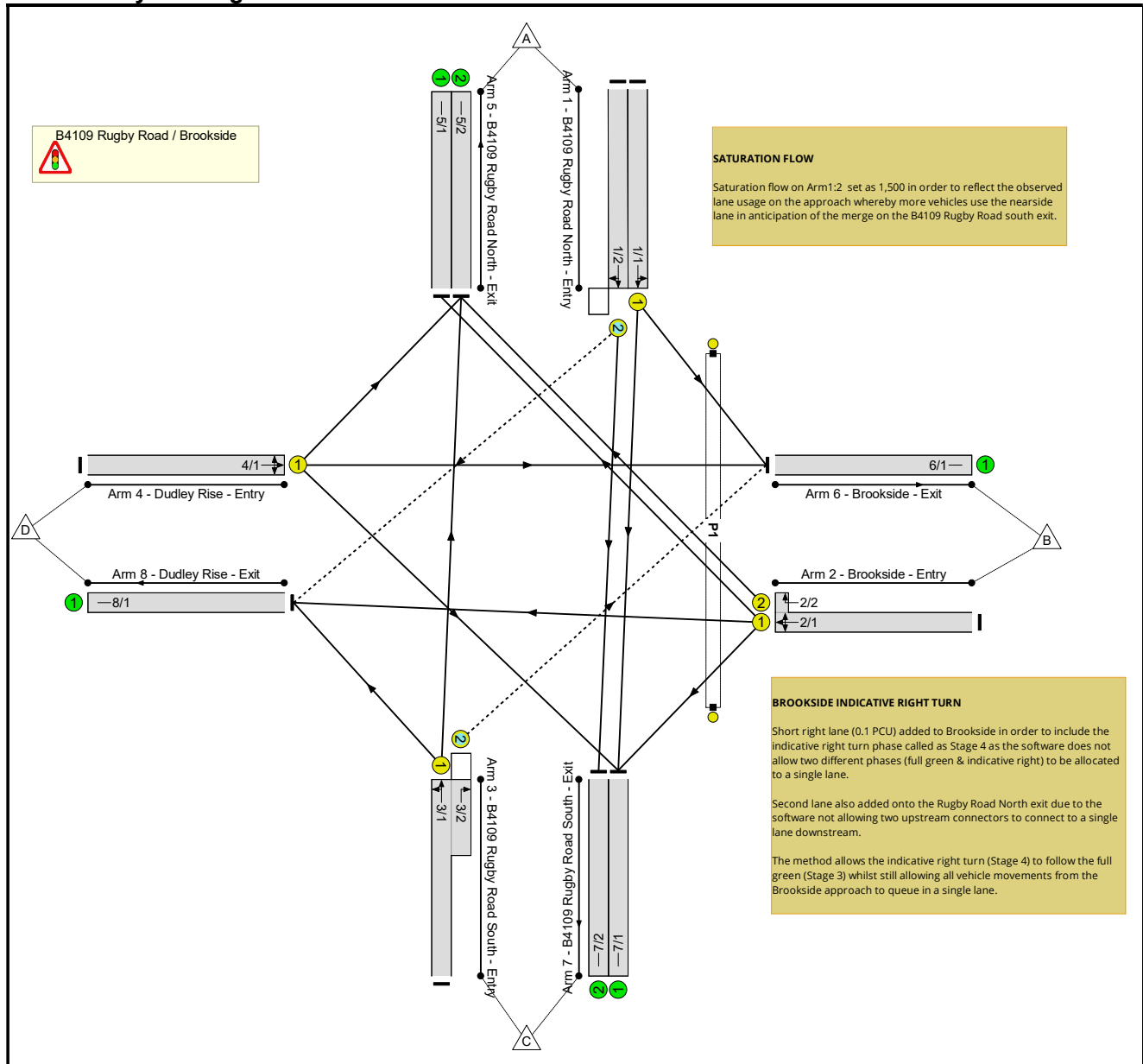


Appendix Z: B4109 Rugby Rd / Brookside LinSig Results

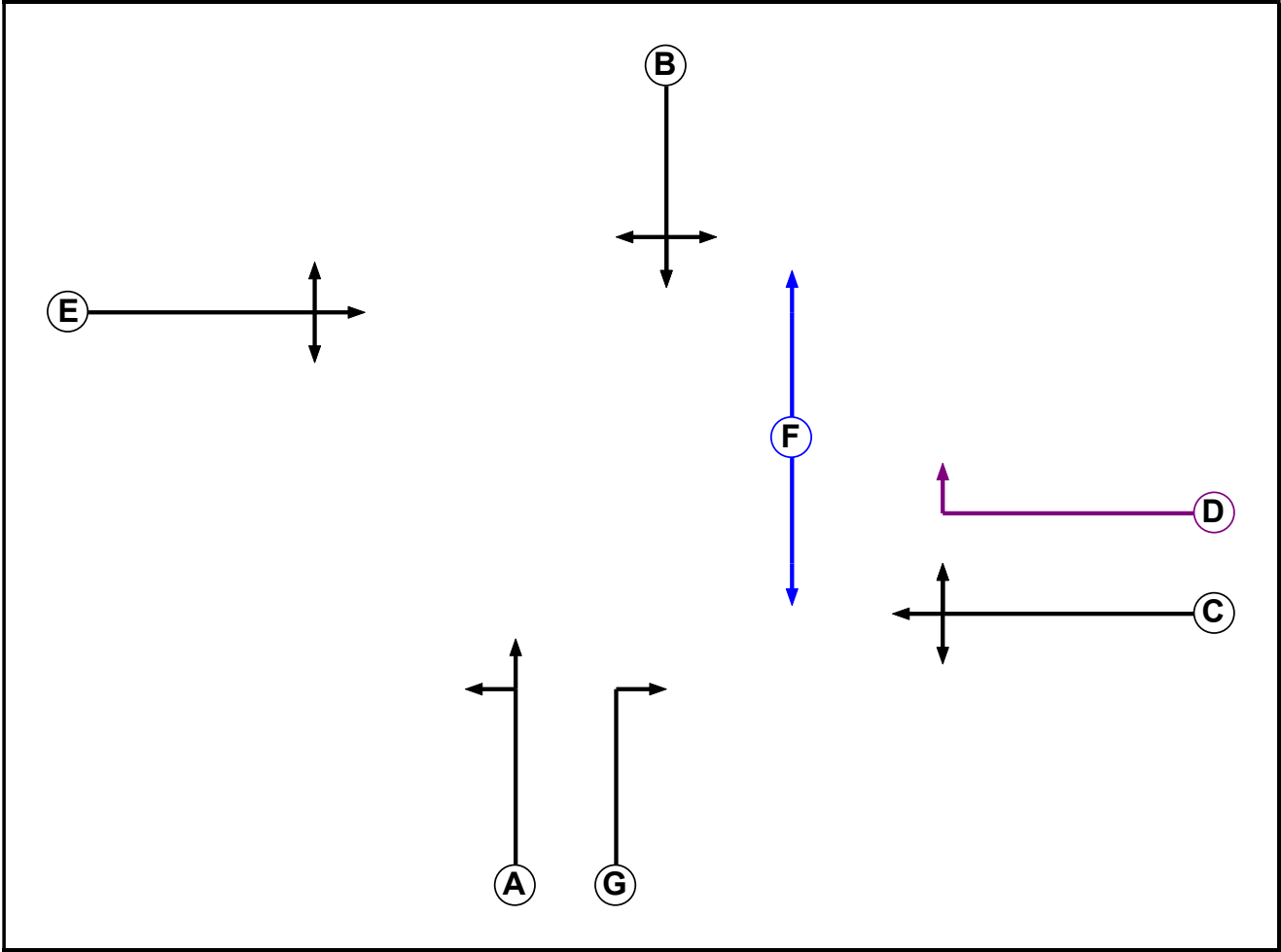
Full Input Data And Results**User and Project Details**

Project:	Land South of Burbage
Title:	B4109 Rugby Road / Brookside Signalised Junction
Location:	
Client:	Redrow Homes
Date Started:	27/06/24
Model Purpose:	Test existing junction
Additional detail:	Model developed using signal spec: Rugby Road / Brookside / Dudley Rise, Hinckley (EM Number: LE0061)
File name:	Rugby Road_Brookside.lsg3x
Author:	T&T
Company:	Rodgers Leask
Address:	Unit 100A Woodlands Court, Ash Ridge Road, Bradley Stoke, Bristol, BS32 4LB

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	5	5
E	Traffic		7	7
F	Pedestrian		6	6
G	Traffic		7	7

Full Input Data And Results

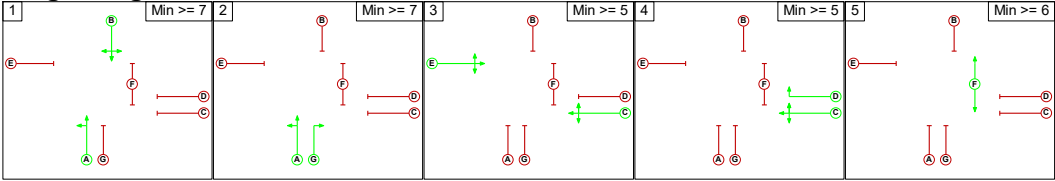
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	G
	A	-	7	7	5	8	-
	B	-	7	7	5	8	7
	C	8	8	-	-	8	8
	D	8	8	-	5	5	8
	E	8	8	-	5	7	8
	F	7	7	7	7	-	7
	G	-	5	7	7	5	8

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
	1	-	7	7	8
	2	5	-	7	8
	3	8	8	-	8
	4	8	8	5	-
	5	7	7	7	7

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4109 Rugby Road / Brookside											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B4109 Rugby Road North - Entry)	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
3/2 (B4109 Rugby Road South - Entry)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	To 7/2 (Ahead)					

Lane Input Data

Junction: B4109 Rugby Road / Brookside												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B4109 Rugby Road North - Entry)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	12.00
											Arm 7 Ahead	Inf
1/2 (B4109 Rugby Road North - Entry)	O	B	2	3	60.0	User	1500	-	-	-	-	-
2/1 (Brookside - Entry)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	Inf
											Arm 7 Left	8.00
											Arm 8 Ahead	Inf
2/2 (Brookside - Entry)	U	C D	2	3	0.1	Geom	-	3.25	0.00	Y	Arm 5 Right	Inf
3/1 (B4109 Rugby Road South - Entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B4109 Rugby Road South - Entry)	O	G	2	3	5.8	Geom	-	3.25	0.00	Y	Arm 6 Right	9.00
4/1 (Dudley Rise - Entry)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (B4109 Rugby Road North - Exit)	U		2	3	1.0	Inf	-	-	-	-	-	-
5/2 (B4109 Rugby Road North - Exit)	U		2	3	1.0	Inf	-	-	-	-	-	-
6/1 (Brookside - Exit)	U		2	3	1.0	Inf	-	-	-	-	-	-
7/1 (B4109 Rugby Road South - Exit)	U		2	3	1.0	Inf	-	-	-	-	-	-
7/2 (B4109 Rugby Road South - Exit)	U		2	3	1.0	Inf	-	-	-	-	-	-

Full Input Data And Results

8/1 (Dudley Rise - Exit)	U		2	3	1.0	Geom	-	3.25	0.00	Y		
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Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM'	08:00	09:00	01:00	
2: '2024 PM'	17:00	18:00	01:00	
3: '2026 AM'	08:00	09:00	01:00	
4: '2026 PM'	17:00	18:00	01:00	
5: '2026+Dev AM'	08:00	09:00	01:00	
6: '2026+Dev PM'	17:00	18:00	01:00	
7: '2031 AM'	08:00	09:00	01:00	
8: '2031 PM'	17:00	18:00	01:00	
9: '2031+Dev AM'	08:00	09:00	01:00	
10: '2031+Dev PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	167	539	3	709
	B	243	0	182	1	426
	C	431	123	0	2	556
	D	4	2	2	0	8
	Tot.	678	292	723	6	1699

Traffic Lane Flows

Lane	Scenario 1: 2024 AM
Junction: B4109 Rugby Road / Brookside	
1/1	401
1/2	308
2/1 (with short)	426(In) 304(Out)
2/2 (short)	122
3/1 (with short)	556(In) 433(Out)
3/2 (short)	123
4/1	8
5/1	121
5/2	557
6/1	292
7/1	418
7/2	305
8/1	6

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	41.6 %	1844	1844
				Arm 7 Ahead	Inf	58.4 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	39.8 %	1744	1744
				Arm 7 Left	8.00	59.9 %		
				Arm 8 Ahead	Inf	0.3 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.5 %	1939	1939
				Arm 8 Left	12.00	0.5 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	50.0 %	1744	1744
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	10.00	25.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	221	552	3	776
	B	213	0	131	2	346
	C	413	173	0	3	589
	D	1	3	1	0	5
	Tot.	627	397	684	8	1716

Traffic Lane Flows

Lane	Scenario 2: 2024 PM
Junction: B4109 Rugby Road / Brookside	
1/1	434
1/2	342
2/1 (with short)	346(In) 240(Out)
2/2 (short)	106
3/1 (with short)	589(In) 416(Out)
3/2 (short)	173
4/1	5
5/1	107
5/2	520
6/1	397
7/1	345
7/2	339
8/1	8

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	50.9 %	1824	1824
				Arm 7 Ahead	Inf	49.1 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	44.6 %	1760	1760
				Arm 7 Left	8.00	54.6 %		
				Arm 8 Ahead	Inf	0.8 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.3 %	1938	1938
				Arm 8 Left	12.00	0.7 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	20.0 %	1830	1830
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	10.00	20.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 3: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	181	701	3	885
	B	301	0	101	1	403
	C	627	101	0	2	730
	D	4	2	2	0	8
	Tot.	932	284	804	6	2026

Traffic Lane Flows

Lane	Scenario 3: 2026 AM
Junction: B4109 Rugby Road / Brookside	
1/1	500
1/2	385
2/1 (with short)	403(In) 252(Out)
2/2 (short)	151
3/1 (with short)	730(In) 629(Out)
3/2 (short)	101
4/1	8
5/1	150
5/2	782
6/1	284
7/1	422
7/2	382
8/1	6

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	36.2 %	1856	1856
				Arm 7 Ahead	Inf	63.8 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	59.5 %	1804	1804
				Arm 7 Left	8.00	40.1 %		
				Arm 8 Ahead	Inf	0.4 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1939	1939
				Arm 8 Left	12.00	0.3 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	50.0 %	1744	1744
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	10.00	25.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 4: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	237	654	3	894
	B	217	0	89	2	308
	C	656	123	0	3	782
	D	1	3	1	0	5
	Tot.	874	363	744	8	1989

Traffic Lane Flows

Lane	Scenario 4: 2026 PM
Junction: B4109 Rugby Road / Brookside	
1/1	501
1/2	393
2/1 (with short)	308(In) 199(Out)
2/2 (short)	109
3/1 (with short)	782(In) 659(Out)
3/2 (short)	123
4/1	5
5/1	108
5/2	766
6/1	363
7/1	354
7/2	390
8/1	8

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	47.3 %	1832	1832
				Arm 7 Ahead	Inf	52.7 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	54.3 %	1790	1790
				Arm 7 Left	8.00	44.7 %		
				Arm 8 Ahead	Inf	1.0 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.5 %	1939	1939
				Arm 8 Left	12.00	0.5 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	20.0 %	1830	1830
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	10.00	20.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 5: '2026+Dev AM' (FG5: '2026+Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	181	724	3	908
	B	301	0	101	1	403
	C	659	101	0	2	762
	D	4	2	2	0	8
	Tot.	964	284	827	6	2081

Traffic Lane Flows

Lane	Scenario 5: 2026+Dev AM
Junction: B4109 Rugby Road / Brookside	
1/1	513
1/2	395
2/1 (with short)	403(In) 252(Out)
2/2 (short)	151
3/1 (with short)	762(In) 661(Out)
3/2 (short)	101
4/1	8
5/1	150
5/2	814
6/1	284
7/1	435
7/2	392
8/1	6

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	35.3 %	1858	1858
				Arm 7 Ahead	Inf	64.7 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	59.5 %	1804	1804
				Arm 7 Left	8.00	40.1 %		
				Arm 8 Ahead	Inf	0.4 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1939	1939
				Arm 8 Left	12.00	0.3 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	50.0 %	1744	1744
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	10.00	25.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 6: '2026+Dev PM' (FG6: '2026+Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	237	677	3	917
	B	217	0	89	2	308
	C	683	123	0	3	809
	D	1	3	1	0	5
	Tot.	901	363	767	8	2039

Traffic Lane Flows

Lane	Scenario 6: 2026+Dev PM
Junction: B4109 Rugby Road / Brookside	
1/1	515
1/2	402
2/1 (with short)	308(In) 199(Out)
2/2 (short)	109
3/1 (with short)	809(In) 686(Out)
3/2 (short)	123
4/1	5
5/1	108
5/2	793
6/1	363
7/1	368
7/2	399
8/1	8

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	46.0 %	1834	1834
				Arm 7 Ahead	Inf	54.0 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	54.3 %	1790	1790
				Arm 7 Left	8.00	44.7 %		
				Arm 8 Ahead	Inf	1.0 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1939	1939
				Arm 8 Left	12.00	0.4 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	20.0 %	1830	1830
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	10.00	20.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	187	725	3	915
	B	291	0	101	1	393
	C	634	101	0	2	737
	D	4	2	2	0	8
	Tot.	929	290	828	6	2053

Traffic Lane Flows

Lane	Scenario 7: 2031 AM
Junction: B4109 Rugby Road / Brookside	
1/1	516
1/2	399
2/1 (with short)	393(In) 248(Out)
2/2 (short)	145
3/1 (with short)	737(In) 636(Out)
3/2 (short)	101
4/1	8
5/1	146
5/2	783
6/1	290
7/1	432
7/2	396
8/1	6

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	36.2 %	1856	1856
				Arm 7 Ahead	Inf	63.8 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	58.9 %	1802	1802
				Arm 7 Left	8.00	40.7 %		
				Arm 8 Ahead	Inf	0.4 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1939	1939
				Arm 8 Left	12.00	0.3 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	50.0 %	1744	1744
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	10.00	25.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	231	676	3	910
	B	250	0	88	2	340
	C	716	122	0	3	841
	D	1	3	1	0	5
	Tot.	967	356	765	8	2096

Traffic Lane Flows

Lane	Scenario 8: 2031 PM
Junction: B4109 Rugby Road / Brookside	
1/1	510
1/2	400
2/1 (with short)	340(In) 215(Out)
2/2 (short)	125
3/1 (with short)	841(In) 719(Out)
3/2 (short)	122
4/1	5
5/1	125
5/2	842
6/1	356
7/1	368
7/2	397
8/1	8

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	45.3 %	1836	1836
				Arm 7 Ahead	Inf	54.7 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	58.1 %	1802	1802
				Arm 7 Left	8.00	40.9 %		
				Arm 8 Ahead	Inf	0.9 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1939	1939
				Arm 8 Left	12.00	0.4 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	20.0 %	1830	1830
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	10.00	20.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	187	748	3	938
	B	291	0	101	1	393
	C	666	101	0	2	769
	D	4	2	2	0	8
	Tot.	961	290	851	6	2108

Traffic Lane Flows

Lane	Scenario 9: 2031+Dev AM
Junction: B4109 Rugby Road / Brookside	
1/1	529
1/2	409
2/1 (with short)	393(In) 248(Out)
2/2 (short)	145
3/1 (with short)	769(In) 668(Out)
3/2 (short)	101
4/1	8
5/1	146
5/2	815
6/1	290
7/1	445
7/2	406
8/1	6

Lane Saturation Flows

Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	35.3 %	1858	1858
				Arm 7 Ahead	Inf	64.7 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	58.9 %	1802	1802
				Arm 7 Left	8.00	40.7 %		
				Arm 8 Ahead	Inf	0.4 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1939	1939
				Arm 8 Left	12.00	0.3 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	50.0 %	1744	1744
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	10.00	25.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

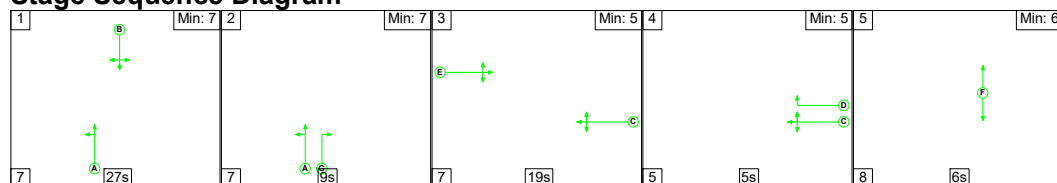
	Destination					
Origin		A	B	C	D	Tot.
	A	0	231	699	3	933
	B	250	0	88	2	340
	C	742	122	0	3	867
	D	1	3	1	0	5
	Tot.	993	356	788	8	2145

Traffic Lane Flows

Lane	Scenario 10: 2031+Dev PM
Junction: B4109 Rugby Road / Brookside	
1/1	524
1/2	409
2/1 (with short)	340(In) 215(Out)
2/2 (short)	125
3/1 (with short)	867(In) 745(Out)
3/2 (short)	122
4/1	5
5/1	125
5/2	868
6/1	356
7/1	382
7/2	406
8/1	8

Lane Saturation Flows

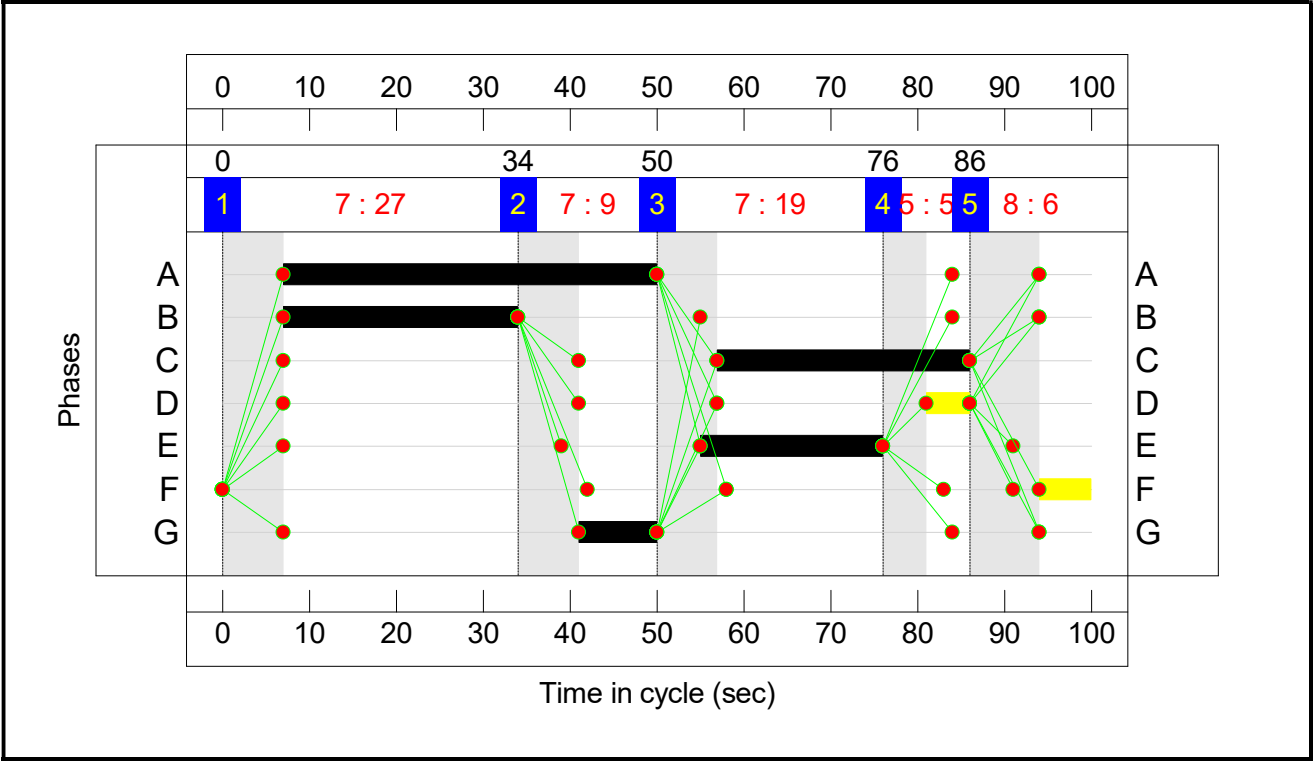
Junction: B4109 Rugby Road / Brookside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B4109 Rugby Road North - Entry)	3.25	0.00	Y	Arm 6 Left	12.00	44.1 %	1839	1839
				Arm 7 Ahead	Inf	55.9 %		
1/2 (B4109 Rugby Road North - Entry Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/1 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	58.1 %	1802	1802
				Arm 7 Left	8.00	40.9 %		
				Arm 8 Ahead	Inf	0.9 %		
2/2 (Brookside - Entry)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
3/1 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1939	1939
				Arm 8 Left	12.00	0.4 %		
3/2 (B4109 Rugby Road South - Entry)	3.25	0.00	Y	Arm 6 Right	9.00	100.0 %	1663	1663
4/1 (Dudley Rise - Entry)	3.25	0.00	Y	Arm 5 Left	10.00	20.0 %	1830	1830
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	10.00	20.0 %		
5/1 (B4109 Rugby Road North - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (B4109 Rugby Road North - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Brookside - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4109 Rugby Road South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (B4109 Rugby Road South - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Dudley Rise - Exit)	3.25	0.00	Y				1940	1940

Scenario 1: '2024 AM' (FG1: '2024 AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram**

Stage Timings

Stage	1	2	3	4	5
Duration	27	9	19	5	6
Change Point	0	34	50	76	86

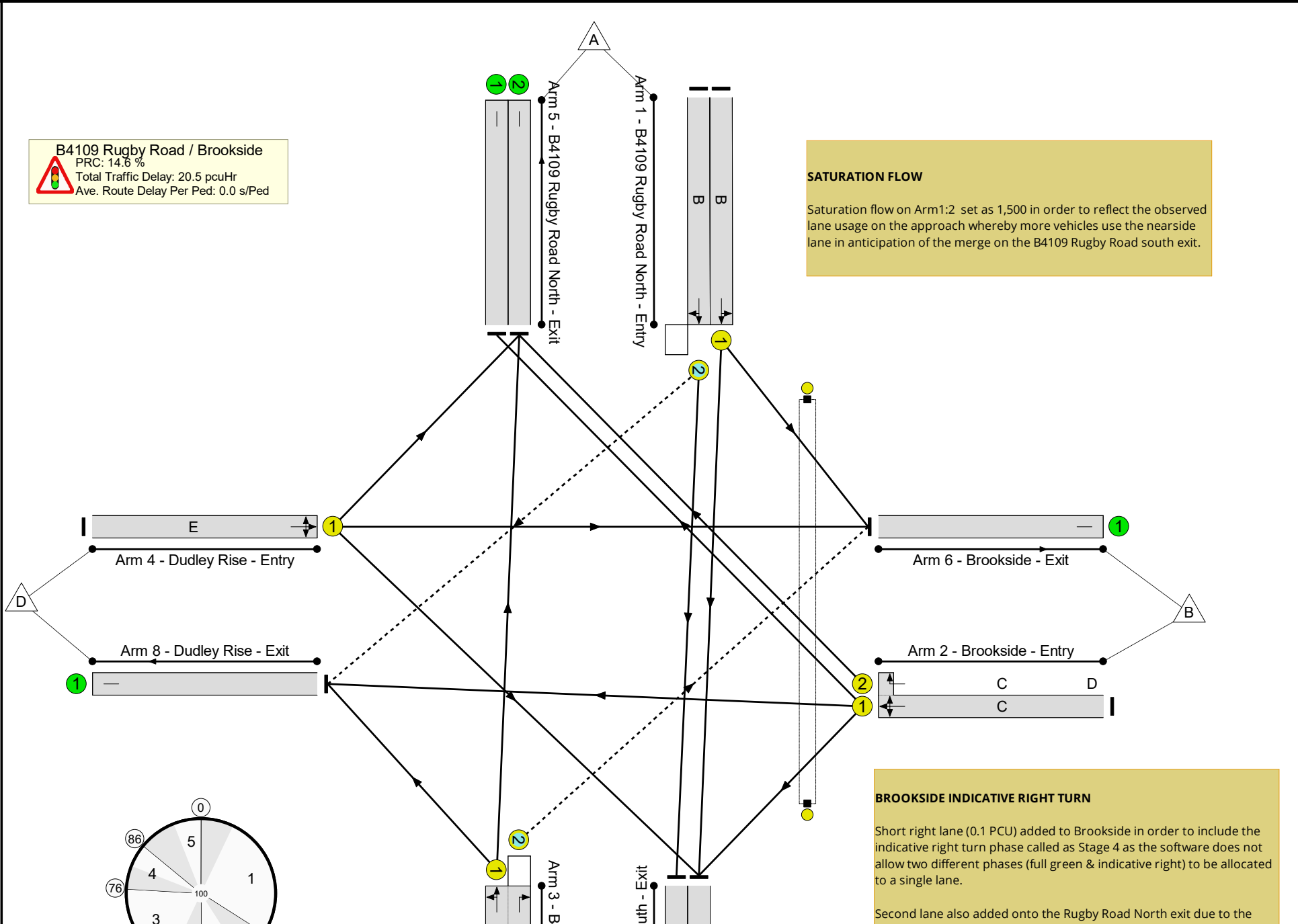
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

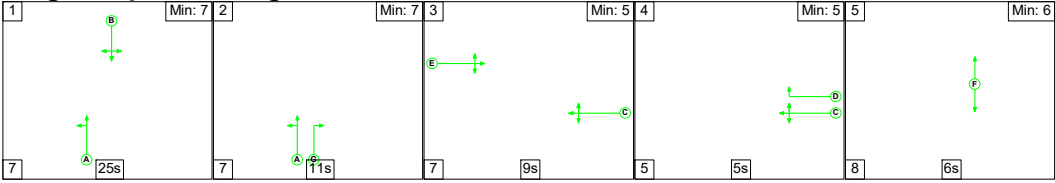
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.5%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	78.5%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	27	-	401	1844	516	77.7%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	27	-	308	1500	420	73.3%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	29	5	426	1744:1940	387+155	78.5 : 78.5%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	43:9	-	556	1939:1663	585+166	74.0 : 74.0%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	21	-	8	1744	384	2.1%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	6	1940	1940	0.3%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 2: '2024 PM' (FG2: '2024 PM', Plan 1: 'Network Control Plan 1')

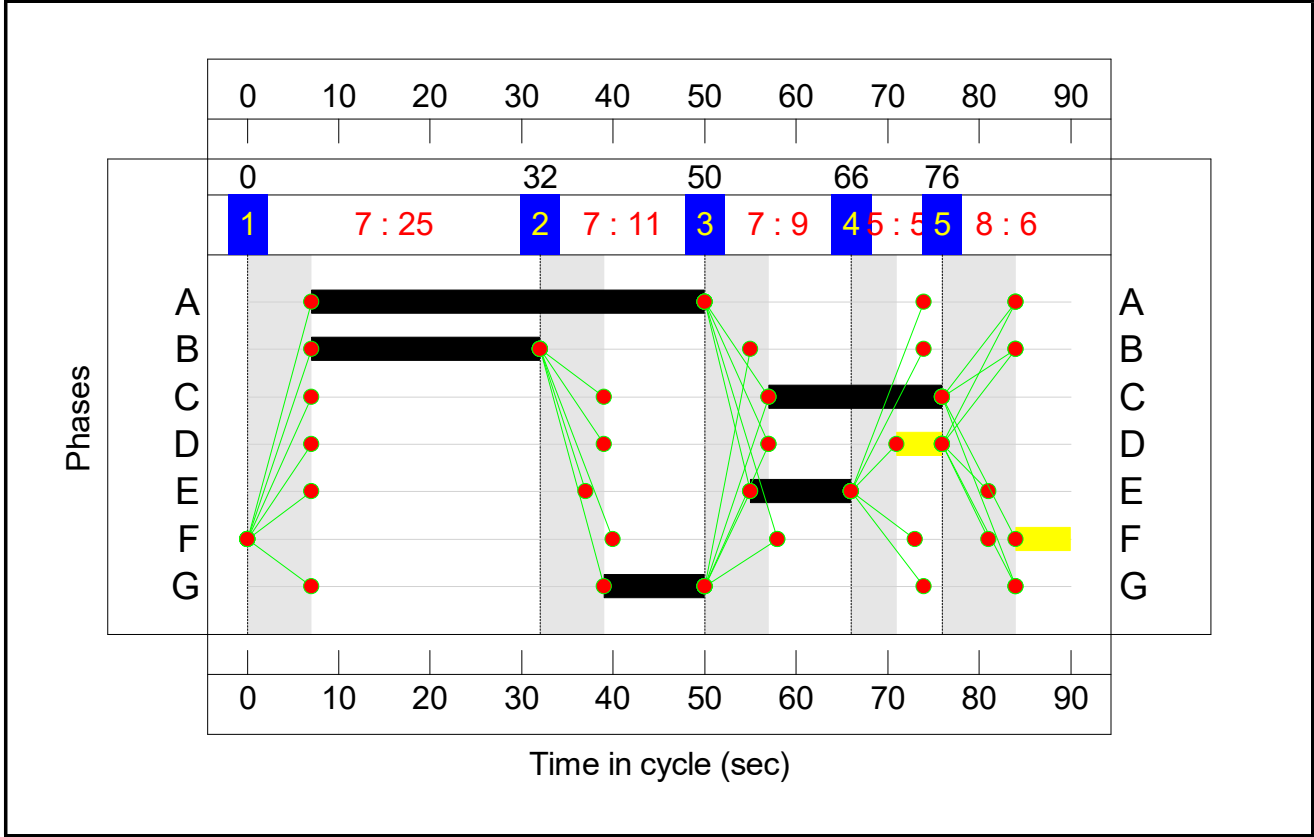
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	25	11	9	5	6
Change Point	0	32	50	66	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

B4109 Rugby Road / Brookside
 PRC: 5.8 %
 Total Traffic Delay: 21.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

SATURATION FLOW

Saturation flow on Arm1:2 set as 1,500 in order to reflect the observed lane usage on the approach whereby more vehicles use the nearside lane in anticipation of the merge on the B4109 Rugby Road south exit.

BROOKSIDE INDICATIVE RIGHT TURN

Short right lane (0.1 PCU) added to Brookside in order to include the indicative right turn phase called as Stage 4 as the software does not allow two different phases (full green & indicative right) to be allocated to a single lane.

Second lane also added onto the Rugby Road North exit due to the

Saturation flow on Arm1:2 set as 1,500 in order to reflect the observed lane usage on the approach whereby more vehicles use the nearside lane in anticipation of the merge on the B4109 Rugby Road south exit.

Short right lane (0.1 PCU) added to Brookside in order to include the indicative right turn phase called as Stage 4 as the software does not allow two different phases (full green & indicative right) to be allocated to a single lane.

Second lane also added onto the Rugby Road North exit due to the

Full Input Data And Results

Network Results

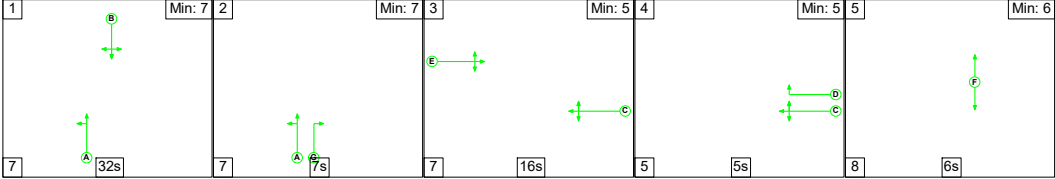
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	25	-	434	1824	527	82.4%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	25	-	342	1500	433	78.9%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	19	5	346	1760:1940	282+125	85.0 : 85.0%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	43:11	-	589	1938:1663	533+222	78.0 : 78.0%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	11	-	5	1830	244	2.0%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	8	1940	1940	0.4%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 3: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

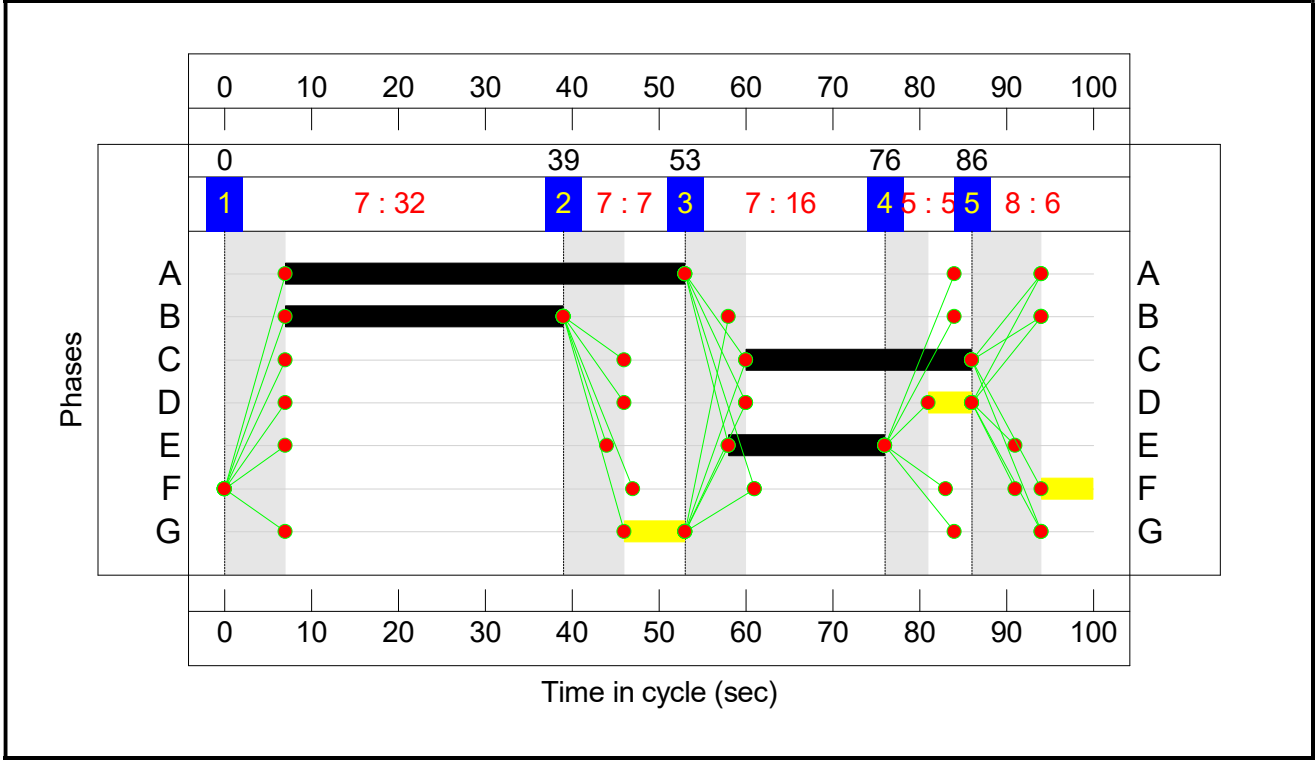
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	32	7	16	5	6
Change Point	0	39	53	76	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

B4109 Rugby Road / Brookside
 PRC: 10.2 %
 Total Traffic Delay: 23.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

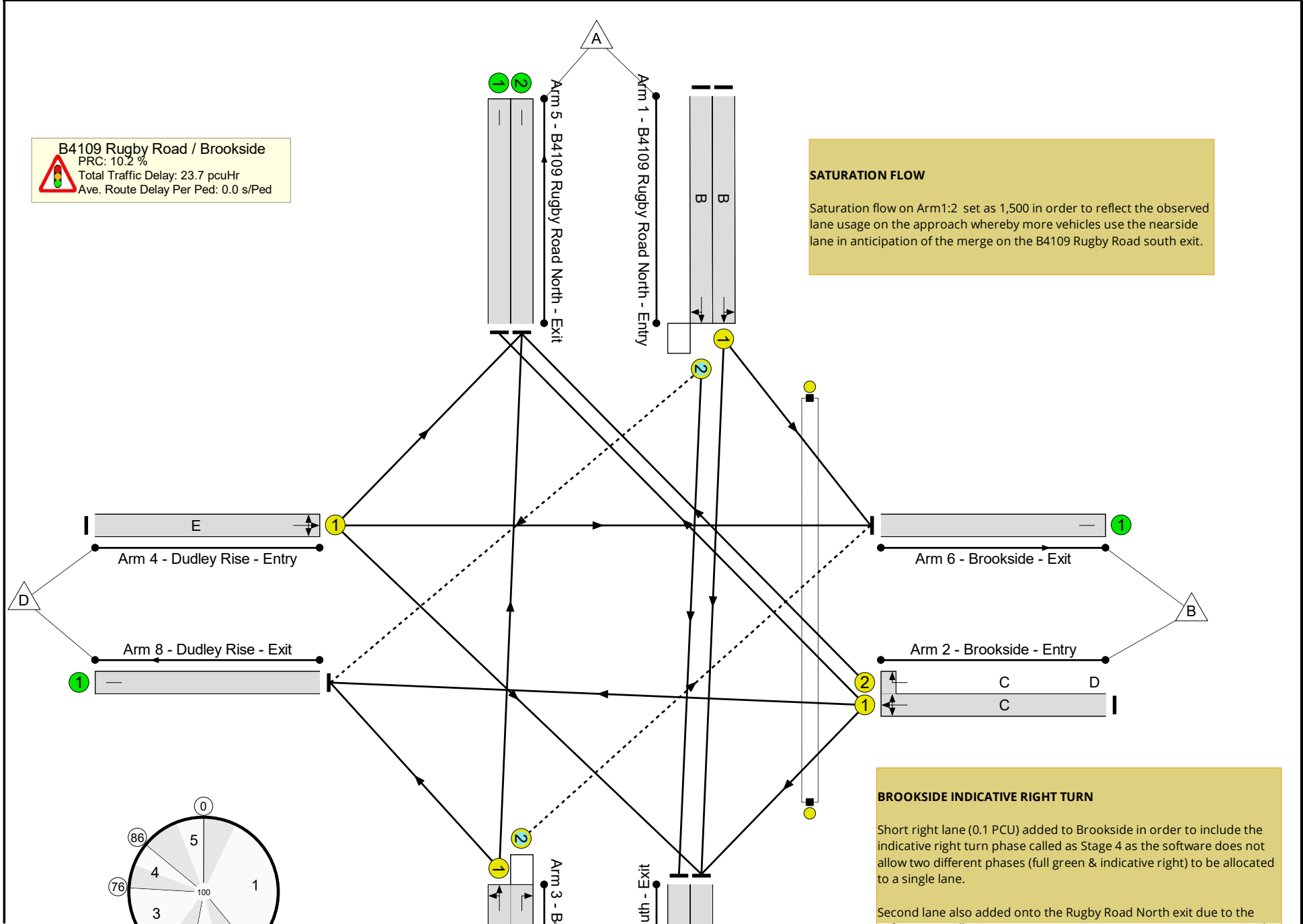
SATURATION FLOW

Saturation flow on Arm1:2 set as 1,500 in order to reflect the observed lane usage on the approach whereby more vehicles use the nearside lane in anticipation of the merge on the B4109 Rugby Road south exit.

BROOKSIDE INDICATIVE RIGHT TURN

Short right lane (0.1 PCU) added to Brookside in order to include the indicative right turn phase called as Stage 4 as the software does not allow two different phases (full green & indicative right) to be allocated to a single lane.

Second lane also added onto the Rugby Road North exit due to the



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	32	-	500	1856	612	81.6%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	32	-	385	1500	495	77.8%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	26	5	403	1804:1940	316+189	79.8 : 79.8%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	46:7	-	730	1939:1663	817+131	77.0 : 77.0%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	18	-	8	1744	331	2.4%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	6	1940	1940	0.3%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

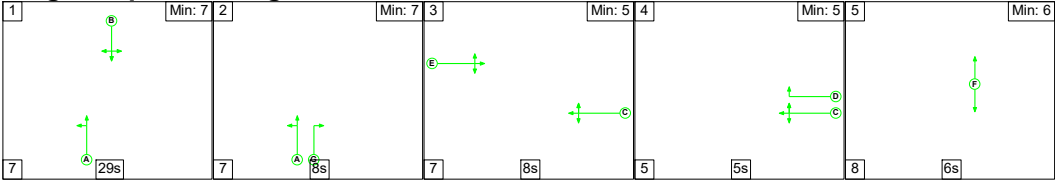
Full Input Data And Results

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Full Input Data And Results

Scenario 4: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

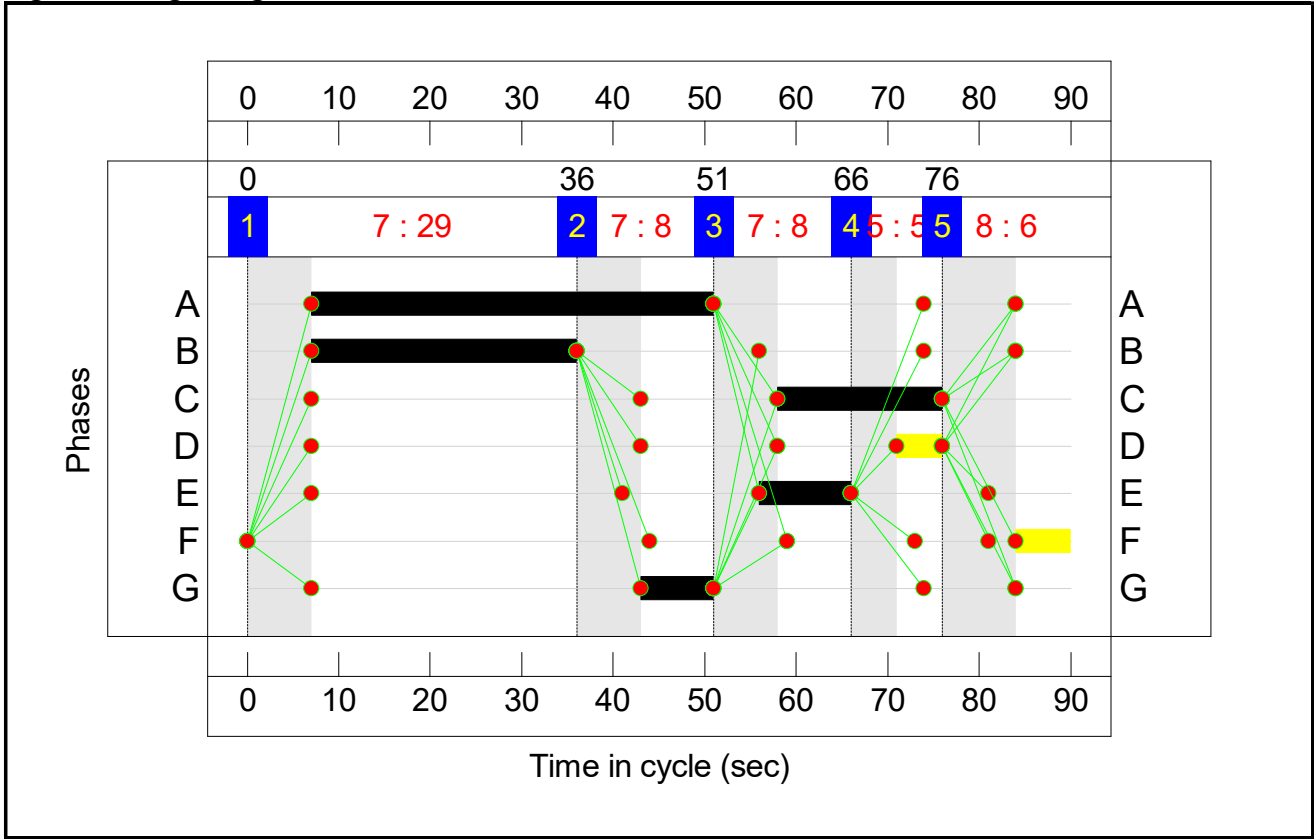
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	29	8	8	5	6
Change Point	0	36	51	66	76

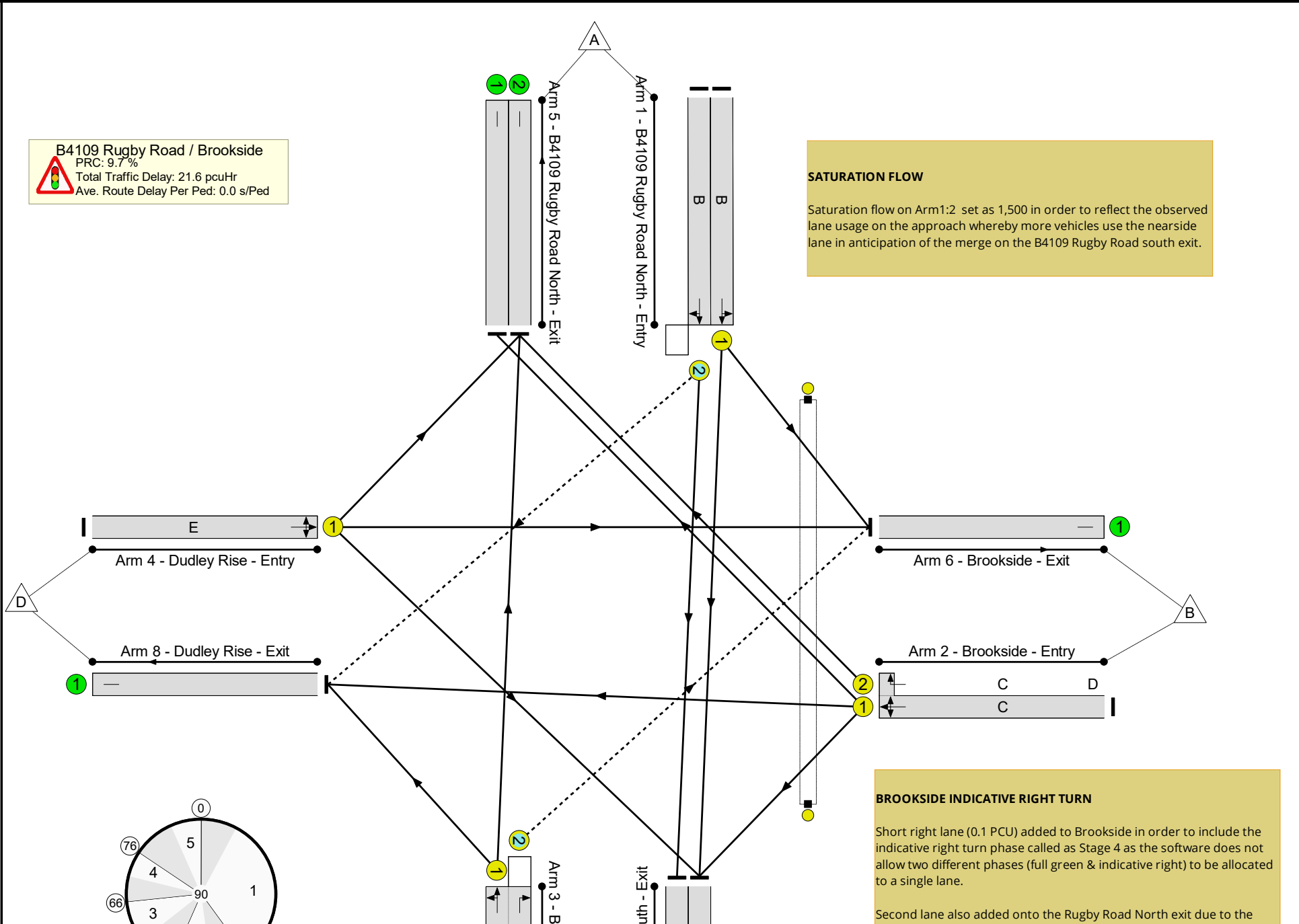
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	29	-	501	1832	611	82.0%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	29	-	393	1500	500	78.6%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	18	5	308	1790:1940	254+139	78.3 : 78.3%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	44:8	-	782	1939:1663	855+160	77.0 : 77.0%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	10	-	5	1830	224	2.2%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	8	1940	1940	0.4%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Scenario 5: '2026+Dev AM' (FG5: '2026+Dev AM', Plan 1: 'Network Control Plan 1')

1		Min: 7 2		Min: 7 3		Min: 5 4		Min: 5 5		Min: 6 6	
7	33s	7		7	15s	5		5s		8	6s

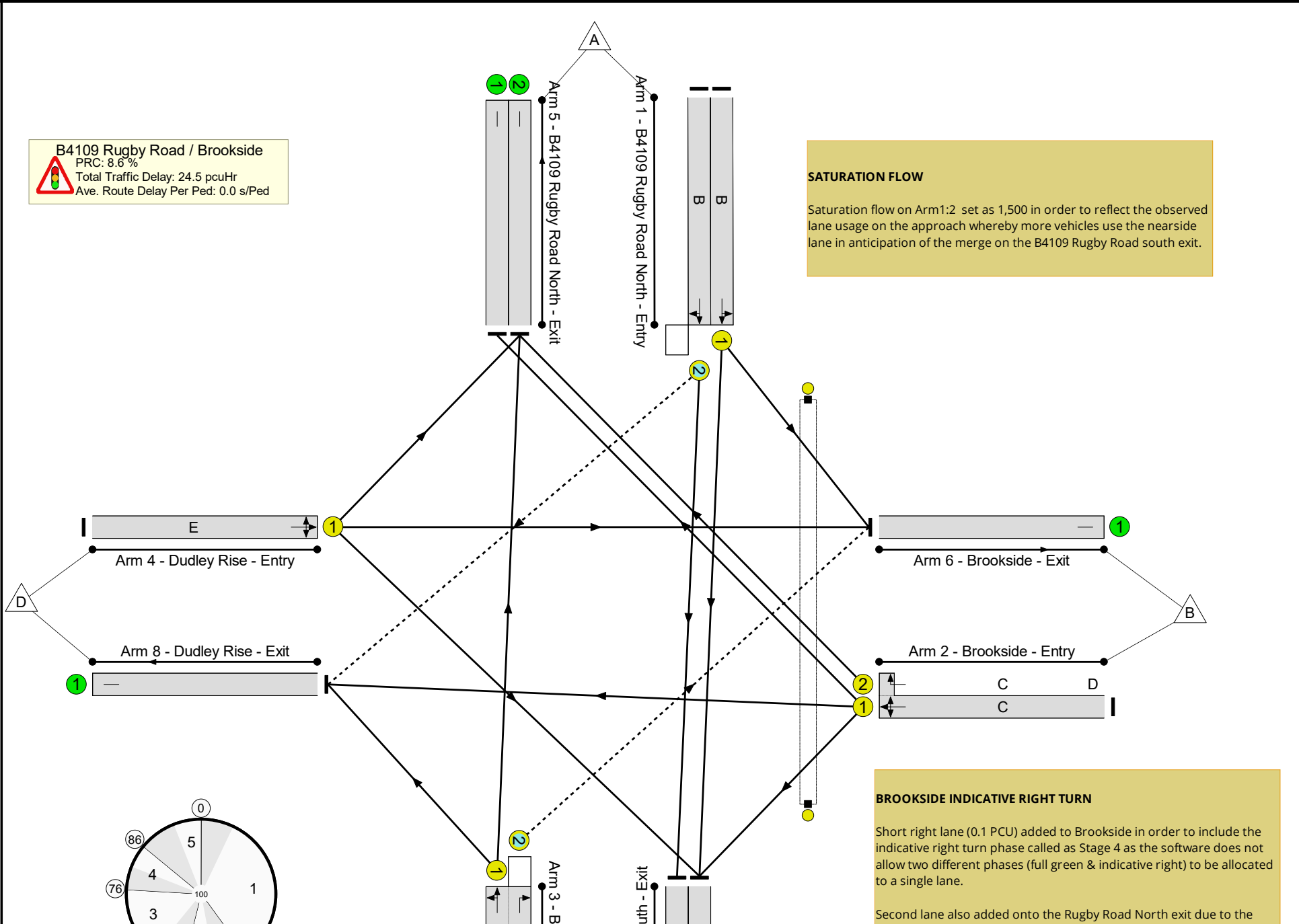
Stage	1	2	3	4	5
Duration	33	7	15	5	6
Change Point	0	40	54	76	86

Figure 1 is a Gantt chart illustrating the sequence of phases (A, B, C, D, E, F, G) over a 100-second cycle. The chart is divided into segments by vertical dashed lines at 0, 40, 54, 76, and 86 seconds. Above the chart, a table lists the phases and their durations: Phase 1 (0-40s, 7:33), Phase 2 (40-54s, 7:7), Phase 3 (54-76s, 7:15), Phase 4 (76-86s, 5:55), and Phase 5 (86-100s, 8:6). The phases are represented by colored bars: Phase 1 (blue), Phase 2 (red), Phase 3 (green), Phase 4 (yellow), and Phase 5 (orange). The phases are connected by lines, indicating a sequence of operations. The phases are labeled A, B, C, D, E, F, and G on the left and right sides of the chart.

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

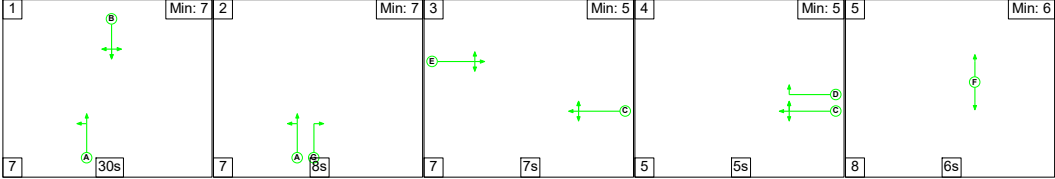
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	33	-	513	1858	632	81.2%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	33	-	395	1500	510	77.5%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	25	5	403	1804:1940	304+182	82.9 : 82.9%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	47:7	-	762	1939:1663	838+128	78.9 : 78.9%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	17	-	8	1744	314	2.5%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	6	1940	1940	0.3%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 6: '2026+Dev PM' (FG6: '2026+Dev PM', Plan 1: 'Network Control Plan 1')

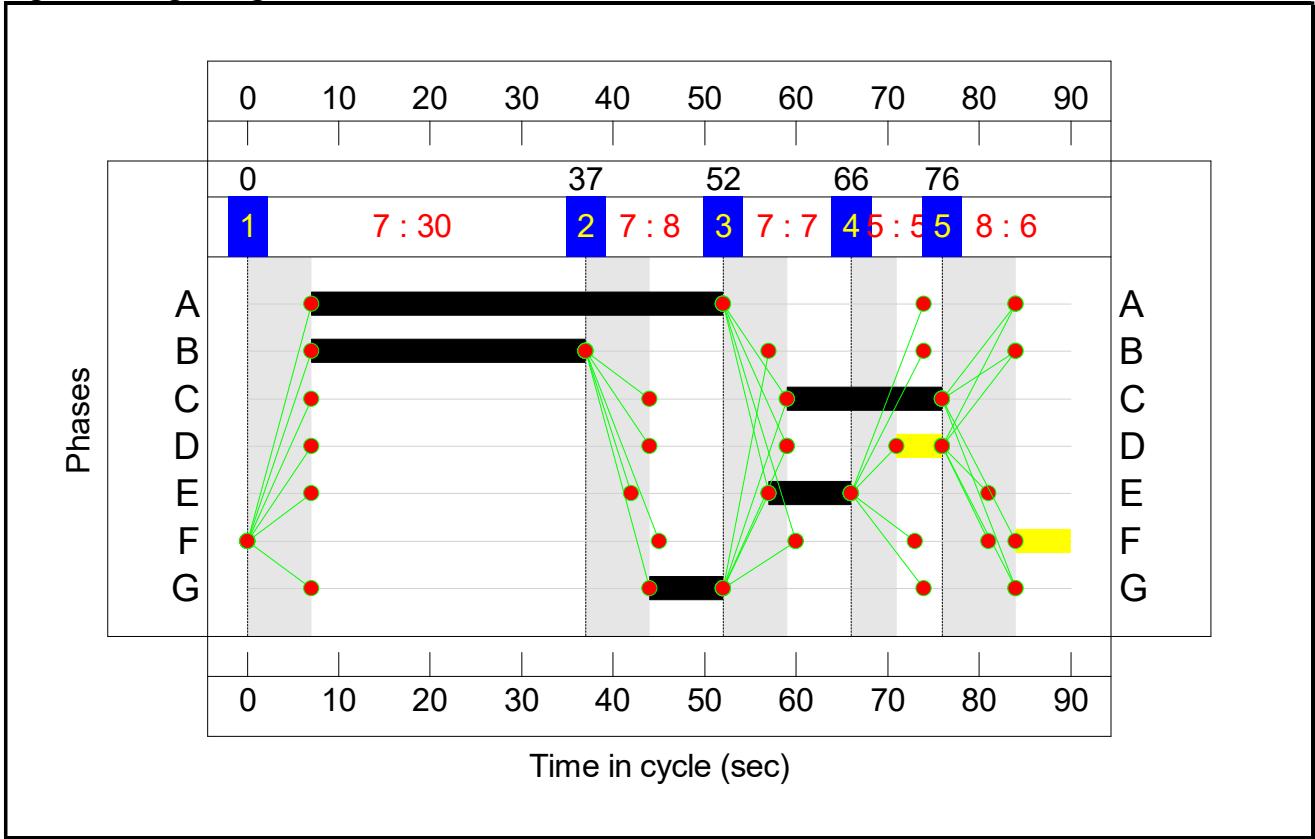
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	30	8	7	5	6
Change Point	0	37	52	66	76

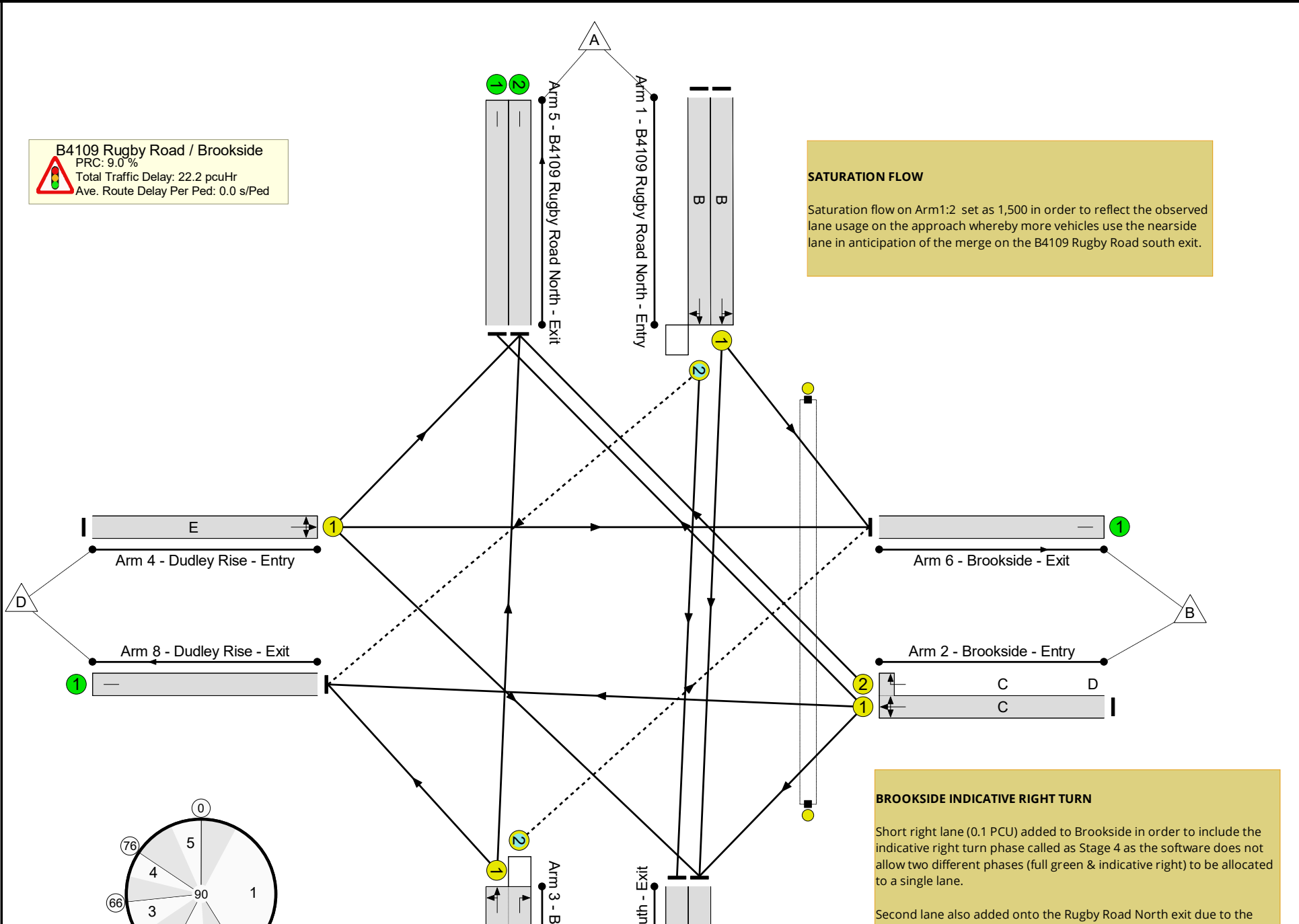
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

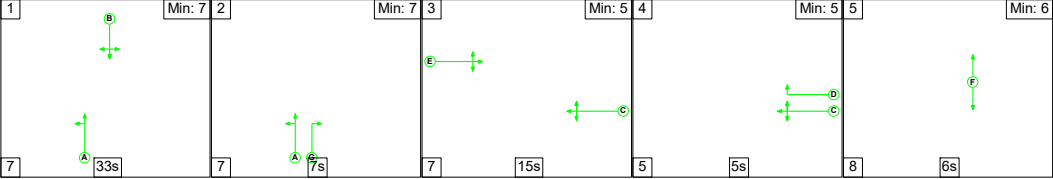
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	30	-	515	1834	632	81.5%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	30	-	402	1500	517	77.8%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	17	5	308	1790:1940	241+132	82.6 : 82.6%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	45:8	-	809	1939:1663	878+157	78.2 : 78.2%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	9	-	5	1830	203	2.5%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	8	1940	1940	0.4%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 7: '2031 AM' (FG7: '2031 AM', Plan 1: 'Network Control Plan 1')

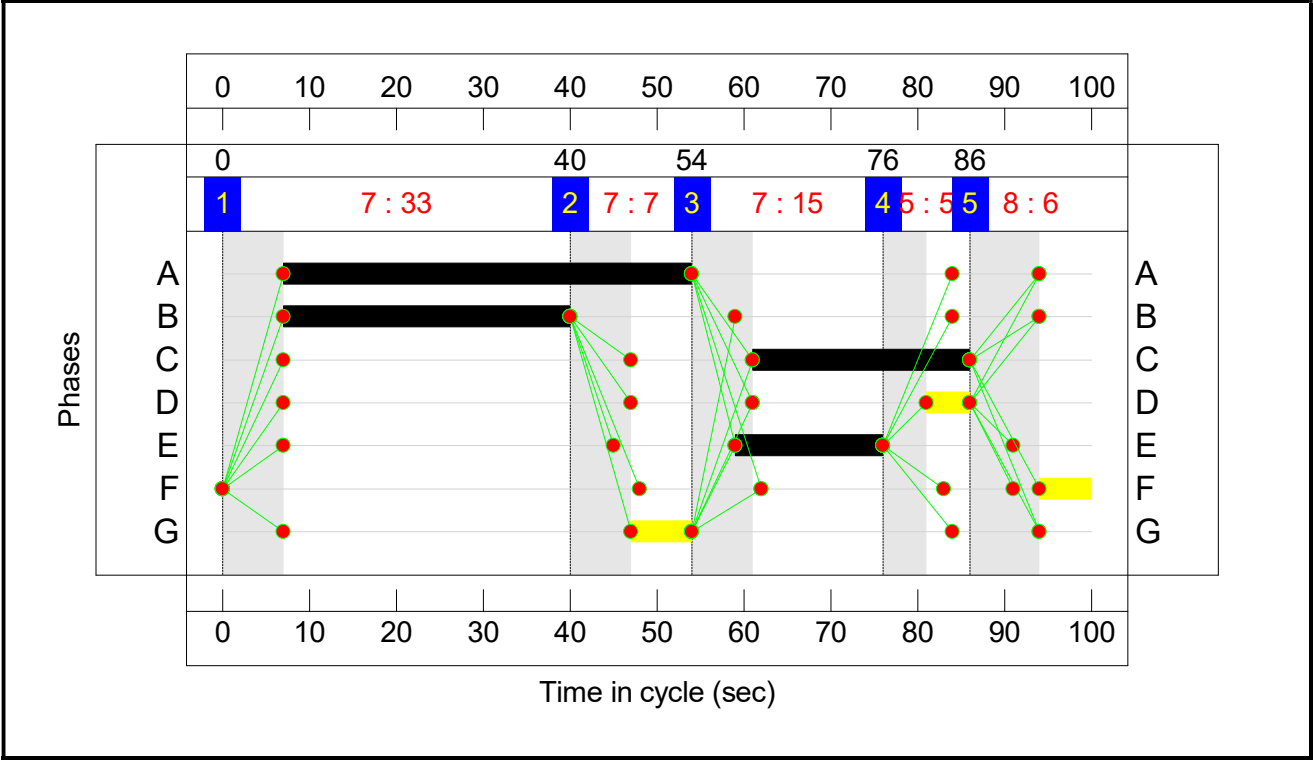
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	33	7	15	5	6
Change Point	0	40	54	76	86

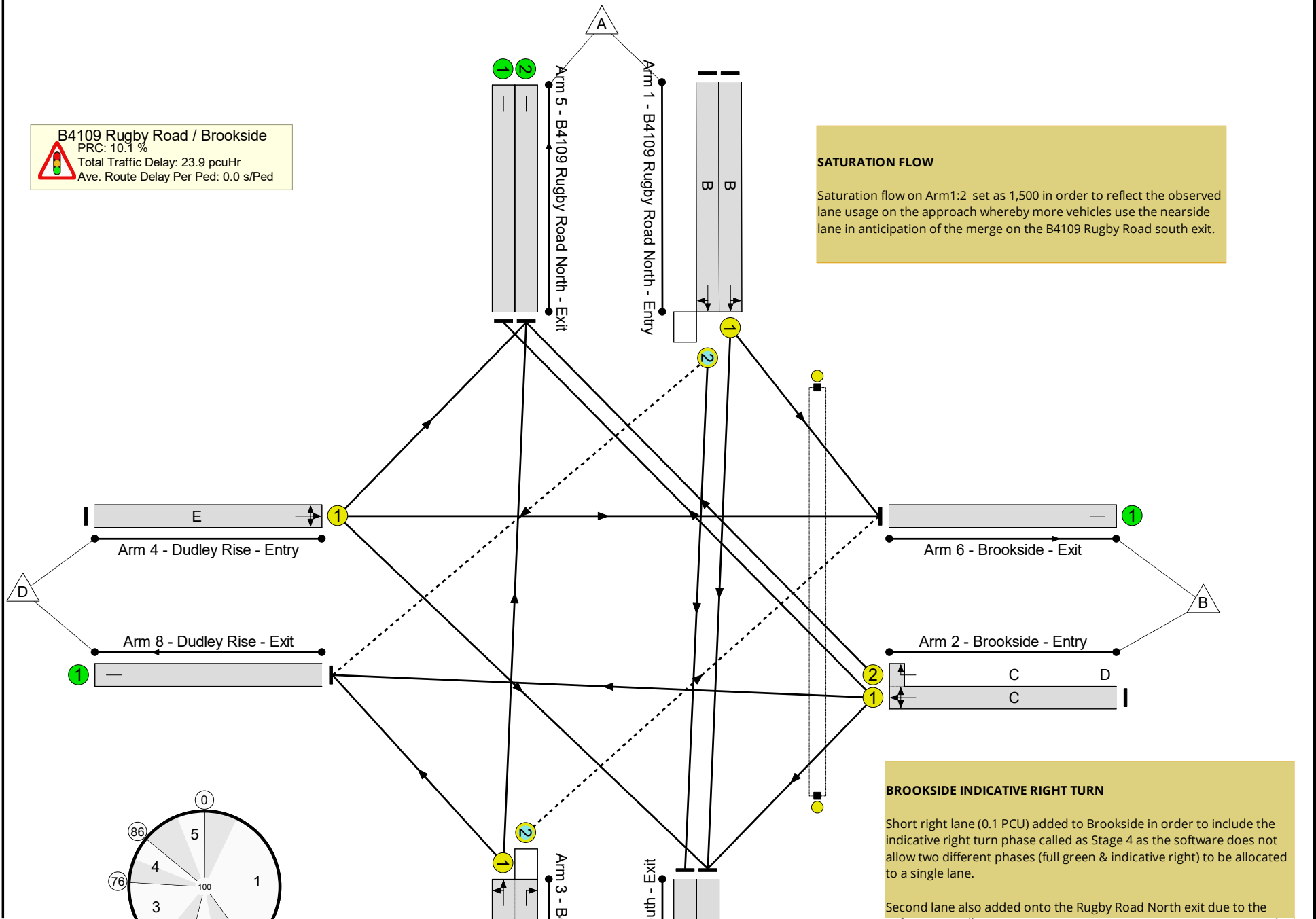
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

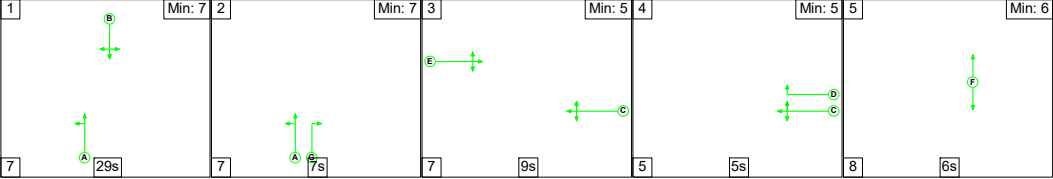
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	33	-	516	1856	631	81.8%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	33	-	399	1500	510	78.2%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	25	5	393	1802:1940	306+179	80.9 : 80.9%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	47:7	-	737	1939:1663	834+132	76.2 : 76.2%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	17	-	8	1744	314	2.5%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	6	1940	1940	0.3%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 8: '2031 PM' (FG8: '2031 PM', Plan 1: 'Network Control Plan 1')

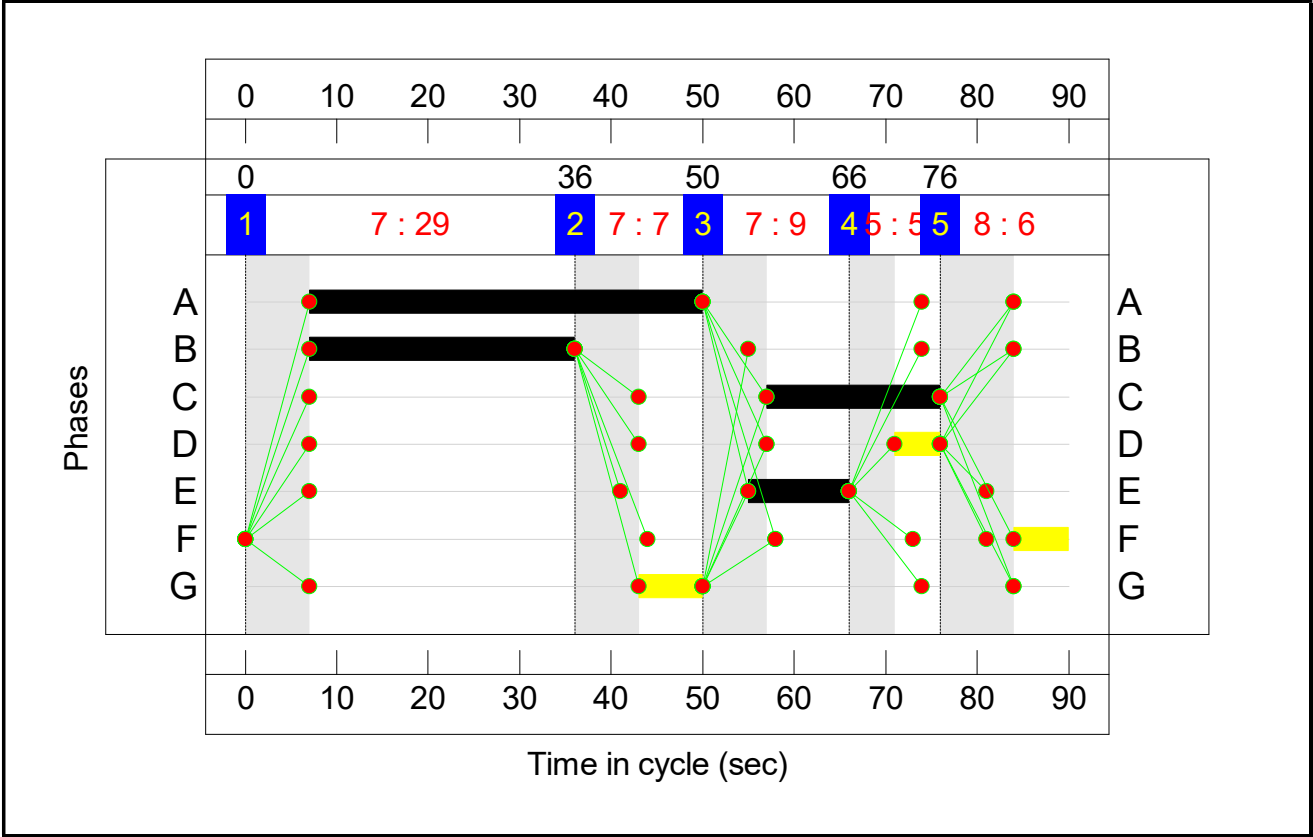
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	29	7	9	5	6
Change Point	0	36	50	66	76

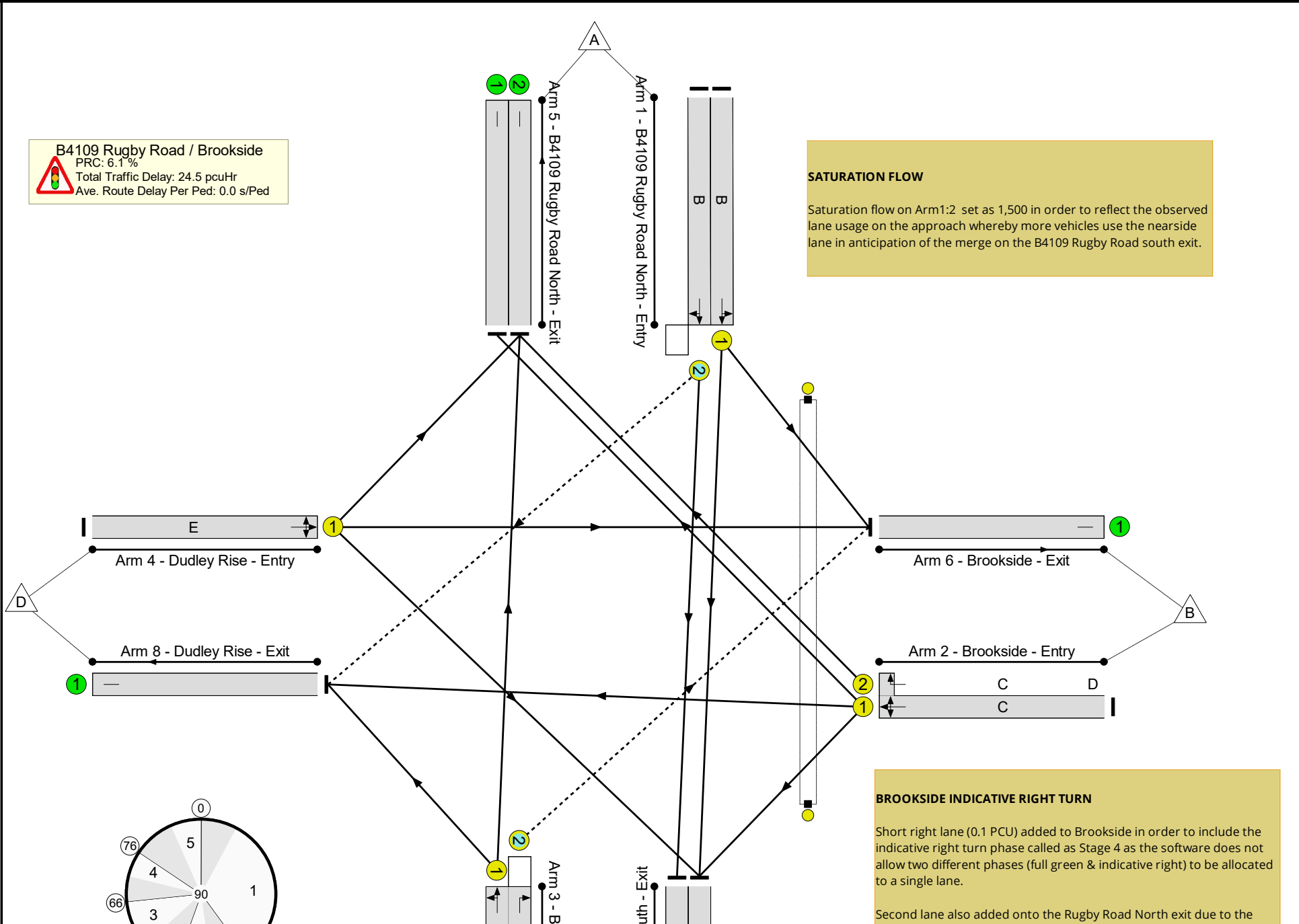
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

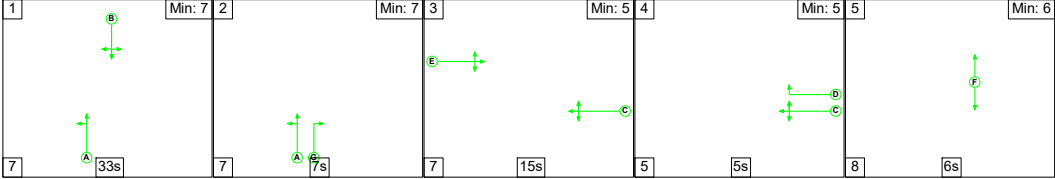
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	29	-	510	1836	612	83.3%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	29	-	400	1500	500	80.0%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	19	5	340	1802:1940	263+153	81.7 : 81.7%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	43:7	-	841	1939:1663	848+144	84.8 : 84.8%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	11	-	5	1830	244	2.0%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	8	1940	1940	0.4%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 9: '2031+Dev AM' (FG9: '2031+Dev AM', Plan 1: 'Network Control Plan 1')

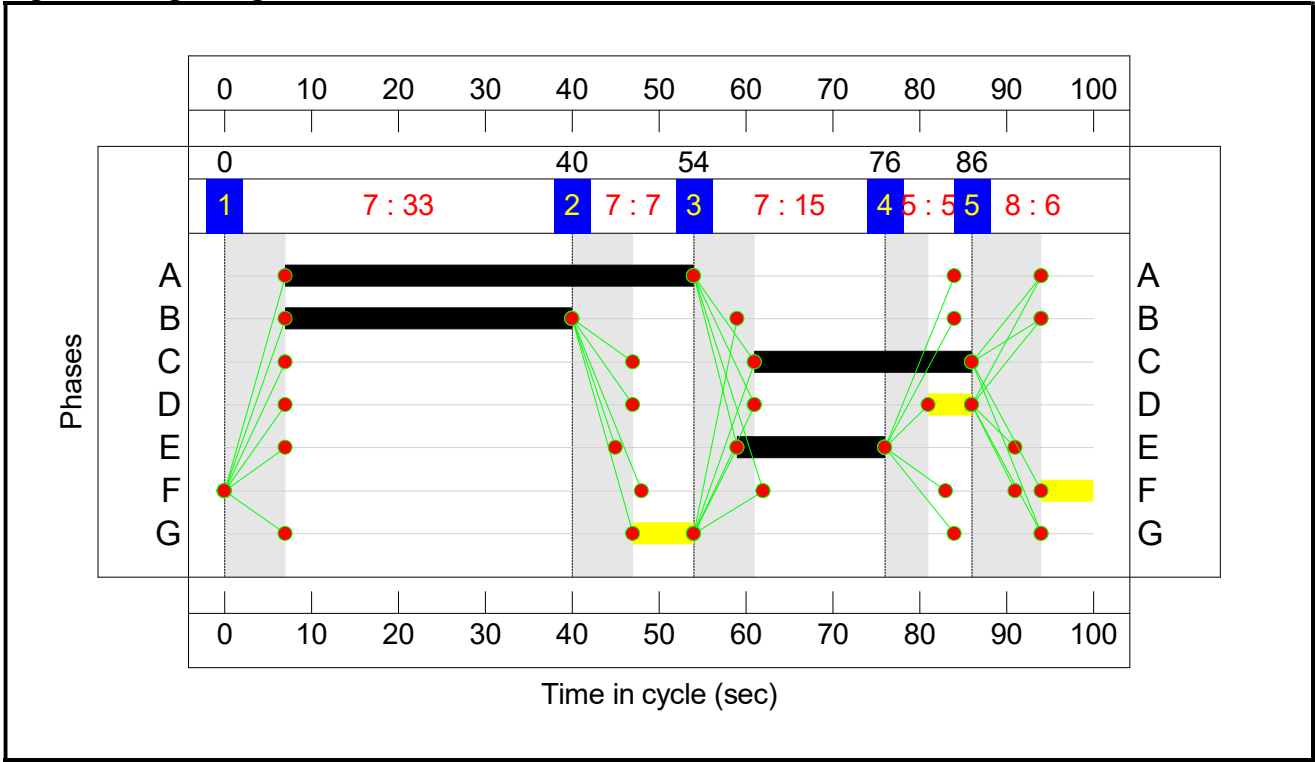
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	33	7	15	5	6
Change Point	0	40	54	76	86

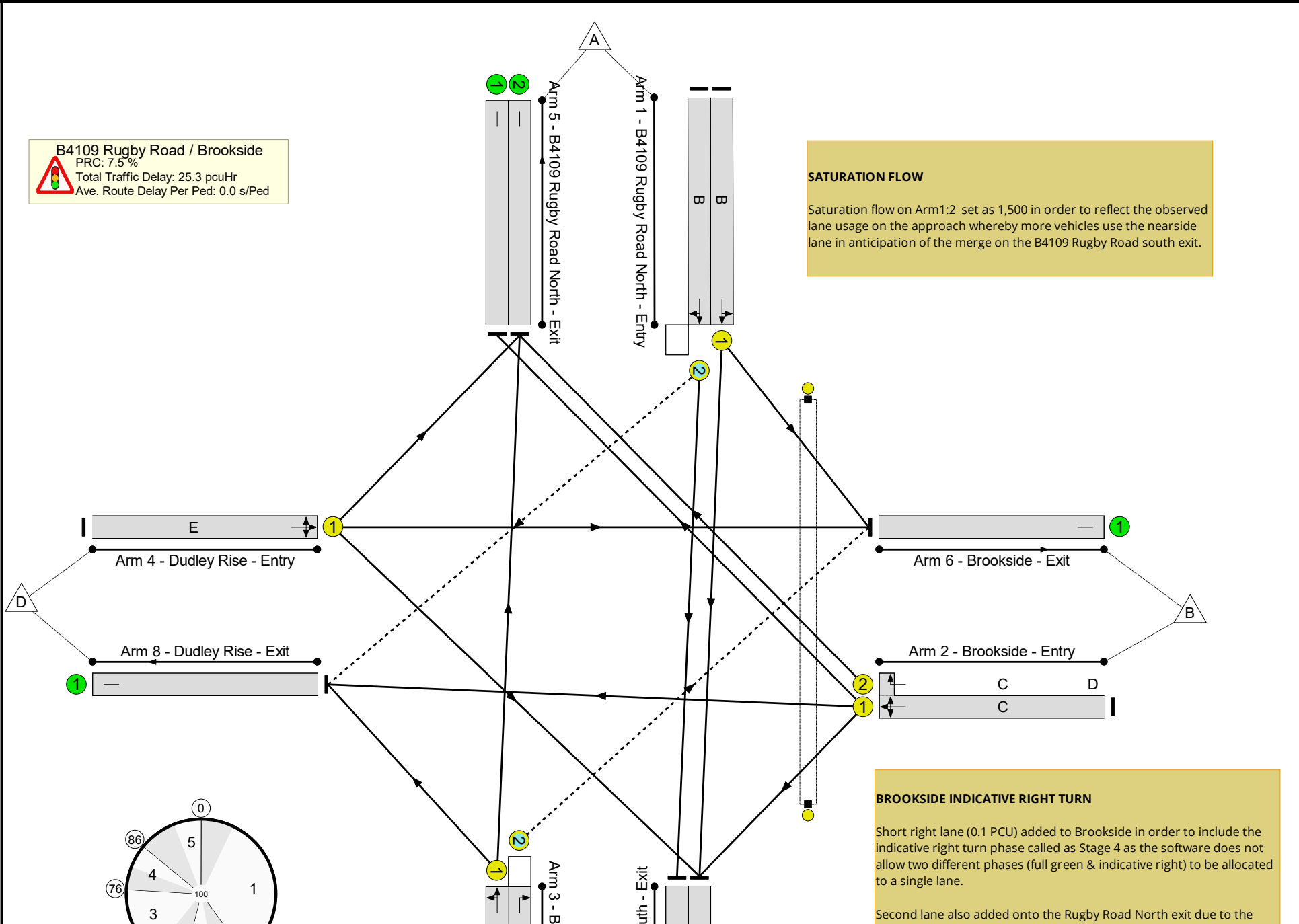
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

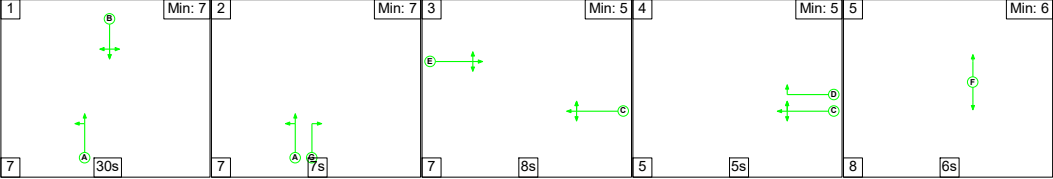
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	33	-	529	1858	632	83.7%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	33	-	409	1500	510	80.2%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	25	5	393	1802:1940	306+179	80.9 : 80.9%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	47:7	-	769	1939:1663	839+127	79.6 : 79.6%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	17	-	8	1744	314	2.5%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	6	1940	1940	0.3%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 10: '2031+Dev PM' (FG10: '2031+Dev PM', Plan 1: 'Network Control Plan 1')

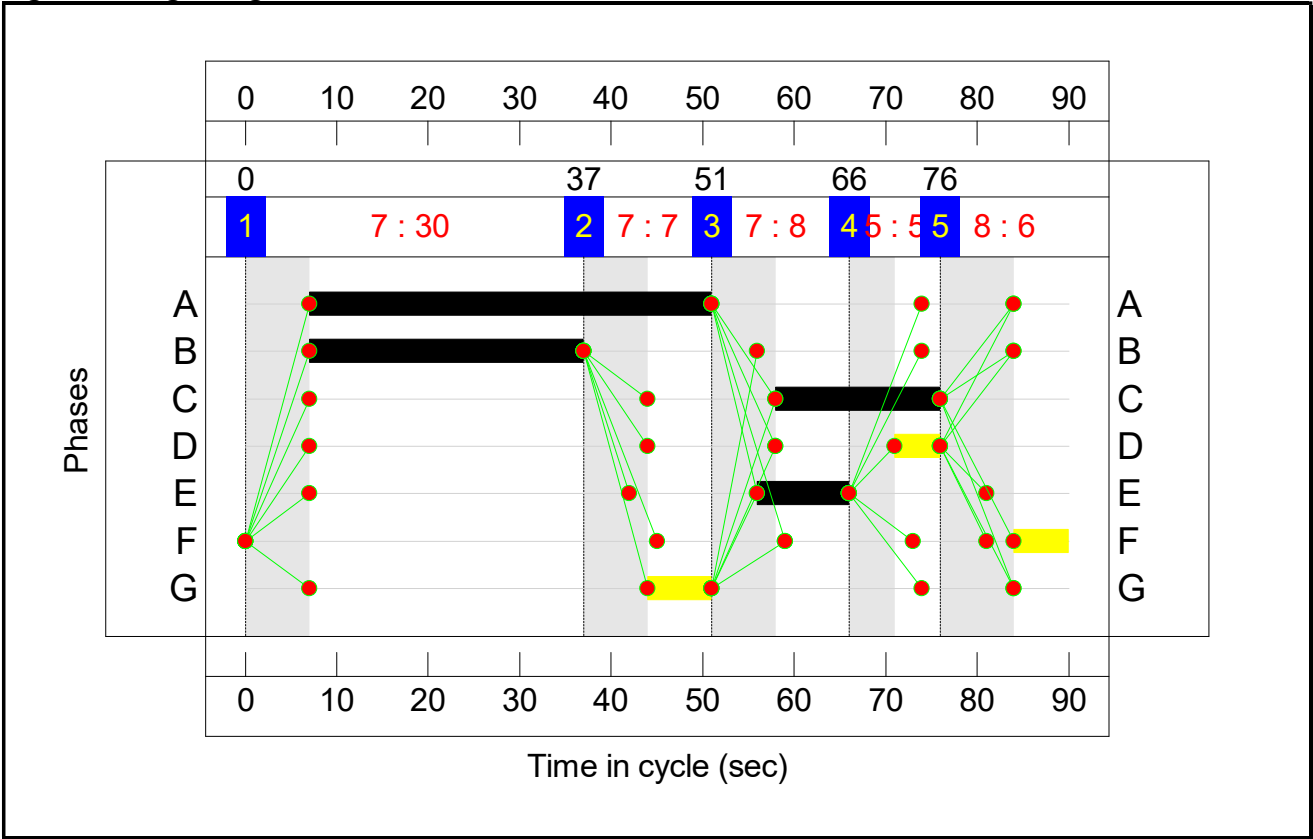
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	30	7	8	5	6
Change Point	0	37	51	66	76

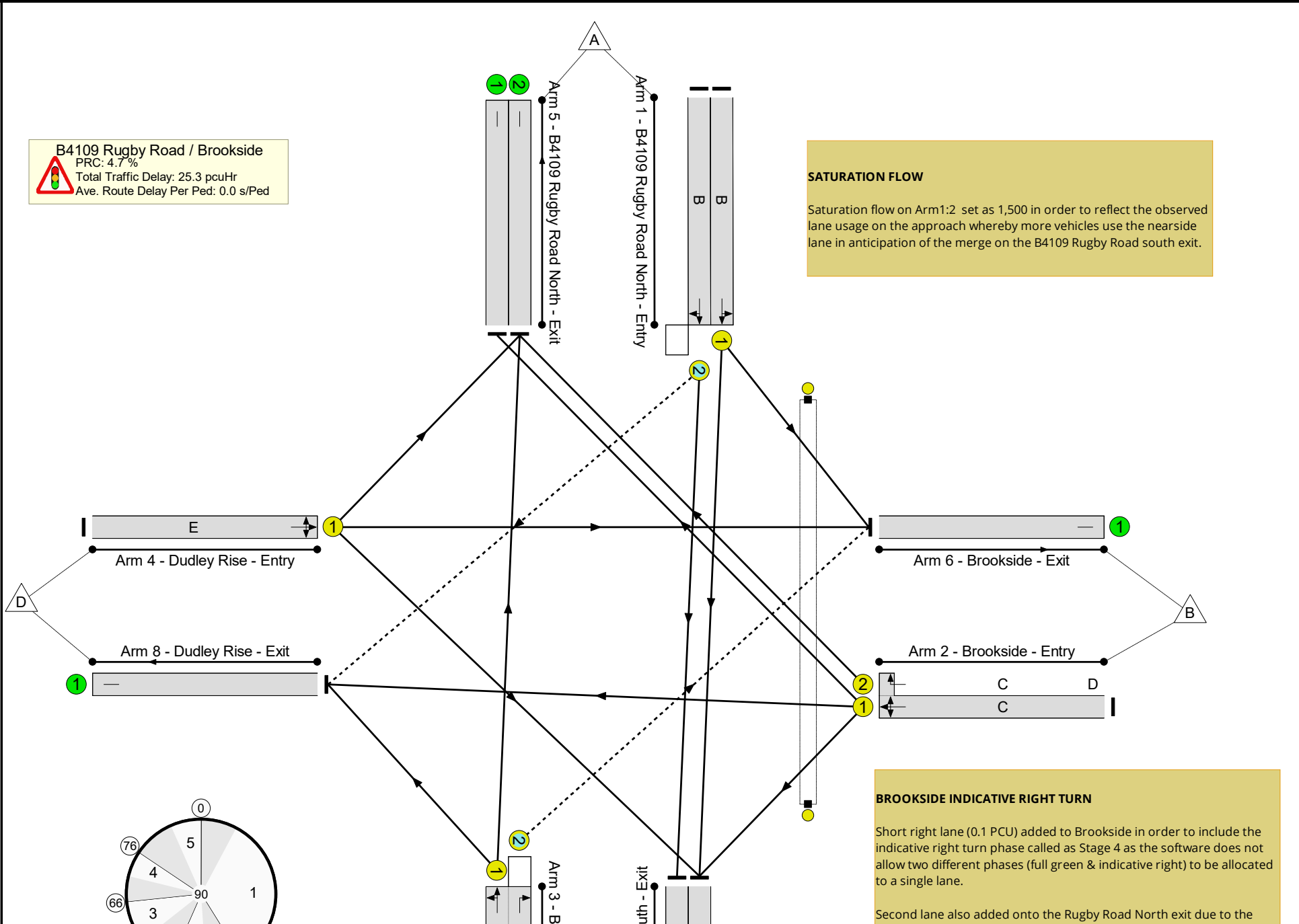
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4109 Rugby Road / Brookside Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
B4109 Rugby Road / Brookside	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
1/1	B4109 Rugby Road North - Entry Left Ahead	U	N/A	N/A	B		1	30	-	524	1839	633	82.7%
1/2	B4109 Rugby Road North - Entry Ahead Right	O	N/A	N/A	B		1	30	-	409	1500	517	79.2%
2/1+2/2	Brookside - Entry Right Left Ahead	U	N/A	N/A	C	D	1	18	5	340	1802:1940	250+145	85.9 : 85.9%
3/1+3/2	B4109 Rugby Road South - Entry Ahead Right Left	U+O	N/A	N/A	A G		1	44:7	-	867	1939:1663	869+142	85.7 : 85.7%
4/1	Dudley Rise - Entry Left Ahead Right	U	N/A	N/A	E		1	10	-	5	1830	224	2.2%
5/1	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
5/2	B4109 Rugby Road North - Exit	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
6/1	Brookside - Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/2	B4109 Rugby Road South - Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/1	Dudley Rise - Exit	U	N/A	N/A	-		-	-	-	8	1940	1940	0.4%
Ped Link: P1	Brookside Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Appendix AA: B578 Lutterworth Rd / Lychgate Ln / Windsor Street Crossroads J10 Report

Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.1.1.1905	
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Filename: Lutterworth Rd_Lychgate Ln_Crossroads.j10

Path: P:\2021\P21-390\T&T\Capacity Assessments\Junctions 10\P08

Report generation date: 16/07/2024 15:37:03

-
- »Base Year, AM
 - »Base Year, PM
 - »2026 Opening Year, AM
 - »2026 Opening Year, PM
 - »2026 Opening Year + Development, AM
 - »2026 Opening Year + Development, PM
 - »2031 Forecast Year, AM
 - »2031 Forecast Year, PM
 - »2031 Forecast Year + Development, AM
 - »2031 Forecast Year + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base Year									
Stream B-ACD	D1	0.4	17.18	0.28	C	D2	0.3	16.00	0.26	C
Stream A-BC		1.1	9.16	0.42	A		0.4	7.77	0.22	A
Stream A-D		0.8	13.00	0.57	B		0.7	11.32	0.48	B
Stream D-AB		0.4	10.12	0.29	B		1.4	16.05	0.58	C
Stream D-B-C		0.3	12.98	0.21	B		0.2	13.70	0.19	B
Stream C-ABD		0.0	6.41	0.01	A		0.1	5.64	0.04	A
	2026 Opening Year									
Stream B-ACD	D3	0.6	21.79	0.37	C	D4	0.4	17.96	0.28	C
Stream A-BC		1.7	10.03	0.52	B		0.6	8.18	0.27	A
Stream A-D		0.7	12.89	0.59	B		0.7	12.35	0.50	B
Stream D-AB		0.5	11.16	0.34	B		1.7	20.33	0.64	C
Stream D-B-C		0.7	21.39	0.40	C		0.3	17.55	0.25	C
Stream C-ABD		0.0	6.35	0.01	A		0.1	5.19	0.05	A
	2026 Opening Year + Development									
Stream B-ACD	D5	0.8	27.42	0.45	D	D6	0.4	20.37	0.31	C
Stream A-BC		1.8	11.06	0.55	B		0.6	8.73	0.29	A
Stream A-D		1.0	15.56	0.65	C		1.2	16.35	0.60	C
Stream D-AB		1.8	27.00	0.65	D		2.7	29.75	0.74	D
Stream D-B-C		2.0	48.57	0.69	E		0.6	27.55	0.40	D
Stream C-ABD		0.0	6.31	0.01	A		0.1	5.10	0.05	A
	2031 Forecast Year									
Stream B-ACD	D7	0.7	24.42	0.41	C	D8	0.5	20.59	0.34	C
Stream A-BC		2.0	10.28	0.56	B		0.6	8.46	0.29	A
Stream A-D		0.5	12.15	0.59	B		0.8	13.37	0.53	B
Stream D-AB		0.7	14.82	0.43	B		1.9	22.63	0.66	C
Stream D-B-C		1.1	29.17	0.54	D		0.4	20.22	0.29	C
Stream C-ABD		0.0	6.39	0.01	A		0.1	5.09	0.05	A
	2031 Forecast Year + Development									
Stream B-ACD	D9	1.0	32.68	0.50	D	D10	0.6	23.90	0.39	C
Stream A-BC		2.3	11.54	0.60	B		0.7	9.04	0.31	A
Stream A-D		0.8	14.51	0.64	B		1.4	18.03	0.64	C
Stream D-AB		8.6	118.47	0.98	F		3.2	36.24	0.78	E
Stream D-B-C		6.9	143.49	0.95	F		0.8	35.97	0.47	E
Stream C-ABD		0.0	6.35	0.01	A		0.1	5.00	0.05	A

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

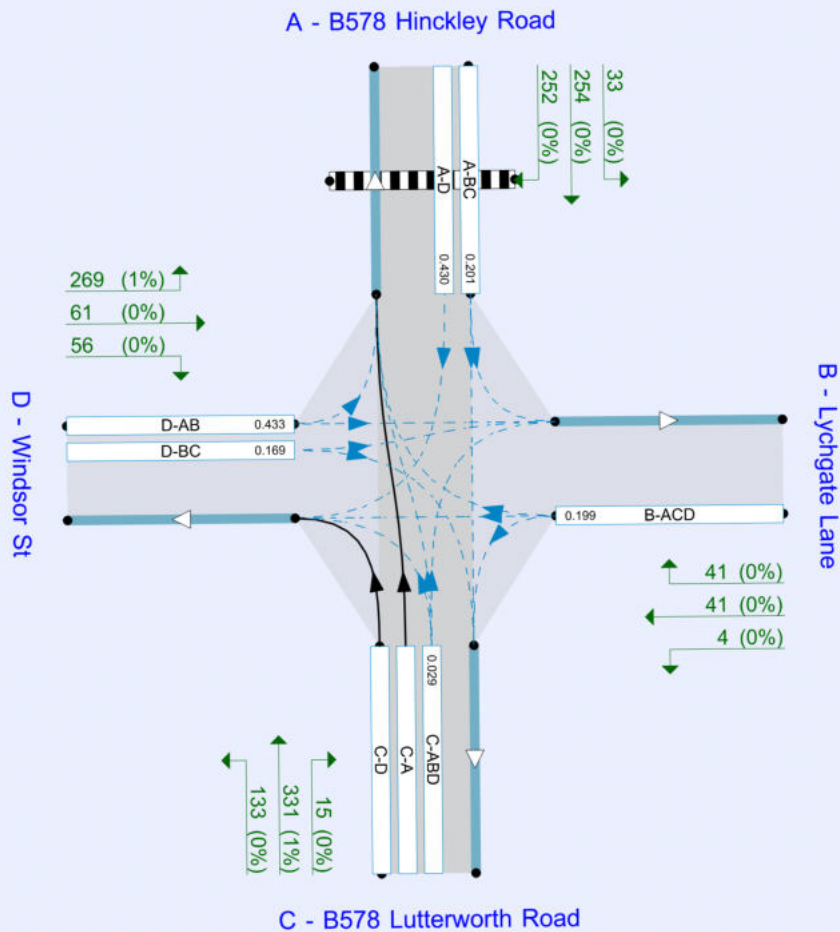
File summary

File Description

Title	B578 Lutterworth Road / Lychgate Lane Crossroads
Location	
Site number	
Date	11/07/2024
Version	
Status	Existing
Identifier	
Client	Redrow Homes
Jobnumber	P21-390
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year	AM	ONE HOUR	07:45	09:15	15
D2	Base Year	PM	ONE HOUR	16:45	18:15	15
D3	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		9.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.24	A

Arms

Arms

Arm	Name	Description	Arm type
A	B578 Hinckley Road		Major
B	Lychgate Lane		Minor
C	B578 Lutterworth Road		Major
D	Windsor St		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - B578 Hinckley Road	6.50			85.0		-
C - B578 Lutterworth Road	6.50			45.0	✓	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)	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 - Lychgate Lane	One lane	2.60								24	23
D - Windsor St	One lane plus flare		10.00	3.70	3.30	3.20	2.90		1.00	34	16

Zebra Crossings

Arm	Space between crossing and junction entry (Right / All) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
A - B578 Hinckley Road	2.00	1.90		Distance	6.00	4.29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	623	-	-	-	-	-	-	0.236	0.337	0.236	-	-	-
B-A	477	0.085	0.215	0.215	-	-	-	0.135	0.307	-	0.215	0.215	0.107
B-C	613	0.092	0.232	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	477	0.085	0.215	0.215	-	-	-	0.135	0.307	0.135	-	-	-
B-D, offside lane	477	0.085	0.215	0.215	-	-	-	0.135	0.307	0.135	-	-	-
C-B	600	0.227	0.227	0.325	-	-	-	-	-	-	-	-	-
D-A	673	-	-	-	-	-	-	0.255	-	0.101	-	-	-
D-B, nearside lane	527	0.149	0.149	0.339	-	-	-	0.237	0.237	0.094	-	-	-
D-B, offside lane	596	0.169	0.169	0.383	-	-	-	0.268	0.268	0.106	-	-	-
D-C	596	-	0.169	0.383	0.134	0.268	0.268	0.268	0.268	0.106	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	652	100.000
B - Lychgate Lane		✓	73	100.000
C - B578 Lutterworth Road		✓	186	100.000
D - Windsor St		✓	200	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	24	413	215
	B - Lychgate Lane	35	0	9	29
	C - B578 Lutterworth Road	148	2	0	36
	D - Windsor St	109	40	51	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
From	A - B578 Hinckley Road	0	0	0	2
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	3	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.28	17.18	0.4	C
A-BC	0.42	9.16	1.1	A
A-D	0.57	13.00	0.8	B
D-AB	0.29	10.12	0.4	B
D-BC	0.21	12.98	0.3	B
C-ABD	0.01	6.41	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55		356	0.155	54	0.2	11.906	B
A-BC	329	37.64	1201	0.274	327	0.6	7.307	A
A-D	162	37.64	395	0.410	160	0.4	8.888	A
D-AB	98		557	0.177	98	0.2	7.827	A
D-BC	52		434	0.120	52	0.1	9.392	A
C-ABD	2		573	0.003	2	0.0	6.304	A
C-D	27				27			
C-A	111				111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		328	0.200	65	0.2	13.691	B
A-BC	393	44.95	1177	0.334	392	0.8	7.988	A
A-D	193	44.95	402	0.481	193	0.5	10.354	B
D-AB	118		535	0.220	118	0.3	8.615	A
D-BC	62		400	0.154	62	0.2	10.621	B
C-ABD	3		569	0.004	3	0.0	6.350	A
C-D	32				32			
C-A	132				132			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80		290	0.277	80	0.4	17.054	C
A-BC	481	55.05	1143	0.421	480	1.1	9.112	A
A-D	237	55.05	412	0.574	236	0.8	12.867	B
D-AB	146		502	0.290	145	0.4	10.071	B
D-BC	75		353	0.212	74	0.3	12.912	B
C-ABD	3		566	0.006	3	0.0	6.394	A
C-D	39				39			
C-A	162				162			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80		290	0.277	80	0.4	17.185	C
A-BC	481	55.05	1142	0.421	481	1.1	9.158	A
A-D	237	55.05	413	0.573	237	0.8	13.004	B
D-AB	146		501	0.290	146	0.4	10.116	B
D-BC	75		352	0.212	75	0.3	12.980	B
C-ABD	3		565	0.006	3	0.0	6.405	A
C-D	39				39			
C-A	162				162			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		327	0.201	66	0.3	13.822	B
A-BC	393	44.95	1175	0.334	394	0.8	8.043	A
A-D	193	44.95	403	0.479	194	0.6	10.506	B
D-AB	118		535	0.221	119	0.3	8.663	A
D-BC	62		399	0.155	62	0.2	10.690	B
C-ABD	3		568	0.004	3	0.0	6.373	A
C-D	32				32			
C-A	132				132			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55		354	0.155	55	0.2	12.049	B
A-BC	329	37.64	1199	0.274	330	0.6	7.368	A
A-D	162	37.64	396	0.409	162	0.4	9.041	A
D-AB	98		556	0.177	99	0.2	7.879	A
D-BC	52		433	0.120	52	0.1	9.470	A
C-ABD	2		572	0.003	2	0.0	6.324	A
C-D	27				27			
C-A	111				111			

Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		9.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.53	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	409	100.000
B - Lychgate Lane		✓	70	100.000
C - B578 Lutterworth Road		✓	276	100.000
D - Windsor St		✓	339	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	35	175	199
	B - Lychgate Lane	38	0	3	29
	C - B578 Lutterworth Road	213	15	0	48
	D - Windsor St	255	53	31	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	1	0	0	0
	D - Windsor St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.26	16.00	0.3	C
A-BC	0.22	7.77	0.4	A
A-D	0.48	11.32	0.7	B
D-AB	0.58	16.05	1.4	C
D-BC	0.19	13.70	0.2	B
C-ABD	0.04	5.64	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53		361	0.146	52	0.2	11.611	B
A-BC	158	37.64	1091	0.145	157	0.3	6.906	A
A-D	150	37.64	460	0.326	148	0.3	8.279	A
D-AB	213		581	0.367	211	0.6	9.663	A
D-BC	42		438	0.096	42	0.1	9.074	A
C-ABD	16		655	0.025	16	0.0	5.632	A
C-D	35				35			
C-A	156				156			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63		337	0.187	63	0.2	13.131	B
A-BC	189	44.95	1073	0.176	189	0.3	7.250	A
A-D	179	44.95	461	0.388	178	0.5	9.381	A
D-AB	255		563	0.452	254	0.8	11.582	B
D-BC	50		395	0.127	50	0.1	10.428	B
C-ABD	21		667	0.031	21	0.0	5.565	A
C-D	42				42			
C-A	185				185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		303	0.255	77	0.3	15.900	C
A-BC	231	55.05	1048	0.221	231	0.4	7.759	A
A-D	219	55.05	461	0.475	218	0.7	11.246	B
D-AB	313		537	0.582	310	1.3	15.746	C
D-BC	61		325	0.187	60	0.2	13.574	B
C-ABD	28		686	0.042	28	0.1	5.471	A
C-D	51				51			
C-A	225				225			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		302	0.255	77	0.3	15.997	C
A-BC	231	55.05	1047	0.221	231	0.4	7.771	A
A-D	219	55.05	461	0.475	219	0.7	11.318	B
D-AB	313		536	0.583	312	1.4	16.049	C
D-BC	61		323	0.188	61	0.2	13.702	B
C-ABD	29		686	0.042	29	0.1	5.476	A
C-D	51				51			
C-A	225				225			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63		336	0.187	63	0.2	13.240	B
A-BC	189	44.95	1072	0.176	189	0.3	7.268	A
A-D	179	44.95	461	0.388	180	0.5	9.468	A
D-AB	255		563	0.452	257	0.8	11.834	B
D-BC	50		393	0.128	50	0.1	10.519	B
C-ABD	21		667	0.031	21	0.0	5.577	A
C-D	42				42			
C-A	185				185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53		360	0.146	53	0.2	11.724	B
A-BC	158	37.64	1090	0.145	158	0.3	6.932	A
A-D	150	37.64	461	0.325	150	0.4	8.379	A
D-AB	213		581	0.367	214	0.6	9.850	A
D-BC	42		436	0.097	42	0.1	9.145	A
C-ABD	16		654	0.025	16	0.0	5.642	A
C-D	35				35			
C-A	156				156			

2026 Opening Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		10.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.55	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	768	100.000
B - Lychgate Lane		✓	88	100.000
C - B578 Lutterworth Road		✓	219	100.000
D - Windsor St		✓	253	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	23	561	184
	B - Lychgate Lane	34	0	16	38
	C - B578 Lutterworth Road	178	2	0	39
	D - Windsor St	121	44	88	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	2
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	3	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.37	21.79	0.6	C
A-BC	0.52	10.03	1.7	B
A-D	0.59	12.89	0.7	B
D-AB	0.34	11.16	0.5	B
D-BC	0.40	21.39	0.7	C
C-ABD	0.01	6.35	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		340	0.195	65	0.2	13.060	B
A-BC	440	37.64	1304	0.337	436	0.8	7.429	A
A-D	139	37.64	326	0.425	137	0.3	8.693	A
D-AB	111		595	0.186	110	0.2	7.407	A
D-BC	80		366	0.218	79	0.3	12.473	B
C-ABD	2		575	0.004	2	0.0	6.280	A
C-D	29				29			
C-A	134				134			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79		307	0.257	79	0.3	15.706	C
A-BC	525	44.95	1280	0.410	524	1.1	8.339	A
A-D	165	44.95	333	0.497	165	0.5	10.186	B
D-AB	133		557	0.239	133	0.3	8.492	A
D-BC	94		332	0.284	94	0.4	15.093	C
C-ABD	3		573	0.005	3	0.0	6.313	A
C-D	35				35			
C-A	159				159			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97		263	0.369	96	0.6	21.464	C
A-BC	643	55.05	1246	0.516	641	1.6	9.951	A
A-D	203	55.05	343	0.590	202	0.7	12.747	B
D-AB	166		490	0.338	165	0.5	11.034	B
D-BC	113		282	0.401	112	0.6	21.036	C
C-ABD	4		572	0.007	4	0.0	6.334	A
C-D	43				43			
C-A	195				195			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97		262	0.370	97	0.6	21.789	C
A-BC	643	55.05	1245	0.517	643	1.7	10.027	B
A-D	203	55.05	344	0.589	203	0.7	12.888	B
D-AB	166		488	0.339	166	0.5	11.161	B
D-BC	113		281	0.402	113	0.7	21.392	C
C-ABD	4		571	0.007	4	0.0	6.349	A
C-D	43				43			
C-A	195				195			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79		306	0.258	80	0.4	15.975	C
A-BC	525	44.95	1278	0.411	527	1.1	8.421	A
A-D	165	44.95	334	0.495	166	0.5	10.342	B
D-AB	133		554	0.241	134	0.3	8.585	A
D-BC	94		330	0.285	95	0.4	15.370	C
C-ABD	3		571	0.005	3	0.0	6.336	A
C-D	35				35			
C-A	159				159			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		338	0.196	67	0.2	13.268	B
A-BC	440	37.64	1302	0.338	441	0.8	7.514	A
A-D	139	37.64	327	0.424	139	0.3	8.850	A
D-AB	111		593	0.187	111	0.2	7.480	A
D-BC	80		365	0.219	80	0.3	12.681	B
C-ABD	2		574	0.004	2	0.0	6.302	A
C-D	29				29			
C-A	134				134			

2026 Opening Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	452	100.000
B - Lychgate Lane		✓	70	100.000
C - B578 Lutterworth Road		✓	397	100.000
D - Windsor St		✓	347	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	33	225	194
	B - Lychgate Lane	36	0	3	31
	C - B578 Lutterworth Road	294	15	0	88
	D - Windsor St	252	58	37	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	1	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.28	17.96	0.4	C
A-BC	0.27	8.18	0.6	A
A-D	0.50	12.35	0.7	B
D-AB	0.64	20.33	1.7	C
D-BC	0.25	17.55	0.3	C
C-ABD	0.05	5.19	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53		345	0.153	52	0.2	12.259	B
A-BC	194	37.64	1120	0.173	193	0.3	7.029	A
A-D	146	37.64	425	0.343	145	0.3	8.575	A
D-AB	213		550	0.387	210	0.6	10.522	B
D-BC	48		411	0.117	48	0.1	9.894	A
C-ABD	19		714	0.026	19	0.0	5.177	A
C-D	64				64			
C-A	215				215			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63		317	0.199	63	0.2	14.151	B
A-BC	232	44.95	1098	0.211	232	0.4	7.478	A
A-D	174	44.95	425	0.411	174	0.5	9.901	A
D-AB	255		527	0.484	254	0.9	13.123	B
D-BC	57		360	0.159	57	0.2	11.853	B
C-ABD	25		739	0.034	25	0.0	5.041	A
C-D	76				76			
C-A	255				255			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		278	0.277	77	0.4	17.803	C
A-BC	284	55.05	1067	0.266	283	0.6	8.160	A
A-D	214	55.05	423	0.504	213	0.7	12.253	B
D-AB	313		490	0.639	310	1.7	19.655	C
D-BC	69		277	0.249	68	0.3	17.216	C
C-ABD	36		776	0.047	36	0.1	4.863	A
C-D	92				92			
C-A	309				309			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		277	0.278	77	0.4	17.964	C
A-BC	284	55.05	1066	0.267	284	0.6	8.180	A
A-D	214	55.05	424	0.504	214	0.7	12.354	B
D-AB	313		489	0.640	313	1.7	20.335	C
D-BC	69		274	0.252	69	0.3	17.547	C
C-ABD	36		776	0.047	36	0.1	4.867	A
C-D	92				92			
C-A	309				309			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63		316	0.199	63	0.3	14.304	B
A-BC	232	44.95	1096	0.212	233	0.4	7.503	A
A-D	174	44.95	426	0.410	175	0.5	10.015	B
D-AB	255		526	0.485	258	1.0	13.573	B
D-BC	57		357	0.160	58	0.2	12.033	B
C-ABD	25		739	0.034	25	0.0	5.052	A
C-D	76				76			
C-A	255				255			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53		344	0.153	53	0.2	12.399	B
A-BC	194	37.64	1118	0.174	195	0.3	7.062	A
A-D	146	37.64	426	0.343	147	0.4	8.693	A
D-AB	213		550	0.388	214	0.6	10.779	B
D-BC	48		409	0.118	48	0.1	9.999	A
C-ABD	19		713	0.027	19	0.0	5.188	A
C-D	64				64			
C-A	215				215			

2026 Opening Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		16.81	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.81	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	813	100.000
B - Lychgate Lane		✓	96	100.000
C - B578 Lutterworth Road		✓	243	100.000
D - Windsor St		✓	361	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	23	566	224
	B - Lychgate Lane	34	0	17	45
	C - B578 Lutterworth Road	186	3	0	54
	D - Windsor St	180	53	128	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	2
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	3	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.45	27.42	0.8	D
A-BC	0.55	11.06	1.8	B
A-D	0.65	15.56	1.0	C
D-AB	0.65	27.00	1.8	D
D-BC	0.69	48.57	2.0	E
C-ABD	0.01	6.31	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72		325	0.222	71	0.3	14.122	B
A-BC	443	37.64	1245	0.356	440	0.9	7.855	A
A-D	169	37.64	360	0.468	167	0.4	9.677	A
D-AB	160		510	0.314	158	0.5	10.181	B
D-BC	111		387	0.288	110	0.4	12.900	B
C-ABD	3		578	0.006	3	0.0	6.258	A
C-D	40				40			
C-A	139				139			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86		289	0.299	86	0.4	17.691	C
A-BC	529	44.95	1216	0.435	528	1.2	8.937	A
A-D	201	44.95	369	0.545	201	0.6	11.685	B
D-AB	193		462	0.418	192	0.7	13.279	B
D-BC	131		335	0.391	130	0.6	17.461	C
C-ABD	4		577	0.007	4	0.0	6.284	A
C-D	48				48			
C-A	166				166			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106		238	0.444	104	0.8	26.594	D
A-BC	649	55.05	1175	0.552	646	1.8	10.935	B
A-D	247	55.05	382	0.646	245	1.0	15.296	C
D-AB	241		369	0.653	237	1.7	26.481	D
D-BC	156		250	0.627	153	1.5	35.952	E
C-ABD	6		578	0.011	6	0.0	6.292	A
C-D	59				59			
C-A	203				203			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106		237	0.447	106	0.8	27.423	D
A-BC	649	55.05	1174	0.552	648	1.8	11.055	B
A-D	247	55.05	383	0.644	247	1.0	15.562	C
D-AB	243		376	0.647	243	1.8	26.999	D
D-BC	154		224	0.688	152	2.0	48.573	E
C-ABD	6		577	0.011	6	0.0	6.309	A
C-D	59				59			
C-A	203				203			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86		286	0.301	88	0.4	18.237	C
A-BC	529	44.95	1214	0.436	532	1.2	9.057	A
A-D	201	44.95	371	0.543	203	0.7	11.963	B
D-AB	195		495	0.394	199	0.7	12.344	B
D-BC	130		297	0.437	134	0.8	22.739	C
C-ABD	4		575	0.008	4	0.0	6.311	A
C-D	48				48			
C-A	166				166			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72		323	0.224	73	0.3	14.433	B
A-BC	443	37.64	1242	0.357	445	0.9	7.968	A
A-D	169	37.64	362	0.466	169	0.5	9.917	A
D-AB	161		561	0.287	162	0.4	9.036	A
D-BC	111		342	0.323	112	0.5	15.718	C
C-ABD	3		577	0.006	3	0.0	6.283	A
C-D	40				40			
C-A	139				139			

2026 Opening Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		13.63	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.63	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	508	100.000
B - Lychgate Lane		✓	73	100.000
C - B578 Lutterworth Road		✓	443	100.000
D - Windsor St		✓	384	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	33	232	243
	B - Lychgate Lane	36	0	3	34
	C - B578 Lutterworth Road	296	15	0	132
	D - Windsor St	271	60	53	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	1	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.31	20.37	0.4	C
A-BC	0.29	8.73	0.6	A
A-D	0.60	16.35	1.2	C
D-AB	0.74	29.75	2.7	D
D-BC	0.40	27.55	0.6	D
C-ABD	0.05	5.10	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55		332	0.166	54	0.2	12.928	B
A-BC	200	37.64	1073	0.186	198	0.4	7.382	A
A-D	183	37.64	447	0.410	181	0.5	9.880	A
D-AB	229		537	0.426	226	0.7	11.473	B
D-BC	60		385	0.156	60	0.2	11.022	B
C-ABD	20		728	0.028	20	0.0	5.084	A
C-D	97				97			
C-A	217				217			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		301	0.218	65	0.3	15.264	C
A-BC	238	44.95	1049	0.227	238	0.5	7.907	A
A-D	218	44.95	445	0.491	218	0.7	11.963	B
D-AB	274		507	0.540	272	1.1	15.205	C
D-BC	71		325	0.219	71	0.3	14.135	B
C-ABD	28		757	0.036	27	0.0	4.935	A
C-D	114				114			
C-A	256				256			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80		258	0.311	80	0.4	20.072	C
A-BC	292	55.05	1015	0.288	291	0.6	8.693	A
A-D	268	55.05	443	0.604	266	1.2	16.060	C
D-AB	337		458	0.736	332	2.5	27.315	D
D-BC	85		222	0.384	84	0.6	25.860	D
C-ABD	40		799	0.051	40	0.1	4.742	A
C-D	138				138			
C-A	309				309			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80		257	0.313	80	0.4	20.375	C
A-BC	292	55.05	1013	0.288	292	0.6	8.731	A
A-D	268	55.05	443	0.603	267	1.2	16.346	C
D-AB	338		456	0.739	337	2.7	29.748	D
D-BC	85		216	0.396	85	0.6	27.551	D
C-ABD	40		799	0.051	40	0.1	4.747	A
C-D	138				138			
C-A	309				309			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66		299	0.220	66	0.3	15.521	C
A-BC	238	44.95	1047	0.228	239	0.5	7.947	A
A-D	218	44.95	446	0.489	220	0.7	12.232	B
D-AB	274		505	0.542	280	1.2	16.336	C
D-BC	71		319	0.223	72	0.3	14.677	B
C-ABD	28		756	0.037	28	0.1	4.948	A
C-D	114				114			
C-A	256				256			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55		330	0.166	55	0.2	13.116	B
A-BC	200	37.64	1071	0.186	200	0.4	7.429	A
A-D	183	37.64	448	0.409	184	0.5	10.093	B
D-AB	229		536	0.427	231	0.8	11.873	B
D-BC	60		382	0.158	61	0.2	11.217	B
C-ABD	20		727	0.028	20	0.0	5.098	A
C-D	97				97			
C-A	217				217			

2031 Forecast Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		11.97	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.97	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	833	100.000
B - Lychgate Lane		✓	91	100.000
C - B578 Lutterworth Road		✓	227	100.000
D - Windsor St		✓	298	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	25	660	148
	B - Lychgate Lane	32	0	21	38
	C - B578 Lutterworth Road	185	2	0	40
	D - Windsor St	133	48	117	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	2
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	3	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.41	24.42	0.7	C
A-BC	0.56	10.28	2.0	B
A-D	0.59	12.15	0.5	B
D-AB	0.43	14.82	0.7	B
D-BC	0.54	29.17	1.1	D
C-ABD	0.01	6.39	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69		333	0.206	67	0.3	13.504	B
A-BC	516	37.64	1403	0.368	512	1.0	7.353	A
A-D	111	37.64	263	0.423	110	0.3	8.271	A
D-AB	123		574	0.214	121	0.3	7.946	A
D-BC	102		361	0.282	100	0.4	13.751	B
C-ABD	2		572	0.004	2	0.0	6.314	A
C-D	30				30			
C-A	139				139			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82		298	0.275	81	0.4	16.612	C
A-BC	616	44.95	1382	0.446	614	1.3	8.357	A
A-D	133	44.95	269	0.495	133	0.3	9.654	A
D-AB	148		524	0.283	148	0.4	9.551	A
D-BC	120		323	0.370	119	0.6	17.552	C
C-ABD	3		569	0.005	3	0.0	6.351	A
C-D	36				36			
C-A	165				165			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100		248	0.403	99	0.6	23.921	C
A-BC	754	55.05	1352	0.558	751	2.0	10.193	B
A-D	163	55.05	277	0.588	162	0.5	12.023	B
D-AB	185		432	0.428	184	0.7	14.393	B
D-BC	143		267	0.535	141	1.1	28.050	D
C-ABD	4		568	0.007	4	0.0	6.376	A
C-D	44				44			
C-A	202				202			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100		247	0.405	100	0.7	24.424	C
A-BC	754	55.05	1351	0.558	754	2.0	10.282	B
A-D	163	55.05	277	0.588	163	0.5	12.153	B
D-AB	185		428	0.433	185	0.7	14.824	B
D-BC	143		266	0.538	143	1.1	29.172	D
C-ABD	4		567	0.007	4	0.0	6.392	A
C-D	44				44			
C-A	202				202			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82		296	0.276	83	0.4	16.979	C
A-BC	616	44.95	1381	0.446	618	1.4	8.453	A
A-D	133	44.95	270	0.493	134	0.4	9.794	A
D-AB	148		519	0.285	150	0.4	9.768	A
D-BC	120		322	0.372	122	0.6	18.188	C
C-ABD	3		568	0.005	3	0.0	6.379	A
C-D	36				36			
C-A	165				165			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69		331	0.207	69	0.3	13.752	B
A-BC	516	37.64	1401	0.368	517	1.0	7.445	A
A-D	111	37.64	264	0.422	112	0.3	8.409	A
D-AB	123		571	0.215	123	0.3	8.052	A
D-BC	102		359	0.283	102	0.4	14.097	B
C-ABD	2		571	0.004	2	0.0	6.337	A
C-D	30				30			
C-A	139				139			

2031 Forecast Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		10.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.89	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	483	100.000
B - Lychgate Lane		✓	83	100.000
C - B578 Lutterworth Road		✓	433	100.000
D - Windsor St		✓	349	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	33	247	203
	B - Lychgate Lane	41	0	4	38
	C - B578 Lutterworth Road	329	15	0	89
	D - Windsor St	250	59	40	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	1	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.34	20.59	0.5	C
A-BC	0.29	8.46	0.6	A
A-D	0.53	13.37	0.8	B
D-AB	0.66	22.63	1.9	C
D-BC	0.29	20.22	0.4	C
C-ABD	0.05	5.09	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62		338	0.185	62	0.2	12.993	B
A-BC	211	37.64	1120	0.188	209	0.4	7.155	A
A-D	153	37.64	420	0.364	151	0.4	8.906	A
D-AB	212		540	0.393	209	0.6	10.821	B
D-BC	51		397	0.128	50	0.1	10.365	B
C-ABD	20		729	0.027	20	0.0	5.079	A
C-D	65				65			
C-A	241				241			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75		308	0.242	74	0.3	15.376	C
A-BC	252	44.95	1096	0.230	251	0.5	7.656	A
A-D	182	44.95	419	0.435	182	0.5	10.435	B
D-AB	254		513	0.494	253	1.0	13.736	B
D-BC	60		343	0.175	60	0.2	12.701	B
C-ABD	27		757	0.035	27	0.0	4.929	A
C-D	77				77			
C-A	285				285			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91		267	0.342	91	0.5	20.311	C
A-BC	308	55.05	1063	0.290	308	0.6	8.434	A
A-D	224	55.05	418	0.535	222	0.8	13.230	B
D-AB	312		471	0.662	309	1.8	21.650	C
D-BC	72		254	0.284	71	0.4	19.699	C
C-ABD	39		799	0.049	39	0.1	4.736	A
C-D	93				93			
C-A	344				344			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91		266	0.343	91	0.5	20.587	C
A-BC	308	55.05	1062	0.290	308	0.6	8.459	A
A-D	224	55.05	419	0.534	223	0.8	13.368	B
D-AB	312		470	0.664	312	1.9	22.626	C
D-BC	72		250	0.288	72	0.4	20.220	C
C-ABD	39		799	0.049	39	0.1	4.742	A
C-D	93				93			
C-A	344				344			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75		307	0.243	75	0.3	15.616	C
A-BC	252	44.95	1095	0.230	252	0.5	7.685	A
A-D	182	44.95	420	0.434	184	0.5	10.580	B
D-AB	254		512	0.496	257	1.0	14.316	B
D-BC	60		339	0.177	61	0.2	12.951	B
C-ABD	27		756	0.036	27	0.0	4.938	A
C-D	77				77			
C-A	285				285			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62		336	0.186	63	0.2	13.185	B
A-BC	211	37.64	1119	0.188	211	0.4	7.187	A
A-D	153	37.64	421	0.363	153	0.4	9.045	A
D-AB	212		539	0.393	213	0.7	11.109	B
D-BC	51		394	0.129	51	0.1	10.494	B
C-ABD	20		728	0.027	20	0.0	5.088	A
C-D	65				65			
C-A	241				241			

2031 Forecast Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		40.47	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	40.47	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	878	100.000
B - Lychgate Lane		✓	99	100.000
C - B578 Lutterworth Road		✓	251	100.000
D - Windsor St		✓	406	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	25	665	188
	B - Lychgate Lane	32	0	22	45
	C - B578 Lutterworth Road	193	3	0	55
	D - Windsor St	192	57	157	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	0	0	2
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	3	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	32.68	1.0	D
A-BC	0.60	11.54	2.3	B
A-D	0.64	14.51	0.8	B
D-AB	0.98	118.47	8.6	F
D-BC	0.95	143.49	6.9	F
C-ABD	0.01	6.35	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75		318	0.234	73	0.3	14.653	B
A-BC	519	37.64	1332	0.390	515	1.0	7.838	A
A-D	142	37.64	305	0.464	140	0.4	9.201	A
D-AB	173		538	0.322	171	0.5	9.777	A
D-BC	132		337	0.393	130	0.6	17.178	C
C-ABD	3		576	0.006	3	0.0	6.291	A
C-D	41				41			
C-A	144				144			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89		279	0.320	88	0.5	18.869	C
A-BC	620	44.95	1306	0.475	619	1.4	9.052	A
A-D	169	44.95	313	0.540	168	0.5	11.033	B
D-AB	210		458	0.459	209	0.8	14.369	B
D-BC	155		287	0.539	153	1.1	26.415	D
C-ABD	4		574	0.008	4	0.0	6.320	A
C-D	49				49			
C-A	172				172			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109		223	0.489	107	0.9	30.616	D
A-BC	760	55.05	1269	0.599	756	2.3	11.393	B
A-D	207	55.05	324	0.639	206	0.8	14.288	B
D-AB	264		290	0.911	246	5.3	66.562	F
D-BC	183		199	0.921	168	4.8	91.616	F
C-ABD	6		574	0.011	6	0.0	6.331	A
C-D	60				60			
C-A	210				210			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109		218	0.499	109	1.0	32.677	D
A-BC	760	55.05	1268	0.599	760	2.3	11.541	B
A-D	207	55.05	325	0.637	207	0.8	14.512	B
D-AB	266		272	0.977	252	8.6	118.468	F
D-BC	181		190	0.953	173	6.9	143.487	F
C-ABD	6		573	0.011	6	0.0	6.350	A
C-D	60				60			
C-A	210				210			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89		272	0.328	91	0.5	20.093	C
A-BC	620	44.95	1304	0.476	624	1.5	9.194	A
A-D	169	44.95	314	0.538	170	0.5	11.271	B
D-AB	212		406	0.522	242	1.1	25.634	D
D-BC	153		268	0.572	175	1.5	45.790	E
C-ABD	4		572	0.008	4	0.0	6.349	A
C-D	49				49			
C-A	172				172			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75		315	0.236	75	0.3	15.041	C
A-BC	519	37.64	1330	0.391	521	1.1	7.960	A
A-D	142	37.64	306	0.462	142	0.4	9.409	A
D-AB	174		529	0.328	176	0.5	10.269	B
D-BC	132		334	0.396	135	0.7	18.401	C
C-ABD	3		574	0.006	3	0.0	6.319	A
C-D	41				41			
C-A	144				144			

2031 Forecast Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lutterworth Road/ Lychgate Lane crossroads	Crossroads	Two-way	Two-way	Two-way	Two-way		15.66	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.66	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B578 Hinckley Road		✓	539	100.000
B - Lychgate Lane		✓	86	100.000
C - B578 Lutterworth Road		✓	479	100.000
D - Windsor St		✓	386	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - B578 Hinckley Road	50.00
B - Lychgate Lane	
C - B578 Lutterworth Road	
D - Windsor St	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
	A - B578 Hinckley Road	0	33	254	252
	B - Lychgate Lane	41	0	4	41
	C - B578 Lutterworth Road	331	15	0	133
	D - Windsor St	269	61	56	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - B578 Hinckley Road	B - Lychgate Lane	C - B578 Lutterworth Road	D - Windsor St
From	A - B578 Hinckley Road	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - B578 Lutterworth Road	1	0	0	0
	D - Windsor St	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.39	23.90	0.6	C
A-BC	0.31	9.04	0.7	A
A-D	0.64	18.03	1.4	C
D-AB	0.78	36.24	3.2	E
D-BC	0.47	35.97	0.8	E
C-ABD	0.05	5.00	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65		325	0.199	64	0.2	13.755	B
A-BC	216	37.64	1074	0.201	215	0.4	7.511	A
A-D	190	37.64	441	0.430	188	0.5	10.304	B
D-AB	228		526	0.433	225	0.7	11.852	B
D-BC	63		371	0.169	62	0.2	11.616	B
C-ABD	21		743	0.029	21	0.0	4.988	A
C-D	97				97			
C-A	242				242			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		292	0.265	77	0.4	16.713	C
A-BC	258	44.95	1048	0.246	258	0.5	8.101	A
A-D	227	44.95	440	0.515	226	0.8	12.711	B
D-AB	273		493	0.554	271	1.2	16.126	C
D-BC	74		307	0.241	73	0.3	15.397	C
C-ABD	29		775	0.038	29	0.1	4.826	A
C-D	115				115			
C-A	286				286			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95		247	0.384	94	0.6	23.345	C
A-BC	316	55.05	1010	0.313	315	0.7	8.990	A
A-D	277	55.05	437	0.635	275	1.3	17.632	C
D-AB	337		436	0.772	330	2.9	31.950	D
D-BC	88		196	0.450	86	0.8	32.295	D
C-ABD	44		823	0.053	44	0.1	4.619	A
C-D	139				139			
C-A	345				345			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95		245	0.386	95	0.6	23.900	C
A-BC	316	55.05	1009	0.313	316	0.7	9.042	A
A-D	277	55.05	438	0.634	277	1.4	18.035	C
D-AB	337		433	0.778	336	3.2	36.239	E
D-BC	88		187	0.470	88	0.8	35.968	E
C-ABD	44		822	0.053	44	0.1	4.628	A
C-D	139				139			
C-A	345				345			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77		289	0.267	78	0.4	17.133	C
A-BC	258	44.95	1045	0.247	259	0.5	8.153	A
A-D	227	44.95	441	0.514	229	0.8	13.066	B
D-AB	273		490	0.558	281	1.3	17.803	C
D-BC	74		299	0.247	76	0.3	16.280	C
C-ABD	29		774	0.038	30	0.1	4.840	A
C-D	115				115			
C-A	286				286			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65		323	0.201	65	0.3	14.010	B
A-BC	216	37.64	1072	0.202	217	0.4	7.567	A
A-D	190	37.64	442	0.429	191	0.6	10.563	B
D-AB	228		524	0.435	230	0.8	12.317	B
D-BC	63		367	0.171	63	0.2	11.863	B
C-ABD	21		742	0.029	21	0.0	4.999	A
C-D	97				97			
C-A	242				242			

Appendix BB: B578 Hinckley Rd / B4669 Burbage Rd / B4669 Sapcote Rd J10 Report

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.1.1905									
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Filename: Burbage Road_Sapcote Road_Hinckley Road - 2024 Observed Traffic Flows.j10

Path: P:\2021\P21-390\T&T\Capacity Assessments\Junctions 10\P08

Report generation date: 19/07/2024 09:15:02

- »Base Year, AM
- »Base Year, PM
- »2026 Opening Year, AM
- »2026 Opening Year, PM
- »2026 Opening Year + Development, AM
- »2026 Opening Year + Development, PM
- »2031 Forecast Year, AM
- »2031 Forecast Year, PM
- »2031 Forecast Year + Development, AM
- »2031 Forecast Year + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base Year									
Stream B-C	D1	1.0	15.55	0.50	C	D2	1.0	12.52	0.51	B
Stream B-A		1.5	42.25	0.61	E		0.8	21.21	0.44	C
Stream C-AB		1.6	15.40	0.60	C		0.9	11.58	0.46	B
	2026 Opening Year									
Stream B-C	D3	4.0	65.45	0.85	F	D4	1.6	18.06	0.63	C
Stream B-A		4.7	117.44	0.88	F		1.2	30.97	0.56	D
Stream C-AB		3.5	21.33	0.74	C		0.9	12.10	0.48	B
	2026 Opening Year + Development									
Stream B-C	D5	17.0	205.17	1.08	F	D6	2.0	21.71	0.68	C
Stream B-A		11.0	237.50	1.06	F		1.6	37.61	0.62	E
Stream C-AB		5.5	26.70	0.81	D		1.1	13.04	0.52	B
	2031 Forecast Year									
Stream B-C	D7	17.2	247.47	1.11	F	D8	2.2	23.04	0.70	C
Stream B-A		13.2	270.63	1.10	F		1.6	38.10	0.63	E
Stream C-AB		8.0	32.55	0.86	D		1.1	13.06	0.52	B
	2031 Forecast Year + Development									
Stream B-C	D9	37.1	454.37	1.34	F	D10	3.0	30.31	0.76	D
Stream B-A		24.3	474.87	1.32	F		2.2	50.26	0.70	F
Stream C-AB		15.1	51.13	0.93	F		1.3	14.14	0.56	B

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

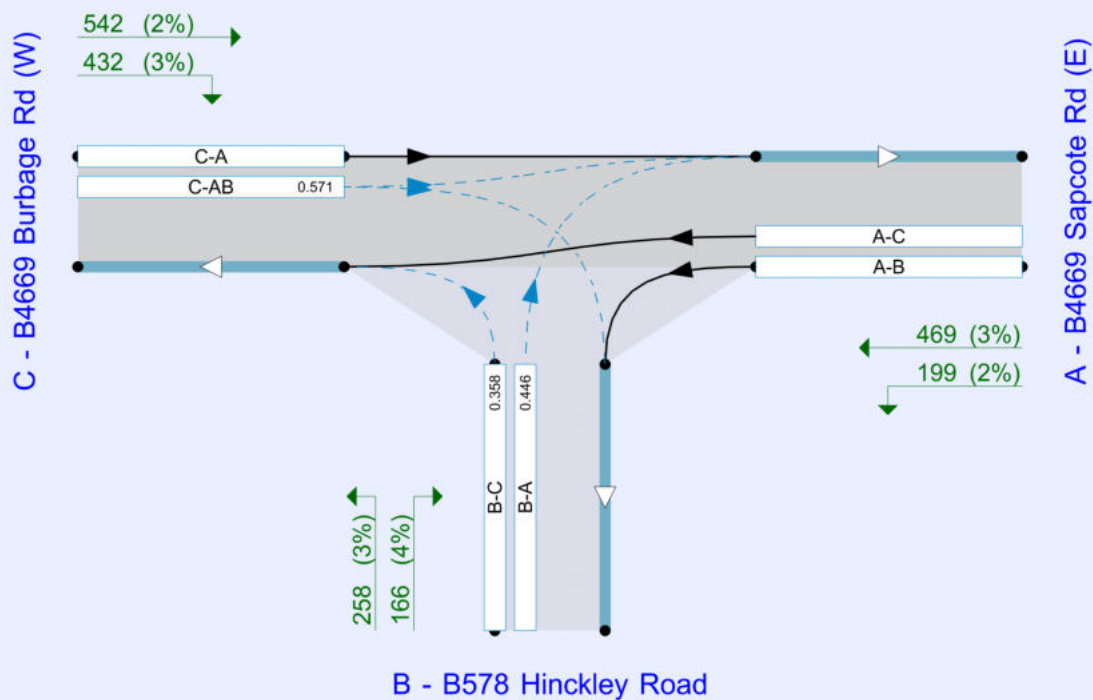
File summary

File Description

Title	B4669 Burbage Road / B4669 Sapcote Road / B578 Hinckley Road Junction
Location	
Site number	
Date	11/07/2024
Version	
Status	Existing
Identifier	
Client	Redrow Homes
Jobnumber	P21-390
Enumerator	
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year	AM	ONE HOUR	07:45	09:15	15
D2	Base Year	PM	ONE HOUR	16:45	18:15	15
D3	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4669 Sapcote Rd (E)		Major
B	B578 Hinckley Road		Minor
C	B4669 Burbage Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B4669 Burbage Rd (W)	7.90		✓	3.50	95.0	✓	4.50

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 - B578 Hinckley Road	One lane plus flare	10.00	5.30	5.10	4.50	4.50	✓	3.00	140	158

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.095	0.241	0.152	0.345
B-C	755	0.106	0.268	-	-
C-B	718	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	621	100.000
B - B578 Hinckley Road		✓	329	100.000
C - B4669 Burbage Rd (W)		✓	774	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
	From			
	A - B4669 Sapcote Rd (E)	0	153	468
	B - B578 Hinckley Road	121	0	208
	C - B4669 Burbage Rd (W)	490	284	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
	From			
	A - B4669 Sapcote Rd (E)	0	2	3
	B - B578 Hinckley Road	4	0	3
	C - B4669 Burbage Rd (W)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.50	15.55	1.0	C
B-A	0.61	42.25	1.5	E
C-AB	0.60	15.40	1.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	585	0.268	155	0.4	8.351	A
B-A	91	325	0.280	90	0.4	15.169	C
C-AB	216	584	0.369	213	0.6	9.649	A
C-A	367			367			
A-B	115			115			
A-C	352			352			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	546	0.343	186	0.5	9.999	A
B-A	109	281	0.387	108	0.6	20.665	C
C-AB	262	571	0.459	261	0.8	11.579	B
C-A	434			434			
A-B	138			138			
A-C	421			421			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	229	466	0.491	227	0.9	14.957	B
B-A	133	218	0.611	130	1.4	39.472	E
C-AB	346	581	0.596	343	1.5	15.065	C
C-A	506			506			
A-B	168			168			
A-C	515			515			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	229	460	0.498	229	1.0	15.548	C
B-A	133	217	0.613	133	1.5	42.251	E
C-AB	346	580	0.596	346	1.6	15.397	C
C-A	506			506			
A-B	168			168			
A-C	515			515			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	541	0.345	189	0.5	10.259	B
B-A	109	280	0.388	112	0.7	21.780	C
C-AB	262	571	0.459	265	0.9	11.871	B
C-A	434			434			
A-B	138			138			
A-C	421			421			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	583	0.269	157	0.4	8.477	A
B-A	91	325	0.281	92	0.4	15.549	C
C-AB	216	584	0.369	217	0.6	9.832	A
C-A	367			367			
A-B	115			115			
A-C	352			352			

Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		5.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	528	100.000
B - B578 Hinckley Road		✓	395	100.000
C - B4669 Burbage Rd (W)		✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	345	183
	B - B578 Hinckley Road	121	0	274
	C - B4669 Burbage Rd (W)	428	231	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	3	1
	B - B578 Hinckley Road	2	0	1
	C - B4669 Burbage Rd (W)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.51	12.52	1.0	B
B-A	0.44	21.21	0.8	C
C-AB	0.46	11.58	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	659	0.313	204	0.5	7.894	A
B-A	91	384	0.237	90	0.3	12.178	B
C-AB	174	606	0.288	173	0.4	8.285	A
C-A	322			322			
A-B	260			260			
A-C	138			138			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	633	0.389	246	0.6	9.284	A
B-A	109	351	0.310	108	0.4	14.779	B
C-AB	209	589	0.355	208	0.5	9.458	A
C-A	383			383			
A-B	310			310			
A-C	165			165			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	590	0.511	300	1.0	12.345	B
B-A	133	303	0.439	132	0.8	20.864	C
C-AB	261	572	0.456	260	0.8	11.495	B
C-A	465			465			
A-B	380			380			
A-C	201			201			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	589	0.512	302	1.0	12.524	B
B-A	133	303	0.440	133	0.8	21.207	C
C-AB	261	572	0.456	261	0.9	11.577	B
C-A	465			465			
A-B	380			380			
A-C	201			201			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	631	0.390	248	0.7	9.430	A
B-A	109	351	0.310	110	0.5	15.026	C
C-AB	209	588	0.355	210	0.6	9.544	A
C-A	383			383			
A-B	310			310			
A-C	165			165			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	658	0.314	207	0.5	8.004	A
B-A	91	384	0.237	92	0.3	12.350	B
C-AB	174	606	0.288	175	0.4	8.369	A
C-A	322			322			
A-B	260			260			
A-C	138			138			

2026 Opening Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		20.86	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.86	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	666	100.000
B - B578 Hinckley Road		✓	354	100.000
C - B4669 Burbage Rd (W)		✓	867	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	190	476
	B - B578 Hinckley Road	143	0	211
	C - B4669 Burbage Rd (W)	522	345	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	2	3
	B - B578 Hinckley Road	4	0	3
	C - B4669 Burbage Rd (W)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.85	65.45	4.0	F
B-A	0.88	117.44	4.7	F
C-AB	0.74	21.33	3.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	558	0.285	157	0.4	8.949	A
B-A	108	307	0.351	106	0.5	17.705	C
C-AB	266	582	0.456	262	0.8	11.144	B
C-A	387			387			
A-B	143			143			
A-C	358			358			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	506	0.375	189	0.6	11.309	B
B-A	129	256	0.501	127	1.0	27.417	D
C-AB	333	585	0.569	331	1.4	14.094	B
C-A	446			446			
A-B	171			171			
A-C	428			428			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	329	0.706	226	2.1	33.273	D
B-A	157	183	0.862	147	3.7	83.202	F
C-AB	497	669	0.744	490	3.2	19.822	C
C-A	457			457			
A-B	209			209			
A-C	524			524			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	273	0.852	225	4.0	65.453	F
B-A	157	179	0.880	153	4.7	117.437	F
C-AB	497	668	0.744	496	3.5	21.329	C
C-A	457			457			
A-B	209			209			
A-C	524			524			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	485	0.391	203	0.7	13.344	B
B-A	129	254	0.507	143	1.1	36.074	E
C-AB	333	584	0.570	341	1.5	15.265	C
C-A	446			446			
A-B	171			171			
A-C	428			428			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	554	0.287	160	0.4	9.158	A
B-A	108	306	0.352	110	0.6	18.581	C
C-AB	266	582	0.456	268	0.9	11.548	B
C-A	387			387			
A-B	143			143			
A-C	358			358			

2026 Opening Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		7.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	535	100.000
B - B578 Hinckley Road		✓	439	100.000
C - B4669 Burbage Rd (W)		✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	208	327
	B - B578 Hinckley Road	134	0	305
	C - B4669 Burbage Rd (W)	444	242	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	3	1
	B - B578 Hinckley Road	2	0	1
	C - B4669 Burbage Rd (W)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.63	18.06	1.6	C
B-A	0.56	30.97	1.2	D
C-AB	0.48	12.10	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	632	0.363	227	0.6	8.846	A
B-A	101	362	0.279	99	0.4	13.641	B
C-AB	183	603	0.303	181	0.4	8.497	A
C-A	334			334			
A-B	157			157			
A-C	246			246			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	274	599	0.458	273	0.8	11.022	B
B-A	120	323	0.372	120	0.6	17.595	C
C-AB	220	587	0.374	219	0.6	9.769	A
C-A	397			397			
A-B	187			187			
A-C	294			294			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	336	537	0.625	333	1.6	17.328	C
B-A	148	264	0.558	145	1.2	29.631	D
C-AB	276	573	0.481	274	0.9	11.998	B
C-A	480			480			
A-B	229			229			
A-C	360			360			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	336	534	0.628	336	1.6	18.065	C
B-A	148	263	0.561	147	1.2	30.972	D
C-AB	276	573	0.481	276	0.9	12.101	B
C-A	480			480			
A-B	229			229			
A-C	360			360			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	274	596	0.460	277	0.9	11.409	B
B-A	120	323	0.373	123	0.6	18.224	C
C-AB	220	587	0.374	221	0.6	9.879	A
C-A	397			397			
A-B	187			187			
A-C	294			294			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	630	0.364	231	0.6	9.035	A
B-A	101	361	0.279	102	0.4	13.925	B
C-AB	183	603	0.303	183	0.4	8.592	A
C-A	334			334			
A-B	157			157			
A-C	246			246			

2026 Opening Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		51.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	51.30	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	674	100.000
B - B578 Hinckley Road		✓	408	100.000
C - B4669 Burbage Rd (W)		✓	898	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	198	476
	B - B578 Hinckley Road	152	0	256
	C - B4669 Burbage Rd (W)	522	376	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	2	3
	B - B578 Hinckley Road	4	0	3
	C - B4669 Burbage Rd (W)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	1.08	205.17	17.0	F
B-A	1.06	237.50	11.0	F
C-AB	0.81	26.70	5.5	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	557	0.346	191	0.5	9.776	A
B-A	114	294	0.389	112	0.6	19.546	C
C-AB	292	587	0.498	288	1.0	11.926	B
C-A	384			384			
A-B	149			149			
A-C	358			358			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	494	0.466	229	0.8	13.495	B
B-A	137	241	0.568	134	1.2	33.094	D
C-AB	375	602	0.622	372	1.7	15.517	C
C-A	432			432			
A-B	178			178			
A-C	428			428			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	282	266	1.059	245	10.1	108.302	F
B-A	167	161	1.042	144	7.1	140.597	F
C-AB	605	743	0.814	592	4.9	23.309	C
C-A	384			384			
A-B	218			218			
A-C	524			524			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	282	261	1.080	255	17.0	205.167	F
B-A	167	158	1.057	152	11.0	237.498	F
C-AB	605	743	0.815	603	5.5	26.695	D
C-A	384			384			
A-B	218			218			
A-C	524			524			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	414	0.555	293	1.3	44.209	E
B-A	137	224	0.610	173	1.8	94.214	F
C-AB	375	601	0.623	389	1.9	18.055	C
C-A	432			432			
A-B	178			178			
A-C	428			428			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	550	0.350	196	0.5	10.253	B
B-A	114	292	0.392	119	0.7	21.311	C
C-AB	292	586	0.499	296	1.1	12.540	B
C-A	384			384			
A-B	149			149			
A-C	358			358			

2026 Opening Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		9.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	569	100.000
B - B578 Hinckley Road		✓	458	100.000
C - B4669 Burbage Rd (W)		✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	242	327
	B - B578 Hinckley Road	141	0	317
	C - B4669 Burbage Rd (W)	444	255	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	3	1
	B - B578 Hinckley Road	2	0	1
	C - B4669 Burbage Rd (W)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.68	21.71	2.0	C
B-A	0.62	37.61	1.6	E
C-AB	0.52	13.04	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	625	0.382	236	0.6	9.193	A
B-A	106	356	0.298	104	0.4	14.214	B
C-AB	193	597	0.323	191	0.5	8.823	A
C-A	334			334			
A-B	182			182			
A-C	246			246			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	589	0.484	284	0.9	11.741	B
B-A	127	316	0.401	126	0.6	18.844	C
C-AB	232	581	0.400	231	0.7	10.287	B
C-A	396			396			
A-B	218			218			
A-C	294			294			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	519	0.673	345	1.9	20.277	C
B-A	155	252	0.617	152	1.5	35.014	E
C-AB	294	571	0.516	293	1.1	12.879	B
C-A	475			475			
A-B	266			266			
A-C	360			360			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	514	0.680	349	2.0	21.707	C
B-A	155	250	0.621	155	1.6	37.612	E
C-AB	294	571	0.516	294	1.1	13.038	B
C-A	475			475			
A-B	266			266			
A-C	360			360			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	585	0.487	289	1.0	12.328	B
B-A	127	315	0.403	130	0.7	19.828	C
C-AB	232	580	0.400	234	0.7	10.430	B
C-A	396			396			
A-B	218			218			
A-C	294			294			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	623	0.383	240	0.6	9.422	A
B-A	106	355	0.299	107	0.4	14.565	B
C-AB	193	597	0.323	194	0.5	8.940	A
C-A	334			334			
A-B	182			182			
A-C	246			246			

2031 Forecast Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		57.23	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.23	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	660	100.000
B - B578 Hinckley Road		✓	370	100.000
C - B4669 Burbage Rd (W)		✓	943	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	191	469
	B - B578 Hinckley Road	157	0	213
	C - B4669 Burbage Rd (W)	542	401	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	2	3
	B - B578 Hinckley Road	4	0	3
	C - B4669 Burbage Rd (W)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	1.11	247.47	17.2	F
B-A	1.10	270.63	13.2	F
C-AB	0.86	32.55	8.0	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	545	0.294	159	0.4	9.274	A
B-A	118	294	0.403	116	0.6	19.958	C
C-AB	315	596	0.529	311	1.1	12.451	B
C-A	395			395			
A-B	144			144			
A-C	353			353			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	191	478	0.401	191	0.7	12.482	B
B-A	141	239	0.591	138	1.3	34.921	D
C-AB	413	626	0.660	409	2.1	16.482	C
C-A	435			435			
A-B	172			172			
A-C	422			422			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	235	214	1.094	197	10.1	129.076	F
B-A	173	161	1.073	146	7.9	151.943	F
C-AB	711	825	0.861	691	6.8	26.233	D
C-A	328			328			
A-B	210			210			
A-C	516			516			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	235	210	1.115	206	17.2	247.470	F
B-A	173	157	1.103	152	13.2	270.632	F
C-AB	711	824	0.862	706	8.0	32.554	D
C-A	328			328			
A-B	210			210			
A-C	516			516			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	191	359	0.534	255	1.2	55.193	F
B-A	141	222	0.635	185	2.1	124.519	F
C-AB	413	625	0.661	435	2.4	21.192	C
C-A	435			435			
A-B	172			172			
A-C	422			422			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	537	0.299	164	0.4	9.724	A
B-A	118	291	0.406	124	0.7	22.147	C
C-AB	315	596	0.529	320	1.2	13.286	B
C-A	395			395			
A-B	144			144			
A-C	353			353			

2031 Forecast Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		9.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.67	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)
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	554	100.000
B - B578 Hinckley Road		✓	472	100.000
C - B4669 Burbage Rd (W)		✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	235	319
	B - B578 Hinckley Road	143	0	329
	C - B4669 Burbage Rd (W)	421	259	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	3	1
	B - B578 Hinckley Road	2	0	1
	C - B4669 Burbage Rd (W)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.70	23.04	2.2	C
B-A	0.63	38.10	1.6	E
C-AB	0.52	13.06	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	628	0.394	245	0.6	9.337	A
B-A	108	359	0.300	106	0.4	14.162	B
C-AB	196	600	0.326	194	0.5	8.825	A
C-A	316			316			
A-B	177			177			
A-C	240			240			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	592	0.499	294	1.0	12.035	B
B-A	129	318	0.404	128	0.7	18.774	C
C-AB	236	584	0.404	235	0.7	10.291	B
C-A	376			376			
A-B	211			211			
A-C	287			287			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	362	522	0.694	358	2.1	21.298	C
B-A	157	253	0.622	154	1.5	35.272	E
C-AB	299	574	0.520	297	1.1	12.910	B
C-A	450			450			
A-B	259			259			
A-C	351			351			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	362	517	0.701	362	2.2	23.037	C
B-A	157	251	0.628	157	1.6	38.100	E
C-AB	299	574	0.520	299	1.1	13.060	B
C-A	450			450			
A-B	259			259			
A-C	351			351			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	588	0.503	301	1.0	12.711	B
B-A	129	317	0.405	132	0.7	19.799	C
C-AB	236	584	0.404	237	0.7	10.439	B
C-A	376			376			
A-B	211			211			
A-C	287			287			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	626	0.396	249	0.7	9.584	A
B-A	108	358	0.301	109	0.4	14.520	B
C-AB	196	600	0.326	197	0.5	8.943	A
C-A	316			316			
A-B	177			177			
A-C	240			240			

2031 Forecast Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		110.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	110.80	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	668	100.000
B - B578 Hinckley Road		✓	424	100.000
C - B4669 Burbage Rd (W)		✓	974	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	199	469
	B - B578 Hinckley Road	166	0	258
	C - B4669 Burbage Rd (W)	542	432	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	2	3
	B - B578 Hinckley Road	4	0	3
	C - B4669 Burbage Rd (W)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	1.34	454.37	37.1	F
B-A	1.32	474.87	24.3	F
C-AB	0.93	51.13	15.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	194	543	0.358	192	0.5	10.200	B
B-A	125	280	0.446	122	0.8	22.319	C
C-AB	345	605	0.571	340	1.4	13.383	B
C-A	388			388			
A-B	150			150			
A-C	353			353			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	455	0.509	230	1.0	15.845	C
B-A	149	222	0.671	145	1.8	44.409	E
C-AB	468	656	0.713	463	2.7	18.387	C
C-A	408			408			
A-B	179			179			
A-C	422			422			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	284	221	1.285	212	18.9	199.579	F
B-A	183	146	1.254	139	12.8	233.888	F
C-AB	886	951	0.932	850	11.7	33.942	D
C-A	186			186			
A-B	219			219			
A-C	516			516			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	284	212	1.337	212	37.1	454.369	F
B-A	183	138	1.322	137	24.3	474.867	F
C-AB	886	950	0.933	873	15.1	51.128	F
C-A	186			186			
A-B	219			219			
A-C	516			516			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	296	0.785	288	23.1	359.077	F
B-A	149	192	0.779	184	15.6	378.396	F
C-AB	468	655	0.715	515	3.4	33.417	D
C-A	408			408			
A-B	179			179			
A-C	422			422			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	194	469	0.414	284	0.7	31.261	D
B-A	125	267	0.469	183	1.0	70.744	F
C-AB	345	604	0.572	353	1.5	14.760	B
C-A	388			388			
A-B	150			150			
A-C	353			353			

2031 Forecast Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sapcote/Burbage/Hinckley Road	T-Junction	Two-way	Two-way	Two-way		12.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.33	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4669 Sapcote Rd (E)		✓	588	100.000
B - B578 Hinckley Road		✓	491	100.000
C - B4669 Burbage Rd (W)		✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	269	319
	B - B578 Hinckley Road	150	0	341
	C - B4669 Burbage Rd (W)	421	272	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B4669 Sapcote Rd (E)	B - B578 Hinckley Road	C - B4669 Burbage Rd (W)
From	A - B4669 Sapcote Rd (E)	0	3	1
	B - B578 Hinckley Road	2	0	1
	C - B4669 Burbage Rd (W)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.76	30.31	3.0	D
B-A	0.70	50.26	2.2	F
C-AB	0.56	14.14	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	621	0.413	254	0.7	9.726	A
B-A	113	353	0.320	111	0.5	14.788	B
C-AB	206	594	0.346	204	0.5	9.177	A
C-A	316			316			
A-B	203			203			
A-C	240			240			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	307	582	0.527	305	1.1	12.911	B
B-A	135	310	0.435	134	0.7	20.250	C
C-AB	248	578	0.430	248	0.7	10.858	B
C-A	375			375			
A-B	242			242			
A-C	287			287			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	500	0.751	369	2.7	26.323	D
B-A	165	238	0.693	160	2.0	43.745	E
C-AB	319	574	0.556	317	1.3	13.925	B
C-A	444			444			
A-B	296			296			
A-C	351			351			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	491	0.765	374	3.0	30.314	D
B-A	165	234	0.705	164	2.2	50.258	F
C-AB	319	574	0.556	319	1.3	14.140	B
C-A	444			444			
A-B	296			296			
A-C	351			351			

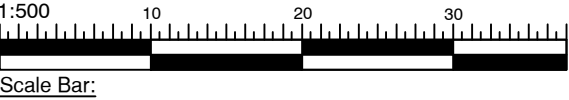
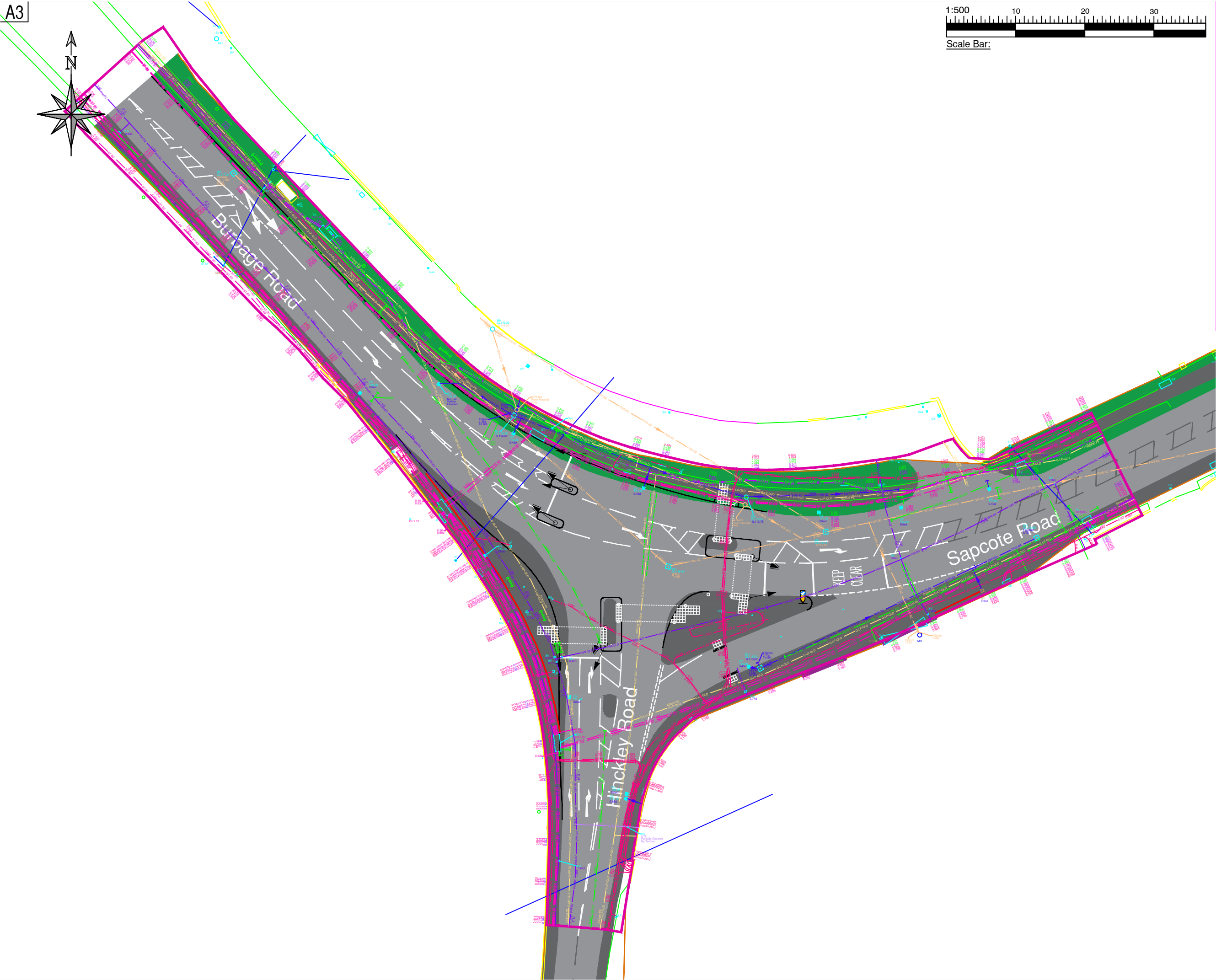
17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	307	576	0.532	314	1.2	14.089	B
B-A	135	308	0.437	140	0.8	22.042	C
C-AB	248	578	0.430	251	0.8	11.056	B
C-A	375			375			
A-B	242			242			
A-C	287			287			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	619	0.415	259	0.7	10.034	B
B-A	113	352	0.321	114	0.5	15.236	C
C-AB	206	594	0.347	207	0.5	9.322	A
C-A	316			316			
A-B	203			203			
A-C	240			240			

Appendix CC: Hinckley Rd / Burbage Rd / Sapcote Rd Proposed Signalised Scheme and LinSig Report



Key:

UTILITY & DRAINAGE LEGEND

HV	HV	HIGH VOLTAGE CABLE(S)
E	E	ELECTRIC CABLE(S)
SL	SL	LIGHTING CIRCUIT (WHERE IDENTIFIED)
CTV	CTV	CABLE TV CABLE(S)
VM	VM	VIRGIN MEDIA
BT	BT	BT CABLE(S)
COM	COM	COMMUNICATION CABLE(S)
FO	FO	FIBRE OPTIC CABLE(S)
CF	CF	CITYFIBRE
VOD	VOD	VODAFONE
ZAY	ZAY	ZAY
G-LP	G-LP	GAS MAIN (LOW PRESSURE)
G-MP	G-MP	GAS MAIN (MEDIUM PRESSURE)
G-HP	G-HP	GAS MAIN (HIGH PRESSURE)
HW	HW	HOT WATER / HEATING PIPE
WM	WM	WATER MAIN
W	W	WATER SERVICE
TS	TS	TRAFFIC SIGNAL CABLE(S)
UIE	UIE	UNIDENTIFIED ELECTRO LOCATION TRACE
UIG	UIG	UNIDENTIFIED GPR TRACE
ED	ED	EMPTY DUCT(S)
F	F	FUEL LINE
V	V	VENT LINE
OF	OF	OFFSET FILL
FWS	FWS	FOUL SEWER
SWS	SWS	SURFACE WATER SEWER
CWS	CWS	COMBINED SEWER
RM	RM	RISING MAIN

ADDITIONAL SERVICE INFORMATION

E-B4	E-B4	ASSUMED ROUTES (QL-B4)
E-QLD	E-QLD	SERVICES TAKEN FROM RECORDS (QL-D)
E-QLC	E-QLC	SERVICES TAKEN FROM RECORDS (QL-C)
		SERVICES SURVEY AREA
(		END OF TRACE
		PIT DEPTH (m)

INFORMATION SHOWN AS QLD HAS NOT BEEN PROVEN ON SITE

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk



Client

Redrow Homes

Project

Land South of Burbage

Drawing Title

Burbage Rd / Hinckley Rd / Sapcote Rd
Mitigation Scheme - Utilities Shown

Status

For Information

Scale	Drawn	Checked	Date
A3@ 1:500	JWB	ADM	16/10/23

Drawing No.	Rev.
-------------	------

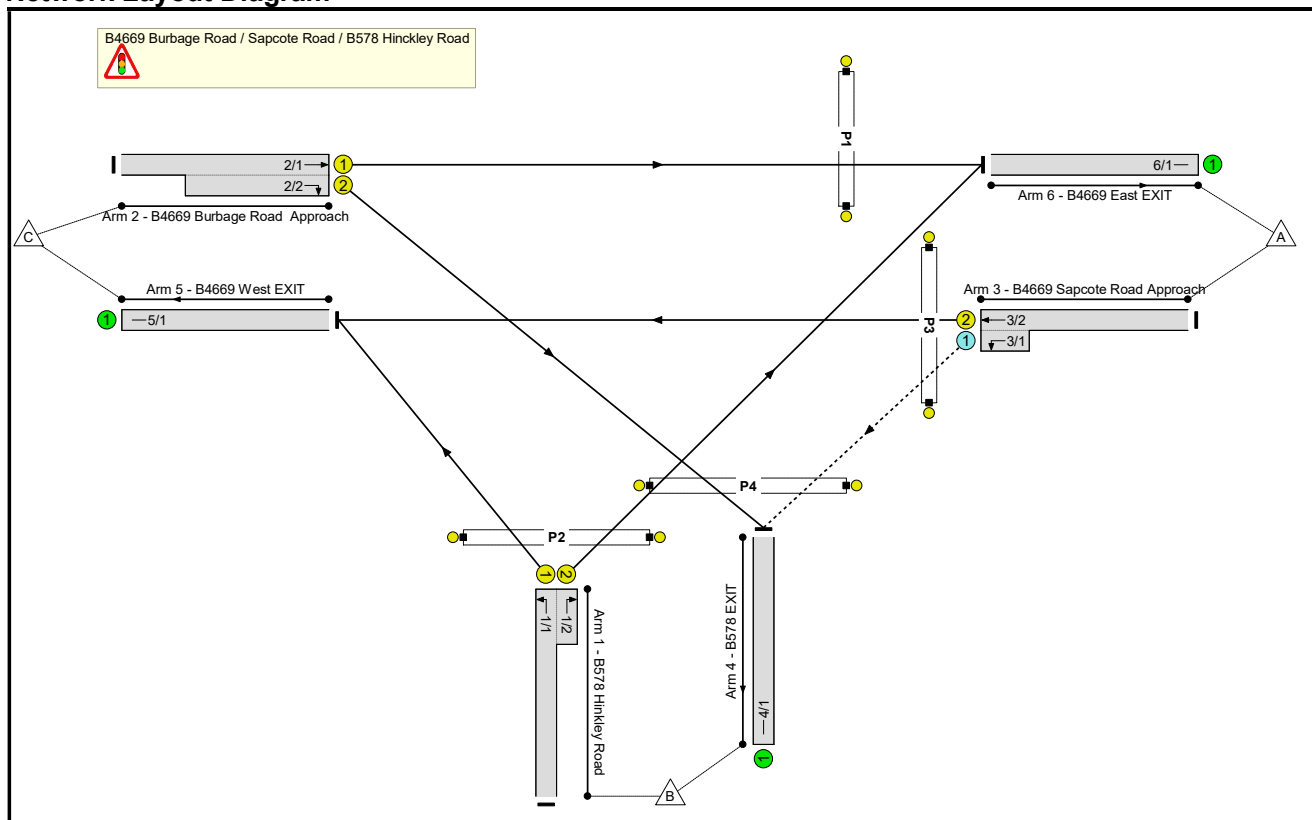
21390-RLL-23-XX-DR-D-5018 #

Full Input Data And Results
Full Input Data And Results

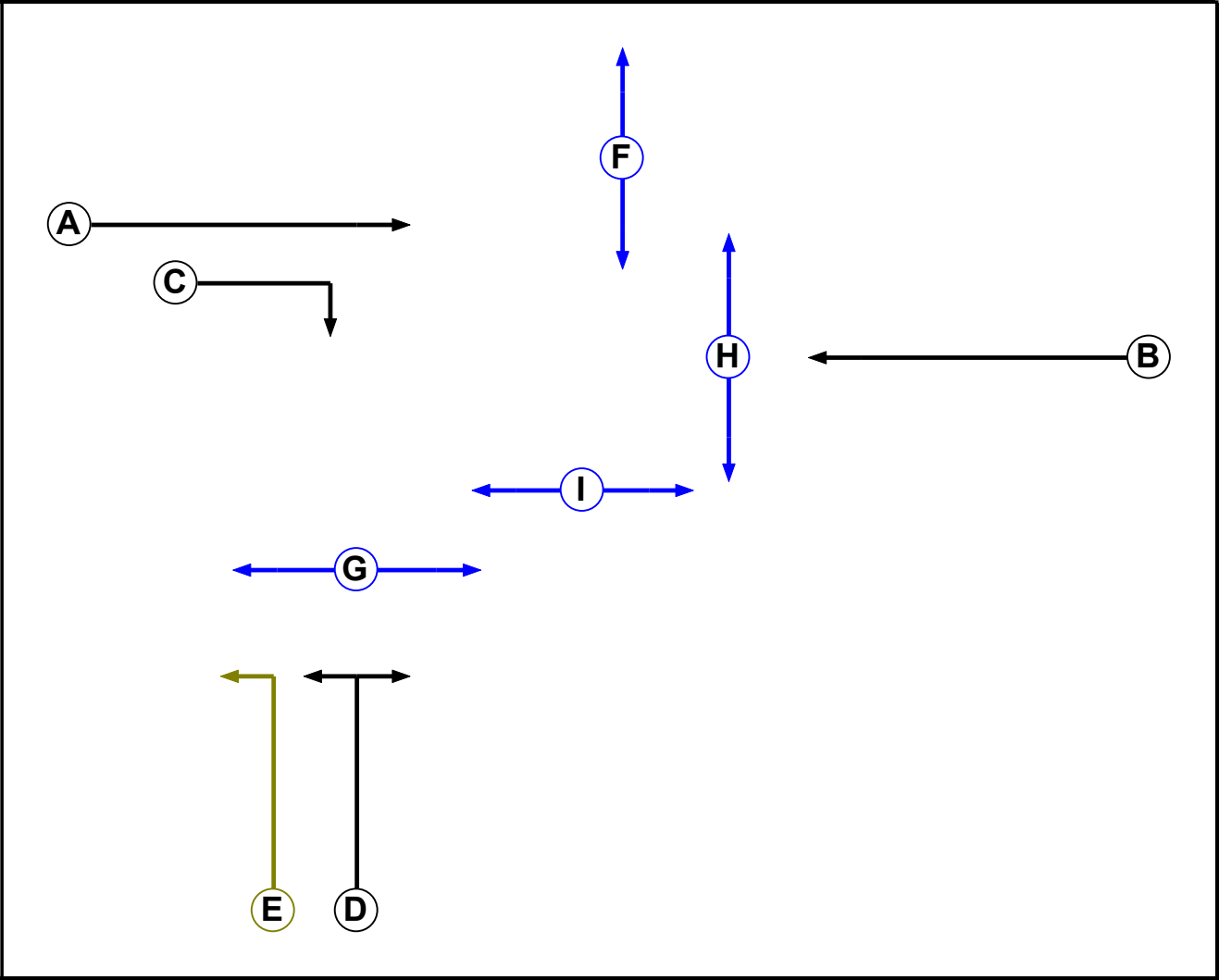
User and Project Details

Project:	Land South of Burbage
Title:	Signalisation of the B4669 / B578 Junction
Location:	B4669 / B578 Junction
Additional detail:	This model has been developed from Rodgers Leask drawing no. 19409-22-XX-DR-D-5006A
File name:	B4669 Burbage Road_Sapcote Road_B578 Hinckley Road_mitigation scheme.lsg3x
Author:	Rodgers Leask
Company:	Rodgers Leask
Address:	Derby

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	6
D	Traffic		7	7
E	Filter	D	4	0
F	Pedestrian		6	6
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Full Input Data And Results

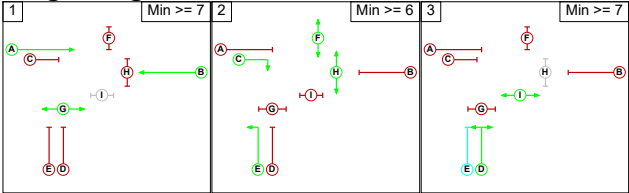
Phase Intergreens Matrix

		Starting Phase								
Terminating Phase		A	B	C	D	E	F	G	H	I
	A		-	-	5	-	7	-	-	-
	B	-		5	6	6	-	-	5	-
	C	-	5		5	-	-	-	-	7
	D	6	5	6		-	8	5	-	-
	E	-	5	-	-		-	5	-	-
	F	6	-	-	6	-		-	-	-
	G	-	-	-	7	7	-		-	-
	H	-	6	-	-	-	-	-		-
	I	-	-	9	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	2	2
1	3	B	Losing	1	1
2	3	C	Losing	1	1
3	2	D	Losing	3	3

Prohibited Stage Change

		To Stage		
From Stage		1	2	3
	1		7	7
	2	X		8
	3	6	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (B4669 Sapcote Road Approach)	4/1 (Left)	715	0	2/2	0.22	To 4/1 (Right)	-	-	-	-	-

Lane Input Data

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B578 Hinckley Road)	U	D E	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	15.00
1/2 (B578 Hinckley Road)	U	D	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 6 Right	12.00
2/1 (B4669 Burbage Road Approach)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Ahead	Inf
2/2 (B4669 Burbage Road Approach)	U	C	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 4 Right	10.00
3/1 (B4669 Sapcote Road Approach)	O		2	3	3.5	Geom	-	4.00	0.00	Y	Arm 4 Left	10.00
3/2 (B4669 Sapcote Road Approach)	U	B	2	3	60.0	Geom	-	4.80	0.00	Y	Arm 5 Ahead	Inf
4/1 (B578 EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B4669 West EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B4669 East EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM'	08:00	09:00	01:00	
2: '2026 PM'	17:00	18:00	01:00	
3: '2026 + Dev AM'	08:00	09:00	01:00	
4: '2026 + Dev PM'	17:00	18:00	01:00	
5: '2031 AM'	08:00	09:00	01:00	
6: '2031 PM'	17:00	18:00	01:00	
7: '2031 + Dev AM'	08:00	09:00	01:00	
8: '2031 + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2026 AM' (FG1: '2026 AM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	196	491	687
	B	148	0	223	371
	C	537	358	0	895
	Tot.	685	554	714	1953

Traffic Lane Flows

Lane	Scenario 1: 2026 AM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	371(In) 223(Out)
1/2 (short)	148
2/1 (with short)	895(In) 537(Out)
2/2 (short)	358
3/1 (short)	196
3/2 (with short)	687(In) 491(Out)
4/1	554
5/1	714
6/1	685

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 PM' (FG2: '2026 PM', Plan 1: 'Control Plan')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	215	329	544
	B	137	0	308	445
	C	449	247	0	696
	Tot.	586	462	637	1685

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 PM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	445(In) 308(Out)
1/2 (short)	137
2/1 (with short)	696(In) 449(Out)
2/2 (short)	247
3/1 (short)	215
3/2 (with short)	544(In) 329(Out)
4/1	462
5/1	637
6/1	586

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 + Dev AM' (FG3: '2026 + Dev AM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	205	491	696
	B	156	0	268	424
	C	537	388	0	925
	Tot.	693	593	759	2045

Traffic Lane Flows

Lane	Scenario 3: 2026 + Dev AM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	424(In) 268(Out)
1/2 (short)	156
2/1 (with short)	925(In) 537(Out)
2/2 (short)	388
3/1 (short)	205
3/2 (with short)	696(In) 491(Out)
4/1	593
5/1	759
6/1	693

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 + Dev PM' (FG4: '2026 + Dev PM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	249	329	578
	B	144	0	320	464
	C	449	261	0	710
	Tot.	593	510	649	1752

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 + Dev PM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	464(In) 320(Out)
1/2 (short)	144
2/1 (with short)	710(In) 449(Out)
2/2 (short)	261
3/1 (short)	249
3/2 (with short)	578(In) 329(Out)
4/1	510
5/1	649
6/1	593

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 AM' (FG5: '2031 AM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	197	483	680
	B	162	0	225	387
	C	558	416	0	974
	Tot.	720	613	708	2041

Traffic Lane Flows

Lane	Scenario 5: 2031 AM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	387(In) 225(Out)
1/2 (short)	162
2/1 (with short)	974(In) 558(Out)
2/2 (short)	416
3/1 (short)	197
3/2 (with short)	680(In) 483(Out)
4/1	613
5/1	708
6/1	720

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 PM' (FG6: '2031 PM', Plan 1: 'Control Plan')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	243	321	564
	B	146	0	332	478
	C	426	265	0	691
	Tot.	572	508	653	1733

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 PM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	478(In) 332(Out)
1/2 (short)	146
2/1 (with short)	691(In) 426(Out)
2/2 (short)	265
3/1 (short)	243
3/2 (with short)	564(In) 321(Out)
4/1	508
5/1	653
6/1	572

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 + Dev AM' (FG7: '2031 + Dev AM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	206	483	689
	B	171	0	270	441
	C	558	446	0	1004
	Tot.	729	652	753	2134

Traffic Lane Flows

Lane	Scenario 7: 2031 + Dev AM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	441(In) 270(Out)
1/2 (short)	171
2/1 (with short)	1004(In) 558(Out)
2/2 (short)	446
3/1 (short)	206
3/2 (with short)	689(In) 483(Out)
4/1	652
5/1	753
6/1	729

Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 + Dev PM' (FG8: '2031 + Dev PM', Plan 1: 'Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	277	321	598
	B	153	0	344	497
	C	426	278	0	704
	Tot.	579	555	665	1799

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 + Dev PM
Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	
1/1 (with short)	497(In) 344(Out)
1/2 (short)	153
2/1 (with short)	704(In) 426(Out)
2/2 (short)	278
3/1 (short)	277
3/2 (with short)	598(In) 321(Out)
4/1	555
5/1	665
6/1	579

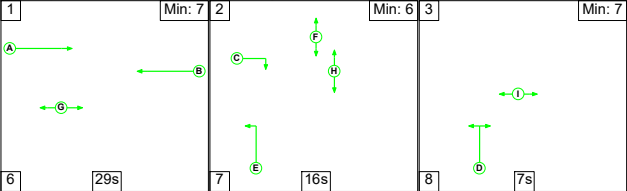
Lane Saturation Flows

Junction: B4669 Burbage Road / Sapcote Road / B578 Hinckley Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B578 Hinkley Road)	3.20	0.00	Y	Arm 5 Left	15.00	100.0 %	1759	1759
1/2 (B578 Hinkley Road)	3.20	0.00	Y	Arm 6 Right	12.00	100.0 %	1720	1720
2/1 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/2 (B4669 Burbage Road Approach)	4.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1752	1752
3/1 (B4669 Sapcote Road Approach)	4.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1752	1752
3/2 (B4669 Sapcote Road Approach)	4.80	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2095	2095
4/1 (B578 EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B4669 West EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B4669 East EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2026 AM' (FG1: '2026 AM', Plan 1: 'Control Plan')

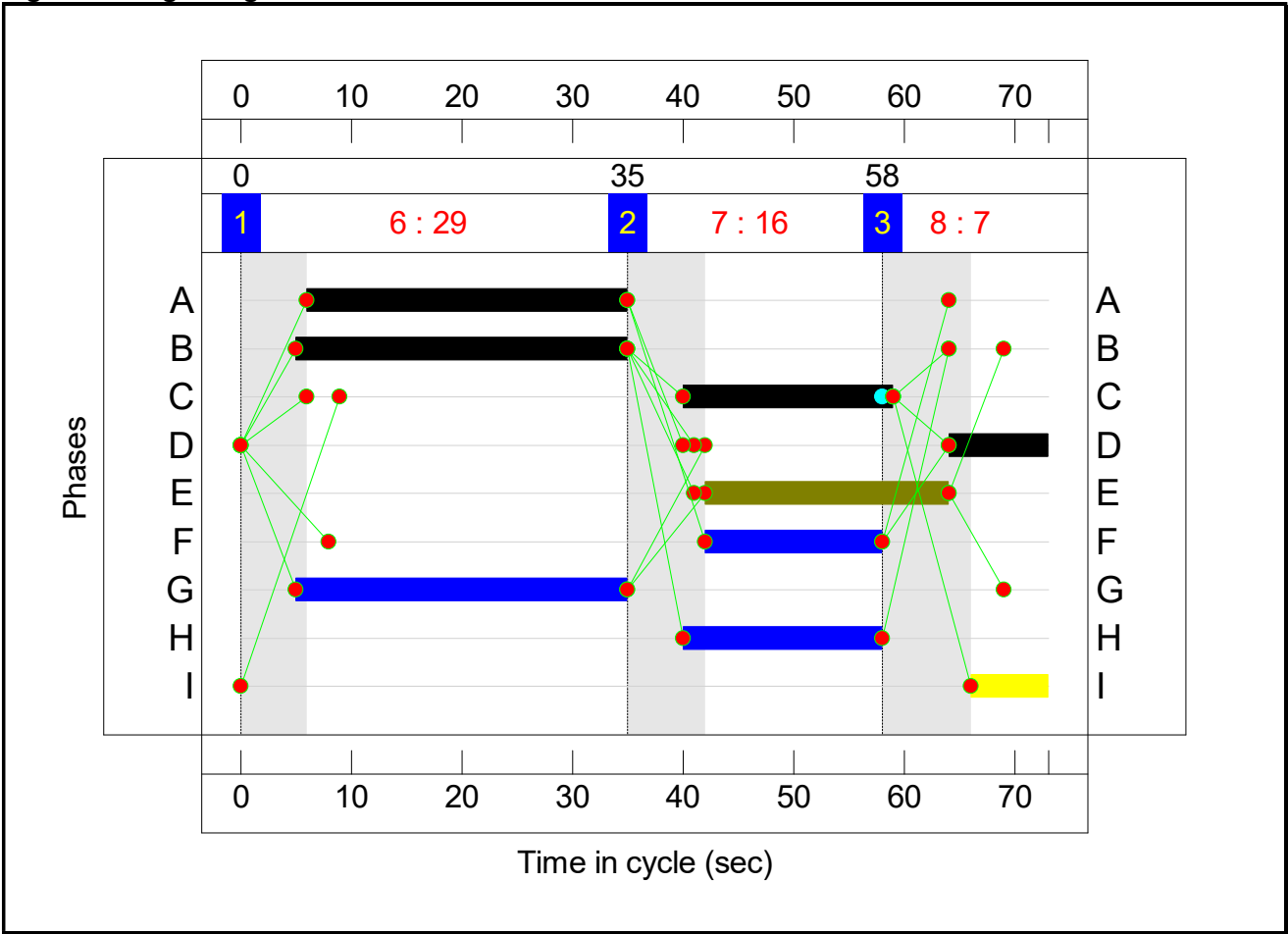
Stage Sequence Diagram



Stage Timings

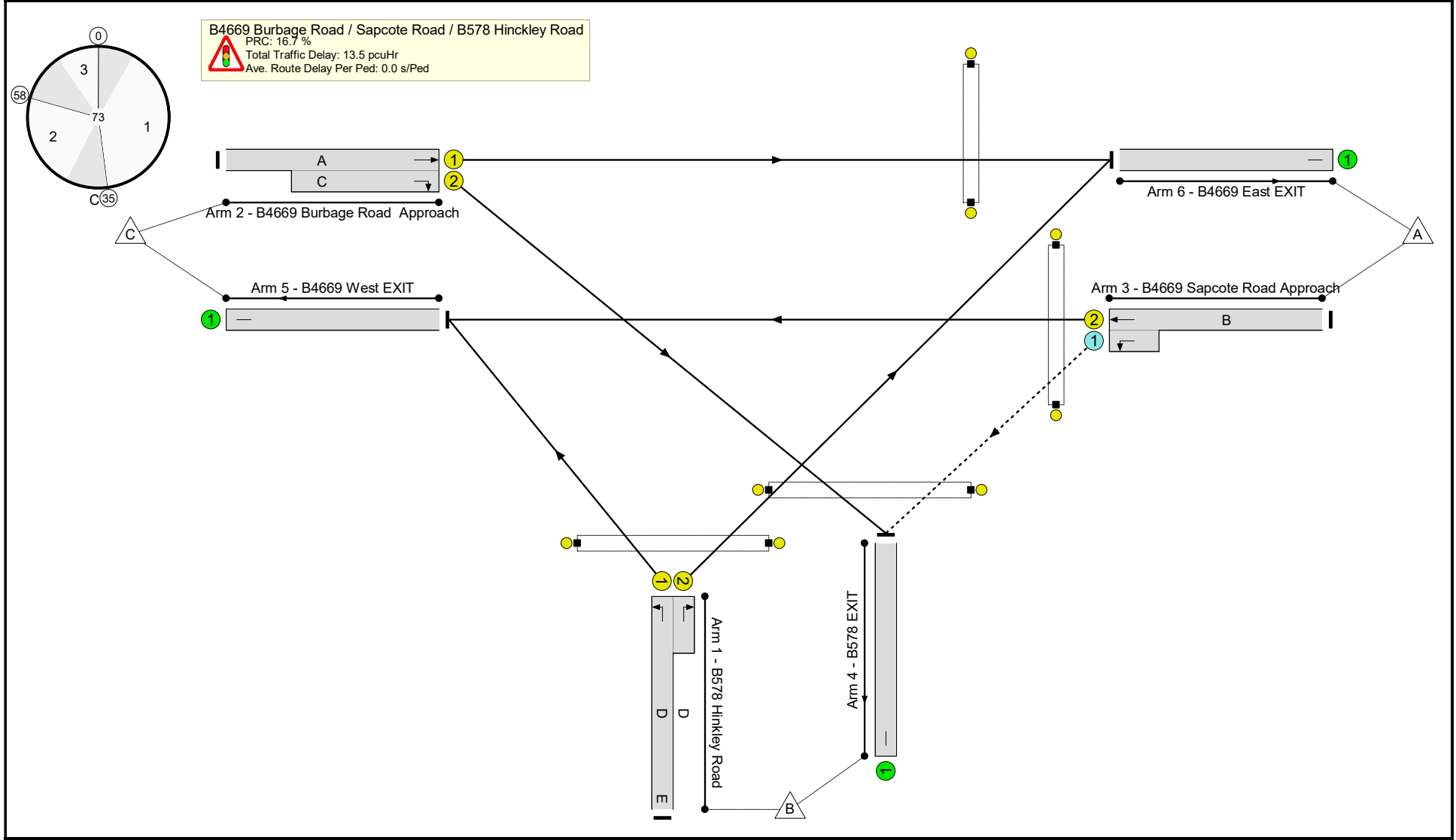
Stage	1	2	3
Duration	29	16	7
Change Point	0	35	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

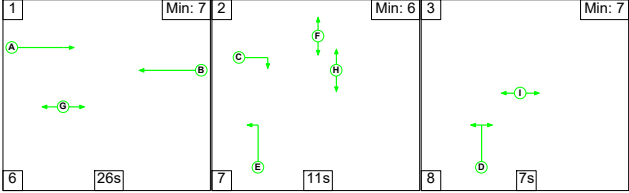
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	31:9	22	371	1759:1720	326+216	68.4 : 68.4%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	29:19	-	895	2015:1752	696+480	77.1 : 74.6%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	30	-	687	2095:1752	670+267	73.3 : 73.3%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	30	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 2: '2026 PM' (FG2: '2026 PM', Plan 1: 'Control Plan')

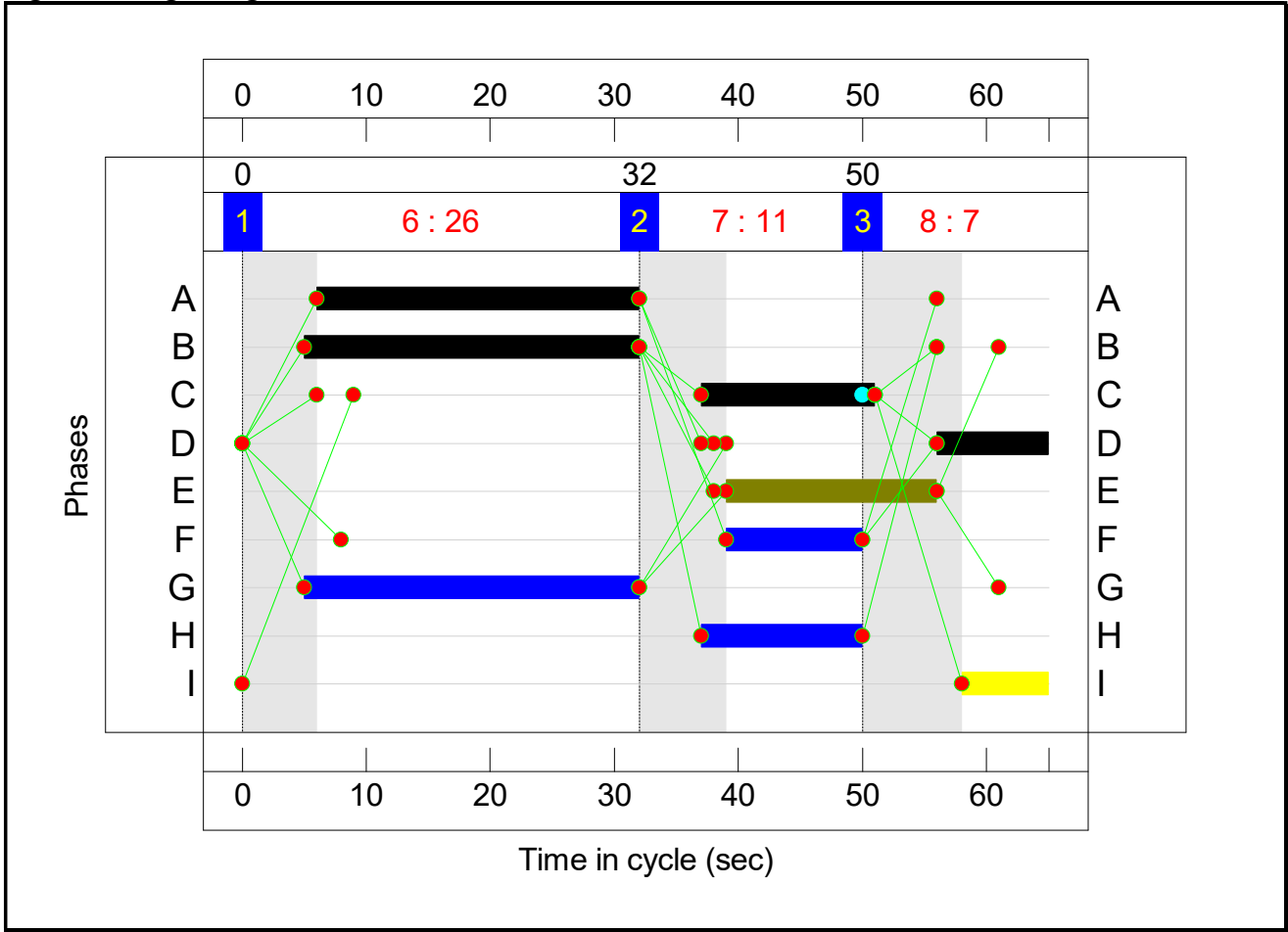
Stage Sequence Diagram



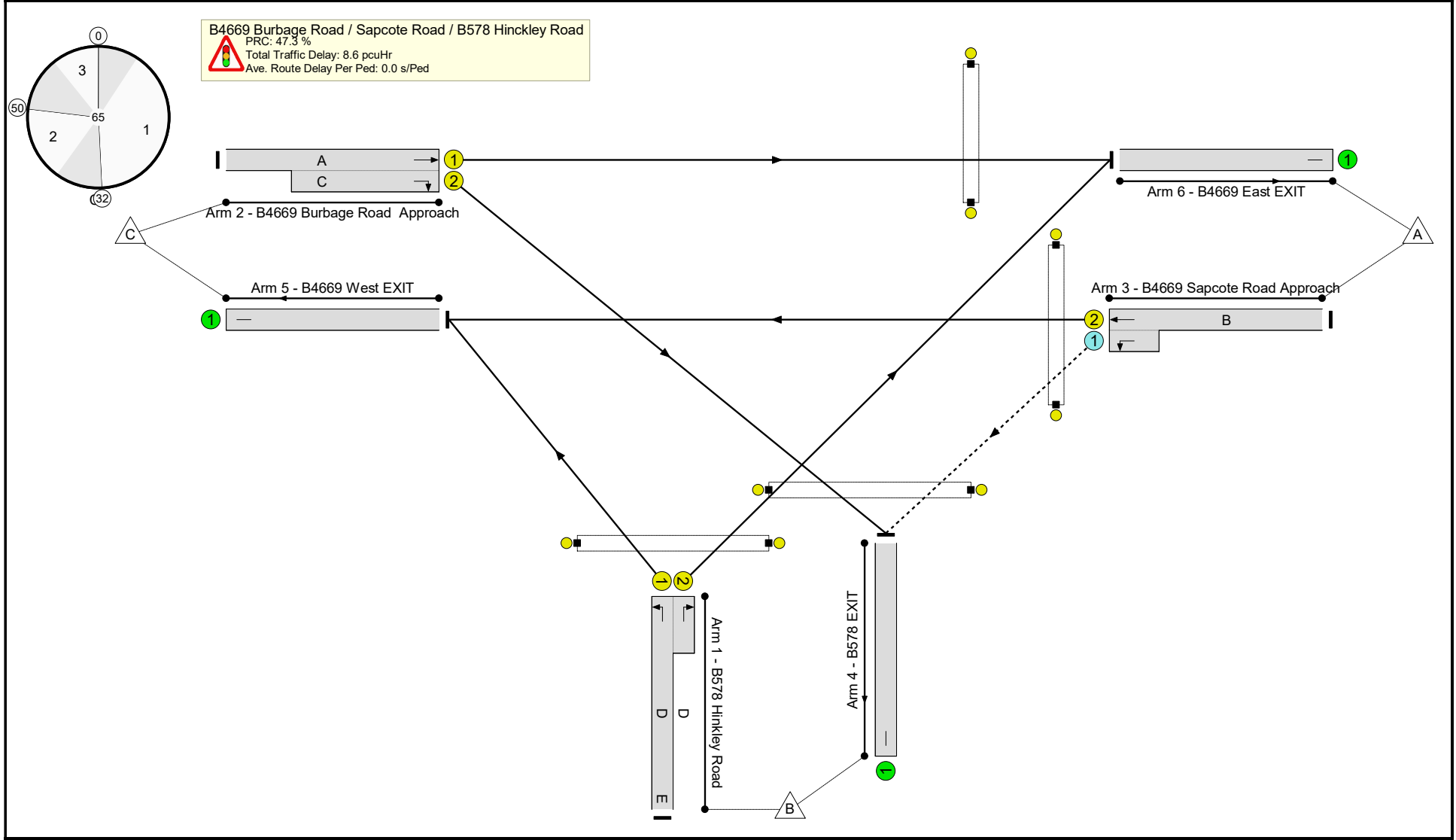
Stage Timings

Stage	1	2	3
Duration	26	11	7
Change Point	0	32	50

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

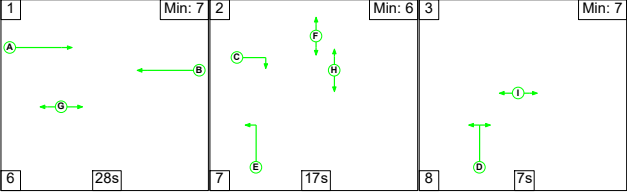
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	26:9	17	445	1759:1720	536+238	57.5 : 57.5%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	26:14	-	696	2015:1752	741+404	60.6 : 61.1%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	27	-	544	2095:1752	603+394	54.5 : 54.5%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	13	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 3: '2026 + Dev AM' (FG3: '2026 + Dev AM', Plan 1: 'Control Plan')

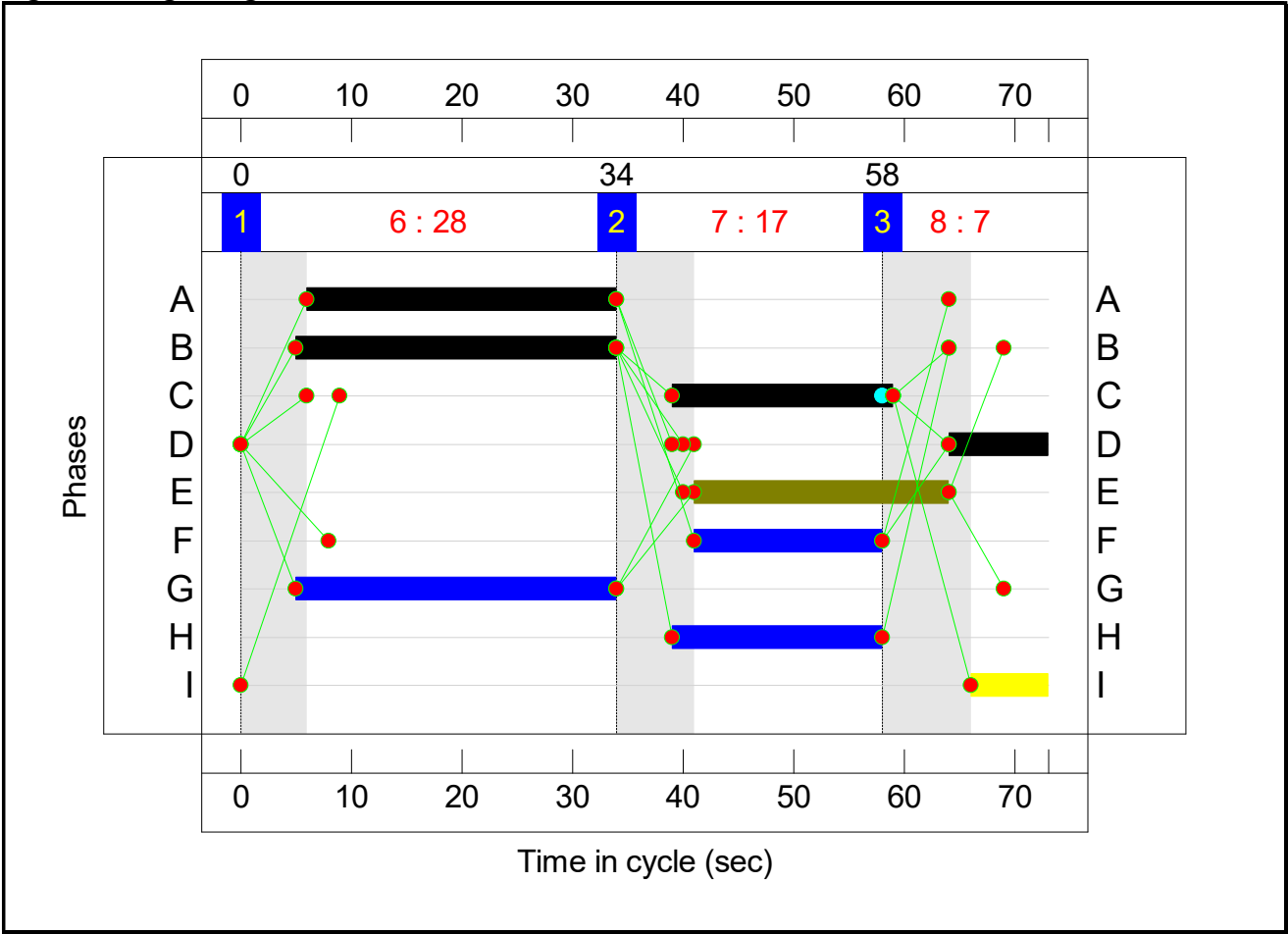
Stage Sequence Diagram



Stage Timings

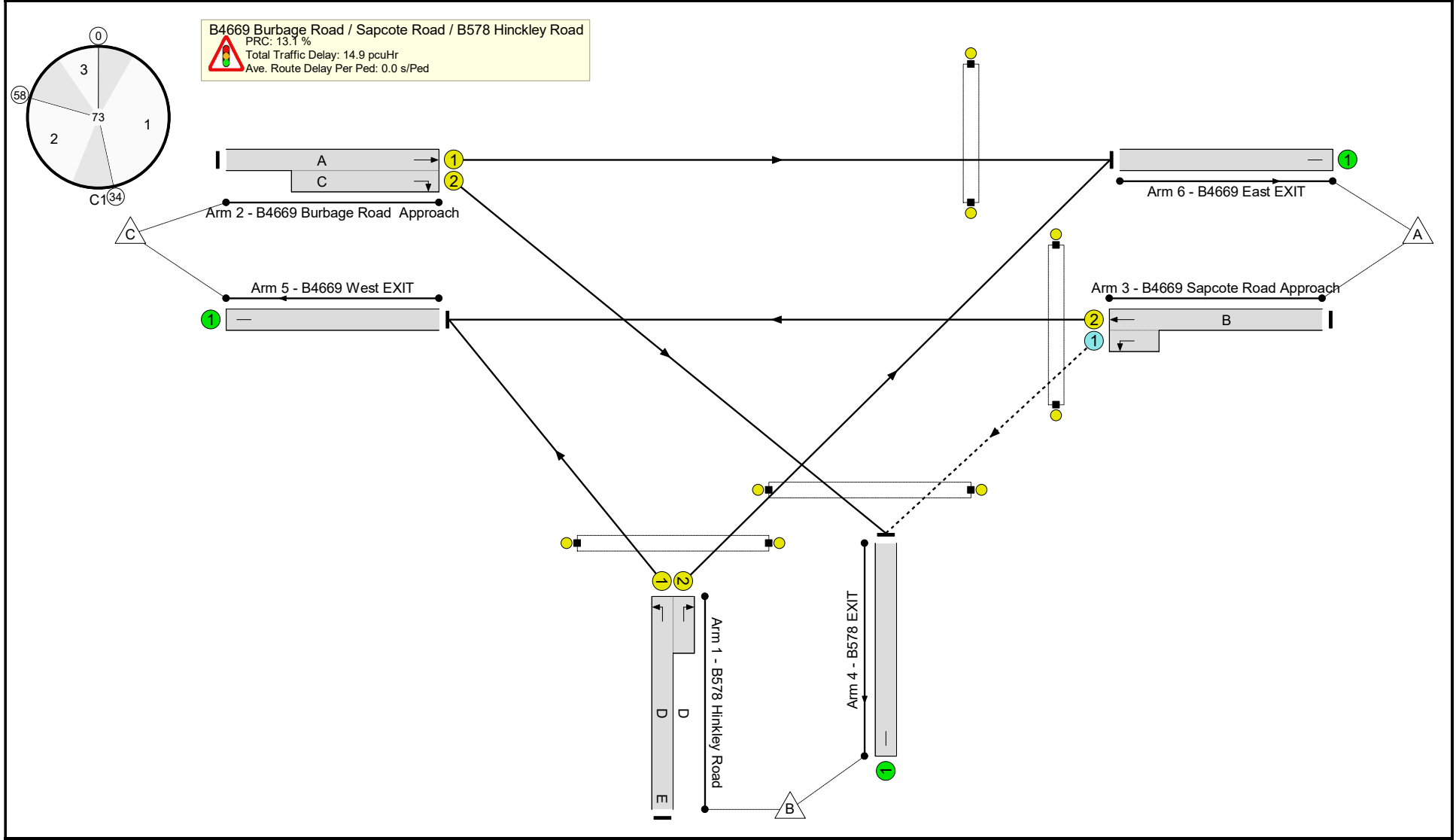
Stage	1	2	3
Duration	28	17	7
Change Point	0	34	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

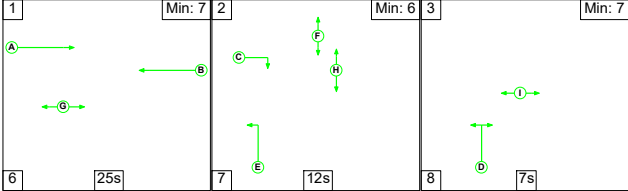
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	32:9	23	424	1759:1720	369+215	72.6 : 72.6%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	28:20	-	925	2015:1752	675+504	79.6 : 77.0%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	29	-	696	2095:1752	643+269	76.3 : 76.3%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	29	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	19	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 4: '2026 + Dev PM' (FG4: '2026 + Dev PM', Plan 1: 'Control Plan')

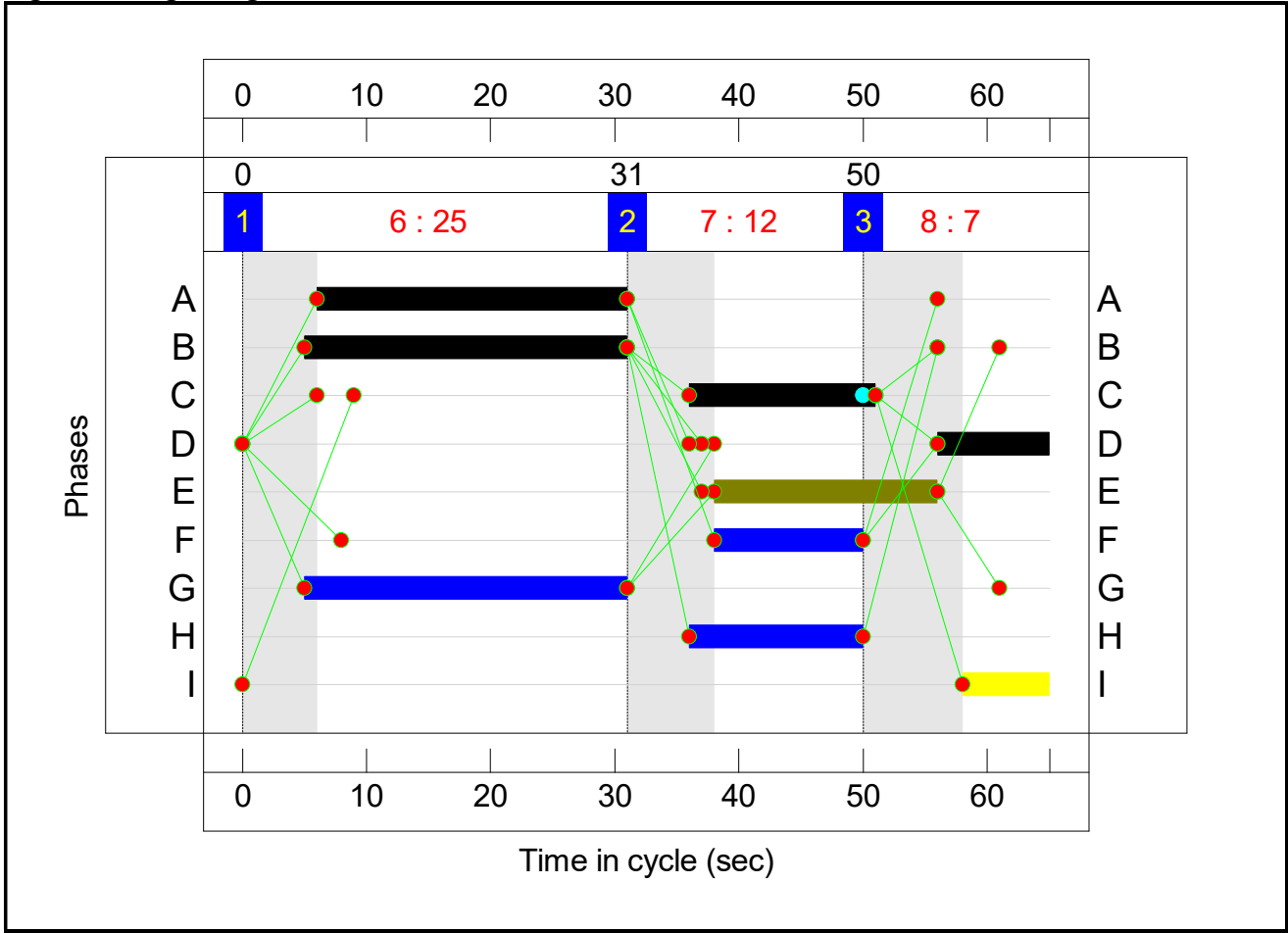
Stage Sequence Diagram



Stage Timings

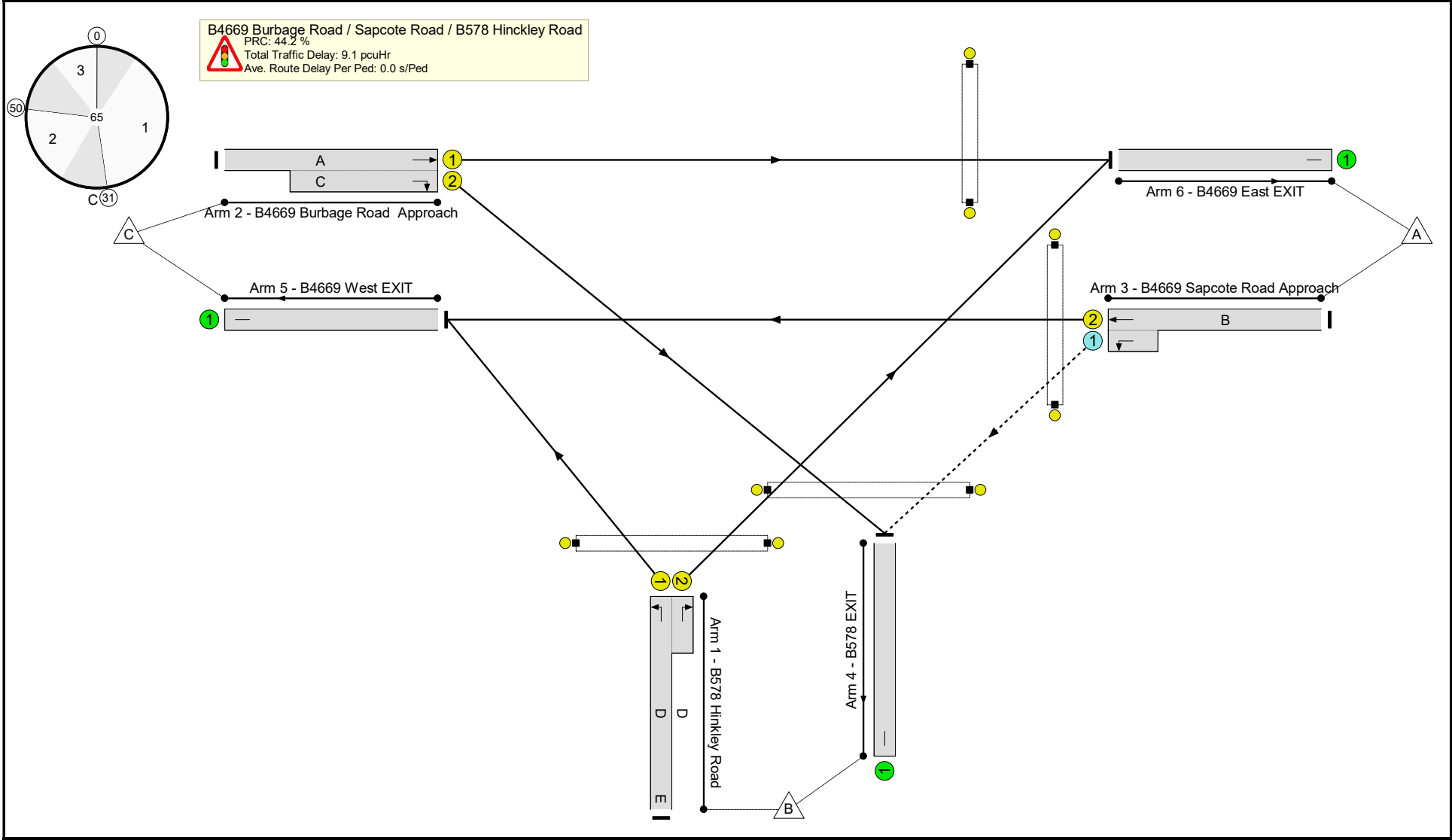
Stage	1	2	3
Duration	25	12	7
Change Point	0	31	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

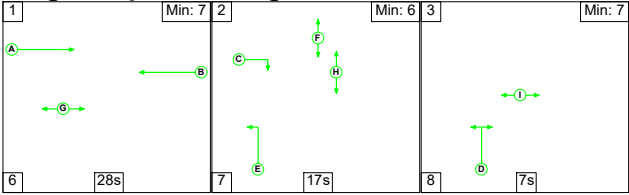
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	27:9	18	464	1759:1720	529+238	60.4 : 60.4%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	25:15	-	710	2015:1752	719+431	62.4 : 60.5%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	26	-	578	2095:1752	560+424	58.7 : 58.7%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	26	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 5: '2031 AM' (FG5: '2031 AM', Plan 1: 'Control Plan')

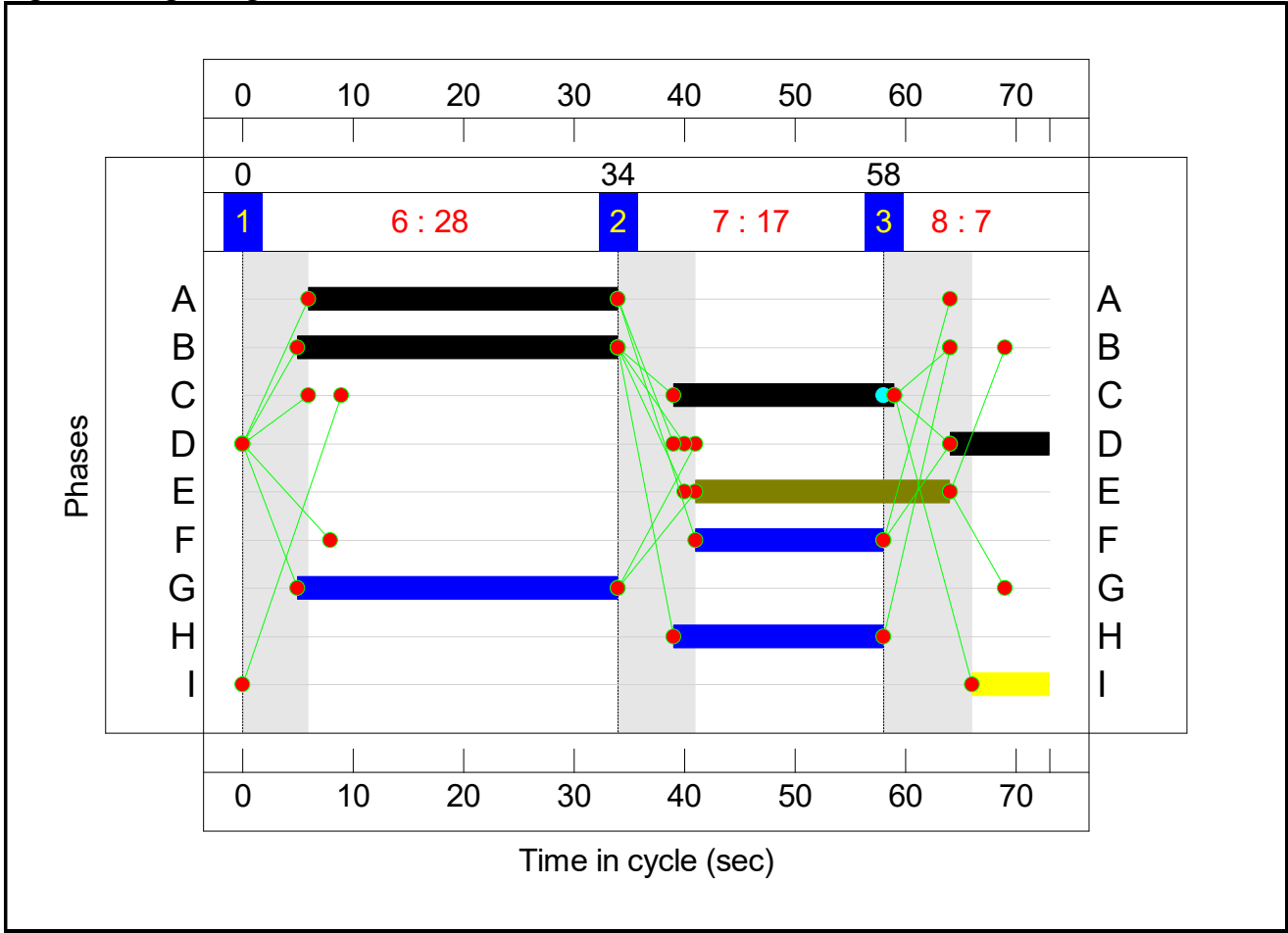
Stage Sequence Diagram



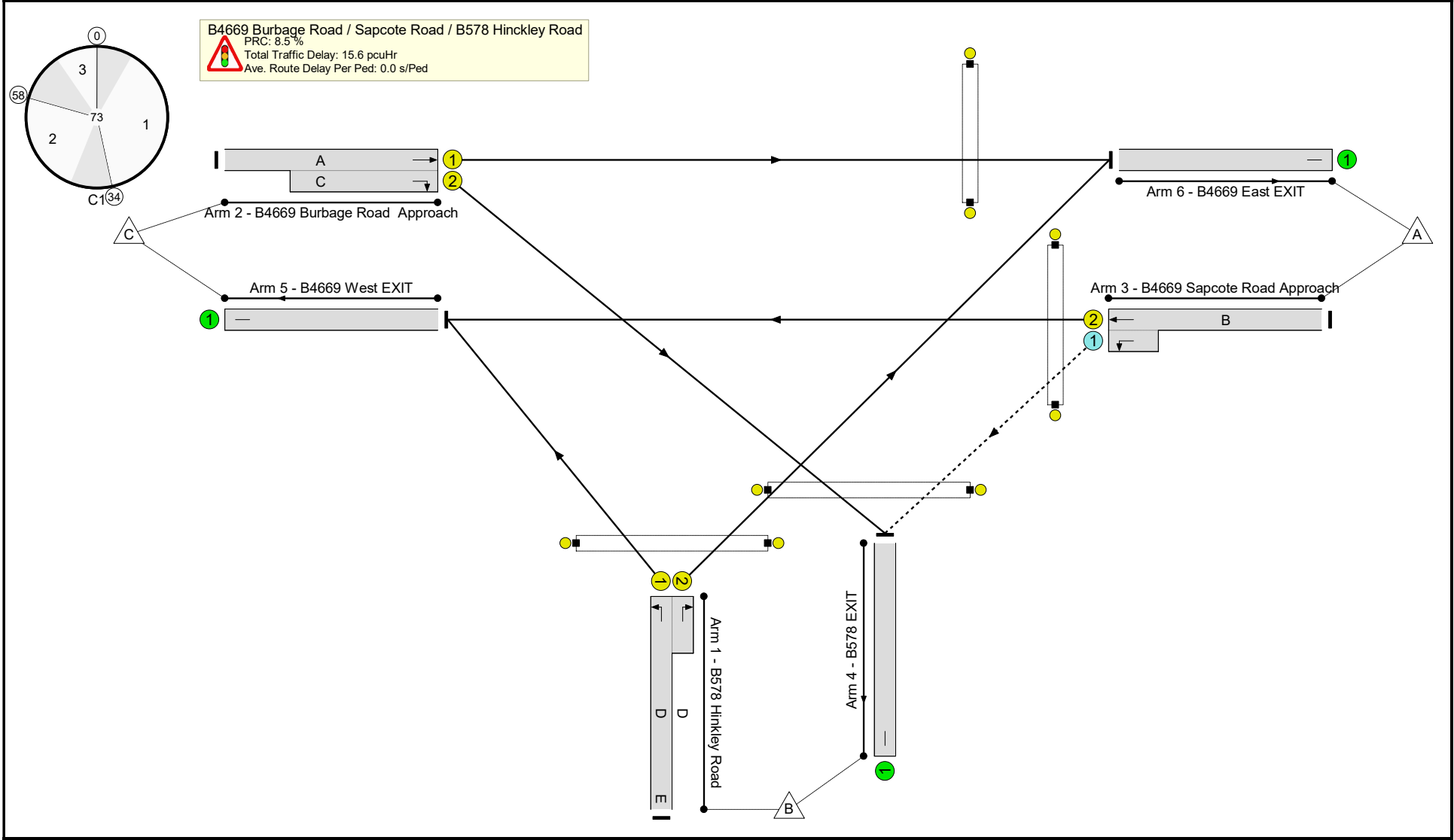
Stage Timings

Stage	1	2	3
Duration	28	17	7
Change Point	0	34	58

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

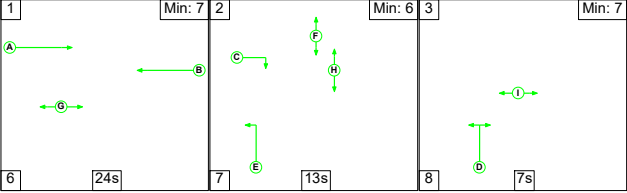
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	32:9	23	387	1759:1720	302+217	74.6 : 74.6%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	28:20	-	974	2015:1752	672+504	83.0 : 82.5%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	29	-	680	2095:1752	647+264	74.6 : 74.6%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	29	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	19	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 6: '2031 PM' (FG6: '2031 PM', Plan 1: 'Control Plan')

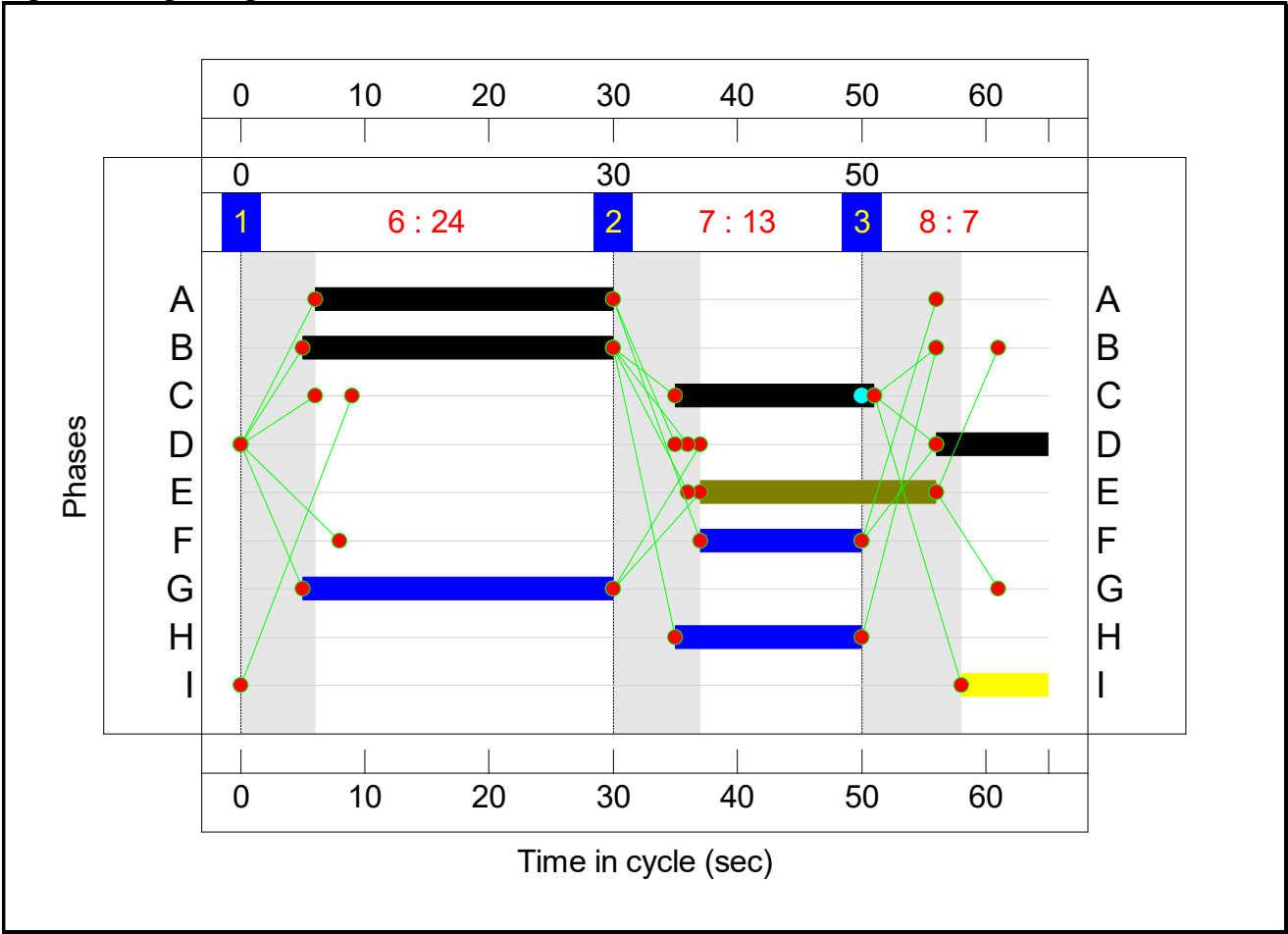
Stage Sequence Diagram



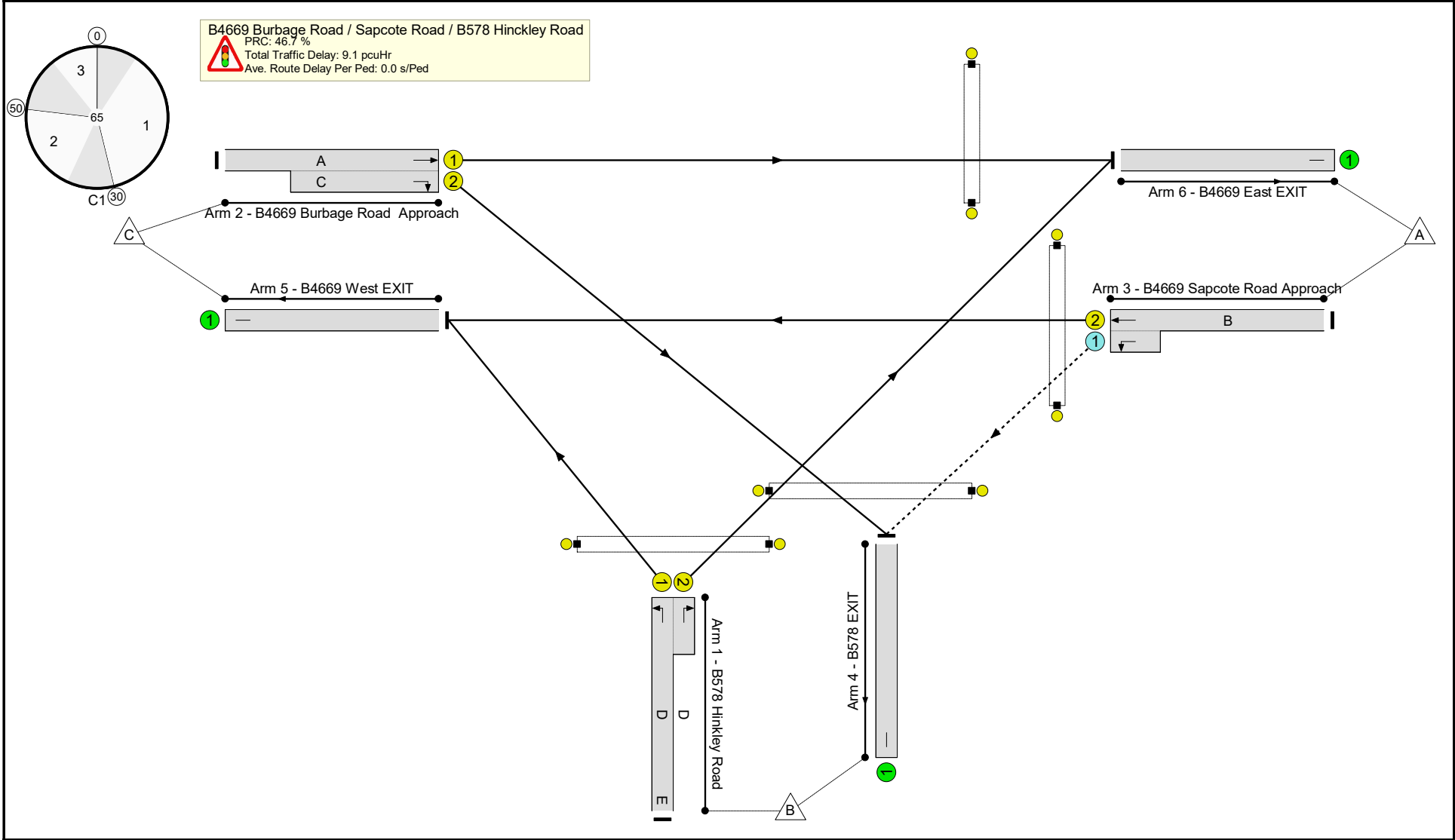
Stage Timings

Stage	1	2	3
Duration	24	13	7
Change Point	0	30	50

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

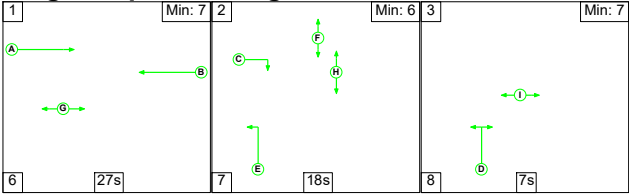
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.4%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	61.4%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	28:9	19	478	1759:1720	541+238	61.4 : 61.4%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	24:16	-	691	2015:1752	697+435	61.1 : 61.0%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	25	-	564	2095:1752	543+411	59.1 : 59.1%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 7: '2031 + Dev AM' (FG7: '2031 + Dev AM', Plan 1: 'Control Plan')

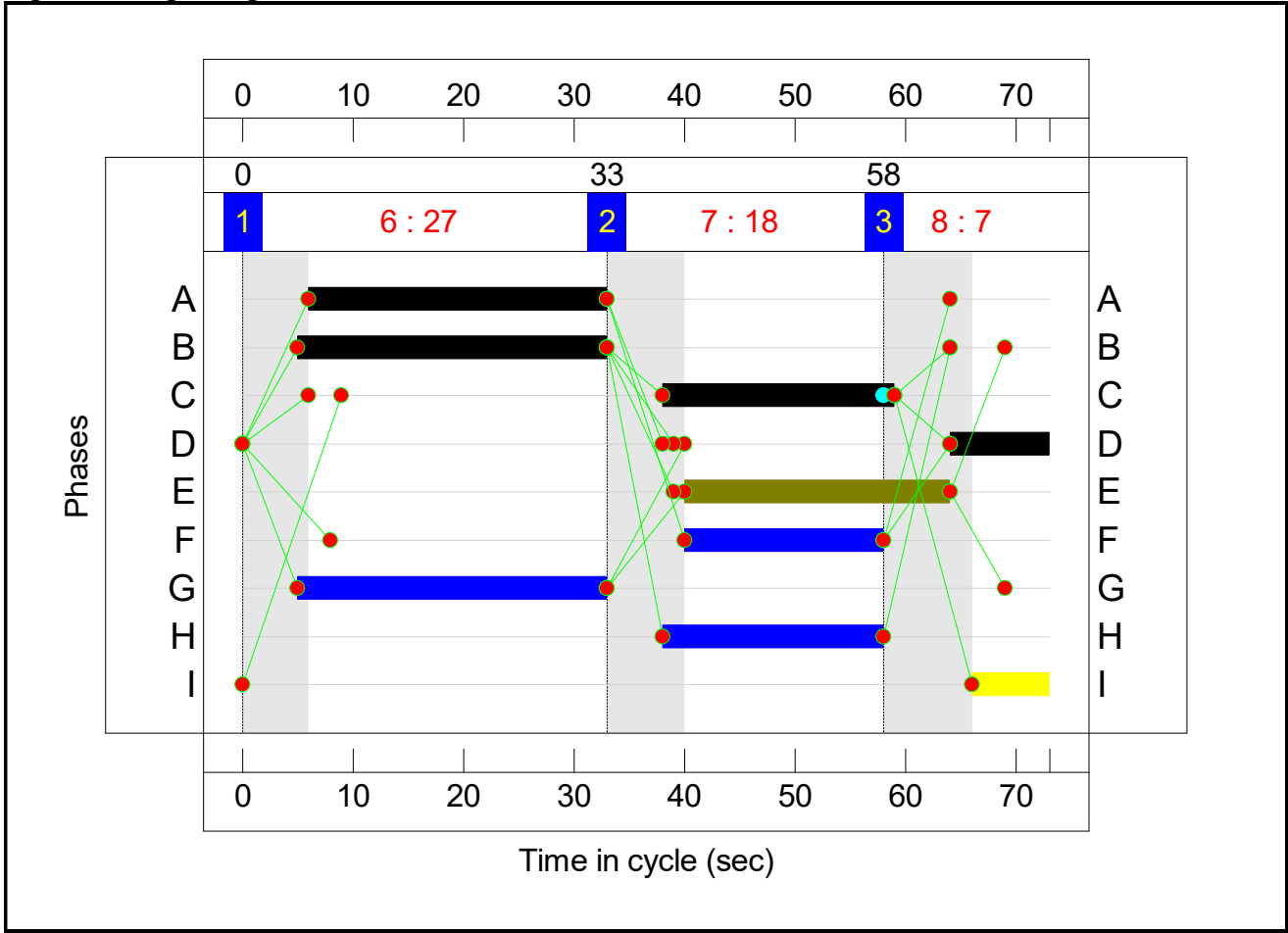
Stage Sequence Diagram



Stage Timings

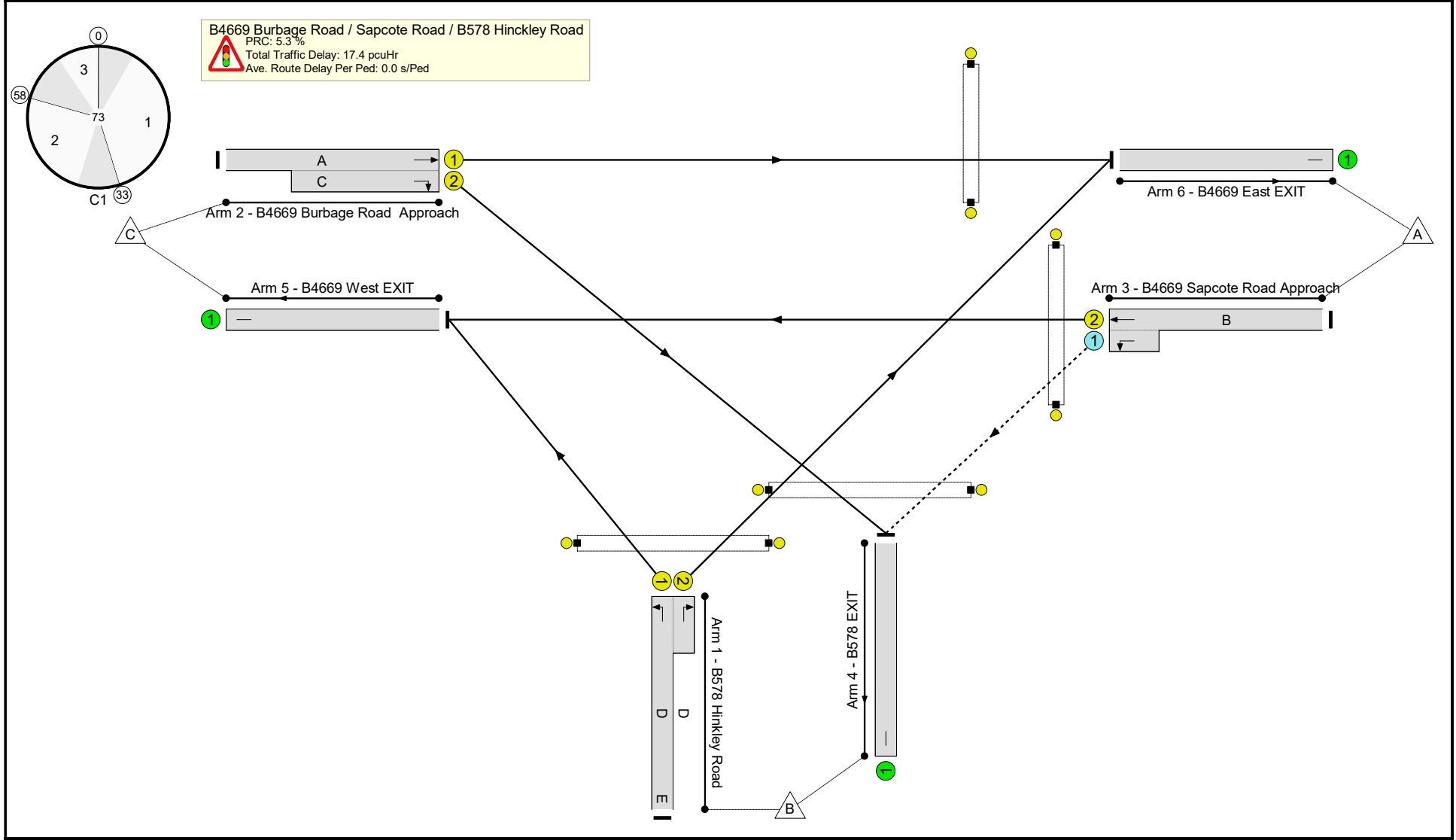
Stage	1	2	3
Duration	27	18	7
Change Point	0	33	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

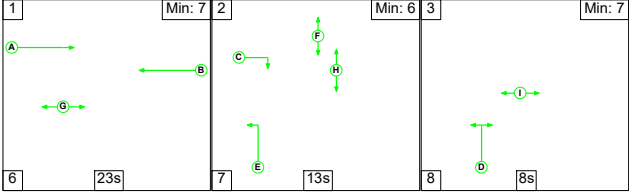
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	33:9	24	441	1759:1720	341+216	79.2 : 79.2%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	27:21	-	1004	2015:1752	653+522	85.5 : 85.5%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	28	-	689	2095:1752	621+265	77.8 : 77.8%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 8: '2031 + Dev PM' (FG8: '2031 + Dev PM', Plan 1: 'Control Plan')

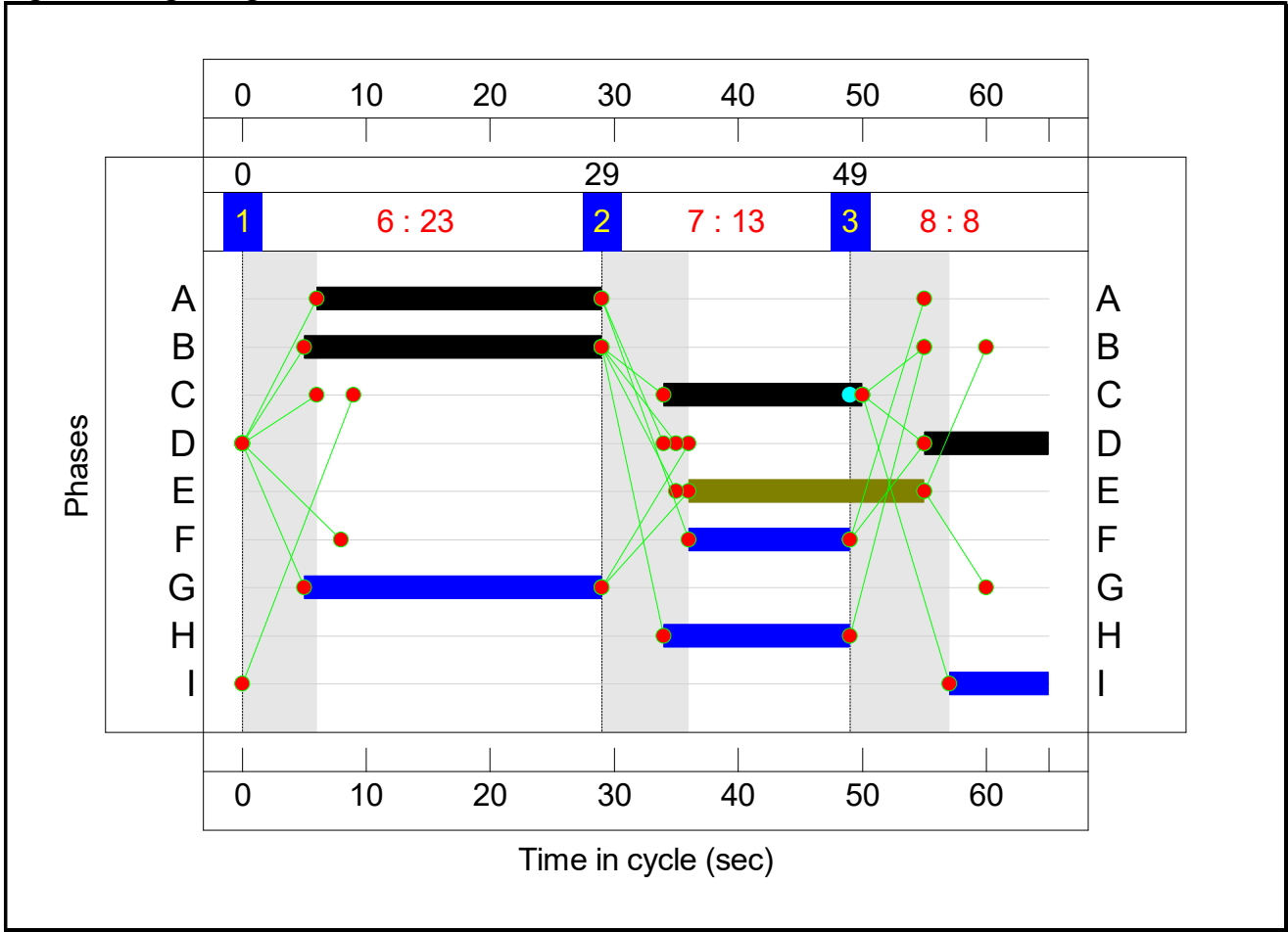
Stage Sequence Diagram



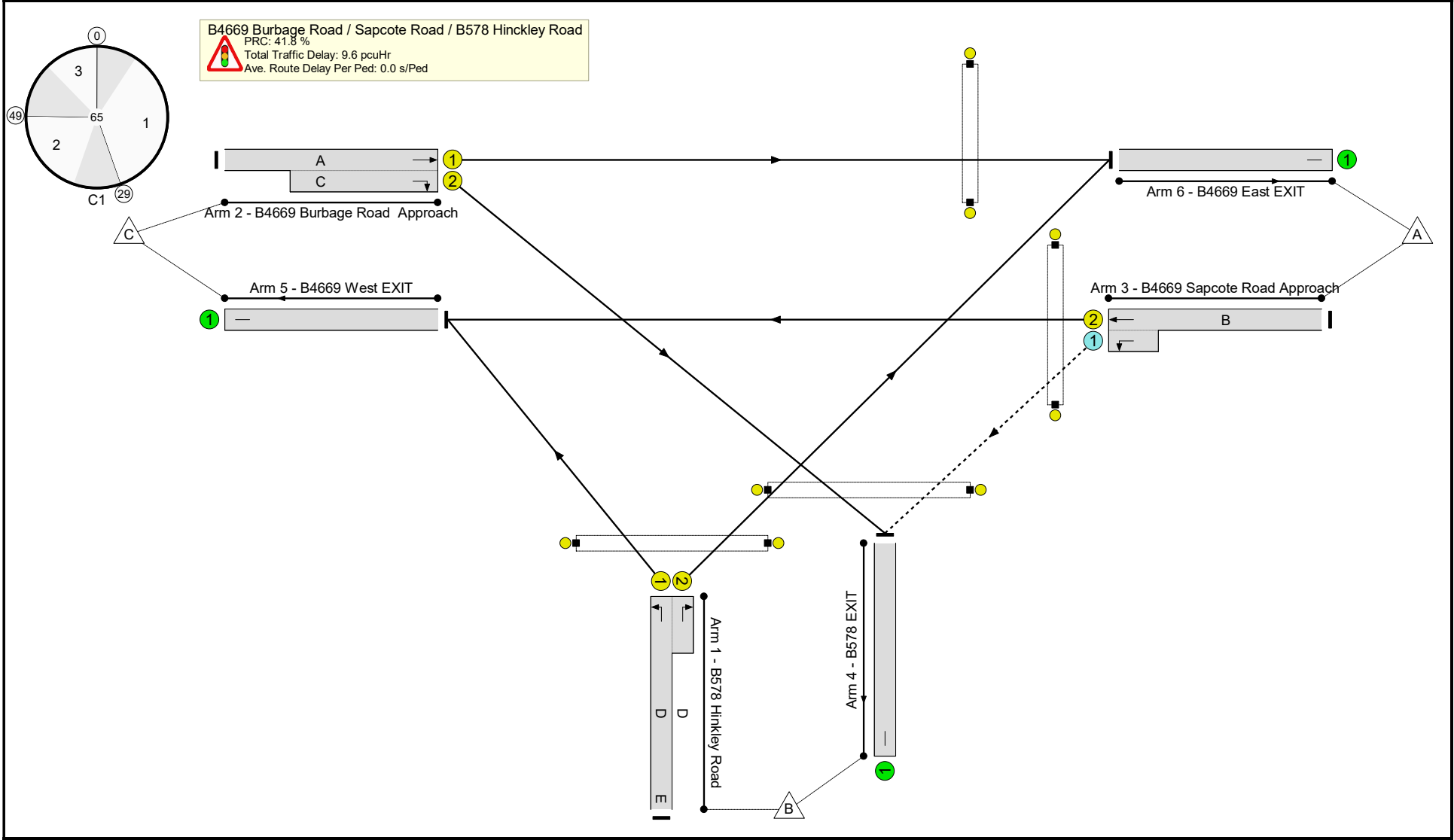
Stage Timings

Stage	1	2	3
Duration	23	13	8
Change Point	0	29	49

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Signalisation of the B4669 / B578 Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.5%
B4669 Burbage Road / Sapcote Road / B578 Hinckley Road	-	-	N/A	-	-		-	-	-	-	-	-	63.5%
1/1+1/2	B578 Hinckley Road Left Right	U	N/A	N/A	D	E	1	29:10	19	497	1759:1720	554+246	62.1 : 62.1%
2/1+2/2	B4669 Burbage Road Approach Right Ahead	U	N/A	N/A	A C		1	23:16	-	704	2015:1752	677+453	62.9 : 61.4%
3/2+3/1	B4669 Sapcote Road Approach Left Ahead	U+O	N/A	N/A	B -		1	24	-	598	2095:1752	506+437	63.5 : 63.5%
4/1	B578 EXIT	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
5/1	B4669 West EXIT	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/1	B4669 East EXIT	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	8	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Appendix DD: A5 / B578 Lutterworth Road Junctions 10 Report

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: A5_Lutterworth Road.j10

Path: P:\2021\P21-390\T&T\Capacity Assessments\Junctions 10\P08

Report generation date: 16/07/2024 14:54:34

»2021 , AM
 »2021 , PM
 »2026, AM
 »2026, PM
 »2026 + Dev, AM
 »2026 + Dev, PM
 »2031, AM
 »2031, PM
 »2031 + Dev, AM
 »2031 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021									
Stream B-C	D1	0.6	10.54	0.38	B	D2	0.2	7.28	0.17	A
Stream B-A		0.1	24.38	0.11	C		0.0	27.86	0.03	D
Stream C-AB		0.3	9.18	0.21	A		0.7	11.93	0.42	B
	2026									
Stream B-C	D3	1.0	13.17	0.50	B	D4	0.3	8.72	0.24	A
Stream B-A		0.2	28.27	0.14	D		0.1	53.62	0.06	F
Stream C-AB		0.2	9.04	0.20	A		0.9	14.09	0.46	B
	2026 + Dev									
Stream B-C	D5	1.2	14.98	0.55	B	D6	0.3	9.11	0.26	A
Stream B-A		0.2	31.45	0.17	D		0.1	77.73	0.11	F
Stream C-AB		0.3	9.25	0.21	A		1.2	16.59	0.54	C
	2031									
Stream B-C	D7	3.3	32.23	0.78	D	D8	0.4	9.17	0.28	A
Stream B-A		1.0	58.19	0.52	F		0.1	86.36	0.10	F
Stream C-AB		0.2	8.86	0.20	A		1.2	16.41	0.55	C
	2031 + Dev									
Stream B-C	D9	5.1	49.12	0.86	E	D10	0.4	9.96	0.30	A
Stream B-A		1.7	95.10	0.67	F		0.2	172.42	0.21	F
Stream C-AB		0.3	9.06	0.21	A		1.6	19.79	0.62	C

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

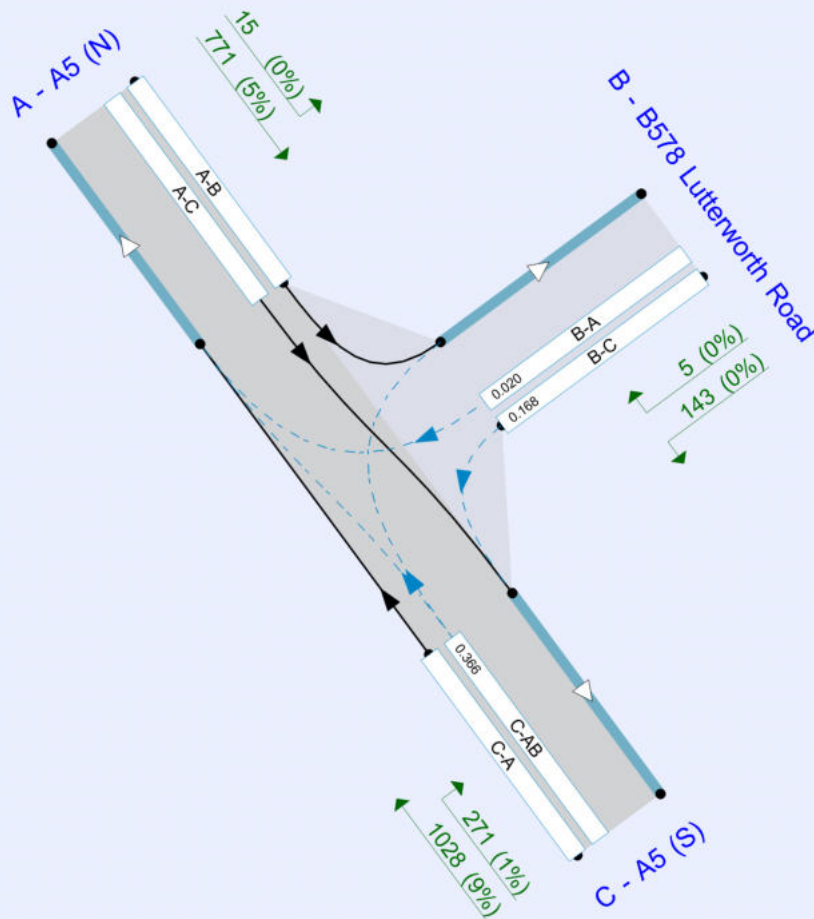
File summary

File Description

Title	A5 Watling Street / B578 Lutterworth Road Junction
Location	Burbage
Site number	
Date	27/10/2023
Version	
Status	Existing
Identifier	
Client	Redrow Homes
Job number	P21-390
Enumerator	
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75				✓		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	2021	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 + Dev	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

2021 , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Arms

Arms

Arm	Name	Description	Arm type
A	A5 (N)		Major
B	B578 Lutterworth Road		Minor
C	A5 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A5 (S)	6.50		✓	3.25	150.0	✓	12.00

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 - B578 Lutterworth Road	One lane plus flare	10.00	8.60	5.20	4.40	4.20		2.00	110	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.098	0.248	0.156	0.355
B-C	841	0.126	0.319	-	-
C-B	736	0.279	0.279	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	705	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	204	100.000
C - A5 (S)		ONE HOUR	✓	808	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	3	702
	B - B578 Lutterworth Road	17	0	187
	C - A5 (S)	716	92	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	10
	B - B578 Lutterworth Road	0	0	1
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.38	10.54	0.6	B	172	257
B-A	0.11	24.38	0.1	C	16	23
C-AB	0.21	9.18	0.3	A	84	127
C-A					657	986
A-B					3	4
A-C					644	966

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	642	0.219	140	0.0	0.3	7.156	A
B-A	13	3	290	0.044	13	0.0	0.0	12.983	B
C-AB	69	17	568	0.122	69	0.0	0.1	7.206	A
C-A	539	135			539				
A-B	2	0.56			2				
A-C	529	132			529				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	603	0.279	168	0.3	0.4	8.262	A
B-A	15	4	238	0.064	15	0.0	0.1	16.132	C
C-AB	83	21	536	0.154	83	0.1	0.2	7.930	A
C-A	644	161			644				
A-B	3	0.67			3				
A-C	631	158			631				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	548	0.376	205	0.4	0.6	10.481	B
B-A	19	5	167	0.112	18	0.1	0.1	24.285	C
C-AB	101	25	493	0.205	101	0.2	0.3	9.179	A
C-A	788	197			788				
A-B	3	0.83			3				
A-C	773	193			773				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	547	0.376	206	0.6	0.6	10.538	B
B-A	19	5	166	0.112	19	0.1	0.1	24.376	C
C-AB	101	25	493	0.205	101	0.3	0.3	9.185	A
C-A	788	197			788				
A-B	3	0.83			3				
A-C	773	193			773				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	603	0.279	169	0.6	0.4	8.315	A
B-A	15	4	238	0.064	16	0.1	0.1	16.193	C
C-AB	83	21	536	0.154	83	0.3	0.2	7.943	A
C-A	644	161			644				
A-B	3	0.67			3				
A-C	631	158			631				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	641	0.220	141	0.4	0.3	7.204	A
B-A	13	3	289	0.044	13	0.1	0.0	13.021	B
C-AB	69	17	568	0.122	69	0.2	0.1	7.225	A
C-A	539	135			539				
A-B	2	0.56			2				
A-C	529	132			529				

2021 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	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	2021	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	653	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	97	100.000
C - A5 (S)		ONE HOUR	✓	1007	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	12	641
	B - B578 Lutterworth Road	4	0	93
	C - A5 (S)	808	199	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	5
	B - B578 Lutterworth Road	0	0	0
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.28	0.2	A	85	128
B-A	0.03	27.86	0.0	D	4	6
C-AB	0.42	11.93	0.7	B	183	274
C-A					741	1112
A-B					11	17
A-C					588	882

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	675	0.104	70	0.0	0.1	5.942	A
B-A	3	0.75	265	0.011	3	0.0	0.0	13.757	B
C-AB	150	37	587	0.255	148	0.0	0.3	8.192	A
C-A	608	152			608				
A-B	9	2			9				
A-C	483	121			483				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	643	0.130	83	0.1	0.1	6.436	A
B-A	4	0.90	210	0.017	4	0.0	0.0	17.472	C
C-AB	179	45	559	0.320	178	0.3	0.5	9.449	A
C-A	726	182			726				
A-B	11	3			11				
A-C	576	144			576				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	597	0.172	102	0.1	0.2	7.274	A
B-A	4	1	134	0.033	4	0.0	0.0	27.762	D
C-AB	219	55	521	0.421	218	0.5	0.7	11.860	B
C-A	890	222			890				
A-B	13	3			13				
A-C	706	176			706				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	597	0.172	102	0.2	0.2	7.282	A
B-A	4	1	134	0.033	4	0.0	0.0	27.863	D
C-AB	219	55	521	0.421	219	0.7	0.7	11.931	B
C-A	890	222			890				
A-B	13	3			13				
A-C	706	176			706				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	642	0.130	84	0.2	0.2	6.446	A
B-A	4	0.90	209	0.017	4	0.0	0.0	17.530	C
C-AB	179	45	559	0.320	180	0.7	0.5	9.523	A
C-A	726	182			726				
A-B	11	3			11				
A-C	576	144			576				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	675	0.104	70	0.2	0.1	5.956	A
B-A	3	0.75	264	0.011	3	0.0	0.0	13.798	B
C-AB	150	37	587	0.255	150	0.5	0.3	8.262	A
C-A	608	152			608				
A-B	9	2			9				
A-C	483	121			483				

2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		2.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.35	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	2026	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	693	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	270	100.000
C - A5 (S)		ONE HOUR	✓	894	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	3	690
	B - B578 Lutterworth Road	19	0	251
	C - A5 (S)	804	90	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	10
	B - B578 Lutterworth Road	0	0	1
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.50	13.17	1.0	B	230	345
B-A	0.14	28.27	0.2	D	17	26
C-AB	0.20	9.04	0.2	A	83	124
C-A					738	1107
A-B					3	4
A-C					633	950

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	645	0.293	187	0.0	0.4	7.831	A
B-A	14	4	279	0.051	14	0.0	0.1	13.553	B
C-AB	68	17	571	0.119	67	0.0	0.1	7.145	A
C-A	605	151			605				
A-B	2	0.56			2				
A-C	519	130			519				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	56	607	0.372	225	0.4	0.6	9.415	A
B-A	17	4	225	0.076	17	0.1	0.1	17.297	C
C-AB	81	20	540	0.150	81	0.1	0.2	7.840	A
C-A	723	181			723				
A-B	3	0.67			3				
A-C	620	155			620				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	69	550	0.503	275	0.6	1.0	13.007	B
B-A	21	5	148	0.141	21	0.1	0.2	28.087	D
C-AB	99	25	497	0.199	99	0.2	0.2	9.029	A
C-A	885	221			885				
A-B	3	0.83			3				
A-C	760	190			760				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	276	69	550	0.503	276	1.0	1.0	13.167	B
B-A	21	5	148	0.141	21	0.2	0.2	28.274	D
C-AB	99	25	497	0.199	99	0.2	0.2	9.041	A
C-A	885	221			885				
A-B	3	0.83			3				
A-C	760	190			760				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	56	606	0.372	227	1.0	0.6	9.537	A
B-A	17	4	225	0.076	17	0.2	0.1	17.389	C
C-AB	81	20	540	0.150	81	0.2	0.2	7.854	A
C-A	723	181			723				
A-B	3	0.67			3				
A-C	620	155			620				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	645	0.293	190	0.6	0.4	7.920	A
B-A	14	4	279	0.051	14	0.1	0.1	13.611	B
C-AB	68	17	571	0.119	68	0.2	0.1	7.164	A
C-A	605	151			605				
A-B	2	0.56			2				
A-C	519	130			519				

2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	791	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	122	100.000
C - A5 (S)		ONE HOUR	✓	1126	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	12	779
	B - B578 Lutterworth Road	4	0	118
	C - A5 (S)	925	201	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	5
	B - B578 Lutterworth Road	0	0	0
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.72	0.3	A	108	162
B-A	0.06	53.62	0.1	F	4	6
C-AB	0.46	14.09	0.9	B	184	277
C-A					849	1273
A-B					11	17
A-C					715	1072

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	641	0.139	88	0.0	0.2	6.510	A
B-A	3	0.75	222	0.014	3	0.0	0.0	16.426	C
C-AB	151	38	556	0.272	150	0.0	0.4	8.824	A
C-A	696	174			696				
A-B	9	2			9				
A-C	586	147			586				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	601	0.176	106	0.2	0.2	7.266	A
B-A	4	0.90	159	0.023	4	0.0	0.0	23.178	C
C-AB	181	45	523	0.346	180	0.4	0.5	10.482	B
C-A	832	208			832				
A-B	11	3			11				
A-C	700	175			700				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	543	0.239	130	0.2	0.3	8.699	A
B-A	4	1	72	0.061	4	0.0	0.1	53.053	F
C-AB	221	55	477	0.464	220	0.5	0.8	13.956	B
C-A	1018	255			1018				
A-B	13	3			13				
A-C	858	214			858				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	543	0.239	130	0.3	0.3	8.723	A
B-A	4	1	72	0.062	4	0.1	0.1	53.625	F
C-AB	221	55	477	0.464	221	0.8	0.9	14.091	B
C-A	1018	255			1018				
A-B	13	3			13				
A-C	858	214			858				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	601	0.177	106	0.3	0.2	7.287	A
B-A	4	0.90	158	0.023	4	0.1	0.0	23.334	C
C-AB	181	45	523	0.346	182	0.9	0.5	10.598	B
C-A	832	208			832				
A-B	11	3			11				
A-C	700	175			700				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	641	0.139	89	0.2	0.2	6.532	A
B-A	3	0.75	221	0.014	3	0.0	0.0	16.494	C
C-AB	151	38	556	0.272	152	0.5	0.4	8.914	A
C-A	696	174			696				
A-B	9	2			9				
A-C	586	147			586				

2026 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	710	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	293	100.000
C - A5 (S)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	4	706
	B - B578 Lutterworth Road	22	0	271
	C - A5 (S)	806	93	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	10
	B - B578 Lutterworth Road	0	0	1
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.55	14.98	1.2	B	249	373
B-A	0.17	31.45	0.2	D	20	30
C-AB	0.21	9.25	0.3	A	85	128
C-A					740	1109
A-B					4	6
A-C					648	972

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	639	0.319	202	0.0	0.5	8.209	A
B-A	17	4	275	0.060	16	0.0	0.1	13.928	B
C-AB	70	18	567	0.124	69	0.0	0.1	7.233	A
C-A	607	152			607				
A-B	3	0.75			3				
A-C	532	133			532				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	244	61	599	0.407	243	0.5	0.7	10.086	B
B-A	20	5	219	0.090	20	0.1	0.1	18.086	C
C-AB	84	21	535	0.156	83	0.1	0.2	7.963	A
C-A	725	181			725				
A-B	4	0.90			4				
A-C	635	159			635				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	539	0.554	296	0.7	1.2	14.709	B
B-A	24	6	139	0.174	24	0.1	0.2	31.125	D
C-AB	102	26	492	0.208	102	0.2	0.3	9.235	A
C-A	887	222			887				
A-B	4	1			4				
A-C	777	194			777				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	538	0.554	298	1.2	1.2	14.979	B
B-A	24	6	139	0.175	24	0.2	0.2	31.450	D
C-AB	102	26	492	0.208	102	0.3	0.3	9.250	A
C-A	887	222			887				
A-B	4	1			4				
A-C	777	194			777				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	244	61	598	0.407	246	1.2	0.7	10.271	B
B-A	20	5	218	0.091	20	0.2	0.1	18.222	C
C-AB	84	21	535	0.156	84	0.3	0.2	7.984	A
C-A	725	181			725				
A-B	4	0.90			4				
A-C	635	159			635				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	639	0.319	205	0.7	0.5	8.317	A
B-A	17	4	274	0.060	17	0.1	0.1	13.990	B
C-AB	70	18	567	0.124	70	0.2	0.1	7.255	A
C-A	607	152			607				
A-B	3	0.75			3				
A-C	532	133			532				

2026 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	799	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	130	100.000
C - A5 (S)		ONE HOUR	✓	1184	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	14	785
	B - B578 Lutterworth Road	5	0	125
	C - A5 (S)	950	234	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	5
	B - B578 Lutterworth Road	0	0	0
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.26	9.11	0.3	A	115	172
B-A	0.11	77.73	0.1	F	5	7
C-AB	0.54	16.59	1.2	C	215	322
C-A					872	1307
A-B					13	19
A-C					720	1080

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	638	0.148	93	0.0	0.2	6.603	A
B-A	4	0.94	209	0.018	4	0.0	0.0	17.533	C
C-AB	176	44	555	0.318	174	0.0	0.5	9.421	A
C-A	715	179			715				
A-B	11	3			11				
A-C	591	148			591				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	597	0.188	112	0.2	0.2	7.415	A
B-A	4	1	143	0.031	4	0.0	0.0	25.969	D
C-AB	210	53	521	0.404	210	0.5	0.7	11.533	B
C-A	854	214			854				
A-B	13	3			13				
A-C	706	176			706				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	534	0.258	137	0.2	0.3	9.062	A
B-A	6	1	52	0.105	5	0.0	0.1	75.837	F
C-AB	258	65	475	0.544	256	0.7	1.1	16.316	C
C-A	1046	261			1046				
A-B	15	4			15				
A-C	864	216			864				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	533	0.258	138	0.3	0.3	9.108	A
B-A	6	1	52	0.106	5	0.1	0.1	77.734	F
C-AB	258	65	475	0.544	258	1.1	1.2	16.587	C
C-A	1046	261			1046				
A-B	15	4			15				
A-C	864	216			864				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	597	0.188	113	0.3	0.2	7.446	A
B-A	4	1	142	0.032	5	0.1	0.0	26.288	D
C-AB	210	53	521	0.404	212	1.2	0.7	11.737	B
C-A	854	214			854				
A-B	13	3			13				
A-C	706	176			706				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	638	0.148	94	0.2	0.2	6.629	A
B-A	4	0.94	208	0.018	4	0.0	0.0	17.636	C
C-AB	176	44	555	0.318	177	0.7	0.5	9.555	A
C-A	715	179			715				
A-B	11	3			11				
A-C	591	148			591				

2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		7.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	665	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	409	100.000
C - A5 (S)		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	3	662
	B - B578 Lutterworth Road	61	0	348
	C - A5 (S)	789	91	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	10
	B - B578 Lutterworth Road	0	0	1
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.78	32.23	3.3	D	319	479
B-A	0.52	58.19	1.0	F	56	84
C-AB	0.20	8.86	0.2	A	84	125
C-A					724	1086
A-B					3	4
A-C					607	911

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	262	65	624	0.420	259	0.0	0.7	9.788	A
B-A	46	11	288	0.160	45	0.0	0.2	14.813	B
C-AB	69	17	577	0.119	68	0.0	0.1	7.065	A
C-A	594	149			594				
A-B	2	0.56			2				
A-C	498	125			498				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	579	0.540	311	0.7	1.1	13.355	B
B-A	55	14	227	0.241	54	0.2	0.3	20.780	C
C-AB	82	20	547	0.149	82	0.1	0.2	7.727	A
C-A	709	177			709				
A-B	3	0.67			3				
A-C	595	149			595				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	383	96	496	0.772	376	1.1	3.0	28.316	D
B-A	67	17	132	0.510	65	0.3	0.9	51.944	F
C-AB	100	25	507	0.198	100	0.2	0.2	8.845	A
C-A	869	217			869				
A-B	3	0.83			3				
A-C	729	182			729				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	383	96	492	0.780	382	3.0	3.3	32.232	D
B-A	67	17	128	0.525	67	0.9	1.0	58.185	F
C-AB	100	25	507	0.198	100	0.2	0.2	8.857	A
C-A	869	217			869				
A-B	3	0.83			3				
A-C	729	182			729				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	576	0.543	321	3.3	1.2	14.548	B
B-A	55	14	225	0.244	58	1.0	0.3	21.855	C
C-AB	82	20	547	0.149	82	0.2	0.2	7.740	A
C-A	709	177			709				
A-B	3	0.67			3				
A-C	595	149			595				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	262	65	623	0.420	264	1.2	0.7	10.075	B
B-A	46	11	287	0.160	46	0.3	0.2	15.013	C
C-AB	69	17	577	0.119	69	0.2	0.1	7.087	A
C-A	594	149			594				
A-B	2	0.56			2				
A-C	498	125			498				

2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	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
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	778	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	140	100.000
C - A5 (S)		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	13	765
	B - B578 Lutterworth Road	4	0	136
	C - A5 (S)	1003	238	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	5
	B - B578 Lutterworth Road	0	0	0
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	9.17	0.4	A	125	187
B-A	0.10	86.36	0.1	F	4	6
C-AB	0.55	16.41	1.2	C	219	328
C-A					920	1380
A-B					12	18
A-C					702	1053

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	644	0.159	102	0.0	0.2	6.627	A
B-A	3	0.75	205	0.015	3	0.0	0.0	17.829	C
C-AB	179	45	559	0.320	177	0.0	0.5	9.382	A
C-A	755	189			755				
A-B	10	2			10				
A-C	576	144			576				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	605	0.202	122	0.2	0.3	7.454	A
B-A	4	0.90	138	0.026	4	0.0	0.0	26.738	D
C-AB	214	53	526	0.407	213	0.5	0.7	11.464	B
C-A	902	225			902				
A-B	12	3			12				
A-C	688	172			688				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	543	0.276	149	0.3	0.4	9.123	A
B-A	4	1	47	0.094	4	0.0	0.1	84.090	F
C-AB	262	66	482	0.545	261	0.7	1.2	16.147	C
C-A	1104	276			1104				
A-B	14	4			14				
A-C	842	211			842				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	542	0.276	150	0.4	0.4	9.172	A
B-A	4	1	46	0.096	4	0.1	0.1	86.358	F
C-AB	262	66	482	0.545	262	1.2	1.2	16.412	C
C-A	1104	276			1104				
A-B	14	4			14				
A-C	842	211			842				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	604	0.202	123	0.4	0.3	7.486	A
B-A	4	0.90	137	0.026	4	0.1	0.0	27.062	D
C-AB	214	53	526	0.407	216	1.2	0.7	11.666	B
C-A	902	225			902				
A-B	12	3			12				
A-C	688	172			688				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	644	0.159	103	0.3	0.2	6.656	A
B-A	3	0.75	204	0.015	3	0.0	0.0	17.932	C
C-AB	179	45	559	0.320	180	0.7	0.5	9.517	A
C-A	755	189			755				
A-B	10	2			10				
A-C	576	144			576				

2031 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		11.76	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.76	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	682	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	432	100.000
C - A5 (S)		ONE HOUR	✓	885	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	4	678
	B - B578 Lutterworth Road	64	0	368
	C - A5 (S)	791	94	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	10
	B - B578 Lutterworth Road	0	0	1
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.86	49.12	5.1	E	338	507
B-A	0.67	95.10	1.7	F	59	88
C-AB	0.21	9.06	0.3	A	86	129
C-A					726	1089
A-B					4	6
A-C					622	933

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	618	0.448	274	0.0	0.8	10.357	B
B-A	48	12	281	0.171	47	0.0	0.2	15.354	C
C-AB	71	18	573	0.123	70	0.0	0.1	7.152	A
C-A	596	149			596				
A-B	3	0.75			3				
A-C	510	128			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	83	571	0.580	329	0.8	1.3	14.736	B
B-A	58	14	217	0.265	57	0.2	0.3	22.371	C
C-AB	85	21	543	0.156	84	0.1	0.2	7.852	A
C-A	711	178			711				
A-B	4	0.90			4				
A-C	610	152			610				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	405	101	479	0.846	393	1.3	4.3	37.831	E
B-A	70	18	113	0.624	66	0.3	1.4	72.262	F
C-AB	103	26	501	0.207	103	0.2	0.3	9.045	A
C-A	871	218			871				
A-B	4	1			4				
A-C	746	187			746				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	405	101	470	0.863	402	4.3	5.1	49.118	E
B-A	70	18	105	0.671	69	1.4	1.7	95.104	F
C-AB	103	26	501	0.207	103	0.3	0.3	9.057	A
C-A	871	218			871				
A-B	4	1			4				
A-C	746	187			746				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	83	565	0.586	346	5.1	1.5	17.417	C
B-A	58	14	212	0.271	63	1.7	0.4	24.828	C
C-AB	85	21	543	0.156	85	0.3	0.2	7.865	A
C-A	711	178			711				
A-B	4	0.90			4				
A-C	610	152			610				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	617	0.449	280	1.5	0.8	10.740	B
B-A	48	12	280	0.172	49	0.4	0.2	15.616	C
C-AB	71	18	573	0.123	71	0.2	0.1	7.171	A
C-A	596	149			596				
A-B	3	0.75			3				
A-C	510	128			510				

2031 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / B578 Lutterworth Road Junction	T-Junction	Two-way	Two-way	Two-way		3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (N)		ONE HOUR	✓	786	100.000
B - B578 Lutterworth Road		ONE HOUR	✓	148	100.000
C - A5 (S)		ONE HOUR	✓	1299	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	15	771
	B - B578 Lutterworth Road	5	0	143
	C - A5 (S)	1028	271	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (N)	B - B578 Lutterworth Road	C - A5 (S)
From	A - A5 (N)	0	0	5
	B - B578 Lutterworth Road	0	0	0
	C - A5 (S)	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	9.96	0.4	A	131	197
B-A	0.21	172.42	0.2	F	5	7
C-AB	0.62	19.79	1.6	C	250	374
C-A					942	1414
A-B					14	21
A-C					707	1061

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	641	0.168	107	0.0	0.2	6.726	A
B-A	4	0.94	192	0.020	4	0.0	0.0	19.143	C
C-AB	204	51	558	0.366	202	0.0	0.6	10.058	B
C-A	774	193			774				
A-B	11	3			11				
A-C	580	145			580				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	601	0.214	128	0.2	0.3	7.612	A
B-A	4	1	122	0.037	4	0.0	0.0	30.537	D
C-AB	244	61	524	0.465	243	0.6	0.8	12.723	B
C-A	924	231			924				
A-B	13	3			13				
A-C	693	173			693				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	524	0.300	157	0.3	0.4	9.778	A
B-A	6	1	27	0.203	5	0.0	0.2	157.863	F
C-AB	301	75	482	0.624	298	0.8	1.6	19.228	C
C-A	1129	282			1129				
A-B	17	4			17				
A-C	849	212			849				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	519	0.303	157	0.4	0.4	9.960	A
B-A	6	1	26	0.211	5	0.2	0.2	172.419	F
C-AB	301	75	482	0.624	301	1.6	1.6	19.788	C
C-A	1129	282			1129				
A-B	17	4			17				
A-C	849	212			849				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	599	0.214	129	0.4	0.3	7.668	A
B-A	4	1	121	0.037	5	0.2	0.0	31.339	D
C-AB	244	61	525	0.465	247	1.6	0.9	13.094	B
C-A	924	231			924				
A-B	13	3			13				
A-C	693	173			693				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	641	0.168	108	0.3	0.2	6.757	A
B-A	4	0.94	190	0.020	4	0.0	0.0	19.303	C
C-AB	204	51	558	0.366	205	0.9	0.6	10.253	B
C-A	774	193			774				
A-B	11	3			11				
A-C	580	145			580				

Appendix EE: A5 / Wolvey Road J10 Results

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
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Filename: A5_Wolvey Road.j10
 Path: P:\2021\P21-390\T&T\Capacity Assessments\Junctions 10\Working
 Report generation date: 11/07/2024 09:48:14

- »Base Year, AM
- »Base Year, PM
- »2026 Opening Year, AM
- »2026 Opening Year, PM
- »2026 Opening Year + Development, AM
- »2026 Opening Year + Development, PM
- »2031 Forecast Year, AM
- »2031 Forecast Year, PM
- »2031 Forecast Year + Development, AM
- »2031 Forecast Year + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Base Year								
Stream B-C	0.3	23.15	0.24	C	0.2	15.90	0.19	C
Stream B-A	1.6	145.78	0.66	F	1.0	106.93	0.52	F
Stream C-AB	0.1	9.84	0.05	A	0.3	9.07	0.17	A
2026 Opening Year								
Stream B-C	0.2	13.40	0.15	B	3.7	215.04	1.02	F
Stream B-A	0.7	85.39	0.44	F	3.0	298.82	0.89	F
Stream C-AB	0.0	10.02	0.03	B	0.6	8.37	0.27	A
2026 Opening Year + Development								
Stream B-C	0.2	18.19	0.20	C	3.9	229.33	1.03	F
Stream B-A	1.2	111.06	0.59	F	3.2	313.23	0.91	F
Stream C-AB	0.0	10.05	0.03	B	0.6	8.41	0.27	A
2031 Forecast Year								
Stream B-C	0.2	12.62	0.15	B	12.2	610.71	1.64	F
Stream B-A	0.5	96.71	0.36	F	9.3	704.52	1.58	F
Stream C-AB	0.0	10.49	0.02	B	0.7	8.11	0.29	A
2031 Forecast Year + Development								
Stream B-C	0.2	17.63	0.19	C	12.7	655.08	1.71	F
Stream B-A	1.1	129.65	0.56	F	9.7	1246.41	1.64	F
Stream C-AB	0.0	10.53	0.02	B	0.7	8.15	0.30	A

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

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

File summary

File Description

Title	A5 Watling Street / Wolvey Road Junction
Location	
Site number	
Date	11/07/2024
Version	
Status	Existing
Identifier	
Client	Redrow Homes
Jobnumber	P21-390
Enumerator	HQ\jake.blay
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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	Base Year	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base Year	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	A5 (NW)		Major
B	Wolvey Road		Minor
C	A5 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A5 (SE)	7.30		✓	3.30	110.0	✓	1.30

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 - Wolvey Road	One lane plus flare	10.00	7.20	4.90	4.20	3.80		1.00	143	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	584	0.100	0.254	0.160	0.362
B-C	717	0.104	0.262	-	-
C-B	714	0.261	0.261	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	969	100.000
B - Wolvey Road		ONE HOUR	✓	84	100.000
C - A5 (SE)		FLAT	✓	1157	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
	From			
	A - A5 (NW)	0	41	928
	B - Wolvey Road	39	0	45
	C - A5 (SE)	1140	17	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
	From			
	A - A5 (NW)	0	2	16
	B - Wolvey Road	3	0	4
	C - A5 (SE)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	23.15	0.3	C	41	62
B-A	0.66	145.78	1.6	F	36	54
C-AB	0.05	9.84	0.1	A	18	27
C-A					1139	1708
A-B					38	56
A-C					852	1277

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	8	457	0.074	34	0.0	0.1	8.490	A
B-A	29	7	160	0.184	28	0.0	0.2	27.276	D
C-AB	18	5	467	0.039	18	0.0	0.0	8.006	A
C-A	1139	285			1139				
A-B	31	8			31				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	398	0.102	40	0.1	0.1	10.053	B
B-A	35	9	120	0.292	34	0.2	0.4	41.576	E
C-AB	18	5	432	0.042	18	0.0	0.0	8.697	A
C-A	1139	285			1139				
A-B	37	9			37				
A-C	834	209			834				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	233	0.213	49	0.1	0.3	19.533	C
B-A	43	11	65	0.659	39	0.4	1.4	123.842	F
C-AB	19	5	385	0.048	19	0.0	0.1	9.837	A
C-A	1138	285			1138				
A-B	45	11			45				
A-C	1022	255			1022				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	205	0.242	49	0.3	0.3	23.147	C
B-A	43	11	65	0.656	42	1.4	1.6	145.776	F
C-AB	19	5	385	0.048	19	0.1	0.1	9.838	A
C-A	1138	285			1138				
A-B	45	11			45				
A-C	1022	255			1022				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	385	0.105	41	0.3	0.1	10.494	B
B-A	35	9	122	0.289	40	1.6	0.4	45.957	E
C-AB	18	5	432	0.042	18	0.1	0.0	8.699	A
C-A	1139	285			1139				
A-B	37	9			37				
A-C	834	209			834				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	8	454	0.075	34	0.1	0.1	8.579	A
B-A	29	7	160	0.183	30	0.4	0.2	27.834	D
C-AB	18	5	467	0.039	18	0.0	0.0	8.012	A
C-A	1139	285			1139				
A-B	31	8			31				
A-C	699	175			699				

Base Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1117	100.000
B - Wolvey Road		ONE HOUR	✓	81	100.000
C - A5 (SE)		FLAT	✓	1115	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	124	993
	B - Wolvey Road	32	0	49
	C - A5 (SE)	1051	64	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	0	7
	B - Wolvey Road	0	0	4
	C - A5 (SE)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	15.90	0.2	C	45	67
B-A	0.52	106.93	1.0	F	29	44
C-AB	0.17	9.07	0.3	A	78	117
C-A					1037	1556
A-B					114	171
A-C					911	1367

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	473	0.078	37	0.0	0.1	8.250	A
B-A	24	6	164	0.147	23	0.0	0.2	25.529	D
C-AB	74	19	557	0.133	73	0.0	0.2	7.433	A
C-A	1041	260			1041				
A-B	93	23			93				
A-C	748	187			748				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	417	0.106	44	0.1	0.1	9.636	A
B-A	29	7	124	0.233	28	0.2	0.3	37.566	E
C-AB	77	19	522	0.147	77	0.2	0.2	8.078	A
C-A	1038	260			1038				
A-B	111	28			111				
A-C	893	223			893				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	293	0.184	54	0.1	0.2	14.999	B
B-A	35	9	68	0.521	33	0.3	0.9	97.695	F
C-AB	82	21	478	0.172	82	0.2	0.3	9.066	A
C-A	1033	258			1033				
A-B	137	34			137				
A-C	1093	273			1093				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	280	0.193	54	0.2	0.2	15.899	C
B-A	35	9	68	0.519	35	0.9	1.0	106.930	F
C-AB	82	21	479	0.172	82	0.3	0.3	9.075	A
C-A	1033	258			1033				
A-B	137	34			137				
A-C	1093	273			1093				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	410	0.107	44	0.2	0.1	9.865	A
B-A	29	7	125	0.231	31	1.0	0.3	39.579	E
C-AB	77	19	523	0.147	77	0.3	0.2	8.089	A
C-A	1038	260			1038				
A-B	111	28			111				
A-C	893	223			893				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	470	0.079	37	0.1	0.1	8.319	A
B-A	24	6	164	0.147	25	0.3	0.2	25.906	D
C-AB	74	19	558	0.133	74	0.2	0.2	7.460	A
C-A	1041	260			1041				
A-B	93	23			93				
A-C	748	187			748				

2026 Opening Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	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	2026 Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	961	100.000
B - Wolvey Road		ONE HOUR	✓	73	100.000
C - A5 (SE)		FLAT	✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	38	923
	B - Wolvey Road	29	0	44
	C - A5 (SE)	1114	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	2	16
	B - Wolvey Road	3	0	4
	C - A5 (SE)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	13.40	0.2	B	40	61
B-A	0.44	85.39	0.7	F	27	40
C-AB	0.03	10.02	0.0	B	9	14
C-A					1114	1671
A-B					35	52
A-C					847	1270

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	478	0.069	33	0.0	0.1	8.082	A
B-A	22	5	164	0.133	21	0.0	0.1	25.056	D
C-AB	9	2	455	0.020	9	0.0	0.0	8.074	A
C-A	1114	278			1114				
A-B	29	7			29				
A-C	695	174			695				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	426	0.093	39	0.1	0.1	9.307	A
B-A	26	7	126	0.206	26	0.1	0.2	35.629	E
C-AB	9	2	419	0.022	9	0.0	0.0	8.797	A
C-A	1114	278			1114				
A-B	34	9			34				
A-C	830	207			830				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	324	0.149	48	0.1	0.2	13.028	B
B-A	32	8	73	0.436	30	0.2	0.7	80.914	F
C-AB	9	2	369	0.026	9	0.0	0.0	10.021	B
C-A	1114	278			1114				
A-B	42	10			42				
A-C	1016	254			1016				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	317	0.153	48	0.2	0.2	13.404	B
B-A	32	8	74	0.434	32	0.7	0.7	85.392	F
C-AB	9	2	369	0.026	9	0.0	0.0	10.021	B
C-A	1114	278			1114				
A-B	42	10			42				
A-C	1016	254			1016				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	421	0.094	40	0.2	0.1	9.459	A
B-A	26	7	127	0.205	28	0.7	0.3	36.831	E
C-AB	9	2	419	0.022	9	0.0	0.0	8.797	A
C-A	1114	278			1114				
A-B	34	9			34				
A-C	830	207			830				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	476	0.070	33	0.1	0.1	8.140	A
B-A	22	5	165	0.132	22	0.3	0.2	25.326	D
C-AB	9	2	455	0.020	9	0.0	0.0	8.078	A
C-A	1114	278			1114				
A-B	29	7			29				
A-C	695	174			695				

2026 Opening Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		8.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1082	100.000
B - Wolvey Road		ONE HOUR	✓	86	100.000
C - A5 (SE)		FLAT	✓	1243	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	93	989
	B - Wolvey Road	35	0	51
	C - A5 (SE)	1140	103	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	0	7
	B - Wolvey Road	0	0	4
	C - A5 (SE)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.02	215.04	3.7	F	47	70
B-A	0.89	298.82	3.0	F	32	48
C-AB	0.27	8.37	0.6	A	145	218
C-A					1098	1646
A-B					85	128
A-C					908	1361

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	467	0.082	38	0.0	0.1	8.387	A
B-A	26	7	139	0.190	25	0.0	0.2	31.465	D
C-AB	135	34	639	0.211	134	0.0	0.3	7.115	A
C-A	1108	277			1108				
A-B	70	18			70				
A-C	745	186			745				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	401	0.114	46	0.1	0.1	10.122	B
B-A	31	8	99	0.318	31	0.2	0.4	52.029	F
C-AB	143	36	614	0.232	142	0.3	0.4	7.634	A
C-A	1100	275			1100				
A-B	84	21			84				
A-C	889	222			889				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	103	0.546	53	0.1	1.0	67.672	F
B-A	39	10	43	0.892	31	0.4	2.3	231.872	F
C-AB	159	40	588	0.269	158	0.4	0.5	8.353	A
C-A	1084	271			1084				
A-B	102	26			102				
A-C	1089	272			1089				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	55	1.023	45	1.0	3.7	215.043	F
B-A	39	10	43	0.888	35	2.3	3.0	298.822	F
C-AB	159	40	590	0.269	158	0.5	0.6	8.373	A
C-A	1084	271			1084				
A-B	102	26			102				
A-C	1089	272			1089				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	370	0.124	60	3.7	0.1	12.159	B
B-A	31	8	98	0.320	42	3.0	0.5	71.584	F
C-AB	143	36	616	0.231	143	0.6	0.4	7.658	A
C-A	1100	275			1100				
A-B	84	21			84				
A-C	889	222			889				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	462	0.083	39	0.1	0.1	8.507	A
B-A	26	7	139	0.189	27	0.5	0.2	32.470	D
C-AB	135	34	640	0.211	135	0.4	0.4	7.164	A
C-A	1108	277			1108				
A-B	70	18			70				
A-C	745	186			745				

2026 Opening Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	965	100.000
B - Wolvey Road		ONE HOUR	✓	84	100.000
C - A5 (SE)		FLAT	✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	42	923
	B - Wolvey Road	40	0	44
	C - A5 (SE)	1114	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	2	16
	B - Wolvey Road	3	0	4
	C - A5 (SE)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	18.19	0.2	C	40	61
B-A	0.59	111.06	1.2	F	37	55
C-AB	0.03	10.05	0.0	B	9	14
C-A					1114	1671
A-B					39	58
A-C					847	1270

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	457	0.072	33	0.0	0.1	8.477	A
B-A	30	8	169	0.178	29	0.0	0.2	25.601	D
C-AB	9	2	454	0.020	9	0.0	0.0	8.087	A
C-A	1114	278			1114				
A-B	32	8			32				
A-C	695	174			695				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	401	0.099	39	0.1	0.1	9.961	A
B-A	36	9	130	0.277	35	0.2	0.4	37.877	E
C-AB	9	2	418	0.022	9	0.0	0.0	8.814	A
C-A	1114	278			1114				
A-B	38	9			38				
A-C	830	207			830				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	263	0.184	48	0.1	0.2	16.712	C
B-A	44	11	75	0.589	41	0.4	1.1	99.227	F
C-AB	9	2	368	0.026	9	0.0	0.0	10.049	B
C-A	1114	278			1114				
A-B	46	12			46				
A-C	1016	254			1016				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	246	0.197	48	0.2	0.2	18.185	C
B-A	44	11	75	0.587	44	1.1	1.2	111.062	F
C-AB	9	2	368	0.026	9	0.0	0.0	10.049	B
C-A	1114	278			1114				
A-B	46	12			46				
A-C	1016	254			1016				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	391	0.101	40	0.2	0.1	10.264	B
B-A	36	9	131	0.275	39	1.2	0.4	40.603	E
C-AB	9	2	418	0.022	9	0.0	0.0	8.817	A
C-A	1114	278			1114				
A-B	38	9			38				
A-C	830	207			830				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	454	0.073	33	0.1	0.1	8.558	A
B-A	30	8	170	0.177	31	0.4	0.2	26.054	D
C-AB	9	2	454	0.020	9	0.0	0.0	8.089	A
C-A	1114	278			1114				
A-B	32	8			32				
A-C	695	174			695				

2026 Opening Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		9.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Opening Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1091	100.000
B - Wolvey Road		ONE HOUR	✓	86	100.000
C - A5 (SE)		FLAT	✓	1243	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	102	989
	B - Wolvey Road	35	0	51
	C - A5 (SE)	1140	103	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	0	7
	B - Wolvey Road	0	0	4
	C - A5 (SE)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.03	229.33	3.9	F	47	70
B-A	0.91	313.23	3.2	F	32	48
C-AB	0.27	8.41	0.6	A	146	219
C-A					1097	1646
A-B					94	140
A-C					908	1361

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	466	0.082	38	0.0	0.1	8.403	A
B-A	26	7	138	0.190	25	0.0	0.2	31.654	D
C-AB	135	34	638	0.212	134	0.0	0.3	7.134	A
C-A	1108	277			1108				
A-B	77	19			77				
A-C	745	186			745				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	400	0.115	46	0.1	0.1	10.160	B
B-A	31	8	98	0.320	31	0.2	0.4	52.616	F
C-AB	143	36	613	0.233	143	0.3	0.4	7.656	A
C-A	1100	275			1100				
A-B	92	23			92				
A-C	889	222			889				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	88	0.638	51	0.1	1.4	89.357	F
B-A	39	10	42	0.913	31	0.4	2.4	241.663	F
C-AB	159	40	588	0.271	159	0.4	0.6	8.385	A
C-A	1084	271			1084				
A-B	112	28			112				
A-C	1089	272			1089				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	54	1.032	46	1.4	3.9	229.327	F
B-A	39	10	42	0.909	35	2.4	3.2	313.232	F
C-AB	159	40	589	0.271	159	0.6	0.6	8.406	A
C-A	1084	271			1084				
A-B	112	28			112				
A-C	1089	272			1089				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	366	0.125	61	3.9	0.1	12.392	B
B-A	31	8	98	0.322	42	3.2	0.5	74.193	F
C-AB	143	36	615	0.233	144	0.6	0.4	7.684	A
C-A	1100	275			1100				
A-B	92	23			92				
A-C	889	222			889				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	461	0.083	39	0.1	0.1	8.527	A
B-A	26	7	139	0.190	27	0.5	0.2	32.680	D
C-AB	135	34	639	0.212	135	0.4	0.4	7.180	A
C-A	1108	277			1108				
A-B	77	19			77				
A-C	745	186			745				

2031 Forecast Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	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
D7	2031 Forecast Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1011	100.000
B - Wolvey Road		ONE HOUR	✓	63	100.000
C - A5 (SE)		FLAT	✓	1116	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	38	973
	B - Wolvey Road	19	0	44
	C - A5 (SE)	1109	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	2	16
	B - Wolvey Road	3	0	4
	C - A5 (SE)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	12.62	0.2	B	40	61
B-A	0.36	96.71	0.5	F	17	26
C-AB	0.02	10.49	0.0	B	7	11
C-A					1109	1663
A-B					35	52
A-C					893	1339

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	488	0.068	33	0.0	0.1	7.904	A
B-A	14	4	150	0.095	14	0.0	0.1	26.396	D
C-AB	7	2	442	0.016	7	0.0	0.0	8.277	A
C-A	1109	277			1109				
A-B	29	7			29				
A-C	733	183			733				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	436	0.091	39	0.1	0.1	9.077	A
B-A	17	4	111	0.154	17	0.1	0.2	38.018	E
C-AB	7	2	403	0.018	7	0.0	0.0	9.088	A
C-A	1109	277			1109				
A-B	34	9			34				
A-C	875	219			875				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	340	0.143	48	0.1	0.2	12.333	B
B-A	21	5	57	0.364	20	0.2	0.5	92.349	F
C-AB	7	2	350	0.021	7	0.0	0.0	10.494	B
C-A	1109	277			1109				
A-B	42	10			42				
A-C	1071	268			1071				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	334	0.145	48	0.2	0.2	12.619	B
B-A	21	5	58	0.363	21	0.5	0.5	96.712	F
C-AB	7	2	350	0.021	7	0.0	0.0	10.494	B
C-A	1109	277			1109				
A-B	42	10			42				
A-C	1071	268			1071				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	431	0.092	40	0.2	0.1	9.199	A
B-A	17	4	112	0.153	18	0.5	0.2	38.996	E
C-AB	7	2	403	0.018	7	0.0	0.0	9.090	A
C-A	1109	277			1109				
A-B	34	9			34				
A-C	875	219			875				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	487	0.068	33	0.1	0.1	7.944	A
B-A	14	4	150	0.095	15	0.2	0.1	26.625	D
C-AB	7	2	442	0.016	7	0.0	0.0	8.279	A
C-A	1109	277			1109				
A-B	29	7			29				
A-C	733	183			733				

2031 Forecast Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		21.87	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.87	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Forecast Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1077	100.000
B - Wolvey Road		ONE HOUR	✓	89	100.000
C - A5 (SE)		FLAT	✓	1324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
	From			
	A - A5 (NW)	0	73	1004
	B - Wolvey Road	38	0	51
	C - A5 (SE)	1211	113	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
	From			
	A - A5 (NW)	0	0	7
	B - Wolvey Road	0	0	4
	C - A5 (SE)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.64	610.71	12.2	F	47	70
B-A	1.58	704.52	9.3	F	35	52
C-AB	0.29	8.11	0.7	A	168	253
C-A					1156	1733
A-B					67	100
A-C					921	1382

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	454	0.084	38	0.0	0.1	8.638	A
B-A	29	7	123	0.232	27	0.0	0.3	37.243	E
C-AB	155	39	669	0.231	153	0.0	0.4	6.968	A
C-A	1169	292			1169				
A-B	55	14			55				
A-C	756	189			756				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	370	0.124	46	0.1	0.1	11.091	B
B-A	34	9	82	0.415	33	0.3	0.6	70.813	F
C-AB	165	41	648	0.254	164	0.4	0.5	7.447	A
C-A	1159	290			1159				
A-B	66	16			66				
A-C	903	226			903				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	34	1.644	30	0.1	6.7	499.860	F
B-A	42	10	27	1.567	23	0.6	5.2	581.533	F
C-AB	186	46	629	0.295	185	0.5	0.7	8.092	A
C-A	1138	285			1138				
A-B	80	20			80				
A-C	1105	276			1105				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	35	1.608	34	6.7	12.2	610.710	F
B-A	42	10	26	1.582	26	5.2	9.3	704.519	F
C-AB	186	46	631	0.294	185	0.7	0.7	8.115	A
C-A	1138	285			1138				
A-B	80	20			80				
A-C	1105	276			1105				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	148	0.310	93	12.2	0.5	109.971	F
B-A	34	9	78	0.440	67	9.3	1.2	295.995	F
C-AB	165	41	651	0.253	165	0.7	0.5	7.477	A
C-A	1159	290			1159				
A-B	66	16			66				
A-C	903	226			903				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	443	0.087	40	0.5	0.1	8.965	A
B-A	29	7	124	0.231	32	1.2	0.3	40.542	E
C-AB	155	39	670	0.231	155	0.5	0.4	7.023	A
C-A	1169	292			1169				
A-B	55	14			55				
A-C	756	189			756				

2031 Forecast Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		1.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.88	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
D9	2031 Forecast Year + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1015	100.000
B - Wolvey Road		ONE HOUR	✓	74	100.000
C - A5 (SE)		FLAT	✓	1116	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	42	973
	B - Wolvey Road	30	0	44
	C - A5 (SE)	1109	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	2	16
	B - Wolvey Road	3	0	4
	C - A5 (SE)	12	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	17.63	0.2	C	40	61
B-A	0.56	129.65	1.1	F	28	41
C-AB	0.02	10.53	0.0	B	7	11
C-A					1109	1663
A-B					39	58
A-C					893	1339

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	464	0.071	33	0.0	0.1	8.350	A
B-A	23	6	156	0.145	22	0.0	0.2	26.794	D
C-AB	7	2	441	0.016	7	0.0	0.0	8.291	A
C-A	1109	277			1109				
A-B	32	8			32				
A-C	733	183			733				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	407	0.097	39	0.1	0.1	9.785	A
B-A	27	7	115	0.234	26	0.2	0.3	40.249	E
C-AB	7	2	402	0.018	7	0.0	0.0	9.107	A
C-A	1109	277			1109				
A-B	38	9			38				
A-C	875	219			875				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	270	0.179	48	0.1	0.2	16.179	C
B-A	33	8	59	0.558	30	0.3	1.0	115.891	F
C-AB	7	2	349	0.021	7	0.0	0.0	10.524	B
C-A	1109	277			1109				
A-B	46	12			46				
A-C	1071	268			1071				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	252	0.192	48	0.2	0.2	17.634	C
B-A	33	8	59	0.556	33	1.0	1.1	129.646	F
C-AB	7	2	349	0.021	7	0.0	0.0	10.527	B
C-A	1109	277			1109				
A-B	46	12			46				
A-C	1071	268			1071				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	398	0.099	40	0.2	0.1	10.070	B
B-A	27	7	117	0.231	30	1.1	0.3	42.859	E
C-AB	7	2	402	0.018	7	0.0	0.0	9.109	A
C-A	1109	277			1109				
A-B	38	9			38				
A-C	875	219			875				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	461	0.072	33	0.1	0.1	8.422	A
B-A	23	6	156	0.145	23	0.3	0.2	27.161	D
C-AB	7	2	441	0.016	7	0.0	0.0	8.294	A
C-A	1109	277			1109				
A-B	32	8			32				
A-C	733	183			733				

2031 Forecast Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wolvey Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5 / Wolvey Road	T-Junction	Two-way	Two-way	Two-way		30.05	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.05	D

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
D10	2031 Forecast Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 (NW)		ONE HOUR	✓	1086	100.000
B - Wolvey Road		ONE HOUR	✓	89	100.000
C - A5 (SE)		FLAT	✓	1324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	82	1004
	B - Wolvey Road	38	0	51
	C - A5 (SE)	1211	113	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A5 (NW)	B - Wolvey Road	C - A5 (SE)
From	A - A5 (NW)	0	0	7
	B - Wolvey Road	0	0	4
	C - A5 (SE)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.71	655.08	12.7	F	47	70
B-A	1.64	1246.41	9.7	F	35	52
C-AB	0.30	8.15	0.7	A	169	254
C-A					1155	1732
A-B					75	113
A-C					921	1382

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	454	0.085	38	0.0	0.1	8.657	A
B-A	29	7	122	0.234	27	0.0	0.3	37.498	E
C-AB	155	39	668	0.232	153	0.0	0.4	6.985	A
C-A	1169	292			1169				
A-B	62	15			62				
A-C	756	189			756				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	368	0.125	46	0.1	0.1	11.159	B
B-A	34	9	82	0.419	33	0.3	0.6	71.878	F
C-AB	165	41	647	0.256	165	0.4	0.5	7.467	A
C-A	1159	290			1159				
A-B	74	18			74				
A-C	903	226			903				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	33	1.706	29	0.1	6.9	529.811	F
B-A	42	10	26	1.624	23	0.6	5.4	615.172	F
C-AB	187	47	629	0.297	186	0.5	0.7	8.120	A
C-A	1137	284			1137				
A-B	90	23			90				
A-C	1105	276			1105				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	34	1.669	33	6.9	12.7	655.076	F
B-A	42	10	26	1.641	25	5.4	9.7	1246.408	F
C-AB	187	47	631	0.296	187	0.7	0.7	8.145	A
C-A	1137	284			1137				
A-B	90	23			90				
A-C	1105	276			1105				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	126	0.363	94	12.7	0.7	176.458	F
B-A	34	9	76	0.448	68	9.7	1.3	315.576	F
C-AB	165	41	650	0.255	166	0.7	0.5	7.500	A
C-A	1159	290			1159				
A-B	74	18			74				
A-C	903	226			903				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	441	0.087	41	0.7	0.1	9.037	A
B-A	29	7	123	0.233	33	1.3	0.3	41.324	E
C-AB	155	39	669	0.232	155	0.5	0.4	7.041	A
C-A	1169	292			1169				
A-B	62	15			62				
A-C	756	189			756				

Appendix FF: M69 Junction 1 LinSig Results

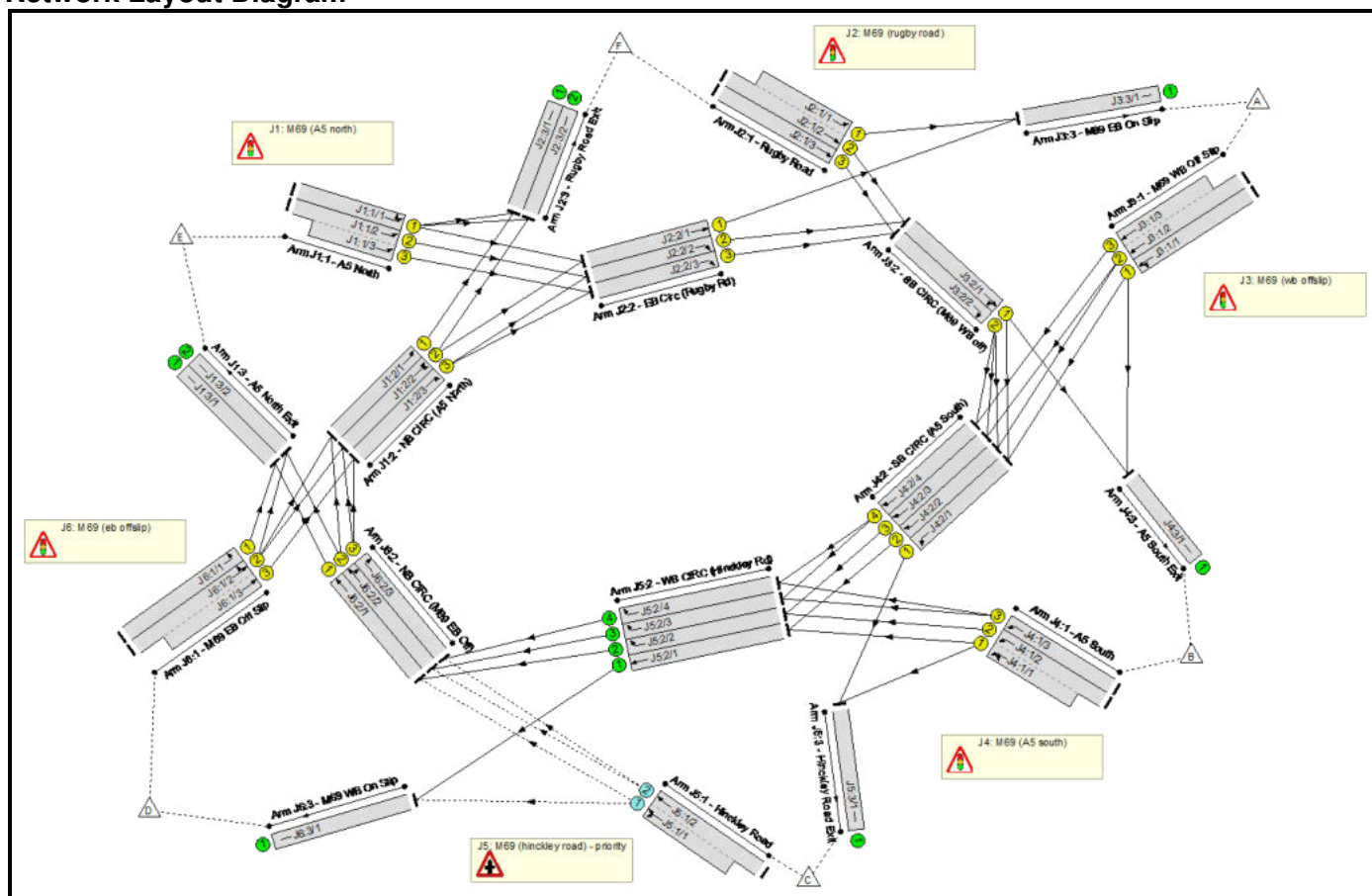
Full Input Data And Results

Full Input Data And Results

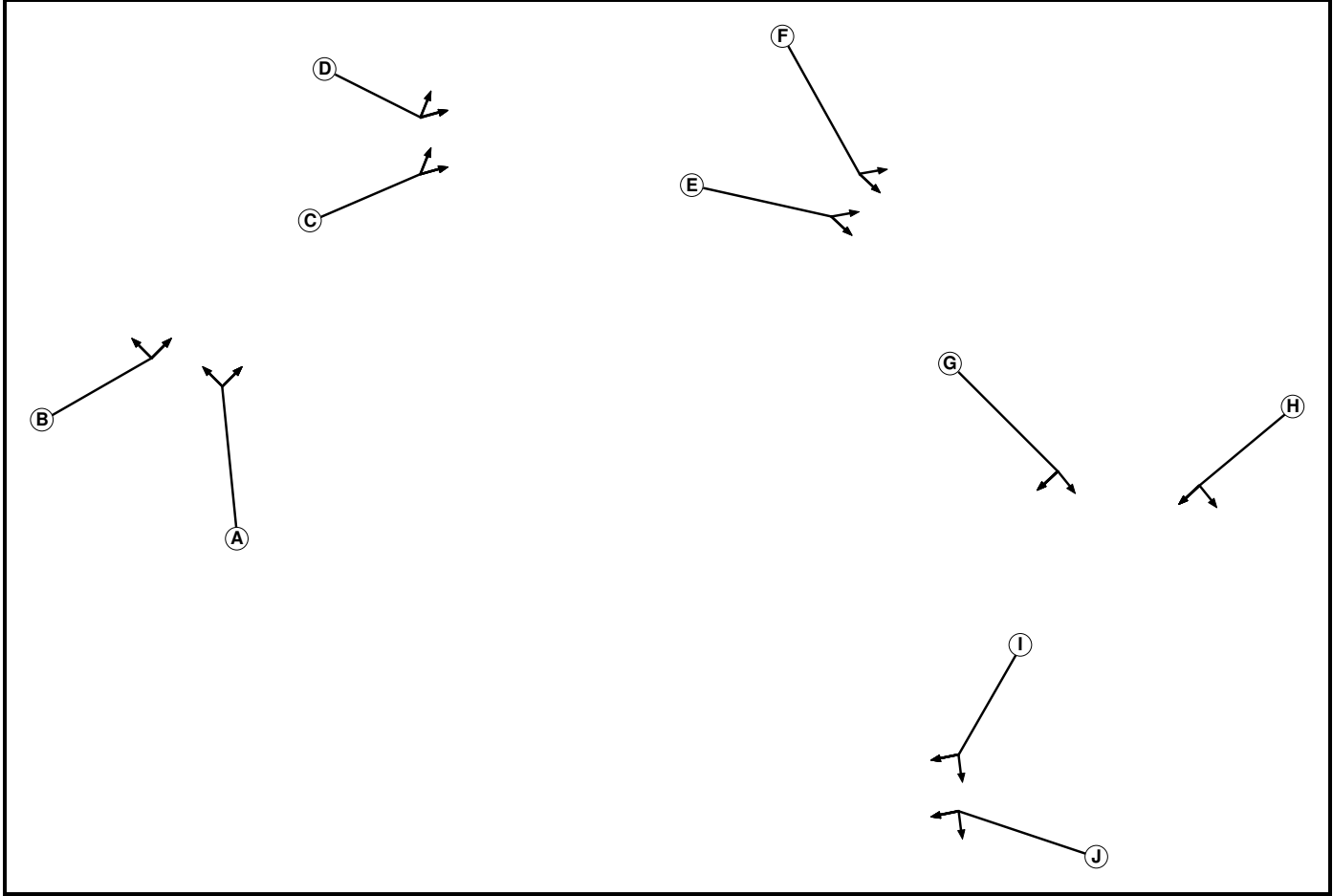
User and Project Details

Project:	Land South of Burbage, Leicestershire
Title:	M69 Junction 1 - Existing Layout
Location:	Burbage, Leicestershire
Client:	Redrow Homes
Design Layout Ref:	Existing Layout
Additional detail:	Model has been updated following comments from National Highways in their formal response (ref: NH/24/04828) to planning application Land at Burbage Fields Farm, Bullfurlong Lane, Burbage (application ref: 24/00083/HYB)
File name:	M69 J1.lsg3x
Author:	T&T
Company:	Rodgers Leask Ltd
Address:	St James House, St Mary's Wharf, Mansfield Road, Derby, DE1 3TQ

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	5		7	7
B	Traffic	5		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Traffic	4		7	7
J	Traffic	4		7	7

Phase Intergreens Matrix

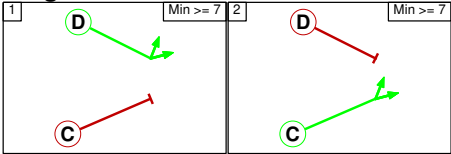
Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		6	-	-	-	-	-	-	-	-
	B	6		-	-	-	-	-	-	-	-
	C	-	-		6	-	-	-	-	-	-
	D	-	-	6		-	-	-	-	-	-
	E	-	-	-	-		6	-	-	-	-
	F	-	-	-	-	6		-	-	-	-
	G	-	-	-	-	-	-		6	-	-
	H	-	-	-	-	-	6	-		-	-
	I	-	-	-	-	-	-	-	-		6
	J	-	-	-	-	-	-	-	-	6	

Phases in Stage

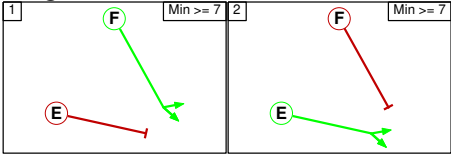
Stream	Stage No.	Phases in Stage
1	1	D
1	2	C
2	1	F
2	2	E
3	1	H
3	2	G
4	1	J
4	2	I
5	1	B
5	2	A

Stage Diagram

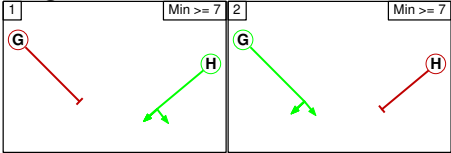
Stage Stream: 1



Stage Stream: 2

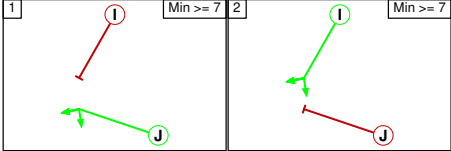


Stage Stream: 3

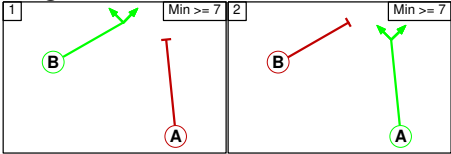


Full Input Data And Results

Stage Stream: 4



Stage Stream: 5



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Stage Stream: 5

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

Prohibited Stage Change

Stage Stream: 1

	To Stage	
From Stage	1	2
	1	6
	2	6

Stage Stream: 2

	To Stage	
From Stage	1	2
	1	6
	2	6

Full Input Data And Results

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

	To Stage		
From Stage		1	2
	1		6
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M69 (A5 north)
There are no Opposed Lanes in this Junction

Junction: J2: M69 (rugby road)
There are no Opposed Lanes in this Junction

Junction: J3: M69 (wb offslip)
There are no Opposed Lanes in this Junction

Junction: J4: M69 (A5 south)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Junction: J5: M69 (hinckley road) - priority											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Hinckley Road)	J6:2/1 (Ahead)	800	0	J5:2/2	0.30	All	-	-	-	-	-
				J5:2/3	0.30	All					
				J5:2/4	0.30	None					
				J5:2/1	0.30	All					
	J6:3/1 (Left)	800	0	J5:2/1	0.30	All	-	-	-	-	-
J5:1/2 (Hinckley Road)	J6:2/2 (Ahead)	800	0	J5:2/1	0.30	All					
				J5:2/2	0.30	All					
				J5:2/3	0.30	All					
				J5:2/4	0.30	All					
	J6:2/3 (Ahead)	800	0	J5:2/1	0.30	All					
				J5:2/2	0.30	All					
				J5:2/3	0.30	All					
				J5:2/4	0.30	All					

Junction: J6: M69 (eb offslip)
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: M69 (A5 north)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A5 North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/2 (A5 North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/3 (A5 North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
J1:2/1 (NB CIRC (A5 North))	U	C	2	3	7.8	User	1900	-	-	-	-	-
J1:2/2 (NB CIRC (A5 North))	U	C	2	3	11.3	User	1900	-	-	-	-	-
J1:2/3 (NB CIRC (A5 North))	U	C	2	3	11.3	User	1900	-	-	-	-	-
J1:3/1 (A5 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (A5 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: M69 (rugby road)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Rugby Road)	U	F	2	3	20.0	User	1900	-	-	-	-	-
J2:1/2 (Rugby Road)	U	F	2	3	32.0	User	1900	-	-	-	-	-
J2:1/3 (Rugby Road)	U	F	2	3	60.0	User	1900	-	-	-	-	-
J2:2/1 (EB Circ (Rugby Rd))	U	E	2	3	9.9	User	1900	-	-	-	-	-
J2:2/2 (EB Circ (Rugby Rd))	U	E	2	3	14.8	User	1900	-	-	-	-	-
J2:2/3 (EB Circ (Rugby Rd))	U	E	2	3	14.8	User	1900	-	-	-	-	-
J2:3/1 (Rugby Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (Rugby Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: M69 (wb offslip)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (M69 WB Off Slip)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J3:1/2 (M69 WB Off Slip)	U	H	2	3	32.0	User	1900	-	-	-	-	-
J3:1/3 (M69 WB Off Slip)	U	H	2	3	20.9	User	1900	-	-	-	-	-
J3:2/1 (SB CIRC (M69 WB off))	U	G	2	3	16.5	User	1900	-	-	-	-	-
J3:2/2 (SB CIRC (M69 WB off))	U	G	2	3	16.5	User	1900	-	-	-	-	-
J3:3/1 (M69 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: M69 (A5 south)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A5 South)	U	J	2	3	19.1	User	1900	-	-	-	-	-
J4:1/2 (A5 South)	U	J	2	3	37.0	User	1900	-	-	-	-	-
J4:1/3 (A5 South)	U	J	2	3	60.0	User	1900	-	-	-	-	-
J4:2/1 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/2 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/3 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/4 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:3/1 (A5 South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J5: M69 (hinckley road) - priority												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (Hinckley Road)	O		2	3	17.4	User	1900	-	-	-	-	-
J5:1/2 (Hinckley Road)	O		2	3	60.0	User	1900	-	-	-	-	-
J5:2/1 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/2 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/3 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/4 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:3/1 (Hinckley Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J6: M69 (eb offslip)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1 (M69 EB Off Slip)	U	B	2	3	32.0	User	1900	-	-	-	-	-
J6:1/2 (M69 EB Off Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J6:1/3 (M69 EB Off Slip)	U	B	2	3	18.3	User	1900	-	-	-	-	-
J6:2/1 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:2/2 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:2/3 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:3/1 (M69 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	08:00	09:00	01:00	
2: '2023 PM'	17:00	18:00	01:00	
3: '2026 AM'	08:00	09:00	01:00	
4: '2026 PM'	17:00	18:00	01:00	
5: '2026 + Dev AM'	08:00	09:00	01:00	
6: '2026 + Dev PM'	17:00	18:00	01:00	
7: '2031 AM'	08:00	09:00	01:00	
8: '2031 PM'	17:00	18:00	01:00	
9: '2031 + Dev AM'	08:00	09:00	01:00	
10: '2031 + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
Origin		A	B	C	D	E	F	Tot.
	A	0	72	105	0	254	37	468
	B	46	0	14	230	499	134	923
	C	139	9	0	12	86	111	357
	D	0	137	10	10	398	226	781
	E	311	455	71	325	0	14	1176
	F	105	199	186	596	44	0	1130
	Tot.	601	872	386	1173	1281	522	4835

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 AM
Junction: J1: M69 (A5 north)	
J1:1/1	325
J1:1/2 (with short)	851(In) 526(Out)
J1:1/3 (short)	325
J1:2/1	254
J1:2/2	439
J1:2/3	166
J1:3/1	905
J1:3/2	376
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	105
J2:1/2 (with short)	490(In) 385(Out)
J2:1/3	640
J2:2/1	496
J2:2/2	682
J2:2/3	335
J2:3/1	261
J2:3/2	261
Junction: J3: M69 (wb offslip)	
J3:1/1	177
J3:1/2 (with short)	291(In) 145(Out)
J3:1/3 (short)	146
J3:2/1	1067
J3:2/2	975
J3:3/1	601
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	244
J4:1/2 (with short)	584(In) 340(Out)
J4:1/3	339
J4:2/1	372
J4:2/2	931
J4:2/3	167
J4:2/4	168
J4:3/1	872
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	98

Full Input Data And Results

J5:1/2 (with short)	357(In) 259(Out)
J5:2/1	1161
J5:2/2	507
J5:2/3	376
J5:2/4	131
J5:3/1	386
Junction: J6: M69 (eb offslip)	
J6:1/1	312
J6:1/2 (with short)	469(In) 312(Out)
J6:1/3 (short)	157
J6:2/1	593
J6:2/2	431
J6:2/3	335
J6:3/1	1173

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	74	108	0	262	38	482
	B	47	0	14	235	510	137	943
	C	141	9	0	12	87	112	361
	D	0	141	10	10	410	233	804
	E	318	465	73	333	0	15	1204
	F	106	202	188	603	44	0	1143
	Tot.	612	891	393	1193	1313	535	4937

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 AM
Junction: J1: M69 (A5 north)	
J1:1/1	333
J1:1/2 (with short)	871(In) 538(Out)
J1:1/3 (short)	333
J1:2/1	259
J1:2/2	449
J1:2/3	170
J1:3/1	928
J1:3/2	385
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	106
J2:1/2 (with short)	496(In) 390(Out)
J2:1/3	647
J2:2/1	506
J2:2/2	698
J2:2/3	343
J2:3/1	267
J2:3/2	268
Junction: J3: M69 (wb offslip)	
J3:1/1	182
J3:1/2 (with short)	300(In) 150(Out)
J3:1/3 (short)	150
J3:2/1	1088
J3:2/2	990
J3:3/1	612
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	249
J4:1/2 (with short)	596(In) 347(Out)
J4:1/3	347
J4:2/1	379
J4:2/2	946
J4:2/3	172
J4:2/4	172
J4:3/1	891
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	99

J5:1/2 (with short)	361(In) 262(Out)
J5:2/1	1181
J5:2/2	519
J5:2/3	384
J5:2/4	135
J5:3/1	393
Junction: J6: M69 (eb offslip)	
J6:1/1	322
J6:1/2 (with short)	482(In) 321(Out)
J6:1/3 (short)	161
J6:2/1	606
J6:2/2	440
J6:2/3	341
J6:3/1	1193

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 + Dev AM' (FG5: '2026 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	74	108	0	262	40	484
	B	48	0	14	237	510	139	948
	C	141	9	0	12	87	114	363
	D	0	141	10	10	410	243	814
	E	318	465	73	333	0	15	1204
	F	117	218	191	634	44	0	1204
	Tot.	624	907	396	1226	1313	551	5017

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 + Dev AM
Junction: J1: M69 (A5 north)	
J1:1/1	333
J1:1/2 (with short)	871(In) 538(Out)
J1:1/3 (short)	333
J1:2/1	267
J1:2/2	458
J1:2/3	170
J1:3/1	936
J1:3/2	377
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	117
J2:1/2 (with short)	526(In) 409(Out)
J2:1/3	678
J2:2/1	507
J2:2/2	698
J2:2/3	343
J2:3/1	275
J2:3/2	276
Junction: J3: M69 (wb offslip)	
J3:1/1	182
J3:1/2 (with short)	302(In) 151(Out)
J3:1/3 (short)	151
J3:2/1	1107
J3:2/2	1021
J3:3/1	624
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	251
J4:1/2 (with short)	600(In) 349(Out)
J4:1/3	348
J4:2/1	382
J4:2/2	977
J4:2/3	173
J4:2/4	173
J4:3/1	907
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	99

J5:1/2 (with short)	363(In) 264(Out)
J5:2/1	1214
J5:2/2	522
J5:2/3	383
J5:2/4	138
J5:3/1	396
Junction: J6: M69 (eb offslip)	
J6:1/1	327
J6:1/2 (with short)	487(In) 326(Out)
J6:1/3 (short)	161
J6:2/1	609
J6:2/2	440
J6:2/3	345
J6:3/1	1226

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 AM' (FG7: '2031 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	81	117	0	284	42	524
	B	50	0	15	250	543	146	1004
	C	148	9	0	13	91	117	378
	D	0	153	11	11	445	252	872
	E	339	495	78	354	0	16	1282
	F	111	211	197	631	46	0	1196
	Tot.	648	949	418	1259	1409	573	5256

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 AM
Junction: J1: M69 (A5 north)	
J1:1/1	355
J1:1/2 (with short)	927(In) 573(Out)
J1:1/3 (short)	354
J1:2/1	278
J1:2/2	477
J1:2/3	184
J1:3/1	996
J1:3/2	413
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	111
J2:1/2 (with short)	519(In) 408(Out)
J2:1/3	677
J2:2/1	537
J2:2/2	746
J2:2/3	365
J2:3/1	286
J2:3/2	287
Junction: J3: M69 (wb offslip)	
J3:1/1	198
J3:1/2 (with short)	326(In) 163(Out)
J3:1/3 (short)	163
J3:2/1	1154
J3:2/2	1042
J3:3/1	648
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	265
J4:1/2 (with short)	635(In) 370(Out)
J4:1/3	369
J4:2/1	403
J4:2/2	996
J4:2/3	186
J4:2/4	186
J4:3/1	949
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	104

J5:1/2 (with short)	378(In) 274(Out)
J5:2/1	1246
J5:2/2	556
J5:2/3	411
J5:2/4	144
J5:3/1	418
Junction: J6: M69 (eb offslip)	
J6:1/1	349
J6:1/2 (with short)	523(In) 348(Out)
J6:1/3 (short)	175
J6:2/1	647
J6:2/2	469
J6:2/3	360
J6:3/1	1259

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 + Dev AM' (FG9: '2031 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	81	117	0	284	44	526
	B	51	0	15	252	543	148	1009
	C	148	9	0	13	91	119	380
	D	0	153	11	11	445	263	883
	E	339	495	78	354	0	16	1282
	F	122	227	200	661	46	0	1256
	Tot.	660	965	421	1291	1409	590	5336

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 + Dev AM
Junction: J1: M69 (A5 north)	
J1:1/1	355
J1:1/2 (with short)	927(In) 573(Out)
J1:1/3 (short)	354
J1:2/1	287
J1:2/2	486
J1:2/3	184
J1:3/1	1003
J1:3/2	406
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	122
J2:1/2 (with short)	549(In) 427(Out)
J2:1/3	707
J2:2/1	538
J2:2/2	746
J2:2/3	365
J2:3/1	295
J2:3/2	295
Junction: J3: M69 (wb offslip)	
J3:1/1	198
J3:1/2 (with short)	328(In) 164(Out)
J3:1/3 (short)	164
J3:2/1	1173
J3:2/2	1072
J3:3/1	660
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	267
J4:1/2 (with short)	638(In) 371(Out)
J4:1/3	371
J4:2/1	406
J4:2/2	1026
J4:2/3	187
J4:2/4	187
J4:3/1	965
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	104

J5:1/2 (with short)	380(In) 276(Out)
J5:2/1	1278
J5:2/2	558
J5:2/3	411
J5:2/4	147
J5:3/1	421
Junction: J6: M69 (eb offslip)	
J6:1/1	354
J6:1/2 (with short)	529(In) 354(Out)
J6:1/3 (short)	175
J6:2/1	649
J6:2/2	471
J6:2/3	363
J6:3/1	1291

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	80	155	0	252	71	558
	B	37	1	9	157	446	212	862
	C	78	9	0	14	107	189	397
	D	0	391	13	7	458	618	1487
	E	170	382	105	277	0	16	950
	F	55	169	117	296	25	0	662
	Tot.	340	1032	399	751	1288	1106	4916

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 PM
Junction: J1: M69 (A5 north)	
J1:1/1	186
J1:1/2 (with short)	764(In) 487(Out)
J1:1/3 (short)	277
J1:2/1	545
J1:2/2	660
J1:2/3	421
J1:3/1	1087
J1:3/2	201
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	55
J2:1/2 (with short)	341(In) 286(Out)
J2:1/3	321
J2:2/1	285
J2:2/2	901
J2:2/3	284
J2:3/1	553
J2:3/2	553
Junction: J3: M69 (wb offslip)	
J3:1/1	235
J3:1/2 (with short)	323(In) 162(Out)
J3:1/3 (short)	161
J3:2/1	1187
J3:2/2	605
J3:3/1	340
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	166
J4:1/2 (with short)	514(In) 348(Out)
J4:1/3	348
J4:2/1	390
J4:2/2	580
J4:2/3	174
J4:2/4	174
J4:3/1	1032
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	121

J5:1/2 (with short)	397(In) 276(Out)
J5:2/1	737
J5:2/2	522
J5:2/3	343
J5:2/4	179
J5:3/1	399
Junction: J6: M69 (eb offslip)	
J6:1/1	458
J6:1/2 (with short)	1029(In) 618(Out)
J6:1/3 (short)	411
J6:2/1	629
J6:2/2	437
J6:2/3	361
J6:3/1	751

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	82	160	0	259	73	574
	B	38	1	9	160	457	217	882
	C	79	9	0	14	108	191	401
	D	0	403	13	7	472	637	1532
	E	174	391	108	284	0	16	973
	F	56	171	119	300	26	0	672
	Tot.	347	1057	409	765	1322	1134	5034

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 PM
Junction: J1: M69 (A5 north)	
J1:1/1	190
J1:1/2 (with short)	783(In) 499(Out)
J1:1/3 (short)	284
J1:2/1	558
J1:2/2	677
J1:2/3	433
J1:3/1	1116
J1:3/2	206
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	56
J2:1/2 (with short)	346(In) 290(Out)
J2:1/3	326
J2:2/1	291
J2:2/2	925
J2:2/3	291
J2:3/1	566
J2:3/2	568
Junction: J3: M69 (wb offslip)	
J3:1/1	242
J3:1/2 (with short)	332(In) 166(Out)
J3:1/3 (short)	166
J3:2/1	1215
J3:2/2	617
J3:3/1	347
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	169
J4:1/2 (with short)	526(In) 357(Out)
J4:1/3	356
J4:2/1	400
J4:2/2	591
J4:2/3	179
J4:2/4	179
J4:3/1	1057
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	122

J5:1/2 (with short)	401(In) 279(Out)
J5:2/1	751
J5:2/2	536
J5:2/3	351
J5:2/4	184
J5:3/1	409
Junction: J6: M69 (eb offslip)	
J6:1/1	472
J6:1/2 (with short)	1060(In) 637(Out)
J6:1/3 (short)	423
J6:2/1	644
J6:2/2	446
J6:2/3	368
J6:3/1	765

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 + Dev PM' (FG6: '2026 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	82	160	0	259	73	574
	B	38	1	9	161	457	242	908
	C	79	9	0	14	108	195	405
	D	0	405	13	7	472	666	1563
	E	174	391	108	284	0	16	973
	F	57	177	119	305	26	0	684
	Tot.	348	1065	409	771	1322	1192	5107

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 + Dev PM
Junction: J1: M69 (A5 north)	
J1:1/1	190
J1:1/2 (with short)	783(In) 499(Out)
J1:1/3 (short)	284
J1:2/1	588
J1:2/2	705
J1:2/3	435
J1:3/1	1128
J1:3/2	194
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	57
J2:1/2 (with short)	353(In) 296(Out)
J2:1/3	331
J2:2/1	291
J2:2/2	927
J2:2/3	291
J2:3/1	596
J2:3/2	596
Junction: J3: M69 (wb offslip)	
J3:1/1	242
J3:1/2 (with short)	332(In) 166(Out)
J3:1/3 (short)	166
J3:2/1	1223
J3:2/2	622
J3:3/1	348
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	170
J4:1/2 (with short)	539(In) 369(Out)
J4:1/3	369
J4:2/1	400
J4:2/2	596
J4:2/3	179
J4:2/4	179
J4:3/1	1065
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	122

J5:1/2 (with short)	405(In) 283(Out)
J5:2/1	757
J5:2/2	548
J5:2/3	352
J5:2/4	196
J5:3/1	409
Junction: J6: M69 (eb offslip)	
J6:1/1	472
J6:1/2 (with short)	1091(In) 666(Out)
J6:1/3 (short)	425
J6:2/1	656
J6:2/2	449
J6:2/3	382
J6:3/1	771

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 PM' (FG8: '2031 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	173	0	282	80	625
	B	41	1	10	171	487	231	941
	C	82	10	0	15	113	200	420
	D	0	438	15	8	513	692	1666
	E	186	416	115	303	0	17	1037
	F	59	180	124	314	27	0	704
	Tot.	368	1135	437	811	1422	1220	5393

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 PM
Junction: J1: M69 (A5 north)	
J1:1/1	203
J1:1/2 (with short)	834(In) 531(Out)
J1:1/3 (short)	303
J1:2/1	601
J1:2/2	725
J1:2/3	472
J1:3/1	1200
J1:3/2	222
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	59
J2:1/2 (with short)	363(In) 304(Out)
J2:1/3	341
J2:2/1	309
J2:2/2	995
J2:2/3	311
J2:3/1	610
J2:3/2	610
Junction: J3: M69 (wb offslip)	
J3:1/1	263
J3:1/2 (with short)	362(In) 181(Out)
J3:1/3 (short)	181
J3:2/1	1299
J3:2/2	652
J3:3/1	368
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	181
J4:1/2 (with short)	561(In) 380(Out)
J4:1/3	380
J4:2/1	427
J4:2/2	625
J4:2/3	194
J4:2/4	195
J4:3/1	1135
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	128

J5:1/2 (with short)	420(In) 292(Out)
J5:2/1	796
J5:2/2	574
J5:2/3	377
J5:2/4	198
J5:3/1	437
Junction: J6: M69 (eb offslip)	
J6:1/1	513
J6:1/2 (with short)	1153(In) 692(Out)
J6:1/3 (short)	461
J6:2/1	687
J6:2/2	477
J6:2/3	390
J6:3/1	811

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	173	0	282	80	625
	B	41	1	10	171	487	257	967
	C	82	10	0	15	113	204	424
	D	0	440	15	8	513	721	1697
	E	186	416	115	303	0	17	1037
	F	60	185	125	319	27	0	716
	Tot.	369	1142	438	816	1422	1279	5466

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 + Dev PM
Junction: J1: M69 (A5 north)	
J1:1/1	203
J1:1/2 (with short)	834(In) 531(Out)
J1:1/3 (short)	303
J1:2/1	630
J1:2/2	755
J1:2/3	474
J1:3/1	1213
J1:3/2	209
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	60
J2:1/2 (with short)	370(In) 310(Out)
J2:1/3	346
J2:2/1	309
J2:2/2	997
J2:2/3	311
J2:3/1	639
J2:3/2	640
Junction: J3: M69 (wb offslip)	
J3:1/1	263
J3:1/2 (with short)	362(In) 181(Out)
J3:1/3 (short)	181
J3:2/1	1307
J3:2/2	657
J3:3/1	369
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	181
J4:1/2 (with short)	574(In) 393(Out)
J4:1/3	393
J4:2/1	428
J4:2/2	630
J4:2/3	194
J4:2/4	195
J4:3/1	1142
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	128

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J5:1/2 (with short)	424(In) 296(Out)
J5:2/1	801
J5:2/2	587
J5:2/3	377
J5:2/4	211
J5:3/1	438
Junction: J6: M69 (eb offslip)	
J6:1/1	513
J6:1/2 (with short)	1184(In) 721(Out)
J6:1/3 (short)	463
J6:2/1	700
J6:2/2	479
J6:2/3	405
J6:3/1	816

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

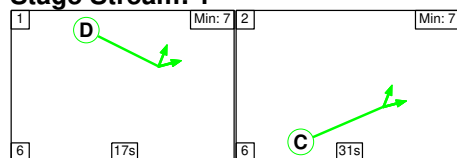
Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

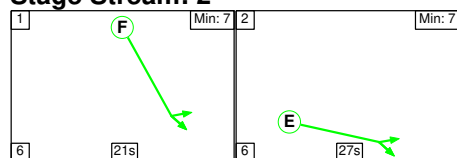
Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

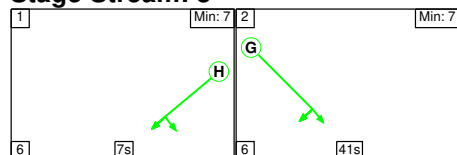
Stage Stream: 1



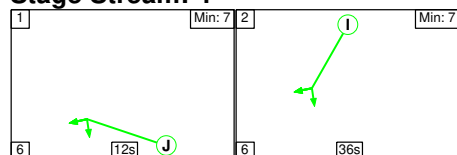
Stage Stream: 2



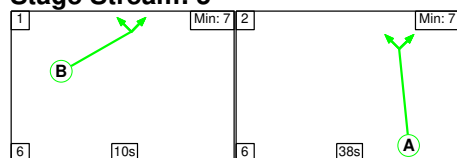
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2
Duration	21	27
Change Point	24	51

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	51	4

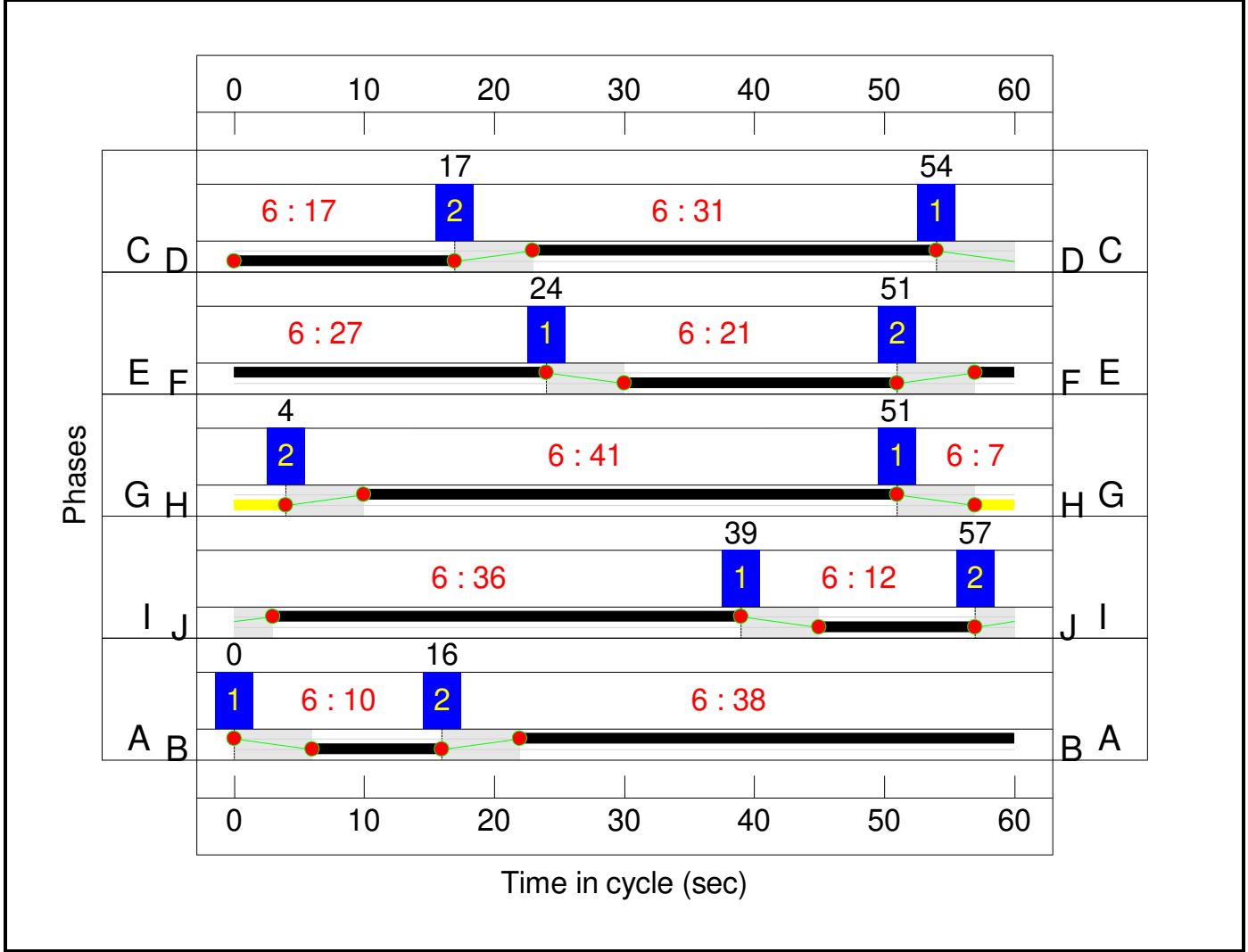
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	39	57

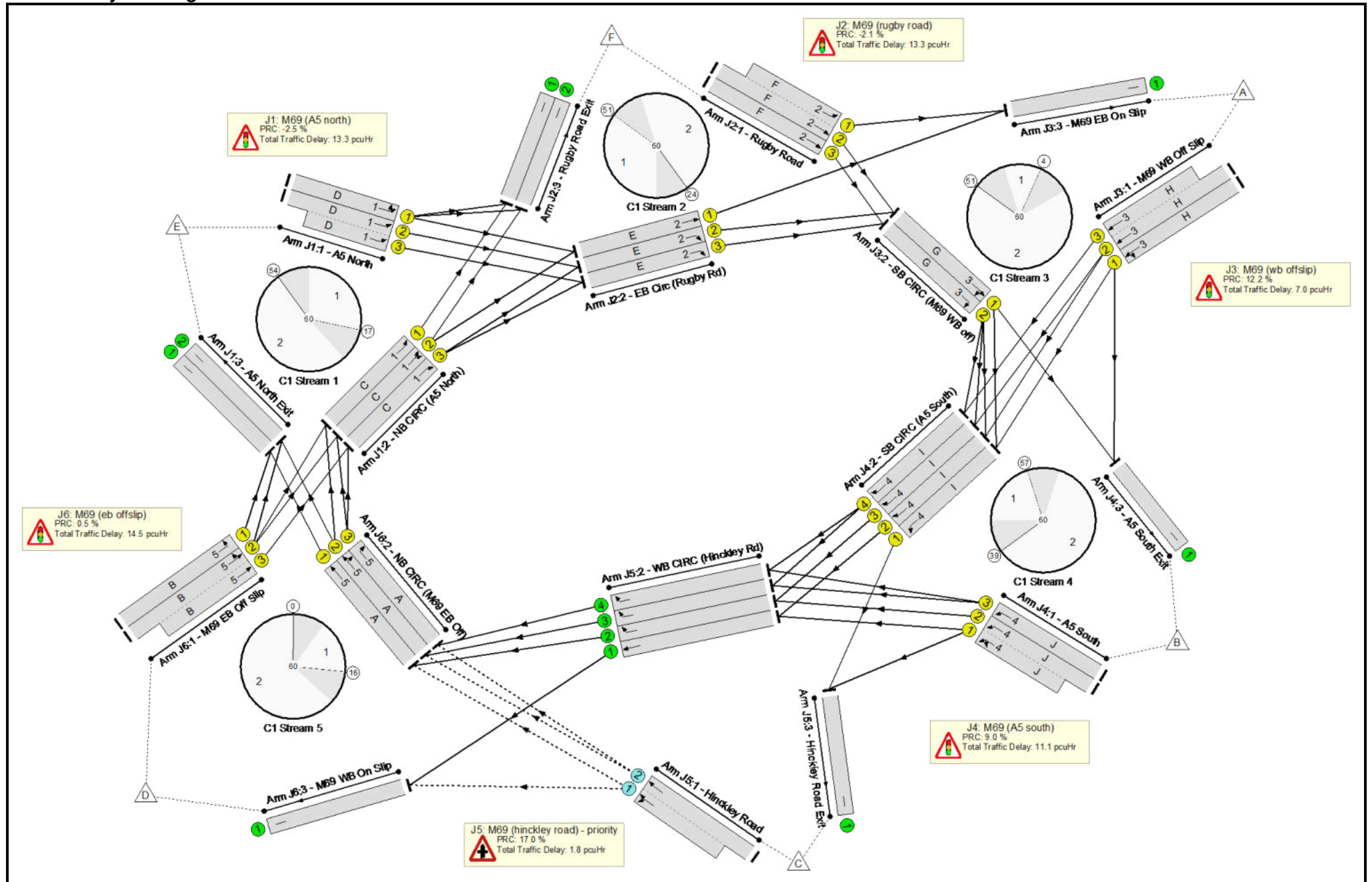
Stage Stream: 5

Stage	1	2
Duration	10	38
Change Point	0	16

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/1	A5 North Ahead Left	U	1	N/A	D		1	17	-	325	1900	570	57.0%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	17	-	851	1900:1900	570+352	92.3 : 92.3%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	254	1900	1013	25.1%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	31	-	439	1900	1013	43.3%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	166	1900	1013	16.4%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	91.9%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	21	-	490	1900:1900	697+190	55.3 : 55.3%
1/3	Rugby Road Ahead	U	2	N/A	F		1	21	-	640	1900	697	91.9%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	27	-	496	1900	887	55.9%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	27	-	682	1900	887	76.9%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	27	-	335	1900	887	37.8%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	177	1900	253	69.9%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	291	1900:1900	253+253	57.2 : 57.6%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1067	1900	1330	80.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	975	1900	1330	73.3%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	584	1900:1900	412+412	82.6 : 59.3%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	339	1900	412	82.3%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	372	1900	1172	31.7%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	931	1900	1172	79.5%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	167	1900	1172	14.3%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	168	1900	1172	14.3%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	357	1900:1900	337+127	76.9 : 76.9%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1161	1900	1900	61.1%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	507	1900	1900	26.7%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	376	1900	1900	19.8%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	131	1900	1900	6.9%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	10	-	312	1900	348	89.6%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	10	-	469	1900:1900	348+348	89.6 : 45.1%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	38	-	593	1900	1235	48.0%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	38	-	431	1900	1235	34.9%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	38	-	335	1900	1235	27.1%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1173	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	714	0	0	38.5	22.7	0.0	61.2	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.5	5.9	0.0	13.3	-	-	-	-
1/1	325	325	-	-	-	1.6	0.7	-	2.3	25.0	4.5	0.7	5.2
1/2+1/3	851	851	-	-	-	4.6	5.2	-	9.8	41.4	8.5	5.2	13.7
2/1	254	254	-	-	-	0.3	0.0	-	0.3	4.3	2.1	0.0	2.1
2/2	439	439	-	-	-	0.5	0.0	-	0.5	4.5	2.6	0.0	2.6
2/3	166	166	-	-	-	0.4	0.0	-	0.4	9.5	2.7	0.0	2.7
3/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.9	5.4	0.0	13.3	-	-	-	-
1/2+1/1	490	490	-	-	-	2.0	0.6	-	2.6	19.1	5.0	0.6	5.6
1/3	640	640	-	-	-	3.2	4.8	-	8.1	45.3	10.1	4.8	15.0
2/1	496	496	-	-	-	1.0	0.0	-	1.0	6.9	3.3	0.0	3.3
2/2	682	682	-	-	-	1.5	0.0	-	1.5	8.1	3.4	0.0	3.4
2/3	335	335	-	-	-	0.2	0.0	-	0.2	2.2	0.4	0.0	0.4
3/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.2	1.8	0.0	7.0	-	-	-	-
1/1	177	177	-	-	-	1.2	1.1	-	2.3	47.8	2.8	1.1	3.9
1/2+1/3	291	291	-	-	-	2.0	0.7	-	2.6	32.7	2.3	0.7	2.9
2/1	1067	1067	-	-	-	0.5	0.0	-	0.5	1.7	4.6	0.0	4.6
2/2	975	975	-	-	-	1.5	0.0	-	1.5	5.7	5.3	0.0	5.3
3/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

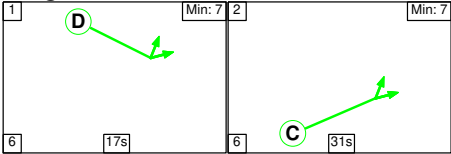
Full Input Data And Results

J4: M69 (A5 south)	-	-	0	0	0	7.7	3.4	0.0	11.1	-	-	-	-
1/2+1/1	584	584	-	-	-	3.5	1.2	-	4.8	29.3	5.4	1.2	6.6
1/3	339	339	-	-	-	2.1	2.2	-	4.3	45.8	5.4	2.2	7.6
2/1	372	372	-	-	-	0.6	0.0	-	0.6	6.0	4.5	0.0	4.5
2/2	931	931	-	-	-	1.4	0.0	-	1.4	5.3	5.9	0.0	5.9
2/3	167	167	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
2/4	168	168	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
3/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	714	0	0	0.2	1.6	0.0	1.8	-	-	-	-
1/2+1/1	357	357	714	0	0	0.2	1.6	-	1.8	18.6	1.2	1.6	2.8
2/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	9.9	4.6	0.0	14.5	-	-	-	-
1/1	312	312	-	-	-	2.1	3.6	-	5.7	65.3	5.0	3.6	8.6
1/2+1/3	469	469	-	-	-	3.0	1.0	-	4.0	31.1	5.0	1.0	6.0
2/1	593	593	-	-	-	2.6	0.0	-	2.6	15.6	9.2	0.0	9.2
2/2	431	431	-	-	-	1.5	0.0	-	1.5	12.4	6.5	0.0	6.5
2/3	335	335	-	-	-	0.8	0.0	-	0.8	8.1	3.5	0.0	3.5
3/1	1173	1173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 13.34 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 13.34 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 12.2 Total Delay for Signalled Lanes (pcuHr): 7.04 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 11.11 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 14.52 Cycle Time (s): 60 PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 61.20													

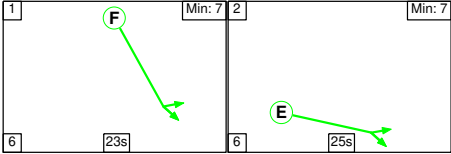
Full Input Data And Results
Scenario 2: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

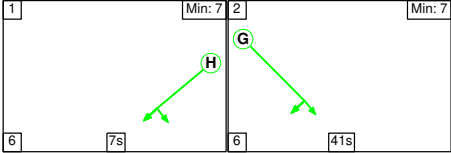
Stage Stream: 1



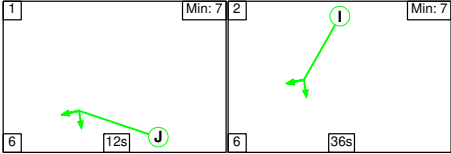
Stage Stream: 2



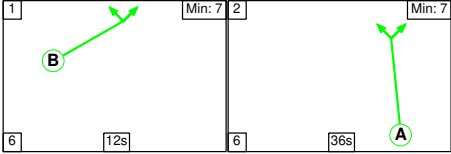
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	22	51

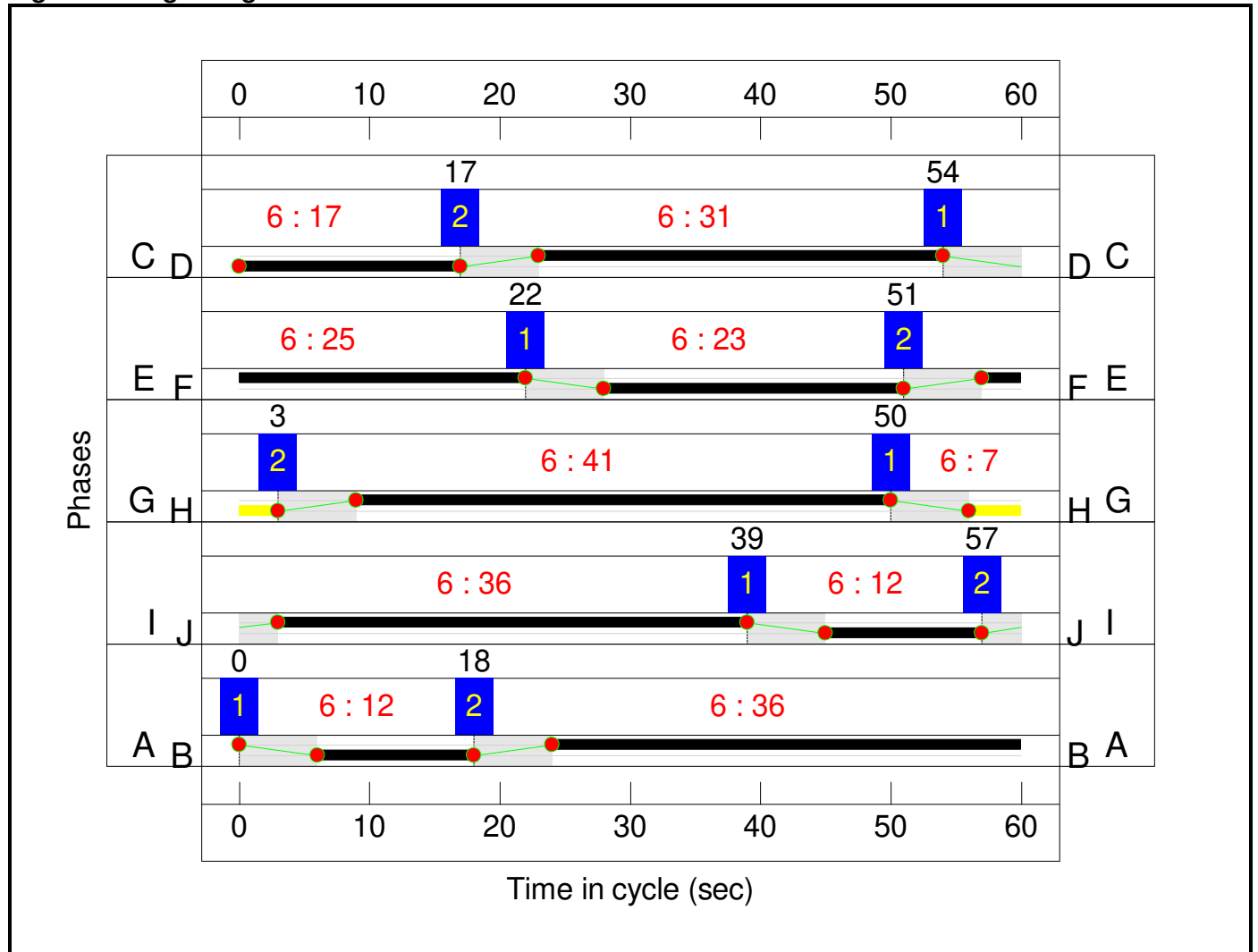
Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	50	3

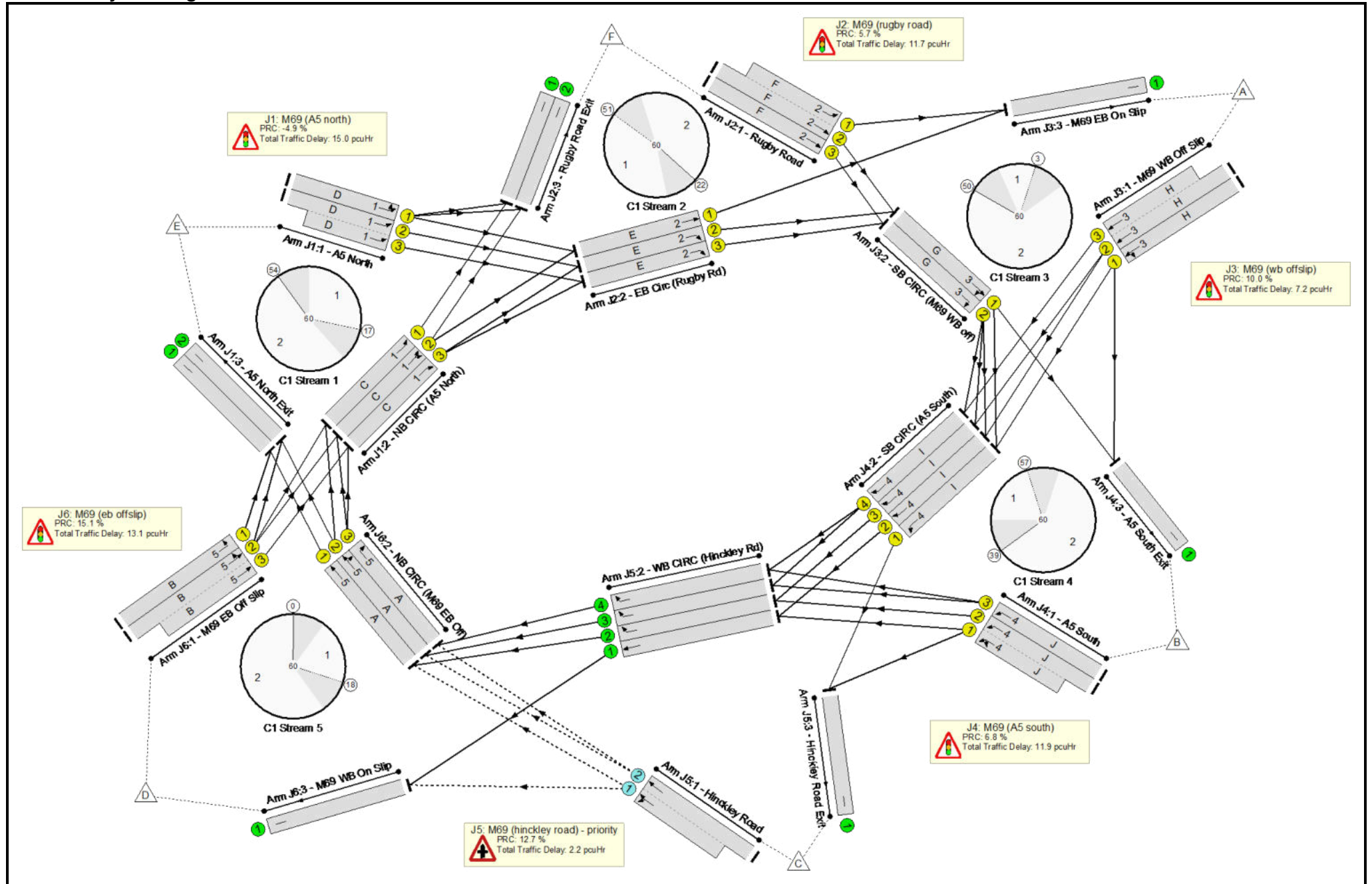
Stage Stream: 4

Stage Stream: 5

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/1	A5 North Ahead Left	U	1	N/A	D		1	17	-	333	1900	570	58.4%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	17	-	871	1900:1900	570+353	94.4 : 94.4%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	259	1900	1013	25.6%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	31	-	449	1900	1013	44.3%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	170	1900	1013	16.8%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	23	-	496	1900:1900	760+207	51.3 : 51.3%
1/3	Rugby Road Ahead	U	2	N/A	F		1	23	-	647	1900	760	85.1%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	25	-	506	1900	823	61.5%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	698	1900	823	84.8%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	343	1900	823	41.7%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	182	1900	253	71.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	300	1900:1900	253+253	59.2 : 59.2%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1088	1900	1330	81.8%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	990	1900	1330	74.4%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	596	1900:1900	412+412	84.3 : 60.5%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	347	1900	412	84.3%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	379	1900	1172	32.3%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	946	1900	1172	80.7%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	172	1900	1172	14.7%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	172	1900	1172	14.7%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	361	1900:1900	328+124	79.8 : 79.8%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1181	1900	1900	62.2%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	519	1900	1900	27.3%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	384	1900	1900	20.2%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	135	1900	1900	7.1%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	12	-	322	1900	412	78.2%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	12	-	482	1900:1900	412+346	78.0 : 46.6%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	36	-	606	1900	1172	51.7%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	36	-	440	1900	1172	37.6%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	36	-	341	1900	1172	29.1%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	722	0	0	40.3	20.9	0.0	61.2	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.6	7.4	0.0	15.0	-	-	-	-
1/1	333	333	-	-	-	1.6	0.7	-	2.3	25.4	4.6	0.7	5.3
1/2+1/3	871	871	-	-	-	4.7	6.7	-	11.4	47.1	8.7	6.7	15.4
2/1	259	259	-	-	-	0.3	0.0	-	0.3	4.2	2.1	0.0	2.1
2/2	449	449	-	-	-	0.5	0.0	-	0.5	4.2	2.7	0.0	2.7
2/3	170	170	-	-	-	0.4	0.0	-	0.4	9.2	2.7	0.0	2.7
3/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	8.5	3.3	0.0	11.7	-	-	-	-
1/2+1/1	496	496	-	-	-	1.8	0.5	-	2.3	17.0	4.9	0.5	5.4
1/3	647	647	-	-	-	2.9	2.7	-	5.7	31.6	9.7	2.7	12.4
2/1	506	506	-	-	-	1.0	0.0	-	1.0	7.1	3.4	0.0	3.4
2/2	698	698	-	-	-	2.4	0.0	-	2.4	12.4	4.8	0.0	4.8
2/3	343	343	-	-	-	0.3	0.0	-	0.3	3.2	0.6	0.0	0.6
3/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.3	2.0	0.0	7.2	-	-	-	-
1/1	182	182	-	-	-	1.3	1.2	-	2.5	49.3	2.9	1.2	4.1
1/2+1/3	300	300	-	-	-	2.0	0.7	-	2.8	33.1	2.3	0.7	3.1
2/1	1088	1088	-	-	-	0.6	0.0	-	0.6	1.9	6.1	0.0	6.1
2/2	990	990	-	-	-	1.4	0.0	-	1.4	5.1	5.1	0.0	5.1
3/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

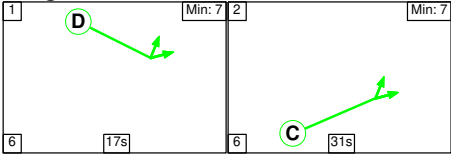
J4: M69 (A5 south)	-	-	0	0	0	8.1	3.8	0.0	11.9	-	-	-	-
1/2+1/1	596	596	-	-	-	3.6	1.3	-	4.9	29.8	5.5	1.3	6.8
1/3	347	347	-	-	-	2.2	2.5	-	4.7	48.4	5.5	2.5	8.0
2/1	379	379	-	-	-	0.7	0.0	-	0.7	6.3	4.5	0.0	4.5
2/2	946	946	-	-	-	1.6	0.0	-	1.6	6.0	6.2	0.0	6.2
2/3	172	172	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
2/4	172	172	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
3/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	722	0	0	0.3	1.9	0.0	2.2	-	-	-	-
1/2+1/1	361	361	722	0	0	0.3	1.9	-	2.2	21.7	1.8	1.9	3.7
2/1	1181	1181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	10.5	2.6	0.0	13.1	-	-	-	-
1/1	322	322	-	-	-	2.0	1.7	-	3.7	41.5	5.0	1.7	6.7
1/2+1/3	482	482	-	-	-	2.9	0.9	-	3.7	28.0	5.0	0.9	5.9
2/1	606	606	-	-	-	3.0	0.0	-	3.0	17.9	9.6	0.0	9.6
2/2	440	440	-	-	-	1.8	0.0	-	1.8	14.6	6.8	0.0	6.8
2/3	341	341	-	-	-	0.9	0.0	-	0.9	9.3	3.5	0.0	3.5
3/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 15.00 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 11.72 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 7.22 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 6.8 Total Delay for Signalled Lanes (pcuHr): 11.92 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 13.14 Cycle Time (s): 60 PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 61.17													

Full Input Data And Results

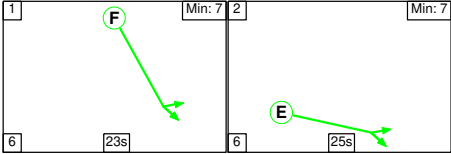
Scenario 3: '2026 + Dev AM' (FG5: '2026 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

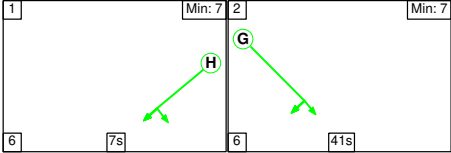
Stage Stream: 1



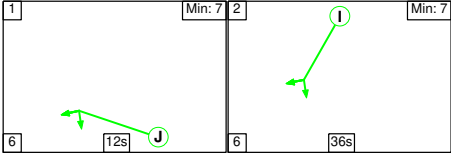
Stage Stream: 2



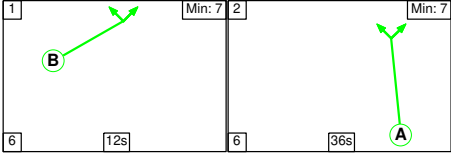
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	22	51

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	50	3

Full Input Data And Results

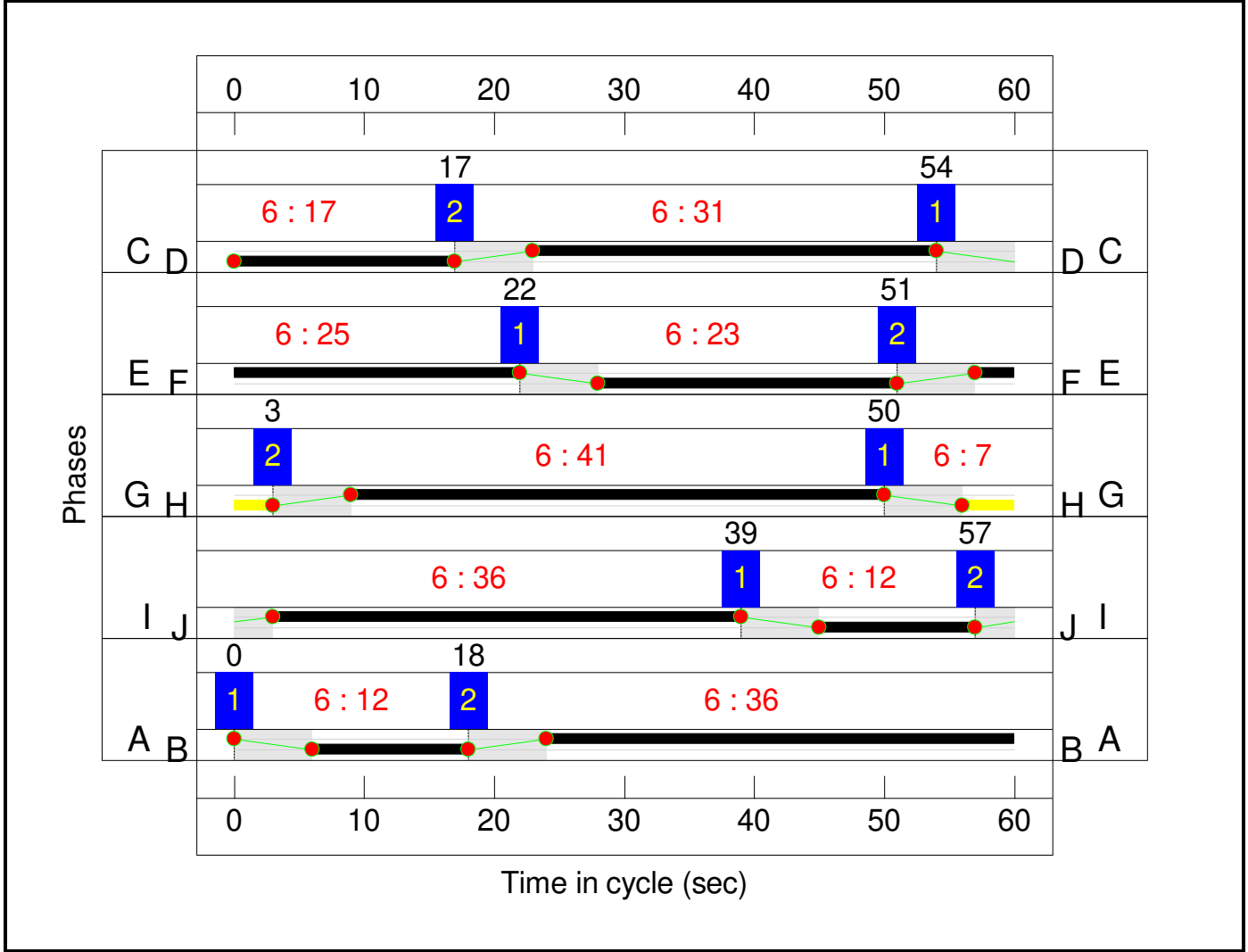
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	39	57

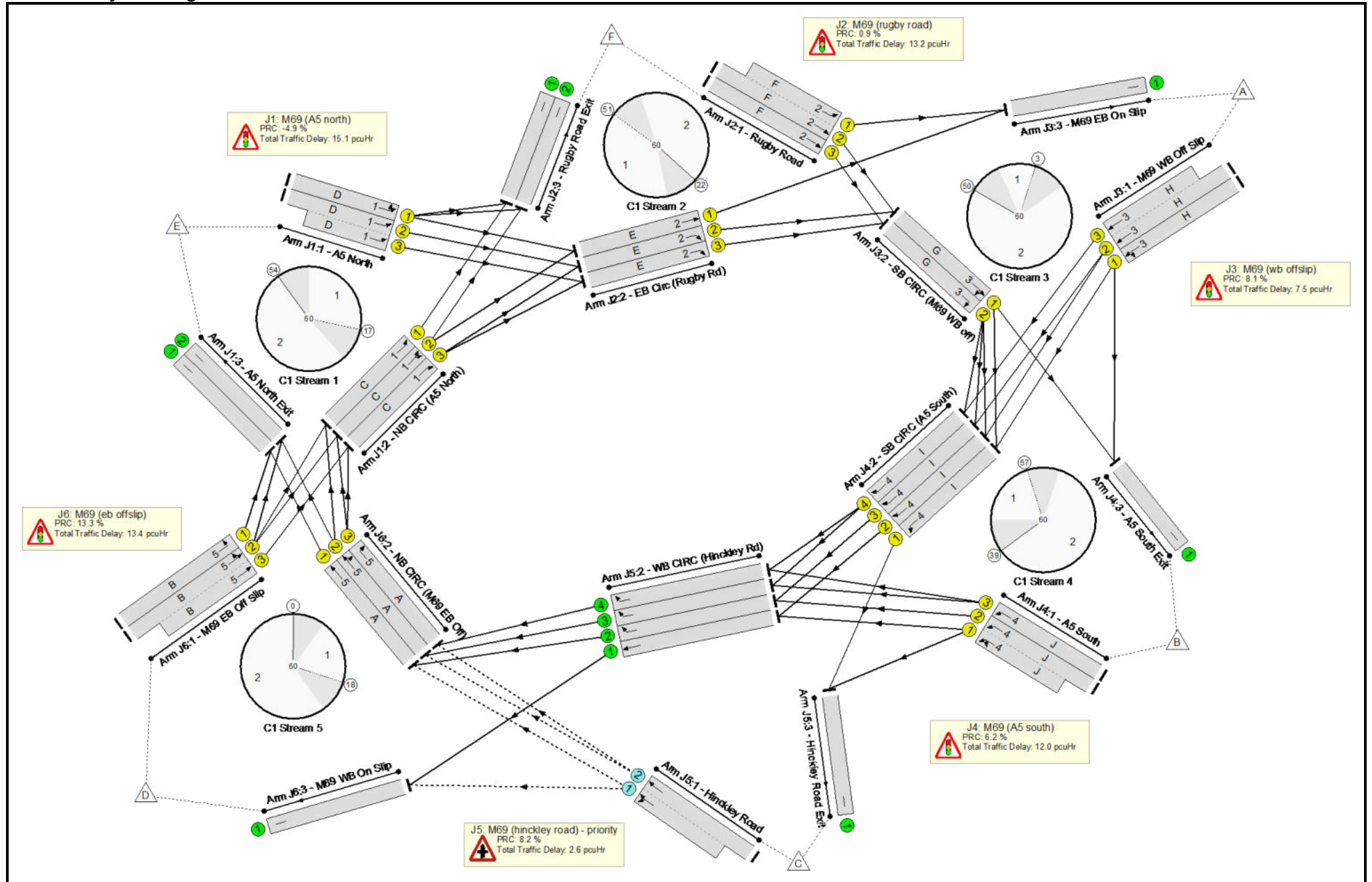
Stage Stream: 5

Stage	1	2
Duration	12	36
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/1	A5 North Ahead Left	U	1	N/A	D		1	17	-	333	1900	570	58.4%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	17	-	871	1900:1900	570+353	94.4 : 94.4%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	267	1900	1013	26.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	31	-	458	1900	1013	45.2%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	170	1900	1013	16.8%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	23	-	526	1900:1900	760+217	53.8 : 53.8%
1/3	Rugby Road Ahead	U	2	N/A	F		1	23	-	678	1900	760	89.2%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	25	-	507	1900	823	61.6%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	698	1900	823	84.8%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	343	1900	823	41.7%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	182	1900	253	71.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	302	1900:1900	253+253	59.6 : 59.6%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1107	1900	1330	83.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1021	1900	1330	76.8%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	600	1900:1900	412+412	84.8 : 61.0%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	348	1900	412	84.5%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	382	1900	1172	32.6%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	977	1900	1172	83.4%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	173	1900	1172	14.8%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	173	1900	1172	14.8%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	363	1900:1900	318+119	83.1 : 83.1%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1214	1900	1900	63.9%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	522	1900	1900	27.5%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	383	1900	1900	20.2%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	138	1900	1900	7.3%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	12	-	327	1900	412	79.4%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	12	-	487	1900:1900	412+334	79.2 : 48.2%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	36	-	609	1900	1172	52.0%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	36	-	440	1900	1172	37.6%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	36	-	345	1900	1172	29.4%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%

Full Input Data And Results

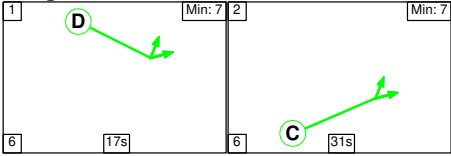
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	726	0	0	41.1	22.7	0.0	63.8	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.7	7.4	0.0	15.1	-	-	-	-
1/1	333	333	-	-	-	1.6	0.7	-	2.3	25.4	4.6	0.7	5.3
1/2+1/3	871	871	-	-	-	4.7	6.7	-	11.4	47.1	8.7	6.7	15.4
2/1	267	267	-	-	-	0.3	0.0	-	0.3	4.4	2.2	0.0	2.2
2/2	458	458	-	-	-	0.6	0.0	-	0.6	4.6	2.8	0.0	2.8
2/3	170	170	-	-	-	0.4	0.0	-	0.4	9.3	2.7	0.0	2.7
3/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	8.9	4.4	0.0	13.2	-	-	-	-
1/2+1/1	526	526	-	-	-	1.9	0.6	-	2.5	17.2	5.1	0.6	5.7
1/3	678	678	-	-	-	3.2	3.8	-	6.9	36.9	10.4	3.8	14.1
2/1	507	507	-	-	-	1.0	0.0	-	1.0	7.4	3.5	0.0	3.5
2/2	698	698	-	-	-	2.4	0.0	-	2.4	12.4	4.8	0.0	4.8
2/3	343	343	-	-	-	0.3	0.0	-	0.3	3.2	0.6	0.0	0.6
3/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.5	2.0	0.0	7.5	-	-	-	-
1/1	182	182	-	-	-	1.3	1.2	-	2.5	49.3	2.9	1.2	4.1
1/2+1/3	302	302	-	-	-	2.1	0.7	-	2.8	33.2	2.3	0.7	3.1
2/1	1107	1107	-	-	-	0.6	0.0	-	0.6	1.9	6.1	0.0	6.1
2/2	1021	1021	-	-	-	1.6	0.0	-	1.6	5.6	5.6	0.0	5.6
3/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

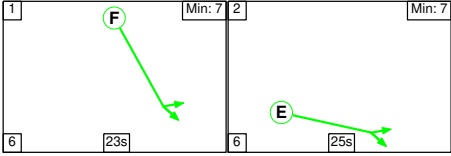
J4: M69 (A5 south)	-	-	0	0	0	8.2	3.9	0.0	12.0	-	-	-	-
1/2+1/1	600	600	-	-	-	3.7	1.3	-	5.0	30.0	5.5	1.3	6.9
1/3	348	348	-	-	-	2.2	2.5	-	4.7	48.7	5.5	2.5	8.0
2/1	382	382	-	-	-	0.7	0.0	-	0.7	6.3	4.6	0.0	4.6
2/2	977	977	-	-	-	1.6	0.0	-	1.6	5.9	6.2	0.0	6.2
2/3	173	173	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
2/4	173	173	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
3/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	726	0	0	0.3	2.3	0.0	2.6	-	-	-	-
1/2+1/1	363	363	726	0	0	0.3	2.3	-	2.6	25.8	1.9	2.3	4.2
2/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	10.6	2.8	0.0	13.4	-	-	-	-
1/1	327	327	-	-	-	2.0	1.9	-	3.9	42.6	5.1	1.9	6.9
1/2+1/3	487	487	-	-	-	2.9	0.9	-	3.8	28.4	5.1	0.9	6.0
2/1	609	609	-	-	-	3.0	0.0	-	3.0	17.9	9.6	0.0	9.6
2/2	440	440	-	-	-	1.8	0.0	-	1.8	14.5	6.7	0.0	6.7
2/3	345	345	-	-	-	0.9	0.0	-	0.9	9.3	3.6	0.0	3.6
3/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%): -4.9 Total Delay for Signalised Lanes (pcuHr): 15.09 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalised Lanes (%): 0.9 Total Delay for Signalised Lanes (pcuHr): 13.22 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalised Lanes (%): 8.1 Total Delay for Signalised Lanes (pcuHr): 7.45 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalised Lanes (%): 6.2 Total Delay for Signalised Lanes (pcuHr): 12.03 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalised Lanes (%): 13.3 Total Delay for Signalised Lanes (pcuHr): 13.42 Cycle Time (s): 60 PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 63.81													

Stage Sequence Diagram

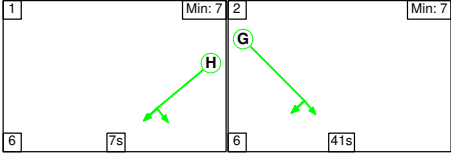
Stage Stream: 1



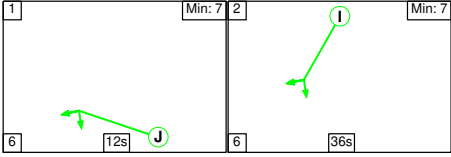
Stage Stream: 2



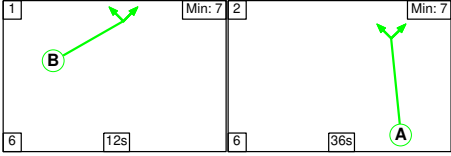
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	22	51

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	52	5

Full Input Data And Results

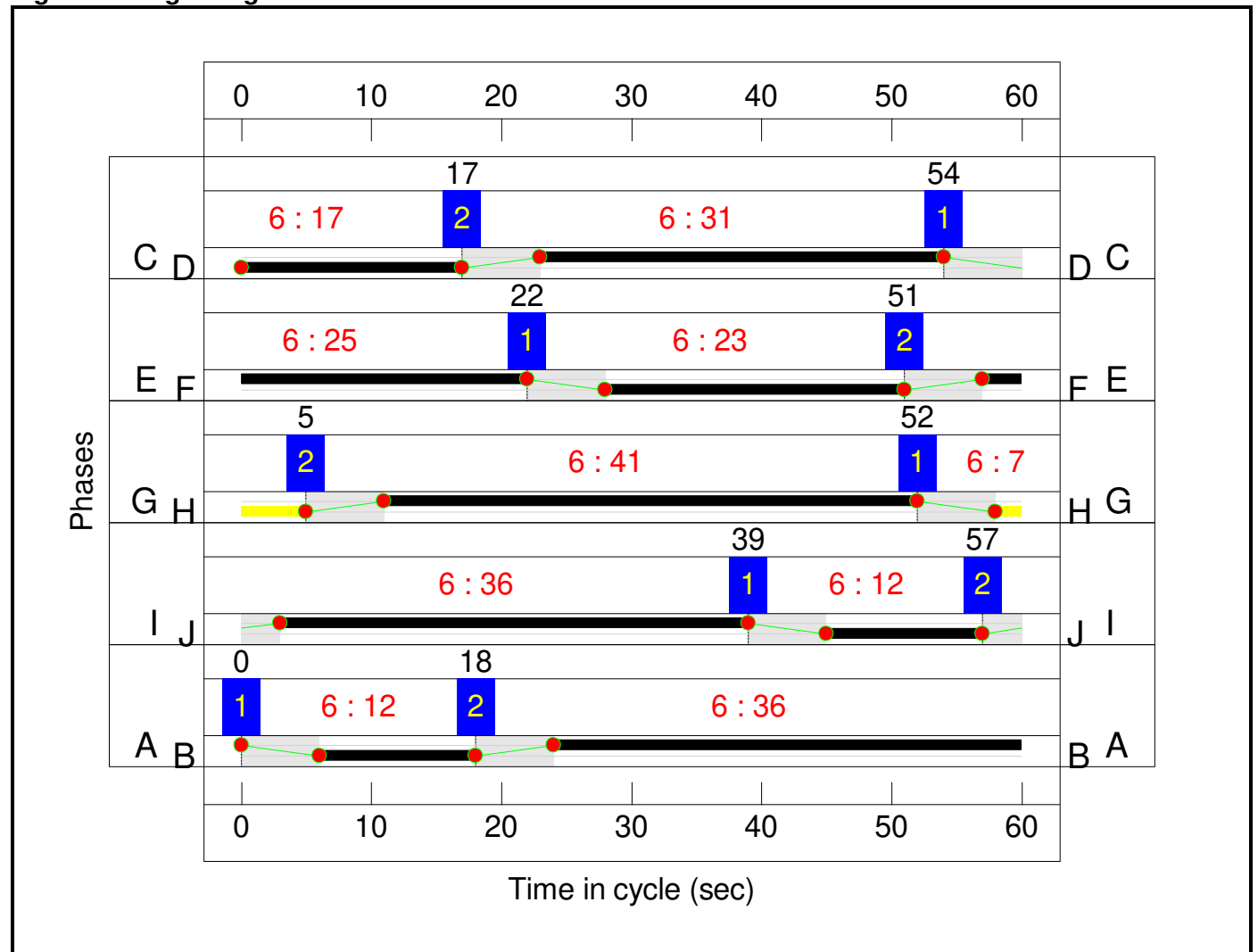
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	39	57

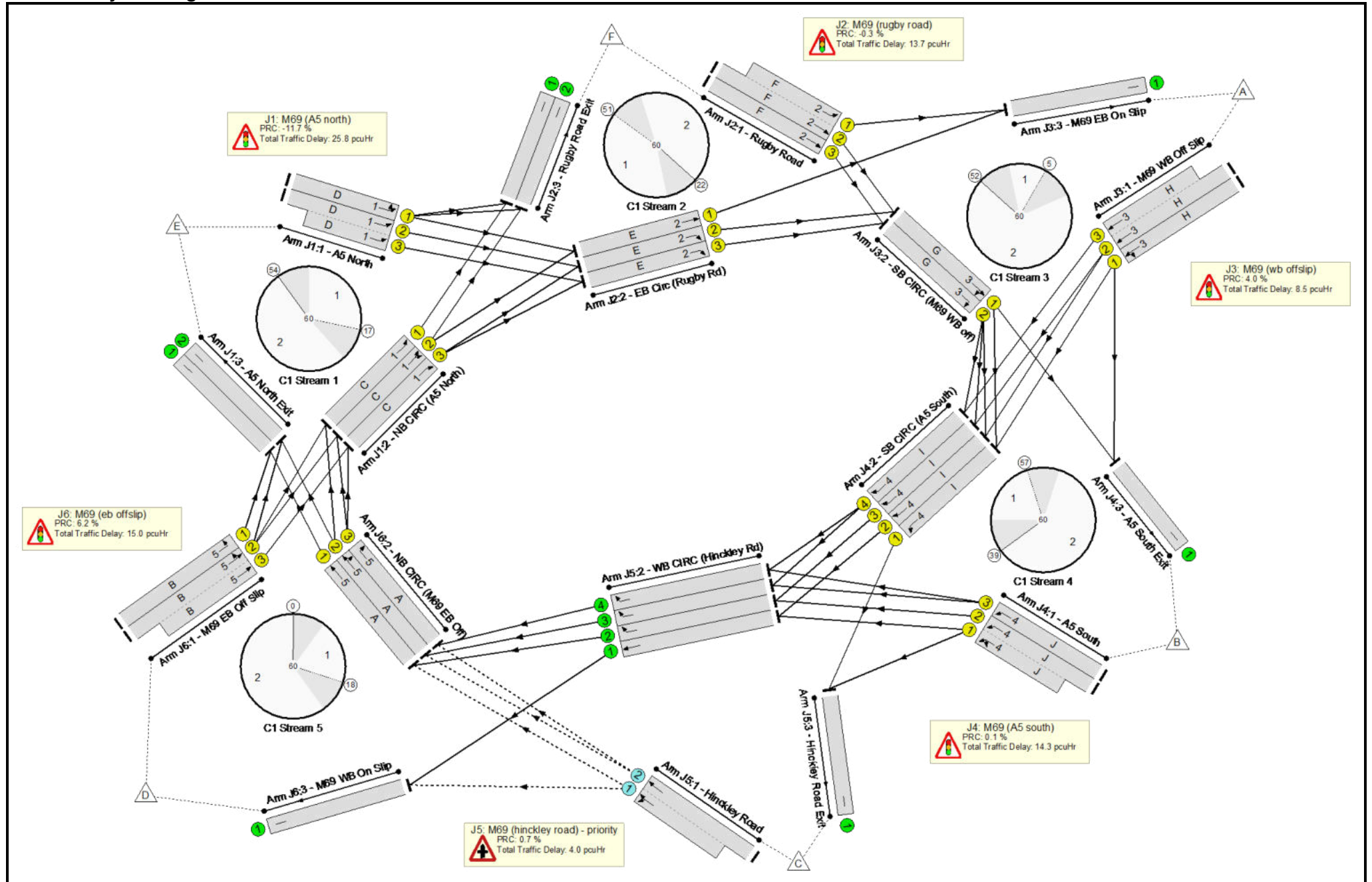
Stage Stream: 5

Stage	1	2
Duration	12	36
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
1/1	A5 North Ahead Left	U	1	N/A	D		1	17	-	355	1900	570	62.3%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	17	-	927	1900:1900	570+352	100.5 : 100.5%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	278	1900	1013	27.4%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	31	-	477	1900	1013	47.1%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	184	1900	1013	18.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	23	-	519	1900:1900	760+207	53.7 : 53.7%
1/3	Rugby Road Ahead	U	2	N/A	F		1	23	-	677	1900	760	89.1%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	25	-	537	1900	823	65.2%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	746	1900	823	90.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	365	1900	823	44.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	198	1900	253	78.2%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	326	1900:1900	253+253	64.3 : 64.3%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1154	1900	1330	86.5%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1042	1900	1330	78.3%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	635	1900:1900	412+412	89.9 : 64.4%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	369	1900	412	89.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	403	1900	1172	34.4%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	996	1900	1172	85.0%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	186	1900	1172	15.9%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	186	1900	1172	15.9%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	378	1900:1900	307+116	89.4 : 89.4%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1246	1900	1900	65.6%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	556	1900	1900	29.3%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	411	1900	1900	21.6%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	144	1900	1900	7.6%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	12	-	349	1900	412	84.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	12	-	523	1900:1900	412+348	84.5 : 50.4%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	36	-	647	1900	1172	55.2%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	36	-	469	1900	1172	40.0%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	36	-	360	1900	1172	30.7%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	756	0	0	44.3	36.8	0.0	81.2	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.4	17.3	0.0	25.8	-	-	-	-
1/1	355	355	-	-	-	1.8	0.8	-	2.6	26.4	5.0	0.8	5.8
1/2+1/3	927	924	-	-	-	5.2	16.5	-	21.7	84.3	9.6	16.5	26.1
2/1	278	278	-	-	-	0.3	0.0	-	0.3	4.4	2.4	0.0	2.4
2/2	477	477	-	-	-	0.6	0.0	-	0.6	4.8	3.0	0.0	3.0
2/3	184	184	-	-	-	0.5	0.0	-	0.5	9.4	3.0	0.0	3.0
3/1	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	9.4	4.3	0.0	13.7	-	-	-	-
1/2+1/1	519	519	-	-	-	1.9	0.6	-	2.5	17.3	5.1	0.6	5.7
1/3	677	677	-	-	-	3.2	3.7	-	6.9	36.7	10.3	3.7	14.1
2/1	537	537	-	-	-	1.1	0.0	-	1.1	7.4	3.7	0.0	3.7
2/2	743	743	-	-	-	2.9	0.0	-	2.9	13.8	5.5	0.0	5.5
2/3	365	365	-	-	-	0.3	0.0	-	0.3	3.3	0.7	0.0	0.7
3/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.9	2.6	0.0	8.5	-	-	-	-
1/1	198	198	-	-	-	1.4	1.7	-	3.1	55.8	3.2	1.7	4.9
1/2+1/3	326	326	-	-	-	2.2	0.9	-	3.1	34.5	2.5	0.9	3.4
2/1	1151	1151	-	-	-	1.0	0.0	-	1.0	3.2	13.5	0.0	13.5
2/2	1042	1042	-	-	-	1.3	0.0	-	1.3	4.4	4.6	0.0	4.6
3/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

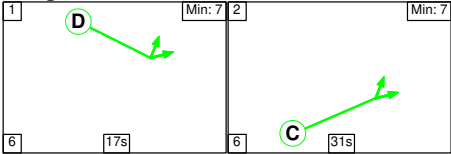
J4: M69 (A5 south)	-	-	0	0	0	8.9	5.3	0.0	14.3	-	-	-	-
1/2+1/1	635	635	-	-	-	3.9	1.7	-	5.6	31.6	6.0	1.7	7.6
1/3	369	369	-	-	-	2.3	3.7	-	6.0	58.8	5.9	3.7	9.6
2/1	403	403	-	-	-	0.7	0.0	-	0.7	6.6	4.8	0.0	4.8
2/2	996	996	-	-	-	1.8	0.0	-	1.8	6.6	7.2	0.0	7.2
2/3	186	186	-	-	-	0.0	0.0	-	0.0	0.7	0.3	0.0	0.3
2/4	186	186	-	-	-	0.0	0.0	-	0.0	0.7	0.3	0.0	0.3
3/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	756	0	0	0.4	3.6	0.0	4.0	-	-	-	-
1/2+1/1	378	378	756	0	0	0.4	3.6	-	4.0	38.1	4.3	3.6	7.9
2/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.3	3.7	0.0	15.0	-	-	-	-
1/1	349	349	-	-	-	2.2	2.6	-	4.8	49.1	5.5	2.6	8.1
1/2+1/3	523	523	-	-	-	3.2	1.1	-	4.3	29.3	5.5	1.1	6.6
2/1	647	647	-	-	-	3.2	0.0	-	3.2	17.7	10.3	0.0	10.3
2/2	469	469	-	-	-	1.9	0.0	-	1.9	14.2	7.2	0.0	7.2
2/3	360	360	-	-	-	0.9	0.0	-	0.9	9.1	3.8	0.0	3.8
3/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -11.7 Total Delay for Signalled Lanes (pcuHr): 25.75 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 13.68 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 8.50 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 14.26 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 14.97 Cycle Time (s): 60 PRC Over All Lanes (%): -11.7 Total Delay Over All Lanes(pcuHr): 81.17													

Full Input Data And Results

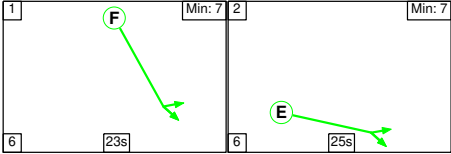
Scenario 5: '2031 + Dev AM' (FG9: '2031 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

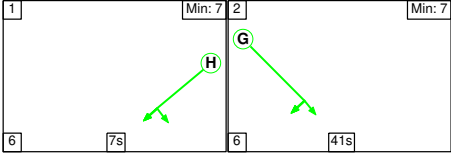
Stage Stream: 1



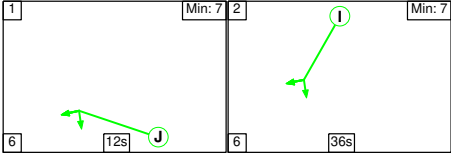
Stage Stream: 2



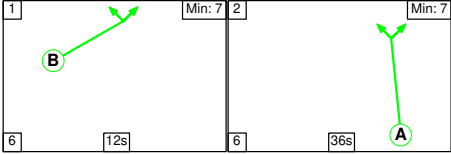
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	22	51

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	52	5

Full Input Data And Results

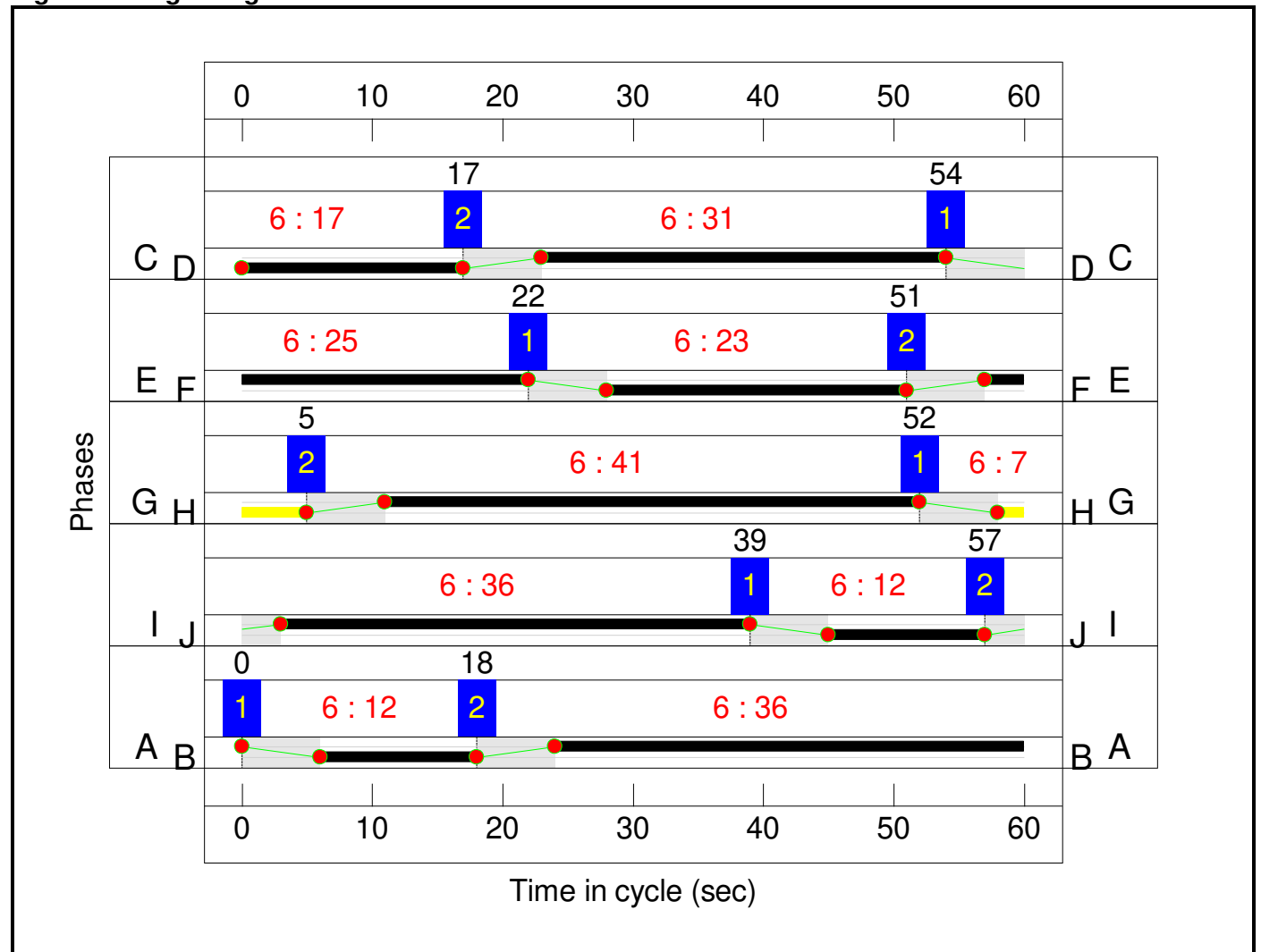
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	39	57

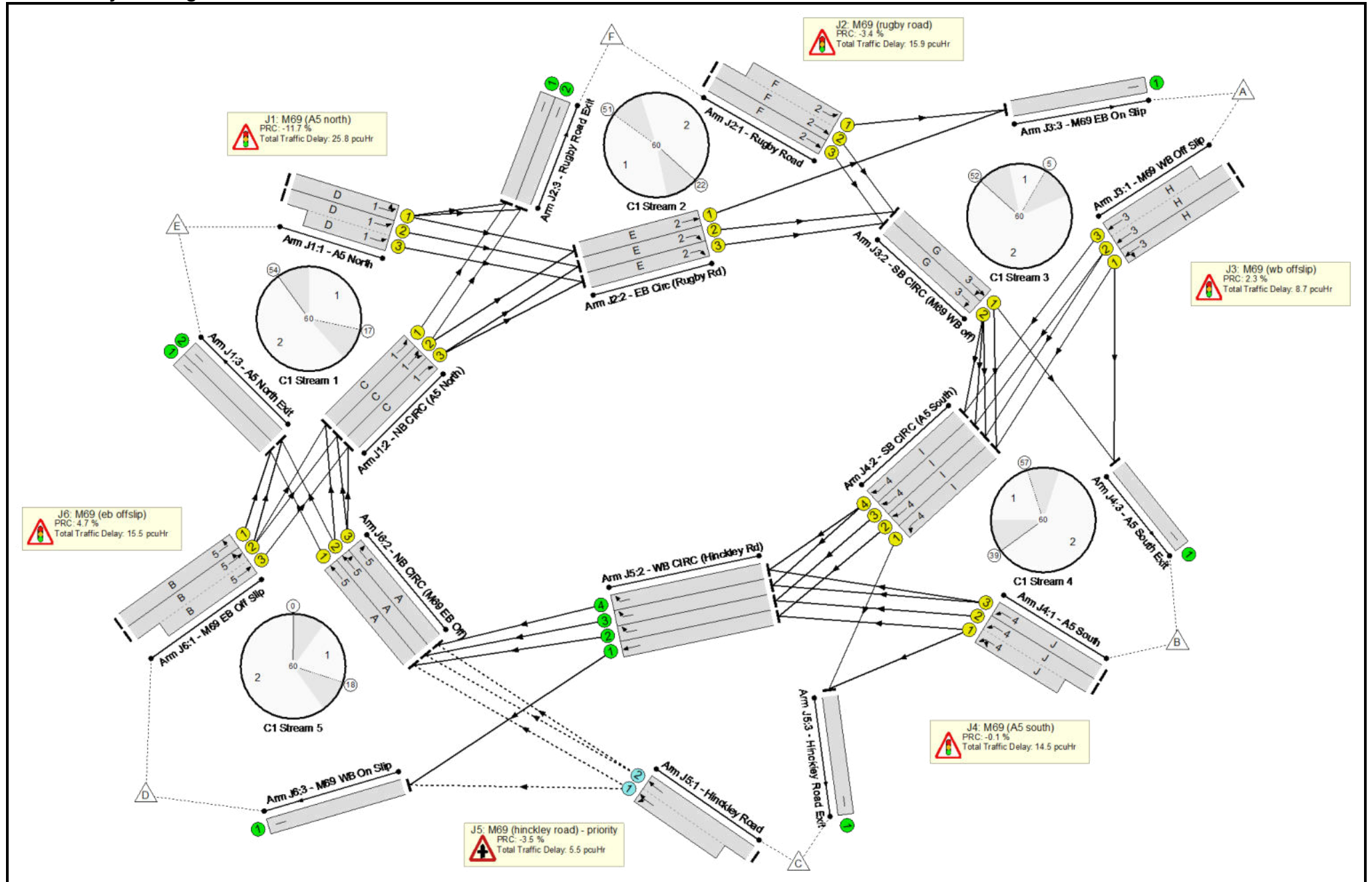
Stage Stream: 5

Stage	1	2
Duration	12	36
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	100.5%
1/1	A5 North Ahead Left	U	1	N/A	D		1	17	-	355	1900	570	62.3%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	17	-	927	1900:1900	570+352	100.5 : 100.5%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	287	1900	1013	28.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	31	-	486	1900	1013	48.0%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	31	-	184	1900	1013	18.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	23	-	549	1900:1900	760+217	56.2 : 56.2%
1/3	Rugby Road Ahead	U	2	N/A	F		1	23	-	707	1900	760	93.0%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	25	-	538	1900	823	65.3%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	746	1900	823	90.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	25	-	365	1900	823	44.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	88.0%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	198	1900	253	78.2%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	328	1900:1900	253+253	64.7 : 64.7%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1173	1900	1330	88.0%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1072	1900	1330	80.6%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	90.1%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	638	1900:1900	412+412	90.1 : 64.9%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	371	1900	412	90.1%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	406	1900	1172	34.6%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	1026	1900	1172	87.6%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	187	1900	1172	16.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	187	1900	1172	16.0%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	380	1900:1900	296+112	93.2 : 93.2%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1278	1900	1900	67.3%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	558	1900	1900	29.4%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	411	1900	1900	21.6%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	147	1900	1900	7.7%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	12	-	354	1900	412	86.0%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	12	-	529	1900:1900	412+335	86.0 : 52.3%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	36	-	649	1900	1172	55.4%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	36	-	471	1900	1172	40.2%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	36	-	363	1900	1172	31.0%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1291	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	760	0	0	45.2	40.6	0.0	85.8	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.5	17.3	0.0	25.8	-	-	-	-
1/1	355	355	-	-	-	1.8	0.8	-	2.6	26.4	5.0	0.8	5.8
1/2+1/3	927	924	-	-	-	5.2	16.5	-	21.7	84.3	9.6	16.5	26.1
2/1	287	287	-	-	-	0.3	0.0	-	0.3	4.4	2.5	0.0	2.5
2/2	486	486	-	-	-	0.6	0.0	-	0.6	4.7	3.1	0.0	3.1
2/3	184	184	-	-	-	0.5	0.0	-	0.5	9.4	3.0	0.0	3.0
3/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	9.7	6.2	0.0	15.9	-	-	-	-
1/2+1/1	549	549	-	-	-	2.0	0.6	-	2.7	17.6	5.5	0.6	6.1
1/3	707	707	-	-	-	3.4	5.5	-	8.9	45.3	11.2	5.5	16.7
2/1	538	538	-	-	-	1.1	0.0	-	1.1	7.5	3.8	0.0	3.8
2/2	743	743	-	-	-	2.9	0.0	-	2.9	13.9	5.5	0.0	5.5
2/3	365	365	-	-	-	0.3	0.0	-	0.3	3.3	0.7	0.0	0.7
3/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	6.1	2.6	0.0	8.7	-	-	-	-
1/1	198	198	-	-	-	1.4	1.7	-	3.1	55.8	3.2	1.7	4.9
1/2+1/3	328	328	-	-	-	2.2	0.9	-	3.2	34.6	2.6	0.9	3.5
2/1	1170	1170	-	-	-	1.1	0.0	-	1.1	3.3	13.6	0.0	13.6
2/2	1072	1072	-	-	-	1.4	0.0	-	1.4	4.8	5.1	0.0	5.1
3/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

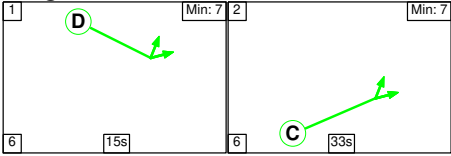
Full Input Data And Results

J4: M69 (A5 south)	-	-	0	0	0	9.0	5.5	0.0	14.5	-	-	-	-
1/2+1/1	638	638	-	-	-	3.9	1.7	-	5.6	31.8	6.0	1.7	7.7
1/3	371	371	-	-	-	2.4	3.8	-	6.2	60.1	6.0	3.8	9.8
2/1	406	406	-	-	-	0.7	0.0	-	0.7	6.6	4.8	0.0	4.8
2/2	1026	1026	-	-	-	1.8	0.0	-	1.8	6.5	7.2	0.0	7.2
2/3	187	187	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
2/4	187	187	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
3/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	760	0	0	0.4	5.0	0.0	5.5	-	-	-	-
1/2+1/1	380	380	760	0	0	0.4	5.0	-	5.5	51.6	4.4	5.0	9.4
2/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.4	4.0	0.0	15.5	-	-	-	-
1/1	354	354	-	-	-	2.2	2.8	-	5.0	51.1	5.6	2.8	8.4
1/2+1/3	529	529	-	-	-	3.2	1.2	-	4.4	30.0	5.6	1.2	6.8
2/1	649	649	-	-	-	3.2	0.0	-	3.2	17.7	10.3	0.0	10.3
2/2	471	471	-	-	-	1.9	0.0	-	1.9	14.2	7.2	0.0	7.2
2/3	363	363	-	-	-	1.0	0.0	-	1.0	9.5	3.9	0.0	3.9
3/1	1291	1291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -11.7 Total Delay for Signalled Lanes (pcuHr): 25.76 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 15.89 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 8.74 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 14.49 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 15.45 Cycle Time (s): 60 PRC Over All Lanes (%): -11.7 Total Delay Over All Lanes(pcuHr): 85.78													

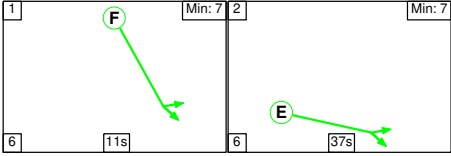
Full Input Data And Results
Scenario 6: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

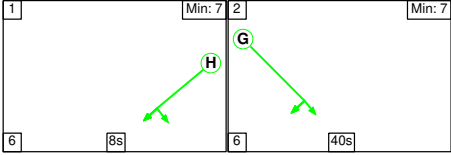
Stage Stream: 1



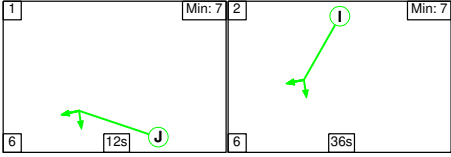
Stage Stream: 2



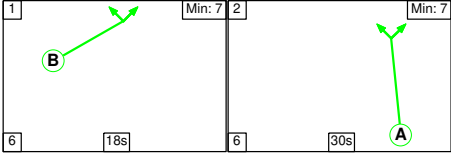
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	39	0

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	4	21

Stage Stream: 3

Stage	1	2
Duration	8	40
Change Point	56	10

Full Input Data And Results

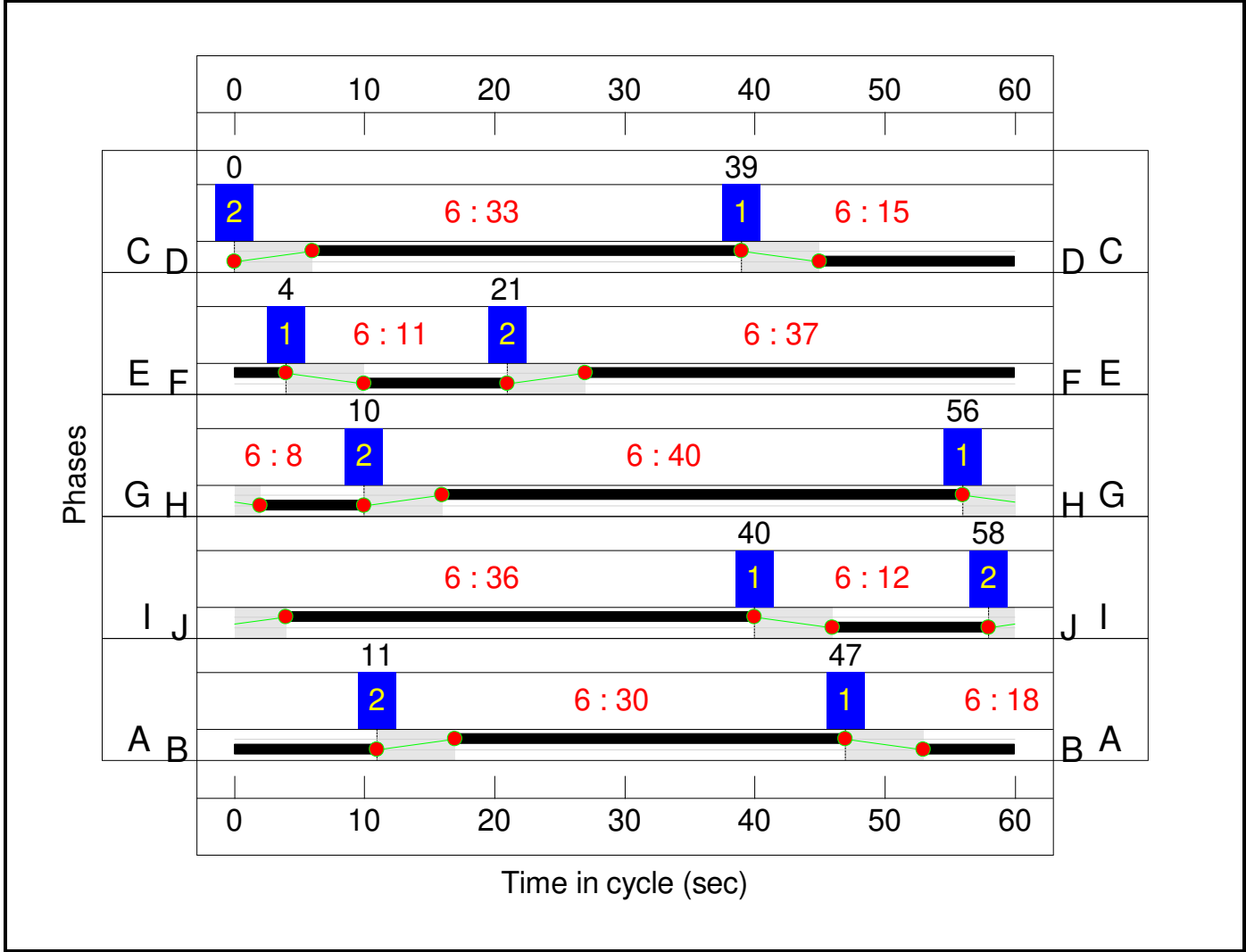
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	40	58

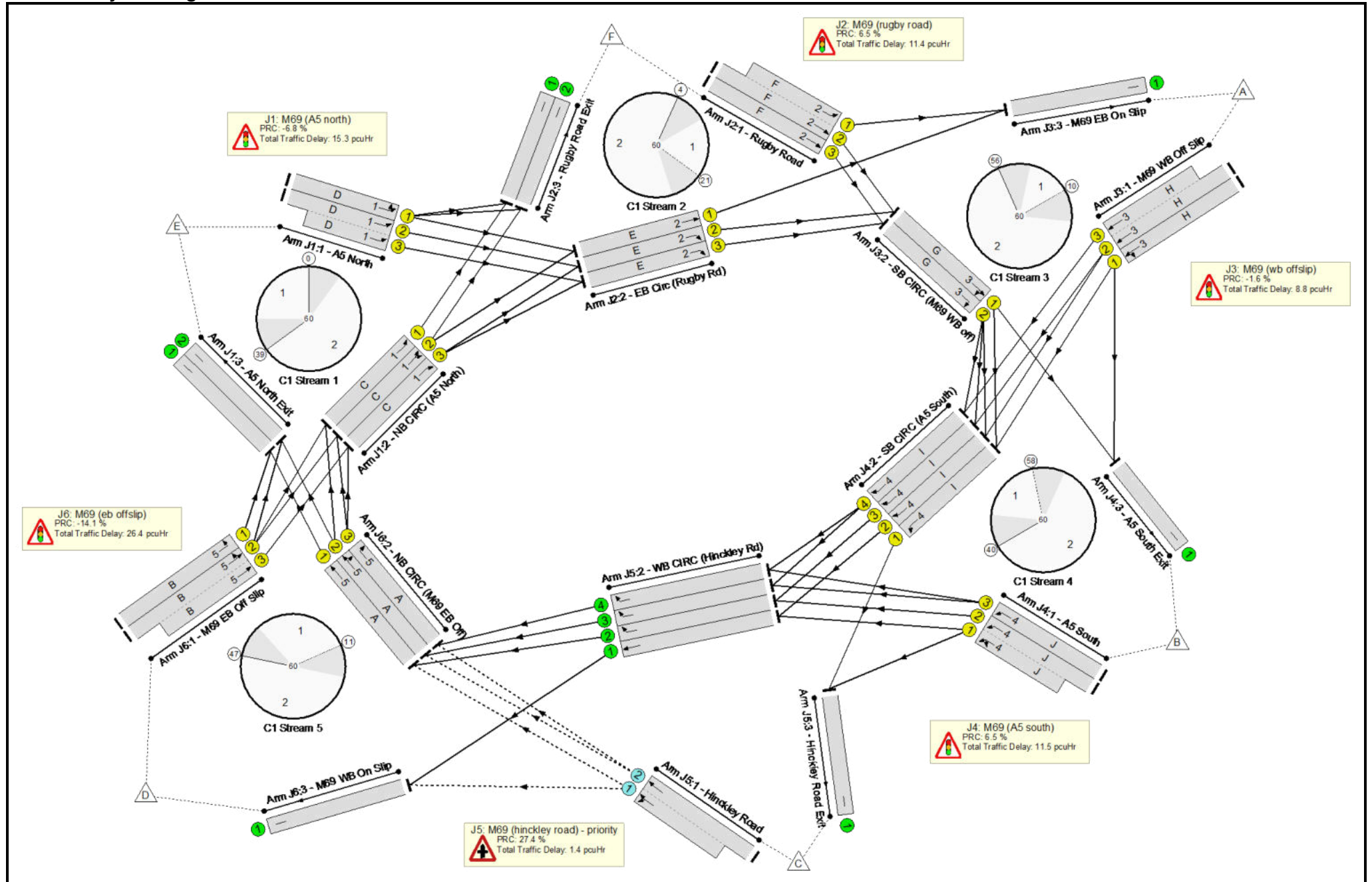
Stage Stream: 5

Stage	1	2
Duration	18	30
Change Point	47	11

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	A5 North Ahead Left	U	1	N/A	D		1	15	-	186	1900	507	36.7%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	15	-	764	1900:1900	507+288	96.1 : 96.1%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	545	1900	1077	49.9%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	33	-	660	1900	1077	60.5%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	421	1900	1077	39.1%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	11	-	341	1900:1900	380+73	75.3 : 75.3%
1/3	Rugby Road Ahead	U	2	N/A	F		1	11	-	321	1900	380	84.5%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	37	-	285	1900	1203	23.7%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	901	1900	1203	74.9%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	284	1900	1203	23.6%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	8	-	235	1900	285	82.5%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	8	-	323	1900:1900	285+285	56.8 : 56.5%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	40	-	1187	1900	1298	91.4%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	40	-	605	1900	1298	46.6%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	514	1900:1900	412+196	84.5 : 84.5%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	348	1900	412	84.5%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	390	1900	1172	33.3%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	580	1900	1172	49.5%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	174	1900	1172	14.9%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	174	1900	1172	14.9%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	70.6%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	397	1900:1900	391+171	70.6 : 70.6%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	737	1900	1900	38.8%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	522	1900	1900	27.5%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	343	1900	1900	18.1%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	179	1900	1900	9.4%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	18	-	458	1900	602	76.1%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	18	-	1029	1900:1900	602+529	102.7 : 77.7%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	30	-	629	1900	982	64.1%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	30	-	437	1900	982	44.5%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	30	-	361	1900	982	36.8%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	794	0	0	38.8	35.9	0.0	74.7	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	6.9	8.4	0.0	15.3	-	-	-	-
1/1	186	186	-	-	-	0.9	0.3	-	1.2	23.5	2.5	0.3	2.8
1/2+1/3	764	764	-	-	-	4.4	8.1	-	12.5	58.9	8.0	8.1	16.1
2/1	537	537	-	-	-	0.4	0.0	-	0.4	2.5	3.9	0.0	3.9
2/2	652	652	-	-	-	0.6	0.0	-	0.6	3.0	4.8	0.0	4.8
2/3	421	421	-	-	-	0.7	0.0	-	0.7	5.7	6.9	0.0	6.9
3/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.4	4.0	0.0	11.4	-	-	-	-
1/2+1/1	341	341	-	-	-	2.1	1.5	-	3.6	37.8	4.4	1.5	5.9
1/3	321	321	-	-	-	2.1	2.5	-	4.6	51.2	5.1	2.5	7.6
2/1	285	285	-	-	-	0.2	0.0	-	0.2	2.0	0.7	0.0	0.7
2/2	901	901	-	-	-	2.9	0.0	-	2.9	11.6	9.7	0.0	9.7
2/3	284	284	-	-	-	0.2	0.0	-	0.2	2.0	0.6	0.0	0.6
3/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	6.0	2.8	0.0	8.8	-	-	-	-
1/1	235	235	-	-	-	1.6	2.2	-	3.8	57.9	3.8	2.2	5.9
1/2+1/3	323	323	-	-	-	2.1	0.7	-	2.8	31.0	2.5	0.7	3.1
2/1	1187	1187	-	-	-	1.3	0.0	-	1.3	3.9	10.0	0.0	10.0
2/2	605	605	-	-	-	0.9	0.0	-	0.9	5.6	9.5	0.0	9.5
3/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

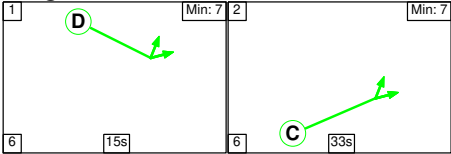
J4: M69 (A5 south)	-	-	0	0	0	6.4	5.1	0.0	11.5	-	-	-	-
1/2+1/1	514	514	-	-	-	3.1	2.6	-	5.7	39.9	5.5	2.6	8.1
1/3	348	348	-	-	-	2.2	2.5	-	4.7	48.7	5.5	2.5	8.0
2/1	390	390	-	-	-	0.5	0.0	-	0.5	4.6	1.7	0.0	1.7
2/2	580	580	-	-	-	0.6	0.0	-	0.6	3.4	1.6	0.0	1.6
2/3	174	174	-	-	-	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0
2/4	174	174	-	-	-	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0
3/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	794	0	0	0.2	1.2	0.0	1.4	-	-	-	-
1/2+1/1	397	397	794	0	0	0.2	1.2	-	1.4	12.9	1.3	1.2	2.5
2/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.0	14.4	0.0	26.4	-	-	-	-
1/1	458	458	-	-	-	2.3	1.6	-	3.9	30.7	6.9	1.6	8.4
1/2+1/3	1029	1013	-	-	-	5.8	12.8	-	18.6	65.2	10.3	12.8	23.1
2/1	629	629	-	-	-	2.0	0.0	-	2.0	11.2	10.1	0.0	10.1
2/2	437	437	-	-	-	1.0	0.0	-	1.0	8.2	4.6	0.0	4.6
2/3	361	361	-	-	-	0.9	0.0	-	0.9	8.7	4.3	0.0	4.3
3/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -6.8 C1 Stream: 2 PRC for Signalled Lanes (%): 6.5 C1 Stream: 3 PRC for Signalled Lanes (%): -1.6 C1 Stream: 4 PRC for Signalled Lanes (%): 6.5 C1 Stream: 5 PRC for Signalled Lanes (%): -14.1 PRC Over All Lanes (%): -14.1 Total Delay for Signalled Lanes (pcuHr): 15.31 Total Delay for Signalled Lanes (pcuHr): 11.36 Total Delay for Signalled Lanes (pcuHr): 8.77 Total Delay for Signalled Lanes (pcuHr): 11.50 Total Delay for Signalled Lanes (pcuHr): 26.37 Total Delay Over All Lanes(pcuHr): 74.72 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Full Input Data And Results

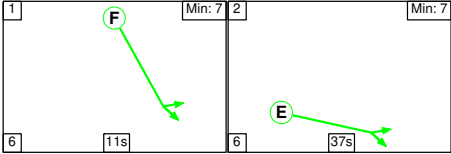
Scenario 7: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

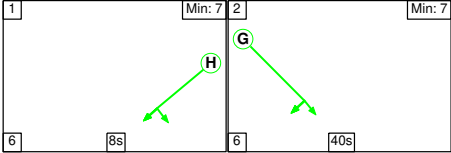
Stage Stream: 1



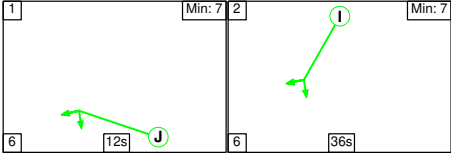
Stage Stream: 2



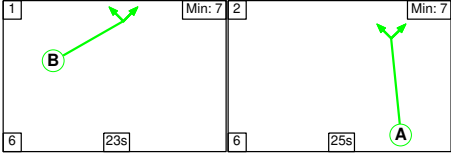
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	39	0

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	4	21

Stage Stream: 3

Stage	1	2
Duration	8	40
Change Point	56	10

Full Input Data And Results

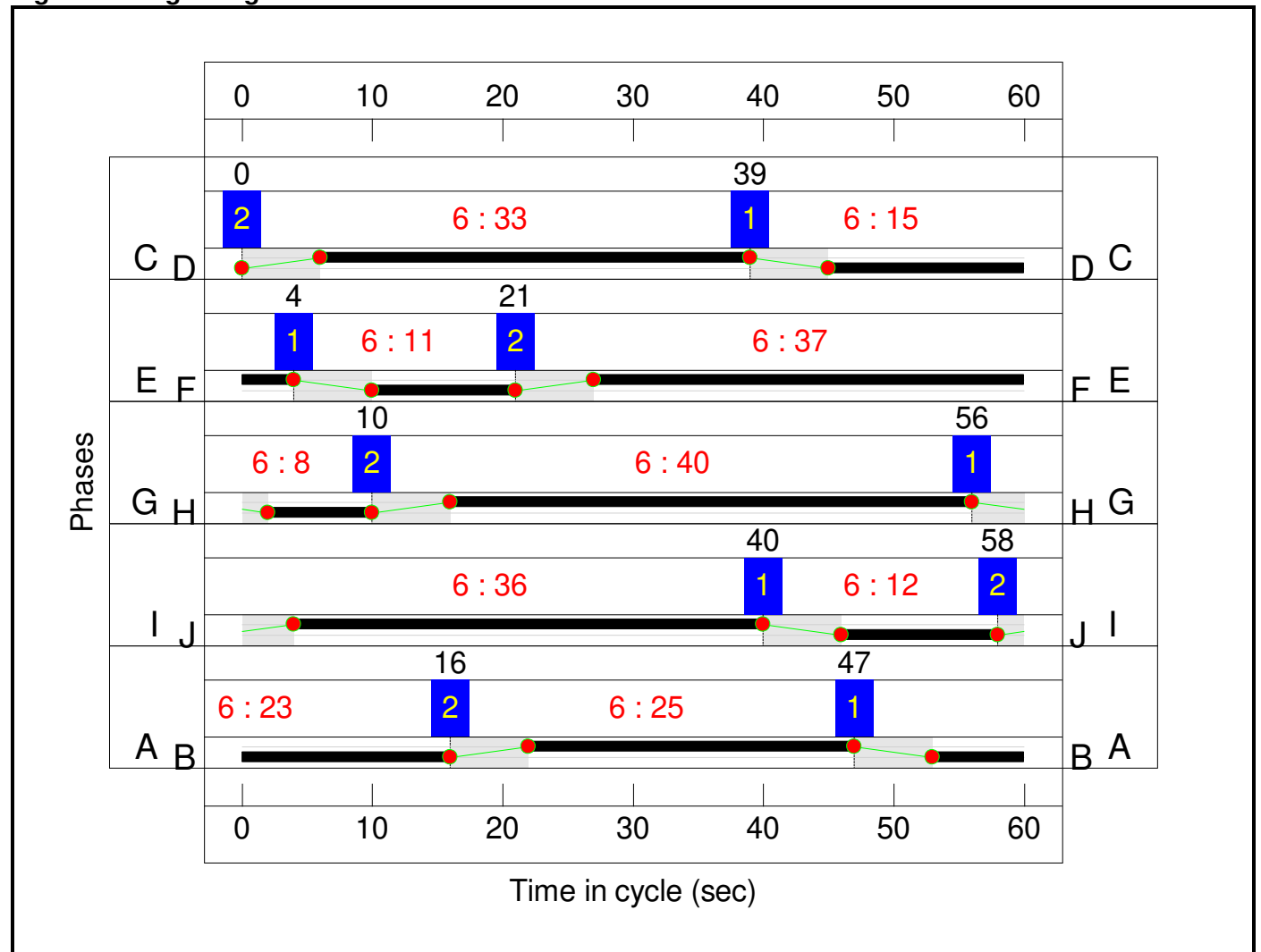
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	40	58

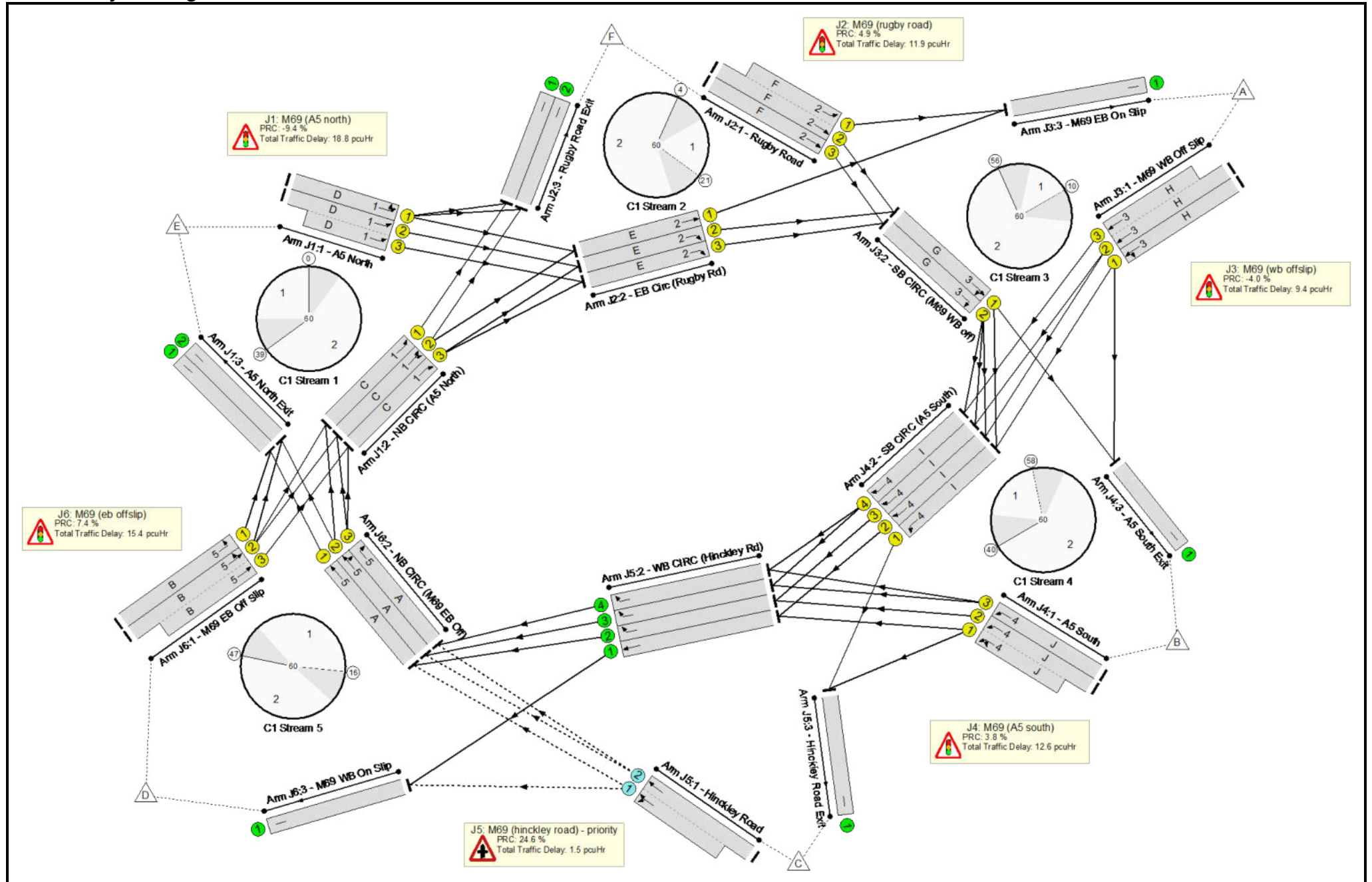
Stage Stream: 5

Stage	1	2
Duration	23	25
Change Point	47	16

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
1/1	A5 North Ahead Left	U	1	N/A	D		1	15	-	190	1900	507	37.5%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	15	-	783	1900:1900	507+288	98.5 : 98.5%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	558	1900	1077	51.8%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	33	-	677	1900	1077	62.9%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	433	1900	1077	40.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	11	-	346	1900:1900	380+73	76.3 : 76.3%
1/3	Rugby Road Ahead	U	2	N/A	F		1	11	-	326	1900	380	85.8%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	37	-	291	1900	1203	24.2%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	925	1900	1203	76.9%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	291	1900	1203	24.2%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	8	-	242	1900	285	84.9%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	8	-	332	1900:1900	285+285	58.2 : 58.2%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	40	-	1215	1900	1298	93.6%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	40	-	617	1900	1298	47.5%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	526	1900:1900	412+195	86.7 : 86.7%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	356	1900	412	86.5%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	400	1900	1172	34.1%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	591	1900	1172	50.4%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	179	1900	1172	15.3%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	179	1900	1172	15.3%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	72.3%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	401	1900:1900	386+169	72.3 : 72.3%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	751	1900	1900	39.5%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	536	1900	1900	28.2%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	351	1900	1900	18.5%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	184	1900	1900	9.7%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	23	-	472	1900	760	62.1%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	23	-	1060	1900:1900	760+505	83.8 : 83.8%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	25	-	644	1900	823	78.2%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	25	-	446	1900	823	54.2%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	25	-	368	1900	823	44.7%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

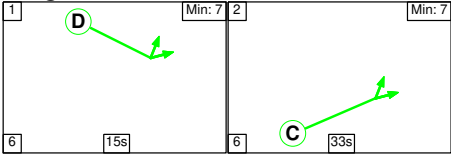
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	802	0	0	39.9	29.7	0.0	69.6	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.2	11.6	0.0	18.8	-	-	-	-
1/1	190	190	-	-	-	0.9	0.3	-	1.2	23.6	2.5	0.3	2.8
1/2+1/3	783	783	-	-	-	4.5	11.3	-	15.8	72.8	8.2	11.3	19.5
2/1	558	558	-	-	-	0.5	0.0	-	0.5	3.5	4.5	0.0	4.5
2/2	677	677	-	-	-	0.6	0.0	-	0.6	3.0	4.8	0.0	4.8
2/3	433	433	-	-	-	0.6	0.0	-	0.6	5.1	6.4	0.0	6.4
3/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.6	4.3	0.0	11.9	-	-	-	-
1/2+1/1	346	346	-	-	-	2.1	1.6	-	3.7	38.5	4.5	1.6	6.1
1/3	326	326	-	-	-	2.1	2.7	-	4.8	53.4	5.2	2.7	7.9
2/1	291	291	-	-	-	0.2	0.0	-	0.2	2.0	0.7	0.0	0.7
2/2	925	925	-	-	-	3.0	0.0	-	3.0	11.8	10.1	0.0	10.1
2/3	291	291	-	-	-	0.2	0.0	-	0.2	2.0	0.6	0.0	0.6
3/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	6.2	3.2	0.0	9.4	-	-	-	-
1/1	242	242	-	-	-	1.7	2.5	-	4.2	62.3	3.9	2.5	6.4
1/2+1/3	332	332	-	-	-	2.2	0.7	-	2.9	31.3	2.5	0.7	3.2
2/1	1215	1215	-	-	-	1.3	0.0	-	1.3	4.0	10.2	0.0	10.2
2/2	617	617	-	-	-	1.0	0.0	-	1.0	5.7	9.7	0.0	9.7
3/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

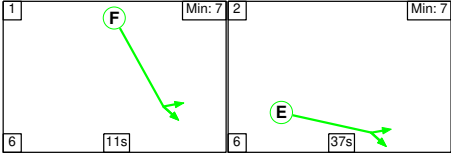
J4: M69 (A5 south)	-	-	0	0	0	6.6	5.9	0.0	12.6	-	-	-	-
1/2+1/1	526	526	-	-	-	3.2	3.0	-	6.2	42.7	5.7	3.0	8.7
1/3	356	356	-	-	-	2.2	2.9	-	5.1	51.9	5.6	2.9	8.5
2/1	400	400	-	-	-	0.5	0.0	-	0.5	4.8	1.8	0.0	1.8
2/2	591	591	-	-	-	0.6	0.0	-	0.6	3.8	1.7	0.0	1.7
2/3	179	179	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
3/1	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	802	0	0	0.2	1.3	0.0	1.5	-	-	-	-
1/2+1/1	401	401	802	0	0	0.2	1.3	-	1.5	13.7	1.3	1.3	2.6
2/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.1	3.3	0.0	15.4	-	-	-	-
1/1	472	472	-	-	-	1.9	0.8	-	2.7	20.6	6.2	0.8	7.0
1/2+1/3	1060	1060	-	-	-	4.5	2.5	-	7.0	23.9	9.6	2.5	12.1
2/1	644	644	-	-	-	2.9	0.0	-	2.9	16.2	10.5	0.0	10.5
2/2	446	446	-	-	-	1.5	0.0	-	1.5	12.1	6.9	0.0	6.9
2/3	368	368	-	-	-	1.3	0.0	-	1.3	12.5	5.0	0.0	5.0
3/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -9.4 Total Delay for Signalled Lanes (pcuHr): 18.79 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 11.90 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 9.40 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 3.8 Total Delay for Signalled Lanes (pcuHr): 12.57 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 15.41 Cycle Time (s): 60 PRC Over All Lanes (%): -9.4 Total Delay Over All Lanes(pcuHr): 69.59													

Stage Sequence Diagram

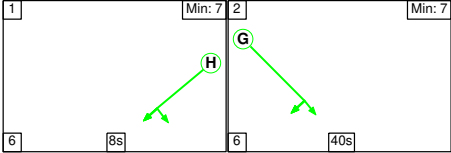
Stage Stream: 1



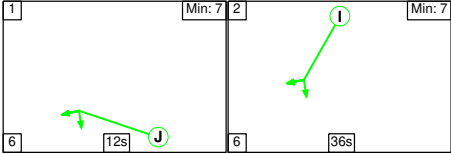
Stage Stream: 2



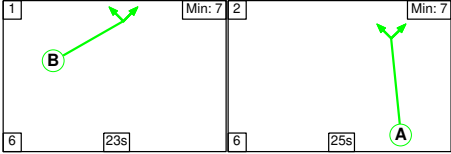
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	39	0

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	4	21

Stage Stream: 3

Stage	1	2
Duration	8	40
Change Point	56	10

Full Input Data And Results

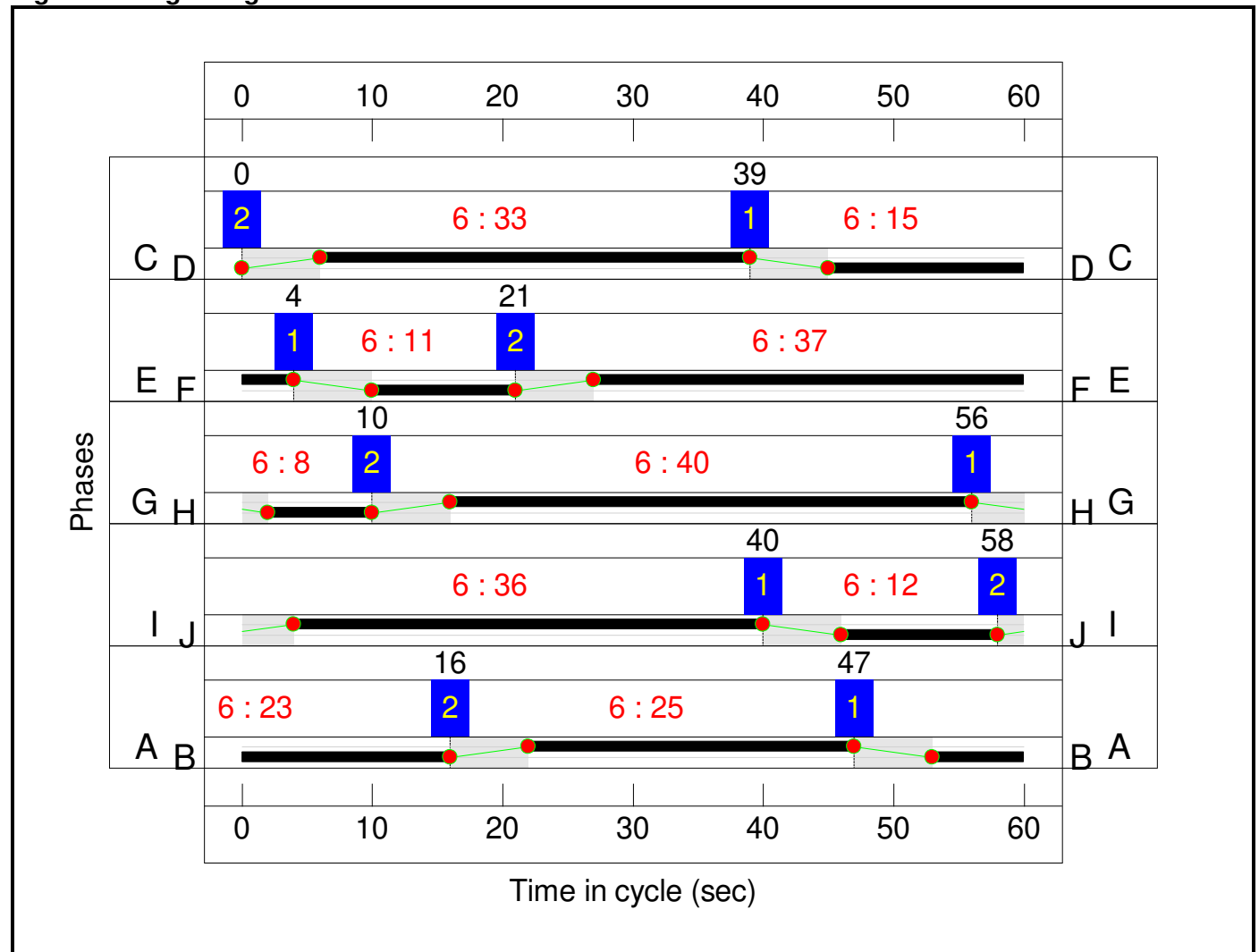
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	40	58

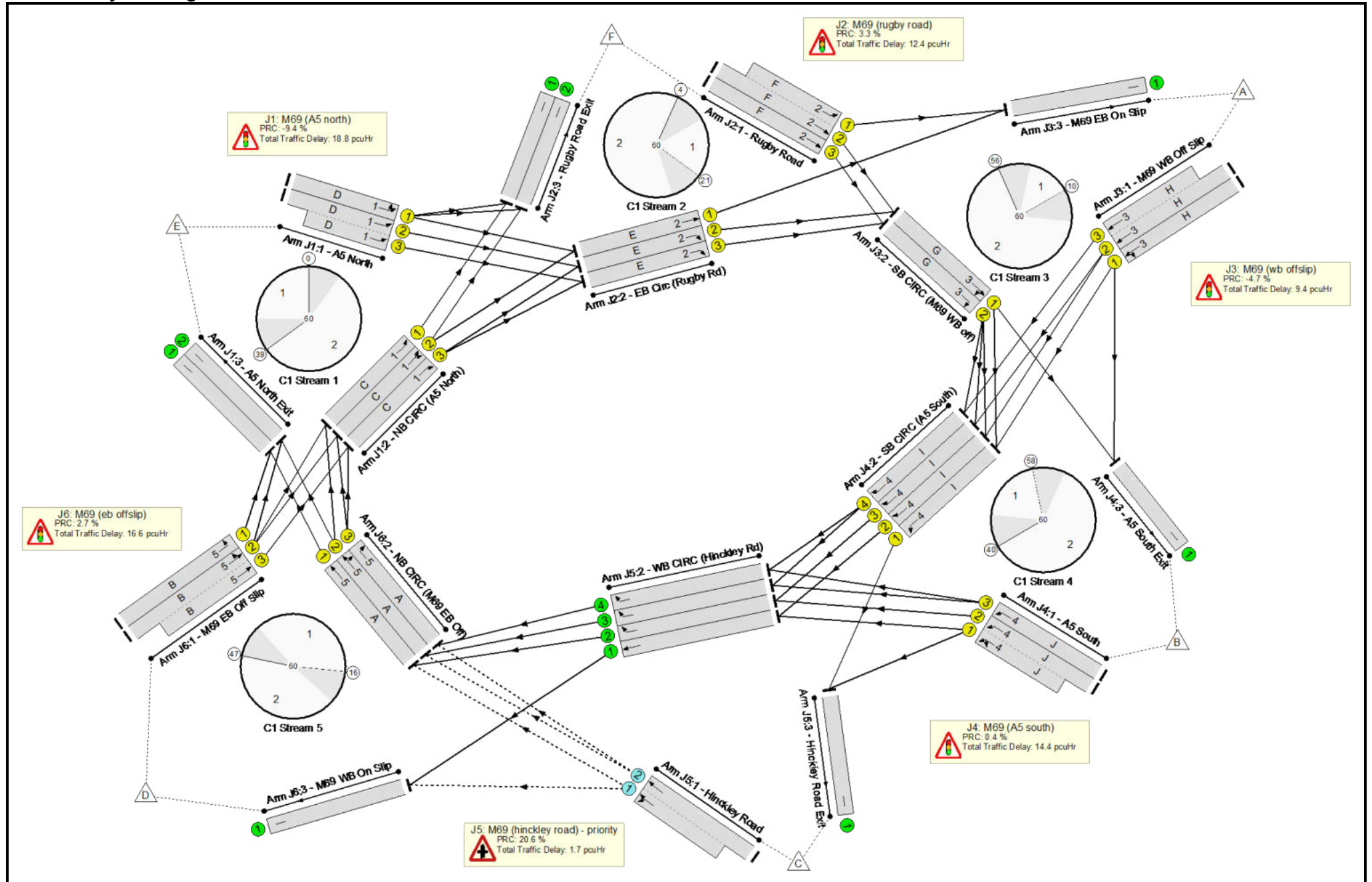
Stage Stream: 5

Stage	1	2
Duration	23	25
Change Point	47	16

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
1/1	A5 North Ahead Left	U	1	N/A	D		1	15	-	190	1900	507	37.5%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	15	-	783	1900:1900	507+288	98.5 : 98.5%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	588	1900	1077	54.6%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	33	-	705	1900	1077	65.5%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	33	-	435	1900	1077	40.4%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	11	-	353	1900:1900	380+73	77.9 : 77.9%
1/3	Rugby Road Ahead	U	2	N/A	F		1	11	-	331	1900	380	87.1%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	37	-	291	1900	1203	24.2%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	927	1900	1203	77.0%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	291	1900	1203	24.2%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	8	-	242	1900	285	84.9%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	8	-	332	1900:1900	285+285	58.2 : 58.2%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	40	-	1223	1900	1298	94.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	40	-	622	1900	1298	47.9%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	539	1900:1900	412+190	89.6 : 89.6%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	369	1900	412	89.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	400	1900	1172	34.1%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	596	1900	1172	50.9%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	179	1900	1172	15.3%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	179	1900	1172	15.3%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	405	1900:1900	379+164	74.6 : 74.6%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	757	1900	1900	39.8%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	548	1900	1900	28.8%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	352	1900	1900	18.5%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	196	1900	1900	10.3%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	23	-	472	1900	760	62.1%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	23	-	1091	1900:1900	760+485	87.6 : 87.6%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	25	-	656	1900	823	79.7%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	25	-	449	1900	823	54.5%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	25	-	382	1900	823	46.4%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	810	0	0	40.7	32.7	0.0	73.4	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.2	11.6	0.0	18.8	-	-	-	-
1/1	190	190	-	-	-	0.9	0.3	-	1.2	23.6	2.5	0.3	2.8
1/2+1/3	783	783	-	-	-	4.5	11.3	-	15.8	72.8	8.2	11.3	19.5
2/1	588	588	-	-	-	0.6	0.0	-	0.6	3.4	4.8	0.0	4.8
2/2	705	705	-	-	-	0.6	0.0	-	0.6	2.9	4.8	0.0	4.8
2/3	435	435	-	-	-	0.6	0.0	-	0.6	5.1	6.4	0.0	6.4
3/1	1128	1128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.7	4.7	0.0	12.4	-	-	-	-
1/2+1/1	353	353	-	-	-	2.2	1.7	-	3.9	39.7	4.6	1.7	6.3
1/3	331	331	-	-	-	2.1	3.0	-	5.1	56.0	5.3	3.0	8.3
2/1	291	291	-	-	-	0.2	0.0	-	0.2	2.0	0.7	0.0	0.7
2/2	927	927	-	-	-	3.0	0.0	-	3.0	11.8	10.1	0.0	10.1
2/3	291	291	-	-	-	0.2	0.0	-	0.2	2.0	0.6	0.0	0.6
3/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	6.2	3.2	0.0	9.4	-	-	-	-
1/1	242	242	-	-	-	1.7	2.5	-	4.2	62.3	3.9	2.5	6.4
1/2+1/3	332	332	-	-	-	2.2	0.7	-	2.9	31.3	2.5	0.7	3.2
2/1	1223	1223	-	-	-	1.4	0.0	-	1.4	4.1	10.4	0.0	10.4
2/2	622	622	-	-	-	1.0	0.0	-	1.0	5.7	9.8	0.0	9.8
3/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

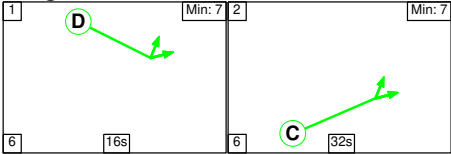
J4: M69 (A5 south)	-	-	0	0	0	6.9	7.5	0.0	14.4	-	-	-	-
1/2+1/1	539	539	-	-	-	3.3	3.8	-	7.1	47.7	5.9	3.8	9.8
1/3	369	369	-	-	-	2.3	3.7	-	6.0	58.8	5.9	3.7	9.6
2/1	400	400	-	-	-	0.5	0.0	-	0.5	4.9	1.9	0.0	1.9
2/2	596	596	-	-	-	0.7	0.0	-	0.7	4.0	1.8	0.0	1.8
2/3	179	179	-	-	-	0.0	0.0	-	0.0	0.4	0.1	0.0	0.1
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.4	0.1	0.0	0.1
3/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	810	0	0	0.3	1.4	0.0	1.7	-	-	-	-
1/2+1/1	405	405	810	0	0	0.3	1.4	-	1.7	15.2	1.7	1.4	3.2
2/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.4	4.2	0.0	16.6	-	-	-	-
1/1	472	472	-	-	-	1.9	0.8	-	2.7	20.6	6.2	0.8	7.0
1/2+1/3	1091	1091	-	-	-	4.7	3.4	-	8.1	26.8	10.2	3.4	13.6
2/1	656	656	-	-	-	3.0	0.0	-	3.0	16.4	10.8	0.0	10.8
2/2	449	449	-	-	-	1.5	0.0	-	1.5	12.0	6.9	0.0	6.9
2/3	382	382	-	-	-	1.3	0.0	-	1.3	12.6	5.3	0.0	5.3
3/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -9.4 Total Delay for Signalled Lanes (pcuHr): 18.80 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 12.40 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 9.44 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 14.42 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 16.64 Cycle Time (s): 60 PRC Over All Lanes (%): -9.4 Total Delay Over All Lanes(pcuHr): 73.41													

Full Input Data And Results

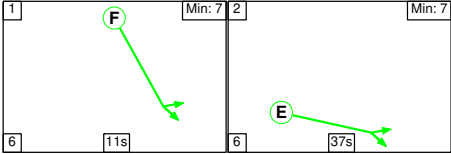
Scenario 9: '2031 PM' (FG8: '2031 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

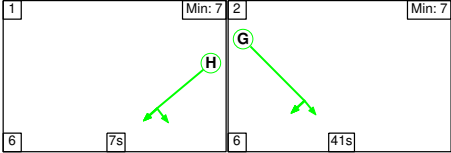
Stage Stream: 1



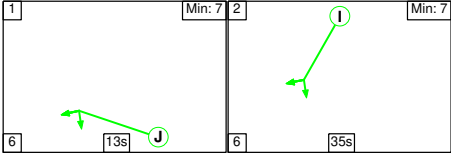
Stage Stream: 2



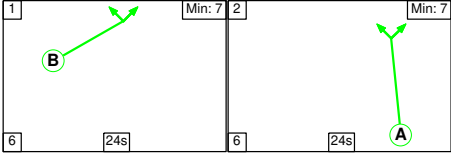
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	4	21

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	56	9

Full Input Data And Results

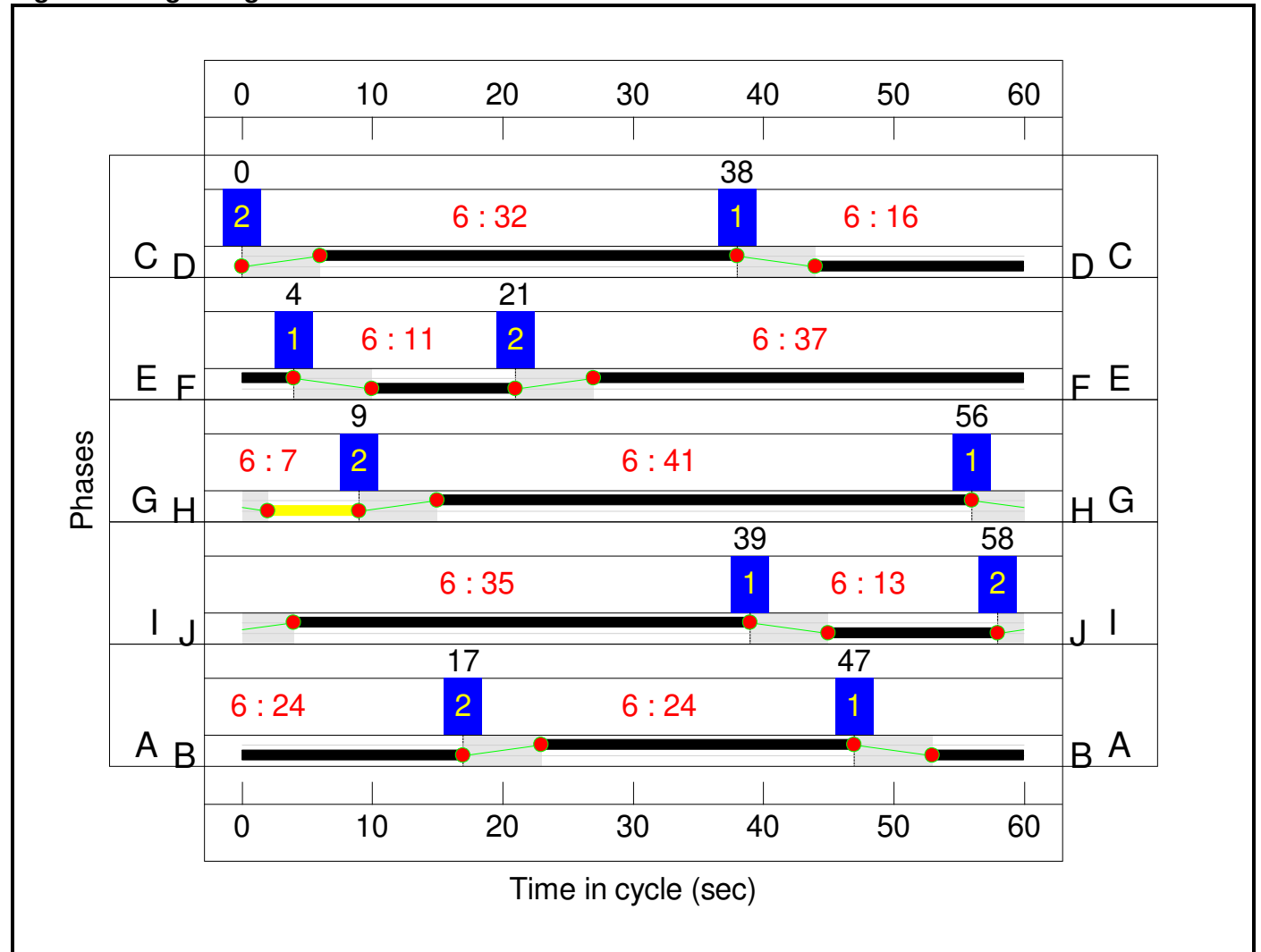
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

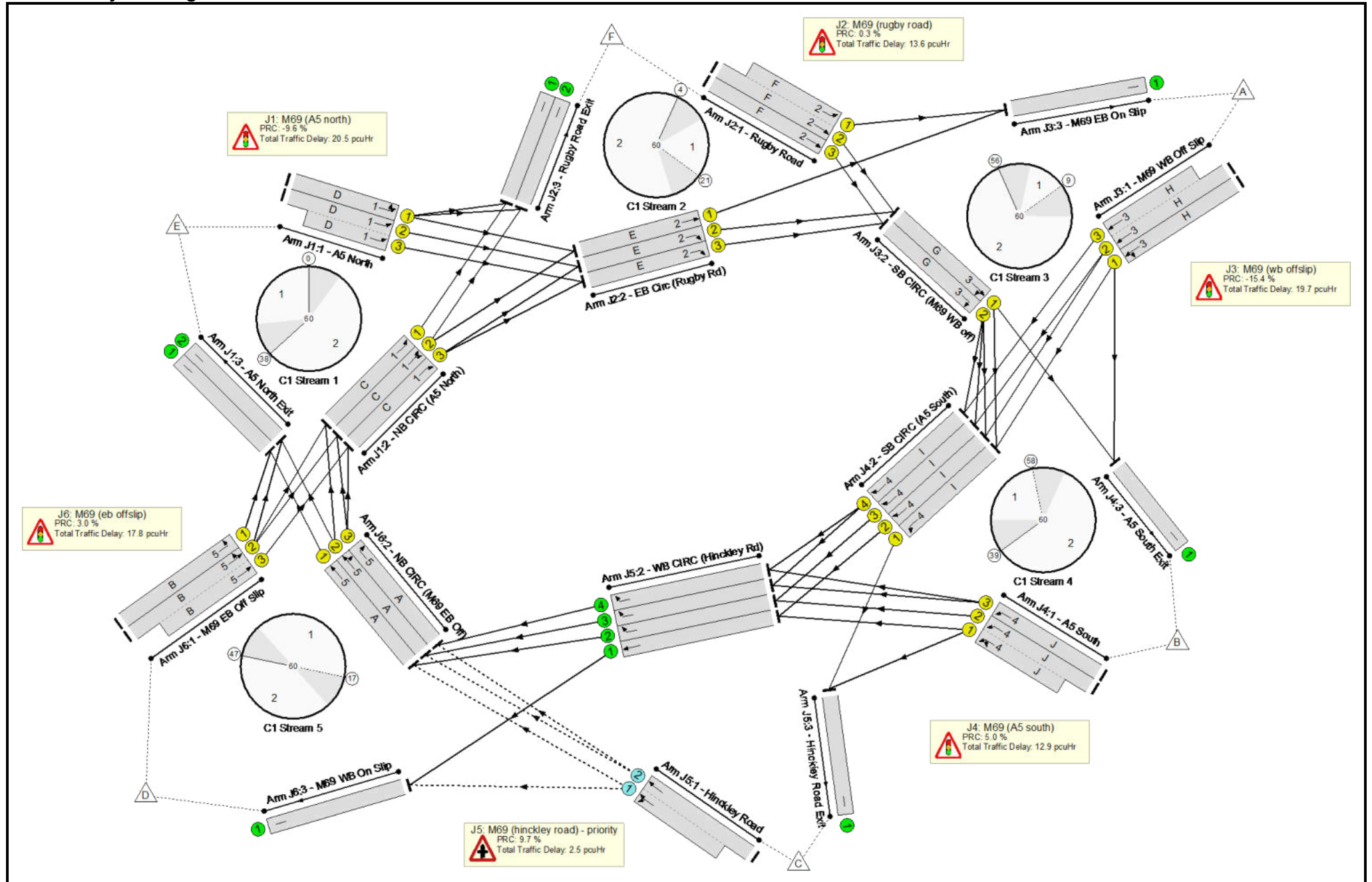
Stage Stream: 5

Stage	1	2
Duration	24	24
Change Point	47	17

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
1/1	A5 North Ahead Left	U	1	N/A	D		1	16	-	203	1900	538	37.7%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	16	-	834	1900:1900	538+307	98.6 : 98.6%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	32	-	601	1900	1045	57.5%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	32	-	725	1900	1045	69.4%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	32	-	472	1900	1045	45.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	11	-	363	1900:1900	380+74	80.0 : 80.0%
1/3	Rugby Road Ahead	U	2	N/A	F		1	11	-	341	1900	380	89.7%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	37	-	309	1900	1203	25.7%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	995	1900	1203	82.7%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	311	1900	1203	25.8%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	263	1900	253	103.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	362	1900:1900	253+253	71.4 : 71.4%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1299	1900	1330	97.7%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	652	1900	1330	49.0%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	561	1900:1900	443+211	85.7 : 85.7%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	380	1900	443	85.7%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	427	1900	1140	36.9%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	625	1900	1140	54.8%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	194	1900	1140	17.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	195	1900	1140	17.1%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	82.1%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	420	1900:1900	356+156	82.1 : 82.1%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	574	1900	1900	30.2%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	377	1900	1900	19.8%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	198	1900	1900	10.4%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	513	1900	792	64.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1153	1900:1900	792+527	87.4 : 87.4%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	687	1900	792	86.8%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	477	1900	792	60.3%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	390	1900	792	49.3%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	840	0	0	45.1	41.9	0.0	87.0	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.3	12.1	0.0	20.5	-	-	-	-
1/1	203	203	-	-	-	1.0	0.3	-	1.3	22.6	2.7	0.3	3.0
1/2+1/3	834	834	-	-	-	4.7	11.8	-	16.5	71.4	8.7	11.8	20.5
2/1	601	601	-	-	-	0.9	0.0	-	0.9	5.6	6.0	0.0	6.0
2/2	725	725	-	-	-	1.1	0.0	-	1.1	5.2	6.4	0.0	6.4
2/3	472	472	-	-	-	0.7	0.0	-	0.7	5.1	7.0	0.0	7.0
3/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	8.0	5.6	0.0	13.6	-	-	-	-
1/2+1/1	363	363	-	-	-	2.3	1.9	-	4.2	41.4	4.8	1.9	6.7
1/3	341	341	-	-	-	2.2	3.7	-	5.9	62.2	5.5	3.7	9.2
2/1	309	309	-	-	-	0.2	0.0	-	0.2	2.1	0.8	0.0	0.8
2/2	995	995	-	-	-	3.2	0.0	-	3.2	11.6	10.7	0.0	10.7
2/3	311	311	-	-	-	0.2	0.0	-	0.2	2.0	0.6	0.0	0.6
3/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	7.6	12.1	0.0	19.7	-	-	-	-
1/1	263	253	-	-	-	2.2	10.9	-	13.1	179.0	4.5	10.9	15.4
1/2+1/3	362	362	-	-	-	2.5	1.2	-	3.7	37.2	2.9	1.2	4.1
2/1	1299	1299	-	-	-	1.9	0.0	-	1.9	5.2	11.6	0.0	11.6
2/2	652	652	-	-	-	1.0	0.0	-	1.0	5.5	10.2	0.0	10.2
3/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

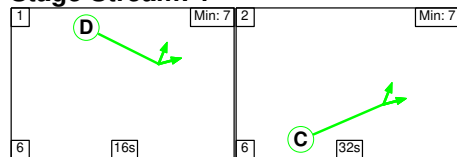
J4: M69 (A5 south)	-	-	0	0	0	7.3	5.6	0.0	12.9	-	-	-	-
1/2+1/1	561	561	-	-	-	3.3	2.8	-	6.1	39.4	6.0	2.8	8.8
1/3	380	380	-	-	-	2.3	2.8	-	5.1	48.2	6.0	2.8	8.8
2/1	421	421	-	-	-	0.8	0.0	-	0.8	6.6	2.4	0.0	2.4
2/2	625	625	-	-	-	0.9	0.0	-	0.9	5.0	2.3	0.0	2.3
2/3	194	194	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1
2/4	195	195	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1
3/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	840	0	0	0.3	2.2	0.0	2.5	-	-	-	-
1/2+1/1	420	420	840	0	0	0.3	2.2	-	2.5	21.5	2.0	2.2	4.2
2/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	13.5	4.3	0.0	17.8	-	-	-	-
1/1	513	513	-	-	-	2.0	0.9	-	2.9	20.4	6.7	0.9	7.6
1/2+1/3	1153	1153	-	-	-	4.8	3.3	-	8.2	25.4	10.6	3.3	13.9
2/1	687	687	-	-	-	3.4	0.0	-	3.4	18.0	11.3	0.0	11.3
2/2	477	477	-	-	-	1.8	0.0	-	1.8	13.5	7.6	0.0	7.6
2/3	390	390	-	-	-	1.5	0.0	-	1.5	13.6	5.5	0.0	5.5
3/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -9.6 Total Delay for Signalled Lanes (pcuHr): 20.48 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 13.63 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -15.4 Total Delay for Signalled Lanes (pcuHr): 19.68 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 12.91 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 3.0 Total Delay for Signalled Lanes (pcuHr): 17.75 Cycle Time (s): 60 PRC Over All Lanes (%): -15.4 Total Delay Over All Lanes(pcuHr): 86.97													

Full Input Data And Results

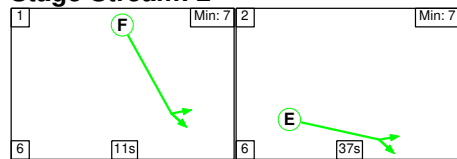
Scenario 10: '2031 + Dev PM' (FG10: '2031 + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

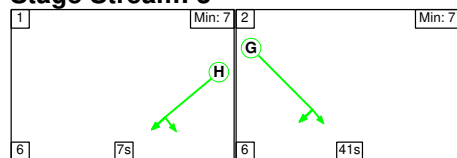
Stage Stream: 1



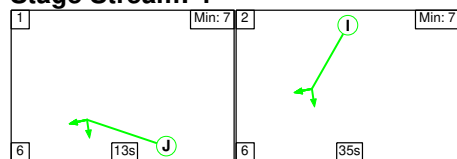
Stage Stream: 2



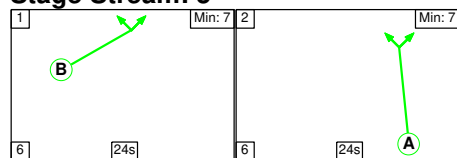
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	11	37
Change Point	4	21

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	56	9

Full Input Data And Results

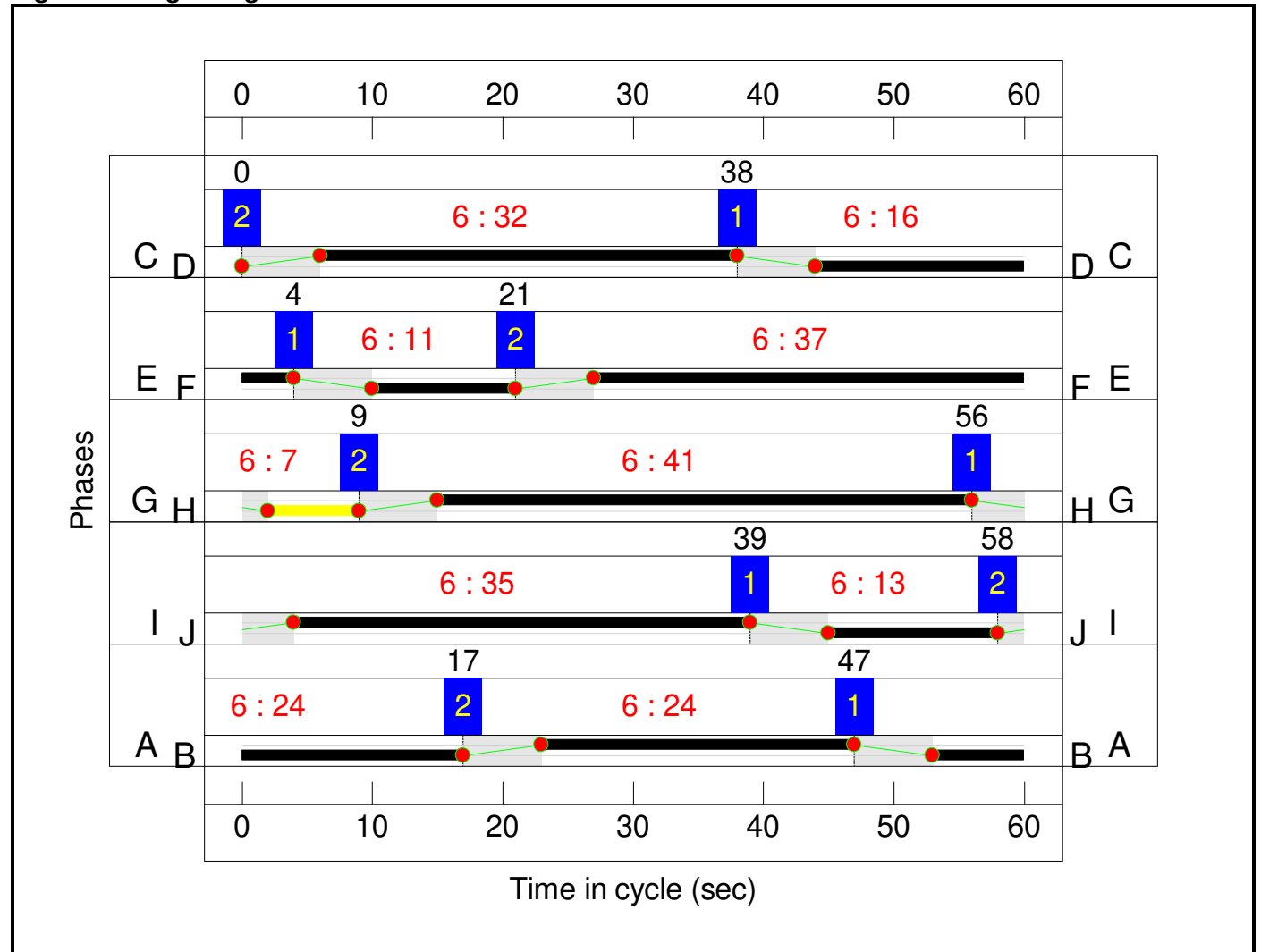
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

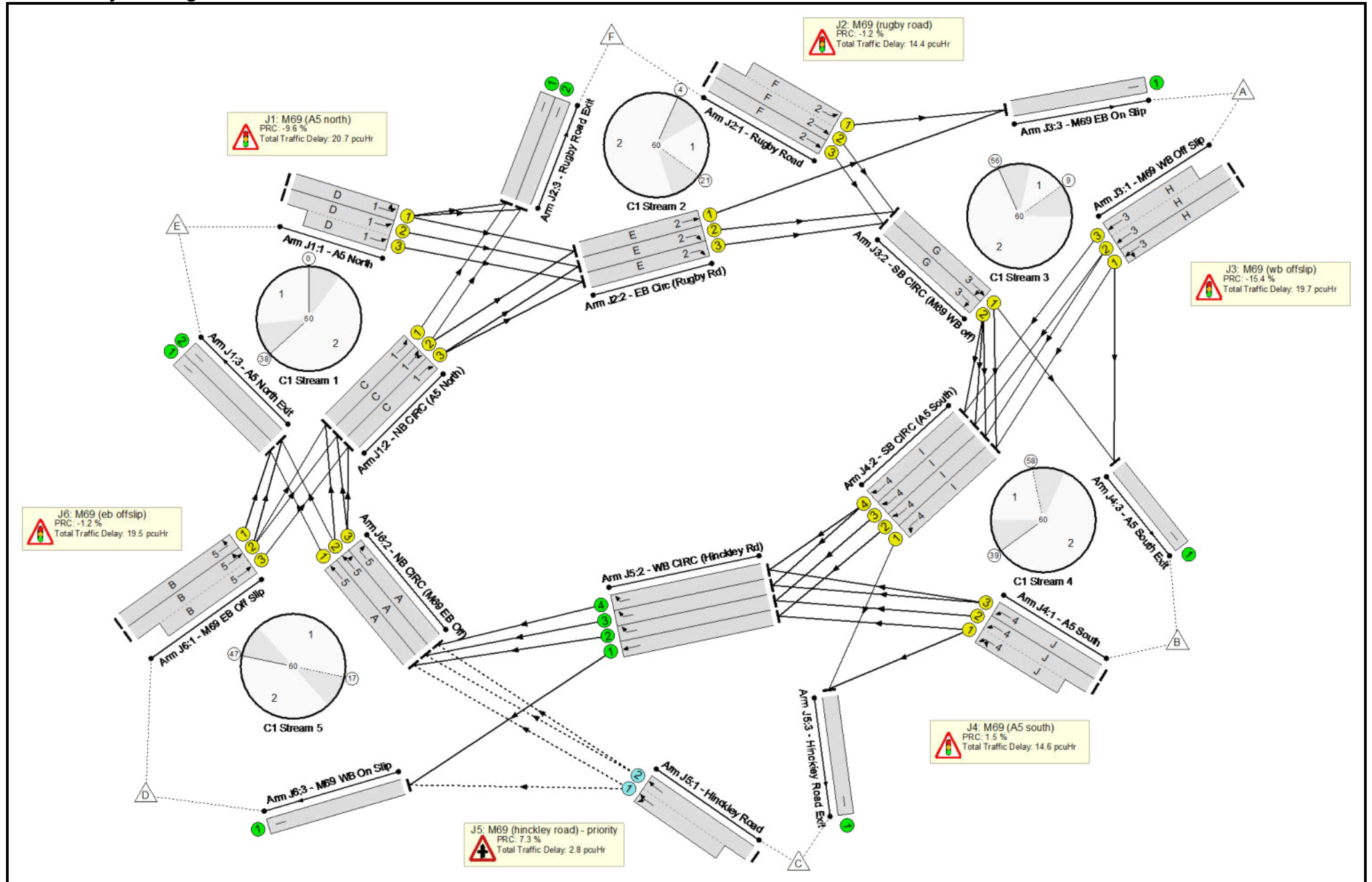
Stage Stream: 5

Stage	1	2
Duration	24	24
Change Point	47	17

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
1/1	A5 North Ahead Left	U	1	N/A	D		1	16	-	203	1900	538	37.7%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	16	-	834	1900:1900	538+307	98.6 : 98.6%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	32	-	630	1900	1045	60.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	32	-	755	1900	1045	72.2%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	32	-	474	1900	1045	45.4%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	11	-	370	1900:1900	380+74	81.6 : 81.6%
1/3	Rugby Road Ahead	U	2	N/A	F		1	11	-	346	1900	380	91.1%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	37	-	309	1900	1203	25.7%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	997	1900	1203	82.9%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	37	-	311	1900	1203	25.8%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%

Full Input Data And Results

J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	263	1900	253	103.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	362	1900:1900	253+253	71.4 : 71.4%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1307	1900	1330	98.3%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	657	1900	1330	49.4%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	574	1900:1900	443+204	88.6 : 88.6%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	393	1900	443	88.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	428	1900	1140	37.0%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	630	1900	1140	55.3%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	194	1900	1140	17.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	195	1900	1140	17.1%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	424	1900:1900	353+153	83.9 : 83.9%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	801	1900	1900	42.2%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	587	1900	1900	30.9%

Full Input Data And Results

2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	377	1900	1900	19.8%
2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	211	1900	1900	11.1%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	513	1900	792	64.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1184	1900:1900	792+508	91.1 : 91.1%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	700	1900	792	88.4%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	479	1900	792	60.5%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	405	1900	792	51.2%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	848	0	0	46.1	45.5	0.0	91.6	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.5	12.1	0.0	20.7	-	-	-	-
1/1	203	203	-	-	-	1.0	0.3	-	1.3	22.6	2.7	0.3	3.0
1/2+1/3	834	834	-	-	-	4.7	11.8	-	16.5	71.4	8.7	11.8	20.5
2/1	630	630	-	-	-	1.0	0.0	-	1.0	5.5	6.0	0.0	6.0
2/2	755	755	-	-	-	1.2	0.0	-	1.2	5.7	7.0	0.0	7.0
2/3	474	474	-	-	-	0.7	0.0	-	0.7	5.2	7.0	0.0	7.0
3/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	8.2	6.2	0.0	14.4	-	-	-	-
1/2+1/1	370	370	-	-	-	2.3	2.1	-	4.4	43.0	4.9	2.1	7.0
1/3	346	346	-	-	-	2.3	4.1	-	6.4	66.1	5.6	4.1	9.7
2/1	309	309	-	-	-	0.2	0.0	-	0.2	2.3	0.9	0.0	0.9
2/2	997	997	-	-	-	3.2	0.0	-	3.2	11.6	10.8	0.0	10.8
2/3	311	311	-	-	-	0.2	0.0	-	0.2	2.0	0.6	0.0	0.6
3/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	7.6	12.1	0.0	19.7	-	-	-	-
1/1	263	253	-	-	-	2.2	10.9	-	13.1	179.0	4.5	10.9	15.4
1/2+1/3	362	362	-	-	-	2.5	1.2	-	3.7	37.2	2.9	1.2	4.1
2/1	1307	1307	-	-	-	1.9	0.0	-	1.9	5.2	11.8	0.0	11.8
2/2	657	657	-	-	-	1.0	0.0	-	1.0	5.5	10.3	0.0	10.3
3/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

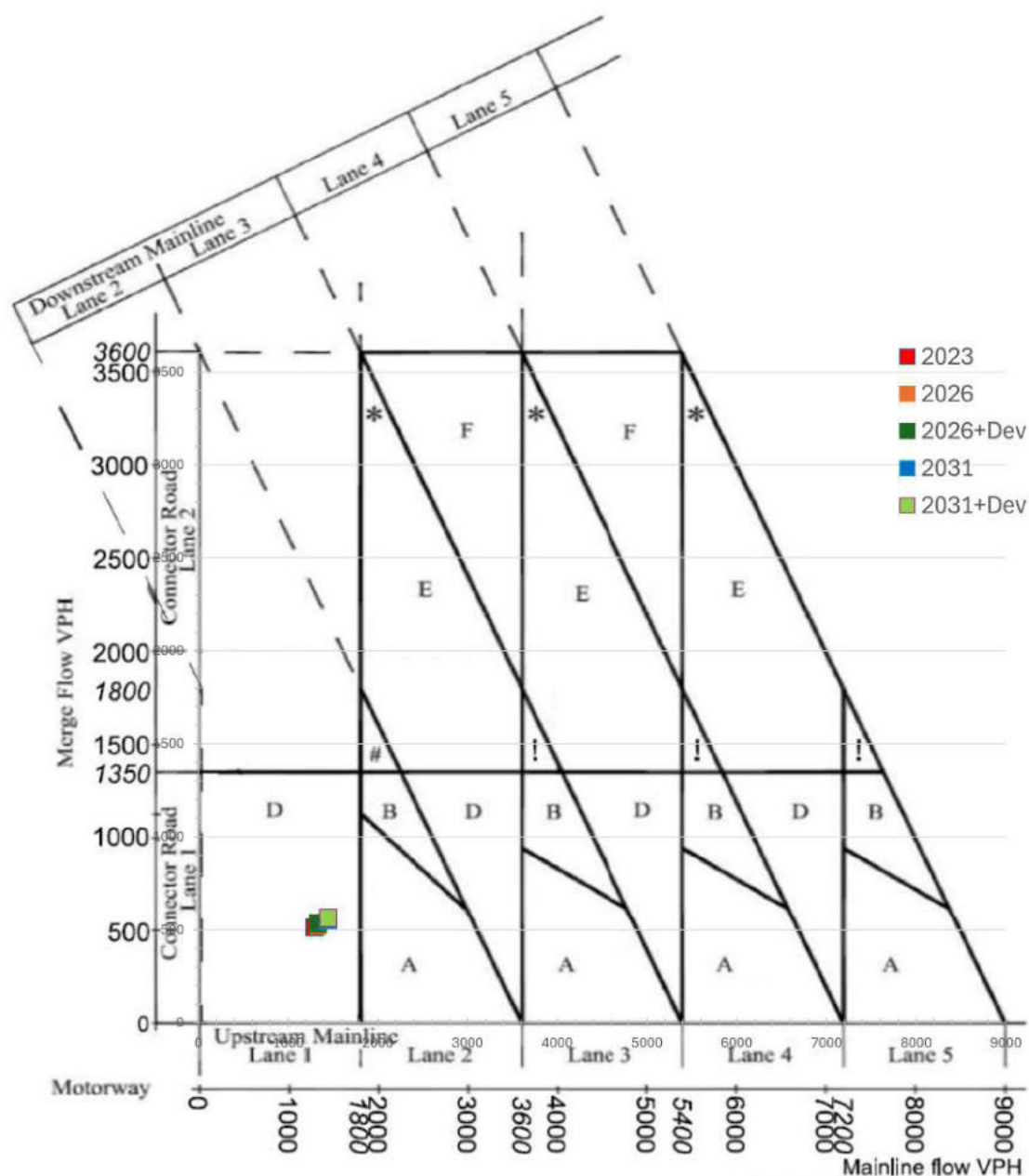
Full Input Data And Results

J4: M69 (A5 south)	-	-	0	0	0	7.6	7.0	0.0	14.6	-	-	-	-
1/2+1/1	574	574	-	-	-	3.4	3.6	-	7.0	43.7	6.2	3.6	9.8
1/3	393	393	-	-	-	2.4	3.4	-	5.9	53.7	6.2	3.4	9.7
2/1	422	422	-	-	-	0.8	0.0	-	0.8	6.6	2.4	0.0	2.4
2/2	630	630	-	-	-	0.9	0.0	-	0.9	5.1	2.4	0.0	2.4
2/3	194	194	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1
2/4	195	195	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1
3/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	848	0	0	0.3	2.4	0.0	2.8	-	-	-	-
1/2+1/1	424	424	848	0	0	0.3	2.4	-	2.8	23.7	2.1	2.4	4.5
2/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	13.9	5.6	0.0	19.5	-	-	-	-
1/1	513	513	-	-	-	2.0	0.9	-	2.9	20.4	6.7	0.9	7.6
1/2+1/3	1184	1184	-	-	-	5.0	4.7	-	9.7	29.6	11.2	4.7	15.9
2/1	700	700	-	-	-	3.5	0.0	-	3.5	18.2	11.5	0.0	11.5
2/2	479	479	-	-	-	1.8	0.0	-	1.8	13.4	7.6	0.0	7.6
2/3	405	405	-	-	-	1.6	0.0	-	1.6	13.9	5.8	0.0	5.8
3/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -9.6 Total Delay for Signalled Lanes (pcuHr): 20.66 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 14.36 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -15.4 Total Delay for Signalled Lanes (pcuHr): 19.72 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 14.56 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 19.54 Cycle Time (s): 60 PRC Over All Lanes (%): -15.4 Total Delay Over All Lanes(pcuHr): 91.64													

Appendix GG: Merge and Diverge Assessments

M69 Junction 1 North-Eastbound AM Merge Assessment

Figure 3.12b Motorway merging diagram



NOTE 1 As an example of how to use Figures 3.12a and 3.12b, if the merge flow is 2000 vph and the upstream mainline flow is 4000 vph, this would give a Type E layout with 3 lanes upstream and 4 lanes downstream.

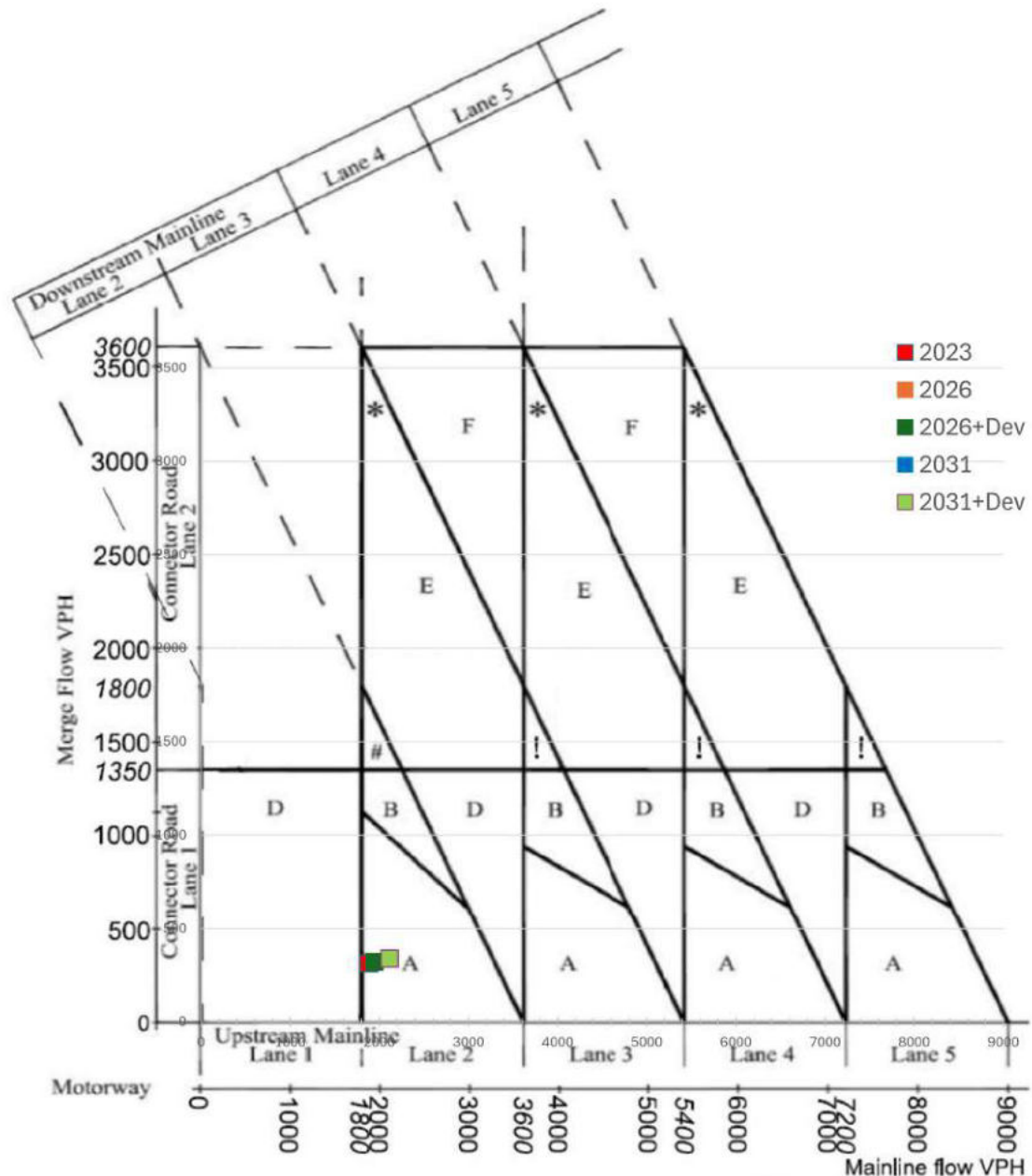
NOTE 2 On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

NOTE 3 On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:

- 1) Layout C for rural roads; or,
- 2) Layout A Option 2 for urban roads.

M69 Junction 1 North-Eastbound PM Merge Assessment

Figure 3.12b Motorway merging diagram



NOTE 1 As an example of how to use Figures 3.12a and 3.12b, if the merge flow is 2000 vph and the upstream mainline flow is 4000 vph, this would give a Type E layout with 3 lanes upstream and 4 lanes downstream.

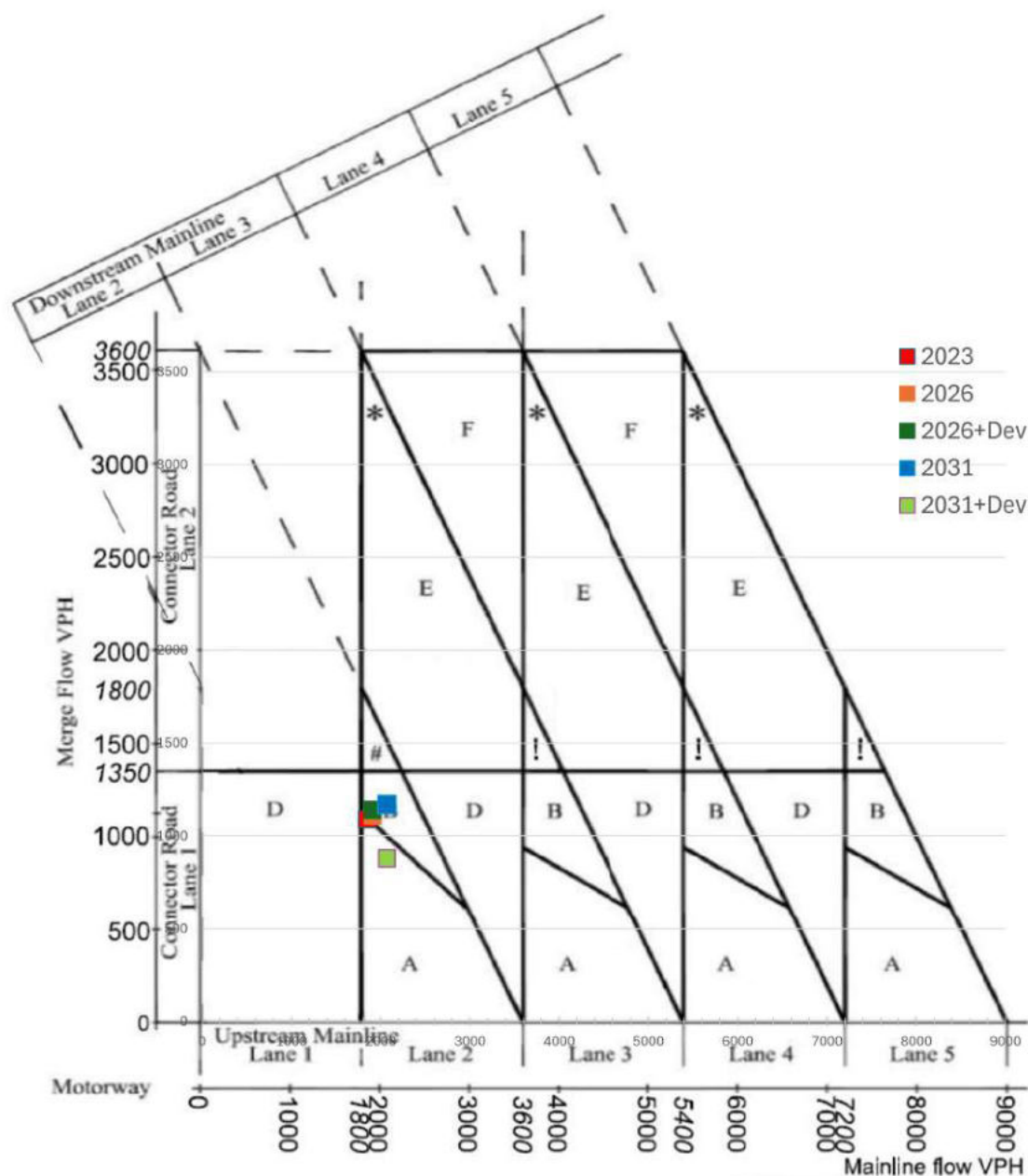
NOTE 2 On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

NOTE 3 On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:

- 1) Layout C for rural roads; or,
- 2) Layout A Option 2 for urban roads.

M69 Junction 1 South-Westbound AM Merge Assessment

Figure 3.12b Motorway merging diagram



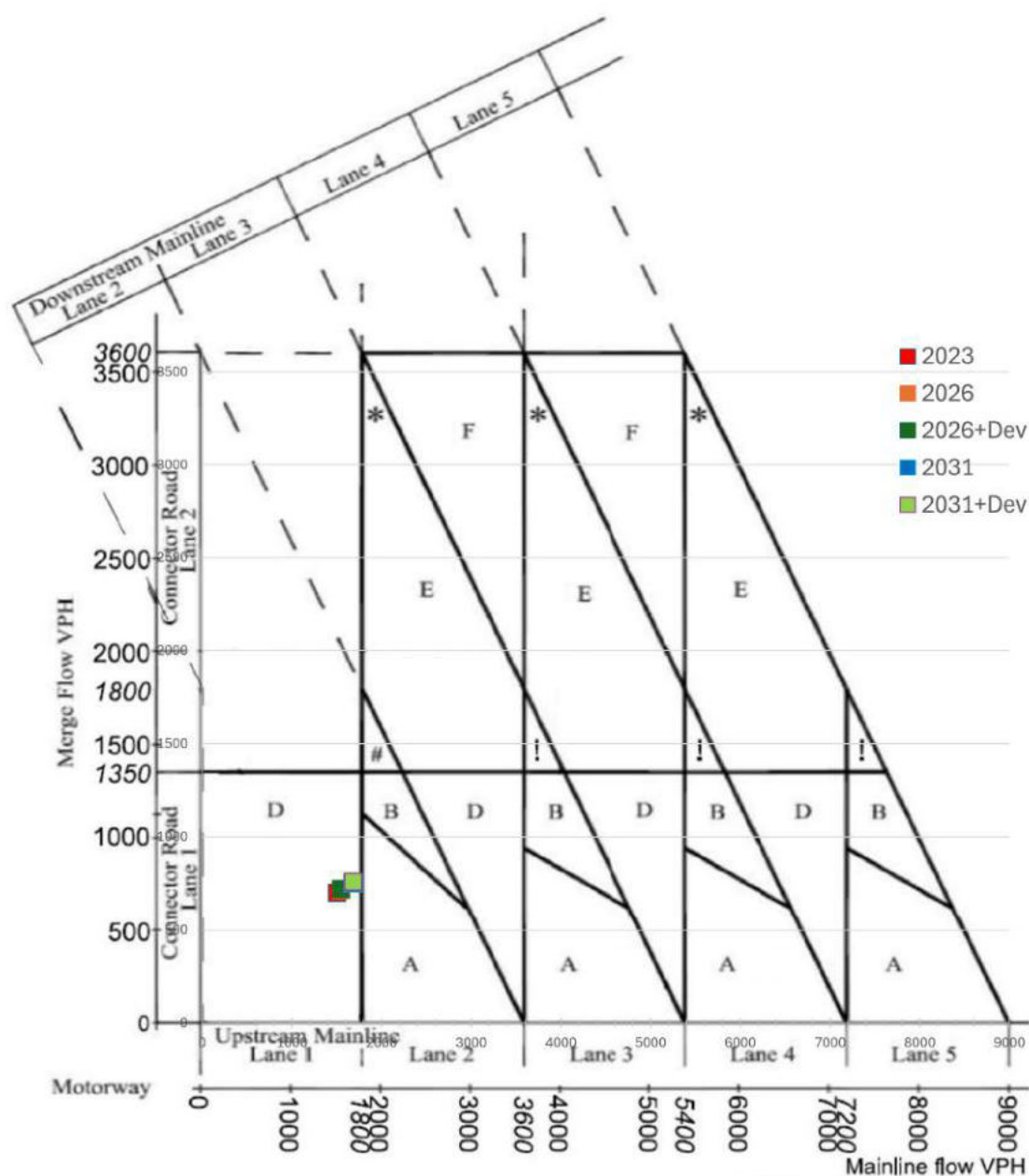
NOTE 1 As an example of how to use Figures 3.12a and 3.12b, if the merge flow is 2000 vph and the upstream mainline flow is 4000 vph, this would give a Type E layout with 3 lanes upstream and 4 lanes downstream.

NOTE 2 On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

NOTE 3 On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:

- 1) Layout C for rural roads; or,
- 2) Layout A Option 2 for urban roads.

Figure 3.12b Motorway merging diagram

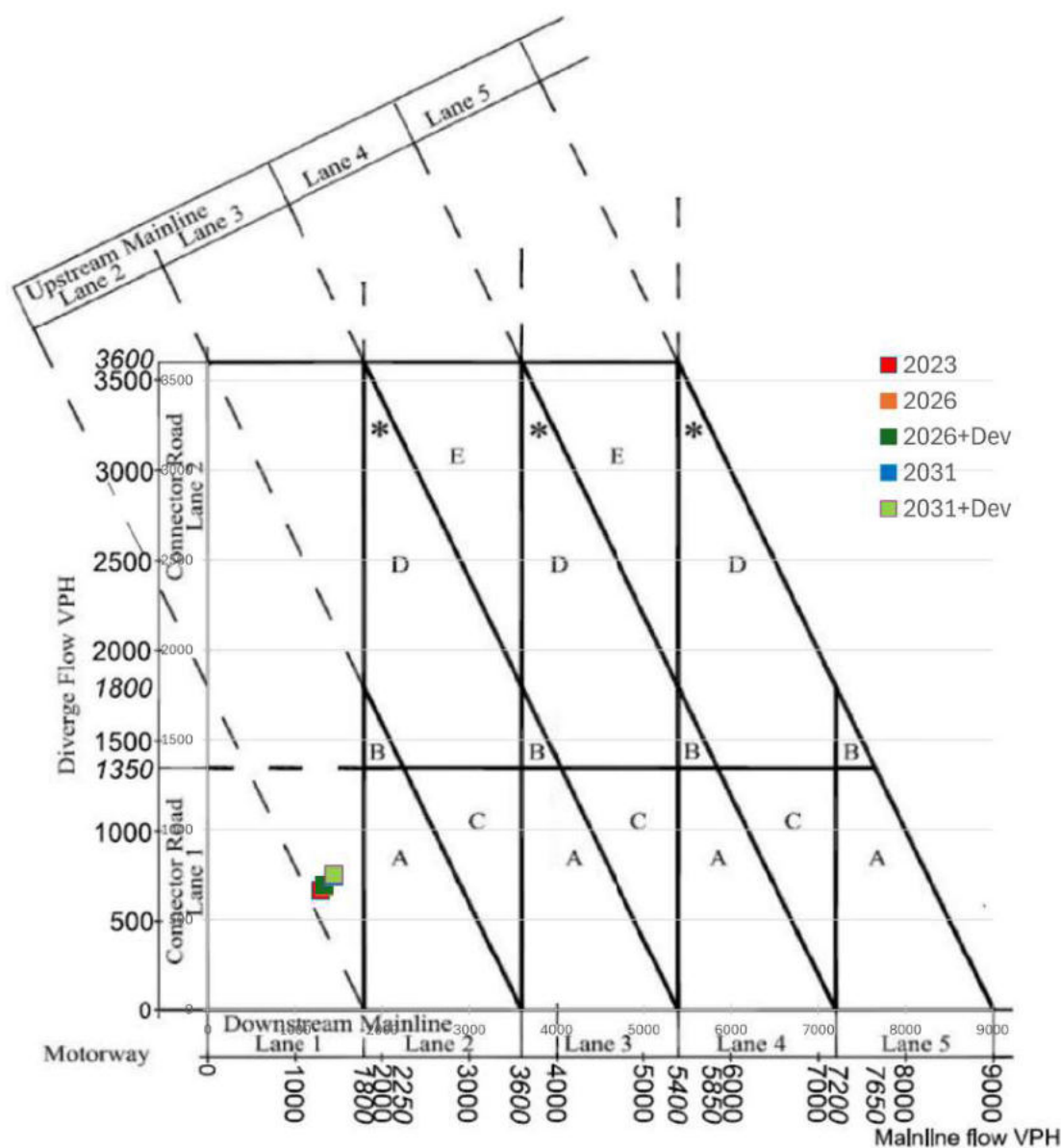


NOTE 3 On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:

- 1) *Layout C for rural roads; or,*
- 2) *Layout A Option 2 for urban roads.*

M69 Junction 1 North-Eastbound AM Diverge Assessment

Figure 3.26b Motorway diverging diagram



NOTE As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

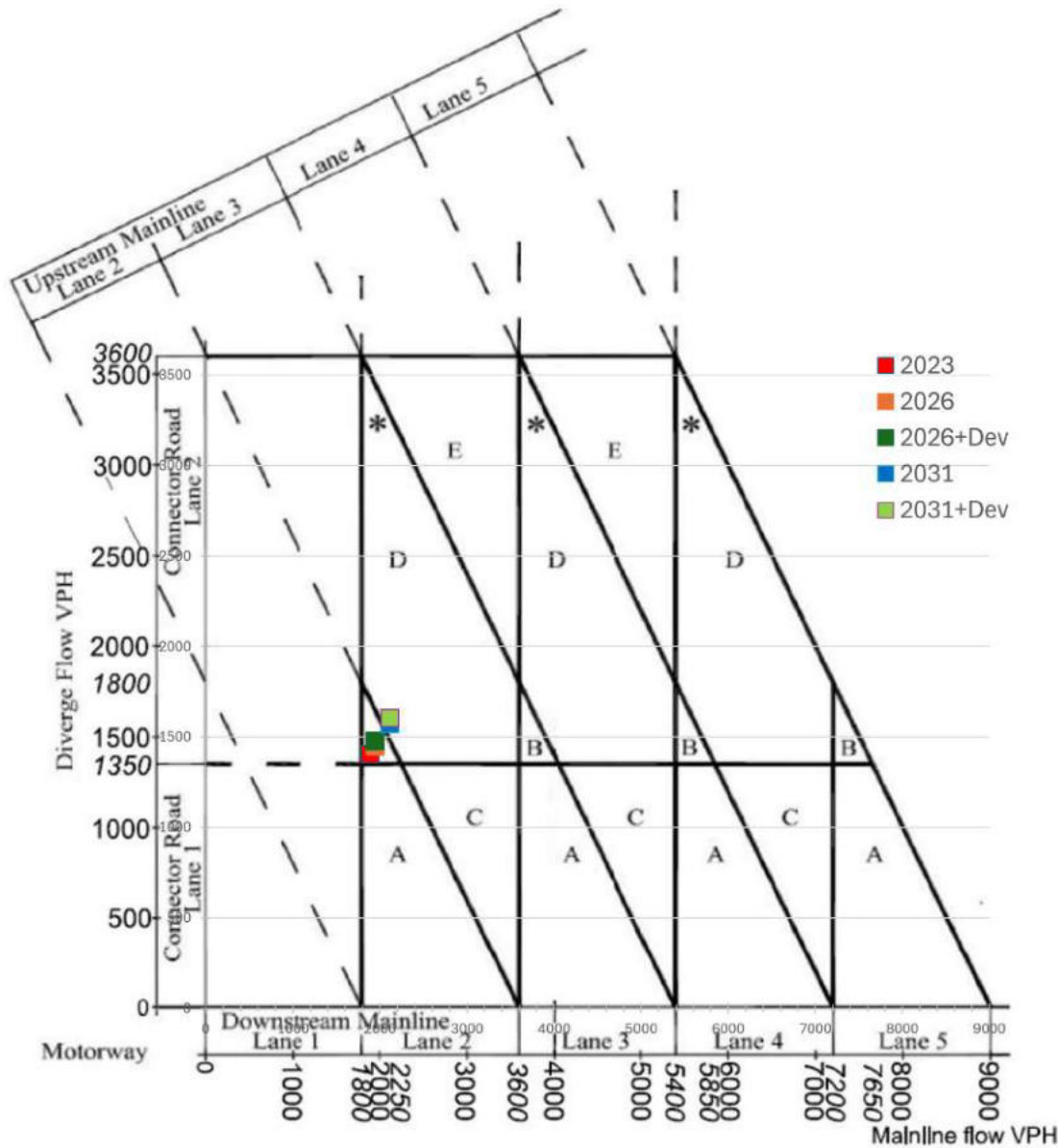
3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.

3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

M69 Junction 1 North-Eastbound PM Diverge Assessment

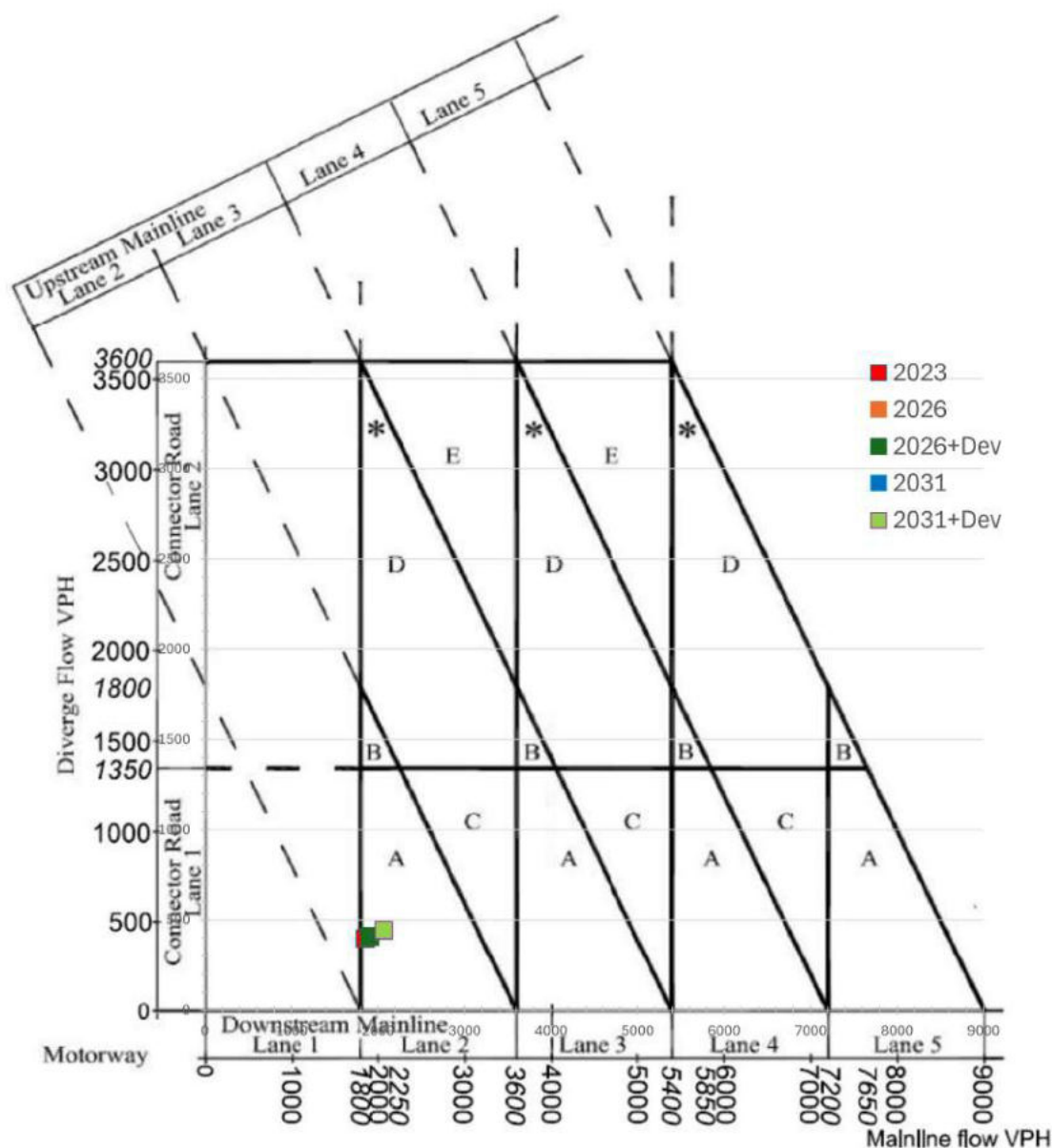
Figure 3.26b Motorway diverging diagram



- NOTE** As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.
- 3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.
- 3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.
- NOTE** A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.
- 3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

M69 Junction 1 South-Westbound AM Diverge Assessment

Figure 3.26b Motorway diverging diagram



NOTE As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.

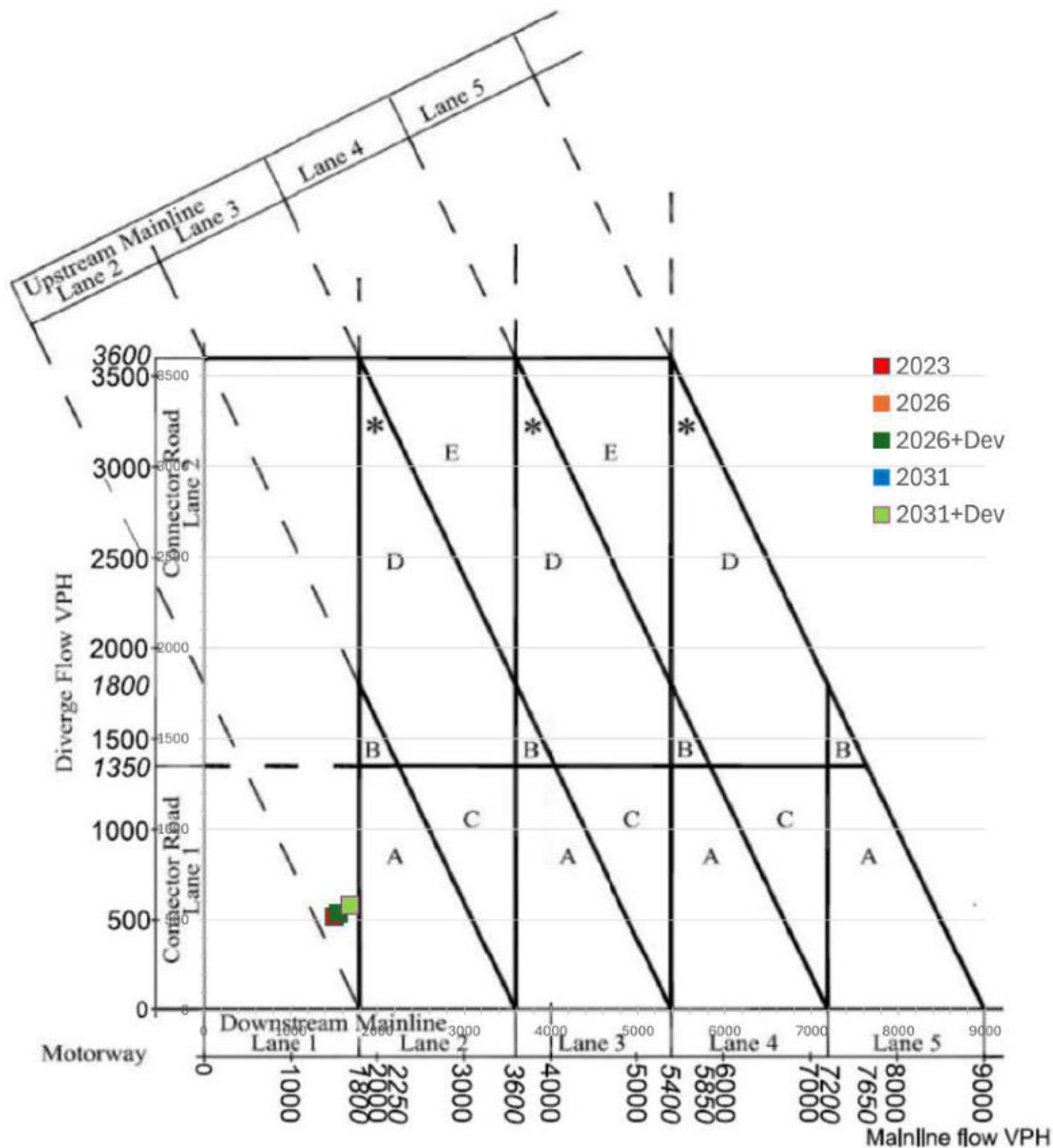
3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.

3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

Figure 3.26b Motorway diverging diagram



- NOTE** As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.
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