundabout	12	17	No
Leicester Road / 21/00135/OUT (Committed Development 1 - Vistry) site Access	40	36	Yes
Leicester Road, Committed Development 2 site access	40	36	Yes
Leicester Road / Church Street Junction	40	36	Yes
Leicester Road / Keats Lane / Hill Top Junction	28	25	No
High Street / Alexander Avenue Junction	28	25	No
Wood Street / Station Road Junction	24	23	No
Wood Street / Kings Walk / Co-op Access Junction	22	21	No
Wood Street / Hinckley Road / Heath Lane Junction	21	20	No

Of the 11 adjacent junctions listed in Table 3, only 5 are triggered for further consideration owing to forecast increases in traffic being at or greater to the 30-peak hour trip increase threshold, including the site access.

These impacts have been considered in greater detail, including junction capacity analysis where considered material, in the next section.

All other junctions on the local highway network are not considered to be materially impacted.

5. JUNCTION OPERATIONAL PERFORMANCE IMPACT REVIEW

As an outcome of the traffic impact assessment discussed in Section 3, the following junctions operational performance have been considered owing to the forecast increase in traffic flow the proposed development will create.

- Site Access / Shilton Road Priority junction
- Leicester Road / Shilton Road / Un-named Road priority staggered crossroads
- Leicester Road / Committed Development 1 site access right turn ghost island junction
- Leicester Road / Committed Development 2 site access priority junction
- Leicester Road / Church Street Junction right turn ghost island junction

The capacity of priority junctions has been assessed using TRL Software's JUNCTIONS 9 modelling suite where applicable.

JUNCTIONS 9 provides Ratio of Flow to Capacity (RFC) values, which indicate how close to capacity each approach or traffic stream will operate. An RFC value of less than or equal to 1.00 (100%) indicates that the entry stream is operating within capacity. The desirable maximum RFC value for new junctions at the appropriate design year is 0.85 (85%), allowing some reserve capacity for daily fluctuations in traffic demand.

JUNCTIONS 9 results for priority junctions are quoted by traffic stream. The software does not provide results for "free-flow" streams that are not delayed (e.g. - straight ahead major road movement where it is not blocked by vehicles waiting to turn right into the side road), which are therefore marked within the summary table as "Not Opposed".

All modelled queues are quoted in Passenger Car Units (PCUs). For the purposes of conversion into queue lengths, a single PCU can be considered to have a length of 5.75 metres.

4.2.1 Site Access Junction with Shilton Road

The proposed site access as discussed earlier in this report is formed by a simple priority junction, with 6m junction radii, a 6m wide residential access road, along with minor widening on Shilton Road to form a 6m wide road carriageway.

To assess the operational performance of the proposed access junction, Junctions 9 has been adopted to model its operational performance considering a future year of 2036. Traffic flow data for the Do Something (DS) 2036 scenario has been adopted as discussed in Section 4 of this report.

A copy of the Junctions 9 modelling output is shown in Appendix J, whilst a summary of the results are presented in Table 4.

Table 4: Site Access / Shilton Road Junction Modelling Results

Junction Arm	Weekday AM Peak Hour 2036		Weekday PM Peak Hour 2036	
	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)
(A) Shilton Road (South)	Not Opposed	Not Opposed	Not Opposed	Not Opposed
(B) Site Access	0.11	0.1	0.06	0.1
(C) Shilton Road (North)	0.01	0.0	0.02	0.0

The results in Table 4 highlight that the proposed junction is forecast to operate well within its design capacity threshold, with negligible queueing.

It is therefore concluded that in terms of operational performance, the proposed junction layout is suitable to serve the proposed development.

4.2.2 Leicester Road / Shilton Road / Un-named Road Priority Staggered Crossroads

When assessing this junction, geometric parameters have been adopted based on the consented modifications to the Shilton Road / Leicester Road junction, noting the proposals detailed in the abutting Vistry development sites Technical Note 1, referred to under paragraph 1.4.1 of this report. A copy of the content layout is contained in Appendix K.

The approved junction model geometric parameters have been adopted to assess the impact of the additional traffic generated by the proposed development.

Traffic flow data for the Do minimum and Do Something scenarios has been adopted as calculated and presented in Section 3 of this report. It is highlighted that unlike the existing arrangement where northbound traffic turning left into Shilton Road bypass the junction, owing to the consented closure of the slip road, all of those movements have now been modelled to travel through the junction as opposed to bypassing it.

A copy of the Junctions 9 modelling output is shown in Appendix J, whilst a summary of the results are presented in Table 5.

Table 5: Leicester Road / Shilton Road / Un-named Road Priority staggered crossroads Modelling Results

Junction Arm	Weekday AM Peak Hour 2036				Weekday PM Peak Hour 2036			
	Do Minimum		Do Something		Do Minimum		Do Something	
	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)
(A) Leicester Road (North)	0.06	0.1	0.07	0.1	0.05	0.1	0.08	0.2
(B) Un-named Road	0.02	0.0	0.02	0.0	0.02	0.0	0.02	0.0
(C) Leicester Road (South)	0.02	0.0	0.02	0.0	0.06	0.1	0.06	0.1
(D) Shilton Road	0.45	0.8	0.50	1.0	0.43	0.8	0.47	0.9

The results in Table 5 illustrate that the increase in development related traffic will have a negligible impact to the operational performance of the junction, with negligible increases to queuing forecast to occur, being an increase on average of queue on the Shilton Road arm of the junction of between 0.1 and 0.2 pcu's (up to 1.2m).

It is therefore concluded that no impacts as an outcome of the proposed development related traffic are forecast to be created that would warrant any improvements to this junction.

It is noted that the alternative proposals for the Shilton Lane slip, as discussed under Section 3 of this report, would have no bearing on the forecast operations of this junction discussed above as it only relates to permitting bus access as a form of motorised vehicles.

4.2.3 Leicester Road / 24/00496/REM (Committed Development 1) Site Access Right Turn Ghost Island Junction

This is a consented access that is to include a right turn ghost island, with the consented development site forecast to generate weekday AM and PM peak hour movements of 73 and 76 movements respectively. In the knowledge of the traffic flows and capacity performance on Leicester Road, at its junction with Shilton Road as discussed under section 4.2.2 of this report, the proposed junction would clearly operate well within capacity, and therefore it is not considered necessary to undertake capacity analysis of its performance in this instance.

4.2.4 Leicester Road / Committed Development 2 Site Access Priority Junction

This is a consented access serving 56 dwellings, with a forecast trip generation of circa 26-28 vehicular movements during the AM and PM peak hours respectively. The Transport Assessment prepared in support of the sites planning application (20-00916-FUL) forecast operations of the junction for the 2026 future year at that time (2020). The results of the analysis is included in Figure 8.

Figure 8: Extract from PA 20-00916-FUL TA: Proposed Site Access / Leicester Road Junction Performance

Table 5: 2026 With Development, Gladman Site Trip Generation and Westfield Farm Trip Generation- Picady Results for Proposed Site Access Junction with Leicester Road – Extracted from initial TS

Stream	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
B - AC	0.1	10.22	0.05	B	0.21	A	0.0	8.27	0.02	A	0.18	A
C - AB	0.0	4.77	0.01	A			0.0	4.43	0.03	A		

Stream C-AB simplistically represent the Leicester Road northern arm of the junction, whilst B-AC represents the site access arm. The Leicester Road south arm is not detailed as that arm of the junction is not opposed.

The results detailed in Figure 8 illustrate that the analysis undertaken at that time with the development related traffic, forecast the Leicester Road northern arm to operate at using 1% and 3% of its operational capacity during the AM and PM weekday peak hours respectively.

The site access arm was also forecast to operate using 2% and 5% of its capacity.

No significant development has occurred, or been consented, in the locality that would materially impact / remove a significant proportion of the remaining capacity at this junction, and as such it is not considered necessary to assess the impacts, given that only a modest increase of 36 to 40 peak hour traffic movements are being forecast by the proposed development to travel through it.

4.2.5 Leicester Road / Church Street Junction Right Turn Ghost Island Junction

This is an existing junction operating on the highway network, as such it is considered appropriate to assess its operational performance, and the impacts created by the proposed development, noting that the level of traffic is forecast to increase during weekday peak hours of between 40 and 36 movements.

When assessing this junction, geometric parameters have been adopted based on the junction models prepared in support of the southern planning application (21/00135/OUT), detailed in the respective applications Transport Assessment.

Traffic flow data for the Do minimum and Do Something scenarios has been adopted as calculated and presented in Section 4 of this report.

A copy of the Junctions 9 modelling output is shown in Appendix J, whilst a summary of the results are presented in Table 6.

Table 6: Leicester Road / Church Road Priority Right Turn Ghost Island Junction Modelling Results

Junction Arm	Weekday AM Peak Hour 2036				Weekday PM Peak Hour 2036			
	Do Minimum		Do Something		Do Minimum		Do Something	
	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)	Capacity (rfc)	Queue (PCU's)
(A) Leicester Road (North)	Not Opposed		Not Opposed		Not Opposed		Not Opposed	
(B) Church Street	0.45	0.8	0.47	0.9	0.5	1.0	0.53	1.1
(C) Hill Top	0.11	0.1	0.11	0.1	0.12	0.1	0.12	0.1

The results in Table 6 illustrate that the increase in development related traffic will have a negligible impact to the operational performance of the junction.

It is therefore concluded that no impacts as an outcome of the proposed development related traffic are forecast to be created that would warrant any improvements to this junction.

6. SUSTAINABLE ACCESS

National and Local transport planning policy stresses the importance of the requirement for new developments to be located in areas that have access to sustainable modes of travel or where these can be introduced. Sustainable modes of travel include walking, cycling, public transport, car sharing and the use of low emission vehicles. The most sustainable modes are walking, cycling and public transport.

5.1 Access by Walking

The proposed site is located to the north of the centre of Earl Shilton on Shilton Road. There is a current footpath running along the western side of Leicester Road which is proposed to be upgraded as part of the southern consented development as discussed earlier in this report. In addition, there are several PRoW's providing connection to Earl Shilton and also leisure walks within the local area.

The Chartered Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". Table 2.2 in the IHT document suggest desirable, acceptable and maximum walking distances to 'town centres, for commuting / school journeys and elsewhere'. These distances are reproduced in Table 7.

Table 7: CIHT Suggested Walking Distances

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800 m	2,000 m	1,200 m

It is considered that people are generally prepared to walk up to 2 km (1.24 miles) to and from work, given suitable walking routes and infrastructure, and 1,200m elsewhere. Figure 9 shows walking distances using the local walking routes (Footways/Footpaths) up to 2km from the development site.

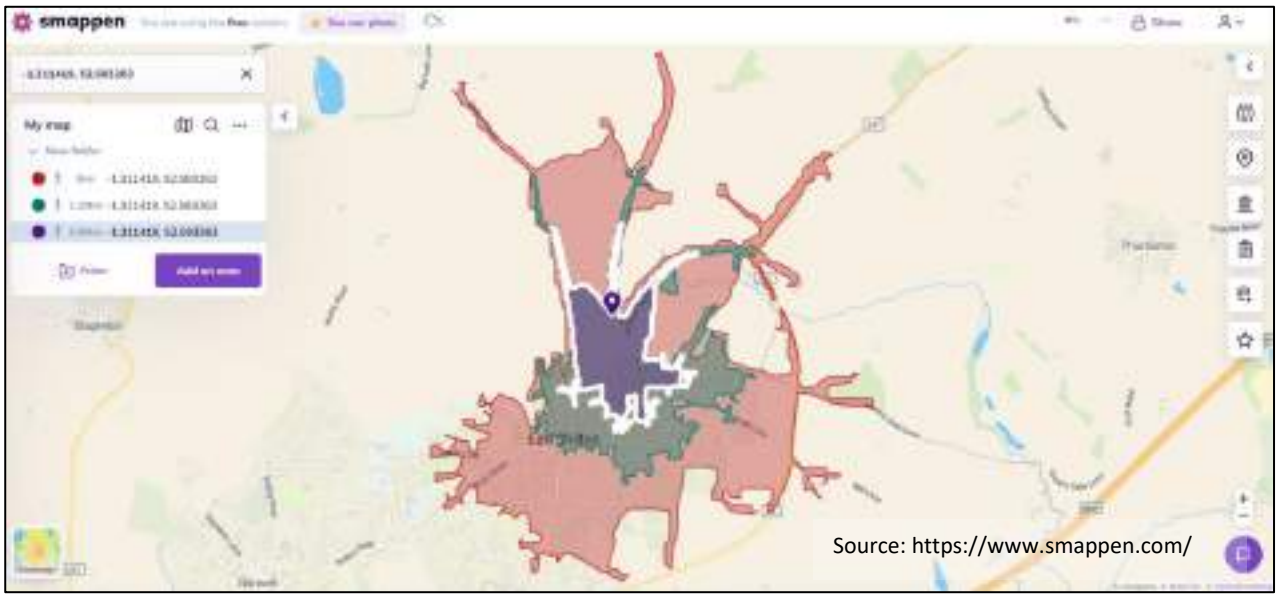


Figure 9: Walking Street Network Catchment Plan 800m, 1.2km and 2km

Based on the walking catchment map shown in Figure 9, nearly the whole of Earl Shilton is accessible to the site by means of walking within a 2 km catchment. This illustrates that walking to and from the site has a high likelihood of replacing some of the single occupancy car borne trips. Facilities located within the 2km walking distance are summarised in Table 8.

Table 8: Local Facilities Travel Times

Destination	Distance	Time (mins) Walk	Time (mins) Cycle	Time (mins) Bus & Walk
HCK Chinese Noodle Bar	500m	7	3	N/A
Fourwards Restaurant	500m	8	3	N/A
South bound bus stop High St opp Keats Lane	500m	8	3	N/A
Play Area by Earl Shilton Castle	550m	9	4	N/A
Northbound bus stop High Street	600m	9	4	N/A
St Simon and St Jude Church Hall	600m	9	4	N/A
Shilton Retail Convenience Store	750m	11	4	N/A
The Dog and Gun Public House	750m	11	4	N/A
St Simon and St Jude Church	750m	11	4	N/A
Chris's Fish and Chips	750m	11	4	N/A
St Peters RC Voluntary Academy	900m	13	5	N/A
Cricket Club	1km	14	5	N/A
Townlands C of E Primary School	1km	14	5	N/A
Red Lion Public House	1km	15	5	N/A
St Simon and St Jude CofE Primary School	1.1km	14	5	N/A
Bowls Club	1.1km	15	5	N/A
Post Office	1.1km	16	5	13
Hand Prints Day Nursery and Preschool	1.2m	17	6	10
Library	1.2m	17	6	10
Centre of Earl Shilton	1.2m	17	6	10
Play Area Astley Road	1.3km	17	5	N/A
Earl Shilton Methodist Church	1.3km	18	6	13
Saffron Pharmacy	1.3km	19	6	14
Lord Nelson Public House	1.4km	20	6	11
Co-op	1.4km	20	6	12
Wood Street Park	1.5km	19	6	11
Heath Lane Surgery	1.8km	24	7	15

As can be seen from Table 8 there is a plethora of retail, leisure, social and employment facilities within 2km of the site, a lot of which are 1,200m which is an acceptable walking distance. The list is also clearly

not exhaustive and simply provides a sample of local facilities on the doorstep of the site. It is therefore concluded that in terms of pedestrian accessibility, the adjacent Village Centre is accessible.

5.2 Access by Cycling

Cycle trips provide a healthy alternative mode of transport as opposed to the private car, for journeys further to that of walking. It is generally considered that a distance of 5 km (3 miles) represents a reasonable cycling distance to and from work, while 8 km (5 miles) is a maximum realistic range for cycle trips. Figure 10 illustrates a 5 km and 8 km cycling iso-distance map from the development site.

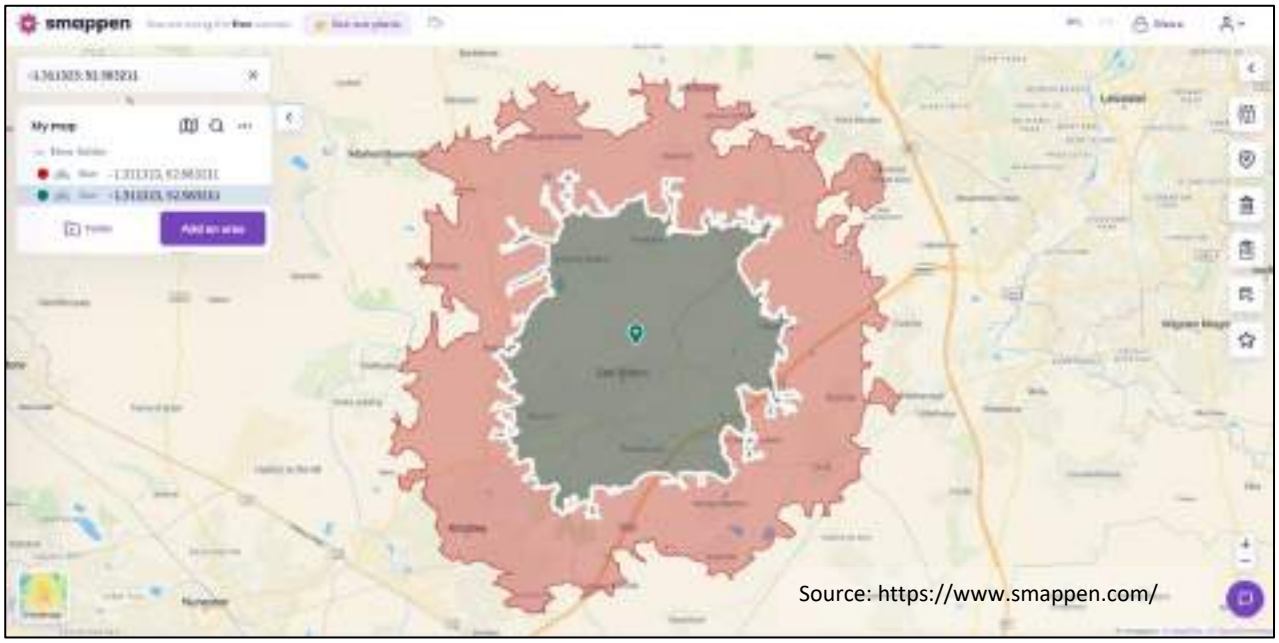


Figure 10: Cycling 5km & 8km Iso-Distance Map

Based on the iso-distance map shown in Figure 10, it can be seen that a significant area is accessible to the site. It is therefore considered that cycling may be an attractive mode of transport to access various destinations to and from the site by both residents and visitors, although it is acknowledged that this will mainly require cyclists to use the road network.

5.3 Public Transport

5.3.1 Access by Bus

The site is located within a 500m (8 minute) walk of the south bound bus stop on Main Street and a 600m (9 minute) walk to the north bound bus stop. Both existing bus stops benefit from a flagpole, timetable, level access, real time information and bus shelters. The main service operators are Arriva and Stagecoach.

Figure 11 shows the location of the bus stops in relation to the site, whilst current services and frequencies are presented in Table 9.

Figure 11: Current and Proposed Bus Stop Locations

Table 9: Bus Services Headways and Frequencies

Service Number	Operator	Bus Route	Frequency
148	Stagecoach	Leicester - Nuneaton	Mon – Fri: Approx. every 30 mins Sat: Approx. every 30 mins Sun: Approx. every 60 mins
158	Arriva	Leicester - Nuneaton	Mon – Fri: Approx. every 30 mins Sat: Approx. every 30 mins Sun: Approx. every 60 mins

It is concluded that there is a reasonable level of bus services available to the site making it accessible to future residents and visitors.

As discussed in Section 3 of this report, an alternative access option is presented including making the Shilton Road slip open to non-motorised users and buses in either a north or south bound direction, including a bus stop. Such a bus stop would enhance accessibility to services for circa 200-250 dwellings should all of the adjacent sites and the site being the subject of this report be approved and occupied. The option therefore provides a wider benefit to the new local community.

The proposed bus stop would be circa 65m from the vehicular access serving the proposed site, adjacent to where Public Footpath T93 emerges from the adjacent Vistry development site.

5.3.2 Access by Train

The nearest train station is Hinckley Train Station which is 10.7km to the southwest of the site. This equates to a 14-minute car drive, 35-minute cycle or 39-minute bus journey. Train travel could potentially form part of a combined journey for future occupiers of the site.

Hinckley Train Station is managed by East Midlands Railway and provides onward travel to Birmingham and Cambridge.

7. ROAD TRAFFIC ACCIDENT ANALYSIS

Accident data has been purchased from Leicestershire County Council's Network Data and Intelligence team. A screen shot of the study area is presented in Figure 12.

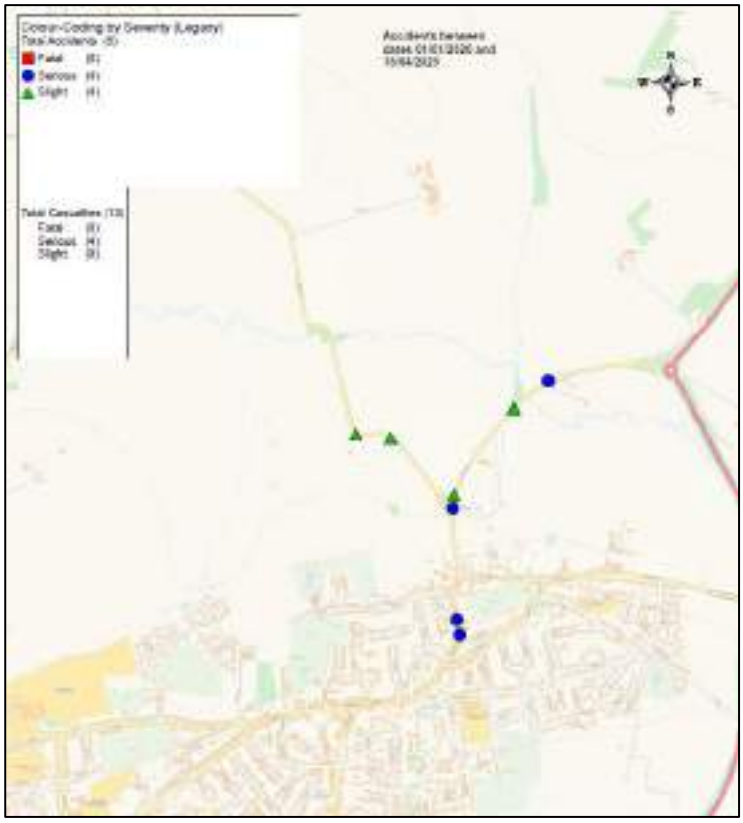


Figure 12: Extent of Accident Data and Collision Assessment

Over a period between 2020 and 2025, eight incidents were recorded, four resulting in slight severity rating injuries, whilst the remaining four resulted in serious injuries being sustained.

A breakdown of the total number of PIA's within the area is shown in Tables 10 and 11, whilst a copy of the recorded accident records are presented in Appendix L.

Table 10: Total Number of Accidents and Casualties

Year	Total		Pedestrian		Pedal Cycle		Motorcycle	
	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties
2020	1	1	1	1	-	-	-	-
2021	3	6	-	-	-	-	-	-
2022	1	1	-	-	-	-	-	-
2023	0	0	-	-	-	-	-	-
2024	2	3	-	-	-	-	2	2
2025	1	2	-	-	-	-	-	-
Totals	**8**	**13**	**1**	**1**	**-**	**-**	-	-

Table 11: Casualty Severity

Year	Fatal	Serious	Slight	Total
2020	-	1	-	**1**
2021	-	1	5	**6**
2022	-	1	-	1
2023	-	-	-	**-**
2024	-	1	2	**3**
2025	-	-	2	**2**
Totals	**-**	**4**	**9**	**13**

A summary of the accidents is provided below:

Shilton Road: The most recent accident occurred on Shilton Lane in April 2025, resulting in a slight casualty severity rating injury to two persons (driver and passenger). The incident involved a single car. The accident occurred during the hours of daylight and weather conditions were recorded to be dry. Based on a review of the records, the incident occurred approximately 300m northwest of Leicester Road, which is on a bend. The incident would appear to have been as a result of driver error.

The earliest accident occurring on Shilton Road was recorded in November 2021 resulting in a slight casualty severity rating injury to three persons. The incident involved a van/goods vehicle and a car. It would appear that the vehicles were driving around a bend and conflicted with one another. The accident occurred during the hours of daylight and weather conditions were recorded to be wet/damp. The incident would appear to have been as a result of driver error.

Leicester Road / Un-named Junction: The most recent accident adjacent to the Leicester Road / Shilton Road junction was recorded in July 2024, resulting in slight and moderately serious casualty severity rating injuries (car, motorcyclists respectively). The accident occurred during the hours of daylight and weather conditions were recorded to be dry. Based on a review of the records, it appears that a car was turning right out of the un-named road, onto Leicester Road, crossing the path of a motorcyclist heading south bound on Leicester Road.

Shilton Road / Leicester Road Junction: The accident occurred at the Leicester Road / Shilton Road junction was recorded in June 2024, resulting in a slight casualty severity rating injury to the rider. The incident involved a car and motorcycle. The accident occurred during the hours of daylight and weather conditions were recorded to be dry. Based on a review of the records, it appears that a car was turning right into Shilton Road, when the motorcyclists attempted to overtake the car. No other details are provided.

Leicester Road: The most recent accident occurred on Leicester Road in July 2021, resulting in a slight casualty severity rating injury to two persons (both drivers). The incident involved two cars. Both cars were proceeding normally along the road carriageway. It is not apparent how injuries were sustained.

The earliest accident on Leicester Road occurred in June 2020 located circa 580m north of the Shilton Road / Leicester Road junction. The incident was recorded to have happened during the hours of darkness where no street lighting was present, in dry weather conditions. The incident involved a car and pedestrian. Records detail that the car was travelling normally along the carriageway whilst the pedestrian was in the road, not crossing.

High Street (Earl Shilton): The most recent accident occurred on High Street in October 2022, resulting in a serious casualty severity rating injury (driver). The accident occurred during the hours of daylight in dry weather conditions. It would appear from the accident records that a single car was involved, leaving the road carriageway conflicting with a wall/fence. No other details were provided as to why the incident occurred.

The earliest accident on High Street occurred in April 2021, resulting in a single serious casualty severity rating injury (driver), The incident occurred during the hours of daylight in dry weather conditions. The incident involved three cars. It would appear from the records that two vehicles were parked on the road when two opposing vehicles attempted to pass one another on the road carriageway to the side of them. The vehicle travelling in the direction of the parked cars, impacted with the rear parked car, which was shunted into the second parked car. This incident appears to have occurred due to driver error.

Considering the review of the accident records undertaken, there does not appear to be any trends or patterns in incidents that would indicate that the operations of the proposed development would exacerbate any of the historic accidents reoccurring.

8. SUMMARY AND CONCLUSIONS

Vectio Consulting Limited have been appointed by Giles Stanley Limited to prepare a Transport Assessment in support of an Outline planning application for the construction of up to 120 residential dwellings (Access Arrangements to be determined with all other matters reserved). The site is located to the north of Earl Shilton, served from Shilton Road.

6.1 Summary

The report has identified:

Location: The application site is located to the north of Earl Shilton on Shilton Road. It falls within the administrative boundary of Hinckley and Bosworth Borough Council, with Leicestershire County Council acting as the Highway Authority.

Proximity to Other Developments: Adjacent to the site, there are four consented developments and a fourth currently under consideration. These include:

- A 140-unit residential development to the south, with improvements to pedestrian facilities along Leicester Road.
- A 50-dwelling development involving the demolition of a farm building and Ashby House.
- A 10-bungalow development accessed via Keats Lane.
- An outline planning application for up to 33 residential dwellings on the eastern side of Leicester Road.

Existing Highway Context: Shilton Road, which serves the site, has a 7.5-tonne weight restriction and a 50mph speed limit at the Shilton Road Triangle and Leicester Road junction. The road width ranges between 5 and 6 metres, with no footways or street lighting present. Leicester Road connects to a 3-arm roundabout with the A47 and has a footway and street lighting up to 600 metres south of the A47 roundabout. To the South, Leicester Road leads into Earl Shilton.

As part of the adjacent Vistry development parcels planning obligations, the Shilton Road Slip is to be closed to motorised vehicles and replaced with a dual use (pedestrian and cycle) link along its length.

Proposed Access Arrangements: A new priority access junction is proposed on Shilton Road, approximately 45 metres north of the existing speed limit gateway. The access will be formed by a 6-meter wide residential road with 6-meter radii. Shilton Road will be widened locally around the junction to maintain a minimum 6-meter carriageway width up to its junction with Leicester Road.

Visibility splays of 2.4 metres by 203 metres to the north and 2.4 metres by 103 metres to the south are achievable, surpassing the required design standard splays based on recorded 85th percentile vehicle speeds.

A 3-metre dual-use facility for pedestrians and cyclists is proposed along Shilton Road interfacing with those to be implemented associated with the Vistry development parcels planning obligations on Leicester Road, and the Shilton Road Slip.

Proposed Off Site Measures:

The following Infrastructure enhancements are proposed adjacent to the site:

- The change in speed limit gateway (50/60mph) will be relocated to the northwest of the access. The new gateway feature will include edge of carriageway pavement markings, dragons teeth, a 50mph roundel with coloured surfacing, and reflective plastic bollards.
- A 3-meter dual-use facility for pedestrians and cyclists is proposed along Shilton Road, leading towards Leicester Road.
- The above dual-use facility will connect to Leicester Road to the northeast, enabling existing Public Rights of Way (PROW) Footpaths T72 and T92 to interface with the new facilities including formal uncontrolled crossings.

An alternative off site highway measure is proposed to enhance bus penetration to the site, and adjoining development parcels. This would enhance accessibility to bus services to circa 200-250 dwellings (including the proposed site and neighbouring development sites). These measures would include:

- Realignment and narrowing of the Shilton Road slip for bus access only, to provide a safer environment for users, whilst retaining a dual use infrastructure facility as conditioned to be provided as part of the Vistry development sites consent.
- At the Shilton Road Triangle, a bus stop with cage markings is proposed in a layby arrangement, subject to agreement with the Highway Authority including camera enforcement if required.

Road Safety: A Stage 1 Road Safety Audit was procured. The Audit identified three 'Problems' such as the risk of vehicle-to-vehicle collisions and lack of pedestrian infrastructure. These Problems have been addressed, considering all proposed access arrangements and off-site measures, with the proposed highway measures being altered to suit where applicable.

Sustainable Access: The site has good access to sustainable modes of travel, including walking, cycling, and public transport. Nearly the whole of Earl Shilton is accessible within a 2 km walking distance. The nearest bus stops are within 500 to 600 metres, although with the implementation of the proposed alternative off site improvements to the Shilton Road Slip, to allow bus penetration and a bus stop, access would be within 65m. The nearest train station is Hinckley Train Station, 10.7 km away.

Traffic Impact: The development is expected to generate 62 vehicle movements during the AM peak hour and 66 during the PM peak hour. The impact on nearby junctions has been assessed, concluding that no material impacts would be created to the operational performance of the highway network.

The site access junction has also been assessed, concluding significant levels of reserved capacity would be available.

6.2 Conclusions

This report concludes that the proposals accord with the NPPF such that:

Safe and Suitable Access: The proposed access arrangements, including the new priority access junction on Shilton Road and the modifications to the adjacent road layout, ensure safe and suitable access to the site

would be created. This aligns with NPPF paragraph 115, which emphasizes the need for safe and suitable access for all users.

Impact on Highway Network: The assessment of the impact on the highway network shows that the development will not have a significant adverse impact on the operation of the adjacent junctions. This is in accordance with NPPF paragraph 116, which states that development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Road Safety: The Stage 1 Road Safety Audit and subsequent design modifications address potential safety issues, ensuring that the development does not compromise road safety. This is consistent with NPPF paragraph 117, which highlights the importance of creating safe, secure, and accessible environments.

Sustainable Transport: The site has good access to sustainable modes of travel, including walking, cycling, and public transport. This supports NPPF paragraph 109, which encourages opportunities to promote walking, cycling, and public transport use.

APPENDIX A: Speed Surveys

Earl Shilton

24th June - 1st July

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088029573 2025-06-24 to 2025-07-01

Site Name 880088029573
Site ID 880088029573
Grid 446701298684
Description Shilton Road, Earl Shilton - SDR

Setup LEICS_SDR
Lanes Each Lane
Time Period 1 hour
Exclude data: None

All directions

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	5	4	3	7	9	7	4	4	4	6	43
01:00:00	5	7	3	8	9	1	2	3	5	5	38
02:00:00	2	3	4	1	6	2	5	2	3	3	25
03:00:00	9	5	4	7	6	1	6	3	6	5	41
04:00:00	6	10	8	7	5	4	10	5	8	7	55
05:00:00	35	41	38	34	10	11	31	22	34	27	222
06:00:00	67	69	71	64	22	17	50	55	63	50	415
07:00:00	175	142	127	145	39	39	150	163	150	119	980
08:00:00	184	195	176	173	83	52	162	190	180	148	1215
09:00:00	112	142	149	118	127	116	95	128	124	123	987
10:00:00	88	108	112	113	132	130	101	94	103	111	878
11:00:00	87	133	105	133	135	109	92	102	109	112	896
12:00:00	106	121	121	155	134	169	96	131	122	130	1033
13:00:00	101	114	104	140	113	106	119	108	114	113	905
14:00:00	114	162	131	168	104	127	120	158	142	135	1084
15:00:00	171	186	175	204	105	104	186	201	187	164	1332
16:00:00	197	221	190	214	82	94	210	254	214	178	1462
17:00:00	210	241	190	190	119	115	215	127	196	173	1407
18:00:00	122	146	129	144	87	89	89	89	120	111	895
19:00:00	76	85	81	133	82	53	65	90	88	82	665
20:00:00	60	74	62	64	39	46	60	74	66	59	479
21:00:00	38	46	36	48	39	23	21	44	39	37	295
22:00:00	32	31	37	36	26	9	23	22	30	27	216
23:00:00	7	15	17	33	24	16	9	14	16	17	135
07-19	1667	1911	1709	1897	1260	1250	1635	1745	1761	1616	13074
06-22	1908	2185	1959	2206	1442	1389	1831	2008	2016	1845	14928
06-24	1947	2231	2013	2275	1492	1414	1863	2044	2062	1888	15279
00-24	2009	2301	2073	2339	1537	1440	1921	2083	2121	1940	15703
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	184	195	176	173	135	130	162	190	180	148	
pm Peak	17:00:00	17:00:00	16:00:00	16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	210	241	190	214	134	169	215	254	214	178	

Southeastbound

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	3	4	3	3	7	5	2	2	3	4	29
01:00:00	2	2	1	3	6	0	2	1	2	2	17
02:00:00	1	1	0	0	3	1	1	1	1	1	8
03:00:00	2	1	2	3	4	0	2	0	2	2	14
04:00:00	2	3	2	2	2	2	2	1	2	2	16
05:00:00	8	11	6	8	6	7	7	4	7	7	57
06:00:00	25	32	34	29	10	6	25	25	28	23	186
07:00:00	86	80	68	70	12	16	86	101	82	62	519
08:00:00	114	105	98	94	32	18	92	103	101	79	656
09:00:00	58	80	80	59	60	50	56	64	66	63	507
10:00:00	55	58	54	64	70	67	49	57	56	60	474
11:00:00	50	72	49	64	63	53	53	53	57	57	457
12:00:00	64	82	76	78	82	108	61	82	74	80	633
13:00:00	64	65	61	85	67	63	71	60	68	67	536
14:00:00	68	100	70	94	61	74	59	83	79	76	609
15:00:00	105	128	99	120	64	71	114	123	115	101	824
16:00:00	135	146	122	126	53	60	125	148	134	112	915
17:00:00	133	145	110	107	69	62	119	79	116	101	824
18:00:00	60	86	70	66	50	46	47	40	62	58	465
19:00:00	53	46	35	86	53	35	41	47	51	49	396
20:00:00	33	46	36	46	15	23	40	42	40	34	281
21:00:00	21	29	25	34	26	15	14	19	24	23	183
22:00:00	20	19	23	21	17	6	12	13	18	16	131
23:00:00	6	6	12	20	16	9	8	9	10	11	86
07-19	992	1147	957	1027	683	688	932	993	1008	916	7419
06-22	1124	1300	1087	1222	787	767	1052	1126	1152	1045	8465
06-24	1150	1325	1122	1263	820	782	1072	1148	1180	1072	8682
00-24	1168	1347	1136	1282	848	797	1088	1157	1196	1090	8823
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	114	105	98	94	70	67	92	103	101	79	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	135	146	122	126	82	108	125	148	134	112	

Northwestbound

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	2	0	0	4	2	2	2	2	2	2	14
01:00:00	3	5	2	5	3	1	0	2	3	3	21
02:00:00	1	2	4	1	3	1	4	1	2	2	17
03:00:00	7	4	2	4	2	1	4	3	4	3	27
04:00:00	4	7	6	5	3	2	8	4	6	5	39
05:00:00	27	30	32	26	4	4	24	18	26	20	165
06:00:00	42	37	37	35	12	11	25	30	34	28	229
07:00:00	89	62	59	75	27	23	64	62	68	56	461
08:00:00	70	90	78	79	51	34	70	87	79	69	559
09:00:00	54	62	69	59	67	66	39	64	58	60	480
10:00:00	33	50	58	49	62	63	52	37	46	51	404
11:00:00	37	61	56	69	72	56	39	49	52	55	439
12:00:00	42	39	45	77	52	61	35	49	48	50	400
13:00:00	37	49	43	55	46	43	48	48	47	46	369
14:00:00	46	62	61	74	43	53	61	75	63	59	475
15:00:00	66	58	76	84	41	33	72	78	72	62	508
16:00:00	62	75	68	88	29	34	85	106	81	67	547
17:00:00	77	96	80	83	50	53	96	48	80	72	583
18:00:00	62	60	59	78	37	43	42	49	58	53	430
19:00:00	23	39	46	47	29	18	24	43	37	33	269
20:00:00	27	28	26	18	24	23	20	32	25	25	198
21:00:00	17	17	11	14	13	8	7	25	15	14	112
22:00:00	12	12	14	15	9	3	11	9	12	10	85
23:00:00	1	9	5	13	8	7	1	5	6	6	49
07-19	675	764	752	870	577	562	703	752	753	700	5655
06-22	784	885	872	984	655	622	779	882	864	800	6463
06-24	797	906	891	1012	672	632	791	896	882	816	6597
00-24	841	954	937	1057	689	643	833	926	925	851	6880
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	11:00:00	09:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	89	90	78	79	72	66	70	87	79	69	
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	16:00:00	17:00:00	
Peak Volume	77	96	80	88	52	61	96	106	81	72	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays | Holiday-affected days

Notes on data:
Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion

Holidays & Events:
None

Speed Bins Report LEICESTERSHIRE_TEMP 880088029573 2025-06-24 to 2025-07-01

Site Name	880088029573
Site ID	880088029573
Grid	446701298684
Description	Shilton Road, Earl Shilton - SDR
Setup	LEICS_SDR
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	5	0	0	0	4	1	0	0	0	0	0	0	0	0	41.6	37.7	6.3
01:00:00	5	0	0	1	2	2	0	0	0	0	0	0	0	0	43.8	35.7	7.8
02:00:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0	41.4	36.4	5.2
03:00:00	5	0	0	0	2	2	0	0	0	0	0	0	0	0	42.9	38.7	5.6
04:00:00	7	0	0	0	5	1	0	0	0	0	0	0	0	0	42.3	37.4	4.6
05:00:00	28	0	1	2	18	6	1	0	0	0	0	0	0	0	41.8	37.1	6.5
06:00:00	52	0	0	4	33	13	2	0	0	0	0	0	0	0	43.2	37.5	6.1
07:00:00	122	0	1	8	83	29	2	0	0	0	0	0	0	0	41.9	37.1	5.4
08:00:00	152	0	1	8	114	28	1	0	0	0	0	0	0	0	40.8	36.4	4.8
09:00:00	123	0	3	20	84	15	1	0	0	0	0	0	0	0	39.4	34.3	6.1
10:00:00	110	0	2	17	75	14	1	0	0	0	0	0	0	0	39.5	34.5	5.8
11:00:00	112	0	2	15	80	13	1	0	0	0	0	0	0	0	39.4	34.7	5.9
12:00:00	129	0	2	18	93	16	1	0	0	0	0	0	0	0	39.5	34.7	5.3
13:00:00	113	0	1	15	81	14	2	0	0	0	0	0	0	0	39.8	35.1	5.6
14:00:00	136	0	1	17	97	18	2	0	0	0	0	0	0	0	40	35.2	5.9
15:00:00	166	0	2	16	117	29	2	0	0	0	0	0	0	0	41.1	36	5.6
16:00:00	183	0	1	12	129	37	3	0	0	0	0	0	0	0	41.6	36.5	5.7
17:00:00	176	0	2	12	121	36	4	0	0	0	0	0	0	0	42	36.7	6.1
18:00:00	112	0	3	11	75	19	3	2	0	0	0	0	0	0	41.6	36.2	7
19:00:00	83	0	2	10	48	19	3	0	0	0	0	0	0	0	43.5	36.9	7.9
20:00:00	60	0	1	9	40	10	1	0	0	0	0	0	0	0	40.6	35.4	5.8
21:00:00	37	0	0	5	25	6	0	0	0	0	0	0	0	0	40.6	35.7	6.1
22:00:00	27	0	0	5	18	4	0	0	0	0	0	0	0	0	40	34.6	5.3
23:00:00	17	0	0	3	11	2	0	0	0	0	0	0	0	0	39.8	34.8	5.7
07-19	1634	0	21	170	1150	266	22	4	1	0	0	0	0	0	40.7	35.7	5.8
06-22	1866	0	23	199	1296	313	28	5	1	0	0	0	0	0	41	35.8	6
06-24	1910	0	24	207	1325	319	29	5	1	0	0	0	0	0	40.9	35.8	6
00-24	1963	1	24	210	1359	332	30	5	1	0	0	0	0	0	41	35.8	6
am Peak	08:00:00	01:00:00	09:00:00	09:00:00	08:00:00	07:00:00	06:00:00	11:00:00	09:00:00						01:00:00	03:00:00	
Peak Volume	152	0	3	20	114	29	2	0	0						43.8	38.7	5.5
pm Peak	16:00:00	17:00:00	18:00:00	12:00:00	16:00:00	16:00:00	17:00:00	18:00:00	17:00:00	19:00:00					19:00:00	19:00:00	
Peak Volume	183	0	3	18	129	37	4	2	0	0					43.5	36.9	7.9

Southeastbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	4	0	0	0	3	1	0	0	0	0	0	0	0	0	42.3	38.3	7.3
01:00:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	45.1	36.5	10.7
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7		
03:00:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	45.6	38.9	7.1
04:00:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	39.6	36.5	3.7
05:00:00	7	0	0	0	5	2	0	0	0	0	0	0	0	0	41.8	38.1	5.2
06:00:00	23	0	0	1	12	9	1	0	0	0	0	0	0	0	45.9	39.6	6.3
07:00:00	65	0	0	3	39	22	1	0	0	0	0	0	0	0	43.9	38.6	5.7
08:00:00	82	0	0	2	57	22	1	0	0	0	0	0	0	0	41.8	37.5	4.6
09:00:00	63	0	1	10	40	11	1	0	0	0	0	0	0	0	40.5	35.2	6.6
10:00:00	59	0	1	6	41	10	1	0	0	0	0	0	0	0	41.1	35.7	5.9
11:00:00	57	0	1	6	40	10	1	0	0	0	0	0	0	0	40.9	35.9	6.6
12:00:00	79	0	1	9	56	13	0	0	0	0	0	0	0	0	40.5	35.4	5.6
13:00:00	67	0	1	8	45	11	2	0	0	0	0	0	0	0	41.1	35.9	6.3
14:00:00	76	0	1	7	54	14	1	0	0	0	0	0	0	0	41.4	35.9	5.9
15:00:00	103	0	2	8	69	21	2	0	0	0	0	0	0	0	41.6	36.3	6
16:00:00	114	0	1	7	77	28	2	0	0	0	0	0	0	0	42.2	37	5.8
17:00:00	103	0	2	6	68	24	3	0	0	0	0	0	0	0	42.3	37.3	6.3
18:00:00	58	0	3	3	37	13	1	1	0	0	0	0	0	0	42.6	36.9	7.4
19:00:00	50	0	1	6	27	13	3	0	0	0	0	0	0	0	45	37.5	8.3
20:00:00	35	0	1	4	23	7	0	0	0	0	0	0	0	0	41.2	35.9	6.2
21:00:00	23	0	0	2	16	4	0	0	0	0	0	0	0	0	40.9	36	5.7
22:00:00	16	0	0	2	12	2	0	0	0	0	0	0	0	0	40	35.3	5.1
23:00:00	11	0	0	2	7	2	0	0	0	0	0	0	0	0	40.5	35.6	6.2
07-19	927	0	15	74	622	198	14	3	0	0	0	0	0	0	41.8	36.5	6.1
06-22	1058	0	16	88	700	231	18	4	1	0	0	0	0	0	41.9	36.6	6.2
06-24	1085	0	17	92	719	234	19	4	1	0	0	0	0	0	41.8	36.6	6.2
00-24	1103	0	17	93	729	240	19	4	1	0	0	0	0	0	41.8	36.6	6.2
am Peak	08:00:00	01:00:00	09:00:00	09:00:00	08:00:00	08:00:00	07:00:00	06:00:00	11:00:00						02:00:00	06:00:00	
Peak Volume	82	0	1	10	57	22	1	0	0						46.7	39.6	6.3
pm Peak	16:00:00		18:00:00	12:00:00	16:00:00	16:00:00	17:00:00	18:00:00	17:00:00	19:00:00					19:00:00	19:00:00	
Peak Volume	114		3	9	77	28	3	1	0	0					45	37.5	8.3

Northwestbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	39.4	36.4	3.4
01:00:00	3	0	0	0	2	0	0	0	0	0	0	0	0	0	38.7	35	4.4
02:00:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	38.4	35.4	3.6
03:00:00	3	0	0	0	2	2	0	0	0	0	0	0	0	0	42.8	38.7	4.8
04:00:00	5	0	0	0	4	1	0	0	0	0	0	0	0	0	42.9	37.7	4.9
05:00:00	21	0	1	1	14	4	1	0	0	0	0	0	0	0	41.8	36.7	6.9
06:00:00	29	0	0	3	20	4	1	0	0	0	0	0	0	0	40.5	35.9	5.5
07:00:00	58	0	0	5	44	7	0	0	0	0	0	0	0	0	39.9	35.4	4.6
08:00:00	70	0	0	6	57	6	0	0	0	0	0	0	0	0	38.9	35.1	4.7
09:00:00	60	0	2	10	44	4	0	0	0	0	0	0	0	0	37.7	33.4	5.3
10:00:00	50	0	1	11	34	3	0	0	0	0	0	0	0	0	37.8	33	5.3
11:00:00	55	0	1	10	41	3	0	0	0	0	0	0	0	0	37.2	33.5	4.9
12:00:00	50	0	0	9	37	3	1	0	0	0	0	0	0	0	37.5	33.6	4.6
13:00:00	46	0	0	7	36	3	0	0	0	0	0	0	0	0	37.7	33.8	4.2
14:00:00	59	0	1	10	43	4	1	0	0	0	0	0	0	0	38.3	34.3	5.7
15:00:00	64	0	0	8	48	8	0	0	0	0	0	0	0	0	39.8	35.3	4.9
16:00:00	68	0	0	5	52	10	1	0	0	0	0	0	0	0	40	35.5	5.2
17:00:00	73	0	0	6	54	11	1	0	0	0	0	0	0	0	40.5	35.9	5.7
18:00:00	54	0	0	8	38	5	2	0	0	0	0	0	0	0	40	35.5	6.5
19:00:00	34	0	0	5	22	6	1	0	0	0	0	0	0	0	41.7	35.9	7.1
20:00:00	25	0	0	4	17	3	0	0	0	0	0	0	0	0	39.5	34.7	5.1
21:00:00	14	0	0	3	9	2	0	0	0	0	0	0	0	0	40.5	35.2	6.8
22:00:00	11	0	0	3	6	2	0	0	0	0	0	0	0	0	40.1	33.6	5.5
23:00:00	6	0	0	1	4	1	0	0	0	0	0	0	0	0	37.8	33.4	4.4
07-19	707	0	6	96	527	68	8	1	0	0	0	0	0	0	39	34.6	5.3
06-22	808	0	7	111	596	82	10	1	1	0	0	0	0	0	39.3	34.7	5.4
06-24	825	0	7	115	606	85	10	1	1	0	0	0	0	0	39.3	34.7	5.4
00-24	860	0	8	117	630	93	10	1	1	0	0	0	0	0	39.4	34.8	5.4
am Peak	08:00:00		09:00:00	10:00:00	08:00:00	07:00:00	06:00:00	05:00:00	09:00:00						04:00:00	03:00:00	
Peak Volume	70		2	11	57	7	1	0	0						42.9	38.7	4.7
pm Peak	17:00:00	17:00:00	14:00:00	14:00:00	17:00:00	17:00:00	18:00:00	18:00:00	19:00:00						19:00:00	19:00:00	
Peak Volume	73	0	1	10	54	11	2	0	0						41.7	35.9	7.1

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays | Holiday-affected days

Notes on data:

Recorder Speed Resolution = 0.06 mph

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088029572 2025-06-24 to 2025-07-01

Site Name	880088029572
Site ID	880088029572
Grid	446792298575
Description	Shilton Road, west of Leicester Road, Earl Shilton - SDR
Setup	LEICS_SDR
Lanes	Each Lane
Time Period	1 hour
Exclude data:	None

All directions

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	4	5	3	4	7	5	5	3	4	5	36
01:00:00	2	4	1	4	6	0	2	2	2	3	21
02:00:00	1	1	0	0	4	1	2	1	1	1	10
03:00:00	3	2	3	3	4	0	3	1	2	2	19
04:00:00	2	3	2	2	2	3	2	1	2	2	17
05:00:00	10	11	9	8	6	9	7	5	8	8	65
06:00:00	28	35	36	33	13	8	37	32	34	27	222
07:00:00	102	106	102	91	15	25	115	120	106	81	676
08:00:00	149	133	151	122	55	25	134	135	137	110	904
09:00:00	84	115	103	87	92	71	85	101	96	92	738
10:00:00	77	81	85	90	107	90	78	89	83	88	697
11:00:00	70	103	74	99	101	80	76	89	85	87	692
12:00:00	85	123	107	123	116	134	85	113	106	111	886
13:00:00	91	102	81	125	92	97	86	80	94	94	754
14:00:00	102	122	110	134	101	122	81	120	112	112	892
15:00:00	145	165	149	164	91	98	135	152	152	135	1099
16:00:00	187	204	179	178	67	86	150	177	179	150	1228
17:00:00	187	182	158	164	90	82	144	149	164	142	1156
18:00:00	94	108	95	109	67	66	57	70	89	82	666
19:00:00	74	69	59	121	68	51	64	72	76	72	578
20:00:00	48	64	45	70	33	37	59	55	57	51	411
21:00:00	30	37	32	50	36	18	24	30	34	32	257
22:00:00	22	23	30	31	21	9	17	23	24	22	176
23:00:00	6	8	13	26	20	8	11	10	12	13	102
07-19	1373	1544	1394	1486	994	976	1226	1395	1403	1284	10388
06-22	1553	1749	1566	1760	1144	1090	1410	1584	1604	1465	11856
06-24	1581	1780	1609	1817	1185	1107	1438	1617	1640	1499	12134
00-24	1603	1806	1627	1838	1214	1125	1459	1630	1660	1520	12302
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	149	133	151	122	107	90	134	135	137	110	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	187	204	179	178	116	134	150	177	179	150	

Northwestbound

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	1	0	0	1	0	0	1	0	0	0	3
01:00:00	0	2	0	1	0	0	0	0	0	0	3
02:00:00	0	0	0	0	1	0	1	0	0	0	2
03:00:00	1	1	1	0	0	0	1	1	1	1	5
04:00:00	0	0	0	0	0	0	0	0	0	0	0
05:00:00	2	0	2	0	0	2	0	0	1	1	6
06:00:00	3	2	1	4	3	2	6	3	3	3	24
07:00:00	14	15	12	16	4	9	13	7	13	11	90
08:00:00	16	15	33	14	18	7	14	15	18	16	132
09:00:00	18	20	15	16	30	13	16	23	18	19	151
10:00:00	14	19	16	18	21	16	16	14	16	17	134
11:00:00	17	24	20	24	19	20	15	28	21	21	167
12:00:00	11	14	14	26	20	20	16	10	15	17	131
13:00:00	10	19	7	23	16	18	8	9	13	14	110
14:00:00	14	16	25	19	16	23	17	21	19	19	151
15:00:00	22	14	18	27	16	12	13	13	18	17	135
16:00:00	16	24	22	25	8	10	18	21	21	18	144
17:00:00	18	17	24	30	12	13	21	16	21	19	151
18:00:00	15	11	16	24	8	15	7	12	14	13	108
19:00:00	13	10	9	18	6	8	12	9	12	10	85
20:00:00	10	11	7	10	7	7	7	9	9	8	68
21:00:00	4	3	1	10	6	2	5	7	5	5	38
22:00:00	0	1	6	7	2	1	3	5	4	3	25
23:00:00	0	1	1	2	3	0	1	1	1	1	9
07-19	185	208	222	262	188	176	174	189	207	200	1604
06-22	215	234	240	304	210	195	204	217	236	226	1819
06-24	215	236	247	313	215	196	208	223	240	230	1853
00-24	219	239	250	315	216	198	211	224	243	233	1872
am Peak	09:00:00	11:00:00	08:00:00	11:00:00	09:00:00	11:00:00	09:00:00	11:00:00	11:00:00	11:00:00	
Peak Volume	18	24	33	24	30	20	16	28	21	21	
pm Peak	15:00:00	16:00:00	14:00:00	17:00:00	12:00:00	14:00:00	17:00:00	14:00:00	16:00:00	14:00:00	
Peak Volume	22	24	25	30	20	23	21	21	21	19	

Southeastbound

	Tue 2025-06-24	Wed 2025-06-25	Thu 2025-06-26	Fri 2025-06-27	Sat 2025-06-28	Sun 2025-06-29	Mon 2025-06-30	Tue 2025-07-01	Average Workday	Average 7 Day	Total Count
00:00:00	3	5	3	3	7	5	4	3	4	4	33
01:00:00	2	2	1	3	6	0	2	2	2	2	18
02:00:00	1	1	0	0	3	1	1	1	1	1	8
03:00:00	2	1	2	3	4	0	2	0	2	2	14
04:00:00	2	3	2	2	2	3	2	1	2	2	17
05:00:00	8	11	7	8	6	7	7	5	8	7	59
06:00:00	25	33	35	29	10	6	31	29	30	24	198
07:00:00	88	91	90	75	11	16	102	113	93	70	586
08:00:00	133	118	118	108	37	18	120	120	120	93	772
09:00:00	66	95	88	71	62	58	69	78	78	73	587
10:00:00	63	62	69	72	86	74	62	75	67	71	563
11:00:00	53	79	54	75	82	60	61	61	64	66	525
12:00:00	74	109	93	97	96	114	69	103	91	95	755
13:00:00	81	83	74	102	76	79	78	71	82	80	644
14:00:00	88	106	85	115	85	99	64	99	93	93	741
15:00:00	123	151	131	137	75	86	122	139	134	119	964
16:00:00	171	180	157	153	59	76	132	156	158	132	1084
17:00:00	169	165	134	134	78	69	123	133	143	123	1005
18:00:00	79	97	79	85	59	51	50	58	75	69	558
19:00:00	61	59	50	103	62	43	52	63	65	61	493
20:00:00	38	53	38	60	26	30	52	46	48	42	343
21:00:00	26	34	31	40	30	16	19	23	29	27	219
22:00:00	22	22	24	24	19	8	14	18	21	19	151
23:00:00	6	7	12	24	17	8	10	9	11	12	93
07-19	1188	1336	1172	1224	806	800	1052	1206	1196	1084	8784
06-22	1338	1515	1326	1456	934	895	1206	1367	1368	1238	10037
06-24	1366	1544	1362	1504	970	911	1230	1394	1400	1269	10281
00-24	1384	1567	1377	1523	998	927	1248	1406	1418	1288	10430
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	133	118	118	108	86	74	120	120	120	93	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	171	180	157	153	96	114	132	156	158	132	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays | Holiday-affected days

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088029572 2025-06-24 to 2025-07-01

Site Name	880088029572
Site ID	880088029572
Grid	446792298575
Description	Shilton Road, west of Leicester Road, Earl Shilton - SDR
Setup	LEICS_SDR
Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Speed units	mph
Exclude data:	None

All directions

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	4	0	0	4	1	0	0	0	0	0	0	0	0	0	29.3	25.8	4.3
01:00:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	29.8	25.7	4
02:00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31.1	26.9	4.7
03:00:00	2	0	0	2	1	0	0	0	0	0	0	0	0	0	30.9	28	2.8
04:00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	29.3	25.8	3
05:00:00	8	0	0	6	1	0	0	0	0	0	0	0	0	0	30.4	27.3	3.1
06:00:00	28	0	1	21	5	0	0	0	0	0	0	0	0	0	30.4	27	4.4
07:00:00	84	0	7	69	9	0	0	0	0	0	0	0	0	0	29.3	25.6	3.9
08:00:00	113	2	15	89	6	0	0	0	0	0	0	0	0	0	28.2	24	4.8
09:00:00	92	0	15	72	5	0	0	0	0	0	0	0	0	0	27.7	23.9	4.3
10:00:00	87	0	13	70	4	0	0	0	0	0	0	0	0	0	27.7	24	4
11:00:00	86	0	9	75	3	0	0	0	0	0	0	0	0	0	27.7	24.2	3.6
12:00:00	111	1	16	90	4	0	0	0	0	0	0	0	0	0	27.6	23.6	4
13:00:00	94	0	13	76	5	0	0	0	0	0	0	0	0	0	27.7	24	4
14:00:00	112	0	15	91	5	0	0	0	0	0	0	0	0	0	27.7	24.1	4
15:00:00	137	1	20	111	5	0	0	0	0	0	0	0	0	0	27.7	23.7	4.3
16:00:00	154	2	28	116	6	0	0	0	0	0	0	0	0	0	27.7	23.3	4.7
17:00:00	144	1	20	114	9	0	0	0	0	0	0	0	0	0	28.2	24.2	4.4
18:00:00	83	1	6	70	6	0	0	0	0	0	0	0	0	0	28.8	25.1	4.3
19:00:00	72	0	4	58	10	0	0	0	0	0	0	0	0	0	29.9	26.2	4.2
20:00:00	51	0	4	42	6	0	0	0	0	0	0	0	0	0	29.3	25.4	3.9
21:00:00	32	0	2	26	3	0	0	0	0	0	0	0	0	0	29.3	25.4	4.2
22:00:00	22	0	1	18	2	0	0	0	0	0	0	0	0	0	29.8	25.5	3.9
23:00:00	13	0	1	10	2	0	0	0	0	0	0	0	0	0	29.1	25.2	4.1
07-19	1298	10	177	1042	69	1	0	0	0	0	0	0	0	0	28.1	24.1	4.3
06-22	1482	10	189	1190	92	2	0	0	0	0	0	0	0	0	28.2	24.3	4.3
06-24	1517	10	191	1218	96	2	0	0	0	0	0	0	0	0	28.2	24.3	4.3
00-24	1538	10	192	1234	100	2	0	0	0	0	0	0	0	0	28.2	24.3	4.3
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00									02:00:00	03:00:00	
Peak Volume	113	2	15	89	9	0									31.1	28	2.7
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	19:00:00	17:00:00									19:00:00	19:00:00	
Peak Volume	154	2	28	116	10	0									29.9	26.2	4.2

Northwestbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3		
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6		
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2		
03:00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	29		
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	28.3		
06:00:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	28.2	24.5	4.6
07:00:00	11	0	1	9	1	0	0	0	0	0	0	0	0	0	28.8	25.4	4.2
08:00:00	16	2	2	12	1	0	0	0	0	0	0	0	0	0	28.8	22.9	6.5
09:00:00	19	0	2	16	1	0	0	0	0	0	0	0	0	0	27.2	23.7	4.1
10:00:00	17	0	2	14	0	0	0	0	0	0	0	0	0	0	27.2	23.5	4
11:00:00	21	0	2	18	0	0	0	0	0	0	0	0	0	0	26.6	23.4	3.8
12:00:00	16	0	3	13	1	0	0	0	0	0	0	0	0	0	27.3	23.4	3.9
13:00:00	14	0	1	12	1	0	0	0	0	0	0	0	0	0	27.2	24.5	3.4
14:00:00	19	0	2	15	1	0	0	0	0	0	0	0	0	0	27.8	23.9	4.3
15:00:00	17	0	2	14	1	0	0	0	0	0	0	0	0	0	27.8	24	3.8
16:00:00	18	0	2	15	1	0	0	0	0	0	0	0	0	0	28.2	24.2	4.4
17:00:00	19	0	2	15	2	0	0	0	0	0	0	0	0	0	28.6	25.2	4.6
18:00:00	14	0	2	11	0	0	0	0	0	0	0	0	0	0	28.3	24.5	4.7
19:00:00	11	0	0	8	2	0	0	0	0	0	0	0	0	0	33.6	26.5	5.1
20:00:00	8	0	1	7	1	0	0	0	0	0	0	0	0	0	28.4	24.7	4.4
21:00:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	28.3	24.2	4.6
22:00:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	30.4	25.4	5.1
23:00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1		
07-19	200	3	24	163	10	1	0	0	0	0	0	0	0	0	27.8	24	4.4
06-22	227	3	26	184	14	1	0	0	0	0	0	0	0	0	28	24.1	4.5
06-24	232	3	27	187	14	1	0	0	0	0	0	0	0	0	28	24.2	4.5
00-24	234	3	27	189	14	1	0	0	0	0	0	0	0	0	28	24.2	4.5
am Peak	11:00:00	08:00:00	11:00:00	11:00:00	08:00:00	09:00:00									00:00:00	00:00:00	
Peak Volume	21	2	2	18	1	0									32.3	28	3.1
pm Peak	14:00:00	14:00:00	12:00:00	14:00:00	17:00:00	17:00:00									19:00:00	19:00:00	
Peak Volume	19	0	3	15	2	0									33.6	26.5	5.1

Southeastbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	4	0	0	3	0	0	0	0	0	0	0	0	0	0	29.3	25.6	4.3
01:00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	29.9	26.3	3.9
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1		
03:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	30.9	28.3	3.2
04:00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	29.3	25.8	3
05:00:00	7	0	0	6	1	0	0	0	0	0	0	0	0	0	30.4	27.6	3
06:00:00	25	0	1	19	5	0	0	0	0	0	0	0	0	0	31	27.3	4.2
07:00:00	73	0	6	59	8	0	0	0	0	0	0	0	0	0	29.3	25.6	3.9
08:00:00	96	1	13	77	5	0	0	0	0	0	0	0	0	0	28.2	24.2	4.4
09:00:00	73	0	13	56	4	0	0	0	0	0	0	0	0	0	28.1	23.9	4.4
10:00:00	70	0	10	56	4	0	0	0	0	0	0	0	0	0	28.1	24.1	3.9
11:00:00	66	0	6	57	2	0	0	0	0	0	0	0	0	0	27.7	24.4	3.5
12:00:00	94	1	13	77	3	0	0	0	0	0	0	0	0	0	27.6	23.7	4
13:00:00	80	0	12	65	4	0	0	0	0	0	0	0	0	0	27.7	23.9	4.1
14:00:00	93	0	12	76	4	0	0	0	0	0	0	0	0	0	27.7	24.1	4
15:00:00	120	1	18	96	4	0	0	0	0	0	0	0	0	0	27.7	23.6	4.3
16:00:00	136	2	27	102	5	0	0	0	0	0	0	0	0	0	27.7	23.2	4.7
17:00:00	126	1	18	99	7	0	0	0	0	0	0	0	0	0	28.2	24.1	4.4
18:00:00	70	1	5	59	6	0	0	0	0	0	0	0	0	0	28.9	25.3	4.2
19:00:00	62	0	4	50	8	0	0	0	0	0	0	0	0	0	29.9	26.1	4
20:00:00	43	0	3	36	5	0	0	0	0	0	0	0	0	0	29.3	25.6	3.8
21:00:00	27	0	2	23	3	0	0	0	0	0	0	0	0	0	29.3	25.6	4.1
22:00:00	19	0	1	16	2	0	0	0	0	0	0	0	0	0	29.3	25.5	3.7
23:00:00	12	0	1	9	2	0	0	0	0	0	0	0	0	0	29.3	25.3	4.1
07-19	1098	7	154	879	58	0	0	0	0	0	0	0	0	0	28.2	24.1	4.3
06-22	1255	7	162	1006	79	1	0	0	0	0	0	0	0	0	28.2	24.3	4.3
06-24	1285	7	164	1031	82	1	0	0	0	0	0	0	0	0	28.2	24.3	4.3
00-24	1304	7	165	1045	86	1	0	0	0	0	0	0	0	0	28.3	24.4	4.3
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00									02:00:00	03:00:00	
Peak Volume	96	1	13	77	8	0									31.1	28.3	3
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	19:00:00	15:00:00									19:00:00	19:00:00	
Peak Volume	136	2	27	102	8	0									29.9	26.1	4

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays | Holiday-affected days

Notes on data:

Recorder Speed Resolution = 0.06 mph

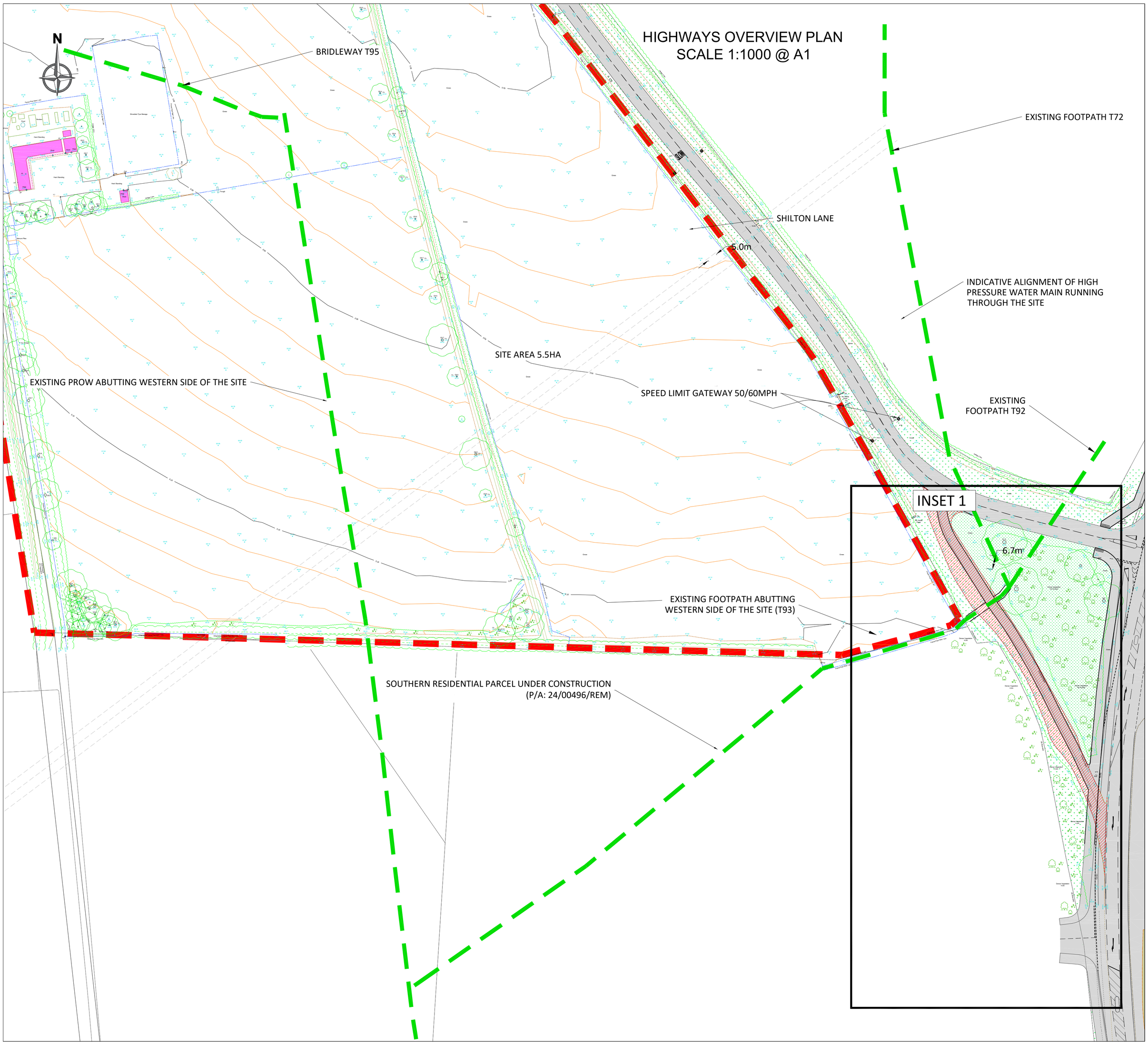
Averages are calculated as the simple average of values across the period.

Holidays & Events:

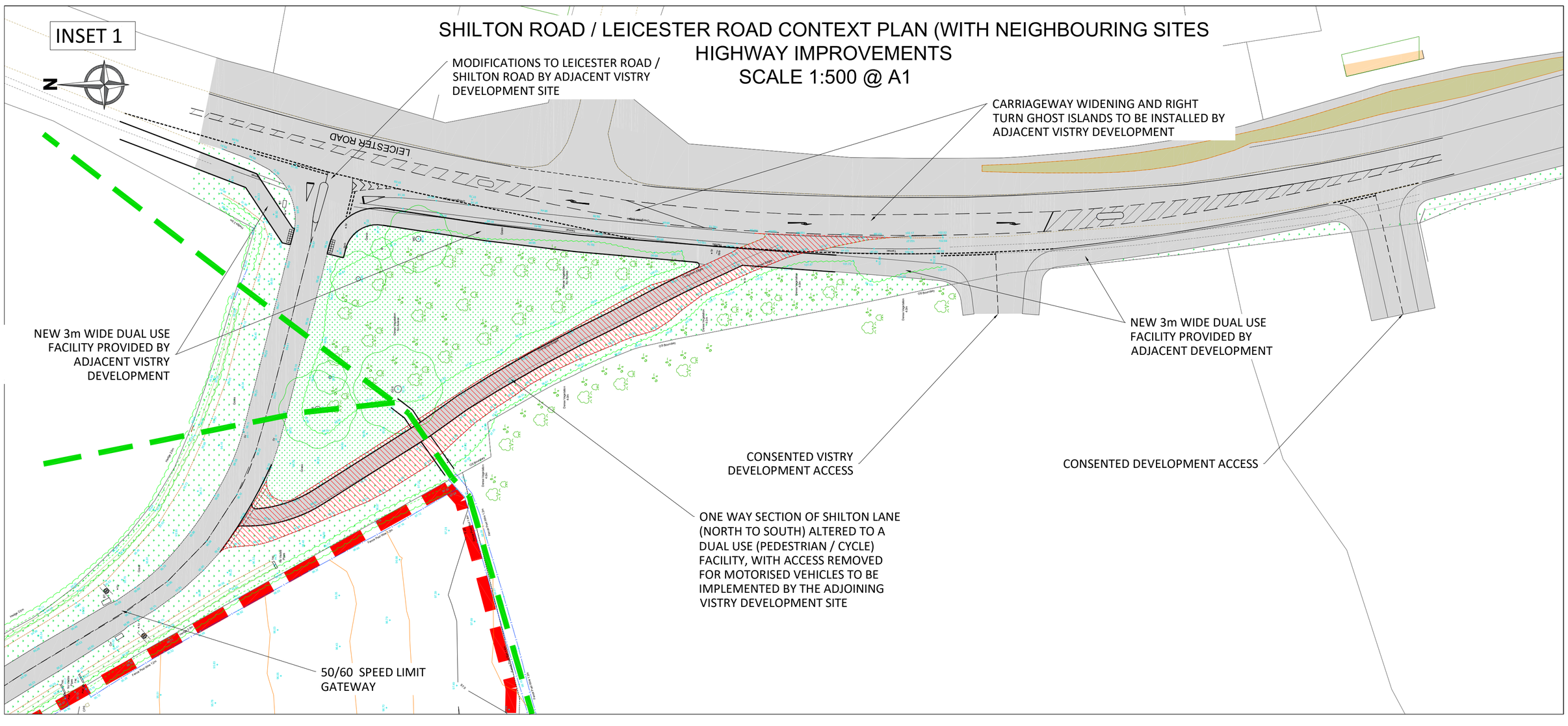
None

APPENDIX B: Highway Context Drawing (001)

HIGHWAYS OVERVIEW PLAN
SCALE 1:1000 @ A1



SHILTON ROAD / LEICESTER ROAD CONTEXT PLAN (WITH NEIGHBOURING SITES HIGHWAY IMPROVEMENTS
SCALE 1:500 @ A1



Revision	Amendment	Approved	Revision Date
A	Revised to incorporate Vistry dual use route on Shilton Rd Slip	MC	7/11/2025

- Proposed site indicative boundary
- Existing PROW
- Existing alignment of Shilton Road slip

Scale Bar (1:500)

Original Sheet Size A1

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	3/11/2025

Project: LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

Sheet: EXISTING SITE HIGHWAY CONTEXT INCLUDING ADJACENT VISTRY SITE HIGHWAY IMPROVEMENT WORKS

Project No.	Scale	Drawing No.	Sheet. No.	Revision
VC0614	1:500@A1	001	001	A

APPENDIX C: Proposed Access Arrangements (Junction and Gateway) Drawing (003)

N

PROPOSED EDGE OF CARRIAGEWAY PAVEMENT MARKINGS TO VISUALLY REDUCE ROAD CORRIDOR

RETROFLECTIVE BOLLARDS INSTALLED ADJACENT TO DRAGONS TEETH, EITHER SIDE OF ROAD CARRIAGEWAY, TO EMPHASIS RELOCATED LOCATION OF GATEWAY

SPEED GATEWAY SIGNAGE MOUNTED ON FEATURE GATEWAY, SUCH AS FIXED WOODEN GATE FEATURE, TO BOTH SIDES OF ROAD CARRIAGEWAY

PROPOSED DRAGONS TEETH PAVEMENT MARKINGS

GATEWAY RED SURFACING WITH 50MPH ROUNDEL

EXISTING HAZARD WARNING SIGN RELOCATED TO THE NORTH

EXISTING SLOW PAVEMENT MARKING REMOVED

UNCONTROLLED INSET PEDESTRIAN CROSSING

3M WIDE DUEL USE FACILITY LEADING INTO THE SITE

EXISTING GATED ACCESS REMOVED. HEDGING / FENCING INSTALLED TO PREVENT FUTURE ACCESS

SHORT SECTION OF CARRIAGEWAY WIDENING TO PROVIDE CONTINUOUS 6M WIDE ROAD WIDTH UP TO ACCESS

EXISTING SPEED LIMIT SIGNS REMOVED

6.0m

Scale Bar (1:500)

Original Sheet Size A1

A

Revision	Amendment	Approved	Revision Date
A	MINOR AMENDMENTS	MC	7/11/2025

Proposed site indicative boundary

Proposed / Adjusted Kerb lines

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	03/11/2025

Project No. VC0614

Scale 1:250@A1

Project: LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

Sheet: PROPOSED ACCESS ARRANGEMENTS (Junction and Gateway)

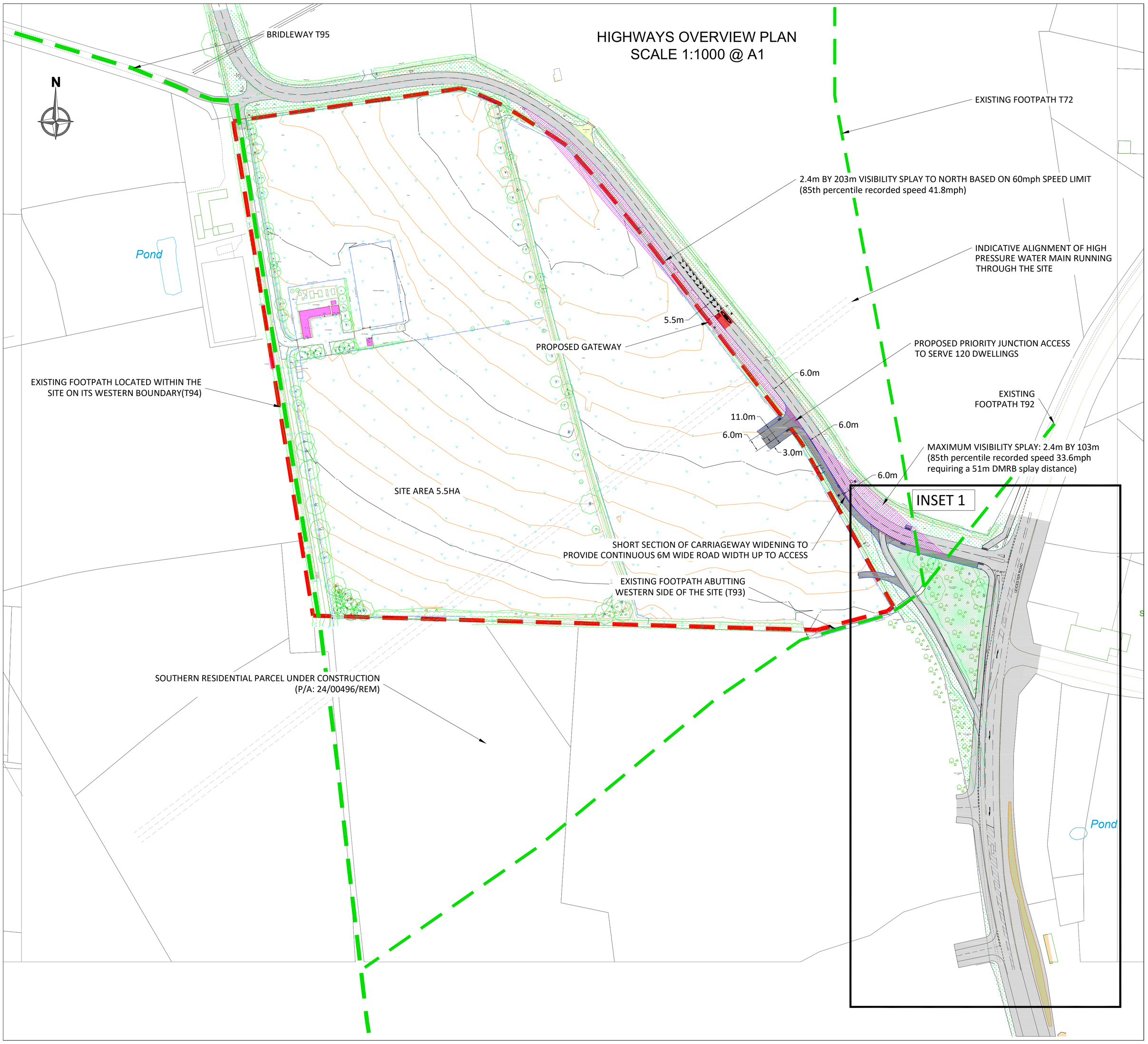
Drawing No. 003

Sheet. No. 001

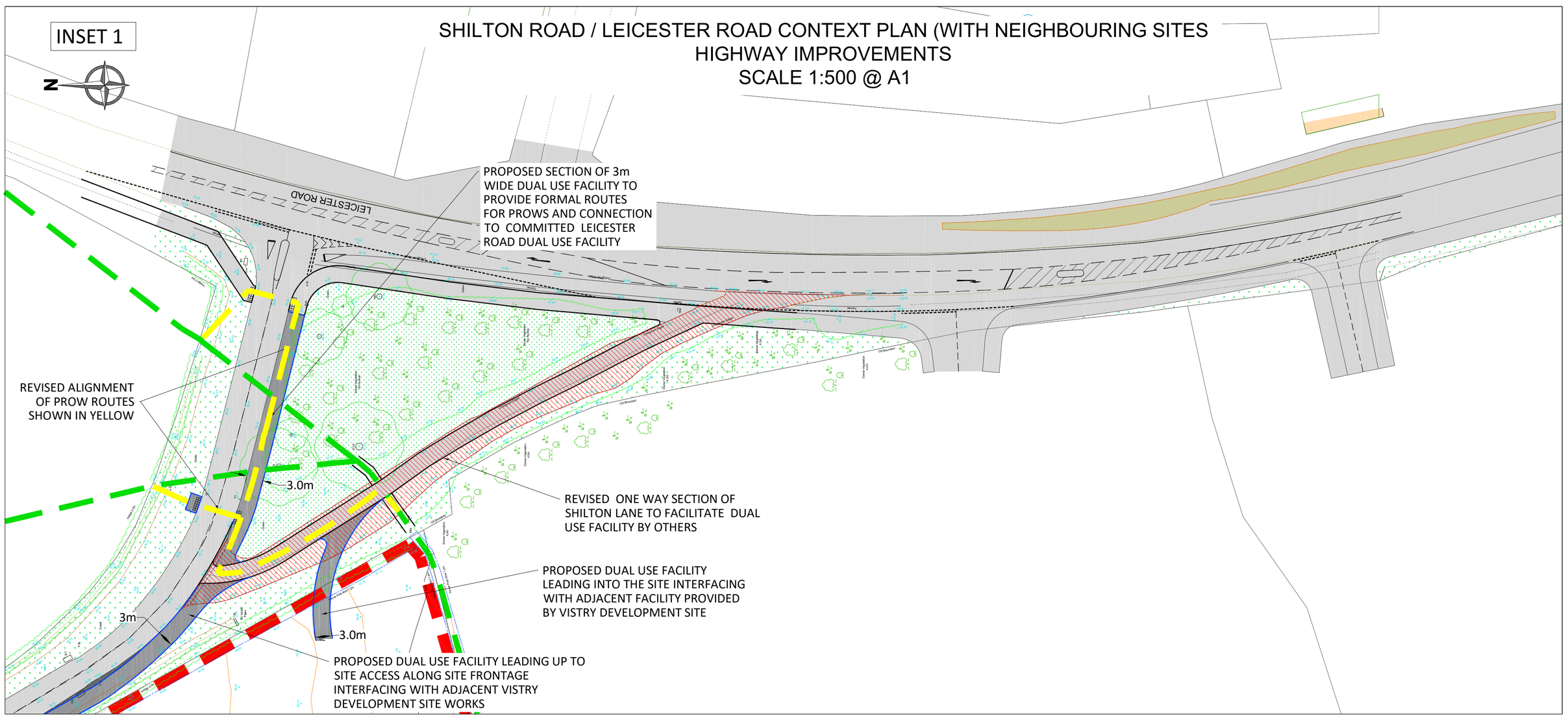
Revision A

APPENDIX D: Proposed Access Arrangements (General) Drawing (002)

HIGHWAYS OVERVIEW PLAN
SCALE 1:1000 @ A1



SHILTON ROAD / LEICESTER ROAD CONTEXT PLAN (WITH NEIGHBOURING SITES HIGHWAY IMPROVEMENTS
SCALE 1:500 @ A1



Scale Bar (1:500)

Scale Bar (1:1,000)

Original Sheet Size A1

Revision	Amendment	Approved	Revision Date
A	Revised to incorporate Vistry dual use route on Shilton Rd Slip	MC	7/11/2025

- Proposed access visibility splay
- Existing alignment of Shilton Road slip
- Proposed carriageway / footway / dual use facility works
- Existing / committed carriageway / footway / dual use facility works
- Proposed site indicative boundary
- Existing PROW
- Proposed PROW realignment if required
- Proposed / Adjusted Kerb lines

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	03/11/2025

Project No.: VC0614
Scale: 1:500@A1

Project: LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

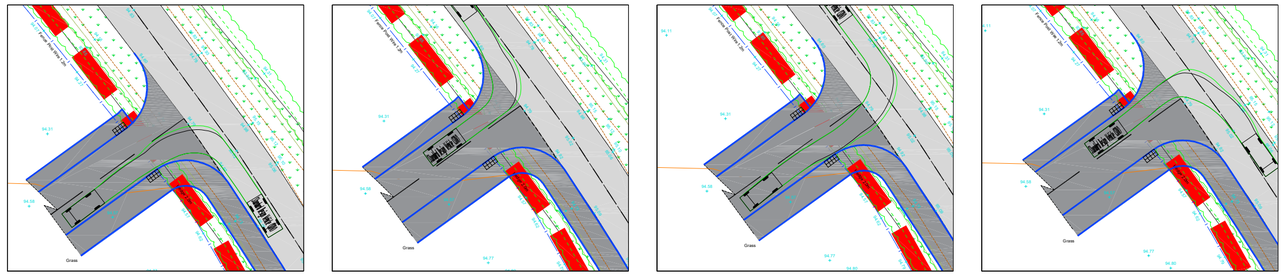
Sheet: PROPOSED ACCESS ARRANGEMENTS INTERFACING WITH ADJACENT VISTRY SITE HIGHWAY IMPROVEMENT WORKS

Drawing No.: 002
Sheet. No.: 001
Revision: A

APPENDIX E: Proposed Access Arrangements Vehicle Tracking Drawing (004)

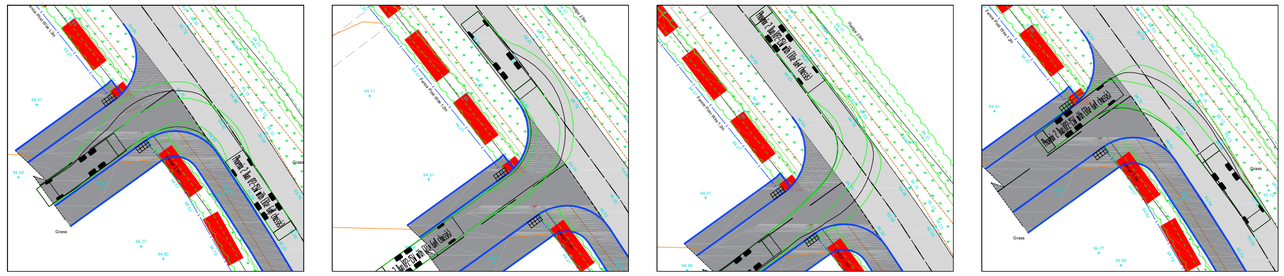
VEHICULAR ACCESS, CAR TURNING MANOEUVRE
SCALE 1:500 @ A1

STANDARD DESIGN VEHICLE (CAR)



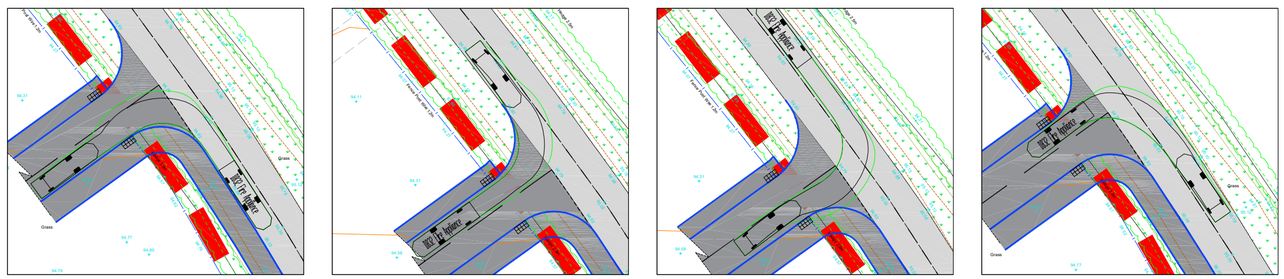
VEHICULAR ACCESS, LARGE REFUSE VEHCILE
TURNING MANOEUVRE
SCALE 1:500 @ A1

11.2M LONG PHOENIX DUE (REFUSE VEHICLE)



VEHICULAR ACCESS, FIRE APPLIANCE
TURNING MANOEUVRE
SCALE 1:500 @ A1

DB32 FIRE APPLICANCE



Scale Bar (1:500)

Original Sheet Size A2

Revision	Amendment	Approved	Revision Date
A	Revised to incorporate Vistry dual use route on Shilton Rd Slip	MC	7/11/2025

Vectio Consulting

LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

Sheet
PROPOSED ACCESS ARRANGEMENTS VEHICLE TRACKING

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	03/11/2025

Project No.	Scale	Drawing No.	Sheet. No.	Revision
VC0614	1:250@A2	004	001	A

APPENDIX F: Road Safety Audit & Audit Brief

GG119 RSA BRIEF			
Date:	26.06.25		
Document reference:	*VC0614 D1.0*		
Status	*For Issue*	**Revision**	*1*
Prepared by: *(Design Organisation)*	Matt Cleggett		
On behalf of: *(Overseeing Organisation)*	Leicestershire County Council Highways		
AUTHORISATION SHEET			
Project:	Land West of Shilton Road, Earl Shilton		
Report title:	Stage 1/2 Road Safety Audit Brief		
PREPARED BY:			
Name:	Matt Cleggett		
Signed:			
Organisation: *(Design)*	Vectio Consulting Limited		
Date:	26.06.25		
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:			
Name:	Not Completed – Audit submitted as part of a planning application		
Signed:			
Organisation: *(Overseeing)*			
Date:			

General details				
Highway scheme name & road number:	Land West of Shilton Road, Earl Shilton			
Type of scheme:	New priority access junction to serve a proposed residential development for up to 160 dwellings off Shilton Road, including traffic calming measures on Shilton Road, extension of committed dual use facilities on Lecester Road onto Shilton Road interfacing with the site, provision of a new 2m wide footway on the south western side of Shilton road fronting the site, and widening / realignment of a short section of Shilton Road at its Triangle with Leicester Road to facilitate the extension of the dual use route, widening of the southern section of Leicester Road in this location with the introduction of a bus stop, and realignment of its priority Junction with Shilton Road. Relocation of existing 60/50 speed limit gateway, and introduction of traffic calming measures.			
RSA stage tick as appropriate.	1 ☑	2 ☑	3 ☐	4 ☐
	Interim ☐			

Overseeing Organisation details	**Design Organisation details**
Leicestershire County Council TBC	Matt Cleggett Transport Planner The Barnhouse Lutterworth Road, Gilmorton LE175PN 01455557343
Police contact details *(For stage 3 RSAs)*	**Maintaining agent contact details**
N/A	N/A

RSA team membership	
Audit Team Leader	Simon Prescott
Audit Team Member	Elaine Bingham
Observer (if applicable)	

Terms of reference
This Road Safety Audit is to be undertaken in general accordance with DMRB document GG 119 Road Safety Audit, as well as the contents of this brief.

Scheme description / objective

General

Proposed new bell mouth access junction to serve 160 unit residential development.

Sections of public footpath to be diverted to the south of Shilton Road, near Leicester Road.

Measures include:

- Relocation of existing 60/50 gateway north of the site access on Shilton Road, with enhanced gateway feature with dragons' teeth, roundel, red pavement surfacing, edge of carriageway marking and gateway fencing features.
- Proposed 2m wide footway fronting the site on the south-western side of Shilton Road to the north of the site access.
- Proposed 3m wide dual use facility leading out of the site on Shilton Road, heading south east, interfacing with committed infrastructure on Leicester Road.
- Proposed realignment of Shilton Road at its Triangle arrangement with Leicester Road on its one way section to accommodate a 3m wide dual use route, and proposed bus stop. Works include realignment of the Shilton Road priority exit only junction to the north of the one-way section.
- Changes to signage and pavement markings to suit

See design drawing appended to this brief:

- VC0614 - 001 Existing Highway Context (DRAFT)
- VC0614 - 002 Proposed Access Arrangements (DRAFT)
- VC0614 - 003 Proposed Access Arrangements, Junction and Gateway (DRAFT)

Design standards applied to the scheme design

LCC Design Guide

Design speeds

Access located in a 60mph speed limit with gateway proposed to be relocated to sited in a 50mph limit. No speed survey data on record. New speed surveys have been instructed but will not be available in time for the audit. The SB speeds, north of the site access will be recorded circa 203m north of the access, SB speeds are to be recorded circa 103m south of the access to capture speeds at the point of visibility, noting the proximity of the Shilton Road / Leicester Road junction

Speed limits

50mph (as proposed)

Existing traffic flows/queues

Weekday	AM Peak	PM Peak	Daily forecast
South East bound	193	244	2,185
North West Bound	209	203	2,060
Total	**482**	**447**	**4,245**

Forecast traffic flows

	AM Peak (8:00 to 9:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate[1]	0.15	0.368	0.518	0.359	0.187	0.546
Trip Generation (160 units)	24	59	83	57	30	87

Pedestrian, cyclist and equestrian desire lines

Mainly south toward Earl Shilton via Shilton Road and Leicester Road using committed dual use facilities and interfacing proposed dual use facility

Environmental constraints

Unknown at present

Description of locality

General description

The site is located at the north of Earl Shilton edge of the built environment on Shilton Road, Public Rights of Way run along the western side of the site, interfacing with the start of the proposed footway on Shilton Road north west of the site. PROWs also interface with the proposed works at the Shilton Road / Leicester Road Triangle

Relevant factors which may affect road safety

None.

Analysis
Collision data analysis
See attached Transport Report prepared for land allocation purposes
Departures from standards
Unknown
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
None
Strategic decisions
None

List of included documents and drawings

Documents

Reference	Rev	Title	Date
Transport Statement	**R1.0**	**TRANSPORT STATEMENT:** **Residential Development – Land Allocation Purposes**	15/5/25

Drawings

Drawing No.	Rev	Title
VC0614 - 001	**-**	Existing Highway Context (DRAFT)
VC0614 - 002	**-**	Proposed Access Arrangements (DRAFT)
VC0614 - 003	**-**	Proposed Access Arrangements, Junction and Gateway (DRAFT)

Checklist (tick all that are included and provide reasons for those that are not included.)		
Site location plan	☒	Incorporated in Drawings
Scale layout plans	☑	3 no.
Departures and relaxations from standards	☒	Unknown
Construction / typical details	☒	N/A
Previous RSA reports	☒	N/A
Previous RSA response reports and evidence of agreed actions	☒	N/A
Collision data and collision data analysis	☒	See appended TS
Road traffic collision plot	☒	See appended TS
Traffic signal staging	☒	N/A
Traffic counts	☒	See appended TS
Speed surveys	☒	None Available
Pedestrian, cyclist and horse-riding desire lines and volumes	☒	Not Available
Walking, cycling and horse-riding assessment and reviews	☒	N/A
Items outside the scope of the RSA / strategic decisions	☒	N/A
Other factors that may impact on road safety	☑	See description
Design speeds / speed limits	☑	See appended TS
Design standards used	☑	LCC / MfS
Adjacent land uses	☒	N/A

TUTUM CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: SHARNFORD ROAD, SAPCOTE, LEICESTERSHIRE.
RESIDENTIAL DEVELOPMENT

PROPOSAL: PRIORITY JUNCTION, FOOTWAYS, & AMNEDMENTS TO EXISTING HIGHWAY

STAGE 1 ROAD SAFETY AUDIT

CLIENT: VECTIO CONSULTING LIMITED
REPORT REF: 2025/005/0586-01

Produced by:

TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

STAGE 1 ROAD SAFETY AUDIT

PROPOSAL: PRIORITY JUNCTION FOOTWAYS & AMENDMENTS TO EXISTING HIGHWAY

LOCATION: SHILTON ROAD, EARL SHILTON, LEICESTERSHIRE.

CLIENT:

Vectio Consulting

DOCUMENT CONTROL – REPORT REFERENCE: 2025/005/0586-01

DOCUMENT PREPARED BY	DOCUMENT CHECKED BY	REVISION	DATE
SP	EB	DRAFT	29.06.2025
SP	EB	FINAL	01.07.2025

LIMITATIONS

CONTENTS

APPENDICES

`

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit pertaining to the construction of a simple priority junction, and new junction arrangement for the slip road that extends from the A47 Leicester Road and associated infrastructure, as detailed in later paragraphs. The highway works are required to support a proposed residential development of up to 160 new homes on land off Shilton Road on the northern perimeter of Earl Shilton in Leicestershire.

1.2 The audit was requested by Vectio Consulting Limited (Design Organisation). The Overseeing Organisation is Leicestershire County Council.

1.3 The Audit Team membership was as follows:

Audit Team Leader:	Simon Prescott MIHE, National Highways Certificate of Competence Director – Tutum Consulting Limited
Audit Team Member:	Elaine Bingham B Eng (Hons), MCIHT, MSoRSA National Highways Certificate of Competence Consultant working on behalf of Tutum Consulting

1.4 The highway works comprise briefly of the following:

- Creation of a new simple priority junction and 2.0m footway extension
- Proposed 3m wide dual use facility leading out of the site on Shilton Road, heading south east, which links to proposed dual use facility (constructed by others) on Leicester Road.
- Amendments to the slip road off the A47 Leicester Road to include an interface with Shilton Road
- New gateway 60/50mph feature and introduction of traffic calming measures which includes dragon teeth markings

1.5 The report has been carried out in general accordance with the General Principles and Scheme Governance Information, GG119 'Road Safety Audit' (Version 2.0.1).

1.6 All plans and documents provided for the Audit Teams consideration; as listed in Appendix A, were subject to a desktop study prior to the site visit. The location of the site is presented in Appendix B.

1.7 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.

1.8 A site visit during the hours of daylight was carried out by the Audit Team together on the 27th of June 2025 between the hours of 15:00 and 15:45. Weather conditions during the site visit were sunny and the road surface was dry.

1.9 Traffic flows during the site visit were observed as being moderate, with few pedestrian and no cycling movements observed during this period.

1.10 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.

1.11 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in Appendix C.

1.12 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.

1.13 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

2.0 DEPARTURES FROM STANDARDS

2.1 The Audit Team have not been made aware of any departures from standards.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

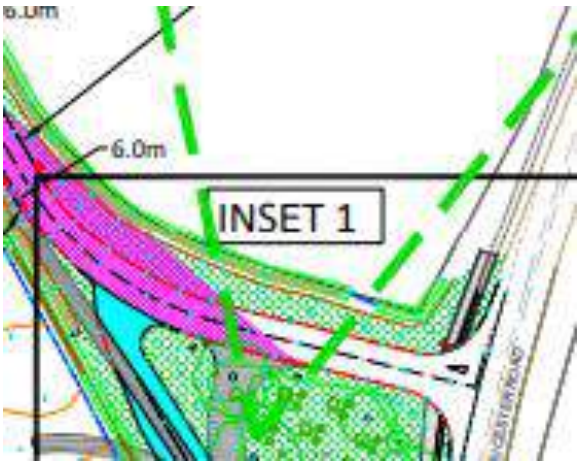
3.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment.

4.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

4.1 A total of 3 problems have been raised in connection with the works subject to this audit report, the details of each are provided below.

Problem 1

Location: Shilton Road – Amended junction arrangement



Summary: Increased risk of vehicle-to-vehicle collisions at junction

The increased proximity of the revised slip road arrangements to the A47 increases the likelihood of conflicting movements between vehicles, which combined with the risky or inattentive road user behaviour which was observed whilst on site with drivers entering Shilton Road at speed having only given a cursory look at traffic approaching from the east could manifest in junction pull out type collisions.

Recommendation
It is recommended that further measures to control vehicle speeds and increase driver awareness, and reduce risk are promoted. This could include, but not limited to the following

- Make the slip road for buses, cyclists and pedestrian only,
- Close the lane to all motorised traffic
- Narrow the carriageway

Problem 2

Location: Shilton Road - PRoW

Summary: Lack of pedestrian infrastructure could increase the risk of pedestrian to vehicle collisions

With the onset of further development desires lines to adjacent public rights of way become more attractive. The current proposals do not provide suitable facilities for pedestrian accessing the public footpath 172 which resides on the northern side of Shilton Road adjacent to the amended slip road proposals.

Pedestrians would and are currently required to walk on the existing verge to access public footpath 172 which increases the likelihood of slips and trips with injuries sustained consistent with a fall. Additionally, drivers often do not expect or notice pedestrians on the road, especially at higher speeds or at night, which significantly increases the risk of collisions.

Recommendation
It is recommended that enhanced pedestrian facilities are provided that facilitate safer pedestrian movement between the development and likely pedestrian desire lines.

Problem 3

Location: Shilton Road - Amended slip road arrangements

(View looking westwards from approximate position of realigned access)

Summary: Insufficient visibility from the realigned slip road could manifest in junction pull out type collisions

Visibility for drivers emerging from the junction looking westwards (towards eastbound vehicles) could be restricted by extensive overgrowth within the offside verge which coincides with a bend in the road. Restricted visibility increases the likelihood of vehicles emerging from the side road into the path of oncoming traffic, resulting in a higher rate of side-impact (T-bone) and nose-to-tail collisions. Drivers may be unable to accurately judge safe gaps, especially when vehicles on the main road are traveling at speed or are obscured until the last moment.

Recommendation
It is recommended that unobstructed visibility is provided and maintainable relative to the recorded 85th%ile speed of approaching vehicles.

"End of Safety Comments"

General Comments

The comments below were deemed to be outside the scope of the audit, and have been cited to assist the designer, client and overseeing organisation in providing a safer design and /or environment to the benefit of those likely to be affected.

i) The proposals include for a footway that travels around the perimeter of the site adjacent to Shilton Road carriageway. The need for this in a wider context was not completely clear and where possible an internal footway maybe more convenient and safer for end users.

ii) The width of the relocated dual use facility across the 'slip road' is 1.6m wide which is too narrow for dual usage. It should be increased in line with current guidance.

5.0 AUDIT TEAM STATEMENT

5.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

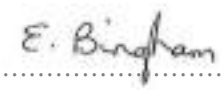
Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence

Director – Tutum Consulting Limited

..... Dated: 27th June 2025

Audit Team Member: Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence

Consultant working on behalf of Tutum Consulting



..... Dated: 1st July 2025

Appendix A –Drawing and Documents Reviewed

Documents Reference	Title/Description
VC0614 D1.0	ROAD SAFETY AUDIT BRIEF
VC0614 R1.0	TRANSPORT STATEMENT
Drawing Reference	**Title/Description**
VC0614-001	EXISTING HIGHWAYS CONTEXT
VC0614-002	PROPOSED ACCESS ARRANGEMENTS
VC0614-003	PROPOSED ACCESS ARRANGEMENTS JUNCITON AND GATEWAY

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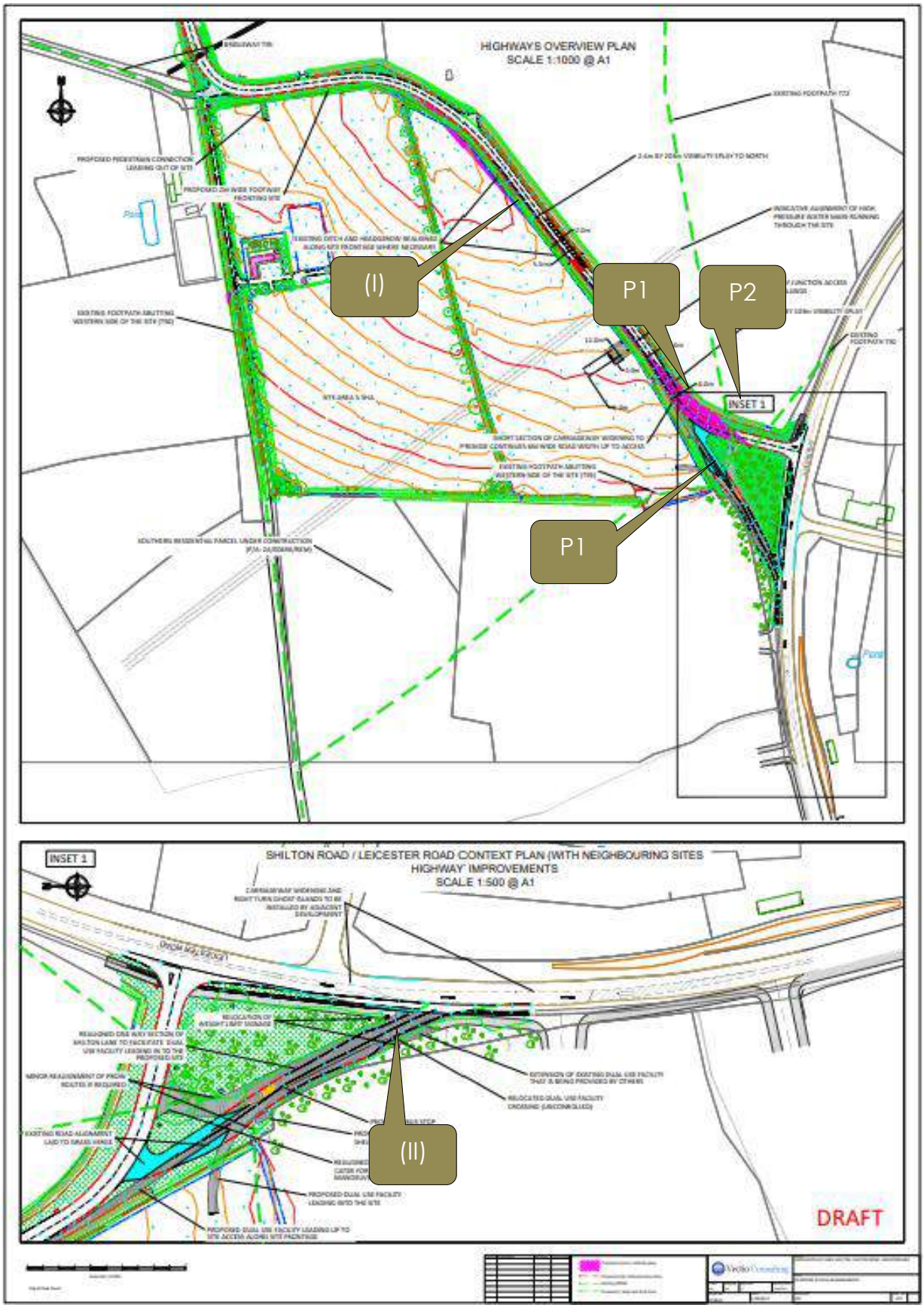
Appendix B – Location Plan

[Source: ///gazette.oval.functions

Appendix C – Problem Identification Plan



TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

Tel: 07592 612 009
Email: simon@tutumconsulting.co.uk

APPENDIX G: Alternative Access Arrangements (Bus Penetration) Drawing (005)

HIGHWAYS OVERVIEW PLAN
SCALE 1:1000 @ A1

BRIDLEWAY T95

92.8m

N

Pond

EXISTING FOOTPATH T72

2.4m BY 203m VISIBILITY SPLAY TO NORTH BASED ON 60mph SPEED LIMIT
(85th percentile recorded speed 41.8mph)

INDICATIVE ALIGNMENT OF HIGH PRESSURE WATER MAIN RUNNING THROUGH THE SITE

5.5m

PROPOSED GATEWAY

PROPOSED PRIORITY JUNCTION ACCESS TO SERVE 120 DWELLINGS

6.0m

EXISTING FOOTPATH LOCATED WITHIN THE SITE ON ITS WESTERN BOUNDARY(T94)

EXISTING FOOTPATH T92

11.0m

6.0m

6.0m

3.0m

MAXIMUM VISIBILITY SPLAY: 2.4m BY 103m
(85th percentile recorded speed 33.6mph requiring a 51m DMRB splay distance)

6.0m

SITE AREA 5.5HA

INSET 1

SHORT SECTION OF CARRIAGEWAY WIDENING TO PROVIDE CONTINUOUS 6M WIDE ROAD WIDTH UP TO ACCESS

EXISTING FOOTPATH ABUTTING WESTERN SIDE OF THE SITE (T93)

SOUTHERN RESIDENTIAL PARCEL UNDER CONSTRUCTION
(P/A: 24/00496/REM)

LEICESTER ROAD

Pond

SHILTON ROAD / LEICESTER ROAD CONTEXT PLAN (WITH NEIGHBOURING SITES HIGHWAY IMPROVEMENTS
SCALE 1:500 @ A1

INSET 1

N

CARRIAGEWAY WIDENING ALTERATIONSON LEICESTER ROAD, AND IMPROVEMENTS TO LEICESTER ROAD / SHILTON ROAD BY ADJACENT VISTRY DEVELOPMENT

REPLACE WEIGHT LIMIT SIGNAGE WITH NO ENTRY, BUSES ONLY SIGNAGE

LEICESTER ROAD

3.0m

3M WIDE DUAL USE FACILITY TO TIE INTO VISTRY PROPOSED INFRASTRUCTURE

4.5m

REVISED ALIGNMENT OF PROW ROUTES SHOWN IN YELLOW

REVISED ALIGNMENT OF VISTRY DEVELOPMENT 3M WIDE DUAL USE FACILITY TO ENABLE BUS CIRCULATION

4.5m

R8.5m

R6.0m

5.8m

3.4m

RELOCATED DUAL USE FACILITY CROSSING (UNCONROLLED)

REALIGNED JUNCTION LOCATION TO CATER FOR IMPROVED BUS TURNING MANOEUVRES

PROPOSED BUS STOP WITH LAYBY

REALIGNED ONE WAY CARRIAGEWAY SECTION OF SHILTON LANE TO FACILITATE BUS ONLY PENETRATION BUT BUS GATE CONTROLLED BY CAMERA ENFORCEMENT

3m

PROPOSED LOCATION FOR BUS SHELTER

LOCATION PROW EMERGES FROM ADJACENT VISTRY DEVELOPMENT SITE

3m

PROPOSED DUAL USE FACILITY LEADING INTO THE SITE

PROPOSED DUAL USE FACILITY LEADING UP TO SITE ACCESS ALONG SITE FRONTAGE

- Proposed site indicative boundary
- Existing PROW
- Proposed PROW realignment
- Proposed / Adjusted Kerb lines

Scale Bar (1:500)

Scale Bar (1:1,000)

Original Sheet Size A1

Revision	Amendment	Approved	Revision Date

- Proposed access visibility splay
- Shilton Road junction visibility splay
- Existing alignment of Shilton Road slip
- Verge laid to grass
- Proposed carriageway / footway / dual use facility works
- Existing / committed carriageway / footway / dual use facility works

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	2/05/2025

Project: LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

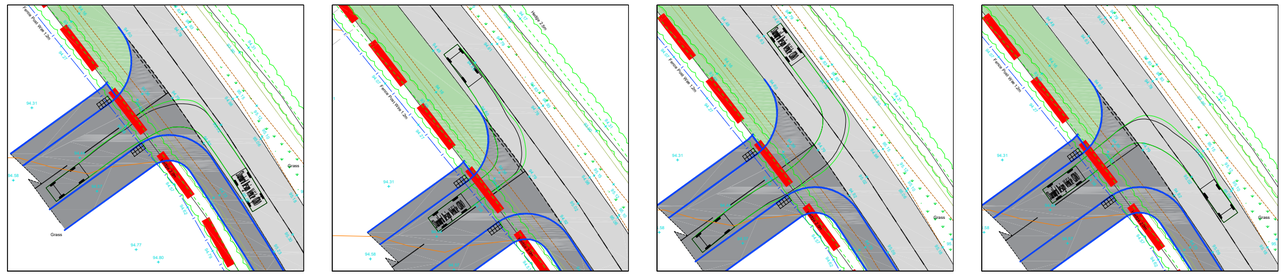
Sheet: ALTERNATIVE ACCESS ARRANGEMENTS

Project No.	Scale	Drawing No.	Sheet. No.	Revision
VC0614	1:500@A1	005	001	-

APPENDIX H: Alternative Access Arrangements (Bus Penetration) Vehicle Tracking Drawing (006)

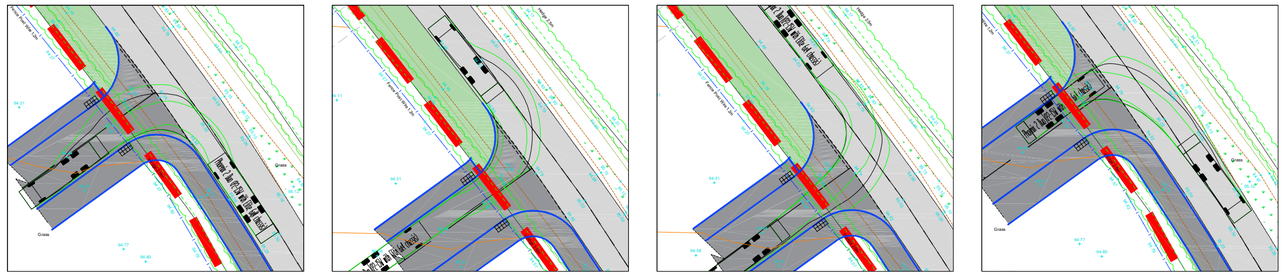
VEHICULAR ACCESS, CAR TURNING MANOEUVRE
SCALE 1:500 @ A1

STANDARD DESIGN VEHICLE (CAR)



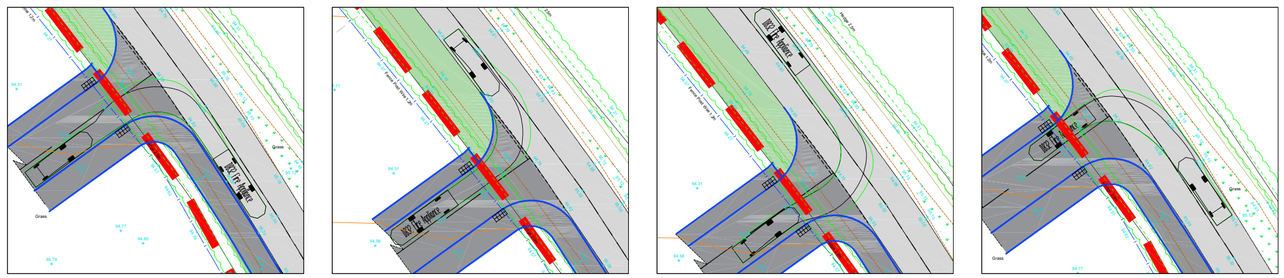
VEHICULAR ACCESS, LARGE REFUSE VEHCILE
TURNING MANOEUVRE
SCALE 1:500 @ A1

11.2M LONG PHOENIX DUE (REFUSE VEHICLE)



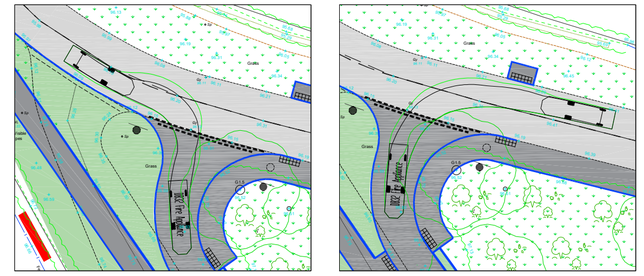
VEHICULAR ACCESS, FIRE APPLIANCE
TURNING MANOEUVRE
SCALE 1:500 @ A1

DB32 FIRE APPLICANCE



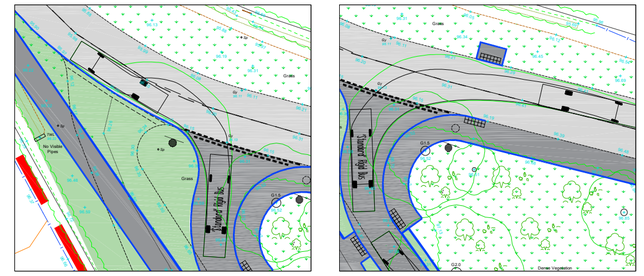
REALIGNED SHILTON ROAD JUNCTION
FIRE APPLIANCE TURNING MANOEUVRE
SCALE 1:500 @ A1

DB32 FIRE APPLICANCE



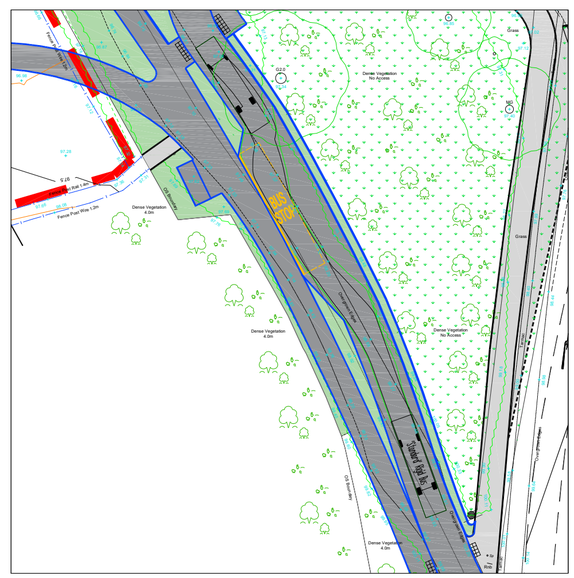
REALIGNED SHILTON ROAD JUNCTION
BUS TURNING MANOEUVRE
SCALE 1:500 @ A1

STANDARD RIGID BUS



REALIGNED SHILTON ROAD JUNCTION
BUS LAYOVER MANOEUVRE
SCALE 1:500 @ A1

STANDARD RIGID BUS



0 5 10 15 20 30 40 50

Scale Bar (1:500)

Original Sheet Size A2

N

Revision	Amendment	Approved	Revision Date
-	-	-	-

Vectio Consulting

LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

Sheet
ALTERNATIVE ACCESS ARRANGEMENTS VEHICLE TRACKING

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	2/05/2025

Project No.	Scale	Drawing No.	Sheet. No.	Revision
VC0614	1:250@A2	006	001	-

APPENDIX I: Trip Assignments

PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

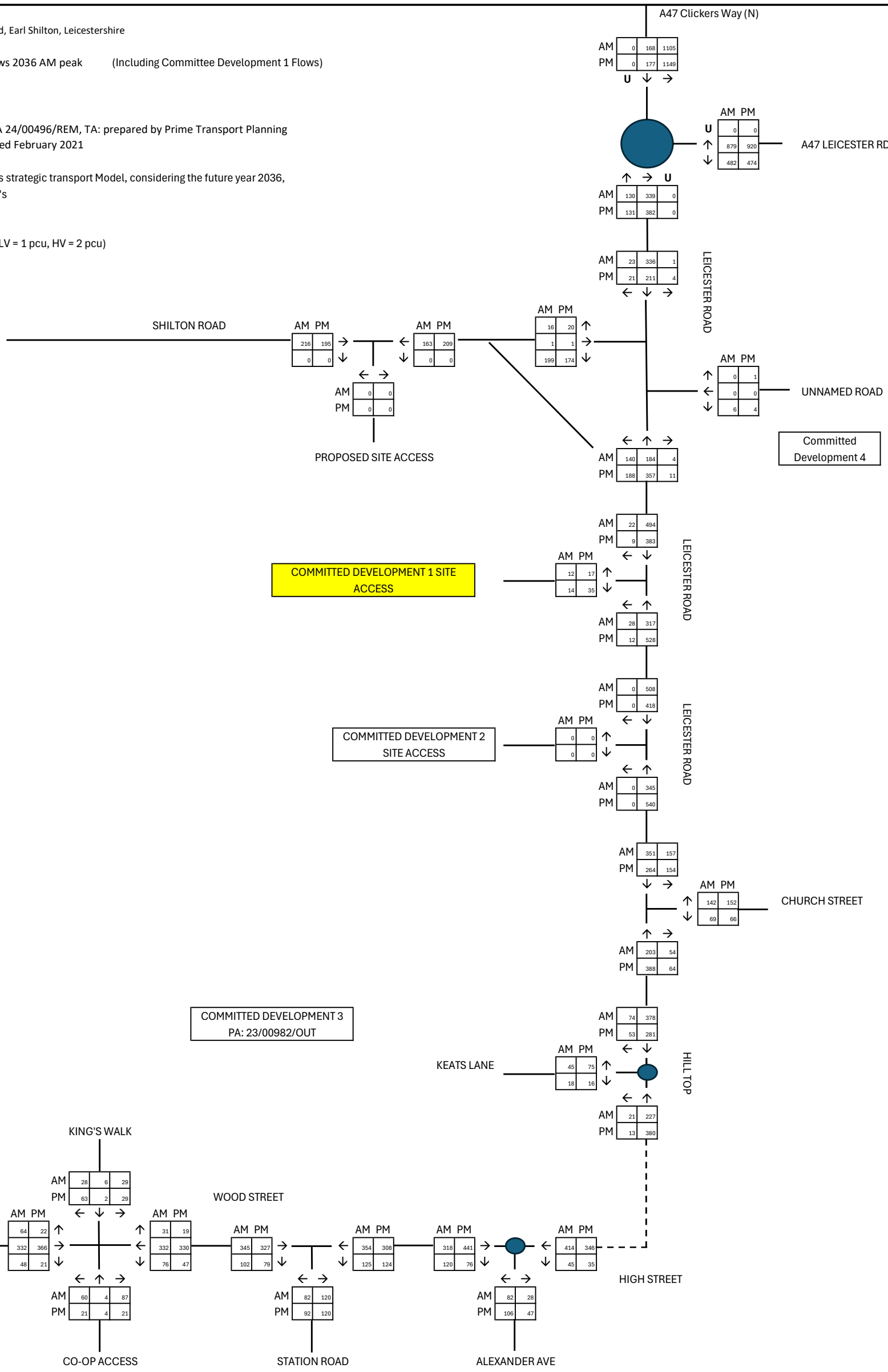
SHEET TITLE: Background Traffic Flows 2036 AM peak (Including Committee Development 1 Flows)

Version: 1

Notes: Data Extracted from PA 24/00496/REM, TA: prepared by Prime Transport Planning , reference P21008 dated February 2021

Data derived from LCC's strategic transport Model, considering the future year 2036, including two local SUE's

LV and HV data added (LV = 1 pcu, HV = 2 pcu)



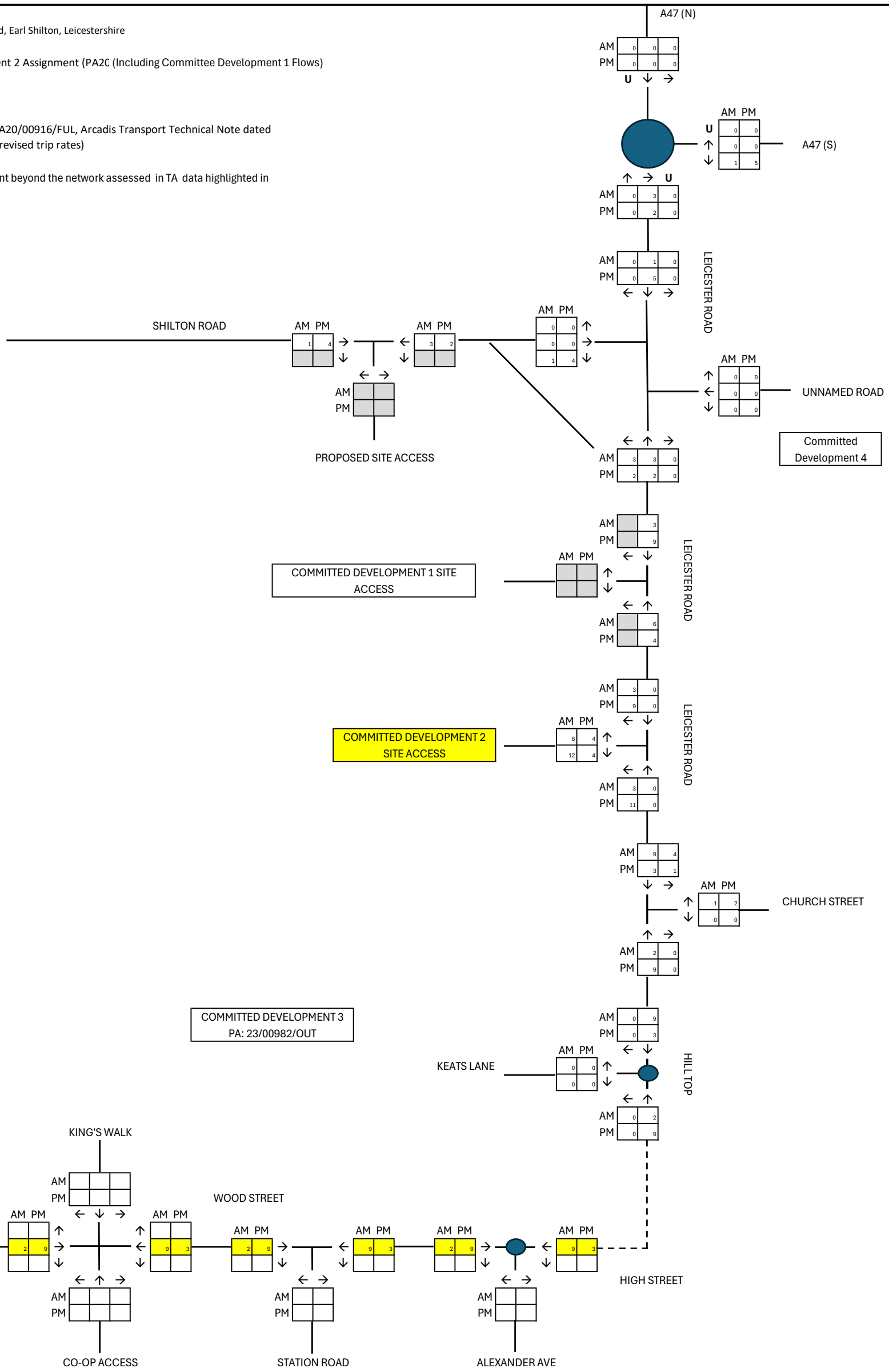
PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Committed Development 2 Assignment (PA2C (Including Committee Development 1 Flows)

Version: 1

Notes: Data extracted from: PA20/00916/FUL, Arcadis Transport Technical Note dated August 2021 (adopted revised trip rates)

Assumed trip assignment beyond the network assessed in TA data highlighted in yellow



PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

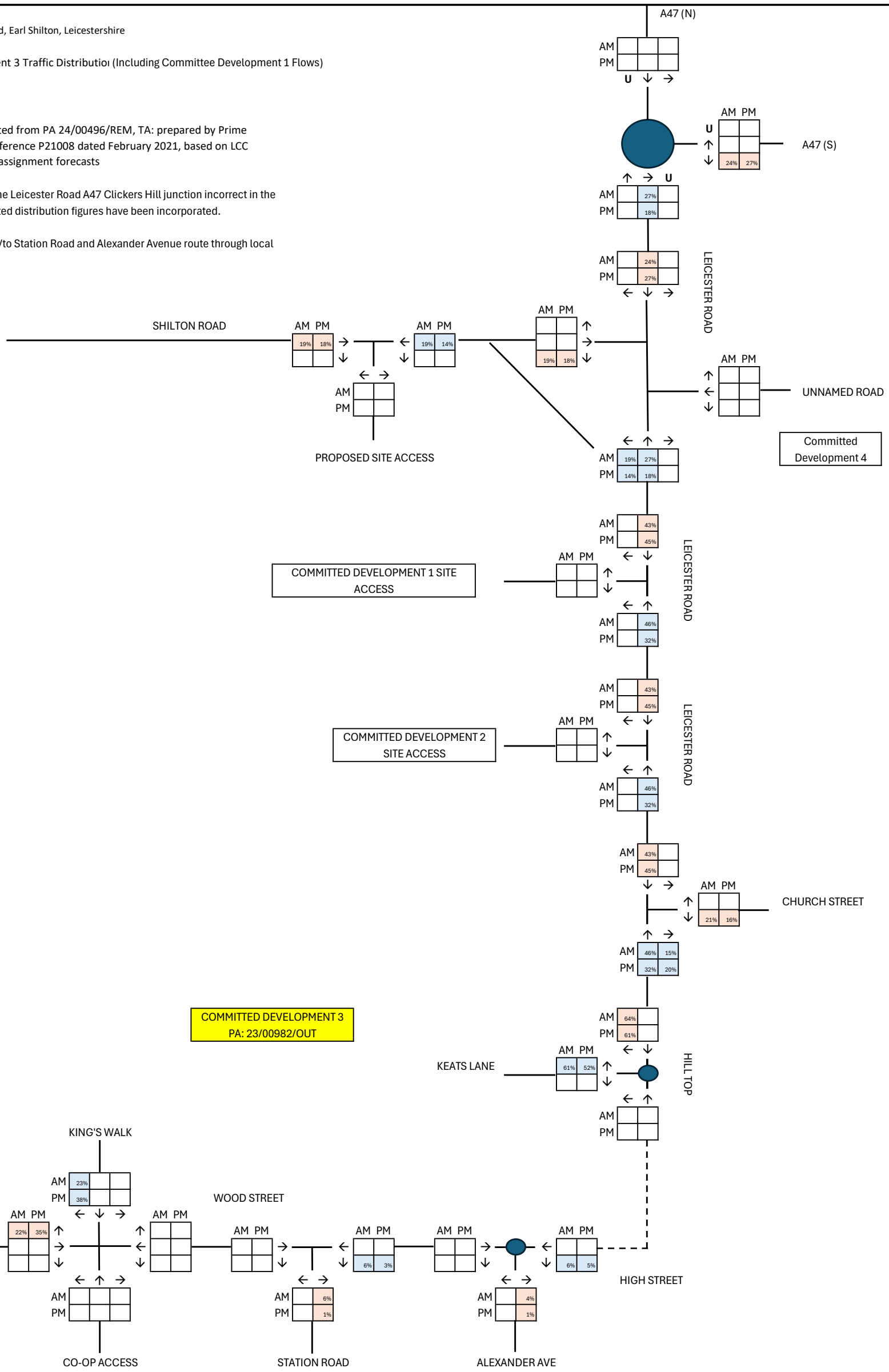
SHEET TITLE: Committed Development 3 Traffic Distributioı (Including Committee Development 1 Flows)

Version: 1

Notes: Distribution data adopted from PA 24/00496/REM, TA: prepared by Prime Transport Planning , reference P21008 dated February 2021, based on LCC strategic traffic model assignment forecasts

Assignment figures at the Leicester Road A47 Clickers Hill junction incorrect in the historic TA (low) corrected distribution figures have been incorporated.

Traffic distributing from/to Station Road and Alexander Avenue route through local streets



PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

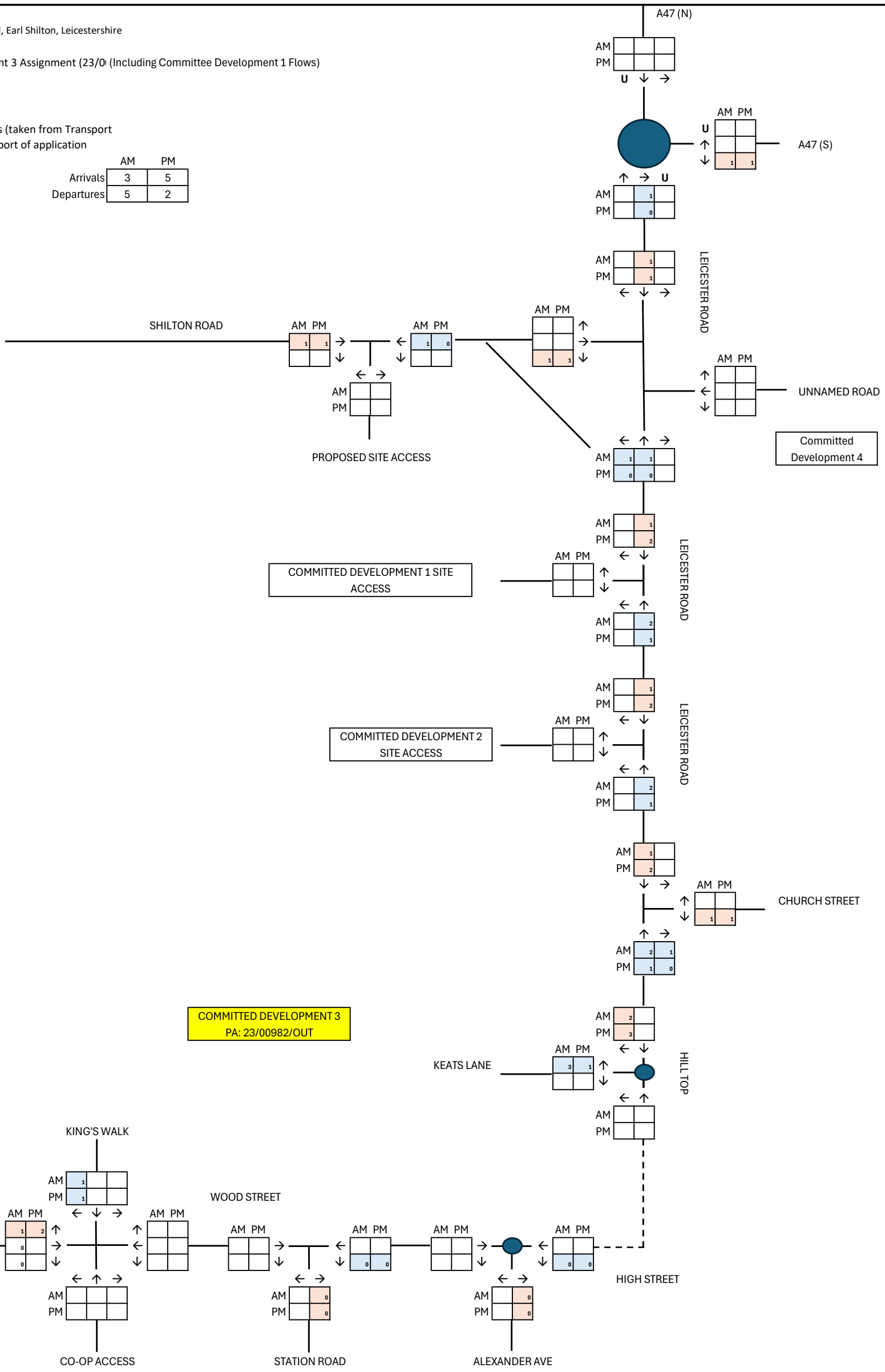
SHEET TITLE: Committed Development 3 Assignment (23/0 (Including Committee Development 1 Flows)

Version: 1

Notes: Trip Generation & Rates (taken from Transport Report prepared in support of application

	AM	PM
Arrivals	0.286	0.500
Departures	0.460	0.160

	AM	PM
Arrivals	3	5
Departures	5	2



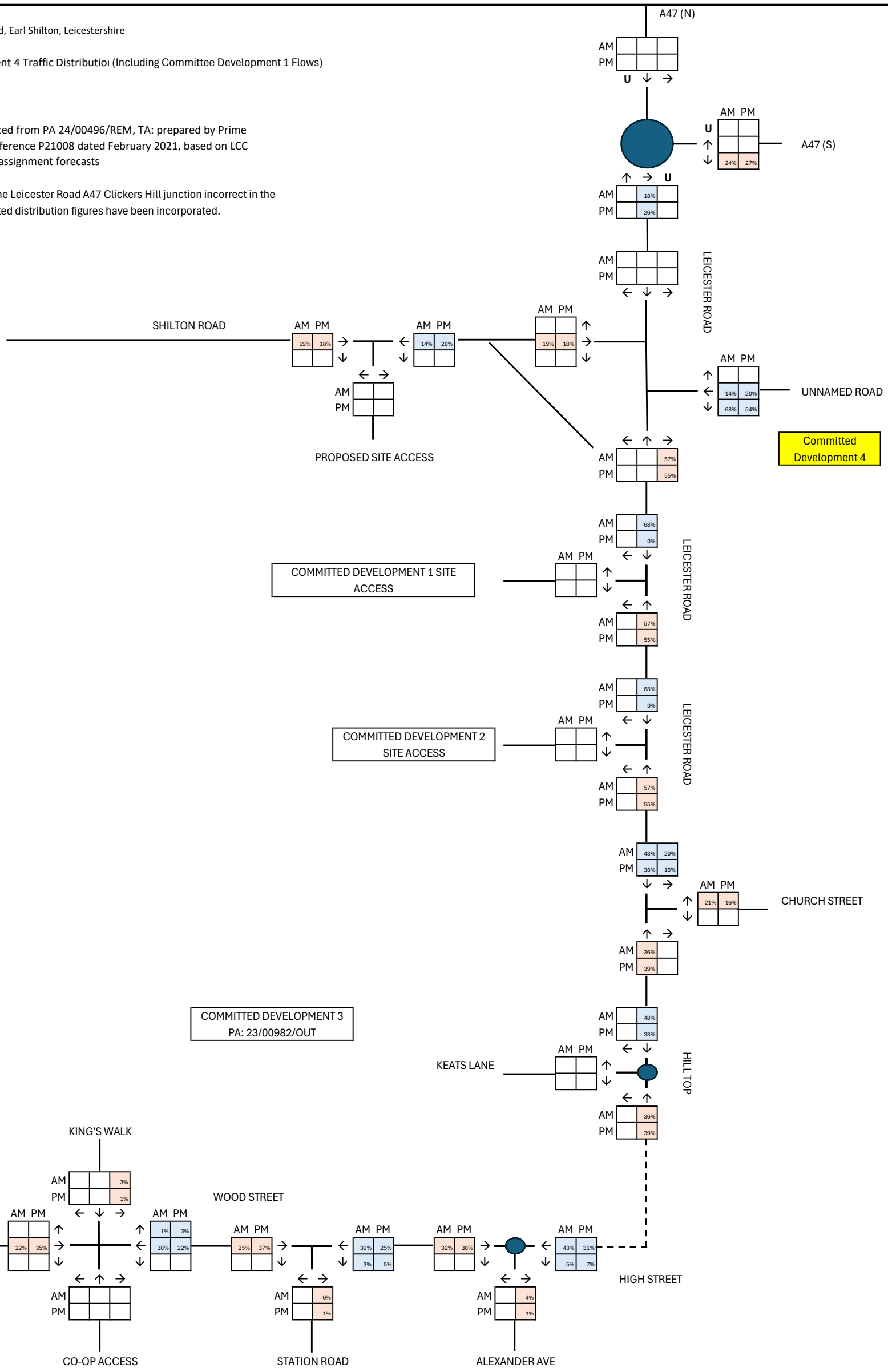
PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Committed Development 4 Traffic Distributioı (Including Committee Development 1 Flows)

Version: 1

Notes: Distribution data adopted from PA 24/00496/REM, TA: prepared by Prime Transport Planning , reference P21008 dated February 2021, based on LCC strategic traffic model assignment forecasts

Assignment figures at the Leicester Road A47 Clickers Hill junction incorrect in the historic TA (low) corrected distribution figures have been incorporated.



PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

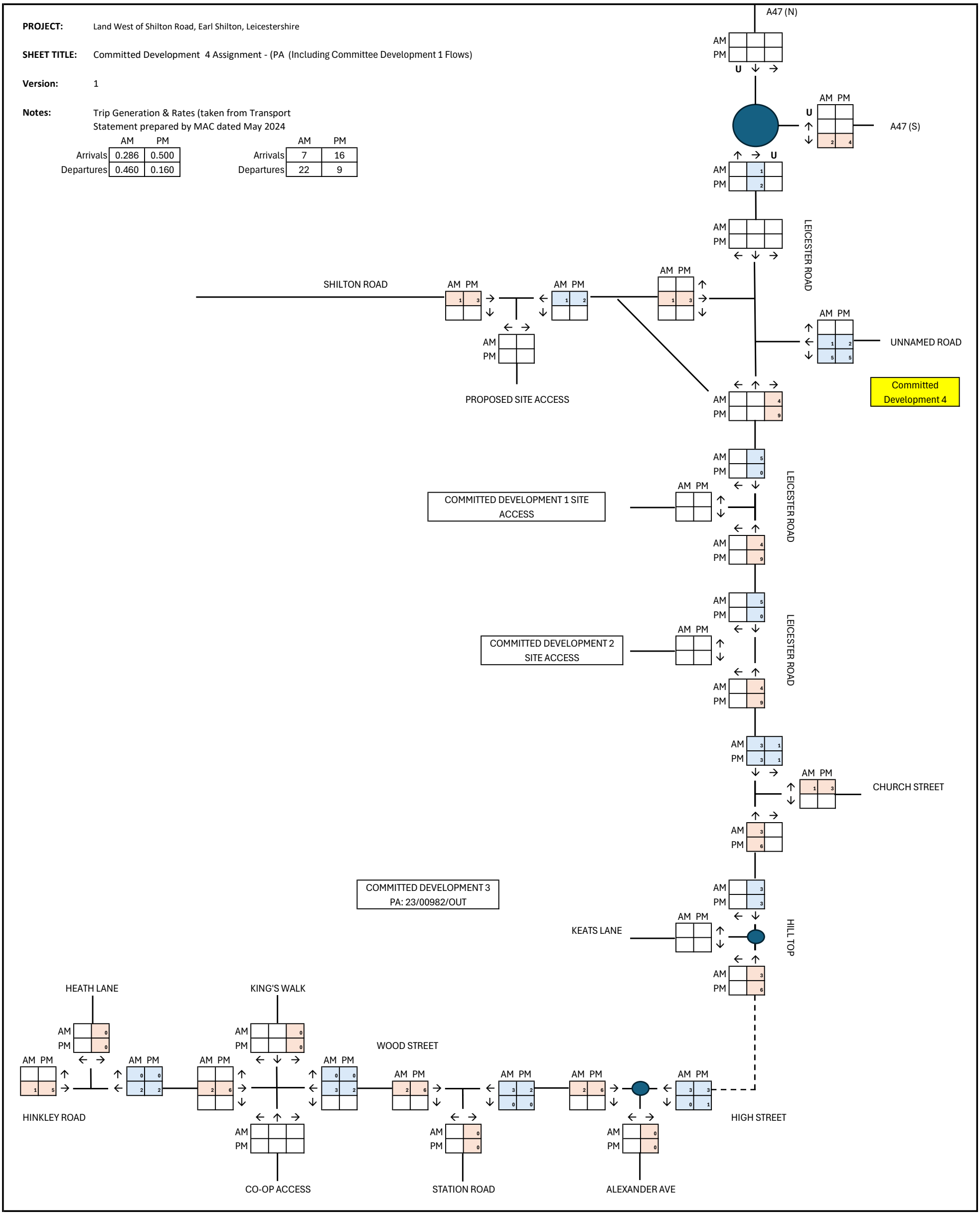
SHEET TITLE: Committed Development 4 Assignment - (PA (Including Committee Development 1 Flows)

Version: 1

Notes: Trip Generation & Rates (taken from Transport Statement prepared by MAC dated May 2024

	AM	PM
Arrivals	0.286	0.500
Departures	0.460	0.160

	AM	PM
Arrivals	7	16
Departures	22	9



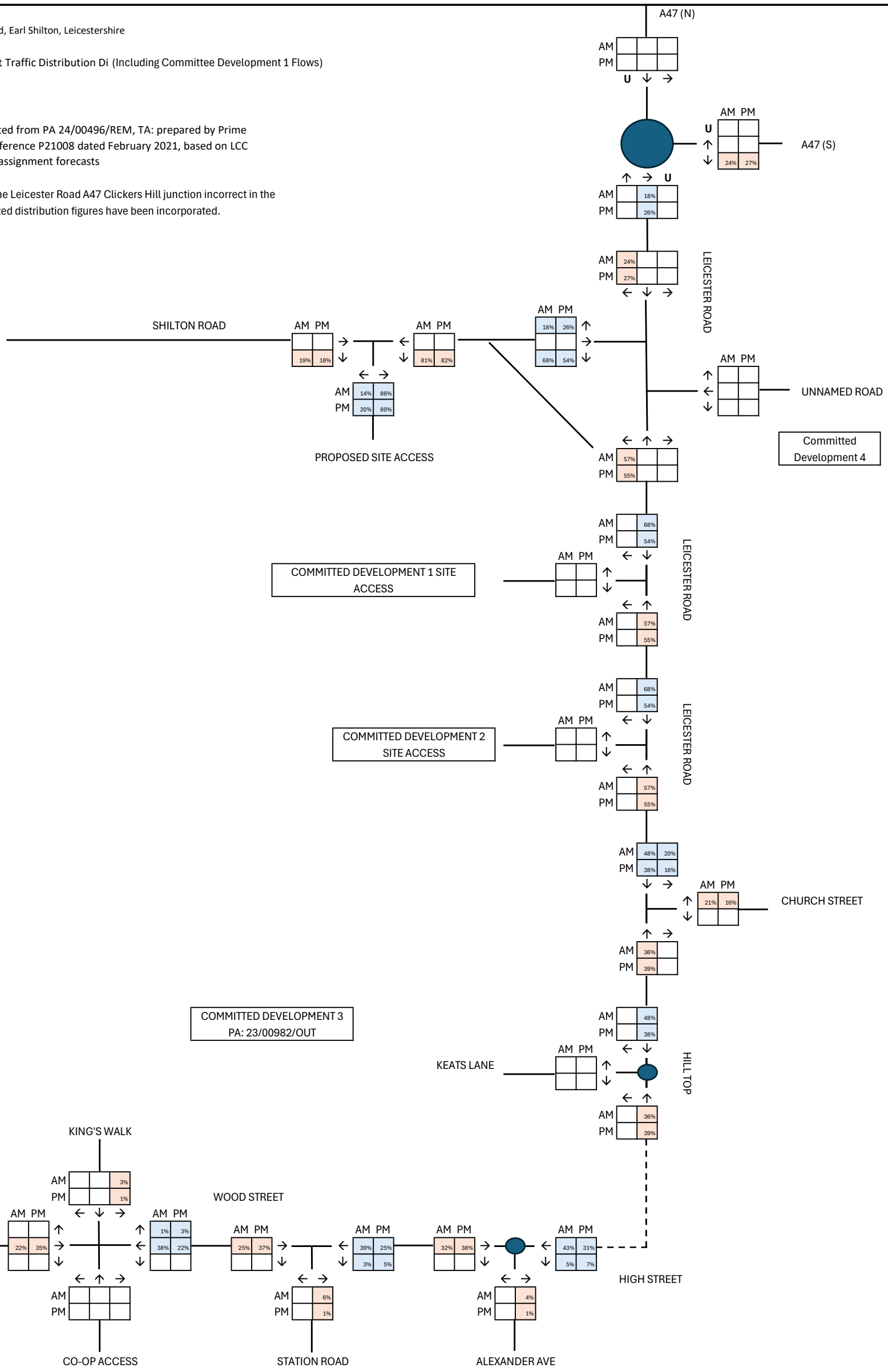
PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Proposed Development Traffic Distribution Di (Including Committee Development 1 Flows)

Version: 1

Notes: Distribution data adopted from PA 24/00496/REM, TA: prepared by Prime Transport Planning , reference P21008 dated February 2021, based on LCC strategic traffic model assignment forecasts

Assignment figures at the Leicester Road A47 Clickers Hill junction incorrect in the historic TA (low) corrected distribution figures have been incorporated.



PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Proposed Development Trip Assignment (120 (Including Committee Development 1 Flows)

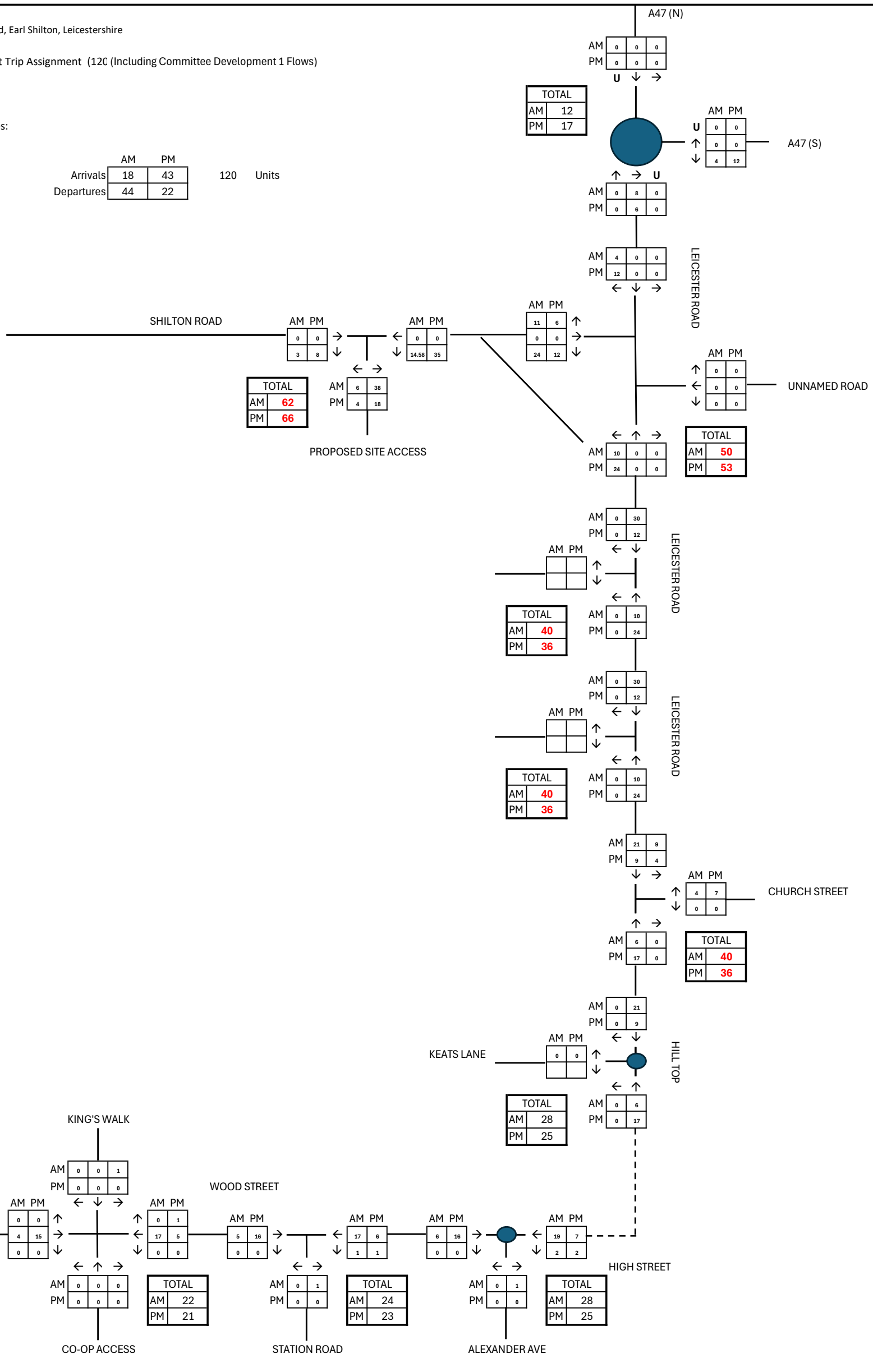
Version: 1

Notes: Trip Generation & Rates:

	AM	PM
Arrivals	0.150	0.359
Departures	0.368	0.187

	AM	PM
Arrivals	18	43
Departures	44	22

120 Units

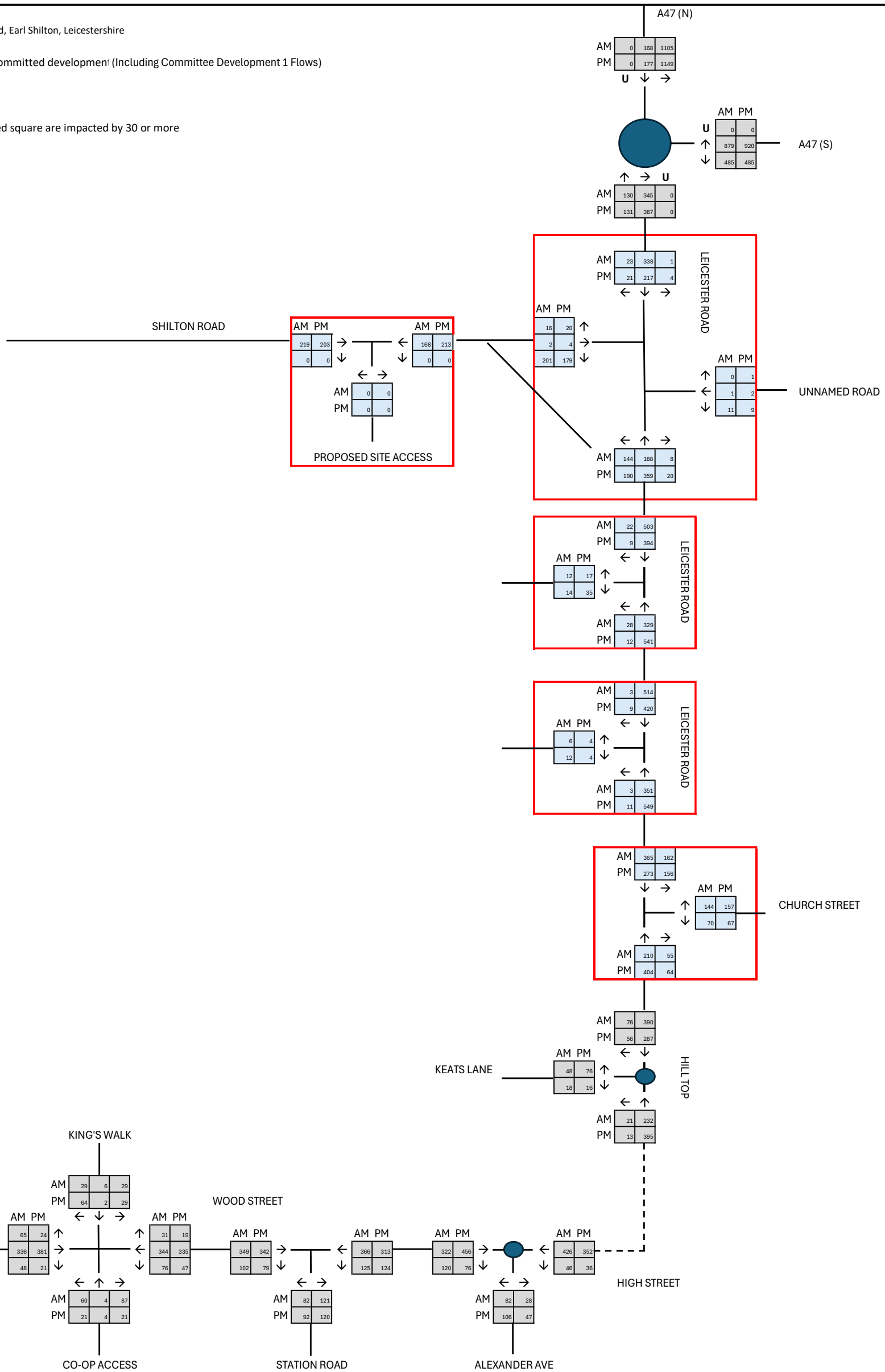


PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Do Minimum 2036 + Committed development (Including Committee Development 1 Flows)

Version: 1

Notes: Junctions shown in a red square are impacted by 30 or more two way trips

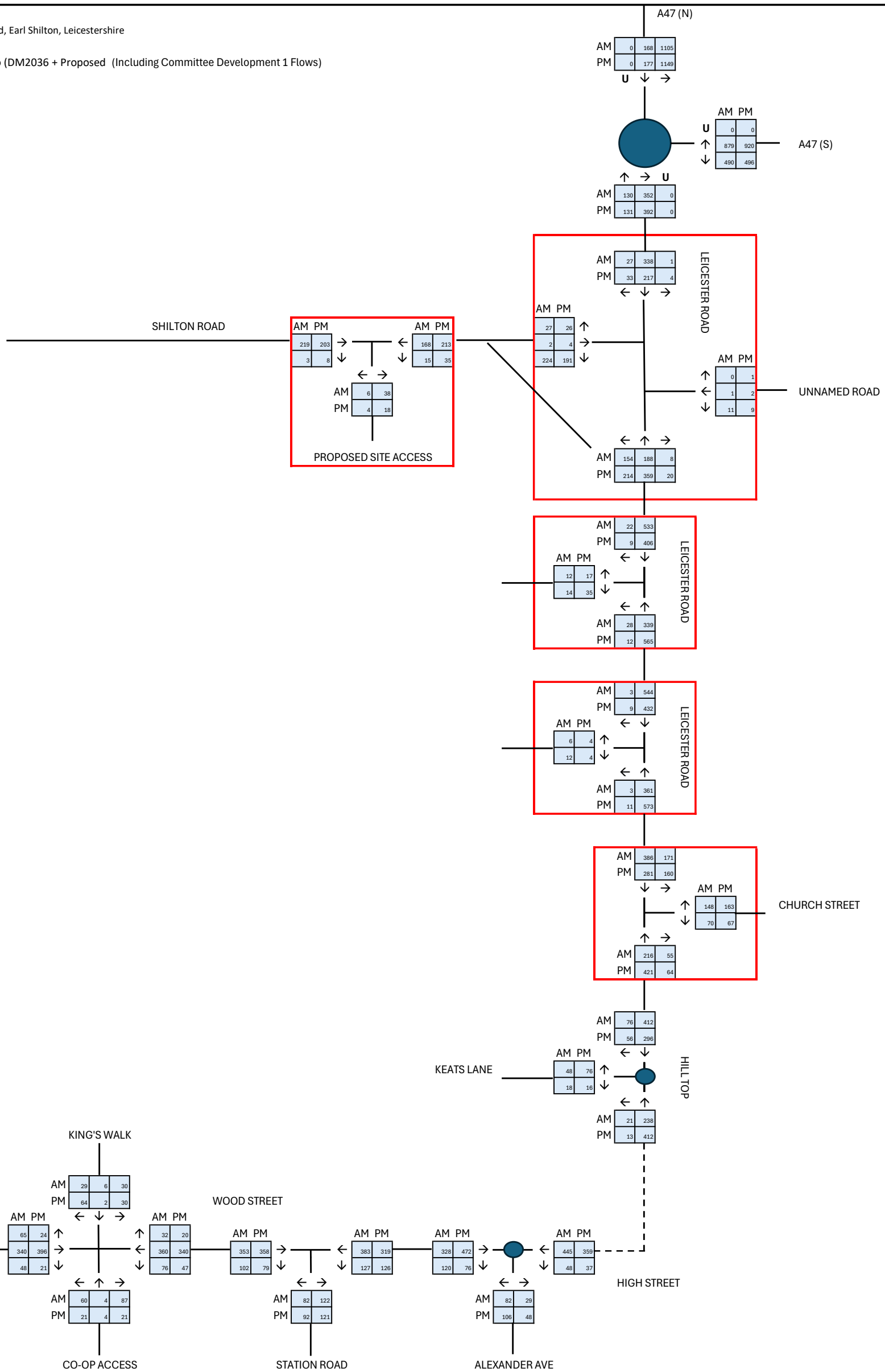


PROJECT: Land West of Shilton Road, Earl Shilton, Leicestershire

SHEET TITLE: Do Something Scenario (DM2036 + Proposed (Including Committee Development 1 Flows)

Version: 1

Notes:



APPENDIX J: Junctions 9 Modelling Outputs

Site Access Junction Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

Filename: Access Junction.j9
Path: X:\VC0601 - 700\VC0614 Land West of Shilton Road\Modelling
Report generation date: 19/08/2025 06:58:41

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	DS 2036													
Stream B-AC	D1	0.1	9.30	0.11	A	0.96	224 % [Stream B-AC]	D2	0.1	8.91	0.06	A	0.53	257 % [Stream B-AC]
Stream C-AB		0.0	5.03	0.01	A				0.0	5.21	0.02	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

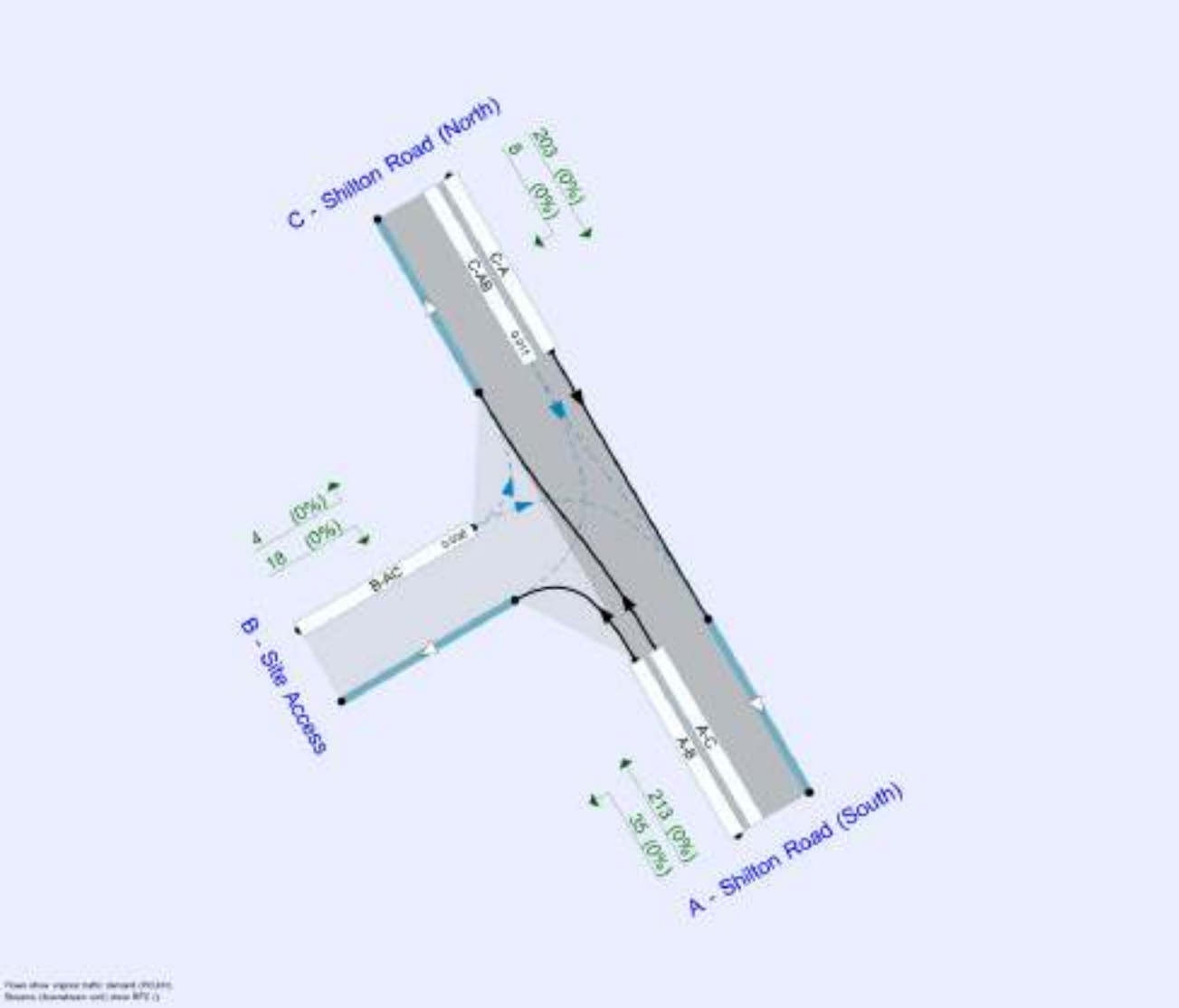
File summary

File Description

Title	Access Junction Model
Location	Land West of Shilton Road
Site number	
Date	05/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	VC0614
Enumerator	VECTIO-HP-LAPTO\m_cle
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓
D2	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Shilton Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.96	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	224	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Shilton Road (South)		Major
B	Site Access		Minor
C	Shilton Road (North)		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 - Shilton Road (North)	5.90			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	25	25

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	498	0.091	0.230	0.145	0.329
B-C	640	0.098	0.249	-	-
C-B	643	0.250	0.250	-	-

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)	Run automatically
D1	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Shilton Road (South)		ONE HOUR	✓	183	100.000
B - Site Access		ONE HOUR	✓	44	100.000
C - Shilton Road (North)		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	0	15	168
	B - Site Access	38	0	6
	C - Shilton Road (North)	219	3	0

Proportions

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	0.00	0.08	0.92
	B - Site Access	0.86	0.00	0.14
	C - Shilton Road (North)	0.99	0.01	0.00

Vehicle Mix

HV %s

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	0	0	0
	B - Site Access	0	0	0
	C - Shilton Road (North)	0	0	0

Av. PCU Per Veh

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Shilton Road (North)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Shilton Road (South)	138	138
	B - Site Access	33	33
	C - Shilton Road (North)	167	167
08:00-08:15	A - Shilton Road (South)	165	165
	B - Site Access	40	40
	C - Shilton Road (North)	200	200
08:15-08:30	A - Shilton Road (South)	201	201
	B - Site Access	48	48
	C - Shilton Road (North)	244	244
08:30-08:45	A - Shilton Road (South)	201	201
	B - Site Access	48	48
	C - Shilton Road (North)	244	244
08:45-09:00	A - Shilton Road (South)	165	165
	B - Site Access	40	40
	C - Shilton Road (North)	200	200
09:00-09:15	A - Shilton Road (South)	138	138
	B - Site Access	33	33
	C - Shilton Road (North)	167	167

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	9.30	0.1	A	40	61
C-AB	0.01	5.03	0.0	A	4	6
C-A					200	300
A-B					14	21
A-C					154	231

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	460	0.072	33	0.0	0.1	8.418	A
C-AB	3	0.73	718	0.004	3	0.0	0.0	5.033	A
C-A	164	41			164				
A-B	11	3			11				
A-C	126	32			126				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	450	0.088	39	0.1	0.1	8.775	A
C-AB	4	0.92	733	0.005	4	0.0	0.0	4.933	A
C-A	196	49			196				
A-B	13	3			13				
A-C	151	38			151				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	435	0.111	48	0.1	0.1	9.299	A
C-AB	5	1	755	0.006	5	0.0	0.0	4.800	A
C-A	240	60			240				
A-B	17	4			17				
A-C	185	46			185				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	435	0.111	48	0.1	0.1	9.304	A
C-AB	5	1	755	0.006	5	0.0	0.0	4.802	A
C-A	240	60			240				
A-B	17	4			17				
A-C	185	46			185				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	450	0.088	40	0.1	0.1	8.781	A
C-AB	4	0.92	733	0.005	4	0.0	0.0	4.933	A
C-A	196	49			196				
A-B	13	3			13				
A-C	151	38			151				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	460	0.072	33	0.1	0.1	8.435	A
C-AB	3	0.73	718	0.004	3	0.0	0.0	5.033	A
C-A	164	41			164				
A-B	11	3			11				
A-C	126	32			126				

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Shilton Road (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.53	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	257	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Shilton Road (South)		ONE HOUR	✓	248	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Shilton Road (North)		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	0	35	213
	B - Site Access	18	0	4
	C - Shilton Road (North)	203	8	0

Proportions

		To		
		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
From	A - Shilton Road (South)	0.00	0.14	0.86
	B - Site Access	0.82	0.00	0.18
	C - Shilton Road (North)	0.96	0.04	0.00

Vehicle Mix

HV %s

	To			
From		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
	A - Shilton Road (South)	0	0	0
	B - Site Access	0	0	0
	C - Shilton Road (North)	0	0	0

Av. PCU Per Veh

	To			
From		A - Shilton Road (South)	B - Site Access	C - Shilton Road (North)
	A - Shilton Road (South)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Shilton Road (North)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Shilton Road (South)	187	187
	B - Site Access	17	17
	C - Shilton Road (North)	159	159
17:00-17:15	A - Shilton Road (South)	223	223
	B - Site Access	20	20
	C - Shilton Road (North)	190	190
17:15-17:30	A - Shilton Road (South)	273	273
	B - Site Access	24	24
	C - Shilton Road (North)	232	232
17:30-17:45	A - Shilton Road (South)	273	273
	B - Site Access	24	24
	C - Shilton Road (North)	232	232
17:45-18:00	A - Shilton Road (South)	223	223
	B - Site Access	20	20
	C - Shilton Road (North)	190	190
18:00-18:15	A - Shilton Road (South)	187	187
	B - Site Access	17	17
	C - Shilton Road (North)	159	159

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	8.91	0.1	A	20	30
C-AB	0.02	5.21	0.0	A	10	15
C-A					184	275
A-B					32	48
A-C					195	293

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	457	0.036	16	0.0	0.0	8.165	A
C-AB	8	2	699	0.011	8	0.0	0.0	5.208	A
C-A	151	38			151				
A-B	26	7			26				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	445	0.044	20	0.0	0.0	8.463	A
C-AB	10	2	711	0.014	10	0.0	0.0	5.136	A
C-A	180	45			180				
A-B	31	8			31				
A-C	191	48			191				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	428	0.057	24	0.0	0.1	8.904	A
C-AB	13	3	727	0.018	13	0.0	0.0	5.038	A
C-A	220	55			220				
A-B	39	10			39				
A-C	235	59			235				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	428	0.057	24	0.1	0.1	8.906	A
C-AB	13	3	727	0.018	13	0.0	0.0	5.040	A
C-A	220	55			220				
A-B	39	10			39				
A-C	235	59			235				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	445	0.044	20	0.1	0.0	8.465	A
C-AB	10	2	711	0.014	10	0.0	0.0	5.138	A
C-A	180	45			180				
A-B	31	8			31				
A-C	191	48			191				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	457	0.036	17	0.0	0.0	8.171	A
C-AB	8	2	699	0.011	8	0.0	0.0	5.208	A
C-A	151	38			151				
A-B	26	7			26				
A-C	160	40			160				

Leicester Road / Shilton Road / Un-named Road Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: TN1 layout Prop DS2036 scenarios.j9
Path: X:\VC0601 - 700\VC0614 Land West of Shilton Road
Report generation date: 07/11/2025 09:04:17

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	DM2036													
Stream B-C	D1	0.0	6.80	0.02	A	3.32	46 % [Stream D-BC]	D2	0.0	6.39	0.02	A	3.07	40 % [Stream D-BC]
Stream B-AD		0.0	11.64	0.00	B				0.0	11.36	0.01	B		
Stream A-BCD		0.1	4.90	0.06	A				0.1	5.63	0.05	A		
Stream D-A		0.0	7.53	0.04	A				0.1	8.27	0.05	A		
Stream D-BC		0.8	12.95	0.45	B				0.8	13.74	0.43	B		
Stream C-ABD		0.0	5.13	0.02	A				0.1	4.44	0.06	A		
	DS2036													
Stream B-C	D3	0.0	6.89	0.02	A	3.96	35 % [Stream D-BC]	D4	0.0	6.43	0.02	A	3.48	32 % [Stream D-BC]
Stream B-AD		0.0	11.93	0.00	B				0.0	11.63	0.01	B		
Stream A-BCD		0.1	4.94	0.07	A				0.2	5.87	0.08	A		
Stream D-A		0.1	8.16	0.06	A				0.1	8.72	0.06	A		
Stream D-BC		1.0	14.50	0.50	B				0.9	15.08	0.47	C		
Stream C-ABD		0.0	5.12	0.02	A				0.1	4.39	0.06	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

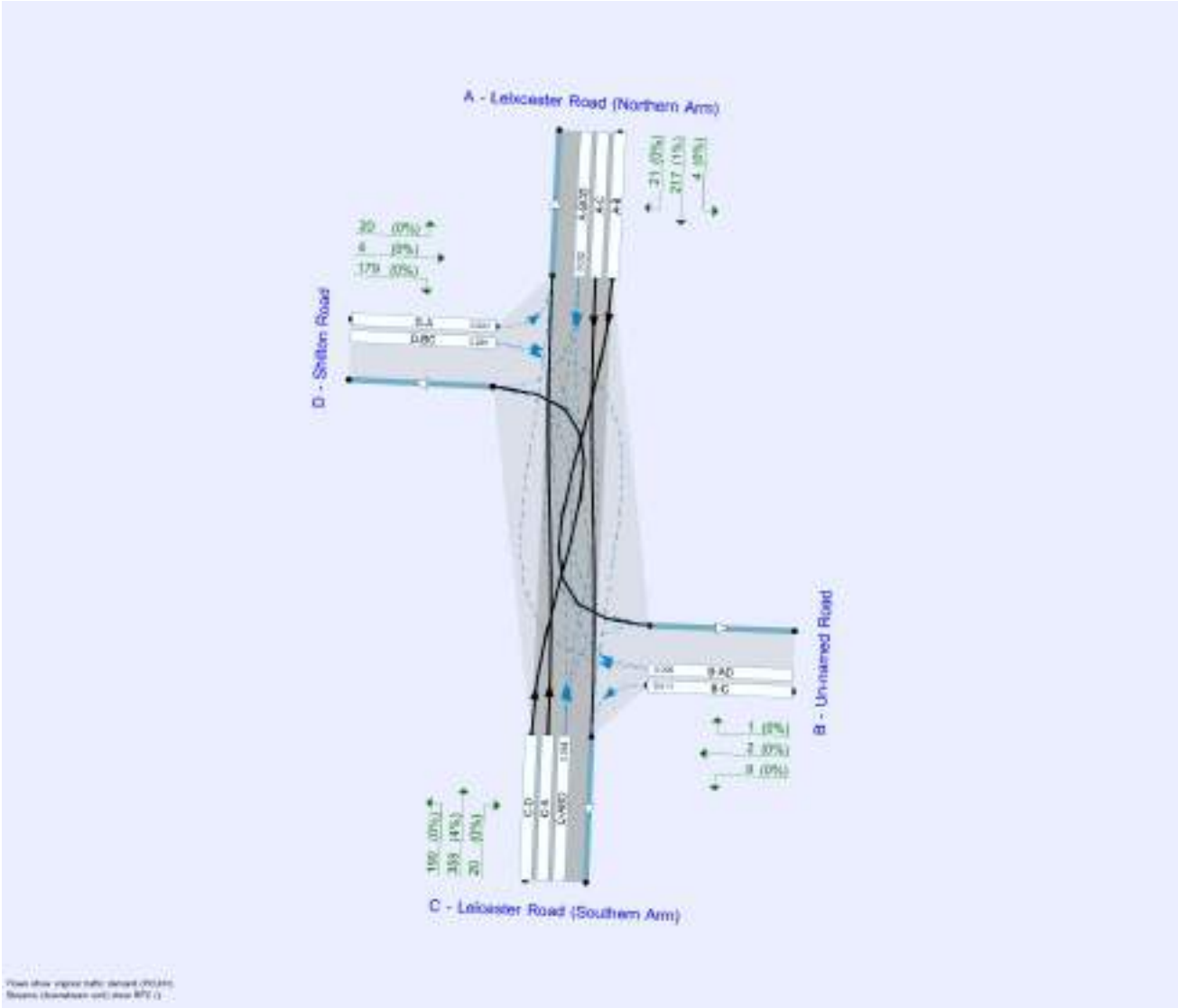
File summary

File Description

Title	
Location	
Site number	
Date	27/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTIO-HP-LAPTO\m_cle
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DM2036	AM	ONE HOUR	07:45	09:15	15	✓
D2	DM2036	PM	ONE HOUR	16:45	18:15	15	✓
D3	DS2036	AM	ONE HOUR	07:45	09:15	15	✓
D4	DS2036	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

DM2036, 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	untitled	Right-Left Stagger	Two-way		3.32	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	46	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Leixcester Road (Northern Arm)		Major
B	Un-named Road		Minor
C	Leicester Road (Southern Arm)		Major
D	Shilton Road		Minor

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)
A - Leixcester Road (Northern Arm)	6.38			140.0	✓	0.00
C - Leicester Road (Southern Arm)	6.38			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Un-named Road	One lane plus flare	10.00	4.89	3.19	3.19	3.15		1.00	57	41
D - Shilton Road	One lane plus flare	10.00	5.50	3.50	3.31	3.31		1.00	190	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	655	-	-	-	0.250	0.250	0.250	-	0.250	-	-
B-AD	501	0.090	0.227	-	-	-	0.143	0.324	0.143	0.090	0.227
B-C	702	0.106	0.267	-	-	-	-	-	-	0.106	0.267
C-B	643	0.245	0.245	-	-	-	-	-	-	0.245	0.245
D-A	682	-	-	-	0.260	0.103	0.260	-	0.103	-	-
D-BC	665	0.189	0.189	0.430	0.301	0.119	0.301	-	0.119	-	-

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)	Run automatically
D1	DM2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leixcester Road (Northern Arm)		ONE HOUR	✓	362	100.000
B - Un-named Road		ONE HOUR	✓	12	100.000
C - Leicester Road (Southern Arm)		ONE HOUR	✓	340	100.000
D - Shilton Road		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	1	338	23
	B - Un-named Road	0	0	11	1
	C - Leicester Road (Southern Arm)	188	8	0	144
	D - Shilton Road	16	2	201	0

Proportions

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	0.00	0.0
	B - Un-named Road	0.00	0.0
	C - Leicester Road (Southern Arm)	0.55	0.0
	D - Shilton Road	0.07	0.0

Vehicle Mix

HV %s

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	0	1	0
	B - Un-named Road	0	0	0	0
	C - Leicester Road (Southern Arm)	4	0	0	0
	D - Shilton Road	0	0	0	0

Av. PCU Per Veh

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	1.000	1.0
	B - Un-named Road	1.000	1.0
	C - Leicester Road (Southern Arm)	1.040	1.0
	D - Shilton Road	1.000	1.0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Leixcester Road (Northern Arm)	273	273
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	256	256
	D - Shilton Road	165	165
08:00-08:15	A - Leixcester Road (Northern Arm)	325	325
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	306	306
	D - Shilton Road	197	197
08:15-08:30	A - Leixcester Road (Northern Arm)	399	399
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	374	374
	D - Shilton Road	241	241
08:30-08:45	A - Leixcester Road (Northern Arm)	399	399
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	374	374
	D - Shilton Road	241	241
08:45-09:00	A - Leixcester Road (Northern Arm)	325	325
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	306	306
	D - Shilton Road	197	197
09:00-09:15	A - Leixcester Road (Northern Arm)	273	273
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	256	256
	D - Shilton Road	165	165

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.80	0.0	A	10	15
B-AD	0.00	11.64	0.0	B	0.92	1
A-BCD	0.06	4.90	0.1	A	36	53
A-B					0.88	1
A-C					296	444
D-A	0.04	7.53	0.0	A	15	22
D-BC	0.45	12.95	0.8	B	186	279
C-ABD	0.02	5.13	0.0	A	13	19
C-D					130	195
C-A					169	254

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	593	0.014	8	0.0	0.0	6.157	A
B-AD	0.75	0.19	371	0.002	0.74	0.0	0.0	9.719	A
A-BCD	26	7	764	0.034	26	0.0	0.0	4.895	A
A-B	0.73	0.18			0.73				
A-C	246	61			246				
D-A	12	3	578	0.021	12	0.0	0.0	6.354	A
D-BC	153	38	553	0.276	151	0.0	0.4	8.925	A
C-ABD	9	2	718	0.013	9	0.0	0.0	5.118	A
C-D	107	27			107				
C-A	140	35			140				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	571	0.017	10	0.0	0.0	6.412	A
B-AD	0.90	0.22	346	0.003	0.90	0.0	0.0	10.443	B
A-BCD	34	8	787	0.043	34	0.0	0.1	4.797	A
A-B	0.86	0.22			0.86				
A-C	291	73			291				
D-A	14	4	548	0.026	14	0.0	0.0	6.741	A
D-BC	182	46	531	0.343	182	0.4	0.5	10.282	B
C-ABD	12	3	735	0.017	12	0.0	0.0	5.019	A
C-D	127	32			127				
C-A	166	42			166				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	542	0.022	12	0.0	0.0	6.795	A
B-AD	1	0.28	311	0.004	1	0.0	0.0	11.631	B
A-BCD	47	12	820	0.057	46	0.1	0.1	4.676	A
A-B	1	0.26			1				
A-C	351	88			351				
D-A	18	4	497	0.035	18	0.0	0.0	7.515	A
D-BC	224	56	501	0.446	222	0.5	0.8	12.849	B
C-ABD	17	4	761	0.022	17	0.0	0.0	4.883	A
C-D	155	39			155				
C-A	202	51			202				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	541	0.022	12	0.0	0.0	6.799	A
B-AD	1	0.28	310	0.004	1	0.0	0.0	11.641	B
A-BCD	47	12	820	0.057	47	0.1	0.1	4.677	A
A-B	1	0.26			1				
A-C	351	88			351				
D-A	18	4	496	0.036	18	0.0	0.0	7.531	A
D-BC	224	56	501	0.446	223	0.8	0.8	12.947	B
C-ABD	17	4	761	0.022	17	0.0	0.0	4.890	A
C-D	155	39			155				
C-A	202	51			202				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	571	0.017	10	0.0	0.0	6.420	A
B-AD	0.90	0.22	345	0.003	0.90	0.0	0.0	10.455	B
A-BCD	34	8	787	0.043	34	0.1	0.1	4.802	A
A-B	0.86	0.22			0.86				
A-C	291	73			291				
D-A	14	4	547	0.026	14	0.0	0.0	6.759	A
D-BC	182	46	531	0.343	184	0.8	0.5	10.381	B
C-ABD	12	3	735	0.017	12	0.0	0.0	5.030	A
C-D	127	32			127				
C-A	166	42			166				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	592	0.014	8	0.0	0.0	6.166	A
B-AD	0.75	0.19	371	0.002	0.76	0.0	0.0	9.732	A
A-BCD	26	7	764	0.034	26	0.1	0.0	4.899	A
A-B	0.73	0.18			0.73				
A-C	246	61			246				
D-A	12	3	577	0.021	12	0.0	0.0	6.367	A
D-BC	153	38	553	0.276	153	0.5	0.4	9.019	A
C-ABD	9	2	717	0.013	9	0.0	0.0	5.126	A
C-D	107	27			107				
C-A	140	35			140				

DM2036, 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	untitled	Right-Left Stagger	Two-way		3.07	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	40	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DM2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leixcester Road (Northern Arm)		ONE HOUR	✓	242	100.000
B - Un-named Road		ONE HOUR	✓	12	100.000
C - Leicester Road (Southern Arm)		ONE HOUR	✓	569	100.000
D - Shilton Road		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	4	217	21
	B - Un-named Road	1	0	9	2
	C - Leicester Road (Southern Arm)	359	20	0	190
	D - Shilton Road	20	4	179	0

Proportions

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	0.00	0.0
	B - Un-named Road	0.08	0.0
	C - Leicester Road (Southern Arm)	0.63	0.0
	D - Shilton Road	0.10	0.0

Vehicle Mix

HV %s

	To				
From		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
	A - Leixcester Road (Northern Arm)	0	0	1	0
	B - Un-named Road	0	0	0	0
	C - Leicester Road (Southern Arm)	4	0	0	0
	D - Shilton Road	0	0	0	0

Av. PCU Per Veh

	To		
From		A - Leixcester Road (Northern Arm)	B U nam Ro
	A - Leixcester Road (Northern Arm)	1.000	1.0
	B - Un-named Road	1.000	1.0
	C - Leicester Road (Southern Arm)	1.040	1.0
	D - Shilton Road	1.000	1.0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Leixcester Road (Northern Arm)	182	182
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	428	428
	D - Shilton Road	153	153
17:00-17:15	A - Leixcester Road (Northern Arm)	218	218
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	512	512
	D - Shilton Road	182	182
17:15-17:30	A - Leixcester Road (Northern Arm)	266	266
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	626	626
	D - Shilton Road	224	224
17:30-17:45	A - Leixcester Road (Northern Arm)	266	266
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	626	626
	D - Shilton Road	224	224
17:45-18:00	A - Leixcester Road (Northern Arm)	218	218
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	512	512
	D - Shilton Road	182	182
18:00-18:15	A - Leixcester Road (Northern Arm)	182	182
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	428	428
	D - Shilton Road	153	153

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.39	0.0	A	8	12
B-AD	0.01	11.36	0.0	B	3	4
A-BCD	0.05	5.63	0.1	A	28	42
A-B					4	5
A-C					191	286
D-A	0.05	8.27	0.1	A	18	28
D-BC	0.43	13.74	0.8	B	168	252
C-ABD	0.06	4.44	0.1	A	43	65
C-D					166	249
C-A					313	470

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	611	0.011	7	0.0	0.0	5.954	A
B-AD	2	0.56	384	0.006	2	0.0	0.0	9.417	A
A-BCD	21	5	667	0.032	21	0.0	0.0	5.586	A
A-B	3	0.73			3				
A-C	158	40			158				
D-A	15	4	550	0.027	15	0.0	0.0	6.730	A
D-BC	138	34	527	0.261	136	0.0	0.3	9.186	A
C-ABD	29	7	852	0.034	29	0.0	0.0	4.431	A
C-D	138	35			138				
C-A	261	65			261				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	595	0.014	8	0.0	0.0	6.130	A
B-AD	3	0.67	357	0.008	3	0.0	0.0	10.147	B
A-BCD	27	7	671	0.040	27	0.0	0.1	5.601	A
A-B	3	0.86			3				
A-C	187	47			187				
D-A	18	4	515	0.035	18	0.0	0.0	7.239	A
D-BC	165	41	500	0.329	164	0.3	0.5	10.686	B
C-ABD	40	10	896	0.045	40	0.0	0.1	4.263	A
C-D	163	41			163				
C-A	308	77			308				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	574	0.017	10	0.0	0.0	6.386	A
B-AD	3	0.83	320	0.010	3	0.0	0.0	11.352	B
A-BCD	36	9	679	0.053	36	0.1	0.1	5.620	A
A-B	4	1			4				
A-C	226	57			226				
D-A	22	6	458	0.048	22	0.0	0.1	8.249	A
D-BC	201	50	463	0.435	200	0.5	0.8	13.634	B
C-ABD	60	15	959	0.062	60	0.1	0.1	4.063	A
C-D	196	49			196				
C-A	371	93			371				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	573	0.017	10	0.0	0.0	6.390	A
B-AD	3	0.83	320	0.010	3	0.0	0.0	11.362	B
A-BCD	36	9	679	0.053	36	0.1	0.1	5.626	A
A-B	4	1			4				
A-C	226	57			226				
D-A	22	6	457	0.048	22	0.1	0.1	8.269	A
D-BC	201	50	463	0.435	201	0.8	0.8	13.744	B
C-ABD	60	15	959	0.062	60	0.1	0.1	4.070	A
C-D	196	49			196				
C-A	371	93			371				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	595	0.014	8	0.0	0.0	6.135	A
B-AD	3	0.67	357	0.008	3	0.0	0.0	10.159	B
A-BCD	27	7	671	0.040	27	0.1	0.1	5.609	A
A-B	3	0.86			3				
A-C	187	47			187				
D-A	18	4	514	0.035	18	0.1	0.0	7.260	A
D-BC	165	41	500	0.329	166	0.8	0.5	10.789	B
C-ABD	40	10	896	0.045	40	0.1	0.1	4.277	A
C-D	163	41			163				
C-A	308	77			308				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	611	0.011	7	0.0	0.0	5.960	A
B-AD	2	0.56	384	0.006	2	0.0	0.0	9.429	A
A-BCD	21	5	667	0.032	21	0.1	0.0	5.592	A
A-B	3	0.73			3				
A-C	158	40			158				
D-A	15	4	549	0.027	15	0.0	0.0	6.747	A
D-BC	138	34	527	0.261	138	0.5	0.4	9.278	A
C-ABD	29	7	851	0.035	29	0.1	0.0	4.439	A
C-D	138	35			138				
C-A	261	65			261				

DS2036, 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	untitled	Right-Left Stagger	Two-way		3.96	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leixcester Road (Northern Arm)		ONE HOUR	✓	366	100.000
B - Un-named Road		ONE HOUR	✓	12	100.000
C - Leicester Road (Southern Arm)		ONE HOUR	✓	350	100.000
D - Shilton Road		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	1	338	27
	B - Un-named Road	0	0	11	1
	C - Leicester Road (Southern Arm)	188	8	0	154
	D - Shilton Road	27	2	224	0

Proportions

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	0.00	0.0
	B - Un-named Road	0.00	0.0
	C - Leicester Road (Southern Arm)	0.54	0.0
	D - Shilton Road	0.11	0.0

Vehicle Mix

HV %s

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	0	1	0
	B - Un-named Road	0	0	0	0
	C - Leicester Road (Southern Arm)	4	0	0	0
	D - Shilton Road	0	0	0	0

Av. PCU Per Veh

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	1.000	1.0
	B - Un-named Road	1.000	1.0
	C - Leicester Road (Southern Arm)	1.040	1.0
	D - Shilton Road	1.000	1.0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Leixcester Road (Northern Arm)	276	276
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	263	263
	D - Shilton Road	190	190
08:00-08:15	A - Leixcester Road (Northern Arm)	329	329
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	315	315
	D - Shilton Road	227	227
08:15-08:30	A - Leixcester Road (Northern Arm)	403	403
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	385	385
	D - Shilton Road	279	279
08:30-08:45	A - Leixcester Road (Northern Arm)	403	403
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	385	385
	D - Shilton Road	279	279
08:45-09:00	A - Leixcester Road (Northern Arm)	329	329
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	315	315
	D - Shilton Road	227	227
09:00-09:15	A - Leixcester Road (Northern Arm)	276	276
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	263	263
	D - Shilton Road	190	190

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.89	0.0	A	10	15
B-AD	0.00	11.93	0.0	B	0.92	1
A-BCD	0.07	4.94	0.1	A	42	63
A-B					0.87	1
A-C					293	440
D-A	0.06	8.16	0.1	A	25	37
D-BC	0.50	14.50	1.0	B	207	311
C-ABD	0.02	5.12	0.0	A	13	20
C-D					139	208
C-A					169	254

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	588	0.014	8	0.0	0.0	6.206	A
B-AD	0.75	0.19	366	0.002	0.74	0.0	0.0	9.852	A
A-BCD	31	8	762	0.040	30	0.0	0.1	4.935	A
A-B	0.72	0.18			0.72				
A-C	244	61			244				
D-A	20	5	571	0.036	20	0.0	0.0	6.535	A
D-BC	170	43	550	0.309	168	0.0	0.4	9.391	A
C-ABD	9	2	720	0.013	9	0.0	0.0	5.107	A
C-D	114	29			114				
C-A	140	35			140				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	566	0.017	10	0.0	0.0	6.476	A
B-AD	0.90	0.22	340	0.003	0.90	0.0	0.0	10.630	B
A-BCD	40	10	785	0.051	40	0.1	0.1	4.847	A
A-B	0.85	0.21			0.85				
A-C	288	72			288				
D-A	24	6	535	0.045	24	0.0	0.0	7.043	A
D-BC	203	51	528	0.385	202	0.4	0.6	11.041	B
C-ABD	12	3	737	0.017	12	0.0	0.0	5.006	A
C-D	136	34			136				
C-A	166	42			166				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	535	0.023	12	0.0	0.0	6.885	A
B-AD	1	0.28	303	0.004	1	0.0	0.0	11.916	B
A-BCD	55	14	818	0.067	55	0.1	0.1	4.740	A
A-B	1	0.26			1				
A-C	347	87			347				
D-A	30	7	472	0.063	30	0.0	0.1	8.130	A
D-BC	249	62	497	0.501	247	0.6	1.0	14.339	B
C-ABD	17	4	764	0.023	17	0.0	0.0	4.867	A
C-D	166	41			166				
C-A	202	51			202				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	6.890	A
B-AD	1	0.28	303	0.004	1	0.0	0.0	11.930	B
A-BCD	55	14	818	0.067	55	0.1	0.1	4.743	A
A-B	1	0.26			1				
A-C	347	87			347				
D-A	30	7	471	0.063	30	0.1	0.1	8.160	A
D-BC	249	62	497	0.501	249	1.0	1.0	14.497	B
C-ABD	17	4	764	0.023	17	0.0	0.0	4.874	A
C-D	166	41			166				
C-A	202	51			202				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	565	0.018	10	0.0	0.0	6.484	A
B-AD	0.90	0.22	339	0.003	0.90	0.0	0.0	10.646	B
A-BCD	40	10	785	0.051	40	0.1	0.1	4.855	A
A-B	0.85	0.21			0.85				
A-C	288	72			288				
D-A	24	6	534	0.045	24	0.1	0.0	7.069	A
D-BC	203	51	528	0.385	205	1.0	0.6	11.189	B
C-ABD	12	3	737	0.017	12	0.0	0.0	5.019	A
C-D	136	34			136				
C-A	166	42			166				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	588	0.014	8	0.0	0.0	6.217	A
B-AD	0.75	0.19	366	0.002	0.76	0.0	0.0	9.870	A
A-BCD	31	8	762	0.040	31	0.1	0.1	4.941	A
A-B	0.72	0.18			0.72				
A-C	244	61			244				
D-A	20	5	569	0.036	20	0.0	0.0	6.560	A
D-BC	170	43	550	0.309	171	0.6	0.5	9.515	A
C-ABD	9	2	719	0.013	9	0.0	0.0	5.118	A
C-D	114	29			114				
C-A	140	35			140				

DS2036, 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	untitled	Right-Left Stagger	Two-way		3.48	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	32	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leixcester Road (Northern Arm)		ONE HOUR	✓	254	100.000
B - Un-named Road		ONE HOUR	✓	12	100.000
C - Leicester Road (Southern Arm)		ONE HOUR	✓	593	100.000
D - Shilton Road		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	4	217	33
	B - Un-named Road	1	0	9	2
	C - Leicester Road (Southern Arm)	359	20	0	214
	D - Shilton Road	26	4	191	0

Proportions

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	0.00	0.0
	B - Un-named Road	0.08	0.0
	C - Leicester Road (Southern Arm)	0.61	0.0
	D - Shilton Road	0.12	0.0

Vehicle Mix

HV %s

		To			
		A - Leixcester Road (Northern Arm)	B - Un-named Road	C - Leicester Road (Southern Arm)	D - Shilton Road
From	A - Leixcester Road (Northern Arm)	0	0	1	0
	B - Un-named Road	0	0	0	0
	C - Leicester Road (Southern Arm)	4	0	0	0
	D - Shilton Road	0	0	0	0

Av. PCU Per Veh

		To	
		A - Leixcester Road (Northern Arm)	B U nam Ro
From	A - Leixcester Road (Northern Arm)	1.000	1.0
	B - Un-named Road	1.000	1.0
	C - Leicester Road (Southern Arm)	1.040	1.0
	D - Shilton Road	1.000	1.0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Leixcester Road (Northern Arm)	191	191
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	446	446
	D - Shilton Road	166	166
17:00-17:15	A - Leixcester Road (Northern Arm)	228	228
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	533	533
	D - Shilton Road	199	199
17:15-17:30	A - Leixcester Road (Northern Arm)	280	280
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	653	653
	D - Shilton Road	243	243
17:30-17:45	A - Leixcester Road (Northern Arm)	280	280
	B - Un-named Road	13	13
	C - Leicester Road (Southern Arm)	653	653
	D - Shilton Road	243	243
17:45-18:00	A - Leixcester Road (Northern Arm)	228	228
	B - Un-named Road	11	11
	C - Leicester Road (Southern Arm)	533	533
	D - Shilton Road	199	199
18:00-18:15	A - Leixcester Road (Northern Arm)	191	191
	B - Un-named Road	9	9
	C - Leicester Road (Southern Arm)	446	446
	D - Shilton Road	166	166

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.43	0.0	A	8	12
B-AD	0.01	11.63	0.0	B	3	4
A-BCD	0.08	5.87	0.2	A	44	66
A-B					3	5
A-C					185	278
D-A	0.06	8.72	0.1	A	24	36
D-BC	0.47	15.08	0.9	C	179	268
C-ABD	0.06	4.39	0.1	A	45	67
C-D					186	280
C-A					313	469

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	609	0.011	7	0.0	0.0	5.978	A
B-AD	2	0.56	380	0.006	2	0.0	0.0	9.538	A
A-BCD	33	8	663	0.050	33	0.0	0.1	5.730	A
A-B	3	0.72			3				
A-C	155	39			155				
D-A	20	5	546	0.036	19	0.0	0.0	6.840	A
D-BC	147	37	520	0.282	145	0.0	0.4	9.569	A
C-ABD	30	8	862	0.035	30	0.0	0.0	4.378	A
C-D	155	39			155				
C-A	261	65			261				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	592	0.014	8	0.0	0.0	6.160	A
B-AD	3	0.67	352	0.008	3	0.0	0.0	10.315	B
A-BCD	42	11	666	0.064	42	0.1	0.1	5.786	A
A-B	3	0.84			3				
A-C	183	46			183				
D-A	23	6	507	0.046	23	0.0	0.0	7.435	A
D-BC	175	44	492	0.356	175	0.4	0.5	11.322	B
C-ABD	42	10	909	0.046	42	0.0	0.1	4.205	A
C-D	184	46			184				
C-A	308	77			308				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	570	0.017	10	0.0	0.0	6.427	A
B-AD	3	0.83	313	0.011	3	0.0	0.0	11.613	B
A-BCD	57	14	673	0.085	57	0.1	0.2	5.866	A
A-B	4	1			4				
A-C	219	55			219				
D-A	29	7	443	0.065	29	0.0	0.1	8.686	A
D-BC	215	54	453	0.474	213	0.5	0.9	14.923	B
C-ABD	63	16	976	0.064	62	0.1	0.1	4.001	A
C-D	220	55			220				
C-A	370	92			370				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	570	0.017	10	0.0	0.0	6.432	A
B-AD	3	0.83	313	0.011	3	0.0	0.0	11.626	B
A-BCD	57	14	673	0.085	57	0.2	0.2	5.870	A
A-B	4	1			4				
A-C	218	55			218				
D-A	29	7	441	0.065	29	0.1	0.1	8.719	A
D-BC	215	54	453	0.474	215	0.9	0.9	15.081	C
C-ABD	63	16	975	0.064	63	0.1	0.1	4.008	A
C-D	220	55			220				
C-A	370	92			370				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	592	0.014	8	0.0	0.0	6.167	A
B-AD	3	0.67	351	0.008	3	0.0	0.0	10.331	B
A-BCD	42	11	667	0.064	43	0.2	0.1	5.795	A
A-B	3	0.84			3				
A-C	183	46			183				
D-A	23	6	506	0.046	23	0.1	0.0	7.461	A
D-BC	175	44	492	0.356	177	0.9	0.6	11.466	B
C-ABD	42	10	909	0.046	42	0.1	0.1	4.219	A
C-D	184	46			184				
C-A	308	77			308				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	608	0.011	7	0.0	0.0	5.985	A
B-AD	2	0.56	379	0.006	2	0.0	0.0	9.553	A
A-BCD	33	8	663	0.050	33	0.1	0.1	5.738	A
A-B	3	0.71			3				
A-C	155	39			155				
D-A	20	5	544	0.036	20	0.0	0.0	6.861	A
D-BC	147	37	520	0.282	147	0.6	0.4	9.685	A
C-ABD	30	8	862	0.035	30	0.1	0.0	4.387	A
C-D	155	39			155				
C-A	261	65			261				

Leicester Road / Church Street Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

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Filename: Leicester Road - Church Street - Junction.j9
Path: X:\VC0601 - 700\VC0614 Land West of Shilton Road\Modelling
Report generation date: 19/08/2025 07:00:14

Summary of junction performance

	AM							PM						
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	DM2036													
Stream B-C	D1	0.2	9.79	0.17	A	3.71	27 % [Stream B-A]	D2	0.2	9.75	0.17	A	3.91	19 % [Stream B-A]
Stream B-A		0.8	18.39	0.45	C				1.0	20.93	0.50	C		
Stream C-AB		0.1	7.25	0.11	A				0.1	6.93	0.12	A		
	DS2036													
Stream B-C	D3	0.2	10.33	0.18	B	3.85	23 % [Stream B-A]	D4	0.2	10.33	0.17	B	4.16	15 % [Stream B-A]
Stream B-A		0.9	19.60	0.47	C				1.1	22.50	0.53	C		
Stream C-AB		0.1	7.39	0.11	A				0.1	6.98	0.12	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 Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

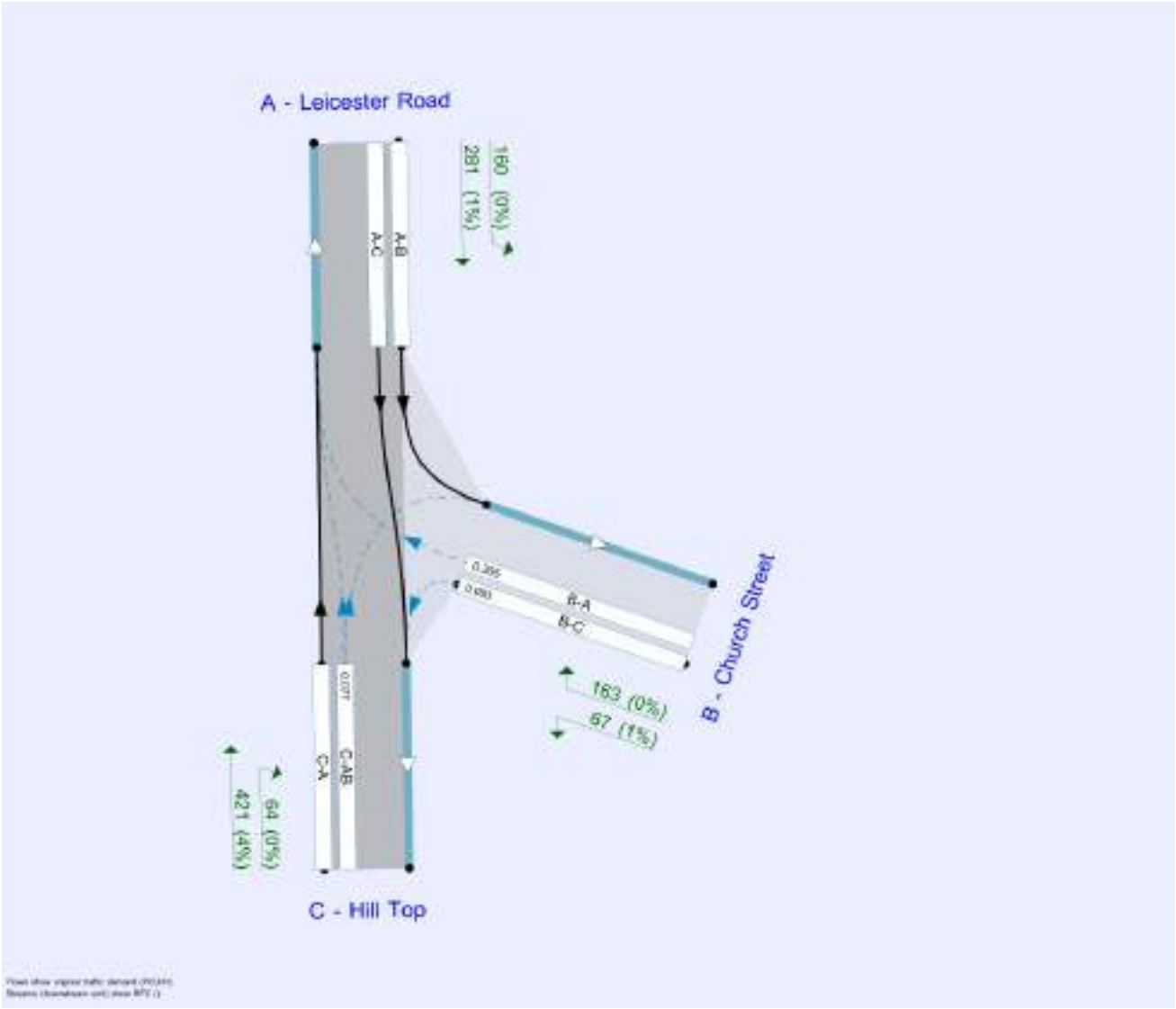
File summary

File Description

Title	Land West of Shilton Road
Location	Leicester Road / Church Street Junction
Site number	
Date	08/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	VC0614
Enumerator	VECTIO-HP-LAPTO\m_cle
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DM2036	AM	ONE HOUR	07:45	09:15	15	✓
D2	DM2036	PM	ONE HOUR	16:45	18:15	15	✓
D3	DS2036	AM	ONE HOUR	07:45	09:15	15	✓
D4	DS2036	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

DM2036, 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	untitled	T-Junction	Two-way		3.71	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	27	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road		Major
B	Church Street		Minor
C	Hill Top		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 - Hill Top	6.00		✓	3.00	145.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane plus flare	10.00	5.96	3.34	2.73	2.53	✓	1.00	31	32

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	530	0.096	0.244	0.153	0.348
B-C	675	0.103	0.261	-	-
C-B	715	0.277	0.277	-	-

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)	Run automatically
D1	DM2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road		ONE HOUR	✓	527	100.000
B - Church Street		ONE HOUR	✓	214	100.000
C - Hill Top		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	162	365
	B - Church Street	144	0	70
	C - Hill Top	210	55	0

Proportions

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0.00	0.31	0.69
	B - Church Street	0.67	0.00	0.33
	C - Hill Top	0.79	0.21	0.00

Vehicle Mix

HV %s

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	0	1
	B - Church Street	0	0	1
	C - Hill Top	4	0	0

Av. PCU Per Veh

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	1.000	1.000	1.010
	B - Church Street	1.000	1.000	1.010
	C - Hill Top	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Leicester Road	397	397
	B - Church Street	161	161
	C - Hill Top	200	200
08:00-08:15	A - Leicester Road	474	474
	B - Church Street	192	192
	C - Hill Top	238	238
08:15-08:30	A - Leicester Road	580	580
	B - Church Street	236	236
	C - Hill Top	292	292
08:30-08:45	A - Leicester Road	580	580
	B - Church Street	236	236
	C - Hill Top	292	292
08:45-09:00	A - Leicester Road	474	474
	B - Church Street	192	192
	C - Hill Top	238	238
09:00-09:15	A - Leicester Road	397	397
	B - Church Street	161	161
	C - Hill Top	200	200

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	9.79	0.2	A	64	96
B-A	0.45	18.39	0.8	C	132	198
C-AB	0.11	7.25	0.1	A	51	76
C-A					193	289
A-B					149	223
A-C					335	502

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	542	0.097	52	0.0	0.1	7.411	A
B-A	108	27	411	0.264	107	0.0	0.4	11.777	B
C-AB	41	10	606	0.068	41	0.0	0.1	6.371	A
C-A	158	40			158				
A-B	122	30			122				
A-C	275	69			275				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	508	0.124	63	0.1	0.1	8.170	A
B-A	129	32	388	0.334	129	0.4	0.5	13.882	B
C-AB	50	12	585	0.085	49	0.1	0.1	6.719	A
C-A	189	47			189				
A-B	146	36			146				
A-C	328	82			328				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	450	0.171	77	0.1	0.2	9.738	A
B-A	159	40	354	0.448	157	0.5	0.8	18.179	C
C-AB	61	15	557	0.109	61	0.1	0.1	7.250	A
C-A	231	58			231				
A-B	178	45			178				
A-C	402	100			402				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	449	0.172	77	0.2	0.2	9.788	A
B-A	159	40	354	0.448	158	0.8	0.8	18.389	C
C-AB	61	15	557	0.109	61	0.1	0.1	7.253	A
C-A	231	58			231				
A-B	178	45			178				
A-C	402	100			402				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	506	0.124	63	0.2	0.1	8.213	A
B-A	129	32	388	0.334	131	0.8	0.5	14.070	B
C-AB	50	12	585	0.085	50	0.1	0.1	6.722	A
C-A	189	47			189				
A-B	146	36			146				
A-C	328	82			328				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	541	0.097	53	0.1	0.1	7.453	A
B-A	108	27	411	0.264	109	0.5	0.4	11.934	B
C-AB	41	10	606	0.068	42	0.1	0.1	6.380	A
C-A	158	40			158				
A-B	122	30			122				
A-C	275	69			275				

DM2036, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.91	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DM2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road		ONE HOUR	✓	429	100.000
B - Church Street		ONE HOUR	✓	224	100.000
C - Hill Top		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	156	273
	B - Church Street	157	0	67
	C - Hill Top	404	64	0

Proportions

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0.00	0.36	0.64
	B - Church Street	0.70	0.00	0.30
	C - Hill Top	0.86	0.14	0.00

Vehicle Mix

HV %s

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	0	0
	B - Church Street	0	0	0
	C - Hill Top	0	0	0

Av. PCU Per Veh

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	1.000	1.000	1.000
	B - Church Street	1.000	1.000	1.000
	C - Hill Top	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Leicester Road	323	323
	B - Church Street	169	169
	C - Hill Top	352	352
17:00-17:15	A - Leicester Road	386	386
	B - Church Street	201	201
	C - Hill Top	421	421
17:15-17:30	A - Leicester Road	472	472
	B - Church Street	247	247
	C - Hill Top	515	515
17:30-17:45	A - Leicester Road	472	472
	B - Church Street	247	247
	C - Hill Top	515	515
17:45-18:00	A - Leicester Road	386	386
	B - Church Street	201	201
	C - Hill Top	421	421
18:00-18:15	A - Leicester Road	323	323
	B - Church Street	169	169
	C - Hill Top	352	352

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	9.75	0.2	A	61	92
B-A	0.50	20.93	1.0	C	144	216
C-AB	0.12	6.93	0.1	A	59	89
C-A					370	555
A-B					143	215
A-C					251	376

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	548	0.092	50	0.0	0.1	7.224	A
B-A	118	30	405	0.292	117	0.0	0.4	12.415	B
C-AB	48	12	628	0.077	48	0.0	0.1	6.209	A
C-A	304	76			304				
A-B	117	29			117				
A-C	206	51			206				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	511	0.118	60	0.1	0.1	7.979	A
B-A	141	35	380	0.371	140	0.4	0.6	14.977	B
C-AB	58	14	612	0.095	58	0.1	0.1	6.500	A
C-A	363	91			363				
A-B	140	35			140				
A-C	245	61			245				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	445	0.166	74	0.1	0.2	9.679	A
B-A	173	43	345	0.502	171	0.6	1.0	20.578	C
C-AB	71	18	591	0.121	71	0.1	0.1	6.925	A
C-A	444	111			444				
A-B	172	43			172				
A-C	301	75			301				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	443	0.167	74	0.2	0.2	9.751	A
B-A	173	43	345	0.502	173	1.0	1.0	20.926	C
C-AB	71	18	591	0.121	71	0.1	0.1	6.928	A
C-A	444	111			444				
A-B	172	43			172				
A-C	301	75			301				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	509	0.118	60	0.2	0.1	8.035	A
B-A	141	35	380	0.371	143	1.0	0.6	15.259	C
C-AB	58	14	612	0.095	58	0.1	0.1	6.503	A
C-A	363	91			363				
A-B	140	35			140				
A-C	245	61			245				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	546	0.092	51	0.1	0.1	7.271	A
B-A	118	30	405	0.292	119	0.6	0.4	12.613	B
C-AB	48	12	628	0.077	48	0.1	0.1	6.219	A
C-A	304	76			304				
A-B	117	29			117				
A-C	206	51			206				

DS2036, 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	untitled	T-Junction	Two-way		3.85	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	23	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road		ONE HOUR	✓	557	100.000
B - Church Street		ONE HOUR	✓	218	100.000
C - Hill Top		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	171	386
	B - Church Street	148	0	70
	C - Hill Top	216	55	0

Proportions

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0.00	0.31	0.69
	B - Church Street	0.68	0.00	0.32
	C - Hill Top	0.80	0.20	0.00

Vehicle Mix

HV %s

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	1	4
	B - Church Street	0	0	2
	C - Hill Top	4	0	0

Av. PCU Per Veh

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	1.000	1.010	1.040
	B - Church Street	1.000	1.000	1.020
	C - Hill Top	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Leicester Road	419	419
	B - Church Street	164	164
	C - Hill Top	204	204
08:00-08:15	A - Leicester Road	501	501
	B - Church Street	196	196
	C - Hill Top	244	244
08:15-08:30	A - Leicester Road	613	613
	B - Church Street	240	240
	C - Hill Top	298	298
08:30-08:45	A - Leicester Road	613	613
	B - Church Street	240	240
	C - Hill Top	298	298
08:45-09:00	A - Leicester Road	501	501
	B - Church Street	196	196
	C - Hill Top	244	244
09:00-09:15	A - Leicester Road	419	419
	B - Church Street	164	164
	C - Hill Top	204	204

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	10.33	0.2	B	64	96
B-A	0.47	19.60	0.9	C	136	204
C-AB	0.11	7.39	0.1	A	51	76
C-A					198	297
A-B					157	235
A-C					354	531

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	534	0.099	52	0.0	0.1	7.611	A
B-A	111	28	406	0.274	110	0.0	0.4	12.087	B
C-AB	41	10	600	0.069	41	0.0	0.1	6.442	A
C-A	163	41			163				
A-B	129	32			129				
A-C	291	73			291				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	497	0.127	63	0.1	0.1	8.453	A
B-A	133	33	382	0.349	132	0.4	0.5	14.415	B
C-AB	50	12	578	0.086	49	0.1	0.1	6.813	A
C-A	194	49			194				
A-B	154	38			154				
A-C	347	87			347				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	434	0.178	77	0.1	0.2	10.267	B
B-A	163	41	346	0.470	162	0.5	0.9	19.332	C
C-AB	61	15	548	0.111	61	0.1	0.1	7.384	A
C-A	237	59			237				
A-B	188	47			188				
A-C	425	106			425				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	432	0.178	77	0.2	0.2	10.331	B
B-A	163	41	346	0.470	163	0.9	0.9	19.598	C
C-AB	61	15	548	0.111	61	0.1	0.1	7.387	A
C-A	237	59			237				
A-B	188	47			188				
A-C	425	106			425				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	495	0.127	63	0.2	0.2	8.505	A
B-A	133	33	381	0.349	134	0.9	0.5	14.642	B
C-AB	50	12	578	0.086	50	0.1	0.1	6.819	A
C-A	194	49			194				
A-B	154	38			154				
A-C	347	87			347				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	533	0.099	53	0.2	0.1	7.654	A
B-A	111	28	406	0.274	112	0.5	0.4	12.265	B
C-AB	41	10	600	0.069	42	0.1	0.1	6.451	A
C-A	163	41			163				
A-B	129	32			129				
A-C	291	73			291				

DS2036, 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	untitled	T-Junction	Two-way		4.16	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road		ONE HOUR	✓	441	100.000
B - Church Street		ONE HOUR	✓	230	100.000
C - Hill Top		ONE HOUR	✓	485	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	160	281
	B - Church Street	163	0	67
	C - Hill Top	421	64	0

Proportions

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0.00	0.36	0.64
	B - Church Street	0.71	0.00	0.29
	C - Hill Top	0.87	0.13	0.00

Vehicle Mix

HV %s

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	0	0	1
	B - Church Street	0	0	1
	C - Hill Top	4	0	0

Av. PCU Per Veh

		To		
		A - Leicester Road	B - Church Street	C - Hill Top
From	A - Leicester Road	1.000	1.000	1.010
	B - Church Street	1.000	1.000	1.010
	C - Hill Top	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Leicester Road	332	332
	B - Church Street	173	173
	C - Hill Top	365	365
17:00-17:15	A - Leicester Road	396	396
	B - Church Street	207	207
	C - Hill Top	436	436
17:15-17:30	A - Leicester Road	486	486
	B - Church Street	253	253
	C - Hill Top	534	534
17:30-17:45	A - Leicester Road	486	486
	B - Church Street	253	253
	C - Hill Top	534	534
17:45-18:00	A - Leicester Road	396	396
	B - Church Street	207	207
	C - Hill Top	436	436
18:00-18:15	A - Leicester Road	332	332
	B - Church Street	173	173
	C - Hill Top	365	365

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	10.33	0.2	B	61	92
B-A	0.53	22.50	1.1	C	150	224
C-AB	0.12	6.98	0.1	A	59	89
C-A					386	579
A-B					147	220
A-C					258	387

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	541	0.093	50	0.0	0.1	7.399	A
B-A	123	31	402	0.305	121	0.0	0.4	12.746	B
C-AB	48	12	625	0.077	48	0.0	0.1	6.236	A
C-A	317	79			317				
A-B	120	30			120				
A-C	212	53			212				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	501	0.120	60	0.1	0.1	8.237	A
B-A	147	37	376	0.390	146	0.4	0.6	15.596	C
C-AB	58	14	609	0.095	58	0.1	0.1	6.535	A
C-A	378	95			378				
A-B	144	36			144				
A-C	253	63			253				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	428	0.172	73	0.1	0.2	10.234	B
B-A	179	45	339	0.529	178	0.6	1.1	22.041	C
C-AB	71	18	587	0.121	71	0.1	0.1	6.973	A
C-A	463	116			463				
A-B	176	44			176				
A-C	309	77			309				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	426	0.173	74	0.2	0.2	10.330	B
B-A	179	45	339	0.529	179	1.1	1.1	22.498	C
C-AB	71	18	587	0.121	71	0.1	0.1	6.979	A
C-A	463	116			463				
A-B	176	44			176				
A-C	309	77			309				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	498	0.121	61	0.2	0.1	8.306	A
B-A	147	37	376	0.390	148	1.1	0.7	15.947	C
C-AB	58	14	609	0.095	58	0.1	0.1	6.540	A
C-A	378	95			378				
A-B	144	36			144				
A-C	253	63			253				

18:00 - 18:15

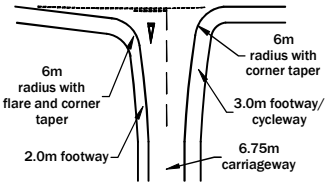
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	539	0.094	51	0.1	0.1	7.452	A
B-A	123	31	402	0.306	124	0.7	0.4	12.984	B
C-AB	48	12	625	0.077	48	0.1	0.1	6.243	A
C-A	317	79			317				
A-B	120	30			120				
A-C	212	53			212				

APPENDIX K: Vistry Development off site Measures Taken from TN1.

KEY

- SITE BOUNDARY
- 2.4 x 120m VISIBILITY SPLAYS (BASED ON LHDG @ 41mph TO 44mph)
- ADJACENT JUNCTION VISIBILITY
- PUBLIC RIGHT OF WAY

Access Dimensions



3m shared footway/cycleway continued past junction - exact position within verge subject to detailed design. Potential to tie into PRoW

Southern slip converted to shared cycleway and closed to motor traffic. Design is indicative only - to be evolved at detailed design stage

Vegetation to be cut back to facilitate 3m shared footway/cycleway

Existing street furniture/ signage to be relocated to back of proposed footways

3m shared footway/cycleway to be delivered between all junctions along site frontage

Proposed bollard to prevent motor vehicles using shared cycleway - position indicative and subject to detailed design

Hedgerow/ vegetation to be removed/ trimmed to facilitate access, carriageway widening & visibility splays

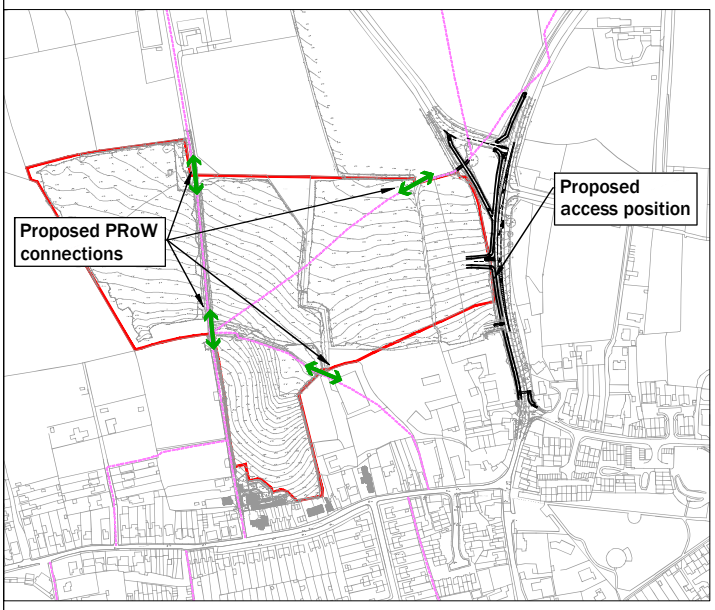
Vegetation to be cut back to ensure pedestrian/driver intervisibility when crossing Shilton Road

Existing street furniture/ signage to be relocated to back of proposed footways

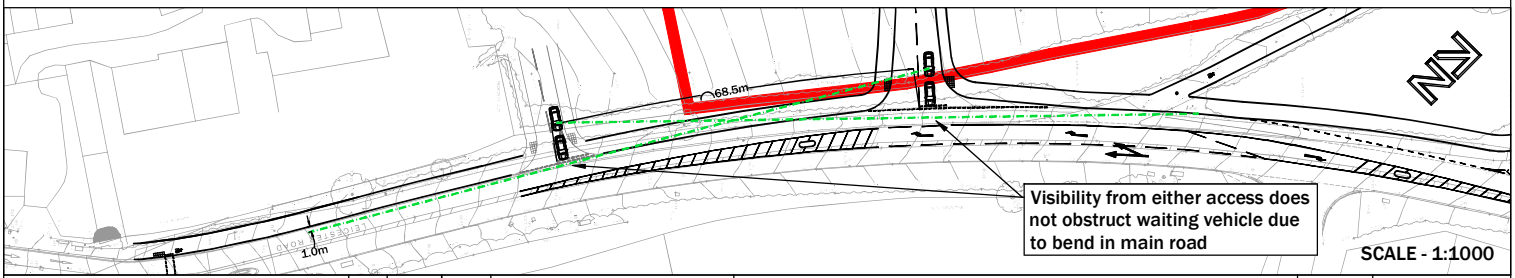
Provision of shared footway/ cycleway subject to detailed design

Proposed Hill Top Farm access position realigned to suit ghost island right turn proposals (Planning Ref: 20/00916/FUL)

Provision of uncontrolled crossing subject to detailed design



SCALE - 1:1250



Visibility from either access does not obstruct waiting vehicle due to bend in main road

SCALE - 1:1000

Prime Transport Planning

Rev	Date	By	Revision notes
D	25.01.22	VB	CHANGES TO SHILTON ROAD JUNCTION
C	20.07.21	VB	PED CROSSING CHANGES FOLLOWING RSA
B	18.06.21	VB	MINOR AMENDMENTS TO ISLAND POSITION
A	17.05.21	VB	MINOR AMENDMENTS

Status: **FINAL**

Project: **LEICESTER ROAD, EARL SHILTON, LEICETERSHIRE**

Drawn by: DS

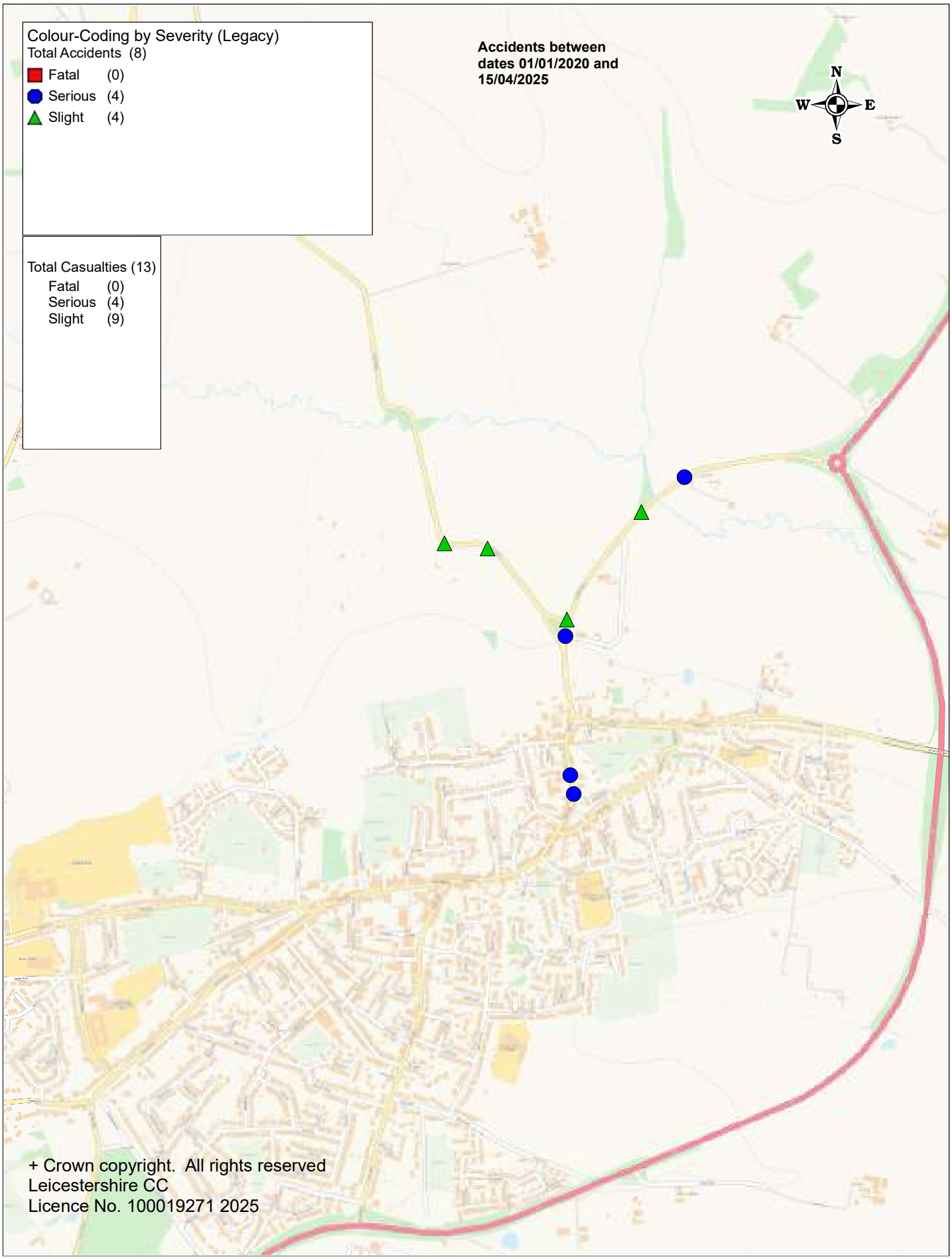
Issue date: 27 JAN 2021

Scale(s): 1:1250 @ A3

Title: **PROPOSED ACCESS STRATEGY WITH HILL TOP FARM**

Drawing No: P21008-100-2D

APPENDIX L: LCC Accident Records



Leicestershire County Council

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Vectio Earl Shilton

SCALE	1 : 15130
DATE	19/06/2025
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2020** **and** **15/04/2025** (63) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Vectio Earl Shilton 19.06.2025")

Notes:

Selected Polygon:Vectio Earl Shilton 19.06.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000341	22/06/2020	447200	298990	Fine without high winds	Dry	Darkness: no street lighting	Serious	0011

Location: A47 HINCKLEY ROAD EARL SHILTON EXACT LOCATION NOT GIVEN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Pedestrian	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100218	17/04/2021	446865	298033	Fine without high winds	Dry	Daylight	Serious	1600

Location: C5117 HIGH STREET EARL SHILTON EXACT LOCATION NOT GIVEN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	N	S
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2020** **and** **15/04/2025** (63) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Vectio Earl Shilton 19.06.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100978	30/11/2021	446475	298790	Other	Wet/Damp	Daylight	Slight	1116

Location: C5101 SHILTON ROAD EARL SHILTON EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead right bend	E	N
Car	Not at, or within 20M of Jct	Going ahead left bend	N	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101584	24/07/2021	447070	298885	Fine without high winds	Dry	Daylight	Slight	1651

Location: A47 EARL SHILTON EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/04/2025** (63) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Vectio Earl Shilton 19.06.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200828	04/10/2022	446855	298090	Fine without high winds	Dry	Daylight	Serious	1620

Location: C5177 HIGH STREET EARL SHILTON OUTSIDE 9 - 11.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400521	08/06/2024	446845	298560	Fine without high winds	Dry	Daylight	Slight	1300

Location: C5117 LEICESTER ROAD EARL SHILTON JW SHILTON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	W
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Overtaking moving vehicle O/S	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/04/2025** (63) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Vectio Earl Shilton 19.06.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400644	13/07/2024	446840	298510	Other	Dry	Daylight	Moderately serious	1250

Location: C5117 LEICESTER ROAD EARL SHILTON AT EXIT FROM LAY-BY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	E	N
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Moderately serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500363	12/04/2025	446605	298775	Fine without high winds	Dry	Daylight	Slight	1530

Location: C5101 SHILTON ROAD EARL SHILTON APPROX 300M NW LEICESTER ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Number of records in selection: **8**

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