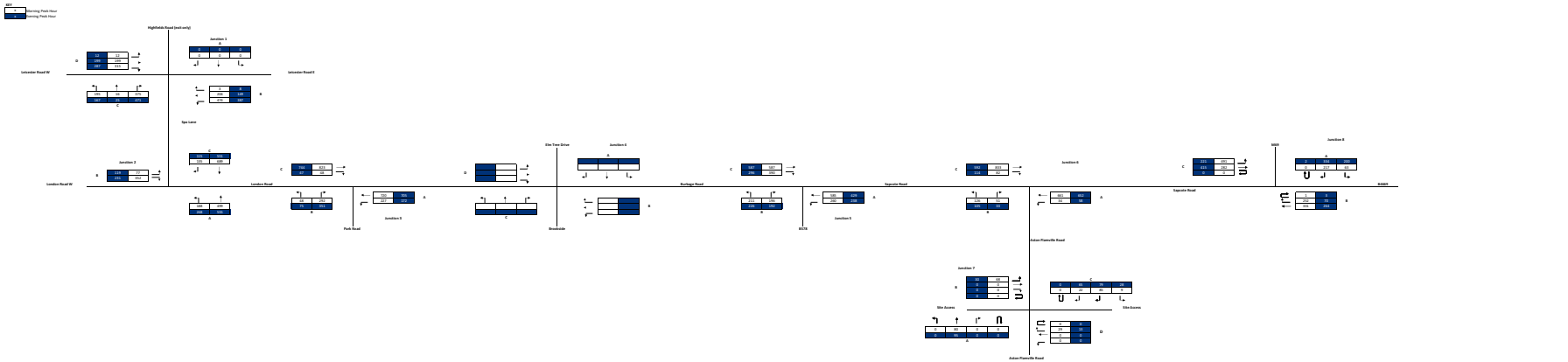
APPENDIX E: TRAFFIC FLOW DIAGRAMS



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	418	208
C	53	199	0	0
D	52	199	131	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	497	128
C	53	204	0	0
D	52	199	131	0

Junction 2 - AM

	A	B	C
A	0	199	459
B	53	0	0
C	1489	135	0

Junction 2 - PM

	A	B	C
A	0	199	459
B	53	0	0
C	1489	135	0

Junction 3 - AM

	A	B	C
A	0	108	555
B	52	0	119
C	1511	126	0

Junction 3 - PM

	A	B	C
A	0	108	555
B	52	0	119
C	1511	126	0

Junction 4 - AM

	A	B	C
A	0	127	158
B	209	0	45
C	819	34	0

Junction 4 - PM

	A	B	C
A	0	133	705
B	92	0	0
C	764	47	0

Junction 5 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 6 - AM

	A	B	C
A	0	202	585
B	120	0	373
C	667	206	0

Junction 6 - PM

	A	B	C
A	0	238	628
B	120	64	373
C	667	206	0

Junction 8 - AM

	A	B	C
A	0	93	601
B	0	0	129
C	1511	82	0

Junction 8 - PM

	A	B	C
A	0	93	602
B	0	0	129
C	1511	126	0

Junction 7 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 7 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 9 - AM

	A	B	C
A	0	419	1117
B	253	1	531
C	893	262	0

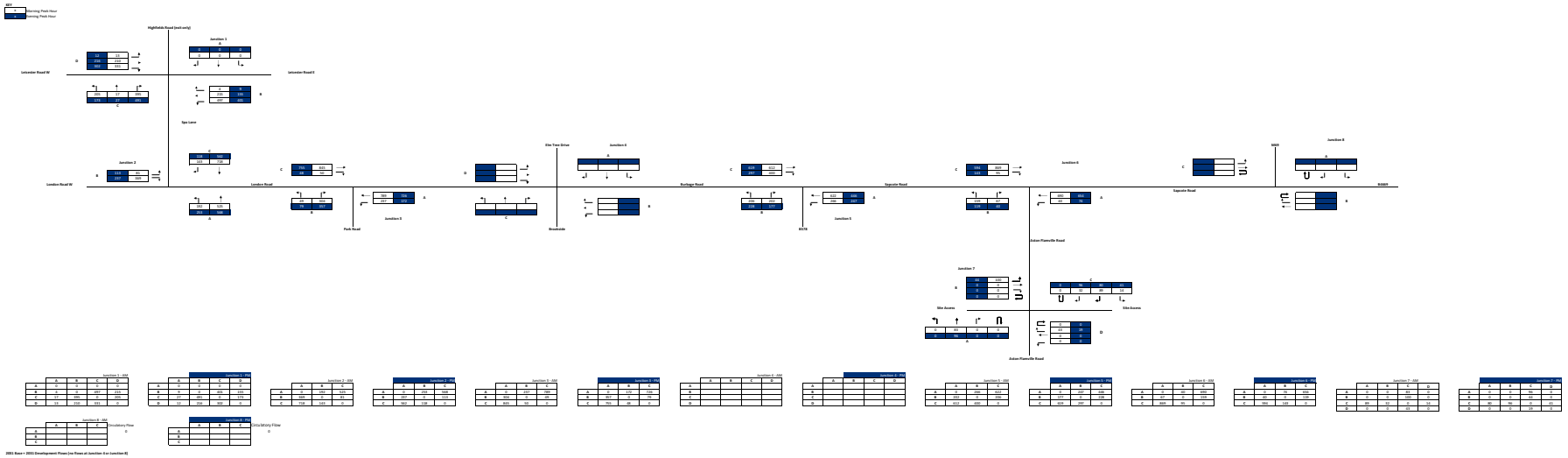
Circulatory Flow 2883

Junction 9 - PM

	A	B	C
A	0	1105	1014
B	59	1	356
C	201	131	0

Entry Safety Flow 419

2023 Base + 2033 Development Flows (no flows at Junction 4)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	497	229
C	0	0	0	0
D	53	210	721	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	455	139
C	0	0	0	0
D	53	210	721	0

Junction 2 - AM

	A	B	C
A	0	350	623
B	708	0	0
C	708	183	0

Junction 2 - PM

	A	B	C
A	0	214	568
B	457	0	113
C	921	136	0

Junction 3 - AM

	A	B	C
A	0	137	597
B	804	0	45
C	885	0	0

Junction 3 - PM

	A	B	C
A	0	170	726
B	917	0	0
C	765	68	0

Junction 4 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 4 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - AM

	A	B	C
A	0	350	622
B	622	0	0
C	622	203	0

Junction 5 - PM

	A	B	C
A	0	207	598
B	1,029	0	0
C	1,029	207	0

Junction 6 - AM

	A	B	C
A	0	60	658
B	0	0	219
C	935	91	0

Junction 6 - PM

	A	B	C
A	0	70	658
B	0	0	172
C	994	135	0

Junction 7 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 7 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 9 - AM

	A	B	C
A			
B			
C			

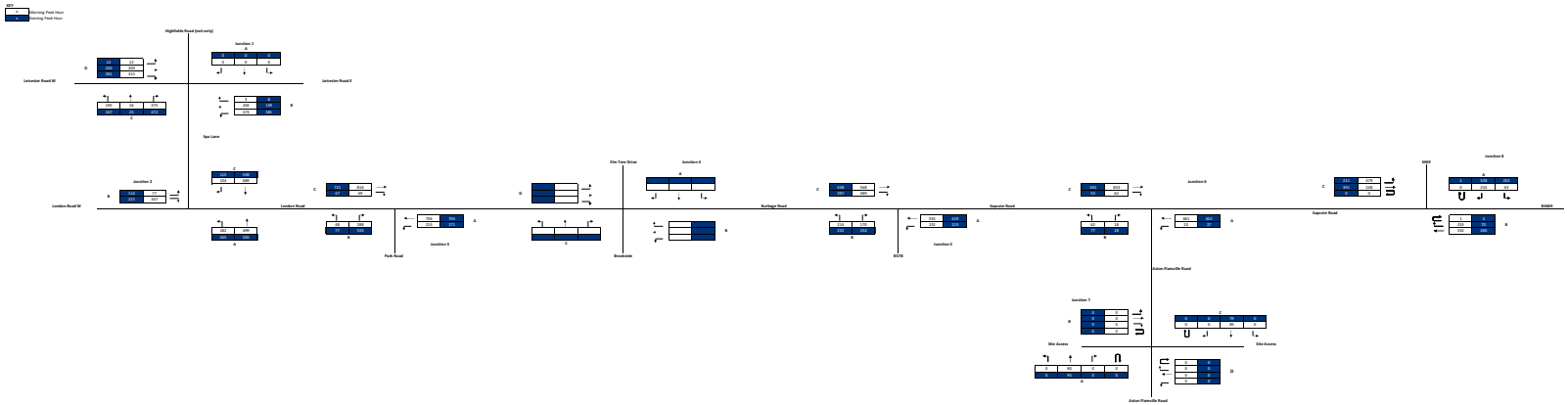
Circulatory Flow 0

Junction 9 - PM

	A	B	C
A			
B			
C			

Ratio Saturity Flow 0

2021 Base + 2031 Development Flows (no flows at Junction 8 or Junction 9)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	419	268
C	53	326	0	451
D	52	268	531	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	480	148
C	53	204	0	457
D	52	265	591	0

Junction 2 - AM

	A	B	C
A	0	282	458
B	440	0	0
C	1689	156	0

Junction 2 - PM

	A	B	C
A	0	328	555
B	440	0	116
C	1241	126	0

Junction 3 - AM

	A	B	C
A	0	218	158
B	458	0	45
C	816	31	0

Junction 3 - PM

	A	B	C
A	0	135	702
B	93	0	0
C	767	47	0

Junction 4 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 4 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - AM

	A	B	C
A	0	237	555
B	130	0	218
C	648	399	0

Junction 5 - PM

	A	B	C
A	0	218	828
B	168	0	0
C	598	287	0

Junction 6 - AM

	A	B	C
A	0	23	883
B	0	0	83
C	993	61	0

Junction 6 - PM

	A	B	C
A	0	67	602
B	0	0	0
C	993	0	0

Junction 7 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 7 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 1 - AM

	A	B	C
A	0	419	1152
B	1151	0	1151
C	679	248	0

Circulatory Flow

2185

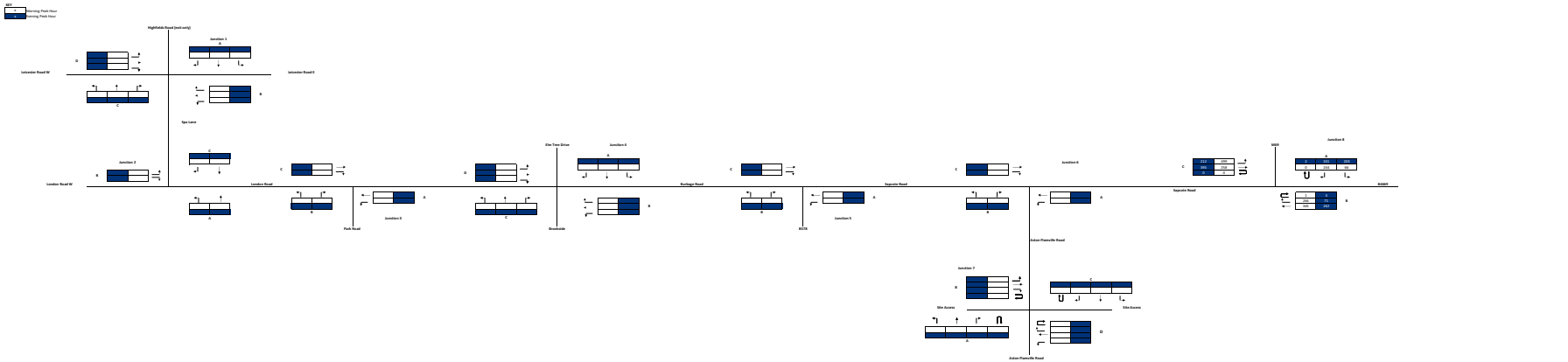
Junction 1 - PM

	A	B	C
A	0	725	926
B	59	0	1081
C	251	591	0

Entry Safety Flow

995

2026 Base (no flows at Junction 4)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 1 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 2 - AM

	A	B	C
A			
B			
C			

Junction 2 - PM

	A	B	C
A			
B			
C			

Junction 3 - AM

	A	B	C
A			
B			
C			

Junction 3 - PM

	A	B	C
A			
B			
C			

Junction 4 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 4 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - AM

	A	B	C
A			
B			
C			

Junction 5 - PM

	A	B	C
A			
B			
C			

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C
A			
B			
C			

Junction 8 - PM

	A	B	C
A			
B			
C			

Junction 9 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 9 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 10 - AM

	A	B	C
A	0	448	1322
B	1003	5	1081
C	1099	258	0

Circulatory Flow: 2105

Junction 10 - PM

	A	B	C
A	0	1035	1011
B	721	5	1353
C	252	1081	0

Entry Safety Flow: 1998

2022 Base (Flows at Junction 8 entry)
AM and PM Peak Hours

Growth Factors

Junction 1 Leicester Road W / Highfields Road / Leicester Road E / Spa Lane

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	238	232		117	120	
C-A	1	1		0	0	
A-B	73	77		194	222	
A-C	118	116		115	122	
C-B	360	373		626	632	
B-C	676	746		456	475	
	1466	1545	**1.054**	1508	1571	**1.042**
			1.011			**1.008**

2022 -2026 AM	0.011	**1.043**	2022 -2026 PM	0.008	**1.033**
2022- 2031 AM	0.011	**1.097**	2022- 2031 PM	0.008	**1.075**

Junction 2 London Road / London Road / Spa Lane

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	308	319		559	576	
C-A	53	55		67	56	
A-B	620	679		454	474	
A-C	174	183		117	123	
C-B	220	234		350	353	
B-C	540	540		363	365	
	1915	2010	**1.050**	1910	1947	**1.019**
			1.010			**1.004**

2022 -2026 AM	0.010	**1.040**	2022 -2026 PM	0.004	**1.015**
2022- 3031 AM	0.010	**1.089**	2022- 3031 PM	0.004	**1.035**

Junction 3 London Road / London Road / Park Road

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	785	796		878	894	
C-A	29	31		43	47	
A-B	742	823		663	689	
A-C	37	34		41	43	
C-B	212	204		278	276	
B-C	304	298		196	191	
	2109	2186	**1.037**	2099	2140	**1.020**
			1.007			**1.004**

2022 -2026 AM	0.007	**1.029**	2022 -2026 PM	0.004	**1.016**
2022- 3031 AM	0.007	**1.066**	2022- 3031 PM	0.004	**1.035**

Junction 5 Sapcote Road / Burbage Road/ B578 Hinckley Road

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	602	589		386	366	
C-A	217	227		390	423	
A-B	370	365		504	478	
A-C	459	494		243	276	
C-B	236	302		277	318	
B-C	214	221		315	324	
	2098	2198	**1.048**	2115	2185	**1.033**
			1.010			**1.007**

2022 -2026 AM	0.010	**1.038**	2022 -2026 PM	0.007	**1.026**
2022- 3031 AM	0.010	**1.086**	2022- 3031 PM	0.007	**1.060**

Junction 6 (used for passing flows at J7 and 8) Sapcote Road / Aston Flamville Road

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	14	15		11	11	
C-A	548	578		644	661	
A-B	1	1		14	10	
A-C	651	650		691	674	
C-B	95	127		40	40	
B-C	56	55		38	45	
	1365	1426	**1.045**	1438	1441	**1.002**
			1.009			**1.000**

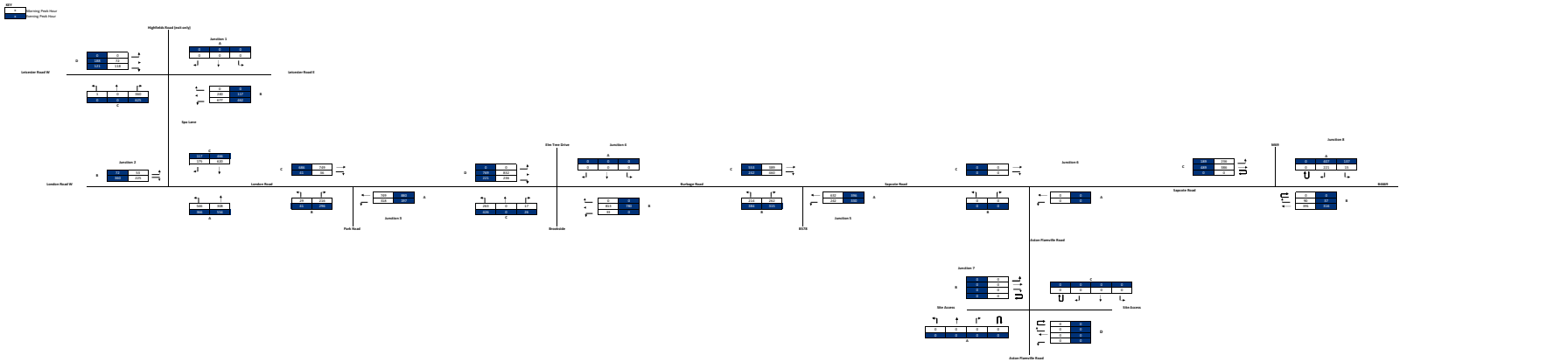
2022 -2026 AM	0.009	**1.036**	2022 -2026 PM	0.000	**1.002**
2022- 3031 AM	0.009	**1.080**	2022- 3031 PM	0.000	**1.004**

Junction 8 M69 / Hinckley Road E / Hinckley Road W

From/ to	AM			PM		
	2026	2031	Diff	2026	2031	Diff
B-A	0	0		0	0	
C-A	786	783		776	789	
D-A	263	272		426	424	
A-B	0	0		0	0	
A-C	813	843		725	752	
A-D	242	283		222	220	
C-B	0	0		0	0	
C-D	33	32		0	0	
B-C	0	0		0	0	
B-D	0	0		0	0	
D-B	0	0		0	0	
D-C	16	16		22	1	
	2153	2229	**1.035**	2171	2186	**1.007**
			1.007			**1.001**

2022 -2024 AM	0.007	**1.014**	2022 -2024 AM	0.001	**1.003**
2022 -2032 AM	0.007	**1.071**	2022 -2032 AM	0.001	**1.014**

2022 -2026 AM	0.007	**1.028**	2022- 2026 PM	0.001	**1.006**



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	457	169
C	0	0	0	0
D	0	73	726	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	492	117
C	0	0	0	0
D	0	188	771	0

Junction 2 - AM

	A	B	C
A	0	566	638
B	439	0	0
C	626	175	0

Junction 2 - PM

	A	B	C
A	0	568	554
B	482	0	0
C	691	127	0

Junction 3 - AM

	A	B	C
A	0	518	168
B	19	0	0
C	159	31	0

Junction 3 - PM

	A	B	C
A	0	197	692
B	40	0	0
C	489	43	0

Junction 4 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	613
C	0	0	0	0
D	0	612	256	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	592
C	0	0	0	229
D	0	767	221	0

Junction 5 - AM

	A	B	C
A	0	257	532
B	220	0	312
C	695	203	0

Junction 5 - PM

	A	B	C
A	0	330	586
B	0	0	0
C	503	232	0

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 9 - AM

	A	B	C
A	0	113	1211
B	165	0	1051
C	2166	1986	0

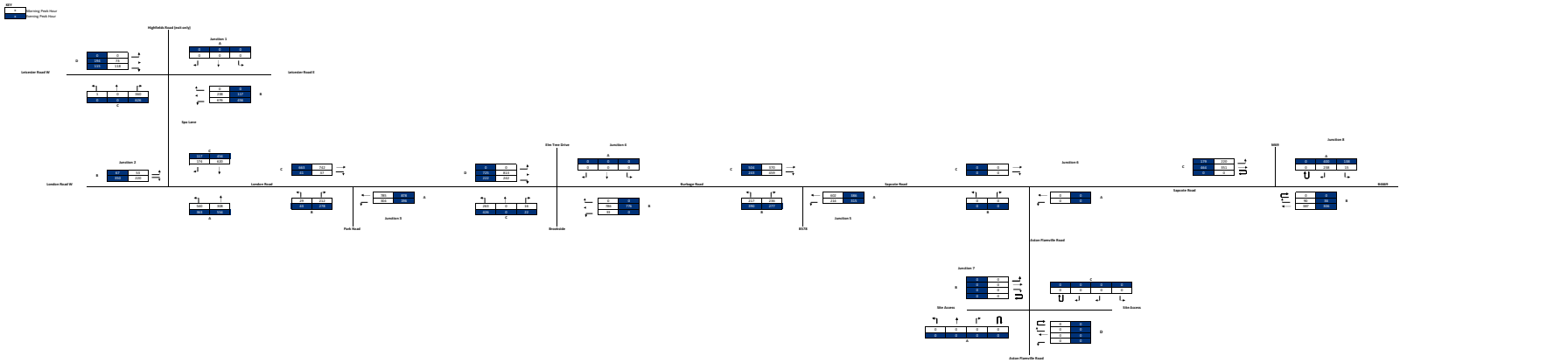
Circulatory Flow 5981

Junction 9 - PM

	A	B	C
A	0	1197	4017
B	57	0	5156
C	1985	1586	0

Entry Safety Flow 4389

2024 PM TM "With Development" Flows (no flows at junctions 6 and 7)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	436	228
C	0	0	0	0
D	0	73	726	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	436	117
C	0	0	0	0
D	0	284	726	0

Junction 2 - AM

	A	B	C
A	0	560	608
B	439	0	0
C	626	179	0

Junction 2 - PM

	A	B	C
A	0	968	656
B	492	0	87
C	651	127	0

Junction 3 - AM

	A	B	C
A	0	654	588
B	218	0	45
C	783	57	0

Junction 3 - PM

	A	B	C
A	0	196	478
B	49	0	33
C	663	45	0

Junction 4 - AM

	A	B	C	D
A	0	0	59	780
B	0	0	43	470
C	0	0	0	0
D	0	813	260	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	276
B	0	0	0	229
C	0	0	0	0
D	0	729	233	0

Junction 5 - AM

	A	B	C
A	0	212	602
B	130	0	157
C	670	259	0

Junction 5 - PM

	A	B	C
A	0	310	588
B	102	0	93
C	904	269	0

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 3 - AM

	A	B	C
A	0	115	1158
B	165	0	1007
C	2169	3911	0

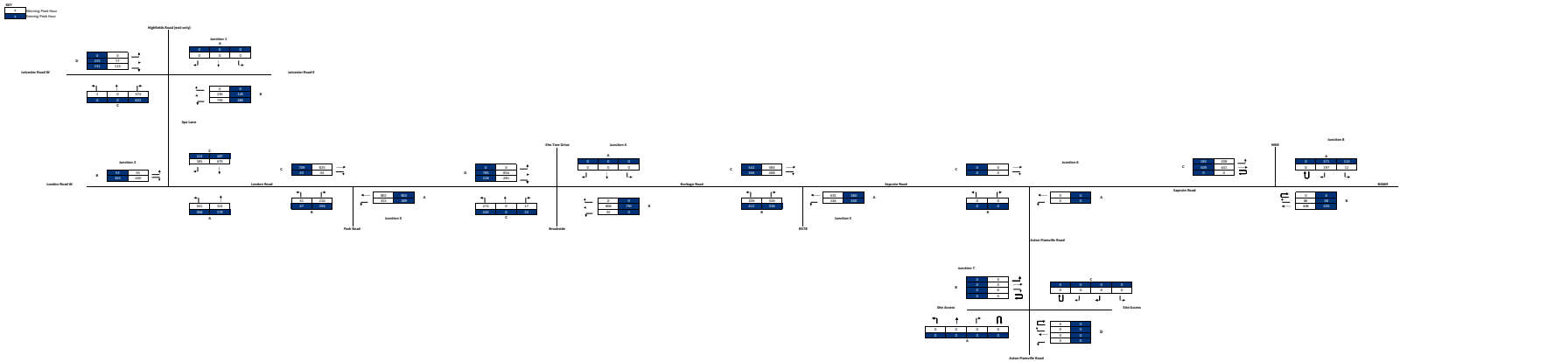
Circulatory Flow: 3911

Junction 3 - PM

	A	B	C
A	0	1158	4056
B	88	0	3281
C	579	3281	0

Entry Safety Flow: 4444

2024 PRTM "Without Development" Flows (no flows at junctions 6 and 7)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	430	229
C	0	219	0	0
D	0	0	721	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	480	120
C	0	359	0	0
D	0	205	721	0

Junction 2 - AM

	A	B	C
A	0	531	422
B	450	0	0
C	1075	185	0

Junction 2 - PM

	A	B	C
A	0	568	578
B	450	0	59
C	1075	126	0

Junction 3 - AM

	A	B	C
A	0	719	802
B	0	0	0
C	835	51	0

Junction 3 - PM

	A	B	C
A	0	189	952
B	0	0	0
C	909	69	0

Junction 4 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	52	1018
C	0	0	0	0
D	0	814	285	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	152
C	0	0	0	130
D	0	787	238	0

Junction 5 - AM

	A	B	C
A	0	257	555
B	420	0	285
C	661	268	0

Junction 5 - PM

	A	B	C
A	0	360	360
B	420	0	0
C	562	268	0

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C
A	0	112	1252
B	65	0	1036
C	2038	1041	0

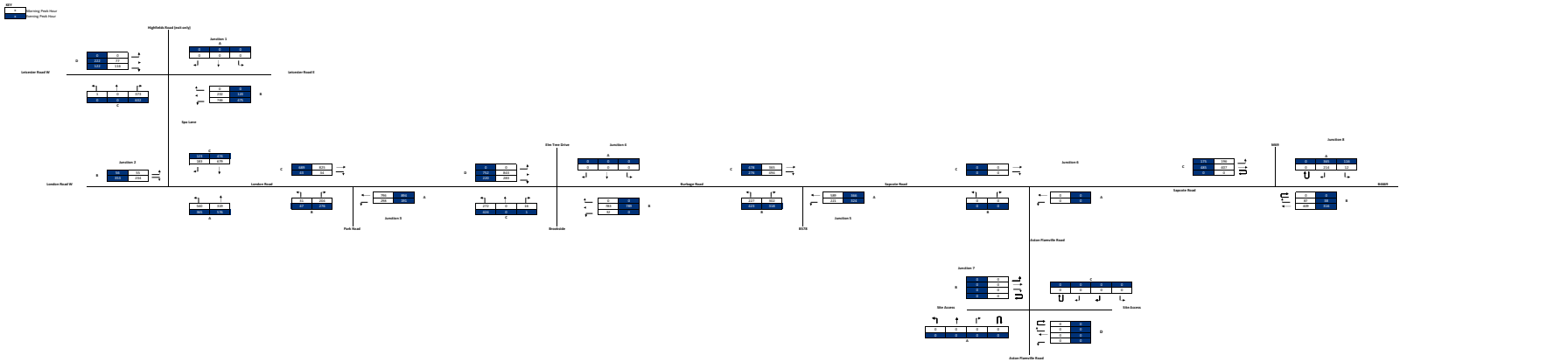
Circulatory Flow
4161

Junction 8 - PM

	A	B	C
A	0	1131	971
B	58	0	1251
C	385	1186	0

Entry Safety Flow
5109

2031 PM/TM "With Development" Flows (no flows at junctions 6 and 7)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	708	210
C	0	219	0	0
D	0	0	724	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	470	120
C	0	359	0	0
D	0	153	724	0

Junction 2 - AM

	A	B	C
A	0	560	618
B	478	0	0
C	1479	183	0

Junction 2 - PM

	A	B	C
A	0	959	1178
B	652	0	59
C	1741	124	0

Junction 3 - AM

	A	B	C
A	0	1708	708
B	359	0	0
C	825	31	0

Junction 3 - PM

	A	B	C
A	0	191	652
B	652	0	0
C	689	69	0

Junction 4 - AM

	A	B	C	D
A	0	0	52	722
B	0	0	0	219
C	0	0	0	0
D	0	843	1883	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	359
C	0	0	0	153
D	0	752	2350	0

Junction 5 - AM

	A	B	C
A	0	222	589
B	652	0	197
C	1941	256	0

Junction 5 - PM

	A	B	C
A	0	316	1941
B	0	0	0
C	1479	276	0

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C
A			
B			
C			

Junction 8 - PM

	A	B	C
A			
B			
C			

Junction 9 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 9 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 10 - AM

	A	B	C
A	0	12	1114
B	87	0	436
C	346	467	0

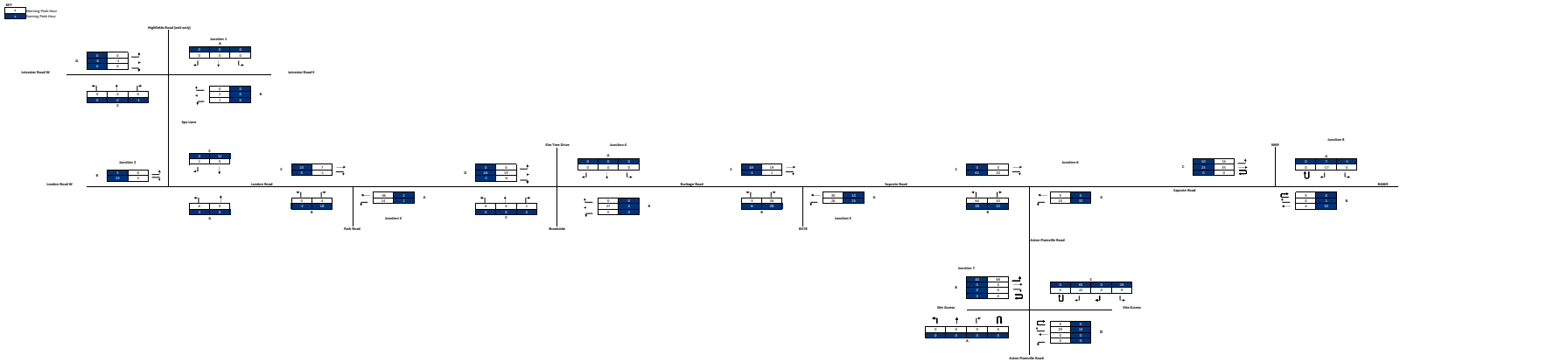
Circulatory Flow: 1027

Junction 10 - PM

	A	B	C
A	0	130	955
B	88	0	536
C	375	486	0

Entry Saturation Flow: 685

2031 PRTM "Without Development" Flows (no flows at junctions 6 and 7)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 2 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 2 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - AM

	A	B	C
A	0	12	10
B	0	0	0
C	1	1	0

Junction 3 - PM

	A	B	C
A	0	4	7
B	0	0	0
C	0	0	0

Junction 4 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 5 - AM

	A	B	C
A	0	22	10
B	0	0	0
C	14	1	0

Junction 5 - PM

	A	B	C
A	0	20	10
B	0	0	0
C	11	1	0

Junction 6 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 6 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 9 - AM

	A	B	C
A	0	7	17
B	0	0	0
C	14	11	0

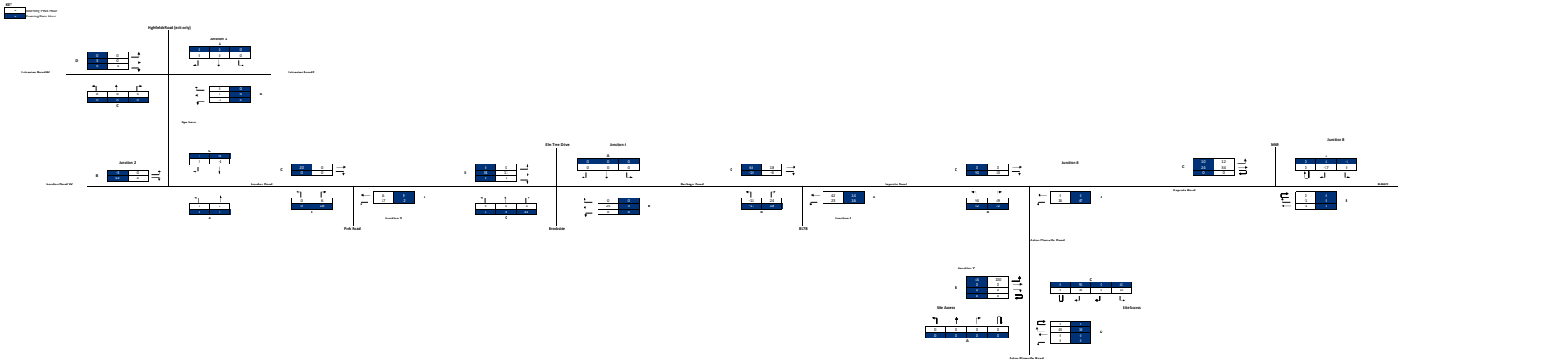
Circulatory Flow 35

Junction 9 - PM

	A	B	C
A	0	1	7
B	1	0	13
C	18	11	0

Entry Safety Flow 25

2025 Development Flows
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 2 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 2 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - AM

	A	B	C
A	0	17	0
B	0	0	0
C	0	0	0

Junction 3 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 4 - AM

	A	B	C
A	0	17	0
B	0	0	0
C	0	0	0

Junction 4 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 5 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 5 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 6 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 6 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 1 - AM

	A	B	C	Circulatory Flow
A	0	0	17	94
B	0	0	0	0
C	17	94	0	0

Junction 1 - PM

	A	B	C	Circulatory Flow
A	0	0	0	0
B	0	0	0	0
C	18	94	0	0

2031 Development Flows
AM and PM Peak Hours

MSOA_Name	Local Authority District	County	MSOA_Code	Outward Trips	Split	Route
Bromley 028	Bromley	Greater London	E02000154	1	1	B
Hillingdon 003	Hillingdon	Greater London	E02000496	1	1	B
Hounslow 006	Hounslow	Greater London	E02000531	1	1	B
Richmond upon Thames 011	Richmond upon Thames	Greater London	E02000794	1	1	B
Manchester 053	Manchester	Greater Manchester	E02001097	2	2	B
Wigan 008	Wigan	Greater Manchester	E02001294	1	1	B
Sheffield 022	Sheffield	South Yorkshire	E02001632	1	1	B
Birmingham 028	Birmingham	West Midlands	E02001854	1	1	A
Birmingham 029	Birmingham	West Midlands	E02001855	1	1	A
Birmingham 030	Birmingham	West Midlands	E02001856	1	1	A
Birmingham 043	Birmingham	West Midlands	E02001869	2	2	A
Birmingham 069	Birmingham	West Midlands	E02001895	1	1	A
Birmingham 081	Birmingham	West Midlands	E02001907	1	1	A
Birmingham 108	Birmingham	West Midlands	E02001934	1	1	A
Coventry 001	Coventry	West Midlands	E02001958	4	4	A
Coventry 002	Coventry	West Midlands	E02001959	6	6	A
Coventry 004	Coventry	West Midlands	E02001961	2	2	A
Coventry 005	Coventry	West Midlands	E02001962	2	2	A
Coventry 007	Coventry	West Midlands	E02001964	3	3	A
Coventry 008	Coventry	West Midlands	E02001965	6	6	A
Coventry 009	Coventry	West Midlands	E02001966	5	5	A
Coventry 010	Coventry	West Midlands	E02001967	1	1	A
Coventry 011	Coventry	West Midlands	E02001968	2	2	A
Coventry 015	Coventry	West Midlands	E02001972	2	2	A
Coventry 017	Coventry	West Midlands	E02001974	2	2	A
Coventry 018	Coventry	West Midlands	E02001975	1	1	A
Coventry 019	Coventry	West Midlands	E02001976	22	22	A
Coventry 024	Coventry	West Midlands	E02001981	4	4	A
Coventry 028	Coventry	West Midlands	E02001985	3	3	A
Coventry 029	Coventry	West Midlands	E02001986	1	1	A
Coventry 031	Coventry	West Midlands	E02001988	11	11	A
Coventry 032	Coventry	West Midlands	E02001989	1	1	A
Coventry 033	Coventry	West Midlands	E02001990	2	2	A
Coventry 034	Coventry	West Midlands	E02001991	3	3	A
Coventry 035	Coventry	West Midlands	E02001992	8	8	A
Coventry 036	Coventry	West Midlands	E02001993	10	10	A
Coventry 037	Coventry	West Midlands	E02001994	1	1	A
Coventry 038	Coventry	West Midlands	E02001995	7	7	A
Coventry 039	Coventry	West Midlands	E02001996	3	3	A
Coventry 042	Coventry	West Midlands	E02001999	3	3	A
Dudley 035	Dudley	West Midlands	E02002034	3	3	A
Sandwell 016	Sandwell	West Midlands	E02002058	1	1	A
Solihull 009	Solihull	West Midlands	E02002089	3	3	A
Solihull 015	Solihull	West Midlands	E02002095	1	1	A
Solihull 018	Solihull	West Midlands	E02002098	1	1	A
Solihull 019	Solihull	West Midlands	E02002099	4	4	A
Walsall 025	Walsall	West Midlands	E02002134	1	1	A
Walsall 033	Walsall	West Midlands	E02002142	1	1	A
Walsall 038	Walsall	West Midlands	E02002147	1	1	A
Bradford 030	Bradford	West Yorkshire	E02002212	1	1	B
Leeds 041	Leeds	West Yorkshire	E02002370	1	1	B
Wakefield 013	Wakefield	West Yorkshire	E02002450	2	2	B
Wakefield 027	Wakefield	West Yorkshire	E02002464	1	1	B
Derby 017	Derby	Derby	E02002812	1	0.5	A
					0.5	B
Derby 021	Derby	Derby	E02002816	1	0.5	A
					0.5	B
Derby 029	Derby	Derby	E02002824	1	0.5	A
					0.5	B
Leicester 001	Leicester	Leicester	E02002827	3	3	B
Leicester 002	Leicester	Leicester	E02002828	4	4	B
Leicester 003	Leicester	Leicester	E02002829	2	2	B

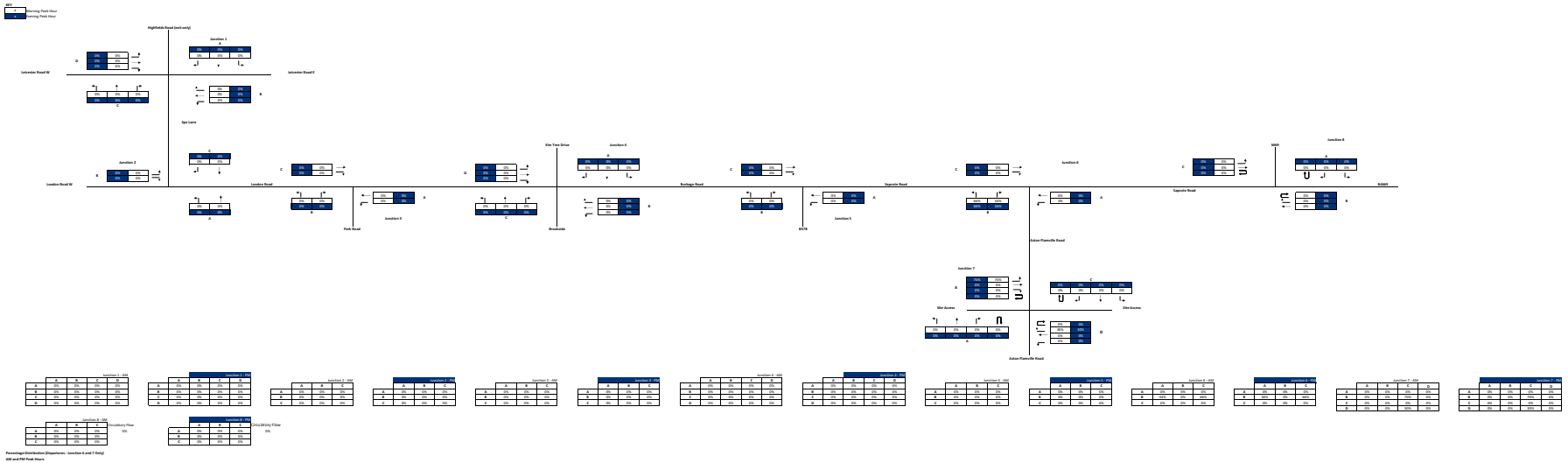
Leicester 004	Leicester	Leicester	E02002830	10	10	B
Leicester 006	Leicester	Leicester	E02002832	2	2	B
Leicester 008	Leicester	Leicester	E02002834	3	3	B
Leicester 010	Leicester	Leicester	E02002836	1	1	B
Leicester 012	Leicester	Leicester	E02002838	1	1	B
Leicester 017	Leicester	Leicester	E02002843	2	2	B
Leicester 018	Leicester	Leicester	E02002844	6	6	B
Leicester 019	Leicester	Leicester	E02002845	6	6	B
Leicester 020	Leicester	Leicester	E02002846	2	2	B
Leicester 021	Leicester	Leicester	E02002847	2	2	B
Leicester 022	Leicester	Leicester	E02002848	1	1	B
Leicester 023	Leicester	Leicester	E02002849	3	3	B
Leicester 025	Leicester	Leicester	E02002851	1	1	B
Leicester 026	Leicester	Leicester	E02002852	2	2	B
Leicester 027	Leicester	Leicester	E02002853	2	2	B
Leicester 028	Leicester	Leicester	E02002854	4	4	B
Leicester 030	Leicester	Leicester	E02002856	10	10	B
Leicester 031	Leicester	Leicester	E02002857	3	3	B
Leicester 032	Leicester	Leicester	E02002858	1	1	B
Leicester 034	Leicester	Leicester	E02002860	3	3	B
Nottingham 022	Nottingham	Nottingham	E02002889	1	1	B
Nottingham 029	Nottingham	Nottingham	E02002896	1	1	B
Telford and Wrekin 009	Telford and Wrekin	Telford and Wrekin	E02002936	1	1	B
Telford and Wrekin 016	Telford and Wrekin	Telford and Wrekin	E02002943	1	1	B
Thurrock 002	Thurrock	Thurrock	E02003297	1	1	B
West Berkshire 019	West Berkshire	West Berkshire	E02003385	1	1	B
Reading 011	Reading	Reading	E02003399	2	2	B
Milton Keynes 005	Milton Keynes	Milton Keynes	E02003463	1	1	B
Milton Keynes 014	Milton Keynes	Milton Keynes	E02003472	1	1	B
Milton Keynes 023	Milton Keynes	Milton Keynes	E02003481	1	1	B
Central Bedfordshire 004	Central Bedfordshire	Central Bedfordshire	E02003602	1	1	B
East Cambridgeshire 007	East Cambridgeshire	Cambridgeshire	E02003738	2	2	B
Erewash 006	Erewash	Derbyshire	E02004083	1	0.5	A
					0.5	B
Erewash 012	Erewash	Derbyshire	E02004089	1	0.5	A
					0.5	B
South Derbyshire 006	South Derbyshire	Derbyshire	E02004123	1	0.5	A
					0.5	B
East Devon 006	East Devon	Devon	E02004134	2	2	B
Teignbridge 015	Teignbridge	Devon	E02004215	2	2	B
Colchester 002	Colchester	Essex	E02004507	1	1	B
Cotswold 009	Cotswold	Gloucestershire	E02004623	1	1	B
Gloucester 007	Gloucester	Gloucestershire	E02004642	1	1	B
New Forest 019	New Forest	Hampshire	E02004797	1	1	B
Rushmoor 008	Rushmoor	Hampshire	E02004809	1	1	B
St Albans 017	St Albans	Hertfordshire	E02004940	1	1	B
Watford 009	Watford	Hertfordshire	E02004976	1	1	B
Welwyn Hatfield 011	Welwyn Hatfield	Hertfordshire	E02004990	1	1	B
Blaby 003	Blaby	Leicestershire	E02005335	2	2	B
Blaby 004	Blaby	Leicestershire	E02005336	16	16	B
Blaby 005	Blaby	Leicestershire	E02005337	2	2	B
Blaby 006	Blaby	Leicestershire	E02005338	40	40	B
Blaby 007	Blaby	Leicestershire	E02005339	12	12	B
Blaby 008	Blaby	Leicestershire	E02005340	2	2	B
Blaby 009	Blaby	Leicestershire	E02005341	4	4	B
Blaby 010	Blaby	Leicestershire	E02005342	10	10	B
Blaby 012	Blaby	Leicestershire	E02005344	24	24	B
Charnwood 002	Charnwood	Leicestershire	E02005346	1	1	B
Charnwood 003	Charnwood	Leicestershire	E02005347	2	2	B
Charnwood 007	Charnwood	Leicestershire	E02005351	1	1	B
Charnwood 008	Charnwood	Leicestershire	E02005352	4	4	B
Charnwood 009	Charnwood	Leicestershire	E02005353	1	1	B
Charnwood 010	Charnwood	Leicestershire	E02005354	1	1	B

Charnwood 012	Charnwood	Leicestershire	E02005356	1	1	B
Charnwood 015	Charnwood	Leicestershire	E02005359	1	1	B
Charnwood 017	Charnwood	Leicestershire	E02005361	3	3	B
Charnwood 021	Charnwood	Leicestershire	E02005365	1	1	B
Charnwood 022	Charnwood	Leicestershire	E02005366	2	2	B
Harborough 003	Harborough	Leicestershire	E02005369	1	1	B
Harborough 004	Harborough	Leicestershire	E02005370	9	9	B
Harborough 005	Harborough	Leicestershire	E02005371	4	4	B
Harborough 006	Harborough	Leicestershire	E02005372	60	60	B
Harborough 007	Harborough	Leicestershire	E02005373	1	1	B
Harborough 008	Harborough	Leicestershire	E02005374	3	3	B
Harborough 009	Harborough	Leicestershire	E02005375	4	4	B
Harborough 010	Harborough	Leicestershire	E02005376	23	23	B
Hinckley and Bosworth 001	Hinckley and Bosworth	Leicestershire	E02005377	5	2.5	A
					2.5	B
Hinckley and Bosworth 003	Hinckley and Bosworth	Leicestershire	E02005379	2	2	B
Hinckley and Bosworth 004	Hinckley and Bosworth	Leicestershire	E02005380	22	22	B
Hinckley and Bosworth 005	Hinckley and Bosworth	Leicestershire	E02005381	12	6	A
					6	B
Hinckley and Bosworth 006	Hinckley and Bosworth	Leicestershire	E02005382	20	10	A
					10	B
Hinckley and Bosworth 007	Hinckley and Bosworth	Leicestershire	E02005383	31	31	A
Hinckley and Bosworth 008	Hinckley and Bosworth	Leicestershire	E02005384	24	24	B
Hinckley and Bosworth 009	Hinckley and Bosworth	Leicestershire	E02005385	53	53	B
Hinckley and Bosworth 010	Hinckley and Bosworth	Leicestershire	E02005386	156	156	B
Hinckley and Bosworth 011	Hinckley and Bosworth	Leicestershire	E02005387	115	115	B
Hinckley and Bosworth 012	Hinckley and Bosworth	Leicestershire	E02005388	61	61	B
Hinckley and Bosworth 013	Hinckley and Bosworth	Leicestershire	E02005389	46	46	B
Hinckley and Bosworth 014	Hinckley and Bosworth	Leicestershire	E02005390	88	88	B
Melton 004	Melton	Leicestershire	E02005394	1	1	B
Melton 005	Melton	Leicestershire	E02005395	1	1	B
North West Leicestershire 001	North West Leicestershire	Leicestershire	E02005397	1	1	A
North West Leicestershire 002	North West Leicestershire	Leicestershire	E02005398	1	1	A
North West Leicestershire 003	North West Leicestershire	Leicestershire	E02005399	5	5	A
North West Leicestershire 005	North West Leicestershire	Leicestershire	E02005401	1	1	A
North West Leicestershire 010	North West Leicestershire	Leicestershire	E02005406	10	10	A
North West Leicestershire 011	North West Leicestershire	Leicestershire	E02005407	2	2	A
North West Leicestershire 012	North West Leicestershire	Leicestershire	E02005408	3	3	A
North West Leicestershire 013	North West Leicestershire	Leicestershire	E02005409	14	14	A
Oadby and Wigston 003	Oadby and Wigston	Leicestershire	E02005412	4	4	B
Oadby and Wigston 005	Oadby and Wigston	Leicestershire	E02005414	4	4	B
Oadby and Wigston 006	Oadby and Wigston	Leicestershire	E02005415	5	5	B
Lincoln 004	Lincoln	Lincolnshire	E02005445	2		A
South Holland 009	South Holland	Lincolnshire	E02005473	1		A
Corby 003	Corby	Northamptonshire	E02005614	2	2	A
Daventry 001	Daventry	Northamptonshire	E02005619	2	2	A
Daventry 002	Daventry	Northamptonshire	E02005620	3	3	A
Daventry 003	Daventry	Northamptonshire	E02005621	9	9	A
Daventry 006	Daventry	Northamptonshire	E02005624	2	2	A
Daventry 008	Daventry	Northamptonshire	E02005626	1	1	A
Kettering 001	Kettering	Northamptonshire	E02005639	2	2	A
Kettering 007	Kettering	Northamptonshire	E02005645	1	1	A
Kettering 009	Kettering	Northamptonshire	E02005647	1	1	A
Northampton 002	Northampton	Northamptonshire	E02005651	3	3	A
Northampton 015	Northampton	Northamptonshire	E02005664	1	1	A
Northampton 017	Northampton	Northamptonshire	E02005666	2	2	A
Northampton 018	Northampton	Northamptonshire	E02005667	1	1	A
Northampton 024	Northampton	Northamptonshire	E02005673	1	1	A
Northampton 025	Northampton	Northamptonshire	E02005674	2	2	A
Northampton 028	Northampton	Northamptonshire	E02005677	2	2	A
Wellingborough 002	Wellingborough	Northamptonshire	E02005693	1	1	A
Wellingborough 008	Wellingborough	Northamptonshire	E02005699	1	1	A
Harrogate 003	Harrogate	North Yorkshire	E02005763	1	1	A

Selby 010	Selby	North Yorkshire	E02005818	1	1	A
Ashfield 013	Ashfield	Nottinghamshire	E02005831	1	1	A
Bassetlaw 009	Bassetlaw	Nottinghamshire	E02005843	1	1	A
Broxtowe 013	Broxtowe	Nottinghamshire	E02005862	1	1	A
Newark and Sherwood 007	Newark and Sherwood	Nottinghamshire	E02005899	1	1	A
Cherwell 003	Cherwell	Oxfordshire	E02005923	1	1	B
Cherwell 004	Cherwell	Oxfordshire	E02005924	1	1	B
Oxford 006	Oxford	Oxfordshire	E02005945	1	1	B
West Oxfordshire 002	West Oxfordshire	Oxfordshire	E02005994	1	1	B
West Oxfordshire 004	West Oxfordshire	Oxfordshire	E02005996	1	1	B
Shropshire 015	Shropshire	Shropshire	E02006029	2	2	B
South Somerset 006	South Somerset	Somerset	E02006080	1	1	B
Cannock Chase 011	Cannock Chase	Staffordshire	E02006128	1	1	B
East Staffordshire 011	East Staffordshire	Staffordshire	E02006141	2	2	B
Lichfield 002	Lichfield	Staffordshire	E02006147	1	1	B
Lichfield 012	Lichfield	Staffordshire	E02006157	1	1	B
Stafford 004	Stafford	Staffordshire	E02006191	1	1	B
Tamworth 002	Tamworth	Staffordshire	E02006218	1	1	B
Tamworth 003	Tamworth	Staffordshire	E02006219	1	1	B
Tamworth 005	Tamworth	Staffordshire	E02006221	1	1	B
St Edmundsbury 006	St Edmundsbury	Suffolk	E02006278	1	1	B
Runnymede 005	Runnymede	Surrey	E02006397	1	1	B
Runnymede 006	Runnymede	Surrey	E02006398	1	1	B
North Warwickshire 001	North Warwickshire	Warwickshire	E02006468	2	2	A
North Warwickshire 002	North Warwickshire	Warwickshire	E02006469	2	2	A
North Warwickshire 003	North Warwickshire	Warwickshire	E02006470	8	8	A
North Warwickshire 004	North Warwickshire	Warwickshire	E02006471	1	1	A
North Warwickshire 005	North Warwickshire	Warwickshire	E02006472	6	6	A
North Warwickshire 006	North Warwickshire	Warwickshire	E02006473	3	3	A
Nuneaton and Bedworth 001	Nuneaton and Bedworth	Warwickshire	E02006475	2	2	A
Nuneaton and Bedworth 003	Nuneaton and Bedworth	Warwickshire	E02006477	12	12	A
Nuneaton and Bedworth 005	Nuneaton and Bedworth	Warwickshire	E02006479	16	16	A
Nuneaton and Bedworth 006	Nuneaton and Bedworth	Warwickshire	E02006480	1	1	A
Nuneaton and Bedworth 007	Nuneaton and Bedworth	Warwickshire	E02006481	2	2	A
Nuneaton and Bedworth 008	Nuneaton and Bedworth	Warwickshire	E02006482	27	27	A
Nuneaton and Bedworth 009	Nuneaton and Bedworth	Warwickshire	E02006483	4	4	A
Nuneaton and Bedworth 010	Nuneaton and Bedworth	Warwickshire	E02006484	3	3	A
Nuneaton and Bedworth 011	Nuneaton and Bedworth	Warwickshire	E02006485	14	14	A
Nuneaton and Bedworth 013	Nuneaton and Bedworth	Warwickshire	E02006487	7	7	A
Nuneaton and Bedworth 014	Nuneaton and Bedworth	Warwickshire	E02006488	3	3	A
Nuneaton and Bedworth 015	Nuneaton and Bedworth	Warwickshire	E02006489	9	9	A
Nuneaton and Bedworth 016	Nuneaton and Bedworth	Warwickshire	E02006490	1	1	A
Rugby 001	Rugby	Warwickshire	E02006492	49	49	A
Rugby 002	Rugby	Warwickshire	E02006493	4	4	A
Rugby 003	Rugby	Warwickshire	E02006494	6	6	A
Rugby 004	Rugby	Warwickshire	E02006495	4	4	A
Rugby 005	Rugby	Warwickshire	E02006496	3	3	A
Rugby 006	Rugby	Warwickshire	E02006497	1	1	A
Rugby 007	Rugby	Warwickshire	E02006498	1	1	A
Rugby 009	Rugby	Warwickshire	E02006500	5	5	A
Rugby 010	Rugby	Warwickshire	E02006501	1	1	A
Rugby 012	Rugby	Warwickshire	E02006503	2	2	A
Stratford-on-Avon 003	Stratford-on-Avon	Warwickshire	E02006506	1	1	A
Stratford-on-Avon 006	Stratford-on-Avon	Warwickshire	E02006509	1	1	A
Stratford-on-Avon 008	Stratford-on-Avon	Warwickshire	E02006511	1	1	A
Stratford-on-Avon 009	Stratford-on-Avon	Warwickshire	E02006512	1	1	A
Stratford-on-Avon 011	Stratford-on-Avon	Warwickshire	E02006514	1	1	A
Stratford-on-Avon 013	Stratford-on-Avon	Warwickshire	E02006516	4	4	A
Warwick 001	Warwick	Warwickshire	E02006519	1	1	A
Warwick 002	Warwick	Warwickshire	E02006520	1	1	A
Warwick 003	Warwick	Warwickshire	E02006521	1	1	A
Warwick 005	Warwick	Warwickshire	E02006523	8	8	A
Warwick 007	Warwick	Warwickshire	E02006525	1	1	A

Warwick 008	Warwick	Warwickshire	E02006526	3	3	A
Warwick 009	Warwick	Warwickshire	E02006527	1	1	A
Warwick 010	Warwick	Warwickshire	E02006528	3	3	A
Warwick 011	Warwick	Warwickshire	E02006529	5	5	A
Warwick 012	Warwick	Warwickshire	E02006530	20	20	A
Leicester 038	Leicester	Leicester	E02006817	1	1	B
Leicester 039	Leicester	Leicester	E02006819	4	4	B
Blaby 013	Blaby	Leicestershire	E02006820	7	7	A
Leicester 040	Leicester	Leicester	E02006850	27	27	B
Leicester 041	Leicester	Leicester	E02006851	30	30	B
Birmingham 136	Birmingham	West Midlands	E02006897	1	1	A
Birmingham 138	Birmingham	West Midlands	E02006899	2	2	A
Oadby and Wigston 009	Oadby and Wigston	Leicestershire	E02006911	3	3	B
Rhondda Cynon Taf 031	Rhondda Cynon Taf	Wales	W02000282	1	1	A
Newport 009	Newport	Wales	W02000355	1	1	A

Route	Description	Total	%
A	Sapcote Road E	535.5	34%
B	Sapcote Road W	1035.5	66%



Junction 1 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 1 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 2 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 3 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 3 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 4 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 4 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 5 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 5 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 6 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 6 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 7 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 7 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 8 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 8 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 9 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 9 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 10 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 10 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 11 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

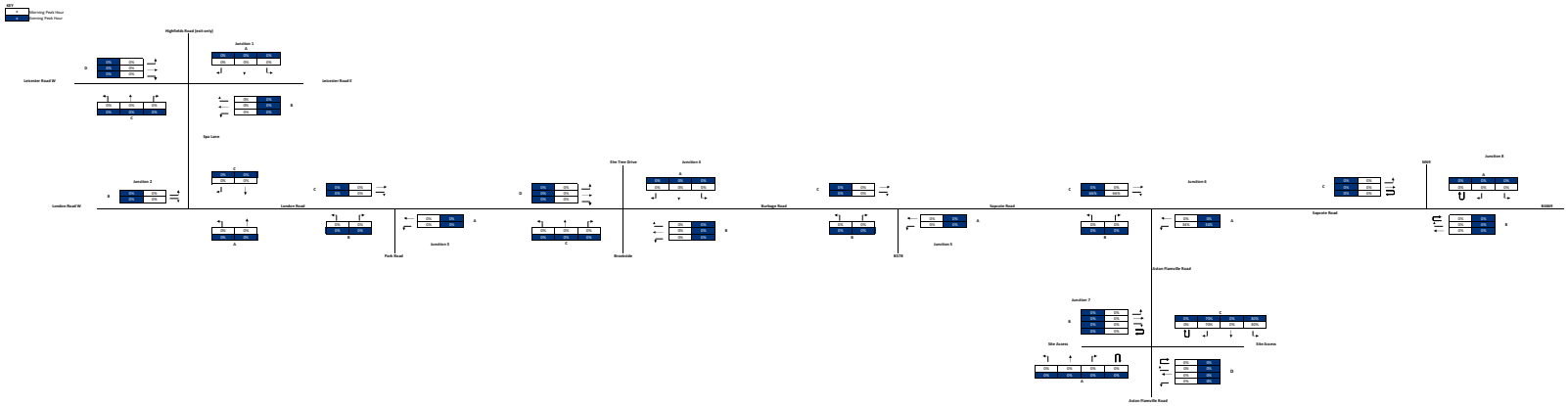
Junction 11 - PM

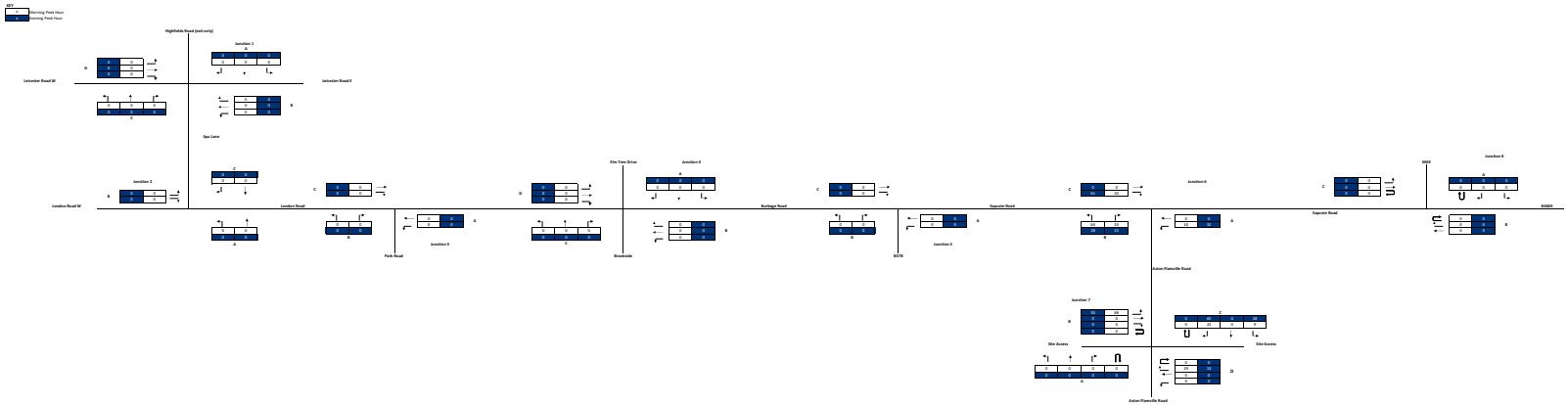
	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

Junction 1 - AM Circulatory Flow 0%

Junction 1 - PM Circulatory Flow 0%

Percentage Distribution (Departures - Junction 6 and 7 Only)
AM and PM Peak Hours


HGV
Morning Peak Hour
Evening Peak Hour
Highfields Road (exit only)
Junction 1
Leicester Road W
Leicester Road E
Spa Lane
Junction 2
London Road W
London Road
Junction 3
Park Road
Elm Tree Drive
Junction 4
Rowlands
Dunlop Road
Junction 5
ELITE
Separate Road
Junction 6
Aston Flamville Road
Junction 7
Site Access
Site Access
Aston Flamville Road
M69
Junction 8
M69
Junction 1 - AM
Junction 1 - PM
Junction 2 - AM
Junction 2 - PM
Junction 3 - AM
Junction 3 - PM
Junction 4 - AM
Junction 4 - PM
Junction 5 - AM
Junction 5 - PM
Junction 6 - AM
Junction 6 - PM
Junction 7 - AM
Junction 7 - PM
Junction 8 - AM
Junction 8 - PM
Circulatory Flow
0%
Ratio Safety Flow
0%
Percentage Distribution (Arrivals - Junction 6 and 7 Only)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 2 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 4 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 4 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 5 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 5 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 6 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 6 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 1 - AM Circulatory Flow

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

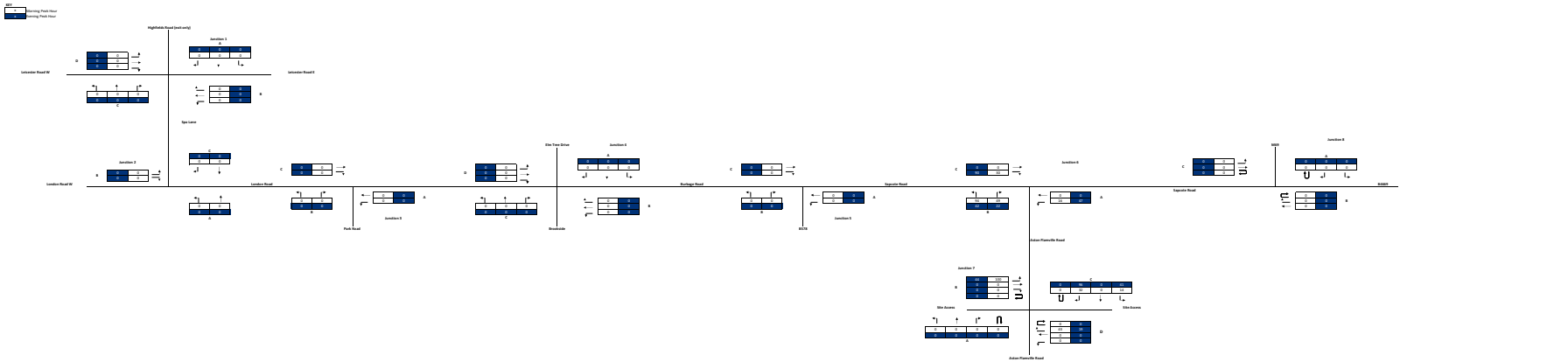
0

Junction 1 - PM Circulatory Flow

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

0

Total Development Flows Assignment 250 Dwellings: Junction 6 and7 Only
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 2 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 2 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 3 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 4 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 4 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 5 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 5 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Junction 6 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 6 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 7 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - AM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Junction 8 - PM

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Circulatory Flow
0

Entry Safety Flow
0

Total Development Flows Assignment - Junction 6 and 7 Only
AM and PM Peak Hours

APPENDIX F: TRIP GENERATION

Trip Generation A109159 (250 Dwellings)

Houses Privately Owned Trip Rates

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.387	0.510	0.371	0.171	0.542
Taxis	0.004	0.003	0.007	0.003	0.002	0.005
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.002	0.002	0.004	0.001	0.001	0.002
Cyclists	0.006	0.014	0.020	0.010	0.005	0.015
Vehicle Occupants	0.156	0.657	0.813	0.581	0.253	0.834
Pedestrians	0.033	0.079	0.112	0.048	0.024	0.072
Public Transport Users	0.001	0.034	0.035	0.017	0.003	0.020
Total People	0.195	0.784	0.979	0.655	0.286	0.941
Cars	0.084	0.296	0.380	0.270	0.116	0.286
LGVs	0.016	0.021	0.037	0.029	0.016	0.045

Number of dwellings **250**

Residential Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	31	97	128	93	43	136
Taxis	1	1	2	1	1	1
OGVs	1	1	1	0	0	1
PSVs	1	1	1	0	0	1
Cyclists	2	4	5	3	1	4
Vehicle Occupants	39	164	203	145	63	209
Pedestrians	8	20	28	12	6	18
Public Transport Users	0	9	9	4	1	5
Total People	49	196	245	164	72	235
Cars	21	74	95	68	29	72
LGVs	4	5	9	7	4	11

Trip Generation A109159 (370 Dwellings)

Houses Privately Owned Trip Rates

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.387	0.510	0.371	0.171	0.542
Taxis	0.004	0.003	0.007	0.003	0.002	0.005
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.002	0.002	0.004	0.001	0.001	0.002
Cyclists	0.006	0.014	0.020	0.010	0.005	0.015
Vehicle Occupants	0.156	0.657	0.813	0.581	0.253	0.834
Pedestrians	0.033	0.079	0.112	0.048	0.024	0.072
Public Transport Users	0.001	0.034	0.035	0.017	0.003	0.020
Total People	0.195	0.784	0.979	0.655	0.286	0.941
Cars	0.084	0.296	0.380	0.270	0.116	0.286
LGVs	0.016	0.021	0.037	0.029	0.016	0.045

Number of dwellings **370**

Residential Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	46	143	189	137	63	201
Taxis	1	1	3	1	1	2
OGVs	1	1	2	0	0	1
PSVs	1	1	1	0	0	1
Cyclists	2	5	7	4	2	6
Vehicle Occupants	58	243	301	215	94	309
Pedestrians	12	29	41	18	9	27
Public Transport Users	0	13	13	6	1	7
Total People	72	290	362	242	106	348
Cars	31	110	141	100	43	106
LGVs	6	8	14	11	6	17

Calculation Reference: AUDIT-705102-210701-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	5 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	2 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days
12	**CONNAUGHT**		
	CS	SLIGO	1 days
	LT	LEITRIM	1 days
13	**MUNSTER**		
	WA	WATERFORD	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	3 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 371 (units:)
Range Selected by User: 50 to 600 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1 to 4 Actual: 0.23 to 8.75

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 31/01/20

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	10 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	37 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	34
Village	3

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

Secondary Filtering selection:

Use Class:

C3	37 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	28 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	9 days
No	28 days

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

PTAL Rating:

No PTAL Present	37 days

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

LIST OF SITES relevant to selection parameters

1 **AN-03-A-08** **HOUSES & FLATS** **ANTRIM**
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

2 **CS-03-A-04** **DETACHED & SEMI-DETACHED** **SLIGO**
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 63
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

3 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

4 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

5 **DL-03-A-10** **SEMI DETACHED & DETACHED** **DUBLIN**
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

6 **DN-03-A-03** **DETACHED/SEMI-DETACHED** **DONEGAL**
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

7 **DN-03-A-04** **SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total No of Dwellings: 83
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

8 **DN-03-A-05** **DETACHED/SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 146
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **DO-03-A-03** **DETACHED/SEMI DETACHED** **DOWN**
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

10 **DS-03-A-02** **MIXED HOUSES** **DERBYSHIRE**
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

11 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

12 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

13 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

15 **ES-03-A-05** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

16 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **HC-03-A-23** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

18 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

19 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

20 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

21 **KC-03-A-06** **MIXED HOUSES & FLATS** **KENT**
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

22 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

23 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

24 **LT-03-A-01** **SEMI-DETACHED & DETACHED** **LEITRIM**
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *24/04/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 **NF-03-A-04** **MIXED HOUSES** **NORFOLK**
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

26 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

27 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

28 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

29 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

30 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

31 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

32 **WA-03-A-04** **DETACHED** **WATERFORD**
MAYPARK LANE
WATERFORD

Edge of Town
Residential Zone
Total No of Dwellings: 280
Survey date: TUESDAY *24/06/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

33 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

34 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

35 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

36 **WS-03-A-09** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

37 **WS-03-A-10** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.068	37	140	0.287	37	140	0.355
08:00 - 09:00	37	140	0.123	**37**	**140**	**0.387**	37	140	0.510
09:00 - 10:00	37	140	0.154	37	140	0.189	37	140	0.343
10:00 - 11:00	37	140	0.128	37	140	0.162	37	140	0.290
11:00 - 12:00	37	140	0.136	37	140	0.159	37	140	0.295
12:00 - 13:00	37	140	0.178	37	140	0.167	37	140	0.345
13:00 - 14:00	37	140	0.178	37	140	0.170	37	140	0.348
14:00 - 15:00	37	140	0.187	37	140	0.200	37	140	0.387
15:00 - 16:00	37	140	0.269	37	140	0.175	37	140	0.444
16:00 - 17:00	37	140	0.286	37	140	0.173	37	140	0.459
17:00 - 18:00	**37**	**140**	**0.371**	37	140	0.171	**37**	**140**	**0.542**
18:00 - 19:00	37	140	0.305	37	140	0.183	37	140	0.488
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.383			2.423			4.806

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 371 (units:)
Survey date date range:	01/01/13 - 31/01/20
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.002	37	140	0.002	37	140	0.004
08:00 - 09:00	37	140	0.004	37	140	0.003	37	140	0.007
09:00 - 10:00	37	140	0.004	37	140	0.003	37	140	0.007
10:00 - 11:00	37	140	0.003	37	140	0.003	37	140	0.006
11:00 - 12:00	37	140	0.003	37	140	0.003	37	140	0.006
12:00 - 13:00	37	140	0.003	37	140	0.003	37	140	0.006
13:00 - 14:00	37	140	0.003	37	140	0.002	37	140	0.005
14:00 - 15:00	37	140	0.003	37	140	0.003	37	140	0.006
15:00 - 16:00	**37**	**140**	**0.005**	**37**	**140**	**0.005**	**37**	**140**	**0.010**
16:00 - 17:00	37	140	0.005	37	140	0.005	37	140	0.010
17:00 - 18:00	37	140	0.003	37	140	0.002	37	140	0.005
18:00 - 19:00	37	140	0.003	37	140	0.003	37	140	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.037			0.078

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.002	37	140	0.001	37	140	0.003
08:00 - 09:00	37	140	0.003	37	140	0.002	37	140	0.005
09:00 - 10:00	**37**	**140**	**0.004**	37	140	0.003	37	140	0.007
10:00 - 11:00	37	140	0.004	**37**	**140**	**0.004**	**37**	**140**	**0.008**
11:00 - 12:00	37	140	0.002	37	140	0.002	37	140	0.004
12:00 - 13:00	37	140	0.002	37	140	0.003	37	140	0.005
13:00 - 14:00	37	140	0.002	37	140	0.001	37	140	0.003
14:00 - 15:00	37	140	0.002	37	140	0.003	37	140	0.005
15:00 - 16:00	37	140	0.003	37	140	0.003	37	140	0.006
16:00 - 17:00	37	140	0.002	37	140	0.002	37	140	0.004
17:00 - 18:00	37	140	0.001	37	140	0.001	37	140	0.002
18:00 - 19:00	37	140	0.001	37	140	0.001	37	140	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.026			0.054

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.001	37	140	0.002
08:00 - 09:00	**37**	**140**	**0.002**	**37**	**140**	**0.002**	**37**	**140**	**0.004**
09:00 - 10:00	37	140	0.001	37	140	0.001	37	140	0.002
10:00 - 11:00	37	140	0.001	37	140	0.001	37	140	0.002
11:00 - 12:00	37	140	0.001	37	140	0.001	37	140	0.002
12:00 - 13:00	37	140	0.000	37	140	0.000	37	140	0.000
13:00 - 14:00	37	140	0.001	37	140	0.001	37	140	0.002
14:00 - 15:00	37	140	0.001	37	140	0.001	37	140	0.002
15:00 - 16:00	37	140	0.002	37	140	0.002	37	140	0.004
16:00 - 17:00	37	140	0.001	37	140	0.001	37	140	0.002
17:00 - 18:00	37	140	0.001	37	140	0.001	37	140	0.002
18:00 - 19:00	37	140	0.000	37	140	0.000	37	140	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.004	37	140	0.006	37	140	0.010
08:00 - 09:00	37	140	0.006	**37**	**140**	**0.014**	**37**	**140**	**0.020**
09:00 - 10:00	37	140	0.001	37	140	0.003	37	140	0.004
10:00 - 11:00	37	140	0.003	37	140	0.003	37	140	0.006
11:00 - 12:00	37	140	0.003	37	140	0.004	37	140	0.007
12:00 - 13:00	37	140	0.003	37	140	0.004	37	140	0.007
13:00 - 14:00	37	140	0.002	37	140	0.001	37	140	0.003
14:00 - 15:00	37	140	0.003	37	140	0.003	37	140	0.006
15:00 - 16:00	37	140	0.006	37	140	0.004	37	140	0.010
16:00 - 17:00	**37**	**140**	**0.010**	37	140	0.007	37	140	0.017
17:00 - 18:00	37	140	0.010	37	140	0.005	37	140	0.015
18:00 - 19:00	37	140	0.007	37	140	0.007	37	140	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.061			0.119

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.083	37	140	0.425	37	140	0.508
08:00 - 09:00	37	140	0.156	**37**	**140**	**0.657**	37	140	0.813
09:00 - 10:00	37	140	0.196	37	140	0.280	37	140	0.476
10:00 - 11:00	37	140	0.164	37	140	0.231	37	140	0.395
11:00 - 12:00	37	140	0.183	37	140	0.227	37	140	0.410
12:00 - 13:00	37	140	0.241	37	140	0.229	37	140	0.470
13:00 - 14:00	37	140	0.250	37	140	0.240	37	140	0.490
14:00 - 15:00	37	140	0.265	37	140	0.278	37	140	0.543
15:00 - 16:00	37	140	0.455	37	140	0.257	37	140	0.712
16:00 - 17:00	37	140	0.474	37	140	0.259	37	140	0.733
17:00 - 18:00	**37**	**140**	**0.581**	37	140	0.253	**37**	**140**	**0.834**
18:00 - 19:00	37	140	0.475	37	140	0.277	37	140	0.752
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.523			3.613			7.136

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.012	37	140	0.031	37	140	0.043
08:00 - 09:00	37	140	0.033	**37**	**140**	**0.079**	37	140	0.112
09:00 - 10:00	37	140	0.034	37	140	0.040	37	140	0.074
10:00 - 11:00	37	140	0.031	37	140	0.040	37	140	0.071
11:00 - 12:00	37	140	0.029	37	140	0.029	37	140	0.058
12:00 - 13:00	37	140	0.033	37	140	0.026	37	140	0.059
13:00 - 14:00	37	140	0.034	37	140	0.033	37	140	0.067
14:00 - 15:00	37	140	0.034	37	140	0.034	37	140	0.068
15:00 - 16:00	**37**	**140**	**0.072**	37	140	0.047	**37**	**140**	**0.119**
16:00 - 17:00	37	140	0.059	37	140	0.036	37	140	0.095
17:00 - 18:00	37	140	0.048	37	140	0.024	37	140	0.072
18:00 - 19:00	37	140	0.036	37	140	0.041	37	140	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.455			0.460			0.915

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.012	37	140	0.012
08:00 - 09:00	37	140	0.001	**37**	**140**	**0.024**	37	140	0.025
09:00 - 10:00	37	140	0.002	37	140	0.010	37	140	0.012
10:00 - 11:00	37	140	0.005	37	140	0.004	37	140	0.009
11:00 - 12:00	37	140	0.003	37	140	0.004	37	140	0.007
12:00 - 13:00	37	140	0.004	37	140	0.005	37	140	0.009
13:00 - 14:00	37	140	0.002	37	140	0.004	37	140	0.006
14:00 - 15:00	37	140	0.004	37	140	0.003	37	140	0.007
15:00 - 16:00	**37**	**140**	**0.019**	37	140	0.007	**37**	**140**	**0.026**
16:00 - 17:00	37	140	0.013	37	140	0.004	37	140	0.017
17:00 - 18:00	37	140	0.009	37	140	0.002	37	140	0.011
18:00 - 19:00	37	140	0.012	37	140	0.003	37	140	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.082			0.156

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.009	**37**	**140**	**0.010**
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.009**	37	140	0.009
09:00 - 10:00	37	140	0.000	37	140	0.003	37	140	0.003
10:00 - 11:00	37	140	0.000	37	140	0.002	37	140	0.002
11:00 - 12:00	37	140	0.000	37	140	0.001	37	140	0.001
12:00 - 13:00	37	140	0.001	37	140	0.001	37	140	0.002
13:00 - 14:00	37	140	0.001	37	140	0.000	37	140	0.001
14:00 - 15:00	37	140	0.001	37	140	0.000	37	140	0.001
15:00 - 16:00	37	140	0.003	37	140	0.001	37	140	0.004
16:00 - 17:00	37	140	0.004	37	140	0.000	37	140	0.004
17:00 - 18:00	**37**	**140**	**0.008**	37	140	0.001	37	140	0.009
18:00 - 19:00	37	140	0.007	37	140	0.001	37	140	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.028			0.054

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.000	37	140	0.000
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.002**	**37**	**140**	**0.002**
09:00 - 10:00	37	140	0.000	37	140	0.000	37	140	0.000
10:00 - 11:00	37	140	0.000	37	140	0.000	37	140	0.000
11:00 - 12:00	37	140	0.000	37	140	0.000	37	140	0.000
12:00 - 13:00	37	140	0.000	37	140	0.000	37	140	0.000
13:00 - 14:00	37	140	0.000	37	140	0.000	37	140	0.000
14:00 - 15:00	37	140	0.001	37	140	0.000	37	140	0.001
15:00 - 16:00	**37**	**140**	**0.001**	37	140	0.000	37	140	0.001
16:00 - 17:00	37	140	0.000	37	140	0.000	37	140	0.000
17:00 - 18:00	37	140	0.000	37	140	0.000	37	140	0.000
18:00 - 19:00	37	140	0.000	37	140	0.000	37	140	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.021	37	140	0.022
08:00 - 09:00	37	140	0.001	**37**	**140**	**0.034**	**37**	**140**	**0.035**
09:00 - 10:00	37	140	0.002	37	140	0.013	37	140	0.015
10:00 - 11:00	37	140	0.005	37	140	0.006	37	140	0.011
11:00 - 12:00	37	140	0.004	37	140	0.005	37	140	0.009
12:00 - 13:00	37	140	0.005	37	140	0.007	37	140	0.012
13:00 - 14:00	37	140	0.003	37	140	0.004	37	140	0.007
14:00 - 15:00	37	140	0.006	37	140	0.004	37	140	0.010
15:00 - 16:00	**37**	**140**	**0.022**	37	140	0.007	37	140	0.029
16:00 - 17:00	37	140	0.017	37	140	0.004	37	140	0.021
17:00 - 18:00	37	140	0.017	37	140	0.003	37	140	0.020
18:00 - 19:00	37	140	0.019	37	140	0.004	37	140	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.112			0.214

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.100	37	140	0.483	37	140	0.583
08:00 - 09:00	37	140	0.195	**37**	**140**	**0.784**	**37**	**140**	**0.979**
09:00 - 10:00	37	140	0.232	37	140	0.337	37	140	0.569
10:00 - 11:00	37	140	0.204	37	140	0.282	37	140	0.486
11:00 - 12:00	37	140	0.219	37	140	0.265	37	140	0.484
12:00 - 13:00	37	140	0.282	37	140	0.266	37	140	0.548
13:00 - 14:00	37	140	0.290	37	140	0.278	37	140	0.568
14:00 - 15:00	37	140	0.308	37	140	0.319	37	140	0.627
15:00 - 16:00	37	140	0.556	37	140	0.314	37	140	0.870
16:00 - 17:00	37	140	0.559	37	140	0.306	37	140	0.865
17:00 - 18:00	**37**	**140**	**0.655**	37	140	0.286	37	140	0.941
18:00 - 19:00	37	140	0.538	37	140	0.330	37	140	0.868
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.138			4.250			8.388

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.045	37	140	0.225	37	140	0.270
08:00 - 09:00	37	140	0.084	**37**	**140**	**0.296**	37	140	0.380
09:00 - 10:00	37	140	0.106	37	140	0.131	37	140	0.237
10:00 - 11:00	37	140	0.085	37	140	0.113	37	140	0.198
11:00 - 12:00	37	140	0.096	37	140	0.106	37	140	0.202
12:00 - 13:00	37	140	0.118	37	140	0.116	37	140	0.234
13:00 - 14:00	37	140	0.121	37	140	0.111	37	140	0.232
14:00 - 15:00	37	140	0.129	37	140	0.141	37	140	0.270
15:00 - 16:00	37	140	0.196	37	140	0.121	37	140	0.317
16:00 - 17:00	37	140	0.211	37	140	0.119	37	140	0.330
17:00 - 18:00	**37**	**140**	**0.270**	37	140	0.116	**37**	**140**	**0.386**
18:00 - 19:00	37	140	0.244	37	140	0.135	37	140	0.379
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.705			1.730			3.435

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.014	**37**	**140**	**0.025**	37	140	0.039
08:00 - 09:00	37	140	0.016	37	140	0.021	37	140	0.037
09:00 - 10:00	37	140	0.021	37	140	0.019	37	140	0.040
10:00 - 11:00	37	140	0.021	37	140	0.021	37	140	0.042
11:00 - 12:00	37	140	0.015	37	140	0.020	37	140	0.035
12:00 - 13:00	37	140	0.022	37	140	0.018	37	140	0.040
13:00 - 14:00	37	140	0.023	37	140	0.023	**37**	**140**	**0.046**
14:00 - 15:00	37	140	0.018	37	140	0.019	37	140	0.037
15:00 - 16:00	37	140	0.020	37	140	0.019	37	140	0.039
16:00 - 17:00	37	140	0.022	37	140	0.021	37	140	0.043
17:00 - 18:00	**37**	**140**	**0.029**	37	140	0.016	37	140	0.045
18:00 - 19:00	37	140	0.015	37	140	0.013	37	140	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.235			0.471

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.002	37	140	0.002
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.002**	37	140	0.002
09:00 - 10:00	37	140	0.001	37	140	0.001	37	140	0.002
10:00 - 11:00	37	140	0.001	37	140	0.000	37	140	0.001
11:00 - 12:00	37	140	0.001	37	140	0.001	37	140	0.002
12:00 - 13:00	37	140	0.000	37	140	0.001	37	140	0.001
13:00 - 14:00	37	140	0.001	37	140	0.001	37	140	0.002
14:00 - 15:00	37	140	0.001	37	140	0.002	37	140	0.003
15:00 - 16:00	37	140	0.001	37	140	0.001	37	140	0.002
16:00 - 17:00	**37**	**140**	**0.003**	37	140	0.002	**37**	**140**	**0.005**
17:00 - 18:00	37	140	0.002	37	140	0.001	37	140	0.003
18:00 - 19:00	37	140	0.001	37	140	0.001	37	140	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.015			0.027

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

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

APPENDIX G: PRTM MODELLING REPORT

Land South of Sapcote Road

Traffic Modelling Assessment

December 2021

Leicestershire County Council

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
0	16/06/2020	Draft	JL	CT	GN	-
001	21/10/2021	Final	JL	GN	LA	GT
002	21/12/2021	Final	JL	GN	LA	GT

Distribution of copies

Revision	Issue approved	Date issued	Issued to	Comments

Project Name: Land South of London Road, Burbage

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Document Status:	Final
Date:	December 2021
Client Name:	Leicestershire County Council
Project Manager:	Goktug Tenekeci
Author:	Joe Lungley
File Name:	Traffic Modelling Assessment

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Appendix B. Modelling Turning Flows 2026

Appendix C. Modelling Turning Flows 2031

Appendix D. B4669 Burbage Road/Elm Tree Drive/Brookside & B4669 Sapcote Road/Aston Flamville Road - Modelling Turning Flows 2026 & 2031

Important note about your report

Jacobs have been advised that the purpose of this work is for Leicestershire County Council Highway Development Management Team to assess the local highway network and follows the agreed modelling specification detailed by the Client.

Any information relied upon is presumed accurate in preparing the report.

This report has been prepared exclusively for Jacobs' client and no liability is accepted for any use or reliance on the report by third parties

1. Introduction

Jacobs have been appointed by Tetra Tech, commissioned through the Leicestershire County Council framework in accordance with "Lot 1 – Operation Panel for LLITM Transport Model" and the Framework Agreement, to support in the strategic modelling assessment of 370 dwellings at Land South of Sapcote Road, Burbage. The requested modelling specification and assumptions are listed below: -

- Modelling Requirement- Highway Assignment Modelling
- Quantum- Up to 370 Residential Dwellings
- Assessment Year- 2014, 2026 and 2031
- Assignment Option- Core + Development + no mitigation
- Time Periods- AM 0800-0900 and PM 1700-1800
- Highway Outputs- Highway Flow Changes, Select Links of Development Traffic (link based) and
- Provision of flow data for junction design/ assessment
- Access Arrangements- Two new site access junctions
- Land Use Occupancy- 100% occupancy
- Trip Generation- 2-way vehicle rates of AM 0.51 and PM 0.542 (supplied by Tetra Tech)

The site would form two parcels with two single point of access to the local road network. The site layout is shown in the supplied Masterplan (7162-L-05B Framework Masterplan) and is replicated, in part, below: -

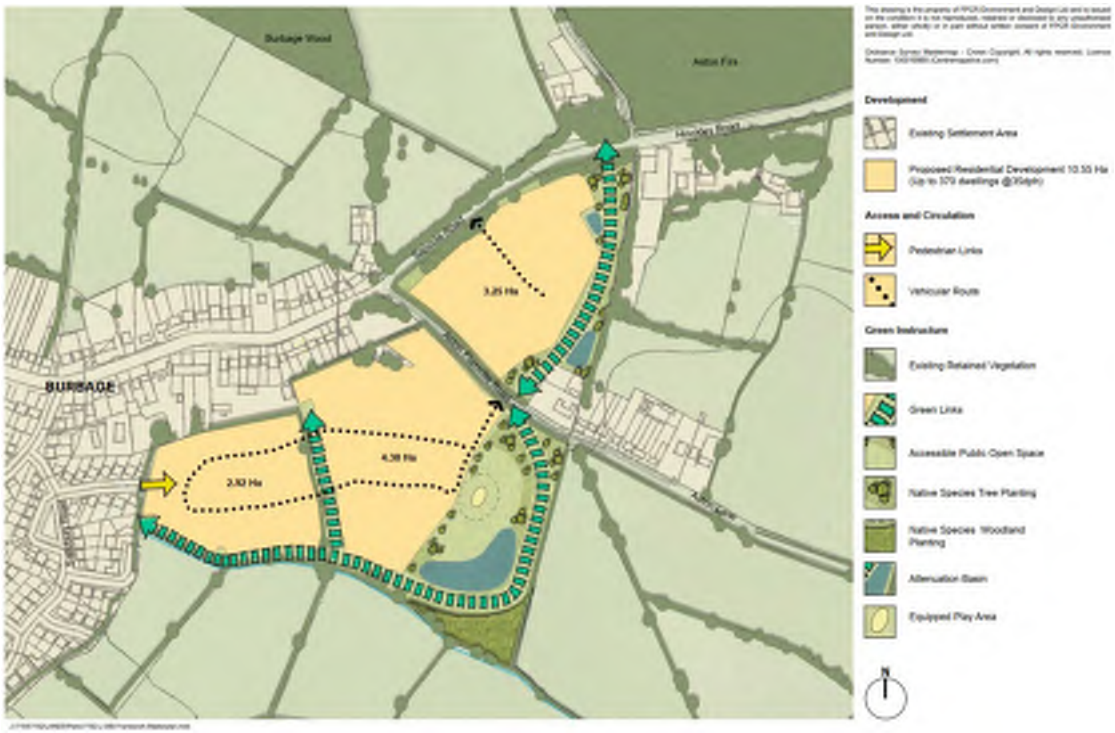

Figure 1.1: Framework Masterplan

2. Model Development

2.1 Modelling Assumptions

It was agreed with Leicestershire County Council the latest model is the PRTM V2.1. The modelling files supplied by Leicestershire are as follows 'EmploymentData_v4.2', 'Housing Data_v3.6' and 'PRTM2.1 Scheme List – v0.8 – Client Version'. This is the unconstrained model, which means the demand is not constrained to TEMPro and the forecast demand is based primarily on local planning data except where NTEM data exceeds these values.

It has been agreed that the Highway Assessment Modelling should be undertaken in accordance with the PRTM pro-forma. The following modelling scenarios have been requested, tested and reported: -

- AM 2014 Base (For information)
- PM 2014 Base (For information)
- AM 2026 Without Development;
- PM 2026 Without Development;
- AM 2026 With Development;
- PM 2026 With Development;
- AM 2031 Without Development;
- PM 2031 Without Development;
- AM 2031 With Development;
- PM 2031 With Development;

2.2 Access Coding and Zones

In accordance with the proposed potential access to both developments, the model coding has been completed using the PDF file named 'A109159-35-18-002A Potential Access off Sapcote Road and Aston Flamville Road'. This is replicated below in Figure 2.1. Development zones have been created using the Masterplan (7162-L-05B Framework Masterplan) including the proposed housing density per hectares.

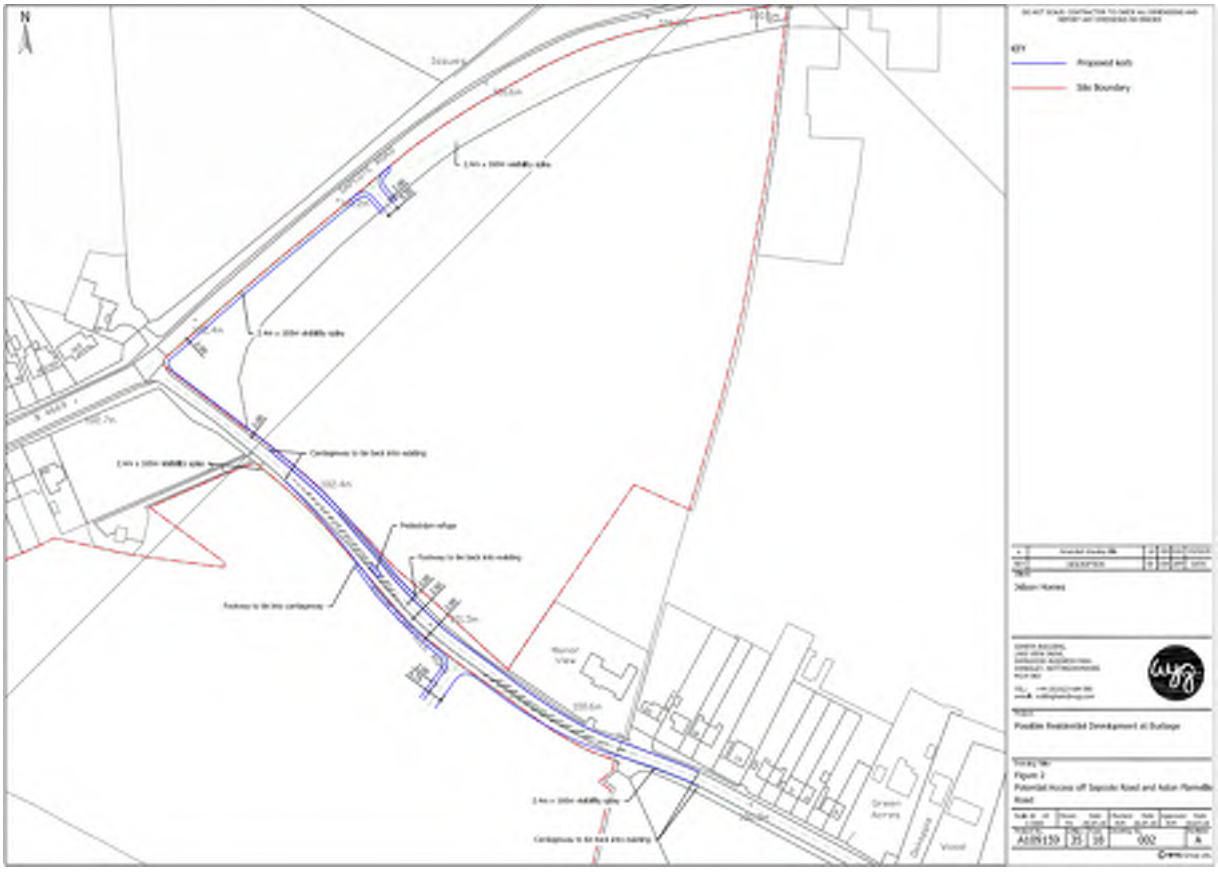

Figure 2.1: Potential Access Off Sapcote Road and Aston Flamville Road

3. Trip Generation

Trip generation for the proposed development has been derived by Tetra Tech using the TRICS databased. These rates are tabulated below: -

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Trip Rates Per Dwelling- Car	0.084	0.296	0.380	0.270	0.116	0.386
Trip Generation (370 dwellings)	31	110	141	100	43	143

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Trip Rates Per Dwelling- LGV	0.016	0.021	0.037	0.029	0.016	0.045
Trip Generation (370 dwellings)	6	8	14	11	6	17

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Trip Rates Per Dwelling- HGV	0.003	0.002	0.005	0.001	0.001	0.002
Trip Generation (370 dwellings)	1	1	2	0	0	1

4. Traffic Distribution

Based on Jacobs' experience of the capability of PRTM, it is advised that the distribution of traffic movements for the proposed development at Burbage be informed by the PRTM model which will utilise nearby zone(s) to clone a parent distribution. Therefore, a review and assessment of three adjacent residential zones has been undertaken to examine the distribution pattern and establish its validity to inform the trip distribution of the proposed development. Using more than one zone also avoids and mitigates potential sampling error that occurs when only selecting one zone.

A review of neighbouring residential zones includes: -

- Existing residential Burbage zone next to M69 Junction 2: - Zone 6000
- Existing residential between both development sites (Burbage): - Zone 6003
- Existing residential to the left of both development sites: - Zone 6008

The trip distribution and demand segmentation of these zones has been reviewed in the PRTM highway model using a Select Link Analysis. This analysis has been undertaken for each site on the demand flows in each direction during both the AM and PM peak.

These outputs are shown in Appendix A. An average of the three zones has been used to calculate the likely trip distribution associated with the development zone. A full tabulated summary of the findings is provided in Table 4.1 and Table 4.2 below. The locations of the above zones are shown below:

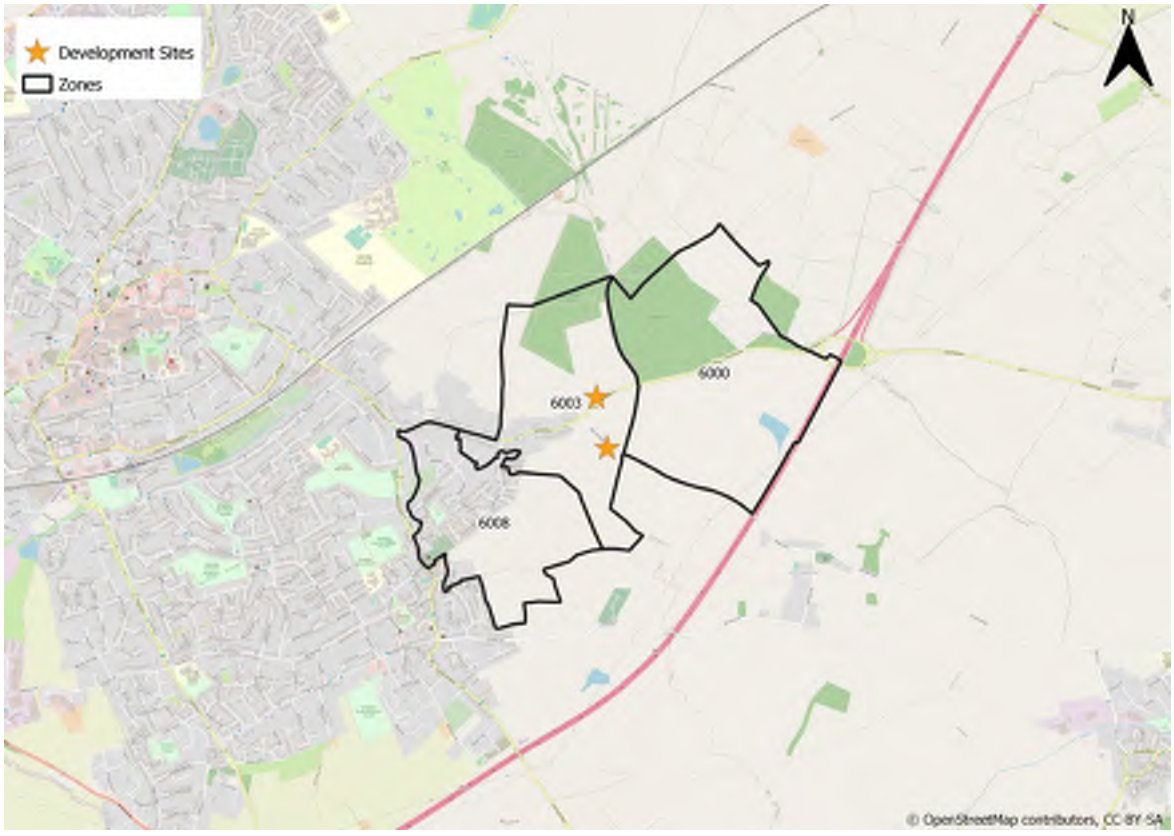

Figure 4.1: PRTM Zones

The proposed development site traffic assignment is tabulated below for the AM and PM peaks: -

Ref. New Development Zone AM 2031	Route	Origin/ Destinations	Trips- Destination	Trips- Origin	Percentage-D	Percentage-O
1	M69	Leicester	6	3	5%	8%
2	B578 Hinckley Road	Burbage/Wolvey/Coventry	26	9	22%	24%
3	B4669 Hinckley Road	Sapcote/ Leicester	20	9	17%	24%
4	London Road	Hinckley/Nuneaton	52	10	44%	27%
5	Aston Lane	Lutterworth	8	2	7%	5%
Total Main*			112	33	96%	89%
Other*			5	4	4%	11%
Total Trips*		*Rounding errors	117	37	100%	100%

Table 4.1: AM Development Distribution Details

Ref. New Development Zone PM 2031	Route	Origin/ Destinations	Trips- Destination	Trips- Origin	Percentage-D	Percentage-O
1	M69	Leicester	3	10	6%	9%
2	B578 Hinckley Road	Burbage/Wolvey/Coventry	15	26	31%	24%
3	B4669 Hinckley Road	Sapcote/ Leicester	11	13	22%	12%
4	London Road	Hinckley/Nuneaton	10	46	20%	42%
5	Aston Lane	Lutterworth	4	10	8%	9%
Total Main*			43	105	88%	95%
Other*			6	5	12%	5%
Total Trips*		*Rounding errors	49	110	100%	100%

Table 4.2: PM Development Distribution Details

There is good symmetry between the AM and PM peak times. It is noted the vast majority of trips are going to Hinckley/Nuneaton via London Road in the AM peak (44%) and the reverse can be seen in the PM peak (42%).

4.1 Development Impacts and Displaced Traffic

This section details the development traffic distribution as well as showing the impacts on non-development traffic.

4.1.1 Development Traffic Distribution

Figure 4.2 to Figure 4.5 below show the forecast Land South of Sapcote Road Development Traffic during the AM and PM peak using the PRTM model. It is noted that the 2026 and the 2031 trip movements are similar between modelling years. A breakdown of trip movements has been undertaken for each development site on the actual flows in each direction during both the 2031 AM and PM peak. This can be found in Appendix A.

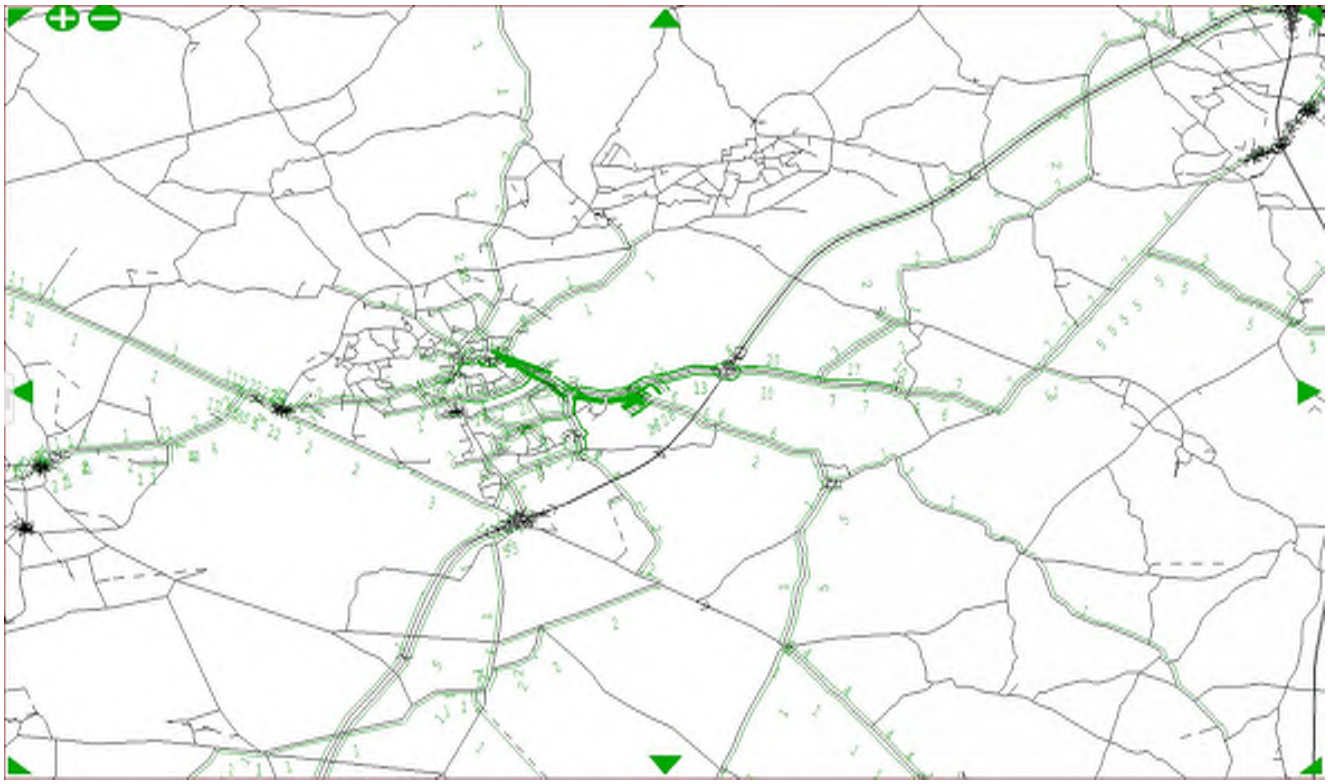

Figure 4.2: 2026 AM Development Trips

Figure 4.3: 2026 PM Development Trips

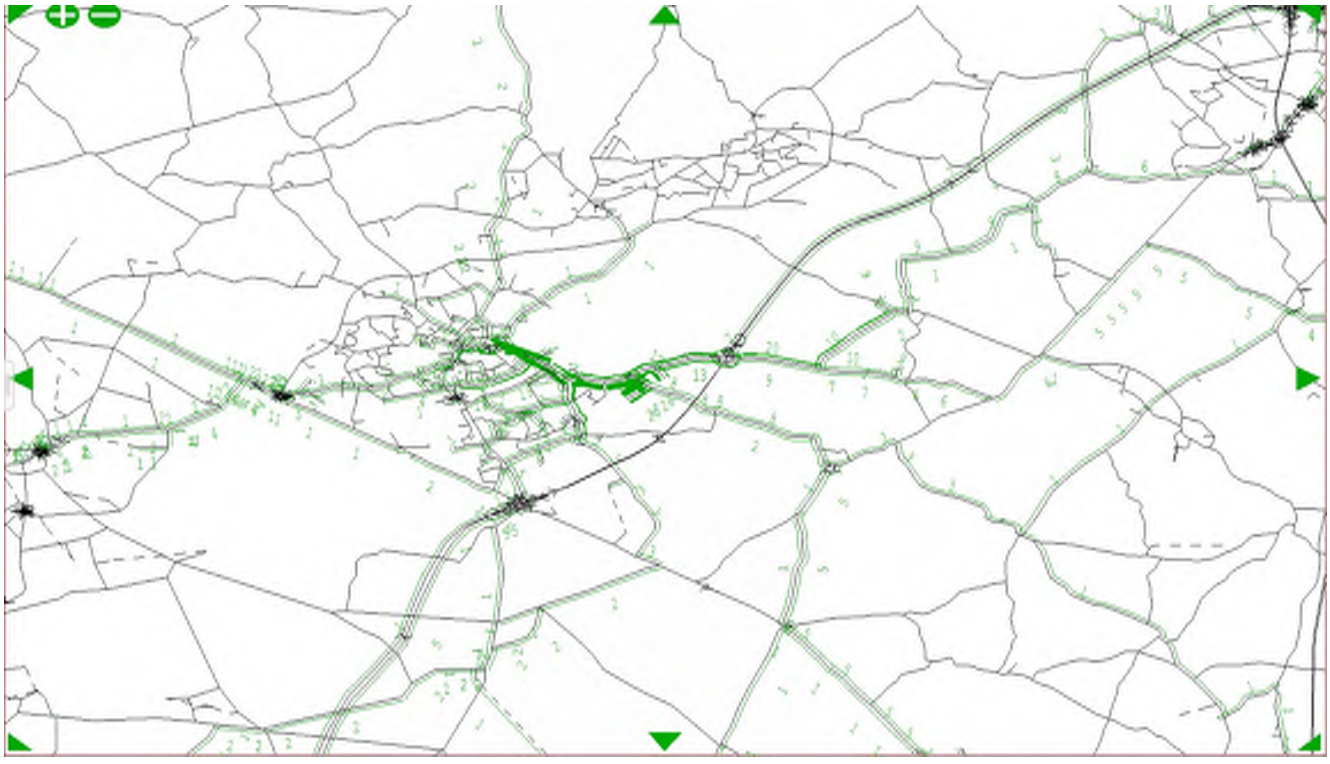

Figure 4.4: 2031 AM Development Trips

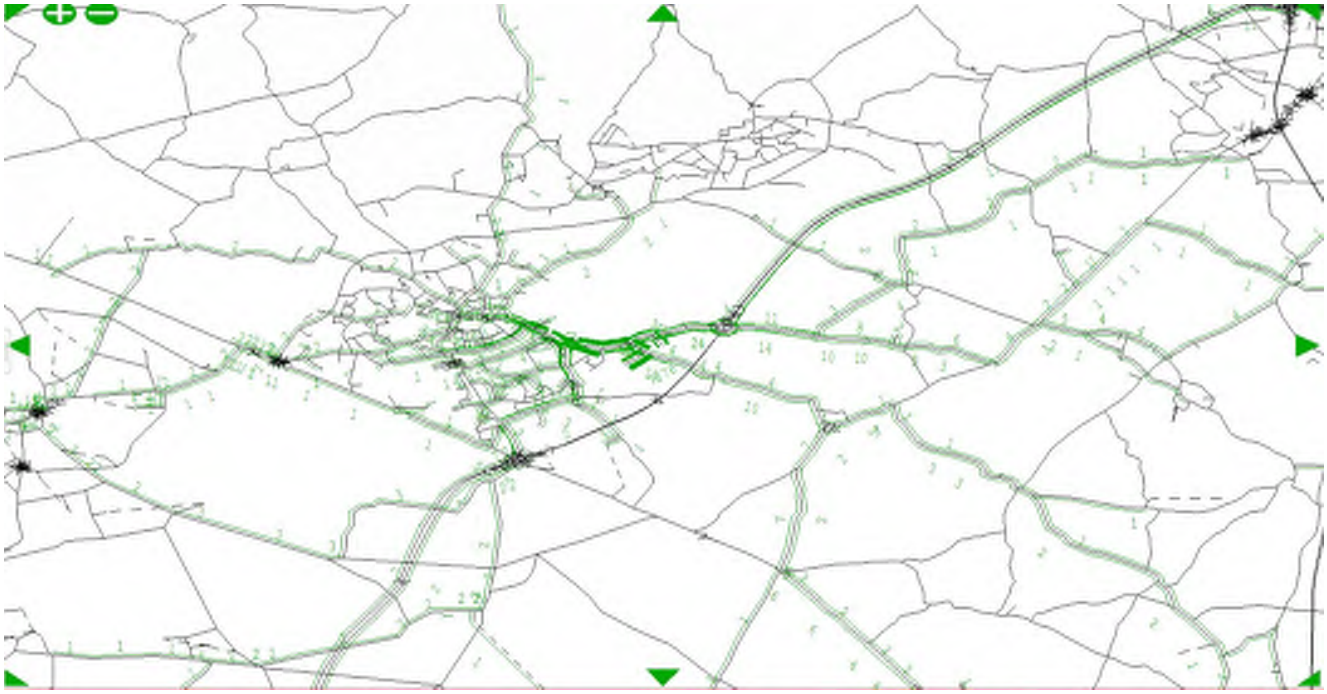

Figure 4.5: 2031 PM Development Trips

4.2 Displaced Traffic

Figure 4.6 to Figure 4.9 below show the displaced traffic as a result of the development during the AM and PM peaks for 2026 and 2031. This analysis helps to establish an estimate of the impact the development trips will have on non-development trips.

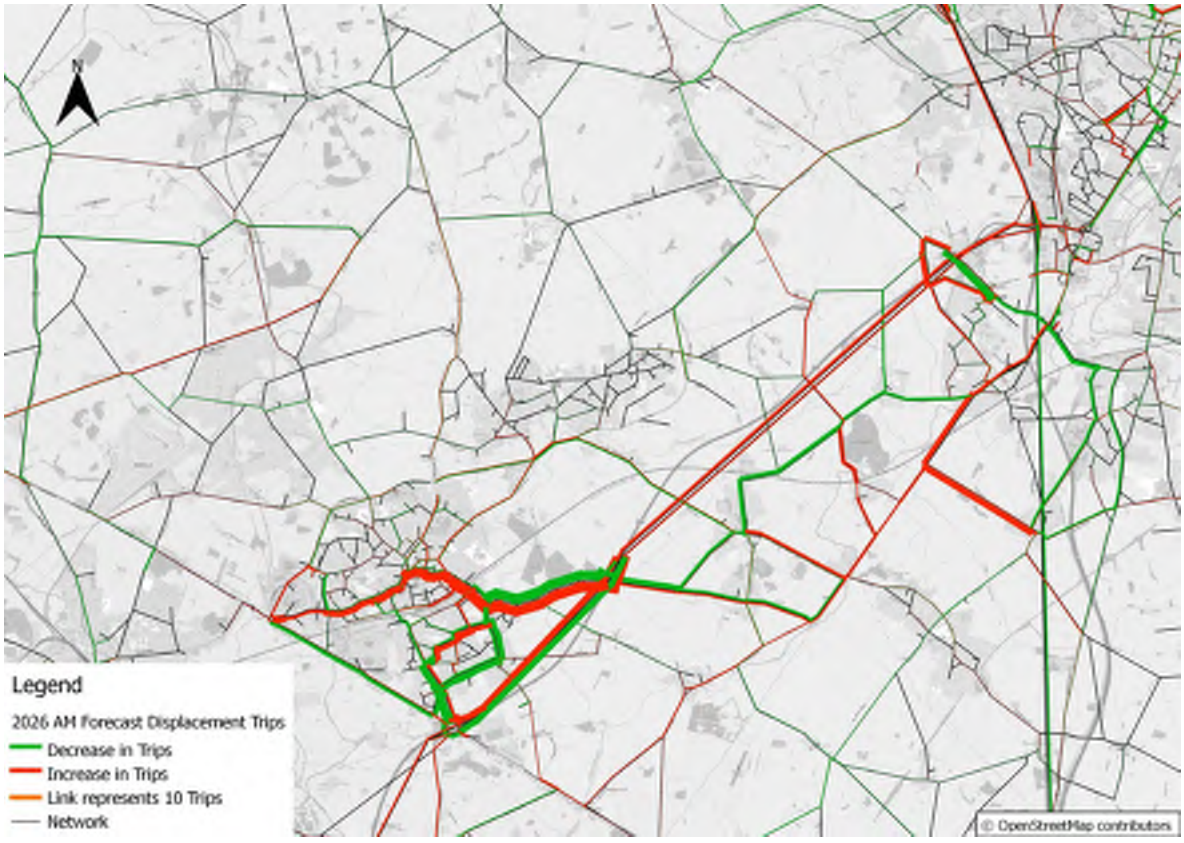

Figure 4.6: 2026 AM Peak - Forecast Displacement of Trips

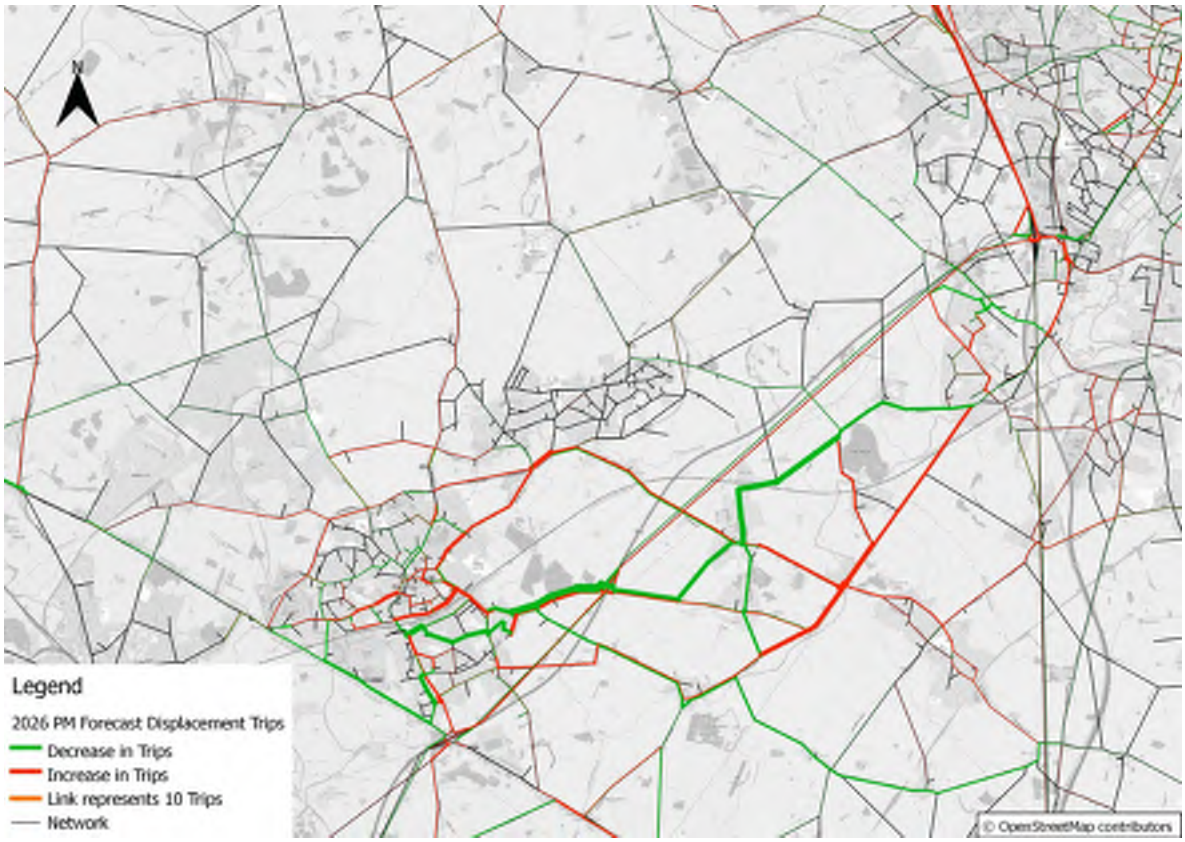

Figure 4.7: 2026 PM Peak - Forecast Displacement of Trips

Figure 4.8: 2031 AM Peak - Forecast Displacement of Trips

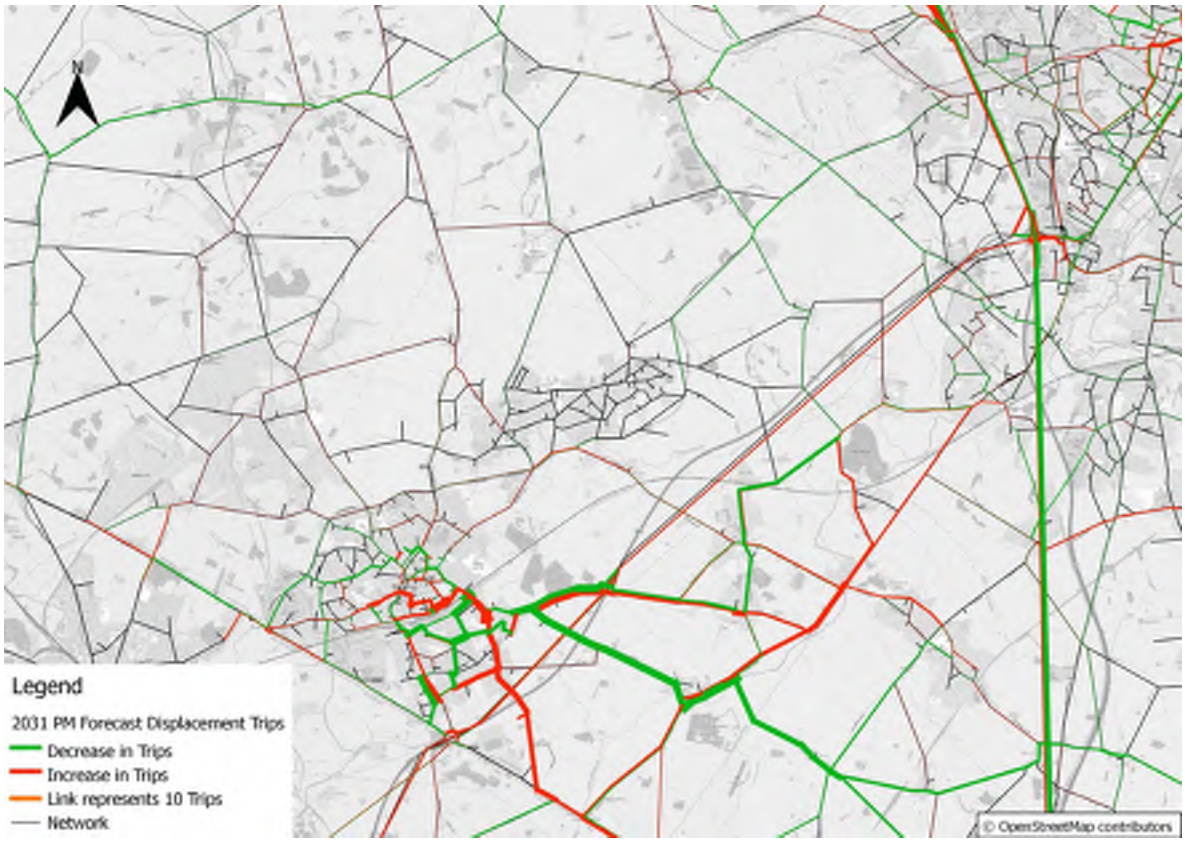

Figure 4.9: 2031 PM Peak - Forecast Displacement of Trips

The displacement figures above demonstrate that: -

- The largest displacement of trips is along Sapcote Road and between the M69 Junction 2 and Hinckley Town Centre. The largest number increased displaced trips is in the 2031 AM model with 30 trips at the Sapcote Road/Aston Flamville Road junction heading westbound. The largest decrease in trips is at the same junction in the 2026 AM model heading westbound.

- B4669 Burbage Road and Sapcote Road has some displacement of trips in both time periods due to the demand associated with the development traffic

- The AM peak models have a wider displacement in trips compared to the PM peak models.

- Non-development trips that previously used the Hinckley Road/Sharnford Road are now split between more rural roads as depicted with the red links.

5. Modelling

5.1 Link V/C Percentages 2014 (Base)

Figure 5.1 to Figure 5.2 shows the forecast volume-to-capacity percentages on links during 2014 AM and PM peak without development scenario to see the base year conditions.

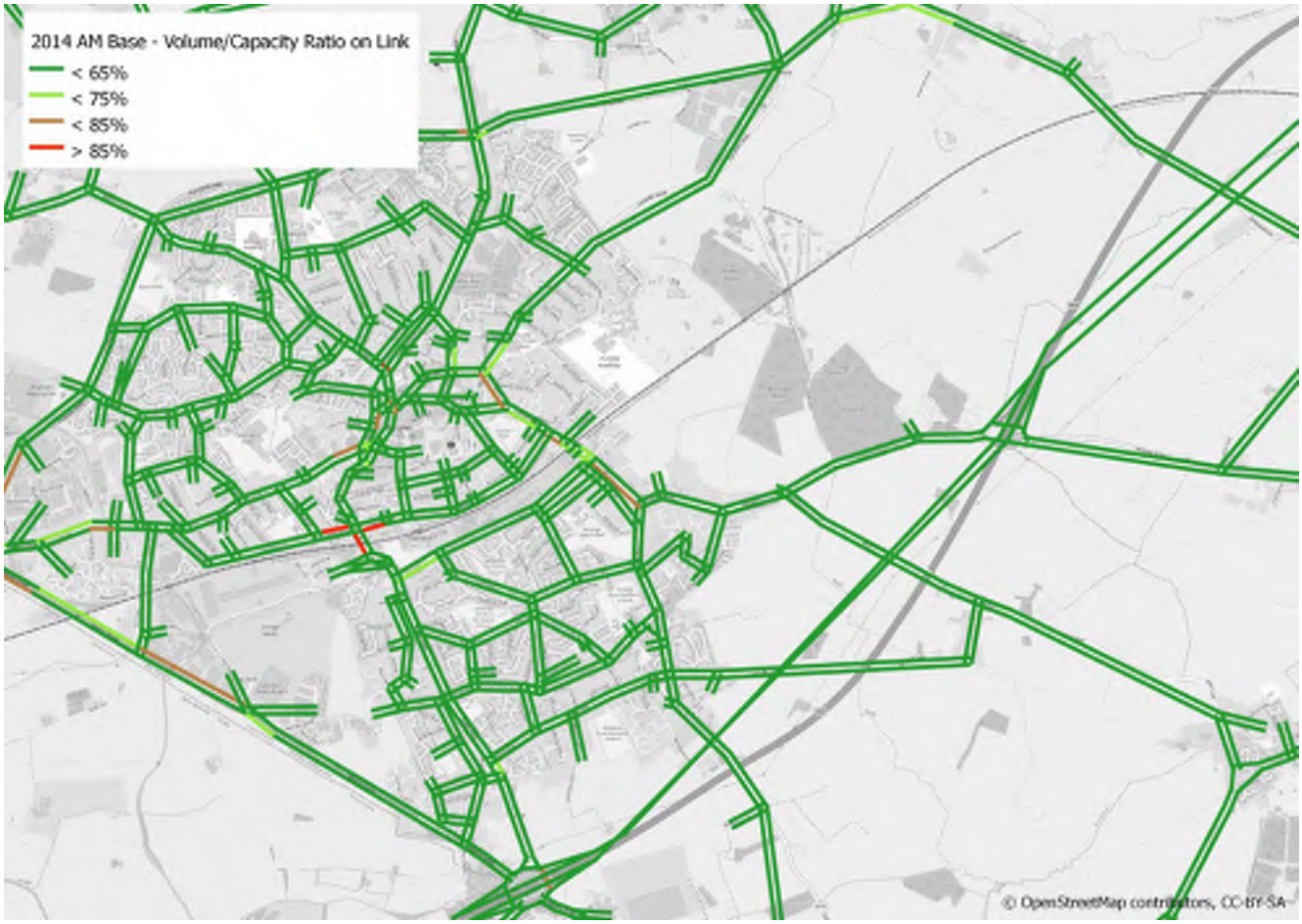

Figure 5.1: 2014 AM Without Dev- V/C % on the Link

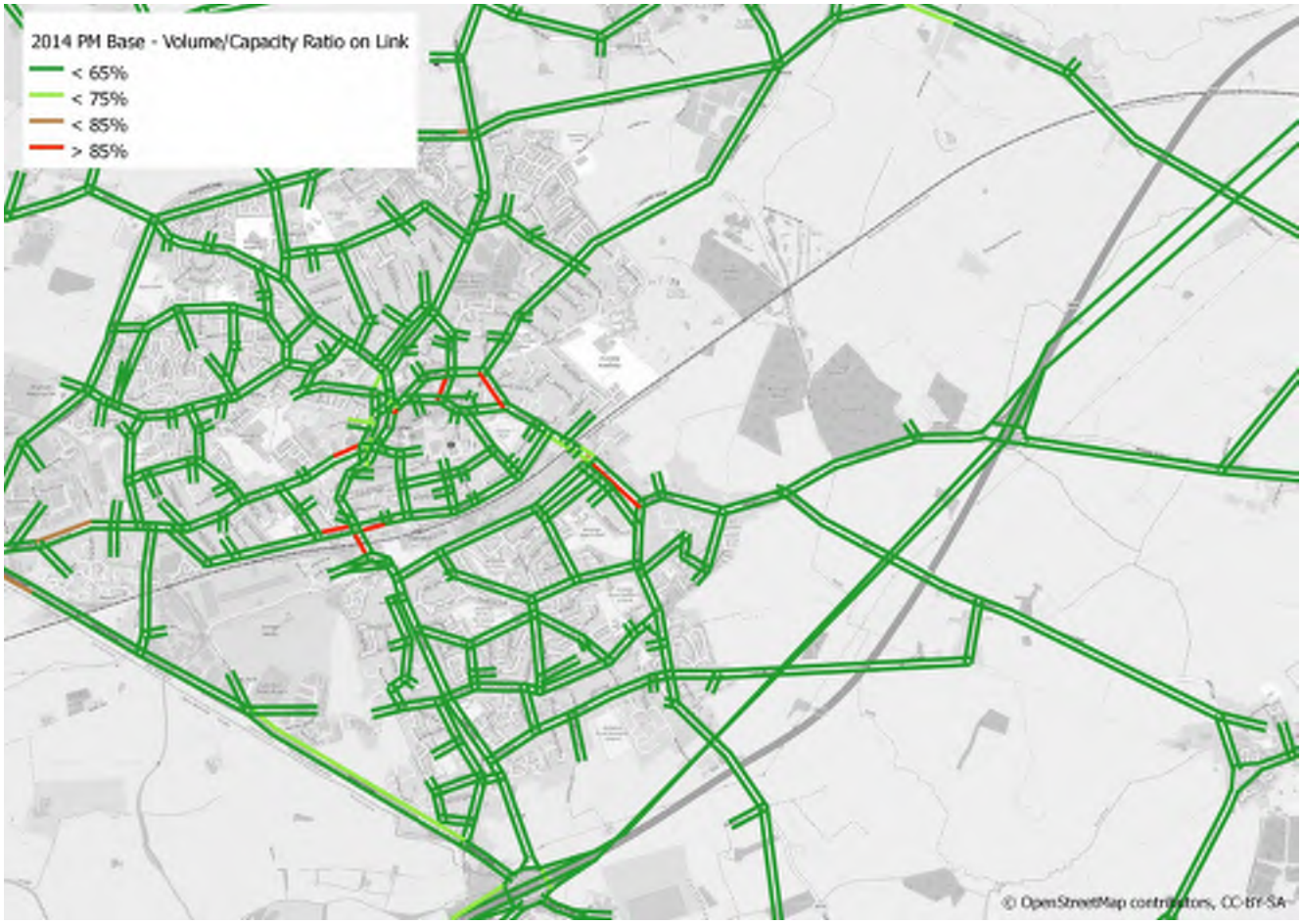

Figure 5.2: 2014 PM Without Dev- V/C % on the Link

5.2 Link V/C Percentages 2026 and 2031

Figure 5.3 to Figure 5.7 show the forecast volume-to-capacity percentages on links during 2026 AM and PM peak *without and with* development. Capacity is defined as the minimum link capacity and the capacity of the junction at the end of the link.

Figure 5.3: 2026 AM Without Development - V/C % on the Link

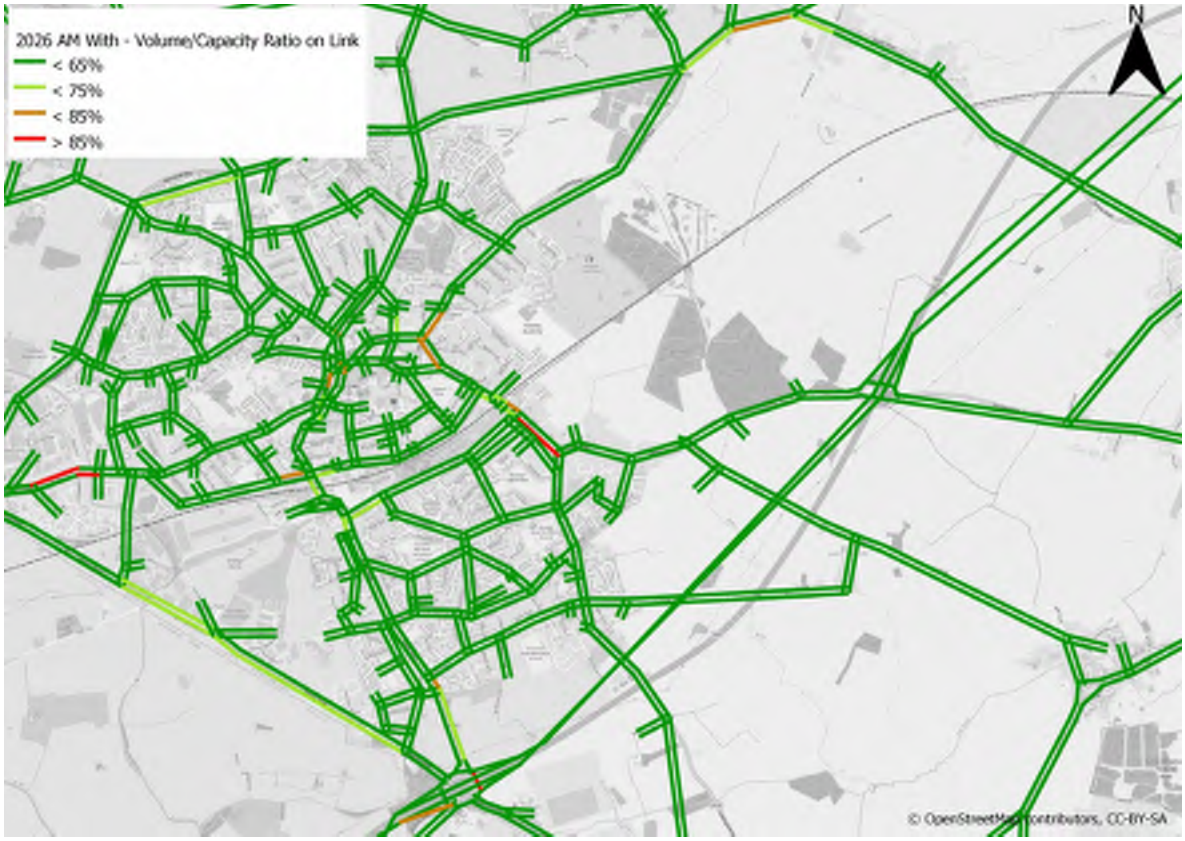

Figure 5.4: 2026 AM With Development - V/C % on the Link

Figure 5.5: 2026 AM Without minus With Development - V/C % on the Link

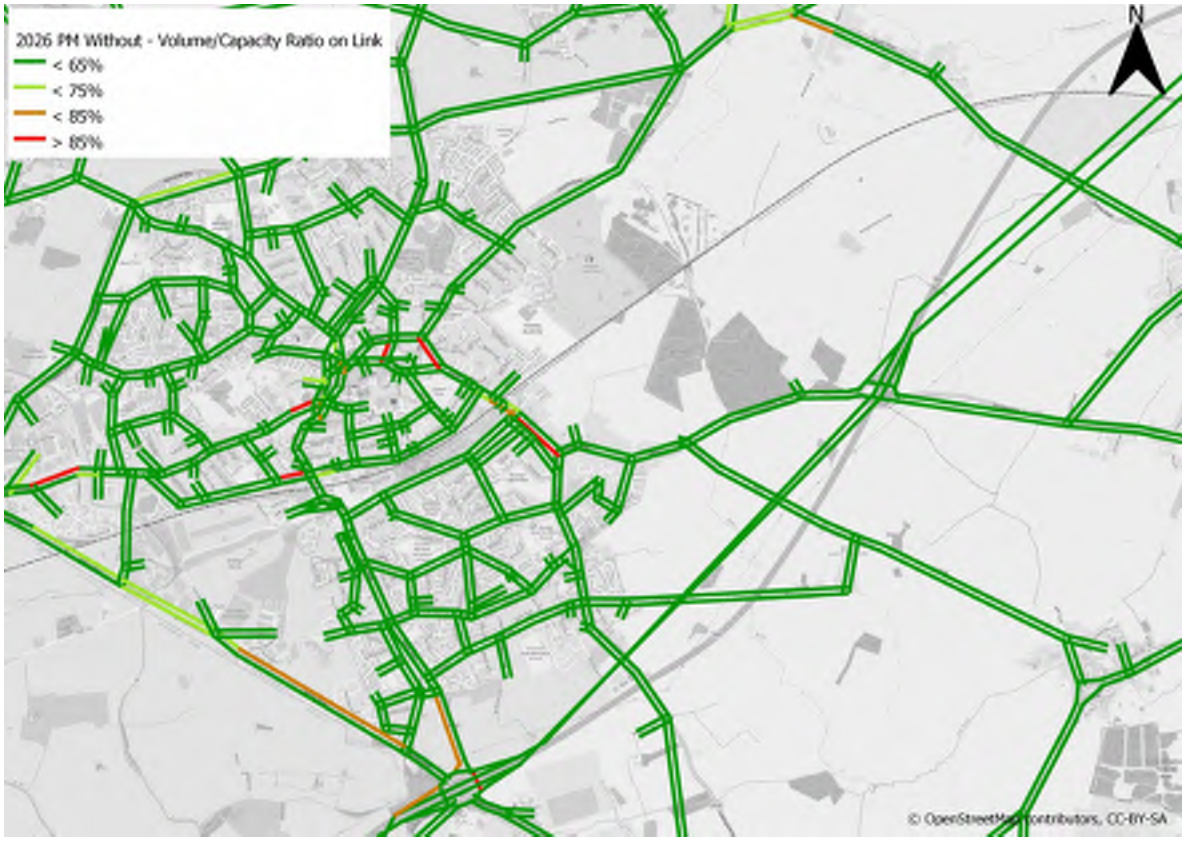

Figure 5.6: 2026 PM Without Development - V/C % on the Link

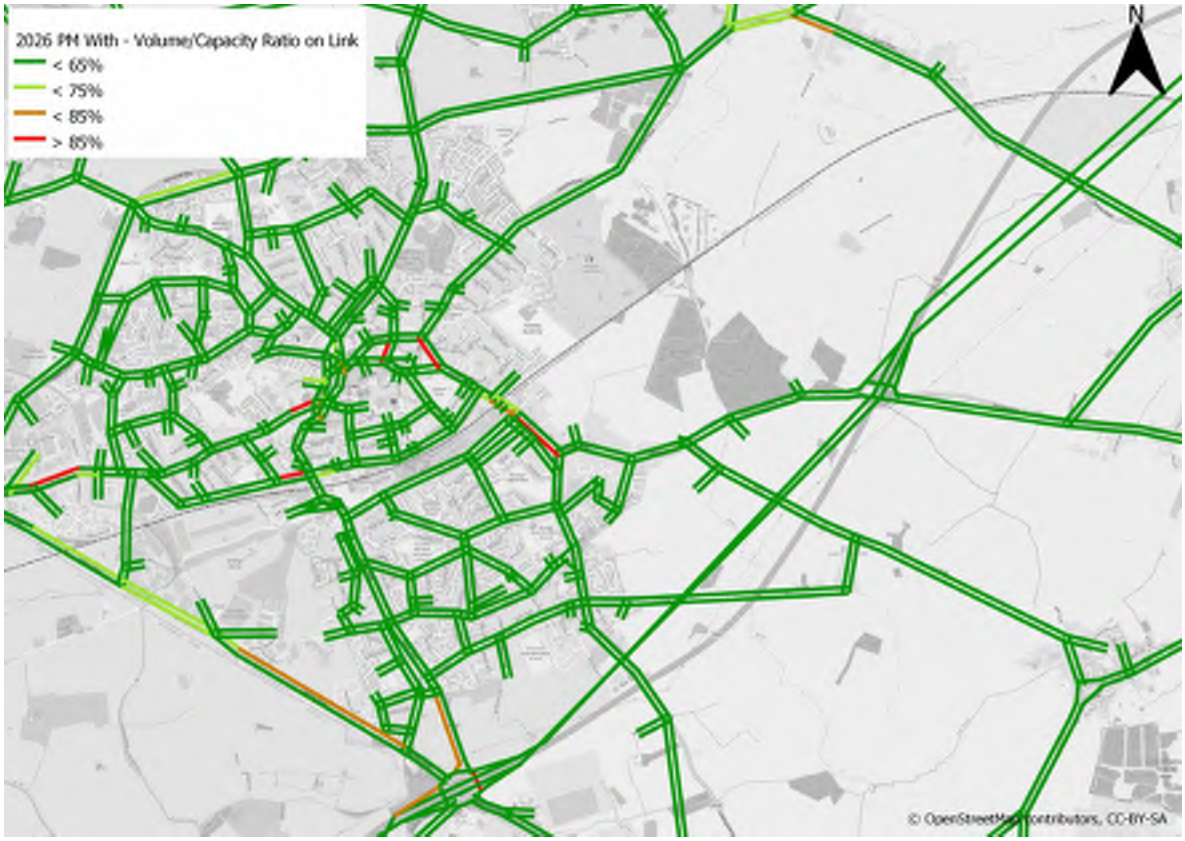

Figure 5.7: 2026 PM With Development - V/C % on the Link

Figure 5.8: 2026 PM Without minus With Development - V/C % on the Link

For the AM time period the analysis shows:

- There is little change between the With and Without development models in terms of V/C change on links however there is existing congestion on the B590.
- It is noted that during the AM peak there is a reduction of -29% V/C at the Hollier's Walk/ Derby Road signalised crossroads on the Derby Road arm. This is not considered to be related to the development rather existing constraints within the Town Centre and model noise.
- The largest difference likely to be related to the development trips is 5% exiting Aston Flamville Road onto Sapcote Road.

For the PM time period the analysis shows:

- There is little change between the With and Without development models in terms of V/C change.
- The largest percentage difference is 8% Sapcote Road/Aston Flamville Road junction.

Figure 5.9 to Figure 5.13 show the forecast volume-to-capacity percentages on links during 2031 AM and PM peak *without and with* development.

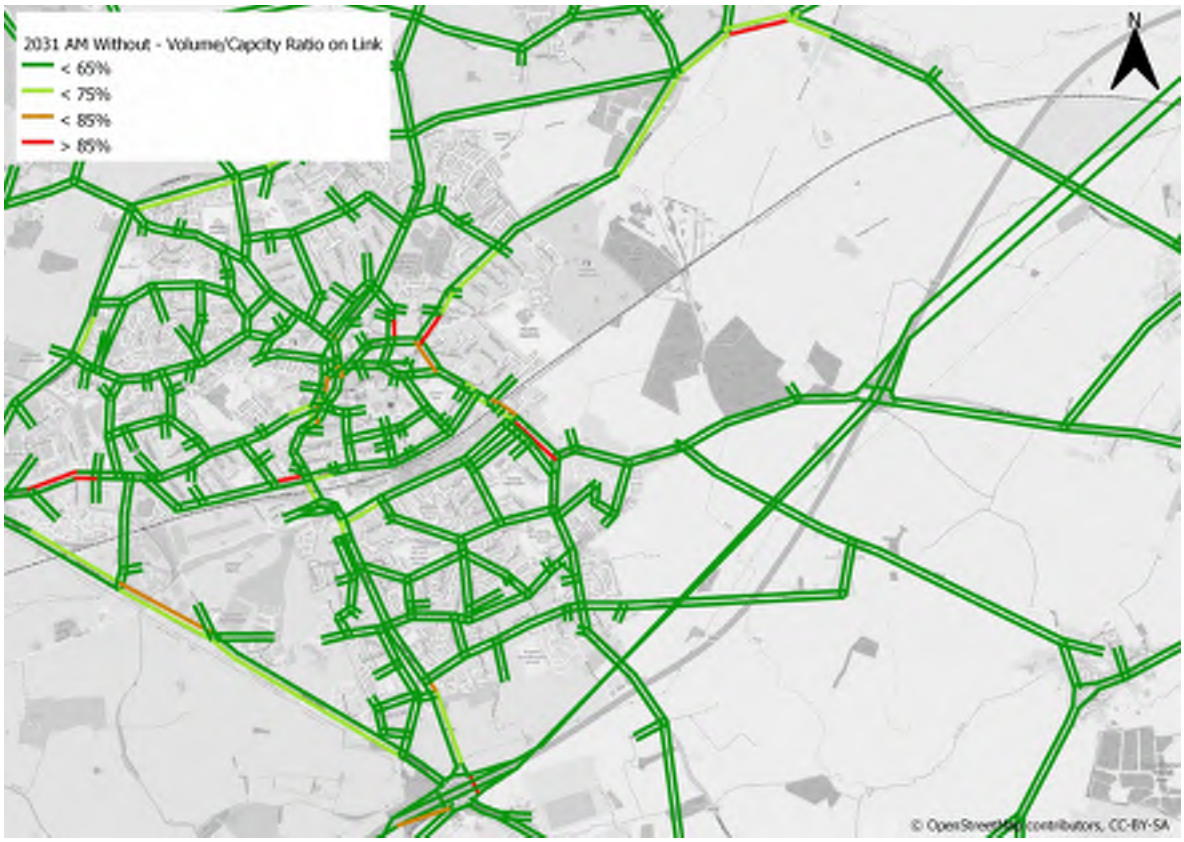

Figure 5.9: 2031 AM Without Development - V/C % on the Link

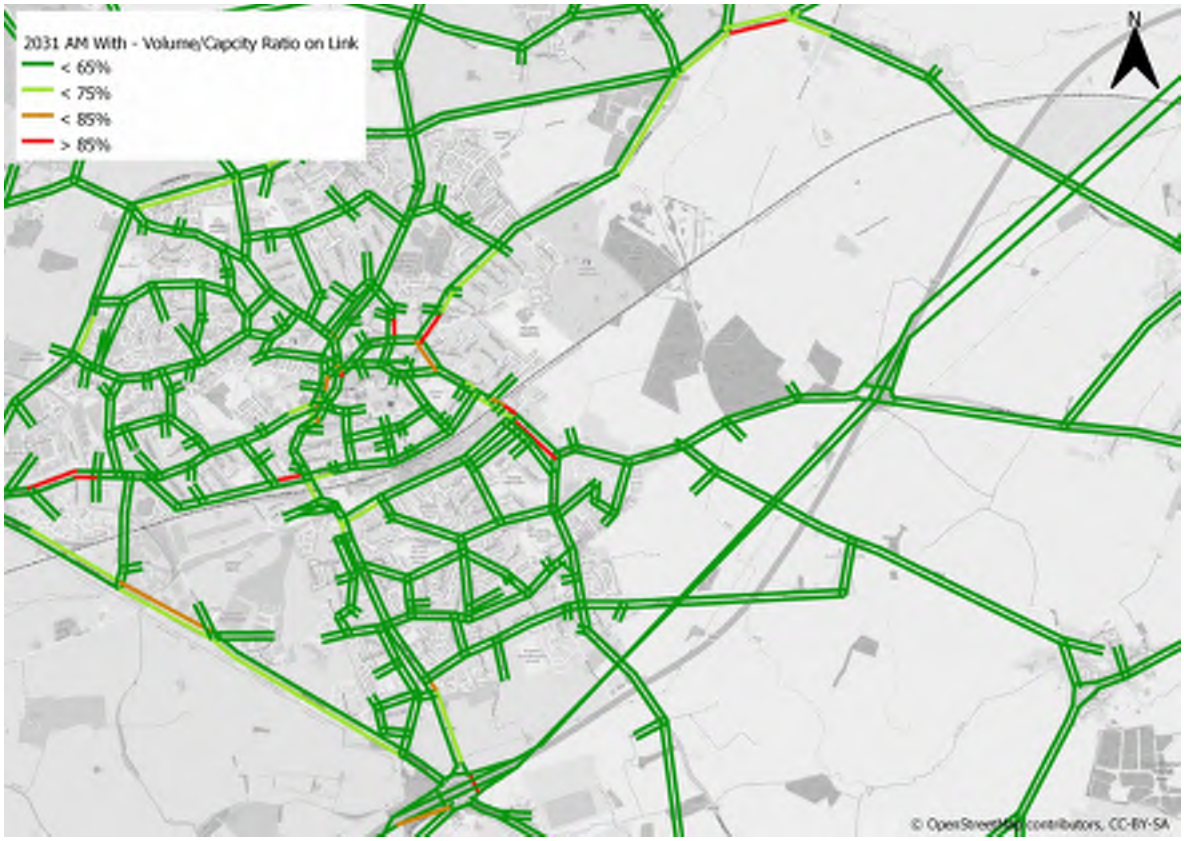

Figure 5.10: 2031 AM With Development - V/C % on the Link

Figure 5.11: 2031 AM Without minus With Development - V/C % on the Link

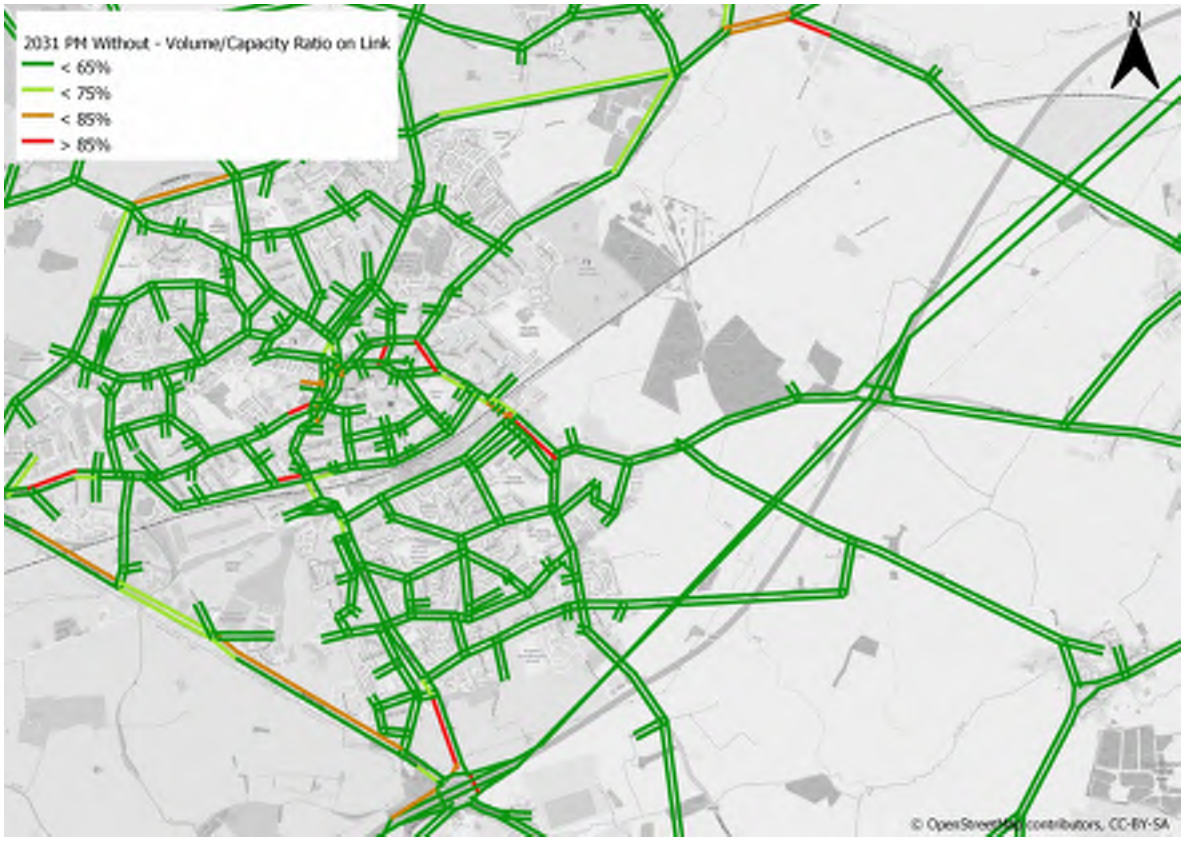

Figure 5.12: 2031 PM Without Development - V/C % on the Link

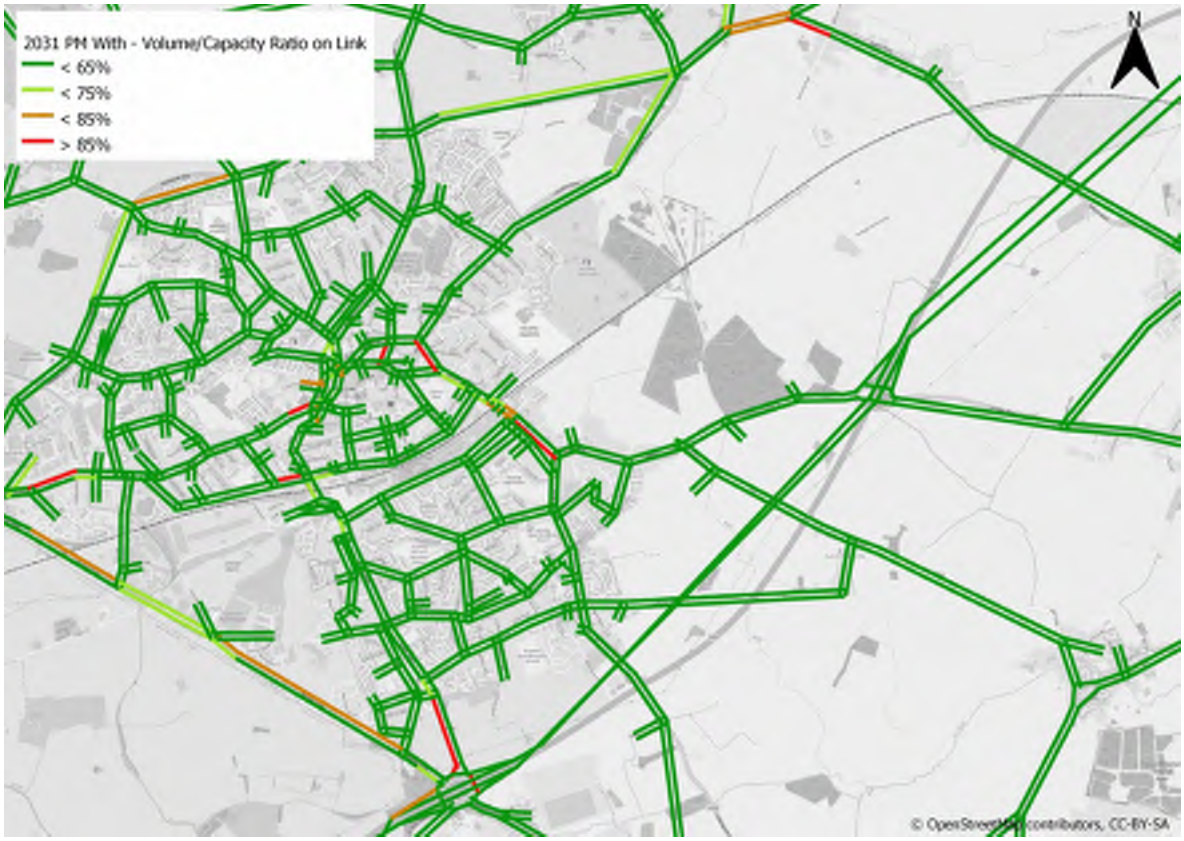

Figure 5.13: 2031 PM With Development - V/C % on the Link

Figure 5.14: 2031 PM Without minus With Development - V/C % on the Link

The 2031 AM time period analysis shows:

- Figure 5.11 shows that there is little between the With and Without development with the largest change being an increase of 5% on Aston Flamville Road to Sapcote Road. Both Figure 5.9 and Figure 5.10 show that this link is under 65% V/C.
- The modelling does show there are some forecast capacity constraints within the Town Centre, most notably the B590.
- The link on approach to Elm Tree Drive southbound in the AM *Without* is 84% V/C and in the AM *With* is 85%, therefore a 1% change. The northbound direction is over 85% V/C in both scenarios with only a 2% increase between models.

The 2031 PM time period analysis shows:

- Figure 5.14 shows more change in the network compared to the AM 2031 model. The largest difference between With and without models is 8% at the Sapcote Road/Aston Flamville Road junction on Sapcote Road eastbound.
- A reduction of 4% V/C on Brookside/Burbage Road junction northbound has resulted in the With model to be less than 85% compared to the Without that was over 85%.

5.3 Junction V/C Percentages

Figure 5.15 to Figure 5.18 below show the forecast junction volume -to-capacity percentages *without* and *with* development traffic.

Figure 5.15: 2026 AM Without Development - V/C % on the node

Figure 5.16: 2026 AM Without minus With Development - V/C % on the node

Figure 5.17: 2026 PM Without Development - V/C % on the node

Figure 5.18: 2026 PM Without minus With Development - V/C % on the node

The findings demonstrate:

- There is more of an impact to the local network in the AM peak compared to the PM peak.
- Both the AM and PM models have a reduction in V/C on the Sapcote Road/Hinckley Road/Smithy Lane junction.
- The development trips have caused no significant change in the V/C bands used in Figure 5.15 and Figure 5.17 between Without development compared to With development.

5.4 Turning Flows

In addition, Appendix B and Appendix C, provides the forecast turning volumes for five requested junctions as set out in the pro-forma. These are as followed below: -

- Sapcote Road/Burbage Road/B578
- B590/B4669/Park Road
- Spa Lane/London Road
- B590 Leicester Road/B590 Spa Lane/B4668 Leicester Road
- M69 Junction 2

For junctions that are coded as a single node within the network, the forecast turning movements have been extracted from the model directly. For junctions that are represented by a number of nodes, the forecast flows have been extracted using Select Links on each of the links that make up the junction.

6. Summary

There are a number of key findings from analysis which are detailed below: -

- There is minimal impact on the non-development trips in terms of displacement and volume/capacity on the link and on the node from a strategic modelling perspective.

- The largest displacement of trips is along Sapcote Road and between the M69 Junction 2 and Hinckley Town Centre. The largest number increased displaced trips is in the 2031 AM model with 30 trips at the Sapcote Road/Aston Flamville Road junction heading westbound. The largest decrease in trips is at the same junction in the 2026 AM model heading westbound.

- All trip movements have good symmetry during the AM and PM peaks. Development traffic routing is utilising major roads with little reliance on rural links. It is noted the vast majority of trips are going to Hinckley/Nuneaton via London Road in the AM peak (44%) and the reverse can be seen in the PM peak (42%). There are existing capacity constraints on the B590.

- Development trips are likely to impact Hinckley Town Centre as the majority of trips go into this area where standalone junction modelling can be undertaken to assess the impacts where necessary.

Appendix A. Distribution Plots

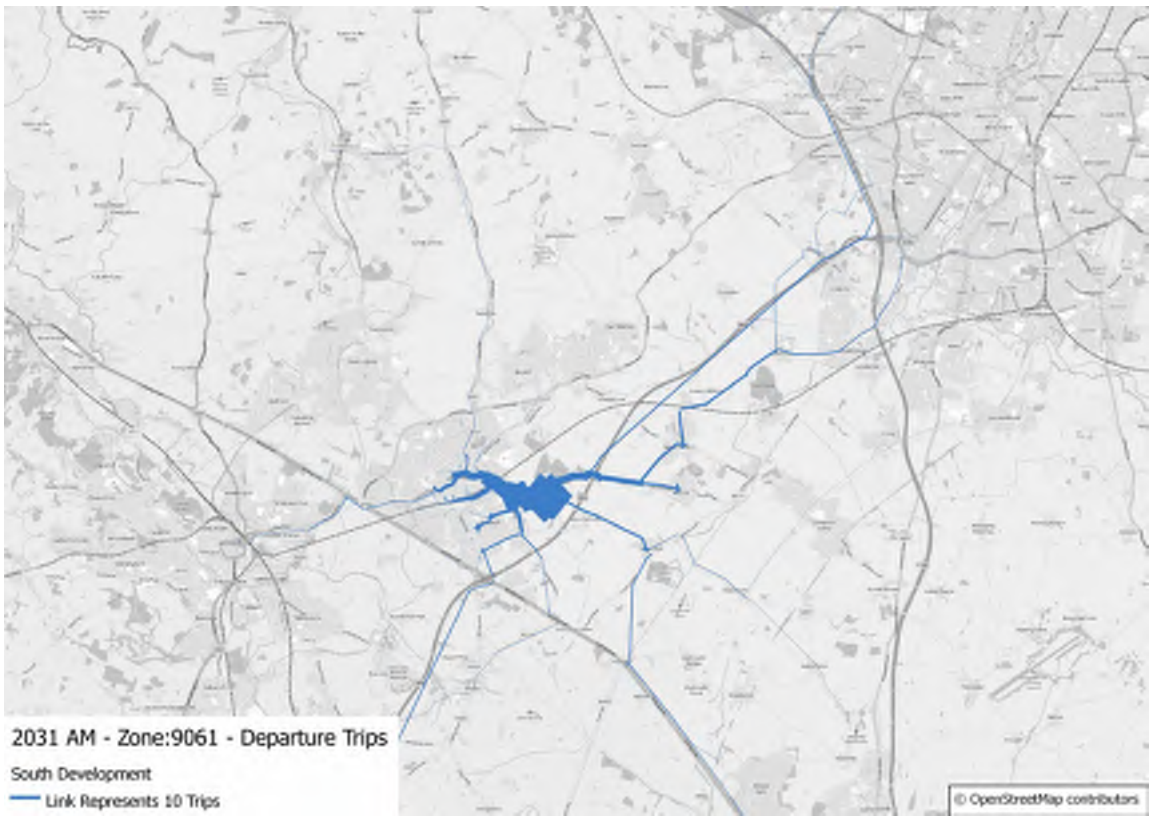

Figure 6.1: Southern Development Zone AM origin

Figure 6.2: Southern Development Zone AM Destination

Figure 6.3: Northern Development Zone AM origin

Figure 6.4: Northern Development Zone AM Destination

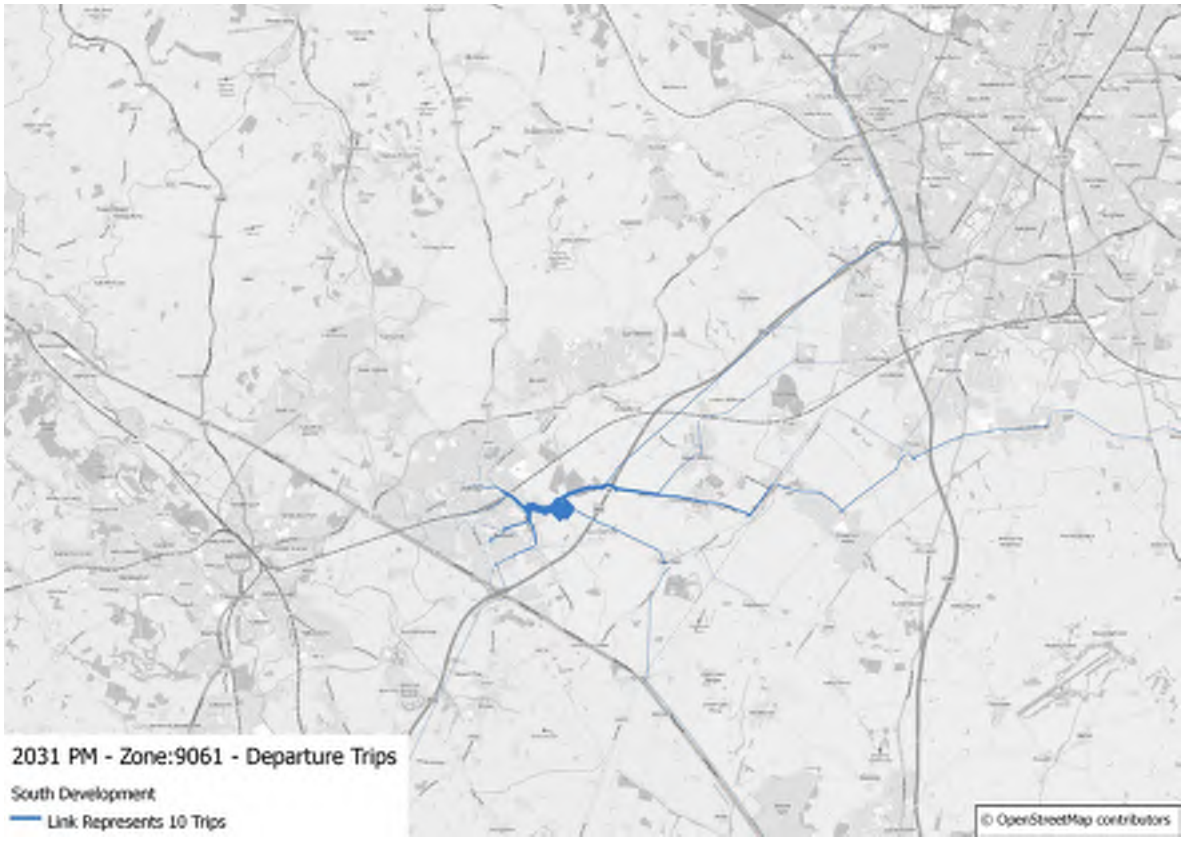

Figure 6.5: Southern Development Zone PM origin

Figure 6.6: Southern Development Zone PM Destination

Figure 6.7: Northern Development Zone PM origin

Figure 6.8: Northern Development Zone PM Destination

Appendix B. Modelling Turning Flows 2026

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
Sapcote Rd/Burbage Rd/B578 Hinckley Rd	Sapcote Rd	Burbage Rd	B	A	602	632	386	396
	B578 Hinckley Rd	Burbage Rd	C	A	217	214	390	384
	Burbage Rd	Sapcote Rd	A	B	370	389	504	553
	Burbage Rd	B578 Hinckley Rd	A	C	459	460	243	242
	B578 Hinckley Rd	Sapcote Rd	C	B	236	262	277	315
	Sapcote Rd	B578 Hinckley Rd	B	C	214	242	315	330

Table B.1: Sapcote Rd/Burbage Rd/B578 Hinckley Rd Turning Flow

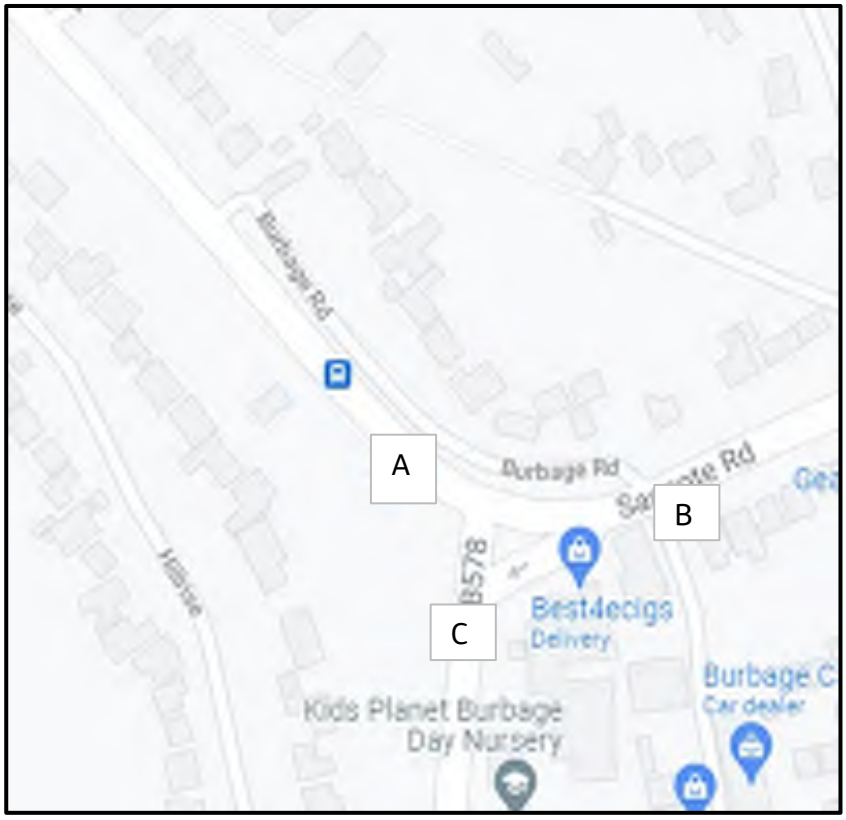

Figure 6.9: Sapcote Rd/Burbage Rd/B578 Hinckley Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B590 London Rd/B4669 London Rd/B590 Park Rd	B4669 London Rd	B590 London Rd	B	A	785	749	878	880
	B590 Park Rd	B590 London Rd	C	A	29	29	43	41
	B590 London Rd	B4669 London Rd	A	B	742	749	663	686
	B590 London Rd	B590 Park Rd	A	C	37	36	41	41
	B590 Park Rd	B4669 London Rd	C	B	212	216	278	296
	B4669 London Rd	B590 Park Rd	B	C	304	318	196	197

Table B.2: B590 London Rd/B4669 London Rd/B590 Park Rd Turning Flows

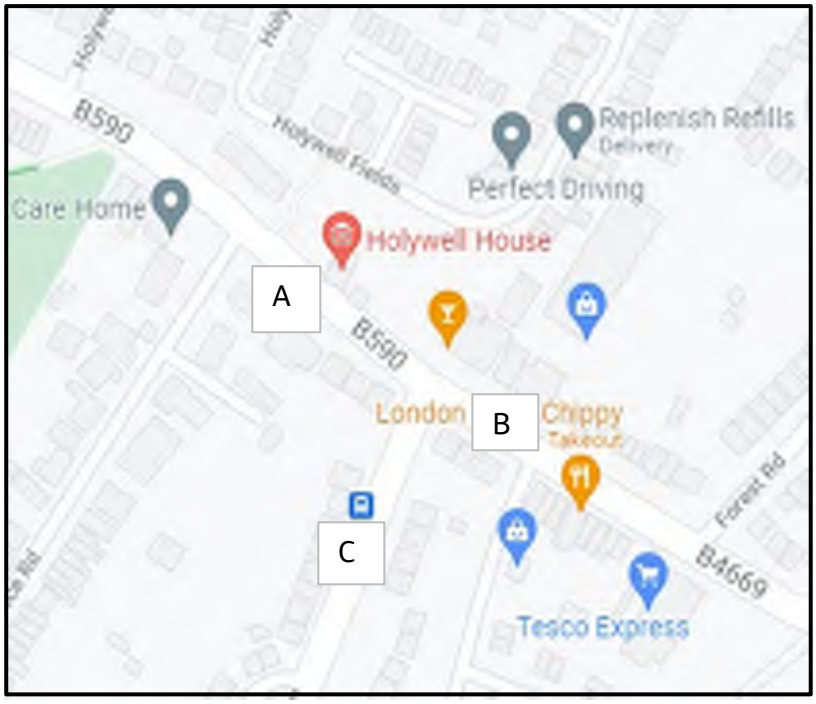

Figure 6.10: B590 London Rd/B4669 London Rd/B590 Park Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B590 London Rd/Spa Ln/London Rd	B590 London Rd	Spa Ln	B	A	308	308	559	554
	London Rd	Spa Ln	C	A	53	53	67	72
	Spa Ln	B590 London Rd	A	B	620	620	454	466
	Spa Ln	London Rd	A	C	174	175	117	117
	London Rd	B590 London Rd	C	B	220	225	350	360
	B590 London Rd	London Rd	B	C	540	546	363	366

Table B.3: B590 London Rd/Spa Ln/London Rd Turning Flows

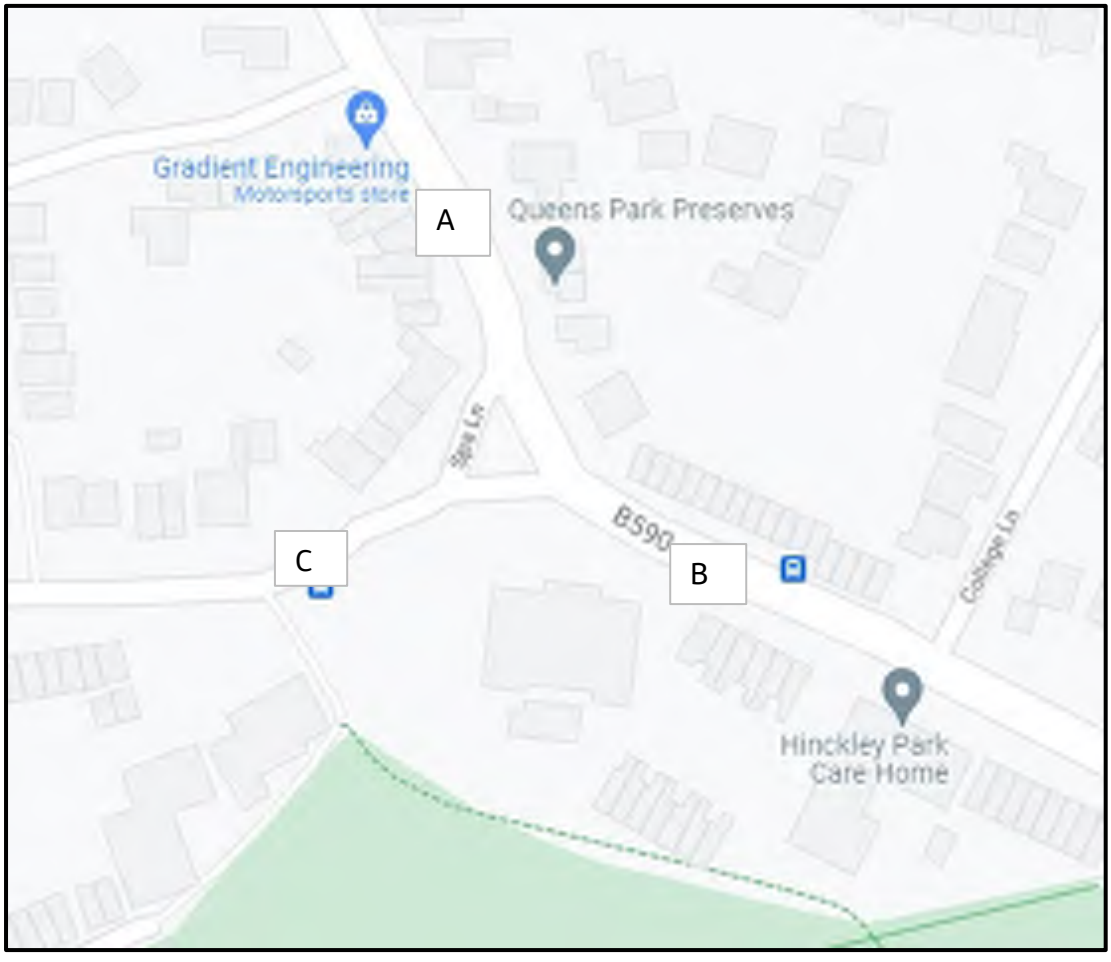

Figure 6.11: B590 London Rd/Spa Ln/London Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
Spa Ln/Leicester Rd/B466 Leicester Rd	B466 Leicester Rd	Leicester Rd	B	A	238	240	117	117
	Spa Ln	Leicester Rd	C	A	1	1	0	0
	Leicester Rd	B466 Leicester Rd	A	B	73	72	194	188
	Leicester Rd	Spa Ln	A	C	118	118	115	121
	Spa Ln	B466 Leicester Rd	C	B	360	360	626	625
	B466 Leicester Rd	Spa Ln	B	C	676	677	456	462

Table B.4: Spa Ln/Leicester Rd/B466 Leicester Rd Turning Flows

Figure 6.12: Spa Ln/Leicester Rd/B466 Leicester Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
M69 Junction 2	M69 On-slip	B4669 Hinckley Rd	B	A	-	-	-	-
	M69 Off-slip	B4669 Hinckley Rd	C	A	238	221	400	407
	B4669 Hinckley Rd	B4669 Hinckley Rd	D	A	387	391	306	316
	B4669 Hinckley Rd	M69 On-slip	A	B	220	236	179	189
	B4669 Hinckley Rd	M69 Off-slip	A	C	-	-	-	-
	B4669 Hinckley Rd	B4669 Hinckley Rd	A	D	351	386	464	489
	M69 Off-slip	M69 On-slip	C	B	-	-	-	-
	M69 Off-slip	B4669 Hinckley Rd	C	D	15	15	138	137
	M69 On-slip	M69 Off-slip	B	C	-	-	-	-
	M69 On-slip	B4669 Hinckley Rd	B	D	-	-	-	-
	B4669 Hinckley Rd	M69 On-slip	D	B	90	90	36	37
	B4669 Hinckley Rd	M69 Off-slip	D	C	-	-	-	-

Table B.5: M69 Junction 2/B4669 Hinckley Rd Turning Flows

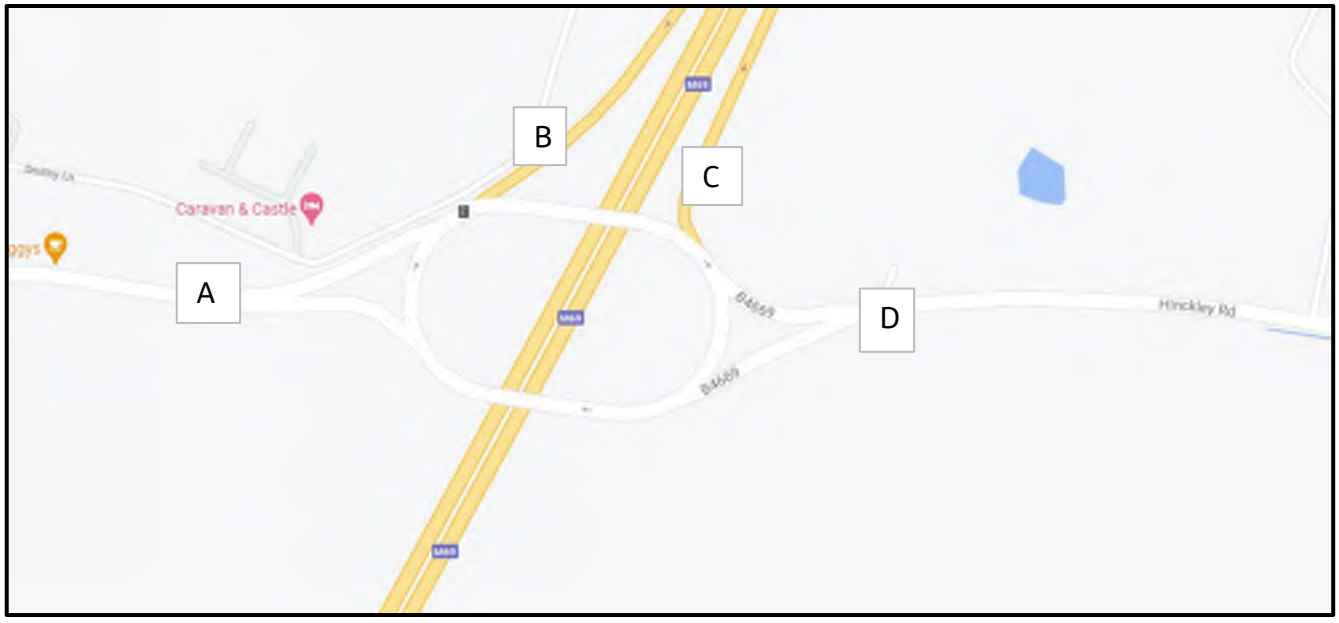

Figure 6.13: M69 Junction 2/B4669 Hinckley Rd

Appendix C. Modelling Turning Flows 2031

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
Sapcote Rd/Burbage Rd/B578 Hinckley Rd	Sapcote Rd	Burbage Rd	B	A	589	631	366	380
	B578 Hinckley Rd	Burbage Rd	C	A	227	209	423	412
	Burbage Rd	Sapcote Rd	A	B	365	383	478	542
	Burbage Rd	B578 Hinckley Rd	A	C	494	488	276	266
	B578 Hinckley Rd	Sapcote Rd	C	B	302	326	318	336
	Sapcote Rd	B578 Hinckley Rd	B	C	221	244	324	340

Table C.1: Sapcote Rd/Burbage Rd/B578 Hinckley Rd Turning Flow

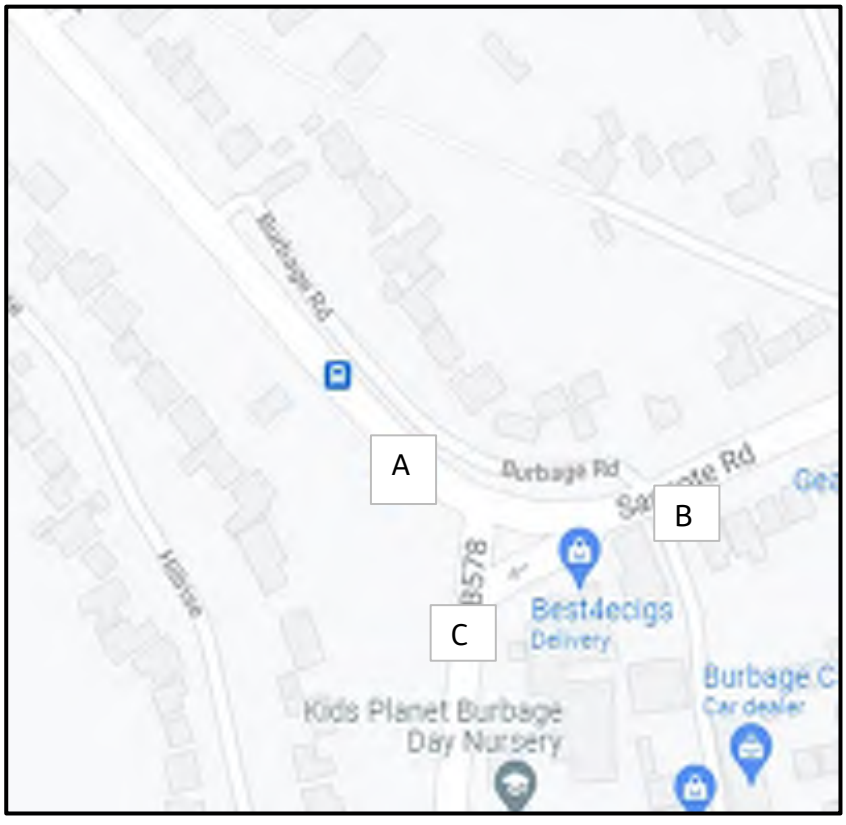

Figure 6.14: Sapcote Rd/Burbage Rd/B578 Hinckley Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B590 London Rd/B4669 London Rd/B590 Park Rd	B4669 London Rd	B590 London Rd	B	A	796	802	894	903
	B590 Park Rd	B590 London Rd	C	A	31	31	47	47
	B590 London Rd	B4669 London Rd	A	B	823	825	689	709
	B590 London Rd	B590 Park Rd	A	C	34	34	43	43
	B590 Park Rd	B4669 London Rd	C	B	204	210	276	294
	B4669 London Rd	B590 Park Rd	B	C	298	315	191	189

Table C.2: B590 London Rd/B4669 London Rd/B590 Park Rd Turning Flows

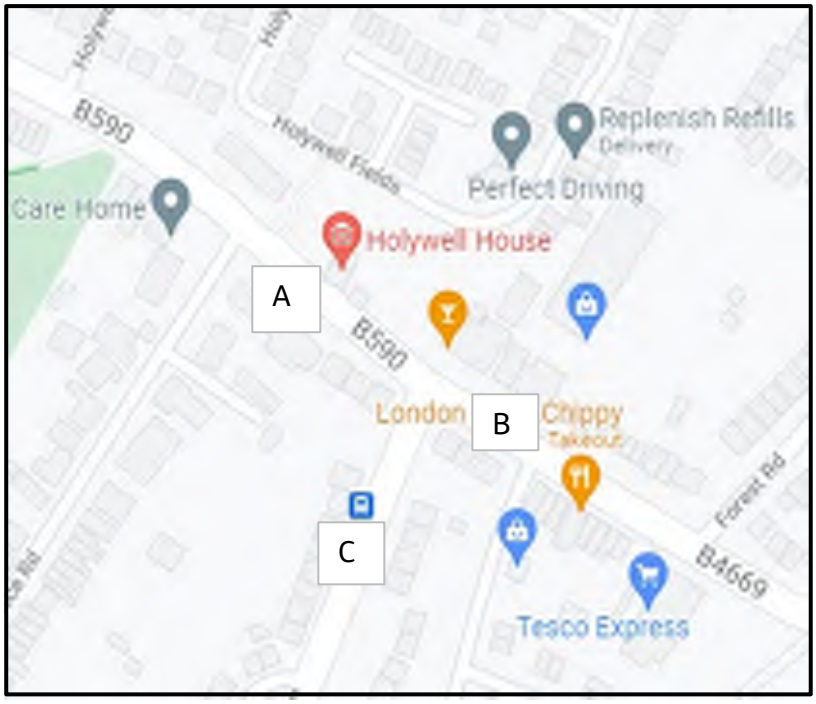

Figure 6.15: B590 London Rd/B4669 London Rd/B590 Park Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B590 London Rd/Spa Ln/London Rd	B590 London Rd	Spa Ln	B	A	319	321	576	579
	London Rd	Spa Ln	C	A	55	55	56	53
	Spa Ln	B590 London Rd	A	B	679	675	474	487
	Spa Ln	London Rd	A	C	183	185	123	124
	London Rd	B590 London Rd	C	B	234	240	353	365
	B590 London Rd	London Rd	B	C	540	541	365	368

Table C.3: B590 London Rd/Spa Ln/London Rd Turning Flows

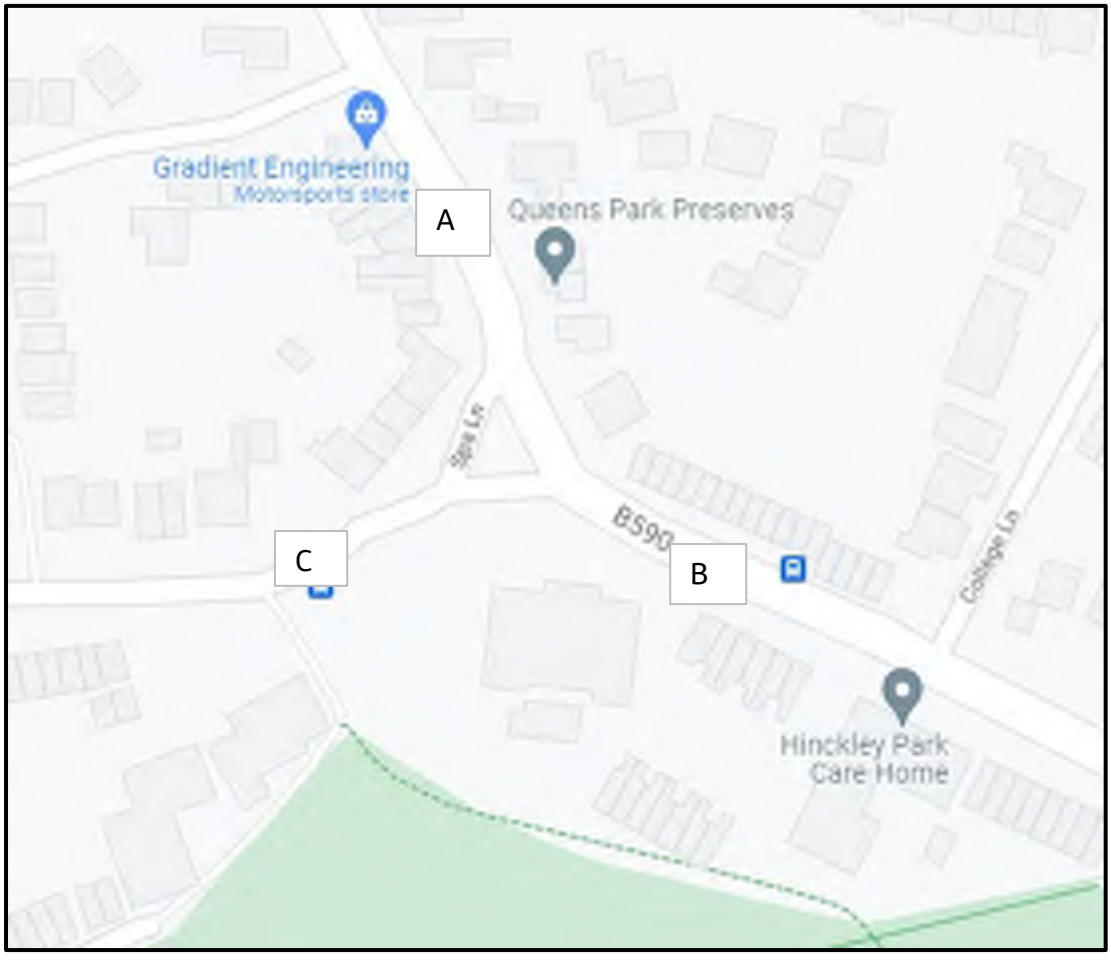

Figure 6.16: B590 London Rd/Spa Ln/London Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
Spa Ln/Leicester Rd/B466 Leicester Rd	B466 Leicester Rd	Leicester Rd	B	A	232	235	120	120
	Spa Ln	Leicester Rd	C	A	1	1	0	0
	Leicester Rd	B466 Leicester Rd	A	B	77	77	222	225
	Leicester Rd	Spa Ln	A	C	116	115	122	131
	Spa Ln	B466 Leicester Rd	C	B	373	374	632	632
	B466 Leicester Rd	Spa Ln	B	C	746	745	475	480

Table C.4: Spa Ln/Leicester Rd/B466 Leicester Rd Turning Flows

Figure 6.17: Spa Ln/Leicester Rd/B466 Leicester Rd

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
M69 Junction 2	M69 On-slip	B4669 Hinckley Rd	B	A	-	-	-	-
	M69 Off-slip	B4669 Hinckley Rd	C	A	214	197	365	371
	B4669 Hinckley Rd	B4669 Hinckley Rd	D	A	409	408	316	320
	B4669 Hinckley Rd	M69 On-slip	A	B	196	208	175	185
	B4669 Hinckley Rd	M69 Off-slip	A	C	-	-	-	-
	B4669 Hinckley Rd	B4669 Hinckley Rd	A	D	407	441	485	509
	M69 Off-slip	M69 On-slip	C	B	-	-	-	-
	M69 Off-slip	B4669 Hinckley Rd	C	D	12	12	116	115
	M69 On-slip	M69 Off-slip	B	C	-	-	-	-
	M69 On-slip	B4669 Hinckley Rd	B	D	-	-	-	-
	B4669 Hinckley Rd	M69 On-slip	D	B	87	86	38	38
	B4669 Hinckley Rd	M69 Off-slip	D	C	-	-	-	-

Table C.5: M69 Junction 2/B4669 Hinckley Rd Turning Flows

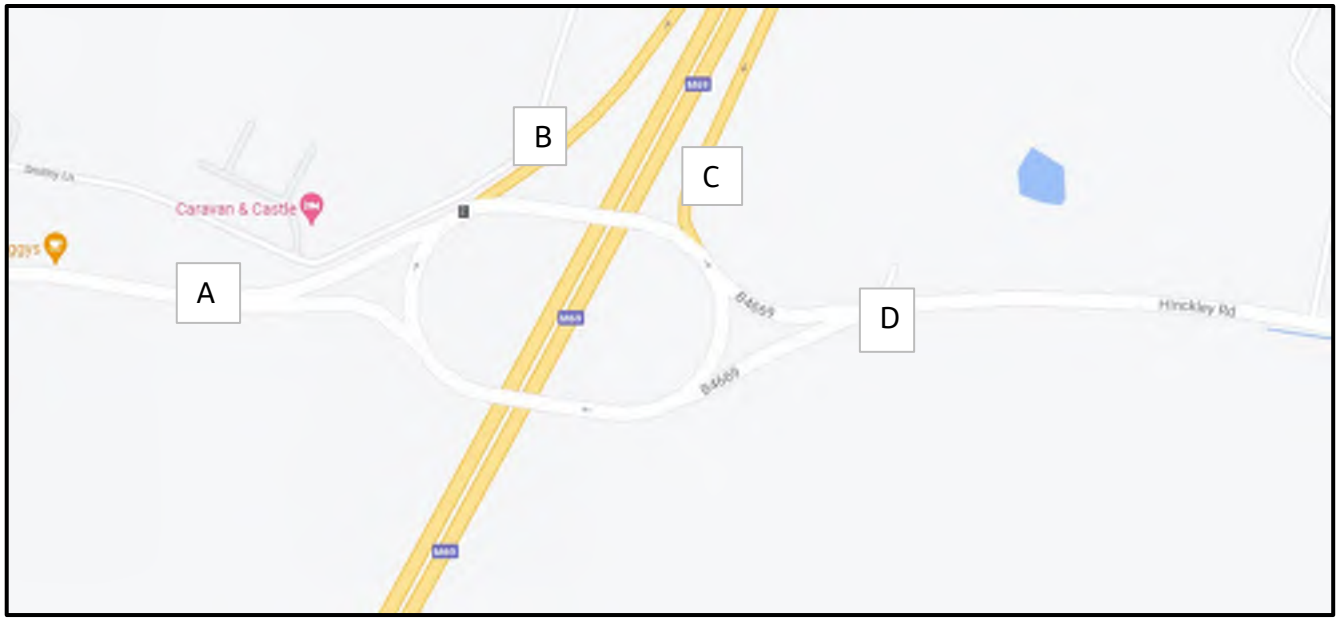

Figure 6.18: M69 Junction 2/B4669 Hinckley Rd

Appendix D. B4669 Burbage Road/Elm Tree Drive/Brookside & B4669 Sapcote Road/Aston Flamville Road - Modelling Turning Flows 2026 & 2031

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B4669 Burbage Road/ Elm Tree Drive/ Brookside	*Elm Tree Drive	Burbage Rd - SB	B	A	N/A	N/A	N/A	N/A
	Burbage Rd - NB	Burbage Rd - SB	C	A	786	813	776	780
	Brookside	Burbage Rd - SB	D	A	263	263	426	426
	Burbage Rd - SB	*Elm Tree Drive	A	B	N/A	N/A	N/A	N/A
	Burbage Rd - SB	Burbage Rd - NB	A	C	813	832	725	769
	Burbage Rd - SB	Brookside	A	D	242	236	222	221
	Burbage Rd - NB	*Elm Tree Drive	C	B	N/A	N/A	N/A	N/A
	Burbage Rd - NB	Brookside	C	D	33	33	0	0
	*Elm Tree Drive	Burbage Rd - NB	B	C	N/A	N/A	N/A	N/A
	*Elm Tree Drive	Brookside	B	D	N/A	N/A	N/A	N/A
	Brookside	*Elm Tree Drive	D	B	N/A	N/A	N/A	N/A
	Brookside	Burbage Rd - NB	D	C	16	17	22	26

Table D.1: 2026 - B4669 Burbage Road/Elm Tree Drive/Brookside

Figure 6.199: B4669 Burbage Road/Elm Tree Drive/Brookside

*The Elm Tree Drive is not coded in the PRTM model. Hence, the values are represented as N/A.

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B4669 Burbage Road/ Elm Tree Drive/ Brookside	*Elm Tree Drive	Burbage Rd - SB	B	A	N/A	N/A	N/A	N/A
	Burbage Rd - NB	Burbage Rd - SB	C	A	783	808	789	792
	Brookside	Burbage Rd - SB	D	A	272	272	424	430
	Burbage Rd - SB	*Elm Tree Drive	A	B	N/A	N/A	N/A	N/A
	Burbage Rd - SB	Burbage Rd - NB	A	C	843	854	752	785
	Burbage Rd - SB	Brookside	A	D	283	281	220	228
	Burbage Rd - NB	*Elm Tree Drive	C	B	N/A	N/A	N/A	N/A
	Burbage Rd - NB	Brookside	C	D	32	32	0	0
	*Elm Tree Drive	Burbage Rd - NB	B	C	N/A	N/A	N/A	N/A
	*Elm Tree Drive	Brookside	B	D	N/A	N/A	N/A	N/A
	Brookside	*Elm Tree Drive	D	B	N/A	N/A	N/A	N/A
	Brookside	Burbage Rd - NB	D	C	16	17	1	23

Table D.2: 2031 - B4669 Burbage Road/Elm Tree Drive/Brookside

Figure 6.20: B4669 Burbage Road/Elm Tree Drive/Brookside

*The Elm Tree Drive is not coded in the PRTM model. Hence, the values are represented as N/A.

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B4669 Sapcote Road/Aston Flamville Road	Aston Farmville Rd	Sapcote Rd - SB	B	A	14	33	11	24
	Sapcote Rd - NB	Sapcote Rd - SB	C	A	548	578	644	688
	Sapcote Rd - SB	Aston Farmville Rd	A	B	1	13	14	33
	Sapcote Rd - SB	Sapcote Rd - NB	A	C	651	651	691	692
	Sapcote Rd - NB	Aston Farmville Rd	C	B	95	111	40	94
	Aston Farmville Rd	Sapcote Rd - NB	B	C	56	114	38	64

Table D.3: 2026 - B4669 Sapcote Road/Aston Flamville Road

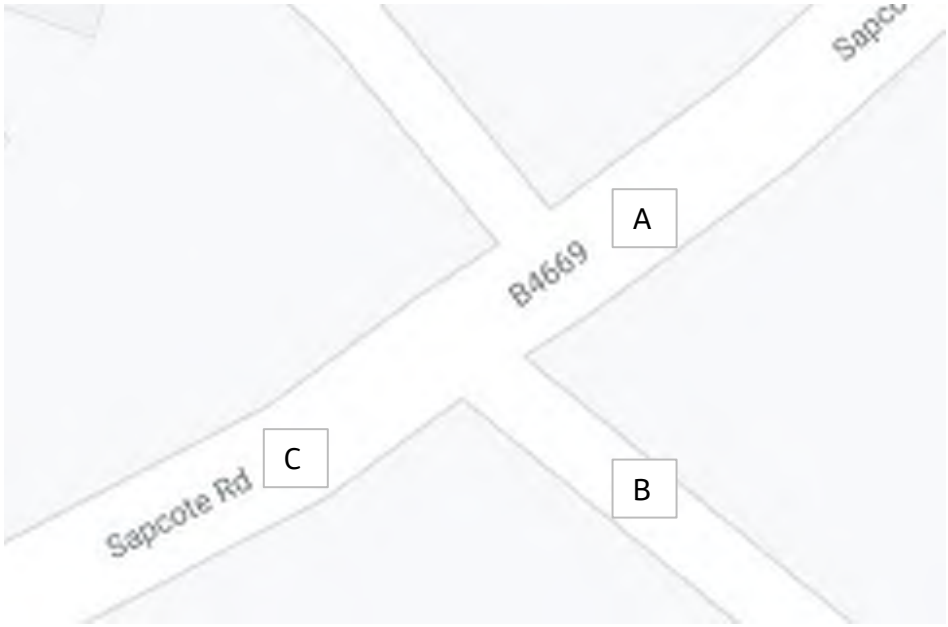

Figure 6.21: B4669 Sapcote Road/Aston Flamville Road

Location	From	To	From	To	AM W/out Dev	AM With Dev	PM W/out Dev	PM With Dev
B4669 Sapcote Road/Aston Flamville Road	Aston Farmville Rd	Sapcote Rd - SB	B	A	15	34	11	24
	Sapcote Rd - NB	Sapcote Rd - SB	C	A	578	603	661	703
	Sapcote Rd - SB	Aston Farmville Rd	A	B	1	13	10	28
	Sapcote Rd - SB	Sapcote Rd - NB	A	C	650	645	674	669
	Sapcote Rd - NB	Aston Farmville Rd	C	B	127	144	40	93
	Aston Farmville Rd	Sapcote Rd - NB	B	C	55	126	45	83

Table D.4: 2031 - B4669 Sapcote Road/Aston Flamville Road

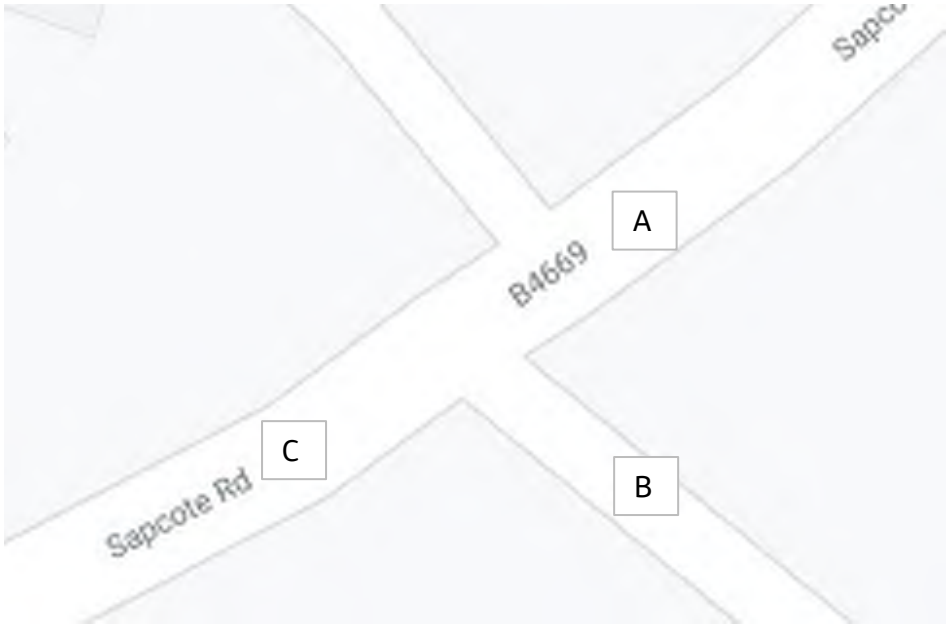

Figure 6.22: B4669 Sapcote Road/Aston Flamville Road

APPENDIX H: CAPACITY ASSESSMENT RESULTS

Full Input Data And Results

User and Project Details

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Additional detail:	
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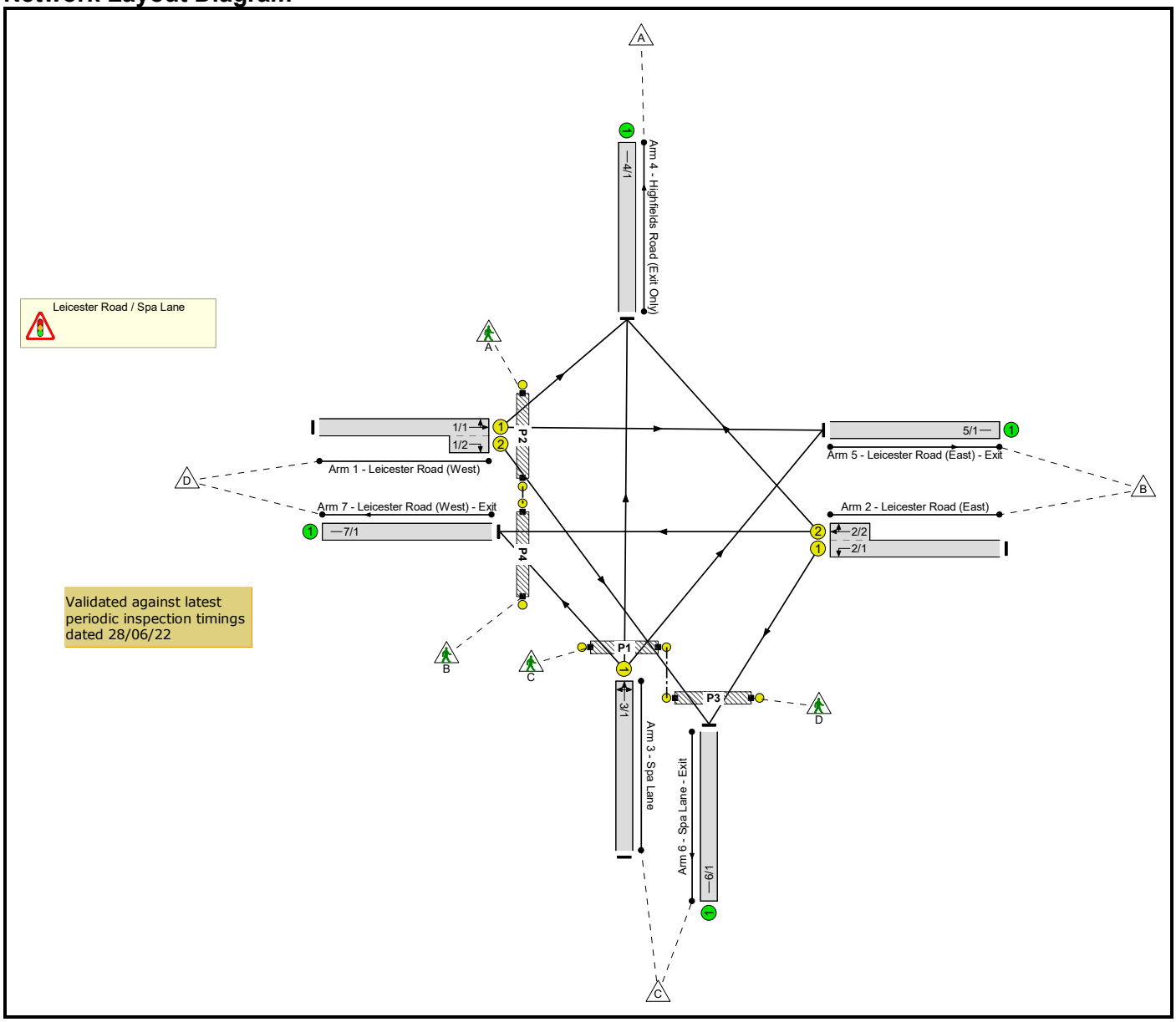
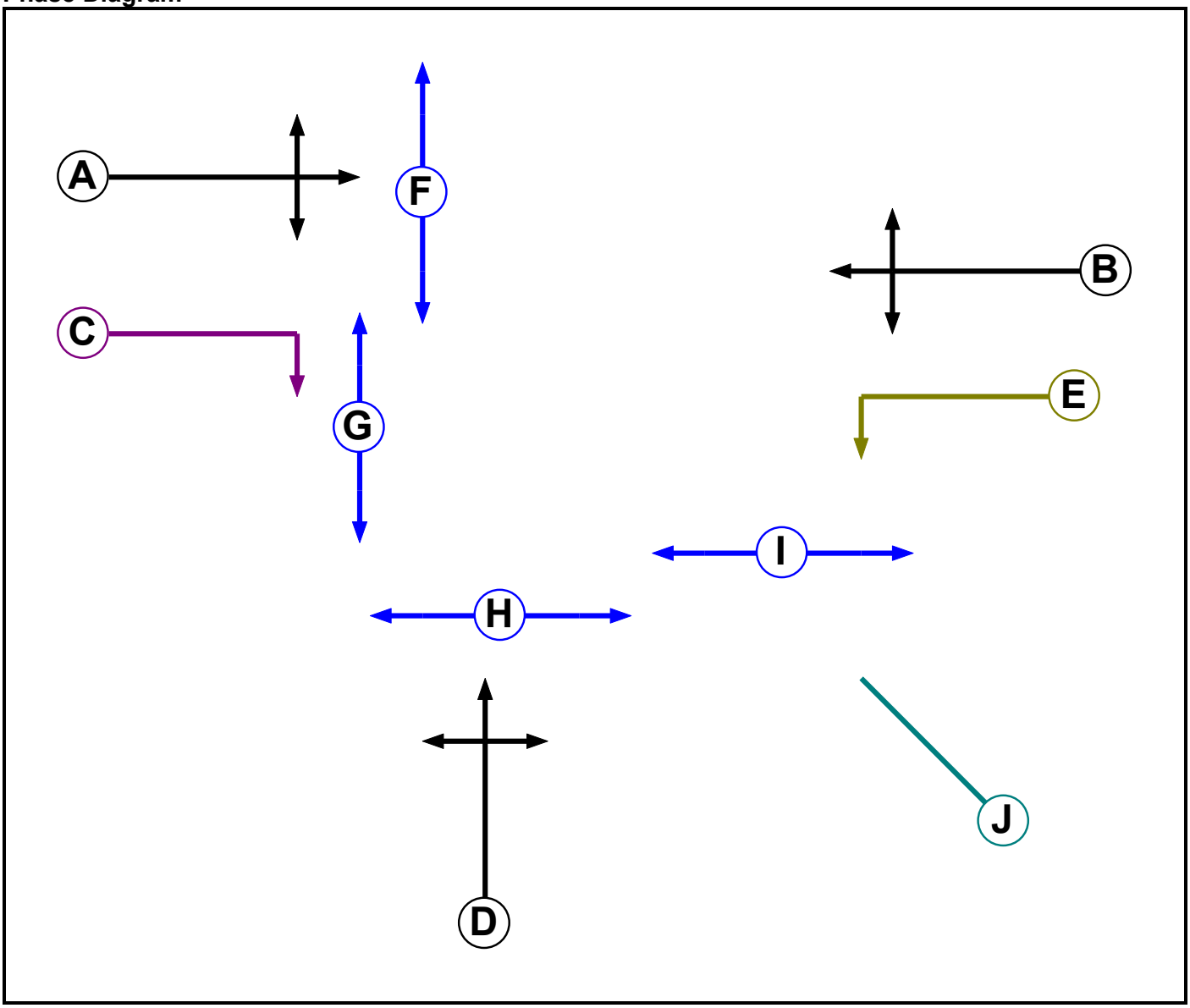
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Filter	B	1	0
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Dummy		4	4

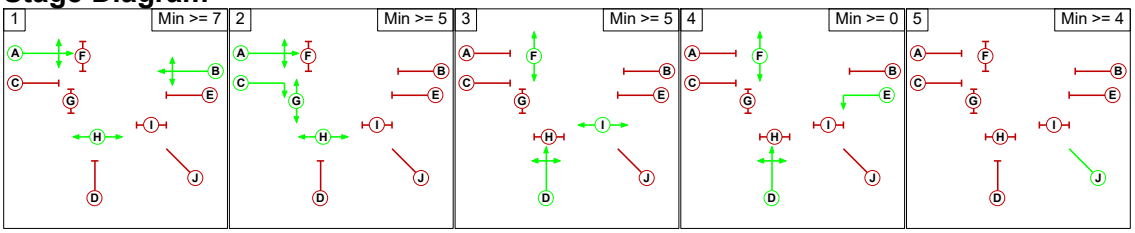
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	5	-	5	-	-	9	3
B	-		5	6	-	-	8	-	7	3
C	-	5		5	6	5	-	-	9	3
D	7	7	7		-	-	7	6	-	3
E	-	-	5	-		-	-	-	7	3
F	6	-	6	-	-		-	-	-	3
G	-	6	-	6	-	-		-	-	3
H	-	-	-	6	-	-	-		-	3
I	6	6	6	-	6	-	-	-		3
J	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	E	Gaining absolute	6	6
2	3	A	Losing	1	1
2	4	A	Losing	1	1
3	1	D	Losing	1	1
4	1	D	Losing	1	1

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		8	9	6	3
2	X		10	7	3
3	8	X		6	3
4	8	X	X		X
5	X	X	2	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Leicester Road / Spa Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Leicester Road / Spa Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Leicester Road (West))	U	A	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 4 Left	11.00
											Arm 5 Ahead	Inf
1/2 (Leicester Road (West))	U	A C	2	3	3.5	Geom	-	2.80	0.00	Y	Arm 6 Right	17.00
2/1 (Leicester Road (East))	U	B E	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	13.00
2/2 (Leicester Road (East))	U	B	2	3	3.5	Geom	-	2.80	0.00	Y	Arm 4 Right	9.00
											Arm 7 Ahead	Inf
3/1 (Spa Lane)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Ahead	14.00
											Arm 5 Right	11.00
											Arm 7 Left	27.00
4/1 (Highfields Road (Exit Only))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Leicester Road (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Spa Lane - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Leicester Road (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Surveyed flows AM'	08:00	09:00	01:00	
2: '2022 Surveyed flows PM'	17:00	18:00	01:00	
3: '2026 base AM'	08:00	09:00	01:00	
4: '2026 Base PM'	17:00	18:00	01:00	
5: '2031 base AM'	08:00	09:00	01:00	
6: '2031 Base PM'	17:00	18:00	01:00	
7: '2026 base + DEV AM'	08:00	09:00	01:00	
8: '2026 Base + DEV PM'	17:00	18:00	01:00	
9: '2031 base + DEV AM'	08:00	09:00	01:00	

10: '2031 Base + DEV PM'	17:00	18:00	01:00	

Scenario 1: 'SINGLE - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	194	454	651
	C	15	359	0	187	561
	D	12	191	302	0	505
	Tot.	30	550	496	641	1717

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: SINGLE - 2022 surveyed AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	505(In) 203(Out)
1/2 (short)	302
2/1 (with short)	651(In) 194(Out)
2/2 (short)	457
3/1	561
4/1	30
5/1	550
6/1	496
7/1	641

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.9 %	1880	1880
				Arm 5 Ahead	Inf	94.1 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	0.7 %	1893	1893
				Arm 7 Ahead	Inf	99.3 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.7 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'SINGLE - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	369	194	571
	C	25	457	0	187	669
	D	11	198	272	0	481
	Tot.	44	655	641	381	1721

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: SINGLE - 2022 surveyed PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	481(In) 209(Out)
1/2 (short)	272
2/1 (with short)	571(In) 369(Out)
2/2 (short)	202
3/1	669
4/1	44
5/1	655
6/1	641
7/1	381

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.3 %	1881	1881
				Arm 5 Ahead	Inf	94.7 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	4.0 %	1883	1883
				Arm 7 Ahead	Inf	96.0 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.7 %	1739	1739
				Arm 5 Right	11.00	68.3 %		
				Arm 7 Left	27.00	28.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'SINGLE - 2026 base AM' (FG3: '2026 base AM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	473	202	678
	C	16	375	0	195	586
	D	12	200	315	0	527
	Tot.	31	575	788	397	1791

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: SINGLE - 2026 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	527(In) 212(Out)
1/2 (short)	315
2/1 (with short)	678(In) 473(Out)
2/2 (short)	205
3/1	586
4/1	31
5/1	575
6/1	788
7/1	397

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.5 % 98.5 %	1890	1890
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'SINGLE - 2026 base PM' (FG4: '2026 Base PM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	381	149	538
	C	25	472	0	167	664
	D	12	205	281	0	498
	Tot.	45	677	662	316	1700

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: SINGLE - 2026 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 217(Out)
1/2 (short)	281
2/1 (with short)	538(In) 381(Out)
2/2 (short)	157
3/1	664
4/1	45
5/1	677
6/1	662
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.5 % 94.5 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.1 % 94.9 %	1879	1879
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.8 % 71.1 % 25.2 %	1736	1736
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'SINGLE - 2031 base AM' (FG5: '2031 base AM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	498	212	714
	C	17	394	0	205	616
	D	13	210	332	0	555
	Tot.	34	604	830	417	1885

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: SINGLE - 2031 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	555(In) 223(Out)
1/2 (short)	332
2/1 (with short)	714(In) 498(Out)
2/2 (short)	216
3/1	616
4/1	34
5/1	604
6/1	830
7/1	417

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.8 % 94.2 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.9 % 98.1 %	1889	1889
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.8 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'SINGLE - 2031 base PM' (FG6: '2031 Base PM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	396	155	560
	C	27	491	0	173	691
	D	12	210	293	0	515
	Tot.	48	701	689	328	1766

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: SINGLE - 2031 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	515(In) 222(Out)
1/2 (short)	293
2/1 (with short)	560(In) 396(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	701
6/1	689
7/1	328

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.4 % 94.6 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.5 % 94.5 %	1878	1878
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.9 % 71.1 % 25.0 %	1735	1735
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'SINGLE - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	474	204	681
	C	16	375	0	195	586
	D	12	199	315	0	526
	Tot.	31	574	789	399	1793

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: SINGLE - 2026 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	526(In) 211(Out)
1/2 (short)	315
2/1 (with short)	681(In) 474(Out)
2/2 (short)	207
3/1	586
4/1	31
5/1	574
6/1	789
7/1	399

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.4 % 98.6 %	1890	1890
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'SINGLE - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	387	149	544
	C	25	471	0	167	663
	D	12	199	287	0	498
	Tot.	45	670	674	316	1705

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: SINGLE - 2026 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 211(Out)
1/2 (short)	287
2/1 (with short)	544(In) 387(Out)
2/2 (short)	157
3/1	663
4/1	45
5/1	670
6/1	674
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.1 % 94.9 %	1879	1879
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.8 % 71.0 % 25.2 %	1736	1736
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'SINGLE - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	497	215	716
	C	17	395	0	205	617
	D	13	210	331	0	554
	Tot.	34	605	828	420	1887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: SINGLE - 2031 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	554(In) 223(Out)
1/2 (short)	331
2/1 (with short)	716(In) 497(Out)
2/2 (short)	219
3/1	617
4/1	34
5/1	605
6/1	828
7/1	420

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.8 %	1880	1880
				Arm 5 Ahead	Inf	94.2 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.8 %	1889	1889
				Arm 7 Ahead	Inf	98.2 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.8 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.2 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: 'SINGLE - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 1: 'Single cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	401	155	565
	C	27	491	0	173	691
	D	12	216	302	0	530
	Tot.	48	707	703	328	1786

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: SINGLE - 2031 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	530(In) 228(Out)
1/2 (short)	302
2/1 (with short)	565(In) 401(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	707
6/1	703
7/1	328

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.3 % 94.7 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.5 % 94.5 %	1878	1878
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.9 % 71.1 % 25.0 %	1735	1735
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'DOUBLE - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	194	454	651
	C	15	359	0	187	561
	D	12	191	302	0	505
	Tot.	30	550	496	641	1717

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DOUBLE - 2022 surveyed AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	505(In) 203(Out)
1/2 (short)	302
2/1 (with short)	651(In) 194(Out)
2/2 (short)	457
3/1	561
4/1	30
5/1	550
6/1	496
7/1	641

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.9 %	1880	1880
				Arm 5 Ahead	Inf	94.1 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	0.7 %	1893	1893
				Arm 7 Ahead	Inf	99.3 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.7 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'DOUBLE - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	369	194	571
	C	25	457	0	187	669
	D	11	198	272	0	481
	Tot.	44	655	641	381	1721

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DOUBLE - 2022 surveyed PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	481(In) 209(Out)
1/2 (short)	272
2/1 (with short)	571(In) 369(Out)
2/2 (short)	202
3/1	669
4/1	44
5/1	655
6/1	641
7/1	381

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.3 %	1881	1881
				Arm 5 Ahead	Inf	94.7 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	4.0 %	1883	1883
				Arm 7 Ahead	Inf	96.0 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.7 %	1739	1739
				Arm 5 Right	11.00	68.3 %		
				Arm 7 Left	27.00	28.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: 'DOUBLE - 2026 base AM' (FG3: '2026 base AM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	473	202	678
	C	16	375	0	195	586
	D	12	200	315	0	527
	Tot.	31	575	788	397	1791

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DOUBLE - 2026 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	527(In) 212(Out)
1/2 (short)	315
2/1 (with short)	678(In) 473(Out)
2/2 (short)	205
3/1	586
4/1	31
5/1	575
6/1	788
7/1	397

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.5 % 98.5 %	1890	1890
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: 'DOUBLE - 2026 base PM' (FG4: '2026 Base PM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	381	149	538
	C	25	472	0	167	664
	D	12	205	281	0	498
	Tot.	45	677	662	316	1700

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DOUBLE - 2026 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 217(Out)
1/2 (short)	281
2/1 (with short)	538(In) 381(Out)
2/2 (short)	157
3/1	664
4/1	45
5/1	677
6/1	662
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.5 % 94.5 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.1 % 94.9 %	1879	1879
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.8 % 71.1 % 25.2 %	1736	1736
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: 'DOUBLE - 2031 base AM' (FG5: '2031 base AM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	498	212	714
	C	17	394	0	205	616
	D	13	210	332	0	555
	Tot.	34	604	830	417	1885

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DOUBLE - 2031 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	555(In) 223(Out)
1/2 (short)	332
2/1 (with short)	714(In) 498(Out)
2/2 (short)	216
3/1	616
4/1	34
5/1	604
6/1	830
7/1	417

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.8 % 94.2 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.9 % 98.1 %	1889	1889
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.8 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 16: 'DOUBLE - 2031 base PM' (FG6: '2031 Base PM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	396	155	560
	C	27	491	0	173	691
	D	12	210	293	0	515
	Tot.	48	701	689	328	1766

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DOUBLE - 2031 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	515(In) 222(Out)
1/2 (short)	293
2/1 (with short)	560(In) 396(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	701
6/1	689
7/1	328

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.4 %	1881	1881
				Arm 5 Ahead	Inf	94.6 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.5 %	1878	1878
				Arm 7 Ahead	Inf	94.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.9 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 17: 'DOUBLE - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	474	204	681
	C	16	375	0	195	586
	D	12	199	315	0	526
	Tot.	31	574	789	399	1793

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DOUBLE - 2026 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	526(In) 211(Out)
1/2 (short)	315
2/1 (with short)	681(In) 474(Out)
2/2 (short)	207
3/1	586
4/1	31
5/1	574
6/1	789
7/1	399

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.4 % 98.6 %	1890	1890
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 18: 'DOUBLE - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	387	149	544
	C	25	471	0	167	663
	D	12	199	287	0	498
	Tot.	45	670	674	316	1705

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DOUBLE - 2026 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 211(Out)
1/2 (short)	287
2/1 (with short)	544(In) 387(Out)
2/2 (short)	157
3/1	663
4/1	45
5/1	670
6/1	674
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.1 % 94.9 %	1879	1879
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.8 % 71.0 % 25.2 %	1736	1736
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 19: 'DOUBLE - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	497	215	716
	C	17	395	0	205	617
	D	13	210	331	0	554
	Tot.	34	605	828	420	1887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DOUBLE - 2031 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	554(In) 223(Out)
1/2 (short)	331
2/1 (with short)	716(In) 497(Out)
2/2 (short)	219
3/1	617
4/1	34
5/1	605
6/1	828
7/1	420

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.8 % 94.2 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.8 % 98.2 %	1889	1889
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.8 % 64.0 % 33.2 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 20: 'DOUBLE - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 2: 'Double cycled')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	401	155	565
	C	27	491	0	173	691
	D	12	216	302	0	530
	Tot.	48	707	703	328	1786

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DOUBLE - 2031 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	530(In) 228(Out)
1/2 (short)	302
2/1 (with short)	565(In) 401(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	707
6/1	703
7/1	328

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.3 % 94.7 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.5 % 94.5 %	1878	1878
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.9 % 71.1 % 25.0 %	1735	1735
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 21: 'SINGLE (ALT) - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	194	454	651
	C	15	359	0	187	561
	D	12	191	302	0	505
	Tot.	30	550	496	641	1717

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: SINGLE (ALT) - 2022 surveyed AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	505(In) 203(Out)
1/2 (short)	302
2/1 (with short)	651(In) 194(Out)
2/2 (short)	457
3/1	561
4/1	30
5/1	550
6/1	496
7/1	641

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.9 % 94.1 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	0.7 % 99.3 %	1893	1893
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 22: 'SINGLE (ALT) - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	369	194	571
	C	25	457	0	187	669
	D	11	198	272	0	481
	Tot.	44	655	641	381	1721

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: SINGLE (ALT) - 2022 surveyed PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	481(In) 209(Out)
1/2 (short)	272
2/1 (with short)	571(In) 369(Out)
2/2 (short)	202
3/1	669
4/1	44
5/1	655
6/1	641
7/1	381

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.3 % 94.7 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	4.0 % 96.0 %	1883	1883
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.7 % 68.3 % 28.0 %	1739	1739
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 23: 'SINGLE (ALT) - 2026 base AM' (FG3: '2026 base AM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	473	202	678
	C	16	375	0	195	586
	D	12	200	315	0	527
	Tot.	31	575	788	397	1791

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: SINGLE (ALT) - 2026 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	527(In) 212(Out)
1/2 (short)	315
2/1 (with short)	678(In) 473(Out)
2/2 (short)	205
3/1	586
4/1	31
5/1	575
6/1	788
7/1	397

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.7 % 94.3 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.5 % 98.5 %	1890	1890
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.7 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 24: 'SINGLE (ALT) - 2026 base PM' (FG4: '2026 Base PM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	381	149	538
	C	25	472	0	167	664
	D	12	205	281	0	498
	Tot.	45	677	662	316	1700

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: SINGLE (ALT) - 2026 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 217(Out)
1/2 (short)	281
2/1 (with short)	538(In) 381(Out)
2/2 (short)	157
3/1	664
4/1	45
5/1	677
6/1	662
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.5 % 94.5 %	1881	1881
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	5.1 % 94.9 %	1879	1879
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	3.8 % 71.1 % 25.2 %	1736	1736
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 25: 'SINGLE (ALT) - 2031 base AM' (FG5: '2031 base AM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	498	212	714
	C	17	394	0	205	616
	D	13	210	332	0	555
	Tot.	34	604	830	417	1885

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: SINGLE (ALT) - 2031 base AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	555(In) 223(Out)
1/2 (short)	332
2/1 (with short)	714(In) 498(Out)
2/2 (short)	216
3/1	616
4/1	34
5/1	604
6/1	830
7/1	417

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 Inf	5.8 % 94.2 %	1880	1880
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right Arm 7 Ahead	9.00 Inf	1.9 % 98.1 %	1889	1889
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	14.00 11.00 27.00	2.8 % 64.0 % 33.3 %	1745	1745
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 26: 'SINGLE (ALT) - 2031 base PM' (FG6: '2031 Base PM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	396	155	560
	C	27	491	0	173	691
	D	12	210	293	0	515
	Tot.	48	701	689	328	1766

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: SINGLE (ALT) - 2031 base PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	515(In) 222(Out)
1/2 (short)	293
2/1 (with short)	560(In) 396(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	701
6/1	689
7/1	328

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.4 %	1881	1881
				Arm 5 Ahead	Inf	94.6 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.5 %	1878	1878
				Arm 7 Ahead	Inf	94.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.9 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 27: 'SINGLE (ALT) - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	474	204	681
	C	16	375	0	195	586
	D	12	199	315	0	526
	Tot.	31	574	789	399	1793

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: SINGLE (ALT) - 2026 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	526(In) 211(Out)
1/2 (short)	315
2/1 (with short)	681(In) 474(Out)
2/2 (short)	207
3/1	586
4/1	31
5/1	574
6/1	789
7/1	399

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.7 %	1880	1880
				Arm 5 Ahead	Inf	94.3 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.4 %	1890	1890
				Arm 7 Ahead	Inf	98.6 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.7 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 28: 'SINGLE (ALT) - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	387	149	544
	C	25	471	0	167	663
	D	12	199	287	0	498
	Tot.	45	670	674	316	1705

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: SINGLE (ALT) - 2026 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	498(In) 211(Out)
1/2 (short)	287
2/1 (with short)	544(In) 387(Out)
2/2 (short)	157
3/1	663
4/1	45
5/1	670
6/1	674
7/1	316

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.7 %	1880	1880
				Arm 5 Ahead	Inf	94.3 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.1 %	1879	1879
				Arm 7 Ahead	Inf	94.9 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.8 %	1736	1736
				Arm 5 Right	11.00	71.0 %		
				Arm 7 Left	27.00	25.2 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 29: 'SINGLE (ALT) - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	497	215	716
	C	17	395	0	205	617
	D	13	210	331	0	554
	Tot.	34	605	828	420	1887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: SINGLE (ALT) - 2031 base + DEV AM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	554(In) 223(Out)
1/2 (short)	331
2/1 (with short)	716(In) 497(Out)
2/2 (short)	219
3/1	617
4/1	34
5/1	605
6/1	828
7/1	420

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.8 %	1880	1880
				Arm 5 Ahead	Inf	94.2 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.8 %	1889	1889
				Arm 7 Ahead	Inf	98.2 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.8 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.2 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 30: 'SINGLE (ALT) - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 3: 'Single cycled (ALT)')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	401	155	565
	C	27	491	0	173	691
	D	12	216	302	0	530
	Tot.	48	707	703	328	1786

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 30: SINGLE (ALT) - 2031 base + DEV PM
Junction: Leicester Road / Spa Lane	
1/1 (with short)	530(In) 228(Out)
1/2 (short)	302
2/1 (with short)	565(In) 401(Out)
2/2 (short)	164
3/1	691
4/1	48
5/1	707
6/1	703
7/1	328

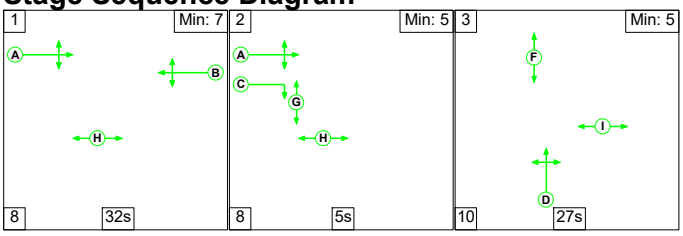
Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.3 %	1881	1881
				Arm 5 Ahead	Inf	94.7 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.5 %	1878	1878
				Arm 7 Ahead	Inf	94.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.9 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'SINGLE - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 1: 'Single cycled')

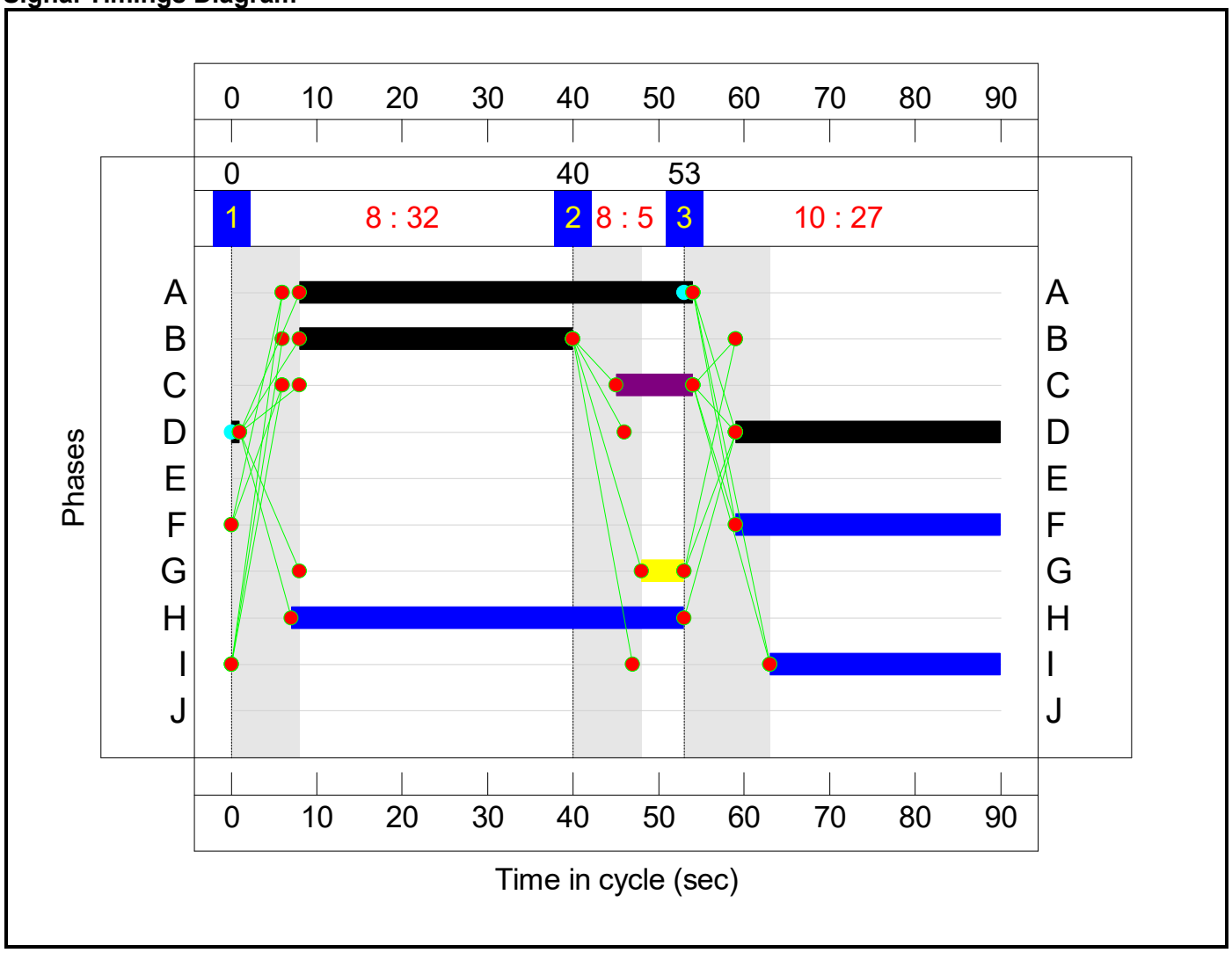
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	5	27
Change Point	0	40	53

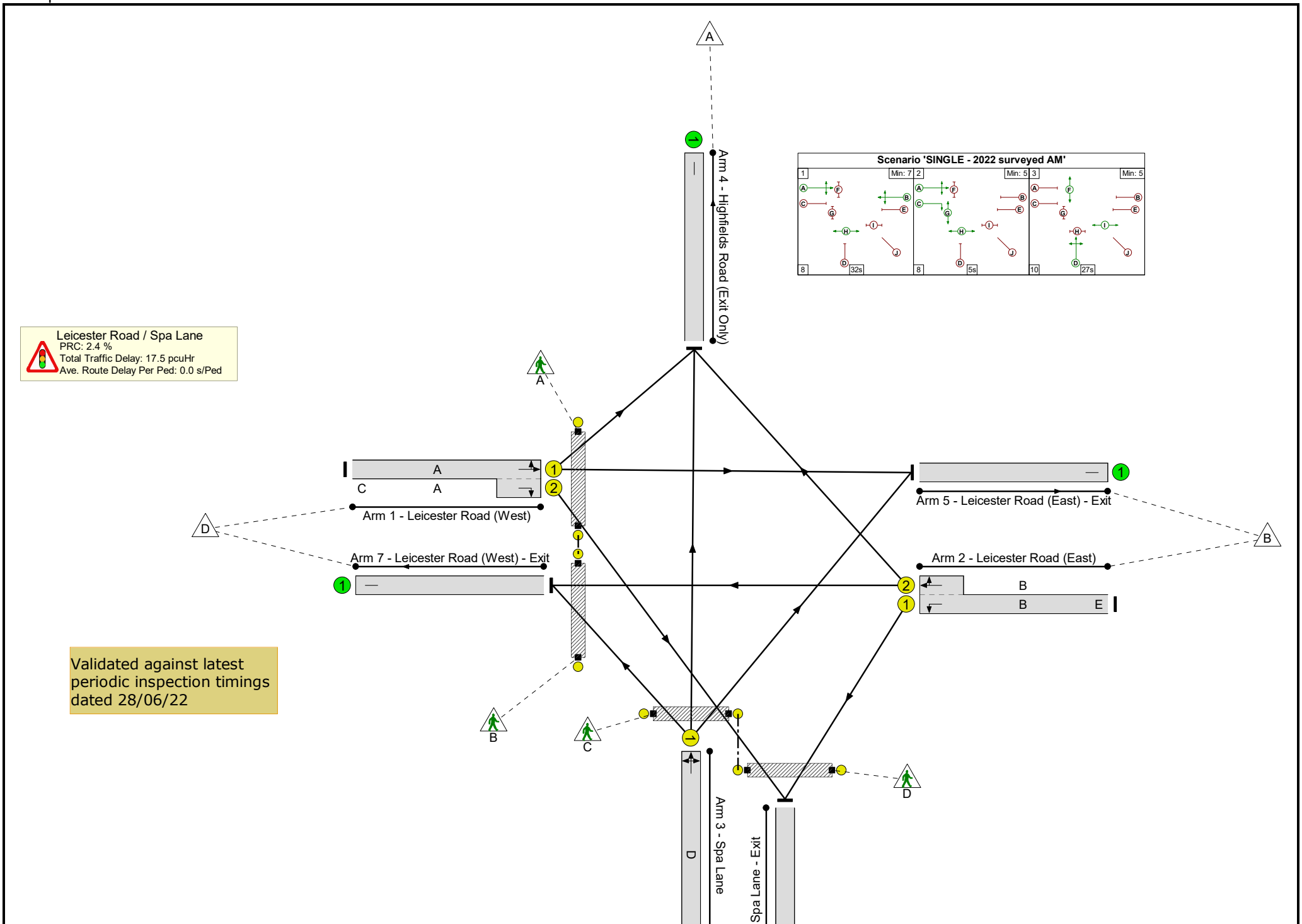
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	46	9	505	1880:1741	420+624	48.4 : 48.4%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	32	0	651	1699:1893	221+520	87.9 : 87.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	32	-	561	1745	640	87.7%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	46	-	0	-	36800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	31	-	0	-	24800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	27	-	0	-	21600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.4**	**7.1**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.4**	**7.1**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	-	-	-	1.7	0.5	-	2.2	15.5	4.9	0.5	5.4
2/1+2/2	651	651	-	-	-	4.6	3.4	-	7.9	43.9	13.5	3.4	16.9
3/1	561	561	-	-	-	4.1	3.3	-	7.4	47.7	13.1	3.3	16.4
4/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

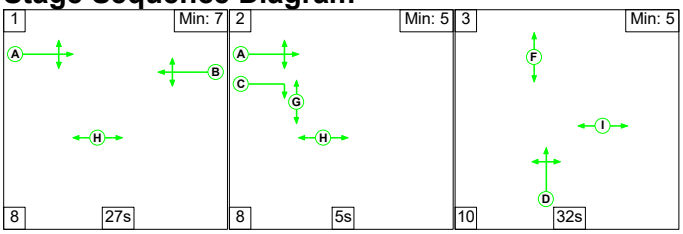
C1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 17.54 Cycle Time (s): 90

PRC Over All Lanes (%): 2.4 Total Delay Over All Lanes(pcuHr): 17.54

Full Input Data And Results

Scenario 2: 'SINGLE - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 1: 'Single cycled')

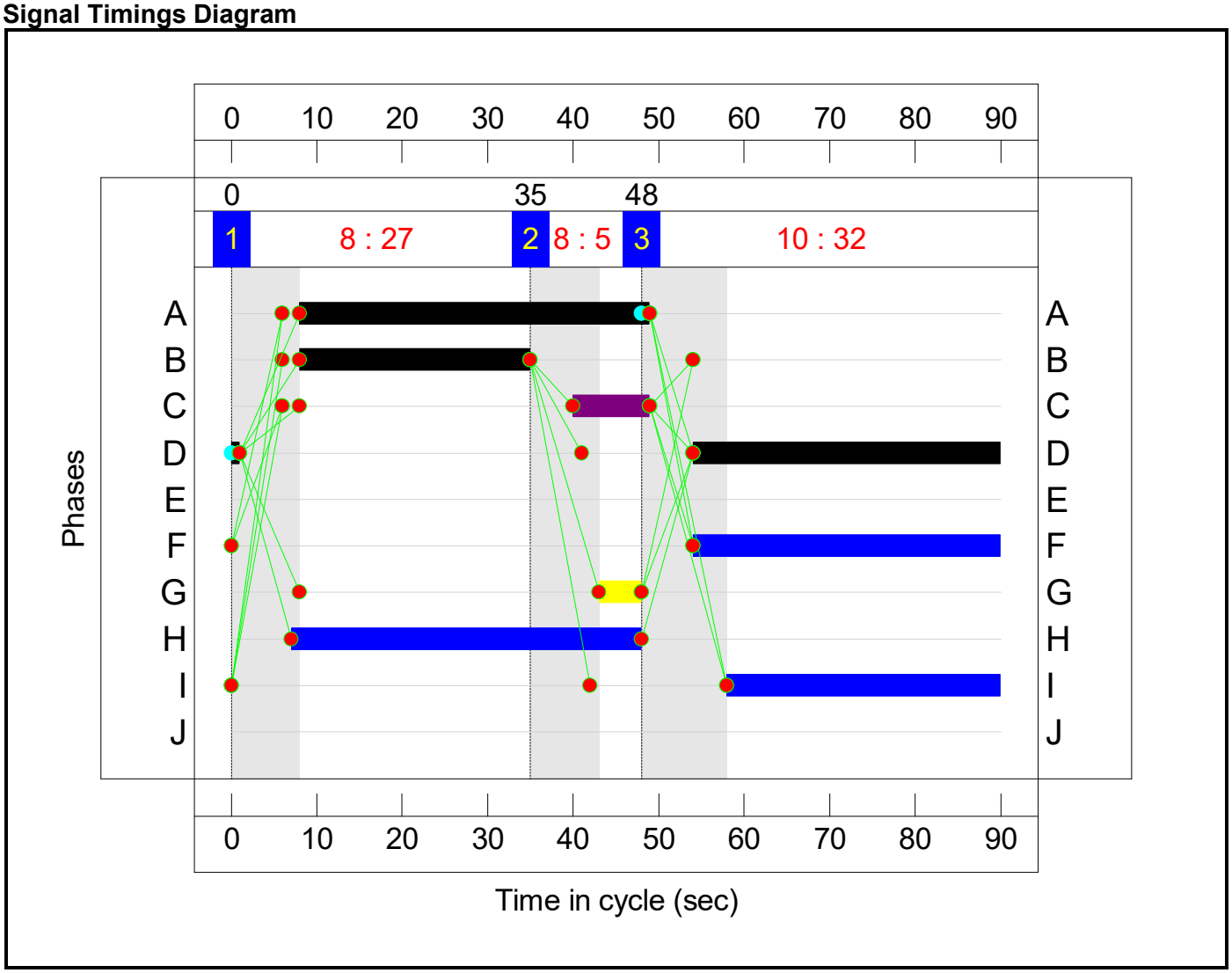
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	5	32
Change Point	0	35	48

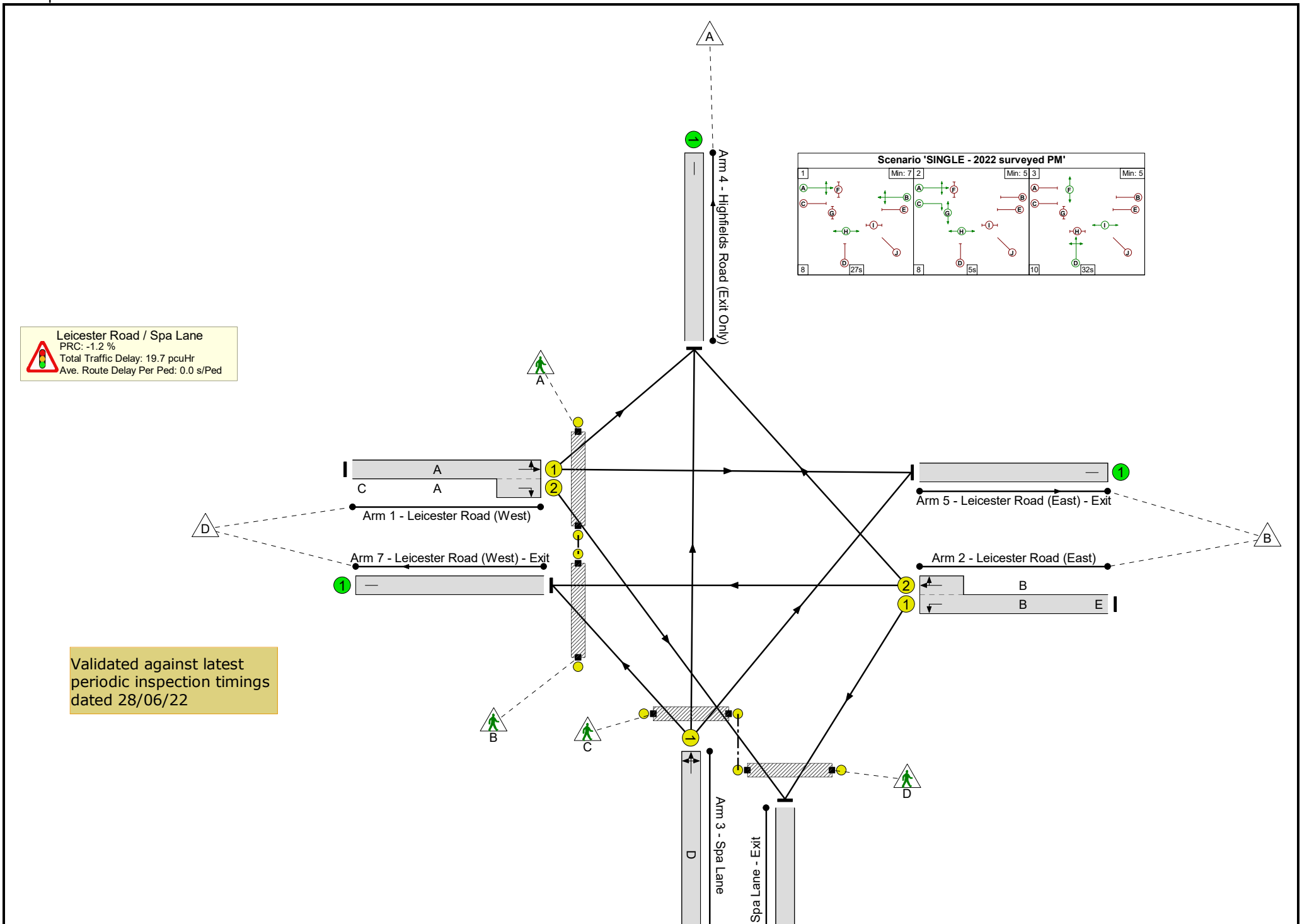
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	41	9	481	1881:1741	417+543	50.1 : 50.1%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	27	0	571	1699:1883	413+226	89.4 : 89.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	37	-	669	1739	734	91.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	41	-	0	-	32800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	36	-	0	-	28800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	32	-	0	-	25600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.0**	**8.8**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.0**	**8.8**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	-	-	-	2.0	0.5	-	2.5	18.7	4.9	0.5	5.4
2/1+2/2	571	571	-	-	-	4.4	3.8	-	8.2	51.7	11.4	3.8	15.2
3/1	669	669	-	-	-	4.5	4.5	-	9.0	48.7	15.6	4.5	20.1
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

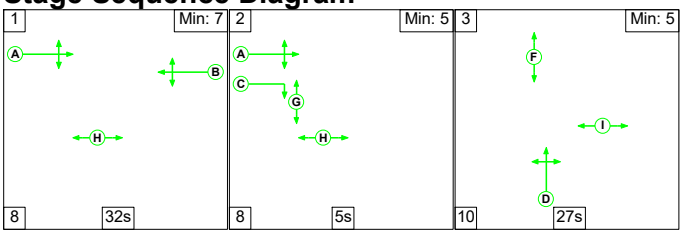
C1 PRC for Signalled Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 19.74 Cycle Time (s): 90

PRC Over All Lanes (%): -1.2 Total Delay Over All Lanes(pcuHr): 19.74

Full Input Data And Results

Scenario 3: 'SINGLE - 2026 base AM' (FG3: '2026 base AM', Plan 1: 'Single cycled')

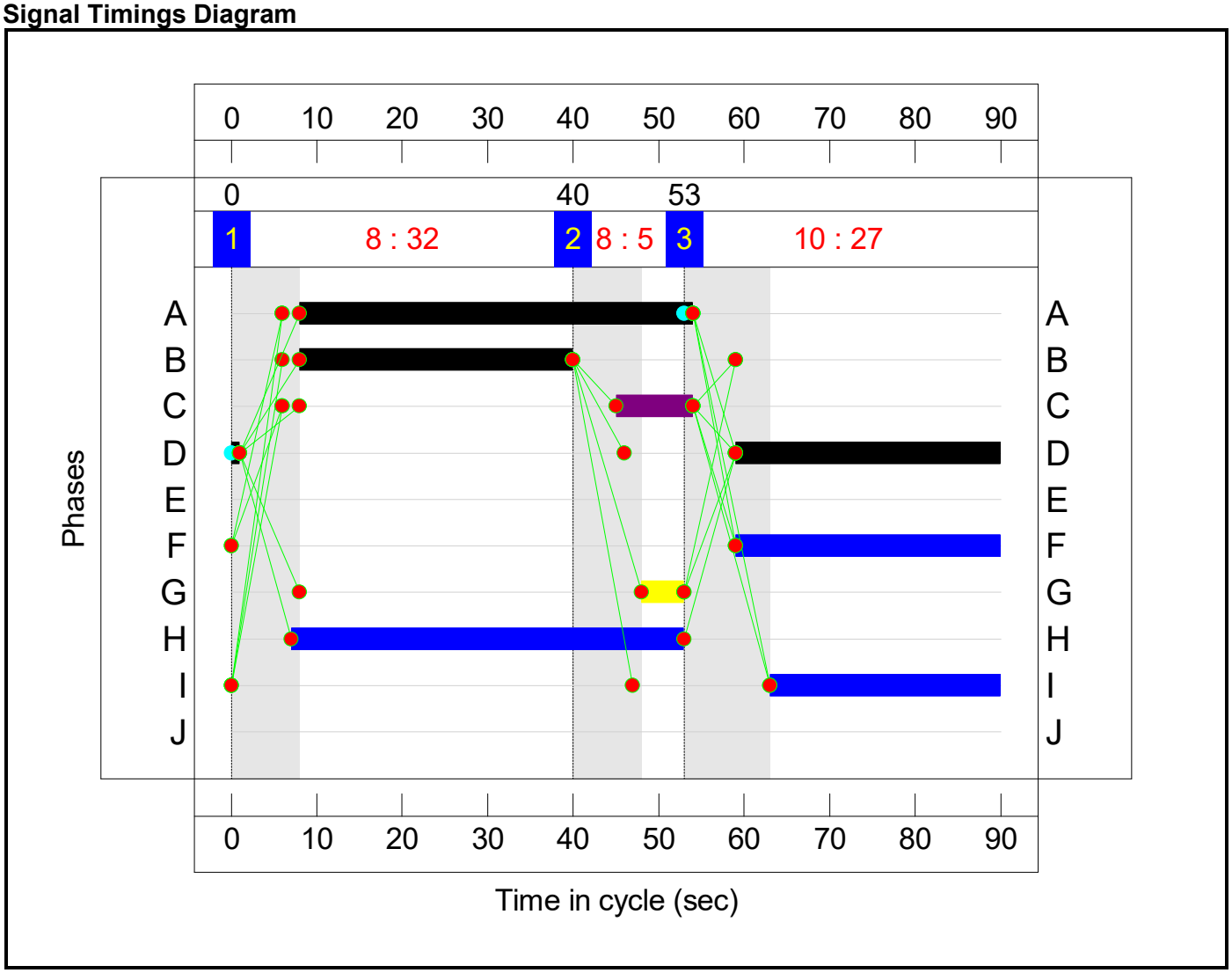
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	5	27
Change Point	0	40	53

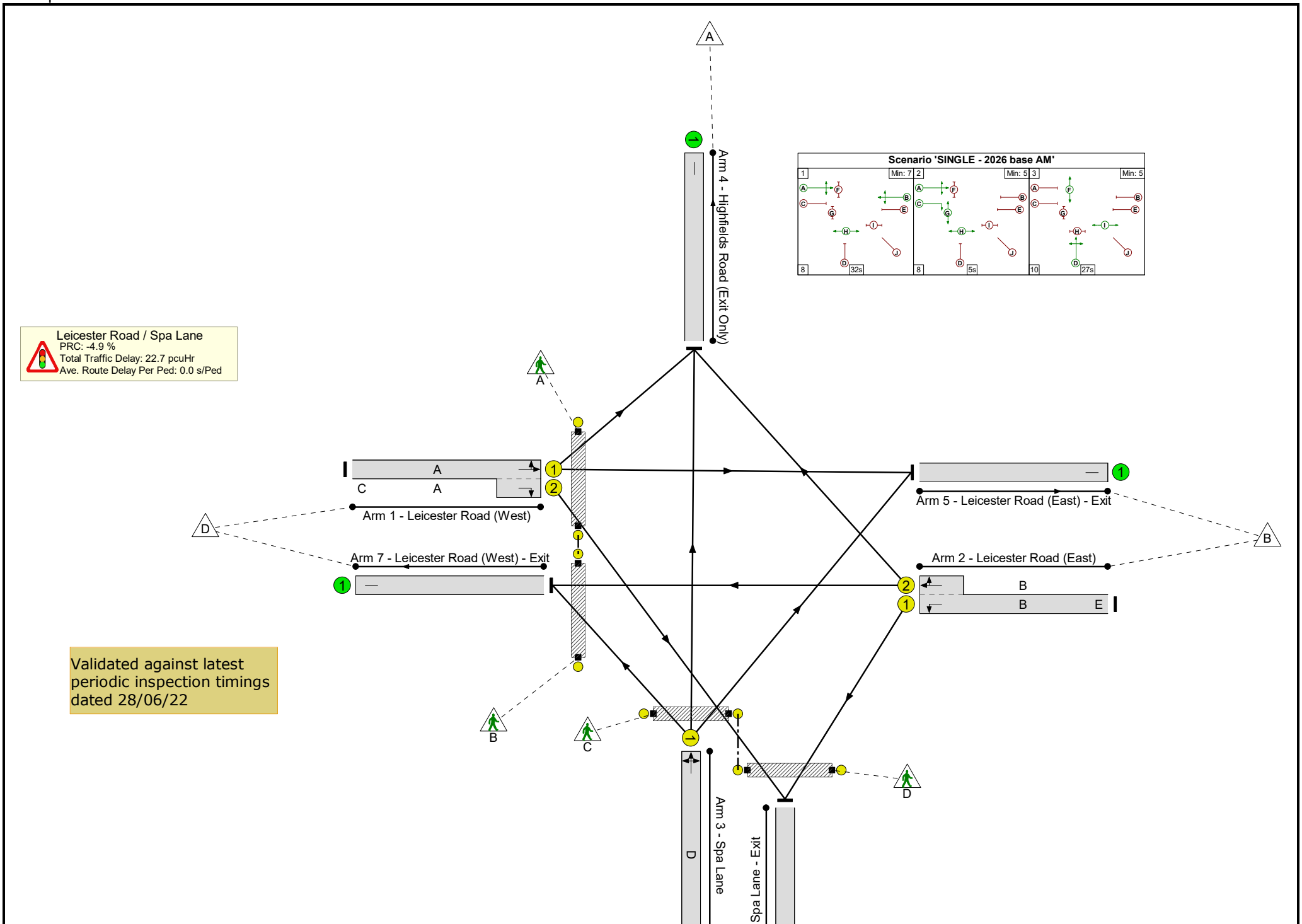
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	46	9	527	1880:1741	420+624	50.5 : 50.5%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	32	0	678	1699:1890	501+217	94.4 : 94.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	32	-	586	1745	640	91.6%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	46	-	0	-	36800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	31	-	0	-	24800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	27	-	0	-	21600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.1**	**11.5**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.1**	**11.5**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
1/1+1/2	527	527	-	-	-	1.8	0.5	-	2.3	15.8	5.4	0.5	5.9
2/1+2/2	678	678	-	-	-	4.9	6.4	-	11.3	60.0	14.7	6.4	21.1
3/1	586	586	-	-	-	4.4	4.6	-	9.1	55.7	13.8	4.6	18.5
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

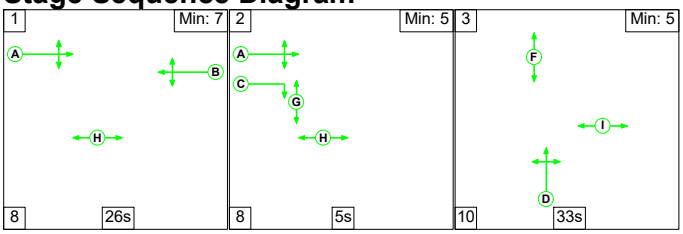
C1 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 22.68 Cycle Time (s): 90

PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 22.68

Full Input Data And Results

Scenario 4: 'SINGLE - 2026 base PM' (FG4: '2026 Base PM', Plan 1: 'Single cycled')

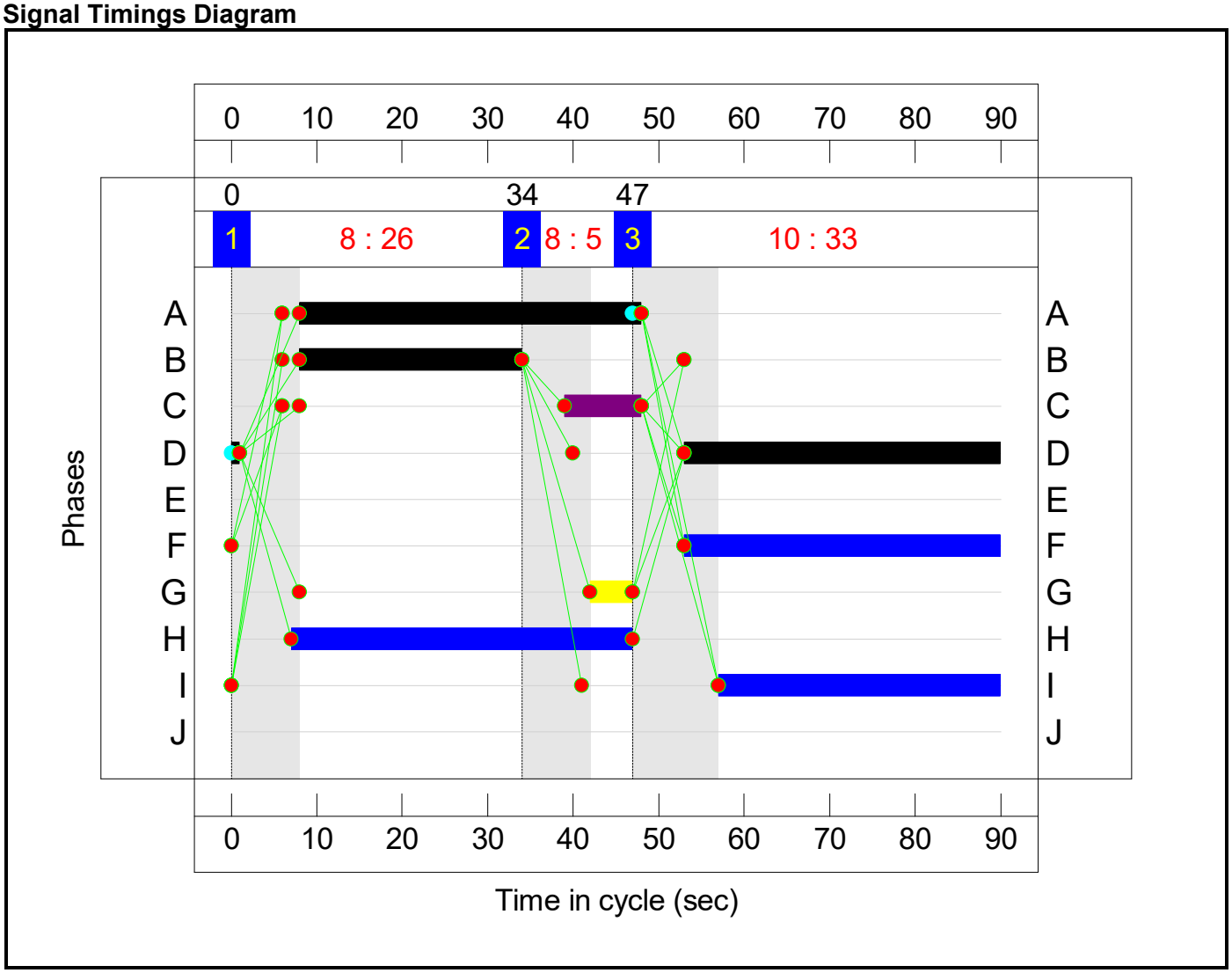
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	5	33
Change Point	0	34	47

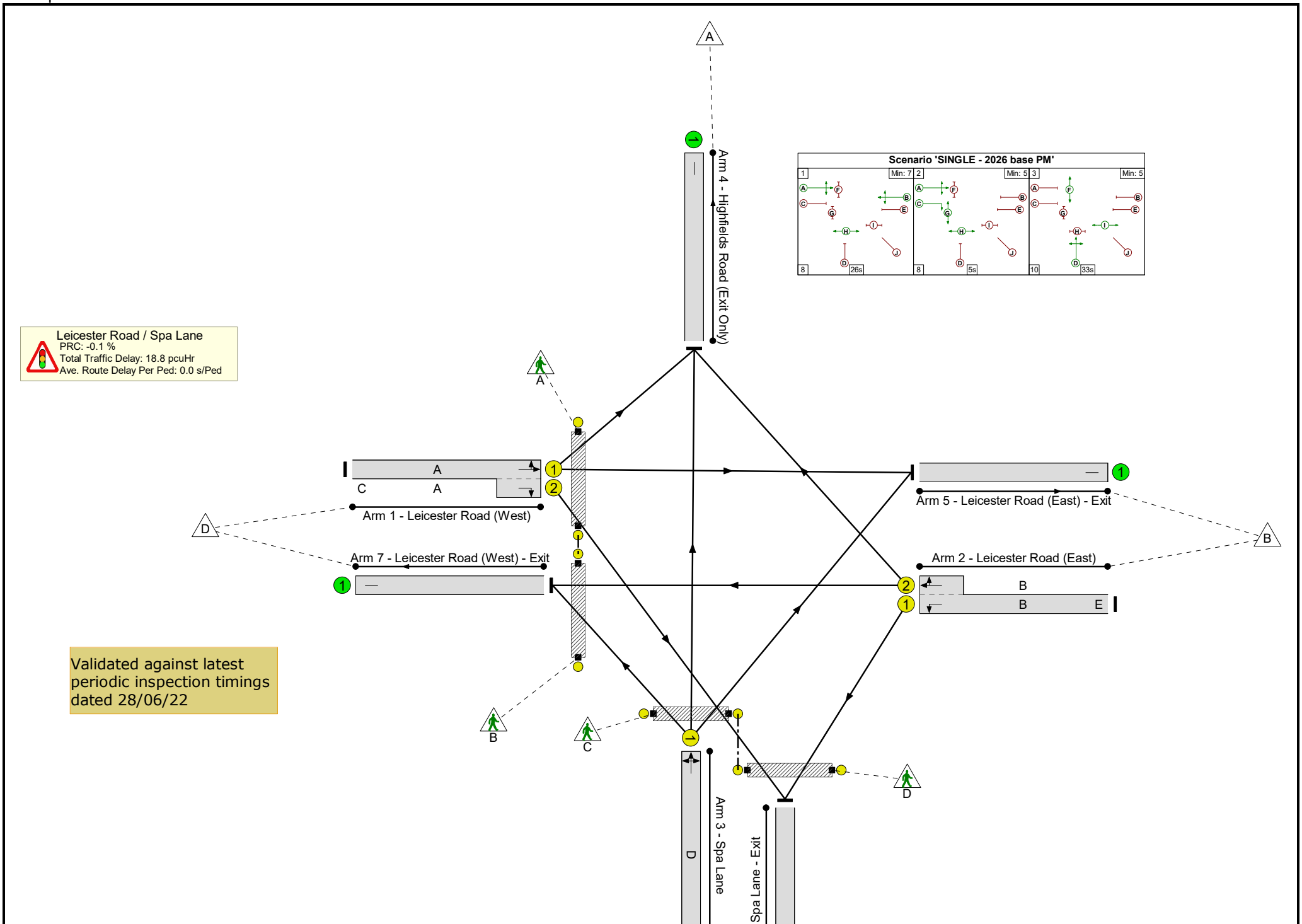
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	498	1881:1741	410+531	53.0 : 53.0%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	26	0	538	1699:1879	423+174	90.1 : 90.1%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	664	1736	752	88.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	33	-	0	-	26400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.8**	**8.0**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.8**	**8.0**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	2.2	0.6	-	2.7	19.8	5.5	0.6	6.0
2/1+2/2	538	538	-	-	-	4.3	4.0	-	8.3	55.6	11.3	4.0	15.3
3/1	664	664	-	-	-	4.3	3.5	-	7.8	42.3	15.1	3.5	18.6
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

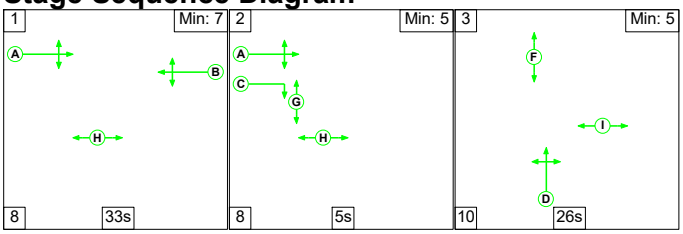
C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 18.84 Cycle Time (s): 90

PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 18.84

Full Input Data And Results

Scenario 5: 'SINGLE - 2031 base AM' (FG5: '2031 base AM', Plan 1: 'Single cycled')

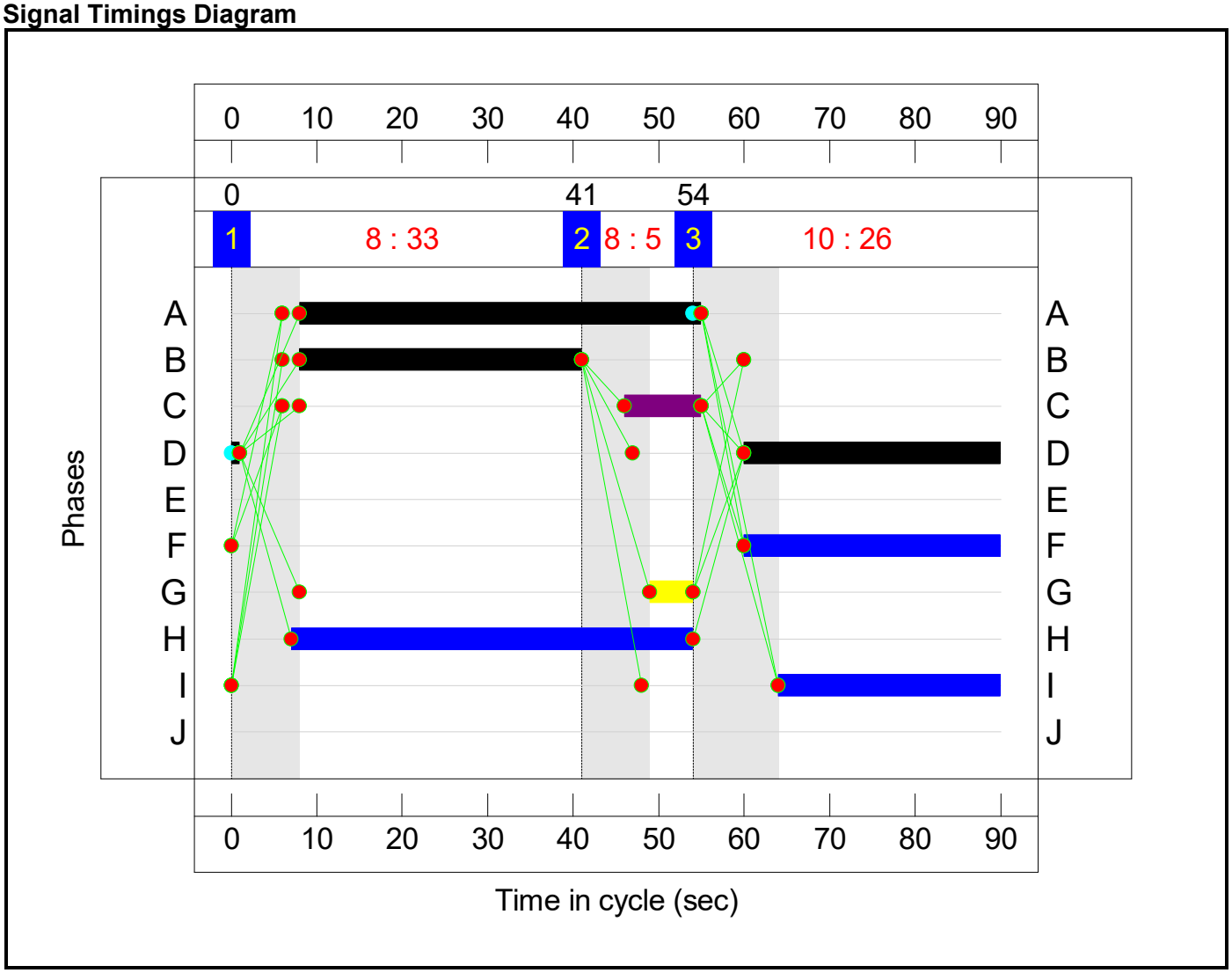
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	5	26
Change Point	0	41	54

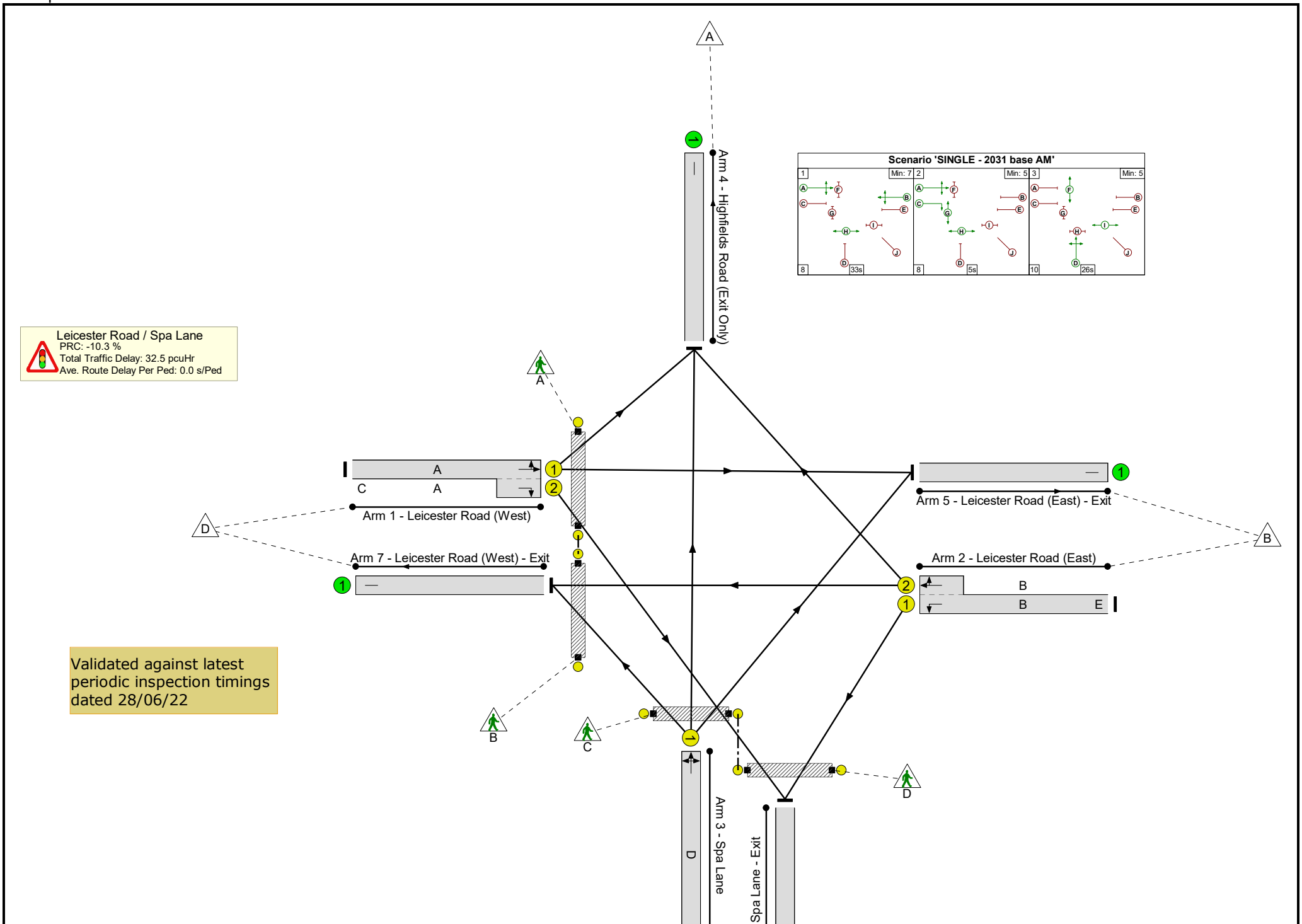
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	47	9	555	1880:1741	427+636	52.2 : 52.2%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	33	0	714	1699:1889	515+223	96.8 : 96.8%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	31	-	616	1745	620	99.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	47	-	0	-	37600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	30	-	0	-	24000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	20800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.9**	**20.6**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.9**	**20.6**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
1/1+1/2	555	555	-	-	-	1.8	0.5	-	2.4	15.4	5.8	0.5	6.4
2/1+2/2	714	714	-	-	-	5.2	8.7	-	13.8	69.8	15.7	8.7	24.4
3/1	616	616	-	-	-	4.9	11.3	-	16.3	95.2	15.2	11.3	26.6
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

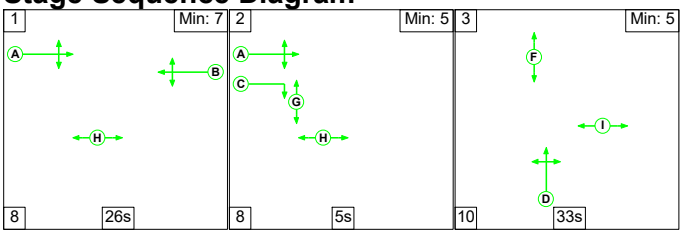
C1 PRC for Signalled Lanes (%): -10.3 Total Delay for Signalled Lanes (pcuHr): 32.51 Cycle Time (s): 90

PRC Over All Lanes (%): -10.3 Total Delay Over All Lanes(pcuHr): 32.51

Full Input Data And Results

Scenario 6: 'SINGLE - 2031 base PM' (FG6: '2031 Base PM', Plan 1: 'Single cycled')

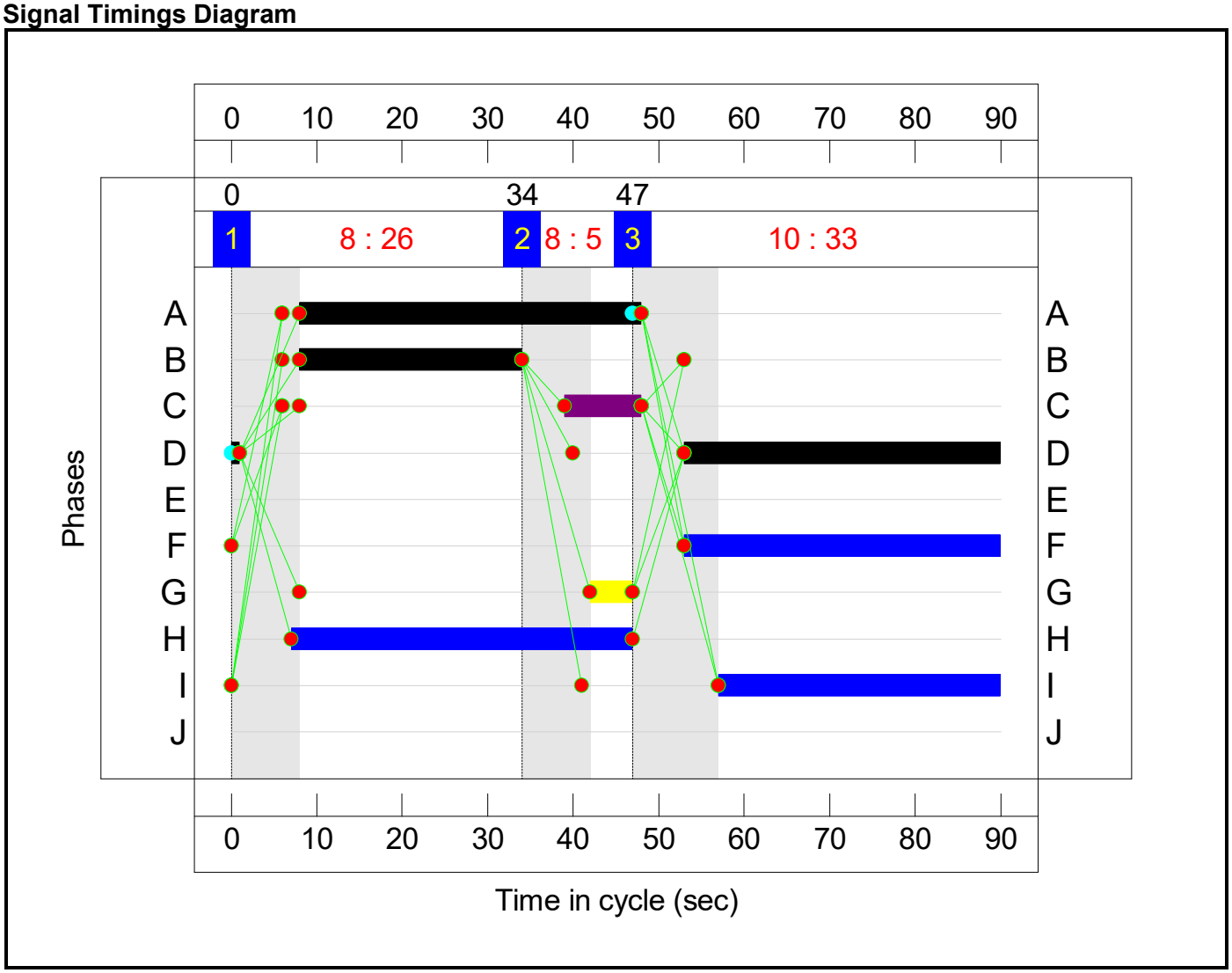
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	5	33
Change Point	0	34	47

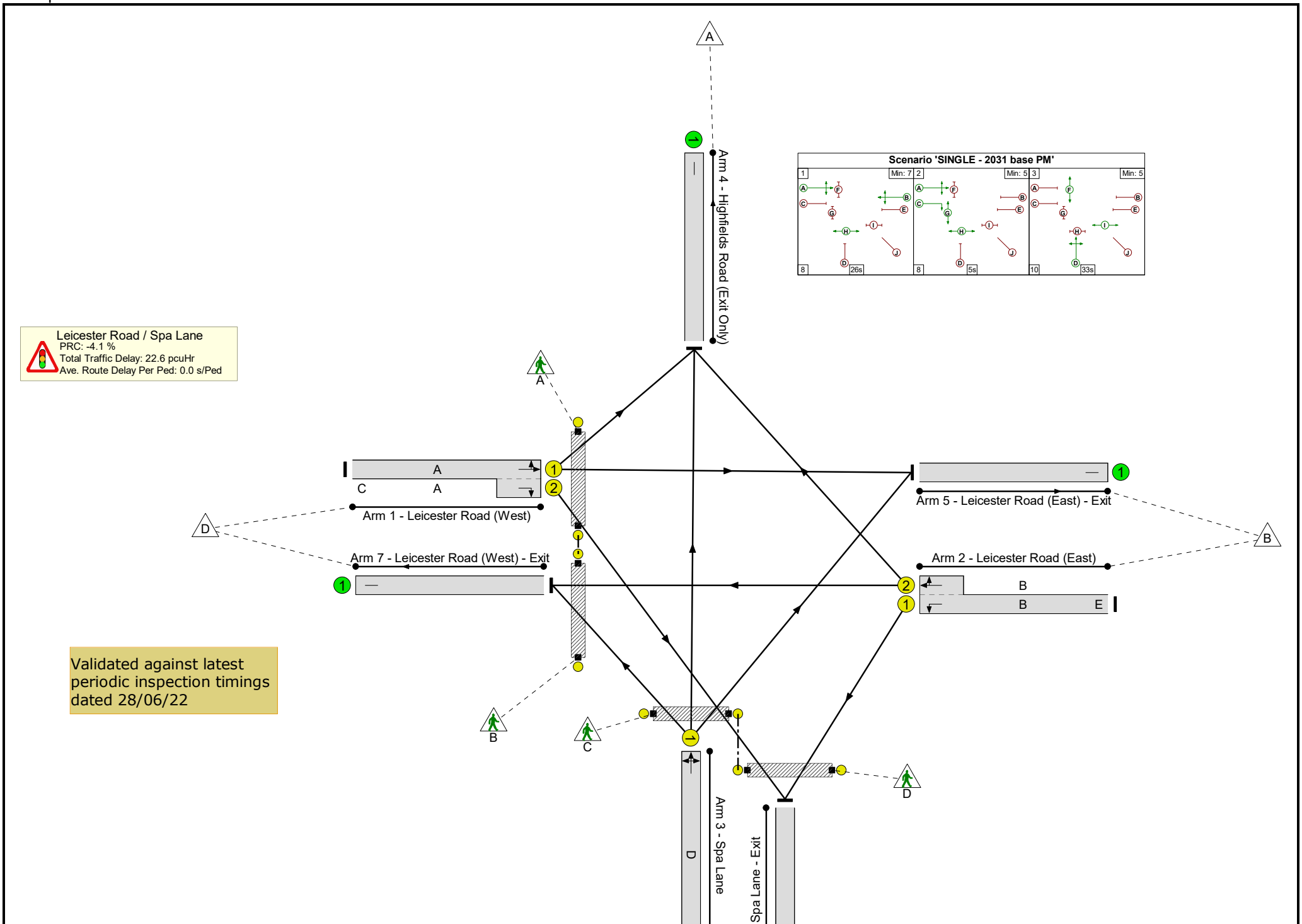
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	515	1881:1741	404+534	54.9 : 54.9%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	26	0	560	1699:1878	423+175	93.7 : 93.7%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	691	1735	752	91.9%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	33	-	0	-	26400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.4**	**11.2**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.4**	**11.2**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
1/1+1/2	515	515	-	-	-	2.3	0.6	-	2.9	20.1	5.9	0.6	6.5
2/1+2/2	560	560	-	-	-	4.6	5.7	-	10.3	66.0	12.1	5.7	17.8
3/1	691	691	-	-	-	4.6	4.9	-	9.5	49.5	16.1	4.9	21.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

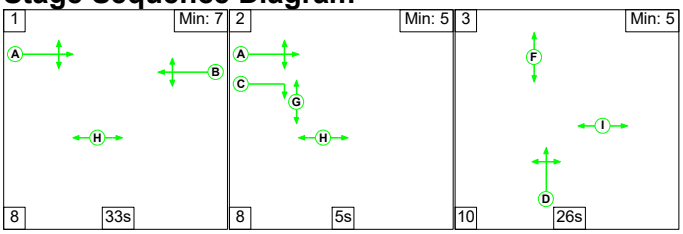
C1 PRC for Signalled Lanes (%): -4.1 Total Delay for Signalled Lanes (pcuHr): 22.65 Cycle Time (s): 90

PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 22.65

Full Input Data And Results

Scenario 7: 'SINGLE - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 1: 'Single cycled')

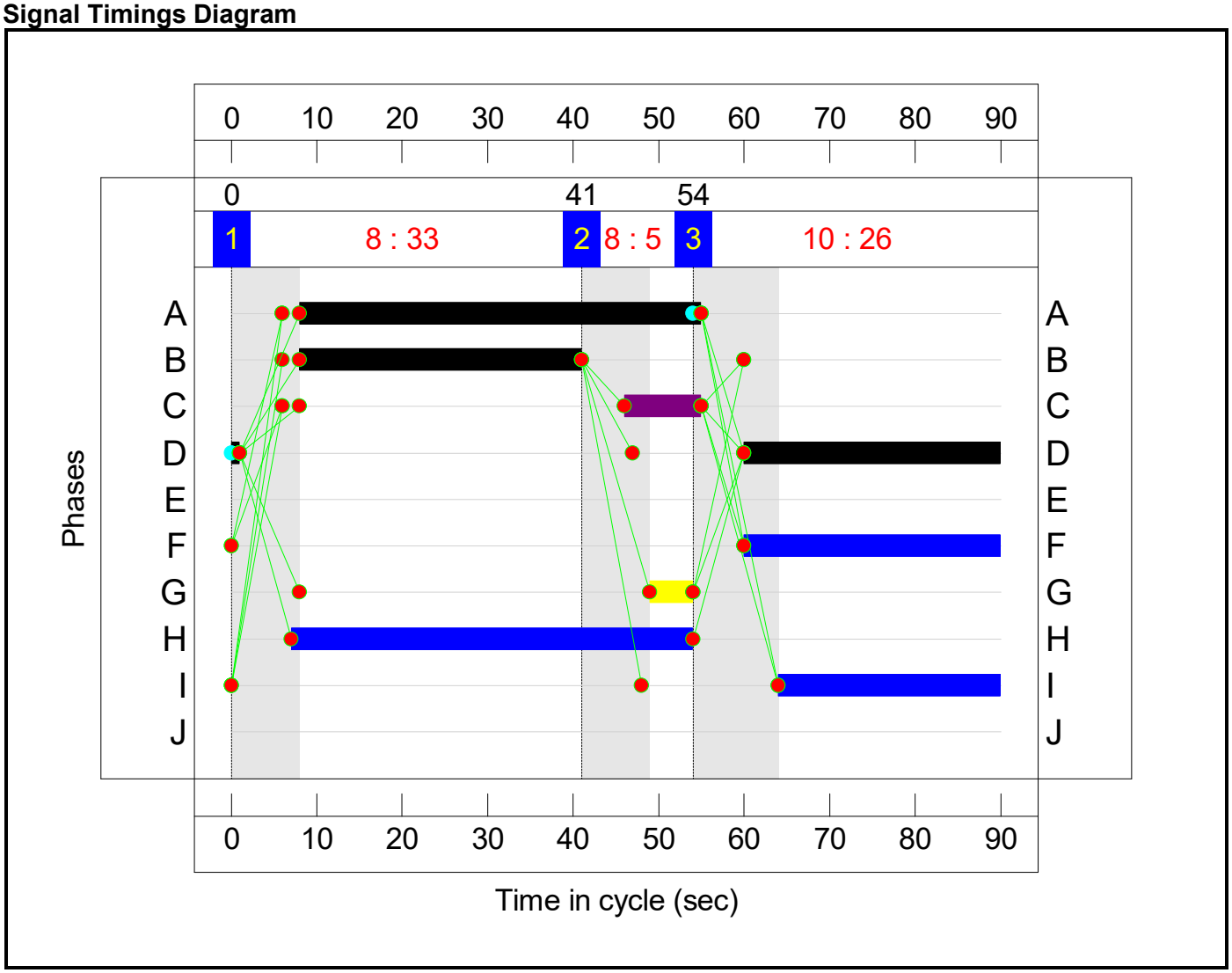
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	5	26
Change Point	0	41	54

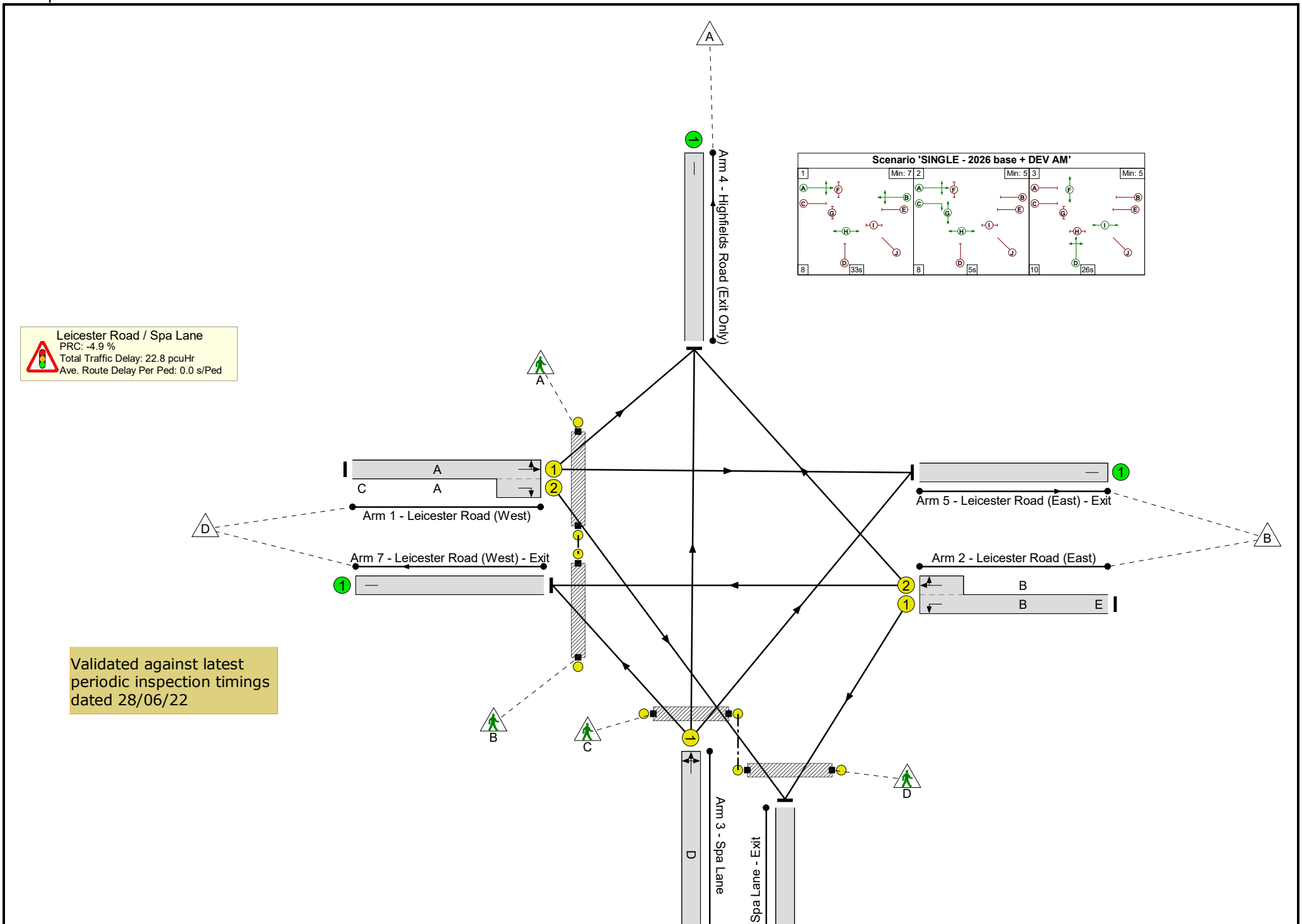
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	47	9	526	1880:1741	427+637	49.5 : 49.5%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	33	0	681	1699:1890	514+224	92.2 : 92.2%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	31	-	586	1745	620	94.4%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	47	-	0	-	37600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	30	-	0	-	24000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	20800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.1**	**11.8**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.1**	**11.8**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/1+1/2	526	526	-	-	-	1.7	0.5	-	2.2	15.1	5.1	0.5	5.6
2/1+2/2	681	681	-	-	-	4.8	5.0	-	9.8	51.9	14.6	5.0	19.6
3/1	586	586	-	-	-	4.6	6.2	-	10.8	66.5	14.2	6.2	20.4
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

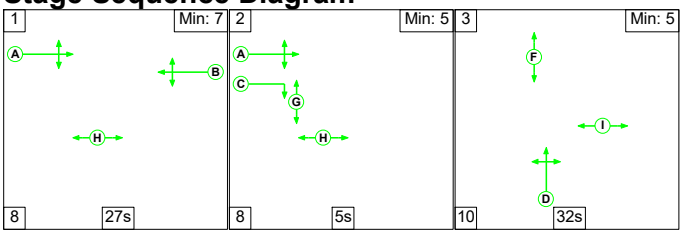
C1 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 22.84 Cycle Time (s): 90

PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 22.84

Full Input Data And Results

Scenario 8: 'SINGLE - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 1: 'Single cycled')

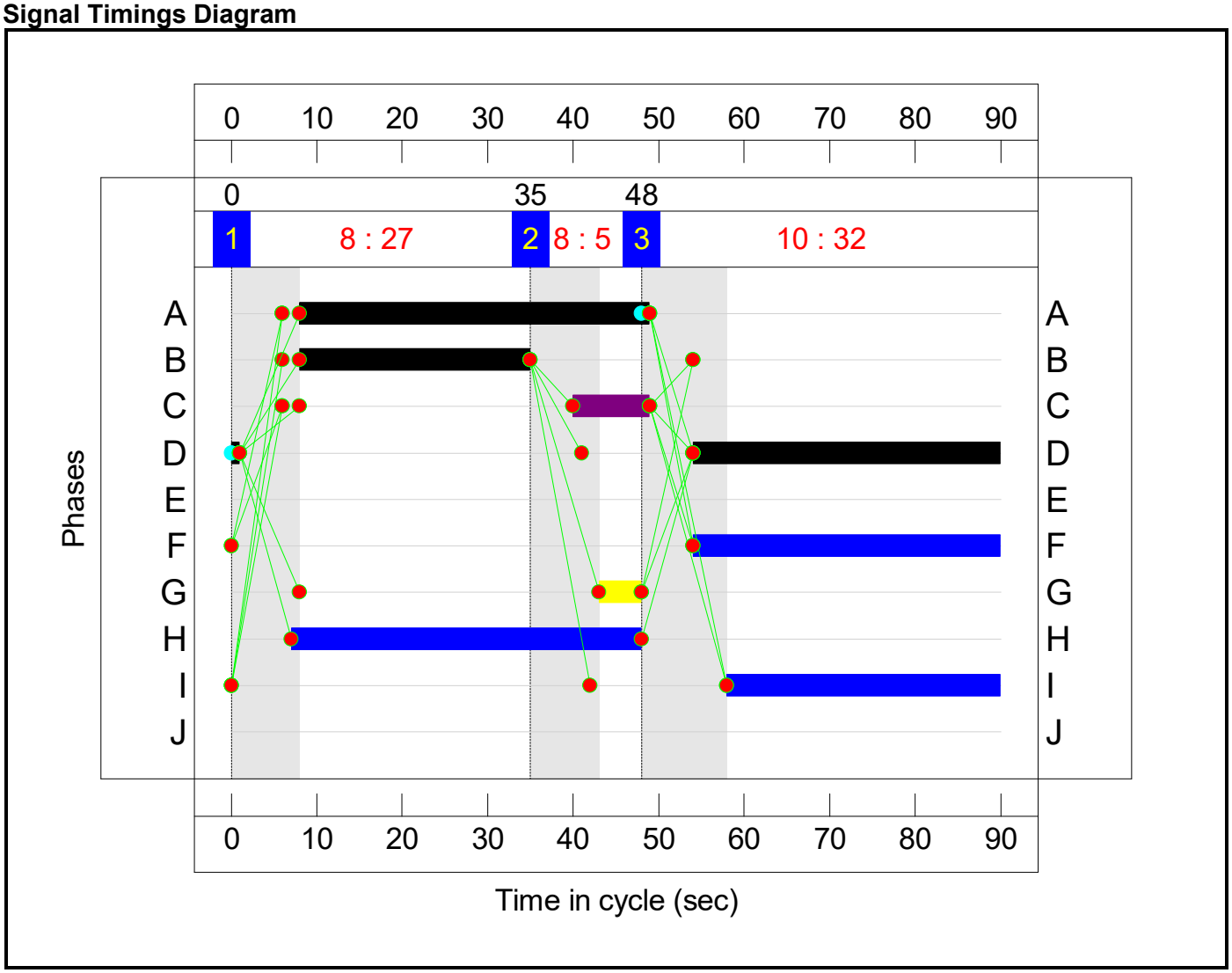
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	5	32
Change Point	0	35	48

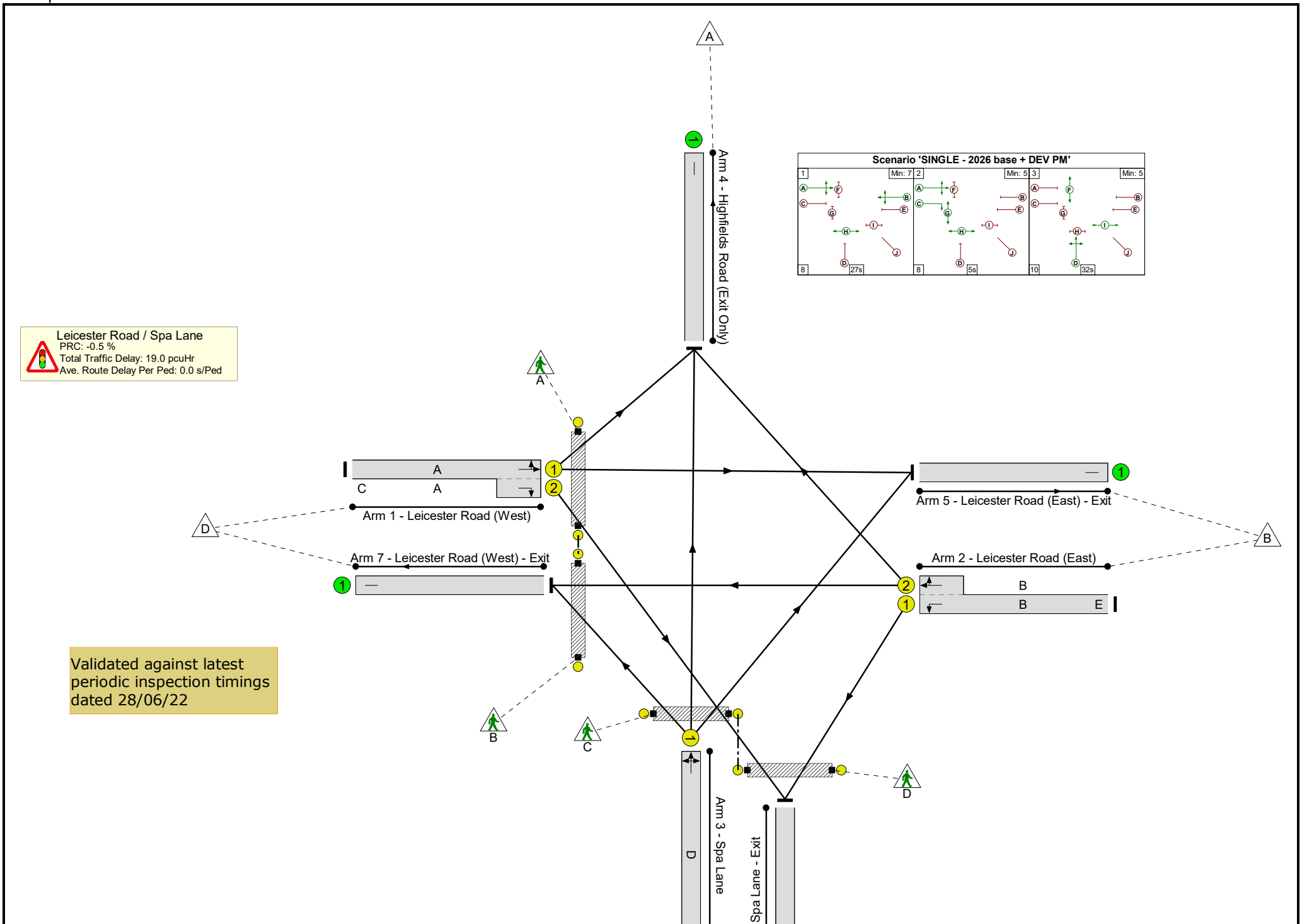
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	41	9	498	1880:1741	404+550	52.2 : 52.2%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	27	0	544	1699:1879	438+178	88.4 : 88.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	37	-	663	1736	733	90.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	41	-	0	-	32800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	36	-	0	-	28800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	32	-	0	-	25600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.8**	**8.2**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.8**	**8.2**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	2.1	0.5	-	2.6	19.0	5.5	0.5	6.0
2/1+2/2	544	544	-	-	-	4.2	3.5	-	7.7	51.0	11.3	3.5	14.7
3/1	663	663	-	-	-	4.5	4.2	-	8.7	47.3	15.5	4.2	19.7
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

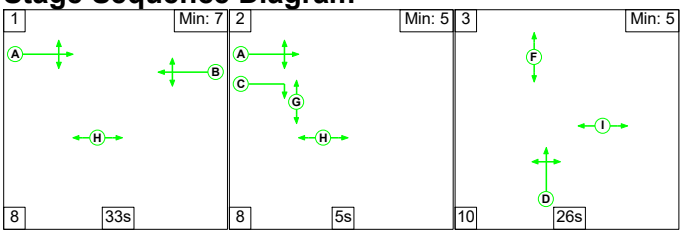
C1 PRC for Signalled Lanes (%): -0.5 Total Delay for Signalled Lanes (pcuHr): 19.04 Cycle Time (s): 90

PRC Over All Lanes (%): -0.5 Total Delay Over All Lanes(pcuHr): 19.04

Full Input Data And Results

Scenario 9: 'SINGLE - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 1: 'Single cycled')

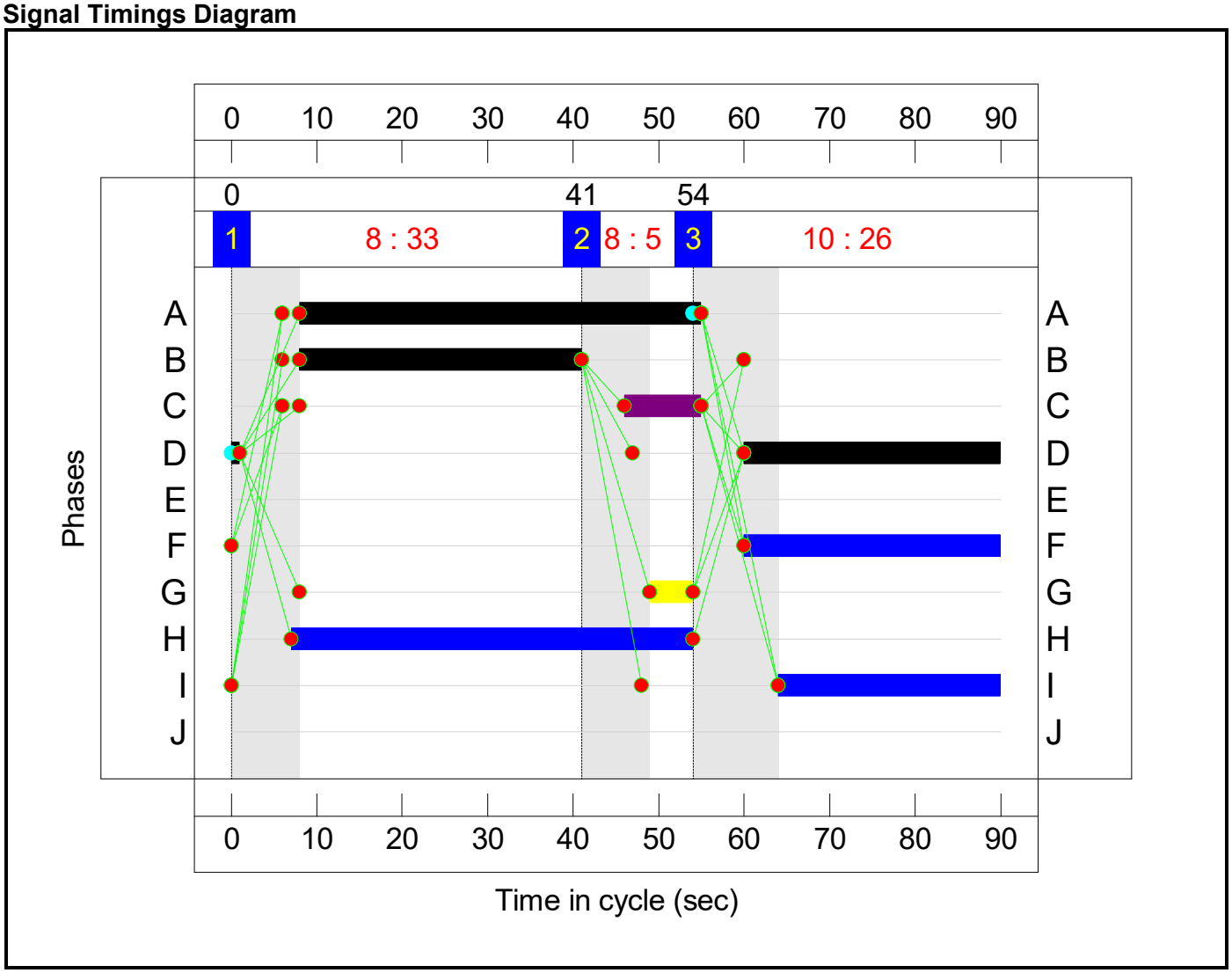
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	5	26
Change Point	0	41	54

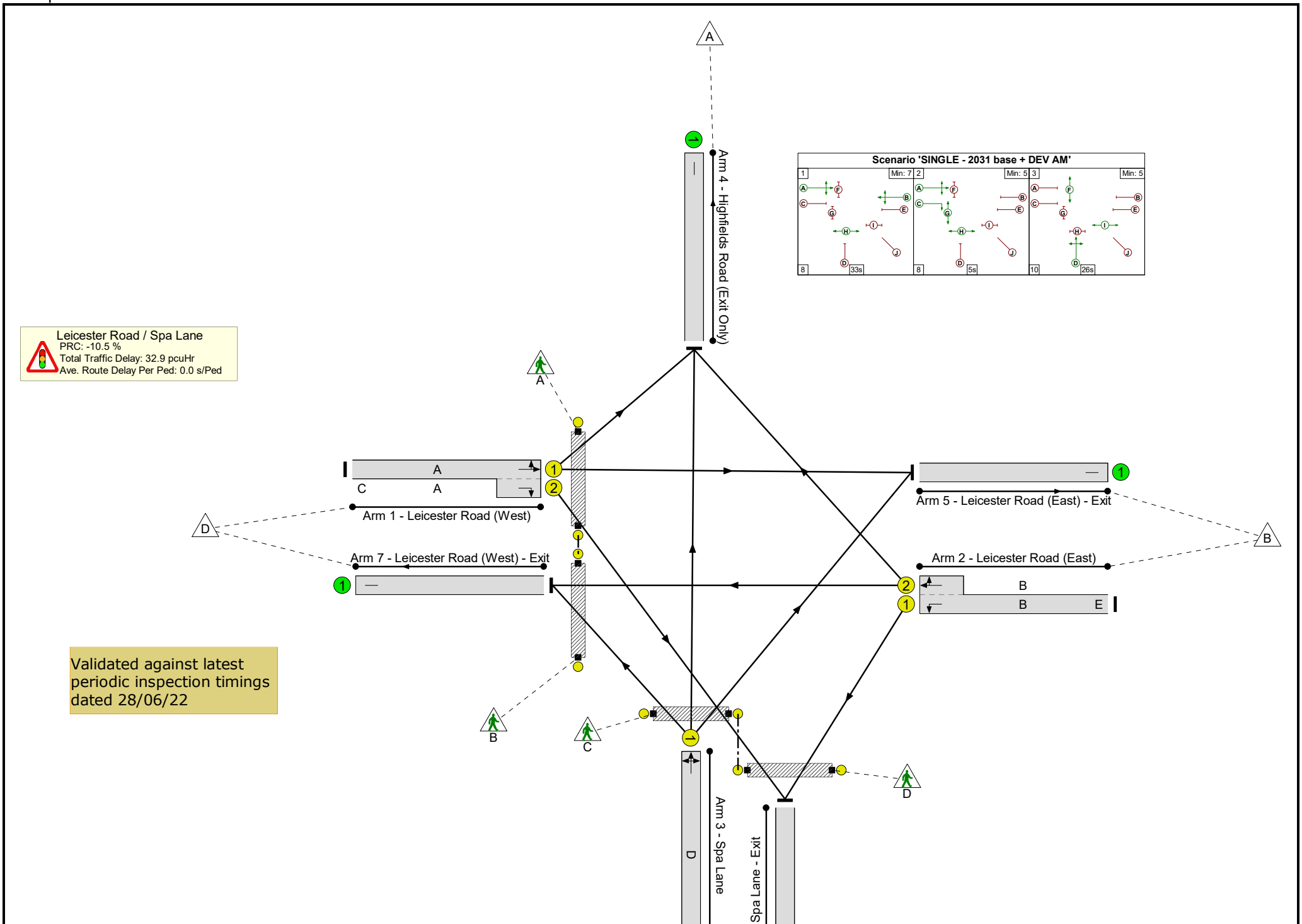
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.4%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.4%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	47	9	554	1880:1741	428+636	52.1 : 52.1%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	33	0	716	1699:1889	513+226	96.9 : 96.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	31	-	617	1745	620	99.4%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	47	-	0	-	37600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	30	-	0	-	24000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	20800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.0**	**21.0**	**0.0**	**32.9**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**12.0**	**21.0**	**0.0**	**32.9**	**-**	**-**	**-**	**-**
1/1+1/2	554	554	-	-	-	1.8	0.5	-	2.4	15.4	5.6	0.5	6.2
2/1+2/2	716	716	-	-	-	5.2	8.8	-	14.0	70.4	16.0	8.8	24.8
3/1	617	617	-	-	-	5.0	11.6	-	16.5	96.5	15.3	11.6	26.8
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

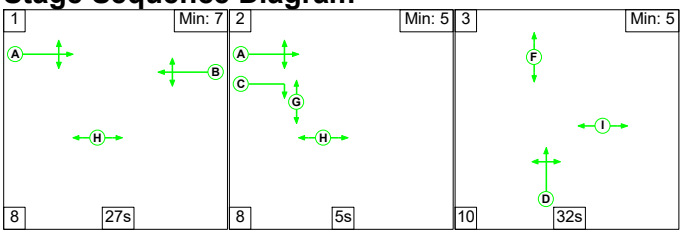
C1 PRC for Signalled Lanes (%): -10.5 Total Delay for Signalled Lanes (pcuHr): 32.91 Cycle Time (s): 90

PRC Over All Lanes (%): -10.5 Total Delay Over All Lanes(pcuHr): 32.91

Full Input Data And Results

Scenario 10: 'SINGLE - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 1: 'Single cycled')

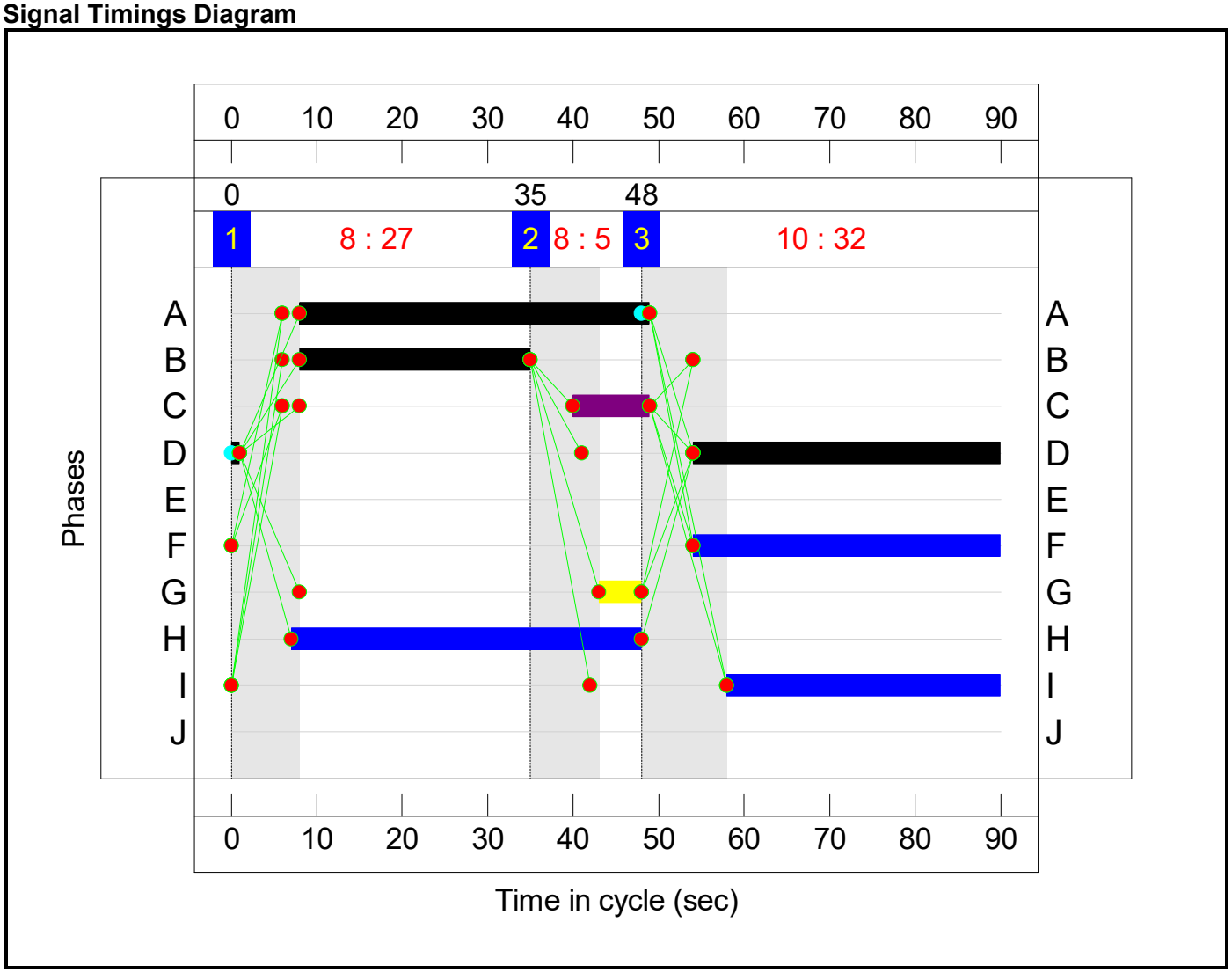
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	5	32
Change Point	0	35	48

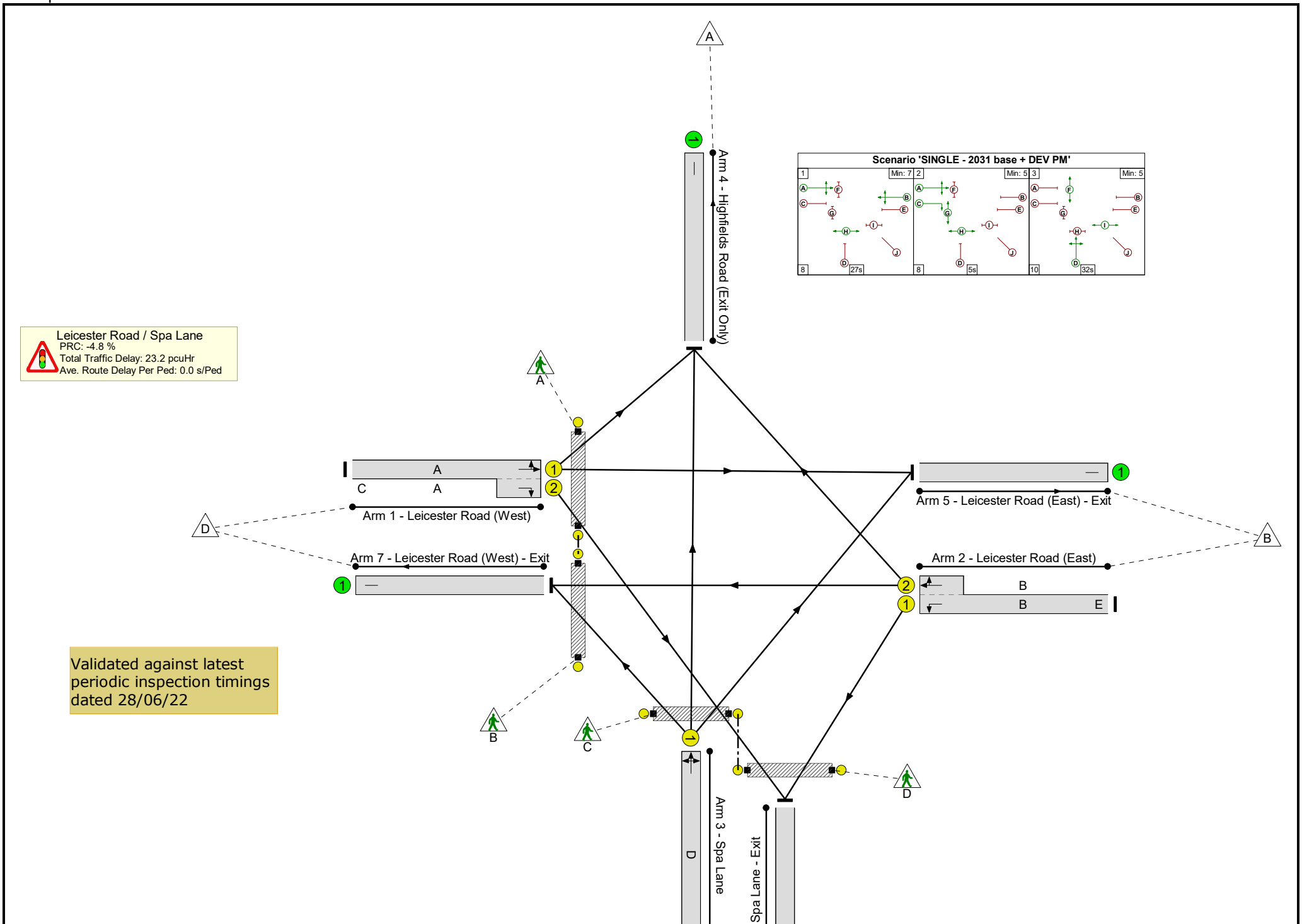
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	41	9	530	1881:1741	412+546	55.3 : 55.3%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	27	0	565	1699:1878	437+179	91.7 : 91.7%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	37	-	691	1735	733	94.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	41	-	0	-	32800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	36	-	0	-	28800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	32	-	0	-	25600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.5**	**11.6**	**0.0**	**23.2**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**11.5**	**11.6**	**0.0**	**23.2**	**-**	**-**	**-**	**-**
1/1+1/2	530	530	-	-	-	2.3	0.6	-	2.9	19.5	6.0	0.6	6.7
2/1+2/2	565	565	-	-	-	4.5	4.7	-	9.1	58.2	12.1	4.7	16.7
3/1	691	691	-	-	-	4.8	6.4	-	11.2	58.1	16.5	6.4	22.9
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

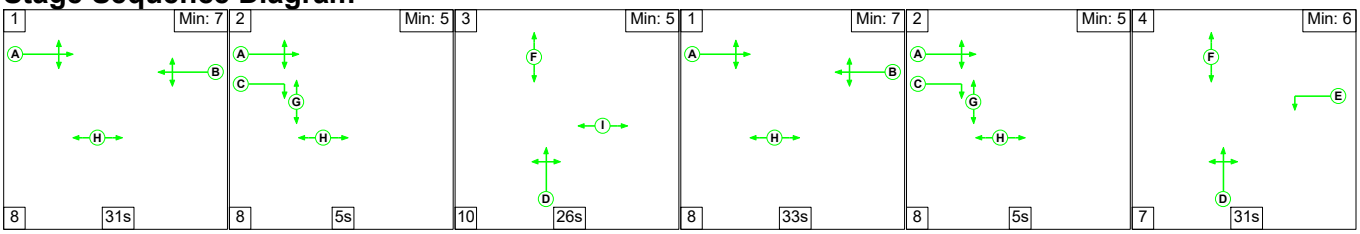
C1 PRC for Signalled Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 23.17 Cycle Time (s): 90

PRC Over All Lanes (%): -4.8 Total Delay Over All Lanes(pcuHr): 23.17

Full Input Data And Results

Scenario 11: 'DOUBLE - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 2: 'Double cycled')

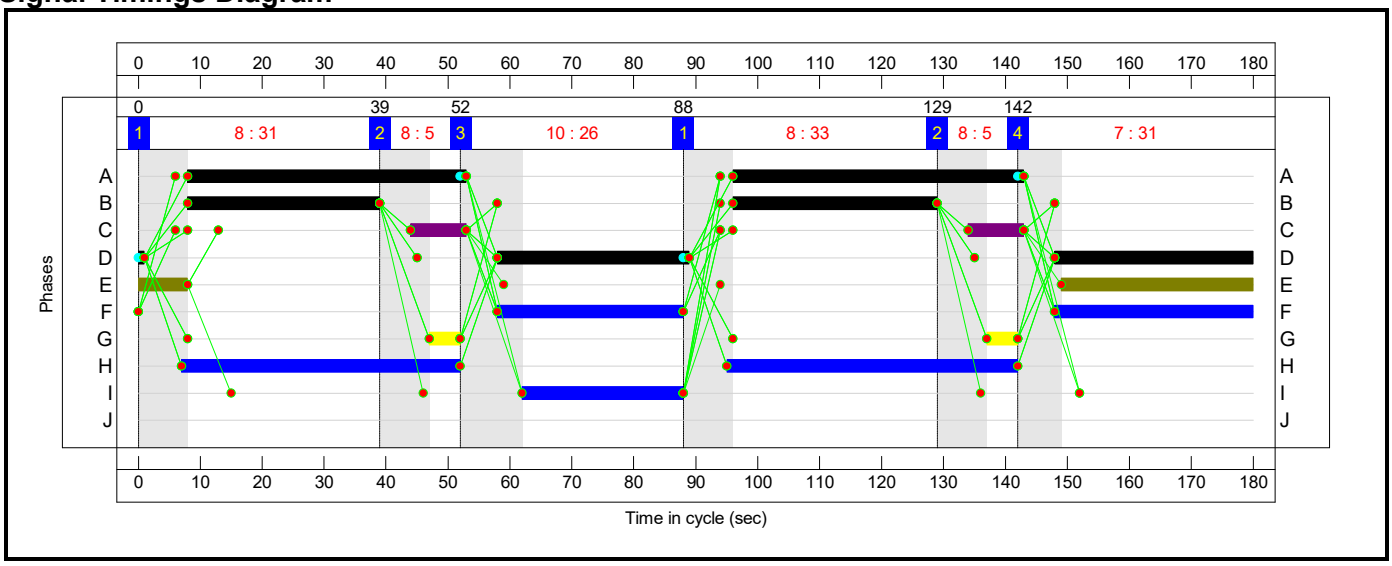
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	31	5	26	33	5	31
Change Point	0	39	52	88	129	142

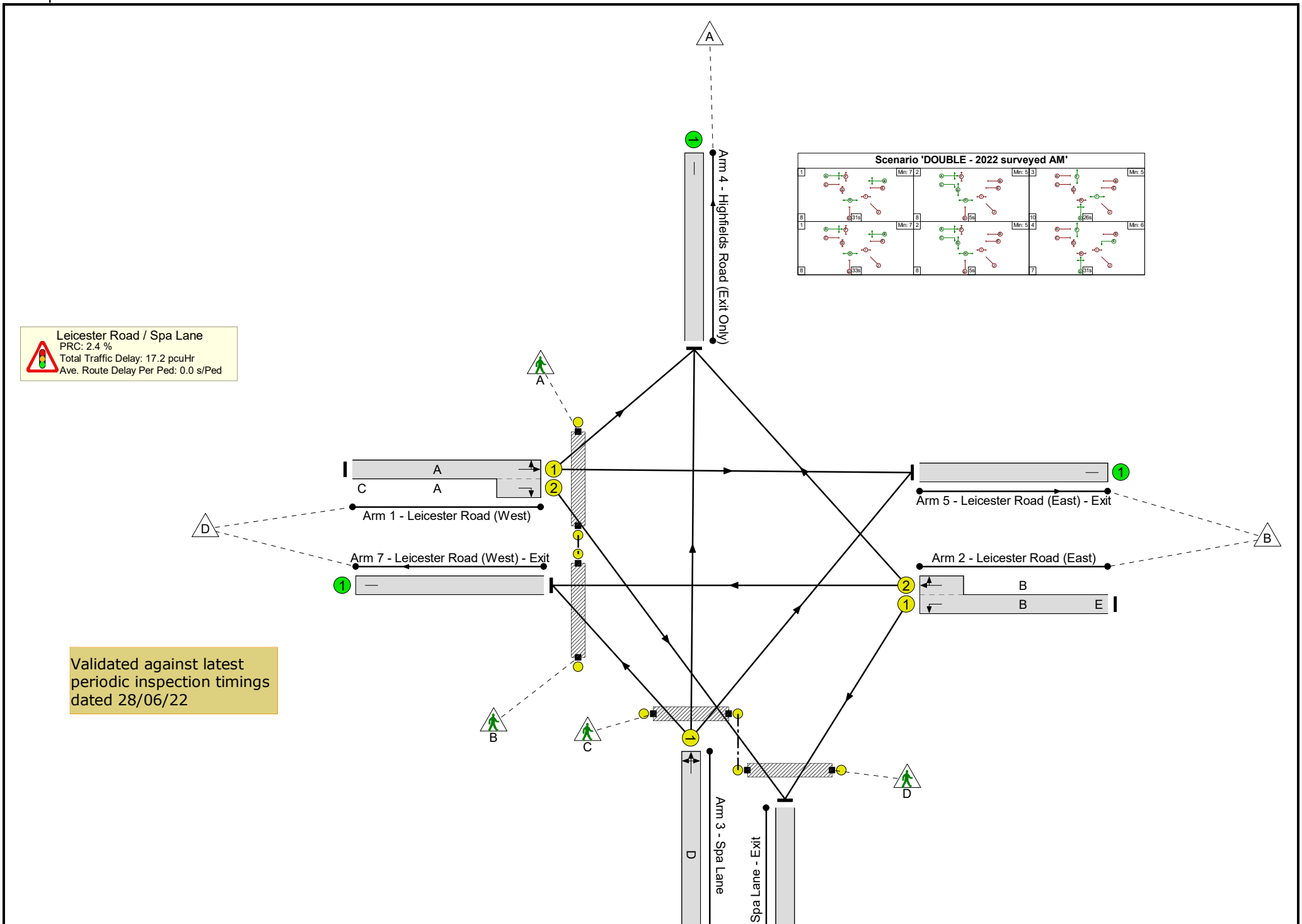
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	92	18	505	1880:1741	420+624	48.4 : 48.4%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	103:64	39	651	1699:1893	221+520	87.9 : 87.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	64	-	561	1745	640	87.7%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	92	-	0	-	36800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	62	-	0	-	24800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	10400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.1**	**7.1**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.1**	**7.1**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	-	-	-	1.7	0.5	-	2.2	15.5	5.1	0.5	5.5
2/1+2/2	651	651	-	-	-	4.2	3.4	-	7.6	42.1	13.8	3.4	17.2
3/1	561	561	-	-	-	4.1	3.3	-	7.4	47.7	13.2	3.3	16.5
4/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

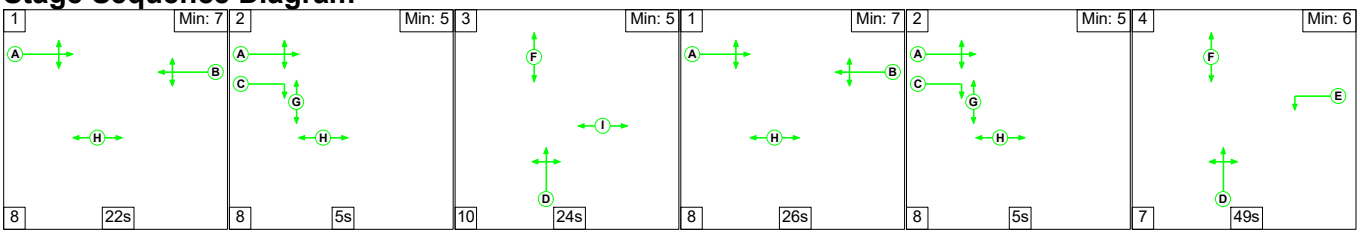
C1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 17.23 Cycle Time (s): 180

PRC Over All Lanes (%): 2.4 Total Delay Over All Lanes(pcuHr): 17.23

Full Input Data And Results

Scenario 12: 'DOUBLE - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 2: 'Double cycled')

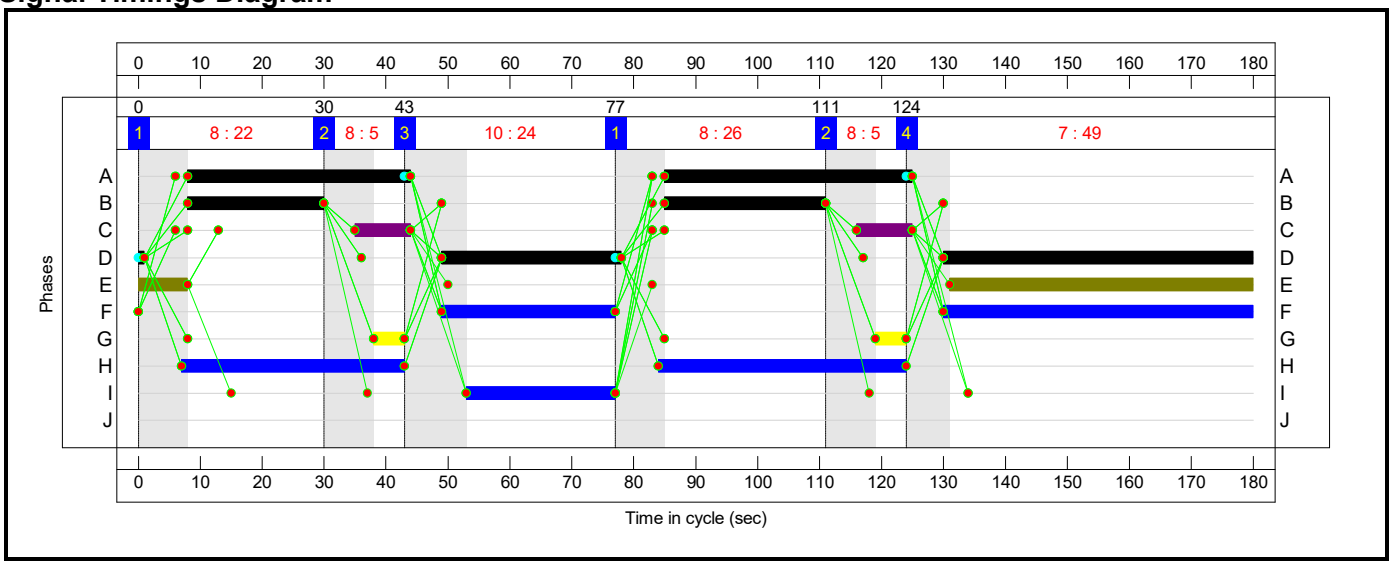
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	22	5	24	26	5	49
Change Point	0	30	43	77	111	124

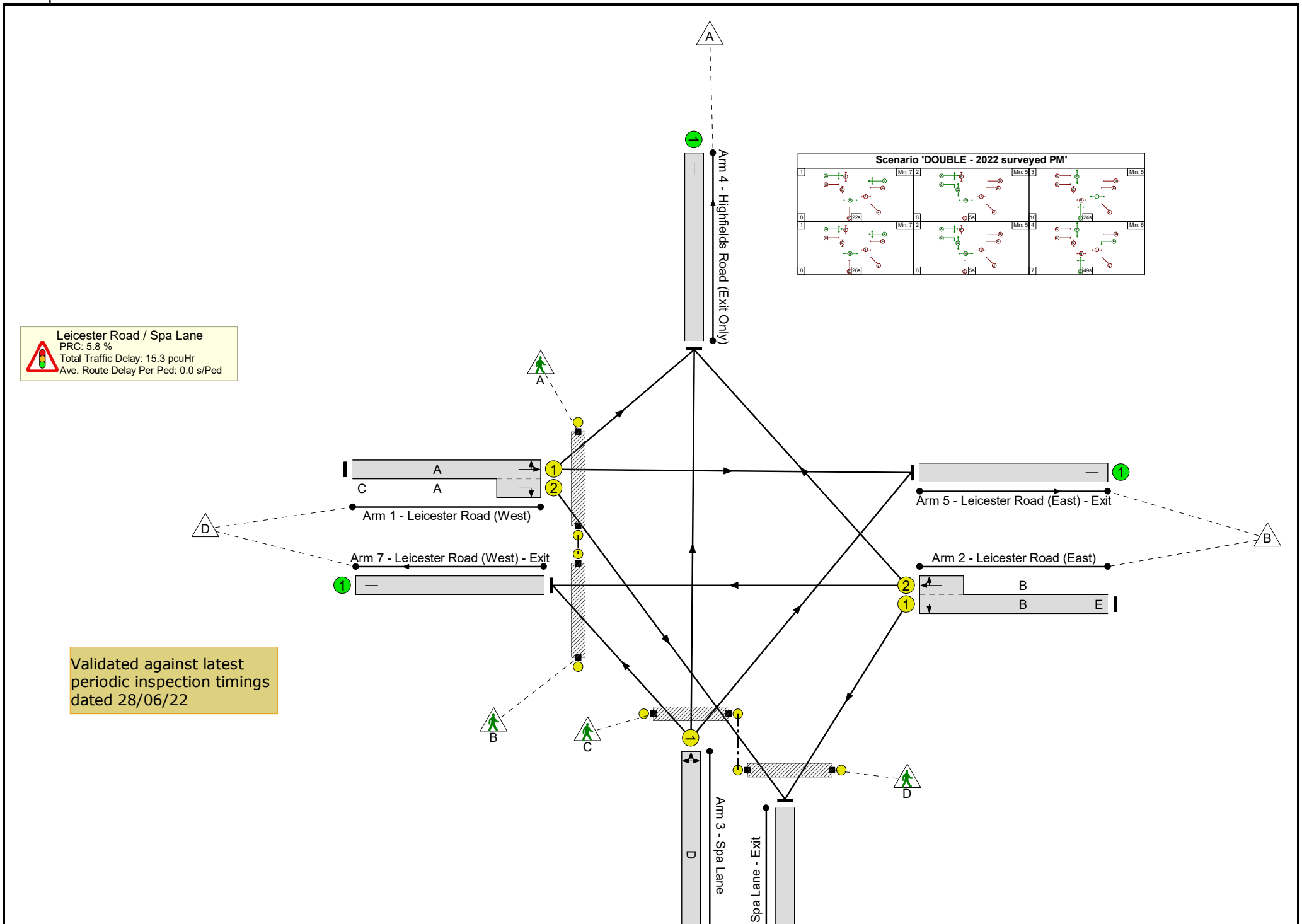
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	76	18	481	1881:1741	391+509	53.5 : 53.5%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	105:48	57	571	1699:1883	434+238	85.1 : 85.1%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	80	-	669	1739	792	84.4%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	76	-	0	-	30400	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	78	-	0	-	31200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	24	-	0	-	9600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.4**	**5.9**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.4**	**5.9**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	-	-	-	2.4	0.6	-	3.0	22.1	7.5	0.6	8.0
2/1+2/2	571	571	-	-	-	3.0	2.7	-	5.7	35.8	9.7	2.7	12.4
3/1	669	669	-	-	-	4.0	2.6	-	6.6	35.7	15.2	2.6	17.8
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

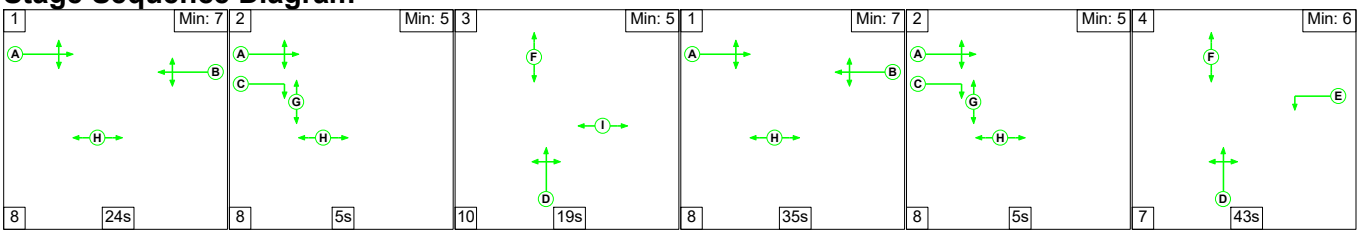
C1 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 15.27 Cycle Time (s): 180

PRC Over All Lanes (%): 5.8 Total Delay Over All Lanes(pcuHr): 15.27

Full Input Data And Results

Scenario 13: 'DOUBLE - 2026 base AM' (FG3: '2026 base AM', Plan 2: 'Double cycled')

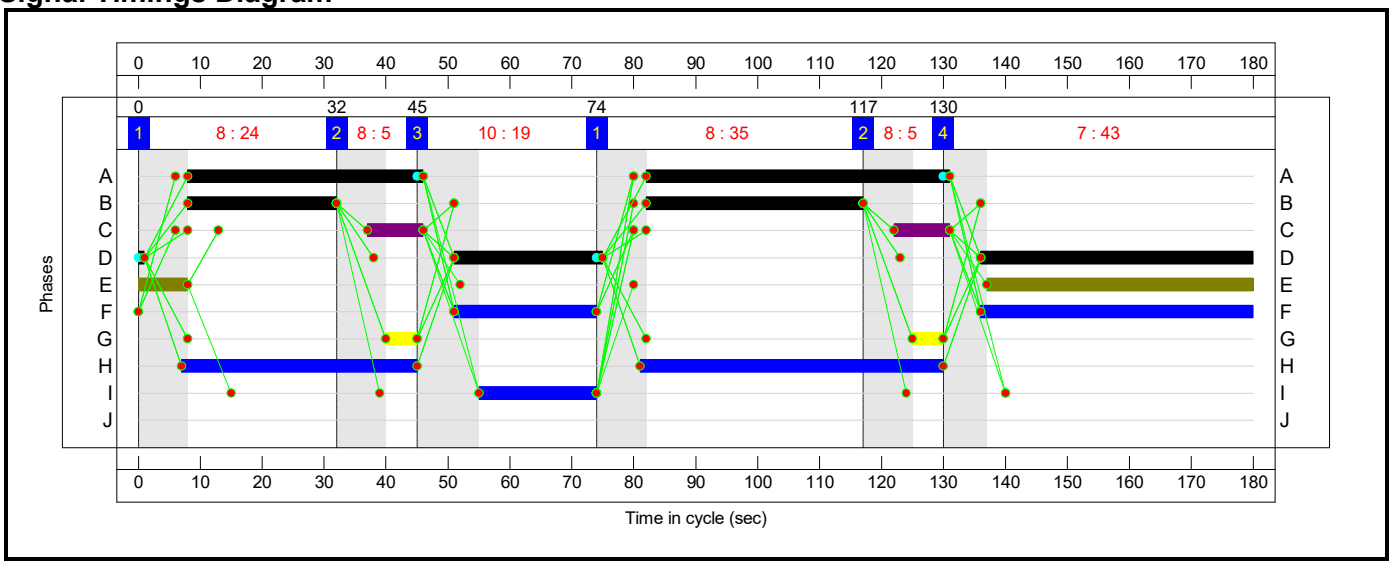
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	24	5	19	35	5	43
Change Point	0	32	45	74	117	130

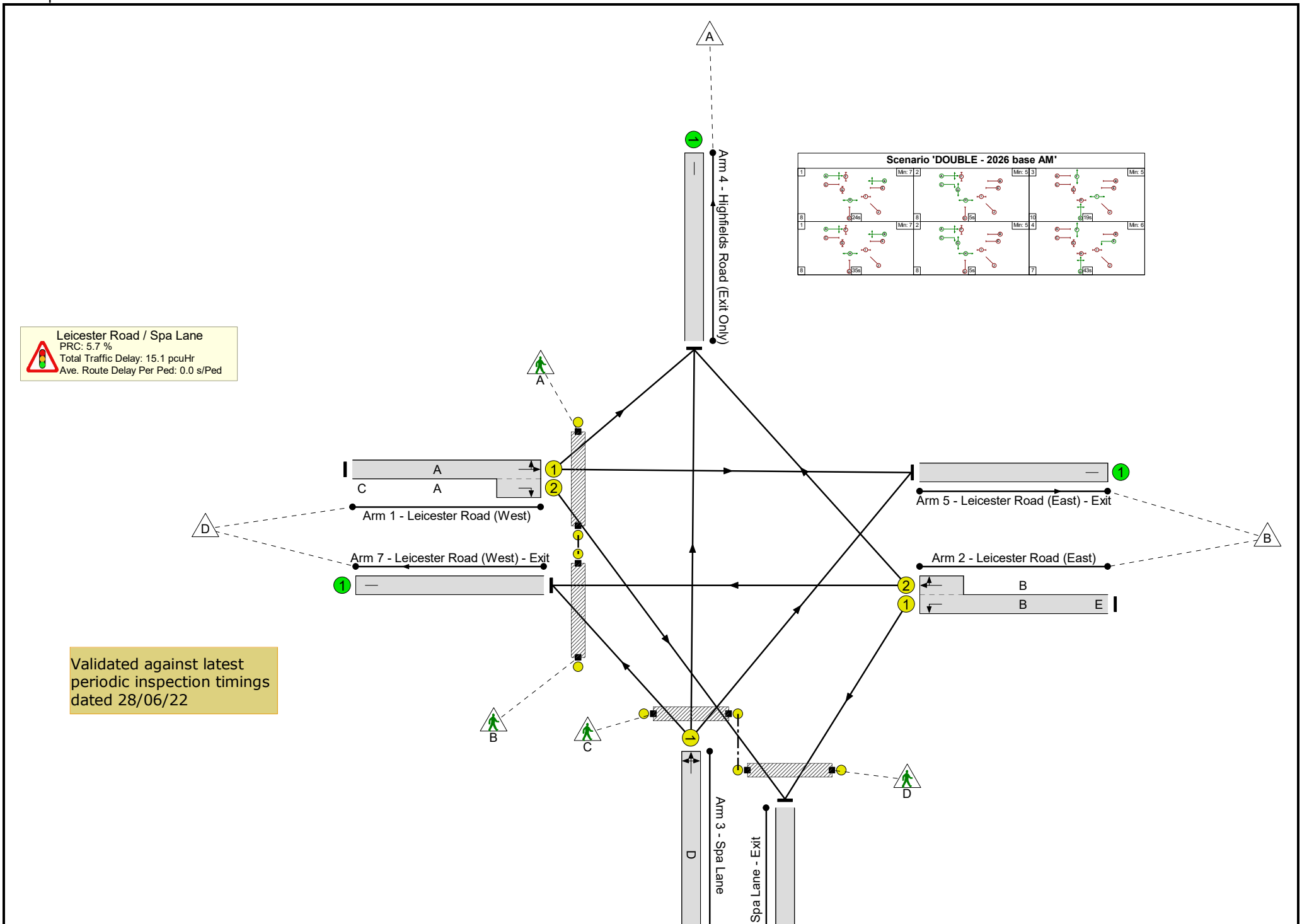
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	87	18	527	1880:1741	400+594	53.0 : 53.0%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	110:59	51	678	1699:1890	560+243	84.5 : 84.5%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	69	-	586	1745	688	85.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	87	-	0	-	34800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	67	-	0	-	26800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	19	-	0	-	7600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

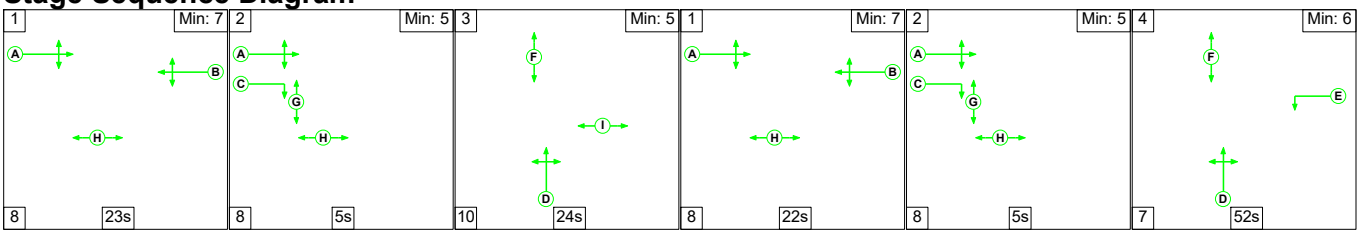
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.2**	**5.9**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.2**	**5.9**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/1+1/2	527	527	-	-	-	2.2	0.6	-	2.7	18.5	8.0	0.6	8.6
2/1+2/2	678	678	-	-	-	3.0	2.6	-	5.6	29.7	12.2	2.6	14.8
3/1	586	586	-	-	-	4.1	2.7	-	6.8	41.8	14.7	2.7	17.4
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 15.11 Cycle Time (s): 180
PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 15.11

Full Input Data And Results

Scenario 14: 'DOUBLE - 2026 base PM' (FG4: '2026 Base PM', Plan 2: 'Double cycled')

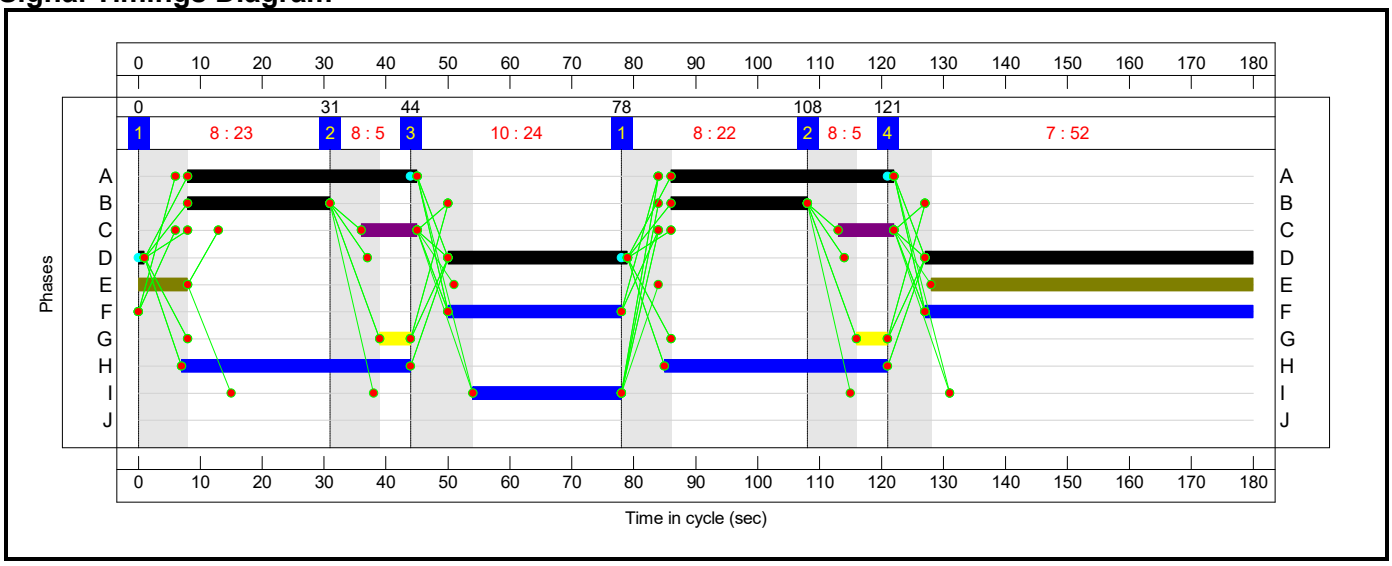
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	23	5	24	22	5	52
Change Point	0	31	44	78	108	121

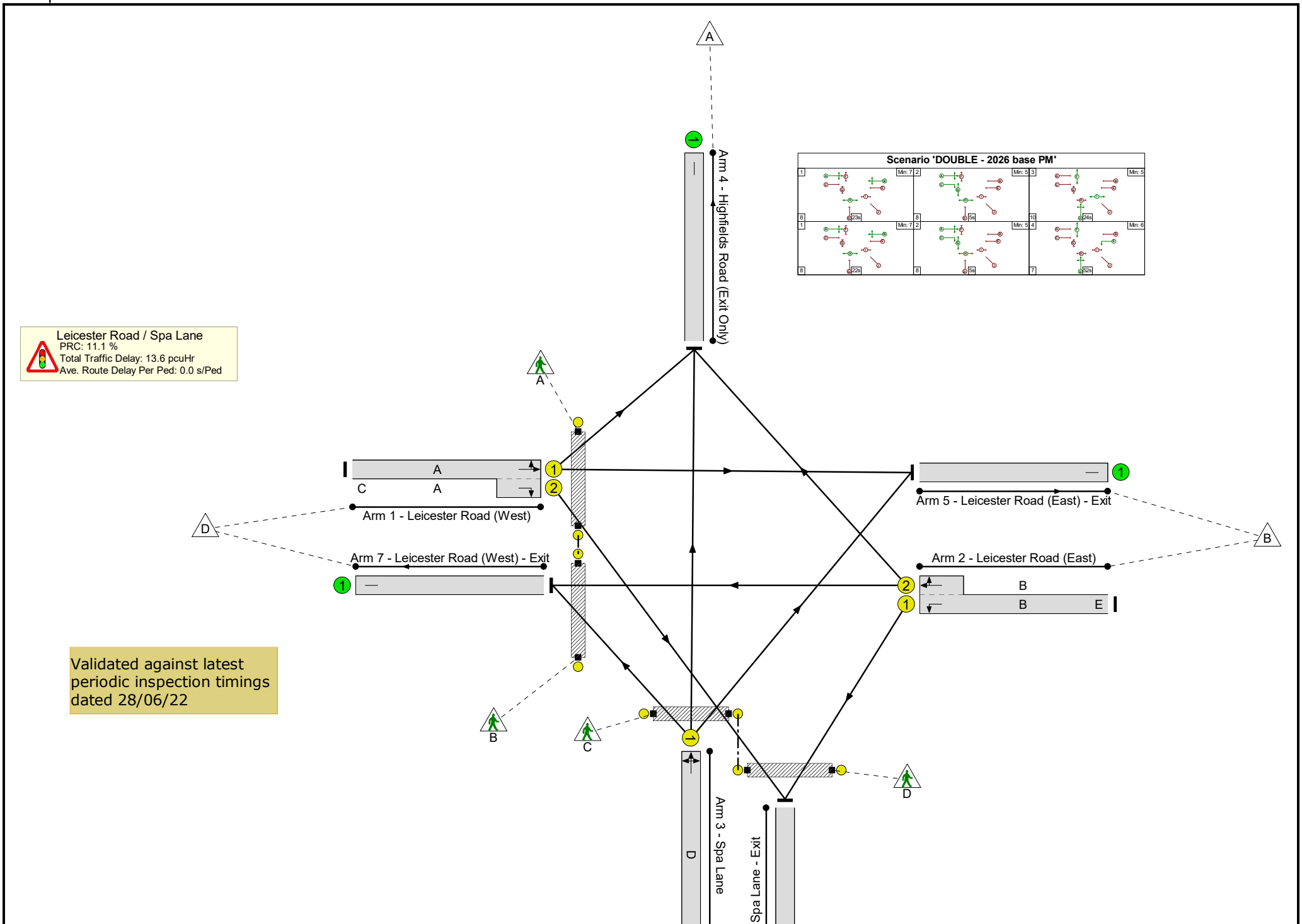
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	73	18	498	1881:1741	379+491	57.2 : 57.2%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	105:45	60	538	1699:1879	476+196	80.0 : 80.0%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	83	-	664	1736	820	81.0%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	73	-	0	-	29200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	81	-	0	-	32400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	24	-	0	-	9600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**4.7**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.0**	**4.7**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	2.7	0.7	-	3.3	24.1	8.5	0.7	9.2
2/1+2/2	538	538	-	-	-	2.5	1.9	-	4.5	30.0	9.3	1.9	11.3
3/1	664	664	-	-	-	3.7	2.1	-	5.8	31.6	14.2	2.1	16.3
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

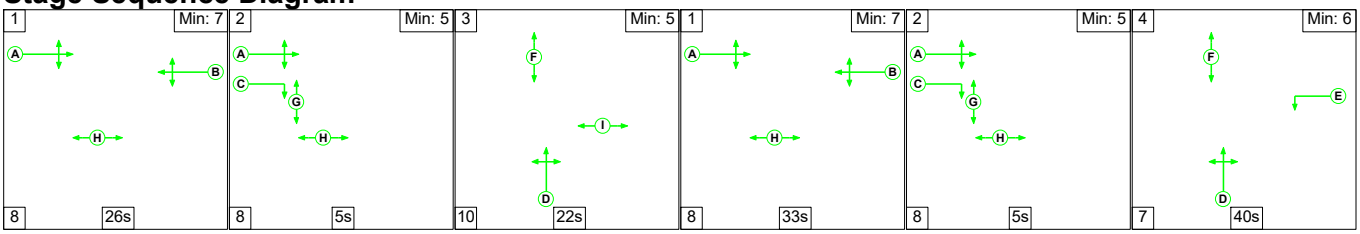
C1 PRC for Signalled Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 13.64 Cycle Time (s): 180

PRC Over All Lanes (%): 11.1 Total Delay Over All Lanes(pcuHr): 13.64

Full Input Data And Results

Scenario 15: 'DOUBLE - 2031 base AM' (FG5: '2031 base AM', Plan 2: 'Double cycled')

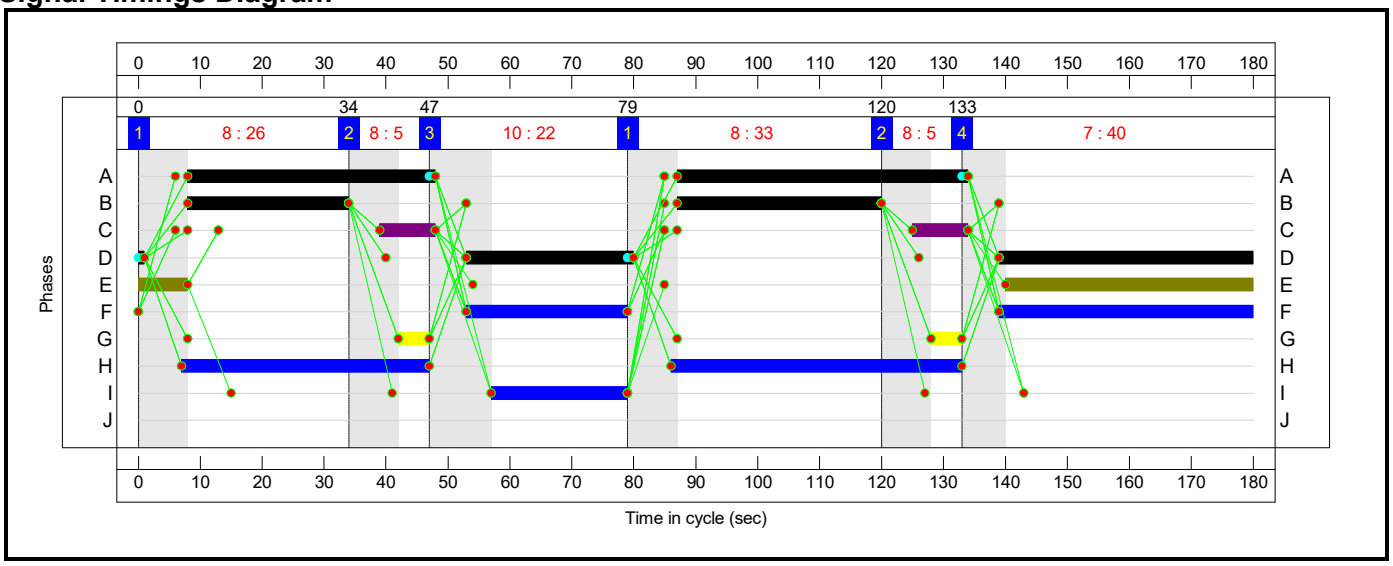
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	26	5	22	33	5	40
Change Point	0	34	47	79	120	133

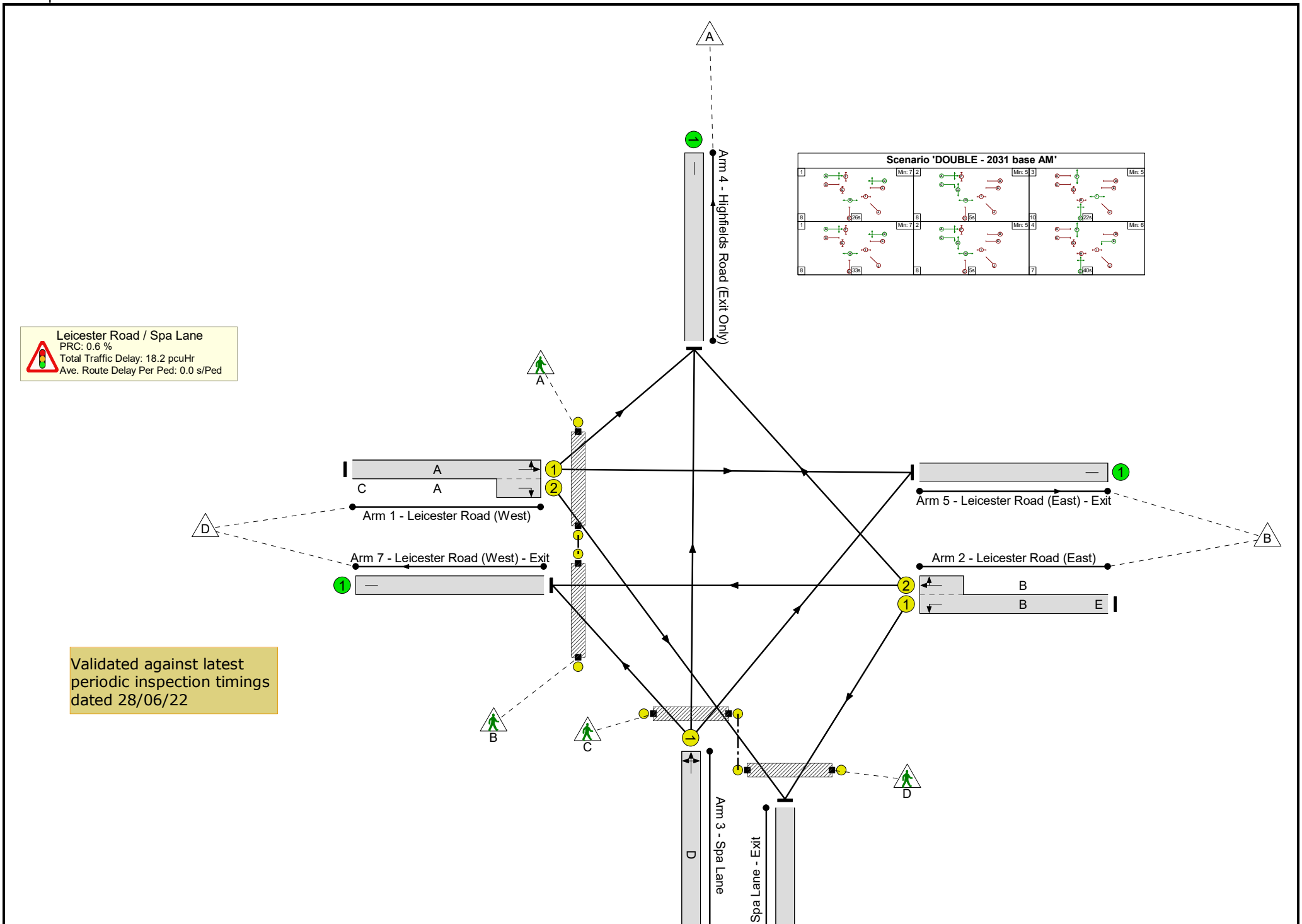
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	87	18	555	1880:1741	399+595	55.8 : 55.8%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	107:59	48	714	1699:1889	560+243	89.0 : 89.0%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	69	-	616	1745	688	89.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	87	-	0	-	34800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	67	-	0	-	26800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	22	-	0	-	8800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

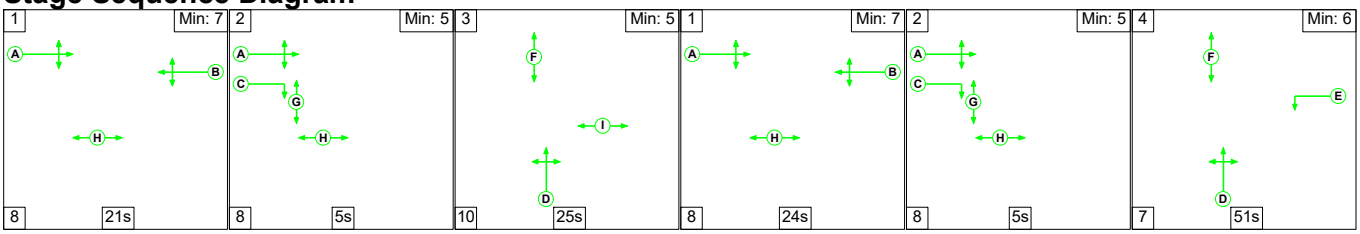
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.0**	**8.2**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.0**	**8.2**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/1+1/2	555	555	-	-	-	2.2	0.6	-	2.9	18.6	8.1	0.6	8.8
2/1+2/2	714	714	-	-	-	3.4	3.7	-	7.1	35.9	14.5	3.7	18.3
3/1	616	616	-	-	-	4.4	3.8	-	8.2	48.1	15.2	3.8	19.1
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 18.23 Cycle Time (s): 180
PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 18.23

Full Input Data And Results

Scenario 16: 'DOUBLE - 2031 base PM' (FG6: '2031 Base PM', Plan 2: 'Double cycled')

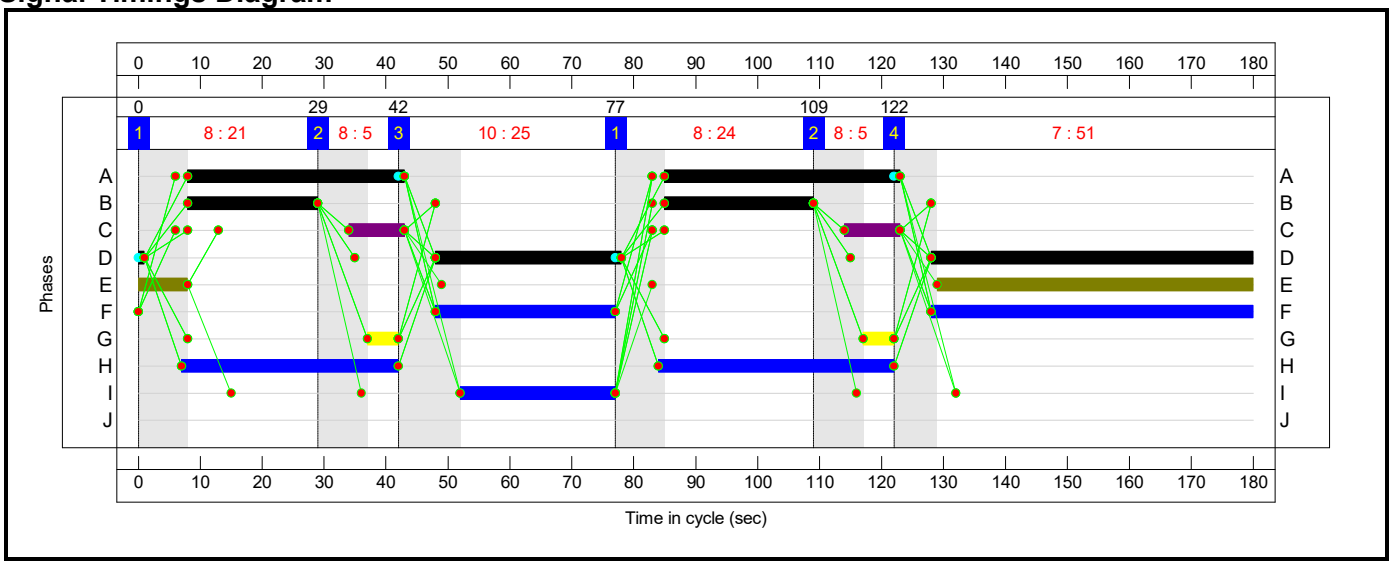
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	21	5	25	24	5	51
Change Point	0	29	42	77	109	122

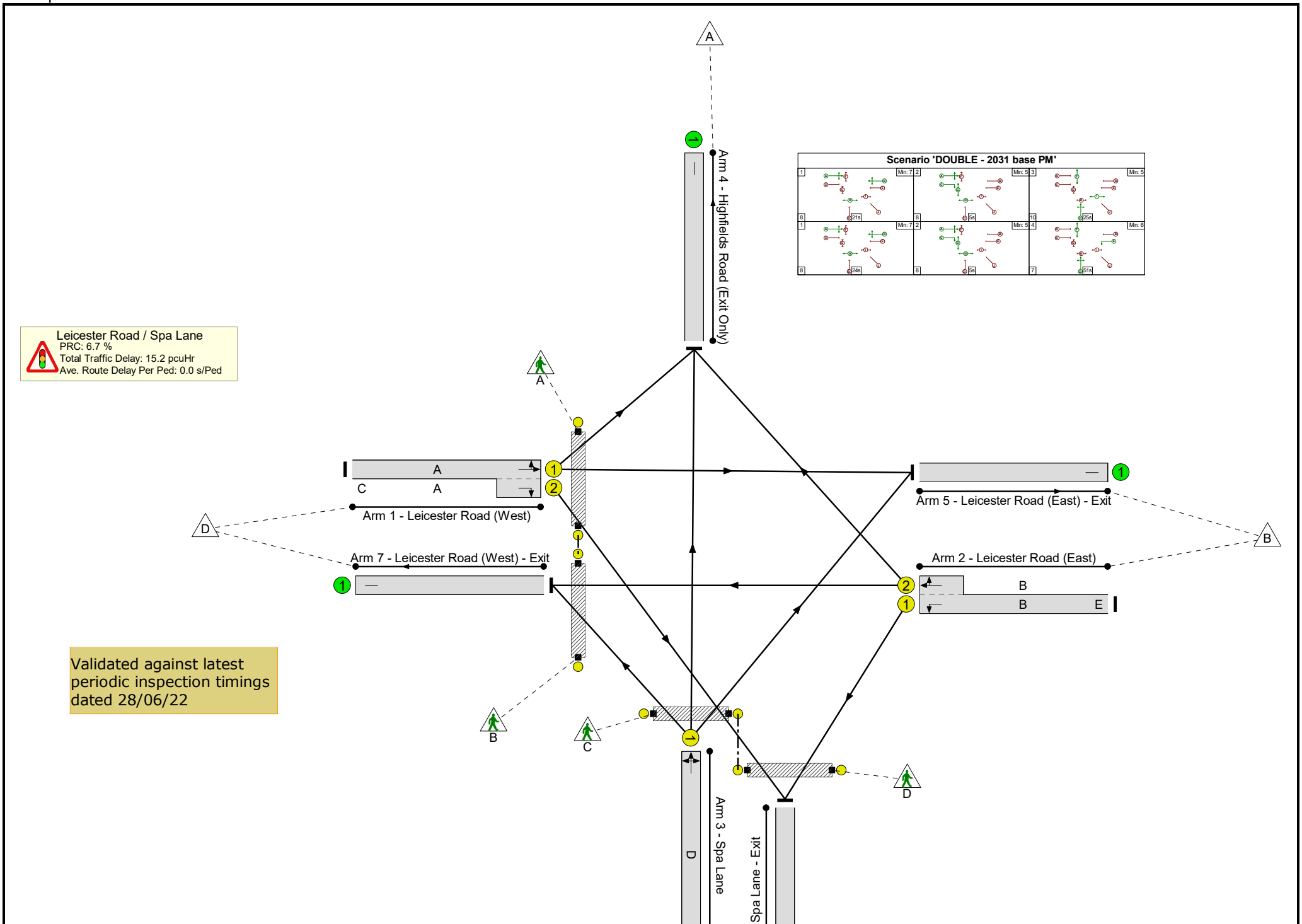
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	73	18	515	1881:1741	374+494	59.3 : 59.3%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	104:45	59	560	1699:1878	475+197	83.4 : 83.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	83	-	691	1735	819	84.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	73	-	0	-	29200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	81	-	0	-	32400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	25	-	0	-	10000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.5**	**5.7**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.5**	**5.7**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
1/1+1/2	515	515	-	-	-	2.8	0.7	-	3.5	24.4	8.9	0.7	9.7
2/1+2/2	560	560	-	-	-	2.7	2.4	-	5.1	33.0	10.2	2.4	12.6
3/1	691	691	-	-	-	4.0	2.6	-	6.6	34.3	15.5	2.6	18.1
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

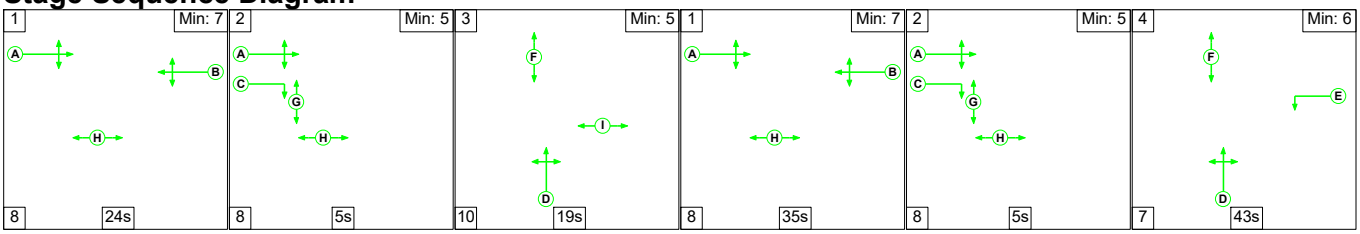
C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 15.22 Cycle Time (s): 180

PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes(pcuHr): 15.22

Full Input Data And Results

Scenario 17: 'DOUBLE - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 2: 'Double cycled')

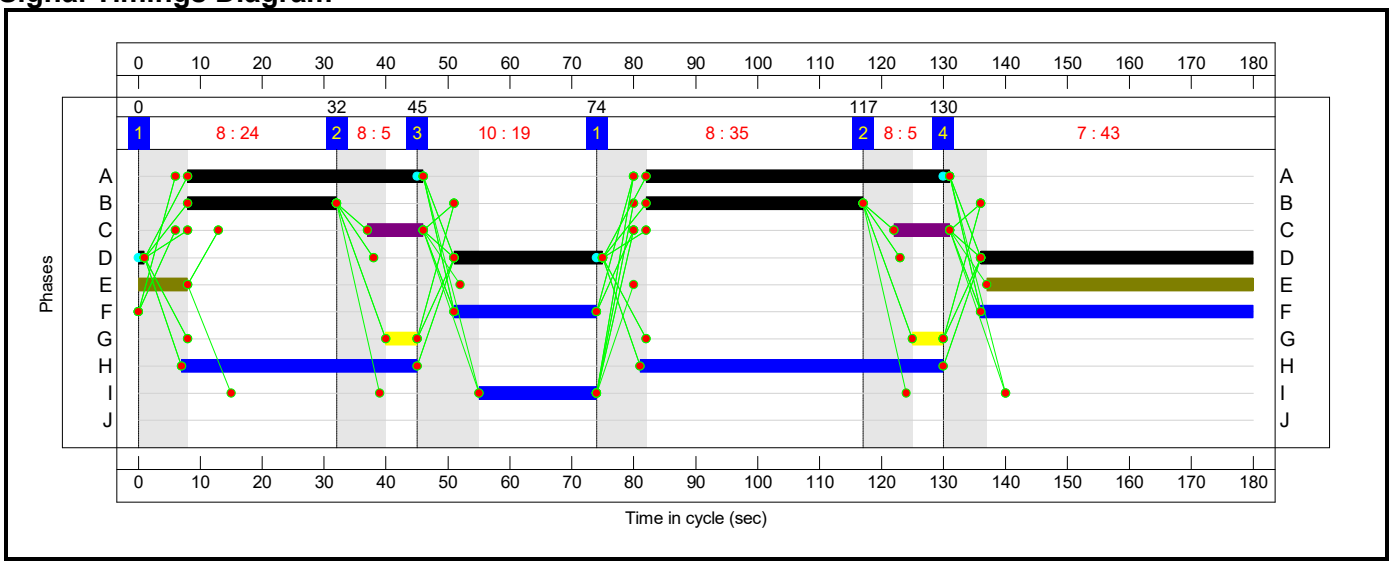
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	24	5	19	35	5	43
Change Point	0	32	45	74	117	130

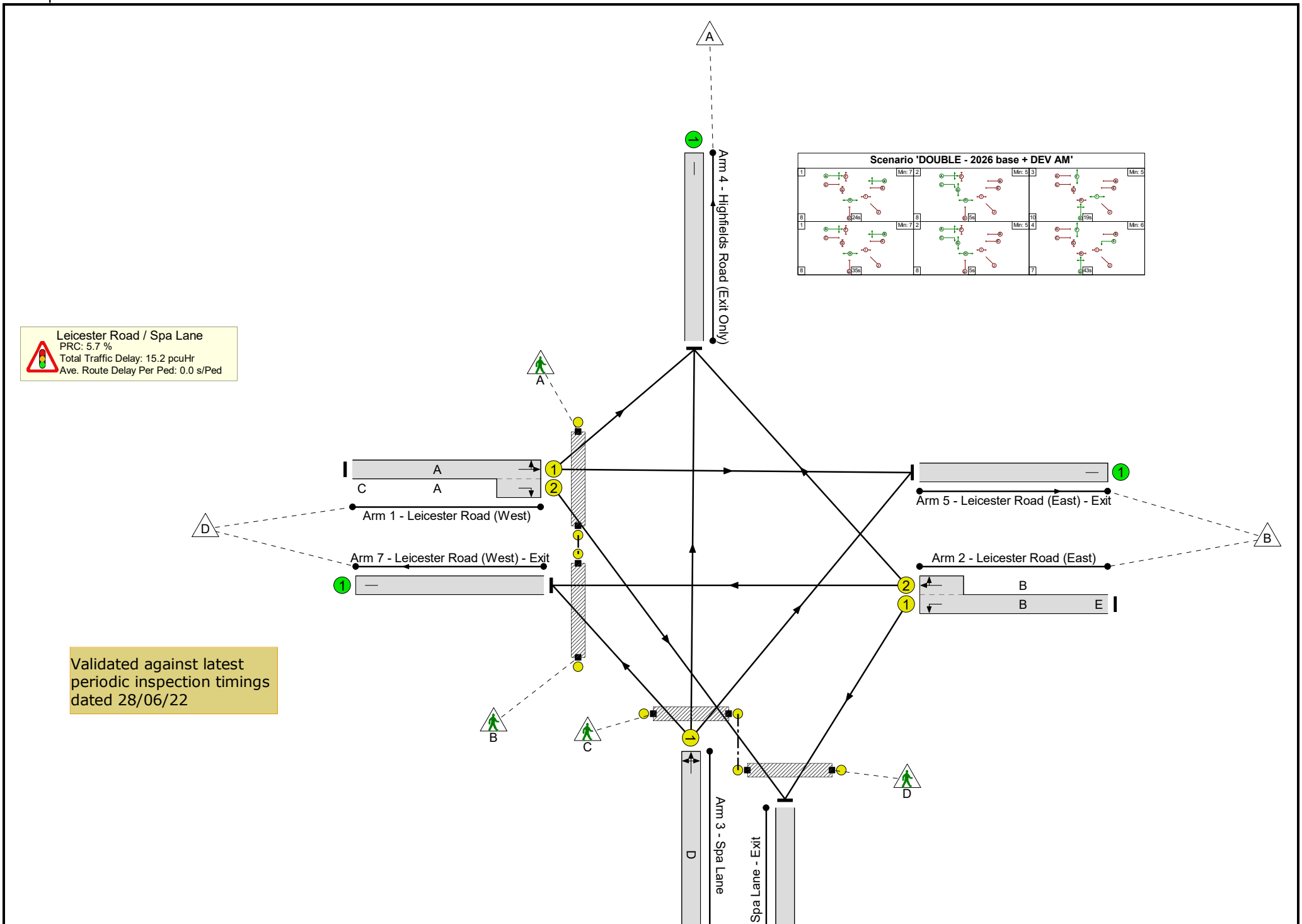
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	87	18	526	1880:1741	399+595	52.9 : 52.9%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	110:59	51	681	1699:1890	558+244	84.9 : 84.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	69	-	586	1745	688	85.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	87	-	0	-	34800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	67	-	0	-	26800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	19	-	0	-	7600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.3**	**6.0**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.3**	**6.0**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
1/1+1/2	526	526	-	-	-	2.1	0.6	-	2.7	18.5	8.0	0.6	8.6
2/1+2/2	681	681	-	-	-	3.0	2.7	-	5.7	30.2	12.3	2.7	15.0
3/1	586	586	-	-	-	4.1	2.7	-	6.8	41.8	14.7	2.7	17.4
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

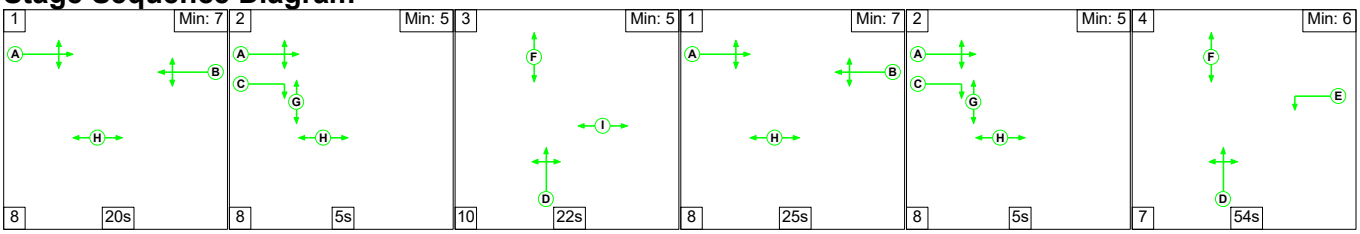
C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 15.23 Cycle Time (s): 180

PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 15.23

Full Input Data And Results

Scenario 18: 'DOUBLE - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 2: 'Double cycled')

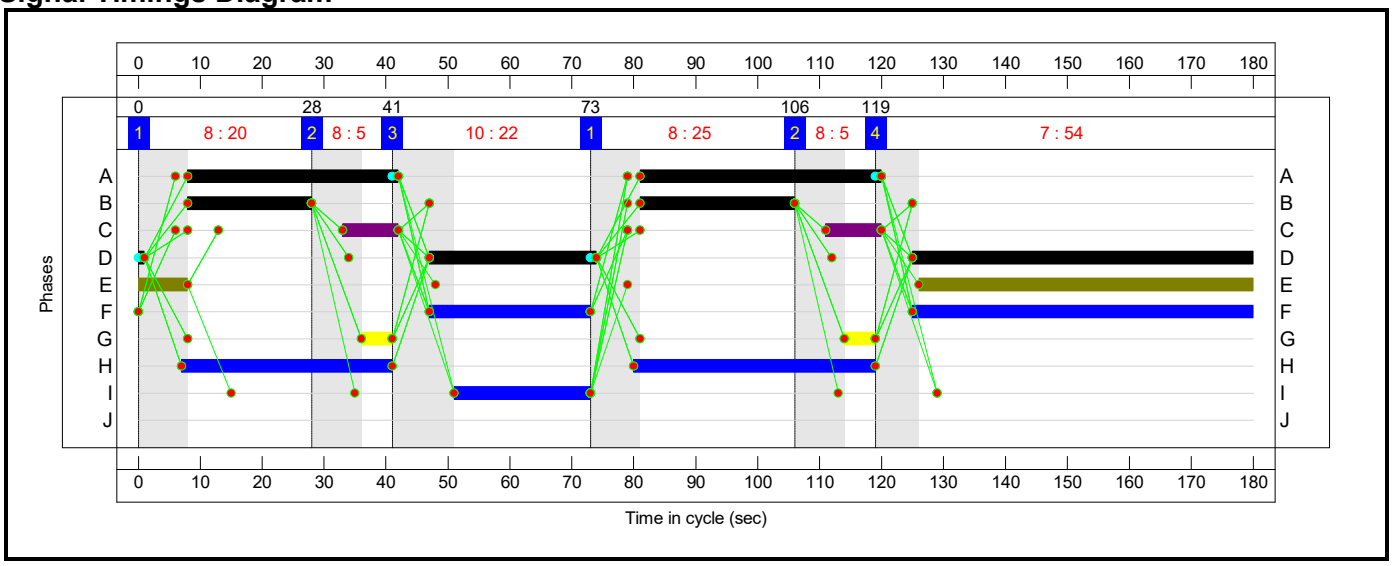
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	20	5	22	25	5	54
Change Point	0	28	41	73	106	119

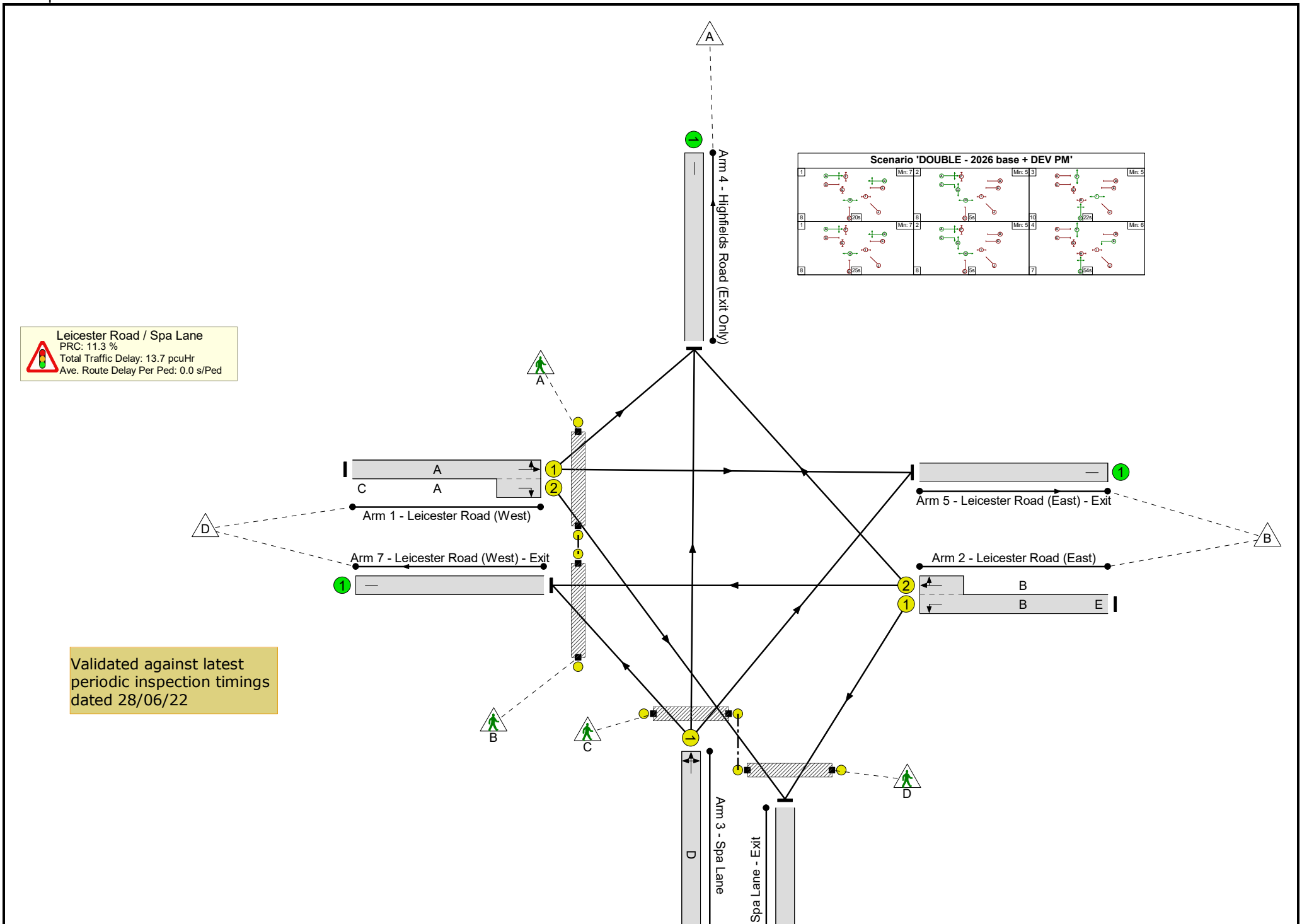
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	73	18	498	1880:1741	366+498	57.6 : 57.6%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	107:45	62	544	1699:1879	480+195	80.6 : 80.6%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	83	-	663	1736	820	80.9%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	73	-	0	-	29200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	81	-	0	-	32400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	22	-	0	-	8800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**4.8**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.0**	**4.8**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	2.7	0.7	-	3.4	24.7	9.0	0.7	9.7
2/1+2/2	544	544	-	-	-	2.5	2.0	-	4.5	29.9	9.2	2.0	11.2
3/1	663	663	-	-	-	3.7	2.1	-	5.8	31.5	14.7	2.1	16.8
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

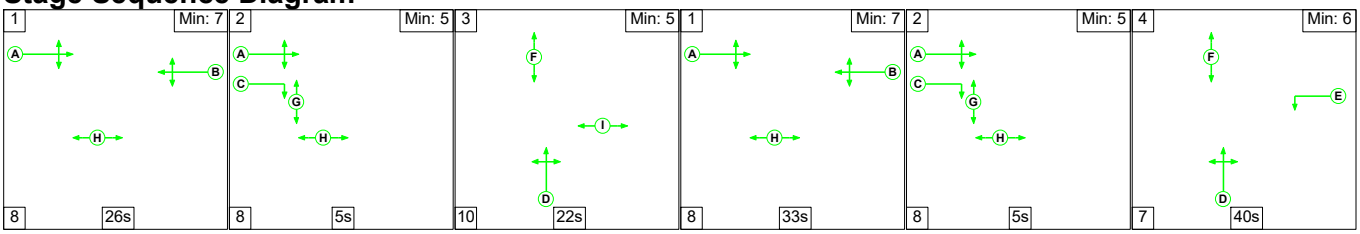
C1 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 13.74 Cycle Time (s): 180

PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 13.74

Full Input Data And Results

Scenario 19: 'DOUBLE - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 2: 'Double cycled')

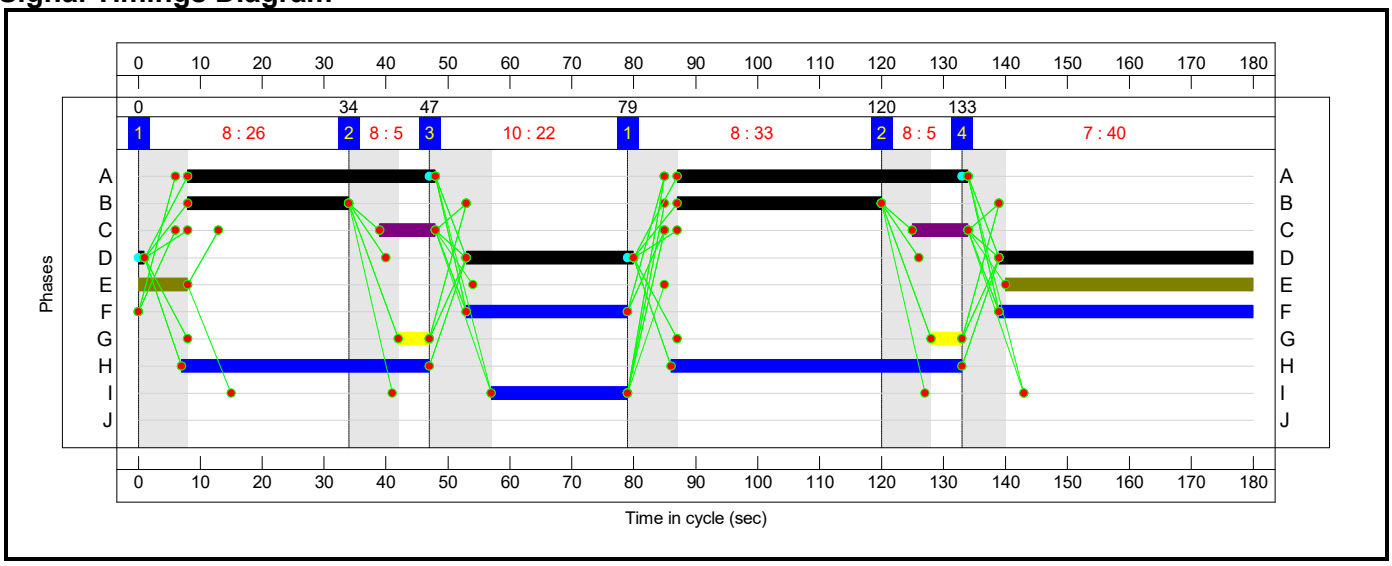
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	26	5	22	33	5	40
Change Point	0	34	47	79	120	133

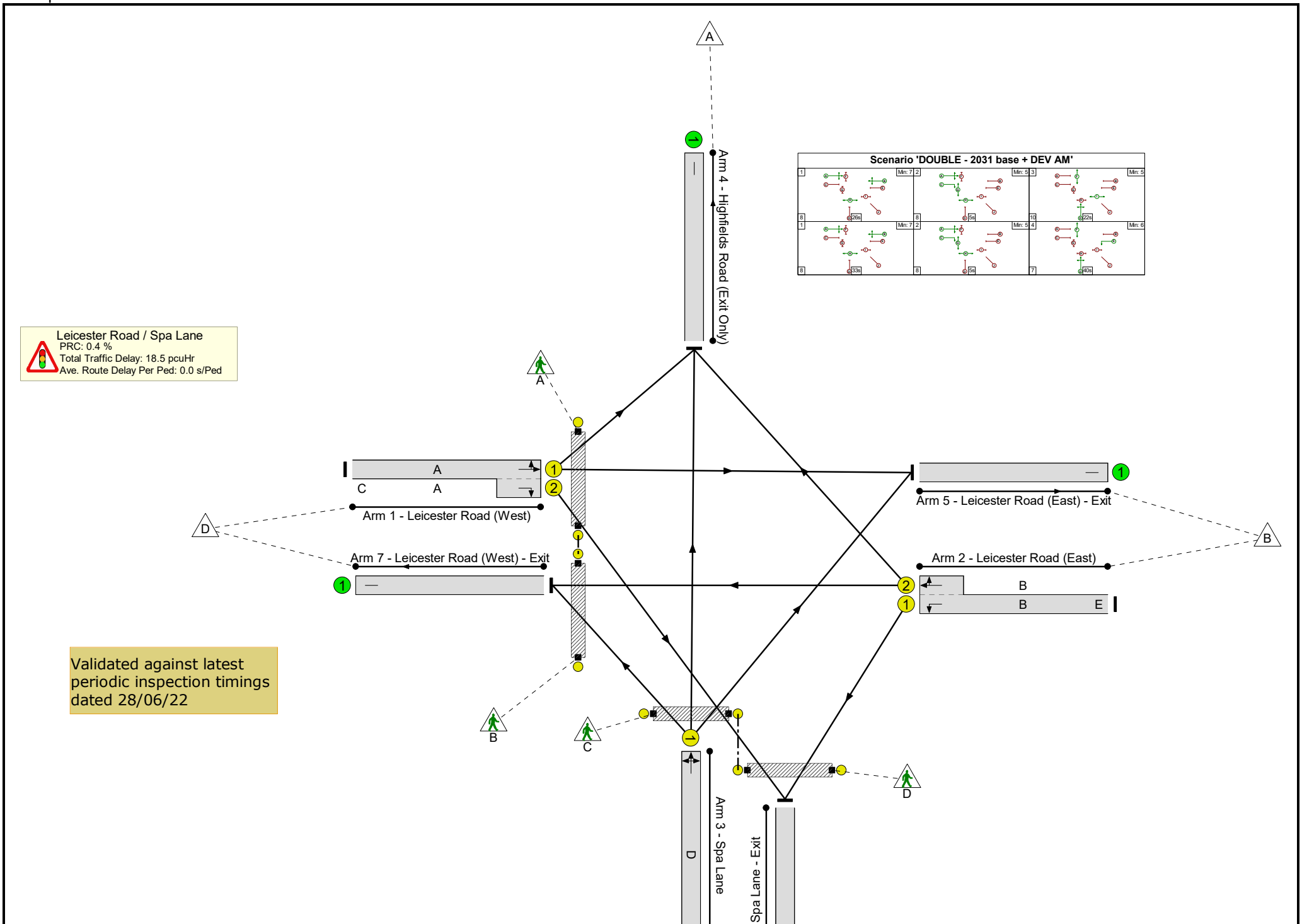
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.6%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.6%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	87	18	554	1880:1741	400+594	55.7 : 55.7%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	107:59	48	716	1699:1889	556+245	89.4 : 89.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	69	-	617	1745	688	89.6%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	87	-	0	-	34800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	67	-	0	-	26800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	22	-	0	-	8800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.1**	**8.4**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**10.1**	**8.4**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	554	554	-	-	-	2.2	0.6	-	2.9	18.6	8.1	0.6	8.7
2/1+2/2	716	716	-	-	-	3.4	3.9	-	7.3	36.8	14.6	3.9	18.4
3/1	617	617	-	-	-	4.4	3.9	-	8.3	48.4	15.3	3.9	19.2
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

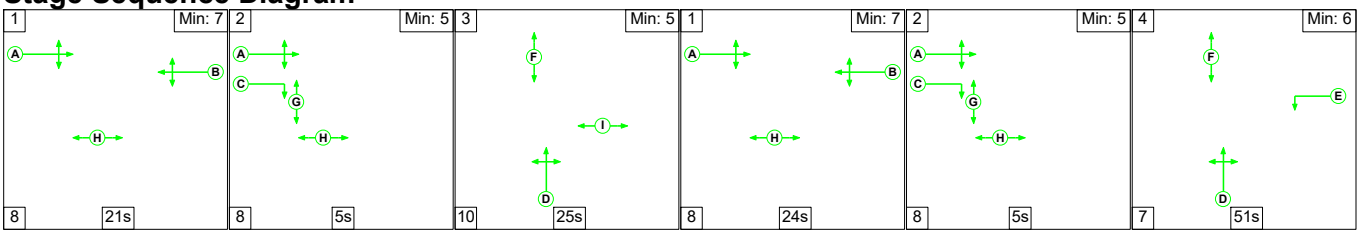
C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 18.47 Cycle Time (s): 180

PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 18.47

Full Input Data And Results

Scenario 20: 'DOUBLE - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 2: 'Double cycled')

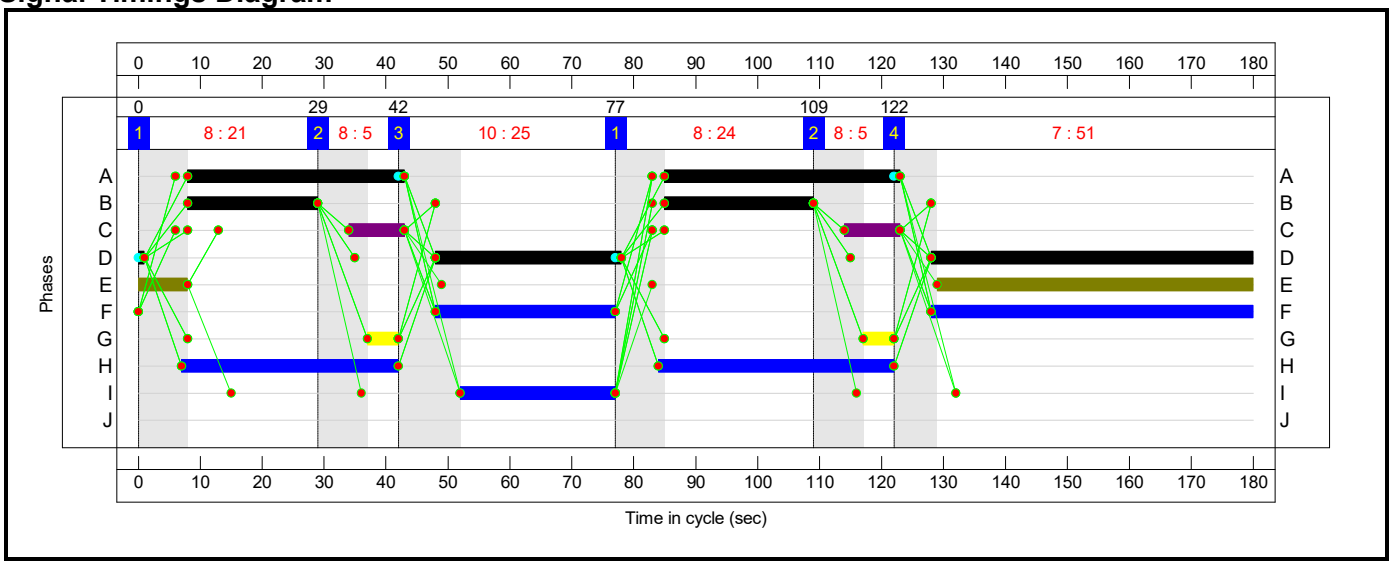
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	4
Duration	21	5	25	24	5	51
Change Point	0	29	42	77	109	122

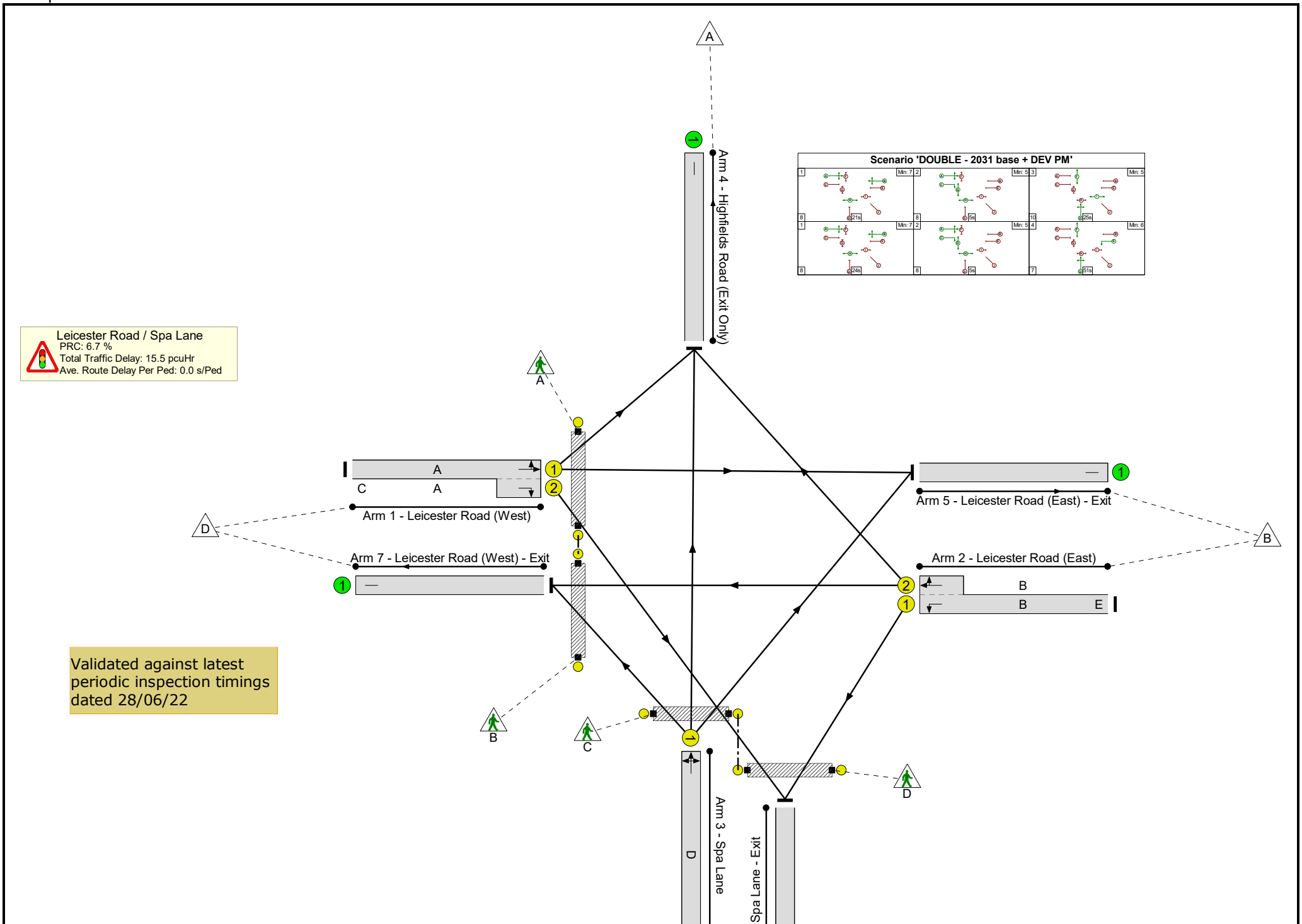
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	2	73	18	530	1881:1741	373+494	61.1 : 61.1%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	2	104:45	59	565	1699:1878	478+195	83.9 : 83.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		2	83	-	691	1735	819	84.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		2	73	-	0	-	29200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	81	-	0	-	32400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	25	-	0	-	10000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	10	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.6**	**5.9**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.6**	**5.9**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
1/1+1/2	530	530	-	-	-	2.9	0.8	-	3.7	24.8	9.4	0.8	10.2
2/1+2/2	565	565	-	-	-	2.8	2.5	-	5.3	33.5	10.3	2.5	12.8
3/1	691	691	-	-	-	4.0	2.6	-	6.6	34.3	15.5	2.6	18.1
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

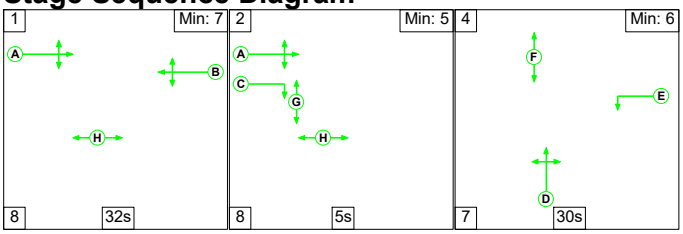
C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 15.50 Cycle Time (s): 180

PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes(pcuHr): 15.50

Full Input Data And Results

Scenario 21: 'SINGLE (ALT) - 2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 3: 'Single cycled (ALT)')

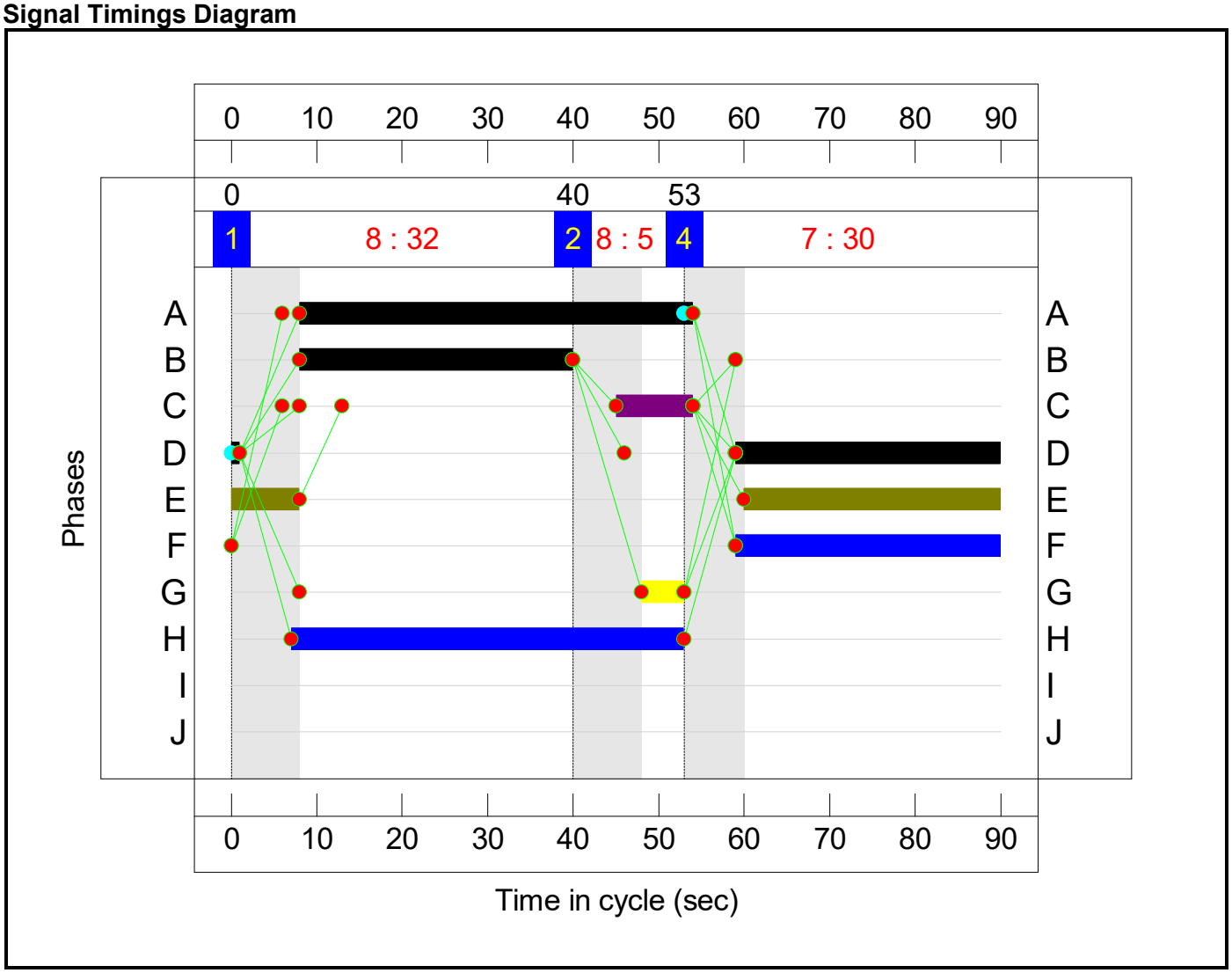
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	32	5	30
Change Point	0	40	53

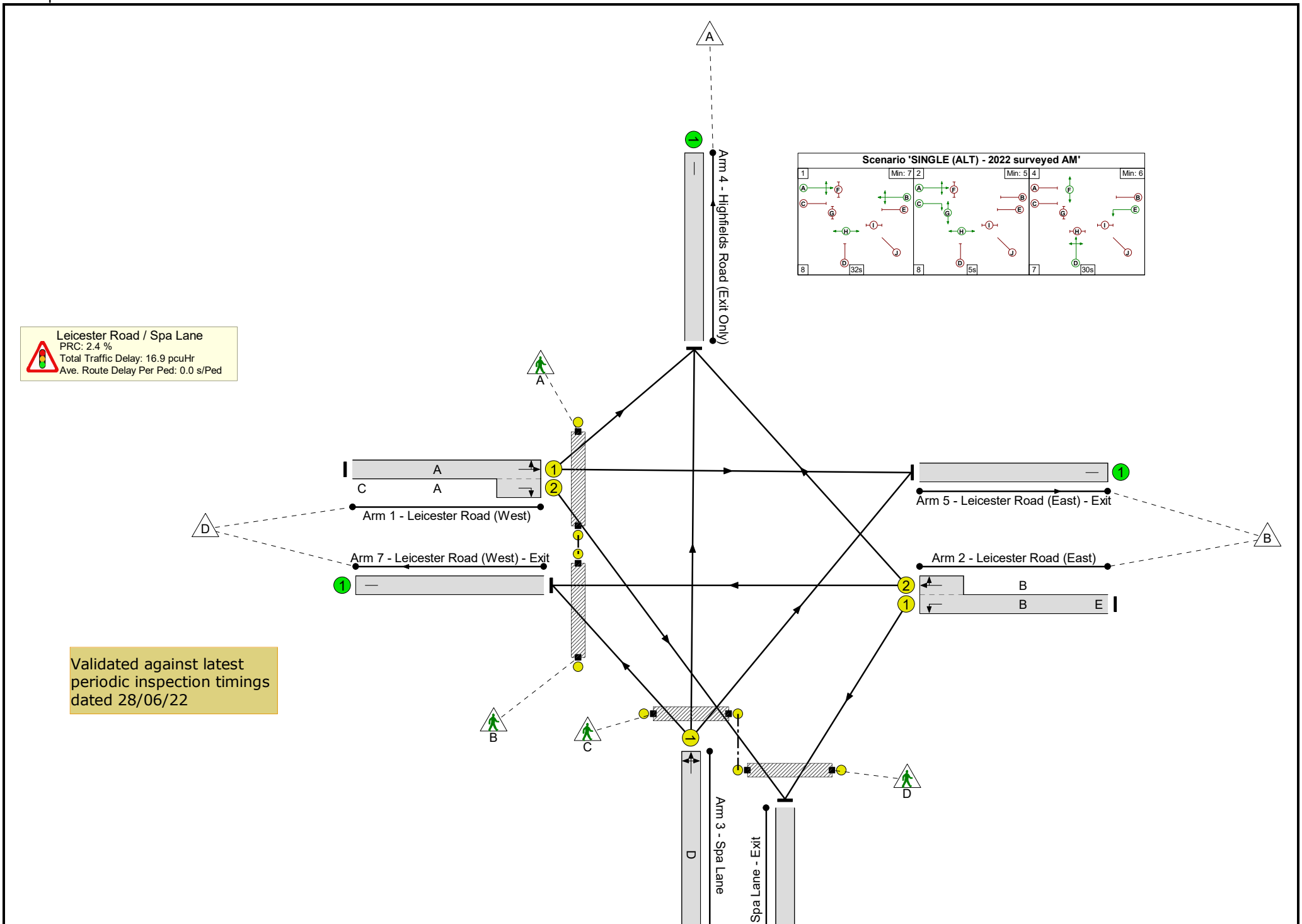
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	46	9	505	1880:1741	420+624	48.4 : 48.4%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:32	38	651	1699:1893	221+520	87.9 : 87.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	32	-	561	1745	640	87.7%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	46	-	0	-	36800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	31	-	0	-	24800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.8**	**7.1**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**7.1**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	-	-	-	1.7	0.5	-	2.2	15.5	4.9	0.5	5.4
2/1+2/2	651	651	-	-	-	3.9	3.4	-	7.3	40.5	13.6	3.4	17.0
3/1	561	561	-	-	-	4.1	3.3	-	7.4	47.7	13.1	3.3	16.4
4/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

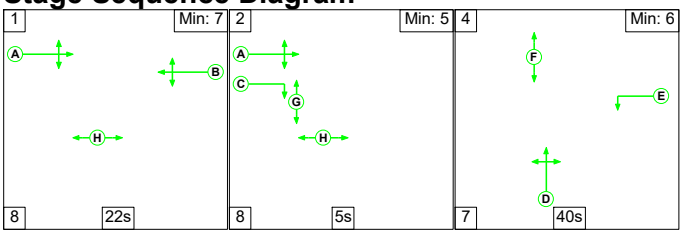
C1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 16.92 Cycle Time (s): 90

PRC Over All Lanes (%): 2.4 Total Delay Over All Lanes(pcuHr): 16.92

Full Input Data And Results

Scenario 22: 'SINGLE (ALT) - 2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 3: 'Single cycled (ALT)')

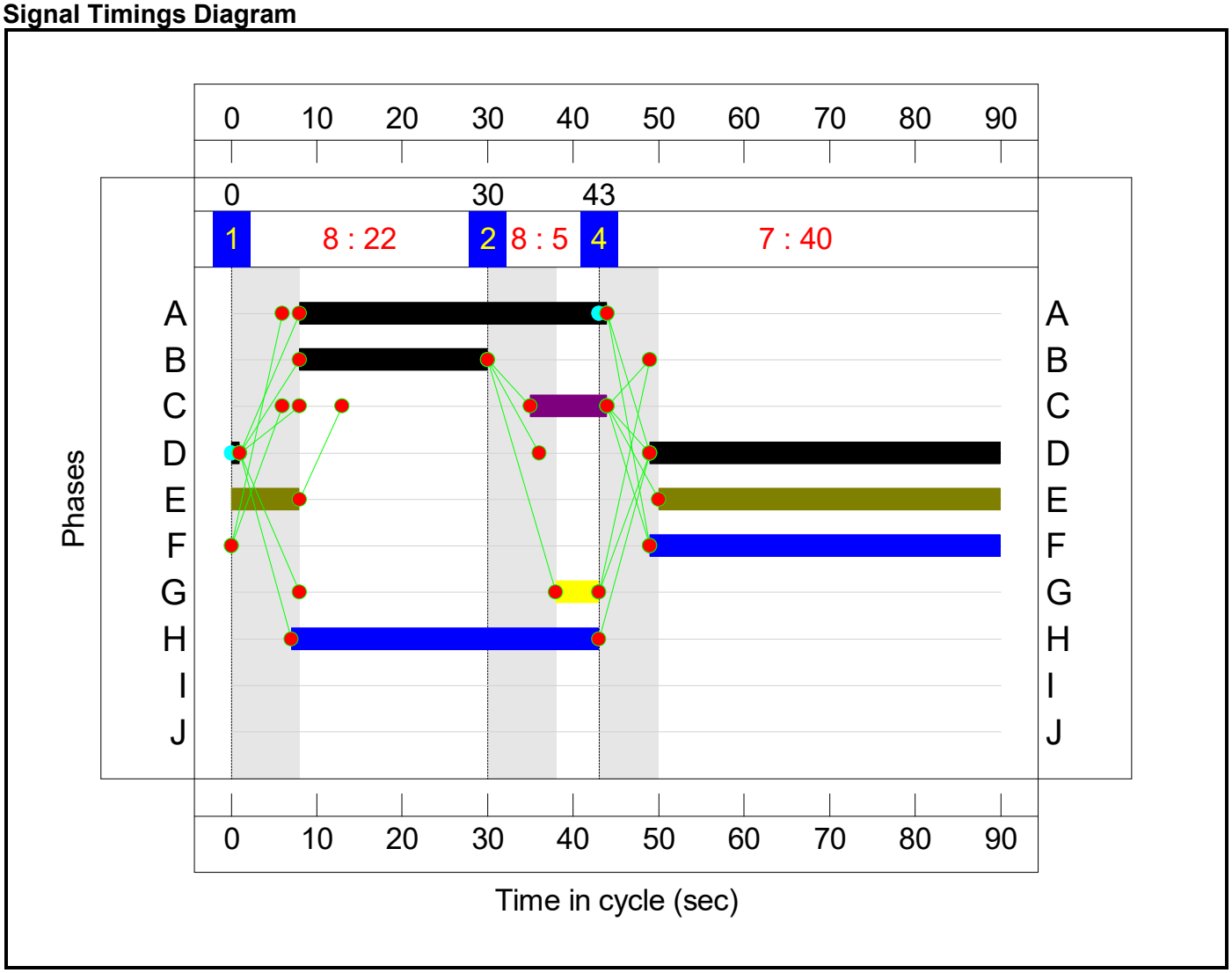
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	22	5	40
Change Point	0	30	43

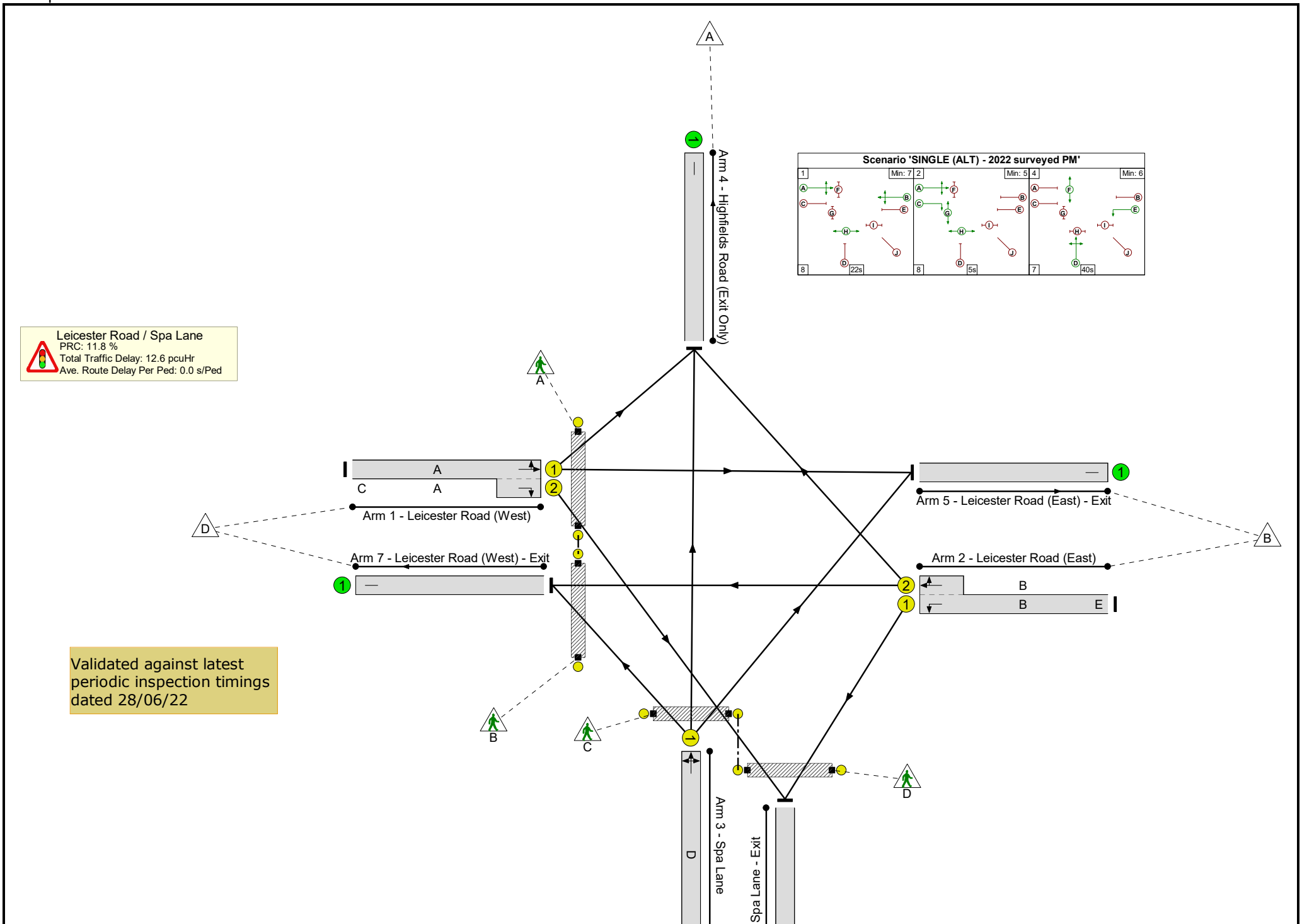
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	36	9	481	1881:1741	374+486	55.9 : 55.9%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:22	48	571	1699:1883	467+256	78.9 : 78.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	42	-	669	1739	831	80.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	36	-	0	-	28800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	41	-	0	-	32800	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.1**	**4.5**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.1**	**4.5**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	-	-	-	2.4	0.6	-	3.1	23.0	5.9	0.6	6.5
2/1+2/2	571	571	-	-	-	1.9	1.8	-	3.8	23.8	6.0	1.8	7.9
3/1	669	669	-	-	-	3.7	2.0	-	5.7	30.8	14.1	2.0	16.1
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

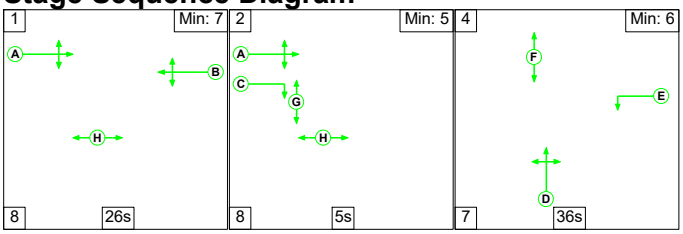
C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 12.57 Cycle Time (s): 90

PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 12.57

Full Input Data And Results

Scenario 23: 'SINGLE (ALT) - 2026 base AM' (FG3: '2026 base AM', Plan 3: 'Single cycled (ALT)')

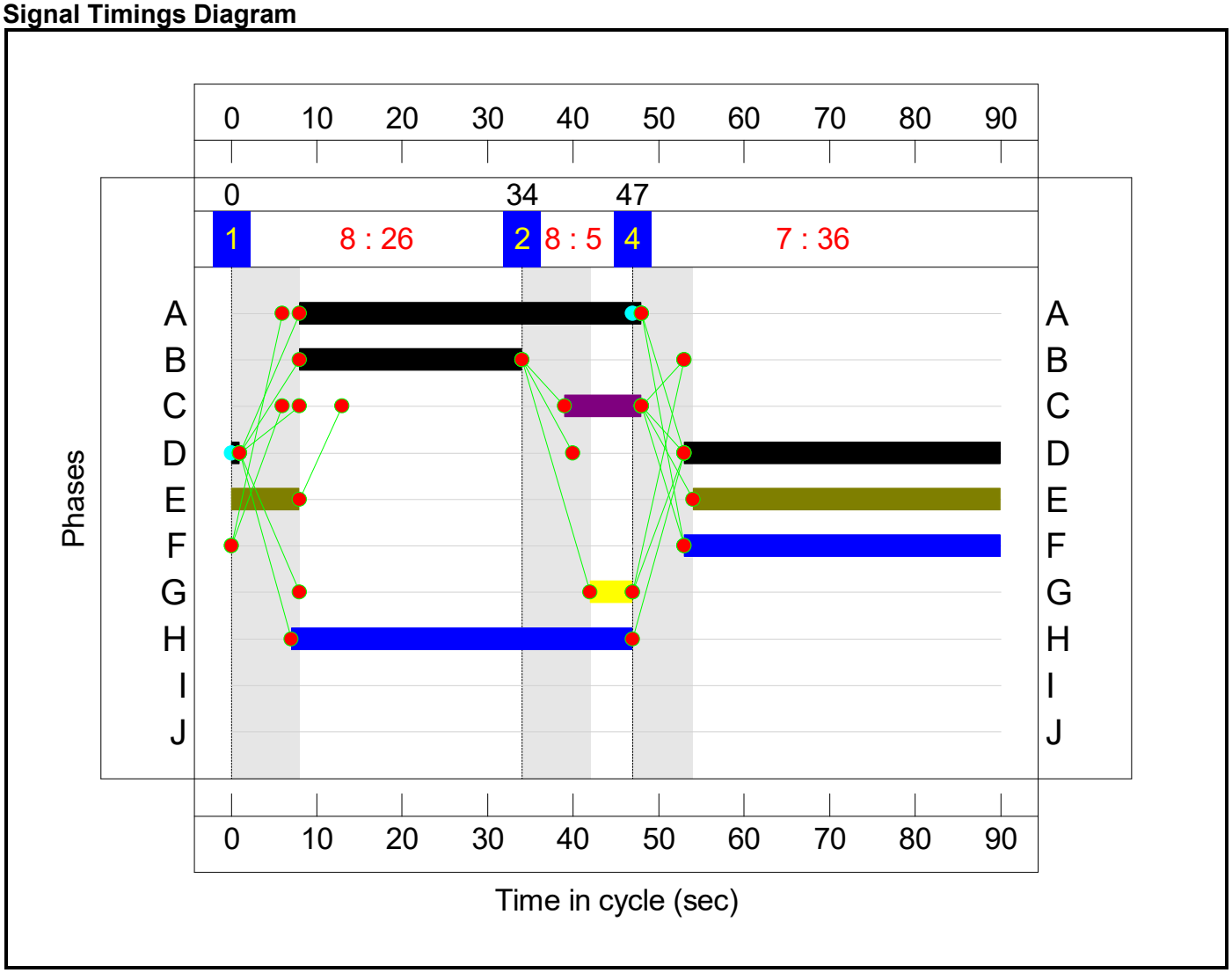
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	26	5	36
Change Point	0	34	47

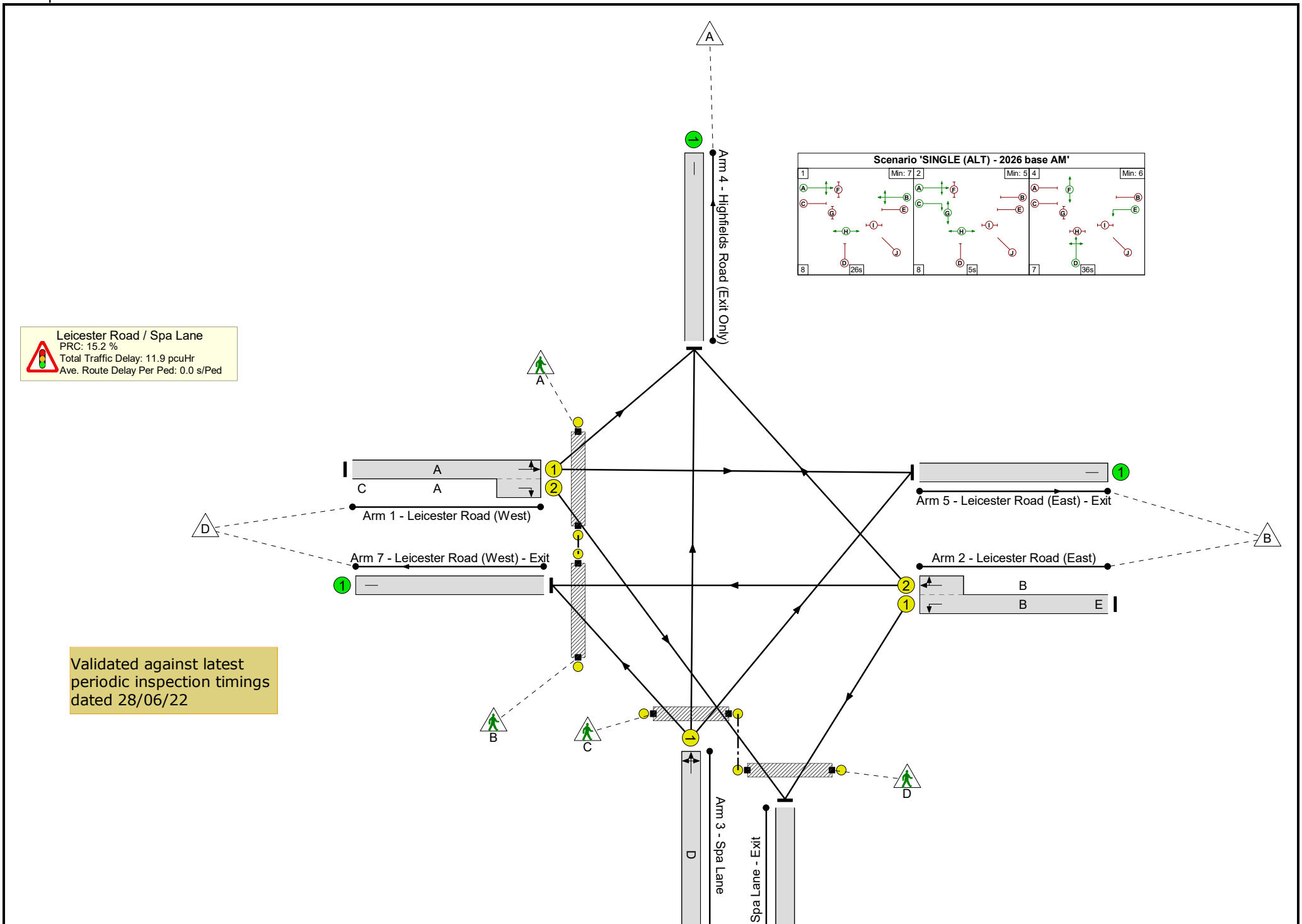
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	527	1880:1741	372+553	57.0 : 57.0%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:26	44	678	1699:1890	605+262	78.1 : 78.1%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	586	1745	756	77.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.8**	**4.1**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**7.8**	**4.1**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/1+1/2	527	527	-	-	-	2.4	0.7	-	3.0	20.7	6.6	0.7	7.2
2/1+2/2	678	678	-	-	-	1.9	1.8	-	3.6	19.2	5.9	1.8	7.7
3/1	586	586	-	-	-	3.5	1.7	-	5.2	32.1	12.4	1.7	14.1
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

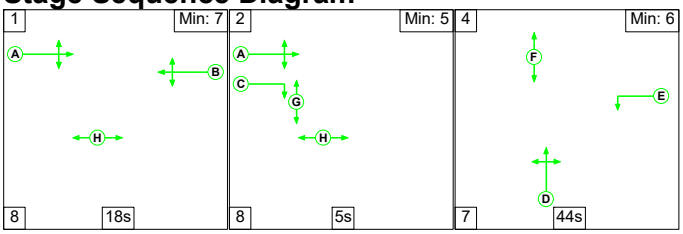
C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 11.86 Cycle Time (s): 90

PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 11.86

Full Input Data And Results

Scenario 24: 'SINGLE (ALT) - 2026 base PM' (FG4: '2026 Base PM', Plan 3: 'Single cycled (ALT)')

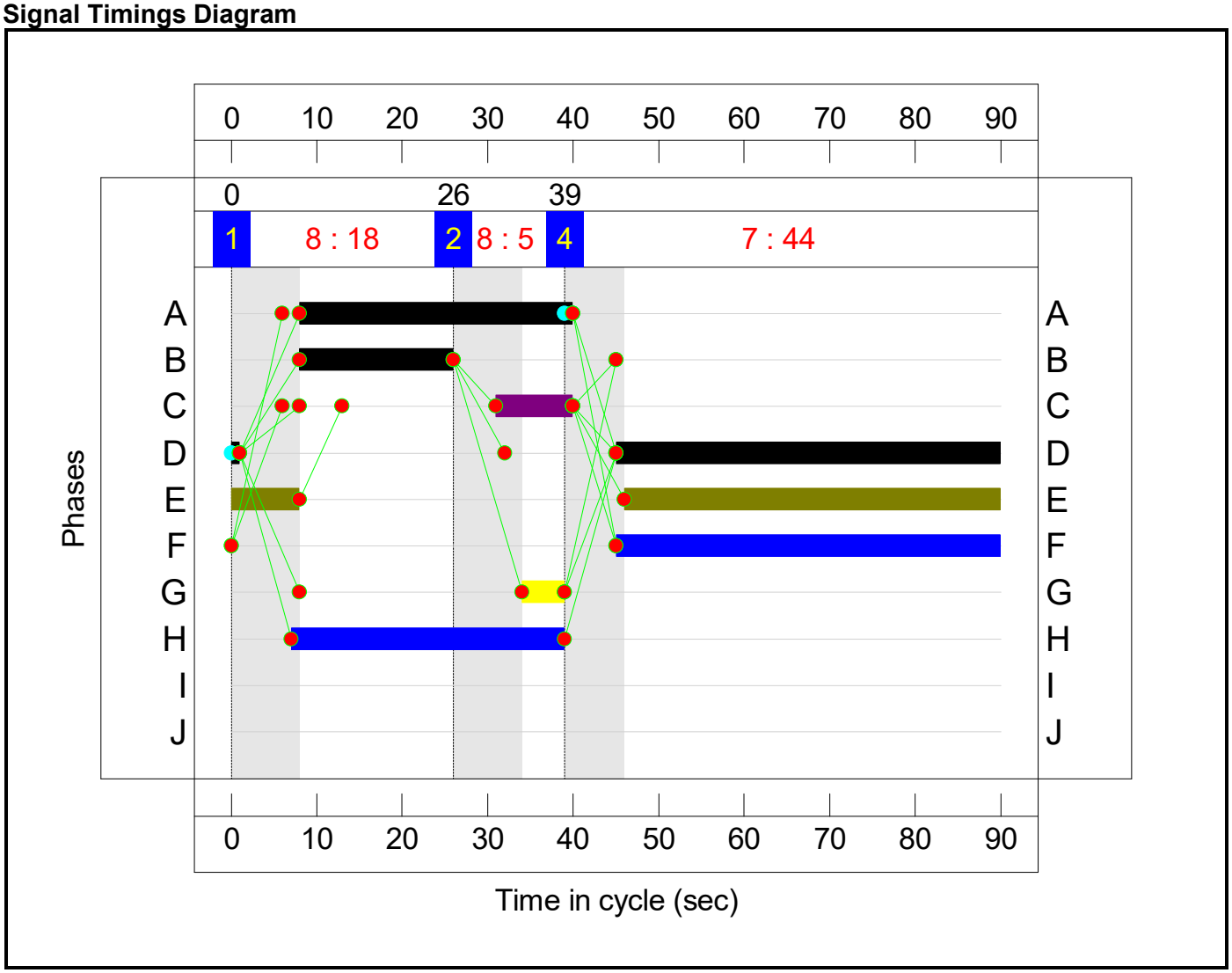
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	18	5	44
Change Point	0	26	39

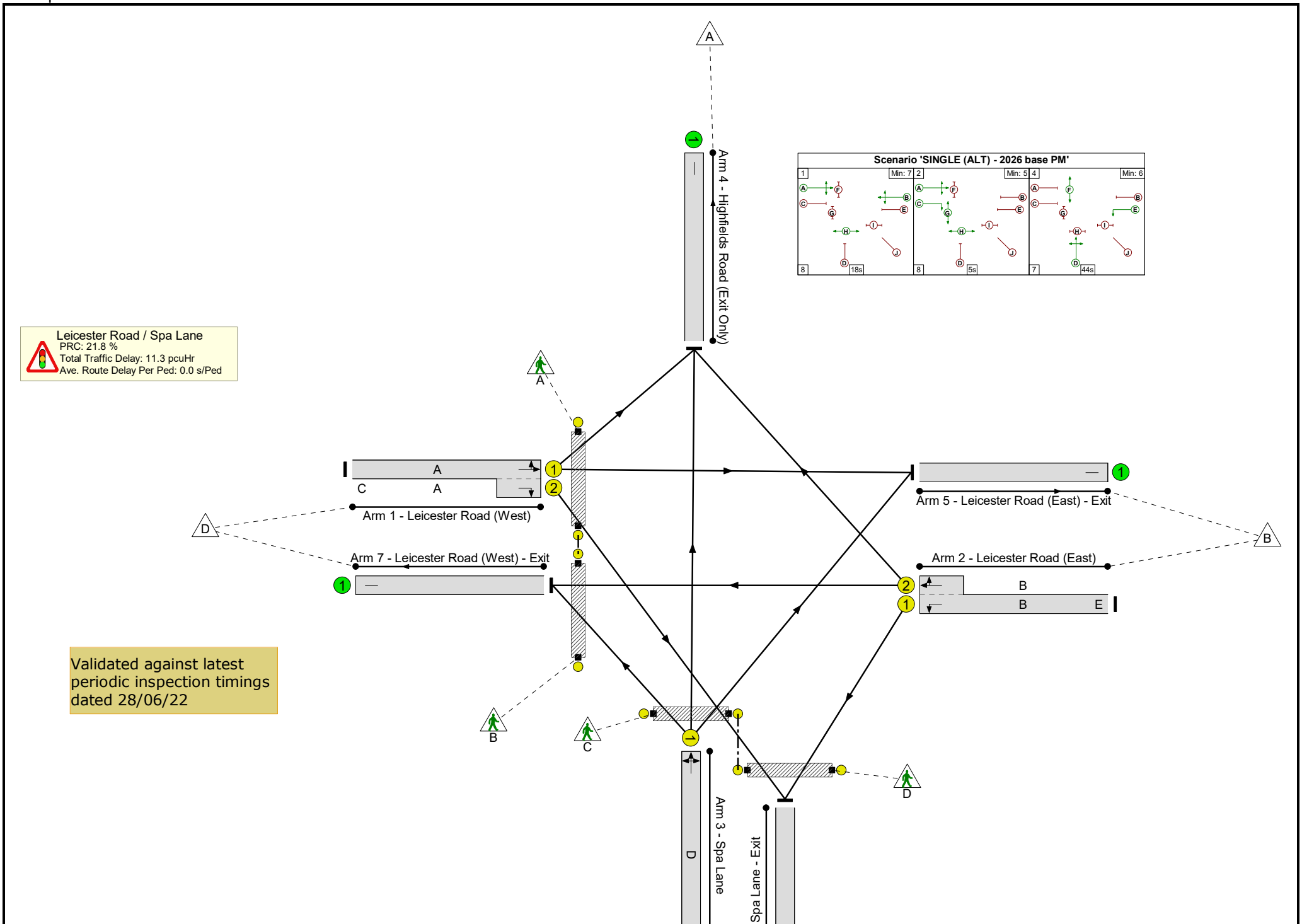
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.9%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.9%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	498	1881:1741	340+440	63.8 : 63.8%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:18	52	538	1699:1879	516+212	73.9 : 73.9%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	664	1736	907	73.2%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.6**	**3.6**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**7.6**	**3.6**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	3.0	0.9	-	3.8	27.8	7.0	0.9	7.9
2/1+2/2	538	538	-	-	-	1.6	1.4	-	3.0	20.1	3.4	1.4	4.8
3/1	664	664	-	-	-	3.1	1.4	-	4.4	24.0	12.7	1.4	14.1
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

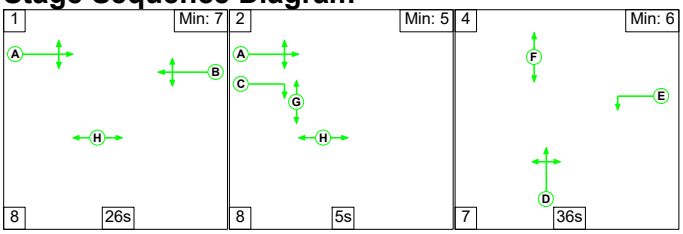
C1 PRC for Signalled Lanes (%): 21.8 Total Delay for Signalled Lanes (pcuHr): 11.27 Cycle Time (s): 90

PRC Over All Lanes (%): 21.8 Total Delay Over All Lanes(pcuHr): 11.27

Full Input Data And Results

Scenario 25: 'SINGLE (ALT) - 2031 base AM' (FG5: '2031 base AM', Plan 3: 'Single cycled (ALT)')

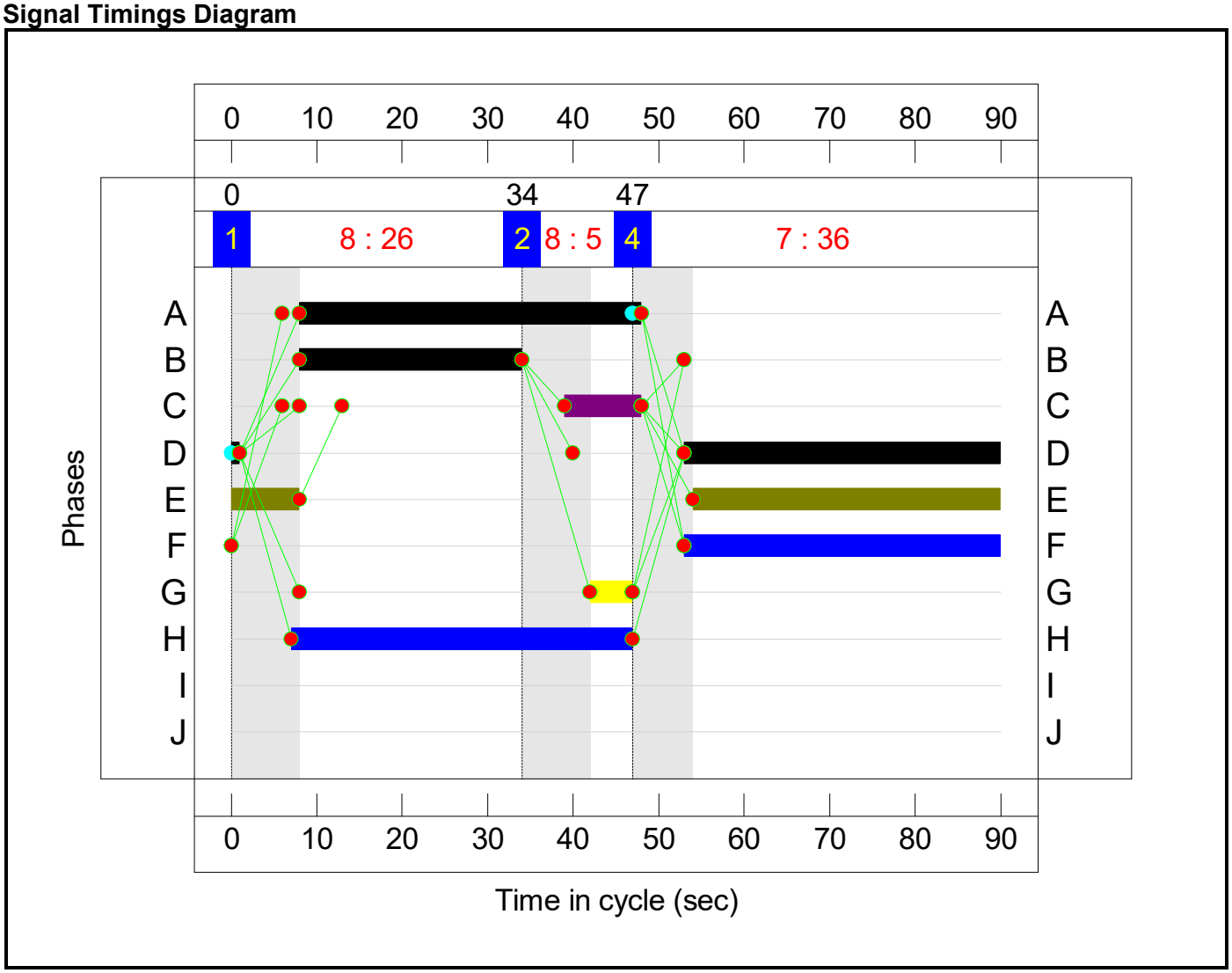
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	26	5	36
Change Point	0	34	47

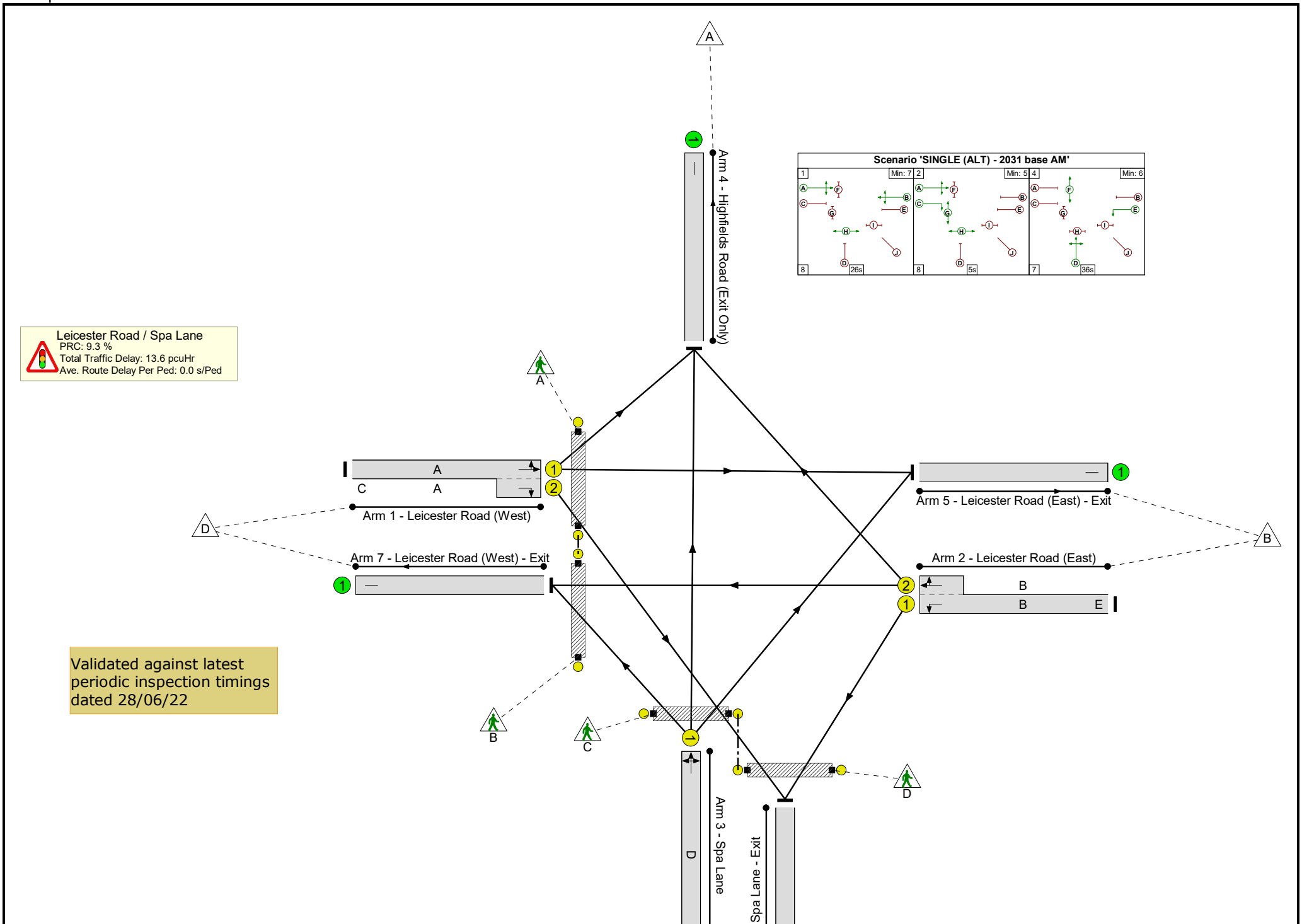
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	555	1880:1741	371+553	60.1 : 60.1%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:26	44	714	1699:1889	605+262	82.3 : 82.3%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	616	1745	756	81.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.4**	**5.1**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.4**	**5.1**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1+1/2	555	555	-	-	-	2.5	0.7	-	3.3	21.3	7.4	0.7	8.1
2/1+2/2	714	714	-	-	-	2.1	2.3	-	4.3	21.8	7.3	2.3	9.5
3/1	616	616	-	-	-	3.8	2.1	-	6.0	34.8	13.3	2.1	15.5
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

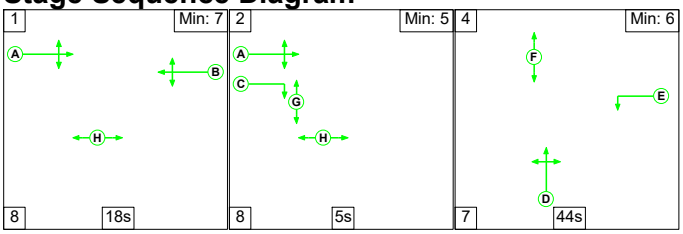
C1 PRC for Signalled Lanes (%): 9.3 Total Delay for Signalled Lanes (pcuHr): 13.56 Cycle Time (s): 90

PRC Over All Lanes (%): 9.3 Total Delay Over All Lanes(pcuHr): 13.56

Full Input Data And Results

Scenario 26: 'SINGLE (ALT) - 2031 base PM' (FG6: '2031 Base PM', Plan 3: 'Single cycled (ALT)')

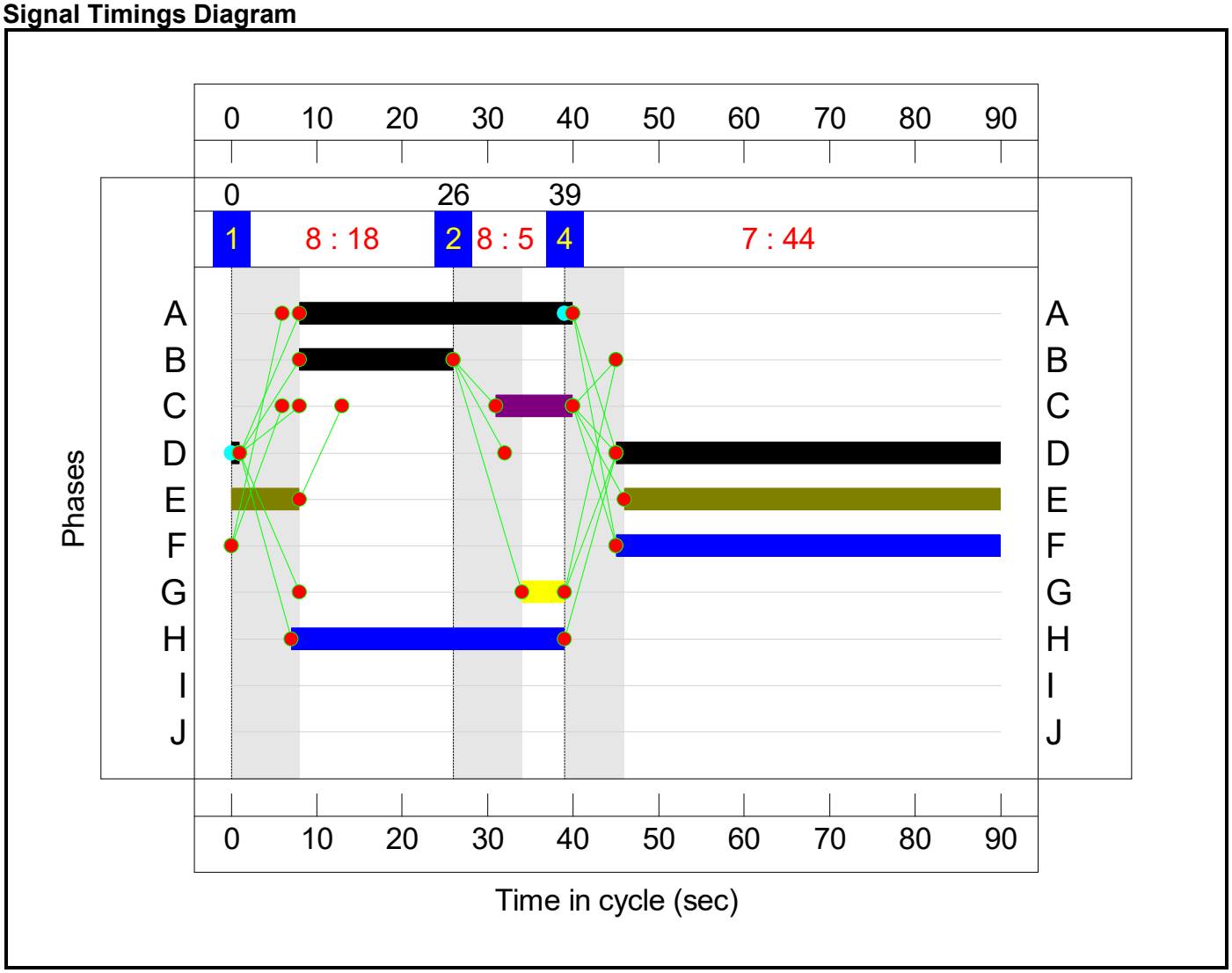
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	18	5	44
Change Point	0	26	39

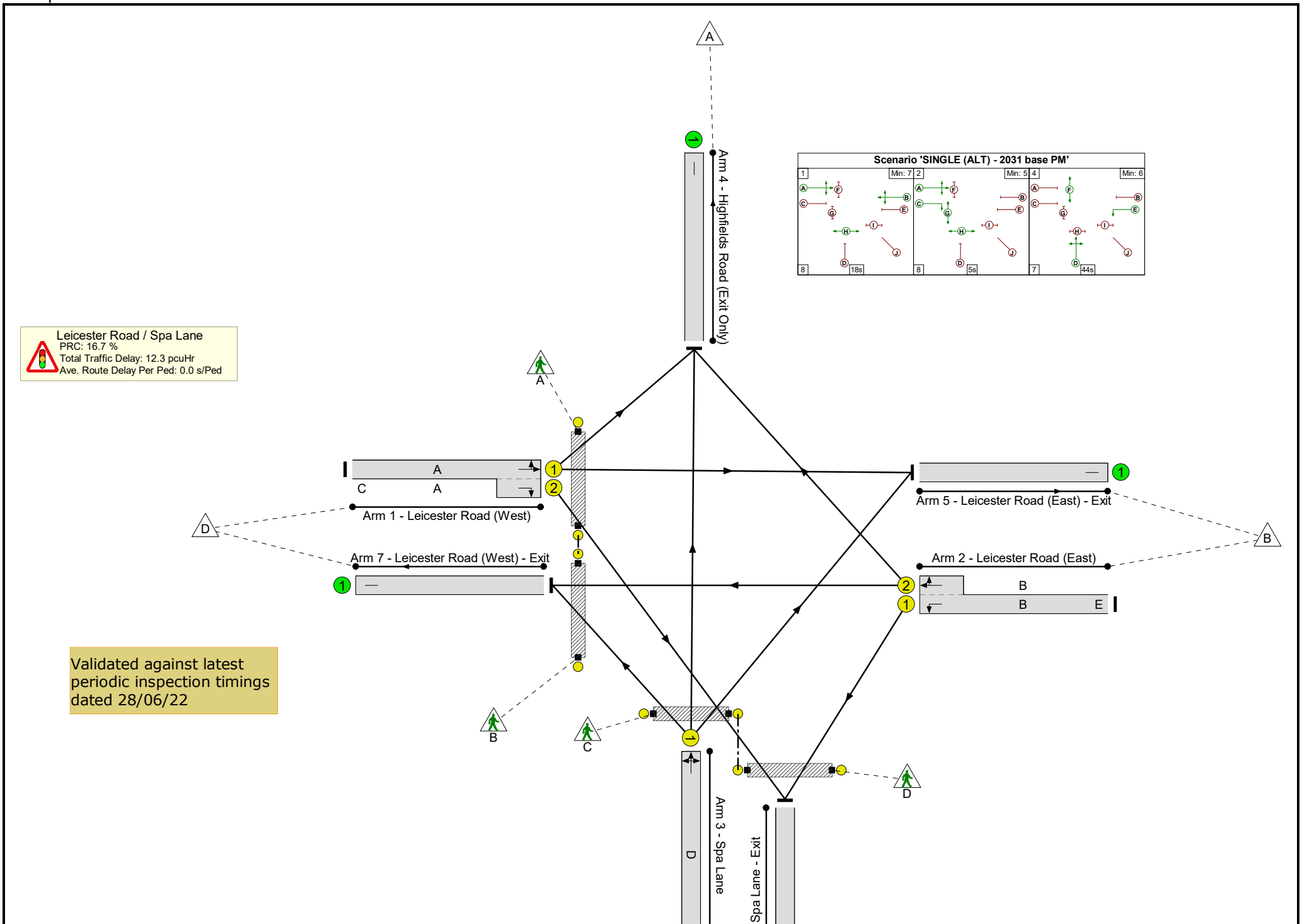
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	515	1881:1741	335+443	66.2 : 66.2%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:18	52	560	1699:1878	514+213	77.1 : 77.1%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	691	1735	906	76.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

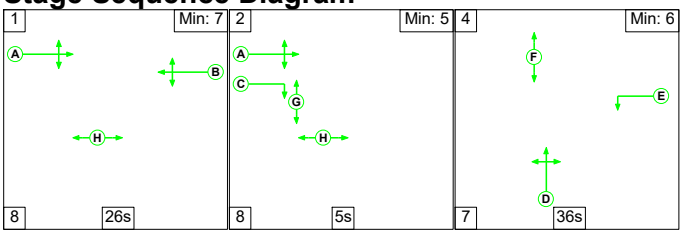
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.1**	**4.2**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.1**	**4.2**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	515	515	-	-	-	3.1	1.0	-	4.1	28.5	7.5	1.0	8.5
2/1+2/2	560	560	-	-	-	1.7	1.7	-	3.3	21.5	3.7	1.7	5.3
3/1	691	691	-	-	-	3.3	1.6	-	4.9	25.3	13.6	1.6	15.2
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 12.28 Cycle Time (s): 90
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 12.28

Full Input Data And Results

Scenario 27: 'SINGLE (ALT) - 2026 base + DEV AM' (FG7: '2026 base + DEV AM', Plan 3: 'Single cycled (ALT)')

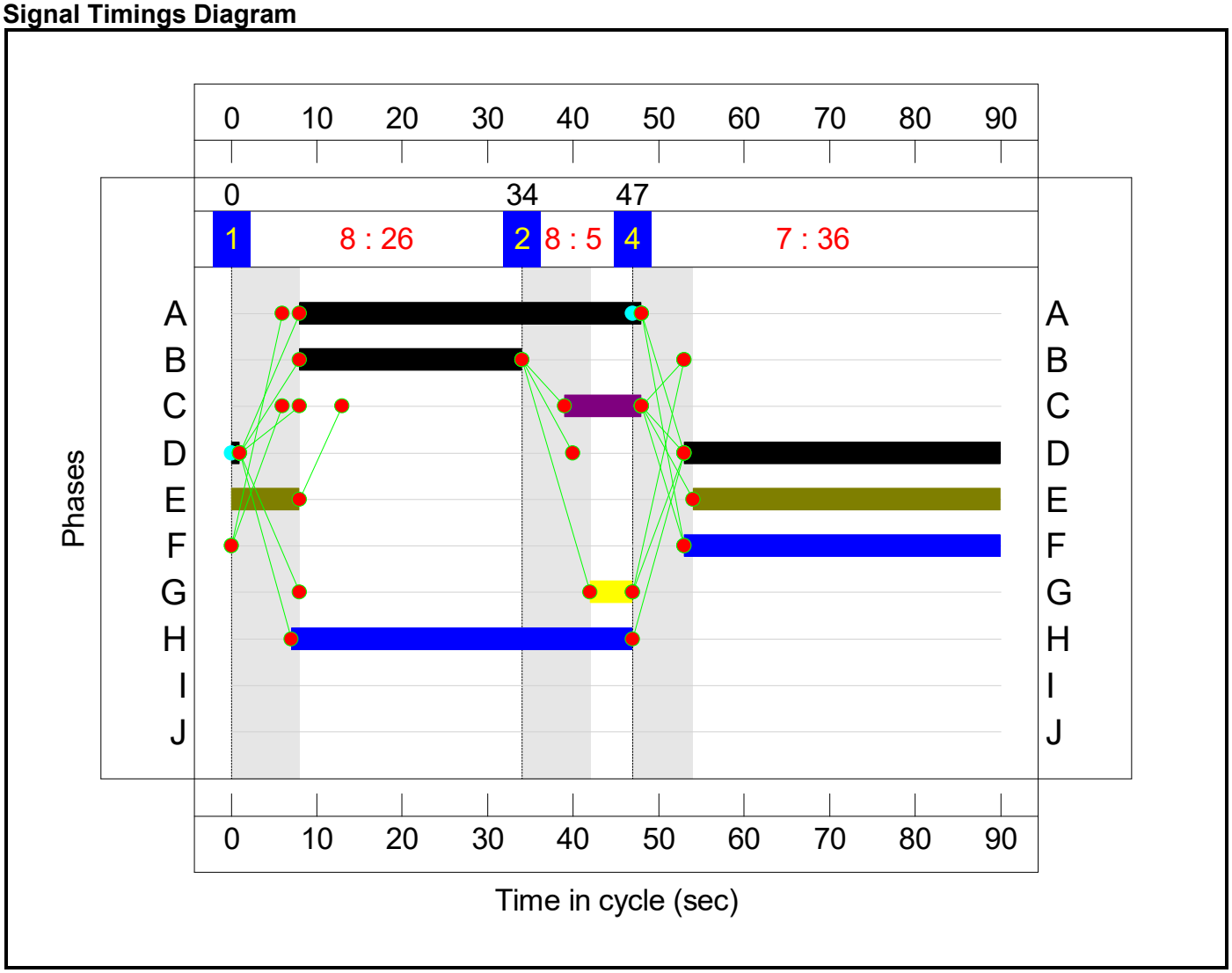
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	26	5	36
Change Point	0	34	47

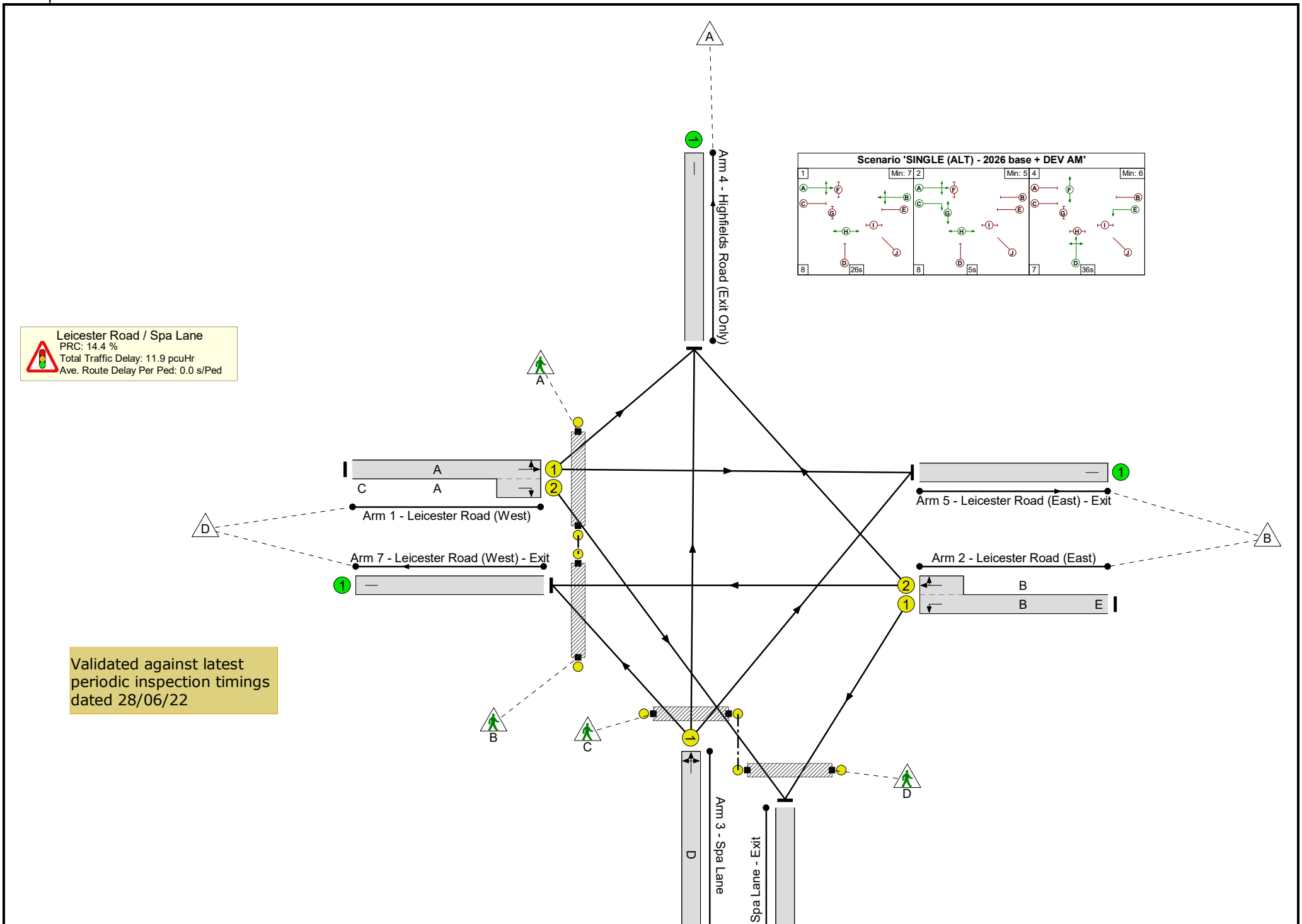
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.7%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.7%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	526	1880:1741	371+553	56.9 : 56.9%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:26	44	681	1699:1890	602+263	78.7 : 78.7%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	586	1745	756	77.5%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

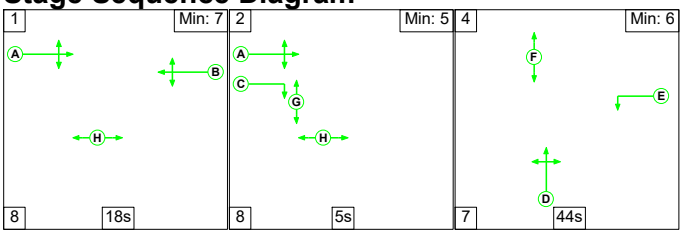
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.8**	**4.2**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**7.8**	**4.2**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/1+1/2	526	526	-	-	-	2.4	0.7	-	3.0	20.6	6.6	0.7	7.2
2/1+2/2	681	681	-	-	-	1.9	1.8	-	3.7	19.5	6.1	1.8	8.0
3/1	586	586	-	-	-	3.5	1.7	-	5.2	32.1	12.4	1.7	14.1
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 11.94 Cycle Time (s): 90
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 11.94

Full Input Data And Results

Scenario 28: 'SINGLE (ALT) - 2026 base + DEV PM' (FG8: '2026 Base + DEV PM', Plan 3: 'Single cycled (ALT)')

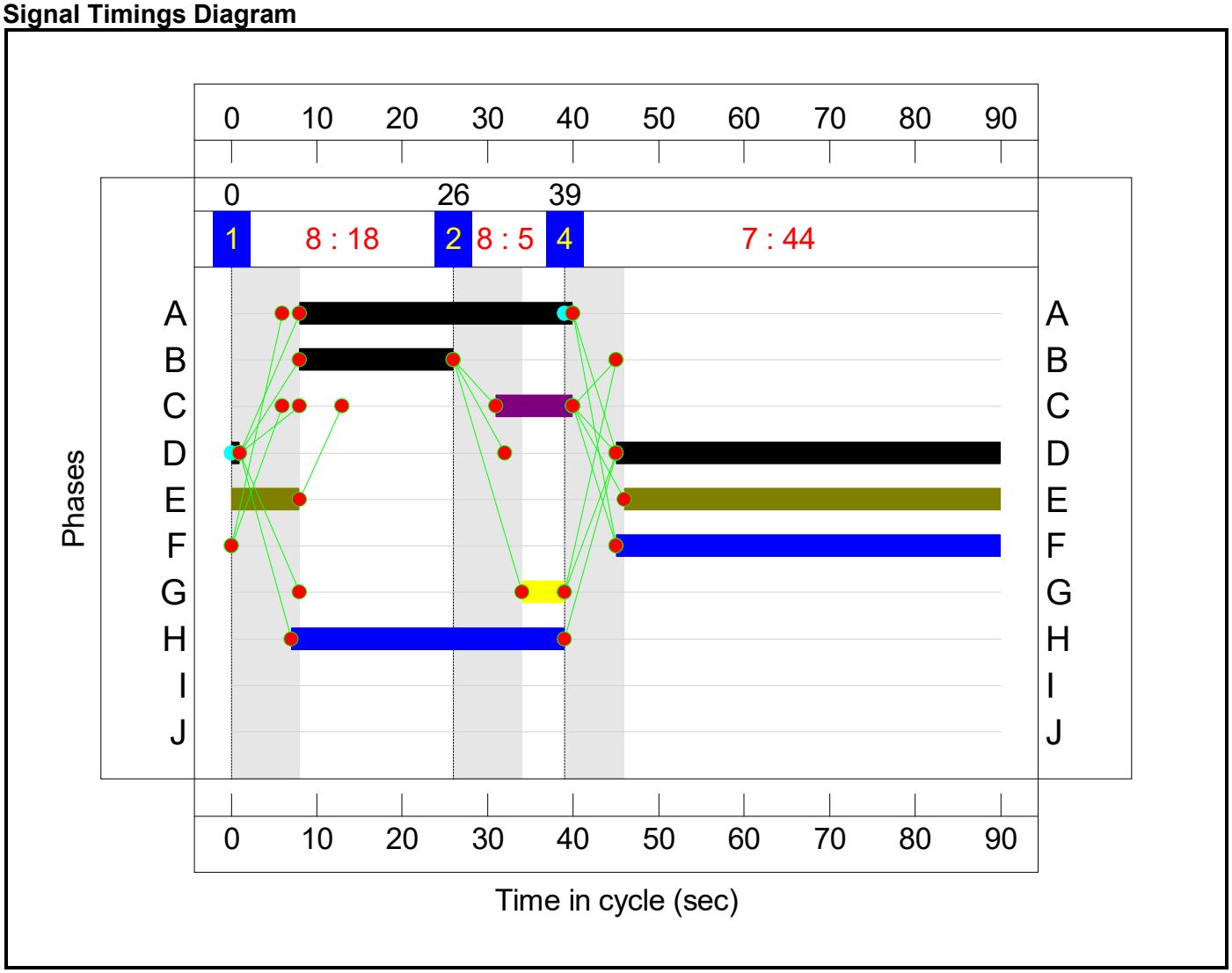
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	18	5	44
Change Point	0	26	39

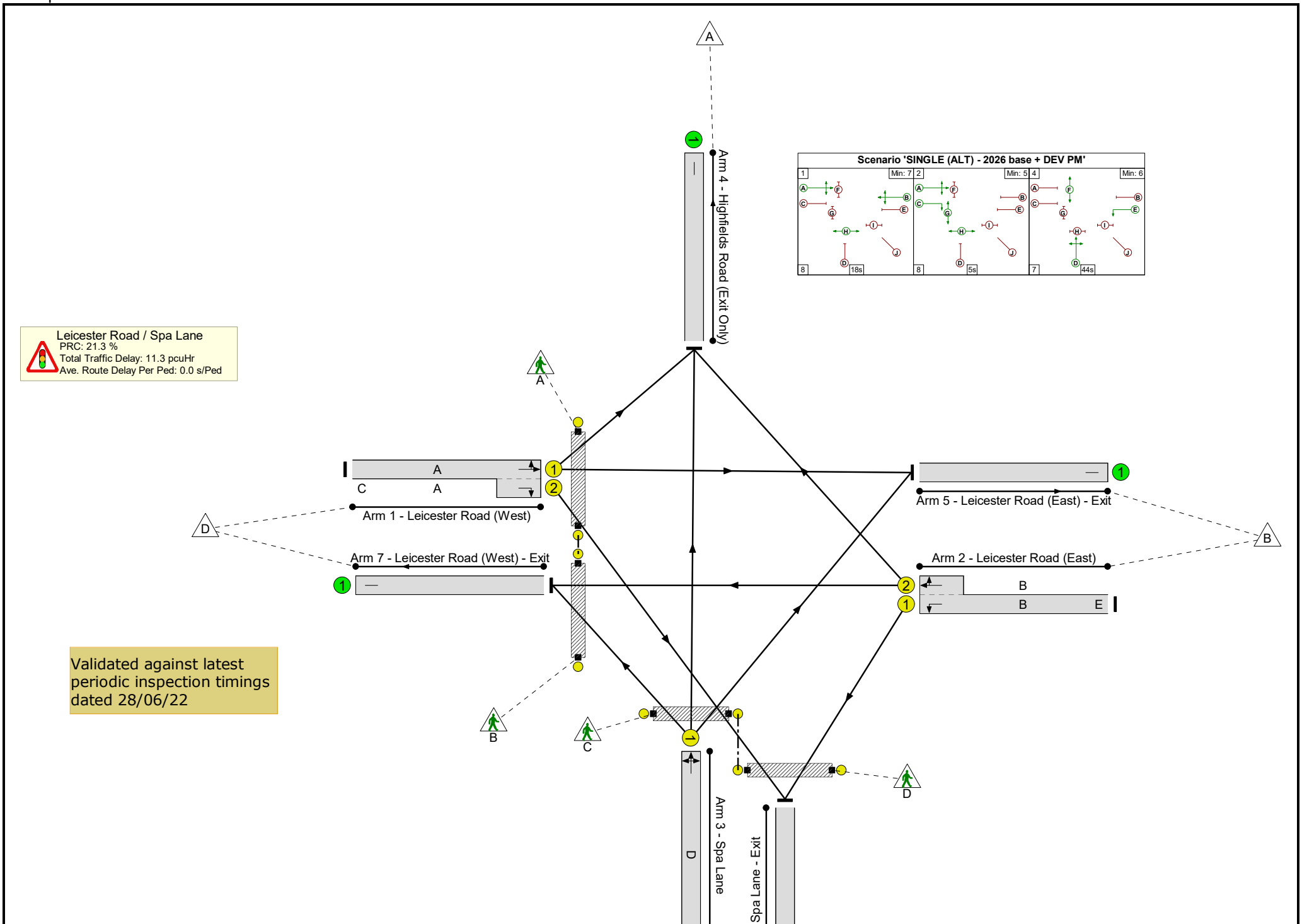
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	498	1880:1741	328+446	64.3 : 64.3%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:18	52	544	1699:1879	522+212	74.2 : 74.2%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	663	1736	907	73.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.7**	**3.7**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**7.7**	**3.7**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	498	498	-	-	-	3.0	0.9	-	3.9	28.0	7.1	0.9	8.0
2/1+2/2	544	544	-	-	-	1.6	1.4	-	3.0	20.0	3.4	1.4	4.8
3/1	663	663	-	-	-	3.1	1.3	-	4.4	23.9	12.7	1.3	14.1
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

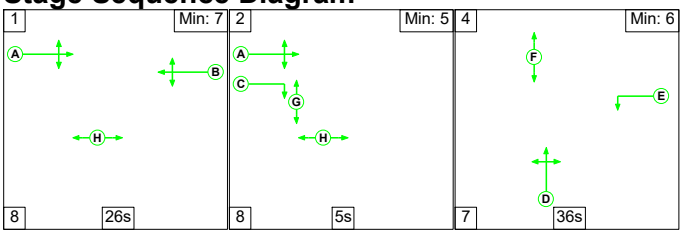
C1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 11.31 Cycle Time (s): 90

PRC Over All Lanes (%): 21.3 Total Delay Over All Lanes(pcuHr): 11.31

Full Input Data And Results

Scenario 29: 'SINGLE (ALT) - 2031 base + DEV AM' (FG9: '2031 base + DEV AM', Plan 3: 'Single cycled (ALT)')

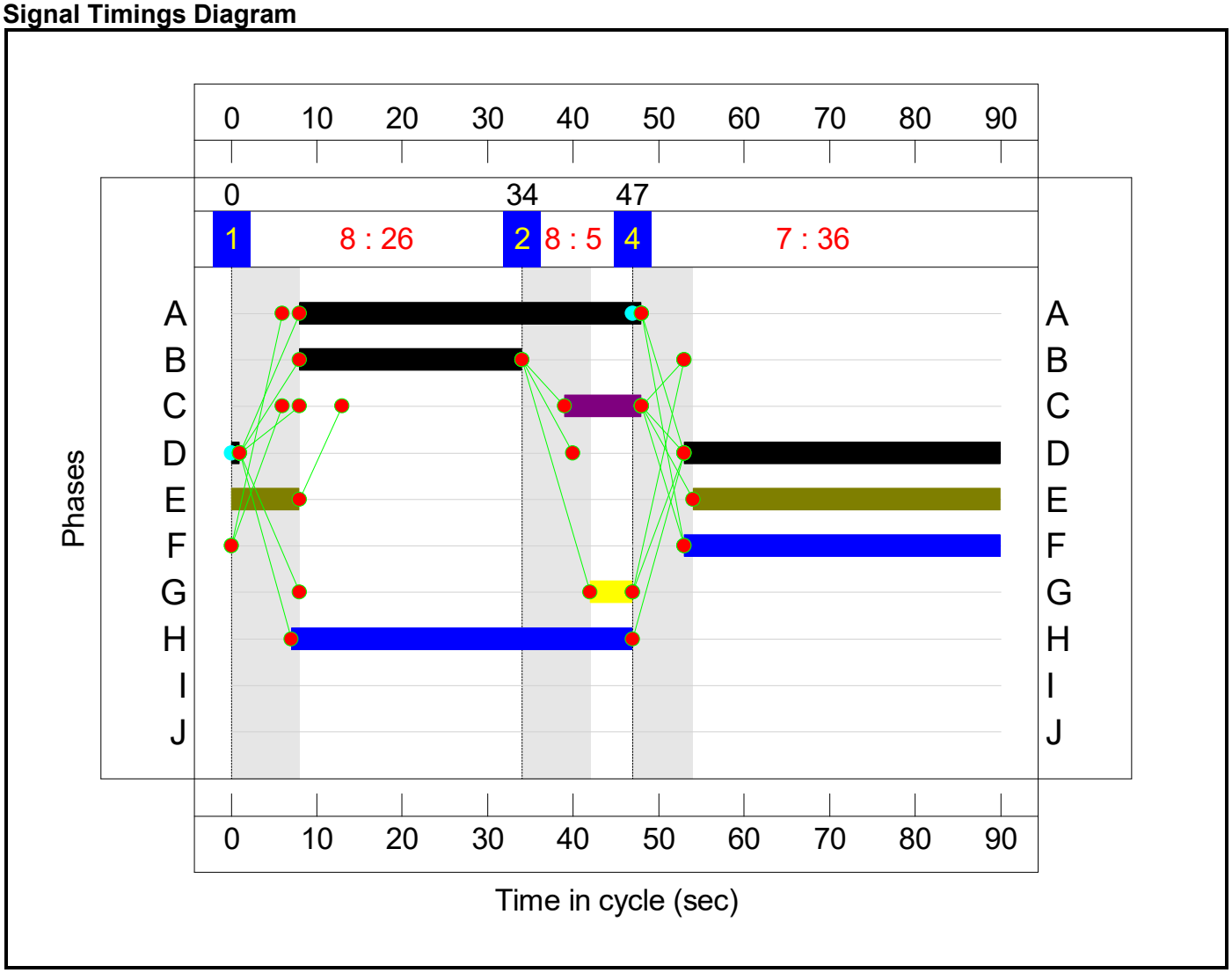
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	26	5	36
Change Point	0	34	47

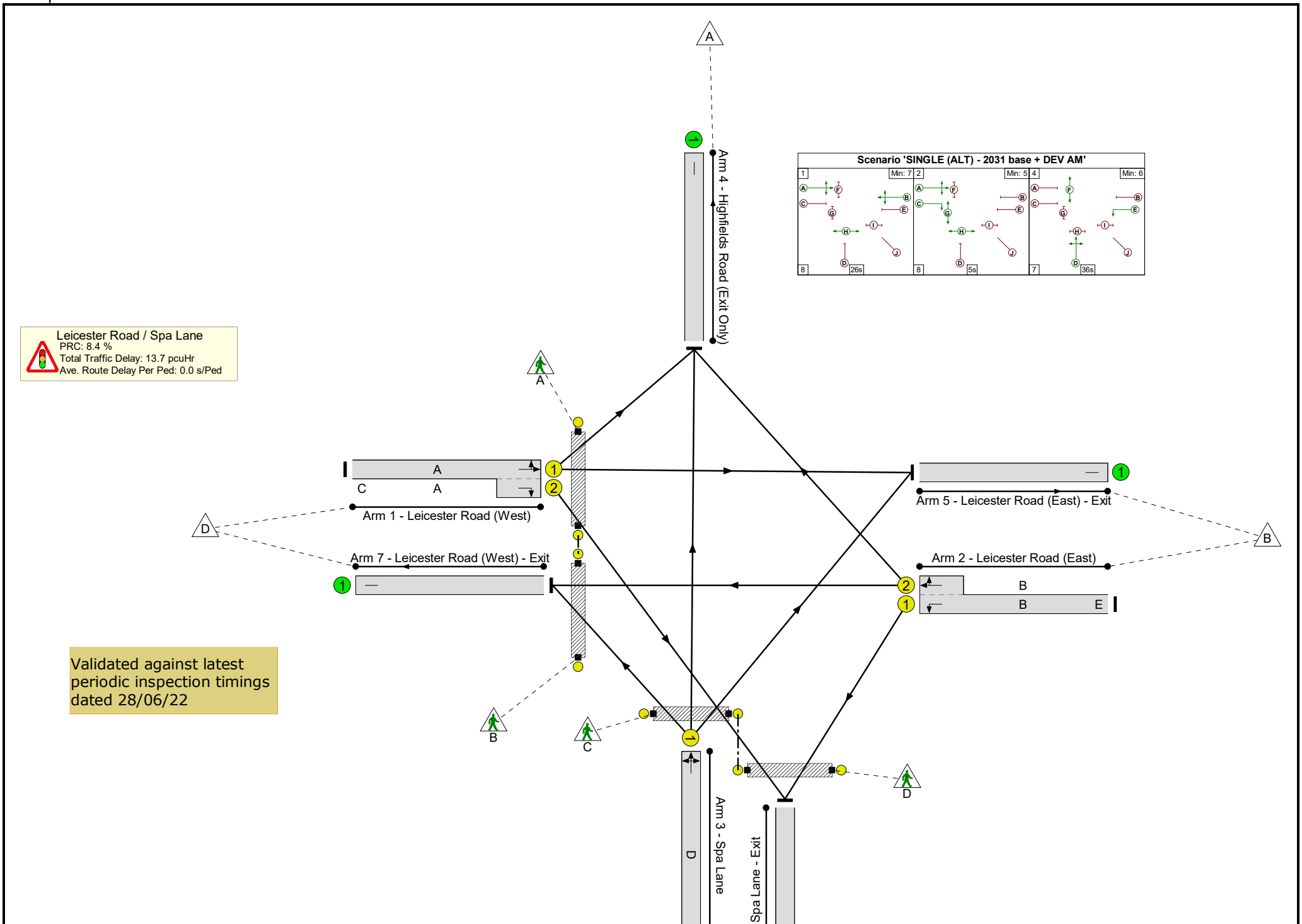
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.0%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.0%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	554	1880:1741	372+552	59.9 : 59.9%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:26	44	716	1699:1889	599+264	83.0 : 83.0%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	617	1745	756	81.6%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.5**	**5.3**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.5**	**5.3**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
1/1+1/2	554	554	-	-	-	2.5	0.7	-	3.3	21.2	7.3	0.7	8.1
2/1+2/2	716	716	-	-	-	2.1	2.4	-	4.5	22.5	7.5	2.4	9.8
3/1	617	617	-	-	-	3.8	2.2	-	6.0	34.9	13.4	2.2	15.5
4/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

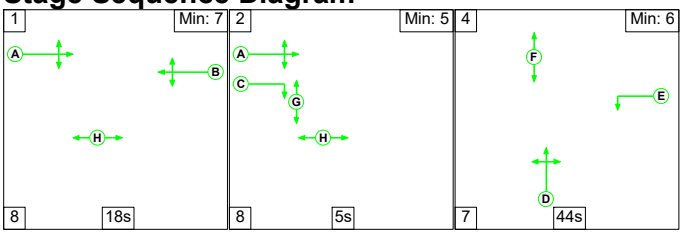
C1 PRC for Signalled Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 90

PRC Over All Lanes (%): 8.4 Total Delay Over All Lanes(pcuHr): 13.73

Full Input Data And Results

Scenario 30: 'SINGLE (ALT) - 2031 base + DEV PM' (FG10: '2031 Base + DEV PM', Plan 3: 'Single cycled (ALT)')

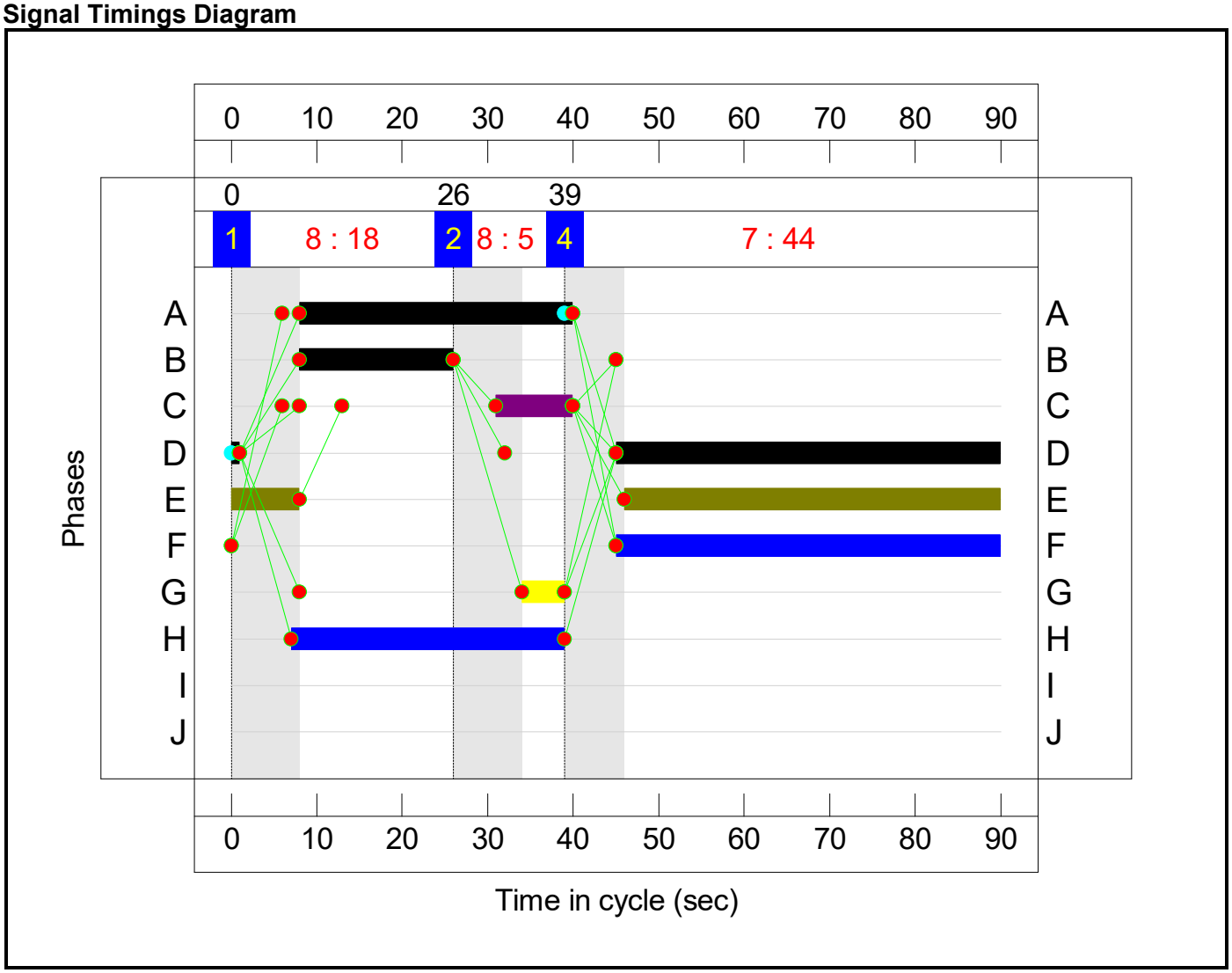
Stage Sequence Diagram



Stage Timings

Stage	1	2	4
Duration	18	5	44
Change Point	0	26	39

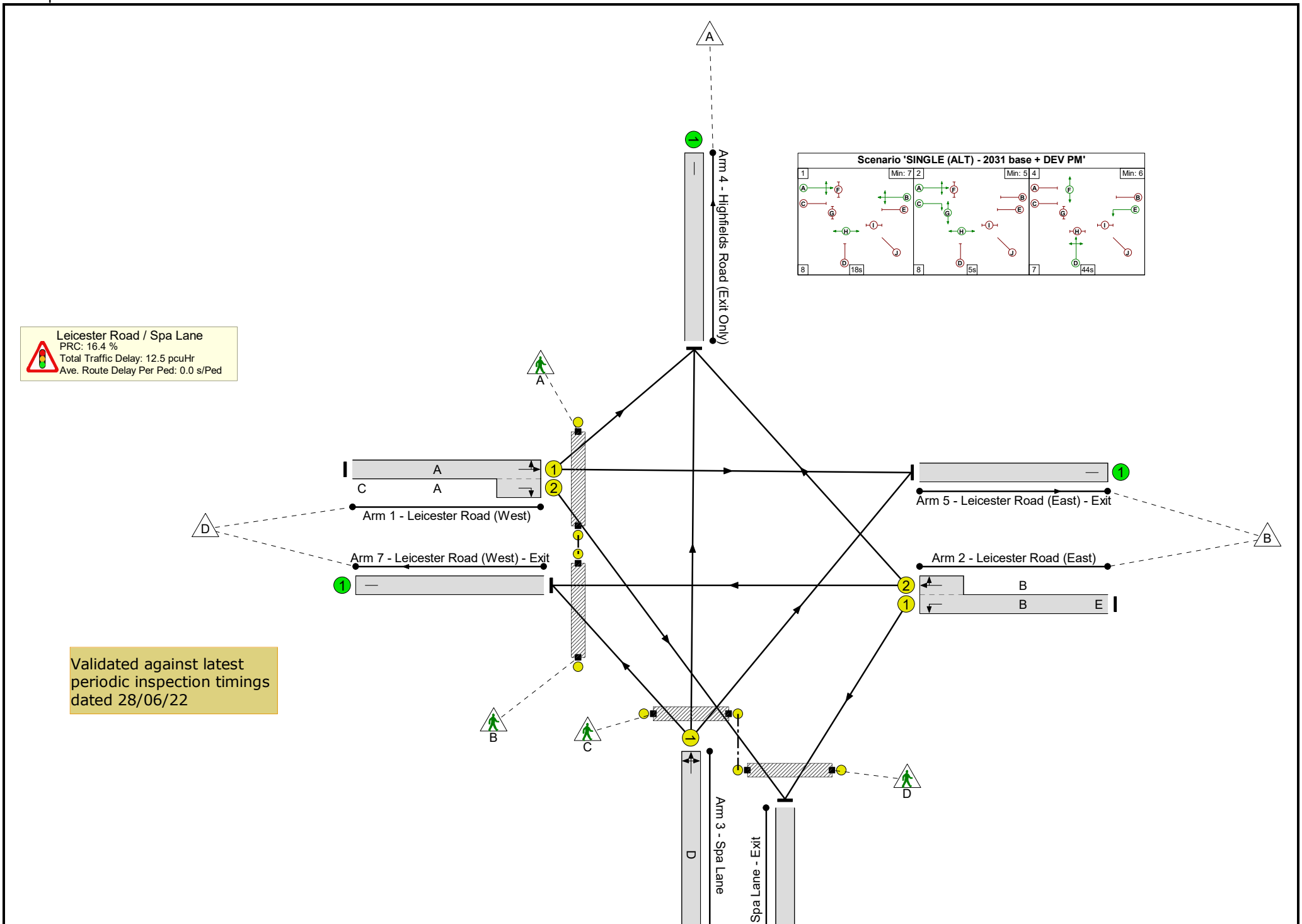
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.3%**
Leicester Road / Spa Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	530	1881:1741	335+443	68.1 : 68.1%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	70:18	52	565	1699:1878	519+212	77.3 : 77.3%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	691	1735	906	76.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

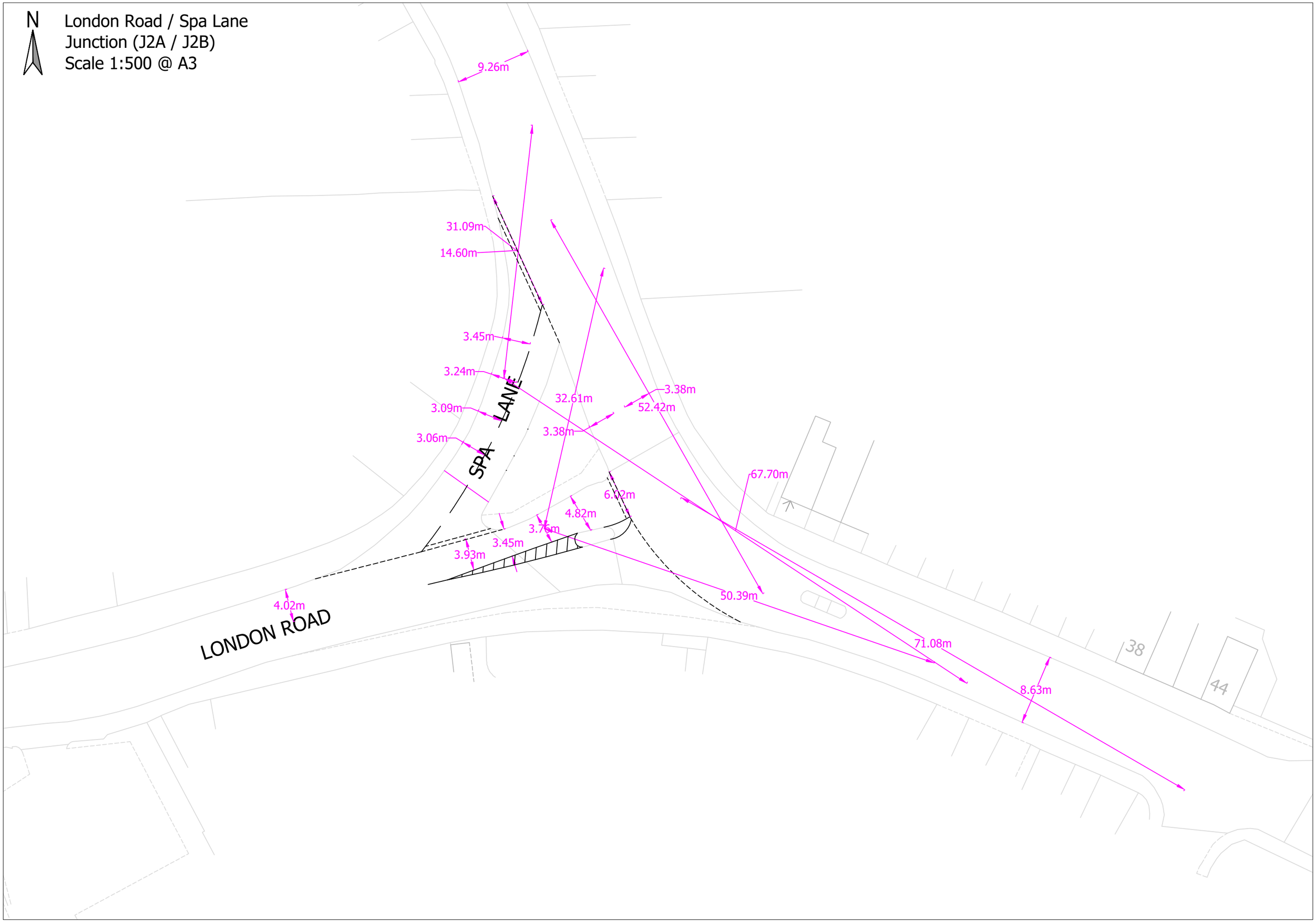
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.2**	**4.3**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.2**	**4.3**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	530	530	-	-	-	3.2	1.1	-	4.3	29.1	8.0	1.1	9.0
2/1+2/2	565	565	-	-	-	1.7	1.7	-	3.4	21.4	3.7	1.7	5.3
3/1	691	691	-	-	-	3.3	1.6	-	4.9	25.3	13.6	1.6	15.2
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 12.51 Cycle Time (s): 90

PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 12.51

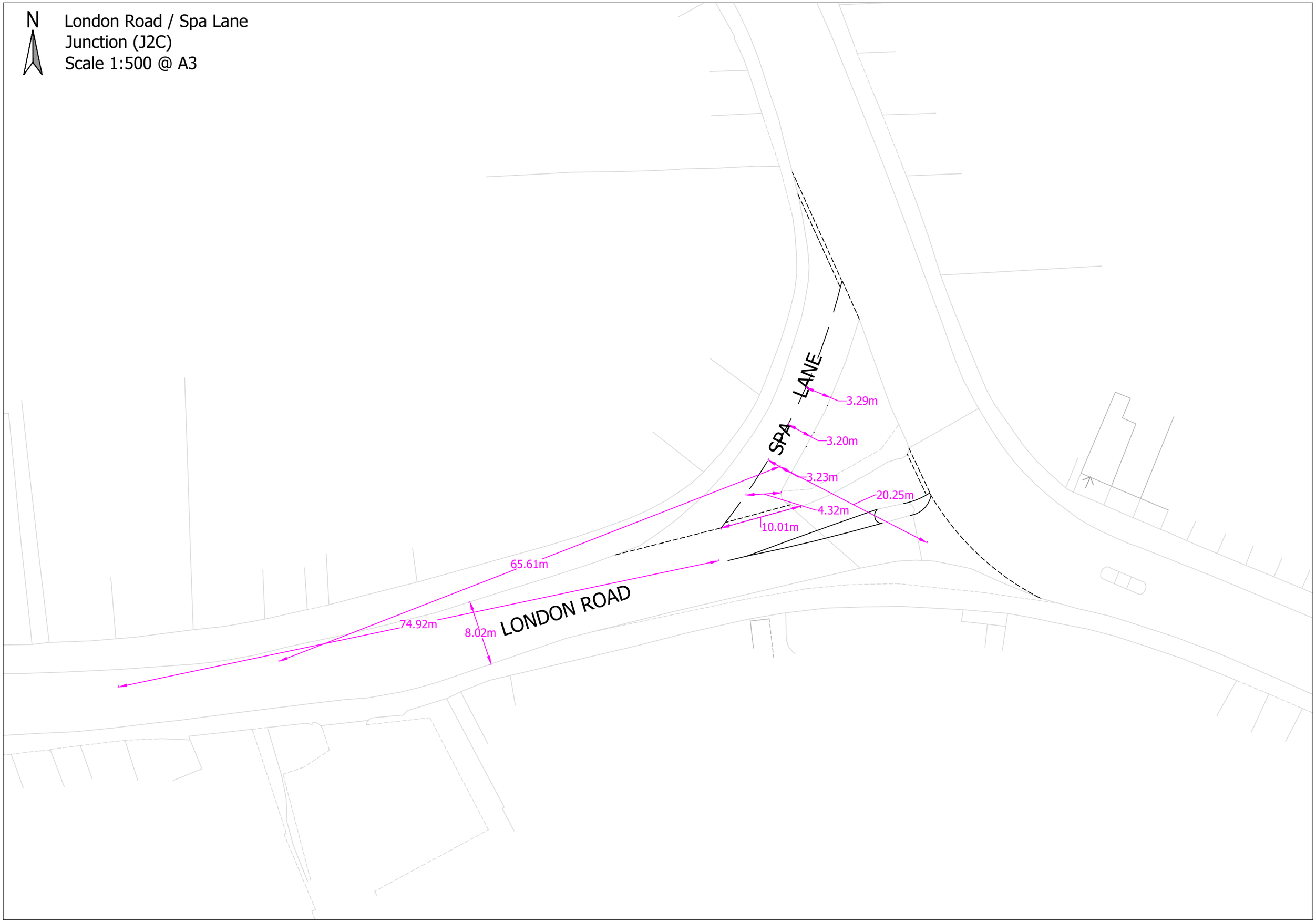
N

London Road / Spa Lane
Junction (J2A / J2B)
Scale 1:500 @ A3



N

London Road / Spa Lane
Junction (J2C)
Scale 1:500 @ A3



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J2A Spa Lane _B590 Spa Lane.j9
Path: N:\Projects\A109159 - Burbage\calculations\Capacity Assessment\July 2022\Junction 2 - London Road - Spa Lane
Report generation date: 26/08/2022 13:43:48

»2022 Base (Covid Factor Adjusted), AM
»2022 Base (Covid Factor Adjusted), PM
»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base (Covid Factor Adjusted)									
Stream B-AC	D1	0.2	7.33	0.14	A	D2	0.3	8.34	0.22	A
Stream C-B		0.4	9.71	0.28	A		0.3	9.67	0.25	A
	2026 Base									
Stream B-AC	D3	0.2	7.45	0.15	A	D4	0.3	8.44	0.23	A
Stream C-B		0.4	9.98	0.29	A		0.3	9.79	0.26	A
	2031 Base									
Stream B-AC	D5	0.2	7.63	0.16	A	D6	0.3	8.53	0.23	A
Stream C-B		0.4	10.37	0.31	B		0.4	9.91	0.26	A
	2026 Base + Dev									
Stream B-AC	D7	0.2	7.45	0.15	A	D8	0.3	8.55	0.24	A
Stream C-B		0.4	10.01	0.29	B		0.3	9.79	0.26	A
	2031 Base + Dev									
Stream B-AC	D9	0.2	7.64	0.16	A	D10	0.3	8.48	0.23	A
Stream C-B		0.5	10.46	0.31	B		0.4	9.96	0.26	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	Spa Lane_Spa Lane
Location	Burbage
Site number	
Date	13/07/2022

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	15
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15
D5	2031 Base	AM	ONE HOUR	00:00	01:30	15
D6	2031 Base	PM	ONE HOUR	00:00	01:30	15
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base (Covid Factor Adjusted), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Spa Lane S		Major
B	Spa Lane Minor		Minor
C	Spa Lane N		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	8.01		✓	2.60	52.4		-

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	3.57	31	68

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	551	0.092	0.231	0.146	0.330
B-C	704	0.099	0.249	-	-
C-B	631	0.223	0.223	-	-

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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	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		✓	480	100.000
B		✓	74	100.000
C		✓	792	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	480
	B	0	0	74
	C	663	129	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	0.14	7.33	0.2	A
C-A				
C-B	0.28	9.71	0.4	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	614	0.091	55	0.1	6.434	A
C-A	499			499			
C-B	97	550	0.177	96	0.2	7.919	A
A-B	0			0			
A-C	361			361			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	597	0.111	66	0.1	6.783	A
C-A	596			596			
C-B	116	534	0.217	116	0.3	8.592	A
A-B	0			0			
A-C	432			432			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	573	0.142	81	0.2	7.322	A
C-A	730			730			
C-B	142	513	0.277	142	0.4	9.688	A
A-B	0			0			
A-C	528			528			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	573	0.142	81	0.2	7.325	A
C-A	730			730			
C-B	142	513	0.277	142	0.4	9.709	A
A-B	0			0			
A-C	528			528			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	597	0.111	67	0.1	6.789	A
C-A	596			596			
C-B	116	534	0.217	116	0.3	8.621	A
A-B	0			0			
A-C	432			432			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	614	0.091	56	0.1	6.447	A
C-A	499			499			
C-B	97	550	0.177	97	0.2	7.956	A
A-B	0			0			
A-C	361			361			

2022 Base (Covid Factor Adjusted), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.56	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	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	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		✓	546	100.000
B		✓	112	100.000
C		✓	644	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	546
	B	0	0	112
	C	531	113	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	0.22	8.34	0.3	A
C-A				
C-B	0.25	9.67	0.3	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.140	84	0.2	6.935	A
C-A	400			400			
C-B	85	539	0.158	84	0.2	7.906	A
A-B	0			0			
A-C	411			411			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	582	0.173	101	0.2	7.473	A
C-A	477			477			
C-B	102	521	0.195	101	0.2	8.570	A
A-B	0			0			
A-C	491			491			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	555	0.222	123	0.3	8.332	A
C-A	585			585			
C-B	124	497	0.251	124	0.3	9.653	A
A-B	0			0			
A-C	601			601			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	555	0.222	123	0.3	8.344	A
C-A	585			585			
C-B	124	497	0.251	124	0.3	9.672	A
A-B	0			0			
A-C	601			601			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	582	0.173	101	0.2	7.484	A
C-A	477			477			
C-B	102	521	0.195	102	0.2	8.595	A
A-B	0			0			
A-C	491			491			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.140	85	0.2	6.957	A
C-A	400			400			
C-B	85	539	0.158	85	0.2	7.940	A
A-B	0			0			
A-C	411			411			

2026 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.37	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	2026 Base	AM	ONE HOUR	00:00	01:30	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		✓	499	100.000
B		✓	77	100.000
C		✓	823	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	499
	B	0	0	77
	C	689	134	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	0.15	7.45	0.2	A
C-A				
C-B	0.29	9.98	0.4	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	611	0.095	58	0.1	6.502	A
C-A	519			519			
C-B	101	547	0.184	100	0.2	8.040	A
A-B	0			0			
A-C	376			376			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	593	0.117	69	0.1	6.873	A
C-A	619			619			
C-B	120	531	0.227	120	0.3	8.766	A
A-B	0			0			
A-C	449			449			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	568	0.149	85	0.2	7.452	A
C-A	759			759			
C-B	148	508	0.290	147	0.4	9.957	A
A-B	0			0			
A-C	549			549			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	568	0.149	85	0.2	7.454	A
C-A	759			759			
C-B	148	508	0.290	148	0.4	9.983	A
A-B	0			0			
A-C	549			549			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	593	0.117	69	0.1	6.880	A
C-A	619			619			
C-B	120	531	0.227	121	0.3	8.795	A
A-B	0			0			
A-C	449			449			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	611	0.095	58	0.1	6.515	A
C-A	519			519			
C-B	101	547	0.184	101	0.2	8.083	A
A-B	0			0			
A-C	376			376			

2026 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.58	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	2026 Base	PM	ONE HOUR	00:00	01:30	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		✓	555	100.000
B		✓	114	100.000
C		✓	654	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	555
	B	0	0	114
	C	539	115	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	0.23	8.44	0.3	A
C-A				
C-B	0.26	9.79	0.3	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	600	0.143	85	0.2	6.978	A
C-A	406			406			
C-B	87	537	0.161	86	0.2	7.957	A
A-B	0			0			
A-C	418			418			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	580	0.177	102	0.2	7.529	A
C-A	485			485			
C-B	103	519	0.199	103	0.2	8.645	A
A-B	0			0			
A-C	499			499			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	552	0.227	125	0.3	8.424	A
C-A	593			593			
C-B	127	494	0.256	126	0.3	9.769	A
A-B	0			0			
A-C	611			611			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	552	0.227	126	0.3	8.435	A
C-A	593			593			
C-B	127	494	0.256	127	0.3	9.788	A
A-B	0			0			
A-C	611			611			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	580	0.177	103	0.2	7.544	A
C-A	485			485			
C-B	103	519	0.199	104	0.3	8.670	A
A-B	0			0			
A-C	499			499			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	600	0.143	86	0.2	7.003	A
C-A	406			406			
C-B	87	537	0.161	87	0.2	7.993	A
A-B	0			0			
A-C	418			418			

2031 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base	AM	ONE HOUR	00:00	01:30	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		✓	523	100.000
B		✓	81	100.000
C		✓	863	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	523
	B	0	0	81
	C	722	141	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	0.16	7.63	0.2	A
C-A				
C-B	0.31	10.37	0.4	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.589	A
C-A	544			544			
C-B	106	543	0.196	105	0.2	8.208	A
A-B	0			0			
A-C	394			394			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	6.993	A
C-A	649			649			
C-B	127	526	0.241	126	0.3	9.008	A
A-B	0			0			
A-C	470			470			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	561	0.159	89	0.2	7.622	A
C-A	795			795			
C-B	155	502	0.309	155	0.4	10.344	B
A-B	0			0			
A-C	576			576			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	561	0.159	89	0.2	7.628	A
C-A	795			795			
C-B	155	502	0.309	155	0.4	10.374	B
A-B	0			0			
A-C	576			576			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	7.000	A
C-A	649			649			
C-B	127	526	0.241	127	0.3	9.043	A
A-B	0			0			
A-C	470			470			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.605	A
C-A	544			544			
C-B	106	543	0.196	106	0.2	8.256	A
A-B	0			0			
A-C	394			394			

2031 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.60	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	2031 Base	PM	ONE HOUR	00:00	01:30	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		✓	565	100.000
B		✓	116	100.000
C		✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	565
	B	0	0	116
	C	549	117	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	0.23	8.53	0.3	A
C-A				
C-B	0.26	9.91	0.4	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	599	0.146	87	0.2	7.025	A
C-A	413			413			
C-B	88	536	0.164	87	0.2	8.014	A
A-B	0			0			
A-C	425			425			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	578	0.180	104	0.2	7.593	A
C-A	494			494			
C-B	105	517	0.203	105	0.3	8.724	A
A-B	0			0			
A-C	508			508			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	550	0.232	127	0.3	8.515	A
C-A	604			604			
C-B	129	492	0.262	128	0.3	9.892	A
A-B	0			0			
A-C	622			622			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	550	0.232	128	0.3	8.534	A
C-A	604			604			
C-B	129	492	0.262	129	0.4	9.914	A
A-B	0			0			
A-C	622			622			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	578	0.180	105	0.2	7.609	A
C-A	494			494			
C-B	105	517	0.203	106	0.3	8.751	A
A-B	0			0			
A-C	508			508			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	599	0.146	88	0.2	7.049	A
C-A	413			413			
C-B	88	536	0.164	88	0.2	8.051	A
A-B	0			0			
A-C	425			425			

2026 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	499	100.000
B		✓	77	100.000
C		✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	499
	B	0	0	77
	C	689	135	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	0.15	7.45	0.2	A
C-A				
C-B	0.29	10.01	0.4	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	611	0.095	58	0.1	6.502	A
C-A	519			519			
C-B	102	547	0.186	101	0.2	8.053	A
A-B	0			0			
A-C	376			376			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	593	0.117	69	0.1	6.873	A
C-A	619			619			
C-B	121	531	0.229	121	0.3	8.786	A
A-B	0			0			
A-C	449			449			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	568	0.149	85	0.2	7.452	A
C-A	759			759			
C-B	149	508	0.293	148	0.4	9.988	A
A-B	0			0			
A-C	549			549			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	568	0.149	85	0.2	7.454	A
C-A	759			759			
C-B	149	508	0.293	149	0.4	10.013	B
A-B	0			0			
A-C	549			549			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	593	0.117	69	0.1	6.880	A
C-A	619			619			
C-B	121	531	0.229	122	0.3	8.817	A
A-B	0			0			
A-C	449			449			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	611	0.095	58	0.1	6.515	A
C-A	519			519			
C-B	102	547	0.186	102	0.2	8.097	A
A-B	0			0			
A-C	376			376			

2026 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	555	100.000
B		✓	119	100.000
C		✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	555
	B	0	0	119
	C	551	115	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	0.24	8.55	0.3	A
C-A				
C-B	0.26	9.79	0.3	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	600	0.149	89	0.2	7.030	A
C-A	415			415			
C-B	87	537	0.161	86	0.2	7.957	A
A-B	0			0			
A-C	418			418			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	580	0.184	107	0.2	7.600	A
C-A	495			495			
C-B	103	519	0.199	103	0.2	8.645	A
A-B	0			0			
A-C	499			499			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	552	0.237	131	0.3	8.532	A
C-A	607			607			
C-B	127	494	0.256	126	0.3	9.769	A
A-B	0			0			
A-C	611			611			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	552	0.237	131	0.3	8.545	A
C-A	607			607			
C-B	127	494	0.256	127	0.3	9.788	A
A-B	0			0			
A-C	611			611			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	580	0.184	107	0.2	7.617	A
C-A	495			495			
C-B	103	519	0.199	104	0.3	8.670	A
A-B	0			0			
A-C	499			499			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	600	0.149	90	0.2	7.055	A
C-A	415			415			
C-B	87	537	0.161	87	0.2	7.993	A
A-B	0			0			
A-C	418			418			

2031 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	525	100.000
B		✓	81	100.000
C		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	525
	B	0	0	81
	C	718	143	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	0.16	7.64	0.2	A
C-A				
C-B	0.31	10.46	0.5	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.594	A
C-A	541			541			
C-B	108	542	0.198	107	0.2	8.243	A
A-B	0			0			
A-C	395			395			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	6.999	A
C-A	645			645			
C-B	129	525	0.245	128	0.3	9.065	A
A-B	0			0			
A-C	472			472			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	560	0.159	89	0.2	7.631	A
C-A	791			791			
C-B	157	502	0.314	157	0.4	10.424	B
A-B	0			0			
A-C	578			578			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	560	0.159	89	0.2	7.637	A
C-A	791			791			
C-B	157	502	0.314	157	0.5	10.455	B
A-B	0			0			
A-C	578			578			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	7.009	A
C-A	645			645			
C-B	129	525	0.245	129	0.3	9.096	A
A-B	0			0			
A-C	472			472			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.607	A
C-A	541			541			
C-B	108	542	0.198	108	0.3	8.290	A
A-B	0			0			
A-C	395			395			

2031 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	568	100.000
B		✓	113	100.000
C		✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	568
	B	0	0	113
	C	562	118	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	0.23	8.48	0.3	A
C-A				
C-B	0.26	9.96	0.4	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	598	0.142	84	0.2	7.001	A
C-A	423			423			
C-B	89	535	0.166	88	0.2	8.036	A
A-B	0			0			
A-C	428			428			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	577	0.176	101	0.2	7.561	A
C-A	505			505			
C-B	106	517	0.205	106	0.3	8.757	A
A-B	0			0			
A-C	511			511			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	549	0.227	124	0.3	8.473	A
C-A	619			619			
C-B	130	491	0.265	130	0.4	9.943	A
A-B	0			0			
A-C	625			625			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	549	0.227	124	0.3	8.484	A
C-A	619			619			
C-B	130	491	0.265	130	0.4	9.964	A
A-B	0			0			
A-C	625			625			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	577	0.176	102	0.2	7.576	A
C-A	505			505			
C-B	106	517	0.205	106	0.3	8.781	A
A-B	0			0			
A-C	511			511			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	598	0.142	85	0.2	7.026	A
C-A	423			423			
C-B	89	535	0.166	89	0.2	8.072	A
A-B	0			0			
A-C	428			428			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J2B London Road_ B590 Spa Lane Junction.j9
Path: N:\Projects\A109159 - Burbage\calculations\Capacity Assessment\July 2022\Junction 2 - London Road - Spa Lane
Report generation date: 26/08/2022 14:05:25

»2022 Base (Covid Factor Adjusted), AM
»2022 Base (Covid Factor Adjusted), PM
»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base (Covid Factor Adjusted)									
Stream B-AC	D1	33.1	315.03	1.17	F	D2	3.0	48.54	0.77	E
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base									
Stream B-AC	D3	45.9	428.98	1.26	F	D4	3.4	53.45	0.79	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base									
Stream B-AC	D5	62.6	632.14	1.38	F	D6	3.9	60.83	0.82	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + Dev									
Stream B-AC	D7	49.1	465.32	1.28	F	D8	4.2	64.43	0.84	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base + Dev									
Stream B-AC	D9	66.5	675.36	1.40	F	D10	5.2	78.45	0.87	F
Stream C-AB		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	Spa Lane_London Road
Location	Burbage
Site number	
Date	13/07/2022

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	15
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15
D5	2031 Base	AM	ONE HOUR	00:00	01:30	15
D6	2031 Base	PM	ONE HOUR	00:00	01:30	15
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base (Covid Factor Adjusted), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		63.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road S		Major
B	London Road		Minor
C	Spa Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.69			71.1	✓	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	One lane	4.19	33	50

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	574	0.097	0.245	0.154	0.350
B-C	734	0.104	0.263	-	-
C-B	615	0.221	0.221	-	-

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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	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		✓	655	100.000
B		✓	333	100.000
C		✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	175	480
	B	333	0	0
	C	663	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	1.17	315.03	33.1	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	251	396	0.633	244	1.6	22.878	C
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	499			499			
A-B	132			132			
A-C	361			361			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	361	0.828	291	3.8	46.085	E
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	596			596			
A-B	157			157			
A-C	432			432			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	314	1.169	304	19.3	162.644	F
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	730			730			
A-B	193			193			
A-C	528			528			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	314	1.169	311	33.1	315.031	F
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	730			730			
A-B	193			193			
A-C	528			528			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	361	0.828	351	20.3	276.210	F
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	596			596			
A-B	157			157			
A-C	432			432			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	251	396	0.633	324	1.9	79.647	F
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	499			499			
A-B	132			132			
A-C	361			361			

2022 Base (Covid Factor Adjusted), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.89	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	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	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		✓	787	100.000
B		✓	218	100.000
C		✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	241	546
	B	218	0	0
	C	531	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	0.77	48.54	3.0	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	394	0.416	161	0.7	15.285	C
C-AB	0	484	0.000	0	0.0	0.000	A
C-A	400			400			
A-B	181			181			
A-C	411			411			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	359	0.545	194	1.1	21.552	C
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	477			477			
A-B	217			217			
A-C	491			491			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	311	0.772	233	2.8	43.021	E
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	585			585			
A-B	265			265			
A-C	601			601			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	311	0.772	239	3.0	48.540	E
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	585			585			
A-B	265			265			
A-C	601			601			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	359	0.545	203	1.3	23.968	C
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	477			477			
A-B	217			217			
A-C	491			491			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	394	0.416	166	0.7	15.928	C
C-AB	0	484	0.000	0	0.0	0.000	A
C-A	400			400			
A-B	181			181			
A-C	411			411			

2026 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		86.70	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	2026 Base	AM	ONE HOUR	00:00	01:30	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		✓	681	100.000
B		✓	347	100.000
C		✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	182	499
	B	347	0	0
	C	689	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	1.26	428.98	45.9	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	389	0.672	254	1.9	25.420	D
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	137			137			
A-C	376			376			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	312	353	0.884	300	5.0	57.241	F
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	164			164			
A-C	449			449			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	303	1.260	298	26.0	212.786	F
C-AB	0	450	0.000	0	0.0	0.000	A
C-A	759			759			
A-B	200			200			
A-C	549			549			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	303	1.260	302	45.9	428.985	F
C-AB	0	450	0.000	0	0.0	0.000	A
C-A	759			759			
A-B	200			200			
A-C	549			549			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	312	353	0.884	345	37.5	427.850	F
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	164			164			
A-C	449			449			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	389	0.672	379	8.1	227.175	F
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	137			137			
A-C	376			376			

2026 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.57	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	2026 Base	PM	ONE HOUR	00:00	01:30	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		✓	800	100.000
B		✓	221	100.000
C		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	245	555
	B	221	0	0
	C	539	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	0.79	53.45	3.4	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	391	0.425	164	0.7	15.614	C
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	406			406			
A-B	184			184			
A-C	418			418			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	356	0.558	197	1.2	22.336	C
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	485			485			
A-B	220			220			
A-C	499			499			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	307	0.793	236	3.1	46.388	E
C-AB	0	421	0.000	0	0.0	0.000	A
C-A	593			593			
A-B	270			270			
A-C	611			611			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	307	0.793	242	3.4	53.447	F
C-AB	0	421	0.000	0	0.0	0.000	A
C-A	593			593			
A-B	270			270			
A-C	611			611			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	356	0.558	207	1.3	25.309	D
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	485			485			
A-B	220			220			
A-C	499			499			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	391	0.425	169	0.8	16.324	C
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	406			406			
A-B	184			184			
A-C	418			418			

2031 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		127.55	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	2031 Base	AM	ONE HOUR	00:00	01:30	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		✓	714	100.000
B		✓	363	100.000
C		✓	722	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	191	523
	B	363	0	0
	C	722	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	1.38	632.14	62.6	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	380	0.719	264	2.3	29.185	D
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	544			544			
A-B	144			144			
A-C	394			394			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	326	342	0.953	307	7.2	75.859	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	172			172			
A-C	470			470			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	400	290	1.377	288	35.2	290.106	F
C-AB	0	442	0.000	0	0.0	0.000	A
C-A	795			795			
A-B	210			210			
A-C	576			576			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	400	290	1.377	290	62.6	588.331	F
C-AB	0	442	0.000	0	0.0	0.000	A
C-A	795			795			
A-B	210			210			
A-C	576			576			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	326	342	0.953	337	60.0	632.140	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	172			172			
A-C	470			470			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	380	0.719	374	34.9	460.510	F
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	544			544			
A-B	144			144			
A-C	394			394			

2031 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base	PM	ONE HOUR	00:00	01:30	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		✓	815	100.000
B		✓	225	100.000
C		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	250	565
	B	225	0	0
	C	549	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	0.82	60.83	3.9	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	388	0.437	166	0.8	16.041	C
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	413			413			
A-B	188			188			
A-C	425			425			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	352	0.575	200	1.3	23.389	C
C-AB	0	453	0.000	0	0.0	0.000	A
C-A	494			494			
A-B	225			225			
A-C	508			508			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	302	0.820	239	3.5	51.171	F
C-AB	0	417	0.000	0	0.0	0.000	A
C-A	604			604			
A-B	275			275			
A-C	622			622			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	302	0.820	246	3.9	60.832	F
C-AB	0	417	0.000	0	0.0	0.000	A
C-A	604			604			
A-B	275			275			
A-C	622			622			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	352	0.575	212	1.4	27.301	D
C-AB	0	453	0.000	0	0.0	0.000	A
C-A	494			494			
A-B	225			225			
A-C	508			508			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	388	0.437	172	0.8	16.847	C
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	413			413			
A-B	188			188			
A-C	425			425			

2026 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		94.79	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	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	687	100.000
B		✓	352	100.000
C		✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	188	499
	B	352	0	0
	C	689	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	1.28	465.32	49.1	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	388	0.682	257	2.0	26.092	D
C-AB	0	501	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	142			142			
A-C	376			376			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	316	352	0.898	303	5.3	60.382	F
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	169			169			
A-C	449			449			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	388	303	1.281	298	27.7	225.513	F
C-AB	0	448	0.000	0	0.0	0.000	A
C-A	759			759			
A-B	207			207			
A-C	549			549			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	388	303	1.281	302	49.1	456.677	F
C-AB	0	448	0.000	0	0.0	0.000	A
C-A	759			759			
A-B	207			207			
A-C	549			549			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	316	352	0.898	345	41.9	465.316	F
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	169			169			
A-C	449			449			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	265	388	0.682	379	13.3	270.054	F
C-AB	0	501	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	142			142			
A-C	376			376			

2026 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	803	100.000
B		✓	231	100.000
C		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	248	555
	B	231	0	0
	C	551	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	0.84	64.43	4.2	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	390	0.446	171	0.8	16.222	C
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	415			415			
A-B	187			187			
A-C	418			418			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	354	0.587	205	1.3	23.863	C
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	495			495			
A-B	223			223			
A-C	499			499			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	305	0.835	245	3.7	53.286	F
C-AB	0	420	0.000	0	0.0	0.000	A
C-A	607			607			
A-B	273			273			
A-C	611			611			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	305	0.835	252	4.2	64.429	F
C-AB	0	420	0.000	0	0.0	0.000	A
C-A	607			607			
A-B	273			273			
A-C	611			611			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	354	0.587	218	1.5	28.369	D
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	495			495			
A-B	223			223			
A-C	499			499			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	390	0.446	177	0.8	17.096	C
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	415			415			
A-B	187			187			
A-C	418			418			

2031 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		138.14	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	717	100.000
B		✓	369	100.000
C		✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	192	525
	B	369	0	0
	C	718	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	1.40	675.36	66.5	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	380	0.731	268	2.4	30.094	D
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	541			541			
A-B	145			145			
A-C	395			395			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	332	342	0.969	310	7.8	81.344	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	645			645			
A-B	173			173			
A-C	472			472			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	406	290	1.400	288	37.4	307.254	F
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	791			791			
A-B	211			211			
A-C	578			578			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	406	290	1.400	290	66.5	621.316	F
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	791			791			
A-B	211			211			
A-C	578			578			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	332	342	0.969	337	65.1	675.362	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	645			645			
A-B	173			173			
A-C	472			472			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	380	0.731	374	41.0	513.190	F
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	541			541			
A-B	145			145			
A-C	395			395			

2031 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.48	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	821	100.000
B		✓	237	100.000
C		✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	253	568
	B	237	0	0
	C	562	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	0.87	78.45	5.2	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	386	0.463	175	0.8	16.843	C
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	423			423			
A-B	190			190			
A-C	428			428			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	349	0.610	211	1.5	25.488	D
C-AB	0	452	0.000	0	0.0	0.000	A
C-A	505			505			
A-B	227			227			
A-C	511			511			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	299	0.874	249	4.5	61.345	F
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	279			279			
A-C	625			625			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	299	0.874	258	5.2	78.454	F
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	619			619			
A-B	279			279			
A-C	625			625			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	349	0.610	227	1.7	32.354	D
C-AB	0	452	0.000	0	0.0	0.000	A
C-A	505			505			
A-B	227			227			
A-C	511			511			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	386	0.463	182	0.9	17.893	C
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	423			423			
A-B	190			190			
A-C	428			428			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J2C London Road_Spa Lane.j9
Path: N:\Projects\A109159 - Burbage\calculations\Capacity Assessment\July 2022\Junction 2 - London Road - Spa Lane
Report generation date: 26/08/2022 14:02:37

»2022 Base (Covid Factor Adjusted), AM
»2022 Base (Covid Factor Adjusted), PM
»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base (Covid Factor Adjusted)									
Stream B-AC	D1	0.5	12.52	0.33	B	D2	0.4	11.25	0.28	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base									
Stream B-AC	D3	0.5	13.00	0.35	B	D4	0.4	11.39	0.29	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base									
Stream B-AC	D5	0.6	13.67	0.37	B	D6	0.4	11.54	0.29	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + Dev									
Stream B-AC	D7	0.5	13.15	0.35	B	D8	0.4	11.52	0.29	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base + Dev									
Stream B-AC	D9	0.6	13.87	0.38	B	D10	0.4	11.70	0.30	B
Stream C-AB		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	J2C London Road_Spa Lane
Location	Burbage
Site number	
Date	26/08/2022

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	15
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15
D5	2031 Base	AM	ONE HOUR	00:00	01:30	15
D6	2031 Base	PM	ONE HOUR	00:00	01:30	15
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base (Covid Factor Adjusted), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road W		Major
B	Spa Lane		Minor
C	London Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.02			74.9	✓	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	One lane	3.80	66	20

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	549	0.091	0.231	0.145	0.330
B-C	688	0.096	0.243	-	-
C-B	617	0.218	0.218	-	-

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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	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		✓	407	100.000
B		✓	129	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	333
	B	129	0	0
	C	175	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	0.33	12.52	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	467	0.208	96	0.3	9.668	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	132			132			
A-B	56			56			
A-C	251			251			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	451	0.257	116	0.3	10.708	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	157			157			
A-B	67			67			
A-C	299			299			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	429	0.331	141	0.5	12.475	B
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	81			81			
A-C	367			367			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	429	0.331	142	0.5	12.521	B
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	81			81			
A-C	367			367			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	451	0.257	117	0.4	10.765	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	157			157			
A-B	67			67			
A-C	299			299			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	467	0.208	97	0.3	9.741	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	132			132			
A-B	56			56			
A-C	251			251			

2022 Base (Covid Factor Adjusted), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.86	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)
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	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		✓	330	100.000
B		✓	113	100.000
C		✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	112	218
	B	113	0	0
	C	241	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	0.28	11.25	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	478	0.178	84	0.2	9.135	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	181			181			
A-B	84			84			
A-C	164			164			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	464	0.219	101	0.3	9.930	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	217			217			
A-B	101			101			
A-C	196			196			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	444	0.280	124	0.4	11.224	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	265			265			
A-B	123			123			
A-C	240			240			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	444	0.280	124	0.4	11.253	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	265			265			
A-B	123			123			
A-C	240			240			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	464	0.219	102	0.3	9.968	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	217			217			
A-B	101			101			
A-C	196			196			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	478	0.178	85	0.2	9.184	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	181			181			
A-B	84			84			
A-C	164			164			

2026 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.35	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	2026 Base	AM	ONE HOUR	00:00	01:30	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		✓	424	100.000
B		✓	134	100.000
C		✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	347
	B	134	0	0
	C	182	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	0.35	13.00	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	464	0.217	100	0.3	9.855	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	137			137			
A-B	58			58			
A-C	261			261			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	447	0.269	120	0.4	10.986	B
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	164			164			
A-B	69			69			
A-C	312			312			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	424	0.348	147	0.5	12.948	B
C-AB	0	515	0.000	0	0.0	0.000	A
C-A	200			200			
A-B	85			85			
A-C	382			382			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	424	0.348	148	0.5	12.995	B
C-AB	0	515	0.000	0	0.0	0.000	A
C-A	200			200			
A-B	85			85			
A-C	382			382			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	447	0.269	121	0.4	11.053	B
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	164			164			
A-B	69			69			
A-C	312			312			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	464	0.217	101	0.3	9.936	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	137			137			
A-B	58			58			
A-C	261			261			

2026 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base	PM	ONE HOUR	00:00	01:30	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		✓	335	100.000
B		✓	115	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	114	221
	B	115	0	0
	C	245	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	0.29	11.39	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	476	0.182	86	0.2	9.193	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	184			184			
A-B	86			86			
A-C	166			166			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	462	0.224	103	0.3	10.016	B
C-AB	0	552	0.000	0	0.0	0.000	A
C-A	220			220			
A-B	102			102			
A-C	199			199			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	443	0.286	126	0.4	11.357	B
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	270			270			
A-B	126			126			
A-C	243			243			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	443	0.286	127	0.4	11.388	B
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	270			270			
A-B	126			126			
A-C	243			243			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	462	0.224	104	0.3	10.053	B
C-AB	0	552	0.000	0	0.0	0.000	A
C-A	220			220			
A-B	102			102			
A-C	199			199			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	476	0.182	87	0.2	9.247	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	184			184			
A-B	86			86			
A-C	166			166			

2031 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.48	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	2031 Base	AM	ONE HOUR	00:00	01:30	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		✓	444	100.000
B		✓	141	100.000
C		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	363
	B	141	0	0
	C	191	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	0.37	13.67	0.6	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	105	0.3	10.108	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	61			61			
A-C	273			273			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	443	0.286	126	0.4	11.368	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	172			172			
A-B	73			73			
A-C	326			326			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	419	0.371	155	0.6	13.595	B
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	210			210			
A-B	89			89			
A-C	400			400			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	419	0.371	155	0.6	13.668	B
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	210			210			
A-B	89			89			
A-C	400			400			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	443	0.286	127	0.4	11.450	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	172			172			
A-B	73			73			
A-C	326			326			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	107	0.3	10.198	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	61			61			
A-C	273			273			

2031 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.91	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	2031 Base	PM	ONE HOUR	00:00	01:30	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		✓	341	100.000
B		✓	117	100.000
C		✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	116	225
	B	117	0	0
	C	250	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	0.29	11.54	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	475	0.185	87	0.2	9.260	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	188			188			
A-B	87			87			
A-C	169			169			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	461	0.228	105	0.3	10.120	B
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	225			225			
A-B	104			104			
A-C	202			202			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	441	0.292	128	0.4	11.508	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	275			275			
A-B	128			128			
A-C	248			248			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	441	0.292	129	0.4	11.542	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	275			275			
A-B	128			128			
A-C	248			248			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	461	0.228	106	0.3	10.154	B
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	225			225			
A-B	104			104			
A-C	202			202			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	475	0.185	88	0.2	9.317	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	188			188			
A-B	87			87			
A-C	169			169			

2026 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	429	100.000
B		✓	135	100.000
C		✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	352
	B	135	0	0
	C	188	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	0.35	13.15	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	462	0.220	101	0.3	9.917	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	142			142			
A-B	58			58			
A-C	265			265			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	446	0.272	121	0.4	11.078	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	169			169			
A-B	69			69			
A-C	316			316			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	422	0.352	148	0.5	13.094	B
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	207			207			
A-B	85			85			
A-C	388			388			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	422	0.352	149	0.5	13.153	B
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	207			207			
A-B	85			85			
A-C	388			388			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	446	0.272	122	0.4	11.145	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	169			169			
A-B	69			69			
A-C	316			316			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	462	0.220	102	0.3	9.997	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	142			142			
A-B	58			58			
A-C	265			265			

2026 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.86	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)
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	350	100.000
B		✓	115	100.000
C		✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	231
	B	115	0	0
	C	248	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	0.29	11.52	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	474	0.183	86	0.2	9.250	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	90			90			
A-C	174			174			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	459	0.225	103	0.3	10.097	B
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	223			223			
A-B	107			107			
A-C	208			208			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	439	0.288	126	0.4	11.485	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	131			131			
A-C	254			254			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	439	0.288	127	0.4	11.517	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	131			131			
A-C	254			254			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	459	0.225	104	0.3	10.135	B
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	223			223			
A-B	107			107			
A-C	208			208			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	474	0.183	87	0.2	9.305	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	90			90			
A-C	174			174			

2031 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	450	100.000
B		✓	143	100.000
C		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	369
	B	143	0	0
	C	192	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	0.38	13.87	0.6	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	459	0.235	106	0.3	10.183	B
C-AB	0	543	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	278			278			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	441	0.291	128	0.4	11.484	B
C-AB	0	529	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	332			332			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	417	0.378	157	0.6	13.793	B
C-AB	0	509	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	406			406			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	417	0.378	157	0.6	13.869	B
C-AB	0	509	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	406			406			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	441	0.291	129	0.4	11.567	B
C-AB	0	529	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	332			332			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	459	0.235	108	0.3	10.276	B
C-AB	0	543	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	278			278			

2031 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	350	100.000
B		✓	118	100.000
C		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	113	237
	B	118	0	0
	C	253	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	0.30	11.70	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	473	0.188	88	0.2	9.337	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	190			190			
A-B	85			85			
A-C	178			178			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	458	0.232	106	0.3	10.212	B
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	102			102			
A-C	213			213			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	437	0.297	129	0.4	11.651	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	279			279			
A-B	124			124			
A-C	261			261			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	437	0.297	130	0.4	11.705	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	279			279			
A-B	124			124			
A-C	261			261			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	458	0.232	107	0.3	10.255	B
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	102			102			
A-C	213			213			

01:15 - 01:30

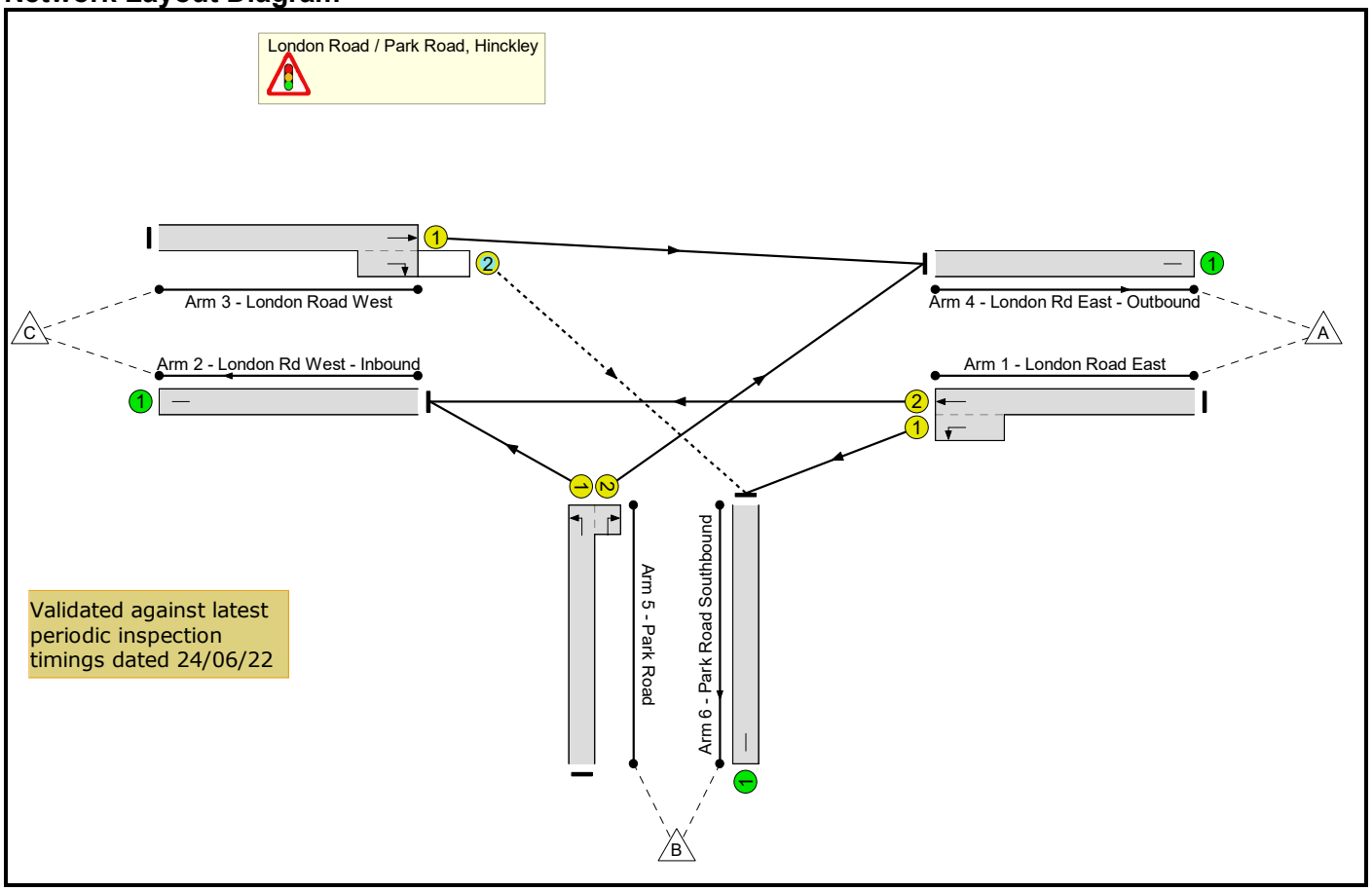
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	473	0.188	89	0.2	9.389	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	190			190			
A-B	85			85			
A-C	178			178			

Full Input Data And Results

User and Project Details

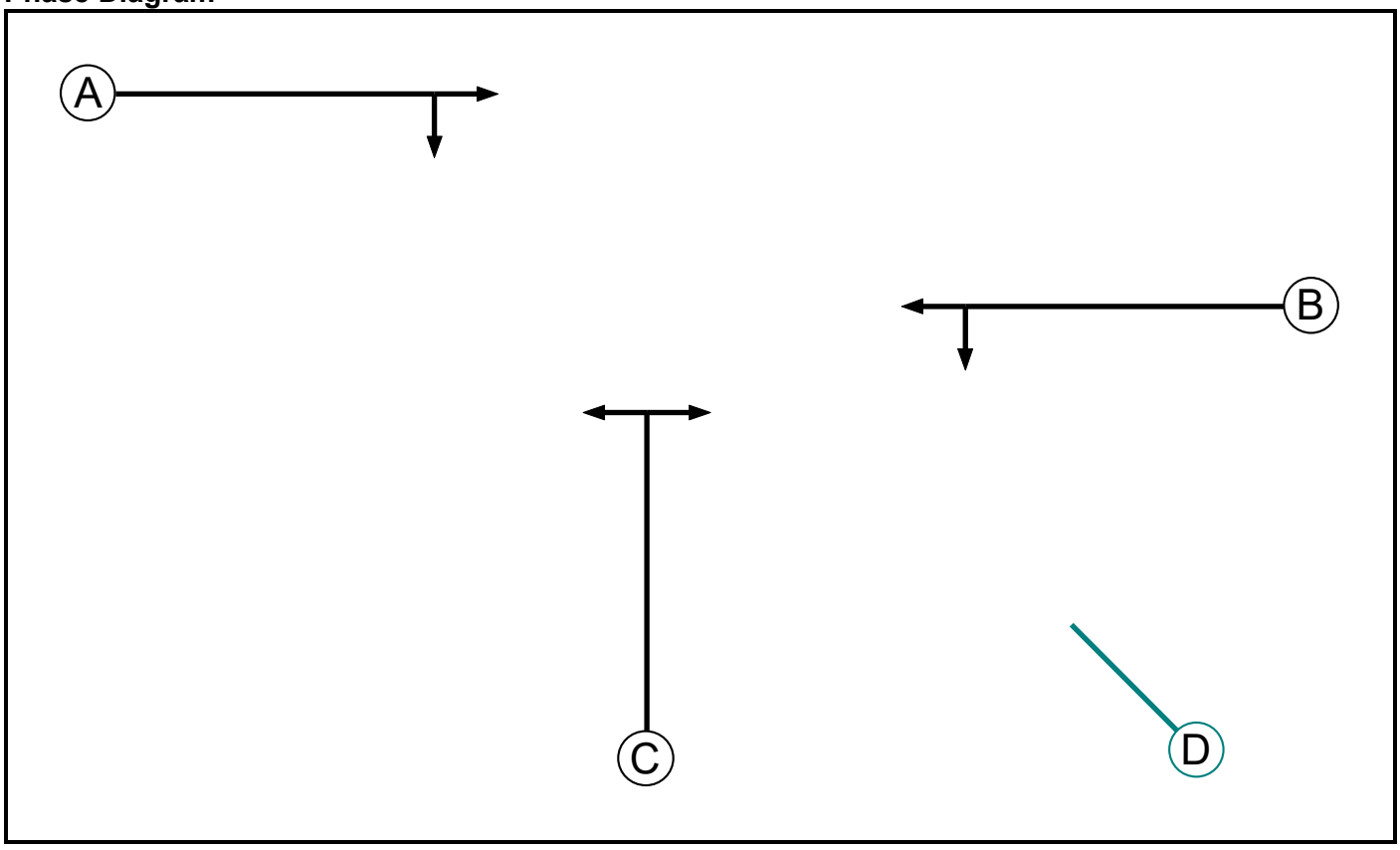
Project:	
Title:	
Location:	
Additional detail:	
File name:	London Road_Park Road_Hinckley LCC Model_flows added 260822.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Dummy		4	4

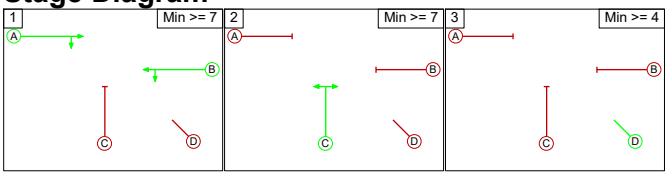
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	8	3
	B	-		8	3
	C	7	7		3
	D	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	3
	2	7		3
	3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: London Road / Park Road, Hinckley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (London Road West)	6/1 (Right)	1440	0	1/2	1.09	All	3.00	-	0.50	3	4.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: London Road / Park Road, Hinckley												
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 (London Road East)	U	B	2	3	4.0	Geom	-	2.80	0.00	Y	Arm 6 Left	12.00
1/2 (London Road East)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
2/1 (London Rd West - Inbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (London Road West)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (London Road West)	O	A	2	3	3.5	Geom	-	2.75	0.00	Y	Arm 6 Right	18.00
4/1 (London Rd East - Outbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Park Road)	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 2 Left	14.00
5/2 (Park Road)	U	C	2	3	1.7	Geom	-	2.80	0.00	Y	Arm 4 Right	18.00
6/1 (Park Road Southbound)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Surveyed flows AM'	08:00	09:00	01:00	
2: '2022 Surveyed flows PM'	17:00	18:00	01:00	
3: '2026 base AM'	08:00	09:00	01:00	
4: '2026 base PM'	17:00	18:00	01:00	
5: '2031 base AM'	08:00	09:00	01:00	
6: '2031 base PM'	17:00	18:00	01:00	
7: '2026 base AM + DEV'	08:00	09:00	01:00	
8: '2026 base PM + DEV'	17:00	18:00	01:00	
9: '2031 base AM + DEV'	08:00	09:00	01:00	
10: '2031 base PM + DEV'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	207	735	942
	B	280	0	46	326
	C	793	47	0	840
	Tot.	1073	254	781	2108

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 surveyed AM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	207
1/2 (with short)	942(In) 735(Out)
2/1	781
3/1 (with short)	840(In) 793(Out)
3/2 (short)	47
4/1	1073
5/1 (with short)	326(In) 46(Out)
5/2 (short)	280
6/1	254

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	168	692	860
	B	328	0	76	404
	C	710	46	0	756
	Tot.	1038	214	768	2020

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 surveyed PM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	168
1/2 (with short)	860(In) 692(Out)
2/1	768
3/1 (with short)	756(In) 710(Out)
3/2 (short)	46
4/1	1038
5/1 (with short)	404(In) 76(Out)
5/2 (short)	328
6/1	214

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	213	756	969
	B	288	0	48	336
	C	816	49	0	865
	Tot.	1104	262	804	2170

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 base AM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	213
1/2 (with short)	969(In) 756(Out)
2/1	804
3/1 (with short)	865(In) 816(Out)
3/2 (short)	49
4/1	1104
5/1 (with short)	336(In) 48(Out)
5/2 (short)	288
6/1	262

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	703	874
	B	333	0	77	410
	C	721	47	0	768
	Tot.	1054	218	780	2052

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 base PM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	171
1/2 (with short)	874(In) 703(Out)
2/1	780
3/1 (with short)	768(In) 721(Out)
3/2 (short)	47
4/1	1054
5/1 (with short)	410(In) 77(Out)
5/2 (short)	333
6/1	218

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	220	783	1003
	B	298	0	49	347
	C	845	50	0	895
	Tot.	1143	270	832	2245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 base AM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	220
1/2 (with short)	1003(In) 783(Out)
2/1	832
3/1 (with short)	895(In) 845(Out)
3/2 (short)	50
4/1	1143
5/1 (with short)	347(In) 49(Out)
5/2 (short)	298
6/1	270

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 base PM' (FG6: '2031 base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	174	717	891
	B	339	0	79	418
	C	735	48	0	783
	Tot.	1074	222	796	2092

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 base PM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	174
1/2 (with short)	891(In) 717(Out)
2/1	796
3/1 (with short)	783(In) 735(Out)
3/2 (short)	48
4/1	1074
5/1 (with short)	418(In) 79(Out)
5/2 (short)	339
6/1	222

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 base + DEV AM' (FG7: '2026 base AM + DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	227	720	947
	B	292	0	48	340
	C	823	48	0	871
	Tot.	1115	275	768	2158

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 base + DEV AM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	227
1/2 (with short)	947(In) 720(Out)
2/1	768
3/1 (with short)	871(In) 823(Out)
3/2 (short)	48
4/1	1115
5/1 (with short)	340(In) 48(Out)
5/2 (short)	292
6/1	275

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 base + DEV PM' (FG8: '2026 base PM + DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	172	705	877
	B	351	0	75	426
	C	744	47	0	791
	Tot.	1095	219	780	2094

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 base + DEV PM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	172
1/2 (with short)	877(In) 705(Out)
2/1	780
3/1 (with short)	791(In) 744(Out)
3/2 (short)	47
4/1	1095
5/1 (with short)	426(In) 75(Out)
5/2 (short)	351
6/1	219

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	789	1026
	B	304	0	49	353
	C	845	50	0	895
	Tot.	1149	287	838	2274

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 base + DEV AM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	237
1/2 (with short)	1026(In) 789(Out)
2/1	838
3/1 (with short)	895(In) 845(Out)
3/2 (short)	50
4/1	1149
5/1 (with short)	353(In) 49(Out)
5/2 (short)	304
6/1	287

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	172	726	898
	B	357	0	79	436
	C	755	48	0	803
	Tot.	1112	220	805	2137

Full Input Data And Results

Traffic Lane Flows

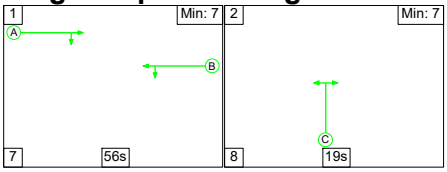
Lane	Scenario 10: 2031 base + DEV PM
Junction: London Road / Park Road, Hinckley	
1/1 (short)	172
1/2 (with short)	898(In) 726(Out)
2/1	805
3/1 (with short)	803(In) 755(Out)
3/2 (short)	48
4/1	1112
5/1 (with short)	436(In) 79(Out)
5/2 (short)	357
6/1	220

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
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 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 surveyed AM' (FG1: '2022 Surveyed flows AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

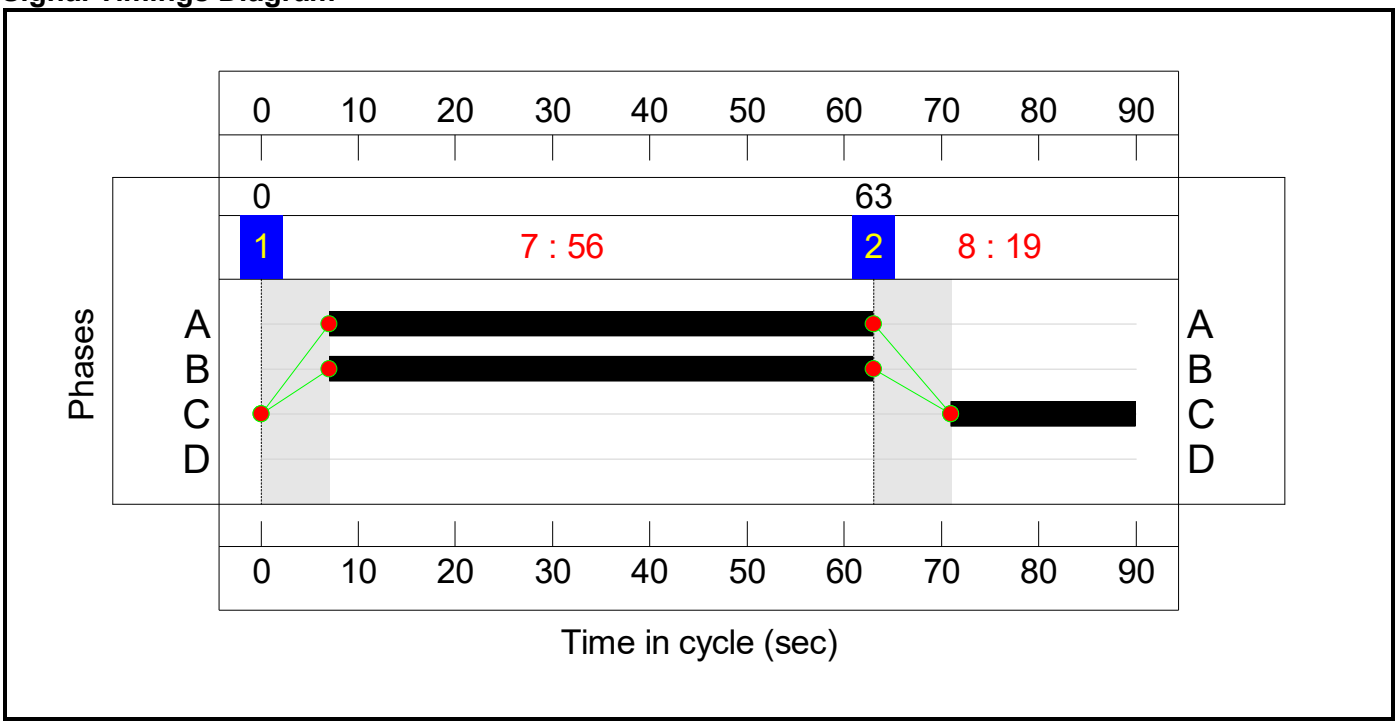


Full Input Data And Results

Stage Timings

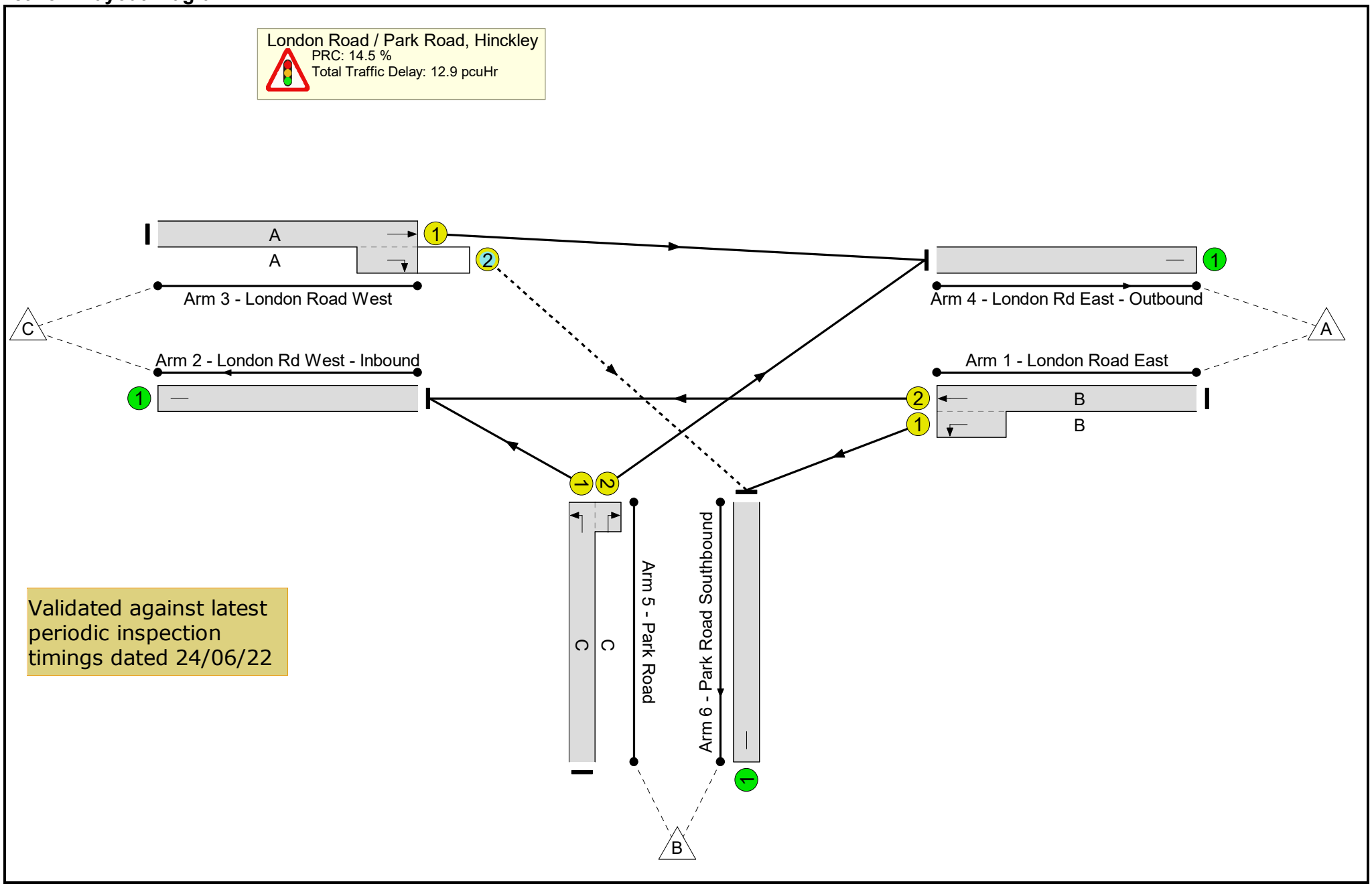
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	942	1915:1684	1217	77.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	840	1940:1745	1230	68.3%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	326	1707:1749	415	78.6%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	254	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	**-**	**-**	**46**	**0**	**1**	**8.2**	**4.5**	**0.2**	**12.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**1**	**8.2**	**4.5**	**0.2**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	942	942	-	-	-	2.9	1.7	-	4.6	17.4	15.1	1.7	16.8
2/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	840	840	46	0	1	2.4	1.1	0.2	3.7	15.7	13.1	1.1	14.2
4/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	326	326	-	-	-	2.9	1.8	-	4.7	52.0	7.3	1.8	9.1
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

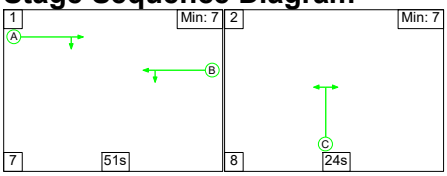
C1 PRC for Signalled Lanes (%): 14.5 Total Delay for Signalled Lanes (pcuHr): 12.93 Cycle Time (s): 90
PRC Over All Lanes (%): 14.5 Total Delay Over All Lanes(pcuHr): 12.93

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2022 surveyed PM' (FG2: '2022 Surveyed flows PM', Plan 1: 'Network Control Plan 1')

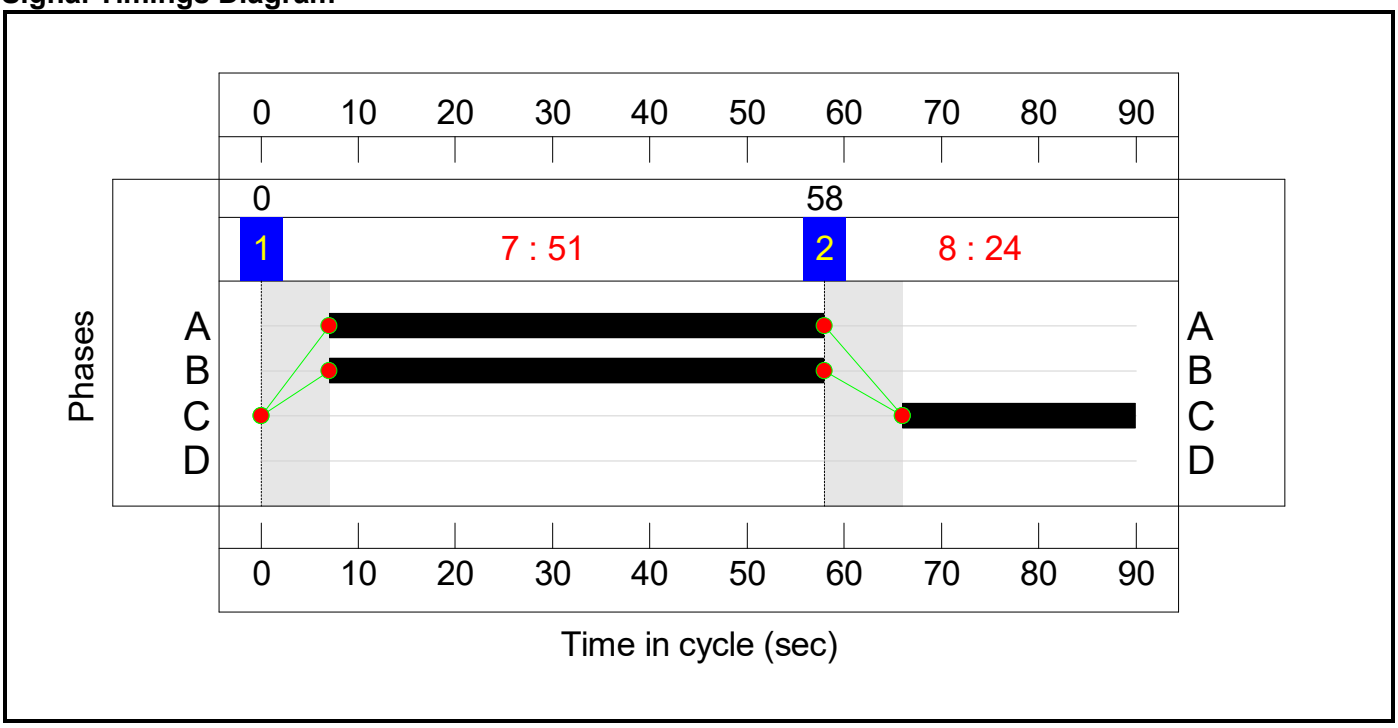
Stage Sequence Diagram



Stage Timings

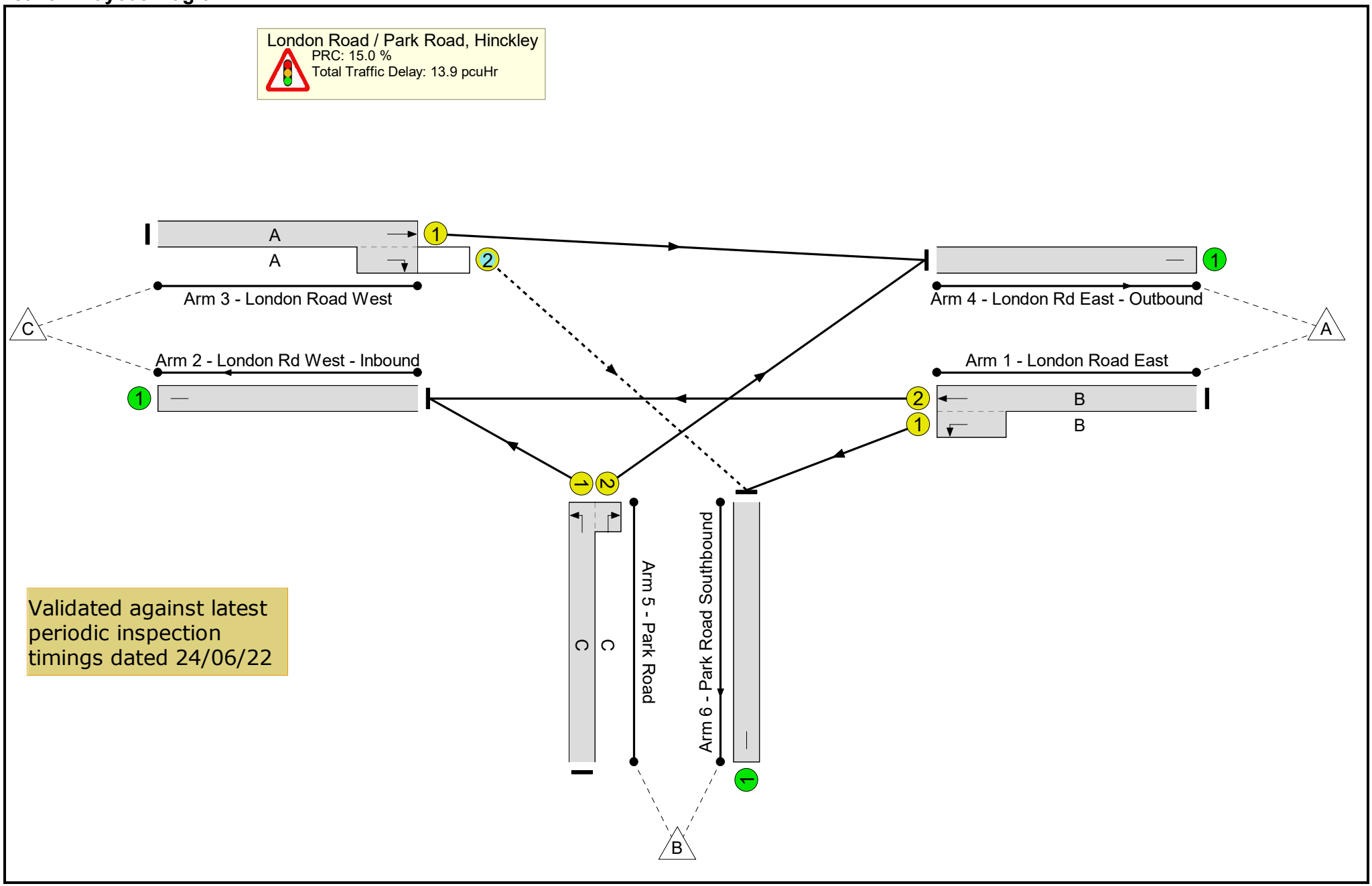
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	860	1915:1684	1111	77.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	756	1940:1745	1124	67.3%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	404	1707:1749	516	78.3%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	214	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	**-**	**-**	**45**	**0**	**1**	**9.3**	**4.5**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**45**	**0**	**1**	**9.3**	**4.5**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
1/2+1/1	860	860	-	-	-	3.3	1.7	-	5.0	20.8	15.0	1.7	16.7
2/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	756	756	45	0	1	2.7	1.0	0.2	3.9	18.5	12.6	1.0	13.6
4/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	404	404	-	-	-	3.3	1.7	-	5.0	44.9	8.8	1.7	10.6
6/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

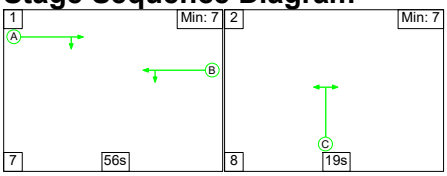
C1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 13.90 Cycle Time (s): 90
PRC Over All Lanes (%): 15.0 Total Delay Over All Lanes(pcuHr): 13.90

Full Input Data And Results

Full Input Data And Results

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

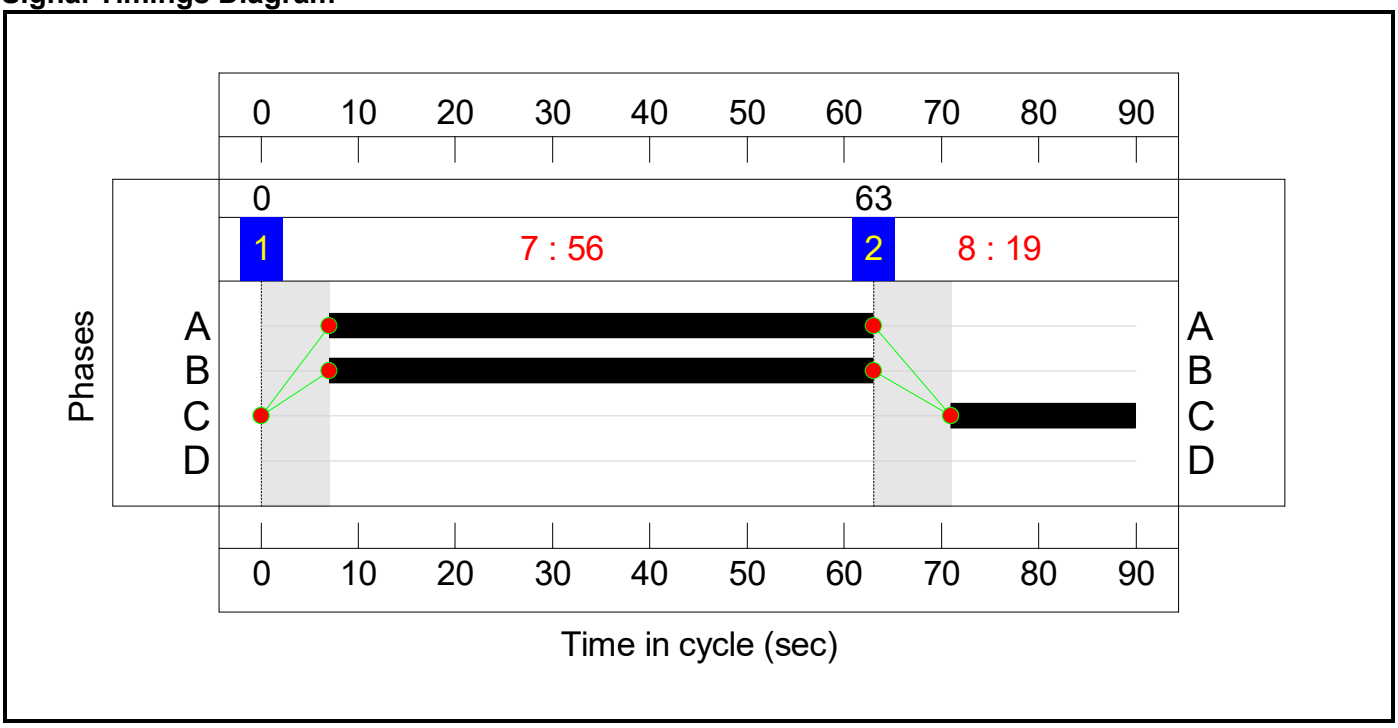
Stage Sequence Diagram



Stage Timings

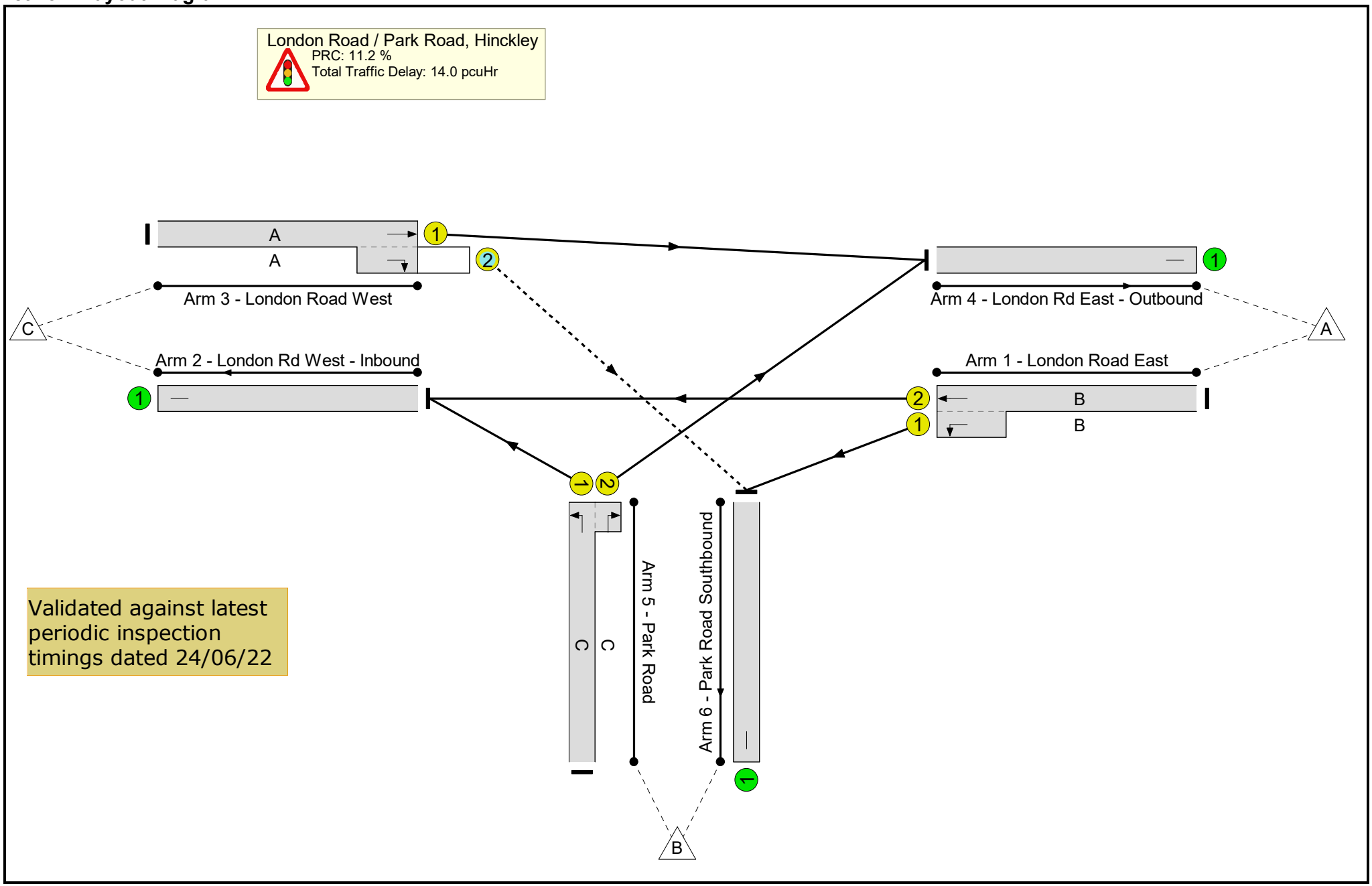
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	969	1915:1684	1217	79.6%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	865	1940:1745	1230	70.3%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	336	1707:1749	415	81.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	262	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	**-**	**-**	**48**	**0**	**1**	**8.7**	**5.1**	**0.2**	**14.0**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**48**	**0**	**1**	**8.7**	**5.1**	**0.2**	**14.0**	**-**	**-**	**-**	**-**
1/2+1/1	969	969	-	-	-	3.0	1.9	-	5.0	18.4	16.1	1.9	18.0
2/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	865	865	48	0	1	2.6	1.2	0.2	3.9	16.4	14.0	1.2	15.1
4/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	336	336	-	-	-	3.1	2.0	-	5.1	54.4	7.6	2.0	9.6
6/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

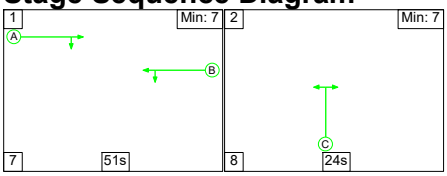
C1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 13.96 Cycle Time (s): 90
PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 13.96

Full Input Data And Results

Full Input Data And Results

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

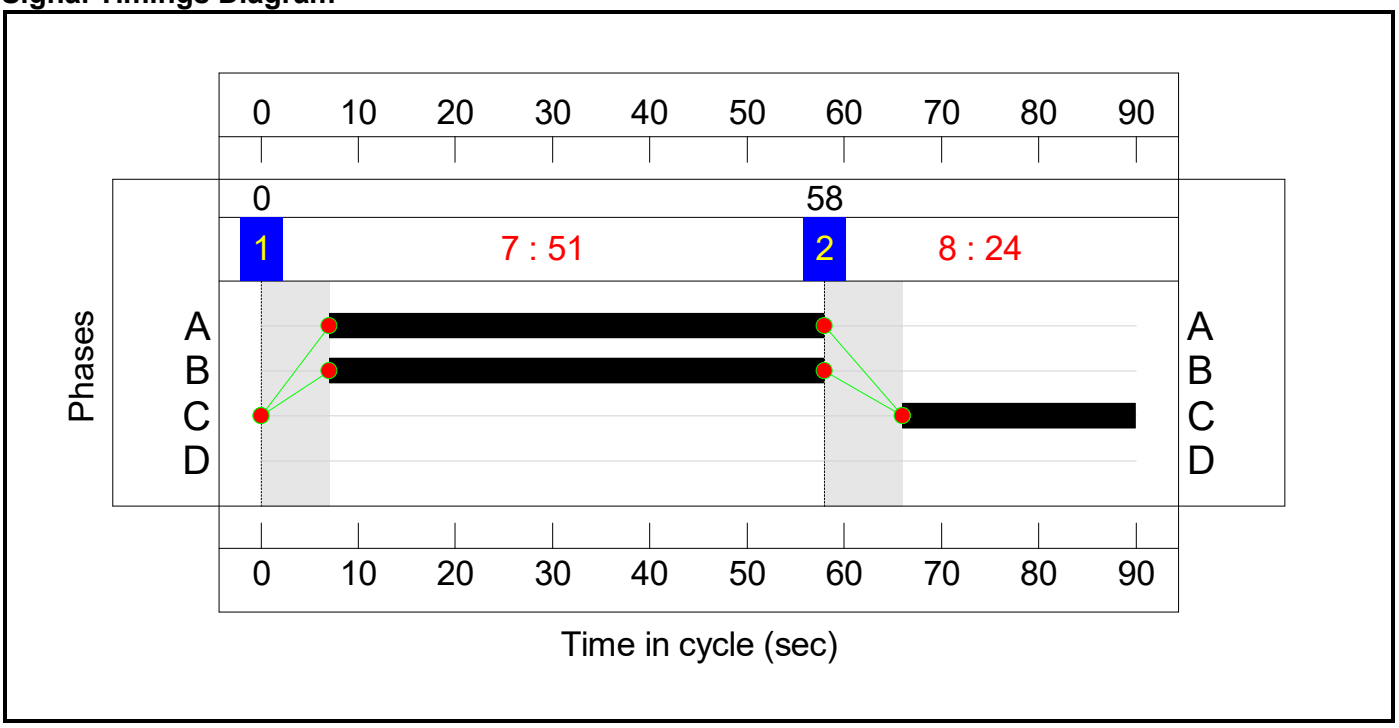
Stage Sequence Diagram



Stage Timings

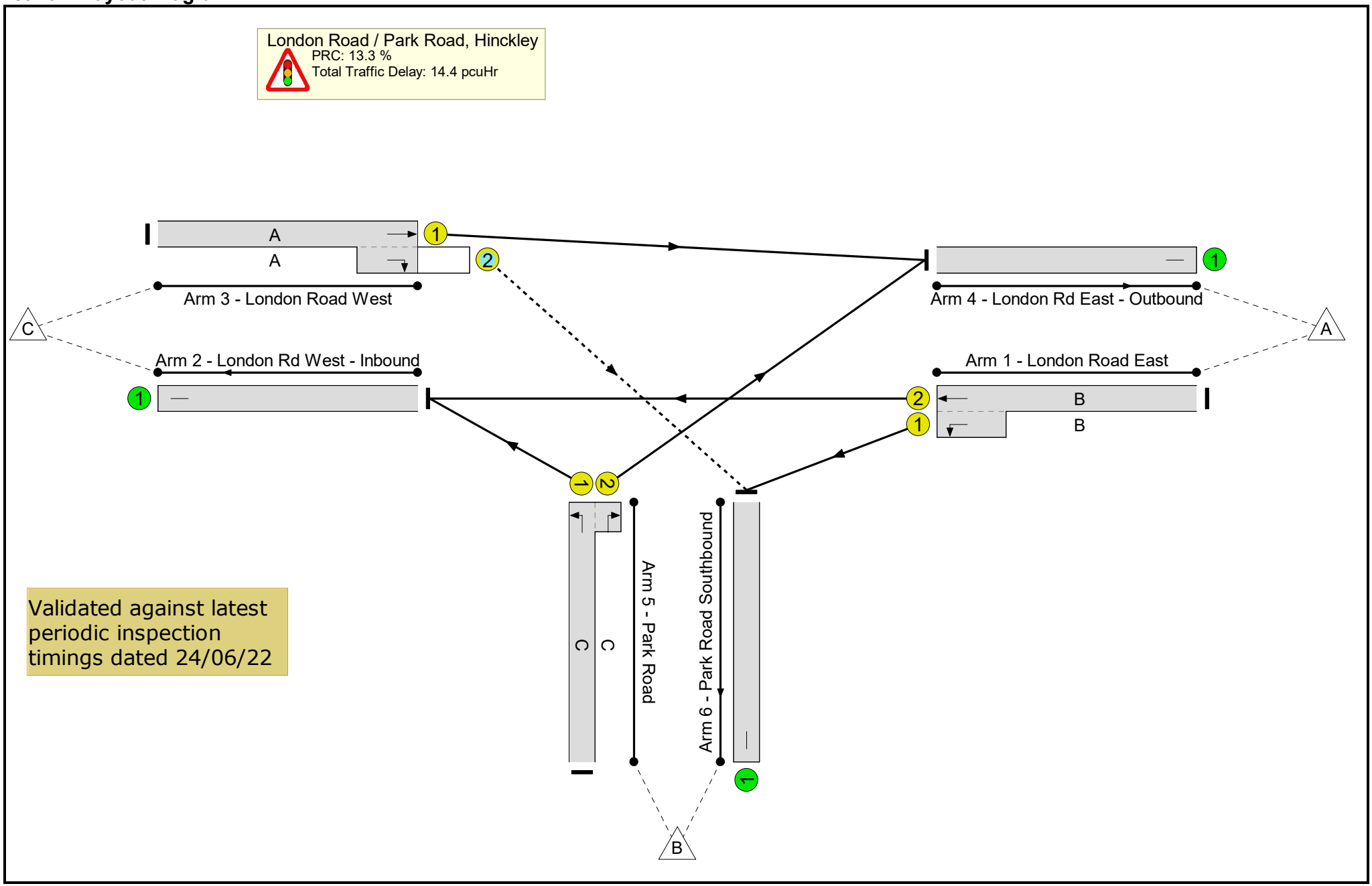
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	874	1915:1684	1111	78.7%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	768	1940:1745	1124	68.4%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	410	1707:1749	516	79.5%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	218	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	**-**	**-**	**46**	**0**	**1**	**9.5**	**4.8**	**0.2**	**14.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**1**	**9.5**	**4.8**	**0.2**	**14.4**	**-**	**-**	**-**	**-**
1/2+1/1	874	874	-	-	-	3.4	1.8	-	5.2	21.4	15.5	1.8	17.4
2/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	768	768	46	0	1	2.8	1.1	0.2	4.0	18.9	13.0	1.1	14.1
4/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	410	410	-	-	-	3.4	1.9	-	5.2	45.8	8.9	1.9	10.8
6/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

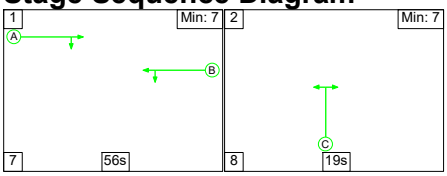
C1 PRC for Signalled Lanes (%): 13.3 Total Delay for Signalled Lanes (pcuHr): 14.44 Cycle Time (s): 90
PRC Over All Lanes (%): 13.3 Total Delay Over All Lanes(pcuHr): 14.44

Full Input Data And Results

Full Input Data And Results

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

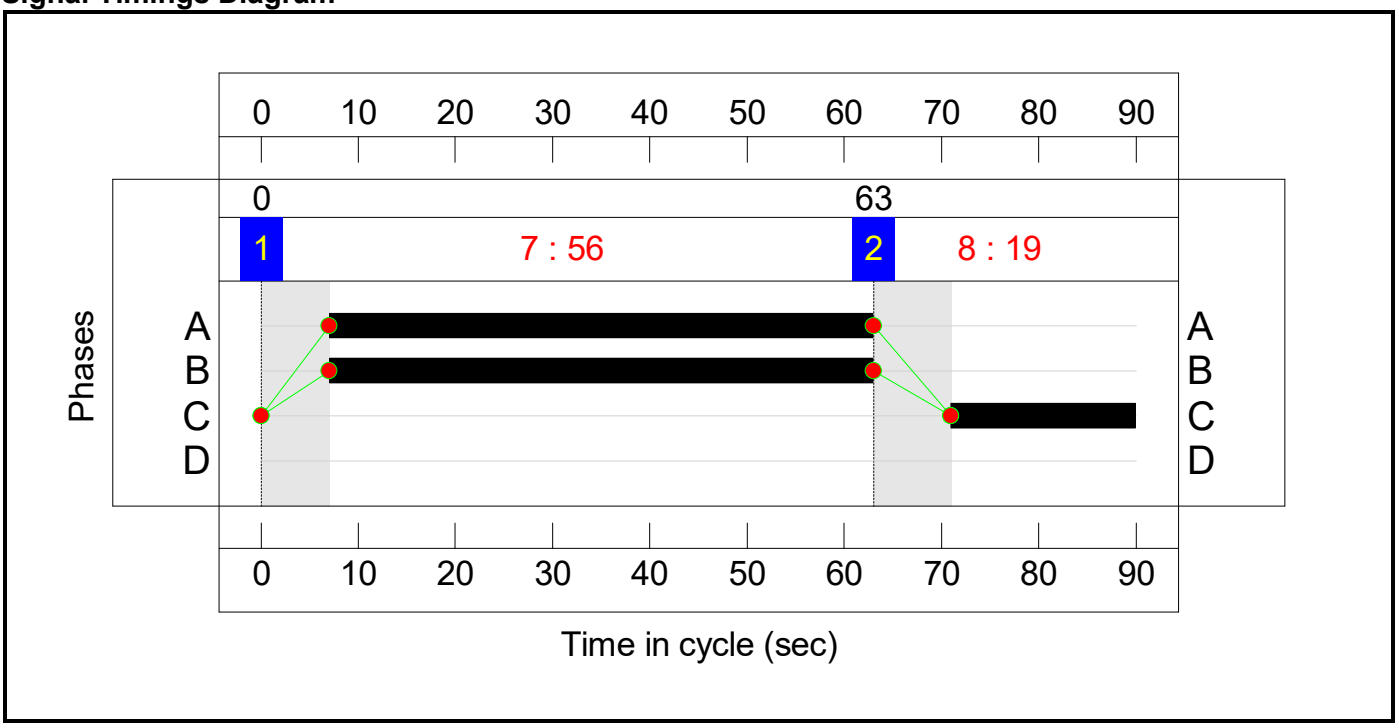
Stage Sequence Diagram



Stage Timings

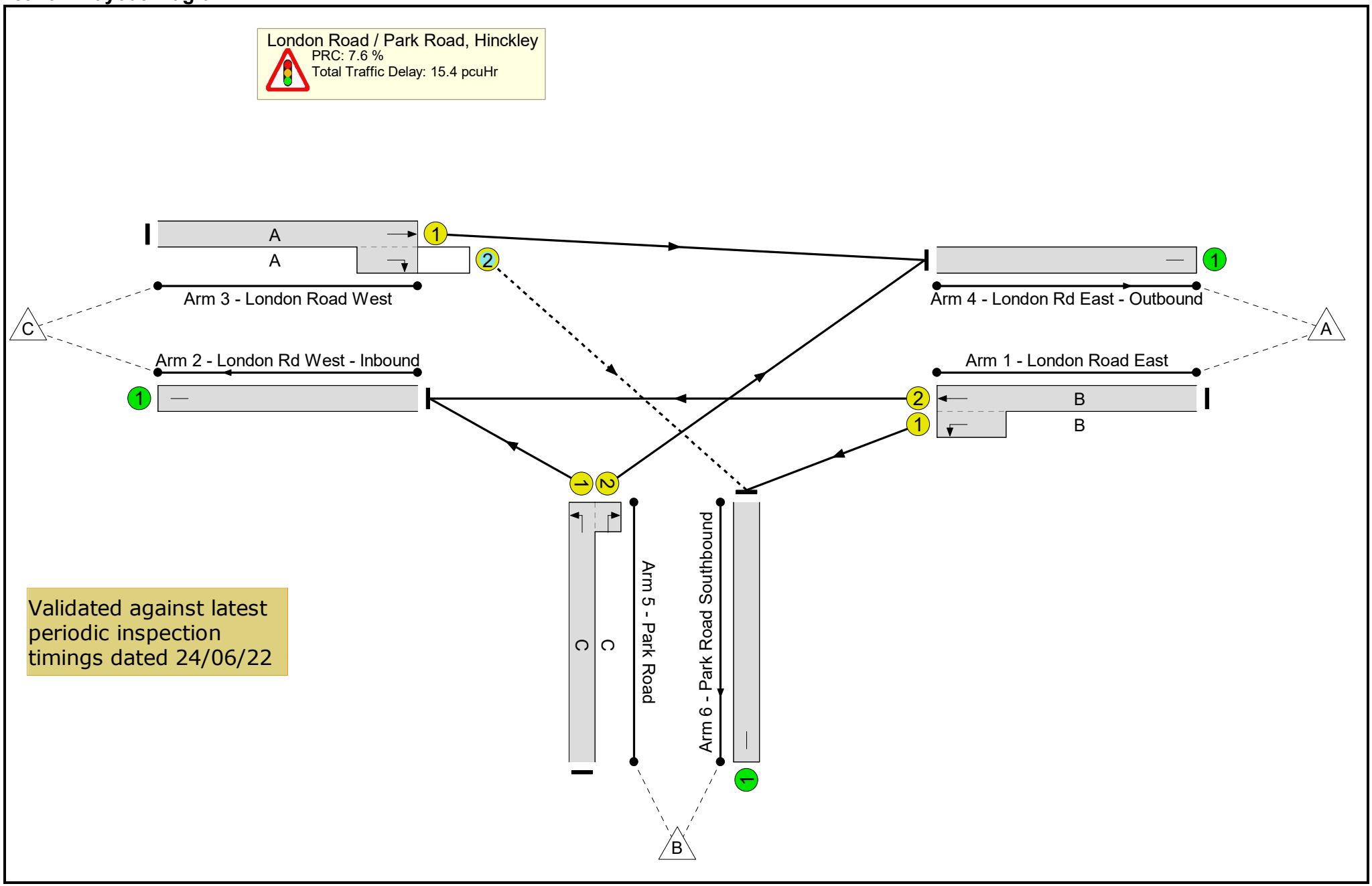
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	1003	1915:1684	1217	82.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	895	1940:1745	1230	72.7%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	347	1707:1749	415	83.6%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	270	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	**-**	**-**	**49**	**0**	**1**	**9.2**	**6.0**	**0.2**	**15.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**49**	**0**	**1**	**9.2**	**6.0**	**0.2**	**15.4**	**-**	**-**	**-**	**-**
1/2+1/1	1003	1003	-	-	-	3.3	2.3	-	5.6	20.0	17.5	2.3	19.8
2/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	895	895	49	0	1	2.7	1.3	0.2	4.3	17.2	14.7	1.3	16.0
4/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	347	347	-	-	-	3.2	2.4	-	5.6	57.7	7.9	2.4	10.3
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

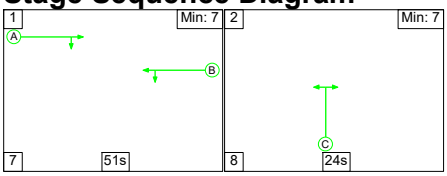
C1 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 15.41 Cycle Time (s): 90
PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 15.41

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2031 base PM' (FG6: '2031 base PM', Plan 1: 'Network Control Plan 1')

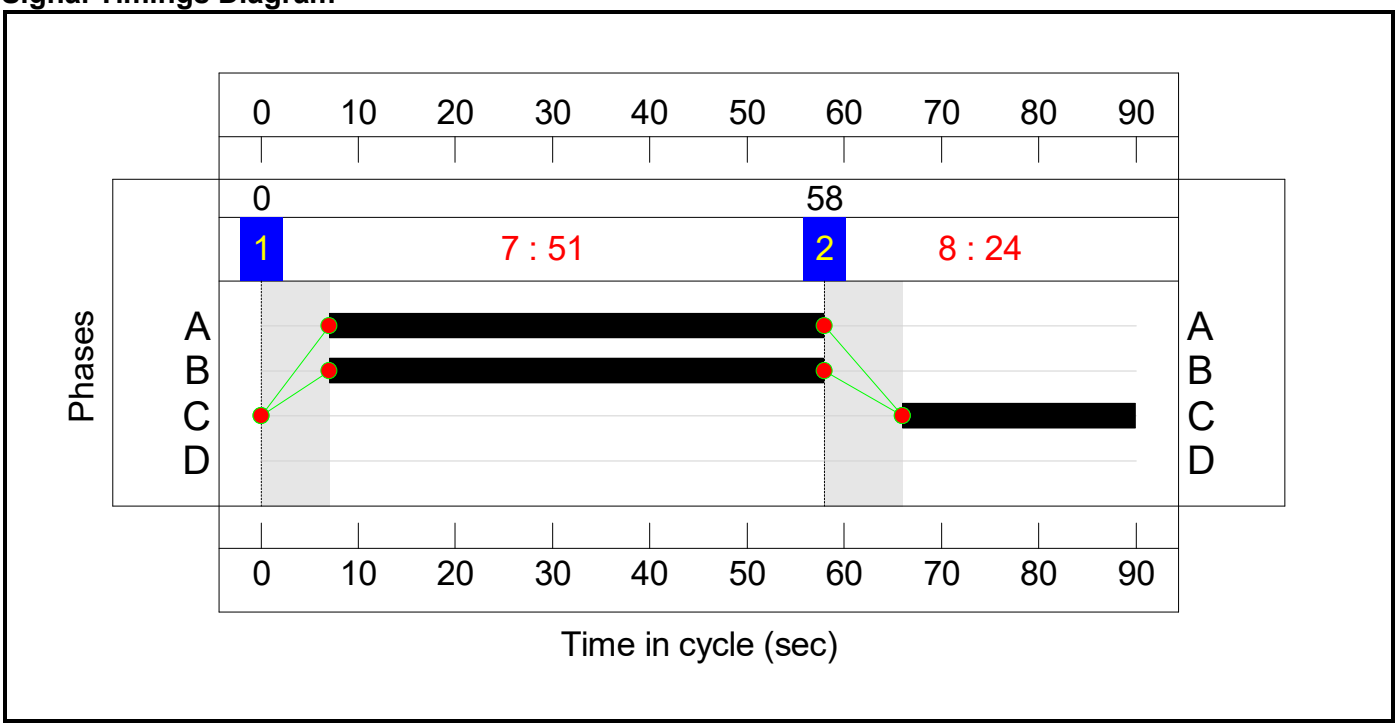
Stage Sequence Diagram



Stage Timings

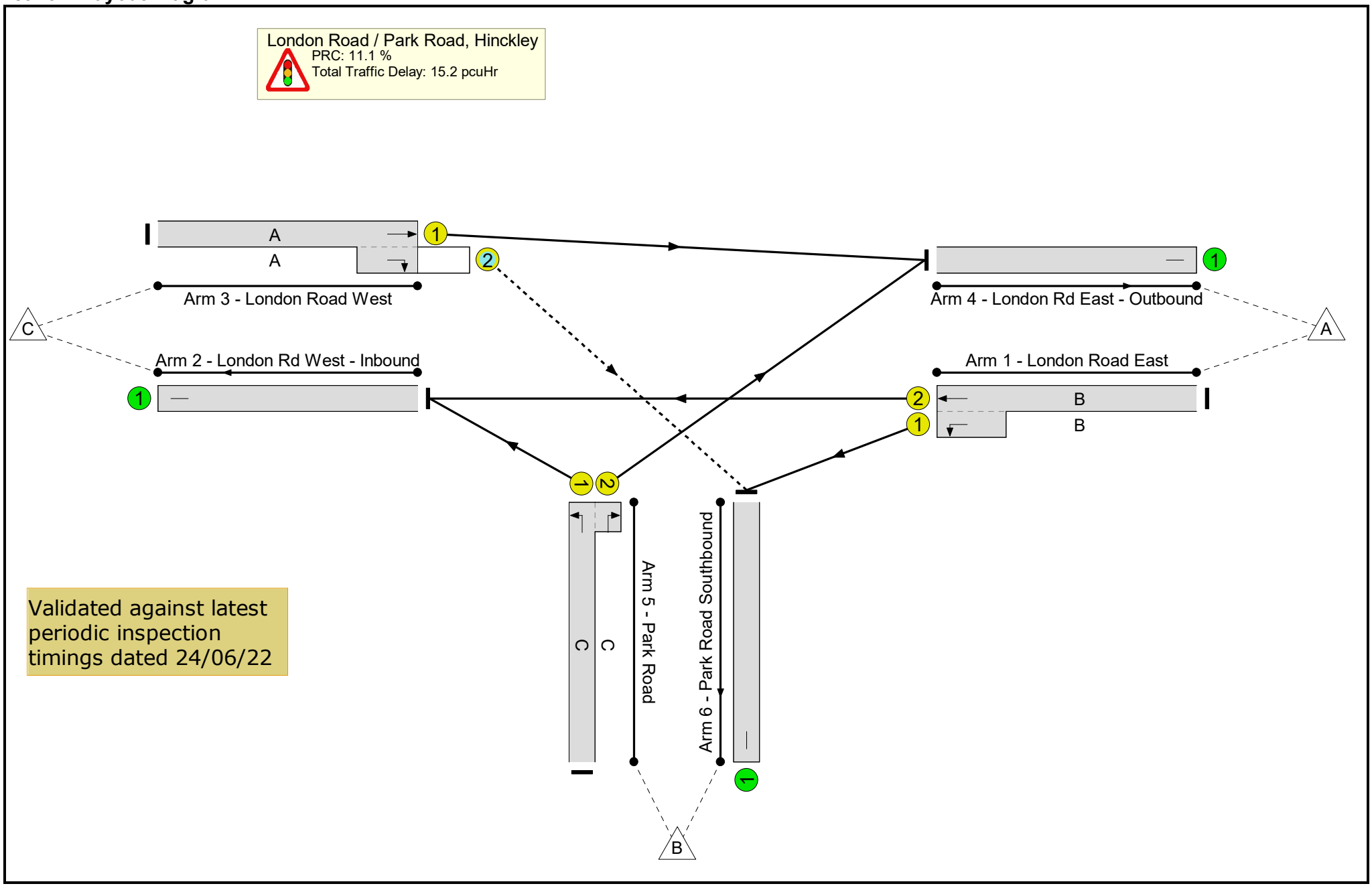
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	891	1915:1684	1111	80.2%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	783	1940:1745	1124	69.7%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	418	1707:1749	516	81.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	222	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	**-**	**-**	**47**	**0**	**1**	**9.8**	**5.2**	**0.2**	**15.2**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**9.8**	**5.2**	**0.2**	**15.2**	**-**	**-**	**-**	**-**
1/2+1/1	891	891	-	-	-	3.5	2.0	-	5.5	22.2	16.1	2.0	18.1
2/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	783	783	47	0	1	2.9	1.1	0.2	4.2	19.3	13.5	1.1	14.6
4/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	418	418	-	-	-	3.4	2.0	-	5.5	47.2	9.2	2.0	11.3
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

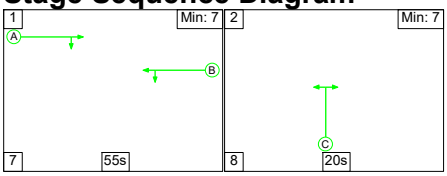
C1 PRC for Signalled Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 15.18 Cycle Time (s): 90
PRC Over All Lanes (%): 11.1 Total Delay Over All Lanes(pcuHr): 15.18

Full Input Data And Results

Full Input Data And Results

Scenario 7: '2026 base + DEV AM' (FG7: '2026 base AM + DEV', Plan 1: 'Network Control Plan 1')

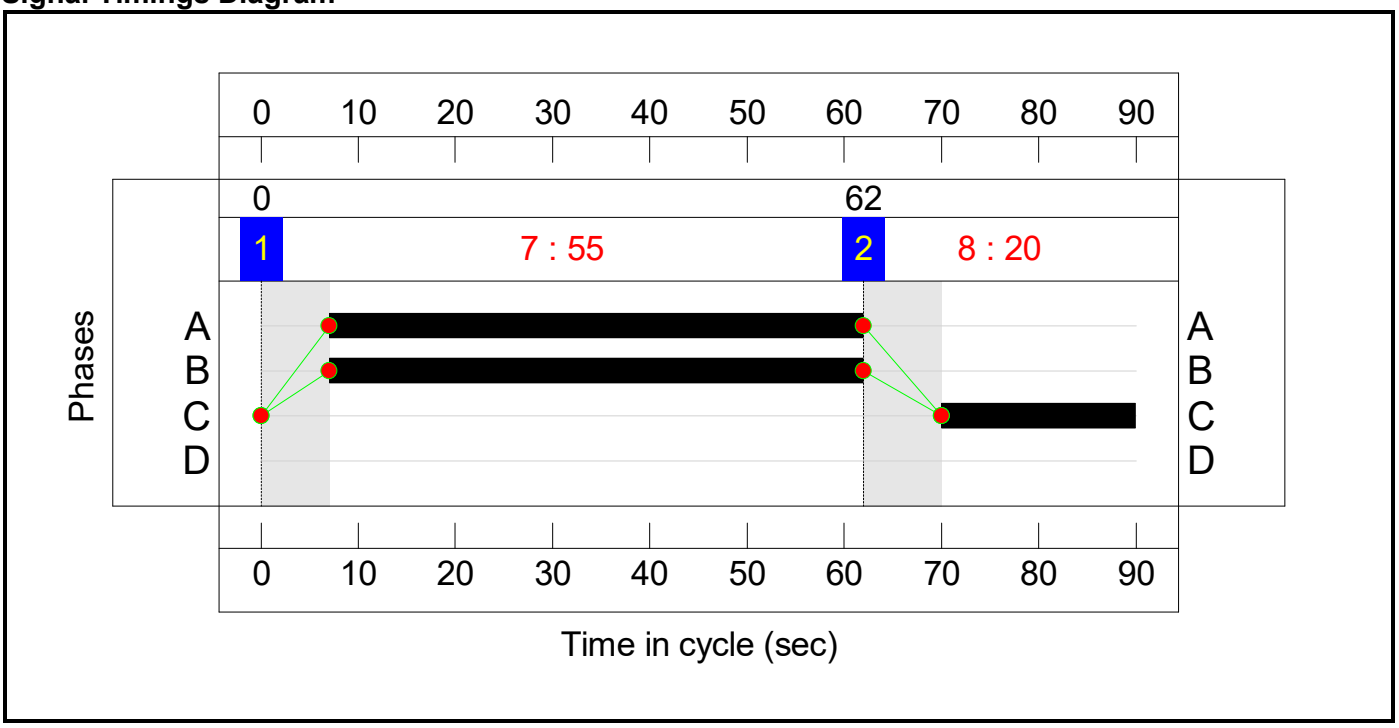
Stage Sequence Diagram



Stage Timings

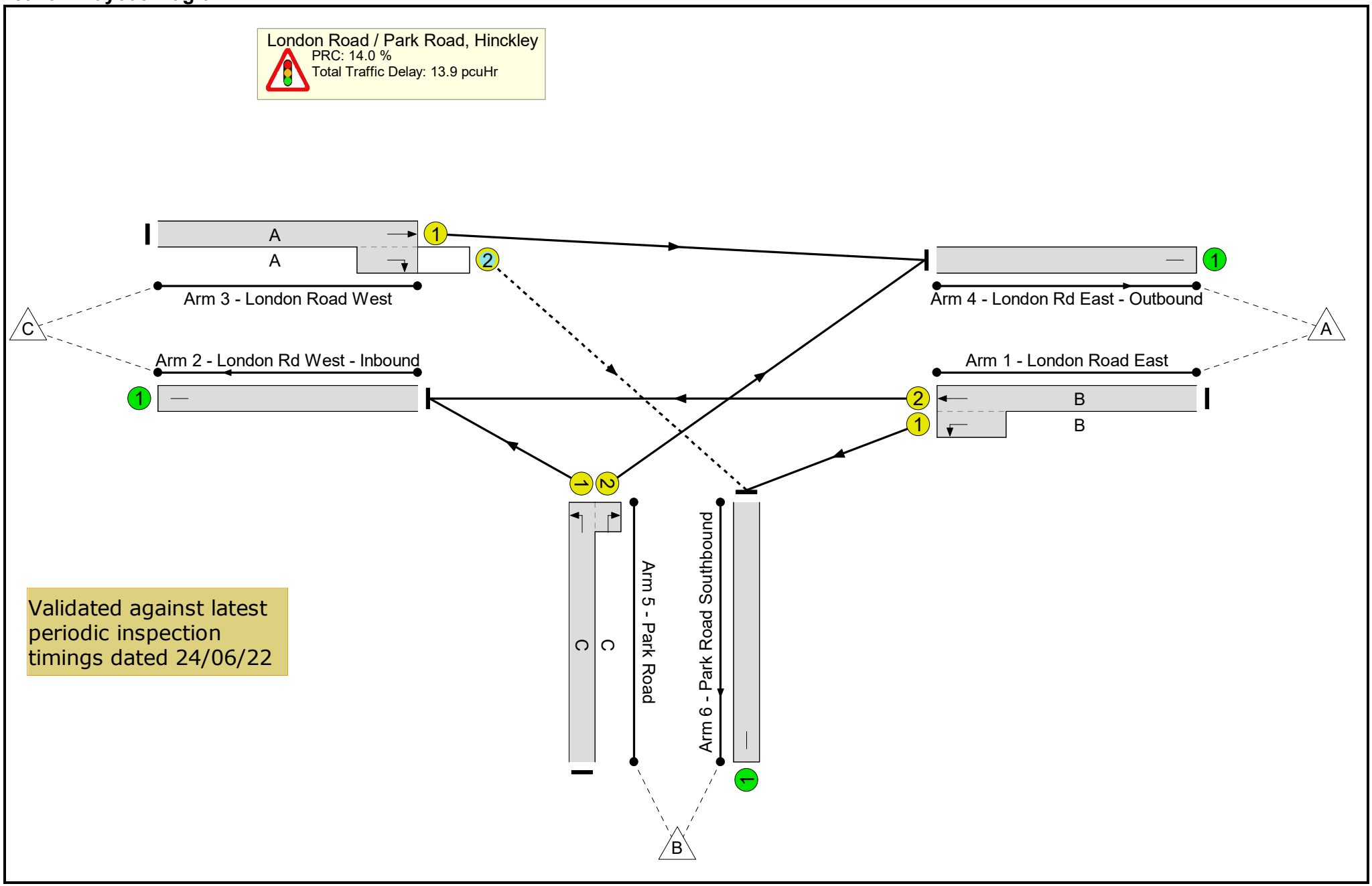
Stage	1	2
Duration	55	20
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	947	1915:1684	1199	79.0%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	871	1940:1745	1209	72.0%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	20	-	340	1707:1749	434	78.3%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	275	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	**-**	**-**	**47**	**0**	**1**	**8.8**	**4.9**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**8.8**	**4.9**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
1/2+1/1	947	947	-	-	-	3.0	1.8	-	4.9	18.6	15.6	1.8	17.4
2/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	871	871	47	0	1	2.8	1.3	0.2	4.2	17.4	14.6	1.3	15.8
4/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	340	340	-	-	-	3.0	1.7	-	4.7	50.3	7.6	1.7	9.3
6/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

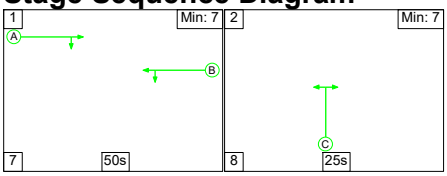
C1 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 13.86 Cycle Time (s): 90
PRC Over All Lanes (%): 14.0 Total Delay Over All Lanes(pcuHr): 13.86

Full Input Data And Results

Full Input Data And Results

Scenario 8: '2026 base + DEV PM' (FG8: '2026 base PM + DEV', Plan 1: 'Network Control Plan 1')

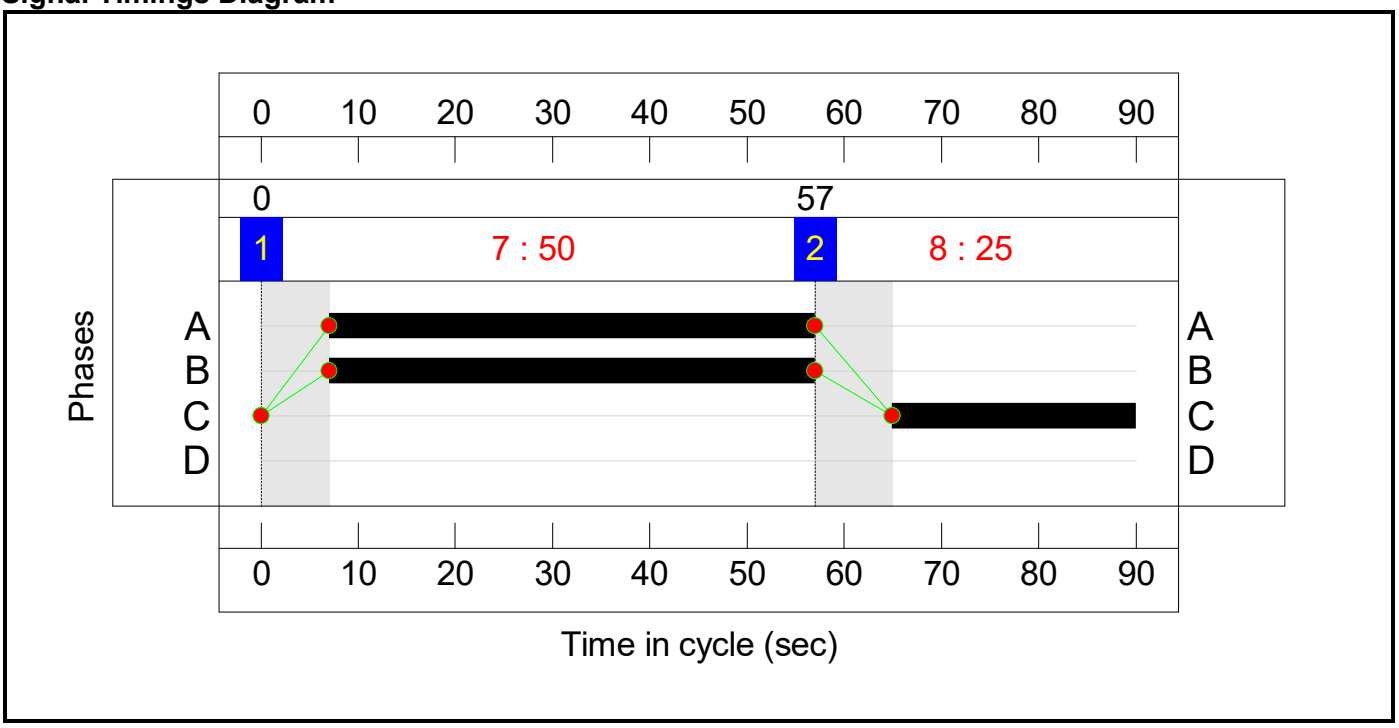
Stage Sequence Diagram



Stage Timings

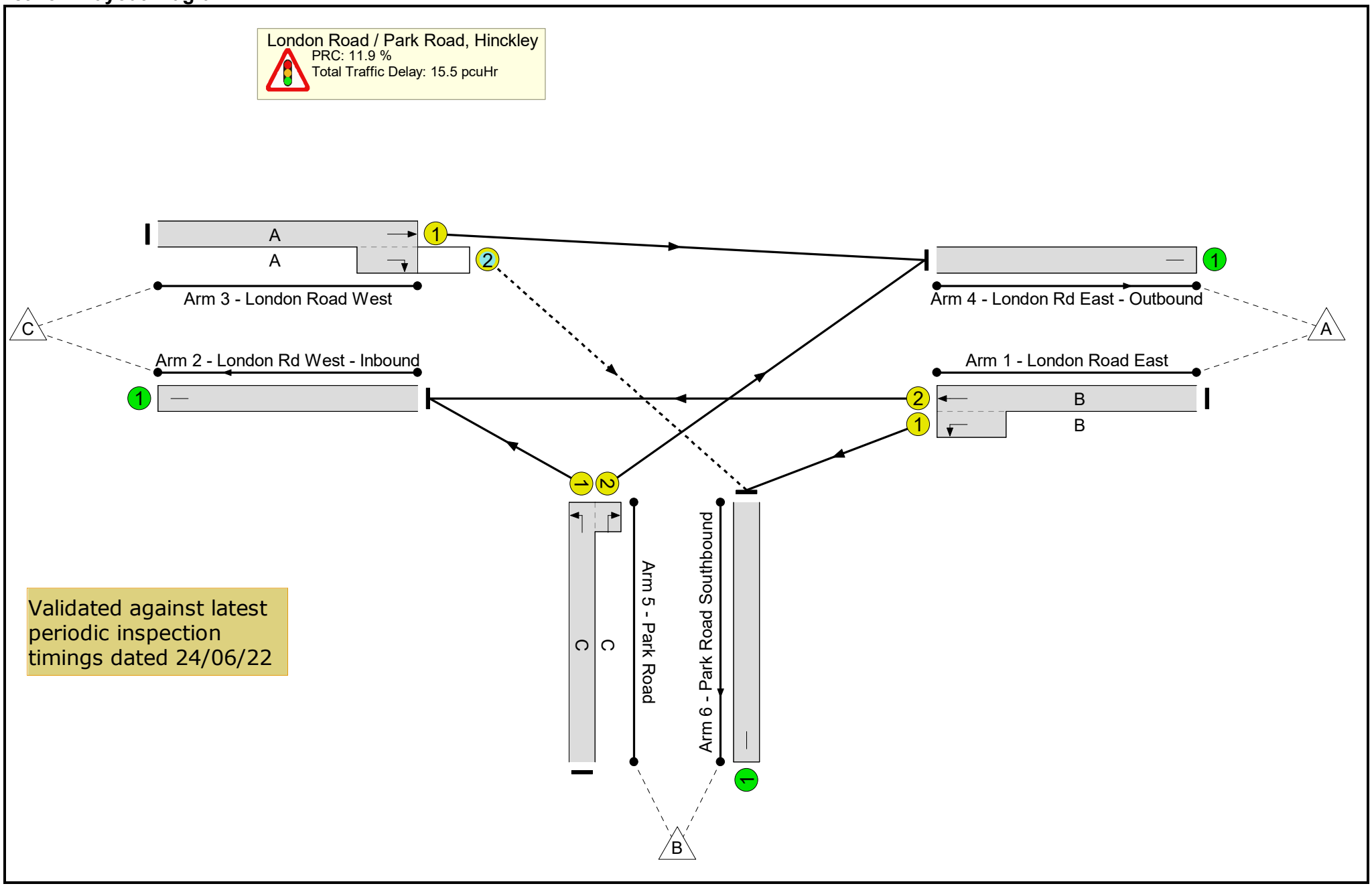
Stage	1	2
Duration	50	25
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	877	1915:1684	1090	80.5%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	791	1940:1745	1102	71.8%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	25	-	426	1707:1749	534	79.7%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	219	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	**-**	**-**	**46**	**0**	**1**	**10.1**	**5.2**	**0.2**	**15.5**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**1**	**10.1**	**5.2**	**0.2**	**15.5**	**-**	**-**	**-**	**-**
1/2+1/1	877	877	-	-	-	3.6	2.0	-	5.6	23.0	16.1	2.0	18.1
2/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	791	791	46	0	1	3.1	1.3	0.2	4.5	20.6	14.1	1.3	15.3
4/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	426	426	-	-	-	3.4	1.9	-	5.3	45.0	9.3	1.9	11.2
6/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

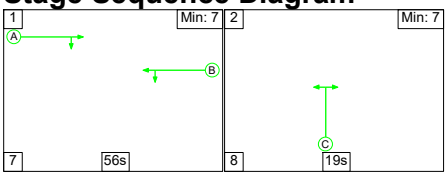
C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 15.45 Cycle Time (s): 90
PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 15.45

Full Input Data And Results

Full Input Data And Results

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

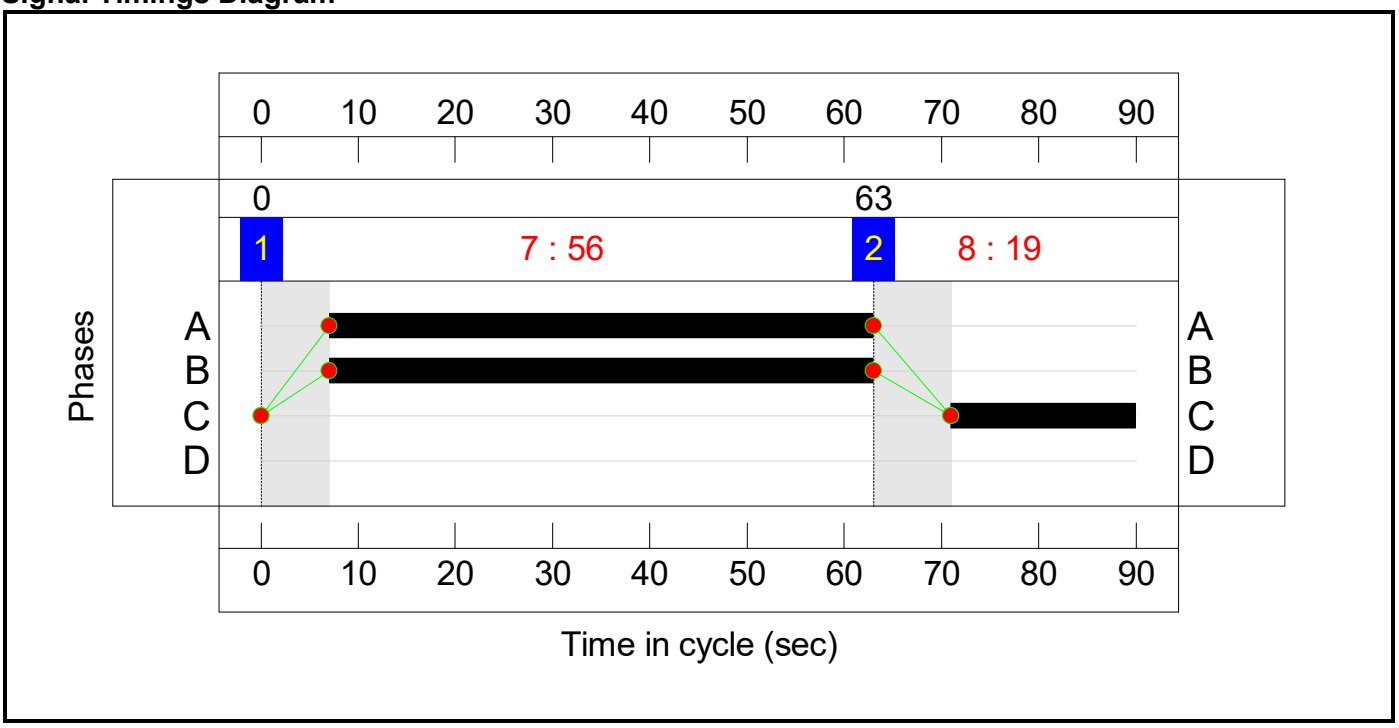
Stage Sequence Diagram



Stage Timings

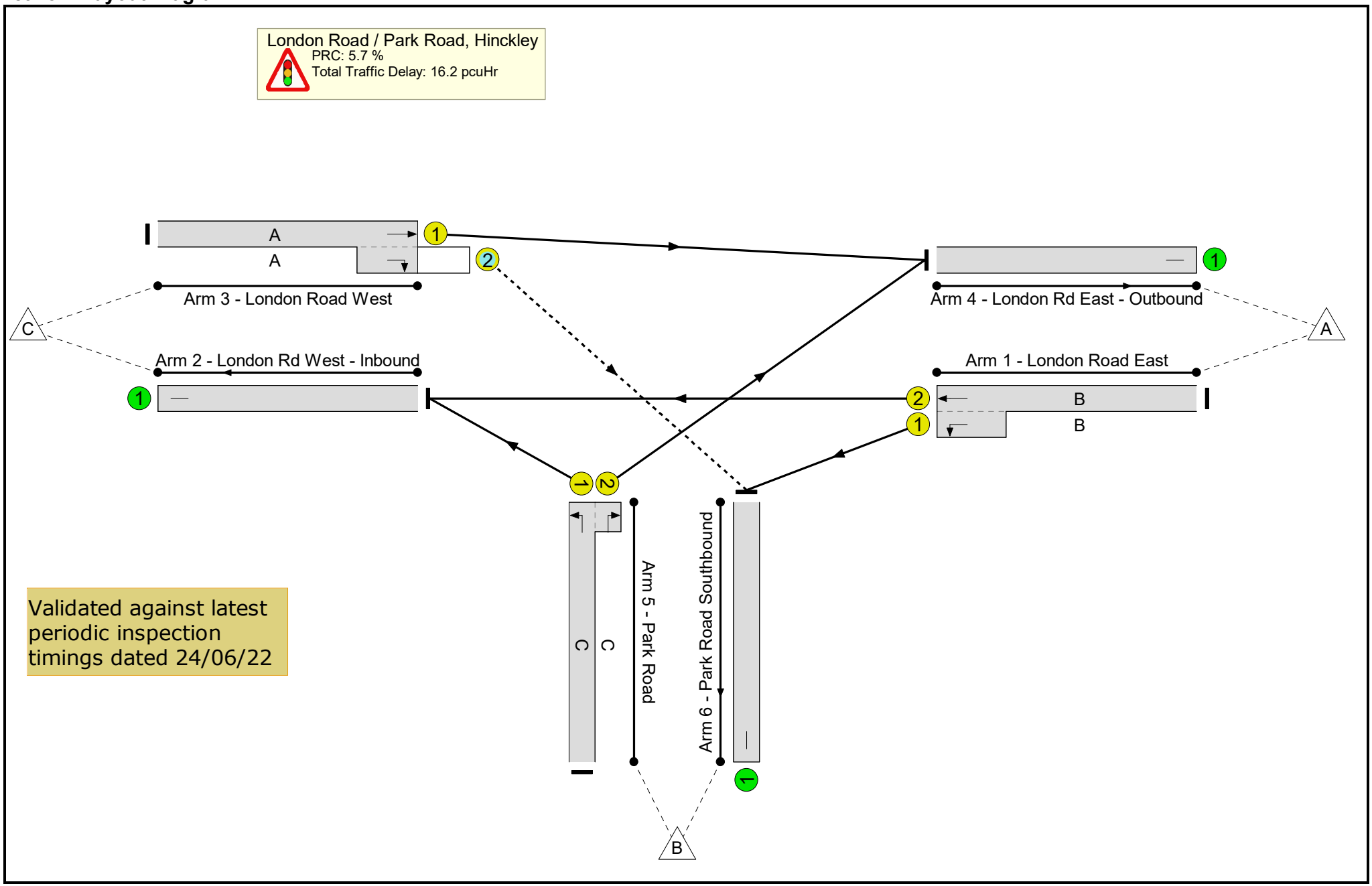
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	1026	1915:1684	1219	84.2%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	895	1940:1745	1230	72.7%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	353	1707:1749	415	85.1%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	287	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	**-**	**-**	**49**	**0**	**1**	**9.4**	**6.6**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**49**	**0**	**1**	**9.4**	**6.6**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
1/2+1/1	1026	1026	-	-	-	3.4	2.6	-	6.0	21.1	18.5	2.6	21.1
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	895	895	49	0	1	2.7	1.3	0.2	4.3	17.3	14.7	1.3	16.0
4/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	353	353	-	-	-	3.2	2.6	-	5.9	60.0	8.2	2.6	10.8
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

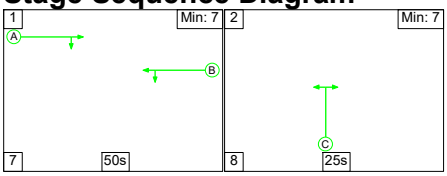
C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 90
PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 16.19

Full Input Data And Results

Full Input Data And Results

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

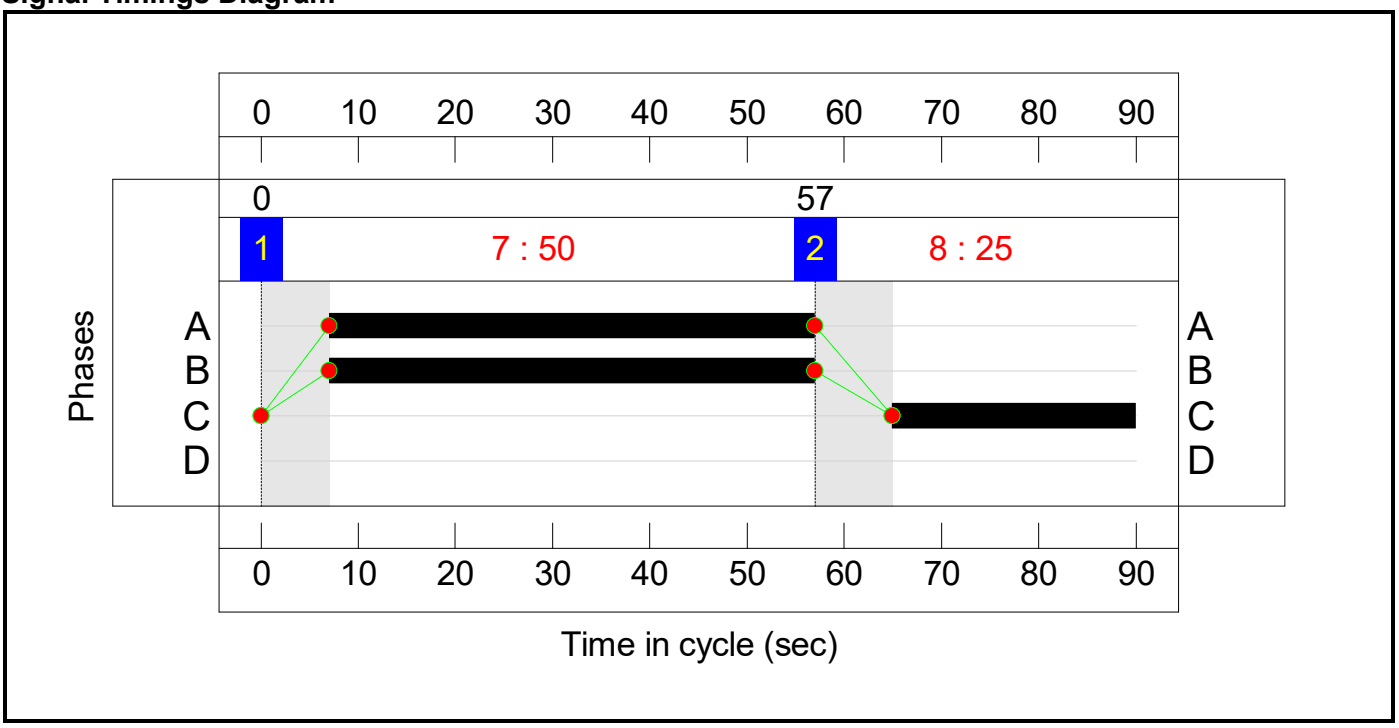
Stage Sequence Diagram



Stage Timings

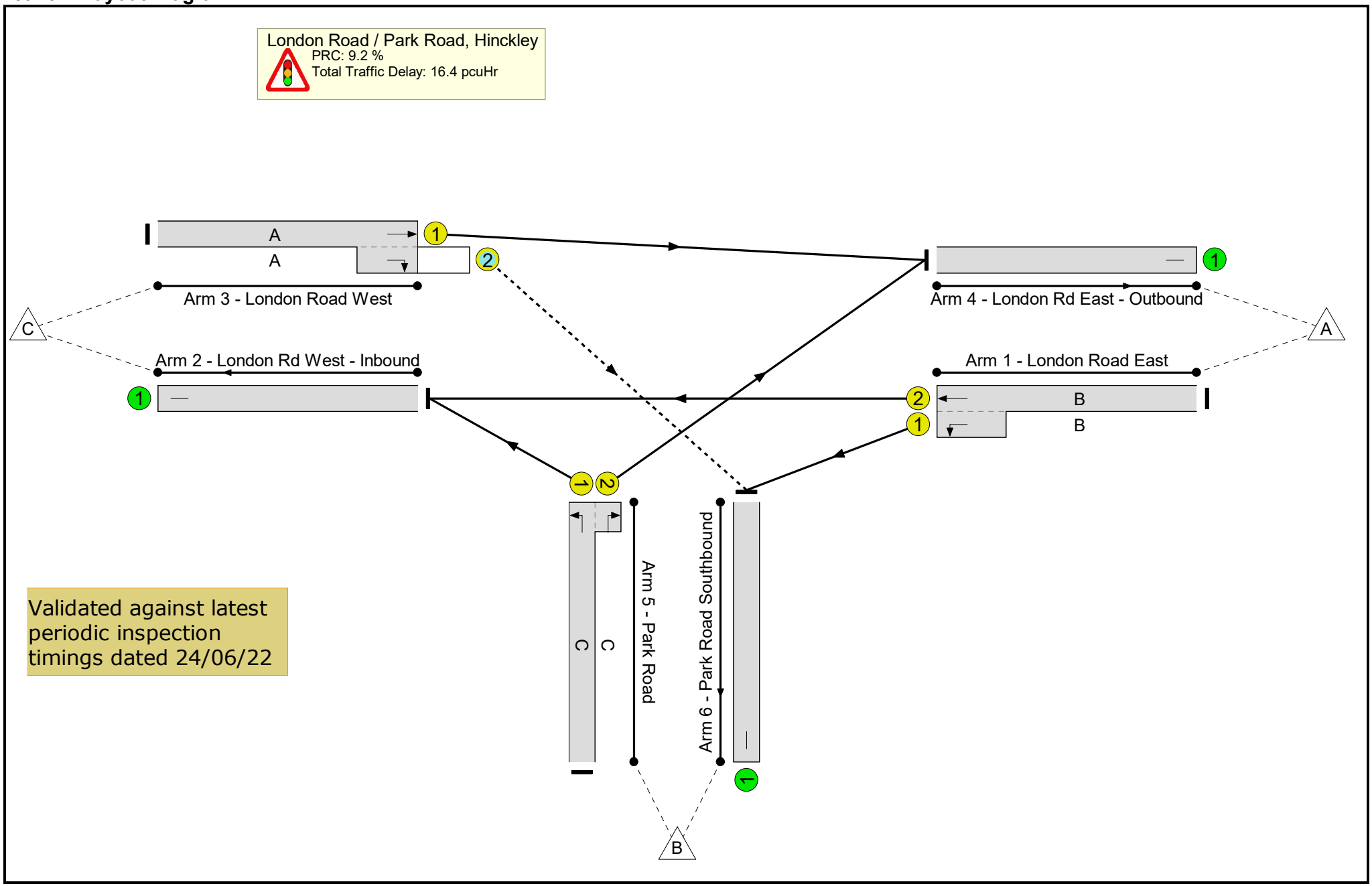
Stage	1	2
Duration	50	25
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	898	1915:1684	1089	82.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	803	1940:1745	1102	72.9%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	25	-	436	1707:1749	535	81.5%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	220	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	**-**	**-**	**47**	**0**	**1**	**10.4**	**5.7**	**0.2**	**16.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**10.4**	**5.7**	**0.2**	**16.4**	**-**	**-**	**-**	**-**
1/2+1/1	898	898	-	-	-	3.8	2.3	-	6.1	24.3	17.0	2.3	19.3
2/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	803	803	47	0	1	3.2	1.3	0.2	4.7	21.0	14.5	1.3	15.8
4/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	436	436	-	-	-	3.5	2.1	-	5.6	46.6	9.7	2.1	11.8
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.2 Total Delay for Signalled Lanes (pcuHr): 16.39 Cycle Time (s): 90
PRC Over All Lanes (%): 9.2 Total Delay Over All Lanes(pcuHr): 16.39

Full Input Data And Results

N

Sapcote Road / Hinckley Road
Junction
Scale 1:2500 @ A3

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Hinckley Road_Sapcote Road Junction.j9
Path: N:\Projects\A109159 - Burbage\calculations\Capacity Assessment\July 2022\Junction 5 - Burbage Road - Sapcote Road - B578
Report generation date: 25/08/2022 14:43:25

»2022 Base (Covid Factor Adjusted), AM
»2022 Base (Covid Factor Adjusted), PM
»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base (Covid Factor Adjusted)									
Stream B-AC	D1	46.2	387.03	1.26	F	D2	8.6	79.99	0.93	F
Stream C-B		3.4	31.19	0.79	D		1.3	14.69	0.57	B
	2026 Base									
Stream B-AC	D3	66.6	564.50	1.42	F	D4	12.7	110.47	0.98	F
Stream C-B		4.4	38.96	0.83	E		1.4	15.47	0.58	C
	2031 Base									
Stream B-AC	D5	94.2	825.13	1.68	F	D6	20.8	165.79	1.05	F
Stream C-B		6.2	53.57	0.88	F		1.5	16.70	0.61	C
	2026 Base + Dev									
Stream B-AC	D7	101.0	960.16	1.73	F	D8	39.8	293.71	1.17	F
Stream C-B		5.3	47.29	0.86	E		1.4	15.90	0.59	C
	2031 Base + Dev									
Stream B-AC	D9	128.4	1563.06	2.04	F	D10	36.5	277.46	1.16	F
Stream C-B		7.2	63.10	0.91	F		1.5	16.55	0.60	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	Sapcote Road_Hinckley Road
Location	Burbage
Site number	
Date	13/07/2022

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	15
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15
D5	2031 Base	AM	ONE HOUR	00:00	01:30	15
D6	2031 Base	PM	ONE HOUR	00:00	01:30	15
D7	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D8	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base (Covid Factor Adjusted), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		75.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sapcote Road E		Major
B	Hinckley Road		Minor
C	Burbage Road W		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	7.61		✓	3.50	144.2		-

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	5.00	100	141

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	698	0.118	0.299	0.188	0.427
B-C	855	0.122	0.308	-	-
C-B	750	0.270	0.270	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	00:00	01:30	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		✓	759	100.000
B		✓	370	100.000
C		✓	921	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	224	535
	B	163	0	207
	C	547	374	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	1.26	387.03	46.2	F
C-A				
C-B	0.79	31.19	3.4	D
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	497	0.560	274	1.2	15.781	C
C-A	412			412			
C-B	282	596	0.472	278	0.9	11.207	B
A-B	169			169			
A-C	403			403			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	430	0.773	326	3.0	32.453	D
C-A	492			492			
C-B	336	566	0.594	334	1.4	15.380	C
A-B	201			201			
A-C	481			481			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	407	327	1.246	319	24.9	181.788	F
C-A	602			602			
C-B	412	524	0.785	405	3.2	28.445	D
A-B	247			247			
A-C	589			589			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	407	323	1.259	322	46.2	387.026	F
C-A	602			602			
C-B	412	524	0.785	411	3.4	31.192	D
A-B	247			247			
A-C	589			589			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	426	0.780	417	25.0	307.112	F
C-A	492			492			
C-B	336	566	0.594	344	1.5	16.701	C
A-B	201			201			
A-C	481			481			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	495	0.563	373	1.4	53.581	F
C-A	412			412			
C-B	282	596	0.472	284	0.9	11.630	B
A-B	169			169			
A-C	403			403			

2022 Base (Covid Factor Adjusted), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.91	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)
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	00:00	01:30	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		✓	626	100.000
B		✓	376	100.000
C		✓	814	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	218	408
	B	150	0	226
	C	524	290	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	0.93	79.99	8.6	F
C-A				
C-B	0.57	14.69	1.3	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	567	0.499	279	1.0	12.340	B
C-A	394			394			
C-B	218	623	0.350	216	0.5	8.805	A
A-B	164			164			
A-C	307			307			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	518	0.653	335	1.8	19.335	C
C-A	471			471			
C-B	261	598	0.436	260	0.8	10.607	B
A-B	196			196			
A-C	367			367			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	444	0.933	393	6.9	56.717	F
C-A	577			577			
C-B	319	564	0.566	317	1.3	14.468	B
A-B	240			240			
A-C	449			449			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	443	0.935	407	8.6	79.992	F
C-A	577			577			
C-B	319	564	0.566	319	1.3	14.689	B
A-B	240			240			
A-C	449			449			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	517	0.654	364	2.0	27.123	D
C-A	471			471			
C-B	261	598	0.436	263	0.8	10.788	B
A-B	196			196			
A-C	367			367			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	566	0.500	287	1.0	13.070	B
C-A	394			394			
C-B	218	623	0.350	219	0.5	8.938	A
A-B	164			164			
A-C	307			307			

2026 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		108.99	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	2026 Base	AM	ONE HOUR	00:00	01:30	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		✓	787	100.000
B		✓	384	100.000
C		✓	957	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	555
	B	170	0	214
	C	568	389	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	1.42	564.50	66.6	F
C-A				
C-B	0.83	38.96	4.4	E
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	484	0.597	283	1.4	17.500	C
C-A	428			428			
C-B	293	590	0.496	289	1.0	11.810	B
A-B	175			175			
A-C	418			418			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	345	413	0.836	335	4.0	41.556	E
C-A	511			511			
C-B	350	559	0.625	347	1.6	16.777	C
A-B	209			209			
A-C	499			499			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	423	302	1.399	298	35.1	261.007	F
C-A	625			625			
C-B	428	516	0.830	419	4.0	33.959	D
A-B	255			255			
A-C	611			611			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	423	297	1.423	297	66.6	564.502	F
C-A	625			625			
C-B	428	516	0.830	427	4.4	38.957	E
A-B	255			255			
A-C	611			611			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	345	407	0.848	401	52.6	514.457	F
C-A	511			511			
C-B	350	559	0.625	360	1.8	18.941	C
A-B	209			209			
A-C	499			499			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	481	0.601	472	6.8	235.429	F
C-A	428			428			
C-B	293	590	0.496	296	1.0	12.347	B
A-B	175			175			
A-C	418			418			

2026 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		25.36	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)
D4	2026 Base	PM	ONE HOUR	00:00	01:30	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		✓	642	100.000
B		✓	386	100.000
C		✓	835	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	223	419
	B	154	0	232
	C	538	297	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	0.98	110.47	12.7	F
C-A				
C-B	0.58	15.47	1.4	C
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	291	561	0.518	286	1.0	12.928	B
C-A	405			405			
C-B	224	620	0.361	221	0.6	8.995	A
A-B	168			168			
A-C	315			315			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	347	510	0.681	343	2.0	21.150	C
C-A	484			484			
C-B	267	594	0.449	266	0.8	10.931	B
A-B	200			200			
A-C	377			377			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	433	0.982	396	9.2	70.266	F
C-A	592			592			
C-B	327	559	0.585	325	1.4	15.203	C
A-B	246			246			
A-C	461			461			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	432	0.984	411	12.7	110.474	F
C-A	592			592			
C-B	327	559	0.585	327	1.4	15.471	C
A-B	246			246			
A-C	461			461			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	347	508	0.682	388	2.3	37.883	E
C-A	484			484			
C-B	267	594	0.449	269	0.8	11.145	B
A-B	200			200			
A-C	377			377			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	291	560	0.519	296	1.1	13.858	B
C-A	405			405			
C-B	224	620	0.361	225	0.6	9.134	A
A-B	168			168			
A-C	315			315			

2031 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		158.85	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	2031 Base	AM	ONE HOUR	00:00	01:30	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		✓	823	100.000
B		✓	402	100.000
C		✓	1000	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	243	580
	B	178	0	224
	C	594	406	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	1.68	825.13	94.2	F
C-A				
C-B	0.88	53.57	6.2	F
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	303	468	0.646	296	1.7	20.136	C
C-A	447			447			
C-B	306	583	0.524	301	1.1	12.606	B
A-B	183			183			
A-C	437			437			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	392	0.921	343	6.2	59.191	F
C-A	534			534			
C-B	365	550	0.663	362	1.9	18.772	C
A-B	218			218			
A-C	521			521			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	443	271	1.631	270	49.4	399.433	F
C-A	654			654			
C-B	447	505	0.884	433	5.4	42.976	E
A-B	268			268			
A-C	639			639			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	443	263	1.680	263	94.2	825.126	F
C-A	654			654			
C-B	447	505	0.884	444	6.2	53.566	F
A-B	268			268			
A-C	639			639			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	383	0.943	379	89.8	799.352	F
C-A	534			534			
C-B	365	550	0.663	381	2.1	23.059	C
A-B	218			218			
A-C	521			521			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	303	465	0.650	460	50.4	551.318	F
C-A	447			447			
C-B	306	583	0.524	309	1.1	13.343	B
A-B	183			183			
A-C	437			437			

2031 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		36.98	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)
D6	2031 Base	PM	ONE HOUR	00:00	01:30	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		✓	663	100.000
B		✓	398	100.000
C		✓	862	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	231	432
	B	159	0	239
	C	555	307	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	1.05	165.79	20.8	F
C-A				
C-B	0.61	16.70	1.5	C
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	553	0.542	295	1.1	13.751	B
C-A	418			418			
C-B	231	615	0.376	229	0.6	9.254	A
A-B	174			174			
A-C	325			325			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	358	499	0.717	353	2.3	23.930	C
C-A	499			499			
C-B	276	589	0.468	275	0.9	11.411	B
A-B	208			208			
A-C	388			388			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	418	1.049	395	13.2	92.561	F
C-A	611			611			
C-B	338	553	0.611	335	1.5	16.347	C
A-B	254			254			
A-C	476			476			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	417	1.052	408	20.8	165.788	F
C-A	611			611			
C-B	338	553	0.611	338	1.5	16.704	C
A-B	254			254			
A-C	476			476			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	358	498	0.719	429	3.0	74.657	F
C-A	499			499			
C-B	276	589	0.468	279	0.9	11.679	B
A-B	208			208			
A-C	388			388			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	551	0.543	307	1.2	15.096	C
C-A	418			418			
C-B	231	615	0.376	232	0.6	9.422	A
A-B	174			174			
A-C	325			325			

2026 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		183.59	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	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	845	100.000
B		✓	407	100.000
C		✓	977	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	260	585
	B	196	0	211
	C	587	390	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	1.73	960.16	101.0	F
C-A				
C-B	0.86	47.29	5.3	E
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	306	458	0.669	299	1.9	21.738	C
C-A	442			442			
C-B	294	578	0.508	290	1.0	12.303	B
A-B	196			196			
A-C	440			440			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	382	0.957	343	7.5	68.973	F
C-A	528			528			
C-B	351	545	0.643	348	1.7	17.984	C
A-B	234			234			
A-C	526			526			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	448	265	1.691	264	53.6	445.189	F
C-A	646			646			
C-B	429	499	0.861	417	4.7	39.384	E
A-B	286			286			
A-C	644			644			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	448	259	1.734	258	101.0	893.688	F
C-A	646			646			
C-B	429	499	0.861	427	5.3	47.289	E
A-B	286			286			
A-C	644			644			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	375	0.976	371	99.7	960.161	F
C-A	528			528			
C-B	351	545	0.643	364	1.9	21.181	C
A-B	234			234			
A-C	526			526			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	306	455	0.674	450	63.7	655.045	F
C-A	442			442			
C-B	294	578	0.508	297	1.1	12.939	B
A-B	196			196			
A-C	440			440			

2026 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		64.78	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	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	667	100.000
B		✓	418	100.000
C		✓	883	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	238	429
	B	192	0	226
	C	587	296	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	1.17	293.71	39.8	F
C-A				
C-B	0.59	15.90	1.4	C
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	315	532	0.591	309	1.4	15.784	C
C-A	442			442			
C-B	223	615	0.363	221	0.6	9.087	A
A-B	179			179			
A-C	323			323			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	376	477	0.788	368	3.2	31.312	D
C-A	528			528			
C-B	266	588	0.452	265	0.8	11.102	B
A-B	214			214			
A-C	386			386			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	460	394	1.169	383	22.5	143.219	F
C-A	646			646			
C-B	326	552	0.591	324	1.4	15.610	C
A-B	262			262			
A-C	472			472			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	460	393	1.172	391	39.8	293.711	F
C-A	646			646			
C-B	326	552	0.591	326	1.4	15.904	C
A-B	262			262			
A-C	472			472			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	376	475	0.791	464	17.8	228.281	F
C-A	528			528			
C-B	266	588	0.452	268	0.8	11.330	B
A-B	214			214			
A-C	386			386			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	315	531	0.593	380	1.5	34.064	D
C-A	442			442			
C-B	223	615	0.363	224	0.6	9.239	A
A-B	179			179			
A-C	323			323			

2031 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		287.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	00:00	01:30	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		✓	888	100.000
B		✓	408	100.000
C		✓	1012	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	266	622
	B	202	0	206
	C	612	400	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	2.04	1563.06	128.4	F
C-A				
C-B	0.91	63.10	7.2	F
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	307	437	0.702	299	2.2	24.647	C
C-A	461			461			
C-B	301	570	0.529	297	1.1	12.997	B
A-B	200			200			
A-C	468			468			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	357	1.028	332	10.8	97.363	F
C-A	550			550			
C-B	360	535	0.673	356	1.9	19.802	C
A-B	239			239			
A-C	559			559			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	449	230	1.955	229	65.8	634.708	F
C-A	674			674			
C-B	440	486	0.906	424	6.1	48.375	E
A-B	293			293			
A-C	685			685			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	449	220	2.039	220	123.0	1563.056	F
C-A	674			674			
C-B	440	486	0.906	436	7.2	63.105	F
A-B	293			293			
A-C	685			685			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	346	1.061	345	128.4	1237.280	F
C-A	550			550			
C-B	360	535	0.673	379	2.2	25.685	D
A-B	239			239			
A-C	559			559			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	307	434	0.708	430	97.6	946.450	F
C-A	461			461			
C-B	301	570	0.529	305	1.2	13.825	B
A-B	200			200			
A-C	468			468			

2031 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		58.23	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)
D10	2031 Base + Dev	PM	ONE HOUR	00:00	01:30	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		✓	693	100.000
B		✓	405	100.000
C		✓	916	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	247	446
	B	177	0	228
	C	619	297	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	1.16	277.46	36.5	F
C-A				
C-B	0.60	16.55	1.5	C
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	530	0.575	300	1.3	15.289	C
C-A	466			466			
C-B	224	609	0.367	221	0.6	9.225	A
A-B	186			186			
A-C	336			336			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	473	0.770	358	2.9	29.601	D
C-A	556			556			
C-B	267	582	0.459	266	0.8	11.352	B
A-B	222			222			
A-C	401			401			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	386	1.154	375	20.8	136.830	F
C-A	682			682			
C-B	327	544	0.601	325	1.4	16.210	C
A-B	272			272			
A-C	491			491			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	385	1.158	383	36.5	277.457	F
C-A	682			682			
C-B	327	544	0.601	327	1.5	16.547	C
A-B	272			272			
A-C	491			491			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	472	0.772	459	12.8	200.119	F
C-A	556			556			
C-B	267	582	0.459	269	0.9	11.604	B
A-B	222			222			
A-C	401			401			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	529	0.576	350	1.4	25.103	D
C-A	466			466			
C-B	224	609	0.367	225	0.6	9.387	A
A-B	186			186			
A-C	336			336			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Sapcote Road_Aston Flamville Road.j9
Path: \\leicester12\3501Data\Projects\A109159 - Burbage\calculations\Capacity Assessment\June 2023 \Sapcote Road - Aston Flamville Road
Report generation date: 26/06/2023 15:46:26

»2022 Base (Covid Factor Adjusted), AM
»2022 Base (Covid Factor Adjusted), PM
»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base (Covid Factor Adjusted)									
Stream B-AC	D1	0.3	12.31	0.22	B	D2	0.3	11.88	0.26	B
Stream C-AB		0.9	4.25	0.26	A		0.5	4.56	0.18	A
	2026 Base									
Stream B-AC	D3	0.3	13.00	0.24	B	D4	0.3	11.90	0.26	B
Stream C-AB		1.0	4.31	0.28	A		0.5	4.57	0.18	A
	2031 Base									
Stream B-AC	D5	0.4	13.97	0.26	B	D6	0.3	11.93	0.26	B
Stream C-AB		1.2	4.42	0.31	A		0.5	4.57	0.18	A
	2026 Base + Dev									
Stream B-AC	D7	1.4	25.81	0.58	D	D8	0.7	16.34	0.41	C
Stream C-AB		1.5	4.96	0.37	A		1.3	6.22	0.40	A
	2031 Base + Dev									
Stream B-AC	D9	3.5	54.24	0.80	F	D10	1.0	21.76	0.49	C
Stream C-AB		2.1	5.69	0.46	A		2.2	8.42	0.51	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	Sapcote Road / Aston Flamville Road (2 Site Accesses)
Location	Burbage
Site number	
Date	19/02/2020
Version	
Status	Preliminary
Identifier	
Client	Jelson Homes
Jobnumber	A109159
Enumerator	WYG\nicola.siddall
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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	07:15	08:45	15
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	16:00	17:30	15
D3	2026 Base	AM	ONE HOUR	07:15	08:45	15
D4	2026 Base	PM	ONE HOUR	16:00	17:30	15
D5	2031 Base	AM	ONE HOUR	07:15	08:45	15
D6	2031 Base	PM	ONE HOUR	16:00	17:30	15
D7	2026 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D8	2026 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D9	2031 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D10	2031 Base + Dev	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base (Covid Factor Adjusted), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sapcote Road (East)		Major
B	Aston Flamville Road		Minor
C	Sapcote Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			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	One lane	3.42	19	19

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	514	0.088	0.223	0.140	0.319
B-C	662	0.096	0.242	-	-
C-B	696	0.254	0.254	-	-

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	2022 Base (Covid Factor Adjusted)	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	661	100.000
B		✓	77	100.000
C		✓	865	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	639
	B	17	0	60
	C	805	60	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	0.22	12.31	0.3	B
C-AB	0.26	4.25	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	464	0.125	57	0.1	8.838	A
C-AB	118	983	0.120	117	0.3	4.152	A
C-A	534			534			
A-B	17			17			
A-C	481			481			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	429	0.161	69	0.2	9.983	A
C-AB	175	1050	0.167	174	0.5	4.117	A
C-A	603			603			
A-B	20			20			
A-C	574			574			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	377	0.225	84	0.3	12.267	B
C-AB	294	1146	0.257	293	0.9	4.230	A
C-A	658			658			
A-B	24			24			
A-C	704			704			

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	85	377	0.225	85	0.3	12.307	B
C-AB	295	1147	0.258	295	0.9	4.246	A
C-A	657			657			
A-B	24			24			
A-C	704			704			

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	69	429	0.161	70	0.2	10.022	B
C-AB	176	1051	0.167	178	0.5	4.141	A
C-A	602			602			
A-B	20			20			
A-C	574			574			

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	58	464	0.125	58	0.1	8.878	A
C-AB	119	984	0.121	120	0.3	4.172	A
C-A	532			532			
A-B	17			17			
A-C	481			481			

2022 Base (Covid Factor Adjusted), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base (Covid Factor Adjusted)	PM	ONE HOUR	16:00	17:30	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		✓	678	100.000
B		✓	95	100.000
C		✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	651
	B	18	0	77
	C	591	52	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	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	0.26	11.88	0.3	B
C-AB	0.18	4.56	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	482	0.148	71	0.2	8.742	A
C-AB	80	871	0.092	79	0.2	4.548	A
C-A	404			404			
A-B	20			20			
A-C	490			490			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	452	0.189	85	0.2	9.818	A
C-AB	112	913	0.123	112	0.3	4.500	A
C-A	466			466			
A-B	24			24			
A-C	585			585			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	408	0.257	104	0.3	11.847	B
C-AB	174	974	0.178	173	0.5	4.500	A
C-A	534			534			
A-B	30			30			
A-C	717			717			

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	105	408	0.257	105	0.3	11.882	B
C-AB	174	975	0.179	174	0.5	4.511	A
C-A	534			534			
A-B	30			30			
A-C	717			717			

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	85	452	0.189	86	0.2	9.857	A
C-AB	113	913	0.124	114	0.3	4.514	A
C-A	465			465			
A-B	24			24			
A-C	585			585			

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	72	482	0.148	72	0.2	8.784	A
C-AB	81	871	0.092	81	0.2	4.561	A
C-A	403			403			
A-B	20			20			
A-C	490			490			

2026 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	684	100.000
B		✓	80	100.000
C		✓	895	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	661
	B	18	0	62
	C	833	62	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	0.24	13.00	0.3	B
C-AB	0.28	4.31	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	457	0.132	60	0.2	9.051	A
C-AB	126	995	0.127	125	0.3	4.138	A
C-A	548			548			
A-B	17			17			
A-C	498			498			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	420	0.171	72	0.2	10.319	B
C-AB	189	1064	0.178	189	0.5	4.119	A
C-A	615			615			
A-B	21			21			
A-C	594			594			

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	88	365	0.241	88	0.3	12.946	B
C-AB	324	1165	0.278	322	1.0	4.285	A
C-A	661			661			
A-B	25			25			
A-C	728			728			

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	88	365	0.241	88	0.3	12.998	B
C-AB	326	1167	0.279	326	1.0	4.306	A
C-A	660			660			
A-B	25			25			
A-C	728			728			

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	72	420	0.171	72	0.2	10.365	B
C-AB	191	1066	0.179	193	0.6	4.143	A
C-A	614			614			
A-B	21			21			
A-C	594			594			

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	60	457	0.132	60	0.2	9.095	A
C-AB	127	996	0.128	128	0.3	4.159	A
C-A	546			546			
A-B	17			17			
A-C	498			498			

2026 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.24	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	2026 Base	PM	ONE HOUR	16:00	17:30	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		✓	679	100.000
B		✓	95	100.000
C		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	652
	B	18	0	77
	C	592	53	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	0.26	11.90	0.3	B
C-AB	0.18	4.57	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	482	0.148	71	0.2	8.749	A
C-AB	82	871	0.094	81	0.2	4.555	A
C-A	404			404			
A-B	20			20			
A-C	491			491			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	451	0.189	85	0.2	9.829	A
C-AB	115	913	0.126	114	0.3	4.511	A
C-A	465			465			
A-B	24			24			
A-C	586			586			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	407	0.257	104	0.3	11.866	B
C-AB	177	975	0.182	177	0.5	4.519	A
C-A	533			533			
A-B	30			30			
A-C	718			718			

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	105	407	0.257	105	0.3	11.905	B
C-AB	178	975	0.182	178	0.5	4.529	A
C-A	532			532			
A-B	30			30			
A-C	718			718			

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	85	451	0.189	86	0.2	9.869	A
C-AB	115	914	0.126	116	0.3	4.525	A
C-A	465			465			
A-B	24			24			
A-C	586			586			

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	72	482	0.149	72	0.2	8.791	A
C-AB	82	872	0.094	83	0.2	4.569	A
C-A	403			403			
A-B	20			20			
A-C	491			491			

2031 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.35	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	2031 Base	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	714	100.000
B		✓	84	100.000
C		✓	934	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	690
	B	19	0	65
	C	869	65	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	0.26	13.97	0.4	B
C-AB	0.31	4.42	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	448	0.141	63	0.2	9.317	A
C-AB	139	1010	0.138	138	0.4	4.127	A
C-A	564			564			
A-B	18			18			
A-C	519			519			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	410	0.184	75	0.2	10.758	B
C-AB	211	1083	0.195	210	0.6	4.133	A
C-A	628			628			
A-B	22			22			
A-C	620			620			

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	92	350	0.264	92	0.4	13.901	B
C-AB	370	1190	0.311	367	1.2	4.394	A
C-A	659			659			
A-B	26			26			
A-C	760			760			

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	92	350	0.264	92	0.4	13.970	B
C-AB	372	1192	0.312	372	1.2	4.422	A
C-A	657			657			
A-B	26			26			
A-C	760			760			

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	76	409	0.185	76	0.2	10.817	B
C-AB	213	1085	0.196	215	0.6	4.165	A
C-A	627			627			
A-B	22			22			
A-C	620			620			

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	63	448	0.141	63	0.2	9.367	A
C-AB	140	1011	0.139	141	0.4	4.152	A
C-A	563			563			
A-B	18			18			
A-C	519			519			

2031 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.24	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	2031 Base	PM	ONE HOUR	16:00	17:30	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		✓	681	100.000
B		✓	95	100.000
C		✓	647	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	654
	B	18	0	77
	C	594	53	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	0.26	11.93	0.3	B
C-AB	0.18	4.57	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	481	0.149	71	0.2	8.757	A
C-AB	82	872	0.094	81	0.2	4.552	A
C-A	405			405			
A-B	20			20			
A-C	492			492			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	451	0.190	85	0.2	9.844	A
C-AB	115	914	0.126	115	0.3	4.508	A
C-A	466			466			
A-B	24			24			
A-C	588			588			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	406	0.257	104	0.3	11.895	B
C-AB	178	976	0.183	177	0.5	4.515	A
C-A	534			534			
A-B	30			30			
A-C	720			720			

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	105	406	0.257	105	0.3	11.934	B
C-AB	179	976	0.183	179	0.5	4.526	A
C-A	534			534			
A-B	30			30			
A-C	720			720			

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	85	451	0.190	86	0.2	9.884	A
C-AB	116	915	0.126	117	0.3	4.524	A
C-A	466			466			
A-B	24			24			
A-C	588			588			

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	72	481	0.149	72	0.2	8.799	A
C-AB	82	872	0.095	83	0.2	4.567	A
C-A	405			405			
A-B	20			20			
A-C	492			492			

2026 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Base + Dev	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	695	100.000
B		✓	177	100.000
C		✓	915	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	34	661
	B	51	0	126
	C	833	82	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	0.58	25.81	1.4	D
C-AB	0.37	4.96	1.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	434	0.307	132	0.4	11.837	B
C-AB	167	994	0.168	166	0.4	4.349	A
C-A	522			522			
A-B	26			26			
A-C	498			498			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	394	0.404	158	0.7	15.190	C
C-AB	252	1063	0.237	251	0.7	4.443	A
C-A	571			571			
A-B	31			31			
A-C	594			594			

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	195	334	0.583	192	1.3	24.910	C
C-AB	431	1164	0.370	428	1.4	4.918	A
C-A	576			576			
A-B	37			37			
A-C	728			728			

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	195	334	0.584	195	1.4	25.809	D
C-AB	434	1166	0.372	433	1.5	4.958	A
C-A	574			574			
A-B	37			37			
A-C	728			728			

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	159	394	0.404	162	0.7	15.684	C
C-AB	254	1066	0.238	256	0.8	4.485	A
C-A	569			569			
A-B	31			31			
A-C	594			594			

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	133	434	0.307	134	0.5	12.064	B
C-AB	169	995	0.170	170	0.5	4.380	A
C-A	520			520			
A-B	26			26			
A-C	498			498			

2026 Base + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	710	100.000
B		✓	138	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	652
	B	33	0	105
	C	592	114	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	0.41	16.34	0.7	C
C-AB	0.40	6.22	1.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	458	0.227	103	0.3	10.090	B
C-AB	177	867	0.204	175	0.5	5.201	A
C-A	355			355			
A-B	44			44			
A-C	491			491			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	424	0.293	124	0.4	11.977	B
C-AB	249	908	0.274	248	0.7	5.465	A
C-A	386			386			
A-B	52			52			
A-C	586			586			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	372	0.408	151	0.7	16.175	C
C-AB	386	970	0.398	384	1.3	6.172	A
C-A	391			391			
A-B	64			64			
A-C	718			718			

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	152	372	0.408	152	0.7	16.344	C
C-AB	388	971	0.399	388	1.3	6.225	A
C-A	389			389			
A-B	64			64			
A-C	718			718			

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	124	423	0.293	125	0.4	12.112	B
C-AB	251	910	0.275	253	0.7	5.520	A
C-A	384			384			
A-B	52			52			
A-C	586			586			

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	104	458	0.227	104	0.3	10.191	B
C-AB	178	868	0.205	179	0.5	5.248	A
C-A	353			353			
A-B	44			44			
A-C	491			491			

2031 Base + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	730	100.000
B		✓	226	100.000
C		✓	964	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	40	690
	B	67	0	159
	C	869	95	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	0.80	54.24	3.5	F
C-AB	0.46	5.69	2.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	421	0.404	168	0.7	14.062	B
C-AB	204	1008	0.202	202	0.6	4.465	A
C-A	522			522			
A-B	30			30			
A-C	519			519			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	378	0.538	201	1.1	20.177	C
C-AB	311	1081	0.287	309	0.9	4.679	A
C-A	556			556			
A-B	36			36			
A-C	620			620			

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	249	312	0.798	241	3.2	46.167	E
C-AB	545	1189	0.459	541	2.0	5.597	A
C-A	516			516			
A-B	44			44			
A-C	760			760			

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	249	311	0.800	247	3.5	54.238	F
C-AB	549	1192	0.461	549	2.1	5.689	A
C-A	512			512			
A-B	44			44			
A-C	760			760			

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	203	377	0.539	212	1.2	22.900	C
C-AB	314	1085	0.289	318	1.0	4.749	A
C-A	553			553			
A-B	36			36			
A-C	620			620			

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	170	420	0.405	172	0.7	14.620	B
C-AB	206	1010	0.204	208	0.6	4.511	A
C-A	520			520			
A-B	30			30			
A-C	519			519			

2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Dev	PM	ONE HOUR	16:00	17:30	15

Default vehicle mix	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		✓	728	100.000
B		✓	159	100.000
C		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	654
	B	40	0	119
	C	594	143	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	21.76	1.0	C
C-AB	0.51	8.42	2.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	449	0.266	118	0.4	11.901	B
C-AB	223	865	0.258	220	0.6	6.137	A
C-A	332			332			
A-B	56			56			
A-C	492			492			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	412	0.347	142	0.6	14.614	B
C-AB	315	907	0.347	313	1.0	6.692	A
C-A	348			348			
A-B	67			67			
A-C	588			588			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	357	0.490	173	1.0	21.306	C
C-AB	491	969	0.506	486	2.1	8.267	A
C-A	321			321			
A-B	81			81			
A-C	720			720			

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	175	357	0.491	175	1.0	21.758	C
C-AB	494	971	0.508	493	2.2	8.424	A
C-A	318			318			
A-B	81			81			
A-C	720			720			

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	143	412	0.347	145	0.6	14.924	B

C-AB	318	910	0.349	322	1.1	6.825	A
C-A	345			345			
A-B	67			67			
A-C	588			588			

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	120	449	0.267	120	0.4	12.086	B
C-AB	225	867	0.259	227	0.7	6.221	A
C-A	330			330			
A-B	56			56			
A-C	492			492			

N

Site Access / Aston
Flamville Road Junction
Scale 1:500 @ A3

102.4m

11.2m

3.62m

Ø30.00m

R20.00m

4.00m

22°m

2.75m

20.0m

4.00m

R20.00m

20°m

101.5m

ASTON FLAMVILLE ROAD

22°m

R20.00m

4.00m

14.3m

21°m

4.00m

R20.00m

20.2m

3.37m

2.62m

Manor
View

100.6m

22

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Option 5 - RDBT.j9
Path: \\leicester12\3501Data\Projects\A109159 - Burbage\calculations\Capacity Assessment\June 2023 \Aston Flamville Road - Site Access Junction
Report generation date: 28/06/2023 12:56:43

»2026 Base + Development, AM
»2026 Base + Development, PM
»2031 Base + Development, AM
»2031 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base + Development									
A - Aston Flamville Road S	D1	0.1	3.42	0.08	A	D2	0.1	3.53	0.09	A
B - Site Access E		0.1	3.34	0.06	A		0.0	3.21	0.03	A
C - Aston Flamville Road N		0.1	3.25	0.10	A		0.2	3.44	0.15	A
D - Site Access W		0.0	3.30	0.03	A		0.0	3.32	0.01	A
	2031 Base + Development									
A - Aston Flamville Road S	D3	0.1	3.48	0.08	A	D4	0.1	3.98	0.10	A
B - Site Access E		0.1	3.49	0.10	A		0.0	3.60	0.04	A
C - Aston Flamville Road N		0.1	3.32	0.12	A		0.3	3.98	0.19	A
D - Site Access W		0.0	3.37	0.04	A		0.0	3.74	0.02	A

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

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

File summary

File Description

Title	Aston Flamville Road_Site Access
Location	Burbage
Site number	
Date	26/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\NASSER.JAMILI
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	2026 Base + Development	AM	ONE HOUR	08:45	10:15	15
D2	2026 Base + Development	PM	ONE HOUR	16:45	18:15	15
D3	2031 Base + Development	AM	ONE HOUR	08:45	10:15	15
D4	2031 Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Aston Flamville Road S	
B	Site Access E	
C	Aston Flamville Road N	
D	Site Access W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Aston Flamville Road S	2.62	4.00	20.2	20.0	30.0	21.0	
B - Site Access E	3.37	4.00	14.3	20.0	30.0	22.0	
C - Aston Flamville Road N	3.62	4.00	11.2	20.0	30.0	22.0	
D - Site Access W	2.75	4.00	20.0	20.0	30.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Aston Flamville Road S	0.560	1172
B - Site Access E	0.569	1221
C - Aston Flamville Road N	0.571	1234
D - Site Access W	0.564	1189

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	2026 Base + Development	AM	ONE HOUR	08:45	10:15	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 - Aston Flamville Road S		✓	80	100.000
B - Site Access E		✓	68	100.000
C - Aston Flamville Road N		✓	116	100.000
D - Site Access W		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	0	0	80	0
	B - Site Access E	0	0	68	0
	C - Aston Flamville Road N	85	22	0	9
	D - Site Access W	0	0	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	0	0	0	0
	B - Site Access E	0	0	0	0
	C - Aston Flamville Road N	0	0	0	0
	D - Site Access W	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.08	3.42	0.1	A
B - Site Access E	0.06	3.34	0.1	A
C - Aston Flamville Road N	0.10	3.25	0.1	A
D - Site Access W	0.03	3.30	0.0	A

Main Results for each time segment

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
A - Aston Flamville Road S	60	38	1151	0.052	60	0.1	3.299	A
B - Site Access E	51	82	1175	0.044	51	0.0	3.202	A
C - Aston Flamville Road N	87	0	1234	0.071	87	0.1	3.138	A
D - Site Access W	22	80	1143	0.019	22	0.0	3.208	A

09:00 - 09:15

	Total	Circulating	Capacity		Throughput	End		Unsignalised

Arm	Demand (PCU/hr)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	queue (PCU)	Delay (s)	level of service
A - Aston Flamville Road S	72	46	1147	0.063	72	0.1	3.348	A
B - Site Access E	61	98	1166	0.052	61	0.1	3.258	A
C - Aston Flamville Road N	104	0	1234	0.085	104	0.1	3.185	A
D - Site Access W	26	96	1135	0.023	26	0.0	3.247	A

09:15 - 09:30

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
A - Aston Flamville Road S	88	56	1141	0.077	88	0.1	3.417	A
B - Site Access E	75	120	1153	0.065	75	0.1	3.337	A
C - Aston Flamville Road N	128	0	1234	0.103	128	0.1	3.253	A
D - Site Access W	32	118	1122	0.028	32	0.0	3.300	A

09:30 - 09:45

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
A - Aston Flamville Road S	88	56	1141	0.077	88	0.1	3.418	A
B - Site Access E	75	120	1153	0.065	75	0.1	3.337	A
C - Aston Flamville Road N	128	0	1234	0.103	128	0.1	3.253	A
D - Site Access W	32	118	1122	0.028	32	0.0	3.300	A

09:45 - 10:00

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
A - Aston Flamville Road S	72	46	1147	0.063	72	0.1	3.351	A
B - Site Access E	61	98	1166	0.052	61	0.1	3.261	A
C - Aston Flamville Road N	104	0	1234	0.085	104	0.1	3.186	A
D - Site Access W	26	96	1134	0.023	26	0.0	3.249	A

10:00 - 10:15

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
A - Aston Flamville Road S	60	38	1151	0.052	60	0.1	3.302	A
B - Site Access E	51	82	1175	0.044	51	0.0	3.206	A
C - Aston Flamville Road N	87	0	1234	0.071	87	0.1	3.141	A
D - Site Access W	22	81	1143	0.019	22	0.0	3.209	A

2026 Base + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base + Development	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 - Aston Flamville Road S		✓	95	100.000
B - Site Access E		✓	30	100.000
C - Aston Flamville Road N		✓	172	100.000
D - Site Access W		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	0	0	95	0
	B - Site Access E	0	0	30	0
	C - Aston Flamville Road N	79	65	0	28
	D - Site Access W	0	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W

From	A - Aston Flamville Road S	0	0	0	0
	B - Site Access E	0	0	0	0
	C - Aston Flamville Road N	0	0	0	0
	D - Site Access W	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.09	3.53	0.1	A
B - Site Access E	0.03	3.21	0.0	A
C - Aston Flamville Road N	0.15	3.44	0.2	A
D - Site Access W	0.01	3.32	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
A - Aston Flamville Road S	72	59	1140	0.063	71	0.1	3.369	A
B - Site Access E	23	81	1175	0.019	23	0.0	3.122	A
C - Aston Flamville Road N	129	0	1234	0.105	129	0.1	3.255	A
D - Site Access W	10	108	1128	0.009	10	0.0	3.219	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
A - Aston Flamville Road S	85	70	1133	0.075	85	0.1	3.434	A
B - Site Access E	27	97	1166	0.023	27	0.0	3.159	A
C - Aston Flamville Road N	155	0	1234	0.125	155	0.1	3.334	A
D - Site Access W	12	129	1116	0.010	12	0.0	3.259	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
A - Aston Flamville Road S	105	86	1124	0.093	105	0.1	3.528	A
B - Site Access E	33	119	1154	0.029	33	0.0	3.211	A
C - Aston Flamville Road N	189	0	1234	0.153	189	0.2	3.445	A
D - Site Access W	14	158	1099	0.013	14	0.0	3.316	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
A - Aston Flamville Road S	105	86	1124	0.093	105	0.1	3.529	A
B - Site Access E	33	119	1154	0.029	33	0.0	3.211	A
C - Aston Flamville Road N	189	0	1234	0.153	189	0.2	3.445	A
D - Site Access W	14	159	1099	0.013	14	0.0	3.317	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
A - Aston Flamville Road S	85	70	1133	0.075	85	0.1	3.438	A
B - Site Access E	27	97	1166	0.023	27	0.0	3.162	A

C - Aston Flamville Road N	155	0	1234	0.125	155	0.1	3.337	A
D - Site Access W	12	130	1116	0.010	12	0.0	3.262	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
A - Aston Flamville Road S	72	59	1140	0.063	72	0.1	3.370	A
B - Site Access E	23	81	1175	0.019	23	0.0	3.125	A
C - Aston Flamville Road N	129	0	1234	0.105	130	0.1	3.261	A
D - Site Access W	10	108	1128	0.009	10	0.0	3.220	A

2031 Base + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base + Development	AM	ONE HOUR	08:45	10:15	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 - Aston Flamville Road S		✓	83	100.000
B - Site Access E		✓	100	100.000
C - Aston Flamville Road N		✓	135	100.000
D - Site Access W		✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	0	0	83	0
	B - Site Access E	0	0	100	0
	C - Aston Flamville Road N	89	32	0	14
	D - Site Access W	0	0	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W

From	A - Aston Flamville Road S	0	0	0	0
	B - Site Access E	0	0	0	0
	C - Aston Flamville Road N	0	0	0	0
	D - Site Access W	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.08	3.48	0.1	A
B - Site Access E	0.10	3.49	0.1	A
C - Aston Flamville Road N	0.12	3.32	0.1	A
D - Site Access W	0.04	3.37	0.0	A

Main Results for each time segment

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
A - Aston Flamville Road S	62	56	1141	0.055	62	0.1	3.337	A
B - Site Access E	75	95	1168	0.064	75	0.1	3.294	A
C - Aston Flamville Road N	102	0	1234	0.082	101	0.1	3.178	A
D - Site Access W	32	91	1138	0.028	32	0.0	3.256	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
A - Aston Flamville Road S	75	67	1135	0.066	75	0.1	3.394	A
B - Site Access E	90	113	1157	0.078	90	0.1	3.372	A
C - Aston Flamville Road N	121	0	1234	0.098	121	0.1	3.234	A
D - Site Access W	39	109	1127	0.034	39	0.0	3.305	A

09:15 - 09:30

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
A - Aston Flamville Road S	91	83	1126	0.081	91	0.1	3.477	A
B - Site Access E	110	139	1143	0.096	110	0.1	3.485	A
C - Aston Flamville Road N	149	0	1234	0.120	149	0.1	3.315	A
D - Site Access W	47	133	1114	0.043	47	0.0	3.375	A

09:30 - 09:45

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
A - Aston Flamville Road S	91	83	1126	0.081	91	0.1	3.477	A
B - Site Access E	110	139	1143	0.096	110	0.1	3.486	A
C - Aston Flamville Road N	149	0	1234	0.120	149	0.1	3.315	A
D - Site Access W	47	133	1114	0.043	47	0.0	3.375	A

09:45 - 10:00

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
A - Aston Flamville Road S	75	67	1135	0.066	75	0.1	3.395	A
B - Site Access E	90	113	1157	0.078	90	0.1	3.376	A

C - Aston Flamville Road N	121	0	1234	0.098	121	0.1	3.237	A
D - Site Access W	39	109	1127	0.034	39	0.0	3.308	A

10:00 - 10:15

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
A - Aston Flamville Road S	62	57	1141	0.055	63	0.1	3.337	A
B - Site Access E	75	95	1167	0.064	75	0.1	3.298	A
C - Aston Flamville Road N	102	0	1234	0.082	102	0.1	3.181	A
D - Site Access W	32	91	1137	0.028	32	0.0	3.259	A

2031 Base + Development, 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		A, B, C, D	3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base + Development	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 - Aston Flamville Road S		✓	96	100.000
B - Site Access E		✓	44	100.000
C - Aston Flamville Road N		✓	217	100.000
D - Site Access W		✓	19	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	0	0	96	0
	B - Site Access E	0	0	44	0
	C - Aston Flamville Road N	80	96	0	41
	D - Site Access W	0	0	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access E	C - Aston Flamville Road N	D - Site Access W
From	A - Aston Flamville Road S	10	10	10	10
	B - Site Access E	10	10	10	10
	C - Aston Flamville Road N	10	10	10	10

	D - Site Access W	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.10	3.98	0.1	A
B - Site Access E	0.04	3.60	0.0	A
C - Aston Flamville Road N	0.19	3.98	0.3	A
D - Site Access W	0.02	3.74	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
A - Aston Flamville Road S	72	86	1124	0.064	72	0.1	3.763	A
B - Site Access E	33	86	1172	0.028	33	0.0	3.475	A
C - Aston Flamville Road N	163	0	1234	0.132	163	0.2	3.694	A
D - Site Access W	14	132	1114	0.013	14	0.0	3.599	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
A - Aston Flamville Road S	86	103	1115	0.077	86	0.1	3.850	A
B - Site Access E	40	103	1163	0.034	40	0.0	3.525	A
C - Aston Flamville Road N	195	0	1234	0.158	195	0.2	3.810	A
D - Site Access W	17	158	1100	0.016	17	0.0	3.657	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
A - Aston Flamville Road S	106	126	1102	0.096	106	0.1	3.975	A
B - Site Access E	48	127	1149	0.042	48	0.0	3.595	A
C - Aston Flamville Road N	239	0	1234	0.194	239	0.3	3.977	A
D - Site Access W	21	194	1080	0.019	21	0.0	3.739	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
A - Aston Flamville Road S	106	127	1102	0.096	106	0.1	3.975	A
B - Site Access E	48	127	1149	0.042	48	0.0	3.595	A
C - Aston Flamville Road N	239	0	1234	0.194	239	0.3	3.979	A
D - Site Access W	21	194	1079	0.019	21	0.0	3.740	A

17:45 - 18:00

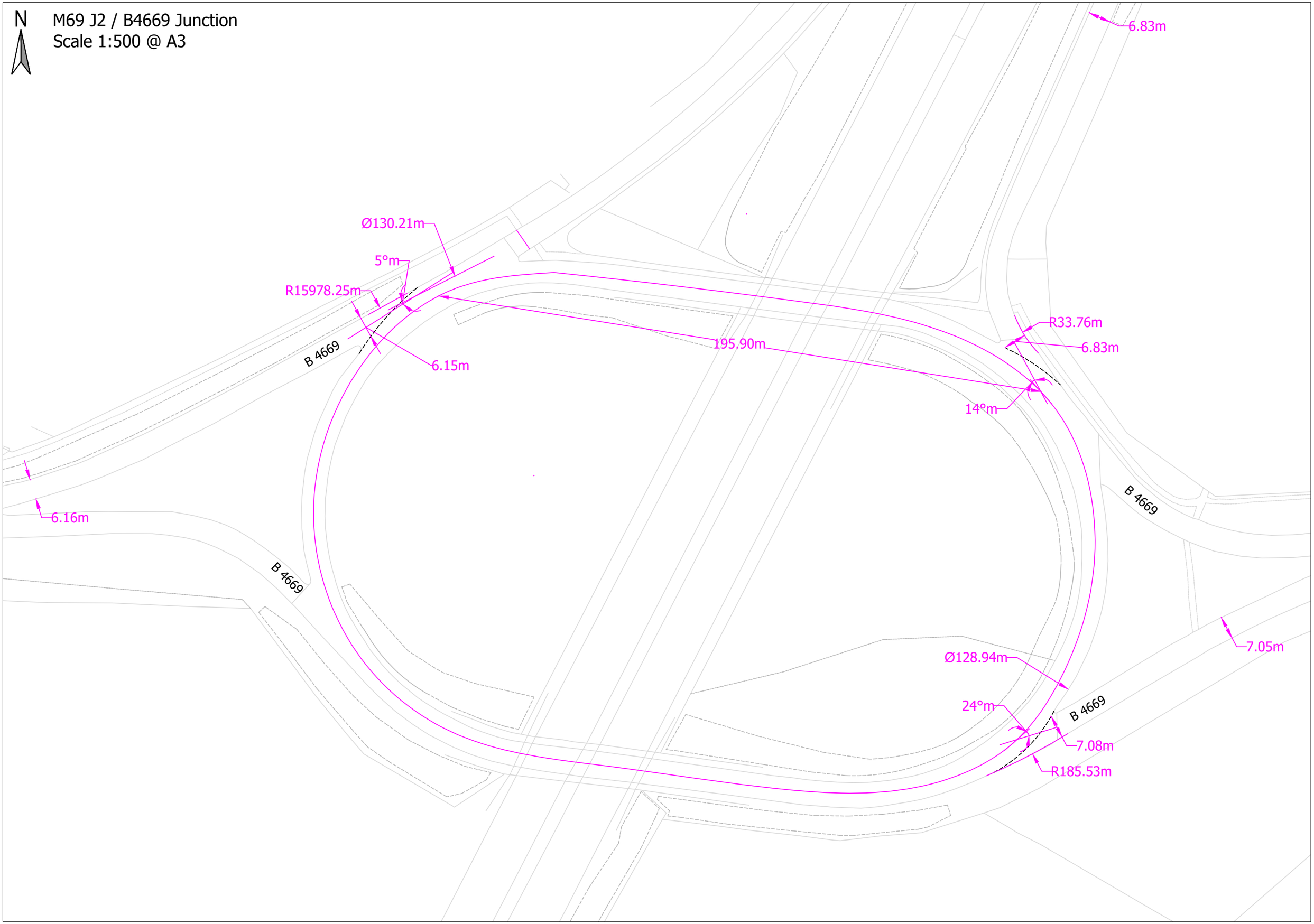
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	86	103	1115	0.077	86	0.1	3.853	A
B - Site Access E	40	103	1163	0.034	40	0.0	3.525	A
C - Aston Flamville Road N	195	0	1234	0.158	195	0.2	3.812	A
D - Site Access W	17	158	1099	0.016	17	0.0	3.660	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
A - Aston Flamville Road S	72	87	1124	0.064	72	0.1	3.767	A
B - Site Access E	33	87	1172	0.028	33	0.0	3.476	A
C - Aston Flamville Road N	163	0	1234	0.132	164	0.2	3.698	A
D - Site Access W	14	133	1114	0.013	14	0.0	3.603	A

N

M69 J2 / B4669 Junction
Scale 1:500 @ A3



Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: M69_B4669 Roundabout.j9
Path: \\leicester12\3501Data\Projects\A109159 - Burbage\calculations\Capacity Assessment\June 2023
Report generation date: 29/06/2023 11:52:56

»2022 Base, AM
»2022 Base, PM
»2026 Base, AM
»2026 Base, PM
»2026 Base + Dev, AM
»2026 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base									
Arm A	D1	0.1	1.66	0.12	A	D2	0.3	2.06	0.23	A
Arm B		0.4	2.31	0.27	A		0.2	2.16	0.17	A
Arm C		0.4	1.92	0.27	A		0.3	1.65	0.22	A
	2026 Base									
Arm A	D3	0.2	1.68	0.12	A	D4	0.3	2.06	0.23	A
Arm B		0.4	2.35	0.28	A		0.2	2.17	0.17	A
Arm C		0.4	1.95	0.28	A		0.3	1.65	0.22	A
	2026 Base + Dev									
Arm A	D5	0.1	1.69	0.12	A	D6	0.3	2.10	0.24	A
Arm B		0.4	2.32	0.27	A		0.2	2.18	0.17	A
Arm C		0.5	2.00	0.30	A		0.3	1.68	0.23	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	M69_B4669
Location	Burbage
Site number	
Date	14/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
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	2022 Base	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base	PM	ONE HOUR	00:00	01:30	15
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15
D5	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15
D6	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	B4669 W	
B	M69 Slip Road	
C	B4669 E	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	6.16	6.16	0.0	999.0	128.9	2.5	
B	6.83	6.83	0.0	33.8	128.9	14.0	
C	7.08	7.08	0.0	185.5	128.9	24.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	242	195.90
C	0	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	1.147	3004
B	1.094	2616
C	1.156	3154

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	2022 Base	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	289	100.000
B		✓	570	100.000
C		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	**B**	**C**
From	**A**	0	61	228
	B	246	1	323
	C	466	241	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.66	0.1	A
B	0.27	2.31	0.4	A
C	0.27	1.92	0.4	A

Main Results for each time segment

00:00 - 00:15

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
A	218	182	2795	0.078	217	0.1	1.535	A
B	429	171	2429	0.177	428	0.2	1.978	A
C	532	186	2939	0.181	531	0.2	1.644	A

00:15 - 00:30

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
A	260	217	2754	0.094	260	0.1	1.586	A
B	512	205	2392	0.214	512	0.3	2.106	A
C	636	222	2897	0.219	635	0.3	1.750	A

00:30 - 00:45

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
A	318	266	2698	0.118	318	0.1	1.663	A
B	628	251	2342	0.268	627	0.4	2.309	A
C	778	272	2839	0.274	778	0.4	1.921	A

00:45 - 01:00

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
A	318	266	2698	0.118	318	0.1	1.663	A
B	628	251	2341	0.268	628	0.4	2.310	A
C	778	272	2839	0.274	778	0.4	1.921	A

01:00 - 01:15

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
A	260	218	2754	0.094	260	0.1	1.589	A
B	512	205	2392	0.214	513	0.3	2.109	A
C	636	222	2897	0.219	636	0.3	1.753	A

01:15 - 01:30

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
A	218	182	2794	0.078	218	0.1	1.538	A
B	429	172	2428	0.177	429	0.2	1.982	A
C	532	186	2938	0.181	533	0.2	1.645	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	392	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	2022 Base	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	529	100.000
B		✓	332	100.000
C		✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	200	327
	B	70	3	259
	C	210	389	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.23	2.06	0.3	A
B	0.17	2.16	0.2	A
C	0.22	1.65	0.3	A

Main Results for each time segment

00:00 - 00:15

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
A	398	295	2666	0.149	397	0.2	1.745	A
B	250	247	2318	0.108	249	0.1	1.913	A
C	451	56	3088	0.146	450	0.2	1.500	A

00:15 - 00:30

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
A	476	352	2599	0.183	475	0.2	1.863	A
B	298	296	2267	0.132	298	0.2	2.011	A
C	538	67	3076	0.175	538	0.2	1.560	A

00:30 - 00:45

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
A	582	431	2509	0.232	582	0.3	2.055	A
B	366	362	2196	0.166	365	0.2	2.162	A
C	660	83	3058	0.216	659	0.3	1.650	A

00:45 - 01:00

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
A	582	432	2508	0.232	582	0.3	2.055	A
B	366	362	2196	0.166	366	0.2	2.162	A
C	660	83	3058	0.216	660	0.3	1.650	A

01:00 - 01:15

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
A	476	353	2599	0.183	476	0.2	1.864	A
B	298	296	2267	0.132	299	0.2	2.012	A
C	538	67	3076	0.175	539	0.2	1.562	A

01:15 - 01:30

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
A	398	295	2665	0.149	398	0.2	1.746	A
B	250	248	2318	0.108	250	0.1	1.917	A
C	451	56	3088	0.146	451	0.2	1.503	A

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	249	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	297	100.000
B		✓	586	100.000
C		✓	727	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	63	234
	B	253	1	332
	C	479	248	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.68	0.2	A
B	0.28	2.35	0.4	A
C	0.28	1.95	0.4	A

Main Results for each time segment

00:00 - 00:15

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
A	224	187	2789	0.080	223	0.1	1.542	A
B	441	176	2422	0.182	440	0.2	1.996	A
C	547	191	2933	0.187	546	0.3	1.659	A

00:15 - 00:30

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
A	267	224	2747	0.097	267	0.1	1.596	A
B	527	210	2385	0.221	527	0.3	2.131	A
C	654	228	2890	0.226	653	0.3	1.770	A

00:30 - 00:45

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
A	327	274	2689	0.122	327	0.2	1.675	A
B	645	258	2333	0.277	645	0.4	2.345	A
C	800	279	2830	0.283	800	0.4	1.950	A

00:45 - 01:00

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
A	327	274	2689	0.122	327	0.2	1.675	A
B	645	258	2333	0.277	645	0.4	2.345	A
C	800	280	2830	0.283	800	0.4	1.950	A

01:00 - 01:15

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
A	267	224	2747	0.097	267	0.1	1.596	A
B	527	210	2385	0.221	527	0.3	2.133	A
C	654	229	2889	0.226	654	0.3	1.773	A

01:15 - 01:30

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
A	224	188	2788	0.080	224	0.1	1.545	A
B	441	176	2422	0.182	441	0.2	2.001	A
C	547	191	2932	0.187	548	0.3	1.662	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	395	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	531	100.000
B		✓	333	100.000
C		✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	201	328
	B	70	3	260
	C	211	391	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.23	2.06	0.3	A
B	0.17	2.17	0.2	A
C	0.22	1.65	0.3	A

Main Results for each time segment

00:00 - 00:15

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
A	400	296	2664	0.150	399	0.2	1.748	A
B	251	248	2317	0.108	250	0.1	1.915	A
C	453	56	3088	0.147	452	0.2	1.502	A

00:15 - 00:30

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
A	477	354	2597	0.184	477	0.2	1.867	A
B	299	297	2266	0.132	299	0.2	2.013	A
C	541	67	3076	0.176	541	0.2	1.561	A

00:30 - 00:45

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
A	585	434	2506	0.233	584	0.3	2.060	A
B	367	363	2195	0.167	366	0.2	2.165	A
C	663	83	3058	0.217	663	0.3	1.652	A

00:45 - 01:00

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
A	585	434	2506	0.233	585	0.3	2.060	A
B	367	363	2194	0.167	367	0.2	2.166	A
C	663	83	3058	0.217	663	0.3	1.652	A

01:00 - 01:15

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
A	477	354	2597	0.184	478	0.2	1.867	A
B	299	297	2265	0.132	300	0.2	2.016	A
C	541	67	3076	0.176	541	0.2	1.562	A

01:15 - 01:30

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
A	400	297	2663	0.150	400	0.2	1.749	A
B	251	249	2316	0.108	251	0.1	1.916	A
C	453	56	3088	0.147	453	0.2	1.502	A

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	283	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	280	100.000
B		✓	584	100.000
C		✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	63	217
	B	252	1	331
	C	491	282	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.69	0.1	A
B	0.27	2.32	0.4	A
C	0.30	2.00	0.5	A

Main Results for each time segment

00:00 - 00:15

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
A	211	213	2760	0.076	210	0.1	1.552	A
B	440	163	2430	0.181	439	0.2	1.988	A
C	582	190	2934	0.198	581	0.3	1.682	A

00:15 - 00:30

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
A	252	254	2712	0.093	252	0.1	1.608	A
B	525	195	2395	0.219	525	0.3	2.117	A
C	695	227	2891	0.240	695	0.3	1.802	A

00:30 - 00:45

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
A	308	311	2646	0.117	308	0.1	1.692	A
B	643	239	2347	0.274	643	0.4	2.323	A
C	851	278	2832	0.301	851	0.5	1.999	A

00:45 - 01:00

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
A	308	312	2646	0.117	308	0.1	1.693	A
B	643	239	2347	0.274	643	0.4	2.323	A
C	851	279	2832	0.301	851	0.5	1.999	A

01:00 - 01:15

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
A	252	255	2711	0.093	252	0.1	1.609	A
B	525	195	2395	0.219	525	0.3	2.120	A
C	695	228	2890	0.240	695	0.3	1.806	A

01:15 - 01:30

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
A	211	213	2759	0.076	211	0.1	1.555	A
B	440	163	2429	0.181	440	0.2	1.990	A
C	582	191	2933	0.198	582	0.3	1.683	A

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	419	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15

Default vehicle mix	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		✓	536	100.000
B		✓	337	100.000
C		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	200	334
	B	70	3	264
	C	221	415	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.24	2.10	0.3	A
B	0.17	2.18	0.2	A
C	0.23	1.68	0.3	A

Main Results for each time segment

00:00 - 00:15

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
A	404	314	2643	0.153	403	0.2	1.767	A
B	254	252	2308	0.110	253	0.1	1.927	A
C	479	56	3088	0.155	478	0.2	1.516	A

00:15 - 00:30

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
A	482	376	2573	0.187	482	0.3	1.893	A
B	303	302	2256	0.134	303	0.2	2.027	A
C	572	67	3076	0.186	572	0.3	1.580	A

00:30 - 00:45

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
A	590	460	2476	0.238	590	0.3	2.099	A
B	371	370	2184	0.170	371	0.2	2.183	A
C	700	83	3058	0.229	700	0.3	1.678	A

00:45 - 01:00

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
A	590	460	2475	0.238	590	0.3	2.100	A
B	371	370	2184	0.170	371	0.2	2.184	A
C	700	83	3058	0.229	700	0.3	1.678	A

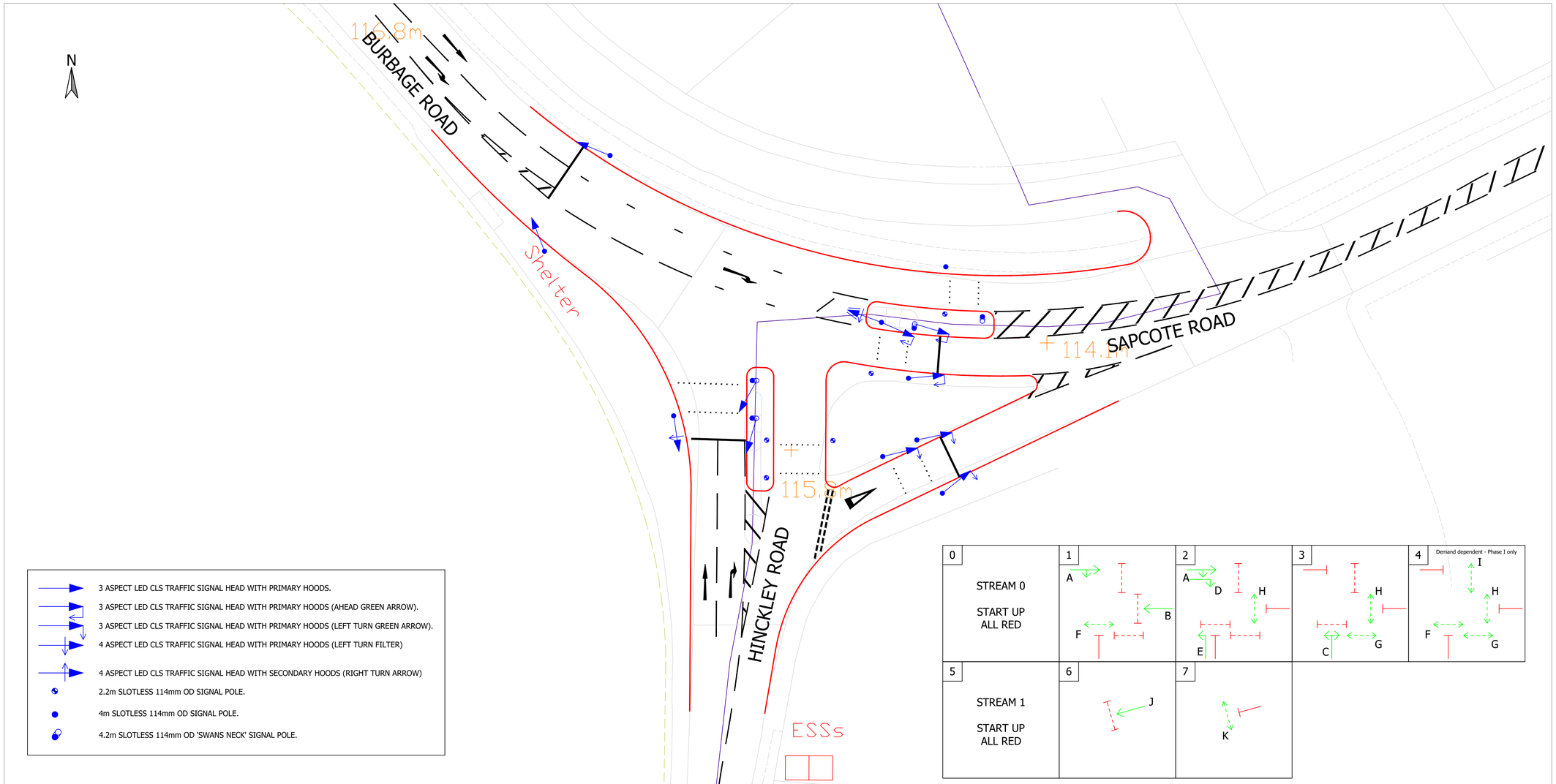
01:00 - 01:15

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
A	482	376	2572	0.187	482	0.3	1.894	A
B	303	302	2255	0.134	303	0.2	2.028	A
C	572	67	3076	0.186	572	0.3	1.581	A

01:15 - 01:30

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
A	404	315	2642	0.153	404	0.2	1.771	A
B	254	253	2307	0.110	254	0.1	1.929	A
C	479	56	3088	0.155	479	0.2	1.519	A

APPENDIX I: HIGHWAY CAPACITY MITIGATION



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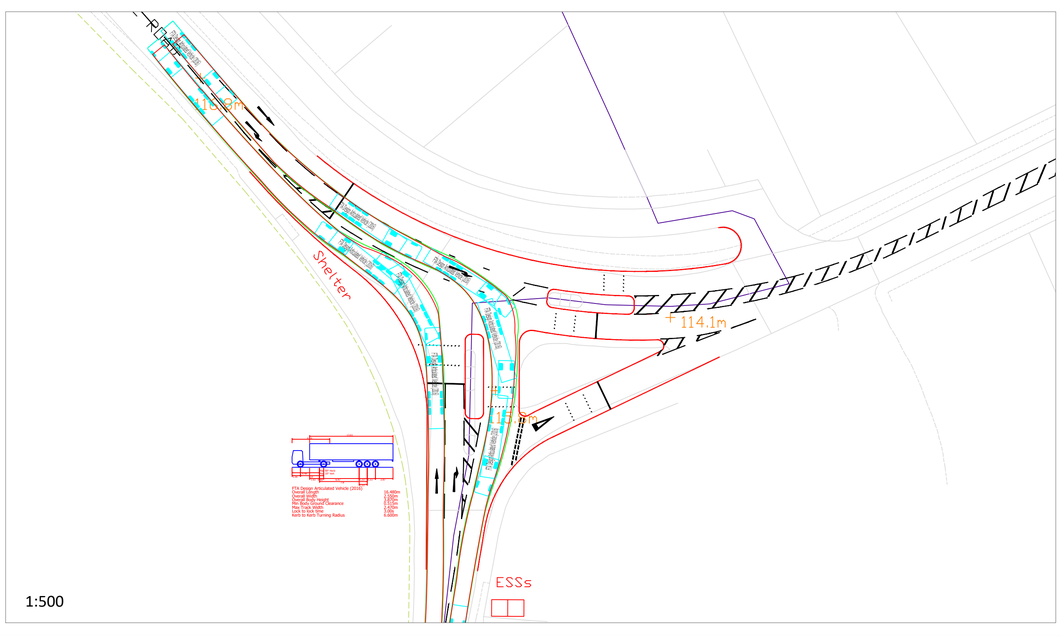

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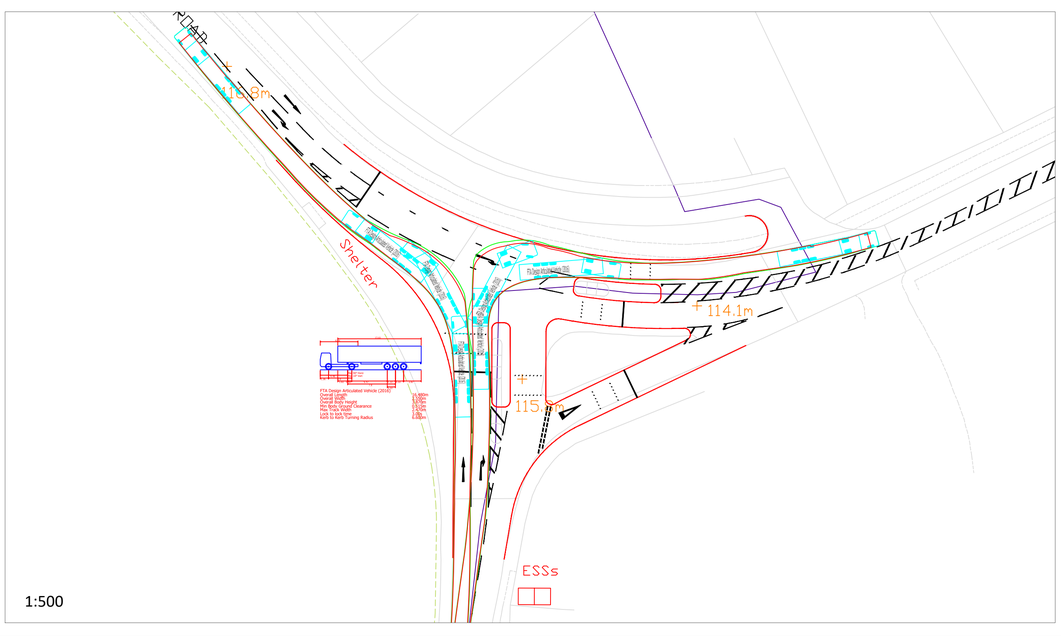

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PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P01	PRELIMINARY FIRST ISSUE	08.9.2022	MS / EA / RH

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Client

JELSON LTD

Project Name

LAND SOUTH OF SAPCOTE ROAD, BURBAGE

Sheet Title

PROPOSED MITIGATION SCHEME
BURBAGE RD / SAPCOTE RD / HINCKLEY RD
TRAFFIC SIGNALED JUNCTION

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
A109159	MS	Sept 22	EA	Sept 22	RH	Sept 22	As Shown	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
A109159	TTE	XX	XX	DR	H	013	P01

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TTE_MT_v1

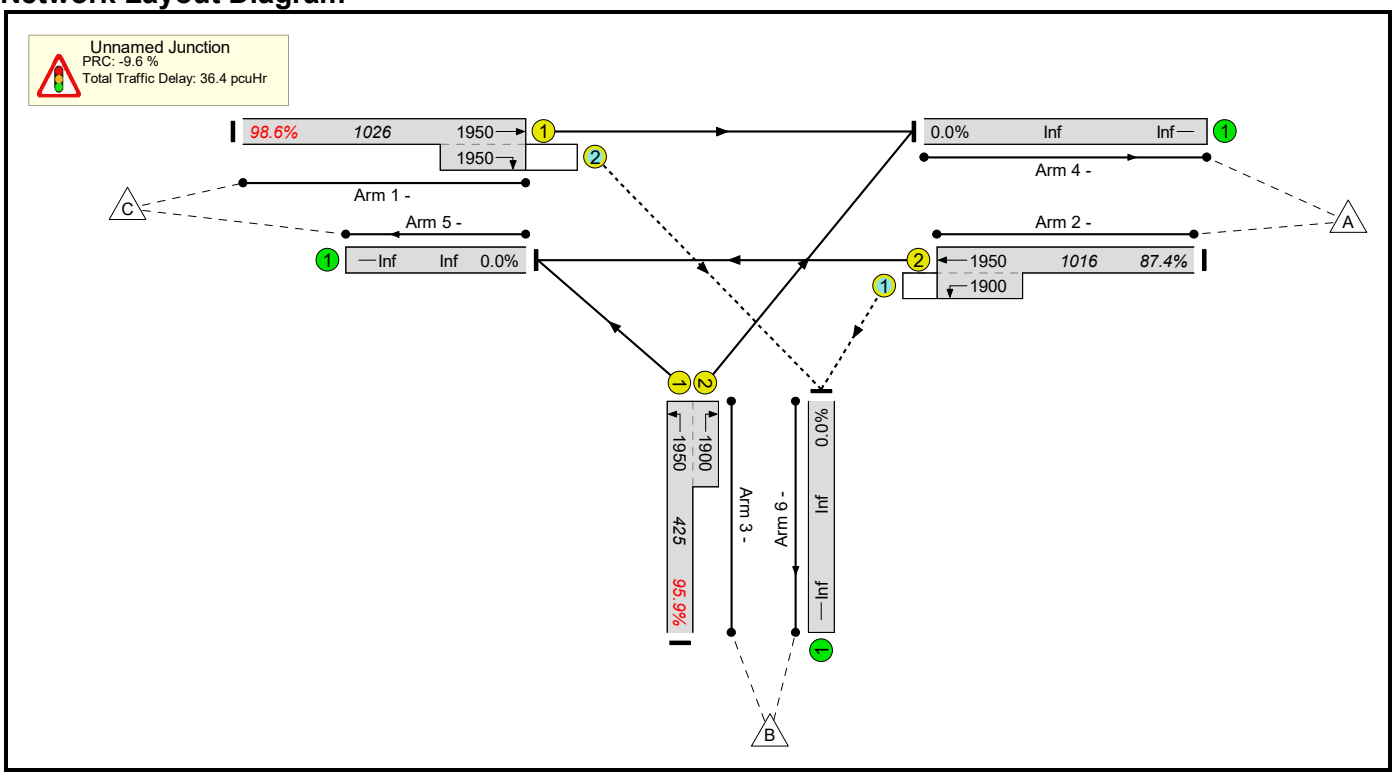
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 2.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

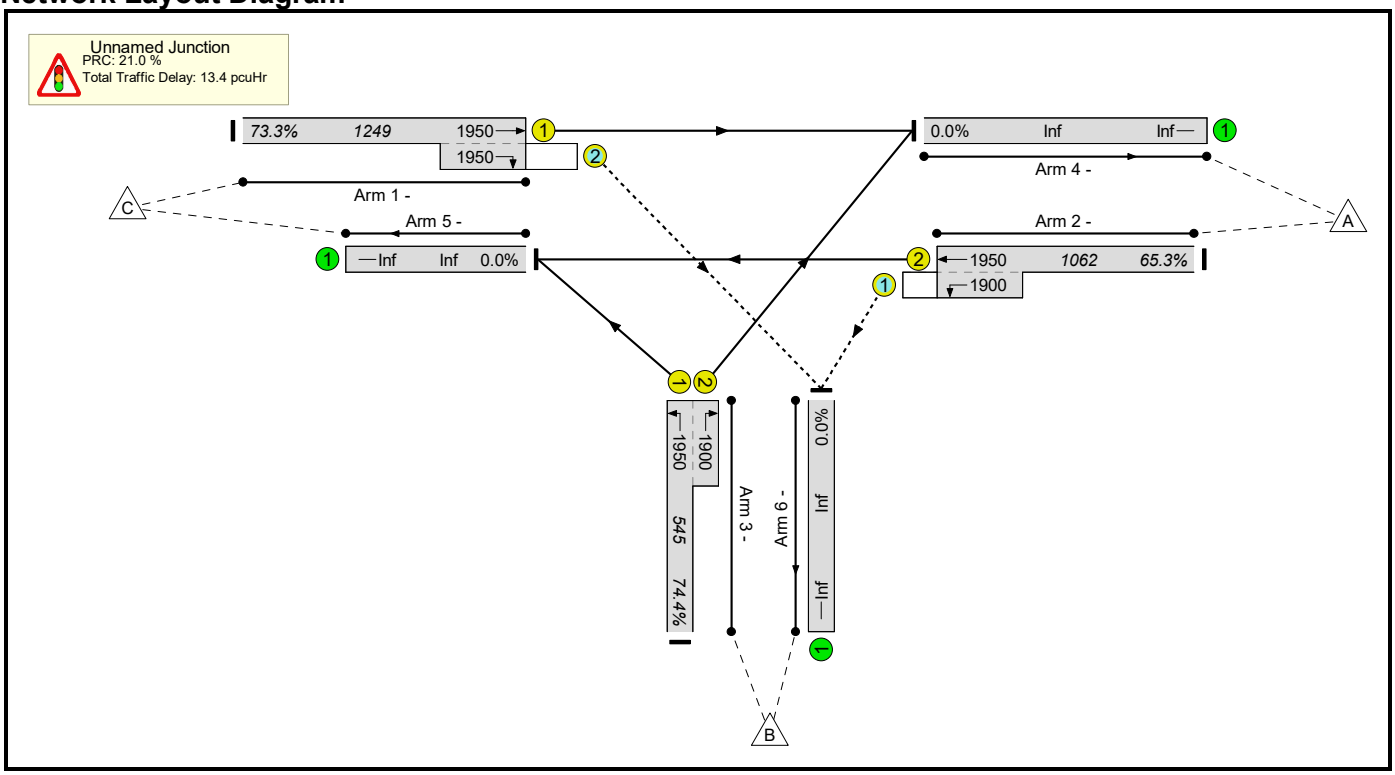
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**98.6%**	**279**	**318**	**69**	**36.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**98.6%**	**279**	**318**	**69**	**36.4**	-	-
1/1+1/2	Ahead Right	U+O	A	D	1	55	8	1012	1950:1950	1026	98.6%	93	238	69	18.5	65.7	25.5
2/2+2/1	Ahead Left	U+O	B J		1	42:73	-	888	1950:1900	1016	87.4%	186	79	0	7.3	29.5	20.4
3/1+3/2	Right Left	U	C	E	1	19:9	10	408	1950:1900	425	95.9%	-	-	-	10.6	93.8	11.6

C1	Stream: 1 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	36.35	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
	PRC Over All Lanes (%):	-9.6	Total Delay Over All Lanes(pcuHr):	36.35	

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

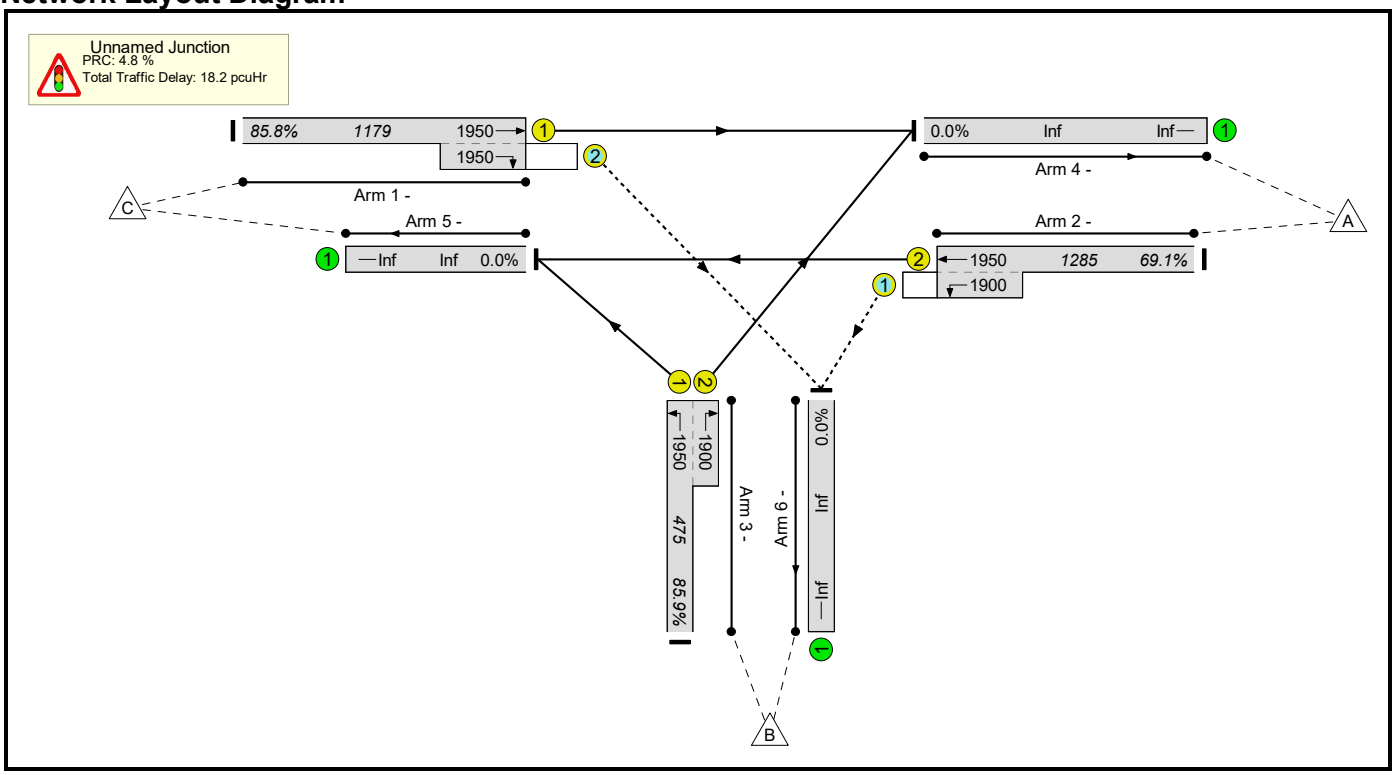
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.4%**	**429**	**100**	**15**	**13.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**74.4%**	**429**	**100**	**15**	**13.4**	-	-
1/1+1/2	Ahead Right	U+O	A	D	1	52	4	916	1950:1950	1249	73.3%	264	23	10	5.2	20.5	14.2
2/2+2/1	Ahead Left	U+O	B J		1	43:73	-	693	1950:1900	1062	65.3%	165	77	5	3.0	15.6	10.3
3/1+3/2	Right Left	U	C	E	1	18:12	6	405	1950:1900	545	74.4%	-	-	-	5.2	46.4	6.6

C1 Stream: 1 PRC for Signalled Lanes (%): 21.0 Total Delay for Signalled Lanes (pcuHr): 13.43 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 21.0 Total Delay Over All Lanes(pcuHr): 13.43

Basic Results Summary

Scenario 3: 'AM double' (FG1: 'AM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

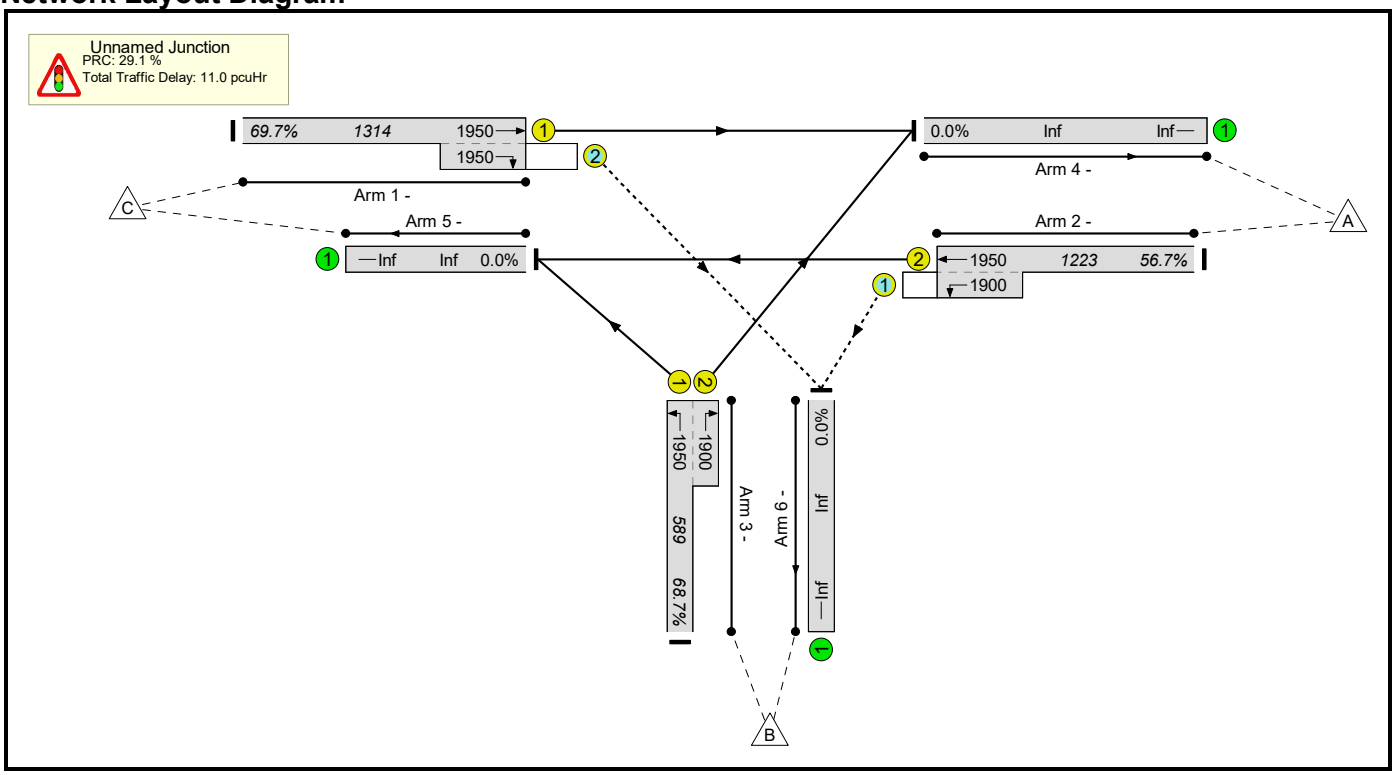
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.9%**	**496**	**124**	**47**	**18.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**85.9%**	**496**	**124**	**47**	**18.2**	-	-
1/1+1/2	Ahead Right	U+O	A	D	2	120	6	1012	1950:1950	1179	85.8%	289	65	47	7.7	27.4	15.7
2/2+2/1	Ahead Left	U+O	B J		2:1	109:163	-	888	1950:1900	1285	69.1%	207	59	0	3.3	13.4	17.5
3/1+3/2	Right Left	U	C	E	2	31:23	8	408	1950:1900	475	85.9%	-	-	-	7.2	63.3	10.5

C1	Stream: 1 PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	18.19	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 180
	PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes(pcuHr):	18.19	

Basic Results Summary

Scenario 4: 'PM double' (FG2: 'PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**69.7%**	**446**	**88**	**9**	**11.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**69.7%**	**446**	**88**	**9**	**11.0**	-	-
1/1+1/2	Ahead Right	U+O	A	D	2	110	4	916	1950:1950	1314	69.7%	279	12	7	4.2	16.6	12.7
2/2+2/1	Ahead Left	U+O	B J		2:1	101:163	-	693	1950:1900	1223	56.7%	167	77	3	2.1	10.8	9.0
3/1+3/2	Right Left	U	C	E	2	39:33	6	405	1950:1900	589	68.7%	-	-	-	4.7	41.3	7.3

C1 Stream: 1 PRC for Signalled Lanes (%): 29.1 Total Delay for Signalled Lanes (pcuHr): 10.95 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 29.1 Total Delay Over All Lanes(pcuHr): 10.95