

Barlestone Road (B582), Newbold Verdon, Leicestershire
Technical Note – Vehicular Impact Assessment – PRTM runs
May 2025
Our Ref: 24832-TRAN-0805

Introduction

MEC Consulting Group Ltd (MEC) has been commissioned by David Wilson Homes East Midlands (hereafter referred to as 'the Client') to provide transport services in support of a proposed development at Barlestone Road, Newbold Verdon, Leicestershire (hereafter referred to as 'the Site').

The development comprises:

"An outline planning application with (all matters reserved except vehicular access) for up to 240 No. dwellings under Use Class C3, retention of the existing accesses off Barlestone Road, creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Classes E(e)), public open space and associated infrastructure." Planning application reference 24/01061/OUT is currently at determination with the local planning authority – Hinckley and Bosworth Borough Council (HBBC) – and was supported by a Transport Assessment (TA) and Travel Plan (TP) prepared by MEC, dated October 2024.

Comments on the TA and TP were issued by Leicestershire County Council (LCC) Highways Development Management (HDM) on 17th January 2025, which included a request for the vehicular impact of the development to be assessed using outputs from LCC's Strategic Transport Model – the Pan Regional Transport Model (PRTM). A copy of the response is provided in **Appendix A**.

This Technical Note (TN) addresses this request from LCC HDM by providing an updated assessment of development vehicular impact using the PRTM outputs. It should be read alongside MEC report reference 28432-TRAN-0804 issued to HDM on 11th March 2025, which provided clarifications on the remainder of its January 2025 response.

PRTM Context

Scoping / Base Year Validation

Extensive discussions have been undertaken with LCC HDM since January 2025 to agree the model inputs and outputs for a 'full' (Level 1) run of the PRTM. This included reached agreement on the:

- Development vehicular trip generations for input to the PRTM;
- Assessment periods in the PRTM (AM 0800-0900 / PM 1700-1800 weekday peak hours) and a 2033 Future Year Without and With Development scenario;
- Development vehicular trip distribution outputs from the PRTM prior to obtaining turning flows for furnishing;
- Junctions for detailed modelling review that form the 'study area' for this Technical Note. HDM required 5 No. additional junctions to the 7 No. assessed in the October 2024 TA, which has been accommodated.

The PRTM work was commissioned by MEC on 26th February 2025, and undertaken by AECOM on behalf of LCC.

The model was validated locally by AECOM on 14th March 2025 and the results set out in a 'Base Year Review Report'. It was agreed by MEC and LCC HDM that the results demonstrate an acceptable validation for forecasting purposes. In summary of this:

- Of the 44 No. link count locations cordoned (9km radius of the site), only 3 No. failed to meet TAG criteria in either AM or PM peak;
- The highway network coverage in the model was acceptable for assessment of the proposed development, including 1 No. minor coding correction at the B582 Barlestone Road / B585 Bosworth Lane Signalised T-Junction to account, given its proximity to the site; and
- Screenline performance was acceptable to TAG criteria (all links passed).

PRTM scenarios

The following scenarios were run in the PRTM highway assignment component (SATURN) as agreed with HDM:

- 2024 Base Year – to inform the model validation;
- 2033 Without Development – to provide Reference Case flows without the development; and
- 2033 With Development – with the addition of the development flows.

Outputs for the above are included in **Appendix I**.

It was later confirmed by LCC HDM on 4th April 2025 that a 'Sensitivity Test' must be also be undertaken in the PRTM to verify the cumulative impact of the development alongside 3 No. other proposed developments in its vicinity which currently have planning applications submitted for determination. Whilst these sites did not need to assess themselves in the PRTM, this request has been accommodated as requested and an additional scenario commissioned in the PRTM ('2033 With Development Sensitivity' scenario) which MEC currently awaits outputs for.

The outputs are expected from AECOM in late May 2025, and a further Technical Note will be prepared by MEC updating the detailed modelling results in this Technical Note for issue to LCC HDM.

Until these are received, the contents of this Technical Note and the '2033 With Development' scenario run in the PRTM continue to be considered by MEC as the 'core' test in planning terms – i.e. assessing the residual impact of the development on the highway network in accordance with the National Planning Policy Framework (NPPF). It is therefore recommended that the future Technical Note on the PRTM '2033 With Development Sensitivity' test can follow in supplement to this Technical Note and / or be conditioned to any planning approval granted to the application by the local planning authority.

Junction Capacity Assessments – MEC Methodology Summary

Study Area

The study area for detailed modelling review was agreed with LCC HDM using the distribution plots from the PRTM. This identified 12 No. junctions which are shown on **Figure 1**.

Figure 1: Study Area – Location Plan



A description of each junction is provided for reference on **Figure 2**.

Figure 2: Study Area – Junction Descriptions

No.	Junction description
1	Site Access / B582 Barlestone Road Ghost Island Priority
2	B582 Barlestone Road / Bosworth Lane Signalised T-Junction
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads
4	B582 / Newbold Road / Lockymead Drive Roundabout
5	B582 Barlestone Road / Dragon Lane Priority
6	B582 Barlestone Road / Mill Lane Priority
7	B582 Barlestone Road / Main Street Priority
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)
9	B582 / Main Street / High Street Mini-Roundabout
10	B582 / Station Road Priority
11	B582 / Barns Way Mini-Roundabout
12	Station Road / Barns Way Priority

Modelling Software

Modelling has been undertaken by MEC using Transport Research Laboratory's 'Junctions 9' software and JCT's 'LinSig' version 3 software. Both are industry-standard simulation software enabling assessment of capacity, queueing and delay at standalone and linked junctions.

The following capacity parameters are applied in this review:

- Non-Signalised Junctions – an RFC of 0.85 or less representing a junction entry or turning movement operating “within capacity”, an RFC of up to / equal to 1.00 operating within total theoretical capacity, and an exceedance of 1.00 operating over theoretical capacity; and
- Signalised Junctions – a Degree of Saturation (DOS) of 0.90 or less for a junction entry or turning movement operating “within capacity”, a DOS of up to or equal / 1.00 operating within total theoretical capacity, and an exceedance of 1.00 operating over theoretical capacity.

Traffic Counts / Flow Furnessing

Given the PRTM validates to links only, it was agreed with HDM that outputs be ‘furnished’ by MEC using observed counts prior to input to the detailed modelling software. Traffic surveys were therefore collected by RDS Limited on a neutral, term-time weekday agreed with HDM – Wednesday 9th April 2025.

A copy of the traffic survey data is included for reference in **Appendix B**.

A summary of the furnessing process applied by MEC is shown on **Figure 3**. This reflects our experience with strategic modelling that applies absolute model growth to observed trip ends to derive synthetic flows for input to the detailed modelling software. We note in this regard that use of a PRTM base of 2024 will provide LCC with a robust assessment of capacity on its network given the year of the counts was 2025.

Figure 3: Flow Furnessing Methodology (MEC)

PRTM										
2024 Without Development										
2033 Without Development										
2033 With Development										
MEC										
2025 Base Year										RDS observed flows on Wednesday 9th April 2025
2033 DM										2025 BY + (PRTM 2033 Without Dev - PRTM 2024 Without Dev)
2033 DS										2025 BY + (PRTM 2033 With Dev - PRTM 2024 Without Dev)

Saturation Flows

Saturation flows have been derived geometrically by MEC in AutoCAD LT using Ordnance Survey (OS mapping) for all junctions other than:

- Junction 1 – uses the proposed layout on MEC Drawing No. 24832_08_020_03C, which is currently with LCC for comment as per MEC report reference '24832-TRAN-0804', informed by Topographical survey;
- Junction 2 – uses signal settings confirmed with LCC's Signals team; and
- Junction 8 – uses signal settings confirmed with LCC's Signals team.

A copy of the MEC geometries is included for reference in **Appendix D**.

Junction Capacity Assessments – 2025 Base Year Results

This section reviews the existing operation of the highway network using the furnished flows from MEC. All junction modelling input files are included for reference in **Appendix F**.

Junction 2 – B582 Barlestone Road / Bosworth Lane Signalised T-Junction

The LinSig model for the junction was obtained from LCC's Signals Team in November 2023. This confirmed the junction operates under MOVA.

It was also confirmed with LCC's Signals Team in April 2025 that no geometric changes have been made to the junction since November 2023 / it still operates under MOVA, the junction does not attract a high level of pedestrian demand, and that a fixed cycle time of anywhere up to 90-100 seconds would provide a realistic assessment of saturation flow under vehicle actuation.

On this basis MEC has calibrated the base model as per the LCC's Signals Team's settings and checked its validation to observed counts¹. The results are included in **Appendix E**, and demonstrate a suitable validation to observed queuing conditions.

The junction performance is shown below.

Table 1: J2 – 2025 Base Year (LinSig results)

B582 Barlestone Road / Bosworth Lane Signalised T-Junction				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	37.6 : 37.6%	5.4	34.4 : 34.4%	4.3
2/1 Barlestone Road (SE) Ahead Left	57.9%	10.2	63.5%	12.8
3/1 Bosworth Lane Left Right	58.3%	8.5	77.2%	12
PRC:	54.4%		16.6%	
Cycle Time:	200 seconds		200 seconds	

It is concluded that the junction operates within practical capacity during the weekday AM and PM peak hours.

¹ Queues surveys conducted by RDS Limited on Wednesday 9th April 2025. MEC acceptance criteria for a suitable validation equals a maximum end queue from Junctions 9 or mean maximum queue from LinSig being within 5pcu of the observed queue on each entry arm.

Junction 3 – Bosworth Lane / Bosworth Road / A447 Staggered Crossroads

The model validation passed for all arms other than D which failed marginally, as shown in **Appendix E**.

Despite some flare usage in the queue surveys, the model validated closer to observed when adjusted from 'One lane plus flare' to 'One lane'. Whilst this does not get within 5pcu in the AM peak (7pcu modelled versus 16 observed in the AM), this is not a significant difference and it validates at 18pcu modelled to 19pcu observed in the PM peak. The base model calibration is therefore demonstrated as being suitable for forecasting purposes.

The junction performance is shown below.

Table 2: J3 – 2025 Base Year (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base										
Stream B-C	D1	0.4	11.10	0.30	B	D2	0.5	14.15	0.35	B
Stream B-AD		1.2	30.15	0.55	D		2.3	49.95	0.72	E
Stream A-BCD		0.2	7.49	0.14	A		0.2	8.23	0.14	A
Stream D-ABC		6.1	75.02	0.89	F		17.2	175.56	1.04	F
Stream C-ABD		0.4	10.30	0.27	B		0.5	10.71	0.35	B

All arms operate within capacity other than Arm D (Bosworth Road) which experiences high levels of delay in the AM and particularly so in the PM peak.

Junction 4 – B582 / Newbold Road / Lockeymead Drive Roundabout

No model optimisation was required by MEC as shown in **Appendix E**. The junction performance is shown below.

Table 3: J4 – 2025 Base Year (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base										
1 - Newbold Road	D1	0.1	8.46	0.09	A	D2	0.1	7.25	0.09	A
2 - B582 Manor Road		0.5	3.87	0.31	A		0.9	4.97	0.48	A
3 - Lockeymead Drive		0.1	4.36	0.09	A		0.1	4.67	0.07	A
4 - B582 Hunts Lane		1.2	6.80	0.54	A		0.7	5.04	0.39	A

This demonstrates that all arms operate within practical capacity.

Junction 5 – B582 Barlestone Road / Dragon Lane Priority

No model optimisation was required by MEC as shown in **Appendix E**. The junction performance is shown below.

Table 4: J5 – 2025 Base Year (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J5 - B582_Dragon Lane Priority - 2025 Base										
Stream B-C	D1	0.3	8.49	0.22	A	D2	0.3	8.48	0.21	A
Stream B-A		0.1	10.09	0.13	B		0.1	10.77	0.07	B
Stream C-AB		0.7	6.01	0.30	A		1.1	7.14	0.39	A

This demonstrates that all arms operate within practical capacity.

Junction 6 – B582 Barlestone Road / Mill Lane Priority

No model optimisation was required by MEC as shown in **Appendix E**. The junction performance is shown below.

Table 5: J6 – 2025 Base Year (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J6 - B582_Mill Lane Priority - 2025 Base										
Stream B-AC	D1	0.2	9.58	0.17	A	D2	0.2	9.37	0.17	A
Stream C-AB		0.1	4.99	0.08	A		0.3	5.30	0.14	A

This demonstrates that all arms operate within practical capacity.

Junction 7 – B582 Barlestone Road / Main Street Priority

No model optimisation was required by MEC as shown in **Appendix E**. The junction performance is shown below.

Table 6: J7 – 2025 Base Year (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J7 - B582_Main Street Priority - 2025 Base										
Stream B-AC	D1	0.6	15.44	0.39	C	D2	0.4	13.62	0.28	B
Stream C-AB		0.1	4.56	0.05	A		0.2	4.97	0.10	A

This demonstrates that all arms operate within practical capacity.

Junction 8 – A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)

The LinSig for the junction was obtained from LCC's Signals Team in April 2025.

It was confirmed with LCC's Signals Team that the junction operates under MOVA and does not typically attract high levels of pedestrian demand on the crossings. It was also discussed that running the junction on a fixed cycle time of anywhere up to 120 seconds would provide a realistic assessment of saturation flow under vehicle actuation.

The junction performance is shown below.

Table 7: J8 – 2025 Base Year (LinSig results)

B582 Barlestone Road / Bosworth Lane Signalised T-Junction				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	85.1 : 84.7%	15.8	75.6 : 86.0%	14.2
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	87.7 : 87.7%	20.3	70.8 : 76.0%	15.4
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	99.4 : 99.4%	32.7	91.7 : 91.7%	23.1
4/1 + 4/2 B582 Desford Road Left ahead Right	57.6 : 57.6%	10.5	96.2 : 96.2%	29
PRC:	-10.4%		-6.9%	
Cycle Time:	120 Seconds		120 Seconds	

This demonstrates:

- Both A47 arms operate within practical capacity; and
- Leicester Lane and Desford Road operates within theoretical capacity.

Junction 9 – B582 / Main Street / High Street Mini-Roundabout

The model validation passed for all arms other than Arm B (AM peak) and Arm D (PM Peak) as shown in **Appendix E**, with a substantial variation between observed and modelled queues.

Given the level of variation, adjustments to geometries were not sufficient to calibrate to, and an intercept adjustment has been applied resulting in 14pcu modelled versus observed queues in the AM peak and 2pcu modelled versus 6pcu observed in the PM peak. The base model calibration is therefore demonstrated as being suitable for forecasting purposes.

The junction performance is shown below.

Table 8: J9 – 2025 Base Year (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J9 - B582_Main St_High St Mini Rbt - 2025 Base										
1 - Main Street	D1	0.4	8.40	0.30	A	D2	0.3	5.57	0.24	A
2 - B582 (E)		1.7	9.52	0.63	A		6.7	28.06	0.88	D
3 - High Street		1.3	12.58	0.57	B		1.0	13.88	0.50	B
4 - B582 (W)		13.8	78.68	0.97	F		1.5	12.01	0.60	B

This demonstrates that Arm D (B582 W) operates within theoretical capacity in the AM peak with relatively high levels of delay, and marginally over practical capacity on Arm B (B582 E) in the PM peak.

Junction 10 – B582 / Station Road Priority

The model validation passed for all arms other than Station Road (Arm B) in the AM peak as shown in **Appendix E**. Whilst some usage of the flare was noticed in the queue sample, calibrating the arm as 'One Lane' resulted in a considerably closer validation.

The base model calibration is now considered suitable for forecasting purposes.

The junction performance is shown below.

Table 9: J10 – 2025 Base Year (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J10 - B582_Station Rd Priority - 2025 Base										
Stream B-AC	D1	4.3	77.16	0.84	F	D2	15.0	182.18	1.03	F
Stream C-AB		0.1	5.73	0.06	A		0.0	4.47	0.01	A

This demonstrates that Arm B (Station Road) is approaching practical capacity in the AM peak, and experiences delay / is operating over theoretical capacity in the PM peak.

Junction 11 – B582 / Barns Way Mini-Roundabout

All arms passed the validation checks in **Appendix E** other than Arm C in the PM peak.

The geometries have been checked by MEC and are considered reasonable and, given the level of queue difference to observed is only marginally above the tolerance levels (1cu modelled to 9pcu observed), the calibration of the junction in both peaks is considered acceptable.

The junction performance is shown below.

Table 10: J11 – 2025 Base Year (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J11 - B582_Barns Way Mini Rbt - 2025 Base										
1 - Barns Way	D1	1.8	14.75	0.65	B	D2	3.4	21.37	0.78	C
2 - B582 Leicester Lane E		1.0	6.50	0.48	A		1.7	9.12	0.63	A
3 - B582 Leicester Lane W		1.9	12.88	0.66	B		1.0	9.48	0.51	A

This demonstrates that all arms operate within practical capacity in both peaks.

Junction 12 – Station Road / Barns Way Priority

All arms passed the validation checks in **Appendix E**. The junction performance is shown below.

Table 11: J12 – 2025 Base Year (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J12 - Station Rd_Barns Way Priority - 2025 Base										
Stream B-AC	D1	4.3	29.20	0.82	D	D2	1.1	11.38	0.53	B
Stream C-AB		1.4	8.59	0.49	A		6.1	20.48	0.80	C

This demonstrates that all arms operate within practical capacity in both peaks.

Summary

- The 2025 Base Year models have been validated to observed queueing and, other than some optimisation applied, generally validated well to the April 2025 traffic counts as shown on **Figure 4**. A total of 64 No. entry movements were checked and, 90.6% passed without optimisation and 100% pass with optimisation.

Figure 4: Base Year validation results

No.	Without MEC Optimisation								With MEC Optimisation								Pass % (arms)
	Pass*?								Pass*?								
	AM 0800-0900				PM 1700-1800				AM 0800-0900				PM 1700-1800				
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
2	Y	Y	Y		Y	Y	Y										100%
3	Y	Y	Y	N	Y	Y	Y	N				Y				Y	100%
4	Y	Y	Y	Y	Y	Y	Y	Y									100%
5		Y	Y			Y	Y										100%
6		Y	Y			Y	Y										100%
7		Y	Y			Y	Y										100%
8	Y	Y	Y	Y	Y	Y	Y	Y									100%
9	Y	Y	Y	N	Y	N	Y	Y				Y		Y			100%
10		Y	Y			Y	N								Y		100%
11	Y	Y	N		Y	Y	Y				Y						100%
12		Y	Y			Y	Y										100%

*Modelled max end queues (Junctions9) / MMQs (LinSig) within 5pcu of queue counts on 9/4/2025

- The following junctions in the study area network currently operate over capacity and / or experience high levels of delay on one or more entry arms:
 - Junction 3 – Bosworth Lane / Bosworth Rd / A447 Staggered Crossroads;
 - Junction 9 – B582 / Main St / High St Mini Roundabout; and
 - Junction 10 – B582_Station Rd Priority

Junction Capacity Assessments – 2033 Future Year Results

This section assesses the results of junction operations in the 2033 Future Year agreed for assessment.

This is important in verifying if the residual impact of the development on the external highway network is likely to generate a 'severe' impact in accordance with the NPPF as updated in December 2024 which would require mitigation.

The modelling input files are included for reference in **Appendix F**.

Junction 1 – Site Access / B582 Barlestone Road Ghost Island Priority

Given this junction is not an existing junction, flows have been derived direct from the PRTM '2033 With Development' scenario.

The junction performance is shown below.

Table 12: J1 – 2033 Do Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something										
Stream B-AC	D1	0.4	8.74	0.30	A	D2	0.1	6.86	0.12	A
Stream C-AB		0.1	5.28	0.05	A		0.1	5.83	0.11	A

This demonstrates that the site access junction would operate well within practical capacity at full occupation of the development.

Junction 2 – B582 Barlestone Road / Bosworth Lane Signalised T-Junction

The 2033 Future Year results are presented below using furnished flows derived by MEC in **Appendix E**.

Table 13: J2 – 2033 Do Minimum / Something (LinSig results)

B582 Barlestone Road / Bosworth Lane Signalised T-Junction				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	37.6 : 37.6%	5.4	34.4 : 34.4%	4.3
2/1 Barlestone Road (SE) Ahead Left	57.9%	10.2	63.5%	12.8
3/1 Bosworth Lane Left Right	58.3%	8.5	77.2%	12
PRC:	54.4%		16.6%	
Cycle Time:	200 seconds		200 seconds	
2033 Do Minimum				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	42.2 : 42.2%	6	51.2 : 51.2%	5.5
2/1 Barlestone Road (SE) Ahead Left	64.5%	12	73.0%	15.4
3/1 Bosworth Lane Left Right	64.5%	9.9	73.8%	11.5
PRC:	39.5%		22.0%	
Cycle Time:	200 seconds		200 seconds	
2033 Do Something				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	40.4 : 40.4%	5.9	55.6 : 55.6%	7
2/1 Barlestone Road (SE) Ahead Left	70.5%	14.2	77.2%	17.1
3/1 Bosworth Lane Left Right	70.0%	10.9	77.9%	12.8
PRC:	27.6%		15.6%	
Cycle Time:	200 seconds		200 seconds	

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic, with no change to the cycle time required and all entries less than 90% degree of saturation (DOS).

Junction 3 – Bosworth Lane / Bosworth Road / A447 Staggered Crossroads

The 2033 Future Year results are presented below using furnished flows derived by MEC in **Appendix E**.

Table 14: J3 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base										
Stream B-C	D1	0.4	11.10	0.30	B	D2	0.5	14.15	0.35	B
Stream B-AD		1.2	30.15	0.55	D		2.3	49.95	0.72	E
Stream A-BCD		0.2	7.49	0.14	A		0.2	8.23	0.14	A
Stream D-ABC		6.1	75.02	0.89	F		17.2	175.56	1.04	F
Stream C-ABD		0.4	10.30	0.27	B		0.5	10.71	0.35	B
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum										
Stream B-C	D3	1.1	22.76	0.54	C	D4	18.5	390.64	1.23	F
Stream B-AD		3.2	68.57	0.79	F		26.2	366.12	1.25	F
Stream A-BCD		0.2	7.99	0.15	A		0.2	9.62	0.16	A
Stream D-ABC		25.0	243.91	1.11	F		43.0	424.49	1.28	F
Stream C-ABD		0.4	11.46	0.29	B		0.7	12.25	0.40	B
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something										
Stream B-C	D5	1.5	27.24	0.61	D	D6	22.3	449.44	1.30	F
Stream B-AD		3.4	75.17	0.81	F		29.2	431.20	1.32	F
Stream A-BCD		0.2	8.00	0.15	A		0.2	9.60	0.16	A
Stream D-ABC		25.9	250.74	1.12	F		46.6	456.89	1.31	F
Stream C-ABD		0.4	11.64	0.30	B		0.9	13.82	0.47	B

This demonstrates that:

- The junction would deteriorate significantly in the PM peak in 2033 prior to the development coming forward, with high levels of delay on the minor arms (Arm B B585 Bosworth Lane, and Arm B Bosworth Road) and Arm D failing in the AM peak also prior to the development.
- The increase in queueing arising from the development in the Do Something scenario is not significant.

On the basis that the December 2024 update to the NPPF continues to leave a determination of ‘severity’ open to interpretation by practitioners and highway authorities alike, MEC’s understanding is that by its very definition, some impact is acceptable in planning terms and only a ‘severe’ impact – such as junction blocking or an impact generating a highway safety concern – can reasonably result in planning permission being “prevented or refused on highways grounds”. This can be reference in NPPF paragraph 116.

The queue increases set out above are not significant, the junction is already over capacity in 2033 prior to any development occurring and would reasonably require mitigation by the local highway authority as part of its network management duties prior to the site coming forward. LCC are reminded of the NPPF’s assertions towards ‘vision-led’ approaches, and advised that the Client’s investment in a Travel Plan and public transport enhancements is preferable over vehicular capacity in this location.

No further review is warranted at the junction.

Junction 4 – B582 / Newbold Road / Lockeymead Drive Roundabout

The 2033 Future Year results are presented below using furnished flows derived by MEC in **Appendix E**.

Table 15: J4 – 2033 Do Minimum / Something (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base										
1 - Newbold Road	D1	0.1	8.46	0.09	A	D2	0.1	7.25	0.09	A
2 - B582 Manor Road		0.5	3.87	0.31	A		0.9	4.97	0.48	A
3 - Lockeymead Drive		0.1	4.36	0.09	A		0.1	4.67	0.07	A
4 - B582 Hunts Lane		1.2	6.80	0.54	A		0.7	5.04	0.39	A
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum										
1 - Newbold Road	D3	0.2	9.40	0.14	A	D4	0.1	7.72	0.11	A
2 - B582 Manor Road		0.5	3.96	0.33	A		1.1	5.61	0.53	A
3 - Lockeymead Drive		0.1	4.46	0.09	A		0.1	4.96	0.07	A
4 - B582 Hunts Lane		1.8	8.54	0.64	A		0.8	5.60	0.46	A
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something										
1 - Newbold Road	D5	0.2	10.15	0.15	B	D6	0.1	8.00	0.12	A
2 - B582 Manor Road		0.6	4.14	0.36	A		1.4	6.24	0.58	A
3 - Lockeymead Drive		0.1	4.58	0.09	A		0.1	5.21	0.07	A
4 - B582 Hunts Lane		2.3	10.26	0.70	B		1.0	5.98	0.49	A

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic.

Junction 5 – B582 Barlestone Road / Dragon Lane Priority

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 16: J5 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J5 - B582_Dragon Lane Priority - 2025 Base									
Stream B-C	D1	0.3	8.49	0.22	A	D2	0.3	8.48	0.21	A
Stream B-A		0.1	10.09	0.13	B		0.1	10.77	0.07	B
Stream C-AB		0.7	6.01	0.30	A		1.1	7.14	0.39	A
	J5 - B582_Dragon Lane Priority - 2033 Do Minimum									
Stream B-C	D3	0.4	9.24	0.26	A	D4	0.3	8.99	0.23	A
Stream B-A		0.2	10.61	0.13	B		0.1	11.37	0.07	B
Stream C-AB		0.9	6.58	0.34	A		1.3	7.69	0.44	A
	J5 - B582_Dragon Lane Priority - 2033 Do Something									
Stream B-C	D5	0.4	9.71	0.27	A	D6	0.3	9.13	0.23	A
Stream B-A		0.2	11.50	0.14	B		0.1	12.10	0.08	B
Stream C-AB		1.0	6.81	0.36	A		1.5	7.80	0.47	A

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic.

Junction 6 – B582 Barlestone Road / Mill Lane Priority

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 17: J6 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J6 - B582_Mill Lane Priority - 2025 Base									
Stream B-AC	D1	0.2	9.58	0.17	A	D2	0.2	9.37	0.17	A
Stream C-AB		0.1	4.99	0.08	A		0.3	5.30	0.14	A
	J6 - B582_Mill Lane Priority - 2033 Do Minimum									
Stream B-AC	D3	0.3	9.79	0.22	A	D4	0.2	9.70	0.19	A
Stream C-AB		0.2	5.01	0.08	A		0.5	5.80	0.21	A
	J6 - B582_Mill Lane Priority - 2033 Do Something									
Stream B-AC	D5	0.3	10.26	0.23	B	D6	0.3	10.27	0.21	B
Stream C-AB		0.3	4.92	0.13	A		0.5	5.77	0.22	A

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic.

Junction 7 – B582 Barlestone Road / Main Street Priority

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 18: J7 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J7 - B582_Main Street Priority - 2025 Base									
Stream B-AC	D1	0.6	15.44	0.39	C	D2	0.4	13.62	0.28	B
Stream C-AB		0.1	4.56	0.05	A		0.2	4.97	0.10	A
	J7 - B582_Main Street Priority - 2033 Do Minimum									
Stream B-AC	D3	0.9	17.47	0.47	C	D4	0.5	14.67	0.32	B
Stream C-AB		0.1	4.58	0.05	A		0.2	5.06	0.10	A
	J7 - B582_Main Street Priority - 2033 Do Something									
Stream B-AC	D5	0.9	18.84	0.49	C	D6	0.5	15.92	0.34	C
Stream C-AB		0.1	4.42	0.05	A		0.2	5.01	0.11	A

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic.

Junction 8 – A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 19: 2033 Do Minimum / Something (LinSig results)

B582 Barlestone Road / Bosworth Lane Signalised T-Junction				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	85.1 : 84.7%	15.8	75.6 : 86.0%	14.2
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	87.7 : 87.7%	20.3	70.8 : 76.0%	15.4
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	99.4 : 99.4%	32.7	91.7 : 91.7%	23.1
4/1 + 4/2 B582 Desford Road Left ahead Right	57.6 : 57.6%	10.5	96.2 : 96.2%	29
PRC:	-10.4%		-6.9%	
Cycle Time:	120 Seconds		120 Seconds	
2033 Do Minimum				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	108.2 : 108.2%	50	97.8 : 114.4%	49.1
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	110.5 : 110.5%	85.5	110.5 : 110.5%	62.7
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	109.0 : 109.0%	54.7	113.7 : 113.7%	65.8
4/1 + 4/2 B582 Desford Road Left ahead Right	71.4 : 71.4%	12.9	112.7 : 112.7%	79.6
PRC:	-22.8%		-27.1%	
Cycle Time:	120 Seconds		120 Seconds	
2033 Do Something				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	110.6 : 110.6%	57.7	100.3 : 115.9%	51.3
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	110.4 : 110.4%	85.3	112.5 : 112.5%	69.6
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	111.7 : 111.7%	62.6	113.7 : 113.7%	68.8
4/1 + 4/2 B582 Desford Road Left ahead Right	72.2 : 72.2%	13.2	114.1 : 114.1%	85.2
PRC:	-24.1%		-28.8%	
Cycle Time:	120 Seconds		120 Seconds	

This demonstrates:

- The junction would deteriorate significantly in both peak hours in 2033 prior to the development coming forward, with high queue levels experienced on all arms except for Desford Road in the AM peak hour.
- The increase in queueing and PRC% arising from the development in the Do Something scenario is minimal and therefore not significant.

The queue increases set out above are not significant, the junction is already over capacity in 2033 prior to any development occurring and would reasonably require improvement by the local highway authority as part of its network management duties prior to site coming forward. No further review is warranted at the junction.

Junction 9 – B582 / Main Street / High Street Mini-Roundabout

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 20: J9 – 2033 Do Minimum / Something (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J9 - B582_Main St_High St Mini Rbt - 2025 Base									
1 - Main Street	D1	0.4	8.40	0.30	A	D2	0.3	5.57	0.24	A
2 - B582 (E)		1.7	9.52	0.63	A		6.7	28.06	0.88	D
3 - High Street		1.3	12.58	0.57	B		1.0	13.88	0.50	B
4 - B582 (W)		13.8	78.68	0.97	F		1.5	12.01	0.60	B
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum									
1 - Main Street	D3	0.6	9.60	0.39	A	D4	0.5	6.74	0.33	A
2 - B582 (E)		3.0	14.39	0.75	B		26.2	89.44	1.01	F
3 - High Street		1.4	14.06	0.59	B		2.1	24.63	0.68	C
4 - B582 (W)		45.0	208.05	1.11	F		2.6	18.97	0.73	C
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Something									
1 - Main Street	D5	0.6	9.35	0.38	A	D6	0.5	7.09	0.34	A
2 - B582 (E)		3.6	16.68	0.79	C		42.5	131.90	1.06	F
3 - High Street		1.4	14.61	0.59	B		2.4	28.47	0.72	D
4 - B582 (W)		76.3	358.31	1.20	F		3.3	22.74	0.78	C

Whilst the junction is forecast to operate with delay on Arm D (B582 W) in the 2033 AM peak prior to the development coming forward, and over theoretical capacity on Arm B (B582 E) in the PM peak, further review has been undertaken by MEC of improvements that could be made to achieve the same level of performance in junction capacity terms.

A junction improvement scheme has been proposed by MEC as included in **Appendix G**, as follows:

- Capacity enhancements on Arms B and D to widen the entry widths and extend the flares, whilst maintaining the pedestrian crossing facilities on both arms (uncontrolled) which is important given the junction location in the centre of Desford and what appears to be recent surfacing improvements by the local highway authority;
- This would enable the junction to operate at nil detriment or better in both peaks in the '2033 Do Something Mitigated' scenario compared to the 2033 Do Minimum, notwithstanding the fact that junction is well over capacity in the morning in the DM and PICADY deteriorates exponentially after 1.00 RFC. Should the junction be improved before the development comes forward, the mitigation requirements for the development would likely to be less if required at all; and
- Vehicular swept paths have been checked for a 16.5m maximum legal vehicle on the B582 arms, whilst enabling a 7.5t box van (8.1m length) to track out of Arm A and C (Main Street and High Street), given 7.5t weight restrictions on these arms.

The modelling results are shown below:

Table 21: J9 – 2033 Do Something Mitigated (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated										
1 - Main Street	D5	0.7	10.40	0.41	B	D6	0.5	7.09	0.34	A
2 - B582 (E)		2.5	11.39	0.72	B		14.2	50.05	0.96	F
3 - High Street		1.4	14.62	0.60	B		2.9	35.07	0.76	E
4 - B582 (W)		46.9	196.24	1.10	F		2.5	16.76	0.72	C

The mitigation scheme is proposed for LCC HDM's agreement prior to conducting a Stage 1 RSA.

Junction 10 – B582 / Station Road Priority

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 22: J10 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J10 - B582_Station Rd Priority - 2025 Base									
Stream B-AC	D1	4.3	77.16	0.84	F	D2	15.0	182.18	1.03	F
Stream C-AB		0.1	5.73	0.06	A		0.0	4.47	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Minimum									
Stream B-AC	D3	24.4	305.94	1.15	F	D4	35.6	398.44	1.22	F
Stream C-AB		0.3	5.70	0.13	A		0.0	4.29	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Something									
Stream B-AC	D5	39.5	471.88	1.28	F	D6	48.9	574.53	1.33	F
Stream C-AB		0.4	5.70	0.14	A		0.0	4.24	0.01	A

Whilst the junction is forecast to operate with delay on Arm B (Station Road) in both peaks prior to the development coming forward, and over theoretical capacity in both peaks, further review has been undertaken by MEC of improvements that could be made to achieve the same level of performance in junction capacity terms.

A junction improvement scheme has been proposed by MEC as included in **Appendix H**, as follows:

- Widening of the entry widths appears achievable within highway boundary, whilst maintaining the pedestrian crossing facilities (uncontrolled);
- This would enable the junction to operate with more capacity than the 2033 Do Minimum scenario and in both peaks; and
- Vehicular swept paths have been checked for a 16.5m maximum legal vehicle on the B582 arms, whilst enabling a 7.5t box van to track out of Arm A and C (Main Street and High Street), given 7.5t weight restrictions on these arms.

The modelling results are shown below:

Table 23: J10 – 2033 Do Something Mitigated (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J10 - B582_Station Rd Priority - 2033 Do Something Mitigated										
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		11.9	145.29	1.00	F		16.0	171.99	1.04	F
Stream C-AB		0.4	5.70	0.14	A		0.0	4.24	0.01	A

The mitigation scheme is proposed for LCC HDM's agreement prior to conducting a Stage 1 RSA.

Junction 11 – B582 / Barns Way Mini-Roundabout

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 24: J11 – 2033 Do Minimum / Something (ARCADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J11 - B582_Barns Way Mini Rbt - 2025 Base										
1 - Barns Way	D1	1.8	14.88	0.65	B	D2	3.4	21.37	0.78	C
2 - B582 Leicester Lane E		1.0	6.50	0.48	A		1.7	9.12	0.63	A
3 - B582 Leicester Lane W		1.9	12.88	0.66	B		1.0	9.48	0.51	A
J11 - B582_Barns Way Mini Rbt - 2033 Do Minimum										
1 - Barns Way	D3	2.1	15.26	0.67	C	D4	4.6	28.38	0.83	D
2 - B582 Leicester Lane E		1.4	8.03	0.58	A		4.4	18.74	0.82	C
3 - B582 Leicester Lane W		1.7	12.29	0.62	B		1.4	12.10	0.59	B
J11 - B582_Barns Way Mini Rbt - 2033 Do Something										
1 - Barns Way	D5	2.2	16.10	0.69	C	D6	4.9	30.37	0.84	D
2 - B582 Leicester Lane E		1.5	8.34	0.60	A		5.0	20.89	0.84	C
3 - B582 Leicester Lane W		1.8	12.95	0.64	B		1.5	12.66	0.61	B

This demonstrates the junction is forecast to operate within capacity in 2033 with the inclusion of development traffic.

Junction 12 – Station Road / Barns Way Priority

The 2033 Future Year results are presented below using furnished flows derived from the MEC in **Appendix E**.

Table 25: J12 – 2033 Do Minimum / Something (PICADY results)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J12 - Station Rd_Barns Way Priority - 2025 Base									
Stream B-AC	D1	4.3	29.20	0.82	D	D2	1.1	11.38	0.53	B
Stream C-AB		1.4	8.59	0.49	A		6.1	20.48	0.80	C
	J12 - Station Rd_Barns Way Priority - 2033 Do Minimum									
Stream B-AC	D3	17.5	96.70	1.00	F	D4	1.9	15.68	0.65	C
Stream C-AB		2.8	12.58	0.65	B		9.2	30.01	0.87	D
	J12 - Station Rd_Barns Way Priority - 2033 Do Something									
Stream B-AC	D5	29.4	145.32	1.05	F	D6	2.2	17.28	0.69	C
Stream C-AB		3.6	15.02	0.71	C		14.1	47.41	0.93	E

The junction is forecast to operate over theoretical and practical capacity in the AM and PM peaks respectively in 2033 prior to the development coming forward. In the PM peak, the junction would operate within theoretical capacity with the development which is considered acceptable for existing junctions on the network.

The development is forecast to have an impact in the AM peak, increase delay / queue levels by +12pcu in the morning on Station Road (Arm B) however further review of land requirements to improve this appears to negate any junction improvements proportionate to the development's impacts, i.e.

- There does not appear to be any land within public highway to widen the entry width or extend the flare as shown on **Figure 5**; and
- The increase in traffic flow generated at the junction by the development is modest at only +57pcu in the AM peak and +34pcu in the PM peak, and against background traffic levels (total inflow of 1655pcu AM peak and 1644pcu PM peak), the % change in flow from the development is equally modest at only +3.47% AM and 2.07% PM.
- Only signalisation of the junction may yield a capacity improvement on Arm B given land constraints. This would not be proportionate to the development impacts as above, under either the NPPF or CIL regulations.

Figure 5: Land constraints – J12, Station Road Entry (Arm B)



The development impacts are not considered to be severe given the forecast queue on Arm B would already block the junction into Goulton Crescent in the 2033 DM AM scenario, and the increase from the development can be accommodated within existing stacking space on the arm without blocking any further junctions. Based on this, and the lack of land to make any localised improvements, no further review of the junction in mitigation terms is required.

Summary and Conclusions

This Technical Note has been provided by MEC in support of a proposed residential development under planning Use Class C3 on Land at Barlestone Road, Newbold Verdon, Leicestershire (planning ref: 24/01061/OUT).

In summary, this has demonstrated that:

- The detailed modelling work has been conducted by MEC as scoped with LCC HDM, and using outputs from the PRTM;
- 2 No. junctions require improvement schemes (junctions 9 and 10 in Desford) which has been supported by 2 No. General Arrangement Plans submitted with this Technical Note for LCC approval; and
- In addition to the Client's investment in a Residential Travel Plan, off-site pedestrian and cycle infrastructure enhancements on Barlestone Road and in the public transport network, the 2 No. schemes are considered sufficient to mitigate the residual impact of the development on the external highway during the 2032 Future Year agreed for assessment. This approach being also mindful of CIL and the 'vision-led' approaches encouraged by the December 2024 NPPF update.

On this basis, and in accordance with the NPPF, it is concluded that there are considered to be no reasons why the application should be prevented or refused on Highways grounds.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
May 2025	-	First issue	James Wright BSc (Hons) Graduate Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director

Appendices

- A. LCC Comments on MEC TA and TP (January 2025)
- B. Traffic Surveys (RDS Limited, April 2025)
- C. Traffic Flow Matrices (MEC spreadsheet)
- D. Junction Modelling Existing Geometries (MEC drawings)
- E. Junction Modelling Base Year Validation Summary (MEC Spreadsheet)
- F. Junction Modelling Input Files (Junctions 9 and LinSig v3)
- G. Junction Mitigation Scheme – Junction 9 (MEC Drawing No. 24832_08_020_10)
- H. Junction Mitigation Scheme – Junction 10 (MEC Drawing No. 24832_08_020_11)
- I. PRTM Outputs – Junction turning flows

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APPENDICES



APPENDIX A

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/01061/OUT

Highway Reference Number: 2024/1061/04/H

Application Address: Land North Of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Ross Hills

Parish: Newbold Verdon

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the following planning application:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure.

The site is located at land north of Barlestone Road, Newbold Verdon.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (Report Ref: 24832-TRAN-0803 Rev B, authored MEC and dated October 2024);
- Travel Plan (Report Ref: 24832-TRAN-0802 Rev B, authored by MEC and dated October 2024); and
- Pegasus Group drawing number P22-3085_DE_013_M_01 (Indicative Masterplan).

These observations make reference to the Leicestershire Highway Design Guide (LHDG) throughout. The LHDG can be found at <https://www.leicestershirehighwaydesignguide.uk/>.

The LHA undertook a site visit to the area on 10th January 2025.

Site Access

The Applicant has stated that currently, there are two points of access to the site off Barlestone Road which is a B classified road (B582) subject to a 40mph speed limit. These are the existing Equestrian Centre access and off an existing byway known locally as Harry's Lane. A new point of access is also proposed to serve the majority of the development. Details of the site access arrangements are provided on MEC drawing number 24832_08_020_03 Rev B, which is provided within Appendix E of the Transport Assessment (TA).

The LHA addresses each point of access in turn below, along with Policy 2 of the LHDG.

Existing Equestrian Centre Access

The Applicant proposes to retain the existing Equestrian Centre access to serve the Equestrian Centre and proposed cemetery. The Applicant has stated that the proposals would reduce the overall size of the equestrian centre, with the cemetery not intensifying traffic at the access. On this basis, the Applicant does not propose to amend the existing access arrangements.

Vehicular visibility splays of 2.4 x 120m have been shown on the site access drawing, which based on the recorded speeds would be considered in accordance with Table 6 of the LHDG, which is available at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>. The LHA does however require additional information in respect of the speed surveys to ascertain the visibility splays as detailed in the Proposed New Access section further below.

Following the LHA's site visit, it is noted the existing hedgerow restricts visibility in each direction and therefore it would be beneficial for the hedge to be cut back/ removed in close proximity to the access. However, the proposed new pedestrian/ cycleway facility to the north of Barlestone Road, along with the new development access mean it is likely that the hedgerow would require removal in any case.

The LHA advise it would be beneficial for the Applicant to provide evidence in respect of trips as detailed in the Trip Generation section further below. Subject to the proposals not increasing the level of trips, the LHA is unlikely to have any concerns in respect of the existing access.

Existing 'Byway' Access

The Applicant has stated that the byway (known as Harry's Lane) is an adopted highway and is to be retained to maintain the existing rights of access to existing dwellings. The Applicant has stated that the byway will cross the internal primary development road and need to be retained. MEC

drawing number 24832_08_020_08 included within Appendix H of the TA outlines a proposed design where the byway will cross the access road.

The Applicant has stated that the byway is not a development access and its junction with the spine road has been designed to deter movements and ensure the access is conspicuous. The byway will not be widened, and vegetation is proposed to be placed on the corners of the junction to reduce its visual prominence and make the byway appear more like a pedestrian / cycle route.

The LHA advise that the existing adopted single track road is called Nursery Lane and is not currently recorded on the Definitive Map of Public Rights of Way as a Byway Open To All Traffic (BOTAT). Nursery Lane does provide access to two unadopted BOTAT's – S7 and S12.

The LHA is aware of a Definitive Map Modification Order covering the whole adopted length of Nursery Lane an unrecorded missing link between Nursery Lane and Byways S7 and S12. This can be found at <https://www.leicestershire.gov.uk/sites/default/files/2023-02/M1323-byway-along-Manor-Farm-Lane-from-Brascote-Lane-to-bridleway-S25.pdf>. The application is yet to be determined by the LHA, but should it be successful, this would not change the adoption status of the route, which would remain an adopted unclassified road under LCC's responsibility, except for the unrecorded missing link, where the LHA has never adopted the surface. For further information, please contact footpaths@leics.gov.uk.

Vehicular visibility splays of 2.4 x 43m have been shown at the new access onto the development primary road. However, vehicular visibility splays have not been detailed on the submitted drawings onto Barlestone Road. Following a site visit the LHA considers vehicular visibility to be severely restricted (below 30 metres) in each direction at the junction onto Barlestone Road. Whilst there may be scope to improve visibility to the southeast of the junction given the red line of the site abuts the highway, to the northwest, the LHA believe visibility splays of even 2.4 x 43m (for a road where measured 85th percentile speeds were up to 30mph) would not be achievable without third party land.

The LHA notes that a segregated pedestrian/ cycle route is proposed to link to Nursery Lane and consider it reasonable that the proposed route and Nursery Lane could be used in the future by pedestrians/ cyclists and horse riders. Given Nursery Lane is a single track adopted road, and the Applicant is not proposing to sever vehicle links, the LHA have concerns that despite the Applicant stating the route would be designed to be conspicuous to drivers, there would be nothing to prevent drivers from using it. This could lead to an intensification in use of Nursery Lane on to a B classified road, where visibility is sub-standard for the recorded speed of passing traffic.

In addition, it could lead to conflict between non-motorised users and vehicles, or between vehicles. The LHA therefore advise that the Applicant is required to propose measures to prevent vehicular access between Barlestone Road and the development road.

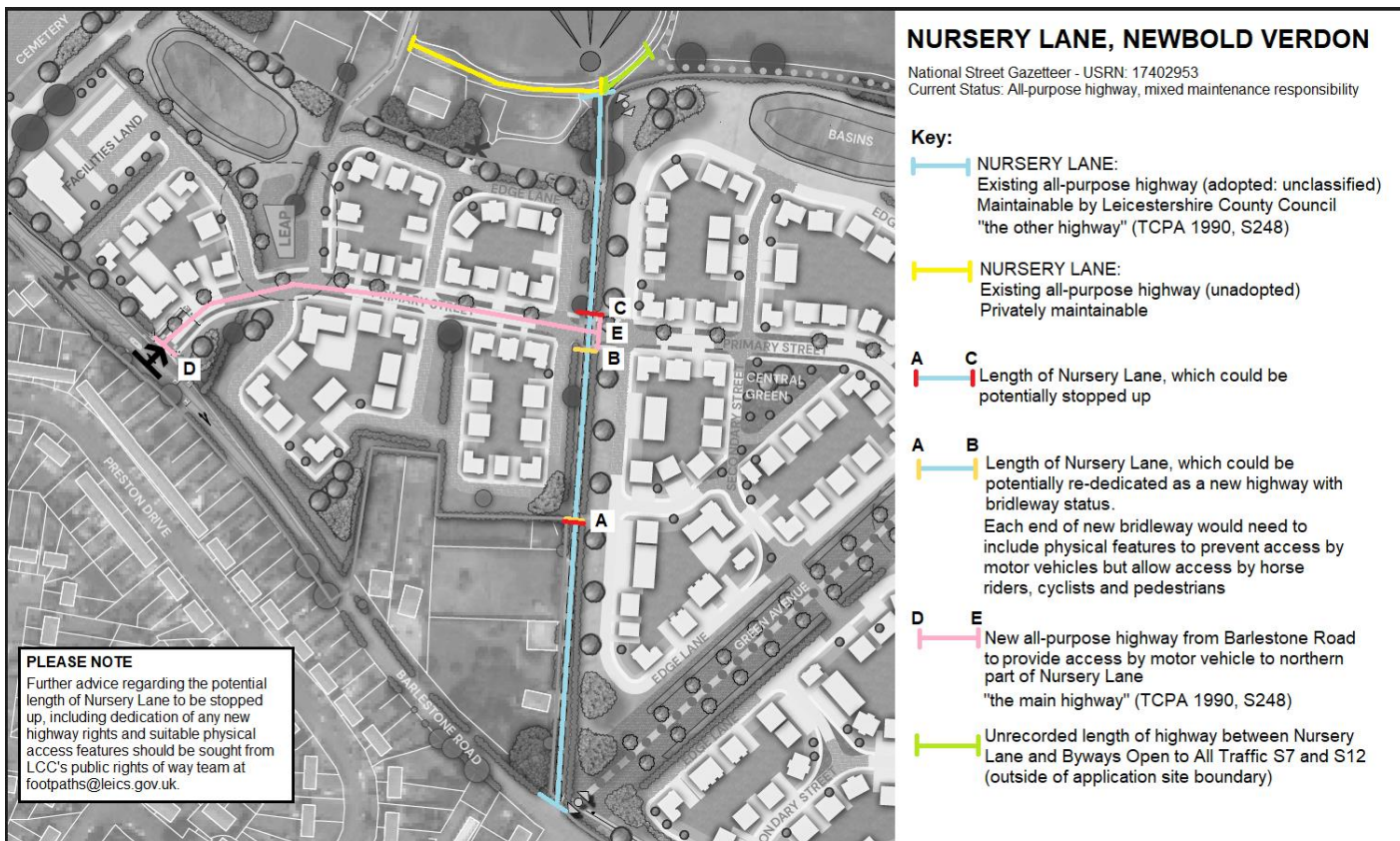
The LHA advise there are several legal processes that could be followed to do this. Some options are as follows, however it should be noted that the below is not legal advice:

- The Applicant could apply to the Department for Transport's National Transport Casework Team for an order under Section 247/248 of the Town and Country Planning Act 1990.

S247 enables the stopping up or diversion of highways to enable development of the land previously occupied by the highway. S248 is an extension to this that enables the stopping up of a highway ("the other highway" for the purpose of the application) that crosses or

enters the route of a proposed new highway (“the main highway” for the purpose of the application), but won’t itself be built on as part of the proposed development. It is the same application form for both S247 and S248 – the only addition being that the applicant needs to make reference to the proposed new highway that effectively replaces the existing highway that crosses it.

Below, the LHA has provided a greyscale extract from the indicative site layout, which illustrates what could be one option.



Nursery Lane between Points A and C (“the other highway”) could be stopped up under S248 because it crosses the proposed new highway (“the main highway”). The proposed new highway would preserve access for all forms of traffic from Barlestone Road to the northern part of Nursery Lane via Points D to E, while the unaffected part of Nursery Lane from Barlestone Road to Point A would preserve access for all forms of traffic to existing third-party land.

Between Points A and B, the stopped up length of Nursery Lane could be re-dedicated as a new highway with brideway status, enabling the retention of a through route for pedestrians, cyclists, and horse riders. Physical features at Points A and B would be required to prevent access by motor vehicles, while allowing access by other forms of traffic. LCC’s public rights of way team will be best placed to advise further on this – footpaths@leics.gov.uk. Appropriate signage may also be needed at the Barlestone Road access to Nursery Lane to make it clear that the route is not only a dead end (as an existing sign already does), but is a brideway only after a certain distance.

- It may be feasible for the whole length of Nursery Lane from Barlestone Road to Point A to be stopped up and re-dedicated as a bridleway, with private vehicular access rights reserved for existing adjoining landowners.
- Potentially the Applicant could close the existing junction of Nursery Lane with Barlestone Road to vehicles and implement a prohibition of driving order, which would require a Traffic Regulation Order (TRO). Landowners/ residents of Nursery Lane would then need to be re-routed through the development roads. The Applicant would be required to cover all costs associated with the TRO. The road would remain adopted in this scenario.

The LHA advise that with all potential options, access would need to be maintained for pedestrians, cyclists and horse riders. In addition, if the through route was severed there would be no vehicular turning space available at the end of the road. The Applicant would therefore need to provide a turning head to adoptable standards at the end of the road, which would potentially be adopted by Leicestershire County Council (LCC), should Nursery Lane remain an adopted road. The LHA believe this would be feasible given the eastern side of the road falls within the Applicants red line boundary.

It is unclear at this stage whether there would be objections received in respect of any proposals to sever Nursery Lane, which could affect what option is proposed. The LHA understand a storm drain runs under the road, which would also require access for maintenance etc. While the new spine road would provide an alternative vehicular access, it's possible that heavy farm traffic uses Nursery Lane, so a retained access from the spine road to the northern part of Nursery Lane may need to be suitable to accommodate vehicles such as a tractor and trailer, HGV or combine harvester accessing and egressing.

The LHA advise that the Applicant should provide details at this stage in respect of how they intend to progress with any proposals for Nursery Lane.

Proposed New Access

Apart from the proposed cemetery, the remaining development is proposed to be accessed off a new point of access onto Barlestone Road.

The submitted drawing details a single point of access to serve the site, with a 6.75m carriageway width, 2.0m footways on either side and a 6.0m junction radii. Visibility splays have been based on two Automatic Traffic Count (ATC) surveys which were undertaken either side of the proposed site access location between Friday 27th October – Thursday 2nd November 2023. Whilst the Applicant states a location plan of the surveys is provided in Appendix F of the TA, this does not appear to be available. The LHA hold records of a survey permit in the area; however, the LHA request clarity is provided on the location of both speed surveys and the survey permit number.

The speed survey to the north of the site access detailed 85th percentile speeds of 42.5mph in each direction, whilst the speed survey to the south of the site access detailed 85th percentile speeds of 42.1mph in each direction. The Applicant has therefore provided 2.4 x 120m visibility splays in each direction at the proposed access, which is in accordance with Table 6 of the LHDG. Whilst the LHA accepts the visibility splays in principle, this is subject to confirmation of the location of the speed surveys and survey permit number.

The Applicant has undertaken Swept Path Analysis (SPA) of a fire tender accessing and egressing the site in all directions. The LHA advise at in addition to this, a refuse collection vehicle length of 11.2m should be used. Furthermore, the LHA would advise that a vehicle speed of 15kph is used

for the SPA, this should be confirmed on the drawings. The Applicant can obtain further information from the LHDG by searching for *Swept Path Analysis*.

The Applicant has undertaken a Stage 1 Road Safety Audit (RSA1) of the site access arrangements, which is included within Appendix J of the TA. This also includes the off-site works. The LHA advise at this stage it will consider the off-site works, which include the proposed Toucan crossings and potential reduction in the speed limit, in more detail following additional information in respect of the number of pedestrians/ cyclists anticipated to use each crossing point.

The RSA1 raises eight problems with the access design/ off-site works. Designer's Responses have been provided to all problems. The LHA accepts the responses provided by the Applicant, except for Problem 1. This is due to LCC no longer using red surfacing due to the ongoing maintenance issues associated with its use.

The LHA advise the following points which the Applicant should note / revised in updated plans.

MEC drawing number 24832_08_020_03 Rev. B:

- Dimensions should be shown for the proposed segregated footway / cycleway ensuring compliance with Local Transport Note (LTN) 1/20¹. 2.0m would be required for cyclists as per LTN1/20 Table 5-2, and 2.0m for pedestrians as per Table 18 (pedestrian only routes) of the LHDG.
- A buffer strip should be detailed between the cycleway and the carriageway in accordance with LTN1/20 Table 6-1.
- The Applicant should provide a means for northwest bound cyclists to exit the segregated facilities and join the carriageway.
- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the Design Manual for Roads and Bridges (DMRB)² CD123. These should include the turning length, deceleration length and the direct taper length. The lane widths are in accordance with the DMRB requirements.
- At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3).
- Dimensions for the proposed pedestrian refuge within the toucan crossing should be shown, ensuring compliance with LTN1/20.
- The Applicant should confirm that the visibility splays for users of the footway/cycleway looking north into the equestrian centre access will be clear of obstructions impeding visibility.
- The proposed access shows a tactile crossing on the east side of the carriageway but none on the west.

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

² <https://www.standardsforhighways.co.uk/dmrbs>

- For information at this stage, in accordance with Tables 3 and 4 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- In accordance with LTN1/20 Clause 7.2.5, carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles.
- The proposed new highway boundary should be shown on the drawing e.g. where the footway/cycleway is located outside of the current highway extents.

MEC drawing number 24832 08 020 05 (Access Tracking)

- A vehicle profile for the refuse vehicle should be shown on the drawing. The profile provided is for a fire tender. A refuse vehicle of 11.2m length is recommended by LCC.
- The LHA requests a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.
- The swept paths show that the vehicle performing a left turn into the access is required to overrun the access road centreline which could result in collisions with oncoming vehicles.
- The swept paths show that the vehicle performing a left turn out of the access is also required to overrun the access road centreline which could result in collisions with oncoming vehicles.

MEC drawing number 24832-08-020-07 (Pedestrian / Cycle Improvements)

- The proposed new highway boundary should be shown on the drawing. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.
- The applicant should confirm what measures will be put in place to enable pedestrians and cyclists using the proposed toucan crossing to join the existing facilities on Sparkenhoe. It should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe – this may require investigation by the Applicant. The Applicant can contact HRE@leics.gov.uk should they wish to obtain clarification on the highway boundary extents in this area.
- The visibility splays for the toucan crossing meet the requirements of Chapter 6 of the Traffic Signs Manual (2019)³.

Access to the Existing Highway Network

With regard to the principle of the proposed access, the Applicant has considered the proposals against Part 1, Section IN5 of the previous LHDG. Whilst the LHA appreciates this consideration, the LHA would draw the Applicant's attention to the Highway Development Management (HDM)

³ <https://www.gov.uk/government/publications/traffic-signs-manual>

Policy 2 in the revised LHDG, 'access to the existing highway network', which replaces policy IN5 from the previous LHDG. HDM Policy 2 states that:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.' The policy context goes on to state:

'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk-based approach to assessing the impact of proposals on new connections or alterations to the existing road network.'

In consideration of safety and efficient operation, the LHA will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and collision records alongside other relevant transport information provided by the Applicant.

The LHA notes that the B582 does not form part of either LCC's Resilient Network, or the Department for Transport's Major Road Network. The LHA also notes the Applicant's speed and traffic counts at the access. Given the LHA will require additional information on the proposed Toucan crossings in terms of the likely number of pedestrians crossing, the LHA will provide further advice on Policy 2 of the LHDG once this is available and the off-site works, including proposed speed limit reduction, can be considered further.

It should be noted that Policy 2 of the LHDG will also apply to the Nursery Lane/ Barlestone Road junction in the event the LHA has concerns the proposals could lead to an intensification of its use.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from LCC for the five-year period between 1st January 2018 and 25th September 2023. The Applicants study area is outlined in Appendix C of the TA.

The LHA note however that the Applicant's study junctions are stated to extend to the B582 / Newbold Road / Lockymead Drive Roundabout to the southwest and the Bosworth Lane / Bosworth Road / A447 Staggered Crossroads to the west. All the Applicants study junctions should therefore be considered as part of the PIC analysis.

In addition, the analysis only considers up to September 2023, which is out of date. The LHA therefore requests that the Applicant undertakes additional PIC analysis to consider all study junctions, using up to date data.

While the LHA notes the Applicant considers there is not an existing road safety issue in their study area, once the above has been completed, the LHA will consider highway safety issues.

Trip Generation and Distribution

Trip Generation

The Applicant has considered the level of vehicle trips which the residential, health centre and cemetery elements of the proposals could generate within section six of the TA. These are addressed in turn below.

Residential Development (240 dwellings)

The Applicant has used the same TRICs trip rates which were accepted by the LHA as part of application references 11/00489/FUL (94 dwellings, 71 Dragon Lane, Newbold Verdon), 20/00143/FUL (116 dwellings, Land South Of Bosworth Lane, Newbold Verdon) and 22/00277/OUT (239 dwellings, land east of The Windmill Inn, Brascote Lane, Newbold Verdon). The proposed vehicular trip rates, along with the approximate number of vehicle trips the proposed development could generate during the AM and PM peak hours are shown in Table 1.

Time Period	Trip Rates (per unit)		Trip Generation (240 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.074	0.606	18	145	163
PM Peak (17:00-18:00)	0.521	0.17	125	41	166

Rounding errors may occur

Table 1: Proposed residential vehicle trip rates (240 dwellings).

The trip rates are accepted by the LHA.

Health Centre

The Applicant has used TRICs database to ascertain the level of vehicular trips which could be generated by the proposed health centre. Based on the submitted application form, the health centre would have an internal floorspace of 1,100sqm. The proposed trip rates and approximate level of vehicle trips which could be generated by the proposed health centre are shown in Table 2.

Time Period	Trip Rates (100sqm)		Trip Generation (1100sqm)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	2.759	1.463	30	16	46
PM Peak (17:00-18:00)	1.314	2.136	14	23	38

**Rounding errors may occur*

Table 2: Proposed Health Centre vehicle trip rates (1,100sqm).

The LHA have reviewed the proposed trip rates and consider these to be acceptable.

Total Trip Generation – Residential and Health Centre use

When combining the residential and health centre trips, the proposed development is estimated to generate approximately the following level of trips:

- 209 two-way vehicle trips (48 arrivals and 161 departures) during the AM peak hour; and
- 204 two-way vehicle trips (139 arrivals and 64 departures) in the PM peak hour.

All trips would be from the proposed new access.

Cemetery

The Applicant has advised that given the size of the proposed cemetery, it is likely to be a Garden of Rest with no on-site facilities beyond a small car park. The Applicant notes that although services would still occur, these are unlikely to be carried out during the traditional peak hours; general visiting would likely occur sporadically with no set time required, with peak hours for a Garden of Rest typically occurring on weekends, notably Sundays.

The Applicant states that gardeners or maintenance workers would be required to visit the site; however, it is unlikely more than one or two workers would be regularly required on site at any given time. In addition, given the equestrian centre would be reduced in size because of the proposals, it is suggested this would offset the trips generated by the cemetery.

The Applicant considers the cemetery would generate negligible trips in the peak hours, particularly given the reduction in size of the equestrian centre. On this basis, the Applicant considers omitting any peak hour traffic flows generated by the cemetery would not impact on the robustness of the capacity assessments.

The LHA note that whilst the equestrian centre would be reduced in size as a result of the proposals, it appears that several events are held at the site on a frequent/ daily basis and it is unclear if these would cease as a result of the proposals. It is noted that most of the site appears to be fields used for grazing horses. Clarity is therefore sought in respect of which elements of the site would be reduced in scale, along with an indication on the level of trips the site could currently generate in comparison the proposed cemetery use.

Trip Distribution

Given the scale of the development proposed, the number of developments in surrounding villages, e.g. Desford, Market Bosworth and Barlestone, the LHA advised the Applicant at the pre-application stage that the trip distribution from the development is considered using the Leicestershire Pan Regional Transport Model (PRTM). PRTM has the benefit of assigning and distributing trips on the network and considers committed development as a part of the model run. Further information can be found at:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

The Applicant has stated that at the time of writing the TA, the PRTM modelling has been commissioned, but the data is not available. The Applicant has provided an overview of capacity assessments within Newbold Verdon, with an aim to inform the need for any mitigation. The Applicant has acknowledged that the PRTM data, including assessments of the wider area of influence will be provided later, once available.

The Applicant has therefore based the current trip distribution within the TA on 2011 Census data for the Hinckley & Bosworth 005 Super Output Area and the methodology accepted by the LHA as part of application reference 20/00143/FUL. The trip distribution for the health centre has been assumed to be the same as the residential trip distribution.

The LHA advise that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed.

Given the scale of the development together with its location and the presence of other forthcoming developments in this area, the 'Level 2' assessment suggested by the Applicant will not be acceptable in this case as it is unlikely to account for speculative growth that is not identified within the draft Hinckley and Bosworth Draft Local Plan and as such would not accord with the cumulative assessment requirements of the National Planning Policy Framework (NPPF). The LHA is providing a consistent approach in the area.

Therefore in line with the above, the LHA requires a full PRTM assessment which will take into account the cumulative impact of development sites in Newbold Verdon. The Applicant should liaise with the framework team (etcf@leics.gov.uk) accordingly. The LHA would wish to work with the Applicant to assist throughout the process in order to help ensure that the modelling undertaken is fit for the purposes of a planning application.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access (Barlestone Road / New Site Access);
2. Barlestone Road / B585 Bosworth Lane Signalised T-Junction;
3. Bosworth Lane / Bosworth Road / A447 Staggered Crossroads;
4. B582 Hunts Lane / B582 manor Road / Newbold Road / Lockeymead Drive Roundabout
5. Barlestone Road / Dragon Lane T-junction;
6. Balrestone Road / Mill Lane T-junction, and;
7. Barlestone Road / Main Street T-junction;

It has been stated that the junctions beyond the immediate vicinity of Newbold Verdon will be considered further once the results of the PRTM are available.

To establish the baseline survey data, the Applicant states within the TA that traffic surveys were undertaken at the study junctions on Thursday 25th May 2023. The LHA notes however that the raw data provided in Appendix L of the TA details that the surveys at junctions 2, 3, 4 were undertaken on Tuesday 31st October 2023.

In addition, the Applicant has stated that traffic flows for junctions 5, 6 and 7 have been obtained from application reference 22/00277/OUT, which were undertaken in June 2021. These surveys are considered to be over three years old and out of date and that up to date traffic surveys should be undertaken in a traffic neutral month. Alternatively, LCC may hold up to date surveys which the Applicant could obtain, the Applicant would need to contact NDI@leics.gov.uk for further information.

Whilst the LHA holds records of survey permits being obtained for the 31st October 2023 surveys, no records appear to be held for the 25th May 2023 surveys. The LHA therefore request clarity on the survey dates and advise that the Applicant contacts NDI@leics.gov.uk to seek retrospective permits for the traffic surveys included in Appendix L if necessary. Survey permits would also be required for all other junctions where traffic counts have been undertaken by the Applicant.

TEMPro traffic growth factors have been applied to the baseline 2023 counts to create forecast levels for 2024 and the future year of 2033. The LHA advises growth factors should be applied from the PRTM.

Notwithstanding the information submitted, the LHA will give further consideration to the Applicants traffic flow diagrams and capacity assessments once the PRTM exercise has been completed and both the traffic flow diagrams and the capacity assessments have incorporated the results of this.

Off-Site Implications

The Applicant is proposing to reduce the speed limit along the section of Barlestone Road fronting the site from 40mph to 30mph. This is detailed on MEC drawing number 24832_08_020_09 included within Appendix Q of the TA. The Applicant is proposing to install 30mph gateway signing and lining at each speed limit change. In addition, four Vehicle Activated Signs (VAS) are proposed

along the route to reinforce the speed limit and street lighting would be reviewed, with additional lighting provided if necessary.

Two new Toucan crossings are proposed across Barlestone Road as shown on MEC drawing numbers 24832_08_020_03 Rev. B and 24832_08_020_07 Rev. B. In addition, a shared use footway/ cycleway would be provided from the new site access alongside Barlestone Road to connect into the existing footway opposite Dragon Lane.

Whilst the LHA welcome the Applicants intention to provide two Toucan crossings, it is requested the Applicant provides an indication as to the level of pedestrians/ cyclists which they anticipate using each crossing. This should include consideration of pedestrians which may need to cross Barlestone Road to access the health centre or car park for the health centre. An assessment should then be undertaken for each crossing in line with TSM Chapter 6, along with an enhanced PV² assessment. The LHA will then consider pedestrian crossing facilities and off-site works, including the speed limit reduction.

It is also noted the Applicant has undertaken modelling of the Toucan crossings, which indicates that they would not lead to severe queueing or delays. The LHA will require the junction modelling files are provided so that this can be reviewed.

The LHA will consider whether there are any improvements required to nearby junctions as a result of the proposals, once further information has been submitted by the Applicant in respect of the PRTM modelling.

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Access to the remaining section(s) of Nursery Lane will need to be considered as part of the internal layout to ensure this is suitable to cater for the largest anticipated vehicles anticipated to use the route.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and considers this to be generally acceptable.

The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of an Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £510 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

The LHA note that within the submitted TA, consideration is given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to the site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggests that the operator would not be willing to re-route the service as this would increase the

walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.

Arriva have suggested as an alternative that the applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.

The LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals. This should also be detailed within the updated Travel Plan.

Public Rights of Way

The application site is crossed by three minor highways, which are Public Footpaths R88 and S11 and a route named 'Nursery Lane' which as detailed further above, some application documents incorrectly label a public byway. Rather it is an adopted road that connects to Byways Open to All Traffic (BOTATs) S7 and S12, the latter of which is part of the northern site boundary.

The application documents propose these Public Rights of Way (PRoWs) are retained. However, the plans with the application reflect the physical PRoW routes on the ground. The Definitive Map of Public Rights of Way legally 'fixes' the status and alignment of every PRoW and, for historical reasons, routes on the ground may differ from the legal alignment, but it is the legal alignment which should be used for planning and development purposes.

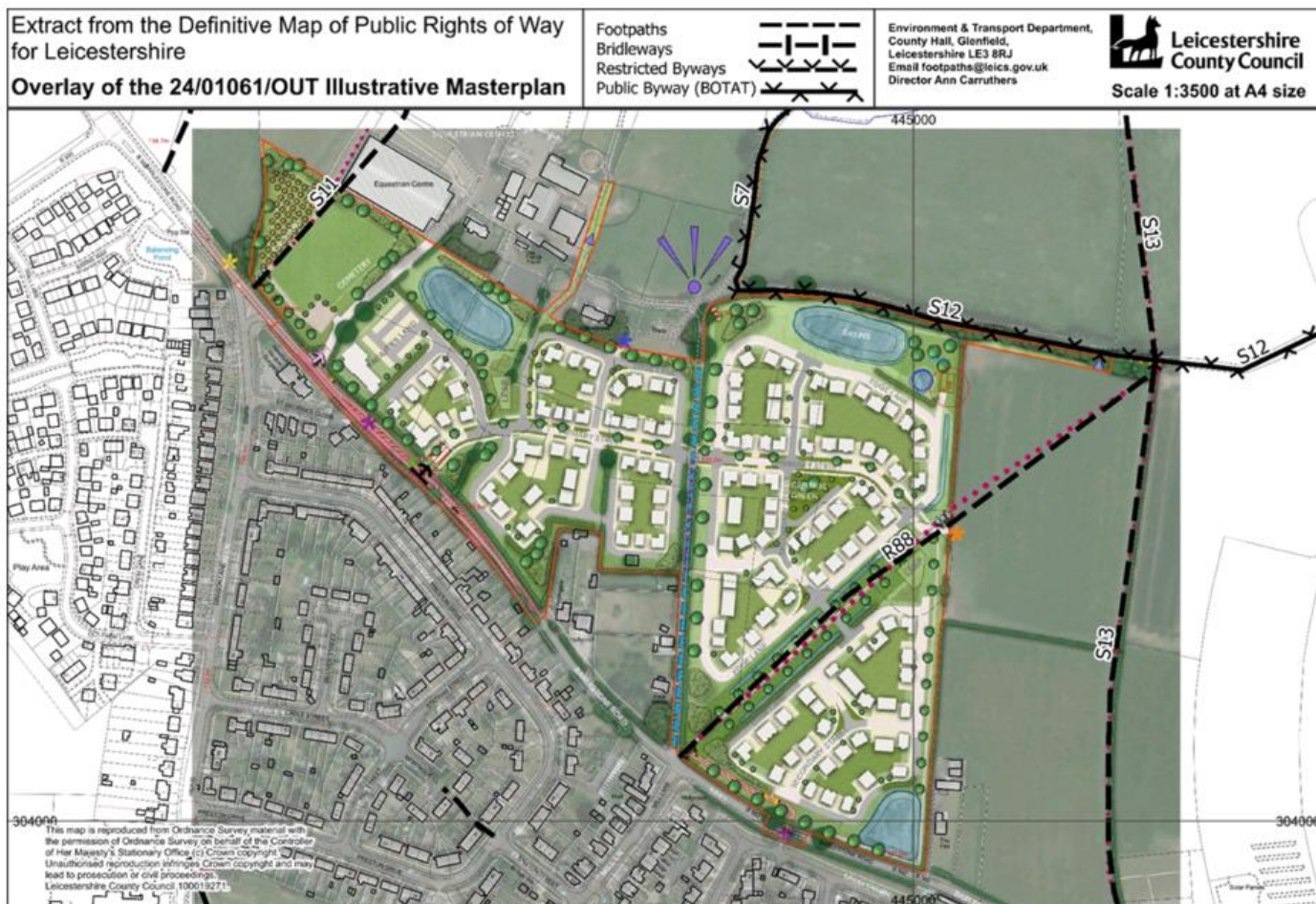
The Definitive Map overlaid onto the Indicative Masterplan dwg no. P22-3085_DE_13_M_01 (see extract overleaf) shows differing routes for Footpath S11 at the northern site boundary, but that reflects a legal diversion in progress after a planning permission at the Equestrian Centre.

However, the masterplan shows Footpath R88 up to 7.5 metres away from its legal alignment. To reconcile this will require a PRoW diversion by a separate legal order made by the LPA, for which a separate application must be submitted and legally confirmed before the development is substantially complete.

The Landscape Strategy Plan dwg no. P22-3085_EN-015D shows Footpath S11 to be surfaced with self-binding gravel, though the LHDG standard is to use tarmac. The Landscape Plan has no indication of surfacing for Footpath R88. Any existing barriers on the PRoWs need to be replaced in line with the government's 'least restrictive option' policy reflecting the requirements of the Equality Act 2010. These matters need to be detailed in a scheme for the treatment of the Public Rights of Way.

Paragraph 105 of the NPPF (2024) requires that: *'Planning policies and decisions should protect and enhance public rights of way and [statutory] access, including taking opportunities to provide better facilities for users ...'* NPPF 105 is applied locally by the LHDG annex on Development and Public Rights of Way, and any PRoW scheme should be based on what that guidance requires.

The LHA advises that an appropriately worded condition could be for the treatment of the PRoW's, including where relevant, management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRoW alignments; and any new construction works. In addition, this would need to address surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments.



Construction Traffic

Construction traffic and how HGV's/ construction vehicles would access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA, this broadly includes:

- Details of a scheme to sever Nursery Lane to through traffic between the development roads and Barlestone Road;
- Confirmation in respect of the speed survey location and survey permit number(s);
- Swept path analysis of the refuse collection vehicle at the site access;
- Amendments to the site access drawing and off-site works as detailed above;
- PIC analysis based on up to date PIC data, as well as covering all study junctions;
- Consideration as to the level of trips the equestrian centre could generate in comparison to the cemetery;

- Trip distribution for the proposals based on PRTM evidence;
- Clarity in respect of the dates traffic counts were undertaken, along with survey permit numbers;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years;
- Capacity assessments and consideration of all study junctions based on PRTM evidence;
- Consideration as to the level of pedestrians/ cyclists which could use each proposed Toucan crossing and an enhanced PV² assessment; and
- Further consideration in respect of bus service provision as detailed further above.

Date Received
26 November 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
17 January 2025



MEC
Consulting Group

APPENDICES



APPENDIX B

Newbold Verdon

Tuesday 8th April 2025

Junction: 2

Approach: Barlestone Road North

TIME	Ahead to Barlestone Road (S)									Right to Bosworth Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	44	12	2	0	1	59	61.0	0	0	12	5	1	0	0	18	18.5
07:15 - 07:30	0	0	77	12	3	2	0	94	98.1	0	0	12	10	1	0	0	23	23.5
07:30 - 07:45	0	0	82	11	1	0	2	96	98.5	0	1	25	7	0	1	0	34	34.7
07:45 - 08:00	0	0	75	8	4	0	2	89	93.0	0	0	19	3	1	3	0	26	30.4
Hourly Total	0	0	278	43	10	2	5	338	350.6	0	1	68	25	3	4	0	101	107.1
08:00 - 08:15	0	0	66	6	0	1	0	73	74.3	0	0	18	2	0	1	0	21	22.3
08:15 - 08:30	0	0	69	7	2	0	1	79	81.0	0	0	14	3	0	0	0	17	17.0
08:30 - 08:45	0	1	61	6	1	1	0	70	71.2	0	0	17	3	0	1	0	21	22.3
08:45 - 09:00	0	1	59	8	1	0	1	70	70.9	0	0	16	4	0	0	0	20	20.0
Hourly Total	0	2	255	27	4	2	2	292	297.4	0	0	65	12	0	2	0	79	81.6
09:00 - 09:15	0	0	39	11	0	0	0	50	50.0	0	0	12	9	0	0	0	21	21.0
09:15 - 09:30	0	0	44	4	1	0	0	49	49.5	0	0	9	6	2	1	0	18	20.3
09:30 - 09:45	0	1	43	5	1	0	0	50	49.9	0	0	10	3	3	2	0	18	22.1
09:45 - 10:00	0	0	32	9	1	0	0	42	42.5	0	0	9	3	0	0	0	12	12.0
Hourly Total	0	1	158	29	3	0	0	191	191.9	0	0	40	21	5	3	0	69	75.4
TOTAL	0	3	691	99	17	4	7	821	839.9	0	1	173	58	8	9	0	249	264.1
16:00 - 16:15	0	2	47	12	3	0	0	64	64.3	0	0	22	6	0	0	0	28	28.0
16:15 - 16:30	0	0	56	12	2	0	0	70	71.0	1	0	20	5	0	0	0	26	25.2
16:30 - 16:45	0	0	54	6	1	0	0	61	61.5	0	0	22	6	0	0	0	28	28.0
16:45 - 17:00	4	1	59	11	2	0	0	77	74.2	0	0	24	5	0	0	0	29	29.0
Hourly Total	4	3	216	41	8	0	0	272	271.0	1	0	88	22	0	0	0	111	110.2
17:00 - 17:15	0	0	68	13	1	0	0	82	82.5	0	1	34	1	3	0	0	39	39.9
17:15 - 17:30	0	1	57	5	1	0	0	64	63.9	0	0	26	8	1	0	0	35	35.5
17:30 - 17:45	0	0	57	7	0	0	1	65	66.0	0	1	15	5	0	0	0	21	20.4
17:45 - 18:00	0	1	51	10	0	0	0	62	61.4	0	0	16	2	0	0	0	18	18.0
Hourly Total	0	2	233	35	2	0	1	273	273.8	0	2	91	16	4	0	0	113	113.8
18:00 - 18:15	0	1	38	6	0	1	0	46	46.7	0	0	12	1	0	0	0	13	13.0
18:15 - 18:30	0	0	37	2	0	0	1	40	41.0	0	0	11	2	0	0	0	13	13.0
18:30 - 18:45	1	0	43	5	0	2	0	51	52.8	0	0	9	6	0	0	0	15	15.0
18:45 - 19:00	0	0	29	4	1	0	0	34	34.5	0	0	14	2	0	0	0	16	16.0
Hourly Total	1	1	147	17	1	3	1	171	175.0	0	0	46	11	0	0	0	57	57.0
TOTAL	5	6	596	93	11	3	2	716	719.8	1	2	225	49	4	0	0	281	281.0

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

Newbold Verdon

Tuesday 8th April 2025

Junction: 2

Approach: Barlestone Road South

TIME	Left to Bosworth Lane									Ahead to Barlestone Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	36	7	1	0	0	44	44.5	0	1	16	9	0	1	0	27	27.7
07:15 - 07:30	1	0	45	15	0	0	1	62	62.2	0	0	26	9	1	1	0	37	38.8
07:30 - 07:45	0	0	63	10	2	0	0	75	76.0	0	0	45	11	3	1	0	60	62.8
07:45 - 08:00	0	1	40	10	1	0	0	52	51.9	0	0	44	6	1	2	0	53	56.1
Hourly Total	1	1	184	42	4	0	1	233	234.6	0	1	131	35	5	5	0	177	185.4
08:00 - 08:15	0	1	45	7	1	0	0	54	53.9	0	0	60	11	2	1	4	78	84.3
08:15 - 08:30	0	0	40	3	1	0	0	44	44.5	0	0	32	4	0	1	1	38	40.3
08:30 - 08:45	0	0	39	5	0	0	2	46	48.0	0	0	56	7	1	0	2	66	68.5
08:45 - 09:00	0	0	35	8	0	1	0	44	45.3	0	0	43	7	0	0	0	50	50.0
Hourly Total	0	1	159	23	2	1	2	188	191.7	0	0	191	29	3	2	7	232	243.1
09:00 - 09:15	0	0	28	3	3	0	1	35	37.5	0	0	35	5	3	1	1	45	48.8
09:15 - 09:30	0	6	31	5	0	0	0	42	38.4	0	0	34	5	4	0	0	43	45.0
09:30 - 09:45	0	0	38	5	2	0	1	46	48.0	2	0	25	4	2	0	0	33	32.4
09:45 - 10:00	0	1	38	3	1	0	0	43	42.9	0	0	39	4	2	1	0	46	48.3
Hourly Total	0	7	135	16	6	0	2	166	166.8	2	0	133	18	11	2	1	167	174.5

TOTAL	1	9	478	81	12	1	5	587	593.1	2	1	455	82	19	9	8	576	603.0
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16:00 - 16:15	0	0	37	5	0	0	0	42	42.0	0	1	58	9	2	1	0	71	72.7
16:15 - 16:30	0	0	44	7	0	0	0	51	51.0	0	2	60	8	1	0	0	71	70.3
16:30 - 16:45	0	0	53	2	0	0	0	55	55.0	0	1	57	9	0	0	1	68	68.4
16:45 - 17:00	0	0	39	7	1	0	0	47	47.5	2	1	76	12	0	0	0	91	88.8
Hourly Total	0	0	173	21	1	0	0	195	195.5	2	5	251	38	3	1	1	301	300.2
17:00 - 17:15	0	0	52	4	1	0	1	58	59.5	0	1	72	7	1	0	0	81	80.9
17:15 - 17:30	0	1	41	7	0	0	0	49	48.4	1	0	70	8	3	1	0	83	85.0
17:30 - 17:45	0	0	49	1	0	1	0	51	52.3	0	0	79	9	0	0	0	88	88.0
17:45 - 18:00	0	0	43	6	0	0	0	49	49.0	0	2	74	7	0	0	0	83	81.8
Hourly Total	0	1	185	18	1	1	1	207	209.2	1	3	295	31	4	1	0	335	335.7
18:00 - 18:15	0	0	31	4	0	0	1	36	37.0	1	0	47	4	0	0	0	52	51.2
18:15 - 18:30	0	0	40	3	0	0	0	43	43.0	0	1	62	6	0	0	0	69	68.4
18:30 - 18:45	0	0	38	4	1	0	0	43	43.5	1	1	43	5	0	0	0	50	48.6
18:45 - 19:00	0	0	31	3	1	0	0	35	35.5	3	0	36	4	0	0	0	43	40.6
Hourly Total	0	0	140	14	2	0	1	157	159.0	5	2	188	19	0	0	0	214	208.8

TOTAL	0	1	498	53	4	1	2	559	563.7	8	10	734	88	7	2	1	850	844.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 2

Approach: Bosworth Lane

TIME	Left to Barlestone Road (N)									Right to Barlestone Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	9	1	1	0	0	11	11.5	0	0	36	4	0	1	0	41	42.3
07:15 - 07:30	0	0	19	6	0	0	0	25	25.0	0	0	33	5	3	0	0	41	42.5
07:30 - 07:45	0	0	21	1	0	0	0	22	22.0	0	0	45	8	0	0	0	53	53.0
07:45 - 08:00	0	1	25	3	1	0	0	30	29.9	0	0	39	4	2	0	0	45	46.0
Hourly Total	0	1	74	11	2	0	0	88	88.4	0	0	153	21	5	1	0	180	183.8
08:00 - 08:15	0	0	18	4	0	0	0	22	22.0	0	0	59	7	0	0	0	66	66.0
08:15 - 08:30	0	0	28	5	2	0	0	35	36.0	0	0	50	7	2	0	0	59	60.0
08:30 - 08:45	0	0	17	4	2	0	0	23	24.0	0	1	48	6	1	0	0	56	55.9
08:45 - 09:00	0	0	10	4	1	1	0	16	17.8	0	0	41	4	2	1	0	48	50.3
Hourly Total	0	0	73	17	5	1	0	96	99.8	0	1	198	24	5	1	0	229	232.2
09:00 - 09:15	0	0	14	5	0	1	0	20	21.3	0	0	37	8	1	1	0	47	48.8
09:15 - 09:30	1	0	7	2	0	0	0	10	9.2	0	0	25	7	1	0	0	33	33.5
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	33	3	1	0	0	37	37.5
09:45 - 10:00	0	0	12	0	0	0	0	12	12.0	0	0	25	7	0	0	0	32	32.0
Hourly Total	1	0	35	7	0	1	0	44	44.5	0	0	120	25	3	1	0	149	151.8

TOTAL	1	1	182	35	7	2	0	228	232.7	0	1	471	70	13	3	0	558	567.8
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16:00 - 16:15	0	0	15	6	0	0	0	21	21.0	1	1	49	9	3	0	0	63	63.1
16:15 - 16:30	0	2	16	7	1	0	0	26	25.3	0	0	59	11	1	0	0	71	71.5
16:30 - 16:45	0	0	12	4	0	0	0	16	16.0	0	0	45	18	0	0	0	63	63.0
16:45 - 17:00	1	1	16	4	0	0	0	22	20.6	0	1	42	9	0	0	0	52	51.4
Hourly Total	1	3	59	21	1	0	0	85	82.9	1	2	195	47	4	0	0	249	249.0
17:00 - 17:15	0	0	23	3	0	0	0	26	26.0	1	0	67	5	1	0	0	74	73.7
17:15 - 17:30	2	0	19	6	0	1	0	28	27.7	0	0	80	7	0	0	0	87	87.0
17:30 - 17:45	0	0	26	4	0	0	0	30	30.0	0	0	44	8	0	0	0	52	52.0
17:45 - 18:00	0	0	16	2	0	0	0	18	18.0	3	0	46	4	0	0	0	53	50.6
Hourly Total	2	0	84	15	0	1	0	102	101.7	4	0	237	24	1	0	0	266	263.3
18:00 - 18:15	0	0	14	3	0	0	0	17	17.0	0	0	30	2	0	0	0	32	32.0
18:15 - 18:30	0	0	12	2	0	1	0	15	16.3	0	0	42	6	0	0	0	48	48.0
18:30 - 18:45	0	0	14	0	0	0	0	14	14.0	0	0	35	1	0	0	0	36	36.0
18:45 - 19:00	2	0	10	0	0	0	0	12	10.4	1	0	42	2	0	0	0	45	44.2
Hourly Total	2	0	50	5	0	1	0	58	57.7	1	0	149	11	0	0	0	161	160.2

TOTAL	5	3	193	41	1	2	0	245	242.3	6	2	581	82	5	0	0	676	672.5
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 3
 Approach: A447 North

TIME	Left to Bosworth Lane									Ahead to A447 (S)									Right to Bosworth Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	1	0	0	0	2	2.0	0	1	100	30	1	8	0	140	150.3	0	0	6	1	0	0	0	7	7.0
07:15 - 07:30	0	0	6	0	0	0	0	6	6.0	0	3	94	21	2	4	0	124	128.4	0	0	7	1	0	0	0	8	8.0
07:30 - 07:45	0	0	3	0	0	0	1	4	5.0	0	4	128	26	3	5	0	166	171.6	0	0	11	0	0	0	0	11	11.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	2	141	36	6	1	0	186	189.1	0	0	19	0	0	0	2	21	23.0
Hourly Total	0	0	10	1	0	0	1	12	13.0	0	10	463	113	12	18	0	616	639.4	0	0	43	2	0	0	2	47	49.0
08:00 - 08:15	0	0	5	2	1	0	0	8	8.5	0	0	106	25	3	3	0	137	142.4	0	0	31	2	0	0	1	34	35.0
08:15 - 08:30	0	0	2	0	1	0	0	3	3.5	0	1	135	14	5	3	0	158	163.8	0	0	11	1	0	0	0	12	12.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	2	111	17	4	1	0	135	137.1	0	0	12	1	0	0	0	13	13.0
08:45 - 09:00	0	0	2	0	2	1	0	5	7.3	0	1	81	10	6	3	0	101	107.3	0	0	13	1	0	0	0	14	14.0
Hourly Total	0	0	10	2	4	1	0	17	20.3	0	4	433	66	18	10	0	531	550.6	0	0	67	5	0	0	1	73	74.0
09:00 - 09:15	0	0	3	0	1	0	0	4	4.5	0	1	65	14	2	1	0	83	84.7	0	0	13	0	0	0	0	13	13.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	3	48	11	4	4	0	70	75.4	0	0	7	2	1	0	0	10	10.5
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	47	6	5	4	0	62	69.7	0	0	8	4	0	0	0	12	12.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	3	43	10	0	4	1	61	65.4	0	0	12	0	0	0	0	12	12.0
Hourly Total	0	0	7	0	1	0	0	8	8.5	0	7	203	41	11	13	1	276	295.2	0	0	40	6	1	0	0	47	47.5
TOTAL	0	0	27	3	5	1	1	37	41.8	0	21	1099	220	41	41	1	1423	1485.2	0	0	150	13	1	0	3	167	170.5
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	3	66	23	1	2	0	95	96.3	0	0	13	0	0	0	0	13	13.0
16:15 - 16:30	0	0	1	1	0	0	0	2	2.0	0	2	77	25	3	0	0	107	107.3	0	0	12	4	0	0	0	16	16.0
16:30 - 16:45	0	0	3	0	0	0	0	3	3.0	0	1	92	16	2	1	0	112	113.7	0	0	13	0	0	0	0	13	13.0
16:45 - 17:00	0	0	5	1	0	0	0	6	6.0	0	1	103	17	1	0	0	122	121.9	0	0	16	0	0	0	0	16	16.0
Hourly Total	0	0	12	2	0	0	0	14	14.0	0	7	338	81	7	3	0	436	439.2	0	0	54	4	0	0	0	58	58.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	0	0	98	18	3	0	0	119	120.5	0	0	19	1	0	0	0	20	20.0
17:15 - 17:30	0	0	2	1	0	0	0	3	3.0	0	4	98	6	1	2	0	111	111.7	0	0	15	1	0	0	0	16	16.0
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	0	0	82	12	0	0	0	94	94.0	0	0	16	0	0	0	0	16	16.0
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	1	97	13	1	1	0	113	114.2	0	0	15	0	0	0	0	15	15.0
Hourly Total	0	0	9	2	0	0	0	11	11.0	0	5	375	49	5	3	0	437	440.4	0	0	65	2	0	0	0	67	67.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	1	85	6	1	2	0	95	97.5	0	0	10	2	0	0	0	12	12.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	1	59	5	0	1	0	66	66.7	0	0	14	0	0	0	0	14	14.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	1	53	8	1	1	0	64	65.2	0	0	11	2	0	0	0	13	13.0
18:45 - 19:00	0	0	1	0	0	0	0	1	1.0	0	0	55	2	0	0	0	57	57.0	0	0	13	0	0	0	0	13	13.0
Hourly Total	0	0	6	0	0	0	0	6	6.0	0	3	252	21	2	4	0	282	286.4	0	0	48	4	0	0	0	52	52.0
TOTAL	0	0	27	4	0	0	0	31	31.0	0	15	965	151	14	10	0	1155	1166.0	0	0	167	10	0	0	0	177	177.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 3
 Approach: Bosworth Lane

TIME	Left to A447 (S)									Ahead to Bosworth Road									Right to A447 (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	21	8	1	0	0	30	30.5	0	0	21	3	0	0	0	24	24.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	21	8	0	0	0	29	29.0	0	0	27	7	3	0	1	38	40.5	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	1	35	11	1	0	0	48	47.9	0	0	43	11	1	0	0	55	55.5	0	0	0	1	1	0	0	2	2.5
07:45 - 08:00	0	0	37	6	3	3	0	49	54.4	0	1	41	9	0	0	0	51	50.4	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	114	33	5	3	0	156	161.8	0	1	132	30	4	0	1	168	170.4	0	0	4	1	1	0	0	6	6.5
08:00 - 08:15	0	0	24	5	0	1	0	30	31.3	0	0	30	1	0	0	0	31	31.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	25	2	1	0	0	28	28.5	0	1	37	2	0	0	0	40	39.4	0	0	0	1	0	0	0	1	1.0
08:30 - 08:45	0	0	34	3	0	1	0	38	39.3	0	0	22	5	0	0	2	29	31.0	0	0	2	0	0	1	0	3	4.3
08:45 - 09:00	0	0	22	6	0	0	0	28	28.0	0	0	24	5	0	1	0	30	31.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	105	16	1	2	0	124	127.1	0	1	113	13	0	1	2	130	132.7	0	0	2	1	0	1	0	4	5.3
09:00 - 09:15	0	0	20	4	1	0	0	25	25.5	0	0	16	5	1	1	0	23	24.8	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	23	8	0	1	1	33	35.3	0	6	25	2	0	0	0	33	29.4	0	0	0	1	0	0	0	1	1.0
09:30 - 09:45	0	0	18	4	4	1	0	27	30.3	0	0	19	2	2	0	1	24	26.0	0	0	1	0	1	1	0	3	4.8
09:45 - 10:00	0	0	16	4	0	0	0	20	20.0	0	0	33	1	0	0	0	34	34.0	0	0	1	1	1	0	0	3	3.5
Hourly Total	0	0	77	20	5	2	1	105	111.1	0	6	93	10	3	1	1	114	114.2	0	0	4	3	2	1	0	10	12.3
TOTAL	0	1	296	69	11	7	1	385	400.0	0	8	338	53	7	2	4	412	417.3	0	0	10	5	3	2	0	20	24.1
16:00 - 16:15	0	0	26	5	0	1	0	32	33.3	0	0	29	2	0	0	0	31	31.0	0	1	1	0	0	0	0	2	1.4
16:15 - 16:30	0	0	30	5	0	0	0	35	35.0	0	0	30	11	0	0	0	41	41.0	0	0	1	1	0	0	0	2	2.0
16:30 - 16:45	1	0	23	4	0	0	0	28	27.2	0	0	30	4	0	0	0	34	34.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	21	6	0	0	0	27	27.0	0	0	35	5	0	0	0	40	40.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	1	0	100	20	0	1	0	122	122.5	0	0	124	22	0	0	0	146	146.0	0	1	4	1	0	0	0	6	5.4
17:00 - 17:15	1	0	29	6	1	0	0	37	36.7	0	0	34	2	1	0	0	37	37.5	0	0	0	0	2	0	0	2	3.0
17:15 - 17:30	0	0	22	6	2	0	0	30	31.0	0	0	37	5	0	0	1	43	44.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	28	7	0	1	0	36	37.3	0	0	42	3	0	0	0	45	45.0	0	0	3	0	0	0	0	3	3.0
17:45 - 18:00	0	0	18	4	0	0	0	22	22.0	0	0	26	3	0	0	0	29	29.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	1	0	97	23	3	1	0	125	127.0	0	0	139	13	1	0	1	154	155.5	0	0	4	0	2	0	0	6	7.0
18:00 - 18:15	0	0	18	2	0	0	0	20	20.0	0	0	24	3	0	0	1	28	29.0	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	20	2	0	0	0	22	22.0	0	0	24	2	0	0	0	26	26.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	20	3	0	0	0	23	23.0	0	0	20	3	0	0	0	23	23.0	0	0	0	0	1	0	0	1	1.5
18:45 - 19:00	0	0	17	2	0	0	0	19	19.0	0	0	21	4	0	0	0	25	25.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	75	9	0	0	0	84	84.0	0	0	89	12	0	0	1	102	103.0	0	0	5	1	1	0	0	7	7.5
TOTAL	2	0	272	52	3	2	0	331	333.5	0	0	352	47	1	0	2	402	404.5	0	1	13	2	3	0	0	19	19.9

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 3
 Approach: A447 South

TIME	Left to Bosworth Road									Ahead to A447 (N)							Right to Bosworth Lane										
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	13	3	2	0	0	18	19.0	0	0	45	13	4	5	0	67	75.5	0	0	13	3	2	0	0	18	19.0
07:15 - 07:30	0	0	18	3	0	0	0	21	21.0	0	0	59	15	2	2	0	78	81.6	0	0	18	7	2	0	0	27	28.0
07:30 - 07:45	0	0	22	1	0	0	0	23	23.0	0	0	66	17	1	2	0	86	89.1	0	0	20	4	0	0	0	24	24.0
07:45 - 08:00	0	0	24	2	0	0	0	26	26.0	0	0	82	17	2	4	0	105	111.2	0	1	26	7	0	0	1	35	35.4
Hourly Total	0	0	77	9	2	0	0	88	89.0	0	0	252	62	9	13	0	336	357.4	0	1	77	21	4	0	1	104	106.4
08:00 - 08:15	0	0	47	1	0	0	0	48	48.0	0	0	83	14	1	4	0	102	107.7	0	0	27	5	0	0	0	32	32.0
08:15 - 08:30	0	0	36	2	0	0	0	38	38.0	0	0	69	13	1	4	0	87	92.7	0	0	25	6	1	0	0	32	32.5
08:30 - 08:45	0	0	24	0	1	0	0	25	25.5	0	0	62	12	2	2	0	78	81.6	0	0	13	7	1	0	0	21	21.5
08:45 - 09:00	0	0	22	2	0	0	0	24	24.0	0	0	54	9	1	5	0	69	76.0	0	0	21	7	2	1	0	31	33.3
Hourly Total	0	0	129	5	1	0	0	135	135.5	0	0	268	48	5	15	0	336	358.0	0	0	86	25	4	1	0	116	119.3
09:00 - 09:15	0	0	17	4	1	0	0	22	22.5	0	3	53	18	6	2	0	82	85.8	0	0	19	5	0	1	0	25	26.3
09:15 - 09:30	0	0	22	2	0	0	0	24	24.0	0	0	43	9	4	1	0	57	60.3	0	0	11	3	0	0	0	14	14.0
09:30 - 09:45	0	2	18	2	1	0	0	23	22.3	0	1	43	12	1	5	0	62	68.4	0	0	12	3	0	0	0	15	15.0
09:45 - 10:00	0	19	1	0	0	0	0	20	8.6	0	0	56	7	0	4	0	67	72.2	0	0	15	4	1	0	0	20	20.5
Hourly Total	0	21	58	8	2	0	0	89	77.4	0	4	195	46	11	12	0	268	286.7	0	0	57	15	1	1	0	74	75.8
TOTAL	0	21	264	22	5	0	0	312	301.9	0	4	715	156	25	40	0	940	1002.1	0	1	220	61	9	2	1	294	301.5
16:00 - 16:15	0	0	37	1	0	0	0	38	38.0	1	1	76	12	0	1	0	91	90.9	0	0	39	8	3	0	0	50	51.5
16:15 - 16:30	0	0	22	1	0	0	0	23	23.0	0	3	82	10	1	4	0	100	103.9	0	2	30	9	1	0	0	42	41.3
16:30 - 16:45	1	0	32	4	0	0	0	37	36.2	0	1	79	18	1	0	0	99	98.9	0	0	32	16	0	0	0	48	48.0
16:45 - 17:00	0	0	22	3	0	0	0	25	25.0	1	2	107	14	0	2	0	126	126.6	0	1	34	2	0	0	0	37	36.4
Hourly Total	1	0	113	9	0	0	0	123	122.2	2	7	344	54	2	7	0	416	420.3	0	3	135	35	4	0	0	177	177.2
17:00 - 17:15	0	0	31	2	0	0	0	33	33.0	0	2	113	16	1	0	0	132	131.3	0	0	45	4	0	0	0	49	49.0
17:15 - 17:30	0	0	33	0	0	0	0	33	33.0	0	2	134	13	0	0	0	149	147.8	0	0	46	5	1	0	0	52	52.5
17:30 - 17:45	0	0	30	2	0	0	0	32	32.0	1	4	115	10	2	1	0	133	132.1	0	0	37	8	0	0	0	45	45.0
17:45 - 18:00	0	1	25	3	0	0	0	29	28.4	0	1	76	9	1	0	0	87	86.9	0	0	17	5	0	0	0	22	22.0
Hourly Total	0	1	119	7	0	0	0	127	126.4	1	9	438	48	4	1	0	501	498.1	0	0	145	22	1	0	0	168	168.5
18:00 - 18:15	0	0	22	2	0	0	0	24	24.0	1	2	68	8	0	0	0	79	77.0	0	0	21	6	0	0	0	27	27.0
18:15 - 18:30	0	0	18	0	0	0	0	18	18.0	0	1	83	4	0	0	0	88	87.4	0	0	26	2	0	1	0	29	30.3
18:30 - 18:45	0	0	21	1	0	0	0	22	22.0	0	0	59	5	0	2	0	66	68.6	0	0	18	1	0	0	0	19	19.0
18:45 - 19:00	0	0	13	2	0	0	0	15	15.0	0	1	41	1	0	0	1	44	44.4	0	0	21	4	0	0	0	25	25.0
Hourly Total	0	0	74	5	0	0	0	79	79.0	1	4	251	18	0	2	1	277	277.4	0	0	86	13	0	1	0	100	101.3
TOTAL	1	1	306	21	0	0	0	329	327.6	4	20	1033	120	6	10	1	1194	1195.8	0	3	366	70	5	1	0	445	447.0

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

Newbold Verdon
Tuesday 8th April 2025
Junction: 3
Approach: Bosworth Road

TIME	Left to A447 (N)									Ahead to Bosworth Lane									Right to A447 (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	4	0	0	0	5	5.0	0	0	29	3	1	0	0	33	33.5	0	1	7	0	0	0	0	8	7.4
07:15 - 07:30	0	0	8	2	0	0	0	10	10.0	0	0	27	3	1	0	0	31	31.5	0	0	8	4	0	0	0	12	12.0
07:30 - 07:45	0	0	10	0	0	0	1	11	12.0	0	0	25	5	0	0	0	30	30.0	0	0	14	1	0	0	0	15	15.0
07:45 - 08:00	0	0	10	1	0	0	0	11	11.0	0	0	32	6	1	0	0	39	39.5	0	0	12	5	1	1	0	19	20.8
Hourly Total	0	0	29	7	0	0	1	37	38.0	0	0	113	17	3	0	0	133	134.5	0	1	41	10	1	1	0	54	55.2
08:00 - 08:15	0	0	9	0	0	0	1	10	11.0	0	0	39	3	1	0	0	43	43.5	0	0	13	1	0	0	0	14	14.0
08:15 - 08:30	0	0	15	0	0	0	2	17	19.0	0	0	43	5	1	0	0	49	49.5	0	0	14	0	0	0	0	14	14.0
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	32	5	0	0	0	37	37.0	0	0	24	0	0	0	0	24	24.0
08:45 - 09:00	0	0	14	0	0	0	1	15	16.0	0	0	29	2	0	0	0	31	31.0	0	0	17	3	0	0	1	21	22.0
Hourly Total	0	0	46	0	0	0	4	50	54.0	0	0	143	15	2	0	0	160	161.0	0	0	68	4	0	0	1	73	74.0
09:00 - 09:15	0	0	8	2	0	0	0	10	10.0	0	0	26	5	1	0	0	32	32.5	0	0	16	1	1	0	0	18	18.5
09:15 - 09:30	0	0	11	1	0	0	0	12	12.0	0	0	16	7	0	0	0	23	23.0	0	0	21	3	0	0	0	24	24.0
09:30 - 09:45	0	0	8	3	0	0	0	11	11.0	0	0	19	4	0	0	0	23	23.0	0	5	18	0	0	0	0	23	20.0
09:45 - 10:00	0	0	6	2	0	0	0	8	8.0	0	0	23	2	0	0	0	25	25.0	0	3	20	1	0	0	1	25	24.2
Hourly Total	0	0	33	8	0	0	0	41	41.0	0	0	84	18	1	0	0	103	103.5	0	8	75	5	1	0	1	90	86.7
TOTAL	0	0	108	15	0	0	5	128	133.0	0	0	340	50	6	0	0	396	399.0	0	9	184	19	2	1	2	217	215.9
16:00 - 16:15	0	1	11	1	0	0	0	13	12.4	0	1	32	8	0	0	0	41	40.4	0	1	23	3	0	0	0	27	26.4
16:15 - 16:30	0	0	16	0	0	0	0	16	16.0	0	0	35	7	0	0	0	42	42.0	0	0	19	2	0	0	0	21	21.0
16:30 - 16:45	0	0	12	0	0	0	0	12	12.0	0	0	21	6	0	0	0	27	27.0	0	0	18	2	0	0	0	20	20.0
16:45 - 17:00	0	0	6	0	0	0	0	6	6.0	0	0	30	6	0	0	0	36	36.0	0	0	13	1	0	0	0	14	14.0
Hourly Total	0	1	45	1	0	0	0	47	46.4	0	1	118	27	0	0	0	146	145.4	0	1	73	8	0	0	0	82	81.4
17:00 - 17:15	0	0	13	0	0	0	0	13	13.0	0	0	36	3	1	0	0	40	40.5	0	0	28	1	0	0	0	29	29.0
17:15 - 17:30	0	0	13	0	0	0	0	13	13.0	0	0	46	4	0	0	0	50	50.0	0	0	22	1	0	0	0	23	23.0
17:30 - 17:45	0	0	21	1	0	0	1	23	24.0	0	0	31	2	0	0	0	33	33.0	0	0	23	5	0	0	1	29	30.0
17:45 - 18:00	0	0	10	1	1	0	0	12	12.5	0	0	31	0	0	0	0	31	31.0	0	0	16	2	0	0	0	18	18.0
Hourly Total	0	0	57	2	1	0	1	61	62.5	0	0	144	9	1	0	0	154	154.5	0	0	89	9	0	0	1	99	100.0
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	0	21	2	0	0	0	23	23.0	0	0	17	3	0	0	0	20	20.0
18:15 - 18:30	0	0	17	0	0	0	1	18	19.0	0	0	25	3	1	0	0	29	29.5	0	0	15	4	0	0	0	19	19.0
18:30 - 18:45	0	0	21	0	0	0	0	21	21.0	2	0	27	0	0	0	0	29	27.4	0	0	19	1	0	0	0	20	20.0
18:45 - 19:00	0	0	8	1	0	0	0	9	9.0	0	0	16	2	0	0	0	18	18.0	0	0	13	0	1	0	0	14	14.5
Hourly Total	0	0	53	1	0	0	1	55	56.0	2	0	89	7	1	0	0	99	97.9	0	0	64	8	1	0	0	73	73.5
TOTAL	0	1	155	4	1	0	2	163	164.9	2	1	351	43	2	0	0	399	397.8	0	1	226	25	1	0	1	254	254.9

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 4
 Approach: Newbold Road

TIME	Left to Manor Road									Ahead to Lockeymead Drive									Right to Hunts Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0
07:30 - 07:45	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
07:45 - 08:00	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	0	0	19	1	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0	0	0	6	3	0	0	0	9	9.0
08:00 - 08:15	0	0	5	2	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0	0	0	4	0	0	0	0	4	4.0
08:30 - 08:45	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	2	2.0
Hourly Total	0	0	20	4	1	0	0	25	25.5	0	0	2	0	0	0	0	2	2.0	0	0	8	2	0	0	0	10	10.0
09:00 - 09:15	0	0	3	2	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	7	0	1	0	0	8	8.5	1	0	0	0	0	0	0	1	0.2	0	0	3	1	1	0	0	5	5.5
Hourly Total	0	0	14	2	2	0	0	18	19.0	1	0	3	0	0	0	0	4	3.2	0	0	8	1	1	0	0	10	10.5
TOTAL	0	0	53	7	3	0	0	63	64.5	1	0	5	0	0	0	0	6	5.2	0	0	22	6	1	0	0	29	29.5
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	3	1	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0
16:15 - 16:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0
16:30 - 16:45	0	1	9	0	0	0	0	10	9.4	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0	0	0	2	0	1	0	0	3	3.5
Hourly Total	0	1	22	0	0	0	0	23	22.4	0	0	5	2	0	0	0	7	7.0	0	0	9	1	1	0	0	11	11.5
17:00 - 17:15	0	0	10	0	0	0	0	10	10.0	0	0	2	1	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	0	8	0	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	5	1	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	29	1	0	0	0	30	30.0	0	0	5	1	0	0	0	6	6.0	0	0	6	0	0	0	0	6	6.0
18:00 - 18:15	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0.0	0	0	2	0	1	0	0	3	3.5
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	1	4	0	0	0	0	5	4.4
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	1	14	0	0	0	0	15	14.4	0	0	2	0	0	0	0	2	2.0	0	1	12	0	1	0	0	14	13.9
TOTAL	0	2	65	1	0	0	0	68	66.8	0	0	12	3	0	0	0	15	15.0	0	1	27	1	2	0	0	31	31.4

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 4
 Approach: Manor Road

TIME	Left to Lockeymead Drive									Ahead to Hunts Lane									Right to Newbold Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	0	0	0	0	2	2.0	1	1	49	15	4	2	1	73	77.2	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	65	17	1	1	0	84	85.8	0	0	1	0	1	0	0	2	2.5
07:30 - 07:45	0	0	7	0	0	0	0	7	7.0	0	0	69	16	3	1	0	89	91.8	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	1	69	13	2	2	2	89	94.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	11	0	0	0	0	11	11.0	1	2	252	61	10	6	3	335	348.8	0	0	6	0	1	0	0	7	7.5
08:00 - 08:15	0	0	5	1	0	0	0	6	6.0	0	0	74	11	2	0	1	88	90.0	0	0	7	1	1	0	0	9	9.5
08:15 - 08:30	0	0	4	0	0	0	0	4	4.0	0	0	69	9	0	1	2	81	84.3	0	0	7	0	0	0	0	7	7.0
08:30 - 08:45	0	0	5	1	0	0	0	6	6.0	0	0	79	10	1	1	2	93	96.8	0	0	5	0	0	0	0	5	5.0
08:45 - 09:00	0	0	13	0	0	0	0	13	13.0	0	1	53	12	1	1	0	68	69.2	0	0	7	1	0	0	0	8	8.0
Hourly Total	0	0	27	2	0	0	0	29	29.0	0	1	275	42	4	3	5	330	340.3	0	0	26	2	1	0	0	29	29.5
09:00 - 09:15	0	0	5	1	0	0	0	6	6.0	0	6	52	13	4	1	2	78	79.7	0	0	5	0	0	0	0	5	5.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	0	64	6	3	0	0	73	74.5	0	0	0	1	1	0	0	2	2.5
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	0	47	7	4	1	1	60	64.3	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	4	0	0	0	0	4	4.0	1	1	62	9	2	1	0	76	76.9	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	15	1	0	0	0	16	16.0	1	7	225	35	13	3	3	287	295.4	0	0	8	1	1	0	0	10	10.5
TOTAL	0	0	53	3	0	0	0	56	56.0	2	10	752	138	27	12	11	952	984.5	0	0	40	3	3	0	0	46	47.5
16:00 - 16:15	0	0	10	0	0	0	0	10	10.0	0	2	113	18	0	2	0	135	136.4	0	0	5	0	1	0	0	6	6.5
16:15 - 16:30	0	0	14	1	1	0	0	16	16.5	0	3	103	15	0	0	1	122	121.2	0	0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	7	0	0	0	0	7	7.0	0	1	117	12	0	0	0	130	129.4	0	0	2	1	0	0	0	3	3.0
16:45 - 17:00	0	0	15	2	0	0	0	17	17.0	2	3	121	11	0	0	0	137	133.6	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	46	3	1	0	0	50	50.5	2	9	454	56	0	2	1	524	520.6	0	0	10	1	1	0	0	12	12.5
17:00 - 17:15	0	0	10	2	0	0	0	12	12.0	1	0	124	13	1	0	1	140	140.7	0	0	5	1	0	0	0	6	6.0
17:15 - 17:30	0	0	21	1	0	0	0	22	22.0	0	1	106	12	1	1	0	121	122.2	0	0	5	0	0	0	0	5	5.0
17:30 - 17:45	0	0	11	2	0	0	0	13	13.0	0	0	125	9	0	1	0	135	136.3	0	0	3	1	0	0	0	4	4.0
17:45 - 18:00	0	0	13	1	1	0	0	15	15.5	0	3	108	6	0	0	1	118	117.2	0	0	3	2	0	0	0	5	5.0
Hourly Total	0	0	55	6	1	0	0	62	62.5	1	4	463	40	2	2	2	514	516.4	0	0	16	4	0	0	0	20	20.0
18:00 - 18:15	0	0	9	0	0	0	0	9	9.0	0	0	68	6	0	0	0	74	74.0	0	0	3	1	0	0	0	4	4.0
18:15 - 18:30	0	0	9	3	0	0	0	12	12.0	1	3	97	9	0	0	0	110	107.4	0	1	1	0	0	0	0	2	1.4
18:30 - 18:45	0	0	13	2	0	0	0	15	15.0	0	0	72	5	2	0	0	79	80.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	68	8	0	0	1	77	78.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	38	5	0	0	0	43	43.0	1	3	305	28	2	0	1	340	339.4	0	1	9	1	0	0	0	11	10.4
TOTAL	0	0	139	14	2	0	0	155	156.0	4	16	1222	124	4	4	4	1378	1376.4	0	1	35	6	1	0	0	43	42.9

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 4
 Approach: Lockeymead Drive

TIME	Left to Hunts Lane									Ahead to Newbold Road									Right to Manor Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	1	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1.0	0	0	10	1	0	0	0	11	11.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	1	13	1	0	0	0	15	14.4
07:30 - 07:45	0	0	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	0	14	14.0
07:45 - 08:00	0	0	2	0	0	0	0	2	2.0	0	0	4	1	0	0	0	5	5.0	0	0	16	0	0	0	0	16	16.0
Hourly Total	0	0	11	2	1	0	0	14	14.5	0	0	6	1	0	0	0	7	7.0	0	1	51	4	0	0	0	56	55.4
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	15	1	0	0	0	16	16.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	0	14	0	0	0	0	14	14.0
08:30 - 08:45	0	0	4	0	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	11	0	0	0	0	11	11.0
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0	0	0	8	1	1	0	0	10	10.5
Hourly Total	0	0	10	1	0	0	0	11	11.0	0	0	11	0	0	0	0	11	11.0	0	0	48	2	1	0	0	51	51.5
09:00 - 09:15	0	0	2	1	0	0	0	3	3.0	0	0	3	0	0	0	0	3	3.0	0	0	6	1	0	0	0	7	7.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	8	8.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	9	9.0
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	6	1	0	0	0	7	7.0	0	0	4	0	0	0	0	4	4.0	0	0	31	1	0	0	0	32	32.0
TOTAL	0	0	27	4	1	0	0	32	32.5	0	0	21	1	0	0	0	22	22.0	0	1	130	7	1	0	0	139	138.9
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	1	1	0	0	0	2	2.0	0	0	11	1	0	0	0	12	12.0
16:15 - 16:30	0	0	6	0	0	0	0	6	6.0	0	0	1	1	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1.0	0	0	10	1	0	0	0	11	11.0
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	0	1	1	0	0	0	2	2.0	0	0	9	1	0	0	0	10	10.0
Hourly Total	0	0	15	0	1	0	0	16	16.5	0	0	4	3	0	0	0	7	7.0	0	0	34	3	0	0	0	37	37.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	10	2	0	0	0	12	12.0
17:15 - 17:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	10	10.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	0	11	11.0
17:45 - 18:00	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	0	8	1	0	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0	0	0	37	3	0	0	0	40	40.0
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0	0	0	4	1	0	0	0	5	5.0
18:15 - 18:30	0	1	1	0	0	0	0	2	1.4	0	0	1	0	0	0	0	1	1.0	0	0	6	0	0	0	0	6	6.0
18:30 - 18:45	0	0	1	1	0	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0
18:45 - 19:00	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	1	8	2	0	0	0	11	10.4	0	0	5	0	0	0	0	5	5.0	0	0	22	1	0	0	0	23	23.0
TOTAL	0	1	31	3	1	0	0	36	35.9	0	0	10	3	0	0	0	13	13.0	0	0	93	7	0	0	0	100	100.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 4
 Approach: Hunts Lane

TIME	Left to Newbold Road									Ahead to Manor Road									Right to Lockeymead Drive								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	93	20	0	1	1	115	117.3	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	3	142	22	2	1	0	170	170.5	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	1	146	21	5	1	1	175	179.2	0	0	1	1	0	0	0	2	2.0
07:45 - 08:00	0	0	2	1	0	0	0	3	3.0	0	0	122	18	3	0	2	145	148.5	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	0	4	503	81	10	3	4	605	615.5	0	0	2	2	0	0	0	4	4.0
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	1	134	19	2	0	0	156	156.4	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	4	1	0	0	0	5	5.0	0	0	135	12	3	1	1	152	155.8	0	0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	120	19	0	0	0	139	139.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	1	91	10	2	0	0	104	104.4	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	9	1	0	0	0	10	10.0	0	2	480	60	7	1	1	551	555.6	0	0	5	0	0	0	0	5	5.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	88	13	2	2	1	106	110.6	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	52	11	3	1	0	67	69.8	0	0	0	1	0	0	0	1	1.0
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	62	6	2	1	0	71	73.3	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	1	55	12	1	0	0	69	68.9	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	1	257	42	8	4	1	313	322.6	0	0	2	2	0	0	0	4	4.0
TOTAL	0	0	17	2	0	0	0	19	19.0	0	7	1240	183	25	8	6	1469	1493.7	0	0	9	4	0	0	0	13	13.0
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	2	55	11	3	0	0	71	71.3	0	0	3	0	0	0	0	3	3.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	82	19	4	1	1	107	111.3	0	0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	0	73	21	2	0	0	96	97.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	1	1	0	0	0	2	2.0	0	1	86	15	1	0	0	103	102.9	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	0	3	296	66	10	1	1	377	382.5	0	0	8	0	0	0	0	8	8.0
17:00 - 17:15	0	0	2	0	0	0	0	2	2.0	0	1	103	9	0	0	0	113	112.4	0	0	8	0	0	0	0	8	8.0
17:15 - 17:30	0	0	2	0	0	0	0	2	2.0	0	3	84	11	0	0	0	98	96.2	0	0	4	1	0	0	0	5	5.0
17:30 - 17:45	0	0	0	0	1	0	0	1	1.5	1	0	78	11	1	0	0	91	90.7	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	3	0	0	0	0	3	3.0	0	1	80	10	0	1	1	93	94.7	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	7	0	1	0	0	8	8.5	1	5	345	41	1	1	1	395	394.0	0	0	18	1	0	0	0	19	19.0
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	3	1	79	5	0	1	0	89	87.3	0	0	4	0	0	0	0	4	4.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	69	2	0	0	0	71	71.0	0	1	3	1	0	0	0	5	4.4
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	55	3	0	0	1	59	60.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	1	2	54	3	0	2	0	62	62.6	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	6	0	0	0	0	6	6.0	4	3	257	13	0	3	1	281	280.9	0	1	12	1	0	0	0	14	13.4
TOTAL	0	0	17	1	1	0	0	19	19.5	5	11	898	120	11	5	3	1053	1057.4	0	1	38	2	0	0	0	41	40.4

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

Newbold Verdon

Tuesday 8th April 2025

Junction: 5

Approach: B582 East

TIME	Left to Dragon Lane									Ahead to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	1	40	9	2	1	0	53	54.7
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	1	0	59	23	2	1	0	86	87.5
07:30 - 07:45	0	0	3	0	0	0	0	3	3.0	0	0	87	16	3	1	0	107	109.8
07:45 - 08:00	0	0	7	0	0	0	0	7	7.0	0	1	72	16	2	2	0	93	96.0
Hourly Total	0	0	13	0	0	0	0	13	13.0	1	2	258	64	9	5	0	339	348.0
08:00 - 08:15	0	0	6	0	0	0	0	6	6.0	0	0	70	11	2	1	1	85	88.3
08:15 - 08:30	0	0	6	0	0	0	0	6	6.0	0	0	62	7	1	1	1	72	74.8
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	73	10	1	0	2	86	88.5
08:45 - 09:00	0	0	3	0	0	0	0	3	3.0	0	0	48	15	0	1	0	64	65.3
Hourly Total	0	0	23	0	0	0	0	23	23.0	0	0	253	43	4	3	4	307	316.9
09:00 - 09:15	0	0	5	2	0	0	0	7	7.0	0	0	53	5	5	1	2	66	71.8
09:15 - 09:30	0	0	8	2	1	0	0	11	11.5	0	6	54	5	4	0	0	69	67.4
09:30 - 09:45	0	0	2	2	0	0	0	4	4.0	1	0	55	8	3	0	0	67	67.7
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	1	53	3	3	1	0	61	63.2
Hourly Total	0	0	16	6	1	0	0	23	23.5	1	7	215	21	15	2	2	263	270.1

TOTAL	0	0	52	6	1	0	0	59	59.5	2	9	726	128	28	10	6	909	935.0
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16:00 - 16:15	0	0	8	2	0	0	0	10	10.0	0	1	70	12	2	1	0	86	87.7
16:15 - 16:30	0	1	8	1	0	0	0	10	9.4	0	2	84	11	1	0	0	98	97.3
16:30 - 16:45	0	0	7	1	0	0	0	8	8.0	0	1	92	9	0	0	1	103	103.4
16:45 - 17:00	0	0	10	0	0	0	0	10	10.0	1	1	91	15	1	0	0	109	108.1
Hourly Total	0	1	33	4	0	0	0	38	37.4	1	5	337	47	4	1	1	396	396.5
17:00 - 17:15	0	0	8	1	0	0	0	9	9.0	0	0	97	11	2	0	0	110	111.0
17:15 - 17:30	0	0	6	1	0	0	0	7	7.0	1	0	89	12	2	1	0	105	106.5
17:30 - 17:45	0	0	11	1	0	0	0	12	12.0	0	0	113	6	0	1	0	120	121.3
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	1	92	8	0	0	0	101	100.4
Hourly Total	0	0	26	3	0	0	0	29	29.0	1	1	391	37	4	2	0	436	439.2
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	0	59	2	0	0	0	61	61.0
18:15 - 18:30	0	0	6	0	0	0	0	6	6.0	0	1	82	8	0	0	0	91	90.4
18:30 - 18:45	0	0	6	0	0	0	0	6	6.0	1	1	73	7	1	0	0	83	82.1
18:45 - 19:00	0	0	5	1	0	0	0	6	6.0	0	0	57	6	1	0	0	64	64.5
Hourly Total	0	0	22	1	0	0	0	23	23.0	1	2	271	23	2	0	0	299	298.0

TOTAL	0	1	81	8	0	0	0	90	89.4	3	8	999	107	10	3	1	1131	1133.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 5

Approach: Dragon Lane

TIME	Left to B582 (W)									Right to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	15	5	0	0	0	20	20.0	0	0	4	0	0	0	0	4	4.0
07:15 - 07:30	0	0	14	1	0	0	1	16	17.0	0	0	4	1	0	0	0	5	5.0
07:30 - 07:45	0	0	19	5	2	0	0	26	27.0	0	0	5	1	0	0	0	6	6.0
07:45 - 08:00	0	0	13	1	0	0	0	14	14.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	61	12	2	0	1	76	78.0	0	0	19	2	0	0	0	21	21.0
08:00 - 08:15	0	1	36	5	1	0	3	46	48.9	0	0	16	1	0	0	0	17	17.0
08:15 - 08:30	0	0	9	0	0	0	0	9	9.0	0	0	10	0	0	0	0	10	10.0
08:30 - 08:45	0	0	22	2	0	0	2	26	28.0	0	0	8	1	0	0	0	9	9.0
08:45 - 09:00	0	0	28	1	0	0	0	29	29.0	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	1	95	8	1	0	5	110	114.9	0	0	44	3	0	0	0	47	47.0
09:00 - 09:15	0	0	12	4	0	0	0	16	16.0	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	14	4	0	0	1	19	20.0	0	0	3	0	1	0	0	4	4.5
09:30 - 09:45	1	0	12	2	0	0	0	15	14.2	0	0	3	0	2	0	0	5	6.0
09:45 - 10:00	0	0	20	3	0	0	0	23	23.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	0	58	13	0	0	1	73	73.2	0	0	10	0	3	0	0	13	14.5

TOTAL	1	1	214	33	3	0	7	259	266.1	0	0	73	5	3	0	0	81	82.5
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16:00 - 16:15	0	0	26	3	0	0	0	29	29.0	0	0	1	1	0	0	0	2	2.0
16:15 - 16:30	0	0	21	4	0	0	0	25	25.0	0	0	2	0	0	0	1	3	4.0
16:30 - 16:45	0	0	20	2	0	0	0	22	22.0	0	0	5	1	0	0	0	6	6.0
16:45 - 17:00	1	0	22	3	0	0	0	26	25.2	0	0	5	1	0	0	0	6	6.0
Hourly Total	1	0	89	12	0	0	0	102	101.2	0	0	13	3	0	0	1	17	18.0
17:00 - 17:15	0	1	21	1	1	0	1	25	25.9	0	0	3	0	0	0	0	3	3.0
17:15 - 17:30	0	1	20	5	0	0	0	26	25.4	0	0	10	0	0	0	0	10	10.0
17:30 - 17:45	0	0	18	2	0	0	0	20	20.0	0	0	4	0	0	0	0	4	4.0
17:45 - 18:00	0	1	27	3	0	0	0	31	30.4	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	3	86	11	1	0	1	102	101.7	0	0	23	0	0	0	0	23	23.0
18:00 - 18:15	1	0	22	5	0	0	1	29	29.2	0	1	3	0	0	0	0	4	3.4
18:15 - 18:30	0	0	19	0	0	0	0	19	19.0	0	0	4	0	0	0	0	4	4.0
18:30 - 18:45	0	0	11	2	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	3	0	10	0	0	0	0	13	10.6	0	0	2	0	0	0	0	2	2.0
Hourly Total	4	0	62	7	0	0	1	74	71.8	0	1	9	0	0	0	0	10	9.4

TOTAL	5	3	237	30	1	0	2	278	274.7	0	1	45	3	0	0	1	50	50.4
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 5

Approach: B582 West

TIME	Ahead to B582 (E)									Right to Dragon Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	70	18	0	1	1	90	92.3	0	0	6	1	0	0	0	7	7.0
07:15 - 07:30	0	0	97	14	5	2	0	118	123.1	0	0	11	2	3	0	0	16	17.5
07:30 - 07:45	0	0	120	16	1	0	2	139	141.5	0	0	10	4	0	0	0	14	14.0
07:45 - 08:00	0	0	101	10	5	0	1	117	120.5	0	0	12	1	1	0	1	15	16.5
Hourly Total	0	0	388	58	11	3	4	464	477.4	0	0	39	8	4	0	1	52	55.0
08:00 - 08:15	0	0	104	10	0	0	0	114	114.0	0	0	23	2	0	1	0	26	27.3
08:15 - 08:30	0	0	100	13	4	0	0	117	119.0	0	0	18	3	0	0	1	22	23.0
08:30 - 08:45	0	1	76	10	1	0	0	88	87.9	0	1	29	0	2	0	0	32	32.4
08:45 - 09:00	0	0	76	11	3	1	0	91	93.8	0	1	25	1	0	0	1	28	28.4
Hourly Total	0	1	356	44	8	1	0	410	414.7	0	2	95	6	2	1	2	108	111.1
09:00 - 09:15	0	0	65	13	1	1	0	80	81.8	0	0	11	7	0	0	0	18	18.0
09:15 - 09:30	0	0	48	9	1	1	0	59	60.8	0	0	20	1	0	0	0	21	21.0
09:30 - 09:45	0	0	65	7	1	0	0	73	73.5	0	1	14	2	1	0	0	18	17.9
09:45 - 10:00	0	0	46	11	1	0	0	58	58.5	0	0	13	4	0	0	0	17	17.0
Hourly Total	0	0	224	40	4	2	0	270	274.6	0	1	58	14	1	0	0	74	73.9

TOTAL	0	1	968	142	23	6	4	1144	1166.7	0	3	192	28	7	1	3	234	240.0
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16:00 - 16:15	0	2	71	13	6	0	0	92	93.8	1	1	29	7	0	0	0	38	36.6
16:15 - 16:30	0	0	84	17	3	0	0	104	105.5	0	0	31	6	0	0	0	37	37.0
16:30 - 16:45	0	0	71	16	1	0	0	88	88.5	0	0	24	7	0	0	0	31	31.0
16:45 - 17:00	1	2	76	19	0	0	0	98	96.0	0	0	24	2	2	0	0	28	29.0
Hourly Total	1	4	302	65	10	0	0	382	383.8	1	1	108	22	2	0	0	134	133.6
17:00 - 17:15	0	0	108	11	1	0	0	120	120.5	1	0	30	7	1	0	0	39	38.7
17:15 - 17:30	0	1	92	8	1	0	0	102	101.9	0	0	45	4	0	0	0	49	49.0
17:30 - 17:45	0	0	80	11	0	0	0	91	91.0	0	0	21	2	0	0	1	24	25.0
17:45 - 18:00	3	1	73	10	0	0	0	87	84.0	1	0	24	4	0	0	0	29	28.2
Hourly Total	3	2	353	40	2	0	0	400	397.4	2	0	120	17	1	0	1	141	140.9
18:00 - 18:15	0	0	53	6	0	1	0	60	61.3	0	1	16	3	0	0	0	20	19.4
18:15 - 18:30	0	0	70	6	0	0	0	76	76.0	0	0	9	2	0	0	1	12	13.0
18:30 - 18:45	0	0	58	3	0	2	0	63	65.6	1	0	20	2	0	0	0	23	22.2
18:45 - 19:00	1	0	49	5	1	0	0	56	55.7	0	0	21	3	0	0	0	24	24.0
Hourly Total	1	0	230	20	1	3	0	255	258.6	1	1	66	10	0	0	1	79	78.6

TOTAL	5	6	885	125	13	3	0	1037	1039.8	4	2	294	49	3	0	2	354	353.1
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 6
 Approach: Unnamed Road

TIME	Left to B582 (E)									Ahead to Mill Lane									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 6
 Approach: B582 East

TIME	Left to Mill Lane									Ahead to B582 (W)									Right to Unnamed Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	1	0	0	0	2	2.0	1	1	37	9	2	1	0	51	51.9	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	1	2	0	0	0	3	3.0	0	0	58	22	1	2	0	83	86.1	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	83	13	3	1	0	100	102.8	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	3	1	0	0	0	4	4.0	0	1	70	13	1	2	0	87	89.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	6	4	0	0	0	10	10.0	1	2	248	57	7	6	0	321	330.3	0	0	2	0	0	0	0	2	2.0
08:00 - 08:15	0	0	3	0	0	0	0	3	3.0	0	0	69	8	2	1	1	81	84.3	0	0	2	0	0	0	0	2	2.0
08:15 - 08:30	0	0	6	0	0	0	0	6	6.0	0	0	60	6	2	1	1	70	73.3	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	7	1	0	0	0	8	8.0	0	0	63	6	1	0	2	72	74.5	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	4	0	0	0	0	4	4.0	0	0	46	18	0	1	0	65	66.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	20	1	0	0	0	21	21.0	0	0	238	38	5	3	4	288	298.4	0	0	2	0	0	0	0	2	2.0
09:00 - 09:15	0	0	2	0	0	0	0	2	2.0	0	5	53	7	4	0	2	71	72.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	0	55	7	5	0	0	67	69.5	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	1	0	52	7	3	0	0	63	63.7	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	4	0	0	0	0	4	4.0	0	1	50	4	1	1	0	57	58.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	9	0	0	0	0	9	9.0	1	6	210	25	13	1	2	258	263.4	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	35	5	0	0	0	40	40.0	2	8	696	120	25	10	6	867	892.1	0	0	4	0	0	0	0	4	4.0
16:00 - 16:15	0	0	8	3	0	0	0	11	11.0	0	2	80	12	0	1	0	95	95.1	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	0	7	2	0	0	0	9	9.0	0	2	83	13	1	0	0	99	98.3	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	7	2	0	0	0	9	9.0	0	1	85	7	0	0	1	94	94.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	1	2	1	0	0	0	4	3.4	0	1	100	8	0	0	0	109	108.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	24	8	0	0	0	33	32.4	0	6	348	40	1	1	1	397	396.2	0	0	1	0	0	0	0	1	1.0
17:00 - 17:15	0	0	5	0	0	0	0	5	5.0	0	0	99	10	0	0	0	109	109.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	1	0	88	9	3	1	0	102	104.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	9	0	0	0	0	9	9.0	0	0	111	7	0	1	0	119	120.3	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	7	0	0	0	0	7	7.0	0	1	79	8	0	0	0	88	87.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	29	1	0	0	0	30	30.0	1	1	377	34	3	2	0	418	420.7	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	3	1	0	0	0	4	4.0	0	0	54	2	1	0	0	57	57.5	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	3	1	0	0	0	4	4.0	0	1	80	7	0	0	0	88	87.4	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	3	1	0	0	0	4	4.0	1	1	69	6	2	0	0	79	78.6	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	0	0	54	5	0	0	0	59	59.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	0	12	3	0	0	0	15	15.0	1	2	257	20	3	0	0	283	282.5	0	0	0	1	0	0	0	1	1.0
TOTAL	0	1	65	12	0	0	0	78	77.4	2	9	982	94	7	3	1	1098	1099.4	0	0	1	1	0	0	0	2	2.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 6
 Approach: Mill Lane

TIME	Left to B582 (W)									Ahead to Unnamed Road									Right to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	8	8.0
07:15 - 07:30	0	0	6	2	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	1	4	1	1	0	0	7	6.9
07:30 - 07:45	0	0	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	7	2	0	0	0	9	9.0
07:45 - 08:00	0	0	11	3	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	26	7	0	0	0	33	33.0	0	0	0	0	0	0	0	0	0.0	0	1	24	4	1	0	0	30	29.9
08:00 - 08:15	0	0	6	2	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	9	2	0	0	0	11	11.0
08:15 - 08:30	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	8	8.0
08:30 - 08:45	0	0	12	3	0	0	0	15	15.0	0	0	0	0	0	0	0	0	0.0	0	0	5	0	1	0	0	6	6.5
08:45 - 09:00	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	35	5	0	0	0	40	40.0	0	0	0	0	0	0	0	0	0.0	0	0	27	3	1	0	0	31	31.5
09:00 - 09:15	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0.0	0	0	7	2	0	0	0	9	9.0
09:15 - 09:30	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
09:45 - 10:00	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0.0	0	1	4	1	0	0	0	6	5.4
Hourly Total	0	0	21	3	2	0	0	26	27.0	0	0	0	0	0	0	0	0	0.0	0	1	17	3	0	0	0	21	20.4
TOTAL	0	0	82	15	2	0	0	99	100.0	0	0	0	0	0	0	0	0	0.0	0	2	68	10	2	0	0	82	81.8
16:00 - 16:15	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
16:15 - 16:30	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	0	5	3	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	4	2	0	0	0	6	6.0
16:45 - 17:00	0	0	6	5	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	0	28	11	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0.0	0	0	15	4	0	0	0	19	19.0
17:00 - 17:15	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0
17:15 - 17:30	0	0	11	2	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	0	0	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0
17:45 - 18:00	0	0	14	1	0	0	0	15	15.0	0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	0	46	5	1	0	0	52	52.5	0	0	0	0	0	0	0	0	0.0	0	0	17	2	0	0	0	19	19.0
18:00 - 18:15	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	5	5.0
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
18:30 - 18:45	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0
18:45 - 19:00	0	0	6	3	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	0	33	3	0	0	0	36	36.0	0	0	0	0	0	0	0	0	0.0	0	0	19	1	0	0	0	20	20.0
TOTAL	0	0	107	19	2	0	0	128	129.0	0	0	0	0	0	0	0	0	0.0	0	0	51	7	0	0	0	58	58.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 6
 Approach: B582 West

TIME	Left to Unnamed Road									Ahead to B582 (E)									Right to Mill Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	75	15	0	1	1	92	94.3	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	98	15	3	2	0	118	122.1	0	0	1	1	1	0	0	3	3.5
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	125	17	2	0	2	146	149.0	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	104	12	4	0	1	121	124.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	402	59	9	3	4	477	489.4	0	0	8	1	1	0	0	10	10.5
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	113	10	0	0	0	123	123.0	0	0	5	2	0	0	0	7	7.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	109	9	3	0	0	121	122.5	0	0	4	2	1	0	0	7	7.5
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	81	10	0	0	0	91	91.0	0	0	4	1	1	0	0	6	6.5
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	1	72	11	3	1	0	88	90.2	0	0	4	2	0	0	0	6	6.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	375	40	6	1	0	423	426.7	0	0	17	7	2	0	0	26	27.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	70	13	0	0	0	83	83.0	0	0	3	0	0	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	43	9	3	1	0	56	58.8	0	0	5	0	0	1	0	6	7.3
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	58	9	2	0	0	69	70.0	0	0	10	1	0	0	0	11	11.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	44	9	1	0	0	54	54.5	0	0	6	1	0	0	0	7	7.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	215	40	6	1	0	262	266.3	0	0	24	2	0	1	0	27	28.3
TOTAL	0	0	2	0	0	0	0	2	2.0	0	1	992	139	21	5	4	1162	1182.4	0	0	49	10	3	1	0	63	65.8
16:00 - 16:15	0	0	0	1	0	0	0	1	1.0	0	2	63	12	5	0	0	82	83.3	0	0	6	1	0	0	0	7	7.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	69	14	3	0	1	87	89.5	0	0	16	1	0	0	0	17	17.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	69	17	1	0	0	87	87.5	0	0	7	0	0	0	0	7	7.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	2	74	17	1	0	0	94	93.3	0	0	6	3	0	0	0	9	9.0
Hourly Total	0	0	0	1	0	0	0	1	1.0	0	4	275	60	10	0	1	350	353.6	0	0	35	5	0	0	0	40	40.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	1	0	90	8	1	0	0	100	99.7	0	0	13	4	0	0	0	17	17.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	1	92	6	1	0	0	100	99.9	0	0	11	2	0	0	0	13	13.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	76	12	0	0	0	88	88.0	0	0	10	1	0	0	0	11	11.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	3	1	68	7	0	0	0	79	76.0	0	0	9	1	0	0	0	10	10.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	4	2	326	33	2	0	0	367	363.6	0	0	43	8	0	0	0	51	51.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	1	53	6	0	1	0	61	61.7	0	0	7	0	0	0	0	7	7.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	62	4	0	0	0	66	66.0	0	0	9	1	0	0	0	10	10.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	47	2	0	2	0	51	53.6	0	0	9	1	0	0	0	10	10.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	1	0	44	5	0	0	0	50	49.2	0	0	12	0	0	0	0	12	12.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	1	206	17	0	3	0	228	230.5	0	0	37	2	0	0	0	39	39.0
TOTAL	0	0	1	1	0	0	0	2	2.0	5	7	807	110	12	3	1	945	947.7	0	0	115	15	0	0	0	130	130.0

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

Newbold Verdon

Tuesday 8th April 2025

Junction: 7

Approach: Desford Road

TIME	Left to Main Street									Ahead to Barlestone Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	1	0	0	0	5	5.0	1	1	41	11	2	1	0	57	57.9
07:15 - 07:30	0	0	8	0	0	0	1	9	10.0	0	0	66	22	0	1	0	89	90.3
07:30 - 07:45	0	0	6	1	0	0	0	7	7.0	0	0	70	15	3	1	0	89	91.8
07:45 - 08:00	0	0	5	4	0	0	2	11	13.0	0	1	61	10	2	2	0	76	79.0
Hourly Total	0	0	23	6	0	0	3	32	35.0	1	2	238	58	7	5	0	311	319.0
08:00 - 08:15	0	0	8	3	1	0	0	12	12.5	0	0	73	6	2	1	1	83	86.3
08:15 - 08:30	0	0	15	3	0	0	1	19	20.0	0	0	57	6	2	1	1	67	70.3
08:30 - 08:45	0	0	23	2	0	0	0	25	25.0	0	0	62	7	1	0	2	72	74.5
08:45 - 09:00	0	1	14	2	0	0	0	17	16.4	0	0	43	16	0	1	0	60	61.3
Hourly Total	0	1	60	10	1	0	1	73	73.9	0	0	235	35	5	3	4	282	292.4
09:00 - 09:15	0	0	9	4	1	0	0	14	14.5	0	5	45	8	4	1	2	65	67.3
09:15 - 09:30	0	0	13	2	0	0	0	15	15.0	0	0	51	7	5	0	0	63	65.5
09:30 - 09:45	0	0	10	0	1	0	1	12	13.5	1	0	46	7	3	0	0	57	57.7
09:45 - 10:00	0	0	13	0	1	0	0	14	14.5	0	1	49	6	1	1	0	58	59.2
Hourly Total	0	0	45	6	3	0	1	55	57.5	1	6	191	28	13	2	2	243	249.7

TOTAL	0	1	128	22	4	0	5	160	166.4	2	8	664	121	25	10	6	836	861.1
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16:00 - 16:15	0	0	24	3	0	0	0	27	27.0	0	2	85	14	0	1	0	102	102.1
16:15 - 16:30	0	1	30	5	0	0	0	36	35.4	0	2	86	12	0	0	0	100	98.8
16:30 - 16:45	0	1	31	2	0	0	0	34	33.4	0	1	93	8	0	0	1	103	103.4
16:45 - 17:00	1	0	24	2	0	0	0	27	26.2	0	2	91	9	1	0	0	103	102.3
Hourly Total	1	2	109	12	0	0	0	124	122.0	0	7	355	43	1	1	1	408	406.6
17:00 - 17:15	0	0	27	2	0	0	1	30	31.0	0	0	97	9	2	0	0	108	109.0
17:15 - 17:30	0	1	26	5	0	0	0	32	31.4	1	0	88	7	2	1	0	99	100.5
17:30 - 17:45	0	0	25	5	0	0	0	30	30.0	0	0	111	4	0	1	0	116	117.3
17:45 - 18:00	0	1	22	2	0	0	0	25	24.4	0	1	83	7	0	0	0	91	90.4
Hourly Total	0	2	100	14	0	0	1	117	116.8	1	1	379	27	4	2	0	414	417.2
18:00 - 18:15	0	1	18	2	0	0	1	22	22.4	0	0	54	3	1	0	0	58	58.5
18:15 - 18:30	1	2	15	0	0	0	0	18	16.0	0	1	79	8	0	0	0	88	87.4
18:30 - 18:45	0	0	16	1	0	0	0	17	17.0	1	1	62	5	1	0	0	70	69.1
18:45 - 19:00	0	0	17	0	0	0	1	18	19.0	0	0	53	6	0	0	0	59	59.0
Hourly Total	1	3	66	3	0	0	2	75	74.4	1	2	248	22	2	0	0	275	274.0

TOTAL	2	7	275	29	0	0	3	316	313.2	2	10	982	92	7	3	1	1097	1097.8
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 7

Approach: Main Street

TIME	Left to Barlestone Road									Right to Desford Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	23	2	0	0	0	25	25.0
07:15 - 07:30	0	0	5	1	0	0	0	6	6.0	0	2	23	3	0	0	0	28	26.8
07:30 - 07:45	0	0	12	0	0	0	0	12	12.0	0	1	22	5	0	0	0	28	27.4
07:45 - 08:00	0	0	11	1	0	0	0	12	12.0	0	0	19	2	0	0	1	22	23.0
Hourly Total	0	0	28	2	0	0	0	30	30.0	0	3	87	12	0	0	1	103	102.2
08:00 - 08:15	0	0	5	0	0	0	0	5	5.0	0	1	14	4	0	0	0	19	18.4
08:15 - 08:30	0	0	10	0	0	0	0	10	10.0	0	0	33	4	0	0	1	38	39.0
08:30 - 08:45	0	0	5	0	0	0	0	5	5.0	0	0	23	3	0	0	0	26	26.0
08:45 - 09:00	0	0	9	2	0	0	0	11	11.0	0	0	19	2	0	0	0	21	21.0
Hourly Total	0	0	29	2	0	0	0	31	31.0	0	1	89	13	0	0	1	104	104.4
09:00 - 09:15	0	0	11	0	0	0	0	11	11.0	0	0	8	3	1	0	1	13	14.5
09:15 - 09:30	0	0	7	0	0	0	0	7	7.0	1	0	8	1	0	0	0	10	9.2
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	1	11	1	0	1	0	14	14.7
09:45 - 10:00	0	0	5	0	0	0	0	5	5.0	0	0	17	3	0	0	0	20	20.0
Hourly Total	0	0	29	0	0	0	0	29	29.0	1	1	44	8	1	1	1	57	58.4

TOTAL	0	0	86	4	0	0	0	90	90.0	1	5	220	33	1	1	3	264	265.0
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16:00 - 16:15	0	0	4	1	0	0	0	5	5.0	0	0	10	1	0	0	0	11	11.0
16:15 - 16:30	0	0	7	0	0	0	0	7	7.0	0	0	6	2	0	0	0	8	8.0
16:30 - 16:45	0	0	5	1	0	0	0	6	6.0	0	0	12	2	0	0	0	14	14.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	14	3	0	0	0	17	17.0
Hourly Total	0	0	20	2	0	0	0	22	22.0	0	0	42	8	0	0	0	50	50.0
17:00 - 17:15	0	0	9	0	0	0	0	9	9.0	0	0	14	2	0	0	0	16	16.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	0	0	7	5	0	0	0	12	12.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	14	2	0	0	0	16	16.0
17:45 - 18:00	0	0	6	0	0	0	0	6	6.0	0	0	13	1	0	1	1	16	18.3
Hourly Total	0	0	30	2	0	0	0	32	32.0	0	0	48	10	0	1	1	60	62.3
18:00 - 18:15	0	0	5	1	0	0	0	6	6.0	0	0	22	3	0	0	0	25	25.0
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	0	24	2	0	0	0	26	26.0
18:30 - 18:45	0	0	8	2	0	0	0	10	10.0	0	0	13	0	0	0	1	14	15.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	1	8	1	0	0	0	10	9.4
Hourly Total	0	0	22	3	0	0	0	25	25.0	0	1	67	6	0	0	1	75	75.4

TOTAL	0	0	72	7	0	0	0	79	79.0	0	1	157	24	0	1	2	185	187.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 7

Approach: Barlestone Road

TIME	Ahead to Desford Road									Right to Main Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	79	17	0	1	1	98	100.3	0	0	1	1	0	0	0	2	2.0
07:15 - 07:30	0	1	104	16	4	2	0	127	131.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	126	19	2	0	1	148	150.0	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	111	9	3	0	1	124	126.5	0	0	0	0	1	0	1	2	3.5
Hourly Total	0	1	420	61	9	3	3	497	507.8	0	0	5	1	1	0	1	8	9.5
08:00 - 08:15	0	0	117	14	0	0	0	131	131.0	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	112	11	3	0	0	126	127.5	0	0	5	0	0	0	0	5	5.0
08:30 - 08:45	0	0	80	11	0	0	0	91	91.0	0	0	6	0	1	0	0	7	7.5
08:45 - 09:00	0	1	72	7	3	0	0	83	83.9	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	1	381	43	6	0	0	431	433.4	0	0	17	1	1	0	0	19	19.5
09:00 - 09:15	0	0	79	11	0	1	0	91	92.3	0	0	6	2	0	0	0	8	8.0
09:15 - 09:30	0	0	37	9	3	1	0	50	52.8	0	0	4	0	0	0	0	4	4.0
09:30 - 09:45	0	0	59	7	2	0	0	68	69.0	0	0	6	1	0	0	0	7	7.0
09:45 - 10:00	0	1	44	9	1	0	0	55	54.9	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	1	219	36	6	2	0	264	269.0	0	0	20	4	0	0	0	24	24.0

TOTAL	0	3	1020	140	21	5	3	1192	1210.2	0	0	42	6	2	0	1	51	53.0
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16:00 - 16:15	0	2	52	14	4	0	0	72	72.8	0	0	11	1	1	0	0	13	13.5
16:15 - 16:30	0	0	72	15	2	0	1	90	92.0	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	0	67	14	2	0	0	83	84.0	0	0	5	4	0	0	0	9	9.0
16:45 - 17:00	0	1	61	16	1	0	0	79	78.9	0	0	7	4	0	0	0	11	11.0
Hourly Total	0	3	252	59	9	0	1	324	327.7	0	0	27	9	1	0	0	37	37.5
17:00 - 17:15	1	1	86	8	1	0	0	97	96.1	0	0	11	2	0	0	0	13	13.0
17:15 - 17:30	0	1	87	5	0	0	0	93	92.4	0	0	6	1	0	0	0	7	7.0
17:30 - 17:45	0	0	73	11	1	0	0	85	85.5	0	0	11	1	0	0	0	12	12.0
17:45 - 18:00	3	1	64	8	0	0	0	76	73.0	0	0	6	1	0	0	0	7	7.0
Hourly Total	4	3	310	32	2	0	0	351	347.0	0	0	34	5	0	0	0	39	39.0
18:00 - 18:15	0	1	55	4	0	1	0	61	61.7	0	0	4	0	0	0	0	4	4.0
18:15 - 18:30	0	0	59	2	0	0	0	61	61.0	0	0	3	1	0	0	0	4	4.0
18:30 - 18:45	0	0	43	3	0	2	0	48	50.6	0	0	8	0	0	0	0	8	8.0
18:45 - 19:00	1	0	49	3	0	0	0	53	52.2	0	0	5	2	0	0	0	7	7.0
Hourly Total	1	1	206	12	0	3	0	223	225.5	0	0	20	3	0	0	0	23	23.0

TOTAL	5	7	768	103	11	3	1	898	900.2	0	0	81	17	1	0	0	99	99.5
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 8
 Approach: Leicester Lane

TIME	Left to A47 (E)									Ahead to Desford Road									Right to A47 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	25	7	0	0	1	33	34.0	0	0	64	17	2	2	0	85	88.6	0	0	13	4	0	0	0	17	17.0
07:15 - 07:30	0	1	22	8	0	0	0	31	30.4	0	0	104	12	1	1	0	118	119.8	0	1	11	2	0	0	0	14	13.4
07:30 - 07:45	0	0	18	2	5	1	0	26	29.8	0	3	102	15	3	0	0	123	122.7	0	0	10	2	0	2	0	14	16.6
07:45 - 08:00	0	0	19	2	1	0	0	22	22.5	0	0	124	11	3	2	0	140	144.1	0	0	6	1	0	0	0	7	7.0
Hourly Total	0	1	84	19	6	1	1	112	116.7	0	3	394	55	9	5	0	466	475.2	0	1	40	9	0	2	0	52	54.0
08:00 - 08:15	0	0	25	6	0	0	1	32	33.0	0	2	107	7	4	0	0	120	120.8	0	0	14	1	0	0	0	15	15.0
08:15 - 08:30	0	0	30	7	1	0	0	38	38.5	0	0	84	5	2	0	0	91	92.0	0	0	7	2	0	0	0	9	9.0
08:30 - 08:45	0	0	47	2	1	0	0	50	50.5	0	0	101	5	3	0	0	109	110.5	0	0	9	1	1	0	4	15	19.5
08:45 - 09:00	0	0	29	4	0	0	0	33	33.0	0	1	100	3	1	0	0	105	104.9	0	0	10	2	0	0	1	13	14.0
Hourly Total	0	0	131	19	2	0	1	153	155.0	0	3	392	20	10	0	0	425	428.2	0	0	40	6	1	0	5	52	57.5
09:00 - 09:15	0	0	23	6	2	0	0	31	32.0	0	0	60	5	2	0	0	67	68.0	0	0	12	0	0	0	0	12	12.0
09:15 - 09:30	0	0	18	2	0	1	0	21	22.3	0	0	69	8	2	1	0	80	82.3	0	1	11	2	1	0	0	15	14.9
09:30 - 09:45	0	0	13	0	0	0	0	13	13.0	0	0	46	4	1	0	0	51	51.5	0	0	7	7	0	0	0	14	14.0
09:45 - 10:00	0	0	20	0	0	0	0	20	20.0	0	0	56	9	2	0	0	67	68.0	0	0	9	1	3	0	0	13	14.5
Hourly Total	0	0	74	8	2	1	0	85	87.3	0	0	231	26	7	1	0	265	269.8	0	1	39	10	4	0	0	54	55.4
TOTAL	0	1	289	46	10	2	2	350	359.0	0	6	1017	101	26	6	0	1156	1173.2	0	2	119	25	5	2	5	158	166.9
16:00 - 16:15	0	0	44	11	0	0	1	56	57.0	0	1	57	21	3	0	0	82	82.9	0	1	16	7	0	0	1	25	25.4
16:15 - 16:30	0	0	31	6	1	0	0	38	38.5	0	0	51	21	1	0	0	73	73.5	0	0	27	4	0	0	1	32	33.0
16:30 - 16:45	0	0	33	7	0	0	0	40	40.0	0	0	69	15	1	0	0	85	85.5	0	0	26	5	1	0	1	33	34.5
16:45 - 17:00	1	0	37	0	0	0	0	38	37.2	0	0	59	9	0	0	0	68	68.0	0	1	34	3	1	0	1	40	40.9
Hourly Total	1	0	145	24	1	0	1	172	172.7	0	1	236	66	5	0	0	308	309.9	0	2	103	19	2	0	4	130	133.8
17:00 - 17:15	1	1	36	3	0	0	0	41	39.6	0	2	58	12	0	0	0	72	70.8	0	0	29	0	0	0	0	29	29.0
17:15 - 17:30	0	0	26	4	0	0	0	30	30.0	0	1	86	13	0	1	0	101	101.7	0	0	39	4	0	0	0	43	43.0
17:30 - 17:45	0	0	33	1	0	0	0	34	34.0	0	0	88	11	0	0	0	99	99.0	0	2	32	2	1	0	2	39	40.3
17:45 - 18:00	0	0	36	3	0	0	0	39	39.0	0	1	74	4	0	0	0	79	78.4	0	0	29	0	0	0	0	29	29.0
Hourly Total	1	1	131	11	0	0	0	144	142.6	0	4	306	40	0	1	0	351	349.9	0	2	129	6	1	0	2	140	141.3
18:00 - 18:15	0	0	28	4	0	0	0	32	32.0	0	2	46	6	0	0	0	54	52.8	0	0	20	3	0	0	0	23	23.0
18:15 - 18:30	1	0	30	1	0	0	0	32	31.2	0	1	66	7	1	0	0	75	74.9	0	1	21	0	0	0	0	22	21.4
18:30 - 18:45	0	0	36	6	1	0	0	43	43.5	0	0	50	3	0	0	0	53	53.0	0	0	19	2	0	0	0	21	21.0
18:45 - 19:00	0	0	28	2	1	0	0	31	31.5	0	0	40	4	2	0	0	46	47.0	0	0	15	2	0	0	0	17	17.0
Hourly Total	1	0	122	13	2	0	0	138	138.2	0	3	202	20	3	0	0	228	227.7	0	1	75	7	0	0	0	83	82.4
TOTAL	3	1	398	48	3	0	1	454	453.5	0	8	744	126	8	1	0	887	887.5	0	5	307	32	3	0	6	353	357.5

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 8
 Approach: A47 East

TIME	Left to Desford Road									Ahead to A47 (W)									Right to Leicester Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	1	3	0	0	7	8.5	1	1	49	7	1	5	1	65	71.6	0	0	12	3	1	0	0	16	16.5
07:15 - 07:30	0	0	7	0	0	1	0	8	9.3	0	1	74	18	3	4	1	101	108.1	0	0	23	5	0	0	0	28	28.0
07:30 - 07:45	0	0	13	1	0	0	0	14	14.0	0	0	78	12	5	2	1	98	104.1	0	0	20	3	2	0	1	26	28.0
07:45 - 08:00	0	0	10	2	2	0	1	15	17.0	0	0	81	12	2	0	1	96	98.0	0	0	44	2	1	0	3	50	53.5
Hourly Total	0	0	33	4	5	1	1	44	48.8	1	2	282	49	11	11	4	360	381.8	0	0	99	13	4	0	4	120	126.0
08:00 - 08:15	0	0	15	1	0	0	0	16	16.0	1	0	72	12	2	4	1	92	98.4	0	0	41	0	1	0	0	42	42.5
08:15 - 08:30	0	0	33	4	1	1	0	39	40.8	0	0	72	12	3	1	0	88	90.8	0	1	79	9	0	0	7	96	102.4
08:30 - 08:45	0	0	42	3	0	1	0	46	47.3	0	0	74	15	2	1	2	94	98.3	0	0	34	3	0	0	0	37	37.0
08:45 - 09:00	0	0	41	5	0	0	0	46	46.0	0	0	80	11	0	2	1	94	97.6	0	0	25	1	1	0	0	27	27.5
Hourly Total	0	0	131	13	1	2	0	147	150.1	1	0	298	50	7	8	4	368	385.1	0	1	179	13	2	0	7	202	209.4
09:00 - 09:15	0	0	3	3	0	1	0	7	8.3	0	0	53	9	5	1	1	69	73.8	0	0	17	2	1	0	1	21	22.5
09:15 - 09:30	0	0	12	1	1	0	0	14	14.5	0	2	56	14	1	5	1	79	85.8	0	0	8	3	0	0	0	11	11.0
09:30 - 09:45	0	0	4	3	1	0	0	8	8.5	0	0	52	9	4	2	1	68	73.6	1	0	14	2	0	0	0	17	16.2
09:45 - 10:00	0	0	6	0	0	0	0	6	6.0	0	0	43	8	6	2	2	61	68.6	0	1	9	3	0	0	0	13	12.4
Hourly Total	0	0	25	7	2	1	0	35	37.3	0	2	204	40	16	10	5	277	301.8	1	1	48	10	1	0	1	62	62.1
TOTAL	0	0	189	24	8	4	1	226	236.2	2	4	784	139	34	29	13	1005	1068.7	1	2	326	36	7	0	12	384	397.5
16:00 - 16:15	0	0	11	6	0	0	0	17	17.0	1	1	73	8	1	1	4	89	93.4	0	0	39	11	1	0	1	52	53.5
16:15 - 16:30	0	0	10	2	0	0	0	12	12.0	1	0	84	14	1	0	3	103	105.7	0	1	38	7	1	0	1	48	48.9
16:30 - 16:45	0	0	5	3	0	1	0	9	10.3	0	2	92	11	3	0	2	110	112.3	0	0	23	8	0	0	0	31	31.0
16:45 - 17:00	0	0	15	0	0	0	0	15	15.0	0	1	130	12	4	0	0	147	148.4	0	0	33	0	0	0	0	33	33.0
Hourly Total	0	0	41	11	0	1	0	53	54.3	2	4	379	45	9	1	9	449	459.8	0	1	133	26	2	0	2	164	166.4
17:00 - 17:15	0	0	11	0	0	0	0	11	11.0	0	1	103	9	0	1	0	114	114.7	1	0	36	5	0	1	0	43	43.5
17:15 - 17:30	0	0	9	0	0	0	1	10	11.0	0	0	90	9	0	0	2	101	103.0	0	0	29	3	0	0	0	32	32.0
17:30 - 17:45	0	0	11	0	1	0	0	12	12.5	0	1	93	5	0	2	0	101	103.0	0	0	36	0	0	0	0	36	36.0
17:45 - 18:00	0	0	9	1	0	0	0	10	10.0	1	1	101	10	0	0	2	115	115.6	0	0	31	1	0	0	0	32	32.0
Hourly Total	0	0	40	1	1	0	1	43	44.5	1	3	387	33	0	3	4	431	436.3	1	0	132	9	0	1	0	143	143.5
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	1	80	11	0	1	1	94	95.7	0	1	24	3	0	0	0	28	27.4
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	0	0	101	10	0	1	0	112	113.3	0	1	36	3	0	0	0	40	39.4
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	70	3	0	5	2	80	88.5	0	0	24	1	0	1	0	26	27.3
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	2	57	4	0	0	2	65	65.8	0	0	20	2	0	0	0	22	22.0
Hourly Total	0	0	23	1	0	0	0	24	24.0	0	3	308	28	0	7	5	351	363.3	0	2	104	9	0	1	0	116	116.1
TOTAL	0	0	104	13	1	1	1	120	122.8	3	10	1074	106	9	11	18	1231	1259.4	1	3	369	44	2	2	2	423	426.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 8
 Approach: Desford Road

TIME	Left to A47 (W)									Ahead to Leicester Lane									Right to A47 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	18	8	1	0	0	27	27.5	0	1	22	12	1	0	0	36	35.9	0	0	3	1	2	0	0	6	7.0
07:15 - 07:30	0	1	26	3	0	0	0	30	29.4	0	0	40	12	3	0	0	55	56.5	0	0	5	2	0	0	0	7	7.0
07:30 - 07:45	0	0	22	8	1	0	0	31	31.5	0	1	48	12	2	1	0	64	65.7	0	0	3	0	1	0	0	4	4.5
07:45 - 08:00	0	0	26	3	2	0	0	31	32.0	0	0	68	9	1	0	0	78	78.5	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	1	92	22	4	0	0	119	120.4	0	2	178	45	7	1	0	233	236.6	0	0	21	4	3	0	0	28	29.5
08:00 - 08:15	0	0	18	3	1	0	0	22	22.5	0	0	53	10	3	0	1	67	69.5	0	0	7	1	0	0	0	8	8.0
08:15 - 08:30	0	0	24	4	1	0	0	29	29.5	0	1	48	8	1	0	0	58	57.9	0	0	6	2	0	0	1	9	10.0
08:30 - 08:45	0	0	19	6	1	0	0	26	26.5	0	0	29	6	0	0	0	35	35.0	0	0	5	1	0	0	0	6	6.0
08:45 - 09:00	0	0	29	8	1	0	0	38	38.5	0	0	31	9	1	1	1	43	45.8	0	0	6	1	1	0	0	8	8.5
Hourly Total	0	0	90	21	4	0	0	115	117.0	0	1	161	33	5	1	2	203	208.2	0	0	24	5	1	0	1	31	32.5
09:00 - 09:15	0	0	19	4	1	1	0	25	26.8	0	0	34	11	2	0	0	47	48.0	0	0	8	2	2	0	0	12	13.0
09:15 - 09:30	0	1	13	4	2	0	0	20	20.4	0	0	34	7	1	1	0	43	44.8	0	0	6	0	1	0	0	7	7.5
09:30 - 09:45	0	0	21	4	0	0	0	25	25.0	0	0	34	9	1	2	0	46	49.1	0	0	7	2	1	1	0	11	12.8
09:45 - 10:00	0	1	20	4	2	0	0	27	27.4	1	0	26	3	0	2	0	32	33.8	0	0	1	0	2	1	0	4	6.3
Hourly Total	0	2	73	16	5	1	0	97	99.6	1	0	128	30	4	5	0	168	175.7	0	0	22	4	6	2	0	34	39.6
TOTAL	0	3	255	59	13	1	0	331	337.0	1	3	467	108	16	7	2	604	620.5	0	0	67	13	10	2	1	93	101.6
16:00 - 16:15	0	0	57	3	0	0	1	61	62.0	0	1	82	11	0	0	0	94	93.4	0	0	9	1	0	0	0	10	10.0
16:15 - 16:30	0	0	47	10	1	1	0	59	60.8	0	0	75	3	0	1	0	79	80.3	0	0	8	2	1	1	0	12	13.8
16:30 - 16:45	0	0	41	1	0	0	0	42	42.0	0	3	100	12	1	0	0	116	114.7	0	0	5	1	0	0	0	6	6.0
16:45 - 17:00	0	3	33	5	0	0	0	41	39.2	0	0	84	5	0	0	0	89	89.0	0	1	5	0	0	1	0	7	7.7
Hourly Total	0	3	178	19	1	1	1	203	204.0	0	4	341	31	1	1	0	378	377.4	0	1	27	4	1	2	0	35	37.5
17:00 - 17:15	0	1	63	2	0	0	0	66	65.4	0	1	78	5	1	0	0	85	84.9	0	1	8	0	0	0	0	9	8.4
17:15 - 17:30	0	1	58	1	0	0	0	60	59.4	0	1	109	3	0	0	0	113	112.4	0	0	4	0	0	0	0	4	4.0
17:30 - 17:45	0	2	49	5	0	1	0	57	57.1	0	2	98	4	0	0	0	104	102.8	0	0	10	0	0	0	0	10	10.0
17:45 - 18:00	0	0	42	3	0	1	0	46	47.3	0	1	76	8	0	0	0	85	84.4	0	0	9	4	0	0	0	13	13.0
Hourly Total	0	4	212	11	0	2	0	229	229.2	0	5	361	20	1	0	0	387	384.5	0	1	31	4	0	0	0	36	35.4
18:00 - 18:15	0	0	44	4	0	0	0	48	48.0	0	1	86	7	1	1	0	96	97.2	0	0	11	1	0	0	0	12	12.0
18:15 - 18:30	0	0	32	3	0	0	0	35	35.0	0	1	75	4	0	1	0	81	81.7	0	0	9	0	0	0	0	9	9.0
18:30 - 18:45	0	0	39	4	0	0	0	43	43.0	0	0	48	4	0	0	0	52	52.0	0	0	9	0	0	0	0	9	9.0
18:45 - 19:00	0	0	30	6	0	0	0	36	36.0	0	1	39	10	0	0	0	50	49.4	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	145	17	0	0	0	162	162.0	0	3	248	25	1	2	0	279	280.3	0	0	37	1	0	0	0	38	38.0
TOTAL	0	7	535	47	1	3	1	594	595.2	0	12	950	76	3	3	0	1044	1042.2	0	2	95	9	1	2	0	109	110.9

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 8
 Approach: A47 West

TIME	Left to Leicester Lane									Ahead to A47 (E)									Right to Desford Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	3	0	0	1	15	16.0	1	1	85	13	4	1	2	107	110.9	0	0	41	10	1	0	2	54	56.5
07:15 - 07:30	0	0	10	3	0	1	0	14	15.3	0	1	84	15	0	0	3	103	105.4	0	0	37	4	1	0	1	43	44.5
07:30 - 07:45	0	0	9	0	0	0	0	9	9.0	0	1	93	8	7	0	2	111	115.9	0	2	46	2	2	0	1	53	53.8
07:45 - 08:00	0	0	5	2	0	0	0	7	7.0	0	0	72	12	2	4	0	90	96.2	0	0	51	3	2	0	0	56	57.0
Hourly Total	0	0	35	8	0	1	1	45	47.3	1	3	334	48	13	5	7	411	428.4	0	2	175	19	6	0	4	206	211.8
08:00 - 08:15	0	0	4	1	0	0	2	7	9.0	0	2	61	10	2	1	1	77	79.1	0	0	50	4	0	1	1	56	58.3
08:15 - 08:30	0	0	7	0	3	0	1	11	13.5	0	0	69	8	2	5	1	85	93.5	0	0	52	2	0	0	0	54	54.0
08:30 - 08:45	0	0	2	1	0	0	0	3	3.0	3	0	77	8	1	3	1	93	96.0	0	1	44	5	1	2	0	53	55.5
08:45 - 09:00	0	0	6	2	1	0	0	9	9.5	1	1	76	9	1	2	2	92	95.7	0	1	55	7	3	0	0	66	66.9
Hourly Total	0	0	19	4	4	0	3	30	35.0	4	3	283	35	6	11	5	347	364.3	0	2	201	18	4	3	1	229	234.7
09:00 - 09:15	0	0	13	1	0	0	0	14	14.0	0	0	95	11	5	2	0	113	118.1	1	0	29	5	0	0	0	35	34.2
09:15 - 09:30	0	0	6	2	0	0	0	8	8.0	0	1	71	6	3	4	1	86	93.1	0	0	38	5	0	0	0	43	43.0
09:30 - 09:45	0	0	6	1	0	0	0	7	7.0	0	0	64	2	2	4	2	74	82.2	0	0	28	2	1	1	0	32	33.8
09:45 - 10:00	0	0	7	3	0	0	0	10	10.0	0	0	60	6	5	4	0	75	82.7	0	0	32	3	4	0	0	39	41.0
Hourly Total	0	0	32	7	0	0	0	39	39.0	0	1	290	25	15	14	3	348	376.1	1	0	127	15	5	1	0	149	152.0
TOTAL	0	0	86	19	4	1	4	114	121.3	5	7	907	108	34	30	15	1106	1168.8	1	4	503	52	15	4	5	584	598.5
16:00 - 16:15	0	0	3	1	1	0	0	5	5.5	0	1	84	16	2	1	2	106	109.7	0	1	37	2	0	0	0	40	39.4
16:15 - 16:30	0	1	8	2	0	0	1	12	12.4	0	1	100	9	0	1	0	111	111.7	0	1	41	2	1	3	0	48	51.8
16:30 - 16:45	0	0	6	1	0	0	0	7	7.0	3	2	79	14	2	1	2	103	103.7	0	0	23	0	0	1	0	24	25.3
16:45 - 17:00	0	0	14	0	0	0	1	15	16.0	0	1	100	10	2	4	1	118	124.6	0	0	31	5	0	0	0	36	36.0
Hourly Total	0	1	31	4	1	0	2	39	40.9	3	5	363	49	6	7	5	438	449.7	0	2	132	9	1	4	0	148	152.5
17:00 - 17:15	0	0	17	0	0	0	0	17	17.0	0	0	80	8	2	2	0	92	95.6	0	0	26	6	1	0	0	33	33.5
17:15 - 17:30	0	0	15	2	0	0	0	17	17.0	1	1	81	3	0	0	2	88	88.6	0	2	29	1	0	1	0	33	33.1
17:30 - 17:45	0	0	12	0	0	0	0	12	12.0	0	0	90	9	0	0	0	99	99.0	0	0	28	3	1	0	0	32	32.5
17:45 - 18:00	0	0	8	0	0	0	0	8	8.0	0	0	65	7	2	0	2	76	79.0	0	0	32	3	1	0	0	36	36.5
Hourly Total	0	0	52	2	0	0	0	54	54.0	1	1	316	27	4	2	4	355	362.2	0	2	115	13	3	1	0	134	135.6
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	0	70	12	0	0	0	82	82.0	0	0	29	4	0	0	0	33	33.0
18:15 - 18:30	0	0	10	0	0	0	0	10	10.0	0	1	87	6	0	3	2	99	104.3	0	0	27	1	0	0	0	28	28.0
18:30 - 18:45	0	0	10	0	0	0	0	10	10.0	0	0	79	13	1	2	0	95	98.1	0	0	31	1	1	0	0	33	33.5
18:45 - 19:00	0	0	11	0	0	0	0	11	11.0	0	0	50	10	0	0	2	62	64.0	0	0	23	1	0	0	0	24	24.0
Hourly Total	0	0	38	0	0	0	0	38	38.0	0	1	286	41	1	5	4	338	348.4	0	0	110	7	1	0	0	118	118.5
TOTAL	0	1	121	6	1	0	2	131	132.9	4	7	965	117	11	14	13	1131	1160.3	0	4	357	29	5	5	0	400	406.6

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 9
 Approach: Main Street

TIME	Left to B582 (E)									Ahead to High Street									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	0	0	0	0	11	11.0	0	0	9	0	0	0	0	9	9.0	0	0	0	1	0	0	0	1	1.0
07:15 - 07:30	0	1	18	7	0	0	0	26	25.4	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	18	1	0	0	0	19	19.0	0	0	7	1	0	0	0	8	8.0	0	0	2	1	0	0	0	3	3.0
07:45 - 08:00	0	0	27	4	0	0	0	31	31.0	0	0	18	2	0	0	0	20	20.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	1	74	12	0	0	0	87	86.4	0	0	38	4	0	0	0	42	42.0	0	0	3	3	0	0	0	6	6.0
08:00 - 08:15	0	1	24	3	1	0	0	29	28.9	0	0	15	5	1	0	0	21	21.5	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	31	2	0	0	0	33	33.0	0	0	16	1	0	0	0	17	17.0	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	0	15	1	0	0	0	16	16.0	0	0	18	4	0	0	0	22	22.0	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	0	12	2	0	0	0	14	14.0	0	0	5	1	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	82	8	1	0	0	92	91.9	0	0	54	11	1	0	0	66	66.5	0	0	7	0	0	0	0	7	7.0
09:00 - 09:15	0	0	12	0	0	0	0	12	12.0	0	0	9	0	0	0	0	9	9.0	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	8	0	0	0	0	8	8.0	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	0	4	1	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	1	2	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	28	0	0	0	0	28	28.0	0	0	19	4	1	0	0	24	24.5	0	0	9	0	0	0	0	9	9.0
TOTAL	0	2	184	20	1	0	0	207	206.3	0	0	111	19	2	0	0	132	133.0	0	0	19	3	0	0	0	22	22.0
16:00 - 16:15	0	0	20	1	1	0	0	22	22.5	0	1	3	1	0	0	0	5	4.4	0	0	3	1	0	0	0	4	4.0
16:15 - 16:30	0	0	13	3	0	0	0	16	16.0	0	0	4	3	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	23	3	0	0	0	26	26.0	0	1	7	2	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	14	3	0	0	0	17	17.0	1	0	11	0	1	0	0	13	12.7	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	70	10	1	0	0	81	81.5	1	2	25	6	1	0	0	35	33.5	0	0	5	2	0	0	0	7	7.0
17:00 - 17:15	0	1	32	3	0	0	0	36	35.4	0	0	16	2	0	0	0	18	18.0	0	0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	0	33	5	0	0	0	38	38.0	0	0	23	4	0	0	0	27	27.0	0	0	4	0	0	0	0	4	4.0
17:30 - 17:45	0	0	17	1	0	0	0	18	18.0	0	0	19	1	0	0	0	20	20.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	4	2	0	0	0	6	6.0	0	2	13	2	0	0	0	17	15.8	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	86	11	0	0	0	98	97.4	0	2	71	9	0	0	0	82	80.8	0	0	7	0	0	0	0	7	7.0
18:00 - 18:15	0	0	10	3	0	0	0	13	13.0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	8	0	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0
18:30 - 18:45	0	0	9	1	0	0	0	10	10.0	0	0	5	1	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	8	0	0	0	0	8	8.0	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	35	4	0	0	0	39	39.0	0	0	25	1	1	0	0	27	27.5	0	0	4	0	0	0	0	4	4.0
TOTAL	0	1	191	25	1	0	0	218	217.9	1	4	121	16	2	0	0	144	141.8	0	0	16	2	0	0	0	18	18.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 9
 Approach: B582 East

TIME	Left to High Street									Ahead to B582 (W)									Right to Main Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	19	6	0	0	0	25	25.0	0	1	43	13	3	2	1	63	67.5	0	0	2	1	0	0	0	3	3.0
07:15 - 07:30	0	0	32	5	0	0	0	37	37.0	0	0	62	14	1	2	0	79	82.1	0	0	6	0	1	1	0	8	9.8
07:30 - 07:45	0	0	34	3	0	0	0	37	37.0	0	0	60	18	4	0	0	82	84.0	0	0	10	2	0	0	0	12	12.0
07:45 - 08:00	0	1	46	6	0	0	1	54	54.4	0	1	57	9	2	2	2	73	78.0	0	0	11	3	1	0	0	15	15.5
Hourly Total	0	1	131	20	0	0	1	153	153.4	0	2	222	54	10	6	3	297	311.6	0	0	29	6	2	1	0	38	40.3
08:00 - 08:15	0	0	36	4	0	0	0	40	40.0	0	0	60	8	3	0	1	72	74.5	0	0	8	0	0	0	0	8	8.0
08:15 - 08:30	0	0	48	3	0	0	0	51	51.0	0	0	60	13	0	1	2	76	79.3	0	0	12	1	0	0	0	13	13.0
08:30 - 08:45	0	0	83	16	1	0	0	100	100.5	0	0	78	8	1	0	2	89	91.5	0	0	5	1	0	0	0	6	6.0
08:45 - 09:00	0	3	37	6	0	0	0	46	44.2	0	1	58	14	1	1	0	75	76.2	0	0	6	2	0	0	0	8	8.0
Hourly Total	0	3	204	29	1	0	0	237	235.7	0	1	256	43	5	2	5	312	321.5	0	0	31	4	0	0	0	35	35.0
09:00 - 09:15	2	1	24	9	2	0	0	38	36.8	0	6	48	13	4	1	2	74	75.7	0	0	6	0	0	0	0	6	6.0
09:15 - 09:30	1	2	30	11	0	0	0	44	42.0	0	1	54	7	1	0	1	64	64.9	0	0	7	1	0	0	0	8	8.0
09:30 - 09:45	0	1	18	3	1	0	0	23	22.9	0	0	41	7	2	1	0	51	53.3	0	0	4	2	0	0	0	6	6.0
09:45 - 10:00	0	1	22	2	0	0	0	25	24.4	0	1	60	10	2	1	0	74	75.7	0	0	10	0	0	0	0	10	10.0
Hourly Total	3	5	94	25	3	0	0	130	126.1	0	8	203	37	9	3	3	263	269.6	0	0	27	3	0	0	0	30	30.0
TOTAL	3	9	429	74	4	0	1	520	515.2	0	11	681	134	24	11	11	872	902.7	0	0	87	13	2	1	0	103	105.3
16:00 - 16:15	0	1	33	12	0	0	0	46	45.4	0	2	104	24	1	2	0	133	134.9	0	0	10	1	0	0	0	11	11.0
16:15 - 16:30	0	0	57	9	1	0	0	67	67.5	0	1	102	11	1	0	1	116	116.9	0	0	13	2	0	0	0	15	15.0
16:30 - 16:45	0	0	37	15	2	0	0	54	55.0	0	0	97	17	0	0	0	114	114.0	0	0	10	2	0	0	0	12	12.0
16:45 - 17:00	1	0	41	12	0	0	1	55	55.2	2	3	125	12	2	0	0	144	141.6	0	0	10	0	0	0	0	10	10.0
Hourly Total	1	1	168	48	3	0	1	222	223.1	2	6	428	64	4	2	1	507	507.4	0	0	43	5	0	0	0	48	48.0
17:00 - 17:15	1	3	68	6	0	0	0	78	75.4	0	1	125	17	1	0	1	145	145.9	0	0	15	3	0	0	0	18	18.0
17:15 - 17:30	0	1	57	9	0	0	0	67	66.4	0	0	101	16	0	1	0	118	119.3	0	0	16	1	0	0	0	17	17.0
17:30 - 17:45	0	1	61	6	0	0	0	68	67.4	0	1	114	9	0	1	0	125	125.7	0	0	7	0	0	0	0	7	7.0
17:45 - 18:00	1	0	50	6	0	0	0	57	56.2	0	2	100	7	3	0	1	113	114.3	0	0	11	1	0	0	0	12	12.0
Hourly Total	2	5	236	27	0	0	0	270	265.4	0	4	440	49	4	2	2	501	505.2	0	0	49	5	0	0	0	54	54.0
18:00 - 18:15	0	1	51	4	0	0	0	56	55.4	0	0	67	7	0	0	0	74	74.0	0	0	13	0	0	0	0	13	13.0
18:15 - 18:30	2	0	55	1	0	0	0	58	56.4	1	2	99	13	0	0	0	115	113.0	0	0	14	1	0	0	0	15	15.0
18:30 - 18:45	0	0	32	5	0	0	0	37	37.0	0	0	74	4	2	0	0	80	81.0	0	0	4	3	0	0	0	7	7.0
18:45 - 19:00	0	0	21	2	0	0	0	23	23.0	0	0	66	7	0	0	1	74	75.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	2	1	159	12	0	0	0	174	171.8	1	2	306	31	2	0	1	343	343.0	0	0	36	4	0	0	0	40	40.0
TOTAL	5	7	563	87	3	0	1	666	660.3	3	12	1174	144	10	4	4	1351	1355.6	0	0	128	14	0	0	0	142	142.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 9
 Approach: High Street

TIME	Left to B582 (W)									Ahead to Main Street									Right to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	5	2	0	0	0	7	7.0	0	0	4	0	0	0	0	4	4.0	0	0	29	6	0	0	0	35	35.0
07:15 - 07:30	0	0	3	0	0	0	0	3	3.0	0	0	6	0	0	0	0	6	6.0	0	1	37	17	0	0	1	56	56.4
07:30 - 07:45	0	0	2	1	0	0	0	3	3.0	0	0	6	1	0	0	0	7	7.0	0	1	70	10	2	0	0	83	83.4
07:45 - 08:00	0	0	5	2	0	0	0	7	7.0	0	0	9	0	0	0	0	9	9.0	0	1	71	12	0	0	1	85	85.4
Hourly Total	0	0	15	5	0	0	0	20	20.0	0	0	25	1	0	0	0	26	26.0	0	3	207	45	2	0	2	259	260.2
08:00 - 08:15	0	0	3	1	0	0	0	4	4.0	1	0	3	1	0	0	0	5	4.2	0	0	70	12	0	0	0	82	82.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	10	2	0	0	0	12	12.0	0	0	73	6	0	0	0	79	79.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	1	6	2	0	0	0	9	8.4	1	0	55	5	1	0	0	62	61.7
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	12	1	0	0	0	13	13.0	0	0	60	9	0	0	0	69	69.0
Hourly Total	0	0	9	2	0	0	0	11	11.0	1	1	31	6	0	0	0	39	37.6	1	0	258	32	1	0	0	292	291.7
09:00 - 09:15	0	0	4	2	0	0	0	6	6.0	0	0	7	0	0	0	0	7	7.0	0	0	40	5	0	0	0	45	45.0
09:15 - 09:30	0	0	2	0	1	0	0	3	3.5	0	0	4	0	0	0	0	4	4.0	0	0	33	2	0	0	0	35	35.0
09:30 - 09:45	0	0	2	0	3	0	0	5	6.5	0	1	5	1	0	0	0	7	6.4	0	0	28	1	0	0	0	29	29.0
09:45 - 10:00	0	0	5	0	0	0	0	5	5.0	0	0	6	3	1	0	0	10	10.5	0	1	25	4	0	0	0	30	29.4
Hourly Total	0	0	13	2	4	0	0	19	21.0	0	1	22	4	1	0	0	28	27.9	0	1	126	12	0	0	0	139	138.4
TOTAL	0	0	37	9	4	0	0	50	52.0	1	2	78	11	1	0	0	93	91.5	1	4	591	89	3	0	2	690	690.3
16:00 - 16:15	0	0	11	1	0	0	0	12	12.0	0	0	13	2	0	0	0	15	15.0	0	2	75	7	0	0	0	84	82.8
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	0	0	8	1	0	0	0	9	9.0	0	0	78	8	0	0	0	86	86.0
16:30 - 16:45	0	0	5	2	0	0	0	7	7.0	0	0	9	0	0	0	0	9	9.0	0	0	50	8	2	0	0	60	61.0
16:45 - 17:00	0	0	4	2	0	0	0	6	6.0	0	0	10	2	0	0	0	12	12.0	0	0	65	8	0	0	0	73	73.0
Hourly Total	0	0	27	6	0	0	0	33	33.0	0	0	40	5	0	0	0	45	45.0	0	2	268	31	2	0	0	303	302.8
17:00 - 17:15	0	0	9	1	0	0	0	10	10.0	0	0	9	1	0	0	0	10	10.0	1	0	40	2	1	0	0	44	43.7
17:15 - 17:30	0	0	4	2	0	0	0	6	6.0	0	0	10	1	0	0	0	11	11.0	0	0	33	5	0	0	0	38	38.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	8	1	0	0	0	9	9.0	0	0	52	6	0	0	0	58	58.0
17:45 - 18:00	0	0	14	0	0	0	0	14	14.0	0	0	3	1	0	0	0	4	4.0	1	0	23	3	0	0	0	27	26.2
Hourly Total	0	0	34	4	0	0	0	38	38.0	0	0	30	4	0	0	0	34	34.0	2	0	148	16	1	0	0	167	165.9
18:00 - 18:15	0	0	4	1	0	0	0	5	5.0	0	0	10	0	0	0	0	10	10.0	0	0	37	2	1	0	0	40	40.5
18:15 - 18:30	0	1	4	0	0	0	0	5	4.4	0	0	3	1	0	0	0	4	4.0	0	2	36	2	0	0	0	40	38.8
18:30 - 18:45	0	0	1	1	0	0	0	2	2.0	0	0	9	1	0	0	0	10	10.0	0	0	24	3	0	0	0	27	27.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	0	0	9	0	0	0	0	9	9.0	0	0	24	1	0	0	0	25	25.0
Hourly Total	0	1	13	2	0	0	0	16	15.4	0	0	31	2	0	0	0	33	33.0	0	2	121	8	1	0	0	132	131.3
TOTAL	0	1	74	12	0	0	0	87	86.4	0	0	101	11	0	0	0	112	112.0	2	4	537	55	4	0	0	602	600.0

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

Newbold Verdon
 Tuesday 8th April 2025
 Junction: 9
 Approach: B582 West

TIME	Left to Main Street									Ahead to B582 (E)									Right to High Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	96	23	0	1	0	120	121.3	0	0	8	0	0	0	0	8	8.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	2	139	21	2	1	0	165	166.1	0	0	4	0	0	0	0	4	4.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	2	141	24	4	0	1	172	173.8	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	133	16	3	1	2	155	159.8	0	0	2	2	0	0	0	4	4.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	4	509	84	9	3	3	612	621.0	0	0	17	2	0	0	0	19	19.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	1	133	19	3	0	1	157	158.9	0	0	4	2	0	0	0	6	6.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	131	12	2	1	2	148	152.3	0	0	7	3	0	0	0	10	10.0
08:30 - 08:45	0	0	1	1	0	0	0	2	2.0	0	0	116	16	2	0	0	134	135.0	0	0	2	3	0	0	0	5	5.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	1	94	12	4	0	0	111	112.4	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	0	2	474	59	11	1	3	550	558.6	0	0	20	8	0	0	0	28	28.0
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	95	14	1	2	1	113	117.1	0	0	3	1	0	0	0	4	4.0
09:15 - 09:30	0	0	3	0	1	0	0	4	4.5	0	0	57	9	1	1	0	68	69.8	0	0	1	2	1	0	0	4	4.5
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	0	67	7	3	0	0	77	78.5	0	0	1	1	0	0	0	2	2.0
09:45 - 10:00	0	0	1	0	2	0	0	3	4.0	0	0	58	10	1	0	0	69	69.5	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	11	0	3	0	0	14	15.5	0	0	277	40	6	3	1	327	334.9	0	0	8	5	1	0	0	14	14.5
TOTAL	0	0	16	1	3	0	0	20	21.5	0	6	1260	183	26	7	7	1489	1514.5	0	0	45	15	1	0	0	61	61.5
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	3	63	16	2	0	1	85	85.2	0	0	5	1	0	0	0	6	6.0
16:15 - 16:30	0	0	4	0	0	0	0	4	4.0	0	0	69	17	4	1	0	91	94.3	0	0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	1	0	77	20	3	0	1	102	103.7	0	0	5	1	0	0	0	6	6.0
16:45 - 17:00	0	0	4	0	1	0	0	5	5.5	0	0	82	17	1	0	0	100	100.5	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	11	0	1	0	0	12	12.5	1	3	291	70	10	1	2	378	383.7	0	0	20	2	0	0	0	22	22.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	1	2	96	8	0	0	0	107	105.0	0	0	5	1	0	0	0	6	6.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	3	89	9	0	0	0	101	99.2	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	2	0	1	1	0	0	0	4	2.4	0	0	81	7	1	0	0	89	89.5	0	0	4	2	0	0	0	6	6.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	70	11	0	1	1	83	85.3	0	0	4	1	0	0	0	5	5.0
Hourly Total	2	0	5	2	0	0	0	9	7.4	1	5	336	35	1	1	1	380	379.0	0	0	14	4	0	0	0	18	18.0
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	3	1	74	9	0	1	0	88	86.3	0	0	3	0	0	0	0	3	3.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	1	69	2	0	0	0	72	71.4	0	0	8	0	0	0	0	8	8.0
18:30 - 18:45	0	0	0	1	0	0	0	1	1.0	0	0	46	4	0	0	1	51	52.0	0	0	4	1	0	0	0	5	5.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	1	1	49	5	0	2	0	58	59.2	0	0	10	0	0	0	0	10	10.0
Hourly Total	0	0	6	1	0	0	0	7	7.0	4	3	238	20	0	3	1	269	268.9	0	0	25	1	0	0	0	26	26.0
TOTAL	2	0	22	3	1	0	0	28	26.9	6	11	865	125	11	5	4	1027	1031.6	0	0	59	7	0	0	0	66	66.0

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

Newbold Verdon

Tuesday 8th April 2025

Junction: 10

Approach: Station Road

TIME	Left to B582 (E)									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	35	10	1	1	0	47	48.8
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	42	8	0	1	0	51	52.3
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	39	8	1	0	0	48	48.5
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	1	40	8	1	0	1	51	51.9
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	1	156	34	3	2	1	197	201.5
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	35	6	0	0	0	41	41.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	29	9	0	1	0	39	40.3
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	43	12	1	0	0	56	56.5
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	4	45	12	0	0	0	61	58.6
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	4	152	39	1	1	0	197	196.4
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	2	7	36	9	2	1	0	57	53.5
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	2	41	7	0	0	0	50	48.8
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	1	27	3	1	0	0	32	31.9
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	1	47	3	0	0	0	51	50.4
Hourly Total	0	0	1	0	0	0	0	1	1.0	2	11	151	22	3	1	0	190	184.6
TOTAL	0	0	3	0	0	0	0	3	3.0	2	16	459	95	7	4	1	584	582.5
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	1	52	10	0	1	0	64	64.7
16:15 - 16:30	0	0	0	0	1	0	0	1	1.5	0	0	62	9	2	0	0	73	74.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	42	13	1	0	0	56	56.5
16:45 - 17:00	0	1	0	0	0	0	0	1	0.4	2	0	56	13	0	0	0	71	69.4
Hourly Total	0	1	1	0	1	0	0	3	2.9	2	1	212	45	3	1	0	264	264.6
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	56	9	0	0	0	65	65.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	56	10	0	1	0	67	68.3
17:30 - 17:45	0	1	0	0	0	0	1	2	2.4	0	1	60	4	0	0	0	65	64.4
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	1	0	61	6	1	0	0	69	68.7
Hourly Total	0	1	2	0	0	0	1	4	4.4	1	1	233	29	1	1	0	266	266.4
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	56	4	0	0	0	60	60.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	1	2	64	4	0	0	0	71	69.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	51	7	1	0	0	59	59.5
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	43	4	0	0	0	47	47.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	1	2	214	19	1	0	0	237	235.5
TOTAL	0	2	4	0	1	0	1	8	8.3	4	4	659	93	5	2	0	767	766.5

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

Newbold Verdon

Tuesday 8th April 2025

Junction: 10

Approach: B582 East

TIME	Ahead to B582 (W)									Right to Station Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	29	10	2	1	1	44	46.7	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	53	16	2	3	0	74	78.9	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	63	14	3	0	1	82	83.9	0	1	0	0	0	0	0	1	0.4
07:45 - 08:00	0	1	74	12	2	2	1	92	96.0	0	0	0	0	1	0	0	1	1.5
Hourly Total	0	3	219	52	9	6	3	292	305.5	0	1	0	0	1	0	0	2	1.9
08:00 - 08:15	0	0	69	8	3	0	1	81	83.5	0	0	1	0	0	0	1	2	3.0
08:15 - 08:30	0	0	89	9	0	0	3	101	104.0	0	0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	120	15	1	0	2	138	140.5	0	0	9	0	0	0	0	9	9.0
08:45 - 09:00	0	0	52	12	1	1	0	66	67.8	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	330	44	5	1	6	386	395.8	0	0	13	0	0	0	1	14	15.0
09:00 - 09:15	0	0	42	14	4	0	2	62	66.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	1	0	53	12	1	0	1	68	68.7	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	35	9	2	1	0	47	49.3	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	1	44	9	1	1	0	56	57.2	1	0	0	0	0	0	0	1	0.2
Hourly Total	1	1	174	44	8	2	3	233	241.2	1	0	2	0	0	0	0	3	2.2

TOTAL	1	4	723	140	22	9	12	911	942.5	1	1	15	0	1	0	1	19	19.1
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16:00 - 16:15	0	2	104	21	1	1	0	129	129.6	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	1	107	10	0	0	1	119	119.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	116	16	1	0	0	133	133.5	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	1	3	119	12	2	0	0	137	135.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	6	446	59	4	1	1	518	517.9	0	0	3	0	0	0	0	3	3.0
17:00 - 17:15	1	4	154	14	1	0	1	175	173.3	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	1	133	13	0	0	0	147	146.4	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	1	117	8	0	1	0	127	127.7	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	2	102	8	1	0	0	113	112.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	8	506	43	2	1	1	562	559.7	0	0	3	0	0	0	0	3	3.0
18:00 - 18:15	0	1	77	6	1	0	0	85	84.9	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	2	108	10	0	0	1	122	121.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	61	5	1	0	0	67	67.5	0	0	3	0	0	0	0	3	3.0
18:45 - 19:00	0	1	46	7	0	0	1	55	55.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	4	292	28	2	0	2	329	328.8	0	0	3	0	0	0	0	3	3.0

TOTAL	3	18	1244	130	8	2	4	1409	1406.4	0	0	9	0	0	0	0	9	9.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 10

Approach: B582 West

TIME	Left to Station Road									Ahead to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	64	11	1	0	0	76	76.5	0	0	71	18	0	1	1	91	93.3
07:15 - 07:30	0	2	95	22	1	0	1	121	121.3	0	2	97	18	1	1	0	119	119.6
07:30 - 07:45	0	3	131	23	1	0	1	159	158.7	0	1	107	10	4	1	0	123	125.7
07:45 - 08:00	0	1	122	21	1	0	1	146	146.9	0	0	106	11	1	1	1	120	122.8
Hourly Total	0	6	412	77	4	0	3	502	503.4	0	3	381	57	6	4	2	453	461.4
08:00 - 08:15	0	0	110	22	0	0	1	133	134.0	0	2	122	10	4	0	0	138	138.8
08:15 - 08:30	0	0	113	15	1	1	1	131	133.8	0	0	120	8	2	0	1	131	133.0
08:30 - 08:45	0	0	85	16	2	0	0	103	104.0	1	0	103	7	1	0	0	112	111.7
08:45 - 09:00	0	0	91	12	0	0	0	103	103.0	0	1	72	11	4	0	0	88	89.4
Hourly Total	0	0	399	65	3	1	2	470	474.8	1	3	417	36	11	0	1	469	472.9
09:00 - 09:15	0	0	79	12	1	1	1	94	96.8	0	0	65	10	0	1	0	76	77.3
09:15 - 09:30	0	0	50	7	0	0	0	57	57.0	0	0	47	4	0	1	0	52	53.3
09:30 - 09:45	0	0	54	6	1	0	0	61	61.5	0	0	50	1	2	0	0	53	54.0
09:45 - 10:00	0	1	33	6	0	0	0	40	39.4	0	0	53	9	1	0	0	63	63.5
Hourly Total	0	1	216	31	2	1	1	252	254.7	0	0	215	24	3	2	0	244	248.1

TOTAL	0	7	1027	173	9	2	6	1224	1232.9	1	6	1013	117	20	6	3	1166	1182.4
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16:00 - 16:15	0	4	91	9	1	0	0	105	103.1	0	1	60	15	1	0	1	78	78.9
16:15 - 16:30	0	0	111	16	1	1	0	129	130.8	0	0	51	19	3	0	0	73	74.5
16:30 - 16:45	0	0	88	16	4	0	1	109	112.0	1	0	65	14	1	0	0	81	80.7
16:45 - 17:00	0	0	76	18	0	0	0	94	94.0	0	0	80	10	0	0	0	90	90.0
Hourly Total	0	4	366	59	6	1	1	437	439.9	1	1	256	58	5	0	1	322	324.1
17:00 - 17:15	1	0	83	4	1	0	0	89	88.7	1	3	86	10	0	0	0	100	97.4
17:15 - 17:30	0	2	77	8	0	0	0	87	85.8	0	0	78	10	0	0	0	88	88.0
17:30 - 17:45	0	0	83	9	0	0	0	92	92.0	0	1	71	3	1	0	0	76	75.9
17:45 - 18:00	0	1	45	9	0	1	1	57	58.7	0	0	55	8	0	0	0	63	63.0
Hourly Total	1	3	288	30	1	1	1	325	325.2	1	4	290	31	1	0	0	327	324.3
18:00 - 18:15	3	0	60	6	0	0	0	69	66.6	0	1	58	5	1	1	0	66	67.2
18:15 - 18:30	0	2	48	2	0	0	0	52	50.8	0	1	68	3	0	0	0	72	71.4
18:30 - 18:45	0	0	36	5	0	0	1	42	43.0	0	0	43	0	0	0	0	43	43.0
18:45 - 19:00	1	0	31	3	0	0	0	35	34.2	0	1	48	4	0	2	0	55	57.0
Hourly Total	4	2	175	16	0	0	1	198	194.6	0	3	217	12	1	3	0	236	238.6

TOTAL	5	9	829	105	7	2	3	960	959.7	2	8	763	101	7	3	1	885	887.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 11

Approach: Barns Way

TIME	Left to B582 (E)									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	37	13	1	1	0	52	53.8	0	0	8	3	0	0	1	12	13.0
07:15 - 07:30	0	0	60	4	1	0	0	65	65.5	0	0	15	3	0	0	0	18	18.0
07:30 - 07:45	0	0	63	5	3	1	0	72	74.8	0	0	26	5	1	0	0	32	32.5
07:45 - 08:00	0	0	53	5	1	0	0	59	59.5	0	0	43	5	0	0	0	48	48.0
Hourly Total	0	0	213	27	6	2	0	248	253.6	0	0	92	16	1	0	1	110	111.5
08:00 - 08:15	0	1	58	2	0	0	0	61	60.4	0	0	36	4	0	0	0	40	40.0
08:15 - 08:30	0	0	47	2	1	0	0	50	50.5	0	0	50	3	0	0	3	56	59.0
08:30 - 08:45	0	0	51	1	1	0	1	54	55.5	0	0	50	7	0	0	0	57	57.0
08:45 - 09:00	0	0	55	1	1	0	1	58	59.5	0	0	24	3	0	0	0	27	27.0
Hourly Total	0	1	211	6	3	0	2	223	225.9	0	0	160	17	0	0	3	180	183.0
09:00 - 09:15	0	1	31	4	1	0	0	37	36.9	0	0	14	6	1	0	0	21	21.5
09:15 - 09:30	0	1	36	9	1	0	0	47	46.9	0	0	14	4	0	0	1	19	20.0
09:30 - 09:45	0	0	26	6	1	0	0	33	33.5	0	0	9	2	0	0	0	11	11.0
09:45 - 10:00	0	0	20	5	0	0	0	25	25.0	0	0	12	2	1	0	0	15	15.5
Hourly Total	0	2	113	24	3	0	0	142	142.3	0	0	49	14	2	0	1	66	68.0

TOTAL	0	3	537	57	12	2	2	613	621.8	0	0	301	47	3	0	5	356	362.5
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16:00 - 16:15	0	0	35	12	2	0	0	49	50.0	0	1	43	9	0	0	0	53	52.4
16:15 - 16:30	0	0	53	0	0	0	1	54	55.0	0	0	41	3	0	0	0	44	44.0
16:30 - 16:45	0	1	46	7	2	0	0	56	56.4	0	0	45	7	1	0	0	53	53.5
16:45 - 17:00	0	0	54	8	1	1	0	64	65.8	1	2	42	8	1	0	2	56	56.5
Hourly Total	0	1	188	27	5	1	1	223	227.2	1	3	171	27	2	0	2	206	206.4
17:00 - 17:15	0	2	59	12	0	1	0	74	74.1	0	2	70	6	0	0	0	78	76.8
17:15 - 17:30	0	1	72	6	0	0	1	80	80.4	0	1	63	10	0	0	0	74	73.4
17:30 - 17:45	0	0	70	6	0	0	0	76	76.0	0	0	41	9	0	1	0	51	52.3
17:45 - 18:00	0	1	50	5	0	0	0	56	55.4	0	1	36	3	0	0	1	41	41.4
Hourly Total	0	4	251	29	0	1	1	286	285.9	0	4	210	28	0	1	1	244	243.9
18:00 - 18:15	0	0	41	4	1	1	0	47	48.8	0	0	32	3	0	0	0	35	35.0
18:15 - 18:30	0	1	63	7	1	0	0	72	71.9	0	0	26	3	0	0	0	29	29.0
18:30 - 18:45	0	0	50	4	0	0	0	54	54.0	0	0	21	1	0	0	0	22	22.0
18:45 - 19:00	0	0	39	5	2	0	0	46	47.0	0	0	7	1	0	0	1	9	10.0
Hourly Total	0	1	193	20	4	1	0	219	221.7	0	0	86	8	0	0	1	95	96.0

TOTAL	0	6	632	76	9	3	2	728	734.8	1	7	467	63	2	1	4	545	546.3
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 11

Approach: B582 East

TIME	Ahead to B582 (W)									Right to Barns Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	20	7	1	1	0	30	31.2	0	0	19	11	0	1	1	32	34.3
07:15 - 07:30	0	0	40	13	1	3	0	57	61.4	0	0	23	11	0	0	0	34	34.0
07:30 - 07:45	0	1	47	11	3	0	1	63	64.9	0	0	34	6	1	0	0	41	41.5
07:45 - 08:00	0	0	56	6	2	3	2	69	75.9	0	0	46	10	0	0	0	56	56.0
Hourly Total	0	2	163	37	7	7	3	219	233.4	0	0	122	38	1	1	1	163	165.8
08:00 - 08:15	0	0	58	5	3	0	3	69	73.5	0	0	42	4	2	0	1	49	51.0
08:15 - 08:30	0	0	100	10	0	0	5	115	120.0	0	1	36	6	2	0	0	45	45.4
08:30 - 08:45	0	0	74	6	1	0	3	84	87.5	0	0	18	3	2	1	0	24	26.3
08:45 - 09:00	0	0	31	5	2	1	0	39	41.3	0	0	23	10	1	0	0	34	34.5
Hourly Total	0	0	263	26	6	1	11	307	322.3	0	1	119	23	7	1	1	152	157.2
09:00 - 09:15	0	0	36	8	4	0	2	50	54.0	0	0	20	6	1	0	0	27	27.5
09:15 - 09:30	0	0	37	8	1	0	0	46	46.5	0	0	22	7	1	0	0	30	30.5
09:30 - 09:45	1	0	25	7	2	0	0	35	35.2	0	0	20	8	0	1	0	29	30.3
09:45 - 10:00	0	1	33	7	1	1	0	43	44.2	0	0	19	3	0	0	0	22	22.0
Hourly Total	1	1	131	30	8	1	2	174	179.9	0	0	81	24	2	1	0	108	110.3

TOTAL	1	3	557	93	21	9	16	700	735.6	0	1	322	85	10	3	2	423	433.3
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16:00 - 16:15	0	1	83	15	1	1	1	102	104.2	0	0	32	10	1	0	1	44	45.5
16:15 - 16:30	0	1	74	8	0	0	1	84	84.4	0	1	40	4	0	0	0	45	44.4
16:30 - 16:45	0	1	74	11	0	0	0	86	85.4	0	1	65	7	3	0	1	77	78.9
16:45 - 17:00	0	0	76	3	1	0	1	81	82.5	0	1	65	3	1	0	0	70	69.9
Hourly Total	0	3	307	37	2	1	3	353	356.5	0	3	202	24	5	0	2	236	238.7
17:00 - 17:15	1	2	92	6	1	0	0	102	100.5	0	0	51	5	0	0	0	56	56.0
17:15 - 17:30	0	0	83	4	0	0	0	87	87.0	0	2	70	7	0	0	0	79	77.8
17:30 - 17:45	0	1	67	3	0	0	0	71	70.4	0	0	67	1	0	0	0	68	68.0
17:45 - 18:00	0	1	76	5	2	0	0	84	84.4	0	1	55	1	0	0	0	57	56.4
Hourly Total	1	4	318	18	3	0	0	344	342.3	0	3	243	14	0	0	0	260	258.2
18:00 - 18:15	0	1	53	4	1	0	0	59	58.9	0	0	46	0	1	0	0	47	47.5
18:15 - 18:30	0	2	85	5	1	0	0	93	92.3	0	0	48	3	1	0	0	52	52.5
18:30 - 18:45	0	0	44	3	0	0	0	47	47.0	0	0	31	1	0	0	0	32	32.0
18:45 - 19:00	0	0	43	8	0	0	0	51	51.0	0	0	28	3	0	0	0	31	31.0
Hourly Total	0	3	225	20	2	0	0	250	249.2	0	0	153	7	2	0	0	162	163.0

TOTAL	1	10	850	75	7	1	3	947	948.0	0	6	598	45	7	0	2	658	659.9
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 11

Approach: B582 West

TIME	Left to Barns Way									Ahead to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	3	0	0	0	6	6.0	0	0	71	17	0	1	1	90	92.3
07:15 - 07:30	0	0	3	3	0	0	0	6	6.0	0	1	86	19	1	0	1	108	108.9
07:30 - 07:45	0	0	8	2	0	0	0	10	10.0	0	2	97	9	4	1	0	113	115.1
07:45 - 08:00	0	0	9	3	0	0	1	13	14.0	0	0	82	7	1	1	0	91	92.8
Hourly Total	0	0	23	11	0	0	1	35	36.0	0	3	336	52	6	3	2	402	409.1
08:00 - 08:15	0	0	19	3	1	0	1	24	25.5	0	1	88	10	3	0	1	103	104.9
08:15 - 08:30	0	0	32	1	0	0	1	34	35.0	0	0	90	9	2	0	1	102	104.0
08:30 - 08:45	0	0	41	2	0	0	3	46	49.0	0	0	84	5	1	0	2	92	94.5
08:45 - 09:00	0	0	10	1	0	0	0	11	11.0	0	1	63	6	3	0	0	73	73.9
Hourly Total	0	0	102	7	1	0	5	115	120.5	0	2	325	30	9	0	4	370	377.3
09:00 - 09:15	0	0	9	2	0	0	0	11	11.0	0	0	57	10	2	1	0	70	72.3
09:15 - 09:30	0	0	4	0	0	0	0	4	4.0	0	0	42	2	2	1	0	47	49.3
09:30 - 09:45	0	0	4	0	1	0	0	5	5.5	0	0	48	2	0	0	0	50	50.0
09:45 - 10:00	0	0	5	1	0	0	0	6	6.0	0	0	43	7	2	0	0	52	53.0
Hourly Total	0	0	22	3	1	0	0	26	26.5	0	0	190	21	6	2	0	219	224.6

TOTAL	0	0	147	21	2	0	6	176	183.0	0	5	851	103	21	5	6	991	1011.0
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16:00 - 16:15	0	0	15	1	0	0	0	16	16.0	0	1	61	17	1	0	1	81	81.9
16:15 - 16:30	0	1	11	2	0	0	0	14	13.4	0	0	65	16	4	0	0	85	87.0
16:30 - 16:45	0	0	18	1	0	0	0	19	19.0	1	0	65	14	1	0	1	82	82.7
16:45 - 17:00	0	1	21	2	0	0	1	25	25.4	0	0	64	8	1	0	0	73	73.5
Hourly Total	0	2	65	6	0	0	1	74	73.8	1	1	255	55	7	0	2	321	325.1
17:00 - 17:15	2	0	14	0	0	0	0	16	14.4	1	3	78	10	0	0	0	92	89.4
17:15 - 17:30	0	0	11	1	0	0	0	12	12.0	0	0	76	9	0	0	0	85	85.0
17:30 - 17:45	0	1	12	1	0	0	0	14	13.4	0	1	61	5	1	0	1	69	69.9
17:45 - 18:00	0	0	11	1	0	0	0	12	12.0	0	0	50	6	0	0	0	56	56.0
Hourly Total	2	1	48	3	0	0	0	54	51.8	1	4	265	30	1	0	1	302	300.3
18:00 - 18:15	0	0	14	1	0	0	0	15	15.0	0	1	52	4	0	1	0	58	58.7
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	1	1	66	3	0	0	0	71	69.6
18:30 - 18:45	0	0	14	0	0	0	0	14	14.0	0	0	36	5	0	0	0	41	41.0
18:45 - 19:00	0	0	8	0	0	0	0	8	8.0	0	1	40	4	0	2	0	47	49.0
Hourly Total	0	0	45	1	0	0	0	46	46.0	1	3	194	16	0	3	0	217	218.3

TOTAL	2	3	158	10	0	0	1	174	171.6	3	8	714	101	8	3	3	840	843.7
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 12

Approach: Station Road North

TIME	Ahead to Barns Way									Right to Station Road (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	41	13	1	1	1	57	59.8	0	0	34	11	1	1	0	47	48.8
07:15 - 07:30	0	0	72	8	1	0	0	81	81.5	0	0	45	7	0	1	0	53	54.3
07:30 - 07:45	0	0	80	9	4	1	0	94	97.3	0	0	33	8	2	0	0	43	44.0
07:45 - 08:00	0	0	97	7	0	0	0	104	104.0	0	1	39	9	1	0	1	51	51.9
Hourly Total	0	0	290	37	6	2	1	336	342.6	0	1	151	35	4	2	1	194	199.0
08:00 - 08:15	0	1	89	6	0	0	0	96	95.4	0	0	29	4	0	0	0	33	33.0
08:15 - 08:30	0	0	82	5	0	0	3	90	93.0	0	0	27	9	0	1	0	37	38.3
08:30 - 08:45	0	0	88	9	1	0	1	99	100.5	0	0	34	13	1	0	0	48	48.5
08:45 - 09:00	0	0	70	2	2	0	1	75	77.0	0	4	52	12	0	0	0	68	65.6
Hourly Total	0	1	329	22	3	0	5	360	365.9	0	4	142	38	1	1	0	186	185.4
09:00 - 09:15	0	1	44	9	2	0	0	56	56.4	2	9	33	6	2	1	0	53	48.3
09:15 - 09:30	0	1	46	10	1	0	1	59	59.9	0	0	38	7	0	0	0	45	45.0
09:30 - 09:45	0	0	32	8	1	0	0	41	41.5	0	1	28	3	1	0	0	33	32.9
09:45 - 10:00	0	0	30	8	0	0	0	38	38.0	0	1	46	3	0	0	0	50	49.4
Hourly Total	0	2	152	35	4	0	1	194	195.8	2	11	145	19	3	1	0	181	175.6

TOTAL	0	3	771	94	13	2	7	890	904.3	2	16	438	92	8	4	1	561	560.0
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16:00 - 16:15	0	1	80	18	1	0	0	100	99.9	0	1	49	9	1	1	0	61	62.2
16:15 - 16:30	0	0	98	17	1	0	1	117	118.5	0	0	62	8	2	0	0	72	73.0
16:30 - 16:45	0	1	97	13	1	0	0	112	111.9	0	0	51	12	1	0	0	64	64.5
16:45 - 17:00	1	2	85	16	2	1	2	109	111.3	2	1	56	12	0	0	0	71	68.8
Hourly Total	1	4	360	64	5	1	3	438	441.6	2	2	218	41	4	1	0	268	268.5
17:00 - 17:15	0	4	132	14	0	1	0	151	149.9	0	0	54	9	1	1	0	65	66.8
17:15 - 17:30	0	2	126	15	0	0	1	144	143.8	0	2	62	11	0	0	0	75	73.8
17:30 - 17:45	0	0	114	14	0	1	0	129	130.3	1	0	51	3	0	0	1	56	56.2
17:45 - 18:00	0	2	87	9	0	0	1	99	98.8	0	0	59	7	1	0	0	67	67.5
Hourly Total	0	8	459	52	0	2	2	523	522.8	1	2	226	30	2	1	1	263	264.3
18:00 - 18:15	0	0	68	7	1	1	0	77	78.8	1	0	55	4	0	0	0	60	59.2
18:15 - 18:30	0	1	82	8	1	0	0	92	91.9	0	2	62	5	1	0	0	70	69.3
18:30 - 18:45	0	0	71	5	0	0	0	76	76.0	0	0	44	6	0	0	0	50	50.0
18:45 - 19:00	0	0	40	4	2	0	1	47	49.0	0	0	44	3	0	0	0	47	47.0
Hourly Total	0	1	261	24	4	1	1	292	295.7	1	2	205	18	1	0	0	227	225.5

TOTAL	1	13	1080	140	9	4	6	1253	1260.1	4	6	649	89	7	2	1	758	758.3
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 12

Approach: Barns Way

TIME	Left to Station Road (W)									Ahead to Station Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	23	15	0	1	1	40	42.3
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	24	15	0	0	0	39	39.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	43	9	1	0	0	53	53.5
07:45 - 08:00	0	0	1	2	0	0	0	3	3.0	0	0	58	12	0	0	1	71	72.0
Hourly Total	0	0	2	2	0	0	0	4	4.0	0	0	148	51	1	1	2	203	206.8
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	63	6	3	0	2	74	77.5
08:15 - 08:30	0	0	0	1	0	0	0	1	1.0	0	1	63	8	2	0	0	74	74.4
08:30 - 08:45	0	0	1	1	0	0	0	2	2.0	0	1	61	5	2	1	4	74	79.7
08:45 - 09:00	0	0	0	1	0	0	0	1	1.0	0	0	32	8	1	0	0	41	41.5
Hourly Total	0	0	2	3	0	0	0	5	5.0	0	2	219	27	8	1	6	263	273.1
09:00 - 09:15	0	0	2	1	0	0	0	3	3.0	0	0	24	8	0	0	0	32	32.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	27	6	2	0	0	35	36.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	0	17	9	0	1	0	27	28.3
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	28	4	0	0	0	32	32.0
Hourly Total	0	0	3	1	0	0	0	4	4.0	0	0	96	27	2	1	0	126	128.3

TOTAL	0	0	7	6	0	0	0	13	13.0	0	2	463	105	11	3	8	592	608.2
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16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	0	43	9	1	0	1	54	55.5
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	2	53	6	0	0	0	61	59.8
16:30 - 16:45	0	0	1	2	0	0	0	3	3.0	0	1	79	7	2	0	1	90	91.4
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	2	74	9	1	0	1	87	87.3
Hourly Total	0	0	7	2	0	0	0	9	9.0	0	5	249	31	4	0	3	292	294.0
17:00 - 17:15	0	0	2	0	0	0	0	2	2.0	0	0	60	4	0	0	0	64	64.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	2	82	7	0	0	0	91	89.8
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	1	74	2	0	0	0	77	76.4
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	1	63	2	0	0	0	66	65.4
Hourly Total	0	0	6	0	0	0	0	6	6.0	0	4	279	15	0	0	0	298	295.6
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	54	1	1	0	0	56	56.5
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	51	4	1	0	0	56	56.5
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	38	1	0	0	0	39	39.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	33	5	0	0	0	38	38.0
Hourly Total	0	0	5	0	0	0	0	5	5.0	0	0	176	11	2	0	0	189	190.0

TOTAL	0	0	18	2	0	0	0	20	20.0	0	9	704	57	6	0	3	779	779.6
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 12

Approach: Station Road West

TIME	Left to Station Road (N)									Right to Barns Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	64	11	1	0	0	76	76.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	2	95	21	1	0	1	120	120.3	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	3	129	21	1	0	1	155	154.7	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	1	115	20	1	0	1	138	138.9	0	0	1	0	1	0	0	2	2.5
Hourly Total	0	6	403	73	4	0	3	489	490.4	0	0	5	0	1	0	0	6	6.5
08:00 - 08:15	0	0	120	24	0	0	2	146	148.0	0	0	3	0	0	0	0	3	3.0
08:15 - 08:30	0	0	113	13	1	0	1	128	129.5	0	0	2	2	0	0	0	4	4.0
08:30 - 08:45	0	0	94	16	2	0	0	112	113.0	0	0	5	0	0	0	0	5	5.0
08:45 - 09:00	0	0	85	13	0	0	0	98	98.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	412	66	3	0	3	484	488.5	0	0	13	2	0	0	0	15	15.0
09:00 - 09:15	0	0	77	8	1	0	0	86	86.5	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	54	8	0	1	1	64	66.3	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	52	6	1	0	0	59	59.5	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	1	1	32	7	0	0	0	41	39.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	215	29	2	1	1	250	251.9	0	0	4	1	0	0	0	5	5.0

TOTAL	1	7	1030	168	9	1	7	1223	1230.8	0	0	22	3	1	0	0	26	26.5
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16:00 - 16:15	0	4	95	9	1	0	0	109	107.1	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	1	0	111	17	0	1	0	130	130.5	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	90	13	3	0	1	107	109.5	0	0	1	1	1	0	0	3	3.5
16:45 - 17:00	0	0	73	18	0	0	0	91	91.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	4	369	57	4	1	1	437	438.1	0	0	4	1	1	0	0	6	6.5
17:00 - 17:15	1	0	80	5	1	0	0	87	86.7	0	0	1	1	0	0	0	2	2.0
17:15 - 17:30	0	2	74	9	0	0	0	85	83.8	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	83	7	0	0	0	90	90.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	1	0	47	9	0	1	1	59	60.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	2	284	30	1	1	1	321	321.0	0	0	2	1	0	0	0	3	3.0
18:00 - 18:15	3	0	57	6	0	0	0	66	63.6	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	2	48	2	0	0	0	52	50.8	0	0	3	0	0	0	0	3	3.0
18:30 - 18:45	0	2	38	3	0	0	1	44	43.8	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	1	0	31	2	0	0	0	34	33.2	0	0	3	1	0	0	0	4	4.0
Hourly Total	4	4	174	13	0	0	1	196	191.4	0	0	7	1	0	0	0	8	8.0

TOTAL	7	10	827	100	5	2	3	954	950.5	0	0	13	3	1	0	0	17	17.5
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

		Barlestone Road (North)		Barlestone Road (South)	Bosworth Lane
Time		Lane 1	Lane 2	Lane 1	Lane 1
7:00 - 7:05		6	1	3	4
7:05 - 7:10		2	1	2	3
7:10 - 7:15		1	0	9	5
7:15 - 7:20		3	1	5	6
7:20 - 7:25		4	3	7	4
7:25 - 7:30		2	1	5	5
7:30 - 7:35		6	2	5	4
7:35 - 7:40		3	1	6	4
7:40 - 7:45		8	2	5	5
7:45 - 7:50		4	1	6	5
7:50 - 7:55		4	2	10	4
7:55 - 8:00		3	1	6	6
8:00 - 8:05		7	1	7	8
8:05 - 8:10		4	2	8	9
8:10 - 8:15		3	0	6	5
8:15 - 8:20		5	2	3	8
8:20 - 8:25		3	2	3	4
8:25 - 8:30		3	1	5	4
8:30 - 8:35		4	2	4	5
8:35 - 8:40		4	1	10	3
8:40 - 8:45		3	2	5	4
8:45 - 8:50		3	2	3	5
8:50 - 8:55		4	1	2	4
8:55 - 9:00		2	1	5	4
9:00 - 9:05		1	1	3	4
9:05 - 9:10		4	1	7	6
9:10 - 9:15		0	0	4	10
9:15 - 9:20		1	1	3	5
9:20 - 9:25		4	0	3	3
9:25 - 9:30		1	0	3	3
9:30 - 9:35		1	2	3	3
9:35 - 9:40		2	4	3	3
9:40 - 9:45		2	1	4	3
9:45 - 9:50		3	0	3	3
9:50 - 9:55		1	1	4	3
9:55 - 10:00		1	1	3	2

16:00 - 16:05	1	3	5	5
16:05 - 16:10	4	4	5	7
16:10 - 16:15	6	3	8	6
16:15 - 16:20	5	2	5	6
16:20 - 16:25	4	1	5	5
16:25 - 16:30	2	1	4	5
16:30 - 16:35	4	1	7	4
16:35 - 16:40	3	3	6	6
16:40 - 16:45	3	1	6	7
16:45 - 16:50	6	4	6	2
16:50 - 16:55	2	0	5	8
16:55 - 17:00	2	2	5	5
17:00 - 17:05	5	2	5	7
17:05 - 17:10	3	4	6	7
17:10 - 17:15	5	3	6	9
17:15 - 17:20	4	5	5	6
17:20 - 17:25	3	1	5	9
17:25 - 17:30	3	2	6	11
17:30 - 17:35	5	1	4	4
17:35 - 17:40	3	1	4	7
17:40 - 17:45	8	3	5	5
17:45 - 17:50	3	1	4	6
17:50 - 17:55	2	0	4	5
17:55 - 18:00	2	2	4	2
18:00 - 18:05	2	1	5	5
18:05 - 18:10	6	0	4	5
18:10 - 18:15	1	0	3	2
18:15 - 18:20	1	2	4	3
18:20 - 18:25	3	1	8	9
18:25 - 18:30	2	0	3	4
18:30 - 18:35	1	0	4	5
18:35 - 18:40	1	0	5	5
18:40 - 18:45	3	0	4	5
18:45 - 18:50	1	2	4	5
18:50 - 18:55	2	1	4	6
18:55 - 19:00	3	1	3	2

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

		A447 (North)	Bosworth Lane			A447 (South)	Bosworth Road	
Time		Right Turn	Lane 1	Lane 2	* Single	Right Turn	Lane 1	Lane 2
7:00 - 7:05		0	0	3	3	3	1	2
7:05 - 7:10		1	1	3	5	0	0	3
7:10 - 7:15		0	1	3	1	2	1	7
7:15 - 7:20		0	3	3	0	3	1	3
7:20 - 7:25		1	3	3	8	4	0	4
7:25 - 7:30		0	2	3	9	3	0	8
7:30 - 7:35		1	3	3	5	1	1	5
7:35 - 7:40		0	1	3	2	1	0	9
7:40 - 7:45		2	3	3	12	3	0	6
7:45 - 7:50		1	2	3	12	2	0	10
7:50 - 7:55		1	3	3	15	1	2	5
7:55 - 8:00		1	1	3	4	2	1	6
8:00 - 8:05		1	3	2	0	1	1	9
8:05 - 8:10		1	3	3	4	1	0	5
8:10 - 8:15		2	1	3	4	1	1	12
8:15 - 8:20		1	3	3	6	1	0	8
8:20 - 8:25		0	2	3	4	1	0	6
8:25 - 8:30		1	1	3	3	2	2	14
8:30 - 8:35		0	1	3	0	1	0	12
8:35 - 8:40		0	3	3	6	3	1	6
8:40 - 8:45		1	2	3	4	1	0	5
8:45 - 8:50		0	1	3	1	3	0	2
8:50 - 8:55		1	0	3	1	1	0	6
8:55 - 9:00		0	3	3	0	1	0	10
9:00 - 9:05		1	1	3	1	1	1	7
9:05 - 9:10		1	2	3	2	2	0	4
9:10 - 9:15		0	2	3	0	1	1	3
9:15 - 9:20		0	3	3	1	1	1	4
9:20 - 9:25		0	2	3	1	0	1	5
9:25 - 9:30		2	1	3	0	1	1	4
9:30 - 9:35		0	2	3	1	0	1	8
9:35 - 9:40		1	1	3	2	1	0	7
9:40 - 9:45		1	2	3	1	1	0	6
9:45 - 9:50		1	1	3	3	1	0	1
9:50 - 9:55		0	1	3	3	0	0	6
9:55 - 10:00		0	1	3	0	0	1	5
16:00 - 16:05		0	2	2	0	2	0	3
16:05 - 16:10		1	3	3	4	2	1	11
16:10 - 16:15		1	2	3	2	3	1	11
16:15 - 16:20		1	1	3	4	2	1	7
16:20 - 16:25		1	3	3	4	1	1	12
16:25 - 16:30		1	3	3	3	2	1	11
16:30 - 16:35		1	1	3	3	2	1	4
16:35 - 16:40		0	1	3	1	1	1	4
16:40 - 16:45		2	3	3	7	3	2	5
16:45 - 16:50		0	2	3	7	2	1	4
16:50 - 16:55		0	1	3	3	2	1	9
16:55 - 17:00		1	1	3	2	1	0	13
17:00 - 17:05		0	2	3	6	2	2	15
17:05 - 17:10		2	3	3	4	1	1	17
17:10 - 17:15		1	3	3	8	2	2	17
17:15 - 17:20		2	2	3	10	3	1	15
17:20 - 17:25		3	3	3	16	1	1	14
17:25 - 17:30		1	1	3	14	1	1	16
17:30 - 17:35		0	2	3	8	1	1	15
17:35 - 17:40		1	2	3	10	3	2	9
17:40 - 17:45		1	3	3	7	0	1	9
17:45 - 17:50		1	3	2	0	2	1	11
17:50 - 17:55		1	1	3	3	1	1	8
17:55 - 18:00		0	0	3	2	1	1	4
18:00 - 18:05		2	1	2	0	1	0	3
18:05 - 18:10		1	1	3	3	2	0	5
18:10 - 18:15		0	1	3	0	2	0	3
18:15 - 18:20		1	1	3	1	2	0	10
18:20 - 18:25		1	3	3	1	1	3	3
18:25 - 18:30		1	1	3	0	1	1	4
18:30 - 18:35		1	1	2	0	1	1	5
18:35 - 18:40		0	0	3	1	1	1	7
18:40 - 18:45		0	1	2	0	1	1	7
18:45 - 18:50		0	0	1	0	2	0	3
18:50 - 18:55		0	1	3	2	3	1	2
18:55 - 19:00		0	2	3	3	1	2	2

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Newbold Road	Manor Road	Lockeymead Drive	Hunts Lane
Time		Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05		0	0	0	0
7:05 - 7:10		0	0	0	0
7:10 - 7:15		0	0	2	2
7:15 - 7:20		1	0	1	2
7:20 - 7:25		0	2	1	0
7:25 - 7:30		0	0	1	2
7:30 - 7:35		1	0	1	1
7:35 - 7:40		2	0	3	1
7:40 - 7:45		1	0	2	1
7:45 - 7:50		1	2	1	3
7:50 - 7:55		1	0	2	3
7:55 - 8:00		1	4	1	0
8:00 - 8:05		1	0	2	3
8:05 - 8:10		1	0	1	3
8:10 - 8:15		1	0	1	6
8:15 - 8:20		1	2	1	2
8:20 - 8:25		1	0	2	0
8:25 - 8:30		1	0	0	4
8:30 - 8:35		1	0	1	5
8:35 - 8:40		1	0	2	3
8:40 - 8:45		1	0	0	4
8:45 - 8:50		0	0	1	0
8:50 - 8:55		2	1	2	6
8:55 - 9:00		0	0	0	0
9:00 - 9:05		1	5	1	4
9:05 - 9:10		1	1	0	4
9:10 - 9:15		0	0	1	0
9:15 - 9:20		0	0	0	0
9:20 - 9:25		1	0	1	0
9:25 - 9:30		0	0	1	0
9:30 - 9:35		1	0	1	0
9:35 - 9:40		0	0	1	0
9:40 - 9:45		0	0	1	0
9:45 - 9:50		0	1	2	1
9:50 - 9:55		1	0	0	0
9:55 - 10:00		0	0	1	1

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

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Dragon Lane		B582 (West)
Time		Left Turn	Right Turn	Right Turn
7:00 - 7:05		1	1	0
7:05 - 7:10		0	1	0
7:10 - 7:15		2	2	1
7:15 - 7:20		1	1	0
7:20 - 7:25		2	0	0
7:25 - 7:30		3	0	3
7:30 - 7:35		0	0	0
7:35 - 7:40		3	1	2
7:40 - 7:45		1	1	3
7:45 - 7:50		0	1	0
7:50 - 7:55		1	1	1
7:55 - 8:00		2	0	1
8:00 - 8:05		2	1	1
8:05 - 8:10		5	2	1
8:10 - 8:15		3	2	1
8:15 - 8:20		0	0	1
8:20 - 8:25		1	1	0
8:25 - 8:30		1	1	2
8:30 - 8:35		5	2	1
8:35 - 8:40		2	1	2
8:40 - 8:45		1	0	1
8:45 - 8:50		2	1	0
8:50 - 8:55		1	1	0
8:55 - 9:00		1	2	0
9:00 - 9:05		2	0	1
9:05 - 9:10		2	0	3
9:10 - 9:15		1	1	1
9:15 - 9:20		4	0	1
9:20 - 9:25		1	2	1
9:25 - 9:30		1	1	0
9:30 - 9:35		1	0	0
9:35 - 9:40		3	1	0
9:40 - 9:45		2	1	0
9:45 - 9:50		2	1	0
9:50 - 9:55		1	1	1
9:55 - 10:00		1	0	0

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

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Unnamed Road	B582 (East)	Mill Lane	B582 (West)
Time		Lane 1	Right Turn	Lane 1	Right Turn
7:00 - 7:05		0	0	2	0
7:05 - 7:10		0	0	1	0
7:10 - 7:15		1	0	0	0
7:15 - 7:20		0	0	1	0
7:20 - 7:25		0	0	1	0
7:25 - 7:30		0	0	1	0
7:30 - 7:35		0	0	1	0
7:35 - 7:40		1	0	2	1
7:40 - 7:45		0	0	1	0
7:45 - 7:50		0	0	2	0
7:50 - 7:55		0	0	1	0
7:55 - 8:00		0	0	1	1
8:00 - 8:05		0	0	1	1
8:05 - 8:10		1	0	1	0
8:10 - 8:15		0	0	3	1
8:15 - 8:20		0	0	2	0
8:20 - 8:25		0	0	2	0
8:25 - 8:30		0	0	2	0
8:30 - 8:35		0	0	4	4
8:35 - 8:40		0	0	1	0
8:40 - 8:45		0	0	1	0
8:45 - 8:50		0	0	1	0
8:50 - 8:55		0	0	1	0
8:55 - 9:00		0	0	2	0
9:00 - 9:05		0	0	1	0
9:05 - 9:10		0	0	2	0
9:10 - 9:15		0	0	2	0
9:15 - 9:20		0	0	1	2
9:20 - 9:25		0	0	1	0
9:25 - 9:30		0	0	1	0
9:30 - 9:35		0	0	1	0
9:35 - 9:40		0	0	1	1
9:40 - 9:45		0	0	1	0
9:45 - 9:50		0	0	0	0
9:50 - 9:55		0	0	2	0
9:55 - 10:00		0	0	1	0

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

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Main Street	Barlestone Road
Time		Lane 1	Right Turn
7:00 - 7:05		2	0
7:05 - 7:10		3	1
7:10 - 7:15		2	0
7:15 - 7:20		3	0
7:20 - 7:25		2	0
7:25 - 7:30		1	0
7:30 - 7:35		4	0
7:35 - 7:40		3	0
7:40 - 7:45		2	0
7:45 - 7:50		3	0
7:50 - 7:55		2	0
7:55 - 8:00		2	2
8:00 - 8:05		4	0
8:05 - 8:10		1	1
8:10 - 8:15		1	0
8:15 - 8:20		4	0
8:20 - 8:25		6	0
8:25 - 8:30		2	0
8:30 - 8:35		2	2
8:35 - 8:40		2	1
8:40 - 8:45		3	0
8:45 - 8:50		2	0
8:50 - 8:55		2	1
8:55 - 9:00		2	0
9:00 - 9:05		4	0
9:05 - 9:10		2	0
9:10 - 9:15		1	0
9:15 - 9:20		2	0
9:20 - 9:25		1	0
9:25 - 9:30		1	0
9:30 - 9:35		1	0
9:35 - 9:40		1	0
9:40 - 9:45		2	0
9:45 - 9:50		3	0
9:50 - 9:55		2	0
9:55 - 10:00		2	0

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

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

Time	Leicester Lane				A47 (East)			Desford Road				A47 (West)		
	Lane 1	Lane 2	Lane 3	* Single	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	* Single	Lane 1	Lane 2	* Single
7:00 - 7:05	4	6	3	3	2	8	3	5	3	3	0	9	7	3
7:05 - 7:10	2	6	2	3	1	7	3	5	5	1	7	9	6	5
7:10 - 7:15	3	6	4	8	3	9	2	3	5	2	1	9	7	5
7:15 - 7:20	6	4	1	7	0	15	6	5	4	1	2	9	6	5
7:20 - 7:25	3	6	1	21	2	14	3	3	5	4	2	9	5	3
7:25 - 7:30	3	6	2	22	3	15	4	5	5	1	8	9	6	8
7:30 - 7:35	0	6	3	25	0	21	4	2	5	0	5	9	7	15
7:35 - 7:40	3	6	1	31	1	16	3	5	1	5	0	9	6	13
7:40 - 7:45	3	6	1	49	3	5	5	4	5	1	4	9	2	15
7:45 - 7:50	1	6	1	51	3	17	11	2	5	3	2	9	2	48
7:50 - 7:55	1	6	1	66	2	11	11	5	5	3	5	9	2	44
7:55 - 8:00	4	6	2	67	1	20	17	2	5	3	6	9	6	38
8:00 - 8:05	3	6	3	53	4	23	4	3	5	2	3	9	4	40
8:05 - 8:10	1	6	1	59	1	16	6	0	5	2	7	9	9	47
8:10 - 8:15	3	6	1	51	3	11	7	5	5	5	3	9	9	41
8:15 - 8:20	4	6	4	40	3	15	21	5	5	3	5	9	6	42
8:20 - 8:25	4	6	1	28	4	13	22	1	5	3	7	9	5	44
8:25 - 8:30	2	6	1	26	6	19	18	3	5	1	2	9	4	45
8:30 - 8:35	4	6	1	25	6	15	9	3	5	2	0	9	6	39
8:35 - 8:40	4	6	2	28	5	6	4	4	3	2	0	9	4	38
8:40 - 8:45	3	6	4	26	3	6	12	3	5	2	5	9	3	42
8:45 - 8:50	5	6	3	20	2	17	5	5	3	3	2	9	9	40
8:50 - 8:55	4	6	2	24	5	15	7	5	5	2	0	9	9	27
8:55 - 9:00	5	6	3	24	4	17	4	5	3	2	4	9	9	27
9:00 - 9:05	6	6	2	15	1	13	5	2	5	2	5	9	9	20
9:05 - 9:10	2	6	2	14	1	2	2	5	3	2	0	9	5	7
9:10 - 9:15	1	6	2	1	1	10	3	5	3	2	0	9	5	12
9:15 - 9:20	5	6	2	19	0	13	2	3	5	2	3	9	3	12
9:20 - 9:25	3	6	3	7	3	11	5	2	5	3	7	9	2	7
9:25 - 9:30	3	6	3	7	2	8	2	5	4	0	0	9	9	9
9:30 - 9:35	2	6	4	2	0	8	2	5	4	2	2	9	3	10
9:35 - 9:40	3	6	4	0	2	10	3	1	5	3	5	9	5	7
9:40 - 9:45	1	6	3	2	1	7	2	3	5	0	1	9	1	2
9:45 - 9:50	3	6	1	0	2	10	1	5	2	0	0	9	4	5
9:50 - 9:55	1	6	4	5	1	9	1	5	5	3	2	9	5	0
9:55 - 10:00	3	6	1	1	1	6	2	2	5	3	0	9	3	3
10:00 - 16:05	5	6	3	15	2	14	11	5	5	1	24	9	9	7
10:05 - 16:10	5	6	4	10	4	21	4	3	5	5	15	9	5	16
10:10 - 16:15	4	6	3	13	2	8	9	5	5	3	14	9	2	9
10:15 - 16:20	3	6	3	3	0	13	7	5	5	2	18	9	7	3
10:20 - 16:25	6	3	6	25	3	19	9	5	5	2	18	9	9	11
10:25 - 16:30	5	6	5	22	3	23	8	3	5	4	19	9	6	6
10:30 - 16:35	5	6	5	21	2	15	2	2	5	1	25	9	6	10
10:35 - 16:40	5	6	6	7	3	16	5	2	5	7	2	9	2	9
10:40 - 16:45	3	6	7	13	3	24	9	5	5	0	19	9	9	19
10:45 - 16:50	5	6	6	31	4	27	7	3	5	1	18	9	9	16
10:50 - 16:55	5	6	6	22	2	18	6	4	5	1	26	9	5	13
10:55 - 17:00	2	6	5	5	2	17	5	5	5	1	10	9	4	21
10:55 - 17:05	5	6	6	22	1	15	8	5	5	1	22	9	3	9
10:55 - 17:10	3	6	4	4	3	14	7	5	5	2	19	9	7	5
10:55 - 17:15	3	6	6	19	3	15	7	5	5	1	18	9	7	6
10:55 - 17:20	2	6	4	30	1	11	5	5	5	0	12	9	2	5
10:55 - 17:25	3	6	6	27	1	14	5	5	5	2	17	9	5	3
10:55 - 17:30	2	6	6	27	1	15	5	5	5	1	18	9	9	4
10:55 - 17:35	2	6	4	22	1	16	5	4	5	2	16	9	6	6
10:55 - 17:40	4	6	6	24	2	12	7	5	5	2	13	9	5	5
10:55 - 17:45	3	6	4	32	2	13	8	3	5	0	16	9	5	6
10:55 - 17:50	2	6	6	14	1	15	6	5	5	2	5	9	8	1
10:55 - 17:55	5	6	5	9	2	16	6	5	5	1	8	9	2	7
10:55 - 18:00	5	6	3	4	1	16	2	5	5	3	4	8	6	2
10:55 - 18:05	3	5	3	0	1	11	1	5	5	1	10	9	7	5
10:55 - 18:10	6	6	3	7	1	10	5	3	5	4	9	9	3	1
10:55 - 18:15	1	6	5	7	1	13	6	4	5	3	12	9	4	3
10:55 - 18:20	3	6	5	1	1	8	8	5	5	2	9	9	3	1
10:55 - 18:25	2	6	2	6	0	16	4	5	5	3	11	9	6	3
10:55 - 18:30	4	6	3	1	2	11	6	3	5	1	1	9	1	4
10:55 - 18:35	6	6	3	0	6	17	3	5	5	3	1	9	2	1
10:55 - 18:40	3	3	4	0	0	8	5	5	5	3	4	7	4	0
10:55 - 18:45	4	6	3	4	0	9	6	5	5	2	8	9	3	9
10:55 - 18:50	6	6	2	4	2	7	3	5	4	2	5	9	3	0
10:55 - 18:55	5	6	3	5	2	7	2	2	5	2	5	8	3	0
10:55 - 19:00	3	3	3	0	1	8	3	5	5	1	1	4	3	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Main Street	B582 (East)	High Street	B582 (West)
Time		Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05		1	0	1	12
7:05 - 7:10		1	0	2	5
7:10 - 7:15		1	3	2	3
7:15 - 7:20		2	0	2	4
7:20 - 7:25		1	3	2	11
7:25 - 7:30		3	0	4	13
7:30 - 7:35		1	1	5	12
7:35 - 7:40		4	2	5	8
7:40 - 7:45		1	1	3	15
7:45 - 7:50		6	0	6	15
7:50 - 7:55		3	0	3	19
7:55 - 8:00		2	1	4	16
8:00 - 8:05		5	3	4	14
8:05 - 8:10		2	2	5	5
8:10 - 8:15		4	2	3	7
8:15 - 8:20		3	1	4	9
8:20 - 8:25		3	8	2	10
8:25 - 8:30		4	4	3	14
8:30 - 8:35		2	3	3	9
8:35 - 8:40		1	4	5	6
8:40 - 8:45		4	5	6	5
8:45 - 8:50		2	1	3	3
8:50 - 8:55		2	0	3	8
8:55 - 9:00		4	2	2	14
9:00 - 9:05		4	1	3	3
9:05 - 9:10		2	3	2	13
9:10 - 9:15		0	1	2	5
9:15 - 9:20		2	2	3	4
9:20 - 9:25		1	2	2	3
9:25 - 9:30		1	0	2	3
9:30 - 9:35		1	0	2	1
9:35 - 9:40		1	2	2	7
9:40 - 9:45		2	2	1	5
9:45 - 9:50		2	1	2	3
9:50 - 9:55		0	0	3	3
9:55 - 10:00		1	1	4	4

16:00 - 16:05	6	6	4	9
16:05 - 16:10	3	2	5	4
16:10 - 16:15	1	5	7	7
16:15 - 16:20	3	4	5	8
16:20 - 16:25	2	3	5	7
16:25 - 16:30	2	2	2	8
16:30 - 16:35	2	2	3	8
16:35 - 16:40	2	1	4	4
16:40 - 16:45	4	3	2	4
16:45 - 16:50	4	5	4	6
16:50 - 16:55	4	6	5	4
16:55 - 17:00	4	2	7	6
17:00 - 17:05	3	6	3	10
17:05 - 17:10	4	8	5	12
17:10 - 17:15	5	5	5	2
17:15 - 17:20	6	7	4	6
17:20 - 17:25	7	5	5	3
17:25 - 17:30	4	7	2	6
17:30 - 17:35	4	8	4	4
17:35 - 17:40	4	4	5	5
17:40 - 17:45	1	3	3	4
17:45 - 17:50	2	4	1	5
17:50 - 17:55	1	4	3	3
17:55 - 18:00	2	5	4	2
18:00 - 18:05	1	3	2	2
18:05 - 18:10	2	5	4	3
18:10 - 18:15	2	3	4	2
18:15 - 18:20	2	3	3	2
18:20 - 18:25	1	2	1	6
18:25 - 18:30	1	3	3	1
18:30 - 18:35	0	3	2	5
18:35 - 18:40	1	9	1	1
18:40 - 18:45	0	1	3	3
18:45 - 18:50	3	2	2	3
18:50 - 18:55	1	1	1	3
18:55 - 19:00	1	1	3	3

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Station Road	B582 (East)
Time		Lane 1	Right Turn
7:00 - 7:05		3	0
7:05 - 7:10		3	0
7:10 - 7:15		6	0
7:15 - 7:20		3	0
7:20 - 7:25		14	0
7:25 - 7:30		4	0
7:30 - 7:35		5	1
7:35 - 7:40		4	0
7:40 - 7:45		5	0
7:45 - 7:50		12	0
7:50 - 7:55		5	0
7:55 - 8:00		7	0
8:00 - 8:05		4	0
8:05 - 8:10		3	2
8:10 - 8:15		3	1
8:15 - 8:20		6	1
8:20 - 8:25		5	1
8:25 - 8:30		5	1
8:30 - 8:35		7	8
8:35 - 8:40		7	8
8:40 - 8:45		7	0
8:45 - 8:50		5	0
8:50 - 8:55		2	0
8:55 - 9:00		3	0
9:00 - 9:05		6	0
9:05 - 9:10		1	0
9:10 - 9:15		2	0
9:15 - 9:20		4	0
9:20 - 9:25		2	0
9:25 - 9:30		3	0
9:30 - 9:35		4	0
9:35 - 9:40		3	0
9:40 - 9:45		4	0
9:45 - 9:50		6	0
9:50 - 9:55		4	0
9:55 - 10:00		1	0

16:00 - 16:05	2	0
16:05 - 16:10	5	0
16:10 - 16:15	10	0
16:15 - 16:20	5	0
16:20 - 16:25	14	0
16:25 - 16:30	4	0
16:30 - 16:35	3	2
16:35 - 16:40	14	0
16:40 - 16:45	4	0
16:45 - 16:50	11	0
16:50 - 16:55	14	0
16:55 - 17:00	15	0
17:00 - 17:05	15	0
17:05 - 17:10	18	0
17:10 - 17:15	20	1
17:15 - 17:20	6	0
17:20 - 17:25	6	0
17:25 - 17:30	8	0
17:30 - 17:35	11	0
17:35 - 17:40	5	0
17:40 - 17:45	4	0
17:45 - 17:50	5	0
17:50 - 17:55	8	0
17:55 - 18:00	5	0
18:00 - 18:05	4	0
18:05 - 18:10	5	0
18:10 - 18:15	3	0
18:15 - 18:20	14	0
18:20 - 18:25	4	0
18:25 - 18:30	5	0
18:30 - 18:35	3	0
18:35 - 18:40	6	1
18:40 - 18:45	2	0
18:45 - 18:50	2	0
18:50 - 18:55	4	0
18:55 - 19:00	3	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Barns Way	B582 (East)	B582 (West)
Time		Lane 1	Lane 1	Lane 1
7:00 - 7:05		0	0	0
7:05 - 7:10		6	0	5
7:10 - 7:15		2	2	1
7:15 - 7:20		3	0	0
7:20 - 7:25		2	2	1
7:25 - 7:30		3	0	2
7:30 - 7:35		5	0	3
7:35 - 7:40		2	3	3
7:40 - 7:45		2	0	3
7:45 - 7:50		1	4	4
7:50 - 7:55		2	2	3
7:55 - 8:00		4	2	3
8:00 - 8:05		1	0	6
8:05 - 8:10		3	1	4
8:10 - 8:15		4	1	2
8:15 - 8:20		3	2	3
8:20 - 8:25		5	1	3
8:25 - 8:30		2	3	1
8:30 - 8:35		5	3	2
8:35 - 8:40		3	3	4
8:40 - 8:45		2	2	1
8:45 - 8:50		3	2	1
8:50 - 8:55		1	1	2
8:55 - 9:00		2	0	4
9:00 - 9:05		3	1	1
9:05 - 9:10		1	0	1
9:10 - 9:15		2	0	0
9:15 - 9:20		2	1	1
9:20 - 9:25		1	0	0
9:25 - 9:30		3	0	1
9:30 - 9:35		3	0	0
9:35 - 9:40		1	0	0
9:40 - 9:45		2	0	2
9:45 - 9:50		1	0	3
9:50 - 9:55		1	0	2
9:55 - 10:00		0	0	0

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

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

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

16:00 - 16:05	0	4
16:05 - 16:10	2	8
16:10 - 16:15	2	4
16:15 - 16:20	1	7
16:20 - 16:25	1	9
16:25 - 16:30	1	3
16:30 - 16:35	1	6
16:35 - 16:40	2	2
16:40 - 16:45	1	4
16:45 - 16:50	2	5
16:50 - 16:55	2	3
16:55 - 17:00	2	4
17:00 - 17:05	1	5
17:05 - 17:10	1	4
17:10 - 17:15	1	2
17:15 - 17:20	2	3
17:20 - 17:25	1	3
17:25 - 17:30	2	3
17:30 - 17:35	1	2
17:35 - 17:40	2	6
17:40 - 17:45	2	2
17:45 - 17:50	2	3
17:50 - 17:55	2	3
17:55 - 18:00	2	5
18:00 - 18:05	1	3
18:05 - 18:10	1	3
18:10 - 18:15	2	2
18:15 - 18:20	1	1
18:20 - 18:25	0	1
18:25 - 18:30	0	1
18:30 - 18:35	0	1
18:35 - 18:40	0	0
18:40 - 18:45	0	2
18:45 - 18:50	1	1
18:50 - 18:55	1	2
18:55 - 19:00	0	0

Queues are maximum queues each 5 minutes



MEC
Consulting Group

APPENDICES



APPENDIX C

A *Junction Location plan*



B *PRTM scenarios*

R:\24832\third party files\LCC\250227 - Revised PRTM proposal (programme adjusted)

2.3.2 As part of this assessment, data for two forecast years (2024 and 2033) and the following scenarios have been requested:

- 2024 'Without Development';
- 2033 'Without Development'; and
- 2033 'With Development (100% Occupancy)'.

C *Flow furnessing*

Table 1 - MEC furnessing approach

PRTM	
2024 Without Development	
2033 Without Development	
2033 With Development	
2033 With Development Sensitivity	adds 3 No. sites at planning stage requested by LCC HDM in March 2025 + Dev
MEC	
2025 Base Year	RDS observed flows on Wednesday 9th April 2025
2033 DM	2025 BY + (PRTM 2033 Without Dev - PRTM 2024 Without Dev)
2033 DS	2025 BY + (PRTM 2033 With Dev - PRTM 2024 Without Dev)
2033 DS Sens	2025 BY + (PRTM 2033 With Dev Sens - PRTM 2024 Without Dev)

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	J Wright	29/4/2025
Reviewed by:	C Heaney	29/4/2025

J1 - Site Access_Barlestone Rd Ghost Island Priority

PRTM 2033 With Development

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	15	112	127
Arm B - Site Access	77	0	85	162
Arm C - B582 Barlestone Rd (S)	180	32	0	212
Total	257	47	197	501

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	66	138	204
Arm B - Site Access	23	0	41	64
Arm C - B582 Barlestone Rd (S)	153	72	0	225
Total	176	138	179	493

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	0	15	15
Arm B - Site Access	0	0	0	0
Arm C - B582 Barlestone Rd (S)	9	0	0	9
Total	9	0	15	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - B582 Barlestone Rd (S)	3	0	0	3
Total	3	0	2	5

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (N)	0%	0%	13%
Arm B - Site Access	0%	0%	0%
Arm C - B582 Barlestone Rd (S)	5%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (N)	0%	0%	1%
Arm B - Site Access	0%	0%	0%
Arm C - B582 Barlestone Rd (S)	2%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	15	127	142
Arm B - Site Access	77	0	85	162
Arm C - B582 Barlestone Rd (S)	189	32	0	221
Total	266	47	212	525

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (N)	0	66	140	206
Arm B - Site Access	23	0	41	64
Arm C - B582 Barlestone Rd (S)	156	72	0	228
Total	179	138	181	498

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J2 - Barlestone Road_Bosworth Lane Signalised T Jct

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	105	45	150
Arm B - B585 Bosworth Lane	62	0	27	89
Arm C - B582 Barlestone Rd (N)	108	222	0	330
Total	170	327	72	569

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	94	28	122
Arm B - B585 Bosworth Lane	81	0	48	129
Arm C - B582 Barlestone Rd (N)	102	219	0	321
Total	183	313	76	572

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	9	1	10
Arm B - B585 Bosworth Lane	0	0	10	10
Arm C - B582 Barlestone Rd (N)	8	11	0	19
Total	8	20	11	39

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	2	0	2
Arm B - B585 Bosworth Lane	0	0	0	0
Arm C - B582 Barlestone Rd (N)	4	0	0	4
Total	4	2	0	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	9%	2%
Arm B - B585 Bosworth Lane	0%	0%	37%
Arm C - B582 Barlestone Rd (N)	7%	5%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	2%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (N)	4%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	114	46	160
Arm B - B585 Bosworth Lane	27	0	62	89
Arm C - B582 Barlestone Rd (N)	116	233	0	349
Total	143	347	108	598

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	96	28	124
Arm B - B585 Bosworth Lane	48	0	81	129
Arm C - B582 Barlestone Rd (N)	106	219	0	325
Total	154	315	109	578

PRTM 2033 Without Development

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	130	72	202
Arm B - B585 Bosworth Lane	22	0	97	119
Arm C - B582 Barlestone Rd (N)	122	271	0	393
Total	144	401	169	714

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	106	62	168
Arm B - B585 Bosworth Lane	42	0	102	144
Arm C - B582 Barlestone Rd (N)	125	274	0	399
Total	167	380	164	711

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	13	1	14
Arm B - B585 Bosworth Lane	8	0	0	8
Arm C - B582 Barlestone Rd (N)	11	2	0	13
Total	19	15	1	35

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	3	0	3
Arm B - B585 Bosworth Lane	0	0	0	0
Arm C - B582 Barlestone Rd (N)	5	0	0	5
Total	5	3	0	8

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	10%	1%
Arm B - B585 Bosworth Lane	36%	0%	0%
Arm C - B582 Barlestone Rd (N)	9%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	3%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (N)	4%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	143	73	216
Arm B - B585 Bosworth Lane	30	0	97	127
Arm C - B582 Barlestone Rd (N)	133	273	0	406
Total	163	416	170	749

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	109	62	171
Arm B - B585 Bosworth Lane	42	0	102	144
Arm C - B582 Barlestone Rd (N)	130	274	0	404
Total	172	383	164	719

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	162	113	275
Arm B - B585 Bosworth Lane	26	0	99	125
Arm C - B582 Barlestone Rd (N)	133	254	0	387
Total	159	416	212	787

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	120	67	187
Arm B - B585 Bosworth Lane	79	0	101	180
Arm C - B582 Barlestone Rd (N)	151	264	0	415
Total	230	384	168	782

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	13	1	14
Arm B - B585 Bosworth Lane	8	0	0	8
Arm C - B582 Barlestone Rd (N)	11	2	0	13
Total	19	15	1	35

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	3	0	3
Arm B - B585 Bosworth Lane	0	0	0	0
Arm C - B582 Barlestone Rd (N)	5	0	0	5
Total	5	3	0	8

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	8%	1%
Arm B - B585 Bosworth Lane	31%	0%	0%
Arm C - B582 Barlestone Rd (N)	8%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	3%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (N)	3%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	175	114	289
Arm B - B585 Bosworth Lane	34	0	99	133
Arm C - B582 Barlestone Rd (N)	144	256	0	400
Total	178	431	213	822

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	123	67	190
Arm B - B585 Bosworth Lane	79	0	101	180
Arm C - B582 Barlestone Rd (N)	156	264	0	420
Total	235	387	168	790

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	188	232	420
Arm B - B585 Bosworth Lane	229	0	96	325
Arm C - B582 Barlestone Rd (N)	292	79	0	371
Total	521	267	328	1116

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	207	335	542
Arm B - B585 Bosworth Lane	266	0	102	368
Arm C - B582 Barlestone Rd (N)	273	113	0	386
Total	539	320	437	1296

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	5	12	17
Arm B - B585 Bosworth Lane	6	0	6	12
Arm C - B582 Barlestone Rd (N)	8	2	0	10
Total	14	7	18	39

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	3	5	8
Arm B - B585 Bosworth Lane	1	0	1	2
Arm C - B582 Barlestone Rd (N)	3	4	0	7
Total	4	7	6	17

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	3%	5%
Arm B - B585 Bosworth Lane	3%	0%	6%
Arm C - B582 Barlestone Rd (N)	3%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	1%	1%
Arm B - B585 Bosworth Lane	0%	0%	1%
Arm C - B582 Barlestone Rd (N)	1%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	193	244	437
Arm B - B585 Bosworth Lane	235	0	102	337
Arm C - B582 Barlestone Rd (N)	300	81	0	381
Total	535	274	346	1155

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	210	340	550
Arm B - B585 Bosworth Lane	267	0	103	370
Arm C - B582 Barlestone Rd (N)	276	117	0	393
Total	543	327	443	1313

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	213	259	472
Arm B - B585 Bosworth Lane	189	0	166	355
Arm C - B582 Barlestone Rd (N)	306	128	0	434
Total	495	341	425	1261

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	219	369	588
Arm B - B585 Bosworth Lane	227	0	156	383
Arm C - B582 Barlestone Rd (N)	296	168	0	464
Total	523	387	525	1435

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	9	12	21
Arm B - B585 Bosworth Lane	14	0	-4	10
Arm C - B582 Barlestone Rd (N)	11	-7	0	4
Total	25	2	8	35

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	4	5	9
Arm B - B585 Bosworth Lane	1	0	1	2
Arm C - B582 Barlestone Rd (N)	4	4	0	8
Total	5	8	6	19

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	4%	5%
Arm B - B585 Bosworth Lane	7%	0%	-2%
Arm C - B582 Barlestone Rd (N)	4%	-5%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	2%	1%
Arm B - B585 Bosworth Lane	0%	0%	1%
Arm C - B582 Barlestone Rd (N)	1%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	222	271	493
Arm B - B585 Bosworth Lane	203	0	162	365
Arm C - B582 Barlestone Rd (N)	317	121	0	438
Total	520	343	433	1296

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	223	374	597
Arm B - B585 Bosworth Lane	228	0	157	385
Arm C - B582 Barlestone Rd (N)	300	172	0	472
Total	528	395	531	1454

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	245	300	545
Arm B - B585 Bosworth Lane	193	0	168	361
Arm C - B582 Barlestone Rd (N)	317	111	0	428
Total	510	356	468	1334

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	233	374	607
Arm B - B585 Bosworth Lane	264	0	155	419
Arm C - B582 Barlestone Rd (N)	322	158	0	480
Total	586	391	529	1506

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	9	12	21
Arm B - B585 Bosworth Lane	14	0	-4	10
Arm C - B582 Barlestone Rd (N)	11	-7	0	4
Total	25	2	8	35

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	4	5	9
Arm B - B585 Bosworth Lane	1	0	1	2
Arm C - B582 Barlestone Rd (N)	4	4	0	8
Total	5	8	6	19

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	4%	4%
Arm B - B585 Bosworth Lane	7%	0%	-2%
Arm C - B582 Barlestone Rd (N)	3%	-6%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (S)	0%	2%	1%
Arm B - B585 Bosworth Lane	0%	0%	1%
Arm C - B582 Barlestone Rd (N)	1%	3%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	254	312	566
Arm B - B585 Bosworth Lane	207	0	164	371
Arm C - B582 Barlestone Rd (N)	328	104	0	432
Total	535	358	476	1369

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (S)	0	237	379	616
Arm B - B585 Bosworth Lane	265	0	156	421
Arm C - B582 Barlestone Rd (N)	326	162	0	488
Total	591	399	535	1525

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	8	471	0	479
Arm B - B585 Bosworth Lane	1	0	159	108	268
Arm C - A447 (S)	484	18	0	0	502
Arm D - Bosworth Road	0	63	0	0	63
Total	485	89	630	108	1312

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	359	0	359
Arm B - B585 Bosworth Lane	0	0	156	90	246
Arm C - A447 (S)	531	34	0	0	565
Arm D - Bosworth Road	0	94	0	0	94
Total	531	128	515	90	1264

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	8	8	0	16
Arm B - B585 Bosworth Lane	1	0	11	0	12
Arm C - A447 (S)	21	0	0	0	21
Arm D - Bosworth Road	0	0	0	0	0
Total	22	8	19	0	49

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	6	0	6
Arm B - B585 Bosworth Lane	0	0	0	0	0
Arm C - A447 (S)	3	0	0	0	3
Arm D - Bosworth Road	0	0	0	0	0
Total	3	0	6	0	9

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	100%	2%	0%
Arm B - B585 Bosworth Lane	100%	0%	7%	0%
Arm C - A447 (S)	4%	0%	0%	0%
Arm D - Bosworth Road	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%	0%
Arm C - A447 (S)	1%	0%	0%	0%
Arm D - Bosworth Road	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	16	479	0	495
Arm B - B585 Bosworth Lane	2	0	170	108	280
Arm C - A447 (S)	505	18	0	0	523
Arm D - Bosworth Road	0	63	0	0	63
Total	507	97	649	108	1361

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	365	0	365
Arm B - B585 Bosworth Lane	0	0	156	90	246
Arm C - A447 (S)	534	34	0	0	568
Arm D - Bosworth Road	0	94	0	0	94
Total	534	128	521	90	1273

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	7	507	0	514
Arm B - B585 Bosworth Lane	1	0	205	133	339
Arm C - A447 (S)	550	18	0	0	568
Arm D - Bosworth Road	0	95	0	0	95
Total	551	120	712	133	1516

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	416	0	416
Arm B - B585 Bosworth Lane	0	0	180	150	330
Arm C - A447 (S)	621	43	0	0	664
Arm D - Bosworth Road	0	101	0	0	101
Total	621	144	596	150	1511

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	7	24	0	31
Arm B - B585 Bosworth Lane	1	0	2	0	3
Arm C - A447 (S)	17	0	0	0	17
Arm D - Bosworth Road	0	2	0	0	2
Total	18	9	26	0	53

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	8	0	8
Arm B - B585 Bosworth Lane	0	0	0	0	0
Arm C - A447 (S)	5	0	0	0	5
Arm D - Bosworth Road	0	0	0	0	0
Total	5	0	8	0	13

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	100%	5%	0%
Arm B - B585 Bosworth Lane	100%	0%	1%	0%
Arm C - A447 (S)	3%	0%	0%	0%
Arm D - Bosworth Road	0%	2%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%	0%
Arm C - A447 (S)	1%	0%	0%	0%
Arm D - Bosworth Road	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	14	531	0	545
Arm B - B585 Bosworth Lane	2	0	207	133	342
Arm C - A447 (S)	567	18	0	0	585
Arm D - Bosworth Road	0	97	0	0	97
Total	569	129	738	133	1569

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	424	0	424
Arm B - B585 Bosworth Lane	0	0	180	150	330
Arm C - A447 (S)	626	43	0	0	669
Arm D - Bosworth Road	0	101	0	0	101
Total	626	144	604	150	1524

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	7	507	0	514
Arm B - B585 Bosworth Lane	1	0	227	131	359
Arm C - A447 (S)	553	22	0	0	575
Arm D - Bosworth Road	0	96	0	0	96
Total	554	125	734	131	1544

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	416	0	416
Arm B - B585 Bosworth Lane	0	0	187	140	327
Arm C - A447 (S)	624	73	0	0	697
Arm D - Bosworth Road	0	107	0	0	107
Total	624	180	603	140	1547

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	7	24	0	31
Arm B - B585 Bosworth Lane	1	0	2	0	3
Arm C - A447 (S)	17	0	0	0	17
Arm D - Bosworth Road	0	2	0	0	2
Total	18	9	26	0	53

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	8	0	8
Arm B - B585 Bosworth Lane	0	0	0	0	0
Arm C - A447 (S)	5	0	0	0	5
Arm D - Bosworth Road	0	0	0	0	0
Total	5	0	8	0	13

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	100%	5%	0%
Arm B - B585 Bosworth Lane	100%	0%	1%	0%
Arm C - A447 (S)	3%	0%	0%	0%
Arm D - Bosworth Road	0%	2%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	0%	0%	0%	0%
Arm C - A447 (S)	1%	0%	0%	0%
Arm D - Bosworth Road	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	14	531	0	545
Arm B - B585 Bosworth Lane	2	0	229	131	362
Arm C - A447 (S)	570	22	0	0	592
Arm D - Bosworth Road	0	98	0	0	98
Total	572	134	760	131	1597

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	424	0	424
Arm B - B585 Bosworth Lane	0	0	187	140	327
Arm C - A447 (S)	629	73	0	0	702
Arm D - Bosworth Road	0	107	0	0	107
Total	629	180	611	140	1560

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	17	531	73	621
Arm B - B585 Bosworth Lane	4	0	124	130	258
Arm C - A447 (S)	336	116	0	135	587
Arm D - Bosworth Road	50	160	73	0	283
Total	390	293	728	338	1749

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	437	67	515
Arm B - B585 Bosworth Lane	6	0	125	154	285
Arm C - A447 (S)	501	168	0	127	796
Arm D - Bosworth Road	61	154	99	0	314
Total	568	333	661	348	1910

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	5	28	1	34
Arm B - B585 Bosworth Lane	1	0	3	3	7
Arm C - A447 (S)	20	5	0	1	26
Arm D - Bosworth Road	4	2	1	0	7
Total	25	12	32	5	74

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	8	0	8
Arm B - B585 Bosworth Lane	2	0	4	2	8
Arm C - A447 (S)	5	1	0	0	6
Arm D - Bosworth Road	2	1	1	0	4
Total	9	2	13	2	26

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	29%	5%	1%
Arm B - B585 Bosworth Lane	25%	0%	2%	2%
Arm C - A447 (S)	6%	4%	0%	1%
Arm D - Bosworth Road	8%	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	33%	0%	3%	1%
Arm C - A447 (S)	1%	1%	0%	0%
Arm D - Bosworth Road	3%	1%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	22	559	74	655
Arm B - B585 Bosworth Lane	5	0	127	133	265
Arm C - A447 (S)	356	121	0	136	613
Arm D - Bosworth Road	54	162	74	0	290
Total	415	305	760	343	1823

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	445	67	523
Arm B - B585 Bosworth Lane	8	0	129	156	293
Arm C - A447 (S)	506	169	0	127	802
Arm D - Bosworth Road	63	155	100	0	318
Total	577	335	674	350	1936

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	16	567	73	656
Arm B - B585 Bosworth Lane	4	0	170	155	329
Arm C - A447 (S)	402	116	0	135	653
Arm D - Bosworth Road	50	192	73	0	315
Total	456	324	810	363	1953

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	4	44	1	49
Arm B - B585 Bosworth Lane	1	0	-6	3	-2
Arm C - A447 (S)	16	5	0	1	22
Arm D - Bosworth Road	4	4	1	0	9
Total	21	13	39	5	78

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	25%	8%	1%
Arm B - B585 Bosworth Lane	25%	0%	-4%	2%
Arm C - A447 (S)	4%	4%	0%	1%
Arm D - Bosworth Road	8%	2%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	20	611	74	705
Arm B - B585 Bosworth Lane	5	0	164	158	327
Arm C - A447 (S)	418	121	0	136	675
Arm D - Bosworth Road	54	196	74	0	324
Total	477	337	849	368	2031

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	494	67	572
Arm B - B585 Bosworth Lane	6	0	149	214	369
Arm C - A447 (S)	591	177	0	127	895
Arm D - Bosworth Road	61	161	99	0	321
Total	658	349	742	408	2157

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	10	0	10
Arm B - B585 Bosworth Lane	2	0	4	2	8
Arm C - A447 (S)	7	1	0	0	8
Arm D - Bosworth Road	2	1	1	0	4
Total	11	2	15	2	30

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	33%	0%	3%	1%
Arm C - A447 (S)	1%	1%	0%	0%
Arm D - Bosworth Road	3%	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	504	67	582
Arm B - B585 Bosworth Lane	8	0	153	216	377
Arm C - A447 (S)	598	178	0	127	903
Arm D - Bosworth Road	63	162	100	0	325
Total	669	351	757	410	2187

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	16	567	73	656
Arm B - B585 Bosworth Lane	4	0	192	153	349
Arm C - A447 (S)	405	120	0	135	660
Arm D - Bosworth Road	50	193	73	0	316
Total	459	329	832	361	1981

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	4	44	1	49
Arm B - B585 Bosworth Lane	1	0	-6	3	-2
Arm C - A447 (S)	16	5	0	1	22
Arm D - Bosworth Road	4	4	1	0	9
Total	21	13	39	5	78

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	25%	8%	1%
Arm B - B585 Bosworth Lane	25%	0%	-3%	2%
Arm C - A447 (S)	4%	4%	0%	1%
Arm D - Bosworth Road	8%	2%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	20	611	74	705
Arm B - B585 Bosworth Lane	5	0	186	156	347
Arm C - A447 (S)	421	125	0	136	682
Arm D - Bosworth Road	54	197	74	0	325
Total	480	342	871	366	2059

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	494	67	572
Arm B - B585 Bosworth Lane	6	0	156	204	366
Arm C - A447 (S)	594	207	0	127	928
Arm D - Bosworth Road	61	167	99	0	327
Total	661	385	749	398	2193

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	0	10	0	10
Arm B - B585 Bosworth Lane	2	0	4	2	8
Arm C - A447 (S)	7	1	0	0	8
Arm D - Bosworth Road	2	1	1	0	4
Total	11	2	15	2	30

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A447 (N)	0%	0%	2%	0%
Arm B - B585 Bosworth Lane	33%	0%	3%	1%
Arm C - A447 (S)	1%	0%	0%	0%
Arm D - Bosworth Road	3%	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A447 (N)	0	11	504	67	582
Arm B - B585 Bosworth Lane	8	0	160	206	374
Arm C - A447 (S)	601	208	0	127	936
Arm D - Bosworth Road	63	168	100	0	331
Total	672	387	764	400	2223

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J4 - B582_Newbold Rd_Lockeymead Drive Rbt

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	4	4
Arm B - B582 Manor Road	0	0	0	217	217
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	15	351	0	0	366
Total	15	351	0	221	587

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	8	8
Arm B - B582 Manor Road	0	0	0	279	279
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	10	295	0	0	305
Total	10	295	0	287	592

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	9	9
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	17	0	0	17
Total	0	17	0	9	26

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	3	3
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	3	0	0	3
Total	0	3	0	3	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	4%
Arm C - Lockeymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	5%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	1%
Arm C - Lockeymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	4	4
Arm B - B582 Manor Road	0	0	0	226	226
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	15	368	0	0	383
Total	15	368	0	230	613

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	8	8
Arm B - B582 Manor Road	0	0	0	282	282
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	10	298	0	0	308
Total	10	298	0	290	598

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	24	24
Arm B - B582 Manor Road	0	0	0	231	231
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	56	416	0	0	472
Total	56	416	0	255	727

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	18	18
Arm B - B582 Manor Road	0	0	0	348	348
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	34	344	0	0	378
Total	34	344	0	366	744

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	9	9
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	15	0	0	15
Total	0	15	0	9	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	3	3
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	2	0	0	2
Total	0	2	0	3	5

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	4%
Arm C - Lockeymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	4%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	1%
Arm C - Lockeymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	24	24
Arm B - B582 Manor Road	0	0	0	240	240
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	56	431	0	0	487
Total	56	431	0	264	751

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	18	18
Arm B - B582 Manor Road	0	0	0	351	351
Arm C - Lockeymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	34	346	0	0	380
Total	34	346	0	369	749

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	26	26
Arm B - B582 Manor Road	0	0	0	266	266
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	55	482	0	0	537
Total	55	482	0	292	829

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	20	20
Arm B - B582 Manor Road	0	0	0	407	407
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	35	380	0	0	415
Total	35	380	0	427	842

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	9	9
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	15	0	0	15
Total	0	15	0	9	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	0	3	3
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	0	2	0	0	2
Total	0	2	0	3	5

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	3%
Arm C - Lockymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	0%	1%
Arm C - Lockymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	26	26
Arm B - B582 Manor Road	0	0	0	275	275
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	55	497	0	0	552
Total	55	497	0	301	853

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	20	20
Arm B - B582 Manor Road	0	0	0	410	410
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	35	382	0	0	417
Total	35	382	0	430	847

2025 Base Year

R:\24832\third party files\RDS\250417 - Traffic Survey Results

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	25	2	10	37
Arm B - B582 Manor Road	29	0	29	330	388
Arm C - Lockymead Drive	11	51	0	11	73
Arm D - B582 Hunts Lane	10	551	5	0	566
Total	50	627	36	351	1064

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	6	42
Arm B - B582 Manor Road	20	0	62	514	596
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	8	395	19	0	422
Total	29	465	87	529	1110

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	1	0	0	1
Arm B - B582 Manor Road	1	0	0	12	13
Arm C - Lockymead Drive	0	1	0	0	1
Arm D - B582 Hunts Lane	0	9	0	0	9
Total	1	11	0	12	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	1	6	7
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	1	3	0	0	4
Total	1	3	1	6	11

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	4%	0%	0%
Arm B - B582 Manor Road	3%	0%	0%	4%
Arm C - Lockymead Drive	0%	2%	0%	0%
Arm D - B582 Hunts Lane	0%	2%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	2%	1%
Arm C - Lockymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	13%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	26	2	10	38
Arm B - B582 Manor Road	30	0	29	342	401
Arm C - Lockymead Drive	11	52	0	11	74
Arm D - B582 Hunts Lane	10	560	5	0	575
Total	51	638	36	363	1088

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	6	42
Arm B - B582 Manor Road	20	0	63	520	603
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	9	398	19	0	426
Total	30	468	88	535	1121

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	25	2	30	57
Arm B - B582 Manor Road	29	0	29	344	402
Arm C - Lockymead Drive	11	51	0	11	73
Arm D - B582 Hunts Lane	51	616	5	0	672
Total	91	692	36	385	1204

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	1	0	0	1
Arm B - B582 Manor Road	1	0	0	12	13
Arm C - Lockymead Drive	0	1	0	0	1
Arm D - B582 Hunts Lane	0	7	0	0	7
Total	1	9	0	12	22

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	4%	0%	0%
Arm B - B582 Manor Road	3%	0%	0%	3%
Arm C - Lockymead Drive	0%	2%	0%	0%
Arm D - B582 Hunts Lane	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	26	2	30	58
Arm B - B582 Manor Road	30	0	29	356	415
Arm C - Lockymead Drive	11	52	0	11	74
Arm D - B582 Hunts Lane	51	623	5	0	679
Total	92	701	36	397	1226

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	16	52
Arm B - B582 Manor Road	20	0	62	583	665
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	32	444	19	0	495
Total	53	514	87	608	1262

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	1	6	7
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	1	2	0	0	3
Total	1	2	1	6	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	2%	1%
Arm C - Lockymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	3%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	16	52
Arm B - B582 Manor Road	20	0	63	589	672
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	33	446	19	0	498
Total	54	516	88	614	1272

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	25	2	32	59
Arm B - B582 Manor Road	29	0	29	379	437
Arm C - Lockymead Drive	11	51	0	11	73
Arm D - B582 Hunts Lane	50	682	5	0	737
Total	90	758	36	422	1306

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	1	0	0	1
Arm B - B582 Manor Road	1	0	0	12	13
Arm C - Lockymead Drive	0	1	0	0	1
Arm D - B582 Hunts Lane	0	7	0	0	7
Total	1	9	0	12	22

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	4%	0%	0%
Arm B - B582 Manor Road	3%	0%	0%	3%
Arm C - Lockymead Drive	0%	2%	0%	0%
Arm D - B582 Hunts Lane	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	26	2	32	60
Arm B - B582 Manor Road	30	0	29	391	450
Arm C - Lockymead Drive	11	52	0	11	74
Arm D - B582 Hunts Lane	50	689	5	0	744
Total	91	767	36	434	1328

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	18	54
Arm B - B582 Manor Road	20	0	62	642	724
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	33	480	19	0	532
Total	54	550	87	669	1360

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	0	0	0	0
Arm B - B582 Manor Road	0	0	1	6	7
Arm C - Lockymead Drive	0	0	0	0	0
Arm D - B582 Hunts Lane	1	2	0	0	3
Total	1	2	1	6	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Newbold Road	0%	0%	0%	0%
Arm B - B582 Manor Road	0%	0%	2%	1%
Arm C - Lockymead Drive	0%	0%	0%	0%
Arm D - B582 Hunts Lane	3%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Newbold Road	0	30	6	18	54
Arm B - B582 Manor Road	20	0	63	648	731
Arm C - Lockymead Drive	1	40	0	9	50
Arm D - B582 Hunts Lane	34	482	19	0	535
Total	55	552	88	675	1370

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J5 - B582_Dragon Lane Priority

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	144	144
Arm B - Dragon Lane	0	0	7	7
Arm C - B582 Barlestone Rd (NW)	116	20	0	136
Total	116	20	151	287

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	119	119
Arm B - Dragon Lane	0	0	3	3
Arm C - B582 Barlestone Rd (NW)	135	15	0	150
Total	135	15	122	272

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	9	9
Arm B - Dragon Lane	0	0	2	2
Arm C - B582 Barlestone Rd (NW)	16	1	0	17
Total	16	1	11	28

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Dragon Lane	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	3	1	0	4
Total	3	1	3	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	6%
Arm B - Dragon Lane	0%	0%	29%
Arm C - B582 Barlestone Rd (NW)	14%	5%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	3%
Arm B - Dragon Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	2%	7%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	153	153
Arm B - Dragon Lane	0	0	9	9
Arm C - B582 Barlestone Rd (NW)	132	21	0	153
Total	132	21	162	315

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	122	122
Arm B - Dragon Lane	0	0	3	3
Arm C - B582 Barlestone Rd (NW)	138	16	0	154
Total	138	16	125	279

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	182	182
Arm B - Dragon Lane	0	0	20	20
Arm C - B582 Barlestone Rd (NW)	113	31	0	144
Total	113	31	202	346

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	156	156
Arm B - Dragon Lane	0	0	11	11
Arm C - B582 Barlestone Rd (NW)	141	27	0	168
Total	141	27	167	335

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	9	9
Arm B - Dragon Lane	0	0	5	5
Arm C - B582 Barlestone Rd (NW)	15	5	0	20
Total	15	5	14	34

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Dragon Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	2	1	0	3
Total	2	1	4	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	5%
Arm B - Dragon Lane	0%	0%	25%
Arm C - B582 Barlestone Rd (NW)	13%	16%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	2%
Arm B - Dragon Lane	0%	0%	9%
Arm C - B582 Barlestone Rd (NW)	1%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	191	191
Arm B - Dragon Lane	0	0	25	25
Arm C - B582 Barlestone Rd (NW)	128	36	0	164
Total	128	36	216	380

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	159	159
Arm B - Dragon Lane	0	0	12	12
Arm C - B582 Barlestone Rd (NW)	143	28	0	171
Total	143	28	171	342

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	257	257
Arm B - Dragon Lane	0	0	19	19
Arm C - B582 Barlestone Rd (NW)	127	32	0	159
Total	127	32	276	435

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	9	9
Arm B - Dragon Lane	0	0	5	5
Arm C - B582 Barlestone Rd (NW)	15	5	0	20
Total	15	5	14	34

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	4%
Arm B - Dragon Lane	0%	0%	26%
Arm C - B582 Barlestone Rd (NW)	12%	16%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	266	266
Arm B - Dragon Lane	0	0	24	24
Arm C - B582 Barlestone Rd (NW)	142	37	0	179
Total	142	37	290	469

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	177	177
Arm B - Dragon Lane	0	0	11	11
Arm C - B582 Barlestone Rd (NW)	204	25	0	229
Total	204	25	188	417

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Dragon Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	2	4	0	6
Total	2	4	4	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	2%
Arm B - Dragon Lane	0%	0%	9%
Arm C - B582 Barlestone Rd (NW)	1%	16%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	180	180
Arm B - Dragon Lane	0	0	12	12
Arm C - B582 Barlestone Rd (NW)	206	29	0	235
Total	206	29	192	427

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	307	330
Arm B - Dragon Lane	47	0	110	157
Arm C - B582 Barlestone Rd (NW)	410	108	0	518
Total	457	131	417	1005

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	11	11
Arm B - Dragon Lane	0	0	6	6
Arm C - B582 Barlestone Rd (NW)	9	5	0	14
Total	9	5	17	31

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	4%
Arm B - Dragon Lane	0%	0%	5%
Arm C - B582 Barlestone Rd (NW)	2%	5%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	318	341
Arm B - Dragon Lane	47	0	116	163
Arm C - B582 Barlestone Rd (NW)	419	113	0	532
Total	466	136	434	1036

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	436	465
Arm B - Dragon Lane	23	0	102	125
Arm C - B582 Barlestone Rd (NW)	400	141	0	541
Total	423	170	538	1131

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	6	6
Arm B - Dragon Lane	0	0	2	2
Arm C - B582 Barlestone Rd (NW)	2	2	0	4
Total	2	2	8	12

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Dragon Lane	0%	0%	2%
Arm C - B582 Barlestone Rd (NW)	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	442	471
Arm B - Dragon Lane	23	0	104	127
Arm C - B582 Barlestone Rd (NW)	402	143	0	545
Total	425	172	546	1143

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	345	368
Arm B - Dragon Lane	47	0	123	170
Arm C - B582 Barlestone Rd (NW)	407	119	0	526
Total	454	142	468	1064

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	11	11
Arm B - Dragon Lane	0	0	9	9
Arm C - B582 Barlestone Rd (NW)	8	9	0	17
Total	8	9	20	37

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	3%
Arm B - Dragon Lane	0%	0%	7%
Arm C - B582 Barlestone Rd (NW)	2%	8%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	356	379
Arm B - Dragon Lane	47	0	132	179
Arm C - B582 Barlestone Rd (NW)	415	128	0	543
Total	462	151	488	1101

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	473	502
Arm B - Dragon Lane	23	0	110	133
Arm C - B582 Barlestone Rd (NW)	406	153	0	559
Total	429	182	583	1194

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	6	6
Arm B - Dragon Lane	0	0	3	3
Arm C - B582 Barlestone Rd (NW)	1	2	0	3
Total	1	2	9	12

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Dragon Lane	0%	0%	3%
Arm C - B582 Barlestone Rd (NW)	0%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	479	508
Arm B - Dragon Lane	23	0	113	136
Arm C - B582 Barlestone Rd (NW)	407	155	0	562
Total	430	184	592	1206

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	420	443
Arm B - Dragon Lane	47	0	122	169
Arm C - B582 Barlestone Rd (NW)	421	120	0	541
Total	468	143	542	1153

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	11	11
Arm B - Dragon Lane	0	0	9	9
Arm C - B582 Barlestone Rd (NW)	8	9	0	17
Total	8	9	20	37

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	3%
Arm B - Dragon Lane	0%	0%	7%
Arm C - B582 Barlestone Rd (NW)	2%	8%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	23	431	454
Arm B - Dragon Lane	47	0	131	178
Arm C - B582 Barlestone Rd (NW)	429	129	0	558
Total	476	152	562	1190

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	494	523
Arm B - Dragon Lane	23	0	110	133
Arm C - B582 Barlestone Rd (NW)	469	151	0	620
Total	492	180	604	1276

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	6	6
Arm B - Dragon Lane	0	0	3	3
Arm C - B582 Barlestone Rd (NW)	1	5	0	6
Total	1	5	9	15

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Dragon Lane	0%	0%	3%
Arm C - B582 Barlestone Rd (NW)	0%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	29	500	529
Arm B - Dragon Lane	23	0	113	136
Arm C - B582 Barlestone Rd (NW)	470	156	0	626
Total	493	185	613	1291

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by: L Gregson 11/4/2025
Reviewed by:

J6 - B582_Mill Lane Priority

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	102	102
Arm B - Mill Lane	0	0	42	42
Arm C - B582 Barlestone Rd (NW)	81	35	0	116
Total	81	35	144	260

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	94	94
Arm B - Mill Lane	0	0	25	25
Arm C - B582 Barlestone Rd (NW)	53	82	0	135
Total	53	82	119	254

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Mill Lane	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	16	0	0	16
Total	16	0	8	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Mill Lane	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	3	0	0	3
Total	3	0	3	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	8%
Arm B - Mill Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	20%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	3%
Arm B - Mill Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	6%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	110	110
Arm B - Mill Lane	0	0	42	42
Arm C - B582 Barlestone Rd (NW)	97	35	0	132
Total	97	35	152	284

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	97	97
Arm B - Mill Lane	0	0	25	25
Arm C - B582 Barlestone Rd (NW)	56	82	0	138
Total	56	82	122	260

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	119	119
Arm B - Mill Lane	0	0	63	63
Arm C - B582 Barlestone Rd (NW)	75	38	0	113
Total	75	38	182	295

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	125	125
Arm B - Mill Lane	0	0	31	31
Arm C - B582 Barlestone Rd (NW)	36	105	0	141
Total	36	105	156	297

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Mill Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	15	0	0	15
Total	15	0	9	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Mill Lane	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	2	0	3	5

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	7%
Arm B - Mill Lane	0%	0%	2%
Arm C - B582 Barlestone Rd (NW)	20%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	2%
Arm B - Mill Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	6%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	127	127
Arm B - Mill Lane	0	0	64	64
Arm C - B582 Barlestone Rd (NW)	90	38	0	128
Total	90	38	191	319

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	128	128
Arm B - Mill Lane	0	0	31	31
Arm C - B582 Barlestone Rd (NW)	38	105	0	143
Total	38	105	159	302

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	148	148
Arm B - Mill Lane	0	0	65	65
Arm C - B582 Barlestone Rd (NW)	131	51	0	182
Total	131	51	213	395

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Mill Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	14	0	0	14
Total	14	0	9	23

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	5%
Arm B - Mill Lane	0%	0%	2%
Arm C - B582 Barlestone Rd (NW)	11%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	156	156
Arm B - Mill Lane	0	0	66	66
Arm C - B582 Barlestone Rd (NW)	145	51	0	196
Total	145	51	222	418

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	185	185
Arm B - Mill Lane	0	0	40	40
Arm C - B582 Barlestone Rd (NW)	73	105	0	178
Total	73	105	225	403

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Mill Lane	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	2	0	3	5

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	2%
Arm B - Mill Lane	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	188	188
Arm B - Mill Lane	0	0	40	40
Arm C - B582 Barlestone Rd (NW)	75	105	0	180
Total	75	105	228	408

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	288	309
Arm B - Mill Lane	31	0	40	71
Arm C - B582 Barlestone Rd (NW)	423	26	0	449
Total	454	47	328	829

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	12	12
Arm B - Mill Lane	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	7	2	0	9
Total	8	2	12	22

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	4%
Arm B - Mill Lane	3%	0%	0%
Arm C - B582 Barlestone Rd (NW)	2%	8%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	300	321
Arm B - Mill Lane	32	0	40	72
Arm C - B582 Barlestone Rd (NW)	430	28	0	458
Total	462	49	340	851

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	418	448
Arm B - Mill Lane	19	0	52	71
Arm C - B582 Barlestone Rd (NW)	367	51	0	418
Total	386	81	470	937

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	5	5
Arm B - Mill Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	2	0	6	8

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Mill Lane	0%	0%	2%
Arm C - B582 Barlestone Rd (NW)	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	423	453
Arm B - Mill Lane	19	0	53	72
Arm C - B582 Barlestone Rd (NW)	369	51	0	420
Total	388	81	476	945

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	305	326
Arm B - Mill Lane	31	0	61	92
Arm C - B582 Barlestone Rd (NW)	417	29	0	446
Total	448	50	366	864

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	12	12
Arm B - Mill Lane	1	0	1	2
Arm C - B582 Barlestone Rd (NW)	6	2	0	8
Total	7	2	13	22

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	4%
Arm B - Mill Lane	3%	0%	2%
Arm C - B582 Barlestone Rd (NW)	1%	7%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	317	338
Arm B - Mill Lane	32	0	62	94
Arm C - B582 Barlestone Rd (NW)	423	31	0	454
Total	455	52	379	886

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	449	479
Arm B - Mill Lane	19	0	58	77
Arm C - B582 Barlestone Rd (NW)	350	74	0	424
Total	369	104	507	980

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	5	5
Arm B - Mill Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	1	0	0	1
Total	1	0	6	7

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Mill Lane	0%	0%	2%
Arm C - B582 Barlestone Rd (NW)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	454	484
Arm B - Mill Lane	19	0	59	78
Arm C - B582 Barlestone Rd (NW)	351	74	0	425
Total	370	104	513	987

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	334	355
Arm B - Mill Lane	31	0	63	94
Arm C - B582 Barlestone Rd (NW)	473	42	0	515
Total	504	63	397	964

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	12	12
Arm B - Mill Lane	1	0	1	2
Arm C - B582 Barlestone Rd (NW)	5	2	0	7
Total	6	2	13	21

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	4%
Arm B - Mill Lane	3%	0%	2%
Arm C - B582 Barlestone Rd (NW)	1%	5%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	21	346	367
Arm B - Mill Lane	32	0	64	96
Arm C - B582 Barlestone Rd (NW)	478	44	0	522
Total	510	65	410	985

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	509	539
Arm B - Mill Lane	19	0	67	86
Arm C - B582 Barlestone Rd (NW)	387	74	0	461
Total	406	104	576	1086

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	5	5
Arm B - Mill Lane	0	0	1	1
Arm C - B582 Barlestone Rd (NW)	1	0	0	1
Total	1	0	6	7

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	1%
Arm B - Mill Lane	0%	0%	1%
Arm C - B582 Barlestone Rd (NW)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	30	514	544
Arm B - Mill Lane	19	0	68	87
Arm C - B582 Barlestone Rd (NW)	388	74	0	462
Total	407	104	582	1093

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by: L Gregson 11/4/2025
Reviewed by:

J7 - B582_Main Street Priority

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	67	48	115
Arm B - Main Street	173	0	54	227
Arm C - B582 Barlestone Rd (NW)	81	0	0	81
Total	254	67	102	423

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	137	63	200
Arm B - Main Street	95	0	31	126
Arm C - B582 Barlestone Rd (NW)	53	0	0	53
Total	148	137	94	379

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	16	0	0	16
Total	17	0	8	25

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Main Street	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	3	0	0	3
Total	3	0	3	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	17%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	20%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	5%
Arm B - Main Street	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	6%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	67	56	123
Arm B - Main Street	174	0	54	228
Arm C - B582 Barlestone Rd (NW)	97	0	0	97
Total	271	67	110	448

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	137	66	203
Arm B - Main Street	95	0	31	126
Arm C - B582 Barlestone Rd (NW)	56	0	0	56
Total	151	137	97	385

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	69	51	120
Arm B - Main Street	190	0	68	258
Arm C - B582 Barlestone Rd (NW)	75	0	0	75
Total	265	69	119	453

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	153	90	243
Arm B - Main Street	103	0	35	138
Arm C - B582 Barlestone Rd (NW)	36	0	0	36
Total	139	153	125	417

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	15	0	0	15
Total	16	0	8	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Main Street	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	2	0	3	5

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	16%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	20%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	3%
Arm B - Main Street	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	6%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	69	59	128
Arm B - Main Street	191	0	68	259
Arm C - B582 Barlestone Rd (NW)	90	0	0	90
Total	281	69	127	477

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	153	93	246
Arm B - Main Street	103	0	35	138
Arm C - B582 Barlestone Rd (NW)	38	0	0	38
Total	141	153	128	422

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	69	80	149
Arm B - Main Street	189	0	68	257
Arm C - B582 Barlestone Rd (NW)	146	0	0	146
Total	335	69	148	552

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	8	8
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	14	0	0	14
Total	15	0	8	23

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	10%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	10%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	69	88	157
Arm B - Main Street	190	0	68	258
Arm C - B582 Barlestone Rd (NW)	160	0	0	160
Total	350	69	156	575

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	153	150	303
Arm B - Main Street	103	0	35	138
Arm C - B582 Barlestone Rd (NW)	73	0	0	73
Total	176	153	185	514

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	0	3	3
Arm B - Main Street	0	0	0	0
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	2	0	3	5

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	0%	2%
Arm B - Main Street	0%	0%	0%
Arm C - B582 Barlestone Rd (NW)	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	153	153	306
Arm B - Main Street	103	0	35	138
Arm C - B582 Barlestone Rd (NW)	75	0	0	75
Total	178	153	188	519

2025 Base Year

R:\24832\third party files\RDS\250417 - Traffic Survey Results

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	73	282	355
Arm B - Main Street	104	0	31	135
Arm C - B582 Barlestone Rd (NW)	431	19	0	450
Total	535	92	313	940

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	2	12	14
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	6	1	0	7
Total	7	3	12	22

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	3%	4%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	1%	5%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	75	294	369
Arm B - Main Street	105	0	31	136
Arm C - B582 Barlestone Rd (NW)	437	20	0	457
Total	542	95	325	962

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	117	414	531
Arm B - Main Street	60	0	32	92
Arm C - B582 Barlestone Rd (NW)	351	39	0	390
Total	411	156	446	1013

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	1	6	7
Arm B - Main Street	2	0	0	2
Arm C - B582 Barlestone Rd (NW)	2	0	0	2
Total	4	1	6	11

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	1%	1%
Arm B - Main Street	3%	0%	0%
Arm C - B582 Barlestone Rd (NW)	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	118	420	538
Arm B - Main Street	62	0	32	94
Arm C - B582 Barlestone Rd (NW)	353	39	0	392
Total	415	157	452	1024

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	75	285	360
Arm B - Main Street	121	0	45	166
Arm C - B582 Barlestone Rd (NW)	425	19	0	444
Total	546	94	330	970

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	2	12	14
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	5	1	0	6
Total	6	3	12	21

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	3%	4%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	1%	5%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	77	297	374
Arm B - Main Street	122	0	45	167
Arm C - B582 Barlestone Rd (NW)	430	20	0	450
Total	552	97	342	991

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	133	441	574
Arm B - Main Street	68	0	36	104
Arm C - B582 Barlestone Rd (NW)	334	39	0	373
Total	402	172	477	1051

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	1	6	7
Arm B - Main Street	2	0	0	2
Arm C - B582 Barlestone Rd (NW)	1	0	0	1
Total	3	1	6	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	1%	1%
Arm B - Main Street	3%	0%	0%
Arm C - B582 Barlestone Rd (NW)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	134	447	581
Arm B - Main Street	70	0	36	106
Arm C - B582 Barlestone Rd (NW)	335	39	0	374
Total	405	173	483	1061

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	75	314	389
Arm B - Main Street	120	0	45	165
Arm C - B582 Barlestone Rd (NW)	496	19	0	515
Total	616	94	359	1069

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	2	12	14
Arm B - Main Street	1	0	0	1
Arm C - B582 Barlestone Rd (NW)	4	1	0	5
Total	5	3	12	20

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	3%	4%
Arm B - Main Street	1%	0%	0%
Arm C - B582 Barlestone Rd (NW)	1%	5%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	77	326	403
Arm B - Main Street	121	0	45	166
Arm C - B582 Barlestone Rd (NW)	500	20	0	520
Total	621	97	371	1089

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	133	501	634
Arm B - Main Street	68	0	36	104
Arm C - B582 Barlestone Rd (NW)	371	39	0	410
Total	439	172	537	1148

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	1	6	7
Arm B - Main Street	2	0	0	2
Arm C - B582 Barlestone Rd (NW)	1	0	0	1
Total	3	1	6	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 Barlestone Rd (SE)	0%	1%	1%
Arm B - Main Street	3%	0%	0%
Arm C - B582 Barlestone Rd (NW)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 Barlestone Rd (SE)	0	134	507	641
Arm B - Main Street	70	0	36	106
Arm C - B582 Barlestone Rd (NW)	372	39	0	411
Total	442	173	543	1158

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J8 - A47_Desford Signalised Crossroads

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)					0
Arm B - B582 Desford Road					0
Arm C - A47 Hinckley Road (SW)					0
Arm D - B582 Leicester Lane					0
Total	0	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	0%	0%	0%
Arm B - B582 Desford Road	0%	0%	0%	0%
Arm C - A47 Hinckley Road (SW)	0%	0%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	0	0	0	0
Arm B - B582 Desford Road	0	0	0	0	0
Arm C - A47 Hinckley Road (SW)	0	0	0	0	0
Arm D - B582 Leicester Lane	0	0	0	0	0
Total	0	0	0	0	0

2025 Base Year

R:\24832\third party files\RDS\250417 - Traffic Survey Results

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	147	368	202	717
Arm B - B582 Desford Road	31	0	115	203	349
Arm C - A47 Hinckley Road (SW)	347	229	0	30	606
Arm D - B582 Leicester Lane	153	425	52	0	630
Total	531	801	535	435	2302

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	43	431	143	617
Arm B - B582 Desford Road	36	0	229	387	652
Arm C - A47 Hinckley Road (SW)	355	134	0	54	543
Arm D - B582 Leicester Lane	144	351	140	0	635
Total	535	528	800	584	2447

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	3	19	9	31
Arm B - B582 Desford Road	2	0	4	8	14
Arm C - A47 Hinckley Road (SW)	22	8	0	7	37
Arm D - B582 Leicester Lane	3	10	6	0	19
Total	27	21	29	24	101

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	2	7	1	10
Arm B - B582 Desford Road	0	0	2	1	3
Arm C - A47 Hinckley Road (SW)	10	4	0	0	14
Arm D - B582 Leicester Lane	0	1	3	0	4
Total	10	7	12	2	31

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	2%	5%	4%
Arm B - B582 Desford Road	6%	0%	3%	4%
Arm C - A47 Hinckley Road (SW)	6%	3%	0%	23%
Arm D - B582 Leicester Lane	2%	2%	12%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	5%	2%	1%
Arm B - B582 Desford Road	0%	0%	1%	0%
Arm C - A47 Hinckley Road (SW)	3%	3%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	150	387	211	748
Arm B - B582 Desford Road	33	0	119	211	363
Arm C - A47 Hinckley Road (SW)	369	237	0	37	643
Arm D - B582 Leicester Lane	156	435	58	0	649
Total	558	822	564	459	2403

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	45	438	144	627
Arm B - B582 Desford Road	36	0	231	388	655
Arm C - A47 Hinckley Road (SW)	365	138	0	54	557
Arm D - B582 Leicester Lane	144	352	143	0	639
Total	545	535	812	586	2478

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	147	368	202	717
Arm B - B582 Desford Road	31	0	115	203	349
Arm C - A47 Hinckley Road (SW)	347	229	0	30	606
Arm D - B582 Leicester Lane	153	425	52	0	630
Total	531	801	535	435	2302

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	3	19	9	31
Arm B - B582 Desford Road	2	0	4	8	14
Arm C - A47 Hinckley Road (SW)	22	8	0	7	37
Arm D - B582 Leicester Lane	3	10	6	0	19
Total	27	21	29	24	101

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	2%	5%	4%
Arm B - B582 Desford Road	6%	0%	3%	4%
Arm C - A47 Hinckley Road (SW)	6%	3%	0%	23%
Arm D - B582 Leicester Lane	2%	2%	12%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	150	387	211	748
Arm B - B582 Desford Road	33	0	119	211	363
Arm C - A47 Hinckley Road (SW)	369	237	0	37	643
Arm D - B582 Leicester Lane	156	435	58	0	649
Total	558	822	564	459	2403

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	43	431	143	617
Arm B - B582 Desford Road	36	0	229	387	652
Arm C - A47 Hinckley Road (SW)	355	134	0	54	543
Arm D - B582 Leicester Lane	144	351	140	0	635
Total	535	528	800	584	2447

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	2	7	1	10
Arm B - B582 Desford Road	0	0	2	1	3
Arm C - A47 Hinckley Road (SW)	10	4	0	0	14
Arm D - B582 Leicester Lane	0	1	3	0	4
Total	10	7	12	2	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	5%	2%	1%
Arm B - B582 Desford Road	0%	0%	1%	0%
Arm C - A47 Hinckley Road (SW)	3%	3%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	2%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	45	438	144	627
Arm B - B582 Desford Road	36	0	231	388	655
Arm C - A47 Hinckley Road (SW)	365	138	0	54	557
Arm D - B582 Leicester Lane	144	352	143	0	639
Total	545	535	812	586	2478

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	147	368	202	717
Arm B - B582 Desford Road	31	0	115	203	349
Arm C - A47 Hinckley Road (SW)	347	229	0	30	606
Arm D - B582 Leicester Lane	153	425	52	0	630
Total	531	801	535	435	2302

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	3	19	9	31
Arm B - B582 Desford Road	2	0	4	8	14
Arm C - A47 Hinckley Road (SW)	22	8	0	7	37
Arm D - B582 Leicester Lane	3	10	6	0	19
Total	27	21	29	24	101

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	2%	5%	4%
Arm B - B582 Desford Road	6%	0%	3%	4%
Arm C - A47 Hinckley Road (SW)	6%	3%	0%	23%
Arm D - B582 Leicester Lane	2%	2%	12%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	150	387	211	748
Arm B - B582 Desford Road	33	0	119	211	363
Arm C - A47 Hinckley Road (SW)	369	237	0	37	643
Arm D - B582 Leicester Lane	156	435	58	0	649
Total	558	822	564	459	2403

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	43	431	143	617
Arm B - B582 Desford Road	36	0	229	387	652
Arm C - A47 Hinckley Road (SW)	355	134	0	54	543
Arm D - B582 Leicester Lane	144	351	140	0	635
Total	535	528	800	584	2447

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	2	7	1	10
Arm B - B582 Desford Road	0	0	2	1	3
Arm C - A47 Hinckley Road (SW)	10	4	0	0	14
Arm D - B582 Leicester Lane	0	1	3	0	4
Total	10	7	12	2	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - A47 Hinckley Road (NE)	0%	5%	2%	1%
Arm B - B582 Desford Road	0%	0%	1%	0%
Arm C - A47 Hinckley Road (SW)	3%	3%	0%	0%
Arm D - B582 Leicester Lane	0%	0%	2%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - A47 Hinckley Road (NE)	0	45	438	144	627
Arm B - B582 Desford Road	36	0	231	388	655
Arm C - A47 Hinckley Road (SW)	365	138	0	54	557
Arm D - B582 Leicester Lane	144	352	143	0	639
Total	545	535	812	586	2478

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J9 - B582_Main St_High St Mini Rbt

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	147	65	0	212
Arm B - B582 High Street	108	0	214	195	517
Arm C - High Street	132	304	0	22	458
Arm D - B582 Monor Road	0	334	17	0	351
Total	240	785	296	217	1538

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	122	95	0	217
Arm B - B582 High Street	148	0	244	262	654
Arm C - High Street	84	246	0	17	347
Arm D - B582 Monor Road	0	255	40	0	295
Total	232	623	379	279	1513

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	9	9
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	17	0	0	17
Total	0	18	0	9	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	1	3	4
Arm C - High Street	0	0	0	0	0
Arm D - B582 Monor Road	0	3	0	0	3
Total	0	3	1	3	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	5%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	5%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	1%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	147	65	0	212
Arm B - B582 High Street	108	0	214	204	526
Arm C - High Street	132	305	0	22	459
Arm D - B582 Monor Road	0	351	17	0	368
Total	240	803	296	226	1565

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	122	95	0	217
Arm B - B582 High Street	148	0	245	265	658
Arm C - High Street	84	246	0	17	347
Arm D - B582 Monor Road	0	258	40	0	298
Total	232	626	380	282	1520

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	164	104	0	268
Arm B - B582 High Street	145	0	262	210	617
Arm C - High Street	143	290	0	21	454
Arm D - B582 Monor Road	0	398	18	0	416
Total	288	852	384	231	1755

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	161	111	0	272
Arm B - B582 High Street	198	0	239	329	766
Arm C - High Street	108	266	0	18	392
Arm D - B582 Monor Road	0	302	42	0	344
Total	306	729	392	347	1774

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	8	8
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	15	0	0	15
Total	0	16	0	8	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	1	3	4
Arm C - High Street	0	0	0	0	0
Arm D - B582 Monor Road	0	2	0	0	2
Total	0	2	1	3	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	4%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	4%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	1%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	164	104	0	268
Arm B - B582 High Street	145	0	262	218	625
Arm C - High Street	143	291	0	21	455
Arm D - B582 Monor Road	0	413	18	0	431
Total	288	868	384	239	1779

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	161	111	0	272
Arm B - B582 High Street	198	0	240	332	770
Arm C - High Street	108	266	0	18	392
Arm D - B582 Monor Road	0	304	42	0	346
Total	306	731	393	350	1780

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	159	102	0	261
Arm B - B582 High Street	144	0	264	243	651
Arm C - High Street	145	276	0	22	443
Arm D - B582 Monor Road	0	462	19	0	481
Total	289	897	385	265	1836

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	160	112	0	272
Arm B - B582 High Street	191	0	228	387	806
Arm C - High Street	108	265	0	20	393
Arm D - B582 Monor Road	0	337	43	0	380
Total	299	762	383	407	1851

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	8	8
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	15	0	0	15
Total	0	16	0	8	24

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	1	3	4
Arm C - High Street	0	0	0	0	0
Arm D - B582 Monor Road	0	2	0	0	2
Total	0	2	1	3	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	3%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	1%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	159	102	0	261
Arm B - B582 High Street	144	0	264	251	659
Arm C - High Street	145	277	0	22	444
Arm D - B582 Monor Road	0	477	19	0	496
Total	289	913	385	273	1860

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	160	112	0	272
Arm B - B582 High Street	191	0	229	390	810
Arm C - High Street	108	265	0	20	393
Arm D - B582 Monor Road	0	339	43	0	382
Total	299	764	384	410	1857

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	92	66	7	165
Arm B - B582 High Street	35	0	237	312	584
Arm C - High Street	39	292	0	11	342
Arm D - B582 Monor Road	5	550	28	0	583
Total	79	934	331	330	1674

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	98	82	7	187
Arm B - B582 High Street	54	0	270	501	825
Arm C - High Street	34	167	0	38	239
Arm D - B582 Monor Road	9	380	18	0	407
Total	97	645	370	546	1658

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	1	1	0	2
Arm B - B582 High Street	0	0	1	12	13
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	15	0	0	15
Total	0	17	2	12	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	8	8
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	3	0	0	3
Total	0	4	0	8	12

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	1%	2%	0%
Arm B - B582 High Street	0%	0%	0%	4%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	2%
Arm C - High Street	0%	1%	0%	0%
Arm D - B582 Monor Road	0%	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	93	67	7	167
Arm B - B582 High Street	35	0	238	324	597
Arm C - High Street	39	293	0	11	343
Arm D - B582 Monor Road	5	565	28	0	598
Total	79	951	333	342	1705

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	98	82	7	187
Arm B - B582 High Street	54	0	270	509	833
Arm C - High Street	34	168	0	38	240
Arm D - B582 Monor Road	9	383	18	0	410
Total	97	649	370	554	1670

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	109	105	7	221
Arm B - B582 High Street	72	0	285	327	684
Arm C - High Street	50	278	0	10	338
Arm D - B582 Monor Road	5	614	29	0	648
Total	127	1001	419	344	1891

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	1	1	0	2
Arm B - B582 High Street	0	0	1	11	12
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	13	0	0	13
Total	0	15	2	11	28

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	1%	1%	0%
Arm B - B582 High Street	0%	0%	0%	3%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	2%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	110	106	7	223
Arm B - B582 High Street	72	0	286	338	696
Arm C - High Street	50	279	0	10	339
Arm D - B582 Monor Road	5	627	29	0	661
Total	127	1016	421	355	1919

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	137	98	7	242
Arm B - B582 High Street	104	0	265	568	937
Arm C - High Street	58	187	0	39	284
Arm D - B582 Monor Road	9	427	20	0	456
Total	171	751	383	614	1919

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	8	8
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	2	0	0	2
Total	0	3	0	8	11

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	1%
Arm C - High Street	0%	1%	0%	0%
Arm D - B582 Monor Road	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	137	98	7	242
Arm B - B582 High Street	104	0	265	576	945
Arm C - High Street	58	188	0	39	285
Arm D - B582 Monor Road	9	429	20	0	458
Total	171	754	383	622	1930

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	104	103	7	214
Arm B - B582 High Street	71	0	287	360	718
Arm C - High Street	52	264	0	11	327
Arm D - B582 Monor Road	5	678	30	0	713
Total	128	1046	420	378	1972

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	1	1	0	2
Arm B - B582 High Street	0	0	1	11	12
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	13	0	0	13
Total	0	15	2	11	28

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	1%	1%	0%
Arm B - B582 High Street	0%	0%	0%	3%
Arm C - High Street	0%	0%	0%	0%
Arm D - B582 Monor Road	0%	2%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	105	104	7	216
Arm B - B582 High Street	71	0	288	371	730
Arm C - High Street	52	265	0	11	328
Arm D - B582 Monor Road	5	691	30	0	726
Total	128	1061	422	389	2000

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	136	99	7	242
Arm B - B582 High Street	97	0	254	626	977
Arm C - High Street	58	186	0	41	285
Arm D - B582 Monor Road	9	462	21	0	492
Total	164	784	374	674	1996

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	0	0	0	0
Arm B - B582 High Street	0	0	0	8	8
Arm C - High Street	0	1	0	0	1
Arm D - B582 Monor Road	0	2	0	0	2
Total	0	3	0	8	11

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Main Street	0%	0%	0%	0%
Arm B - B582 High Street	0%	0%	0%	1%
Arm C - High Street	0%	1%	0%	0%
Arm D - B582 Monor Road	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Main Street	0	136	99	7	242
Arm B - B582 High Street	97	0	254	634	985
Arm C - High Street	58	187	0	41	286
Arm D - B582 Monor Road	9	464	21	0	494
Total	164	787	374	682	2007

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J10 - B582_Station Rd Priority

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	237	548	785
Arm B - Station Road	247	0	56	303
Arm C - B582 (SE)	270	40	0	310
Total	517	277	604	1398

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	308	315	623
Arm B - Station Road	246	0	63	309
Arm C - B582 (SE)	407	73	0	480
Total	653	381	378	1412

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	18	18
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	9	0	0	9
Total	9	0	18	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	3	3
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	4	0	0	4
Total	4	0	3	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	3%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	1%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	237	566	803
Arm B - Station Road	247	0	56	303
Arm C - B582 (SE)	279	40	0	319
Total	526	277	622	1425

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	308	318	626
Arm B - Station Road	246	0	63	309
Arm C - B582 (SE)	411	73	0	484
Total	657	381	381	1419

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	323	529	852
Arm B - Station Road	304	0	48	352
Arm C - B582 (SE)	312	55	0	367
Total	616	378	577	1571

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	380	350	730
Arm B - Station Road	268	0	43	311
Arm C - B582 (SE)	498	73	0	571
Total	766	453	393	1612

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	16	16
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	9	0	0	9
Total	9	0	16	25

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	2	2
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	4	0	0	4
Total	4	0	2	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	3%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	1%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	323	545	868
Arm B - Station Road	304	0	48	352
Arm C - B582 (SE)	321	55	0	376
Total	625	378	593	1596

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	380	352	732
Arm B - Station Road	268	0	43	311
Arm C - B582 (SE)	502	73	0	575
Total	770	453	395	1618

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	354	544	898
Arm B - Station Road	324	0	48	372
Arm C - B582 (SE)	327	56	0	383
Total	651	410	592	1653

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	399	363	762
Arm B - Station Road	283	0	46	329
Arm C - B582 (SE)	524	73	0	597
Total	807	472	409	1688

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	16	16
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	9	0	0	9
Total	9	0	16	25

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	0	2	2
Arm B - Station Road	0	0	0	0
Arm C - B582 (SE)	4	0	0	4
Total	4	0	2	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	3%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	3%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	0%	1%
Arm B - Station Road	0%	0%	0%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	354	560	914
Arm B - Station Road	324	0	48	372
Arm C - B582 (SE)	336	56	0	392
Total	660	410	608	1678

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	399	365	764
Arm B - Station Road	283	0	46	329
Arm C - B582 (SE)	528	73	0	601
Total	811	472	411	1694

2025 Base Year

R:\24832\third party files\RDS\250417 - Traffic Survey Results

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	470	469	939
Arm B - Station Road	197	0	0	197
Arm C - B582 (SE)	386	14	0	400
Total	583	484	469	1536

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	325	327	652
Arm B - Station Road	266	0	4	270
Arm C - B582 (SE)	562	3	0	565
Total	828	328	331	1487

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	6	12	18
Arm B - Station Road	2	0	0	2
Arm C - B582 (SE)	12	1	0	13
Total	14	7	12	33

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	3	1	4
Arm B - Station Road	2	0	1	3
Arm C - B582 (SE)	4	0	0	4
Total	6	3	2	11

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	3%
Arm B - Station Road	1%	0%	0%
Arm C - B582 (SE)	3%	7%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	0%
Arm B - Station Road	1%	0%	25%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	476	481	957
Arm B - Station Road	199	0	0	199
Arm C - B582 (SE)	398	15	0	413
Total	597	491	481	1569

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	328	328	656
Arm B - Station Road	268	0	5	273
Arm C - B582 (SE)	566	3	0	569
Total	834	331	333	1498

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	556	450	1006
Arm B - Station Road	254	0	-8	246
Arm C - B582 (SE)	428	29	0	457
Total	682	585	442	1709

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	397	362	759
Arm B - Station Road	288	0	-16	272
Arm C - B582 (SE)	653	3	0	656
Total	941	400	346	1687

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	6	10	16
Arm B - Station Road	2	0	0	2
Arm C - B582 (SE)	12	1	0	13
Total	14	7	10	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	3	0	3
Arm B - Station Road	2	0	1	3
Arm C - B582 (SE)	4	0	0	4
Total	6	3	1	10

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	2%
Arm B - Station Road	1%	0%	0%
Arm C - B582 (SE)	3%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	0%
Arm B - Station Road	1%	0%	-6%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	562	460	1022
Arm B - Station Road	256	0	-8	248
Arm C - B582 (SE)	440	30	0	470
Total	696	592	452	1740

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	400	362	762
Arm B - Station Road	290	0	-15	275
Arm C - B582 (SE)	657	3	0	660
Total	947	403	347	1697

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	587	465	1052
Arm B - Station Road	274	0	-8	266
Arm C - B582 (SE)	443	30	0	473
Total	717	617	457	1791

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	416	375	791
Arm B - Station Road	303	0	-13	290
Arm C - B582 (SE)	679	3	0	682
Total	982	419	362	1763

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	6	10	16
Arm B - Station Road	2	0	0	2
Arm C - B582 (SE)	12	1	0	13
Total	14	7	10	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	3	0	3
Arm B - Station Road	2	0	1	3
Arm C - B582 (SE)	4	0	0	4
Total	6	3	1	10

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	2%
Arm B - Station Road	1%	0%	0%
Arm C - B582 (SE)	3%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B582 (NW)	0%	1%	0%
Arm B - Station Road	1%	0%	-8%
Arm C - B582 (SE)	1%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	593	475	1068
Arm B - Station Road	276	0	-8	268
Arm C - B582 (SE)	455	31	0	486
Total	731	624	467	1822

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B582 (NW)	0	419	375	794
Arm B - Station Road	305	0	-12	293
Arm C - B582 (SE)	683	3	0	686
Total	988	422	363	1773

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J11 - B582_Barns Way Mini Rbt

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	90	0	90
Arm B - B582 Leicester Lane (E)	70	0	294	364
Arm C - B582 Leicester Lane (W)	0	446	0	446
Total	70	536	294	900

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	50	0	50
Arm B - B582 Leicester Lane (E)	131	0	358	489
Arm C - B582 Leicester Lane (W)	0	294	0	294
Total	131	344	358	833

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	11	11
Arm C - B582 Leicester Lane (W)	0	19	0	19
Total	0	19	11	30

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	4	4
Arm C - B582 Leicester Lane (W)	0	4	0	4
Total	0	4	4	8

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	4%
Arm C - B582 Leicester Lane (W)	0%	4%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	90	0	90
Arm B - B582 Leicester Lane (E)	70	0	305	375
Arm C - B582 Leicester Lane (W)	0	465	0	465
Total	70	555	305	930

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	50	0	50
Arm B - B582 Leicester Lane (E)	131	0	362	493
Arm C - B582 Leicester Lane (W)	0	298	0	298
Total	131	348	362	841

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	130	0	130
Arm B - B582 Leicester Lane (E)	135	0	337	472
Arm C - B582 Leicester Lane (W)	0	397	0	397
Total	135	527	337	999

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	75	0	75
Arm B - B582 Leicester Lane (E)	218	0	459	677
Arm C - B582 Leicester Lane (W)	0	319	0	319
Total	218	394	459	1071

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	10	10
Arm C - B582 Leicester Lane (W)	0	16	0	16
Total	0	16	10	26

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	4	4
Arm C - B582 Leicester Lane (W)	0	2	0	2
Total	0	2	4	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	3%
Arm C - B582 Leicester Lane (W)	0%	4%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	130	0	130
Arm B - B582 Leicester Lane (E)	135	0	347	482
Arm C - B582 Leicester Lane (W)	0	413	0	413
Total	135	543	347	1025

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	75	0	75
Arm B - B582 Leicester Lane (E)	218	0	463	681
Arm C - B582 Leicester Lane (W)	0	321	0	321
Total	218	396	463	1077

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	133	0	133
Arm B - B582 Leicester Lane (E)	137	0	351	488
Arm C - B582 Leicester Lane (W)	0	410	0	410
Total	137	543	351	1031

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	74	0	74
Arm B - B582 Leicester Lane (E)	215	0	481	696
Arm C - B582 Leicester Lane (W)	0	333	0	333
Total	215	407	481	1103

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	10	10
Arm C - B582 Leicester Lane (W)	0	16	0	16
Total	0	16	10	26

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - B582 Leicester Lane (E)	0	0	4	4
Arm C - B582 Leicester Lane (W)	0	2	0	2
Total	0	2	4	6

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	3%
Arm C - B582 Leicester Lane (W)	0%	4%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	133	0	133
Arm B - B582 Leicester Lane (E)	137	0	361	498
Arm C - B582 Leicester Lane (W)	0	426	0	426
Total	137	559	361	1057

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	74	0	74
Arm B - B582 Leicester Lane (E)	215	0	485	700
Arm C - B582 Leicester Lane (W)	0	335	0	335
Total	215	409	485	1109

2025 Base Year

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All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	223	180	403
Arm B - B582 Leicester Lane (E)	152	0	307	459
Arm C - B582 Leicester Lane (W)	115	370	0	485
Total	267	593	487	1347

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	286	244	530
Arm B - B582 Leicester Lane (E)	260	0	344	604
Arm C - B582 Leicester Lane (W)	54	302	0	356
Total	314	588	588	1490

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	5	3	8
Arm B - B582 Leicester Lane (E)	9	0	18	27
Arm C - B582 Leicester Lane (W)	6	13	0	19
Total	15	18	21	54

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	2	2	4
Arm B - B582 Leicester Lane (E)	0	0	3	3
Arm C - B582 Leicester Lane (W)	0	2	0	2
Total	0	4	5	9

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	2%	2%
Arm B - B582 Leicester Lane (E)	6%	0%	6%
Arm C - B582 Leicester Lane (W)	5%	4%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	1%	1%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	228	183	411
Arm B - B582 Leicester Lane (E)	161	0	325	486
Arm C - B582 Leicester Lane (W)	121	383	0	504
Total	282	611	508	1401

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	288	246	534
Arm B - B582 Leicester Lane (E)	260	0	347	607
Arm C - B582 Leicester Lane (W)	54	304	0	358
Total	314	592	593	1499

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	263	180	443
Arm B - B582 Leicester Lane (E)	217	0	350	567
Arm C - B582 Leicester Lane (W)	115	321	0	436
Total	332	584	530	1446

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	311	244	555
Arm B - B582 Leicester Lane (E)	347	0	445	792
Arm C - B582 Leicester Lane (W)	54	327	0	381
Total	401	638	689	1728

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	5	3	8
Arm B - B582 Leicester Lane (E)	9	0	17	26
Arm C - B582 Leicester Lane (W)	6	10	0	16
Total	15	15	20	50

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	2	2	4
Arm B - B582 Leicester Lane (E)	0	0	3	3
Arm C - B582 Leicester Lane (W)	0	0	0	0
Total	0	2	5	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	2%	2%
Arm B - B582 Leicester Lane (E)	4%	0%	5%
Arm C - B582 Leicester Lane (W)	5%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	1%	1%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	268	183	451
Arm B - B582 Leicester Lane (E)	226	0	367	593
Arm C - B582 Leicester Lane (W)	121	331	0	452
Total	347	599	550	1496

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	313	246	559
Arm B - B582 Leicester Lane (E)	347	0	448	795
Arm C - B582 Leicester Lane (W)	54	327	0	381
Total	401	640	694	1735

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	266	180	446
Arm B - B582 Leicester Lane (E)	219	0	364	583
Arm C - B582 Leicester Lane (W)	115	334	0	449
Total	334	600	544	1478

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	310	244	554
Arm B - B582 Leicester Lane (E)	344	0	467	811
Arm C - B582 Leicester Lane (W)	54	341	0	395
Total	398	651	711	1760

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	5	3	8
Arm B - B582 Leicester Lane (E)	9	0	17	26
Arm C - B582 Leicester Lane (W)	6	10	0	16
Total	15	15	20	50

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	2	2	4
Arm B - B582 Leicester Lane (E)	0	0	3	3
Arm C - B582 Leicester Lane (W)	0	0	0	0
Total	0	2	5	7

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	2%	2%
Arm B - B582 Leicester Lane (E)	4%	0%	5%
Arm C - B582 Leicester Lane (W)	5%	3%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	1%	1%
Arm B - B582 Leicester Lane (E)	0%	0%	1%
Arm C - B582 Leicester Lane (W)	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	271	183	454
Arm B - B582 Leicester Lane (E)	228	0	381	609
Arm C - B582 Leicester Lane (W)	121	344	0	465
Total	349	615	564	1528

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	312	246	558
Arm B - B582 Leicester Lane (E)	344	0	470	814
Arm C - B582 Leicester Lane (W)	54	341	0	395
Total	398	653	716	1767

24832 - Barlestone Rd, Newbold Verdon
JCA Turning Matrices

Prepared by:	L Gregson	11/4/2025
Reviewed by:		

J12 - Station Rd_Barns Way Priority

PRTM 2024 'Without Development'

R:\24832\third party files\Transport\LCC\250428 - PRTM Level 1 junction turning flows (11 No. jcts)

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	70	0	70
Arm B - Station Road (W)	0	0	277	277
Arm C - Station Road (N)	90	304	0	394
Total	90	374	277	741

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	131	0	131
Arm B - Station Road (W)	0	0	381	381
Arm C - Station Road (N)	50	309	0	359
Total	50	440	381	871

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	70	0	70
Arm B - Station Road (W)	0	0	277	277
Arm C - Station Road (N)	90	304	0	394
Total	90	374	277	741

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	131	0	131
Arm B - Station Road (W)	0	0	381	381
Arm C - Station Road (N)	50	309	0	359
Total	50	440	381	871

PRTM 2033 Without Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	135	0	135
Arm B - Station Road (W)	0	0	377	377
Arm C - Station Road (N)	130	353	0	483
Total	130	488	377	995

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	218	0	218
Arm B - Station Road (W)	0	0	452	452
Arm C - Station Road (N)	75	311	0	386
Total	75	529	452	1056

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	135	0	135
Arm B - Station Road (W)	0	0	377	377
Arm C - Station Road (N)	130	353	0	483
Total	130	488	377	995

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	218	0	218
Arm B - Station Road (W)	0	0	452	452
Arm C - Station Road (N)	75	311	0	386
Total	75	529	452	1056

PRTM 2033 With Development

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	137	0	137
Arm B - Station Road (W)	0	0	410	410
Arm C - Station Road (N)	133	372	0	505
Total	133	509	410	1052

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	215	0	215
Arm B - Station Road (W)	0	0	472	472
Arm C - Station Road (N)	74	329	0	403
Total	74	544	472	1090

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	0	0
Arm C - Station Road (N)	0	0	0	0
Total	0	0	0	0

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	0%
Arm C - Station Road (N)	0%	0%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	137	0	137
Arm B - Station Road (W)	0	0	410	410
Arm C - Station Road (N)	133	372	0	505
Total	133	509	410	1052

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	215	0	215
Arm B - Station Road (W)	0	0	472	472
Arm C - Station Road (N)	74	329	0	403
Total	74	544	472	1090

2025 Base Year

R:\24832\third party files\RDS\250417 - Traffic Survey Results

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	5	263	268
Arm B - Station Road (W)	15	0	484	499
Arm C - Station Road (N)	360	186	0	546
Total	375	191	747	1313

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	6	298	304
Arm B - Station Road (W)	3	0	321	324
Arm C - Station Road (N)	523	263	0	786
Total	526	269	619	1414

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	15	15
Arm B - Station Road (W)	0	0	6	6
Arm C - Station Road (N)	8	2	0	10
Total	8	2	21	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	3	3
Arm C - Station Road (N)	4	4	0	8
Total	4	4	3	11

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	6%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	1%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	5	278	283
Arm B - Station Road (W)	15	0	490	505
Arm C - Station Road (N)	368	188	0	556
Total	383	193	768	1344

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	6	298	304
Arm B - Station Road (W)	3	0	324	327
Arm C - Station Road (N)	527	267	0	794
Total	530	273	622	1425

2033 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	70	263	333
Arm B - Station Road (W)	15	0	584	599
Arm C - Station Road (N)	400	235	0	635
Total	415	305	847	1567

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	93	298	391
Arm B - Station Road (W)	3	0	392	395
Arm C - Station Road (N)	548	265	0	813
Total	551	358	690	1599

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	15	15
Arm B - Station Road (W)	0	0	6	6
Arm C - Station Road (N)	8	2	0	10
Total	8	2	21	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	3	3
Arm C - Station Road (N)	4	4	0	8
Total	4	4	3	11

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	6%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	1%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	70	278	348
Arm B - Station Road (W)	15	0	590	605
Arm C - Station Road (N)	408	237	0	645
Total	423	307	868	1598

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	93	298	391
Arm B - Station Road (W)	3	0	395	398
Arm C - Station Road (N)	552	269	0	821
Total	555	362	693	1610

2033 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	72	263	335
Arm B - Station Road (W)	15	0	617	632
Arm C - Station Road (N)	403	254	0	657
Total	418	326	880	1624

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	90	298	388
Arm B - Station Road (W)	3	0	412	415
Arm C - Station Road (N)	547	283	0	830
Total	550	373	710	1633

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	15	15
Arm B - Station Road (W)	0	0	6	6
Arm C - Station Road (N)	8	2	0	10
Total	8	2	21	31

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	0	0	0
Arm B - Station Road (W)	0	0	3	3
Arm C - Station Road (N)	4	4	0	8
Total	4	4	3	11

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	6%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Barns Way	0%	0%	0%
Arm B - Station Road (W)	0%	0%	1%
Arm C - Station Road (N)	1%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	72	278	350
Arm B - Station Road (W)	15	0	623	638
Arm C - Station Road (N)	411	256	0	667
Total	426	328	901	1655

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Barns Way	0	90	298	388
Arm B - Station Road (W)	3	0	415	418
Arm C - Station Road (N)	551	287	0	838
Total	554	377	713	1644

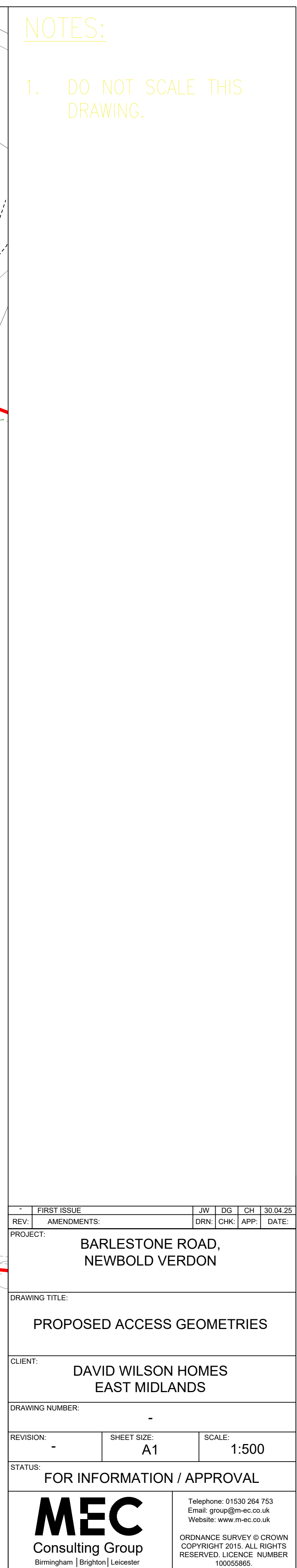


MEC
Consulting Group

APPENDICES



APPENDIX D

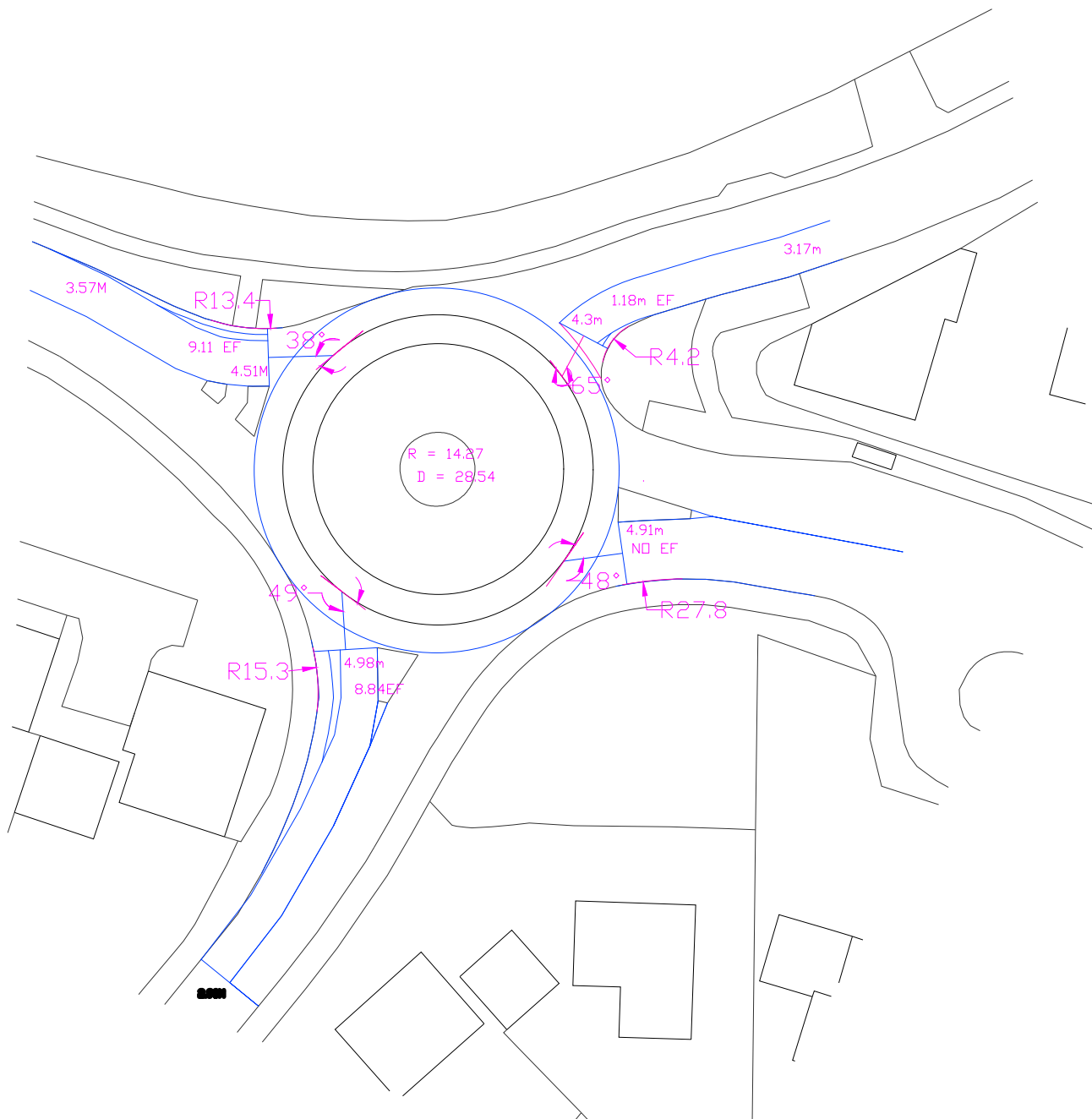


LANE WIDTHS HAVE BEEN CROSS
REFERENCED WITH GOOGLE EARTH
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AND ARE DEEMED CORRECT.

NOTES:
1. DO NOT SCALE THIS DRAWING.



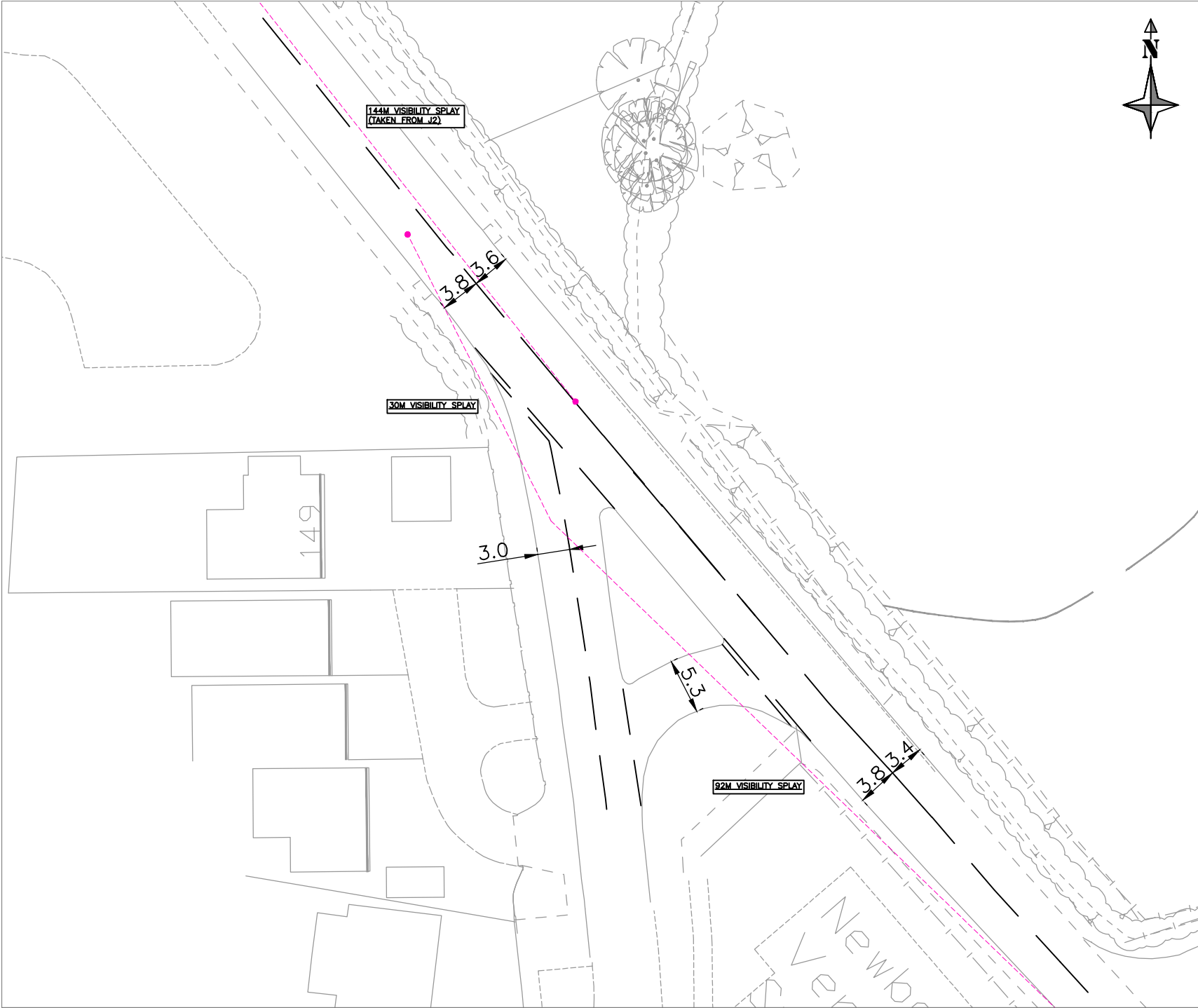
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CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER: -					
REVISION: -	SHEET SIZE: A2	SCALE: 1:500			
STATUS: -					
MEC Consulting Group Birmingham Brighton Leicester		Telephone: 01530 264 753 Email: group@mec.co.uk Website: www.mec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.			



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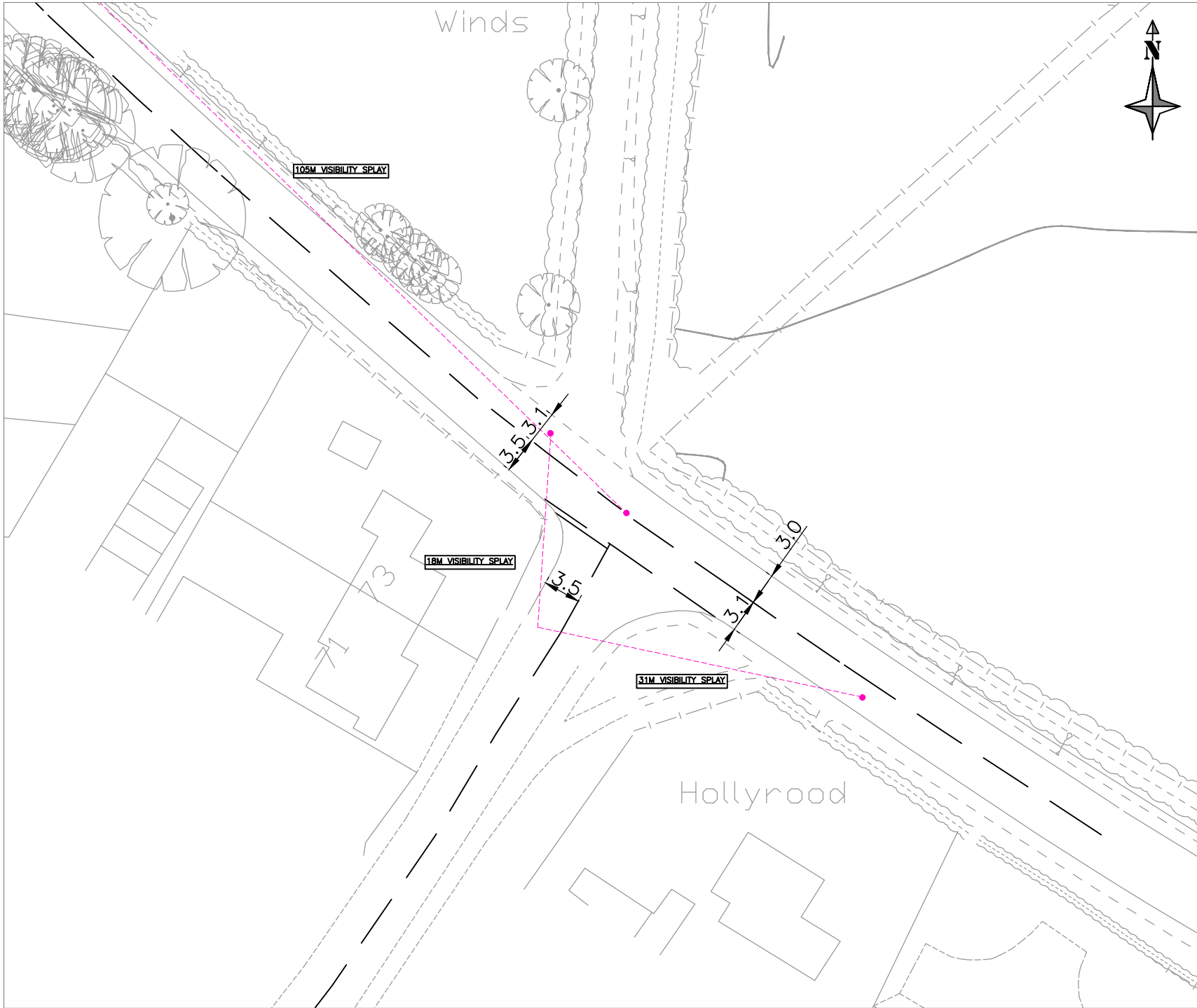
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CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER: -					
REVISION:	SHEET SIZE: A4		SCALE: 1:500		
STATUS: -					
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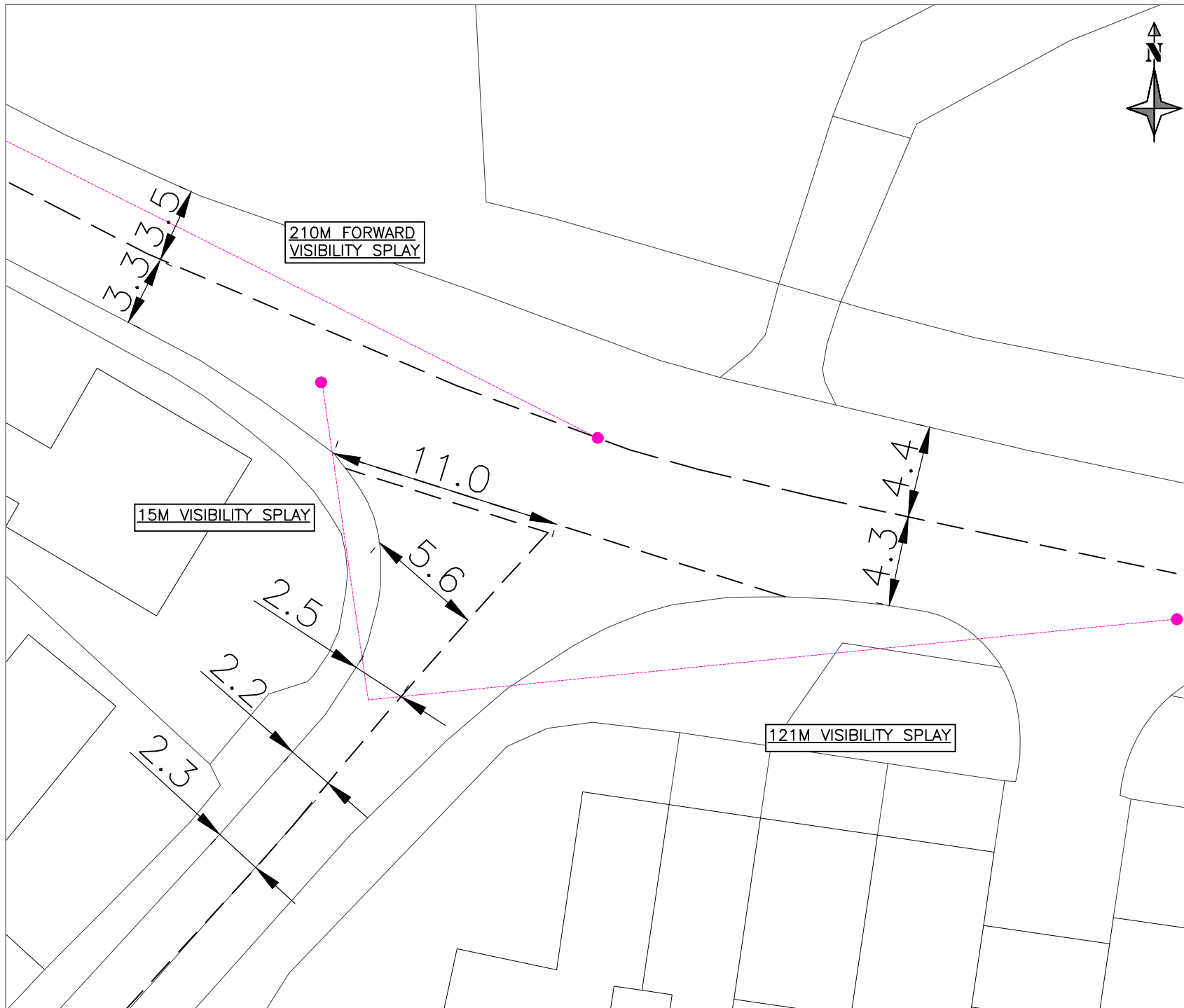
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CLIENT: DAVID WILSON HOMES					
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STATUS: -					
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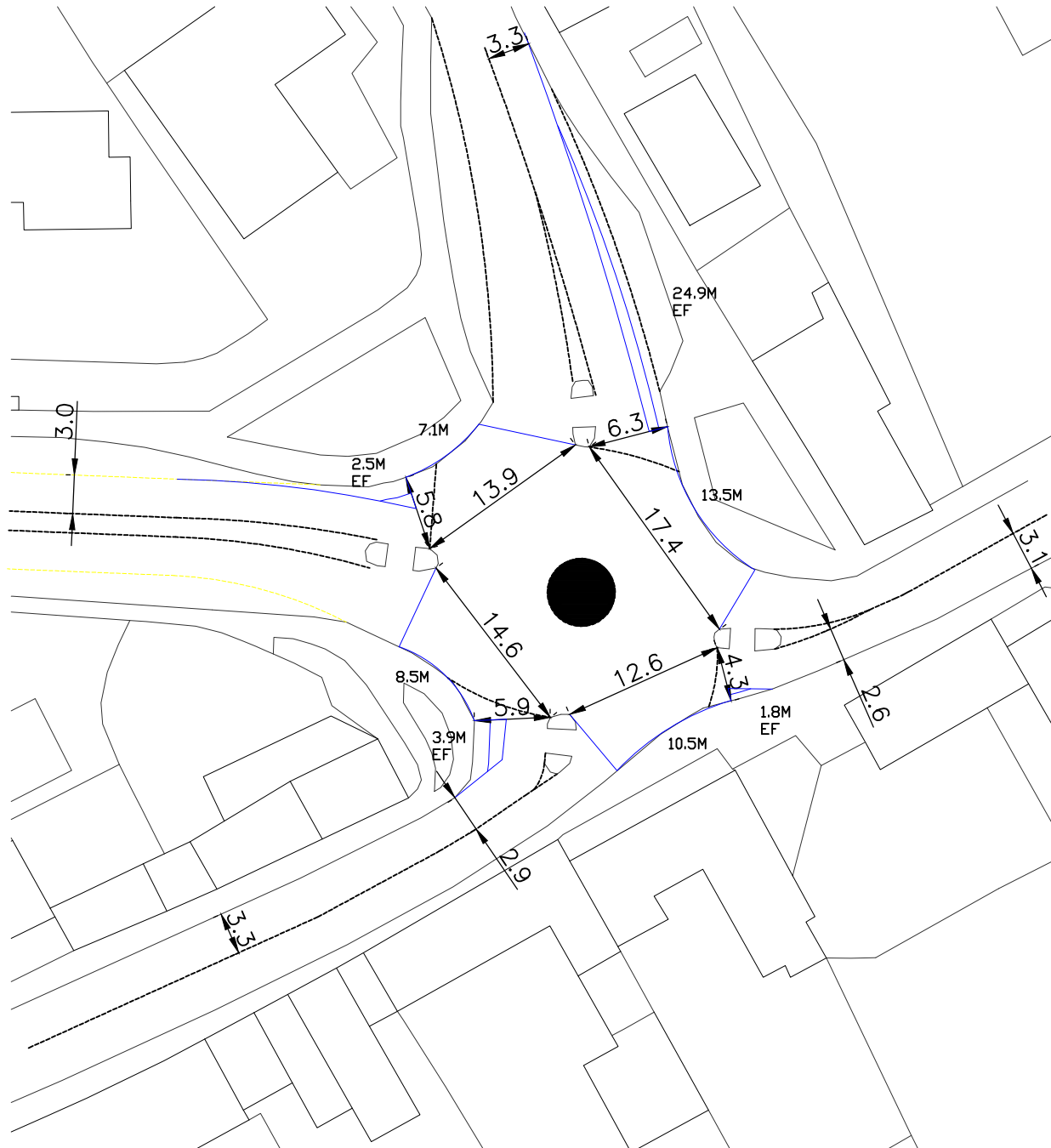
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CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER: -					
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STATUS: -					
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-	FIRST ISSUE	JW	DG	CH	15.04.25
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NOTES:

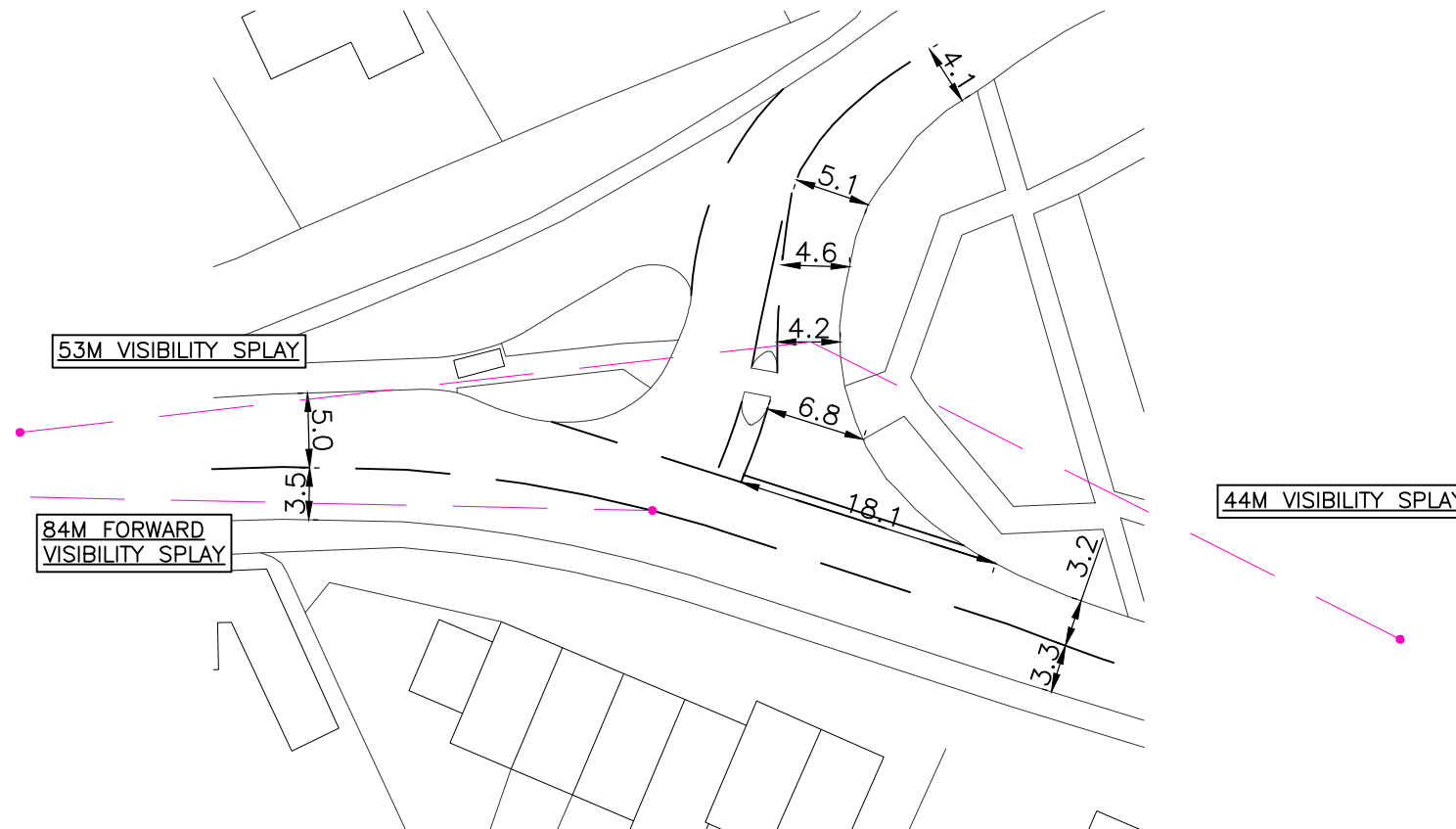
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DRAWING TITLE: JUNCTION 9 GEOMETRIES					
CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER: -					
REVISION: -	SHEET SIZE: A4		SCALE: 1:500		
STATUS: FOR INFORMATION / APPROVAL					
MEC Consulting Group Birmingham Brighton Leicester			Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.		

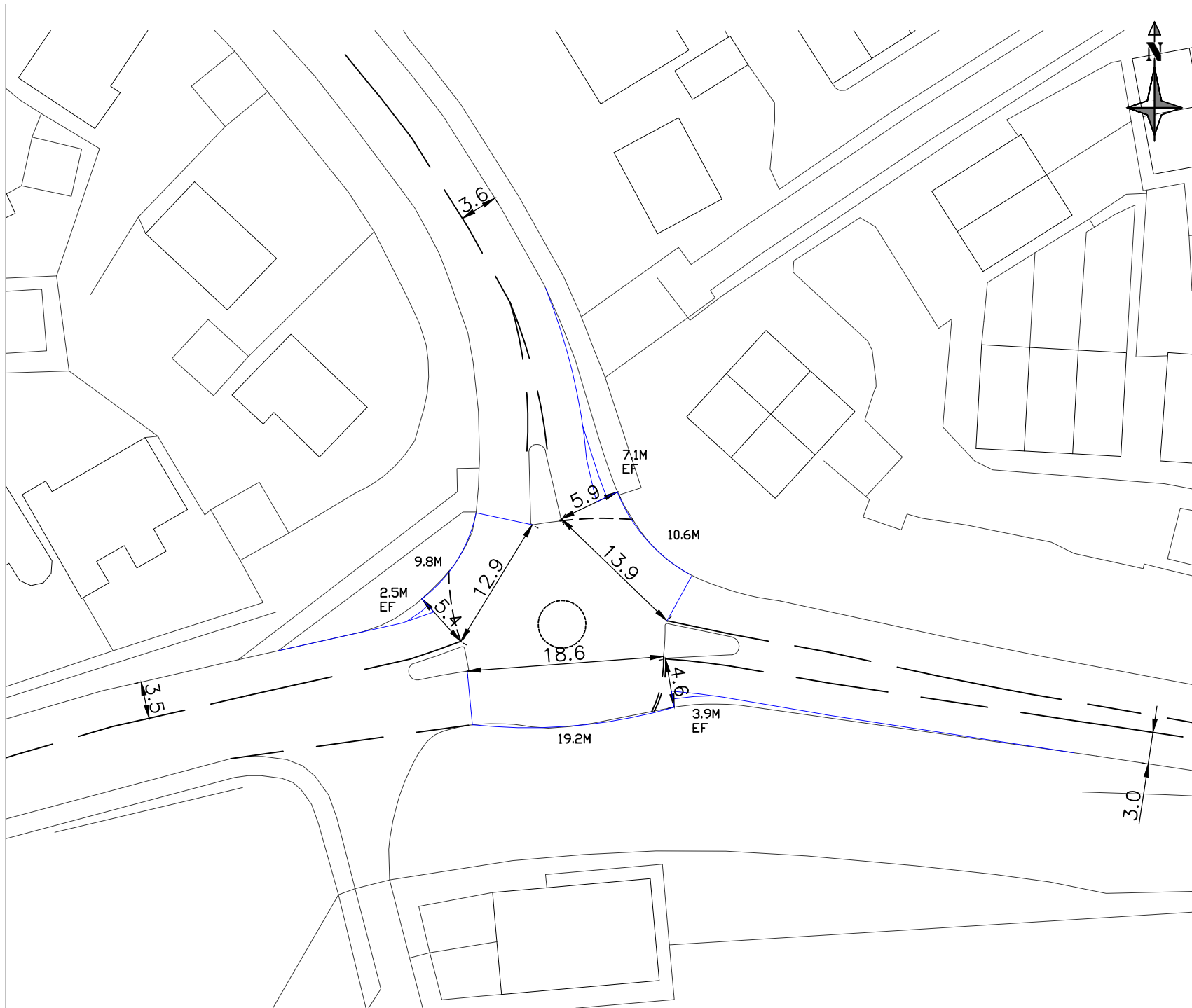


NOTES:

1. DO NOT SCALE THIS DRAWING.
2. VISIBILITY SPLAYS ESTIMATED FROM GOOGLE EARTH WHERE OUTSIDE OF OS



REV:	FIRST ISSUE	JW	DG	CH	15.04.25
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
PROJECT: BARLESTONE ROAD NEWBOLD VERDON					
DRAWING TITLE: JUNCTION 10 GEOMETRIES					
CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER: -					
REVISION: -	SHEET SIZE: A4		SCALE: 1:500		
STATUS: FOR INFORMATION / APPROVAL					
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1. DO NOT SCALE THIS DRAWING.

REV:	FIRST ISSUE	JW	DG	CH	15.04.25
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
PROJECT:		BARLESTONE ROAD, NEWBOLD VERDON			
DRAWING TITLE:		JUNCTION 11 GEOMETRIES			
CLIENT:		DAVID WILSON HOMES			
DRAWING NUMBER:		-			
REVISION:	-	SHEET SIZE:	A4	SCALE:	1:500
STATUS:		-			

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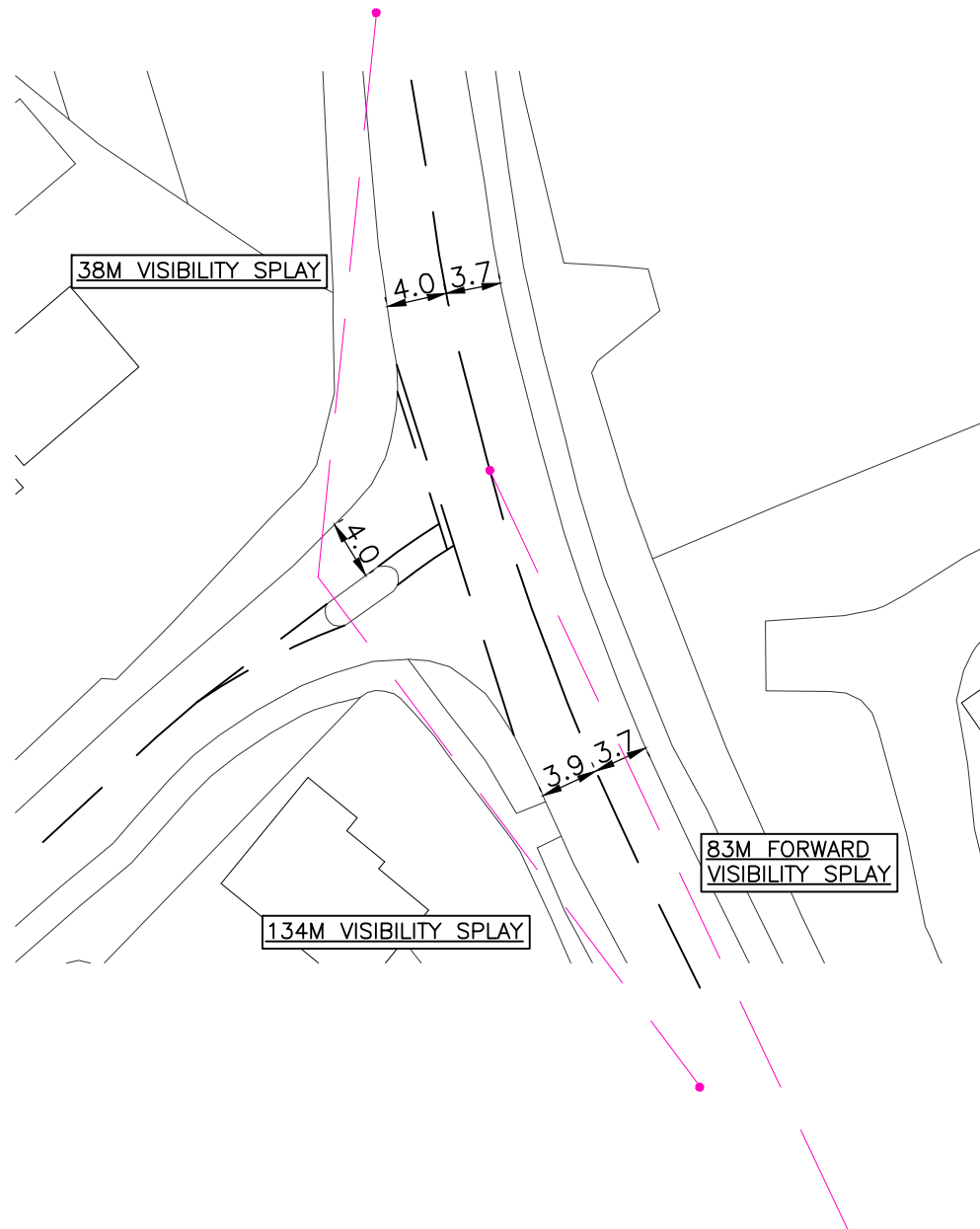
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REV.	FIRST ISSUE	JW	DG	CH	15.04.25
REV.	AMENDMENTS:	DRN:	CHK:	APP:	DATE:

PROJECT: BARLESTONE ROAD, NEWBOLD VERDON

DRAWING TITLE: JUNCTION 12 GEOMETRIES

CLIENT: DAVID WILSON HOMES

DRAWING NUMBER: -

REVISION: -	SHEET SIZE: A4	SCALE: 1:500
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APPENDICES



APPENDIX E

24832 - Barlestone Rd, Newbold Verdon
Transport - JCA validation checks for TRAN-0805

Prepared by:	C Heaney	29/4/2025
Reviewed by:		

1 Validation summary

Figure 1 - Base Year Validation checks - Per entry arm / Without and With MEC Optimisation

No.	Junction Description	Without MEC Optimisation								With MEC Optimisation								Pass % (arms)
		Pass*?								Pass*?								
		AM 0800-0900				PM 1700-1800				AM 0800-0900				PM 1700-1800				
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
2	B582 Barlestone Road / Bosworth Lane Signalised T-Junction	Y	Y	Y		Y	Y	Y										100%
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads	Y	Y	Y	N	Y	Y	Y	N				Y				Y	100%
4	B582 / Newbold Road / Lockymead Drive Roundabout	Y	Y	Y	Y	Y	Y	Y	Y									100%
5	B582 Barlestone Road / Dragon Lane Priority		Y	Y			Y	Y										100%
6	B582 Barlestone Road / Mill Lane Priority		Y	Y			Y	Y										100%
7	B582 Barlestone Road / Main Street Priority		Y	Y			Y	Y										100%
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)	Y	Y	Y	Y	Y	Y	Y	Y									100%
9	B582 / Main Street / High Street Mini-Roundabout	Y	Y	Y	N	Y	N	Y	Y				Y		Y			100%
10	B582 / Station Road Priority		Y	Y			Y	N								Y		100%
11	B582 / Barns Way Mini-Roundabout	Y	Y	N		Y	Y	Y				Y						100%
12	Station Road / Barns Way Priority		Y	Y			Y	Y										100%

*Modelled max end queues (Junctions9) / MMQs (LinSig) within 5pcu of queue counts on 9/4/2025

Total arms validated: 64
 Pass rate pre MEC optimisation: 90.6%
 Pass rate post MEC optimisation: 100.0%

Junction 2

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Lane 1 is nearside lane							
C				A		B	
Barlestone Road (North)				Barlestone Road (South)		Bosworth Lane	
Time	Lane 1	Lane 2		Lane 1		Lane 1	
7:00 - 7:05	6	1		3		4	
7:05 - 7:10	2	1		2		3	
7:10 - 7:15	1	0		9		5	
7:15 - 7:20	3	1		5		6	
7:20 - 7:25	4	3		7		4	
7:25 - 7:30	2	1		5		5	
7:30 - 7:35	6	2		5		4	
7:35 - 7:40	3	1		6		4	
7:40 - 7:45	8	2		5		5	
7:45 - 7:50	4	1		6		5	
7:50 - 7:55	4	2		10		4	
7:55 - 8:00	3	1		6		6	
8:00 - 8:05	7	1	8	7		8	
8:05 - 8:10	4	2	6	8		9	
8:10 - 8:15	5	0	3	8	8	5	9
8:15 - 8:20	5	2	7	3		8	
8:20 - 8:25	3	2	5	3		4	
8:25 - 8:30	3	1	4	5	5	4	8
8:30 - 8:35	4	2	6	4		5	
8:35 - 8:40	4	1	5	10		3	
8:40 - 8:45	3	2	5	5	10	4	5
8:45 - 8:50	4	2	5	3		5	
8:50 - 8:55	4	1	5	2		4	
8:55 - 9:00	2	1	3	5	5	4	5
9:00 - 9:05	1	1		3		4	
9:05 - 9:10	4	1		7		6	
9:10 - 9:15	0	0		4		10	
9:15 - 9:20	1	1		3		5	
9:20 - 9:25	1	0		0		3	
9:25 - 9:30	1	0		3		3	
9:30 - 9:35	1	2		3		3	
9:35 - 9:40	2	4		3		3	
9:40 - 9:45	2	1		4		3	
9:45 - 9:50	3	0		3		3	
9:50 - 9:55	1	1		4		3	
9:55 - 10:00	1	1		3		2	
16:00 - 16:05	1	3		5		5	
16:05 - 16:10	4	4		5		7	
16:10 - 16:15	6	3		8		6	
16:15 - 16:20	5	2		5		6	
16:20 - 16:25	4	1		5		5	
16:25 - 16:30	2	1		4		5	
16:30 - 16:35	4	1		7		4	
16:35 - 16:40	3	3		6		6	
16:40 - 16:45	3	1		6		7	
16:45 - 16:50	6	4		6		2	
16:50 - 16:55	2	0		5		8	
16:55 - 17:00	2	2		5		5	
17:00 - 17:05	5	2	7	5		5	
17:05 - 17:10	3	4	7	6		6	
17:10 - 17:15	5	3	8	6	6	14	14
17:15 - 17:20	4	5	9	5		5	
17:20 - 17:25	3	1	4	5		5	
17:25 - 17:30	3	2	5	6	6	15	15
17:30 - 17:35	5	1	6	4		4	
17:35 - 17:40	3	1	4	4		4	
17:40 - 17:45	8	3	11	5	5	16	16
17:45 - 17:50	3	1	4	4		4	
17:50 - 17:55	2	0	2	4		4	
17:55 - 18:00	2	2	4	4	4	8	8
18:00 - 18:05	2	1		5		5	
18:05 - 18:10	6	0		4		5	
18:10 - 18:15	1	0		3		2	
18:15 - 18:20	1	2		4		3	
18:20 - 18:25	3	1		8		9	
18:25 - 18:30	2	0		3		4	
18:30 - 18:35	1	0		4		5	
18:35 - 18:40	1	0		5		5	
18:40 - 18:45	3	0		4		5	
18:45 - 18:50	1	2		4		5	
18:50 - 18:55	2	1		4		6	
18:55 - 19:00	3	1		3		2	

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900			
Arm	Observed	MMQ Modelled	Pass?*
A - B582 Barlestone Rd (S)	7	9	y
B - B585 Bosworth Lane	7	11	y
C - B582 Barlestone Rd (N)	7	6	y

*within 5pcu

Table 2 - MEC validation checks - PM Peak 1700-1800			
Arm	Observed	MMQ Modelled	Pass?*
A - B582 Barlestone Rd (S)	5	9	y
B - B585 Bosworth Lane	13	14	y
C - B582 Barlestone Rd (N)	8	4	y

*within 5pcu

Junction 3

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

Time								
	A	B				C	D	
	A447 (North)	Bosworth Lane				A447 (South)	Bosworth Road	
	Right Turn	Lane 1	Lane 2		* Single	Right Turn	Lane 1	Lane 2
7:00 - 7:05	0	0	3		3	3	1	2
7:05 - 7:10	1	1	3		3	0	0	3
7:10 - 7:15	0	1	3		1	2	1	7
7:15 - 7:20	0	3	3		0	3	1	3
7:20 - 7:25	1	3	3		8	4	0	4
7:25 - 7:30	0	2	3		9	3	0	8
7:30 - 7:35	1	3	3		5	1	1	5
7:35 - 7:40	0	1	3		2	1	0	9
7:40 - 7:45	2	3	3		12	3	0	6
7:45 - 7:50	1	2	3		12	2	0	10
7:50 - 7:55	1	3	3		15	1	2	5
7:55 - 8:00	1	1	3		4	2	1	6
8:00 - 8:05	1	3	2		0	1	1	9
8:05 - 8:10	1	3	3		4	1	0	5
8:10 - 8:15	2	3	4		4	1	1	12
8:15 - 8:20	1	3	3		6	1	0	8
8:20 - 8:25	0	2	3		4	1	0	6
8:25 - 8:30	1	1	3		4	2	2	14
8:30 - 8:35	0	1	3		0	1	0	12
8:35 - 8:40	0	3	3		6	3	1	6
8:40 - 8:45	1	2	3		5	4	1	5
8:45 - 8:50	0	1	3		1	3	0	2
8:50 - 8:55	1	0	3		1	1	0	6
8:55 - 9:00	0	3	3		6	1	0	10
9:00 - 9:05	1	1	3		0	1	1	7
9:05 - 9:10	1	2	3		2	2	0	4
9:10 - 9:15	0	2	3		0	1	1	3
9:15 - 9:20	0	3	3		1	1	1	4
9:20 - 9:25	0	2	3		0	0	1	5
9:25 - 9:30	2	1	3		0	1	1	4
9:30 - 9:35	0	2	3		1	0	1	8
9:35 - 9:40	1	1	3		2	1	0	7
9:40 - 9:45	1	2	3		1	1	0	6
9:45 - 9:50	1	1	3		3	1	0	1
9:50 - 9:55	0	1	3		3	0	0	6
9:55 - 10:00	0	1	3		0	0	1	5
### - 16:05	0	2	2		0	2	0	3
### - 16:10	1	3	3		4	2	1	11
### - 16:15	1	2	3		2	3	1	11
### - 16:20	1	1	3		4	2	1	7
### - 16:25	1	3	3		4	1	1	12
### - 16:30	1	3	3		3	2	1	11
### - 16:35	1	1	3		3	2	1	4
### - 16:40	0	1	3		1	1	1	4
### - 16:45	2	3	3		7	3	2	5
### - 16:50	0	2	3		7	2	1	4
### - 16:55	0	1	3		3	2	1	9
### - 17:00	1	1	3		2	1	0	13
### - 17:05	0	2	3		6	2	2	15
### - 17:10	2	3	3		4	1	1	17
### - 17:15	1	3	3		6	2	2	17
### - 17:20	2	2	3		10	3	1	15
### - 17:25	3	3	3		16	1	1	14
### - 17:30	1	1	3		14	1	1	16
### - 17:35	0	2	3		8	1	1	15
### - 17:40	1	2	3		10	3	2	9
### - 17:45	1	3	3		7	0	1	9
### - 17:50	1	3	2		0	2	1	11
### - 17:55	1	1	3		3	1	1	8
### - 18:00	0	3	3		0	1	1	4
### - 18:05	2	1	2		0	1	0	3
### - 18:10	1	1	3		3	2	0	5
### - 18:15	0	1	3		0	2	0	3
### - 18:20	1	1	3		1	2	0	10
### - 18:25	1	3	3		1	1	3	3
### - 18:30	1	1	3		0	1	1	4
### - 18:35	1	1	2		0	1	1	5
### - 18:40	0	0	3		1	1	1	7
### - 18:45	0	1	2		0	1	1	7
### - 18:50	0	0	1		0	2	0	3
### - 18:55	0	1	3		2	3	1	2
### - 19:00	0	2	3		3	1	2	2

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - A447 (N)	2	1	Y	2	1	Y
B - B585 Bosworth Lane	6	2	Y	6	3	Y
C - A447 (S)	2	1	Y	2	1	Y
D - Bosworth Road	16	4	N	16	7	Y

*within 5pcu

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - A447 (N)	1	1	Y	1	1	Y
B - B585 Bosworth Lane	6	3	Y	6	3	Y
C - A447 (S)	2	1	Y	2	1	Y
D - Bosworth Road	19	12	N	19	18	Y

*within 5pcu

Junction 4

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

	A B C D			
	Newbold Road	Manor Road	Lockeymead Drive	Hunts Lane
Time	Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05	0	0	0	0
7:05 - 7:10	0	0	0	0
7:10 - 7:15	0	0	2	2
7:15 - 7:20	1	0	1	2
7:20 - 7:25	0	2	1	0
7:25 - 7:30	0	0	1	2
7:30 - 7:35	1	0	1	1
7:35 - 7:40	2	0	3	1
7:40 - 7:45	1	0	2	1
7:45 - 7:50	1	2	1	3
7:50 - 7:55	1	0	2	3
7:55 - 8:00	1	4	1	0
8:00 - 8:05	1	0	2	3
8:05 - 8:10	1	0	1	3
8:10 - 8:15	1	0	1	6
8:15 - 8:20	1	2	1	2
8:20 - 8:25	1	0	2	0
8:25 - 8:30	1	0	0	4
8:30 - 8:35	1	0	1	5
8:35 - 8:40	1	0	2	3
8:40 - 8:45	1	0	0	4
8:45 - 8:50	0	0	1	0
8:50 - 8:55	2	1	2	6
8:55 - 9:00	0	0	0	0
9:00 - 9:05	1	5	1	4
9:05 - 9:10	1	1	0	4
9:10 - 9:15	0	0	1	0
9:15 - 9:20	0	0	0	0
9:20 - 9:25	1	0	1	0
9:25 - 9:30	0	0	1	0
9:30 - 9:35	1	0	1	0
9:35 - 9:40	0	0	1	0
9:40 - 9:45	0	0	1	0
9:45 - 9:50	0	1	2	1
9:50 - 9:55	1	0	0	0
9:55 - 10:00	0	0	1	1
16:00 - 16:05	0	1	1	1
16:05 - 16:10	0	0	0	1
16:10 - 16:15	0	3	0	0
16:15 - 16:20	0	3	1	0
16:20 - 16:25	0	0	0	4
16:25 - 16:30	0	0	2	0
16:30 - 16:35	2	2	1	3
16:35 - 16:40	0	0	1	2
16:40 - 16:45	1	0	1	0
16:45 - 16:50	1	0	1	5
16:50 - 16:55	0	0	2	0
16:55 - 17:00	0	2	1	0
17:00 - 17:05	1	5	3	3
17:05 - 17:10	2	3	2	1
17:10 - 17:15	0	0	1	0
17:15 - 17:20	0	1	0	0
17:20 - 17:25	0	1	1	0
17:25 - 17:30	0	0	1	1
17:30 - 17:35	1	0	1	4
17:35 - 17:40	0	0	1	0
17:40 - 17:45	0	0	2	2
17:45 - 17:50	1	0	1	0
17:50 - 17:55	0	3	0	1
17:55 - 18:00	1	0	1	0
18:00 - 18:05	0	0	1	2
18:05 - 18:10	0	0	0	0
18:10 - 18:15	0	0	1	0
18:15 - 18:20	0	1	1	2
18:20 - 18:25	2	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	1	1
18:35 - 18:40	0	2	1	0
18:40 - 18:45	0	0	1	0
18:45 - 18:50	1	3	1	0
18:50 - 18:55	2	2	1	2
18:55 - 19:00	0	0	1	0

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Newbold Road	1	1	Y			
B - B582 Manor Road	0	1	Y			
C - Lockeymead Drive	1	1	Y			
D - B582 Hunts Lane	6	2	Y			

*within Spcu

Table 2 - MEC validation checks - PM Peak 1700-1900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Newbold Road	1	1	Y			
B - B582 Manor Road	0	1	Y			
C - Lockeymead Drive	1	1	Y			
D - B582 Hunts Lane	2	1	Y			

*within Spcu

Junction 5

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Time	B		C	
	Dragon Lane		B582 (West)	
	Left Turn	Right Turn		Right Turn
7:00 - 7:05	1	1		0
7:05 - 7:10	0	1		0
7:10 - 7:15	2	2		1
7:15 - 7:20	1	1		0
7:20 - 7:25	2	0		0
7:25 - 7:30	3	0		3
7:30 - 7:35	0	0		0
7:35 - 7:40	3	1		3
7:40 - 7:45	1	1		3
7:45 - 7:50	0	1		0
7:50 - 7:55	1	1		1
7:55 - 8:00	2	0		1
8:00 - 8:05	2	1		1
8:05 - 8:10	5	2		1
8:10 - 8:15	3	2	5	1
8:15 - 8:20	0	0		1
8:20 - 8:25	1	1		0
8:25 - 8:30	1	1	2	2
8:30 - 8:35	5	2		1
8:35 - 8:40	2	1		2
8:40 - 8:45	1	0	1	1
8:45 - 8:50	2	1		0
8:50 - 8:55	1	1		0
8:55 - 9:00	1	2	3	0
9:00 - 9:05	2	0		1
9:05 - 9:10	2	0		3
9:10 - 9:15	1	1		1
9:15 - 9:20	4	0		1
9:20 - 9:25	1	2		1
9:25 - 9:30	1	1		0
9:30 - 9:35	1	0		0
9:35 - 9:40	3	1		0
9:40 - 9:45	2	1		0
9:45 - 9:50	2	1		0
9:50 - 9:55	1	1		1
9:55 - 10:00	1	0		0

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

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900					
Arm	Max End Queue		Pass?*	Max End Queue	
	Observed	Modelled		Observed	Modelled
A - B582 Barlestone Rd (SE)					
B - Dragon Lane	5	1	Y		
C - B582 Barlestone Rd (NW)	2	1	Y		

*within 5pcu

Table 2 - MEC validation checks - PM Peak 1700-1800					
Arm	Max End Queue		Pass?*	Max End Queue	
	Observed	Modelled		Observed	Modelled
A - B582 Barlestone Rd (SE)					
B - Dragon Lane	3	1	Y		
C - B582 Barlestone Rd (NW)	2	2	Y		

*within 5pcu

Junction 6

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Time	Unnamed Road	A B582 (East)	B Mill Lane	C B582 (West)
	Lane 1	Right Turn	Lane 1	Right Turn
7:00 - 7:05	0	0	2	0
7:05 - 7:10	0	0	1	0
7:10 - 7:15	1	0	0	0
7:15 - 7:20	0	0	1	0
7:20 - 7:25	0	0	1	0
7:25 - 7:30	0	0	1	0
7:30 - 7:35	0	0	1	0
7:35 - 7:40	1	0	2	1
7:40 - 7:45	0	0	1	0
7:45 - 7:50	0	0	2	0
7:50 - 7:55	0	0	1	0
7:55 - 8:00	0	0	1	1
8:00 - 8:05	0	0	1	1
8:05 - 8:10	1	0	1	0
8:10 - 8:15	0	0	3	1
8:15 - 8:20	0	0	2	0
8:20 - 8:25	0	0	2	0
8:25 - 8:30	0	0	2	0
8:30 - 8:35	0	0	4	4
8:35 - 8:40	0	0	1	0
8:40 - 8:45	0	0	1	0
8:45 - 8:50	0	0	1	0
8:50 - 8:55	0	0	1	0
8:55 - 9:00	0	0	2	0
9:00 - 9:05	0	0	1	0
9:05 - 9:10	0	0	2	0
9:10 - 9:15	0	0	2	0
9:15 - 9:20	0	0	1	2
9:20 - 9:25	0	0	1	0
9:25 - 9:30	0	0	1	0
9:30 - 9:35	0	0	1	0
9:35 - 9:40	0	0	1	1
9:40 - 9:45	0	0	1	0
9:45 - 9:50	0	0	0	0
9:50 - 9:55	0	0	2	0
9:55 - 10:00	0	0	1	0

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

Queues are maximum queues each 5 minutes

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 Barlestone Rd (SE)						
B - Mill Lane	3	1	Y			
C - B582 Barlestone Rd (NW)	1	1	Y			

*within Spcu

Table 2 - MEC validation checks - PM Peak 1700-1900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 Barlestone Rd (SE)						
B - Mill Lane	3	1	Y			
C - B582 Barlestone Rd (NW)	3	1	Y			

*within Spcu

Junction 7

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

CH Review (red) - 26/4/2025

Time	B	C
	Main Street	Barlestone Road
	Lane 1	Right Turn
7:00 - 7:05	2	0
7:05 - 7:10	3	1
7:10 - 7:15	2	0
7:15 - 7:20	3	0
7:20 - 7:25	2	0
7:25 - 7:30	1	0
7:30 - 7:35	4	0
7:35 - 7:40	3	0
7:40 - 7:45	2	0
7:45 - 7:50	3	0
7:50 - 7:55	2	0
7:55 - 8:00	2	2
8:00 - 8:05	4	0
8:05 - 8:10	1	0
8:10 - 8:15	1	0
8:15 - 8:20	4	0
8:20 - 8:25	6	0
8:25 - 8:30	2	0
8:30 - 8:35	2	2
8:35 - 8:40	2	1
8:40 - 8:45	3	0
8:45 - 8:50	2	0
8:50 - 8:55	2	1
8:55 - 9:00	2	0
9:00 - 9:05	4	0
9:05 - 9:10	2	0
9:10 - 9:15	1	0
9:15 - 9:20	2	0
9:20 - 9:25	1	0
9:25 - 9:30	1	0
9:30 - 9:35	1	0
9:35 - 9:40	1	0
9:40 - 9:45	2	0
9:45 - 9:50	3	0
9:50 - 9:55	2	0
9:55 - 10:00	2	0

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 Barlestone Rd (E)						
B - Main Street	3	1	Y			
C - B582 Barlestone Rd (W)	0	1	Y			

*within 5pcu

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

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 Barlestone Rd (E)						
B - Main Street	3	1	Y			
C - B582 Barlestone Rd (W)	3	1	Y			

*within 5pcu

Queues are maximum queues each 5 minutes

Junction 8

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queues behind the Newbold Lane

Lane 1 is merge lane

On Review Date: 26/9/2025

MSC notes in matrix (Excluded)

Leicester Lane					A47 (East)					Desford Road					A47 (West)				
Time	Lane 1	Lane 2	Lane 3	* Single	Lane 1	Lane 2	Lane 3		Lane 1	Lane 2	Lane 3	* Single		Lane 1	Lane 2	* Single			
7:00 - 7:05	4	6	3		1	2	3		1	2	3	7		1	2	3			
7:05 - 7:10	2	6	2	3	1	2	3		1	2	3	7		1	2	3			
7:10 - 7:15	4	6	1	7	0	15	6		5	4	1	2		5	6	5			
7:15 - 7:20	3	6	1	21	3	14	3		3	4	3	3		3	6	3			
7:20 - 7:25	3	6	2	22	3	15	4		2	5	3	1	6	3	6	3			
7:25 - 7:30	6	6	3	25	1	21	4		2	5	3	0	5	3	7	15			
7:30 - 7:35	3	6	1	31	1	16	3		4	5	0	4		3	6	13			
7:35 - 7:40	3	6	1	40	3	17	11		2	5	3	1	6	3	2	15			
7:40 - 7:45	1	6	1	51	2	11	11		4	5	3	2		3	2	44			
7:45 - 7:50	1	6	2	60	2	2	11		4	5	3	3		3	6	35			
7:50 - 7:55	3	6	2	67	1	20	17		2	5	3	5		3	6	34			
7:55 - 8:00	3	6	1	75	1	15	15		2	5	3	5		3	6	34			
8:00 - 8:05	3	6	1	81	3	11	7		2	5	3	7		3	4	31			
8:05 - 8:10	3	6	1	85	3	11	7		2	5	3	7		3	4	31			
8:10 - 8:15	4	6	2	90	2	15	23		3	5	3	7		3	5	34			
8:15 - 8:20	3	6	2	95	3	15	26		3	5	3	7		3	5	34			
8:20 - 8:25	7	6	1	107	6	13	26	43	3	5	1	2	5	13	3	43			
8:25 - 8:30	4	6	1	120	6	6	15		4	5	2	6		3	4	39			
8:30 - 8:35	4	6	2	128	6	6	15		4	5	3	3		3	4	38			
8:35 - 8:40	3	6	2	131	13	6	12	3	21	30	3	5	3	5	15	3			
8:40 - 8:45	3	6	2	135	2	17	6	24		3	5	3	5	11	15	3			
8:45 - 8:50	4	6	2	134	14	4	15	3	27	3	5	2	5	10	12	3			
8:50 - 8:55	3	6	2	134		1	13	5		2	5	3	3		3	8			
8:55 - 9:00	3	6	2	135		0	13	3		2	5	3	3		3	8			
9:00 - 9:05	3	6	2	135		0	11	3		2	5	2	5		3	7			
9:05 - 9:10	3	6	2	134		0	11	3		2	5	2	5		3	7			
9:10 - 9:15	3	6	2	135		0	8	3		2	5	4	6		3	8			
9:15 - 9:20	3	6	2	135		0	8	3		1	5	4	6		3	8			
9:20 - 9:25	3	6	2	135		0	8	3		1	5	3	5		3	7			
9:25 - 9:30	3	6	2	135		0	8	3		1	5	3	5		3	7			
9:30 - 9:35	3	6	2	135		0	8	3		1	5	3	5		3	7			
9:35 - 9:40	3	6	2	135		0	8	3		1	5	3	5		3	7			
9:40 - 9:45	1	6	1	7	1	7	3		1	5	3	6		3	8	1			
9:45 - 9:50	3	6	1	6	2	10	1		3	5	2	6		3	4	5			
9:50 - 9:55	1	6	1	7	1	6	2		2	5	3	6		3	5	3			
9:55 - 10:00	3	6	1	1	1	6	2		2	5	3	6		3	5	3			
10:00 - 10:05	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:05 - 10:10	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:10 - 10:15	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:15 - 10:20	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:20 - 10:25	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:25 - 10:30	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:30 - 10:35	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:35 - 10:40	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:40 - 10:45	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:45 - 10:50	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:50 - 10:55	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
10:55 - 11:00	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:00 - 11:05	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:05 - 11:10	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:10 - 11:15	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:15 - 11:20	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:20 - 11:25	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:25 - 11:30	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:30 - 11:35	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:35 - 11:40	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:40 - 11:45	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:45 - 11:50	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:50 - 11:55	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
11:55 - 12:00	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:00 - 12:05	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:05 - 12:10	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:10 - 12:15	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:15 - 12:20	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:20 - 12:25	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:25 - 12:30	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:30 - 12:35	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:35 - 12:40	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:40 - 12:45	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:45 - 12:50	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:50 - 12:55	5	6	3	15	2	16	11		5	5	3	15		5	6	7			
12:55 - 1:00	5	6	3	15	2	16	11		5	5	3	15		5	6	7			

Table 1 - MSC validation checks - AM Peak (08:00-10:00)

Area	MMQ		Pass?			Pass?
	Observed	Modelled				
A - A47 Hinckley Road (NE)	23	23	Y	As LCC signal timings left as unconfirmed / unchanged / will be optimised anyway in Future Year		
B - B582 Denford Road	12	11	Y			
C - A47 Hinckley Road (SW)	17	16	Y			
D - B582 Leicester Lane	13	13	Y	As LCC signal timings left as unco		

Notes: None

Table 2 - MSC validation checks - PM Peak (15:00-18:00)

Area	AMMIG		Pass?		AMMIG		Pass?
	Observed	Modelled			Observed	Modelled	
A - A47 Hindcliff Road (NE)	23	16	Y	As LCC signal timings left as unconfirmed / unchanged / will be optimised anyway in future Year			
B - B582 Deodford Road	12	29	Y	As LCC signal timings left as unconfirmed / unchanged / will be optimised anyway in future Year			
C - A47 Hindcliff Road (SW)	17	15	Y				
D - B582 Leicester Lane	16	23	Y	As LCC signal timings left as unconfirmed / unchanged / will be optimised anyway in future Year			

Junction 9

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Time	MEC arms in matrix (clockwise)			
	A	B	C	D
	Main Street	B582 (East)	High Street	B582 (West)
	Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05	1	0	1	12
7:05 - 7:10	1	0	2	5
7:10 - 7:15	1	3	2	3
7:15 - 7:20	2	0	2	4
7:20 - 7:25	1	3	2	11
7:25 - 7:30	3	0	4	13
7:30 - 7:35	1	1	5	12
7:35 - 7:40	4	2	5	8
7:40 - 7:45	1	1	3	15
7:45 - 7:50	6	0	6	15
7:50 - 7:55	3	0	3	19
7:55 - 8:00	2	1	4	16
8:00 - 8:05	5	3	4	14
8:05 - 8:10	2	2	5	5
8:10 - 8:15	4	2	3	7
8:15 - 8:20	3	1	4	9
8:20 - 8:25	3	8	2	10
8:25 - 8:30	4	4	3	14
8:30 - 8:35	2	3	3	9
8:35 - 8:40	1	4	5	6
8:40 - 8:45	4	5	6	5
8:45 - 8:50	2	1	3	3
8:50 - 8:55	2	0	3	8
8:55 - 9:00	4	2	2	14
9:00 - 9:05	4	1	3	3
9:05 - 9:10	2	3	2	13
9:10 - 9:15	0	1	2	5
9:15 - 9:20	2	2	3	4
9:20 - 9:25	1	2	2	3
9:25 - 9:30	1	0	2	3
9:30 - 9:35	1	0	2	1
9:35 - 9:40	1	2	2	7
9:40 - 9:45	2	1	1	5
9:45 - 9:50	2	1	2	3
9:50 - 9:55	0	0	3	3
9:55 - 10:00	1	1	4	4
16:00 - 16:05	6	6	4	9
16:05 - 16:10	3	2	5	4
16:10 - 16:15	1	5	7	7
16:15 - 16:20	3	4	5	8
16:20 - 16:25	2	3	5	7
16:25 - 16:30	2	2	2	8
16:30 - 16:35	2	2	3	8
16:35 - 16:40	2	1	4	4
16:40 - 16:45	4	3	2	4
16:45 - 16:50	4	5	4	6
16:50 - 16:55	4	6	5	4
16:55 - 17:00	4	2	7	6
17:00 - 17:05	3	6	3	10
17:05 - 17:10	4	8	5	12
17:10 - 17:15	5	5	5	2
17:15 - 17:20	6	7	4	6
17:20 - 17:25	7	5	5	3
17:25 - 17:30	4	7	2	6
17:30 - 17:35	4	8	4	4
17:35 - 17:40	4	4	5	5
17:40 - 17:45	1	3	3	4
17:45 - 17:50	2	4	1	5
17:50 - 17:55	1	4	3	3
17:55 - 18:00	2	5	4	2
18:00 - 18:05	1	3	2	2
18:05 - 18:10	2	5	4	3
18:10 - 18:15	2	3	4	2
18:15 - 18:20	2	3	3	2
18:20 - 18:25	1	2	1	6
18:25 - 18:30	1	3	3	1
18:30 - 18:35	0	3	2	5
18:35 - 18:40	1	9	1	1
18:40 - 18:45	0	1	3	3
18:45 - 18:50	3	2	2	3
18:50 - 18:55	1	1	1	3
18:55 - 19:00	1	1	3	3

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled			Observed	Modelled		
A - Main Street	4	1	Y		4	1	Y	
B - B582 (E)	5	10	Y		5	2	Y	
C - High Street	6	2	Y		6	2	Y	
D - B582 (W)	14	51	N	Intercept adjusted	14	14	Y	

*within Spcu

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled			Observed	Modelled		
A - Main Street	5	1	Y		5	1	Y	
B - B582 (E)	7	139	N	Intercept adjustment	7	7	Y	
C - High Street	5	1	Y		5	1	Y	
D - B582 (W)	6	3	Y		6	2	Y	

*within Spcu

Junction 10

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

CH Review (red) - 26/4/2025

Time	B		C	
	Station Road		B582 (East)	
	Lane 1		Right Turn	
7:00 - 7:05	3		0	
7:05 - 7:10	3		0	
7:10 - 7:15	6		0	
7:15 - 7:20	3		0	
7:20 - 7:25	14		0	
7:25 - 7:30	4		0	
7:30 - 7:35	5		1	
7:35 - 7:40	4		0	
7:40 - 7:45	5		0	
7:45 - 7:50	12		0	
7:50 - 7:55	5		0	
7:55 - 8:00	7		0	
8:00 - 8:05	4		0	
8:05 - 8:10	3		2	
8:10 - 8:15	3		1	
8:15 - 8:20	6		1	
8:20 - 8:25	5		1	
8:25 - 8:30	5		1	
8:30 - 8:35	7		8	
8:35 - 8:40	7		8	
8:40 - 8:45	7		0	
8:45 - 8:50	5		0	
8:50 - 8:55	2		0	
8:55 - 9:00	3		0	
9:00 - 9:05	6		0	
9:05 - 9:10	1		0	
9:10 - 9:15	2		0	
9:15 - 9:20	4		0	
9:20 - 9:25	2		0	
9:25 - 9:30	3		0	
9:30 - 9:35	4		0	
9:35 - 9:40	3		0	
9:40 - 9:45	4		0	
9:45 - 9:50	6		0	
9:50 - 9:55	4		0	
9:55 - 10:00	1		0	

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 (NW)						
B - Station Road	7	2	Y	7	5	Y
C - B582 (SE)	1	1	Y	1	1	Y

*within Spcu

16:00 - 16:05	2		0	
16:05 - 16:10	5		0	
16:10 - 16:15	10		0	
16:15 - 16:20	5		0	
16:20 - 16:25	14		0	
16:25 - 16:30	4		0	
16:30 - 16:35	3		2	
16:35 - 16:40	14		0	
16:40 - 16:45	4		0	
16:45 - 16:50	11		0	
16:50 - 16:55	14		0	
16:55 - 17:00	15		0	
17:00 - 17:05	15		0	
17:05 - 17:10	18		0	
17:10 - 17:15	20		1	
17:15 - 17:20	6		0	
17:20 - 17:25	6		0	
17:25 - 17:30	8		0	
17:30 - 17:35	11		0	
17:35 - 17:40	5		0	
17:40 - 17:45	4		0	
17:45 - 17:50	5		0	
17:50 - 17:55	8		0	
17:55 - 18:00	5		0	
18:00 - 18:05	4		0	
18:05 - 18:10	5		0	
18:10 - 18:15	3		0	
18:15 - 18:20	14		0	
18:20 - 18:25	4		0	
18:25 - 18:30	5		0	
18:30 - 18:35	3		0	
18:35 - 18:40	6		1	
18:40 - 18:45	2		0	
18:45 - 18:50	2		0	
18:50 - 18:55	4		0	
18:55 - 19:00	3		0	

Table 2 - MEC validation checks - PM Peak 1700-1900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - B582 (NW)						
B - Station Road	20	4	N	20	15	Y
C - B582 (SE)	1	1	Y	1	0	Y

*within Spcu

Queues are maximum queues each 5 minutes

Junction 11

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Time	A	B	C
	Barns Way	B582 (East)	B582 (West)
7:00 - 7:05	Lane 1	Lane 1	Lane 1
7:05 - 7:10			
7:10 - 7:15			
7:15 - 7:20			
7:20 - 7:25			
7:25 - 7:30			
7:30 - 7:35			
7:35 - 7:40			
7:40 - 7:45			
7:45 - 7:50			
7:50 - 7:55			
7:55 - 8:00			
8:00 - 8:05			
8:05 - 8:10			
8:10 - 8:15			
8:15 - 8:20			
8:20 - 8:25			
8:25 - 8:30			
8:30 - 8:35			
8:35 - 8:40			
8:40 - 8:45			
8:45 - 8:50			
8:50 - 8:55			
8:55 - 9:00			
9:00 - 9:05			
9:05 - 9:10			
9:10 - 9:15			
9:15 - 9:20			
9:20 - 9:25			
9:25 - 9:30			
9:30 - 9:35			
9:35 - 9:40			
9:40 - 9:45			
9:45 - 9:50			
9:50 - 9:55			
9:55 - 10:00			

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

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900						
Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Barns Way	4	2	Y	4	2	Y
B - B582 Leicester Lane (E)	3	1	Y	3	1	Y
C - B582 Leicester Lane (W)	4	2	Y	4	2	Y

*within 5pcu

Table 2 - MEC validation checks - PM Peak 1700-1800						
Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Barns Way	4	4	Y	4	4	Y
B - B582 Leicester Lane (E)	5	2	Y	5	2	Y
C - B582 Leicester Lane (W)	9	1	N	9	1	Y
geometries look accurate. No						

*within 5pcu geometries look accurate. No

Junction 12

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

CH Review (red) - 26/4/2025

Time	C		B	
	Station Road (North)		Station Road (West)	
	Right Turn		Lane 1	
7:00 - 7:05	0		3	
7:05 - 7:10	1		1	
7:10 - 7:15	1		2	
7:15 - 7:20	1		9	
7:20 - 7:25	1		2	
7:25 - 7:30	2		4	
7:30 - 7:35	2		2	
7:35 - 7:40	0		6	
7:40 - 7:45	1		6	
7:45 - 7:50	1		5	
7:50 - 7:55	0		5	
7:55 - 8:00	2		10	
8:00 - 8:05	1		9	
8:05 - 8:10	0		5	
8:10 - 8:15	2		5	
8:15 - 8:20	2		3	
8:20 - 8:25	0		8	
8:25 - 8:30	1		7	
8:30 - 8:35	1		4	
8:35 - 8:40	1		6	
8:40 - 8:45	1		4	
8:45 - 8:50	1		1	
8:50 - 8:55	2		5	
8:55 - 9:00	0		2	
9:00 - 9:05	1		1	
9:05 - 9:10	0		2	
9:10 - 9:15	1		3	
9:15 - 9:20	1		2	
9:20 - 9:25	0		4	
9:25 - 9:30	1		1	
9:30 - 9:35	0		3	
9:35 - 9:40	1		3	
9:40 - 9:45	0		2	
9:45 - 9:50	2		1	
9:50 - 9:55	0		1	
9:55 - 10:00	0		1	

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Barns Way						
B - Station Road (W)	7	4	Y			
C - Station Road (N)	2	2	Y			

*within Spcu

16:00 - 16:05	0		4	
16:05 - 16:10	2		8	
16:10 - 16:15	2		4	
16:15 - 16:20	1		7	
16:20 - 16:25	1		9	
16:25 - 16:30	1		3	
16:30 - 16:35	1		6	
16:35 - 16:40	2		2	
16:40 - 16:45	1		4	
16:45 - 16:50	2		5	
16:50 - 16:55	2		3	
16:55 - 17:00	2		4	
17:00 - 17:05	1		5	
17:05 - 17:10	1		4	
17:10 - 17:15	1		2	
17:15 - 17:20	2		3	
17:20 - 17:25	1		3	
17:25 - 17:30	2		3	
17:30 - 17:35	1		2	
17:35 - 17:40	2		6	
17:40 - 17:45	2		2	
17:45 - 17:50	2		3	
17:50 - 17:55	2		3	
17:55 - 18:00	2		5	
18:00 - 18:05	1		3	
18:05 - 18:10	1		3	
18:10 - 18:15	2		2	
18:15 - 18:20	1		1	
18:20 - 18:25	0		1	
18:25 - 18:30	0		1	
18:30 - 18:35	0		1	
18:35 - 18:40	0		0	
18:40 - 18:45	0		2	
18:45 - 18:50	1		1	
18:50 - 18:55	1		2	
18:55 - 19:00	0		0	

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*	Max End Queue		Pass?*
	Observed	Modelled		Observed	Modelled	
A - Barns Way						
B - Station Road (W)	5	2	Y			
C - Station Road (N)	2	7	Y			

*within Spcu

Queues are maximum queues each 5 minutes



MEC
Consulting Group

APPENDICES



APPENDIX F

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
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Filename: 250409 - J1 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J1 - Site Access_Barlestone Rd Ghost Island Priority

Report generation date: 30/04/2025 16:45:02

- »J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something, AM
- »J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something, PM
- »J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens, AM
- »J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something									
Stream B-AC	D1	0.4	8.74	0.30	A	D2	0.1	6.86	0.12	A
Stream C-AB		0.1	5.28	0.05	A		0.1	5.83	0.11	A
	J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

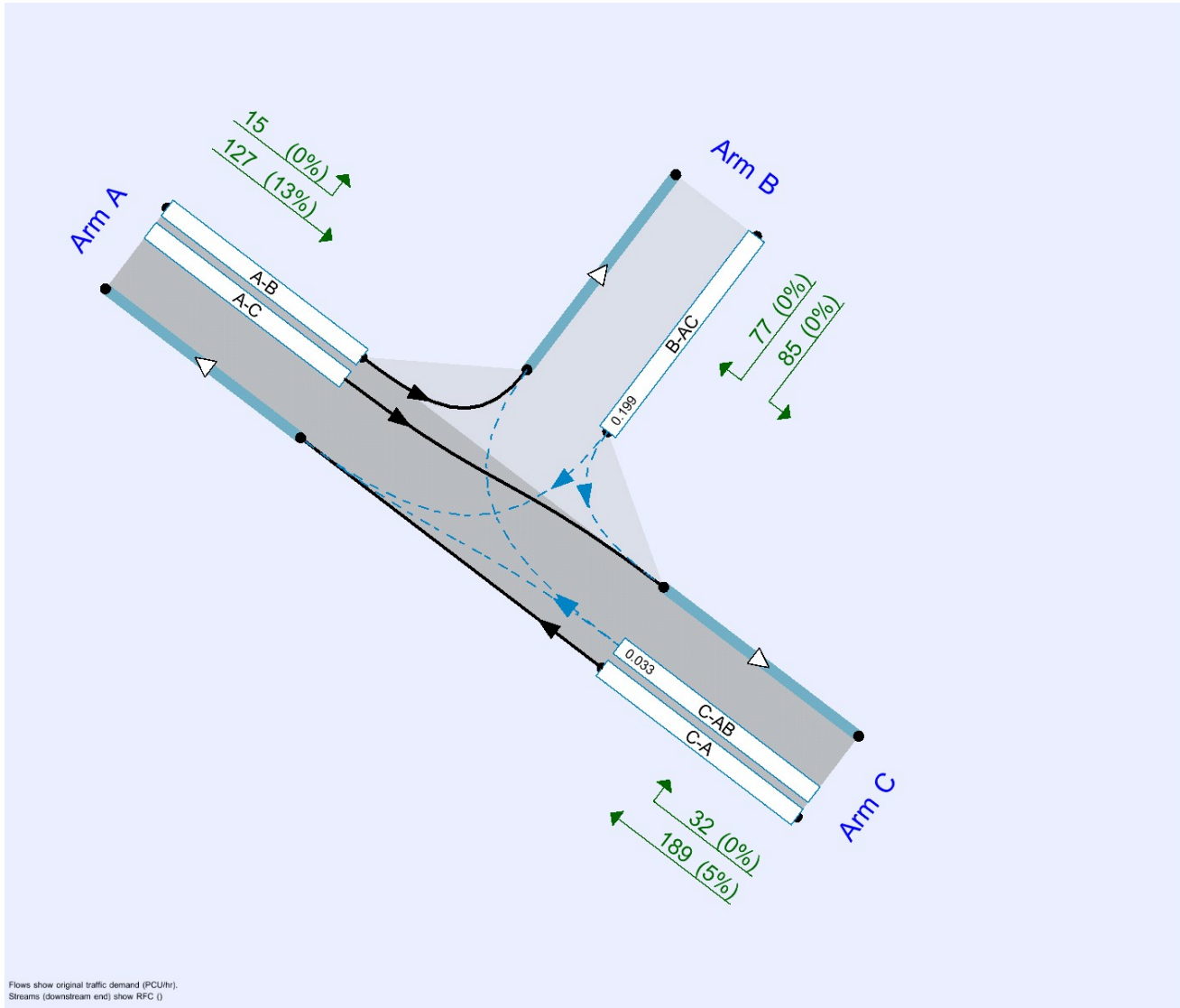
File summary

File Description

Title	
Location	
Site number	
Date	26/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-ECjames.wright
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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	2033 Do Something	AM	ONE HOUR	07:45	09:15	15
D2	2033 Do Something	PM	ONE HOUR	16:45	18:15	15
D3	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D4	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J1 - Site Access_Barlestone Rd Ghost Island Priority	100.000

J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Site Access_Barlestone Rd Ghost Island Priority	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road N		Major
B	Site Access		Minor
C	Barlestone Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60		✓	3.50	162.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.38	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	600	0.106	0.269	0.169	0.384
B-C	726	0.108	0.274	-	-
C-B	762	0.288	0.288	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	162	100.000
C		✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	15	127
	B	77	0	85
	C	189	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	13
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	8.74	0.4	A
C-AB	0.05	5.28	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	613	0.199	121	0.2	7.307	A
C-AB	24	732	0.033	24	0.0	5.088	A
C-A	142			142			
A-B	11			11			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	603	0.241	145	0.3	7.857	A
C-AB	29	726	0.040	29	0.0	5.166	A
C-A	170			170			
A-B	13			13			
A-C	114			114			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	590	0.302	178	0.4	8.721	A
C-AB	35	717	0.049	35	0.1	5.277	A
C-A	208			208			
A-B	17			17			
A-C	140			140			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	590	0.302	178	0.4	8.740	A
C-AB	35	717	0.049	35	0.1	5.277	A
C-A	208			208			
A-B	17			17			
A-C	140			140			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	603	0.241	146	0.3	7.883	A
C-AB	29	726	0.040	29	0.0	5.166	A
C-A	170			170			
A-B	13			13			
A-C	114			114			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	613	0.199	122	0.3	7.347	A
C-AB	24	732	0.033	24	0.0	5.090	A
C-A	142			142			
A-B	11			11			
A-C	96			96			

J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Site Access_Barlestone Rd Ghost Island Priority	T-Junction	Two-way		1.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	206	100.000
B		✓	64	100.000
C		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	66	140
	B	23	0	41
	C	156	72	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	6.86	0.1	A
C-AB	0.11	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	621	0.078	48	0.1	6.279	A
C-AB	54	718	0.076	54	0.1	5.421	A
C-A	117			117			
A-B	50			50			
A-C	105			105			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	610	0.094	57	0.1	6.513	A
C-AB	65	709	0.091	65	0.1	5.587	A
C-A	140			140			
A-B	59			59			
A-C	126			126			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	595	0.118	70	0.1	6.857	A
C-AB	79	697	0.114	79	0.1	5.826	A
C-A	172			172			
A-B	73			73			
A-C	154			154			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	595	0.118	70	0.1	6.860	A
C-AB	79	697	0.114	79	0.1	5.826	A
C-A	172			172			
A-B	73			73			
A-C	154			154			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	610	0.094	58	0.1	6.518	A
C-AB	65	709	0.091	65	0.1	5.591	A
C-A	140			140			
A-B	59			59			
A-C	126			126			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	621	0.078	48	0.1	6.289	A
C-AB	54	718	0.076	54	0.1	5.429	A
C-A	117			117			
A-B	50			50			
A-C	105			105			

J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Site Access_Barlestone Rd Ghost Island Priority	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Site Access_Barlestone Rd Ghost Island Priority	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	0	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

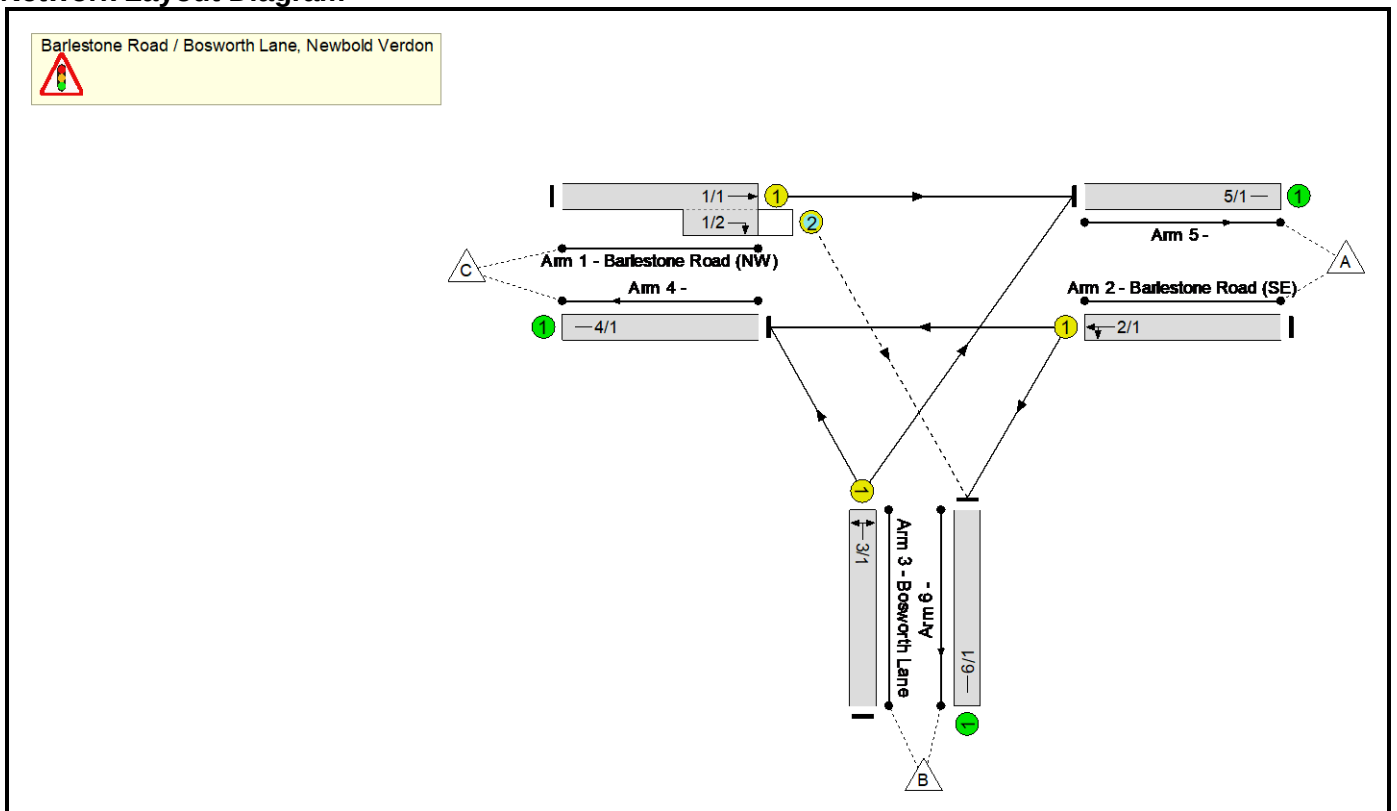
18:00 - 18:15

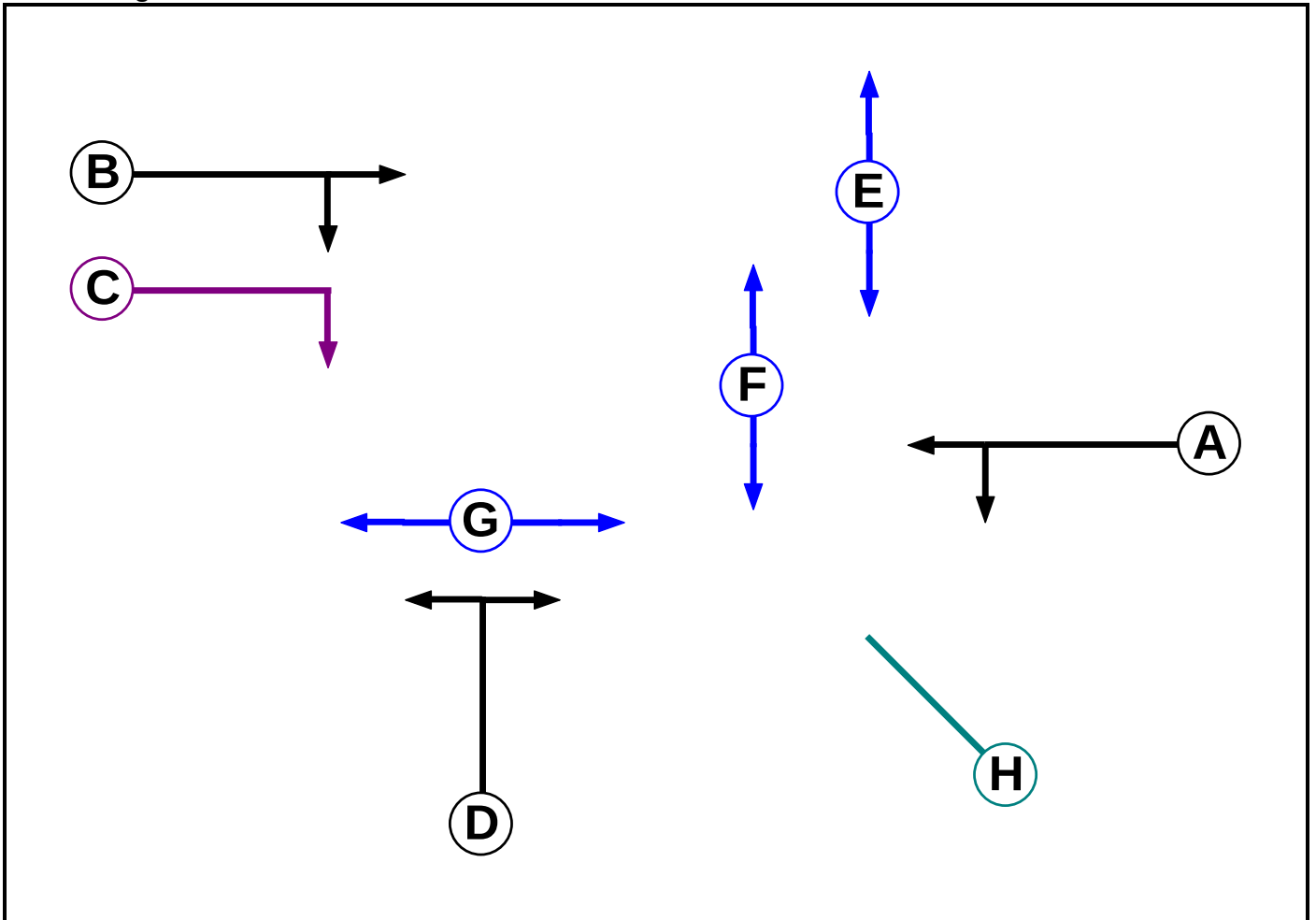
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	657	0.000	0	0.0	0.000	A
C-AB	0	1525	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

User and Project Details

Project:	Newbold Verdon
Title:	
Location:	
Additional detail:	
File name:	250409 - J2 - Issued with TRAN_0805.lsg3x
Author:	
Company:	
Address:	

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	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Dummy		4	4

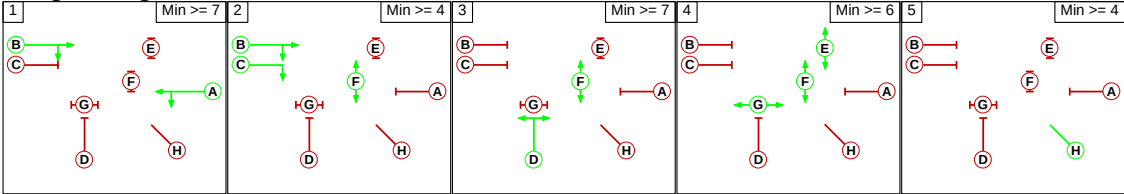
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	6	6	-	6	9	3
	B	-		-	6	9	-	9	3
	C	6	-		6	-	-	9	3
	D	6	6	6		10	-	6	3
	E	-	6	-	6		-	-	3
	F	6	-	-	-	-		-	3
	G	8	8	8	8	-	-		3
	H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage					
From Stage		1	2	3	4	5
	1		6	6	9	3
	2	X		6	9	X
	3	6	X		10	3
	4	8	X	8		3
	5	2	X	2	2	

Give-Way Lane Input Data

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon											
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 (Barlestone Road (NW))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon												
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 (Barlestone Road (NW))	U	B	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (Barlestone Road (NW))	O	B C	2	3	4.3	Geom	-	3.23	0.00	N	Arm 6 Right	20.50
2/1 (Barlestone Road (SE))	U	A	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	17.00
3/1 (Bosworth Lane)	U	D	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 4 Left	13.80
											Arm 5 Right	22.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2033 Do Minimum AM'	08:00	09:00	01:00	
4: '2033 Do Minimum PM'	17:00	18:00	01:00	
5: '2033 Do Something AM'	08:00	09:00	01:00	
6: '2033 Do Something PM'	17:00	18:00	01:00	
7: '2033 Do Something Sens AM'	08:00	09:00	01:00	
8: '2033 Do Something Sens PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Ped Stage 4 Double Cycled')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	193	244	437
	B	235	0	102	337
	C	300	81	0	381
	Tot.	535	274	346	1155

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	381(In) 300(Out)
1/2 (short)	81
2/1	437
3/1	337
4/1	346
5/1	535
6/1	274

Lane Saturation Flows

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	55.8 %	1936	1936
				Arm 6 Left	17.00	44.2 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	30.3 %	1807	1807
				Arm 5 Right	22.60	69.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Ped Stage 4 Double Cycled')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	210	340	550
	B	267	0	103	370
	C	276	117	0	393
	Tot.	543	327	443	1313

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	393(In) 276(Out)
1/2 (short)	117
2/1	550
3/1	370
4/1	443
5/1	543
6/1	327

Lane Saturation Flows

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	61.8 %	1945	1945
				Arm 6 Left	17.00	38.2 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	27.8 %	1809	1809
				Arm 5 Right	22.60	72.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2033 DM AM' (FG3: '2033 Do Minimum AM', Plan 1: 'Ped Stage 4 Double Cycled')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	222	271	493
	B	203	0	162	365
	C	317	121	0	438
	Tot.	520	343	433	1296

Traffic Lane Flows

Lane	Scenario 3: 2033 DM AM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	438(In) 317(Out)
1/2 (short)	121
2/1	493
3/1	365
4/1	433
5/1	520
6/1	343

Lane Saturation Flows

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	55.0 %	1934	1934
				Arm 6 Left	17.00	45.0 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	44.4 %	1797	1797
				Arm 5 Right	22.60	55.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2033 DM PM' (FG4: '2033 Do Minimum PM', Plan 1: 'Ped Stage 4 Double Cycled')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	223	374	597
	B	228	0	157	385
	C	300	172	0	472
	Tot.	528	395	531	1454

Traffic Lane Flows

Lane	Scenario 4: 2033 DM PM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	472(In) 300(Out)
1/2 (short)	172
2/1	597
3/1	385
4/1	531
5/1	528
6/1	395

Lane Saturation Flows

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	62.6 %	1947	1947
				Arm 6 Left	17.00	37.4 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	40.8 %	1800	1800
				Arm 5 Right	22.60	59.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2033 DS AM' (FG5: '2033 Do Something AM', Plan 1: 'Ped Stage 4 Double Cycled')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	254	312	566
	B	207	0	164	371
	C	328	104	0	432
	Tot.	535	358	476	1369

Traffic Lane Flows

Lane	Scenario 5: 2033 DS AM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	432(In) 328(Out)
1/2 (short)	104
2/1	566
3/1	371
4/1	476
5/1	535
6/1	358

Lane Saturation Flows

Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	55.1 %	1934	1934
				Arm 6 Left	17.00	44.9 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	44.2 %	1797	1797
				Arm 5 Right	22.60	55.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2033 DS PM' (FG6: '2033 Do Something PM', Plan 1: 'Ped Stage 4 Double Cycled')

Traffic Flows, Desired**Desired Flow :**

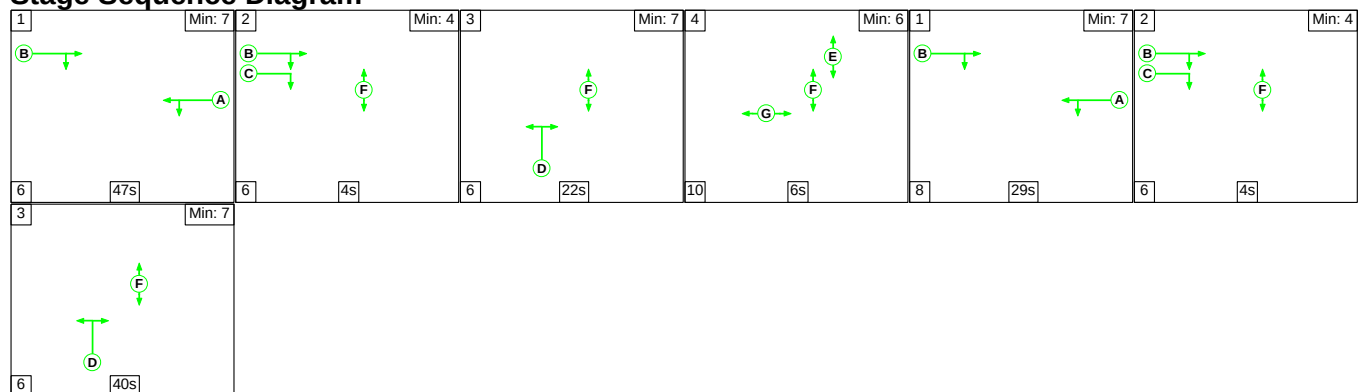
	Destination				
		A	B	C	Tot.
Origin	A	0	237	379	616
	B	265	0	156	421
	C	326	162	0	488
	Tot.	591	399	535	1525

Traffic Lane Flows

Lane	Scenario 6: 2033 DS PM
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon	
1/1 (with short)	488(In) 326(Out)
1/2 (short)	162
2/1	616
3/1	421
4/1	535
5/1	591
6/1	399

Lane Saturation Flows

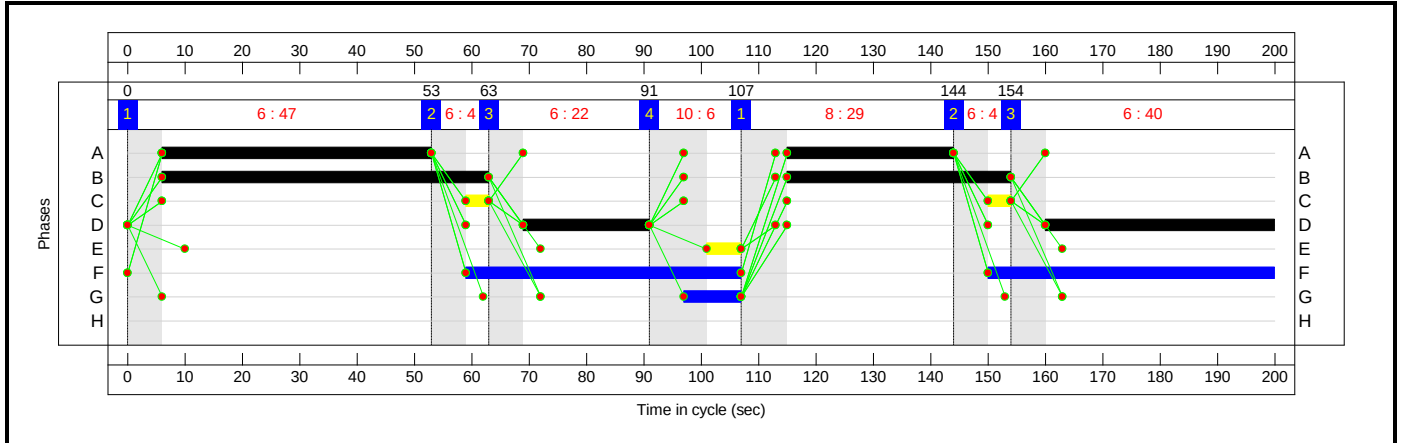
Junction: Barlestone Road / Bosworth Lane, Newbold Verdon								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	61.5 %	1945	1945
				Arm 6 Left	17.00	38.5 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	37.1 %	1802	1802
				Arm 5 Right	22.60	62.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram**

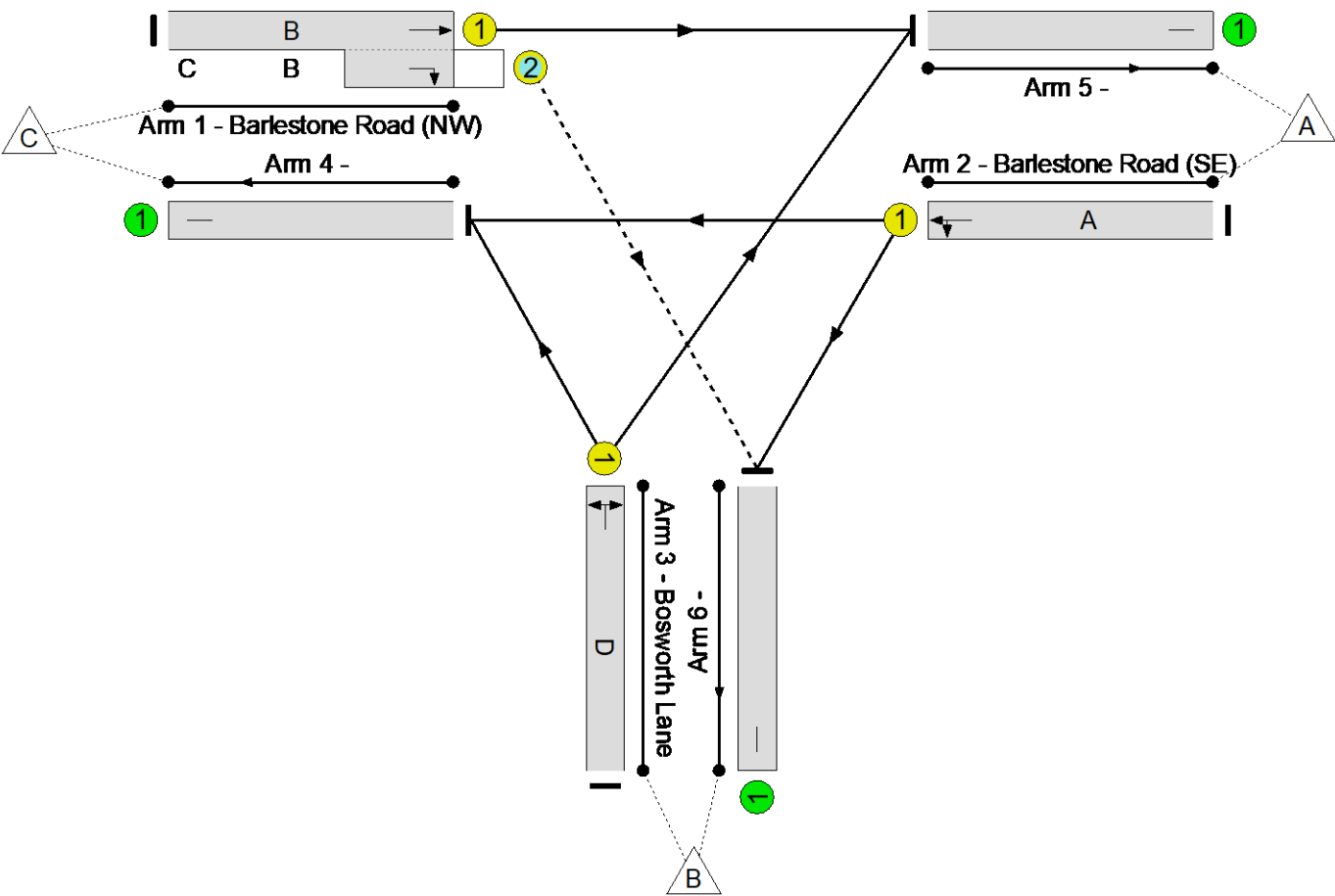
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	47	4	22	6	29	4	40
Change Point	0	53	63	91	107	144	154

Signal Timings Diagram

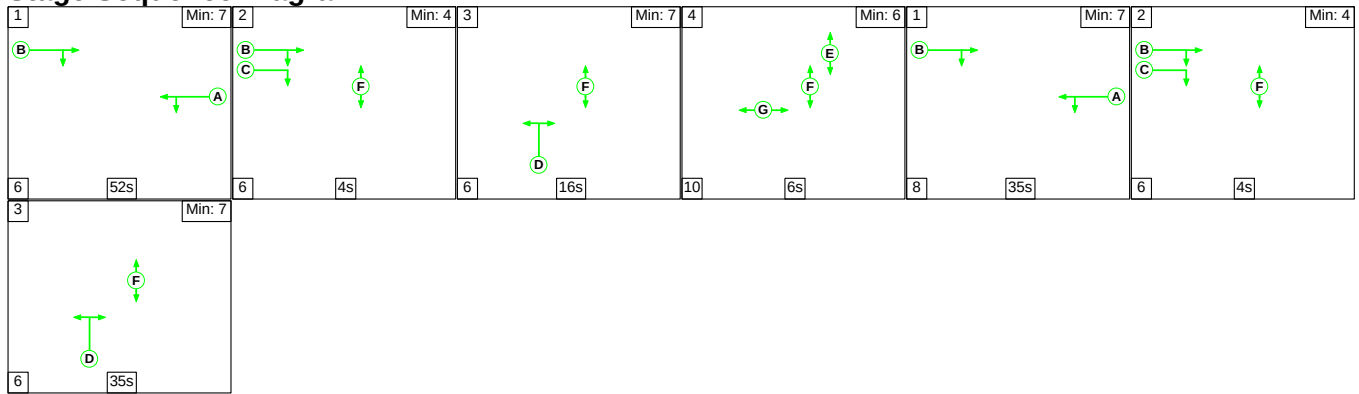


Barlestone Road / Bosworth Lane, Newbold Verdon
PRC: 54.4 %
Total Traffic Delay: 9.1 pcuHr

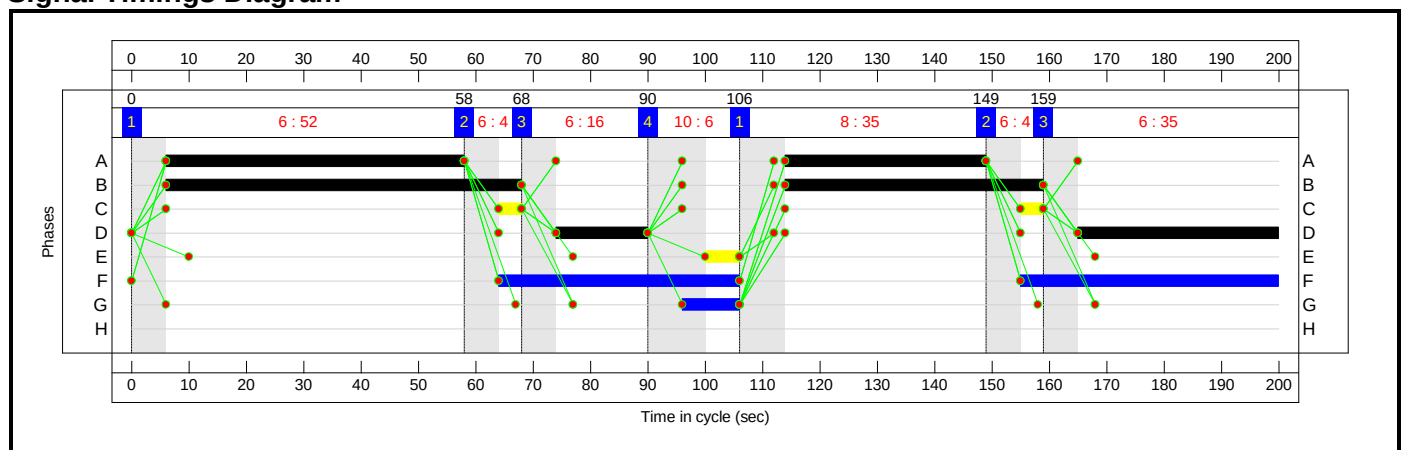


Network Results

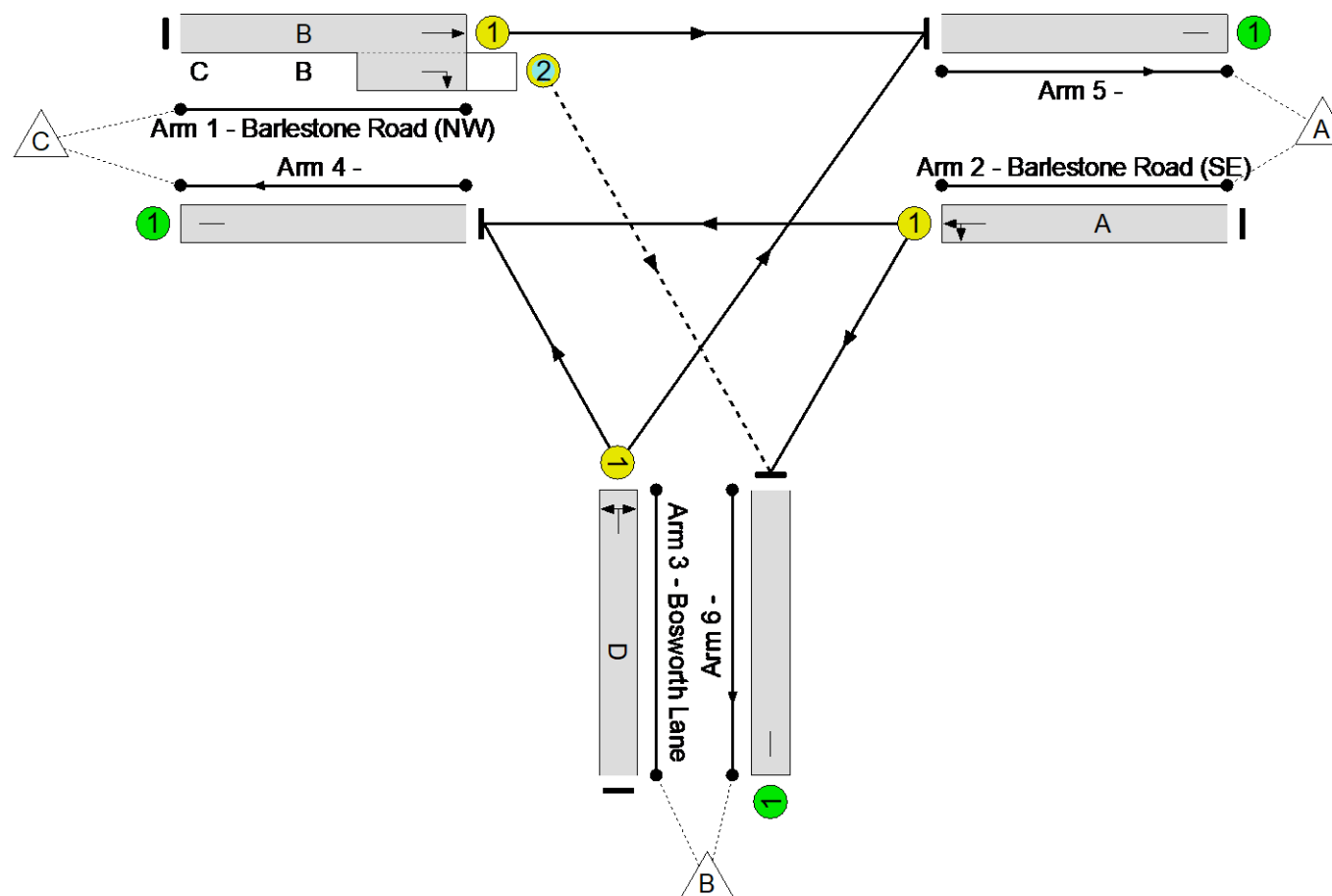
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	96	8	381	1958:1936	797+215	37.6 : 37.6%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	76	-	437	1936	755	57.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	62	-	337	1807	578	58.3%
4/1		U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	73	6	2	7.2	1.7	0.3	9.1	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	73	6	2	7.2	1.7	0.3	9.1	-	-	-	-
1/1+1/2	381	381	73	6	2	1.6	0.3	0.3	2.2	20.5	5.1	0.3	5.4
2/1	437	437	-	-	-	2.9	0.7	-	3.6	29.7	9.5	0.7	10.2
3/1	337	337	-	-	-	2.7	0.7	-	3.4	35.8	7.8	0.7	8.5
4/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 54.4 Total Delay for Signalled Lanes (pcuHr): 9.12 Cycle Time (s): 200 PRC Over All Lanes (%): 54.4 Total Delay Over All Lanes(pcuHr): 9.12													

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	52	4	16	6	35	4	35
Change Point	0	58	68	90	106	149	159

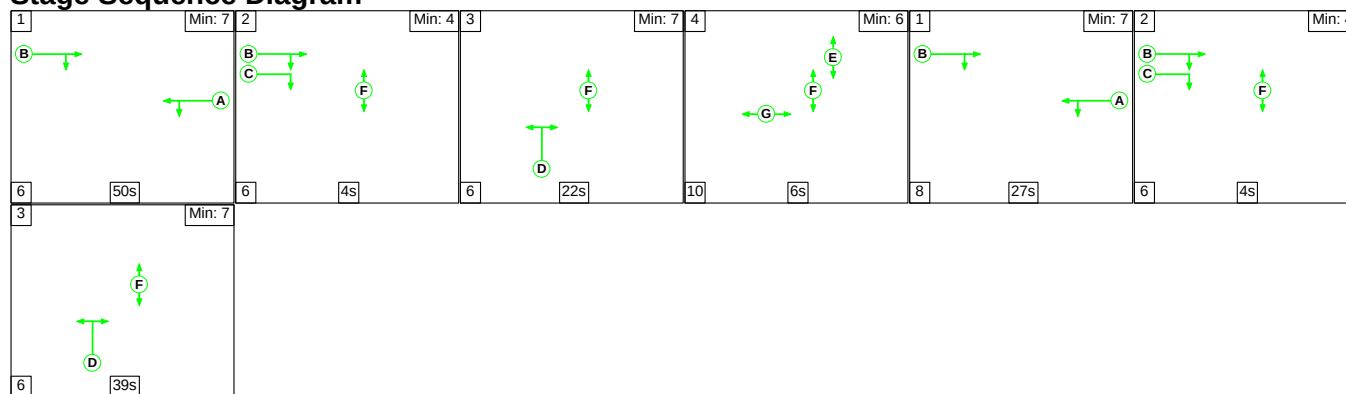
Signal Timings Diagram

PRC: 16.6 %
Total Traffic Delay: 11.7 pcuHr

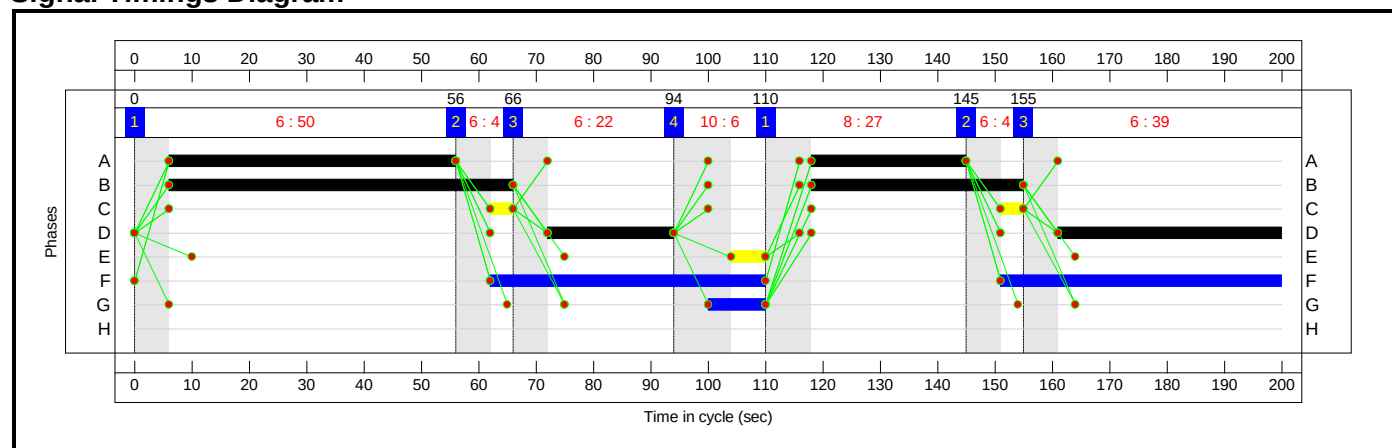


Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	107	8	393	1958:1936	803+340	34.4 : 34.4%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	87	-	550	1945	866	63.5%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	51	-	370	1809	479	77.2%
4/1		U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	105	9	2	8.4	2.8	0.5	11.7	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	105	9	2	8.4	2.8	0.5	11.7	-	-	-	-
1/1+1/2	393	393	105	9	2	1.3	0.3	0.5	2.0	18.8	4.1	0.3	4.3
2/1	550	550	-	-	-	3.3	0.9	-	4.1	27.2	11.9	0.9	12.8
3/1	370	370	-	-	-	3.8	1.6	-	5.5	53.1	10.4	1.6	12.0
4/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.6 Total Delay for Signalled Lanes (pcuHr): 11.66 Cycle Time (s): 200 PRC Over All Lanes (%): 16.6 Total Delay Over All Lanes(pcuHr): 11.66													

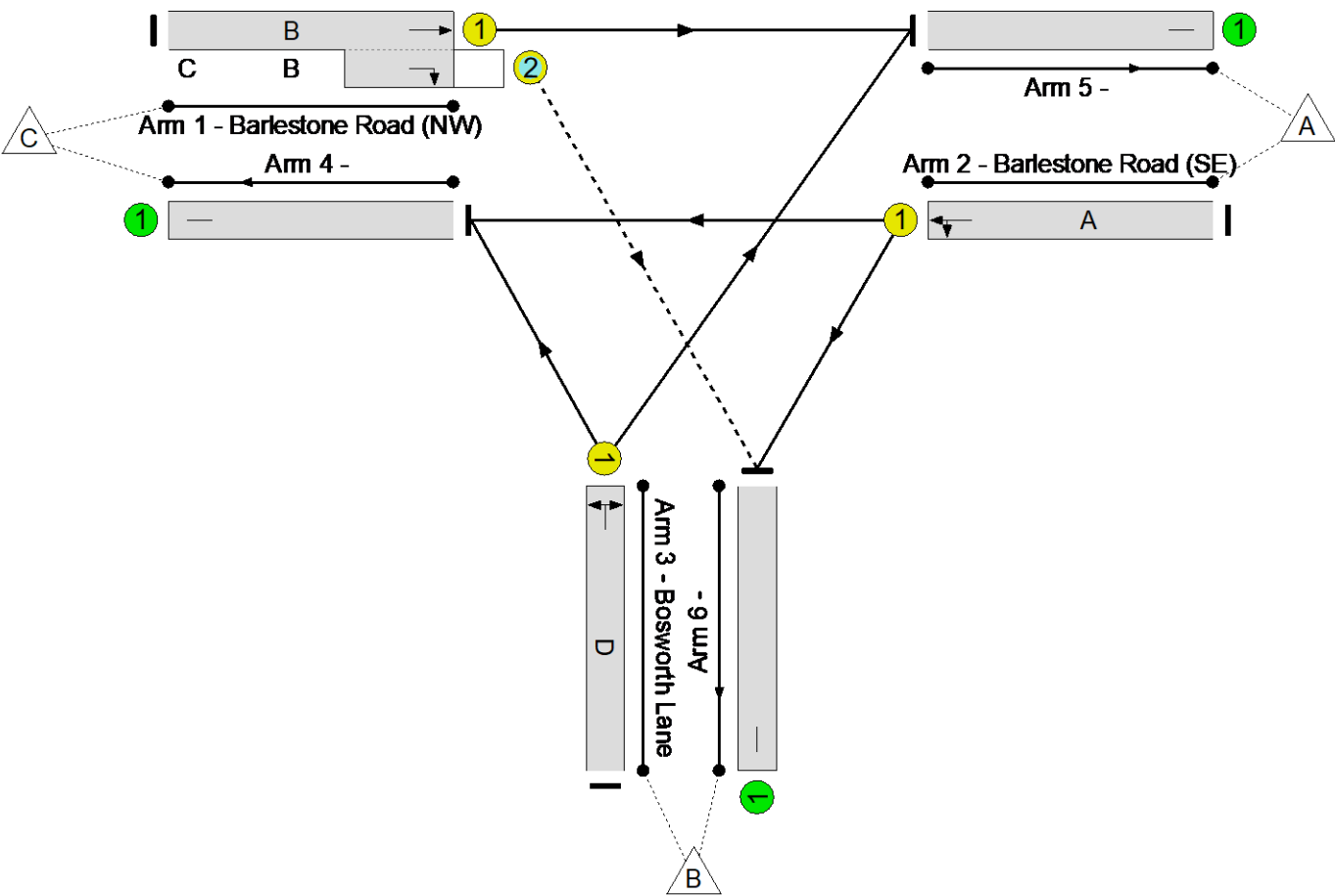
Scenario 3: '2033 DM AM' (FG3: '2033 Do Minimum AM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	50	4	22	6	27	4	39
Change Point	0	56	66	94	110	145	155

Signal Timings Diagram

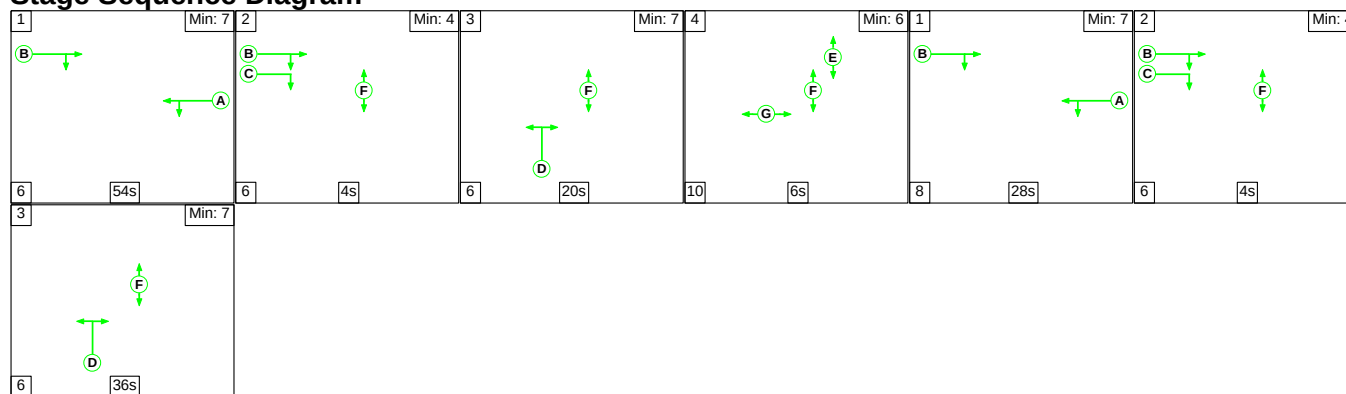
Network Layout Diagram

Barlestone Road / Bosworth Lane, Newbold Verdon
PRC: 39.5 %
Total Traffic Delay: 10.8 pcuHr

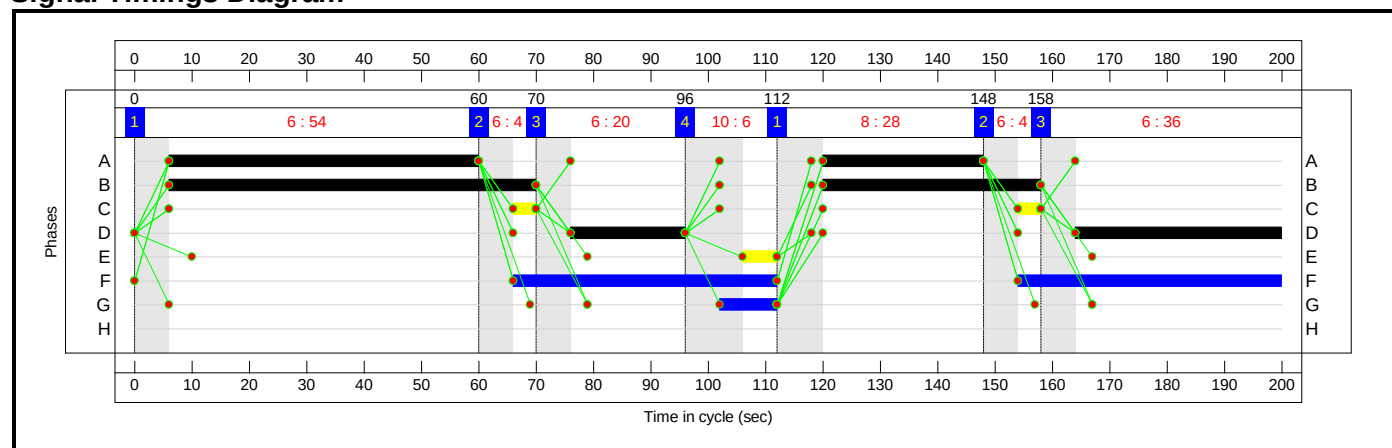


Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	97	8	438	1958:1936	752+287	42.2 : 42.2%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	77	-	493	1934	764	64.5%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	61	-	365	1797	566	64.5%
4/1		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	93	26	2	8.2	2.2	0.5	10.8	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	93	26	2	8.2	2.2	0.5	10.8	-	-	-	-
1/1+1/2	438	438	93	26	2	1.9	0.4	0.5	2.7	22.1	5.7	0.4	6.0
2/1	493	493	-	-	-	3.4	0.9	-	4.3	31.2	11.1	0.9	12.0
3/1	365	365	-	-	-	3.0	0.9	-	3.9	38.4	9.0	0.9	9.9
4/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 39.5 Total Delay for Signalled Lanes (pcuHr): 10.85 Cycle Time (s): 200 PRC Over All Lanes (%): 39.5 Total Delay Over All Lanes(pcuHr): 10.85													

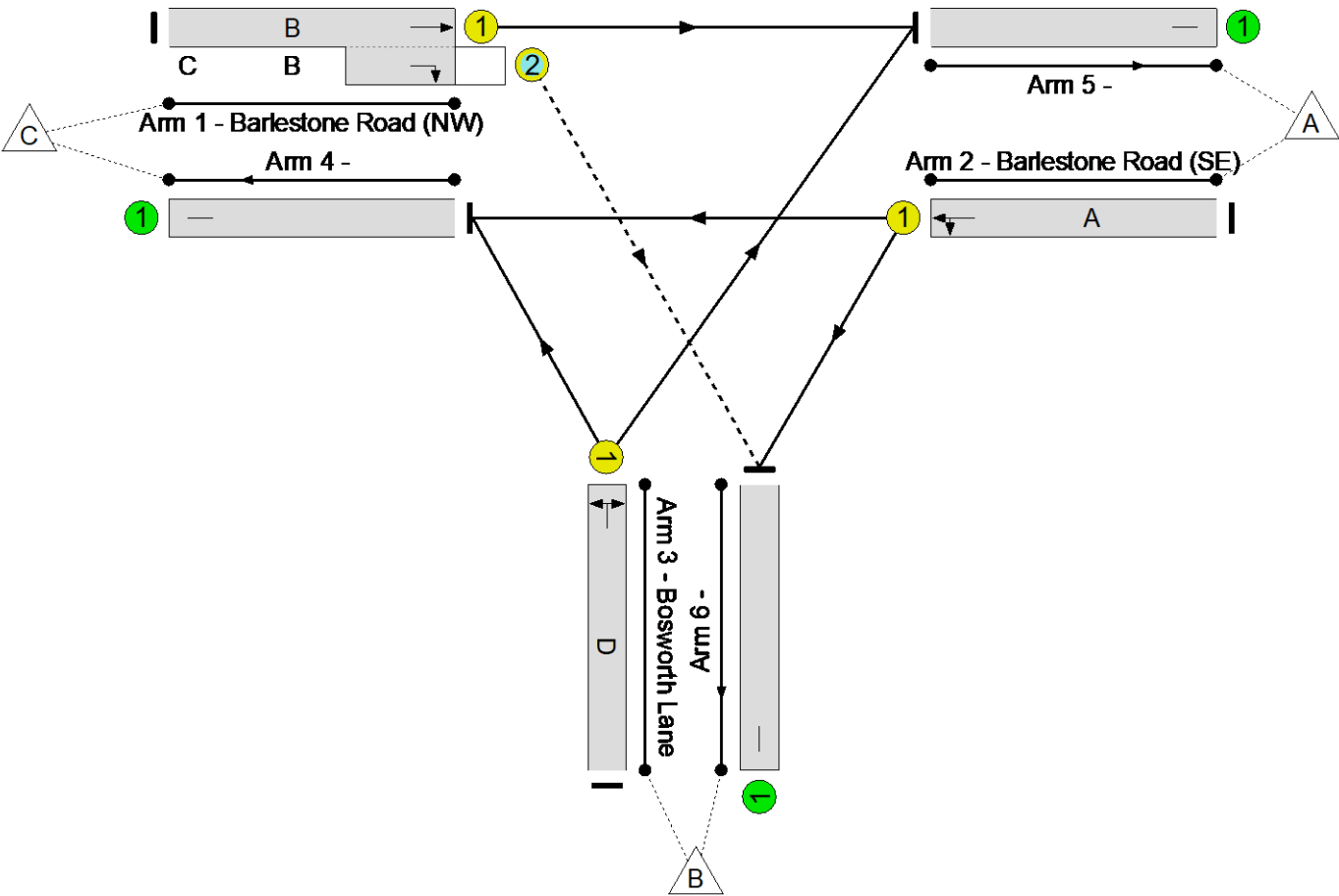
Scenario 4: '2033 DM PM' (FG4: '2033 Do Minimum PM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	54	4	20	6	28	4	36
Change Point	0	60	70	96	112	148	158

Signal Timings Diagram

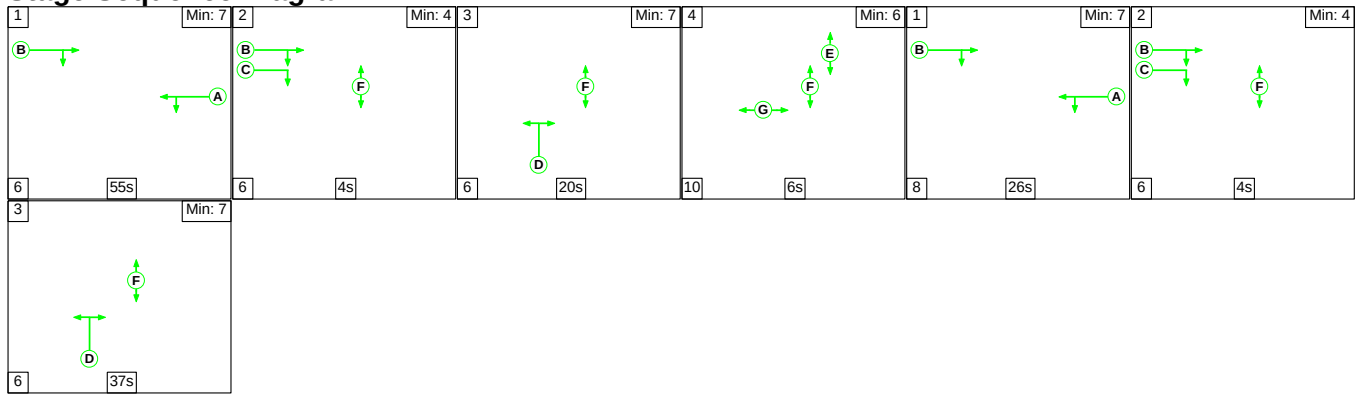
Network Layout Diagram

Barlestone Road / Bosworth Lane, Newbold Verdon
PRC: 22.0 %
Total Traffic Delay: 13.4 pcuHr

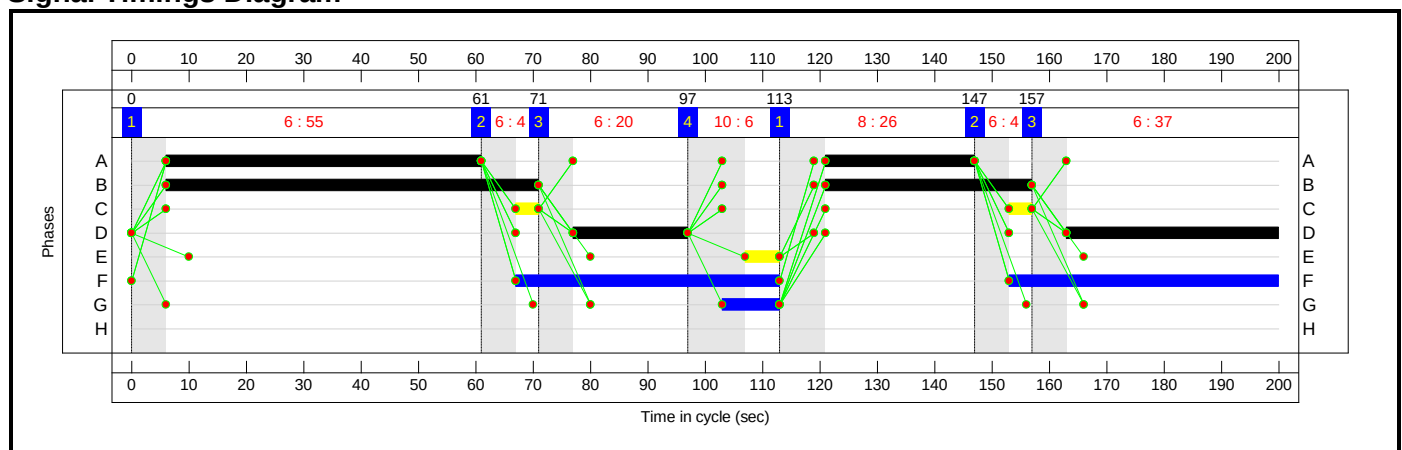


Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	102	8	472	1958:1936	586+336	51.2 : 51.2%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	82	-	597	1947	818	73.0%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	56	-	385	1800	522	73.8%
4/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	99	70	3	9.5	3.2	0.6	13.4	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	99	70	3	9.5	3.2	0.6	13.4	-	-	-	-
1/1+1/2	472	472	99	70	3	2.1	0.5	0.6	3.2	24.6	5.0	0.5	5.5
2/1	597	597	-	-	-	4.0	1.3	-	5.4	32.3	14.1	1.3	15.4
3/1	385	385	-	-	-	3.4	1.4	-	4.8	45.0	10.2	1.4	11.5
4/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 13.41 Cycle Time (s): 200 PRC Over All Lanes (%): 22.0 Total Delay Over All Lanes(pcuHr): 13.41													

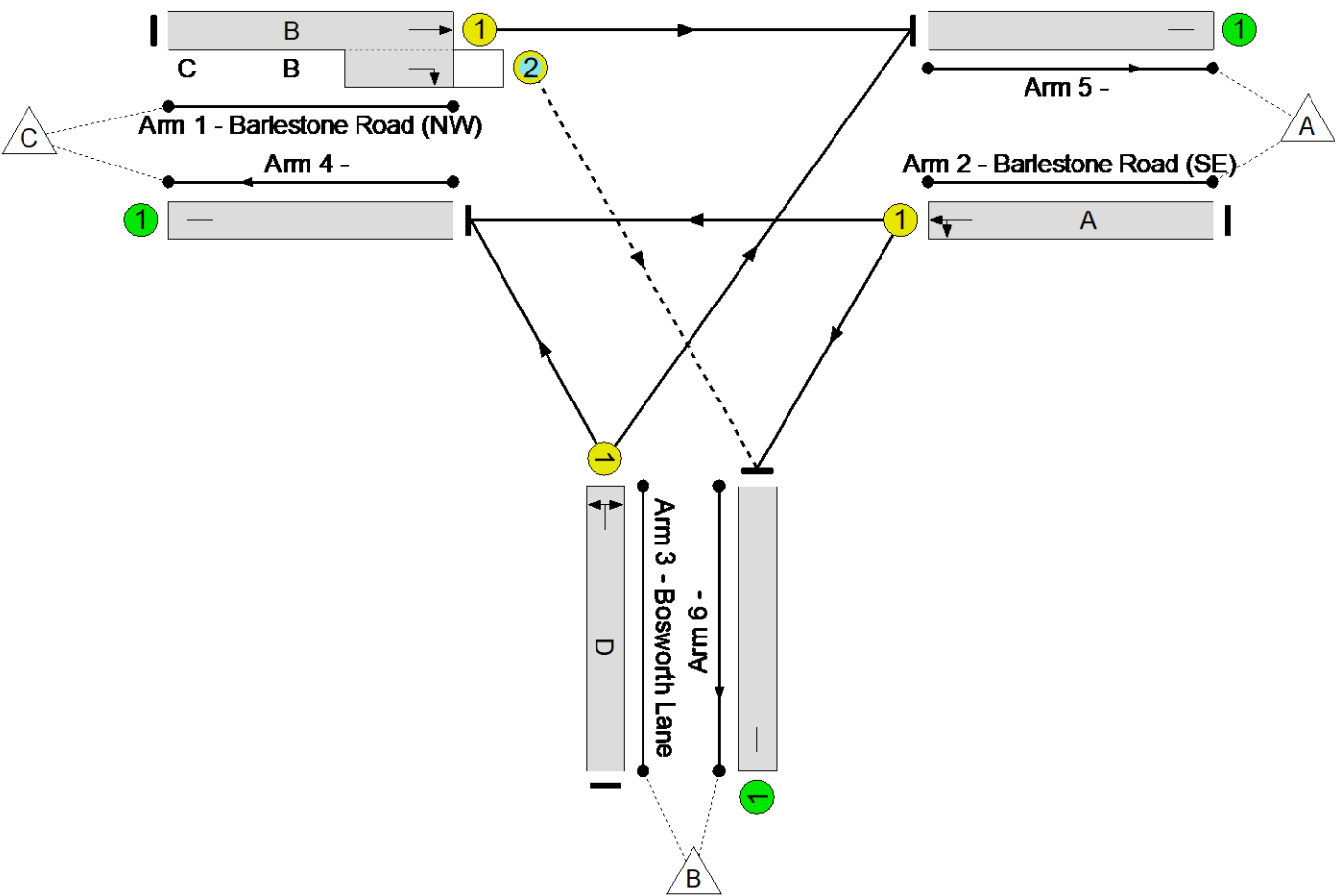
Scenario 5: '2033 DS AM' (FG5: '2033 Do Something AM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	55	4	20	6	26	4	37
Change Point	0	61	71	97	113	147	157

Signal Timings Diagram

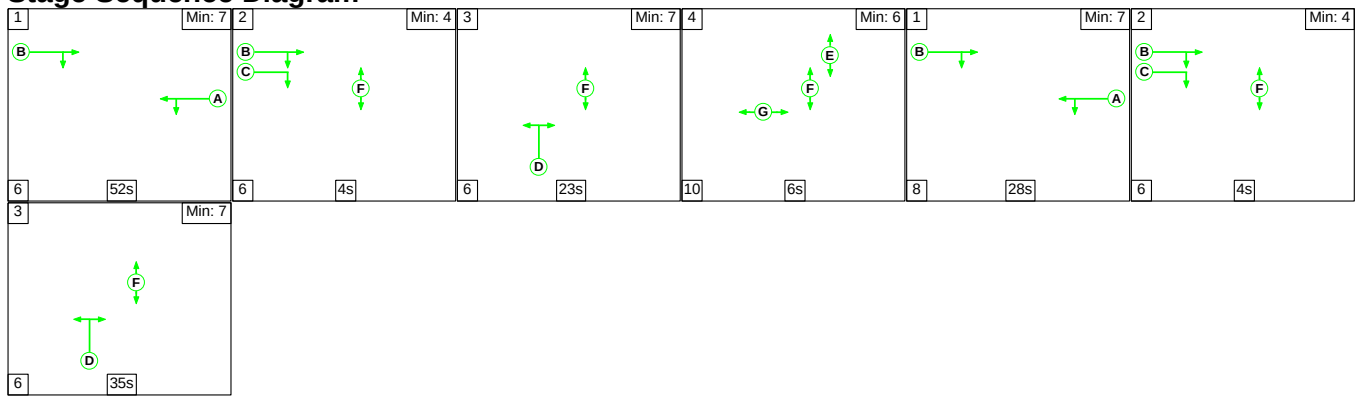
Network Layout Diagram

Barlestone Road / Bosworth Lane, Newbold Verdon
PRC: 27.6 %
Total Traffic Delay: 11.9 pcuHr

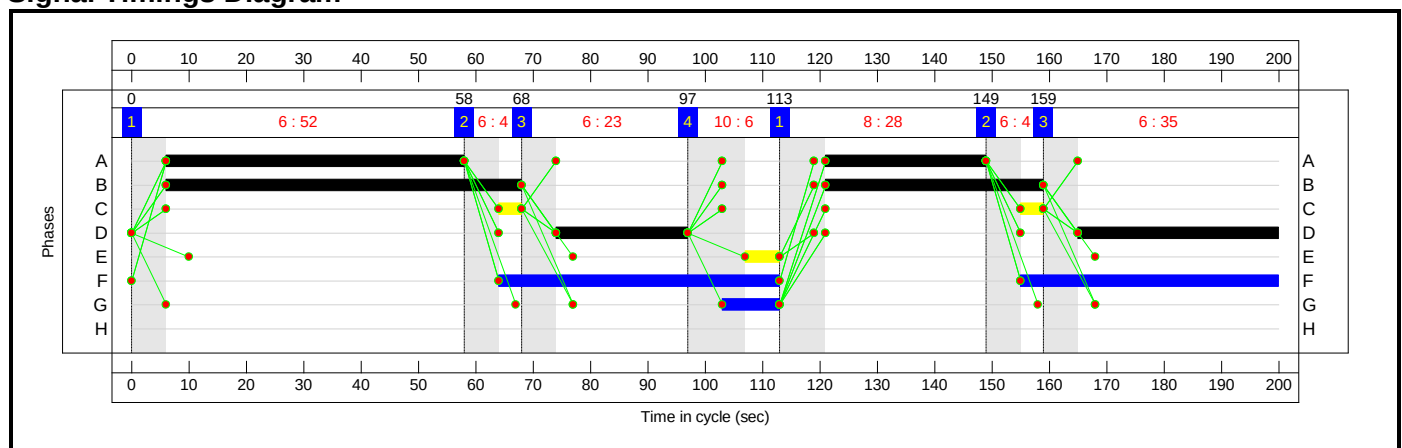


Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	101	8	432	1958:1936	811+257	40.4 : 40.4%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	81	-	566	1934	803	70.5%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	57	-	371	1797	530	70.0%
4/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	63	39	2	8.7	2.7	0.5	11.9	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	63	39	2	8.7	2.7	0.5	11.9	-	-	-	-
1/1+1/2	432	432	63	39	2	1.7	0.3	0.5	2.5	20.7	5.6	0.3	5.9
2/1	566	566	-	-	-	3.8	1.2	-	5.0	31.7	13.0	1.2	14.2
3/1	371	371	-	-	-	3.2	1.1	-	4.4	42.7	9.8	1.1	10.9
4/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 27.6 Total Delay for Signalled Lanes (pcuHr): 11.87 Cycle Time (s): 200 PRC Over All Lanes (%): 27.6 Total Delay Over All Lanes(pcuHr): 11.87													

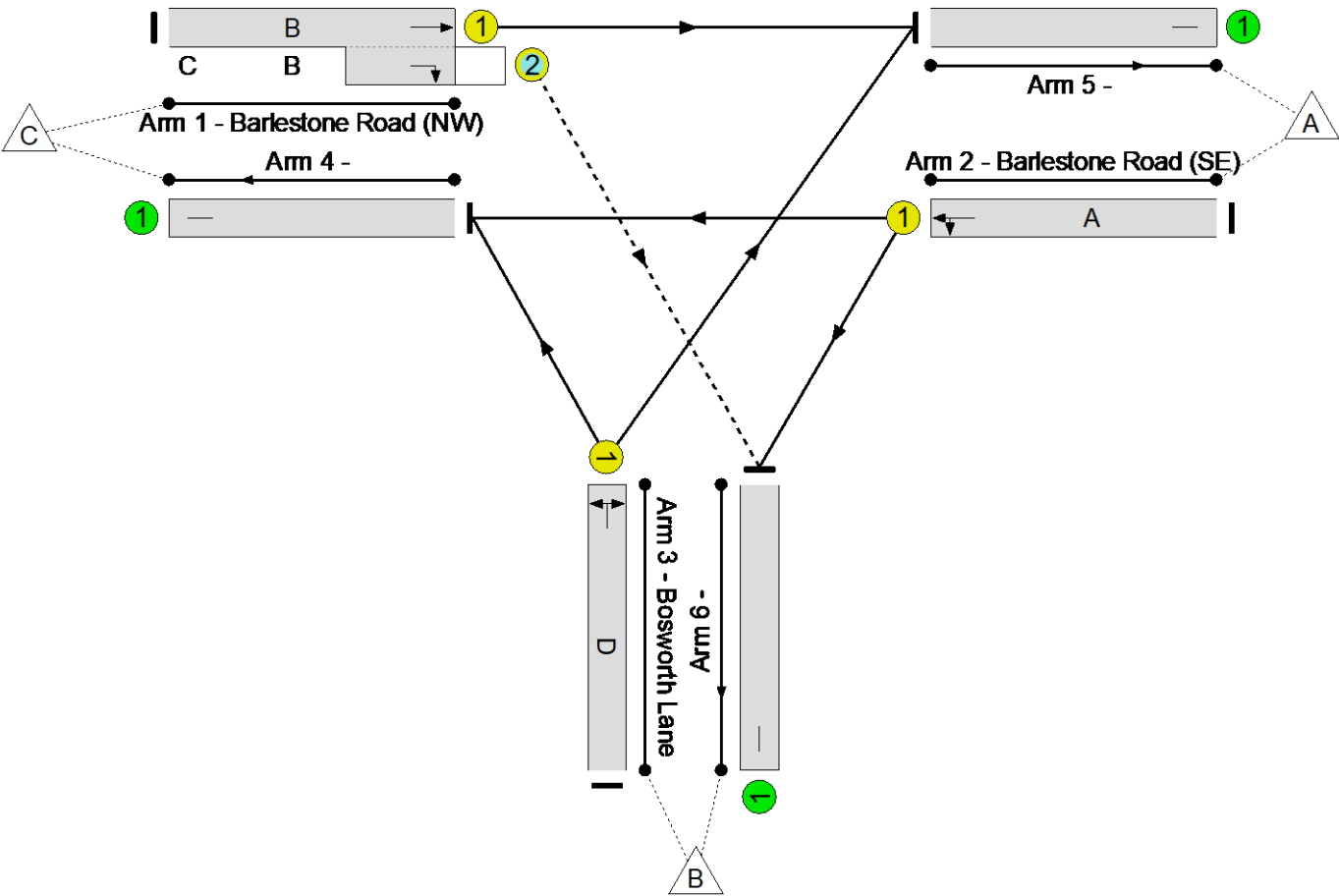
Scenario 6: '2033 DS PM' (FG6: '2033 Do Something PM', Plan 1: 'Ped Stage 4 Double Cycled')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	52	4	23	6	28	4	35
Change Point	0	58	68	97	113	149	159

Signal Timings Diagram

Network Layout Diagram

Barlestone Road / Bosworth Lane, Newbold Verdon
PRC: 15.6 %
Total Traffic Delay: 15.0 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	100	8	488	1958:1936	586+291	55.6 : 55.6%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	80	-	616	1945	797	77.2%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	58	-	421	1802	541	77.9%
4/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	80	79	3	10.3	4.0	0.6	15.0	-	-	-	-
Barlestone Road / Bosworth Lane, Newbold Verdon	-	-	80	79	3	10.3	4.0	0.6	15.0	-	-	-	-
1/1+1/2	488	488	80	79	3	2.2	0.6	0.6	3.5	25.7	6.4	0.6	7.0
2/1	616	616	-	-	-	4.4	1.7	-	6.0	35.3	15.4	1.7	17.1
3/1	421	421	-	-	-	3.7	1.7	-	5.5	46.7	11.1	1.7	12.8
4/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 14.98 Cycle Time (s): 200 PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 14.98													

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: 250427 - J3 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads

Report generation date: 30/04/2025 16:46:52

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- »J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base, AM
 - »J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base, PM
 - »J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum, AM
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 - »J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base									
Stream B-C	D1	0.4	11.10	0.30	B	D2	0.5	14.15	0.35	B
Stream B-AD		1.2	30.15	0.55	D		2.3	49.95	0.72	E
Stream A-BCD		0.2	7.49	0.14	A		0.2	8.23	0.14	A
Stream D-ABC		6.1	75.02	0.89	F		17.2	175.56	1.04	F
Stream C-ABD		0.4	10.30	0.27	B		0.5	10.71	0.35	B
	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum									
Stream B-C	D3	1.1	22.76	0.54	C	D4	18.5	390.64	1.23	F
Stream B-AD		3.2	68.57	0.79	F		26.2	366.12	1.25	F
Stream A-BCD		0.2	7.99	0.15	A		0.2	9.62	0.16	A
Stream D-ABC		25.0	243.91	1.11	F		43.0	424.49	1.28	F
Stream C-ABD		0.4	11.46	0.29	B		0.7	12.25	0.40	B
	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something									
Stream B-C	D5	1.5	27.24	0.61	D	D6	22.3	449.44	1.30	F
Stream B-AD		3.4	75.17	0.81	F		29.2	431.20	1.32	F
Stream A-BCD		0.2	8.00	0.15	A		0.2	9.60	0.16	A
Stream D-ABC		25.9	250.74	1.12	F		46.6	456.89	1.31	F
Stream C-ABD		0.4	11.64	0.30	B		0.9	13.82	0.47	B
	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something Sens									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

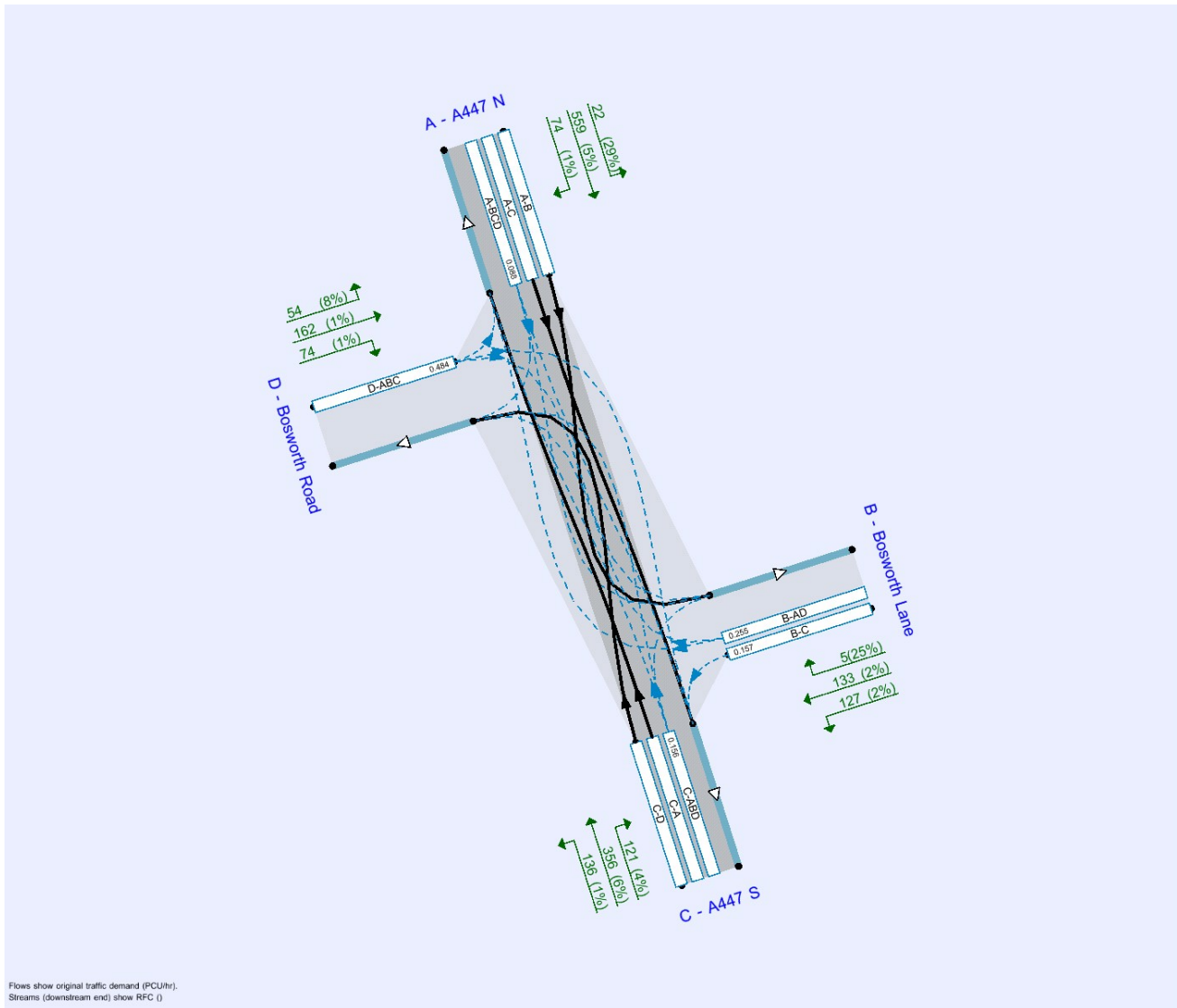
File summary

File Description

Title	
Location	
Site number	
Date	06/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	✓	100.000	100.000

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		15.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A447 N		Major
B	Bosworth Lane		Minor
C	A447 S		Major
D	Bosworth Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A447 N	6.25		✓	3.20	214.0	✓	17.00
C - A447 S	6.25		✓	3.50	167.0	✓	15.00

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 - Bosworth Lane	One lane plus flare		10.00	10.00	8.60	5.80	4.50	✓	3.00	123	211
D - Bosworth Road	One lane	4.20								61	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	774	-	-	-	0.297	0.297	0.297	-	0.297	-	-
B-AD	687	0.124	0.313	-	-	-	0.197	0.447	0.197	0.124	0.313
B-C	818	0.124	0.314	-	-	-	-	-	-	0.124	0.314
C-B	766	0.293	0.293	-	-	-	-	-	-	0.293	0.293
D-A	776	-	-	-	0.298	0.118	0.298	-	0.118	-	-
D-BC	619	0.177	0.177	0.402	0.282	0.111	0.282	-	0.111	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	655	100.000
B - Bosworth Lane		ONE HOUR	✓	265	100.000
C - A447 S		ONE HOUR	✓	613	100.000
D - Bosworth Road		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	22	559	74
	B - Bosworth Lane	5	0	127	133
	C - A447 S	356	121	0	136
	D - Bosworth Road	54	162	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	29	5	1
	B - Bosworth Lane	25	0	2	2
	C - A447 S	6	4	0	1
	D - Bosworth Road	8	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	11.10	0.4	B	117	175
B-AD	0.55	30.15	1.2	D	127	190
A-BCD	0.14	7.49	0.2	A	68	102
A-B					20	30
A-C					513	769
D-ABC	0.89	75.02	6.1	F	266	399
C-ABD	0.27	10.30	0.4	B	111	167
C-D					125	187
C-A					327	490

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	610	0.157	95	0.0	0.2	7.122	A
B-AD	104	26	407	0.255	103	0.0	0.3	12.075	B
A-BCD	56	14	633	0.088	55	0.0	0.1	6.288	A
A-B	17	4			17				
A-C	421	105			421				
D-ABC	218	55	451	0.484	215	0.0	0.9	15.339	C
C-ABD	91	23	585	0.156	90	0.0	0.2	7.557	A
C-D	102	26			102				
C-A	268	67			268				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	561	0.203	114	0.2	0.3	8.200	A
B-AD	124	31	352	0.352	123	0.3	0.5	16.088	C
A-BCD	67	17	605	0.110	66	0.1	0.1	6.743	A
A-B	20	5			20				
A-C	503	126			503				
D-ABC	261	65	413	0.632	258	0.9	1.6	23.352	C
C-ABD	109	27	549	0.198	109	0.2	0.3	8.489	A
C-D	122	31			122				
C-A	320	80			320				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	477	0.293	139	0.3	0.4	10.858	B
B-AD	152	38	276	0.551	149	0.5	1.2	28.654	D
A-BCD	81	20	567	0.144	81	0.1	0.2	7.477	A
A-B	24	6			24				
A-C	615	154			615				
D-ABC	319	80	359	0.890	305	1.6	5.2	57.526	F
C-ABD	133	33	500	0.266	133	0.3	0.4	10.179	B
C-D	150	37			150				
C-A	392	98			392				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	471	0.297	140	0.4	0.4	11.101	B
B-AD	152	38	274	0.555	152	1.2	1.2	30.149	D
A-BCD	81	20	567	0.144	81	0.2	0.2	7.491	A
A-B	24	6			24				
A-C	615	154			615				
D-ABC	319	80	358	0.891	315	5.2	6.1	75.021	F
C-ABD	133	33	497	0.268	133	0.4	0.4	10.300	B
C-D	150	37			150				
C-A	392	98			392				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	555	0.206	115	0.4	0.3	8.350	A
B-AD	124	31	349	0.355	127	1.2	0.6	16.790	C
A-BCD	67	17	604	0.110	67	0.2	0.1	6.765	A
A-B	20	5			20				
A-C	503	126			503				
D-ABC	261	65	412	0.633	278	6.1	1.9	30.271	D
C-ABD	109	27	544	0.200	109	0.4	0.3	8.616	A
C-D	122	31			122				
C-A	320	80			320				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	607	0.158	96	0.3	0.2	7.191	A
B-AD	104	26	406	0.256	105	0.6	0.4	12.302	B
A-BCD	56	14	632	0.088	56	0.1	0.1	6.305	A
A-B	17	4			17				
A-C	421	105			421				
D-ABC	218	55	451	0.485	222	1.9	1.0	16.335	C
C-ABD	91	23	583	0.156	91	0.3	0.2	7.617	A
C-D	102	26			102				
C-A	268	67			268				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		35.23	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	523	100.000
B - Bosworth Lane		ONE HOUR	✓	293	100.000
C - A447 S		ONE HOUR	✓	802	100.000
D - Bosworth Road		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	11	445	67
	B - Bosworth Lane	8	0	129	156
	C - A447 S	506	169	0	127
	D - Bosworth Road	63	155	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	0	2	0
	B - Bosworth Lane	33	0	3	1
	C - A447 S	1	1	0	0
	D - Bosworth Road	3	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	14.15	0.5	B	118	178
B-AD	0.72	49.95	2.3	E	150	226
ABCD	0.14	8.23	0.2	A	61	92
AB					10	15
AC					408	613
D-ABC	1.04	175.56	17.2	F	292	438
C-ABD	0.35	10.71	0.5	B	155	233
C-D					117	175
C-A					464	696

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	612	0.159	96	0.0	0.2	7.179	A
B-AD	123	31	398	0.310	122	0.0	0.5	13.236	B
ABCD	50	13	596	0.085	50	0.0	0.1	6.591	A
AB	8	2			8				
AC	335	84			335				
D-ABC	239	60	436	0.549	235	0.0	1.2	17.734	C
C-ABD	127	32	609	0.209	126	0.0	0.3	7.521	A
C-D	96	24			96				
C-A	381	95			381				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	560	0.207	116	0.2	0.3	8.342	A
B-AD	147	37	339	0.435	146	0.5	0.8	18.980	C
ABCD	60	15	561	0.107	60	0.1	0.1	7.187	A
AB	10	2			10				
AC	400	100			400				
D-ABC	286	71	394	0.725	281	1.2	2.4	30.916	D
C-ABD	152	38	577	0.263	152	0.3	0.4	8.540	A
C-D	114	29			114				
C-A	455	114			455				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	430	0.330	141	0.3	0.5	12.777	B
B-AD	181	45	257	0.703	175	0.8	2.1	42.562	E
ABCD	74	18	513	0.144	74	0.1	0.2	8.194	A
AB	12	3			12				
AC	490	122			490				
D-ABC	350	88	336	1.041	315	2.4	11.3	102.634	F
C-ABD	186	47	534	0.349	185	0.4	0.5	10.419	B
C-D	140	35			140				
C-A	557	139			557				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	404	0.352	142	0.5	0.5	14.148	B
B-AD	181	45	251	0.719	180	2.1	2.3	49.947	E
ABCD	74	18	511	0.144	74	0.2	0.2	8.230	A
AB	12	3			12				
AC	490	122			490				
D-ABC	350	88	336	1.044	326	11.3	17.2	175.563	F
C-ABD	186	47	525	0.354	186	0.5	0.5	10.714	B
C-D	140	35			140				
C-A	557	139			557				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	541	0.214	117	0.5	0.3	8.773	A
B-AD	147	37	329	0.448	153	2.3	0.9	21.601	C
ABCD	60	15	559	0.108	60	0.2	0.1	7.231	A
AB	10	2			10				
AC	400	100			400				
D-ABC	286	71	393	0.727	342	17.2	3.3	90.099	F
C-ABD	152	38	562	0.270	153	0.5	0.4	8.898	A
C-D	114	29			114				
C-A	455	114			455				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	607	0.160	97	0.3	0.2	7.274	A
B-AD	123	31	396	0.312	125	0.9	0.5	13.668	B
ABCD	50	13	595	0.085	51	0.1	0.1	6.614	A
AB	8	2			8				
AC	335	84			335				
D-ABC	239	60	436	0.550	247	3.3	1.3	20.118	C
C-ABD	127	32	605	0.210	128	0.4	0.3	7.618	A
C-D	96	24			96				
C-A	381	95			381				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		47.23	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	705	100.000
B - Bosworth Lane		ONE HOUR	✓	327	100.000
C - A447 S		ONE HOUR	✓	675	100.000
D - Bosworth Road		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	20	611	74
	B - Bosworth Lane	5	0	164	158
	C - A447 S	418	121	0	136
	D - Bosworth Road	54	196	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	25	8	1
	B - Bosworth Lane	25	0	0	2
	C - A447 S	4	4	0	1
	D - Bosworth Road	8	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.54	22.76	1.1	C	150	226
B-AD	0.79	68.57	3.2	F	150	224
ABCD	0.15	7.99	0.2	A	68	102
AB					18	28
AC					561	841
D-ABC	1.11	243.91	25.0	F	297	446
C-ABD	0.29	11.46	0.4	B	111	167
C-D					125	187
C-A					384	575

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	588	0.210	122	0.0	0.3	7.710	A
B-AD	123	31	380	0.323	121	0.0	0.5	14.155	B
ABCD	56	14	614	0.091	55	0.0	0.1	6.507	A
AB	15	4			15				
AC	460	115			460				
D-ABC	244	61	426	0.573	239	0.0	1.3	19.305	C
C-ABD	91	23	567	0.161	90	0.0	0.2	7.849	A
C-D	102	26			102				
C-A	315	79			315				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	37	528	0.279	147	0.3	0.4	9.434	A
B-AD	147	37	320	0.458	145	0.5	0.8	20.954	C
ABCD	67	17	582	0.114	66	0.1	0.1	7.048	A
AB	18	4			18				
AC	549	137			549				
D-ABC	291	73	382	0.762	285	1.3	2.8	35.941	E
C-ABD	109	27	527	0.207	108	0.2	0.3	8.947	A
C-D	122	31			122				
C-A	376	94			376				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	377	0.479	179	0.4	0.9	17.952	C
B-AD	179	45	235	0.762	172	0.8	2.6	53.481	F
ABCD	81	20	539	0.151	81	0.1	0.2	7.945	A
AB	22	6			22				
AC	673	168			673				
D-ABC	357	89	322	1.108	308	2.8	15.1	131.034	F
C-ABD	133	33	472	0.282	133	0.3	0.4	11.024	B
C-D	150	37			150				
C-A	460	115			460				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	337	0.536	180	0.9	1.1	22.757	C
B-AD	179	45	228	0.788	177	2.6	3.2	68.569	F
ABCD	81	20	537	0.152	81	0.2	0.2	7.988	A
AB	22	6			22				
AC	673	168			673				
D-ABC	357	89	321	1.111	317	15.1	25.0	243.914	F
C-ABD	133	33	460	0.290	133	0.4	0.4	11.460	B
C-D	150	37			150				
C-A	460	115			460				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	37	501	0.294	150	1.1	0.4	10.340	B
B-AD	147	37	307	0.478	155	3.2	1.0	25.604	D
ABCD	67	17	579	0.115	67	0.2	0.1	7.100	A
AB	18	4			18				
AC	549	137			549				
D-ABC	291	73	381	0.765	367	25.0	6.1	166.235	F
C-ABD	109	27	503	0.216	109	0.4	0.3	9.511	A
C-D	122	31			122				
C-A	376	94			376				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	582	0.212	124	0.4	0.3	7.877	A
B-AD	123	31	376	0.326	125	1.0	0.5	14.773	B
ABCD	56	14	613	0.091	56	0.1	0.1	6.531	A
AB	15	4			15				
AC	460	115			460				
D-ABC	244	61	425	0.574	262	6.1	1.5	25.039	D
C-ABD	91	23	561	0.163	91	0.3	0.2	7.985	A
C-D	102	26			102				
C-A	315	79			315				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		129.20	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	582	100.000
B - Bosworth Lane		ONE HOUR	✓	377	100.000
C - A447 S		ONE HOUR	✓	903	100.000
D - Bosworth Road		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	11	504	67
	B - Bosworth Lane	8	0	153	216
	C - A447 S	598	178	0	127
	D - Bosworth Road	63	162	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	0	2	0
	B - Bosworth Lane	33	0	3	1
	C - A447 S	1	1	0	0
	D - Bosworth Road	3	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.23	390.64	18.5	F	140	211
B-AD	1.25	366.12	26.2	F	206	308
ABCD	0.16	9.62	0.2	A	61	92
AB					10	15
AC					462	694
D-ABC	1.28	424.49	43.0	F	298	447
C-ABD	0.40	12.25	0.7	B	163	245
C-D					117	175
C-A					549	823

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	563	0.205	114	0.0	0.3	8.245	A
B-AD	169	42	370	0.456	165	0.0	0.8	17.679	C
ABCD	50	13	562	0.090	50	0.0	0.1	7.028	A
AB	8	2			8				
AC	379	95			379				
D-ABC	245	61	403	0.608	239	0.0	1.5	21.565	C
C-ABD	134	34	594	0.226	133	0.0	0.3	7.866	A
C-D	96	24			96				
C-A	450	113			450				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	461	0.298	137	0.3	0.4	11.402	B
B-AD	201	50	303	0.665	197	0.8	1.8	33.508	D
ABCD	60	15	520	0.116	60	0.1	0.1	7.829	A
AB	10	2			10				
AC	453	113			453				
D-ABC	292	73	354	0.825	283	1.5	3.7	46.458	E
C-ABD	160	40	559	0.286	160	0.3	0.4	9.087	A
C-D	114	29			114				
C-A	538	134			538				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	141	1.192	129	0.4	10.2	187.900	F
B-AD	247	62	211	1.170	200	1.8	13.5	172.799	F
ABCD	74	18	462	0.160	74	0.1	0.2	9.266	A
AB	12	3			12				
AC	555	139			555				
D-ABC	358	89	286	1.251	280	3.7	23.3	202.133	F
C-ABD	196	49	511	0.383	195	0.4	0.6	11.476	B
C-D	140	35			140				
C-A	658	165			658				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	137	1.225	135	10.2	18.5	390.644	F
B-AD	247	62	198	1.248	196	13.5	26.2	366.118	F
ABCD	74	18	448	0.165	74	0.2	0.2	9.619	A
AB	12	3			12				
AC	555	139			555				
D-ABC	358	89	280	1.278	279	23.3	43.0	424.494	F
C-ABD	196	49	493	0.398	196	0.6	0.7	12.245	B
C-D	140	35			140				
C-A	658	165			658				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	187	0.737	177	18.5	8.7	273.016	F
B-AD	201	50	270	0.746	260	26.2	11.6	266.369	F
ABCD	60	15	490	0.123	60	0.2	0.1	8.391	A
AB	10	2			10				
AC	453	113			453				
D-ABC	292	73	342	0.855	334	43.0	32.6	399.452	F
C-ABD	160	40	520	0.308	161	0.7	0.5	10.146	B
C-D	114	29			114				
C-A	538	134			538				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	497	0.232	149	8.7	0.3	11.713	B
B-AD	169	42	347	0.486	211	11.6	1.0	35.102	E
ABCD	50	13	548	0.092	51	0.1	0.1	7.238	A
AB	8	2			8				
AC	379	95			379				
D-ABC	245	61	397	0.616	367	32.6	2.1	158.434	F
C-ABD	134	34	563	0.238	135	0.5	0.3	8.495	A
C-D	96	24			96				
C-A	450	113			450				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		48.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	705	100.000
B - Bosworth Lane		ONE HOUR	✓	347	100.000
C - A447 S		ONE HOUR	✓	682	100.000
D - Bosworth Road		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	20	611	74
	B - Bosworth Lane	5	0	186	156
	C - A447 S	421	125	0	136
	D - Bosworth Road	54	197	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	25	8	1
	B - Bosworth Lane	25	0	0	2
	C - A447 S	4	4	0	1
	D - Bosworth Road	8	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.61	27.24	1.5	D	171	256
B-AD	0.81	75.17	3.4	F	148	222
A-BCD	0.15	8.00	0.2	A	68	102
A-B					18	28
A-C					561	841
D-ABC	1.12	250.74	25.9	F	298	447
C-ABD	0.30	11.64	0.4	B	115	172
C-D					125	187
C-A					386	579

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	595	0.235	139	0.0	0.3	7.871	A
B-AD	121	30	373	0.325	119	0.0	0.5	14.429	B
A-BCD	56	14	614	0.091	55	0.0	0.1	6.509	A
A-B	15	4			15				
A-C	460	115			460				
D-ABC	245	61	425	0.576	239	0.0	1.3	19.421	C
C-ABD	94	24	566	0.166	93	0.0	0.2	7.901	A
C-D	102	26			102				
C-A	317	79			317				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	534	0.313	167	0.3	0.4	9.793	A
B-AD	145	36	314	0.462	143	0.5	0.8	21.503	C
A-BCD	67	17	582	0.114	66	0.1	0.1	7.052	A
A-B	18	4			18				
A-C	549	137			549				
D-ABC	292	73	382	0.766	286	1.3	2.9	36.410	E
C-ABD	112	28	526	0.213	112	0.2	0.3	9.030	A
C-D	122	31			122				
C-A	378	95			378				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	378	0.542	202	0.4	1.1	20.156	C
B-AD	177	44	228	0.777	170	0.8	2.8	56.951	F
ABCD	81	20	538	0.151	81	0.1	0.2	7.951	A
AB	22	6			22				
AC	673	168			673				
D-ABC	358	89	321	1.114	307	2.9	15.5	133.772	F
C-ABD	138	34	471	0.292	137	0.3	0.4	11.180	B
C-D	150	37			150				
C-A	464	116			464				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	334	0.614	203	1.1	1.5	27.239	D
B-AD	177	44	220	0.806	175	2.8	3.4	75.167	F
ABCD	81	20	536	0.152	81	0.2	0.2	7.997	A
AB	22	6			22				
AC	673	168			673				
D-ABC	358	89	320	1.117	316	15.5	25.9	250.736	F
C-ABD	138	34	459	0.300	138	0.4	0.4	11.643	B
C-D	150	37			150				
C-A	464	116			464				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	505	0.331	171	1.5	0.5	10.921	B
B-AD	145	36	300	0.482	154	3.4	1.0	26.823	D
ABCD	67	17	578	0.115	67	0.2	0.1	7.107	A
AB	18	4			18				
AC	549	137			549				
D-ABC	292	73	380	0.769	366	25.9	7.5	174.878	F
C-ABD	112	28	502	0.224	113	0.4	0.3	9.626	A
C-D	122	31			122				
C-A	378	95			378				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	587	0.238	141	0.5	0.3	8.073	A
B-AD	121	30	369	0.328	123	1.0	0.5	15.133	C
ABCD	56	14	612	0.091	56	0.1	0.1	6.534	A
AB	15	4			15				
AC	460	115			460				
D-ABC	245	61	424	0.577	269	7.5	1.5	27.023	D
C-ABD	94	24	559	0.168	94	0.3	0.2	8.067	A
C-D	102	26			102				
C-A	317	79			317				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		143.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	582	100.000
B - Bosworth Lane		ONE HOUR	✓	374	100.000
C - A447 S		ONE HOUR	✓	936	100.000
D - Bosworth Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	11	504	67
	B - Bosworth Lane	8	0	160	206
	C - A447 S	601	208	0	127
	D - Bosworth Road	63	168	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	0	2	0
	B - Bosworth Lane	33	0	3	1
	C - A447 S	1	0	0	0
	D - Bosworth Road	3	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.30	449.44	22.3	F	147	220
B-AD	1.32	431.20	29.2	F	196	295
ABCD	0.16	9.60	0.2	A	61	92
AB					10	15
AC					462	694
D-ABC	1.31	456.89	46.6	F	304	456
C-ABD	0.47	13.82	0.9	B	191	286
C-D					117	175
C-A					551	827

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	567	0.213	119	0.0	0.3	8.269	A
B-AD	161	40	356	0.452	158	0.0	0.8	18.204	C
ABCD	50	13	564	0.090	50	0.0	0.1	7.007	A
AB	8	2			8				
AC	379	95			379				
D-ABC	249	62	402	0.619	243	0.0	1.5	22.140	C
C-ABD	157	39	593	0.264	155	0.0	0.4	8.204	A
C-D	96	24			96				
C-A	452	113			452				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	462	0.311	143	0.3	0.5	11.605	B
B-AD	192	48	288	0.669	188	0.8	1.8	35.489	E
ABCD	60	15	522	0.115	60	0.1	0.1	7.797	A
AB	10	2			10				
AC	453	113			453				
D-ABC	298	74	354	0.841	288	1.5	4.0	49.108	E
C-ABD	187	47	558	0.335	186	0.4	0.5	9.699	A
C-D	114	29			114				
C-A	540	135			540				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	141	1.246	131	0.5	11.7	207.645	F
B-AD	236	59	193	1.220	184	1.8	14.7	199.264	F
ABCD	74	18	464	0.159	74	0.1	0.2	9.212	A
AB	12	3			12				
AC	555	139			555				
D-ABC	364	91	286	1.276	280	4.0	25.1	215.463	F
C-ABD	229	57	509	0.450	228	0.5	0.8	12.755	B
C-D	140	35			140				
C-A	662	165			662				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	135	1.301	134	11.7	22.3	449.442	F
B-AD	236	59	179	1.318	178	14.7	29.2	431.199	F
ABCD	74	18	449	0.164	74	0.2	0.2	9.595	A
AB	12	3			12				
AC	555	139			555				
D-ABC	364	91	279	1.305	278	25.1	46.6	456.888	F
C-ABD	229	57	489	0.469	229	0.8	0.9	13.825	B
C-D	140	35			140				
C-A	662	165			662				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	190	0.756	182	22.3	12.8	327.476	F
B-AD	192	48	252	0.762	244	29.2	16.3	332.961	F
ABCD	60	15	488	0.123	60	0.2	0.1	8.424	A
AB	10	2			10				
AC	453	113			453				
D-ABC	298	74	340	0.876	332	46.6	37.9	445.161	F
C-ABD	187	47	515	0.363	188	0.9	0.6	11.058	B
C-D	114	29			114				
C-A	540	135			540				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	468	0.257	170	12.8	0.4	14.702	B
B-AD	161	40	329	0.490	222	16.3	1.0	53.587	F
ABCD	50	13	544	0.093	51	0.1	0.1	7.297	A
AB	8	2			8				
AC	379	95			379				
D-ABC	249	62	394	0.632	384	37.9	4.2	209.657	F
C-ABD	157	39	557	0.281	157	0.6	0.4	9.034	A
C-D	96	24			96				
C-A	452	113			452				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	0	100.000
B - Bosworth Lane		ONE HOUR	✓	0	100.000
C - A447 S		ONE HOUR	✓	0	100.000
D - Bosworth Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	0	0	0
	B - Bosworth Lane	0	0	0	0
	C - A447 S	0	0	0	0
	D - Bosworth Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	0	0	0
	B - Bosworth Lane	0	0	0	0
	C - A447 S	0	0	0	0
	D - Bosworth Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads	Right-Left Stagger	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 N		ONE HOUR	✓	0	100.000
B - Bosworth Lane		ONE HOUR	✓	0	100.000
C - A447 S		ONE HOUR	✓	0	100.000
D - Bosworth Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
From	A - A447 N	0	0	0	0
	B - Bosworth Lane	0	0	0	0
	C - A447 S	0	0	0	0
	D - Bosworth Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A447 N	B - Bosworth Lane	C - A447 S	D - Bosworth Road
	A - A447 N	0	0	0	0
	B - Bosworth Lane	0	0	0	0
	C - A447 S	0	0	0	0
	D - Bosworth Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	824	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	682	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	1548	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-ABC	0	0	689	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1531	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Junctions 9									
ARCADY 9 - Roundabout Module									
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Filename: 250427 - J4 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J4 - B582_Newbold Rd_Lockeymead Drive Rbt

Report generation date: 30/04/2025 16:48:13

- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base, AM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base, PM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum, AM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum, PM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something, AM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something, PM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens, AM
- »J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base									
1 - Newbold Road	D1	0.1	8.46	0.09	A	D2	0.1	7.25	0.09	A
2 - B582 Manor Road		0.5	3.87	0.31	A		0.9	4.97	0.48	A
3 - Lockeymead Drive		0.1	4.36	0.09	A		0.1	4.67	0.07	A
4 - B582 Hunts Lane		1.2	6.80	0.54	A		0.7	5.04	0.39	A
	J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum									
1 - Newbold Road	D3	0.2	9.40	0.14	A	D4	0.1	7.72	0.11	A
2 - B582 Manor Road		0.5	3.96	0.33	A		1.1	5.61	0.53	A
3 - Lockeymead Drive		0.1	4.46	0.09	A		0.1	4.96	0.07	A
4 - B582 Hunts Lane		1.8	8.54	0.64	A		0.8	5.60	0.46	A
	J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something									
1 - Newbold Road	D5	0.2	10.15	0.15	B	D6	0.1	8.00	0.12	A
2 - B582 Manor Road		0.6	4.14	0.36	A		1.4	6.24	0.58	A
3 - Lockeymead Drive		0.1	4.58	0.09	A		0.1	5.21	0.07	A
4 - B582 Hunts Lane		2.3	10.26	0.70	B		1.0	5.98	0.49	A
	J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens									
1 - Newbold Road	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
2 - B582 Manor Road		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Lockeymead Drive		0.0	0.00	0.00	A		0.0	0.00	0.00	A
4 - B582 Hunts Lane		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

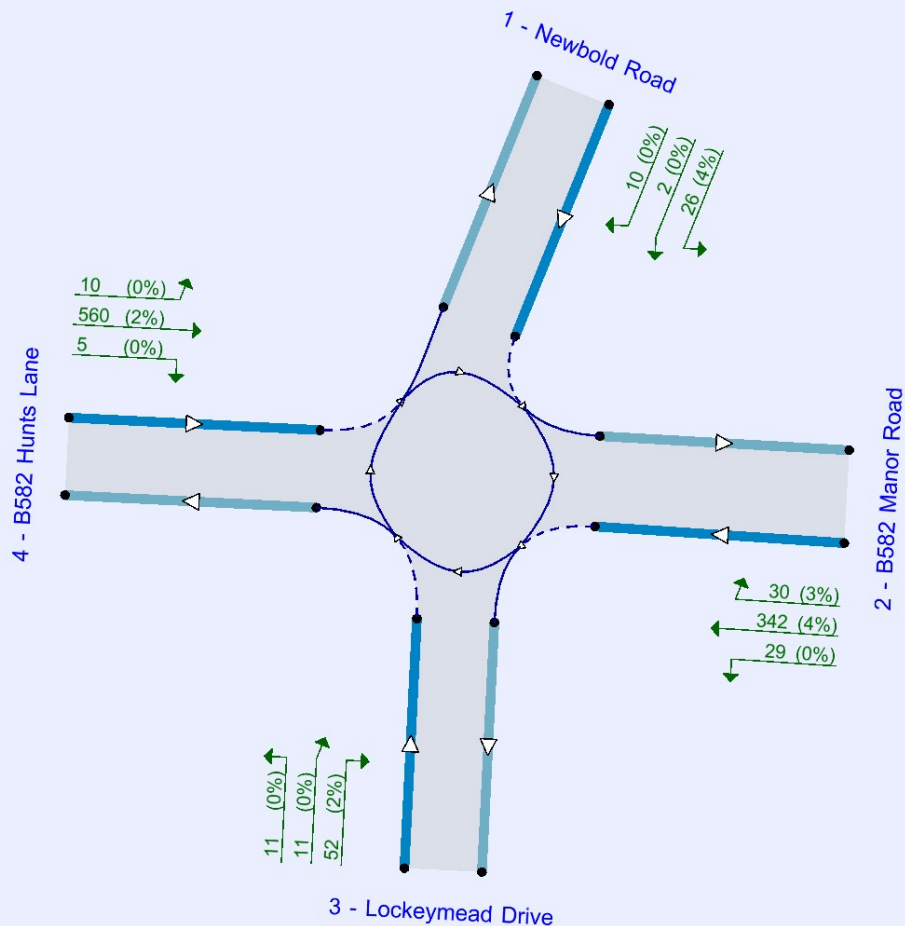
File summary

File Description

Title	
Location	
Site number	
Date	06/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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



Flows show original traffic demand (PCU/hr).

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	2025 Base	AM	ONE HOUR	07:45	09:15	15
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J4 - B582_Newbold Rd_Lockymead Drive Rbt	100.000

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Newbold Road	
2	B582 Manor Road	
3	Lockeymead Drive	
4	B582 Hunts Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Newbold Road	3.17	4.30	1.2	4.2	28.5	65.0	
2 - B582 Manor Road	4.91	4.91	0.0	27.8	28.5	48.0	
3 - Lockeymead Drive	2.90	4.98	8.8	15.3	28.5	49.0	
4 - B582 Hunts Lane	3.57	4.51	9.1	13.4	28.5	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Newbold Road	0.365	726
2 - B582 Manor Road	0.586	1415
3 - Lockeymead Drive	0.519	1137
4 - B582 Hunts Lane	0.547	1229

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	38	100.000
2 - B582 Manor Road		✓	401	100.000
3 - Lockymead Drive		✓	74	100.000
4 - B582 Hunts Lane		✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	26	2	10
	2 - B582 Manor Road	30	0	29	342
	3 - Lockymead Drive	11	52	0	11
	4 - B582 Hunts Lane	10	560	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	4	0	0
	2 - B582 Manor Road	3	0	0	4
	3 - Lockymead Drive	0	2	0	0
	4 - B582 Hunts Lane	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.09	8.46	0.1	A
2 - B582 Manor Road	0.31	3.87	0.5	A
3 - Lockymead Drive	0.09	4.36	0.1	A
4 - B582 Hunts Lane	0.54	6.80	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	29	462	558	0.051	28	0.1	6.979	A
2 - B582 Manor Road	302	13	1408	0.214	301	0.3	3.367	A
3 - Lockymead Drive	56	286	989	0.056	55	0.1	3.910	A
4 - B582 Hunts Lane	433	70	1191	0.364	431	0.6	4.815	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	34	554	524	0.065	34	0.1	7.540	A
2 - B582 Manor Road	360	15	1406	0.256	360	0.4	3.566	A
3 - Lockeymead Drive	67	343	959	0.069	66	0.1	4.088	A
4 - B582 Hunts Lane	517	84	1183	0.437	516	0.8	5.496	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	42	678	479	0.087	42	0.1	8.449	A
2 - B582 Manor Road	442	19	1404	0.314	441	0.5	3.871	A
3 - Lockeymead Drive	81	420	919	0.089	81	0.1	4.355	A
4 - B582 Hunts Lane	633	102	1173	0.540	632	1.2	6.760	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	42	679	479	0.087	42	0.1	8.463	A
2 - B582 Manor Road	442	19	1404	0.314	442	0.5	3.874	A
3 - Lockeymead Drive	81	421	919	0.089	81	0.1	4.357	A
4 - B582 Hunts Lane	633	102	1173	0.540	633	1.2	6.800	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	34	556	524	0.065	34	0.1	7.560	A
2 - B582 Manor Road	360	15	1406	0.256	361	0.4	3.572	A
3 - Lockeymead Drive	67	344	959	0.069	67	0.1	4.090	A
4 - B582 Hunts Lane	517	84	1183	0.437	518	0.8	5.538	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	29	465	557	0.051	29	0.1	7.005	A
2 - B582 Manor Road	302	13	1408	0.214	302	0.3	3.374	A
3 - Lockeymead Drive	56	288	988	0.056	56	0.1	3.917	A
4 - B582 Hunts Lane	433	70	1190	0.364	434	0.6	4.855	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	42	100.000
2 - B582 Manor Road		✓	603	100.000
3 - Lockeymead Drive		✓	50	100.000
4 - B582 Hunts Lane		✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	30	6	6
	2 - B582 Manor Road	20	0	63	520
	3 - Lockeymead Drive	1	40	0	9
	4 - B582 Hunts Lane	9	398	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	2	1
	3 - Lockymead Drive	0	0	0	0
	4 - B582 Hunts Lane	13	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.09	7.25	0.1	A
2 - B582 Manor Road	0.48	4.97	0.9	A
3 - Lockymead Drive	0.07	4.67	0.1	A
4 - B582 Hunts Lane	0.39	5.04	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	32	342	601	0.053	31	0.1	6.315	A
2 - B582 Manor Road	454	23	1402	0.324	452	0.5	3.823	A
3 - Lockymead Drive	38	409	925	0.041	37	0.0	4.056	A
4 - B582 Hunts Lane	321	46	1204	0.266	319	0.4	4.112	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	38	410	577	0.065	38	0.1	6.678	A
2 - B582 Manor Road	542	28	1399	0.388	541	0.6	4.241	A
3 - Lockymead Drive	45	490	883	0.051	45	0.1	4.295	A
4 - B582 Hunts Lane	383	55	1199	0.319	383	0.5	4.461	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	46	502	543	0.085	46	0.1	7.243	A
2 - B582 Manor Road	664	34	1395	0.476	663	0.9	4.961	A
3 - Lockymead Drive	55	600	826	0.067	55	0.1	4.669	A
4 - B582 Hunts Lane	469	67	1192	0.393	468	0.7	5.028	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	46	503	543	0.085	46	0.1	7.247	A
2 - B582 Manor Road	664	34	1395	0.476	664	0.9	4.974	A
3 - Lockymead Drive	55	601	826	0.067	55	0.1	4.672	A
4 - B582 Hunts Lane	469	67	1192	0.394	469	0.7	5.038	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	38	412	576	0.066	38	0.1	6.688	A
2 - B582 Manor Road	542	28	1399	0.388	543	0.6	4.258	A
3 - Lockymead Drive	45	492	882	0.051	45	0.1	4.301	A
4 - B582 Hunts Lane	383	55	1199	0.320	384	0.5	4.474	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	32	345	601	0.053	32	0.1	6.325	A
2 - B582 Manor Road	454	23	1402	0.324	455	0.5	3.844	A
3 - Lockymead Drive	38	412	924	0.041	38	0.0	4.062	A
4 - B582 Hunts Lane	321	46	1204	0.266	321	0.4	4.129	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	58	100.000
2 - B582 Manor Road		✓	415	100.000
3 - Lockeymead Drive		✓	74	100.000
4 - B582 Hunts Lane		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	26	2	30
	2 - B582 Manor Road	30	0	29	356
	3 - Lockeymead Drive	11	52	0	11
	4 - B582 Hunts Lane	51	623	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	4	0	0
	2 - B582 Manor Road	3	0	0	3
	3 - Lockeymead Drive	0	2	0	0
	4 - B582 Hunts Lane	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.14	9.40	0.2	A
2 - B582 Manor Road	0.33	3.96	0.5	A
3 - Lockeymead Drive	0.09	4.46	0.1	A
4 - B582 Hunts Lane	0.64	8.54	1.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	44	509	541	0.081	43	0.1	7.359	A
2 - B582 Manor Road	312	28	1399	0.223	311	0.3	3.399	A
3 - Lockeymead Drive	56	312	976	0.057	55	0.1	3.966	A
4 - B582 Hunts Lane	511	70	1191	0.429	508	0.8	5.301	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	52	610	504	0.103	52	0.1	8.105	A
2 - B582 Manor Road	373	33	1396	0.267	373	0.4	3.617	A
3 - Lockeymead Drive	67	374	944	0.071	66	0.1	4.161	A
4 - B582 Hunts Lane	610	84	1183	0.516	609	1.1	6.316	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	64	746	454	0.141	64	0.2	9.373	A
2 - B582 Manor Road	457	41	1391	0.328	456	0.5	3.956	A
3 - Lockeymead Drive	81	457	900	0.091	81	0.1	4.458	A
4 - B582 Hunts Lane	748	102	1173	0.637	745	1.7	8.437	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	64	749	453	0.141	64	0.2	9.404	A
2 - B582 Manor Road	457	41	1391	0.328	457	0.5	3.959	A
3 - Lockeymead Drive	81	458	900	0.091	81	0.1	4.460	A
4 - B582 Hunts Lane	748	102	1173	0.638	748	1.8	8.543	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	52	614	503	0.104	52	0.1	8.141	A
2 - B582 Manor Road	373	33	1396	0.267	374	0.4	3.623	A
3 - Lockymead Drive	67	375	943	0.071	67	0.1	4.166	A
4 - B582 Hunts Lane	610	84	1183	0.516	613	1.1	6.406	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	44	513	539	0.081	44	0.1	7.394	A
2 - B582 Manor Road	312	28	1399	0.223	313	0.3	3.407	A
3 - Lockymead Drive	56	314	975	0.057	56	0.1	3.973	A
4 - B582 Hunts Lane	511	70	1190	0.429	512	0.8	5.371	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	52	100.000
2 - B582 Manor Road		✓	672	100.000
3 - Lockeymead Drive		✓	50	100.000
4 - B582 Hunts Lane		✓	498	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	30	6	16
	2 - B582 Manor Road	20	0	63	589
	3 - Lockeymead Drive	1	40	0	9
	4 - B582 Hunts Lane	33	446	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	2	1
	3 - Lockeymead Drive	0	0	0	0
	4 - B582 Hunts Lane	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.11	7.72	0.1	A
2 - B582 Manor Road	0.53	5.61	1.1	A
3 - Lockeymead Drive	0.07	4.96	0.1	A
4 - B582 Hunts Lane	0.46	5.60	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	39	378	588	0.067	39	0.1	6.548	A
2 - B582 Manor Road	506	31	1397	0.362	504	0.6	4.062	A
3 - Lockeymead Drive	38	468	894	0.042	37	0.0	4.200	A
4 - B582 Hunts Lane	375	46	1204	0.311	373	0.5	4.334	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	47	453	561	0.083	47	0.1	6.999	A
2 - B582 Manor Road	604	37	1394	0.433	603	0.8	4.598	A
3 - Lockeymead Drive	45	561	846	0.053	45	0.1	4.492	A
4 - B582 Hunts Lane	448	55	1199	0.373	447	0.6	4.796	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	57	555	524	0.109	57	0.1	7.710	A
2 - B582 Manor Road	740	45	1389	0.533	738	1.1	5.581	A
3 - Lockeymead Drive	55	687	781	0.070	55	0.1	4.957	A
4 - B582 Hunts Lane	548	67	1192	0.460	547	0.8	5.585	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	57	556	524	0.109	57	0.1	7.718	A
2 - B582 Manor Road	740	45	1389	0.533	740	1.1	5.606	A
3 - Lockeymead Drive	55	688	780	0.071	55	0.1	4.962	A
4 - B582 Hunts Lane	548	67	1192	0.460	548	0.8	5.603	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	47	455	560	0.083	47	0.1	7.010	A
2 - B582 Manor Road	604	37	1394	0.434	606	0.8	4.627	A
3 - Lockymead Drive	45	563	845	0.053	45	0.1	4.500	A
4 - B582 Hunts Lane	448	55	1199	0.374	449	0.6	4.817	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	39	381	588	0.067	39	0.1	6.565	A
2 - B582 Manor Road	506	31	1397	0.362	507	0.6	4.091	A
3 - Lockymead Drive	38	471	893	0.042	38	0.0	4.209	A
4 - B582 Hunts Lane	375	46	1204	0.312	376	0.5	4.358	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	60	100.000
2 - B582 Manor Road		✓	450	100.000
3 - Lockeymead Drive		✓	74	100.000
4 - B582 Hunts Lane		✓	744	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	26	2	32
	2 - B582 Manor Road	30	0	29	391
	3 - Lockeymead Drive	11	52	0	11
	4 - B582 Hunts Lane	50	689	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	4	0	0
	2 - B582 Manor Road	3	0	0	3
	3 - Lockeymead Drive	0	2	0	0
	4 - B582 Hunts Lane	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.15	10.15	0.2	B
2 - B582 Manor Road	0.36	4.14	0.6	A
3 - Lockeymead Drive	0.09	4.58	0.1	A
4 - B582 Hunts Lane	0.70	10.26	2.3	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	45	558	523	0.086	45	0.1	7.646	A
2 - B582 Manor Road	339	29	1398	0.242	337	0.3	3.484	A
3 - Lockeymead Drive	56	340	961	0.058	55	0.1	4.029	A
4 - B582 Hunts Lane	560	70	1191	0.470	557	0.9	5.699	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	54	669	482	0.112	54	0.1	8.539	A
2 - B582 Manor Road	405	35	1395	0.290	404	0.4	3.736	A
3 - Lockeymead Drive	67	407	926	0.072	66	0.1	4.245	A
4 - B582 Hunts Lane	669	84	1183	0.565	667	1.3	7.021	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	66	818	428	0.154	66	0.2	10.097	B
2 - B582 Manor Road	495	43	1390	0.356	495	0.6	4.131	A
3 - Lockeymead Drive	81	498	879	0.093	81	0.1	4.576	A
4 - B582 Hunts Lane	819	102	1173	0.698	815	2.3	10.054	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	66	821	427	0.155	66	0.2	10.145	B
2 - B582 Manor Road	495	43	1390	0.356	495	0.6	4.136	A
3 - Lockeymead Drive	81	499	879	0.093	81	0.1	4.578	A
4 - B582 Hunts Lane	819	102	1173	0.699	819	2.3	10.260	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	54	674	480	0.112	54	0.1	8.591	A
2 - B582 Manor Road	405	35	1395	0.290	405	0.4	3.744	A
3 - Lockymead Drive	67	408	926	0.072	67	0.1	4.248	A
4 - B582 Hunts Lane	669	84	1183	0.565	673	1.3	7.173	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	45	563	521	0.087	45	0.1	7.700	A
2 - B582 Manor Road	339	29	1398	0.242	339	0.3	3.495	A
3 - Lockymead Drive	56	341	960	0.058	56	0.1	4.035	A
4 - B582 Hunts Lane	560	70	1190	0.471	562	0.9	5.796	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	54	100.000
2 - B582 Manor Road		✓	731	100.000
3 - Lockeymead Drive		✓	50	100.000
4 - B582 Hunts Lane		✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	30	6	18
	2 - B582 Manor Road	20	0	63	648
	3 - Lockeymead Drive	1	40	0	9
	4 - B582 Hunts Lane	34	482	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	2	1
	3 - Lockymead Drive	0	0	0	0
	4 - B582 Hunts Lane	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.12	8.00	0.1	A
2 - B582 Manor Road	0.58	6.24	1.4	A
3 - Lockymead Drive	0.07	5.21	0.1	A
4 - B582 Hunts Lane	0.49	5.98	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	41	405	579	0.070	40	0.1	6.686	A
2 - B582 Manor Road	550	32	1396	0.394	548	0.7	4.274	A
3 - Lockymead Drive	38	514	871	0.043	37	0.0	4.319	A
4 - B582 Hunts Lane	403	46	1204	0.335	401	0.5	4.481	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	49	486	549	0.088	48	0.1	7.188	A
2 - B582 Manor Road	657	39	1393	0.472	656	0.9	4.934	A
3 - Lockymead Drive	45	616	818	0.055	45	0.1	4.656	A
4 - B582 Hunts Lane	481	55	1199	0.401	480	0.7	5.016	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	59	594	510	0.117	59	0.1	7.992	A
2 - B582 Manor Road	805	47	1388	0.580	803	1.4	6.203	A
3 - Lockymead Drive	55	753	746	0.074	55	0.1	5.206	A
4 - B582 Hunts Lane	589	67	1192	0.494	588	1.0	5.957	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	59	596	509	0.117	59	0.1	8.004	A
2 - B582 Manor Road	805	47	1387	0.580	805	1.4	6.243	A
3 - Lockymead Drive	55	755	746	0.074	55	0.1	5.213	A
4 - B582 Hunts Lane	589	67	1192	0.494	589	1.0	5.981	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	49	488	549	0.088	49	0.1	7.205	A
2 - B582 Manor Road	657	39	1393	0.472	659	0.9	4.972	A
3 - Lockymead Drive	45	618	817	0.055	45	0.1	4.668	A
4 - B582 Hunts Lane	481	55	1199	0.401	482	0.7	5.043	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	41	408	578	0.070	41	0.1	6.705	A
2 - B582 Manor Road	550	32	1396	0.394	551	0.7	4.310	A
3 - Lockymead Drive	38	517	869	0.043	38	0.0	4.330	A
4 - B582 Hunts Lane	403	46	1204	0.335	403	0.5	4.511	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	0	100.000
2 - B582 Manor Road		✓	0	100.000
3 - Lockeymead Drive		✓	0	100.000
4 - B582 Hunts Lane		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	0	0
	3 - Lockeymead Drive	0	0	0	0
	4 - B582 Hunts Lane	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	0	0
	3 - Lockeymead Drive	0	0	0	0
	4 - B582 Hunts Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.00	0.00	0.0	A
2 - B582 Manor Road	0.00	0.00	0.0	A
3 - Lockymead Drive	0.00	0.00	0.0	A
4 - B582 Hunts Lane	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Newbold Road		✓	0	100.000
2 - B582 Manor Road		✓	0	100.000
3 - Lockeymead Drive		✓	0	100.000
4 - B582 Hunts Lane		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
From	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	0	0
	3 - Lockeymead Drive	0	0	0	0
	4 - B582 Hunts Lane	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Newbold Road	2 - B582 Manor Road	3 - Lockeymead Drive	4 - B582 Hunts Lane
	1 - Newbold Road	0	0	0	0
	2 - B582 Manor Road	0	0	0	0
	3 - Lockeymead Drive	0	0	0	0
	4 - B582 Hunts Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Newbold Road	0.00	0.00	0.0	A
2 - B582 Manor Road	0.00	0.00	0.0	A
3 - Lockeymead Drive	0.00	0.00	0.0	A
4 - B582 Hunts Lane	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockeymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockeymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockeymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockeymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Newbold Road	0	0	726	0.000	0	0.0	0.000	A
2 - B582 Manor Road	0	0	1415	0.000	0	0.0	0.000	A
3 - Lockymead Drive	0	0	1137	0.000	0	0.0	0.000	A
4 - B582 Hunts Lane	0	0	1229	0.000	0	0.0	0.000	A

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: 250427 - J5 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J5 - B582_Dragon Lane Priority

Report generation date: 30/04/2025 16:51:38

«J5 - B582 Dragon Lane Priority - 2033 Do Something, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J5 - B582_Dragon Lane Priority - 2025 Base									
Stream B-C	D1	0.3	8.49	0.22	A	D2	0.3	8.48	0.21	A
Stream B-A		0.1	10.09	0.13	B		0.1	10.77	0.07	B
Stream C-AB		0.7	6.01	0.30	A		1.1	7.14	0.39	A
	J5 - B582_Dragon Lane Priority - 2033 Do Minimum									
Stream B-C	D3	0.4	9.24	0.26	A	D4	0.3	8.99	0.23	A
Stream B-A		0.2	10.61	0.13	B		0.1	11.37	0.07	B
Stream C-AB		0.9	6.58	0.34	A		1.3	7.69	0.44	A
	J5 - B582_Dragon Lane Priority - 2033 Do Something									
Stream B-C	D5	0.4	9.71	0.27	A	D6	0.3	9.13	0.23	A
Stream B-A		0.2	11.50	0.14	B		0.1	12.10	0.08	B
Stream C-AB		1.0	6.81	0.36	A		1.5	7.80	0.47	A
	J5 - B582_Dragon Lane Priority - 2033 Do Something Sens									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	
Location	
Site number	
Date	29/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J5 - B582_Dragon Lane Priority	100.000

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	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

J5 - B582_Dragon Lane Priority - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road SE		Major
B	Dragon Lane		Minor
C	Barlestone Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road NW	7.30			144.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Dragon Lane	Two lanes	3.00	5.00	30	92

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	639	0.110	0.278	0.175	0.397
B-C	682	0.099	0.249	-	-
C-B	657	0.240	0.240	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road SE		✓	529	100.000
B - Dragon Lane		✓	136	100.000
C - Barlestone Road NW		✓	626	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road SE	B - Dragon Lane	C - Barlestone Road NW
From	A - Barlestone Road SE	0	29	500
	B - Dragon Lane	23	0	113
	C - Barlestone Road NW	470	156	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barlestone Road SE	B - Dragon Lane	C - Barlestone Road NW
From	A - Barlestone Road SE	0	0	1
	B - Dragon Lane	0	0	3
	C - Barlestone Road NW	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	9.13	0.3	A
B-A	0.08	12.10	0.1	B
C-AB	0.47	7.80	1.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	580	0.147	84	0.2	7.472	A
B-A	17	424	0.041	17	0.0	8.847	A
C-AB	210	805	0.260	207	0.5	6.112	A
C-A	262			262			
A-B	22			22			
A-C	376			376			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	560	0.182	101	0.2	8.090	A
B-A	21	381	0.054	21	0.1	9.976	A
C-AB	284	839	0.339	283	0.8	6.598	A
C-A	279			279			
A-B	26			26			
A-C	449			449			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	531	0.234	124	0.3	9.109	A
B-A	25	323	0.078	25	0.1	12.069	B
C-AB	415	887	0.468	413	1.5	7.728	A
C-A	274			274			
A-B	32			32			
A-C	551			551			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	531	0.234	124	0.3	9.125	A
B-A	25	323	0.078	25	0.1	12.103	B
C-AB	417	889	0.469	417	1.5	7.802	A
C-A	272			272			
A-B	32			32			
A-C	551			551			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	559	0.182	102	0.2	8.112	A
B-A	21	380	0.054	21	0.1	10.012	B
C-AB	286	841	0.340	288	0.9	6.661	A
C-A	277			277			
A-B	26			26			
A-C	449			449			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	580	0.147	85	0.2	7.500	A
B-A	17	423	0.041	17	0.0	8.879	A
C-AB	211	806	0.262	212	0.6	6.180	A
C-A	260			260			
A-B	22			22			
A-C	376			376			

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: 250427 - J6 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J6 - B582_Mill Lane Priority

Report generation date: 30/04/2025 16:52:14

«J6 - B582_Mill Lane Priority - 2033 Do Something, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J6 - B582_Mill Lane Priority - 2025 Base									
Stream B-AC	D1	0.2	9.58	0.17	A	D2	0.2	9.37	0.17	A
Stream C-AB		0.1	4.99	0.08	A		0.3	5.30	0.14	A
	J6 - B582_Mill Lane Priority - 2033 Do Minimum									
Stream B-AC	D3	0.3	9.79	0.22	A	D4	0.2	9.70	0.19	A
Stream C-AB		0.2	5.01	0.08	A		0.5	5.80	0.21	A
	J6 - B582_Mill Lane Priority - 2033 Do Something									
Stream B-AC	D5	0.3	10.26	0.23	B	D6	0.3	10.27	0.21	B
Stream C-AB		0.3	4.92	0.13	A		0.5	5.77	0.22	A
	J6 - B582_Mill Lane Priority - 2033 Do Something Sens									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

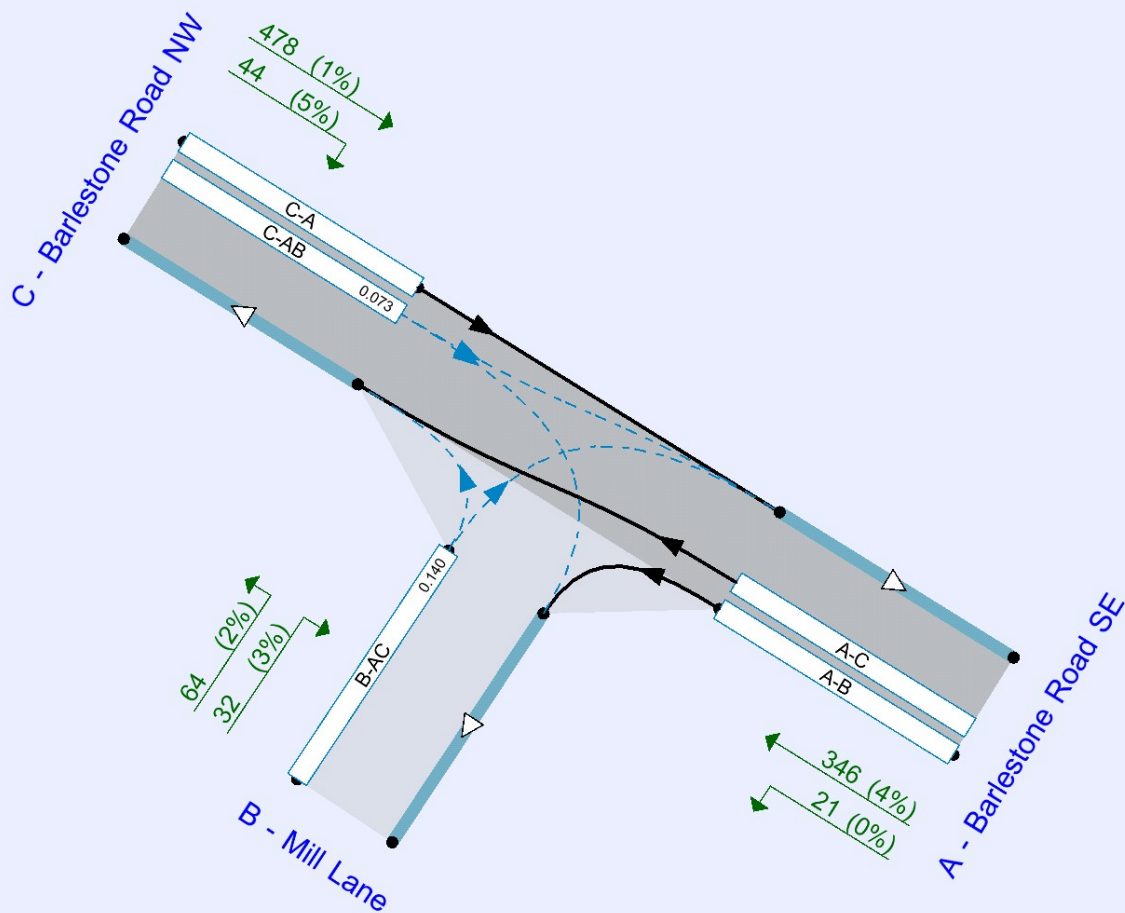
File summary

File Description

Title	
Location	
Site number	
Date	29/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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



Flows show original traffic demand (PCU/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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J6 - B582_Mill Lane Priority	100.000

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	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

J6 - B582_Mill Lane Priority - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road SE		Major
B	Mill Lane		Minor
C	Barlestone Road NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road NW	6.35			105.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mill Lane	One lane	3.50	18	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.094	0.237	0.149	0.339
B-C	676	0.102	0.258	-	-
C-B	635	0.242	0.242	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road SE		✓	367	100.000
B - Mill Lane		✓	96	100.000
C - Barlestone Road NW		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road SE	B - Mill Lane	C - Barlestone Road NW
From	A - Barlestone Road SE	0	21	346
	B - Mill Lane	32	0	64
	C - Barlestone Road NW	478	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barlestone Road SE	B - Mill Lane	C - Barlestone Road NW
From	A - Barlestone Road SE	0	0	4
	B - Mill Lane	3	0	2
	C - Barlestone Road NW	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	10.26	0.3	B
C-AB	0.13	4.92	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	515	0.140	72	0.2	8.296	A
C-AB	59	814	0.073	59	0.1	4.917	A
C-A	334			334			
A-B	16			16			
A-C	260			260			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	494	0.175	86	0.2	9.022	A
C-AB	80	852	0.094	80	0.2	4.807	A
C-A	389			389			
A-B	19			19			
A-C	311			311			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	465	0.227	105	0.3	10.242	B
C-AB	116	906	0.128	116	0.3	4.684	A
C-A	459			459			
A-B	23			23			
A-C	381			381			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	465	0.227	106	0.3	10.262	B
C-AB	116	907	0.128	116	0.3	4.681	A
C-A	458			458			
A-B	23			23			
A-C	381			381			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	494	0.175	87	0.2	9.048	A
C-AB	80	853	0.094	81	0.2	4.801	A
C-A	389			389			
A-B	19			19			
A-C	311			311			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	515	0.140	72	0.2	8.330	A
C-AB	60	814	0.073	60	0.1	4.921	A
C-A	333			333			
A-B	16			16			
A-C	260			260			

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: 250427 - J7 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J7 - B582_Main St Priority

Report generation date: 30/04/2025 16:55:44

«J7 - B582_Main Street Priority - 2033 Do Something, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J7 - B582_Main Street Priority - 2025 Base									
Stream B-AC	D1	0.6	15.44	0.39	C	D2	0.4	13.62	0.28	B
Stream C-AB		0.1	4.56	0.05	A		0.2	4.97	0.10	A
	J7 - B582_Main Street Priority - 2033 Do Minimum									
Stream B-AC	D3	0.9	17.47	0.47	C	D4	0.5	14.67	0.32	B
Stream C-AB		0.1	4.58	0.05	A		0.2	5.06	0.10	A
	J7 - B582_Main Street Priority - 2033 Do Something									
Stream B-AC	D5	0.9	18.84	0.49	C	D6	0.5	15.92	0.34	C
Stream C-AB		0.1	4.42	0.05	A		0.2	5.01	0.11	A
	J7 - B582_Main Street Priority - 2033 Do Something Sens									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

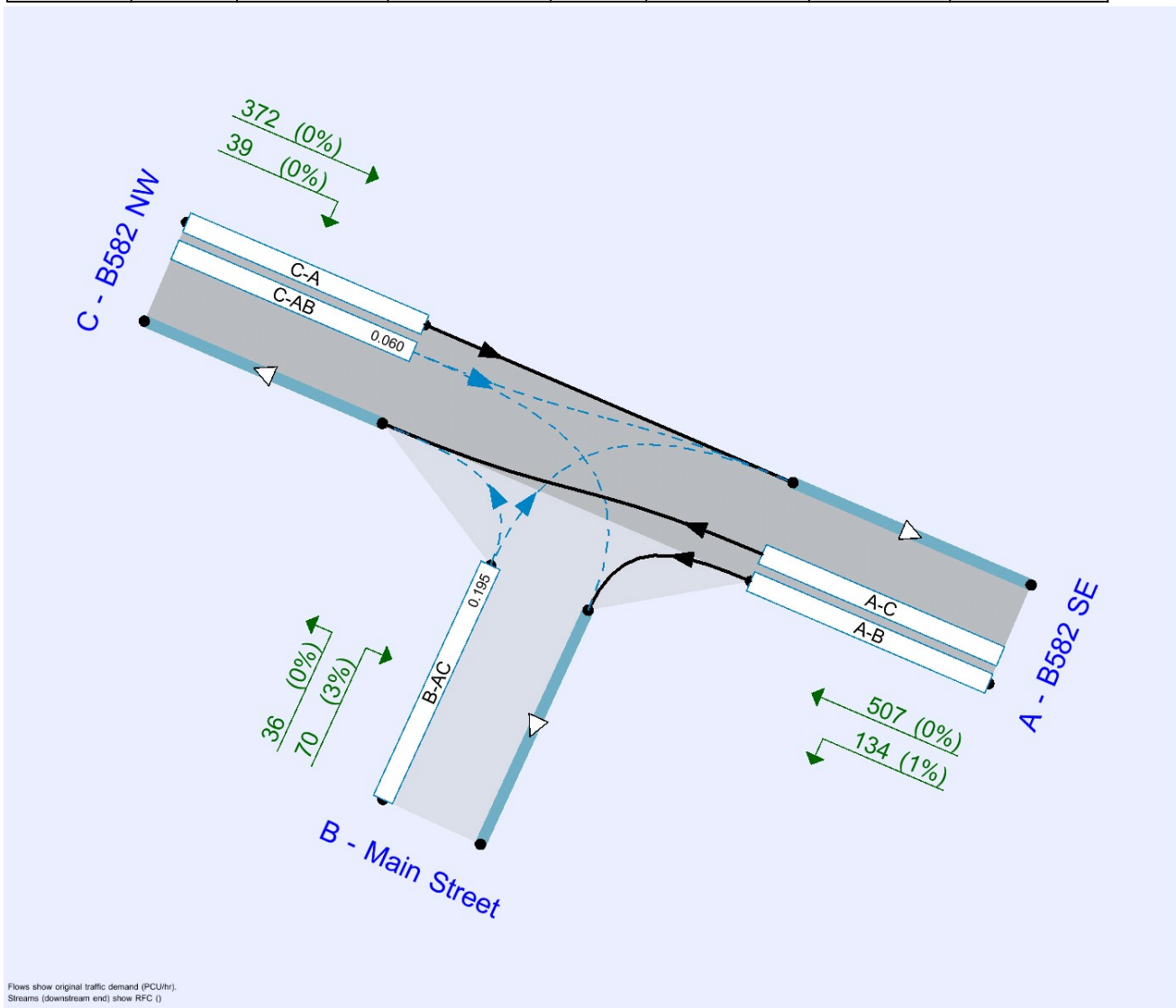
File summary

File Description

Title	
Location	
Site number	
Date	29/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J7 - B582_Main Street Priority	100.000

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	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

J7 - B582_Main Street Priority - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B582 SE		Major
B	Main Street		Minor
C	B582 NW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B582 NW	7.75			210.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Main Street	One lane	2.20	15	121

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	498	0.084	0.212	0.133	0.303
B-C	644	0.091	0.231	-	-
C-B	696	0.249	0.249	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 SE		✓	641	100.000
B - Main Street		✓	106	100.000
C - B582 NW		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 SE	B - Main Street	C - B582 NW
From	A - B582 SE	0	134	507
	B - Main Street	70	0	36
	C - B582 NW	372	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 SE	B - Main Street	C - B582 NW
From	A - B582 SE	0	1	0
	B - Main Street	3	0	0
	C - B582 NW	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	15.92	0.5	C
C-AB	0.11	5.01	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	409	0.195	79	0.2	11.071	B
C-AB	46	766	0.060	46	0.1	4.999	A
C-A	263			263			
A-B	101			101			
A-C	382			382			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	383	0.248	95	0.3	12.705	B
C-AB	61	784	0.078	61	0.1	4.981	A
C-A	308			308			
A-B	120			120			
A-C	456			456			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	347	0.336	116	0.5	15.822	C
C-AB	87	811	0.107	87	0.2	4.973	A
C-A	365			365			
A-B	148			148			
A-C	558			558			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	347	0.336	117	0.5	15.918	C
C-AB	87	811	0.107	87	0.2	4.976	A
C-A	365			365			
A-B	148			148			
A-C	558			558			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	383	0.249	96	0.3	12.800	B
C-AB	61	784	0.078	62	0.1	4.990	A
C-A	308			308			
A-B	120			120			
A-C	456			456			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	409	0.195	80	0.3	11.163	B
C-AB	46	766	0.061	47	0.1	5.006	A
C-A	263			263			
A-B	101			101			
A-C	382			382			

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: 250427 - J9 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J9 - B582_Main St_High St Mini Rbt

Report generation date: 30/04/2025 16:56:15

- »J9 - B582_Main St_High St Mini Rbt - 2025 Base, AM
- »J9 - B582_Main St_High St Mini Rbt - 2025 Base, PM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum, AM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum, PM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Something, AM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Something, PM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens, AM
- »J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J9 - B582_Main St_High St Mini Rbt - 2025 Base									
1 - Main Street	D1	0.4	8.40	0.30	A	D2	0.3	5.57	0.24	A
2 - B582 (E)		1.7	9.52	0.63	A		6.7	28.06	0.88	D
3 - High Street		1.3	12.58	0.57	B		1.0	13.88	0.50	B
4 - B582 (W)		13.8	78.68	0.97	F		1.5	12.01	0.60	B
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum									
1 - Main Street	D3	0.6	9.60	0.39	A	D4	0.5	6.74	0.33	A
2 - B582 (E)		3.0	14.39	0.75	B		26.2	89.44	1.01	F
3 - High Street		1.4	14.06	0.59	B		2.1	24.63	0.68	C
4 - B582 (W)		45.0	208.05	1.11	F		2.6	18.97	0.73	C
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Something									
1 - Main Street	D5	0.6	9.35	0.38	A	D6	0.5	7.09	0.34	A
2 - B582 (E)		3.6	16.68	0.79	C		42.5	131.90	1.06	F
3 - High Street		1.4	14.61	0.59	B		2.4	28.47	0.72	D
4 - B582 (W)		76.3	358.31	1.20	F		3.3	22.74	0.78	C
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens									
1 - Main Street	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
2 - B582 (E)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - High Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A
4 - B582 (W)		0.0	0.00	0.00	A		0.0	0.00	0.00	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	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	J9 - B582_Main St_High St Mini Rbt	✓	100.000	100.000

J9 - B582_Main St_High St Mini Rbt - 2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	34.28	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Main Street	
2	B582 (E)	
3	High Street	
4	B582 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Main Street	3.30	3.30	6.30	24.9	17.40	13.50	0.0	
2 - B582 (E)	3.10	2.60	4.30	1.8	12.60	10.50	0.0	
3 - High Street	3.30	2.90	5.90	3.9	14.60	8.50	0.0	
4 - B582 (W)	3.00	3.00	5.80	2.5	13.90	7.10	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Main Street	None		
2 - B582 (E)	Direct	Validation - PM peak (Modelled max end q of 139pcu v 7pcu observed)	340
3 - High Street	None		
4 - B582 (W)	Direct	Validation - AM peak (Modelled max end q of 51pcu v 14pcu observed)	105

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Main Street	0.695	1287
2 - B582 (E)	0.593	1110
3 - High Street	0.620	913
4 - B582 (W)	0.614	926

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	167	100.000
2 - B582 (E)		ONE HOUR	✓	597	100.000
3 - High Street		ONE HOUR	✓	343	100.000
4 - B582 (W)		ONE HOUR	✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	93	67	7
	2 - B582 (E)	35	0	238	324
	3 - High Street	39	293	0	11
	4 - B582 (W)	5	565	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	1	2	0
	2 - B582 (E)	0	0	0	4
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.30	8.40	0.4	A	153	230
2 - B582 (E)	0.63	9.52	1.7	A	548	822
3 - High Street	0.57	12.58	1.3	B	315	472
4 - B582 (W)	0.97	78.68	13.8	F	549	823

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	126	31	659	829	0.152	125	59	0.0	0.2	5.178	A
2 - B582 (E)	449	112	76	1064	0.422	447	708	0.0	0.7	5.922	A
3 - High Street	258	65	274	744	0.347	256	249	0.0	0.5	7.355	A
4 - B582 (W)	450	113	274	758	0.594	444	256	0.0	1.5	11.593	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	150	38	791	738	0.204	150	71	0.2	0.3	6.204	A
2 - B582 (E)	537	134	91	1055	0.509	535	849	0.7	1.0	7.053	A
3 - High Street	308	77	328	710	0.434	307	299	0.5	0.8	8.927	A
4 - B582 (W)	538	134	329	725	0.742	532	307	1.5	2.7	18.764	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	184	46	943	632	0.291	183	86	0.3	0.4	8.125	A
2 - B582 (E)	657	164	111	1044	0.630	655	1016	1.0	1.7	9.381	A
3 - High Street	378	94	401	664	0.568	376	364	0.8	1.3	12.369	B
4 - B582 (W)	658	165	402	680	0.969	627	375	2.7	10.5	52.511	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	184	46	962	618	0.297	184	87	0.4	0.4	8.399	A
2 - B582 (E)	657	164	112	1043	0.630	657	1035	1.7	1.7	9.515	A
3 - High Street	378	94	403	664	0.569	378	366	1.3	1.3	12.580	B
4 - B582 (W)	658	165	404	678	0.970	645	376	10.5	13.8	78.685	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	150	38	840	703	0.213	151	72	0.4	0.3	6.608	A
2 - B582 (E)	537	134	94	1054	0.509	539	897	1.7	1.1	7.181	A
3 - High Street	308	77	331	708	0.435	310	303	1.3	0.8	9.093	A
4 - B582 (W)	538	134	332	723	0.744	580	309	13.8	3.3	31.557	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	126	31	675	818	0.154	126	60	0.3	0.2	5.275	A
2 - B582 (E)	449	112	77	1064	0.423	451	723	1.1	0.8	6.009	A
3 - High Street	258	65	276	742	0.348	259	252	0.8	0.5	7.473	A
4 - B582 (W)	450	113	277	756	0.595	457	258	3.3	1.6	12.641	B

J9 - B582_Main St_High St Mini Rbt - 2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	19.56	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	187	100.000
2 - B582 (E)		ONE HOUR	✓	833	100.000
3 - High Street		ONE HOUR	✓	240	100.000
4 - B582 (W)		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	98	82	7
	2 - B582 (E)	54	0	270	509
	3 - High Street	34	168	0	38
	4 - B582 (W)	9	383	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	2
	3 - High Street	0	1	0	0
	4 - B582 (W)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.24	5.57	0.3	A	172	257
2 - B582 (E)	0.88	28.06	6.7	D	764	1147
3 - High Street	0.50	13.88	1.0	B	220	330
4 - B582 (W)	0.60	12.01	1.5	B	376	564

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	141	35	425	992	0.142	140	72	0.0	0.2	4.224	A
2 - B582 (E)	627	157	80	1062	0.590	621	485	0.0	1.4	8.167	A
3 - High Street	181	45	425	650	0.278	179	276	0.0	0.4	7.681	A
4 - B582 (W)	309	77	191	809	0.381	306	413	0.0	0.6	7.191	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	168	42	510	933	0.180	168	87	0.2	0.2	4.705	A
2 - B582 (E)	749	187	96	1053	0.711	745	582	1.4	2.4	11.693	B
3 - High Street	216	54	510	597	0.361	215	331	0.4	0.6	9.467	A
4 - B582 (W)	369	92	229	786	0.469	368	496	0.6	0.9	8.666	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	206	51	623	854	0.241	206	106	0.2	0.3	5.546	A
2 - B582 (E)	917	229	118	1040	0.882	902	711	2.4	6.2	24.098	C
3 - High Street	264	66	617	531	0.498	263	402	0.6	1.0	13.446	B
4 - B582 (W)	451	113	279	755	0.598	449	600	0.9	1.5	11.793	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	206	51	626	852	0.242	206	107	0.3	0.3	5.571	A
2 - B582 (E)	917	229	118	1040	0.882	915	714	6.2	6.7	28.061	D
3 - High Street	264	66	626	525	0.503	264	407	1.0	1.0	13.875	B
4 - B582 (W)	451	113	282	754	0.599	451	609	1.5	1.5	12.010	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	168	42	515	929	0.181	168	89	0.3	0.2	4.734	A
2 - B582 (E)	749	187	96	1052	0.712	765	587	6.7	2.6	13.357	B
3 - High Street	216	54	524	589	0.367	217	338	1.0	0.6	9.805	A
4 - B582 (W)	369	92	233	784	0.470	371	508	1.5	0.9	8.849	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	141	35	430	988	0.142	141	73	0.2	0.2	4.250	A
2 - B582 (E)	627	157	81	1062	0.591	632	490	2.6	1.5	8.557	A
3 - High Street	181	45	432	645	0.280	181	280	0.6	0.4	7.827	A
4 - B582 (W)	309	77	194	808	0.382	310	420	0.9	0.6	7.318	A

J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	80.48	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	223	100.000
2 - B582 (E)		ONE HOUR	✓	696	100.000
3 - High Street		ONE HOUR	✓	339	100.000
4 - B582 (W)		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	110	106	7
	2 - B582 (E)	72	0	286	338
	3 - High Street	50	279	0	10
	4 - B582 (W)	5	627	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	1	1	0
	2 - B582 (E)	0	0	0	3
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.39	9.60	0.6	A	205	307
2 - B582 (E)	0.75	14.39	3.0	B	639	958
3 - High Street	0.59	14.06	1.4	B	311	467
4 - B582 (W)	1.11	208.05	45.0	F	607	910

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	168	42	694	805	0.209	167	95	0.0	0.3	5.690	A
2 - B582 (E)	524	131	106	1047	0.501	520	755	0.0	1.0	6.881	A
3 - High Street	255	64	312	720	0.354	253	314	0.0	0.5	7.672	A
4 - B582 (W)	498	124	299	743	0.670	490	265	0.0	2.0	14.099	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	200	50	829	711	0.282	200	114	0.3	0.4	7.109	A
2 - B582 (E)	626	156	127	1034	0.605	624	902	1.0	1.5	8.845	A
3 - High Street	305	76	374	682	0.447	304	377	0.5	0.8	9.500	A
4 - B582 (W)	594	149	359	706	0.842	584	318	2.0	4.6	27.892	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	246	61	942	632	0.388	245	138	0.4	0.6	9.350	A
2 - B582 (E)	766	192	152	1019	0.752	761	1035	1.5	2.9	13.825	B
3 - High Street	373	93	456	631	0.592	371	457	0.8	1.4	13.723	B
4 - B582 (W)	728	182	439	657	1.107	642	388	4.6	26.1	103.215	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	246	61	954	624	0.394	245	139	0.6	0.6	9.601	A
2 - B582 (E)	766	192	153	1019	0.752	766	1047	2.9	3.0	14.388	B
3 - High Street	373	93	459	629	0.594	373	460	1.4	1.4	14.062	B
4 - B582 (W)	728	182	441	656	1.110	652	391	26.1	45.0	208.047	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	200	50	935	637	0.315	201	116	0.6	0.5	8.356	A
2 - B582 (E)	626	156	132	1031	0.607	631	1004	3.0	1.6	9.251	A
3 - High Street	305	76	378	679	0.449	307	385	1.4	0.8	9.746	A
4 - B582 (W)	594	149	363	703	0.845	688	322	45.0	21.6	178.512	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	168	42	782	744	0.226	169	97	0.5	0.3	6.326	A
2 - B582 (E)	524	131	111	1044	0.502	526	840	1.6	1.0	7.083	A
3 - High Street	255	64	315	718	0.356	256	322	0.8	0.6	7.819	A
4 - B582 (W)	498	124	303	740	0.672	575	268	21.6	2.2	32.084	D

J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	52.78	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	242	100.000
2 - B582 (E)		ONE HOUR	✓	945	100.000
3 - High Street		ONE HOUR	✓	285	100.000
4 - B582 (W)		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	137	98	7
	2 - B582 (E)	104	0	265	576
	3 - High Street	58	188	0	39
	4 - B582 (W)	9	429	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	1
	3 - High Street	0	1	0	0
	4 - B582 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.33	6.74	0.5	A	222	333
2 - B582 (E)	1.01	89.44	26.2	F	867	1301
3 - High Street	0.68	24.63	2.1	C	262	392
4 - B582 (W)	0.73	18.97	2.6	C	420	630

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	475	957	0.190	181	127	0.0	0.2	4.633	A
2 - B582 (E)	711	178	94	1054	0.675	703	563	0.0	2.0	10.108	B
3 - High Street	215	54	511	596	0.360	212	286	0.0	0.6	9.385	A
4 - B582 (W)	345	86	261	766	0.450	342	463	0.0	0.8	8.412	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	570	891	0.244	217	153	0.2	0.3	5.340	A
2 - B582 (E)	850	212	112	1043	0.814	842	675	2.0	4.0	17.292	C
3 - High Street	256	64	612	534	0.480	255	342	0.6	0.9	12.915	B
4 - B582 (W)	412	103	313	735	0.560	410	554	0.8	1.2	11.019	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	694	805	0.331	266	181	0.3	0.5	6.669	A
2 - B582 (E)	1040	260	137	1028	1.012	985	823	4.0	17.9	52.901	F
3 - High Street	314	78	716	469	0.669	310	406	0.9	1.9	22.201	C
4 - B582 (W)	504	126	376	696	0.725	499	650	1.2	2.5	17.889	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	700	800	0.333	266	185	0.5	0.5	6.742	A
2 - B582 (E)	1040	260	138	1028	1.012	1008	829	17.9	26.2	89.436	F
3 - High Street	314	78	733	459	0.684	313	412	1.9	2.1	24.634	C
4 - B582 (W)	504	126	381	693	0.728	504	665	2.5	2.6	18.973	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	580	884	0.246	218	164	0.5	0.3	5.410	A
2 - B582 (E)	850	212	113	1043	0.815	934	685	26.2	5.1	45.103	E
3 - High Street	256	64	678	493	0.520	260	368	2.1	1.1	15.802	C
4 - B582 (W)	412	103	327	726	0.567	417	611	2.6	1.3	11.827	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	483	952	0.191	183	131	0.3	0.2	4.684	A
2 - B582 (E)	711	178	94	1054	0.675	723	571	5.1	2.2	11.324	B
3 - High Street	215	54	526	587	0.365	217	292	1.1	0.6	9.832	A
4 - B582 (W)	345	86	267	763	0.452	347	476	1.3	0.8	8.698	A

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	139.56	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	216	100.000
2 - B582 (E)		ONE HOUR	✓	730	100.000
3 - High Street		ONE HOUR	✓	328	100.000
4 - B582 (W)		ONE HOUR	✓	726	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	105	104	7
	2 - B582 (E)	71	0	288	371
	3 - High Street	52	265	0	11
	4 - B582 (W)	5	691	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	1	1	0
	2 - B582 (E)	0	0	0	3
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.38	9.35	0.6	A	198	297
2 - B582 (E)	0.79	16.68	3.6	C	670	1005
3 - High Street	0.59	14.61	1.4	B	301	451
4 - B582 (W)	1.20	358.31	76.3	F	666	999

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	163	41	730	780	0.209	162	96	0.0	0.3	5.872	A
2 - B582 (E)	550	137	105	1047	0.525	545	787	0.0	1.1	7.218	A
3 - High Street	247	62	335	705	0.350	245	315	0.0	0.5	7.781	A
4 - B582 (W)	547	137	290	749	0.730	536	291	0.0	2.6	16.562	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	194	49	867	685	0.284	194	115	0.3	0.4	7.396	A
2 - B582 (E)	656	164	126	1035	0.634	654	935	1.1	1.7	9.522	A
3 - High Street	295	74	402	664	0.444	294	377	0.5	0.8	9.699	A
4 - B582 (W)	653	163	348	713	0.915	634	348	2.6	7.3	39.138	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	238	59	945	631	0.377	237	139	0.4	0.6	9.217	A
2 - B582 (E)	804	201	149	1021	0.787	797	1033	1.7	3.5	15.787	C
3 - High Street	361	90	490	609	0.593	359	456	0.8	1.4	14.212	B
4 - B582 (W)	799	200	424	666	1.200	659	425	7.3	42.3	151.278	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	238	59	950	627	0.380	238	140	0.6	0.6	9.349	A
2 - B582 (E)	804	201	150	1021	0.787	803	1039	3.5	3.6	16.684	C
3 - High Street	361	90	494	607	0.595	361	459	1.4	1.4	14.612	B
4 - B582 (W)	799	200	427	664	1.203	663	428	42.3	76.3	327.985	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	194	49	936	636	0.305	195	116	0.6	0.4	8.247	A
2 - B582 (E)	656	164	129	1033	0.635	663	1002	3.6	1.8	10.068	B
3 - High Street	295	74	408	660	0.447	297	385	1.4	0.8	9.983	A
4 - B582 (W)	653	163	352	710	0.919	701	353	76.3	64.2	358.311	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	163	41	930	641	0.254	163	98	0.4	0.3	7.615	A
2 - B582 (E)	550	137	114	1042	0.527	552	979	1.8	1.2	7.501	A
3 - High Street	247	62	340	703	0.351	248	327	0.8	0.5	7.937	A
4 - B582 (W)	547	137	293	746	0.732	735	294	64.2	17.1	204.695	F

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	75.24	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	242	100.000
2 - B582 (E)		ONE HOUR	✓	985	100.000
3 - High Street		ONE HOUR	✓	286	100.000
4 - B582 (W)		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	136	99	7
	2 - B582 (E)	97	0	254	634
	3 - High Street	58	187	0	41
	4 - B582 (W)	9	464	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	1
	3 - High Street	0	1	0	0
	4 - B582 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.34	7.09	0.5	A	222	333
2 - B582 (E)	1.06	131.90	42.5	F	904	1356
3 - High Street	0.72	28.47	2.4	D	262	394
4 - B582 (W)	0.78	22.74	3.3	C	453	680

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	501	939	0.194	181	122	0.0	0.2	4.743	A
2 - B582 (E)	742	185	95	1053	0.704	732	587	0.0	2.3	10.999	B
3 - High Street	215	54	549	573	0.376	213	279	0.0	0.6	9.997	A
4 - B582 (W)	372	93	255	770	0.483	368	507	0.0	0.9	8.879	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	601	870	0.250	217	146	0.2	0.3	5.516	A
2 - B582 (E)	885	221	114	1042	0.850	875	704	2.3	5.0	20.423	C
3 - High Street	257	64	655	507	0.507	255	333	0.6	1.0	14.315	B
4 - B582 (W)	444	111	305	739	0.601	442	606	0.9	1.5	12.017	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	730	780	0.342	266	171	0.3	0.5	6.995	A
2 - B582 (E)	1085	271	139	1027	1.056	1000	857	5.0	26.0	69.124	F
3 - High Street	315	79	750	448	0.703	310	390	1.0	2.2	25.418	D
4 - B582 (W)	544	136	364	703	0.774	537	696	1.5	3.1	20.929	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	739	774	0.344	266	174	0.5	0.5	7.094	A
2 - B582 (E)	1085	271	140	1027	1.056	1019	865	26.0	42.5	131.900	F
3 - High Street	315	79	764	440	0.716	314	395	2.2	2.4	28.468	D
4 - B582 (W)	544	136	369	700	0.777	543	708	3.1	3.3	22.742	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	613	861	0.253	218	161	0.5	0.3	5.607	A
2 - B582 (E)	885	221	115	1042	0.850	1019	717	42.5	9.1	98.743	F
3 - High Street	257	64	763	440	0.584	261	371	2.4	1.5	20.540	C
4 - B582 (W)	444	111	324	728	0.610	451	700	3.3	1.6	13.294	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	511	932	0.195	183	127	0.3	0.2	4.803	A
2 - B582 (E)	742	185	96	1053	0.704	768	597	9.1	2.5	13.800	B
3 - High Street	215	54	575	557	0.387	219	289	1.5	0.6	10.820	B
4 - B582 (W)	372	93	263	765	0.486	375	531	1.6	1.0	9.278	A

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	0.00	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	0	100.000
2 - B582 (E)		ONE HOUR	✓	0	100.000
3 - High Street		ONE HOUR	✓	0	100.000
4 - B582 (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	0
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	0
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.00	0.00	0.0	A	0	0
2 - B582 (E)	0.00	0.00	0.0	A	0	0
3 - High Street	0.00	0.00	0.0	A	0	0
4 - B582 (W)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	0.00	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	0	100.000
2 - B582 (E)		ONE HOUR	✓	0	100.000
3 - High Street		ONE HOUR	✓	0	100.000
4 - B582 (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	0
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	0
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.00	0.00	0.0	A	0	0
2 - B582 (E)	0.00	0.00	0.0	A	0	0
3 - High Street	0.00	0.00	0.0	A	0	0
4 - B582 (W)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	0	0	0	1287	0.000	0	0	0.0	0.0	0.000	A
2 - B582 (E)	0	0	0	1110	0.000	0	0	0.0	0.0	0.000	A
3 - High Street	0	0	0	913	0.000	0	0	0.0	0.0	0.000	A
4 - B582 (W)	0	0	0	926	0.000	0	0	0.0	0.0	0.000	A

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: 250427 - J10 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J10 - B582_Station Rd Priority

Report generation date: 30/04/2025 16:56:54

- »J10 - B582_Station Rd Priority - 2025 Base, AM
- »J10 - B582_Station Rd Priority - 2025 Base, PM
- »J10 - B582_Station Rd Priority - 2033 Do Minimum, AM
- »J10 - B582_Station Rd Priority - 2033 Do Minimum, PM
- »J10 - B582_Station Rd Priority - 2033 Do Something, AM
- »J10 - B582_Station Rd Priority - 2033 Do Something, PM
- »J10 - B582_Station Rd Priority - 2033 Do Something Sens, AM
- »J10 - B582_Station Rd Priority - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J10 - B582_Station Rd Priority - 2025 Base									
Stream B-AC	D1	4.3	77.16	0.84	F	D2	15.0	182.18	1.03	F
Stream C-AB		0.1	5.73	0.06	A		0.0	4.47	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Minimum									
Stream B-AC	D3	24.4	305.94	1.15	F	D4	35.6	398.44	1.22	F
Stream C-AB		0.3	5.70	0.13	A		0.0	4.29	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Something									
Stream B-AC	D5	39.5	471.88	1.28	F	D6	48.9	574.53	1.33	F
Stream C-AB		0.4	5.70	0.14	A		0.0	4.24	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Something Sens									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-ECjames.wright
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J10 - B582_Station Rd Priority	100.000

J10 - B582_Station Rd Priority - 2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		9.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B582 (NW)		Major
B	Station Road		Minor
C	B582 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B582 (SE)	7.10			84.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Station Road	One lane	2.20	44	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.083	0.209	0.131	0.298
B-C	605	0.088	0.223	-	-
C-B	623	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	957	100.000
B - Station Road		✓	199	100.000
C - B582 (SE)		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
A - B582 (NW)		0	476	481
B - Station Road		199	0	0
C - B582 (SE)		398	15	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
A - B582 (NW)		0	1	3
B - Station Road		1	0	0
C - B582 (SE)		3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.84	77.16	4.3	F
C-AB	0.06	5.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	329	0.456	147	0.8	19.656	C
C-AB	20	681	0.030	20	0.0	5.733	A
C-A	291			291			
A-B	358			358			
A-C	362			362			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	300	0.597	177	1.4	28.956	D
C-AB	28	698	0.040	28	0.1	5.637	A
C-A	344			344			
A-B	428			428			
A-C	432			432			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	260	0.843	210	3.8	62.729	F
C-AB	42	726	0.058	42	0.1	5.506	A
C-A	413			413			
A-B	524			524			
A-C	530			530			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	260	0.843	217	4.3	77.157	F
C-AB	42	726	0.058	42	0.1	5.500	A
C-A	413			413			
A-B	524			524			
A-C	530			530			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	300	0.597	190	1.6	35.680	E
C-AB	28	698	0.040	28	0.1	5.623	A
C-A	343			343			
A-B	428			428			
A-C	432			432			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	328	0.456	153	0.9	21.016	C
C-AB	20	681	0.030	20	0.0	5.727	A
C-A	291			291			
A-B	358			358			
A-C	362			362			

J10 - B582_Station Rd Priority - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		33.22	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	656	100.000
B - Station Road		✓	273	100.000
C - B582 (SE)		✓	569	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	328	328
	B - Station Road	268	0	5
	C - B582 (SE)	566	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	0
	B - Station Road	1	0	25
	C - B582 (SE)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.03	182.18	15.0	F
C-AB	0.01	4.47	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	206	350	0.587	200	1.4	23.577	C
C-AB	5	815	0.006	5	0.0	4.467	A
C-A	424			424			
A-B	247			247			
A-C	247			247			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	245	325	0.755	240	2.7	40.532	E
C-AB	7	858	0.008	7	0.0	4.250	A
C-A	505			505			
A-B	295			295			
A-C	295			295			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	301	291	1.034	271	10.2	111.721	F
C-AB	10	922	0.011	10	0.0	3.974	A
C-A	616			616			
A-B	361			361			
A-C	361			361			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	301	291	1.034	281	15.0	182.182	F
C-AB	10	922	0.011	10	0.0	3.977	A
C-A	616			616			
A-B	361			361			
A-C	361			361			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	245	325	0.755	289	4.0	112.324	F
C-AB	7	858	0.008	7	0.0	4.255	A
C-A	505			505			
A-B	295			295			
A-C	295			295			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	206	350	0.587	215	1.5	28.801	D
C-AB	5	815	0.006	5	0.0	4.469	A
C-A	424			424			
A-B	247			247			
A-C	247			247			

J10 - B582_Station Rd Priority - 2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		45.04	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	1022	100.000
B - Station Road		✓	256	100.000
C - B582 (SE)		✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	562	460
	B - Station Road	256	0	0
	C - B582 (SE)	440	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	2
	B - Station Road	1	0	0
	C - B582 (SE)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.15	305.94	24.4	F
C-AB	0.13	5.70	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	319	0.604	187	1.4	26.549	D
C-AB	43	695	0.062	43	0.1	5.682	A
C-A	311			311			
A-B	423			423			
A-C	346			346			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	288	0.798	223	3.2	51.008	F
C-AB	60	717	0.084	60	0.2	5.649	A
C-A	362			362			
A-B	505			505			
A-C	414			414			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	282	246	1.146	236	14.7	166.749	F
C-AB	94	751	0.125	93	0.3	5.645	A
C-A	424			424			
A-B	619			619			
A-C	506			506			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	282	246	1.146	243	24.4	305.941	F
C-AB	94	751	0.125	94	0.3	5.651	A
C-A	424			424			
A-B	619			619			
A-C	506			506			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	288	0.799	277	12.8	247.629	F
C-AB	61	717	0.085	61	0.2	5.661	A
C-A	362			362			
A-B	505			505			
A-C	414			414			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	319	0.605	237	1.7	61.261	F
C-AB	43	695	0.062	44	0.1	5.696	A
C-A	310			310			
A-B	423			423			
A-C	346			346			

J10 - B582_Station Rd Priority - 2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		67.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	762	100.000
B - Station Road		✓	290	100.000
C - B582 (SE)		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	400	362
	B - Station Road	290	0	0
	C - B582 (SE)	657	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	0
	B - Station Road	1	0	0
	C - B582 (SE)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.22	398.44	35.6	F
C-AB	0.01	4.29	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	329	0.664	211	1.8	29.309	D
C-AB	5	851	0.006	5	0.0	4.283	A
C-A	491			491			
A-B	301			301			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	300	0.868	250	4.4	62.059	F
C-AB	8	903	0.009	8	0.0	4.045	A
C-A	586			586			
A-B	360			360			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	319	261	1.224	255	20.6	206.409	F
C-AB	13	981	0.013	13	0.0	3.744	A
C-A	714			714			
A-B	440			440			
A-C	399			399			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	319	261	1.224	259	35.6	398.443	F
C-AB	13	981	0.013	13	0.0	3.745	A
C-A	714			714			
A-B	440			440			
A-C	399			399			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	300	0.868	292	27.7	386.414	F
C-AB	8	903	0.009	8	0.0	4.050	A
C-A	586			586			
A-B	360			360			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	329	0.664	316	3.2	189.140	F
C-AB	5	851	0.006	5	0.0	4.285	A
C-A	491			491			
A-B	301			301			
A-C	273			273			

J10 - B582_Station Rd Priority - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		71.41	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	1068	100.000
B - Station Road		✓	276	100.000
C - B582 (SE)		✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	593	475
	B - Station Road	276	0	0
	C - B582 (SE)	455	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	2
	B - Station Road	1	0	0
	C - B582 (SE)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.28	471.88	39.5	F
C-AB	0.14	5.70	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	313	0.664	201	1.8	30.700	D
C-AB	46	697	0.066	45	0.1	5.688	A
C-A	320			320			
A-B	446			446			
A-C	358			358			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	281	0.883	237	4.7	68.355	F
C-AB	65	720	0.090	65	0.2	5.663	A
C-A	372			372			
A-B	533			533			
A-C	427			427			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	237	1.281	232	22.5	241.530	F
C-AB	102	756	0.135	101	0.3	5.675	A
C-A	433			433			
A-B	653			653			
A-C	523			523			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	304	237	1.282	236	39.5	471.875	F
C-AB	102	756	0.135	102	0.4	5.685	A
C-A	433			433			
A-B	653			653			
A-C	523			523			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	281	0.883	274	33.0	466.654	F
C-AB	65	720	0.091	66	0.2	5.675	A
C-A	372			372			
A-B	533			533			
A-C	427			427			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	313	0.664	304	9.1	260.587	F
C-AB	46	697	0.066	46	0.1	5.703	A
C-A	320			320			
A-B	446			446			
A-C	358			358			

J10 - B582_Station Rd Priority - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		98.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	794	100.000
B - Station Road		✓	305	100.000
C - B582 (SE)		✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	419	375
	B - Station Road	305	0	0
	C - B582 (SE)	683	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	0
	B - Station Road	1	0	0
	C - B582 (SE)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.33	574.53	48.9	F
C-AB	0.01	4.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	323	0.710	221	2.2	33.233	D
C-AB	6	861	0.007	6	0.0	4.233	A
C-A	511			511			
A-B	315			315			
A-C	282			282			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	293	0.934	258	6.2	79.593	F
C-AB	8	916	0.009	8	0.0	3.989	A
C-A	609			609			
A-B	377			377			
A-C	337			337			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	252	1.331	249	27.9	274.755	F
C-AB	13	998	0.013	13	0.0	3.683	A
C-A	742			742			
A-B	461			461			
A-C	413			413			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	252	1.331	252	48.9	541.728	F
C-AB	13	998	0.014	13	0.0	3.684	A
C-A	742			742			
A-B	461			461			
A-C	413			413			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	293	0.934	288	45.5	574.529	F
C-AB	8	916	0.009	8	0.0	3.993	A
C-A	608			608			
A-B	377			377			
A-C	337			337			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	323	0.710	316	23.9	400.730	F
C-AB	6	861	0.007	6	0.0	4.237	A
C-A	511			511			
A-B	315			315			
A-C	282			282			

J10 - B582_Station Rd Priority - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	0	100.000
B - Station Road		✓	0	100.000
C - B582 (SE)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	0	0
	B - Station Road	0	0	0
	C - B582 (SE)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	0	0
	B - Station Road	0	0	0
	C - B582 (SE)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

J10 - B582_Station Rd Priority - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	0	100.000
B - Station Road		✓	0	100.000
C - B582 (SE)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	0	0
	B - Station Road	0	0	0
	C - B582 (SE)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	0	0
	B - Station Road	0	0	0
	C - B582 (SE)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	533	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
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Filename: 250427 - J11 - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J11 - B582_Barns Way Mini Rbt

Report generation date: 30/04/2025 16:57:22

- »J11 - B582 Barns Way Mini Rbt - 2025 Base, AM
- »J11 - B582 Barns Way Mini Rbt - 2025 Base, PM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Minimum, AM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Minimum, PM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Something, AM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Something, PM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Something Sens, AM
- »J11 - B582 Barns Way Mini Rbt - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J11 - B582_Barns Way Mini Rbt - 2025 Base									
1 - Barns Way	D1	1.8	14.88	0.65	B	D2	3.4	21.37	0.78	C
2 - B582 Leicester Lane E		1.0	6.50	0.48	A		1.7	9.12	0.63	A
3 - B582 Leicester Lane W		1.9	12.88	0.66	B		1.0	9.48	0.51	A
	J11 - B582_Barns Way Mini Rbt - 2033 Do Minimum									
1 - Barns Way	D3	2.1	15.26	0.67	C	D4	4.6	28.38	0.83	D
2 - B582 Leicester Lane E		1.4	8.03	0.58	A		4.4	18.74	0.82	C
3 - B582 Leicester Lane W		1.7	12.29	0.62	B		1.4	12.10	0.59	B
	J11 - B582_Barns Way Mini Rbt - 2033 Do Something									
1 - Barns Way	D5	2.2	16.10	0.69	C	D6	4.9	30.37	0.84	D
2 - B582 Leicester Lane E		1.5	8.34	0.60	A		5.0	20.89	0.84	C
3 - B582 Leicester Lane W		1.8	12.95	0.64	B		1.5	12.66	0.61	B
	J11 - B582_Barns Way Mini Rbt - 2033 Do Something Sens									
1 - Barns Way	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
2 - B582 Leicester Lane E		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - B582 Leicester Lane W		0.0	0.00	0.00	A		0.0	0.00	0.00	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	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-ECjames.wright
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J11 - B582_Barns Way Mini Rbt	100.000

J11 - B582_Barns Way Mini Rbt - 2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.25	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Barns Way	
2	B582 Leicester Lane E	
3	B582 Leicester Lane W	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Barns Way	3.60	3.60	5.90	7.1	13.90	10.60	0.0	
2 - B582 Leicester Lane E	3.00	3.00	4.60	3.9	18.60	19.20	0.0	
3 - B582 Leicester Lane W	3.50	3.50	5.40	2.5	12.90	9.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Barns Way	0.658	976
2 - B582 Leicester Lane E	0.820	1287
3 - B582 Leicester Lane W	0.632	958

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	411	100.000
2 - B582 Leicester Lane E		✓	486	100.000
3 - B582 Leicester Lane W		✓	504	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	228	183
	2 - B582 Leicester Lane E	161	0	325
	3 - B582 Leicester Lane W	121	383	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	2	2
	2 - B582 Leicester Lane E	6	0	6
	3 - B582 Leicester Lane W	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.65	14.88	1.8	B
2 - B582 Leicester Lane E	0.48	6.50	1.0	A
3 - B582 Leicester Lane W	0.66	12.88	1.9	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	309	286	788	0.393	307	0.7	7.591	A
2 - B582 Leicester Lane E	366	137	1175	0.311	364	0.5	4.696	A
3 - B582 Leicester Lane W	379	121	882	0.430	376	0.8	7.384	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	369	343	750	0.492	368	1.0	9.578	A
2 - B582 Leicester Lane E	437	164	1152	0.379	436	0.6	5.324	A
3 - B582 Leicester Lane W	453	145	866	0.523	452	1.1	9.017	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	453	419	700	0.646	449	1.8	14.444	B
2 - B582 Leicester Lane E	535	200	1123	0.477	534	1.0	6.466	A
3 - B582 Leicester Lane W	555	177	846	0.656	552	1.9	12.612	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	453	422	699	0.648	452	1.8	14.877	B
2 - B582 Leicester Lane E	535	201	1122	0.477	535	1.0	6.504	A
3 - B582 Leicester Lane W	555	177	846	0.656	555	1.9	12.878	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	369	347	748	0.494	373	1.0	9.868	A
2 - B582 Leicester Lane E	437	166	1151	0.380	438	0.7	5.363	A
3 - B582 Leicester Lane W	453	145	866	0.523	456	1.2	9.225	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	309	289	786	0.394	311	0.7	7.754	A
2 - B582 Leicester Lane E	366	138	1173	0.312	367	0.5	4.735	A
3 - B582 Leicester Lane W	379	121	881	0.431	381	0.8	7.527	A

J11 - B582_Barns Way Mini Rbt - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.57	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	534	100.000
2 - B582 Leicester Lane E		✓	607	100.000
3 - B582 Leicester Lane W		✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
	1 - Barns Way	0	288	246
	2 - B582 Leicester Lane E	260	0	347
	3 - B582 Leicester Lane W	54	304	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
	1 - Barns Way	0	1	1
	2 - B582 Leicester Lane E	0	0	1
	3 - B582 Leicester Lane W	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.78	21.37	3.4	C
2 - B582 Leicester Lane E	0.63	9.12	1.7	A
3 - B582 Leicester Lane W	0.51	9.48	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	402	227	827	0.486	398	0.9	8.416	A
2 - B582 Leicester Lane E	457	183	1136	0.402	454	0.7	5.288	A
3 - B582 Leicester Lane W	270	195	835	0.323	268	0.5	6.381	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	480	273	797	0.603	478	1.5	11.321	B
2 - B582 Leicester Lane E	546	220	1106	0.493	544	1.0	6.431	A
3 - B582 Leicester Lane W	322	233	810	0.397	321	0.7	7.409	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	588	333	757	0.777	581	3.2	19.943	C
2 - B582 Leicester Lane E	668	268	1067	0.626	666	1.6	8.950	A
3 - B582 Leicester Lane W	394	285	778	0.507	393	1.0	9.397	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	588	335	756	0.778	587	3.4	21.374	C
2 - B582 Leicester Lane E	668	271	1065	0.628	668	1.7	9.118	A
3 - B582 Leicester Lane W	394	286	777	0.507	394	1.0	9.480	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	480	274	796	0.603	487	1.6	12.047	B
2 - B582 Leicester Lane E	546	224	1103	0.495	548	1.0	6.560	A
3 - B582 Leicester Lane W	322	235	809	0.398	323	0.7	7.492	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	402	230	825	0.487	404	1.0	8.692	A
2 - B582 Leicester Lane E	457	186	1134	0.403	458	0.7	5.368	A
3 - B582 Leicester Lane W	270	196	834	0.323	270	0.5	6.453	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.50	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	451	100.000
2 - B582 Leicester Lane E		✓	593	100.000
3 - B582 Leicester Lane W		✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	268	183
	2 - B582 Leicester Lane E	226	0	367
	3 - B582 Leicester Lane W	121	331	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	2	2
	2 - B582 Leicester Lane E	4	0	5
	3 - B582 Leicester Lane W	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.67	15.26	2.1	C
2 - B582 Leicester Lane E	0.58	8.03	1.4	A
3 - B582 Leicester Lane W	0.62	12.29	1.7	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	340	247	814	0.417	337	0.7	7.656	A
2 - B582 Leicester Lane E	446	137	1175	0.380	444	0.6	5.135	A
3 - B582 Leicester Lane W	340	169	851	0.400	338	0.7	7.224	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	405	297	781	0.519	404	1.1	9.704	A
2 - B582 Leicester Lane E	533	164	1152	0.463	532	0.9	6.061	A
3 - B582 Leicester Lane W	406	203	830	0.490	405	1.0	8.754	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	497	362	738	0.673	493	2.0	14.777	B
2 - B582 Leicester Lane E	653	200	1123	0.581	651	1.4	7.941	A
3 - B582 Leicester Lane W	498	248	801	0.621	495	1.6	12.069	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	497	364	736	0.674	496	2.1	15.262	C
2 - B582 Leicester Lane E	653	201	1122	0.582	653	1.4	8.030	A
3 - B582 Leicester Lane W	498	249	801	0.622	498	1.7	12.286	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	405	299	779	0.520	409	1.1	10.023	B
2 - B582 Leicester Lane E	533	166	1151	0.463	535	0.9	6.141	A
3 - B582 Leicester Lane W	406	204	829	0.490	409	1.0	8.931	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	340	250	812	0.418	341	0.7	7.831	A
2 - B582 Leicester Lane E	446	138	1173	0.380	448	0.6	5.195	A
3 - B582 Leicester Lane W	340	171	850	0.400	342	0.7	7.349	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.39	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	559	100.000
2 - B582 Leicester Lane E		✓	795	100.000
3 - B582 Leicester Lane W		✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	313	246
	2 - B582 Leicester Lane E	347	0	448
	3 - B582 Leicester Lane W	54	327	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	1	1
	2 - B582 Leicester Lane E	0	0	1
	3 - B582 Leicester Lane W	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.83	28.38	4.6	D
2 - B582 Leicester Lane E	0.82	18.74	4.4	C
3 - B582 Leicester Lane W	0.59	12.10	1.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	421	244	815	0.516	417	1.1	9.024	A
2 - B582 Leicester Lane E	599	183	1137	0.527	594	1.1	6.623	A
3 - B582 Leicester Lane W	287	259	794	0.361	285	0.6	7.037	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	503	293	783	0.642	500	1.7	12.699	B
2 - B582 Leicester Lane E	715	220	1106	0.646	712	1.8	9.111	A
3 - B582 Leicester Lane W	343	311	761	0.450	342	0.8	8.553	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	615	358	740	0.831	605	4.3	25.176	D
2 - B582 Leicester Lane E	875	266	1068	0.819	866	4.1	17.123	C
3 - B582 Leicester Lane W	419	378	719	0.583	417	1.4	11.844	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	615	360	739	0.833	614	4.6	28.381	D
2 - B582 Leicester Lane E	875	270	1065	0.822	874	4.4	18.743	C
3 - B582 Leicester Lane W	419	382	717	0.585	419	1.4	12.100	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	503	296	781	0.643	513	1.9	14.067	B
2 - B582 Leicester Lane E	715	226	1102	0.649	725	1.9	9.838	A
3 - B582 Leicester Lane W	343	316	758	0.452	345	0.8	8.756	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	421	247	814	0.517	424	1.1	9.405	A
2 - B582 Leicester Lane E	599	187	1134	0.528	602	1.1	6.842	A
3 - B582 Leicester Lane W	287	263	792	0.362	288	0.6	7.160	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.05	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	454	100.000
2 - B582 Leicester Lane E		✓	609	100.000
3 - B582 Leicester Lane W		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	271	183
	2 - B582 Leicester Lane E	228	0	381
	3 - B582 Leicester Lane W	121	344	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	2	2
	2 - B582 Leicester Lane E	4	0	5
	3 - B582 Leicester Lane W	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.69	16.10	2.2	C
2 - B582 Leicester Lane E	0.60	8.34	1.5	A
3 - B582 Leicester Lane W	0.64	12.95	1.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	342	257	807	0.423	339	0.7	7.793	A
2 - B582 Leicester Lane E	458	137	1175	0.390	456	0.7	5.220	A
3 - B582 Leicester Lane W	350	171	850	0.412	347	0.7	7.372	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	408	308	773	0.528	407	1.1	9.973	A
2 - B582 Leicester Lane E	547	164	1152	0.475	546	0.9	6.203	A
3 - B582 Leicester Lane W	418	205	829	0.505	417	1.0	9.020	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	500	377	728	0.686	496	2.1	15.524	C
2 - B582 Leicester Lane E	671	200	1123	0.597	668	1.5	8.239	A
3 - B582 Leicester Lane W	512	250	800	0.640	509	1.8	12.687	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	500	379	727	0.688	500	2.2	16.105	C
2 - B582 Leicester Lane E	671	201	1122	0.598	670	1.5	8.342	A
3 - B582 Leicester Lane W	512	251	799	0.641	512	1.8	12.951	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	408	311	771	0.529	412	1.2	10.337	B
2 - B582 Leicester Lane E	547	166	1151	0.476	550	1.0	6.294	A
3 - B582 Leicester Lane W	418	206	828	0.505	421	1.1	9.225	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	342	260	805	0.425	343	0.8	7.983	A
2 - B582 Leicester Lane E	458	138	1173	0.391	460	0.7	5.287	A
3 - B582 Leicester Lane W	350	172	849	0.412	351	0.7	7.508	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.04	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	558	100.000
2 - B582 Leicester Lane E		✓	814	100.000
3 - B582 Leicester Lane W		✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	312	246
	2 - B582 Leicester Lane E	344	0	470
	3 - B582 Leicester Lane W	54	341	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	1	1
	2 - B582 Leicester Lane E	0	0	1
	3 - B582 Leicester Lane W	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.84	30.37	4.9	D
2 - B582 Leicester Lane E	0.84	20.89	5.0	C
3 - B582 Leicester Lane W	0.61	12.66	1.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	420	255	809	0.520	416	1.1	9.161	A
2 - B582 Leicester Lane E	613	183	1137	0.539	608	1.2	6.796	A
3 - B582 Leicester Lane W	297	257	795	0.374	295	0.6	7.163	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	502	306	775	0.647	499	1.8	13.022	B
2 - B582 Leicester Lane E	732	220	1107	0.661	729	1.9	9.507	A
3 - B582 Leicester Lane W	355	308	763	0.465	354	0.9	8.775	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	614	373	730	0.841	603	4.5	26.564	D
2 - B582 Leicester Lane E	896	266	1069	0.839	885	4.6	18.702	C
3 - B582 Leicester Lane W	435	374	721	0.603	432	1.5	12.352	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	614	375	729	0.843	613	4.9	30.368	D
2 - B582 Leicester Lane E	896	270	1065	0.841	895	5.0	20.889	C
3 - B582 Leicester Lane W	435	378	719	0.605	435	1.5	12.660	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	502	309	773	0.649	513	1.9	14.588	B
2 - B582 Leicester Lane E	732	226	1101	0.665	743	2.1	10.428	B
3 - B582 Leicester Lane W	355	314	759	0.468	358	0.9	9.015	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	420	258	807	0.521	423	1.1	9.567	A
2 - B582 Leicester Lane E	613	187	1134	0.541	616	1.2	7.042	A
3 - B582 Leicester Lane W	297	260	793	0.375	299	0.6	7.296	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	0.00	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	0	100.000
2 - B582 Leicester Lane E		✓	0	100.000
3 - B582 Leicester Lane W		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	0	0
	2 - B582 Leicester Lane E	0	0	0
	3 - B582 Leicester Lane W	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	0	0
	2 - B582 Leicester Lane E	0	0	0
	3 - B582 Leicester Lane W	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.00	0.00	0.0	A
2 - B582 Leicester Lane E	0.00	0.00	0.0	A
3 - B582 Leicester Lane W	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

J11 - B582_Barns Way Mini Rbt - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	0.00	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barns Way		✓	0	100.000
2 - B582 Leicester Lane E		✓	0	100.000
3 - B582 Leicester Lane W		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	0	0
	2 - B582 Leicester Lane E	0	0	0
	3 - B582 Leicester Lane W	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barns Way	2 - B582 Leicester Lane E	3 - B582 Leicester Lane W
From	1 - Barns Way	0	0	0
	2 - B582 Leicester Lane E	0	0	0
	3 - B582 Leicester Lane W	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Barns Way	0.00	0.00	0.0	A
2 - B582 Leicester Lane E	0.00	0.00	0.0	A
3 - B582 Leicester Lane W	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	0	0	976	0.000	0	0.0	0.000	A
2 - B582 Leicester Lane E	0	0	1287	0.000	0	0.0	0.000	A
3 - B582 Leicester Lane W	0	0	958	0.000	0	0.0	0.000	A

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
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Filename: 250427 - J12 - issued with 0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCAs - model files\J12 - Station Rd_Barns Way Priority

Report generation date: 30/04/2025 16:58:23

- »J12 - Station Rd_Barns Way Priority - 2025 Base, AM
- »J12 - Station Rd_Barns Way Priority - 2025 Base, PM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Minimum, AM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Minimum, PM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Something, AM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Something, PM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens, AM
- »J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J12 - Station Rd_Barns Way Priority - 2025 Base									
Stream B-AC	D1	4.3	29.20	0.82	D	D2	1.1	11.38	0.53	B
Stream C-AB		1.4	8.59	0.49	A		6.1	20.48	0.80	C
	J12 - Station Rd_Barns Way Priority - 2033 Do Minimum									
Stream B-AC	D3	17.5	96.70	1.00	F	D4	1.9	15.68	0.65	C
Stream C-AB		2.8	12.58	0.65	B		9.2	30.01	0.87	D
	J12 - Station Rd_Barns Way Priority - 2033 Do Something									
Stream B-AC	D5	29.4	145.32	1.05	F	D6	2.2	17.28	0.69	C
Stream C-AB		3.6	15.02	0.71	C		14.1	47.41	0.93	E
	J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-ECjames.wright
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J12 - Station Rd_Barns Way Priority	100.000

J12 - Station Rd_Barns Way Priority - 2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.11	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barns Way		Major
B	Station Road W (Minor)		Minor
C	Station Road N (Major)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road N (Major)	7.65			83.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Station Road W (Minor)	One lane	4.00	38	134

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	612	0.103	0.261	0.164	0.373
B-C	779	0.111	0.280	-	-
C-B	622	0.224	0.224	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	283	100.000
B - Station Road W (Minor)		✓	505	100.000
C - Station Road N (Major)		✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
	From			
	A - Barns Way	0	5	278
	B - Station Road W (Minor)	15	0	490
	C - Station Road N (Major)	368	188	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
	From			
	A - Barns Way	0	0	6
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.82	29.20	4.3	D
C-AB	0.49	8.59	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	708	0.537	376	1.1	10.791	B
C-AB	222	763	0.291	220	0.6	6.707	A
C-A	196			196			
A-B	4			4			
A-C	209			209			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	454	695	0.653	451	1.8	14.735	B
C-AB	291	793	0.368	290	0.8	7.279	A
C-A	208			208			
A-B	4			4			
A-C	250			250			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	556	677	0.821	547	4.0	26.364	D
C-AB	405	834	0.486	403	1.4	8.491	A
C-A	207			207			
A-B	6			6			
A-C	306			306			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	556	677	0.822	555	4.3	29.196	D
C-AB	406	835	0.486	406	1.4	8.585	A
C-A	206			206			
A-B	6			6			
A-C	306			306			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	454	695	0.653	463	2.0	16.242	C
C-AB	293	794	0.368	295	0.9	7.380	A
C-A	207			207			
A-B	4			4			
A-C	250			250			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	708	0.537	383	1.2	11.302	B
C-AB	223	764	0.292	225	0.6	6.800	A
C-A	195			195			
A-B	4			4			
A-C	209			209			

J12 - Station Rd_Barns Way Priority - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	304	100.000
B - Station Road W (Minor)		✓	327	100.000
C - Station Road N (Major)		✓	794	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	6	298
	B - Station Road W (Minor)	3	0	324
	C - Station Road N (Major)	527	267	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	11.38	1.1	B
C-AB	0.80	20.48	6.1	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	711	0.346	244	0.5	7.752	A
C-AB	380	842	0.452	375	1.2	7.810	A
C-A	218			218			
A-B	5			5			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	294	698	0.421	293	0.7	8.966	A
C-AB	519	889	0.584	515	2.1	9.837	A
C-A	195			195			
A-B	5			5			
A-C	268			268			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	679	0.530	358	1.1	11.275	B
C-AB	762	954	0.798	748	5.6	17.824	C
C-A	112			112			
A-B	7			7			
A-C	328			328			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	679	0.530	360	1.1	11.385	B
C-AB	773	961	0.805	771	6.1	20.482	C
C-A	101			101			
A-B	7			7			
A-C	328			328			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	294	698	0.421	295	0.7	9.072	A
C-AB	529	898	0.590	544	2.3	10.960	B
C-A	185			185			
A-B	5			5			
A-C	268			268			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	711	0.346	247	0.5	7.851	A
C-AB	385	845	0.455	389	1.3	8.136	A
C-A	213			213			
A-B	5			5			
A-C	224			224			

J12 - Station Rd_Barns Way Priority - 2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		40.18	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	348	100.000
B - Station Road W (Minor)		✓	605	100.000
C - Station Road N (Major)		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	70	278
	B - Station Road W (Minor)	15	0	590
	C - Station Road N (Major)	408	237	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	6
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.00	96.70	17.5	F
C-AB	0.65	12.58	2.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	703	0.647	448	1.8	13.896	B
C-AB	296	774	0.382	292	0.9	7.549	A
C-A	190			190			
A-B	53			53			
A-C	209			209			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	544	689	0.789	537	3.4	22.972	C
C-AB	393	807	0.487	391	1.4	8.792	A
C-A	187			187			
A-B	63			63			
A-C	250			250			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	666	669	0.996	629	12.7	61.464	F
C-AB	556	853	0.652	551	2.7	12.117	B
C-A	154			154			
A-B	77			77			
A-C	306			306			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	666	669	0.996	647	17.5	96.699	F
C-AB	559	856	0.653	559	2.8	12.576	B
C-A	151			151			
A-B	77			77			
A-C	306			306			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	544	689	0.789	597	4.4	49.749	E
C-AB	396	811	0.489	401	1.5	9.131	A
C-A	184			184			
A-B	63			63			
A-C	250			250			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	703	0.648	465	1.9	15.833	C
C-AB	298	776	0.384	300	0.9	7.739	A
C-A	188			188			
A-B	53			53			
A-C	209			209			

J12 - Station Rd_Barns Way Priority - 2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	391	100.000
B - Station Road W (Minor)		✓	398	100.000
C - Station Road N (Major)		✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	93	298
	B - Station Road W (Minor)	3	0	395
	C - Station Road N (Major)	552	269	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	15.68	1.9	C
C-AB	0.87	30.01	9.2	D
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	705	0.425	297	0.7	8.852	A
C-AB	399	843	0.473	394	1.4	8.099	A
C-A	219			219			
A-B	70			70			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	358	690	0.519	356	1.1	10.855	B
C-AB	551	892	0.618	546	2.5	10.653	B
C-A	187			187			
A-B	84			84			
A-C	268			268			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	670	0.654	435	1.8	15.299	C
C-AB	823	960	0.858	801	7.9	23.112	C
C-A	81			81			
A-B	102			102			
A-C	328			328			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	669	0.655	438	1.9	15.680	C
C-AB	842	970	0.868	837	9.2	30.012	D
C-A	62			62			
A-B	102			102			
A-C	328			328			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	358	690	0.519	361	1.1	11.148	B
C-AB	569	906	0.628	594	2.8	12.934	B
C-A	169			169			
A-B	84			84			
A-C	268			268			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	704	0.425	301	0.8	9.045	A
C-AB	405	848	0.478	410	1.5	8.526	A
C-A	213			213			
A-B	70			70			
A-C	224			224			

J12 - Station Rd_Barns Way Priority - 2033 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		60.50	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	350	100.000
B - Station Road W (Minor)		✓	638	100.000
C - Station Road N (Major)		✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	72	278
	B - Station Road W (Minor)	15	0	623
	C - Station Road N (Major)	411	256	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	6
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.05	145.32	29.4	F
C-AB	0.71	15.02	3.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	704	0.683	472	2.1	15.216	C
C-AB	321	776	0.413	317	1.0	7.925	A
C-A	182			182			
A-B	54			54			
A-C	209			209			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	574	689	0.832	565	4.3	27.343	D
C-AB	426	809	0.527	424	1.6	9.510	A
C-A	173			173			
A-B	65			65			
A-C	250			250			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	702	669	1.050	645	18.7	81.173	F
C-AB	604	856	0.706	597	3.4	14.183	B
C-A	130			130			
A-B	79			79			
A-C	306			306			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	702	669	1.050	660	29.4	145.318	F
C-AB	609	859	0.709	608	3.6	15.025	C
C-A	126			126			
A-B	79			79			
A-C	306			306			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	574	689	0.832	662	7.3	105.921	F
C-AB	431	813	0.530	438	1.7	10.043	B
C-A	169			169			
A-B	65			65			
A-C	250			250			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	703	0.683	500	2.3	19.410	C
C-AB	323	778	0.416	326	1.0	8.173	A
C-A	179			179			
A-B	54			54			
A-C	209			209			

J12 - Station Rd_Barns Way Priority - 2033 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		24.53	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	388	100.000
B - Station Road W (Minor)		✓	418	100.000
C - Station Road N (Major)		✓	838	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	90	298
	B - Station Road W (Minor)	3	0	415
	C - Station Road N (Major)	551	287	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	1
	C - Station Road N (Major)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.69	17.28	2.2	C
C-AB	0.93	47.41	14.1	E
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	315	705	0.446	311	0.8	9.170	A
C-AB	425	843	0.504	419	1.5	8.538	A
C-A	206			206			
A-B	68			68			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	376	690	0.544	374	1.2	11.445	B
C-AB	587	892	0.658	581	2.9	11.797	B
C-A	167			167			
A-B	81			81			
A-C	268			268			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	460	670	0.687	457	2.1	16.734	C
C-AB	877	960	0.913	845	10.9	30.824	D
C-A	46			46			
A-B	99			99			
A-C	328			328			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	460	670	0.687	460	2.2	17.278	C
C-AB	906	975	0.929	894	14.1	47.408	E
C-A	16			16			
A-B	99			99			
A-C	328			328			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	376	690	0.545	379	1.2	11.839	B
C-AB	617	915	0.674	659	3.5	17.114	C
C-A	136			136			
A-B	81			81			
A-C	268			268			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	315	705	0.447	316	0.8	9.399	A
C-AB	432	849	0.509	440	1.6	9.137	A
C-A	199			199			
A-B	68			68			
A-C	224			224			

J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	0	100.000
B - Station Road W (Minor)		✓	0	100.000
C - Station Road N (Major)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	0
	C - Station Road N (Major)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	0
	C - Station Road N (Major)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barns Way		✓	0	100.000
B - Station Road W (Minor)		✓	0	100.000
C - Station Road N (Major)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	0
	C - Station Road N (Major)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barns Way	B - Station Road W (Minor)	C - Station Road N (Major)
From	A - Barns Way	0	0	0
	B - Station Road W (Minor)	0	0	0
	C - Station Road N (Major)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	685	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	0			0			

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: 250427 - J9 - Mitigated - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCA model files\Mitigated\1 - 2033 DS\J9\1 - Localised widening (Arm B,D)

Report generation date: 30/04/2025 18:33:03

»J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated, AM

»J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated										
1 - Main Street	D5	0.7	10.40	0.41	B	D6	0.5	7.09	0.34	A
2 - B582 (E)		2.5	11.39	0.72	B		14.2	50.05	0.96	F
3 - High Street		1.4	14.62	0.60	B		2.9	35.07	0.76	E
4 - B582 (W)		46.9	196.24	1.10	F		2.5	16.76	0.72	C

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

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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
D5	2033 Do Something Mitigated	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Something Mitigated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	J9 - B582_Main St_High St Mini Rbt	✓	100.000	100.000

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	78.91	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Main Street	
2	B582 (E)	
3	High Street	
4	B582 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Main Street	3.30	3.30	6.30	24.9	17.40	13.50	0.0	
2 - B582 (E)	3.10	2.60	4.75	5.8	12.60	10.50	0.0	
3 - High Street	3.30	2.90	5.90	3.9	14.60	8.50	0.0	
4 - B582 (W)	3.00	3.00	7.00	4.0	13.90	7.10	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Main Street	None		
2 - B582 (E)	Direct	Validation - PM peak (Modelled max end q of 139pcu v 7pcu observed)	340
3 - High Street	None		
4 - B582 (W)	Direct	Validation - AM peak (Modelled max end q of 51pcu v 14pcu observed)	105

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Main Street	0.695	1287
2 - B582 (E)	0.615	1217
3 - High Street	0.620	913
4 - B582 (W)	0.627	992

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 Do Something Mitigated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	216	100.000
2 - B582 (E)		ONE HOUR	✓	730	100.000
3 - High Street		ONE HOUR	✓	328	100.000
4 - B582 (W)		ONE HOUR	✓	726	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	105	104	7
	2 - B582 (E)	71	0	288	371
	3 - High Street	52	265	0	11
	4 - B582 (W)	5	691	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	1	1	0
	2 - B582 (E)	0	0	0	3
	3 - High Street	0	0	0	0
	4 - B582 (W)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.41	10.40	0.7	B	198	297
2 - B582 (E)	0.72	11.39	2.5	B	670	1005
3 - High Street	0.60	14.62	1.4	B	301	451
4 - B582 (W)	1.10	196.24	46.9	F	666	999

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	163	41	733	778	0.209	162	96	0.0	0.3	5.887	A
2 - B582 (E)	550	137	105	1153	0.477	546	789	0.0	0.9	5.988	A
3 - High Street	247	62	336	705	0.350	245	315	0.0	0.5	7.785	A
4 - B582 (W)	547	137	290	810	0.674	538	291	0.0	2.0	13.136	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	194	49	875	679	0.286	194	115	0.3	0.4	7.483	A
2 - B582 (E)	656	164	126	1140	0.576	655	943	0.9	1.4	7.502	A
3 - High Street	295	74	403	664	0.444	294	378	0.5	0.8	9.705	A
4 - B582 (W)	653	163	348	774	0.843	642	349	2.0	4.7	25.886	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	238	59	994	596	0.399	237	139	0.4	0.7	10.088	B
2 - B582 (E)	804	201	151	1124	0.715	799	1080	1.4	2.4	11.089	B
3 - High Street	361	90	492	608	0.594	359	459	0.8	1.4	14.267	B
4 - B582 (W)	799	200	424	726	1.101	709	426	4.7	27.2	97.011	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	238	59	1007	587	0.405	238	140	0.7	0.7	10.403	B
2 - B582 (E)	804	201	152	1124	0.715	804	1093	2.4	2.5	11.386	B
3 - High Street	361	90	494	607	0.595	361	461	1.4	1.4	14.622	B
4 - B582 (W)	799	200	427	724	1.103	721	428	27.2	46.9	196.236	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	194	49	990	599	0.324	195	117	0.7	0.5	9.016	A
2 - B582 (E)	656	164	131	1137	0.577	661	1054	2.5	1.4	7.746	A
3 - High Street	295	74	406	661	0.446	297	386	1.4	0.8	9.955	A
4 - B582 (W)	653	163	352	772	0.846	755	352	46.9	21.2	166.477	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	163	41	818	718	0.226	163	97	0.5	0.3	6.559	A
2 - B582 (E)	550	137	110	1150	0.478	551	872	1.4	0.9	6.125	A
3 - High Street	247	62	339	703	0.351	248	322	0.8	0.5	7.932	A
4 - B582 (W)	547	137	293	808	0.676	622	294	21.2	2.3	27.546	D

J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Mitigated, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	34.54	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 Do Something Mitigated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Main Street		ONE HOUR	✓	242	100.000
2 - B582 (E)		ONE HOUR	✓	985	100.000
3 - High Street		ONE HOUR	✓	286	100.000
4 - B582 (W)		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
From	1 - Main Street	0	136	99	7
	2 - B582 (E)	97	0	254	634
	3 - High Street	58	187	0	41
	4 - B582 (W)	9	464	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Main Street	2 - B582 (E)	3 - High Street	4 - B582 (W)
	1 - Main Street	0	0	0	0
	2 - B582 (E)	0	0	0	1
	3 - High Street	0	1	0	0
	4 - B582 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Main Street	0.34	7.09	0.5	A	222	333
2 - B582 (E)	0.96	50.05	14.2	F	904	1356
3 - High Street	0.76	35.07	2.9	E	262	394
4 - B582 (W)	0.72	16.76	2.5	C	453	680

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	501	939	0.194	181	122	0.0	0.2	4.745	A
2 - B582 (E)	742	185	95	1159	0.640	735	587	0.0	1.7	8.408	A
3 - High Street	215	54	550	572	0.376	213	279	0.0	0.6	10.025	B
4 - B582 (W)	372	93	255	832	0.447	369	509	0.0	0.8	7.714	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	601	869	0.250	217	146	0.2	0.3	5.519	A
2 - B582 (E)	885	221	114	1147	0.772	880	705	1.7	3.2	13.245	B
3 - High Street	257	64	659	505	0.509	255	334	0.6	1.0	14.442	B
4 - B582 (W)	444	111	305	801	0.555	442	609	0.8	1.2	10.003	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	731	779	0.342	266	176	0.3	0.5	7.005	A
2 - B582 (E)	1085	271	139	1132	0.958	1051	858	3.2	11.5	35.377	E
3 - High Street	315	79	788	425	0.741	309	403	1.0	2.6	29.733	D
4 - B582 (W)	544	136	368	761	0.714	539	729	1.2	2.4	15.883	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	266	67	739	774	0.344	266	179	0.5	0.5	7.094	A
2 - B582 (E)	1085	271	140	1131	0.959	1074	865	11.5	14.2	50.047	F
3 - High Street	315	79	805	414	0.760	314	409	2.6	2.9	35.065	E
4 - B582 (W)	544	136	374	757	0.718	544	744	2.4	2.5	16.756	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	218	54	613	861	0.253	218	153	0.5	0.3	5.608	A
2 - B582 (E)	885	221	115	1147	0.772	928	717	14.2	3.7	19.239	C
3 - High Street	257	64	695	482	0.533	264	348	2.9	1.2	17.062	C
4 - B582 (W)	444	111	317	793	0.560	449	641	2.5	1.3	10.591	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Main Street	182	46	509	933	0.195	183	125	0.3	0.2	4.797	A
2 - B582 (E)	742	185	96	1158	0.640	749	596	3.7	1.8	8.996	A
3 - High Street	215	54	561	565	0.381	218	284	1.2	0.6	10.479	B
4 - B582 (W)	372	93	260	829	0.449	374	518	1.3	0.8	7.943	A

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
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Filename: 250430 - J10 - Mitigated - Issued with TRAN-0805.j9

Path: R:\24832\calculations\Transport\3 - TRAN-0805\2 - JCA model files\Mitigated\1 - 2033 DS\J10\1 - Localised widening (Arm B)

Report generation date: 01/05/2025 10:24:05

»J10 - B582_Station Rd Priority - 2033 Do Something Mitigated, AM

»J10 - B582_Station Rd Priority - 2033 Do Something Mitigated, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J10 - B582_Station Rd Priority - 2033 Do Something Mitigated										
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		11.7	142.97	0.99	F		15.7	169.22	1.03	F
Stream C-AB		0.4	5.70	0.14	A		0.0	4.24	0.01	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	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	M-EC\james.wright
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something Mitigated	AM	ONE HOUR	07:45	09:15	15
D6	2033 Do Something Mitigated	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J10 - B582_Station Rd Priority	100.000

J10 - B582_Station Rd Priority - 2033 Do Something Mitigated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		21.80	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B582 (NW)		Major
B	Station Road		Minor
C	B582 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B582 (SE)	7.10			84.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Station Road	One lane plus flare	10.00	7.50	4.80	4.60	4.60	✓	3.00	35	64

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	614	0.107	0.269	0.169	0.385
B-C	564	0.082	0.208	-	-
C-B	623	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Do Something Mitigated	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	1068	100.000
B - Station Road		✓	276	100.000
C - B582 (SE)		✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
	From			
	A - B582 (NW)	0	593	475
	B - Station Road	276	0	0
	C - B582 (SE)	455	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
	From			
	A - B582 (NW)	0	1	2
	B - Station Road	1	0	0
	C - B582 (SE)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.99	142.97	11.7	F
C-AB	0.14	5.70	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	395	0.000	0	0.0	0.000	A
B-A	208	403	0.515	204	1.0	17.862	C
C-AB	46	697	0.066	45	0.1	5.688	A
C-A	320			320			
A-B	446			446			
A-C	358			358			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	357	0.000	0	0.0	0.000	A
B-A	248	362	0.685	244	2.0	29.820	D
C-AB	65	720	0.090	65	0.2	5.663	A
C-A	372			372			
A-B	533			533			
A-C	427			427			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	301	0.000	0	0.0	0.000	A
B-A	304	306	0.994	278	8.4	91.322	F
C-AB	102	756	0.135	101	0.3	5.672	A
C-A	433			433			
A-B	653			653			
A-C	523			523			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	301	0.000	0	0.0	0.000	A
B-A	304	306	0.995	291	11.7	142.969	F
C-AB	102	756	0.135	102	0.4	5.685	A
C-A	433			433			
A-B	653			653			
A-C	523			523			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	344	0.000	0	0.0	0.000	A
B-A	248	362	0.685	285	2.5	60.035	F
C-AB	65	720	0.091	66	0.2	5.675	A
C-A	372			372			
A-B	533			533			
A-C	427			427			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	392	0.000	0	0.0	0.000	A
B-A	208	403	0.515	213	1.1	19.655	C
C-AB	46	697	0.066	46	0.1	5.703	A
C-A	320			320			
A-B	446			446			
A-C	358			358			

J10 - B582_Station Rd Priority - 2033 Do Something Mitigated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J10 - B582_Station Rd Priority	T-Junction	Two-way		28.94	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Do Something Mitigated	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 (NW)		✓	794	100.000
B - Station Road		✓	305	100.000
C - B582 (SE)		✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	419	375
	B - Station Road	305	0	0
	C - B582 (SE)	683	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B582 (NW)	B - Station Road	C - B582 (SE)
From	A - B582 (NW)	0	1	0
	B - Station Road	1	0	0
	C - B582 (SE)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	1.03	169.22	15.7	F
C-AB	0.01	4.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	414	0.000	0	0.0	0.000	A
B-A	230	417	0.551	225	1.2	18.539	C
C-AB	6	861	0.007	6	0.0	4.233	A
C-A	511			511			
A-B	315			315			
A-C	282			282			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	378	0.000	0	0.0	0.000	A
B-A	274	378	0.725	269	2.4	32.037	D
C-AB	8	916	0.009	8	0.0	3.989	A
C-A	609			609			
A-B	377			377			
A-C	337			337			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	330	0.000	0	0.0	0.000	A
B-A	336	325	1.032	303	10.6	101.539	F
C-AB	13	998	0.013	13	0.0	3.683	A
C-A	742			742			
A-B	461			461			
A-C	413			413			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	330	0.000	0	0.0	0.000	A
B-A	336	325	1.032	315	15.7	169.224	F
C-AB	13	998	0.014	13	0.0	3.684	A
C-A	742			742			
A-B	461			461			
A-C	413			413			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	360	0.000	0	0.0	0.000	A
B-A	274	378	0.725	324	3.2	85.905	F
C-AB	8	916	0.009	8	0.0	3.993	A
C-A	608			608			
A-B	377			377			
A-C	337			337			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	410	0.000	0	0.0	0.000	A
B-A	230	417	0.551	237	1.3	21.027	C
C-AB	6	861	0.007	6	0.0	4.237	A
C-A	511			511			
A-B	315			315			
A-C	282			282			

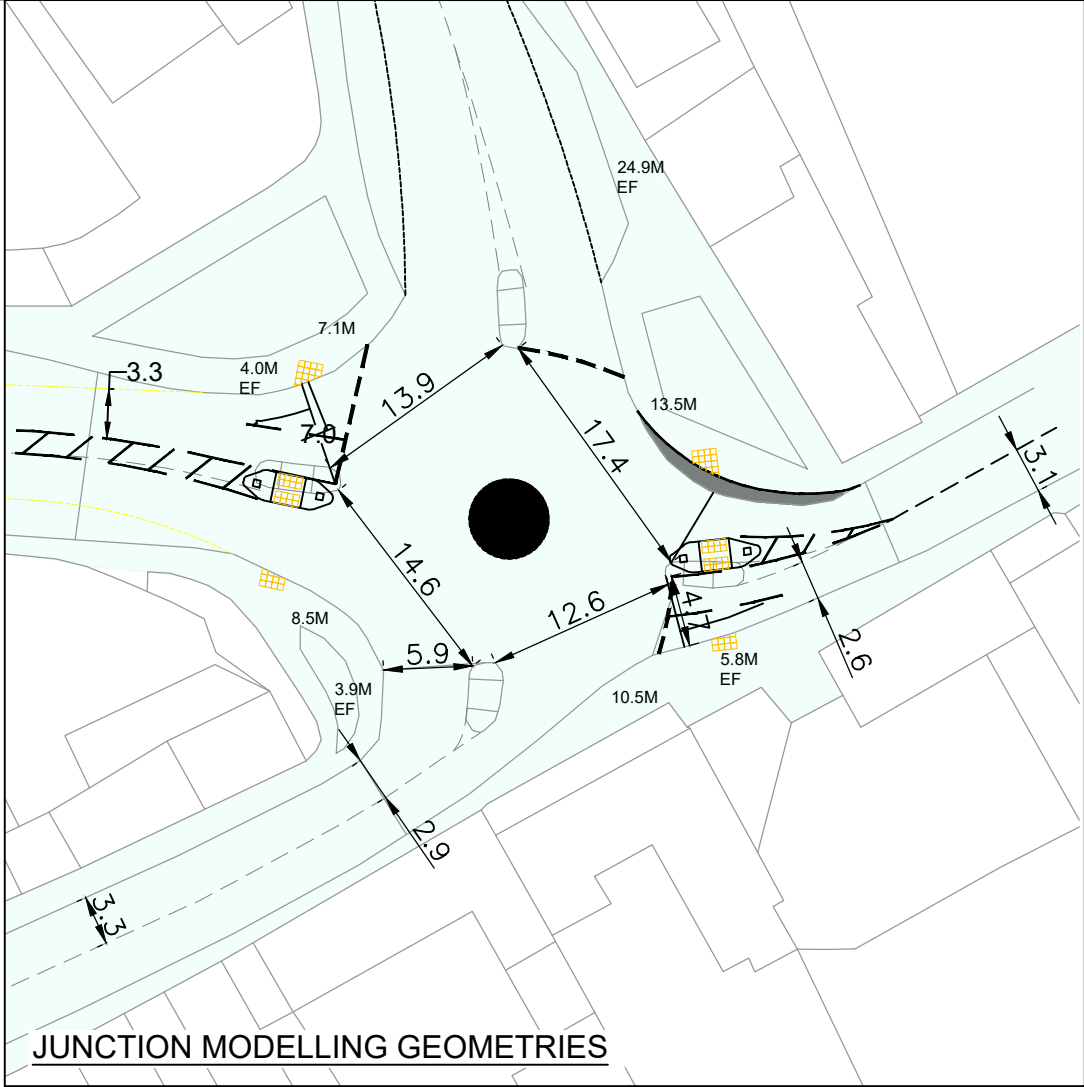
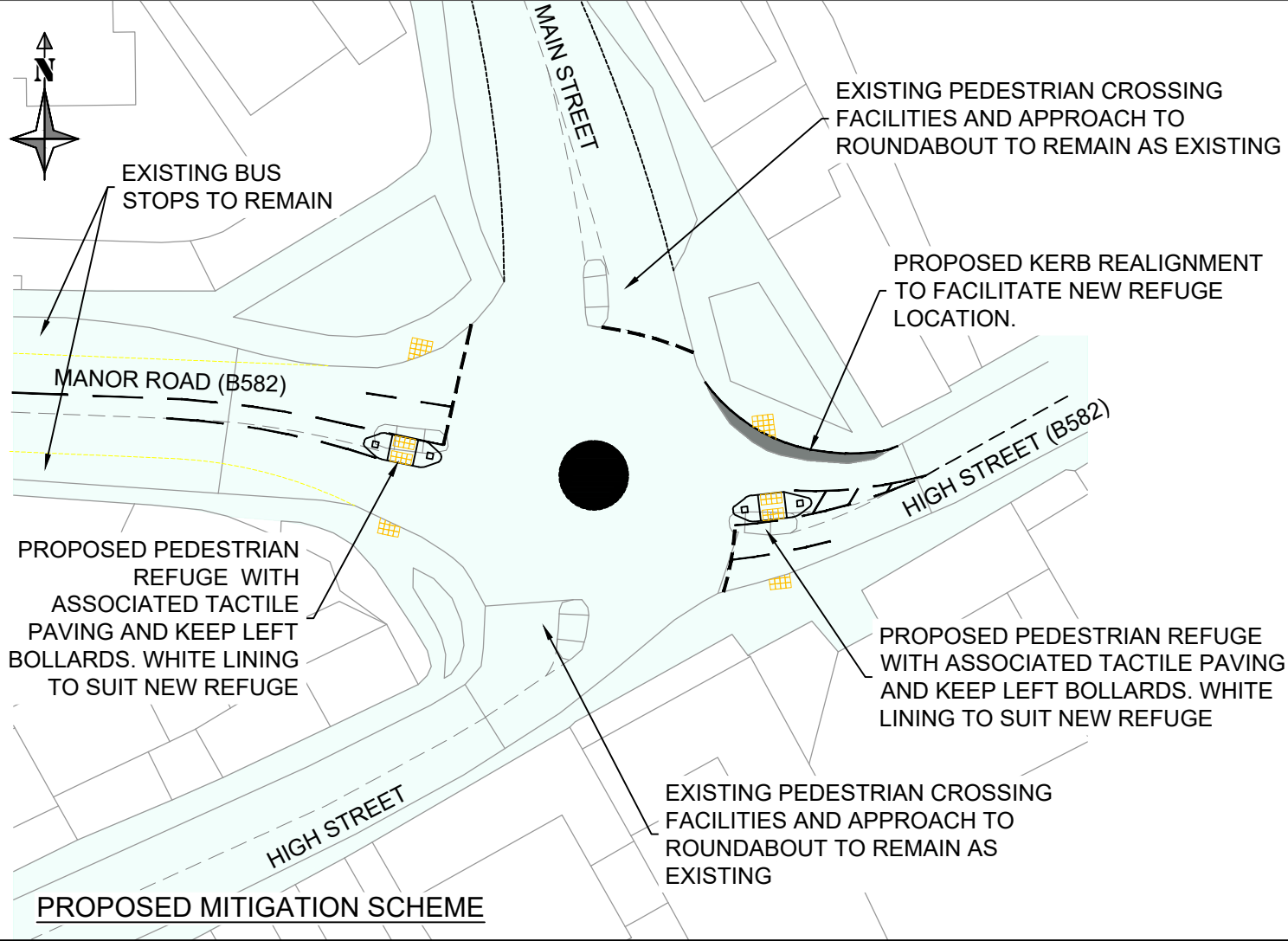


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APPENDICES

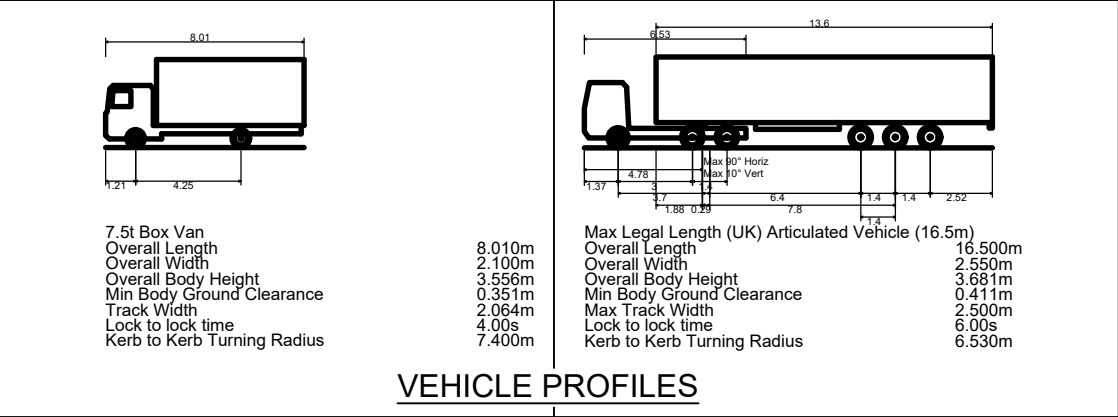
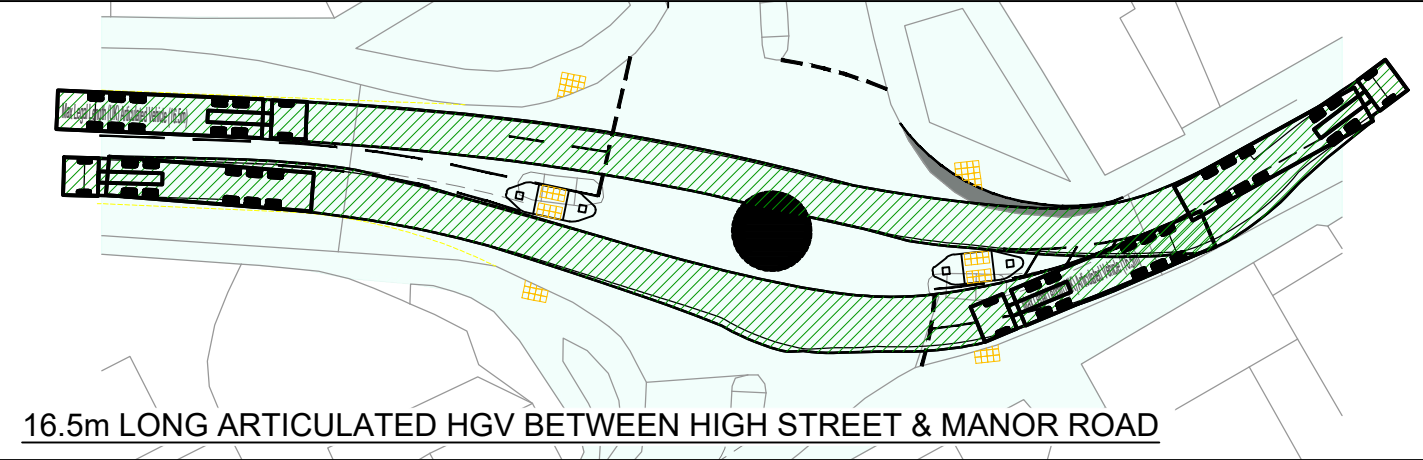
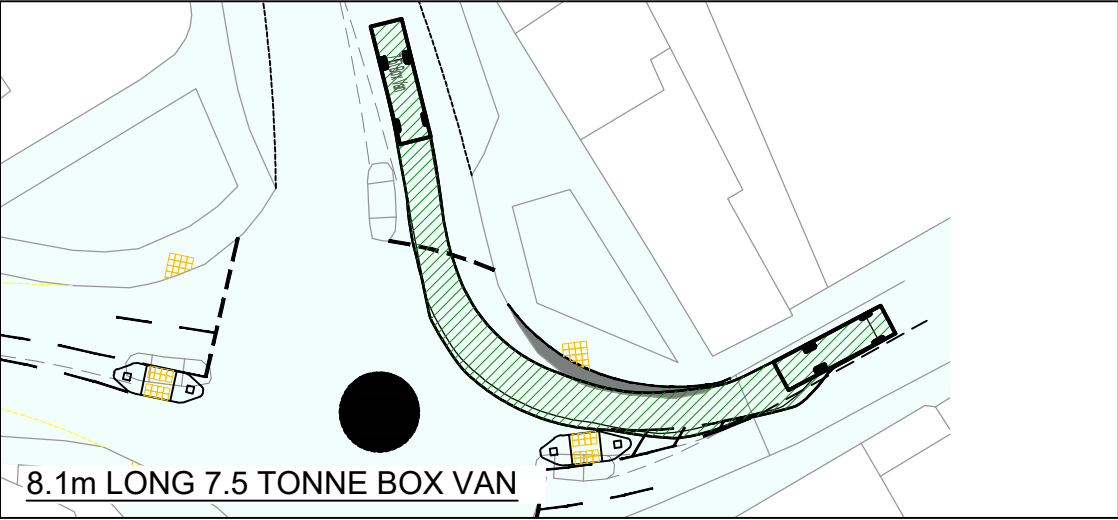
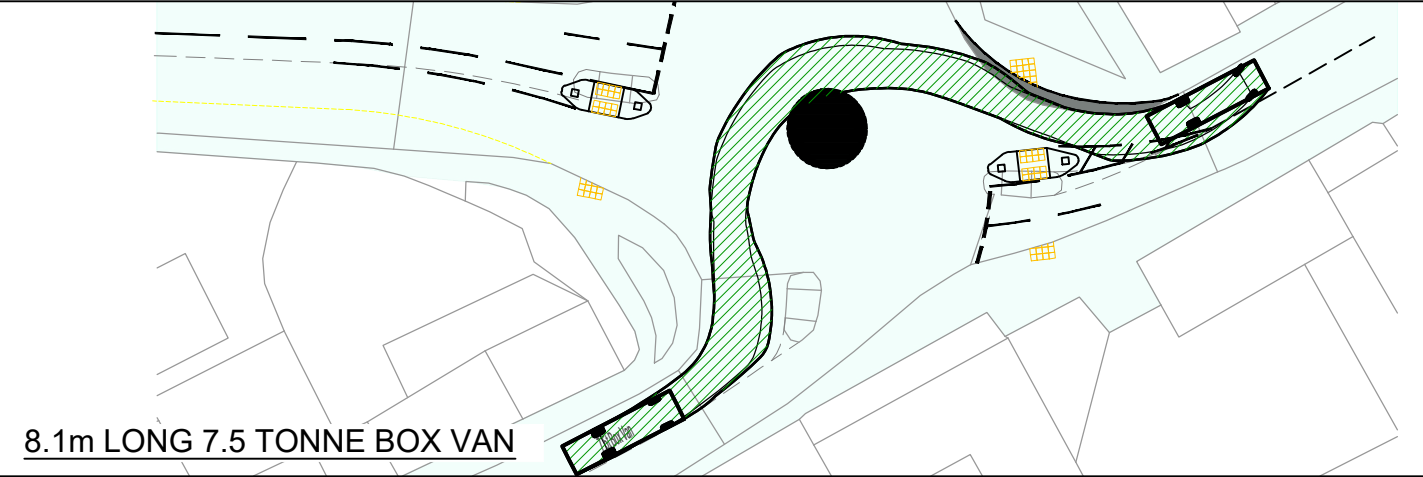


APPENDIX G



- NOTES:**
- DO NOT SCALE THIS DRAWING.
 - AUTODESK SOFTWARE 'AUTOTRACK' USED TO DETERMINE VEHICLE TRACKING.

- KEY:**
- ASSUMED ADOPTED HIGHWAY LAND BOUNDARY (TBC)
 - PROPOSED CARRIAGEWAY WIDENING



REV:	FIRST ISSUE	JW	DG	CH	15.04.25
REV:	AMENDMENTS:	DRN	CHK	APP	DATE:

PROJECT: NEWBOLD VERDON, BARLESTONE ROAD

DRAWING TITLE: PROPOSED MITIGATION SCHEME FOR JUNCTION 9 MINI-ROUNDABOUT AND SWEEP PATHS

CLIENT: DAVID WILSON HOMES

DRAWING NUMBER: 24832_08_020_10

REVISION: - SHEET SIZE: A4 SCALE: 1:500

STATUS: FOR INFORMATION / APPROVAL

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Website: www.mec.co.uk

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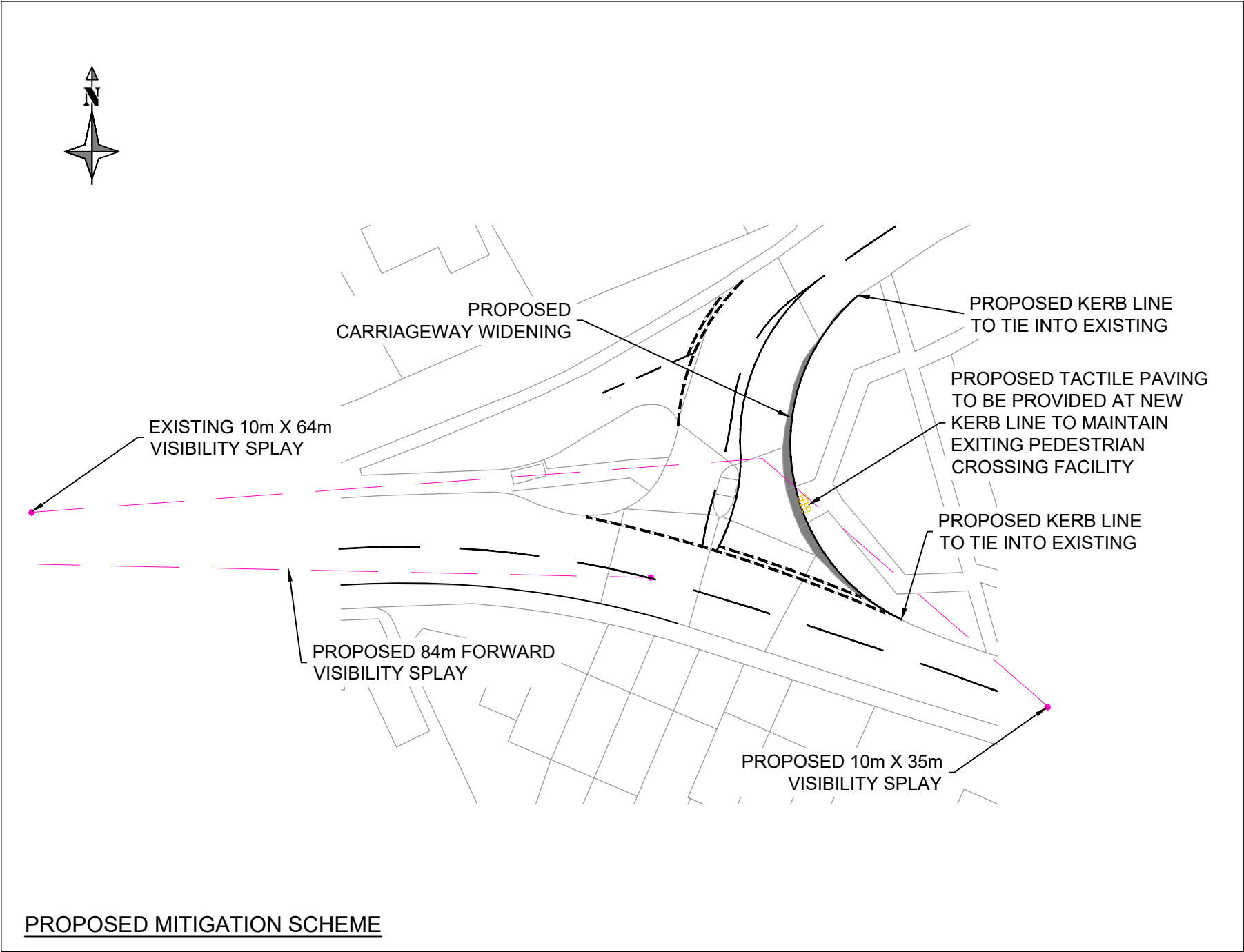


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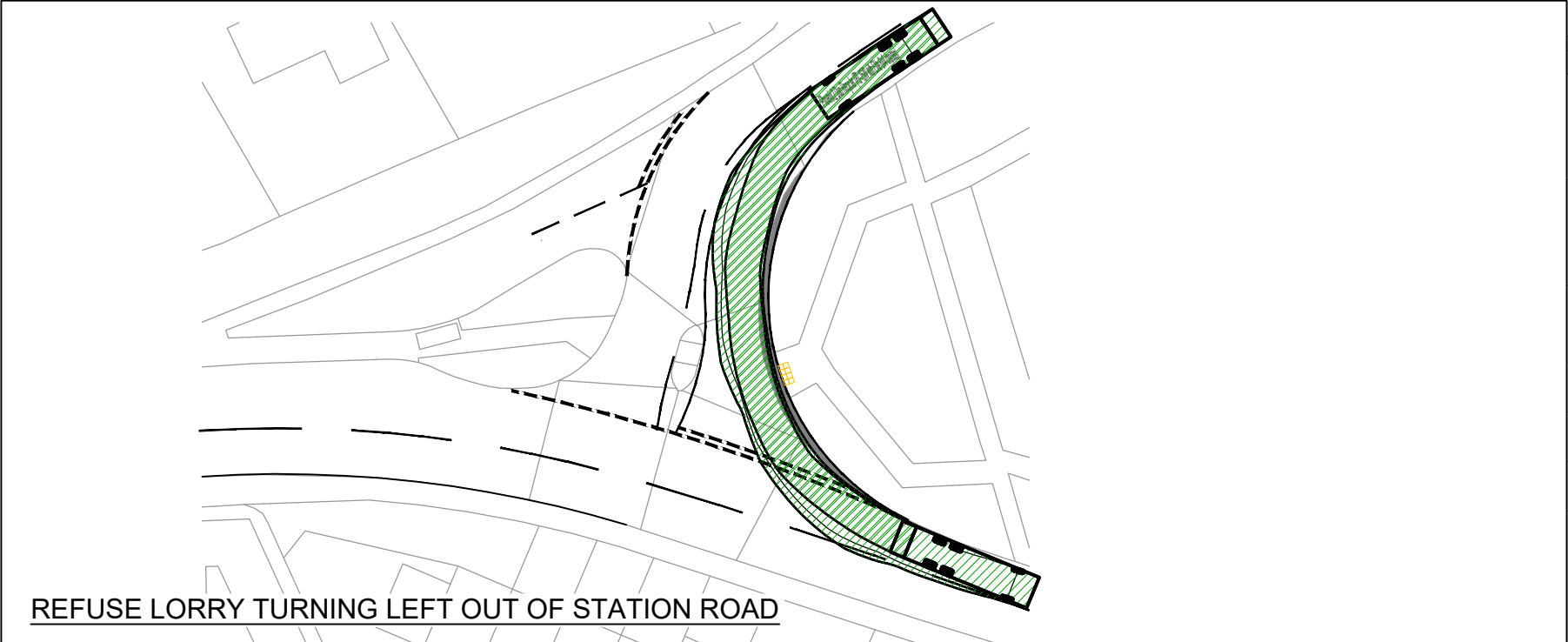
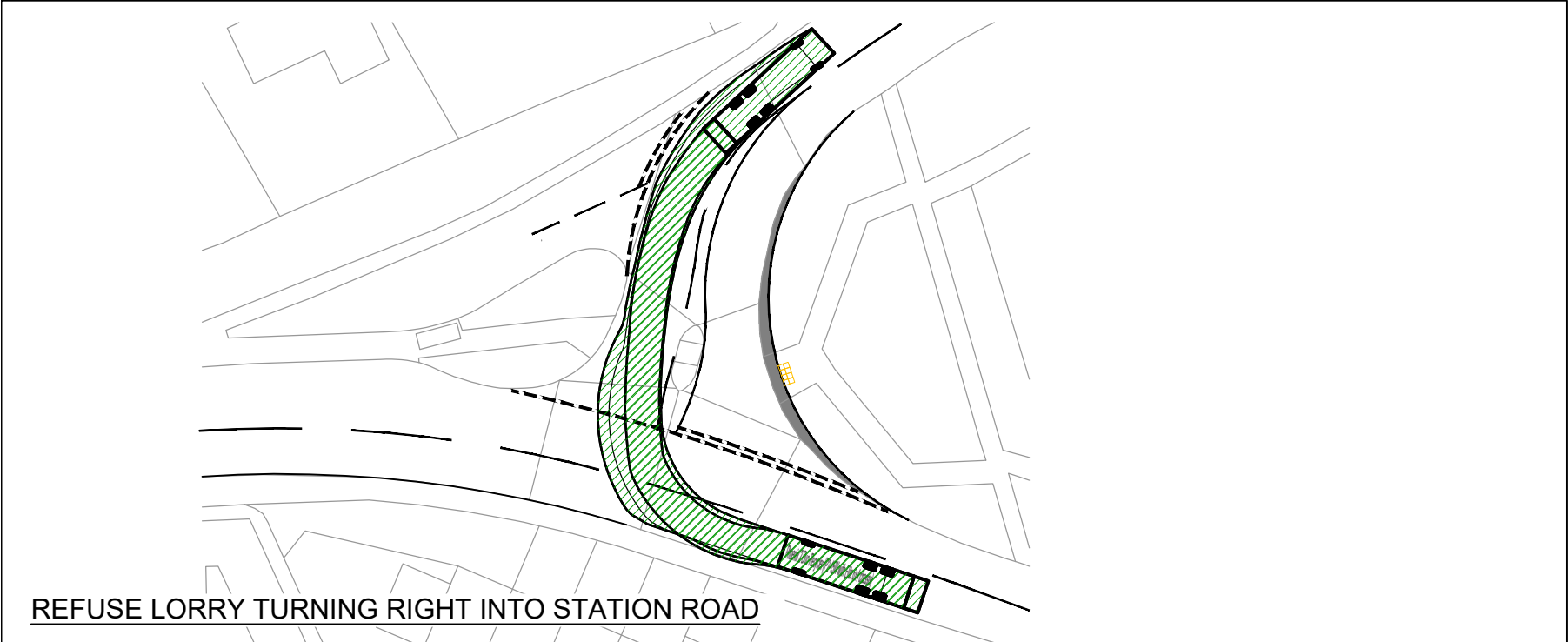
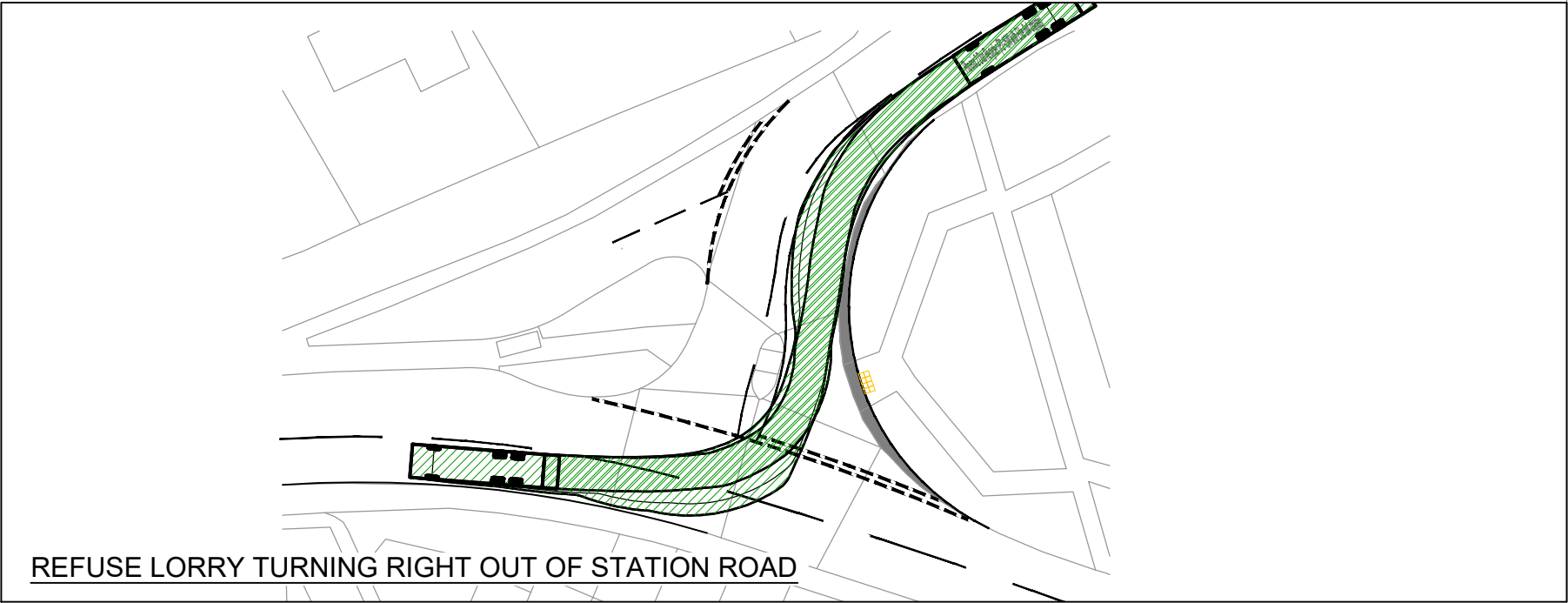
APPENDICES



APPENDIX H



- NOTES:**
- DO NOT SCALE THIS DRAWING.
 - VISIBILITY SPLAYS ESTIMATED FROM GOOGLE EARTH WHERE OUTSIDE OF OS
- KEY:**
- PROPOSED CARRIAGEWAY WIDENING TO MITIGATE DEVELOPMENT IMPACT



REV:	FIRST ISSUE	DG:	JW:	CH:	30/04/25
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
PROJECT:	BARLESTONE ROAD NEWBOLD VERDON				
DRAWING TITLE:	PROPOSED MITIGATION SCHEME FOR B582 / STATION ROAD JUNCTION WITH REFUSE LORRY TRACKING				
CLIENT:	DAVID WILSON HOMES				
DRAWING NUMBER:	24832_08_020_11				
REVISION:	-	SHEET SIZE:	A2	SCALE:	1:250
STATUS:	FOR INFORMATION / APPROVAL				
MEC Consulting Group Birmingham Brighton Leicester		Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055965.			

File Location: R:\24832\Drawings\08 - mitigation\24832_08_020_11_Junc 10 mitigation.dwg
Printed 01.05.2025



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APPENDICES



APPENDIX I

Project
Document
Version
Date

PRTM Applications - Barlestone Road
Modelled turning flow data
v2.0
01/05/2025

Note:

The unit for highway flow is **vehicles per hour**.
Please note that volume-capacity ratios for exploded junctions are available for approach / exit links only.
Turning flows excluded bus traffic

Scenarios

This spreadsheet provides modelled turning flow data for the selected junctions for the following forecast model scenarios:

2024 'Without Development'
2033 'Without Development'
2033 'With Development'

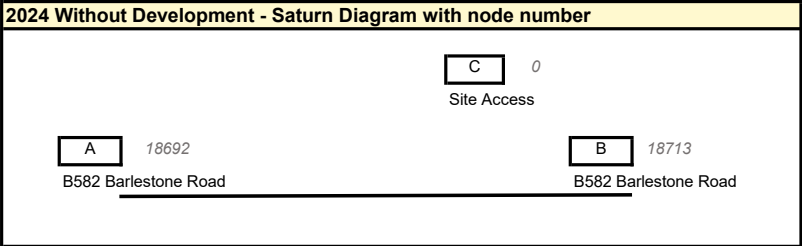
Tabs - Modelled Junction Turning Flows

Tab	Location
J1-Flows	Site Access / B582 Barlestone Rd Priority Junction
J2-Flows	B582 Barlestone Rd / B585 Bosworth Lane Signalised T-Junction
J3-Cordon	A447 / B585 Bosworth Lane / Bosworth Road / A447 Staggered Crossroads
J4-Flows	B582 / B582 Manor Rd / Newbold Rd / Lockeymead Drive Roundabout
J5-Cordon	B582 Barlestone Rd / Dragon Lane Priority Junction
J6-Flows	B582 Barlestone Rd / Mill Lane Priority Junction and
J7-Flows	B582 Barlestone Rd / Main St Priority Junction
J8-Flows	B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout
J9-Flows	Station Road/ B582 Leicester Lane/ B582 High Street priority junction
J10-Flows	Station Road / Barns Way priority junction
J11-Flows	B582 Leicester Lane/ Barns Way mini roundabout
J12-Cordon	Desford Road / Hinckley Road / Leicester Lane Crossroads

Revision

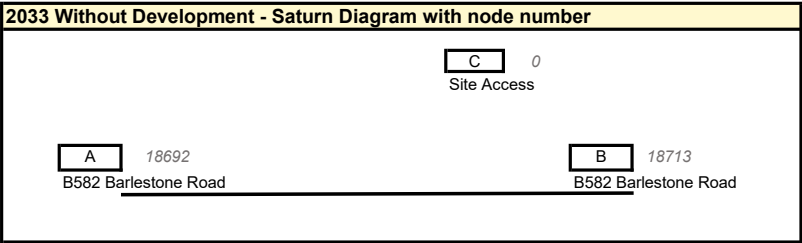
V1.0 Junction turning flows for junctions 1 to 11
V2.0 Included junction turning flows for Desford Crossroads

Junction Turning Flows for J1 - Site Access / B582 Barlestone Rd Priority Junction



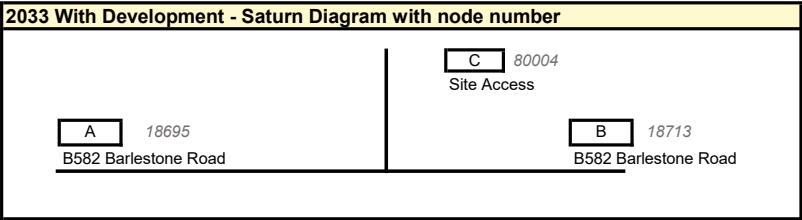
2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	99	16	116	8%	132	3	135	8%
B-A	135	9	144	9%	116	3	119	7%



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	98	15	113	7%	139	2	141	8%
B-A	173	9	182	11%	153	3	156	9%



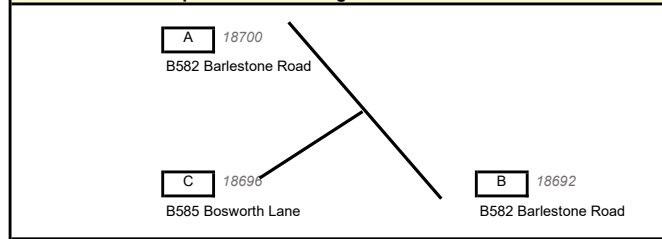
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	97	15	112	7%	137	2	138	9%
A-C	15	0	15	1%	66	0	66	5%
B-A	171	9	180	11%	151	3	153	10%
B-C	32	0	32	2%	72	0	72	5%
C-A	77	0	77	11%	23	0	23	3%
C-B	85	0	85	8%	41	0	41	4%

Junction Turning Flows for J2 - B582 Barlestone Rd / B585 Bosworth Lane Signalised T-Junction



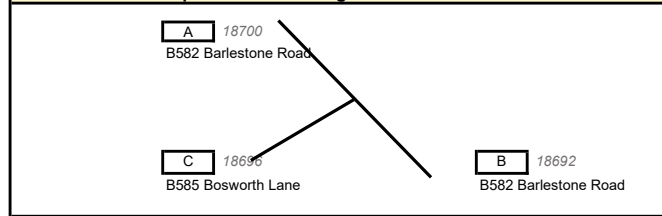
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	101	8	108	12%	98	4	102	12%
A-C	212	11	222	29%	219	0	219	28%
B-A	96	9	105	28%	92	2	94	25%
B-C	44	1	45	15%	28	0	28	10%
C-A	62	0	62	28%	81	0	81	31%
C-B	17	10	27	19%	47	0	48	21%

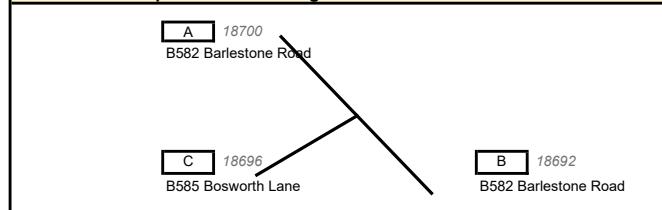
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	111	11	122	15%	120	5	125	15%
A-C	270	2	271	38%	274	0	274	37%
B-A	117	13	130	36%	103	3	106	31%
B-C	71	1	72	25%	60	0	61	22%
C-A	97	0	97	39%	101	0	102	40%
C-B	13	8	22	16%	42	0	42	22%

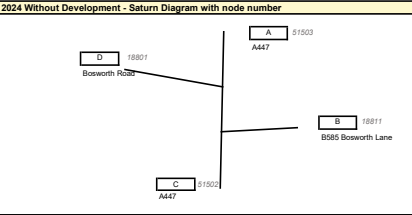
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	122	11	133	16%	146	5	151	18%
A-C	252	2	254	39%	264	0	264	37%
B-A	149	13	162	49%	117	3	120	36%
B-C	112	1	113	42%	67	0	67	25%
C-A	98	0	99	39%	101	0	101	46%
C-B	17	8	26	18%	79	0	79	40%

Junction Turning Flows for J3 - A447 / B585 Bosworth Lane / Bosworth Road / A447 Staggered Crossroads;

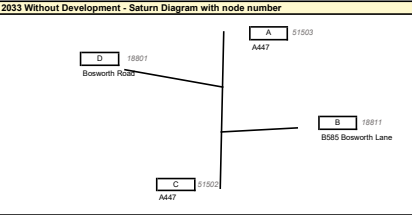


2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	8	8	0	0	0
A-C	462	8	471	353	6	359
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	148	11	159	156	0	156
B-D	108	0	108	90	0	90
C-A	463	21	484	528	3	531
C-B	18	0	18	34	0	34
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	61	2	63	94	0	94
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2024 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	12%	37%	9%	39%
B	22%	8%	19%	10%
C	13%	48%	14%	88%
D	5%	8%	7%	7%

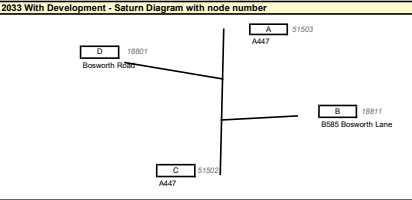


2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	7	7	0	0	0
A-C	483	24	507	408	8	416
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	204	2	205	190	0	190
B-D	132	0	133	150	0	150
C-A	533	17	550	616	5	621
C-B	18	0	18	42	0	43
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	93	2	95	101	0	101
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	14%	42%	11%	46%
B	26%	10%	26%	11%
C	15%	54%	17%	45%
D	7%	10%	8%	12%



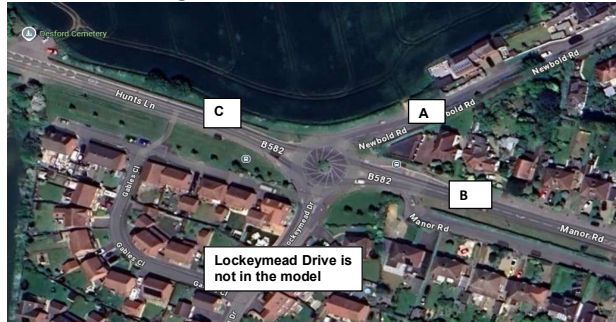
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	7	7	0	0	0
A-C	483	24	507	408	8	416
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	225	2	227	187	0	187
B-D	131	0	131	140	0	140
C-A	536	17	553	618	5	624
C-B	21	0	22	73	0	73
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	94	2	96	106	0	107
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

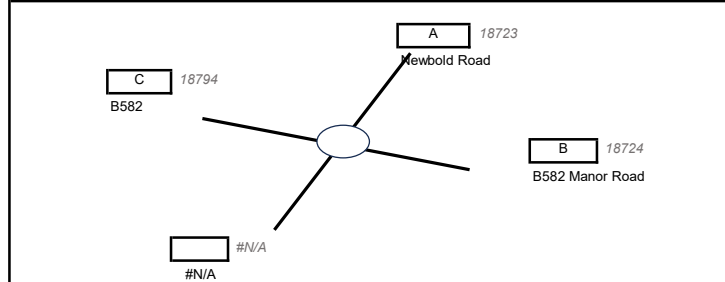
2033 With Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	14%	42%	11%	46%
B	28%	10%	25%	14%
C	15%	56%	18%	45%
D	7%	10%	8%	11%

Junction Turning Flows for J4 - B582 / B582 Manor Rd / Newbold Rd / Lockeymead Drive Roundabout



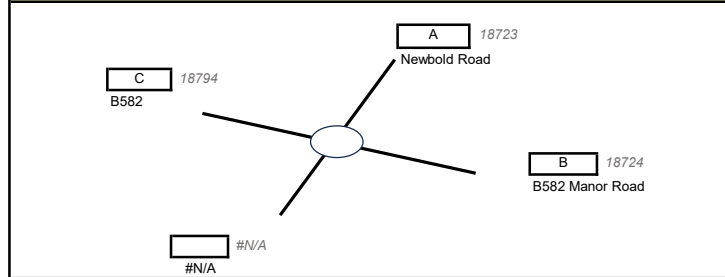
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	4	0	4	0%	8	0	8	1%
B-A	0	0	0	0%	0	0	0	0%
B-C	207	9	217	21%	276	3	279	26%
C-A	15	0	15	36%	10	0	10	29%
C-B	334	17	351	35%	292	3	295	28%

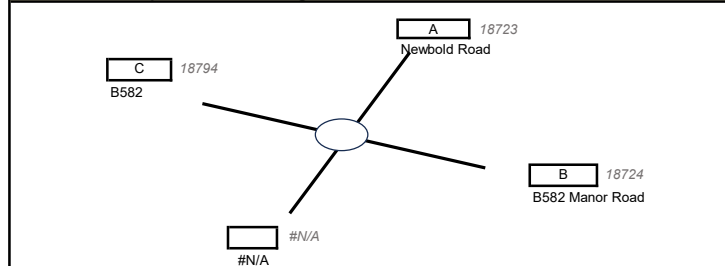
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	24	0	24	3%	18	0	18	2%
B-A	0	0	0	0%	0	0	0	0%
B-C	222	9	231	22%	345	3	348	33%
C-A	56	0	56	44%	34	0	34	35%
C-B	400	15	416	44%	342	2	344	35%

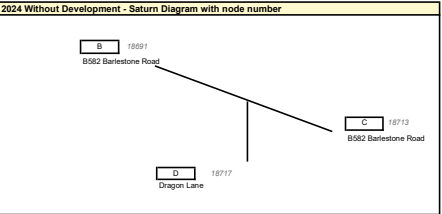
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	26	0	26	4%	20	0	20	2%
B-A	0	0	0	0%	0	0	0	0%
B-C	257	9	266	26%	404	3	407	38%
C-A	55	0	55	50%	35	0	35	38%
C-B	467	15	482	50%	378	2	380	38%

Junction Turning Flows for J5 - B582 Barlestone Rd / Dragon Lane Priority Junction

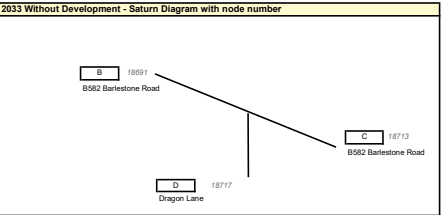


2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	RV	Total	LV	RV	Total
B-B	0	0	0	0	0	0
B-C	99	16	116	132	3	135
B-D	19	1	20	14	1	15
C-B	135	9	144	116	3	119
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	5	2	7	3	0	3
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2024 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
B	11%	12%	11%	9%
C	9%	8%	7%	8%
D	1%	1%	0%	1%

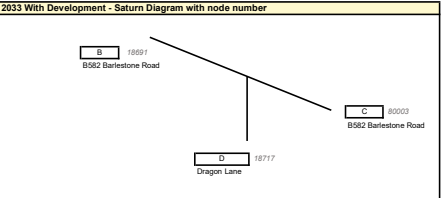


2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	RV	Total	LV	RV	Total
B-B	0	0	0	0	0	0
B-C	98	15	113	139	2	141
B-D	27	5	31	23	4	27
C-B	173	9	182	154	3	156
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	15	5	20	10	1	11
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
B	12%	16%	13%	13%
C	11%	7%	9%	8%
D	2%	2%	1%	2%



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	RV	Total	LV	RV	Total
B-B	0	0	0	0	0	0
B-C	112	15	127	203	2	204
B-D	27	5	32	22	4	25
C-B	248	9	257	174	3	177
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	13	5	19	10	1	11
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

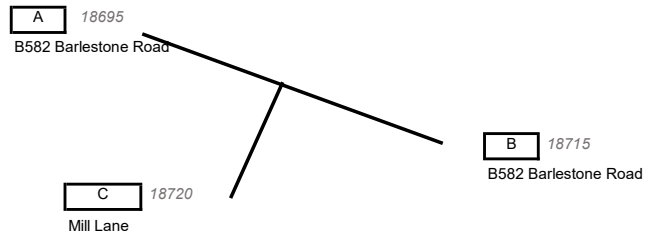
2033 With Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
B	13%	21%	18%	14%
C	16%	8%	11%	12%
D	2%	2%	1%	2%

Junction Turning Flows for J6 - B582 Barlestone Rd / Mill Lane Priority Junction



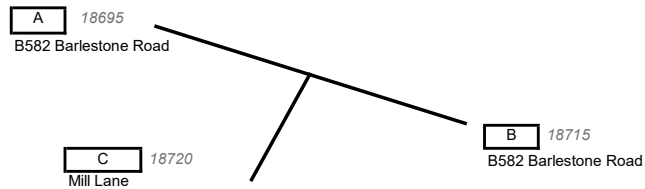
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	64	16	81	6%	50	3	53	3%
A-C	35	0	35	3%	82	0	82	6%
B-A	93	8	102	6%	91	3	94	6%
B-C	0	0	0	0%	0	0	0	0%
C-A	41	0	42	4%	25	0	25	2%
C-B	0	0	0	0%	0	0	0	0%

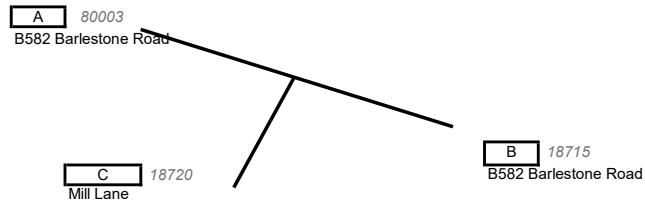
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	15	75	5%	34	2	36	2%
A-C	37	0	38	3%	105	0	105	7%
B-A	111	8	119	8%	122	3	125	8%
B-C	0	0	0	0%	0	0	0	0%
C-A	62	1	63	6%	31	0	31	3%
C-B	0	0	0	0%	0	0	0	0%

2033 With Development - Saturn Diagram with node number



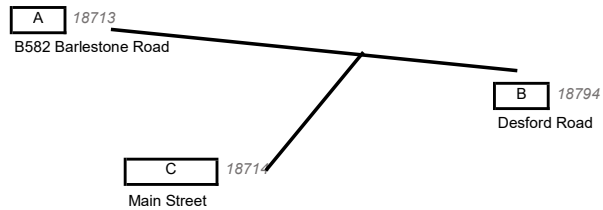
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	10%	72	2	73	5%
A-C	51	0	51	4%	105	0	105	8%
B-A	140	8	148	9%	183	3	185	11%
B-C	0	0	0	0%	0	0	0	0%
C-A	64	1	65	6%	40	0	40	4%
C-B	0	0	0	0%	0	0	0	0%

Junction Turning Flows for J7 - B582 Barlestone Rd / Main St Priority Junction



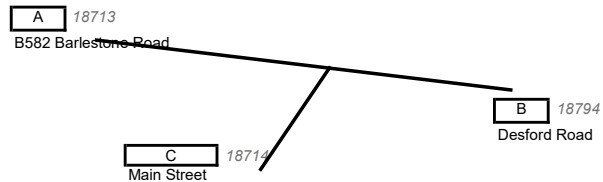
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	64	16	81	6%	50	3	53	3%
A-C	0	0	0	0%	0	0	0	0%
B-A	39	8	48	3%	60	3	63	4%
B-C	67	0	67	5%	137	0	137	9%
C-A	54	0	54	5%	31	0	31	3%
C-B	172	1	173	21%	94	0	95	11%

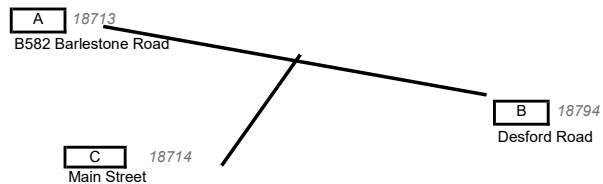
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	15	75	5%	34	2	36	2%
A-C	0	0	0	0%	0	0	0	0%
B-A	43	8	51	4%	87	3	90	6%
B-C	69	0	69	5%	153	0	153	11%
C-A	68	0	68	7%	35	0	35	3%
C-B	189	1	190	23%	103	0	103	12%

2033 With Development - Saturn Diagram with node number



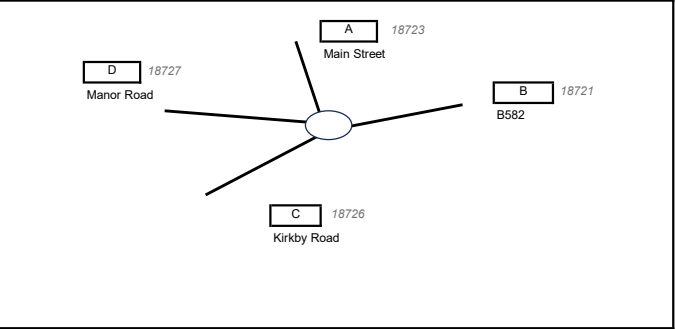
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	9%	72	2	73	4%
A-C	0	0	0	0%	0	0	0	0%
B-A	72	8	80	5%	147	3	150	10%
B-C	69	0	69	5%	153	0	153	11%
C-A	68	0	68	7%	35	0	35	3%
C-B	189	1	189	24%	102	0	103	13%

Junction Turning Flows for J8 - B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout



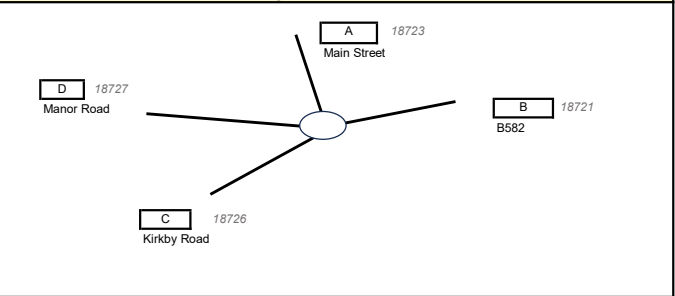
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	147	0	147	40%	122	0	122	34%
A-C	65	0	65	40%	95	0	95	33%
A-D	0	0	0	0%	0	0	0	0%
B-A	108	0	108	51%	148	0	148	66%
B-C	214	0	214	51%	243	1	244	66%
B-D	186	9	195	51%	259	3	262	66%
C-A	132	0	132	54%	84	0	84	45%
C-B	303	1	304	54%	245	0	246	45%
C-D	21	0	22	54%	17	0	17	45%
D-A	0	0	0	0%	0	0	0	0%
D-B	317	17	334	57%	252	3	255	42%
D-C	17	0	17	57%	40	0	40	43%

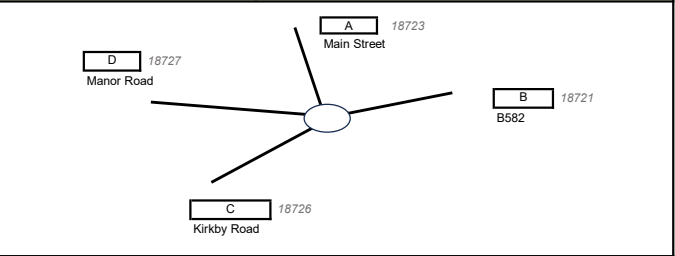
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	164	0	164	55%	161	0	161	47%
A-C	104	0	104	55%	111	0	111	47%
A-D	0	0	0	0%	0	0	0	0%
B-A	145	0	145	63%	198	0	198	79%
B-C	262	0	262	62%	238	1	239	79%
B-D	201	8	210	62%	327	3	329	79%
C-A	143	0	143	56%	108	0	108	59%
C-B	289	1	290	56%	265	0	266	59%
C-D	21	0	21	56%	18	0	18	61%
D-A	0	0	0	0%	0	0	0	0%
D-B	382	15	398	70%	301	2	302	56%
D-C	18	0	18	69%	41	0	42	56%

2033 With Development - Saturn Diagram with node number



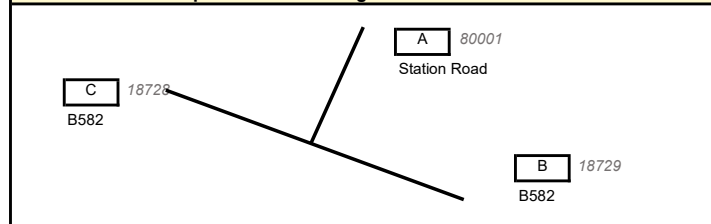
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	159	0	159	60%	160	0	160	49%
A-C	102	0	102	61%	112	0	112	49%
A-D	0	0	0	0%	0	0	0	0%
B-A	144	0	144	66%	191	0	191	83%
B-C	263	0	264	66%	227	1	228	83%
B-D	235	8	243	66%	384	3	387	83%
C-A	145	0	145	57%	108	0	108	64%
C-B	276	1	276	57%	265	0	265	64%
C-D	22	0	22	58%	20	0	20	65%
D-A	0	0	0	0%	0	0	0	0%
D-B	447	15	462	79%	335	2	337	61%
D-C	19	0	19	76%	43	0	43	61%

Junction Turning Flows for J9 - Station Road/ B582 Leicester Lane/ B582 High Street priority junction



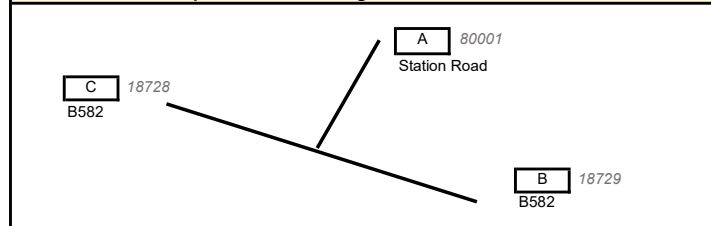
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	56	0	56	8%	63	0	63	8%
A-C	247	0	247	47%	246	0	246	44%
B-A	40	0	40	5%	73	0	73	9%
B-C	261	9	270	17%	403	4	407	26%
C-A	237	0	237	23%	308	0	308	25%
C-B	531	18	548	39%	311	3	315	23%

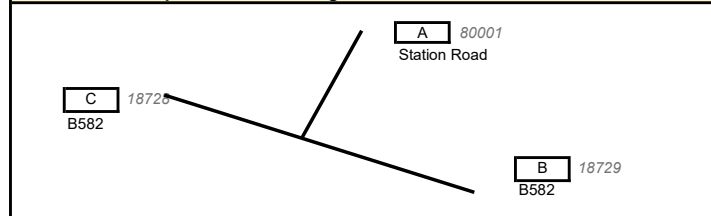
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	0	48	8%	43	0	43	6%
A-C	304	0	304	59%	268	0	268	53%
B-A	55	0	55	8%	73	0	73	11%
B-C	303	9	312	20%	494	4	498	32%
C-A	323	0	323	31%	380	0	380	31%
C-B	513	16	529	41%	347	2	350	28%

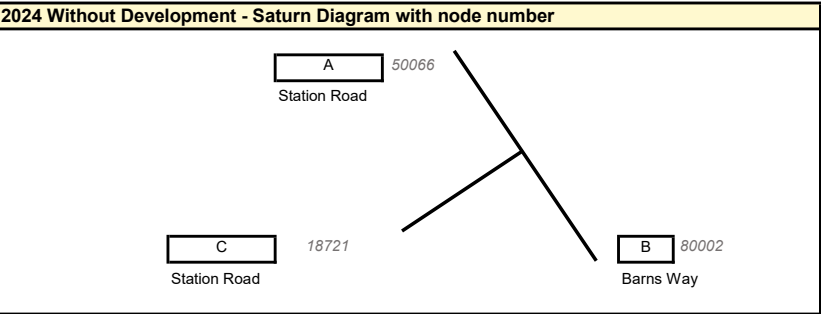
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

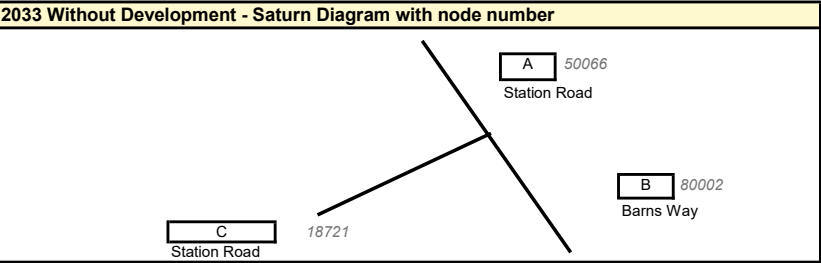
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	0	48	8%	46	0	46	7%
A-C	324	0	324	65%	283	0	283	57%
B-A	56	0	56	8%	73	0	73	11%
B-C	318	9	327	21%	520	4	524	34%
C-A	354	0	354	34%	399	0	399	33%
C-B	528	16	544	43%	361	2	363	29%

Junction Turning Flows for J10 - Station Road / Barns Way priority junction



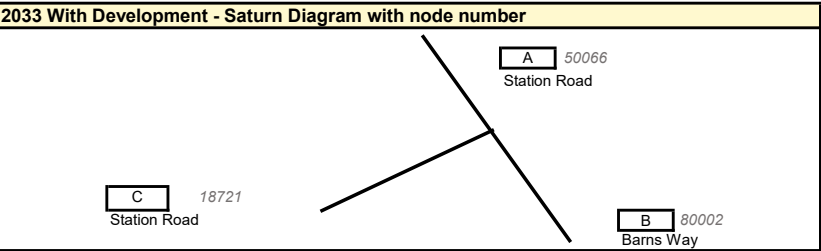
2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	90	0	90	7%	50	0	50	4%
A-C	304	0	304	22%	309	0	309	22%
B-A	70	0	70	4%	131	0	131	8%
B-C	0	0	0	0%	0	0	0	0%
C-A	277	0	277	23%	381	0	381	33%
C-B	0	0	0	0%	0	0	0	0%



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	130	0	130	10%	75	0	75	6%
A-C	353	0	353	27%	311	0	311	24%
B-A	135	0	135	8%	218	0	218	13%
B-C	0	0	0	0%	0	0	0	0%
C-A	377	0	377	33%	452	0	452	42%
C-B	0	0	0	0%	0	0	0	0%



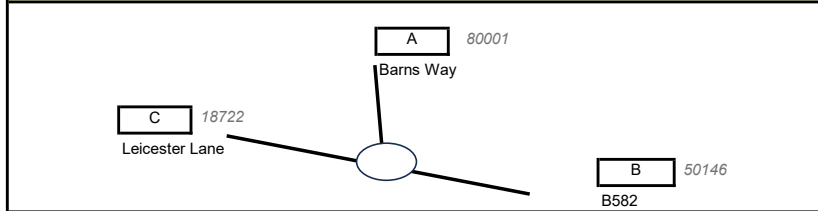
2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	133	0	133	11%	74	0	74	6%
A-C	372	0	372	28%	329	0	329	26%
B-A	137	0	137	8%	215	0	215	13%
B-C	0	0	0	0%	0	0	0	0%
C-A	410	0	410	36%	472	0	472	44%
C-B	0	0	0	0%	0	0	0	0%

Junction Turning Flows for J11 - B582 Leicester Lane/ Barns Way mini roundabout



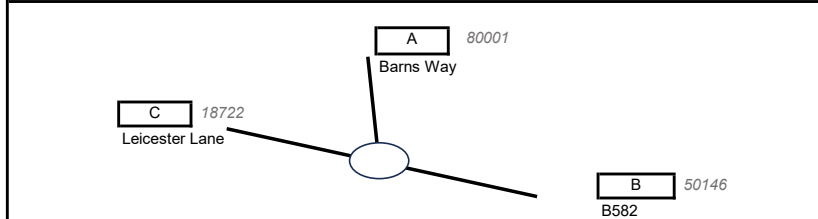
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	90	0	90	11%	50	0	50	6%
A-C	0	0	0	0%	0	0	0	0%
B-A	70	0	70	34%	131	0	131	45%
B-C	283	11	294	34%	354	4	358	45%
C-A	0	0	0	0%	0	0	0	0%
C-B	428	19	446	44%	290	4	294	29%

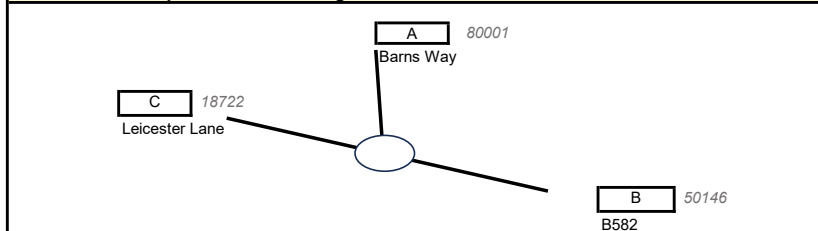
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	130	0	130	16%	75	0	75	9%
A-C	0	0	0	0%	0	0	0	0%
B-A	135	0	135	44%	218	0	218	62%
B-C	327	10	337	44%	455	4	459	62%
C-A	0	0	0	0%	0	0	0	0%
C-B	381	16	397	41%	317	2	319	34%

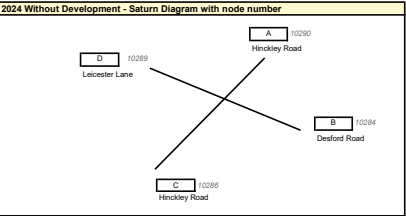
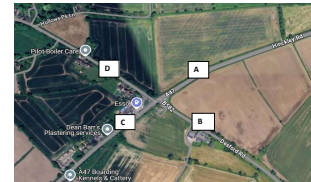
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

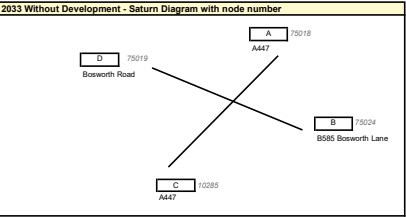
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	133	0	133	16%	74	0	74	9%
A-C	0	0	0	0%	0	0	0	0%
B-A	137	0	137	45%	215	0	215	64%
B-C	341	10	351	45%	477	4	481	64%
C-A	0	0	0	0%	0	0	0	0%
C-B	394	16	410	42%	330	2	333	35%

Junction Turning Flows for J12 - Desford Road / Hinckley Road / Leicester Lane Crossroads



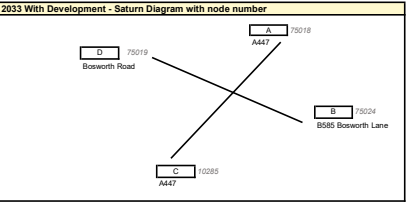
HREFI					
Junction	AM		PM		
Arms	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	12%	55%	13%	32%	
B	9%	46%	11%	36%	
C	18%	59%	12%	64%	
D	11%	23%	7%	39%	

2024 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	42	1	43	66	0	66
A-C	530	25	555	651	6	657
A-D	92	3	95	55	1	56
B-A	42	0	43	18	0	18
B-B	0	0	0	0	0	0
B-C	197	4	201	183	3	186
B-D	261	9	269	430	3	433
C-A	515	23	538	375	6	381
C-B	186	13	149	85	4	90
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	128	3	131	17	0	17
D-B	390	16	405	324	3	328
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0



2033 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	90	1	91	85	0	85
A-C	675	27	703	709	7	715
A-D	158	2	160	137	1	138
B-A	37	0	38	61	0	62
B-B	0	0	0	0	0	0
B-C	187	10	196	173	8	182
B-D	303	8	311	336	3	340
C-A	514	22	536	343	8	351
C-B	222	25	247	307	8	315
C-C	0	0	0	0	0	0
C-D	2	0	2	0	0	0
D-A	44	0	46	41	0	41
D-B	467	14	481	352	2	354
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - VIC By Arms					
Junction	AM		PM		
Arms	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	51%	39%	42%	18%	
B	29%	51%	40%	45%	
C	88%	28%	36%	27%	
D	46%	28%	31%	40%	



2033 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	91	1	92	85	0	85
A-C	674	27	701	719	7	725
A-D	164	2	166	139	1	139
B-A	31	0	32	61	0	61
B-B	0	0	0	0	0	0
B-C	187	10	197	169	8	177
B-D	312	8	320	353	3	356
C-A	501	21	523	335	8	343
C-B	231	25	255	312	8	320
C-C	0	0	0	0	0	0
C-D	3	0	3	0	0	0
D-A	41	0	41	41	0	41
D-B	483	14	497	364	2	366
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development - VIC By Arms					
Junction	AM		PM		
Arms	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	52%	37%	47%	27%	
B	29%	52%	41%	46%	
C	88%	28%	36%	27%	
D	47%	29%	32%	41%	