

Client:
Richborough

Project:
**Brascote Lane
Newbold Verdon, Phase 2**

Project No:
T24516
Report Title:
Transport Assessment

Prepared by: ES
Authorised by: NB
Rev: D
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Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

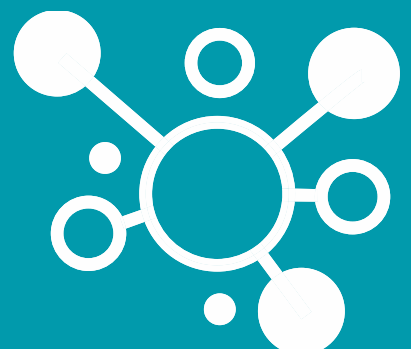


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1.0 Introduction

Background

- 1.1 This report supports an outline planning application for construction of up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Brascote Lane).
- 1.2 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for the proposed residential development off Brascote Lane, Newbold Verdon. This proposal is referred to as Phase 2 of development in the context of this report, as it will achieve access to the wider highway network through neighbouring site on the land east of Brascote Lane, Newbold Verdon, which now benefits from an extant permission under reference 22/00277/OUT.
- 1.3 A Transport Assessment (TA) was previously submitted to support a planning application for up to 239 dwellings on the land east of Brascote Lane, Newbold Verdon following a scoping exercise with Leicestershire County Council (LCC). That site is referred to as Phase 1 in the context of this report.
- 1.4 This TA has been prepared on the basis of the methodology previously used for Phase 1, and updates analysis presented to incorporate the requested assessment using the LCC PRTM model.
- 1.5 The proposed site can be seen on **Figure 1.1**.

Structure of the Report

- 1.6 This report considers the relevant highway issues, with reference to the impact of the proposed Phase 2 development off Brascote Lane, Newbold Verdon.
- 1.7 Various technical reports, including a TA prepared on the basis of inputs from the PRTM model, were prepared for the Phase 1 application for 239 dwellings. Previously an initial assessment of the impact of the Phase 2 development was prepared and submitted in the absence of PRTM model data. This TA presents the assessment of the transport impact of Phase 2 development on the site access and the junctions within the area of influence determined using outputs from the PRTM model provided by LCC.
- 1.8 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review
 - Section 3.0 – Background Information and Sustainability
 - Section 4.0 – Development Proposals;
 - Section 5.0 – Trip Generation, Distribution and Assignment;
 - Section 6.0 – PRTM Summary
 - Section 7.0 – Traffic Impact and Analysis;
 - Section 8.0 – Summary and Conclusion.

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Limitations of the Report

- 1.9 This report has been undertaken at the request of Richborough thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.10 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Policy Review

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (December 2024);
- A Local Transport Plan for Leicestershire: Core Document 2025 – 2040;
- LCC Cycling and Walking Strategy;
- Leicestershire Highway Design Guide;
- Hinckley & Bosworth Borough Council's Core Strategy;
- Site Allocations and Development Management Policies DPD;
- Hinckley and Bosworth Local Plan Review (2020 to 2041);
- Newbold Verdon: Neighbourhood Plan (2022-2039).

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government, and most recently updated in December 2024, is the statutory national planning document for England.

2.3 The most relevant paragraphs to the proposed development are 109, 112, 115, 116, 117 and 118, which are detailed in **Table 1**.

Table 1 - Relevant paragraphs from the NPPF relating to the proposed development

Paragraph Ref	Description
109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
112	If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and

Paragraph Ref	Description
	e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
116	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
117	Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

A Local Transport Plan for Leicestershire: Core Document 2025 – 2040

- 2.4 LCC has started to prepare its next Local Transport Plan 4 (LTP4), which sets out the vision for transport to 2050. A core document was adopted on 22nd November 2024 for Phase 1 (up to 2030).
- 2.5 The LTP4 core document *'will set out the strategic vision for transport across the County Council. It will also identify the core themes, core policies and how these will be implemented.'*
- 2.6 The vision for Transport across Leicestershire – *'Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.'*
- 2.7 Timescales for development have been provided; Phase 2 (up to 2040) in development between Summer 2024 to Spring 2026 with Phase 2 (up to 2050) in development between Summer 2024 to Winter 2026.
- 2.8 LTP4 has set out several core themes which form the structure and direction of the LTP4, as listed below:
- Enabling Health and Wellbeing
 - Protecting the Environment
 - Delivering Economic Growth

- Enhancing Our Transport Network's Resilience
- Embracing Innovation

2.9 The core policies are outlined below, which provide strategic outcomes associated with the core themes

- Delivering the Vision
- Managing Demand
- Enabling Travel Choice
- Delivering Solutions
- Embracing Innovation
- Evaluating Progress

LCC Cycling and Walking Strategy

2.10 LCC published their cycle and walking strategy in July 2021. The strategy sets out a vision for Leicestershire to become a county where walking and cycling is safe, accessible and obvious choices for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities by reducing congestion and improving air quality, health and wellbeing.

2.11 The strategy sets out three main objectives:

- To enhance the infrastructure that supports cycling and walking in Leicestershire by upgrading existing and providing high quality new segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create health streets and spaces;
- To enable people to cycle and walk in Leicestershire by providing cycle training, working with schools and workplaces to provide people with the required skills and information; and
- To inspire a step change in cycling and walking in Leicestershire by targeted promotion, engagement and encouragement to instil confidence so that people from all backgrounds choose to walk and cycle more.

2.12 The Cycling and Walking Strategy sets out 11 policies to help achieve the objectives above. Those relating to the proposed development are shown in **Table 2**.

Table 2 – LCC Cycling and Walking Strategy Policies

Policy Reference	Policy
Policy 1	To work with district council partners through the development plan process to seek to ensure that new developments are located in places that offer genuine opportunities to make everyday trips using active mode.
Policy 2	To influence planning approvals to ensure that new residential and employment developments are built in line with current cycling and walking guidance and commit land developers to provide funding for behavioural change revenue measures.
Policy 4	To maximise opportunities for people to undertake cycling and walking as part of journeys linking with passenger transport (bus and rail).
Policy 5	To work toward replacing a significant number of everyday local car journeys with cycling and walking journeys.
Policy 6	To increase numbers of everyday journeys made by cycling and walking – contributing to the national target of half of all journeys in towns and cities being cycled or walked by 2030.

Policy Reference	Policy
Policy 8	To maximise opportunities to improve road safety for people walking and cycling in line with wider road safety aims.

Leicestershire Highway Design Guide

- 2.13 Following a recent consultation, the design guide has been updated (December 2024)¹, however, it is worth noting that access arrangements have been designed to meet the requirements set out in the previous version of the Leicestershire Highway Design Guide (LHDG).

Hinckley & Bosworth Borough Council's Core Strategy

- 2.14 Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough from 2006 up until 2026. It builds on policy at a national and regional level.
- 2.15 Policy 14 addresses the transport infrastructure and specifically that of rural areas, as summarised in **Table 3** below.

Table 3 - Core Strategy Policies relating to Newbold Verdon Phase 2 and Transport

Policy	Description
Policy 14: Rural Areas: Transport	To support accessibility within the rural areas, the council will: - Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre or urban centre - Support the provision of accessible transport services for mobility impaired and rurally isolated residents - Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycle Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside. - Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted."

Site Allocations and Development Management Policies DPD

- 2.16 With regards to new development proposals, Local Plan Policy DM17 within the Site Allocations and Development Management Policies DPD is outlined in **Table 4** below.

Table 4 - Site Allocations and Development Management Policies Summary

Policy	Description
DM17: Highways and Transportation	Development proposals will be supported where they: - Seek to ensure that there is a convenient and safe access for walking and cycling to services and facilities; - Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

¹ Leicestershire Highway Design Guide, LCC (2024). URL: <https://www.leicestershirehighwaydesignguide.uk/>. Last Accessed: 28/05/25.

Policy	Description
	c) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; d) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe. Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness). All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

2.17 With regards to developments that generate significant movement, Policy DM17, paragraph 14.69 states:

“In the case of proposals for development that generate significant movement, applications should be supported by a Transport Statement or Transport Assessment. In addition, such schemes should provide a Travel Plan to exploit opportunities for the use of sustainable transport modes. Applicants will be required to demonstrate that the Transport Statement or Assessment has informed the design of the proposed development and the accompanying Travel Plan. Leicestershire County Council (as Local Highway Authority) provides advice [sic] through the 6Cs Design Guide on the development thresholds for the submission of Transport Assessments, Transport Statements, Travel Plans and their scope.”

2.18 The Core Strategy sets out the overarching strategy and core policies to guide the future development of the borough up to 2026. The Site Allocations and Development Management Policies DPD then identifies sufficient sites to accommodate the level of development required by the Core Strategy. It also details the development management policies that will be used in the day to day decision making on planning applications to meet the vision and objectives contained in the Core Strategy.

2.19 The DPD identifies the village of Newbold Verdon as a stand-alone key rural centre and the proposed uses and allocations in the vicinity of the village. Supporting the priorities identified, the proposed development will have good access to a range of amenities and contribute to the viability and vitality of the village centre, with sustainable links and natural connections into the areas of recreation/open space to the south of the village, enhancing this amenity with the proposed provision of additional open space and play area on the proposed development.

Hinckley and Bosworth Local Plan Review (2020 to 2041)

2.20 Hinckley and Bosworth are currently working on a new Local Plan which will set out land allocations and planning policies for 2020 to 2041.

2.21 The Local Plan is estimated for adoption in November 2027.

Newbold Verdon: Neighbourhood Plan (2022-2039) Pre-Submission Version

2.22 The draft neighbourhood plan Aims to reflect the wishes of the community and improve services that are important to village life and ensure development is compliant with the NPPF. In particular, this aims to tackle Spatial Objective 13: Transportation and Transport Needs, where it seeks to reduce a reliance on cars; secure improvement in public transport and promote walking and cycling.

2.23 The neighbourhood plan consists of policies set out in **Table 5** below:

Table 5 – Summary of Neighbourhood Plan Policies

Policy	Description
T1: Travel Requirements for New Development	The provision of travel packs to new residents to include information on cycling and walking routes, public transport timetables and a 6 months' free bus pass per adult should be provided on developments of more than 5 dwellings in accordance with Leicestershire County Council's policy on Developer Contributions. Community Actions: (T1) Public Bus Service and (T2) Travel Plan
T2: Traffic Management	To improve access both to and from the village via the B582 and B585 proposals to improve traffic management will be supported. Community Actions: (T3) Traffic Calming
T3: Cycle and Pedestrian Routes	Developers, where appropriate, will be required to demonstrate that: (amongst other things) pedestrian and cycle routes are incorporated or improved to serve the development, where necessary and appropriate, to provide safe, convenient and attractive routes to shops, employment, schools and community facilities; and which are integrated into wider networks. The improvement of shared vehicular, cycle and pedestrian routes where practicable, is supported. Developments of 3 or more houses will be required to include pavements that directly link into the existing pedestrian infrastructure for the village. Community Actions: (T6) Footpaths and Cycle Paths
E3: Working from Home	Proposals for the use of part of a dwelling for office and/or light industrial uses, and for small-scale free-standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses, will be supported where: a) Such development will not result in unacceptable traffic movements and that appropriate parking provision is made b) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light pollution, or other nuisance associated with the work activity; and

3.0 Background Information and Sustainability

Site Location and Highway Network

- 3.1 The proposed development is located immediately to the south of Newbold Verdon, east of the existing allotments off Brascote Lane. The site is currently in agricultural use.
- 3.2 The proposed site is 17km west of Leicester city centre, 13km north of Hinckley and 25km south of Loughborough.
- 3.3 The carriageway of Brascote Lane is some 6.0m-6.2m wide along the site frontage and is subject to the national speed limit (60mph for cars) along the site frontage with a 30mph limit just to the north of the allotments. Although Brascote Lane is subject to the national speed limit along the site frontage, streetlights are present.
- 3.4 A footway is present running along the eastern side of the Brascote Lane carriageway. This footway measures c.2.0m in width and provides continuous access along the site frontage running north from The Windmill Inn into Newbold Verdon.
- 3.5 The highway network throughout the village is two-lane single-carriageway, is lit and has footways on either side of the carriageway apart from short sections of Dragon Lane and Main Street where a footway is present on only one side of the carriageway.
- 3.6 The village takes access from the B582, also known as Barlestone Road, and the wider highway network via priority junctions at; Dragon Lane, Mill Lane, and Main Street. The B582 is subject to a 40mph speed limit through Newbold Verdon.

Traffic Conditions

- 3.7 Since the Phase 1 application was submitted and ultimately consented, a traffic signal junction has been implemented at the B582/B585 junction associated with the Bloor Phase 2 development accessed off the B585 Bosworth Lane. The junction operates with minimal queueing in peak periods. The access junctions to the village were observed to operate with minimal queues and delays during the morning peak hour of the site visit.
- 3.8 Traffic flows around the village were observed to be modest and no capacity issues were noted. Brascote Lane, from which access would be taken, is lightly trafficked.

Highway Safety

- 3.9 To establish road safety conditions on the highway network in the vicinity of the site, Personal Injury Accident (PIA) data has been obtained from the Department for Transport data and is included as **Appendix A**.
- 3.10 The search area incorporates the village of Newbold Verdon. With respect to PIA trends, it would be noted that there are no clear clusters of incidents suggesting that PIAs within the surrounding highway network are not of any real concern.
- 3.11 Responding to LCC substantive response, a refreshed dataset of accident data has been obtained. In this updated five years (2019-2023) a total of 6 PIAs have been recorded in the search area. A summary of accident data for the search area is included in **Table 6**.

Table 6 – Newbold Verdon PIAs

Year	Severity			
	Slight	Serious	Fatal	Total
2019	1	1	-	2
2020	-	1	-	1
2021	-	-	-	-
2022	-	1	-	1
2023	1	1	-	2
Total	2	4	-	6

- 3.12 The summary data above indicates that a total of six PIAs have occurred in the search area.
- 3.13 Overall, the analysis does not identify any specific accident patterns in the vicinity of the site and the volume of accidents recorded does not appear particularly unusual.
- 3.14 Whilst all PIAs are regrettable, the quantity and severity of the PIAs recorded in the vicinity of the site does not give any undue cause for concern.
- 3.15 Furthermore, **Section 7.0** of this report demonstrates that the proposed development will not generate significant additional vehicle trips across the local highway network and will not give rise to an unacceptable impact on highway safety.

Sustainable Travel

- 3.16 Walking and cycling provide important alternatives to cars and should also be encouraged to form part of longer trips via public transport.

Walking Distance Guidance

- 3.17 The Institution of Highways and Transportation (IHT) (now Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' provides advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in **Table 7**.

Table 7 – Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 3.18 In addition to this guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.19 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Guidance Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.

- 3.20 Table NTS0303 from the 2023 National Travel Survey (released August 2024) indicates that the national average walk trip distance in 2023 was 0.7 miles or 1.12km.
- 3.21 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is very similar to 2022 (83%) and 2021 (82%).

Cycling Distance Guidance

- 3.22 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 3.23 The CIHT Planning for Cycling document (2014) states that *“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT), 2014a).”*
- 3.24 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *“Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”*
- 3.25 The second cycling and walking investment strategy published by DfT in 2022 does not specifically reference the statement in the paragraph above, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/2019 to 46% in 2025.
- 3.26 The 2023 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 3.27 The following section considers the opportunities for sustainable travel that are available in the vicinity of the site.

Local Facilities

- 3.28 The proposed development site is located within walking distance of several local facilities on Main Street and around the village. The key local facilities in the vicinity of the site are listed in **Table 8** and can be identified in **Figure 3.1**. Distances are measured from the centre of Phase 2 via the shortest route whether that is Highway or a mixture of Highway and PRow routes.

Table 8 – Local Facilities

Facility	Distance from Phase 2
Community	
Newbold Verdon Library (C1)	500m
Newbold Verdon Methodist Church (C2)	600m
Newbold Verdon Baptist Church (C3)	650m
Church of St. James (C4)	800m
Education	
Newbold Verdon Primary School & Playing Field (E1)	900m
Healthcare	
Heathbrook Pharmacy (H1)	500m
Newbold Verdon Medical Practice (H2)	1.4km
Leisure	
Alans Way Playing Fields (L1)	200m
Newbold Verdon Cricket Club (L2)	200m
The Windmill Inn (L3)	450m
Newbold Verdon Equestrian Centre (L4)	1.3km
Retail	
The Co-Op Food (R1)	600m
Lotus House (R2)	1.1km
Other	
Main Street Facilities (Incl. Cottage, Inn, Convenience Stores, Cafés, Hairdressers, Public House, Takeaways, Sports and Social Club)	500m – 900m

- 3.29 Most of the facilities listed above are located within the NTS 2023 average walking distance of 1.12km, particularly those which are located on Main Street. All facilities are comfortably within the MfS suggested upper limit, referenced in the former PPG13 guidance, of 2km.
- 3.30 The site benefits from being near the local primary school, preschool and medical centre, as well as places of worship, leisure, recreational and retail facilities as well as a local centre on Main Street.
- 3.31 A plan of the local area showing 800m, 1.2km, and 2.0km walk distances from the site can be seen in **Figure 3.2**. These are the walk distances set out in the CIHT guidance.
- 3.32 To the southeast of the site there are popular walking, running and cycling routes known as 'The Block', identified as a leisure route in the Neighbourhood Plan. This includes verges along Kirkby Road and Brascote Lane and PRoWs off Brascote Lane which go southeast towards Kirkby Mallory and other routes which run west.
- 3.33 It is considered the site is appropriately located for accessing a range of services and local facilities on foot. A wider range of facilities, including employment, can be accessed within nearby villages, towns and cities using the 153 bus service, which is outlined below.

Cycling Accessibility

- 3.34 Brascote Lane is subject to a 30mph speed limit to the north of the proposed development, as are all the roads within the surrounding highway network in Newbold Verdon, and these roads can be considered suitable for use by cyclists.
- 3.35 Brascote Lane is subject to the National Speed Limit along the site frontage. However, it is a lightly trafficked rural lane that is suitable for cycling that continues into the surrounding countryside. As part of the Phase 1

application it was proposed that the 30mph speed limit is extended southwards along the extent of the site frontage which would provide a benefit to existing and potential future cyclists.

- 3.36 National Cycle Network (NCN) Route 52 and Route 63 can be accessed to the west and northeast of Newbold Verdon, respectively, close to Market Bosworth and Bagworth. These routes may be used as part of long-distance leisure trips.
- 3.37 Although there are no designated cycleways within the vicinity of the site, the cycle routes that are included in the relevant figures are predominantly shared with footways or on-road. As such, they are considered appropriate for cycle use and particularly for use by more experienced cyclists.
- 3.38 A plan of the local area showing the 5.0km and 8.0km cycling distance around the site can be seen in **Figure 3.3**.

Bus Accessibility

- 3.39 The nearest bus stops to the site are located on Main Street at the junction with Brascote Lane c.700m north of the site. The eastbound stop provides a small shelter, whilst the westbound stop takes the form of flagpole stops both of which are served by the number 153 Arriva Midlands bus service.
- 3.40 A summary of the frequency and destinations is provided in **Table 9** below, and the weekday timetable of the local service is provided in **Table 10**.

Table 9 – Local Bus Services

Service No.	Route	Frequency (approx.)		
		Mon - Fri	Sat	Sun
153	Market Bosworth – Newbold Verdon – Desford – Leicester	Every 60 mins (07:49–21:19)	Every 60 mins (07:59–20:57)	N/A

- 3.41 **Table 9** demonstrates that there is a regular bus service during the day for those residents travelling between Market Bosworth and Leicester via Newbold Verdon.

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Table 10 – Local Bus Weekday Timetable

Stop	153	153	153	153*	153	153	153	153	153	153	153	153	153	153	153	153	153
Leicester St Margaret's Bus Station (Stand SM)			0640		0745	0855	0955	1055	1155	1255	1355	1455	1615	1715	1815	1915	2015
West End, opp Mostyn Street			0648	0753	0756	0905	1005	1105	1205	1305	1405	1505	1627	1727	1827	1925	2025
Leicester Forest East, adj Kings Drive			0657	0805	0808	0913	1013	1113	1213	1313	1413	1513	1635	1735	1835	1933	2033
Desford, opp Main Street			0712	0820	0823	0928	1028	1128	1228	1328	1428	1528	1650	1750	1850	1948	2048
Newbold Verdon, outside Old White Swan			0721		0830	0935	1035	1135	1235	1335	1435		1659	1759	1859	1954	2054
Osbaston, Manor Road			0728		0837	0942	1042	1142	1242	1342	1442		1706	1806	1906	2001	2101
Market Bosworth, adj The Square			0733		0845	0945	1045	1145	1245	1345	1455		1709	1809	1909	2004	2104
Barlestone, opp Manor Road			0740		0852	0952	1052	1152	1252	1352	1505		1716	1816	1916	2012	2112
Newbold Verdon, opposite Old White Swan			0749		0859	0959	1059	1159	1259	1359	1512		1724	1824	1924	2019	2119
Desford, adj Main Street	0600	0700	0800		0910	1010	1110	1210	1310	1410	1525	1530	1732	1832	1930	2025	2125
Leicester Forest East, opp Kings Drive	0613	0713	0815		0925	1025	1125	1225	1325	1425	1540	1545	1746	1846	1944		
West End Mostyn Street (adjacent)	0621	0721	0825		0930	1035	1135	1235	1335	1435	1555	1600	1754	1854	1952		
Leicester St Margaret's Bus Station (Stand SM)	0633	0733	0840		0948	1048	1148	1248	1348	1448	1610	1615	1810	1910	2005		

*Term Time Only

- 3.42 **Table 10** demonstrates the service in Newbold Verdon provides a viable journey to and from Leicester for commuting and other journey purposes, and the last bus to arrive in Newbold Verdon is at 20:54, from Leicester.
- 3.43 Weekday early morning services to Leicester depart at 07:49, arriving at Leicester St. Margaret's Bus station at 08:40.
- 3.44 The latest service from the final destination stop of Leicester Bus Stand to return to the site is at 20:15, arriving to Newbold Verdon outside the Old White Swan at 20:54.
- 3.45 These services allow residents from the site to travel to Leicester for education, employment, and leisure purposes via sustainable means.

Rail Accessibility

Hinckley Railway Station

- 3.46 Hinckley Railway Station is located c.14km to the south of the site and can be accessed by car (c.20 to 25-minute journey).

- The station benefits from 16 cycle parking spaces and 63 car parking spaces with two accessible spaces.
- Services from this station run to:
 - Birmingham New Street (via Nuneaton, Coleshill Parkway, and Water Orton);
 - Cambridge (via Narborough, Leicester, Melton Mowbray, Oakham, Stamford, Peterborough, March, and Ely).

Leicester Railway Station

3.47 Leicester Rail Station is located c.18km to the southwest of the site and can be accessed by bus (c.45-minute journey), or by car (c.30 to 35-minute journey).

- The station benefits from 222 cycle parking spaces and 488 car parking spaces with 20 accessible spaces available.
- Services from this station run to:
 - London St Pancras (via Market Harborough and Kettering);
 - Sheffield (via Derby and Chesterfield);
 - Birmingham New Street (via Nuneaton and Coleshill Parkway);
 - Nottingham (Via Loughborough, East Midlands Parkway, and Beeston); and
 - Cambridge and Stanstead Airport (via Melton Mowbray, Oakham, Stamford, Peterborough, March, and Ely).

3.48 There are realistic options for residents to travel by a combination of bus/train, or car/train to destinations further afield such as London and Birmingham. This can be achieved using either Hinckley Railway Station or Leicester Railway Station.

Summary

3.49 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.

3.50 The sustainable credentials of the site have previously been established as part of the consent granted for Phase 1 via the appeal process.

3.51 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Development Proposals

Proposed Development

- 4.1 This TA is based on the illustrative layout which indicates 135 dwellings. Vehicular and pedestrian access to the wider highway network is proposed from Brascote Lane, a single priority/give-way access junction, as in the Phase 1 development. Within the development, two points of connection are proposed between the Phase 1 development and this Phase 2 proposal. Noting comments in the LCC substantive response, the internal road design of the Phase 1 development is now confirmed, following approval of application ref: 24/00854/REM, confirming these connection points can be provided.
- 4.2 Outline planning application is for construction of up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Brascote Lane).
- 4.3 The junction arrangements and visibility are set out in **Drawing T24516.001 rev B**.
- 4.4 As agreed with the LHA for Phase 1, the primary access route has been designed to be 6.75m wide with 10.0m radii, and 2.0m wide footways on either side of the carriageway. The proposals include footway connections which link the site access junction to the existing footway provision along the Brascote Lane frontage.
- 4.5 The swept path analysis for the junction is provided in **Drawing T24516.003 rev A**.

Response to LCC Substantive Response

- 4.6 LCC in their substantive response requested consideration of a ghost island for right-turners based on Figure 2.3.1 of the CD 123 guidance document.
- 4.7 This is incorrect application of this document, and inconsistent with both national guidance and the revised Leicestershire Highways Design Guide. DMRB guidance is intended to be applied to trunk road locations, serving strategic transport corridors, unlike the environment of Brascote Lane. It is a clearly inappropriate application of this DMRB guidance, and as stated in MfS2:

“It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.

1.3.3 *Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable.*

1.3.4 *The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1.”*

- 4.8 MfS2 also notes that *“The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.”*
- 4.9 The application of DMRB guidance in this way leads to a conclusion that any residential development of approximately 80+ dwellings would be expected to require a ghost island. This is clearly inappropriate on most non-trunk roads and does not conform to LCC highways design guide, which does not identify this approach,

and references Manual for Streets as guidance which it aims to reflect (amongst others). It is also noted that this approach does not appear to have been consistently applied to other developments in the district.

- 4.10 On this basis, the request for consideration of a ghost island turn has been reviewed, but no policy or highway operation reason to provide this access form has been identified, based on junction assessment and the relevant local and national design guidance.

Internal Road Layout

- 4.11 The internal road layout will be designed in accordance with Leicestershire's Highway Design Guide and the principles set out in Manual for Streets.

5.0 Trip Generation, Distribution and Assignment

Traffic Generation

- 5.1 The traffic generation for the proposed development has been derived using the trip rates that were used in the Bloor Phase 2 application (ref: 20/00143/FUL), as advised by the LHA for Phase 1 of the development.
- 5.2 The trip rates and forecast development traffic are presented in **Table 11**.

Table 11 – Trip Rates and Vehicle Trips (as per application ref: 20/00143/FUL) and Brascote Lane Ph1

Peak Period	Trip Rate		Trips (135 Dwellings)		Total
	In	Out	In	Out	
AM	0.074	0.606	10	82	92
PM	0.521	0.17	70	23	93

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

- 5.3 The forecast traffic generation detailed in **Table 11** above indicates that the proposed development would result in 92 two-way vehicle trips in the AM peak period and 93 two-way vehicle trips in the PM peak period.
- 5.4 This generation equates to around 1.5 additional vehicles on the highway network every minute during each peak period.

6.0 PRTM Summary

Modelling Background

- 6.1 This section provides a summary of the PRTM assessment carried out to assess the proposed development impacts on the local and strategic highway network. The PRTM has been built using current industry best practice based on Government (Department for Transport's (DfT)) Transport Appraisal Guidance (TAG) and engagement/consultation with relevant stakeholders, such as National Highways and the Local Planning Authority (LPAs).
- 6.2 LCC were commissioned to undertake this strategic modelling via LCC's Environment and Transport Commissioning Framework. LCC as the local highway authority were consulted in detail regarding the scope of the assessment.

PRTM Modelling Scenarios

- 6.3 The Furnessed Matrices Results are provided as **Appendix B** to this report. The matrices describe the following model scenarios:
- 2030 Without Development ('Do Nothing')
 - 2030 With Development ('Do Something')
- 6.4 The 'with development' scenarios considered a development quantum of 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Brascote Lane).
- 6.5 The survey data provided to LCC officers to undertake Furnessing of traffic data was collected on the 9th April 2024. This addressed the request for updated traffic count data made in the LCC substantive response.

PRTM Summary

Development Trip Distribution Assumptions

- 6.6 The Trip Distribution and Area of Influence Report is provided in **Appendix C**.
- 6.7 In the 2026 and 2030 scenarios the distribution plots indicate that in the AM and PM peak, the majority of arrivals to the site head north along the B585 towards Bagworth, and secondary major routes continue east of Newbold Verdon towards Desford. The departures from the site in the AM and PM peak are predicted to use similar routes, with an alternative route to the south.
- 6.8 Following the route south along Brascote Lane, future residents will likely split between a re-route back onto Kirkby Lane towards Desford or continuing south onto Newbold Road towards Kirkby Mallory.

Forecast Flow Change

- 6.9 The forecast flow changes on the network for the 2030 scenarios are presented in the Furnessed Matrices Results (**Appendix B**). The proposed development is predicted to create slight net increases in flow, with approximately 55 PCUs in the AM and 65 PCUs in the PM from Main Street / Brascote Lane. From here, traffic

disperses through the surrounding network, creating an overall minimal impact on the network, since traffic levels do not exceed 40 PCUs.

Area of Influence

- 6.10 The Area of Influence (Aol) has been defined by considering the links which are forecast to change flow by more than $\pm 5\%$ and ± 30 PCUs between the 2030 'With Development' and 'Without Development' scenarios in either the AM Peak or the PM Peak hours. The Aol is indicated in the Trip Distribution and Aol Report, an extract of this is provided below.
- 6.11 The Development Area of Influence for 2026/2030 contains the following areas/links:
- B585 / Bagworth Road / B582
 - Garland Lane / Bagworth Road / Barlestone Road
 - Garland Lane / Heath Road / Bagworth Road
 - Barlestone Road / B585
 - B582/B585
 - B582 / Dragon Lane
 - Main Street / Brascote Lane
 - B582 / Main Street / Barlestone Road
- 6.12 In the 2030 'With Development' forecast scenarios, full build-out (i.e. 100% of Phase 2) has been assumed to be present.

7.0 Traffic Impact and Analysis

Introduction

- 7.1 Given the strategic nature of the PRTM it was agreed with LCC that additional standalone junction modelling will be required to determine the development impacts at key junctions on the local highway network. The additional junctions requiring assessment have been agreed with LCC and were selected based on a number of factors, including the Aol, junction volume-capacity ratios and knowledge of the local area. As a result, some junctions that fall outside the Aol have been assessed.
- 7.2 Within the Aol a number of junctions were impact assessed, as listed below, but junctions serving a small number of cul-de-sacs and drives were excluded (such as Dragon Lane / Main Street junction) since this would not cause a severe impact based on the addition of our traffic.
- 7.3 Standalone junctions modelling has been carried out at the following junctions using appropriate modelling software:
- Brascote Lane / Site Access
 - Brascote Lane / Newbold Road / Kirkby Lane (North)
 - Brascote Lane / Newbold Road / Kirkby Lane (West)
 - Brascote Lane / Newbold Road / Kirkby Lane (South)
 - Main Street / Brascote Lane
 - B582 Barlestone Road / Dragon Lane (North)
 - B582 Barlestone Road / Dragon Lane (East)
 - B582 Barlestone Road / Dragon Lane (South)
 - B582 Barlestone Road / Main Street
 - B582 Barlestone Road / B585 Bosworth Lane
 - B585 Barlestone Road / B585 Bagworth Road (East)
 - B585 Barlestone Road / B585 Bagworth Road (West)
 - B585 Barlestone Road / B585 Bagworth Road (South)
 - B585 Garland Lane / B585 Bagworth Road / Heath Road
 - B585 Garland Lane / Barlestone Road / B585 Bagworth Road
 - B585 Wood Road / Bagworth Road (S) / B585 Bagworth Road (E) / B582 Grange Road
 - Ibstock Road / Grange Road

‘Do Nothing’ and ‘Do Something’

- 7.4 The junction testing below refers to two scenarios provided by PRTM, which is the ‘Do Nothing’ (DN) and ‘Do Something’ (DS) Scenario. In this TA, it refers to the following scenarios as:
- DN – 2030 Base

- DS – 2030 + Development

Proposed Site Access Junction

- 7.5 A junction capacity assessment of the proposed site access junction off Brascote Lane was modelled using the PICADY module of Junction 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix D**.
- 7.6 **Table 12** summarises how the junction is predicted to operate in 2029 with the proposed development traffic added to the network. As the Phase 2 site takes access onto Brascote Lane through Phase 1 and the access junction associated with that development there is no testing scenario for either existing network or without committed development.

Table 12 – Site Access (Brascote Lane) Priority Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2030 DS						
Site Access	0.18	0	8	0.05	0	7
Brascote Lane	0.00	0	5	0.02	0	5

- 7.7 **Table 12** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

Brascote Lane / Newbold Road / Kirkby Lane

- 7.8 The junction has been split into three different models (north, west and south) in order to reflect how the junction operates, as seen below.



Brascote Lane / Newbold Road / Kirkby Lane (North) Junction – Capacity Assessment

- 7.9 The Brascote Lane / Newbold Road / Kirkby Lane (North) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix E**.
- 7.10 **Table 13** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 13 – Brascote Lane / Newbold Road / Kirkby Lane (North) Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Kirkby Old Parks Farm	0.00	0	0	0.00	0	0
Kirkby Lane	0.00	0	0	0.01	0	7
Kirkby Lane (To Brascote Lane)	0.01	0	7	0.00	0	0
Newbold Road	0.00	0	0	0.00	0	0
2030 – DN						
Kirkby Old Parks Farm	0.00	0	0	0.00	0	0
Kirkby Lane	0.00	0	0	0.01	0	7
Kirkby Lane (To Brascote Lane)	0.01	0	7	0.00	0	0
Newbold Road	0.00	0	0	0.00	0	0
2030 – DS0						
Kirkby Old Parks Farm	0.00	0	0	0.00	0	0
Kirkby Lane	0.00	0	0	0.01	0	7
Kirkby Lane (To Brascote Lane)	0.01	0	7	0.00	0	0
Newbold Road	0.00	0	0	0.00	0	0

- 7.11 **Table 13** shows that the junction is forecast to operate with spare capacity and no queues and delays in both peak periods since the Kirby Old Parks Farm is a private road, serving extremely low levels of traffic. Additionally, those travelling to Hinckley are unlikely to use this route since Ashby Road provides a direct and more attractive route.

Brascote Lane / Newbold Road / Kirkby Lane (West) Junction – Capacity Assessment

- 7.12 The Brascote Lane / Newbold Road / Kirkby Lane (West) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix F**.
- 7.13 **Table 14** summarises how the junction currently operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 14 – Brascote Lane / Kirkby Lane (West) Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Kirkby Lane	0.00	0	0	0.01	0	8
Brascote Lane	0.00	0	0	0.00	0	0
2030 – DN						
Kirkby Lane	0.00	0	0	0.01	0	8
Brascote Lane	0.00	0	0	0.00	0	0
2030 – DS						
Kirkby Lane	0.00	0	0	0.01	0	8
Brascote Lane	0.00	0	0	0.00	0	0

- 7.14 **Table 14** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods. The layout of the junction means that people will continue onto Newbold Road rather than rerouting through the Brascote Lane junction.

Brascote Lane / Newbold Road / Kirkby Lane (South) Junction – Capacity Assessment

- 7.15 The Brascote Lane / Newbold Road / Kirkby Lane (South) priority junctions has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix G**.
- 7.16 **Table 15** summarises how the junction currently operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 15 – Brascote Lane / Newbold Road / Kirkby Lane (South) Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Newbold Road (to Kirkby Lane)	0.07	0	6	0.03	0	6
Newbold Road	0.06	0	7	0.08	0	6
2030 – DN						
Newbold Road (to Kirkby Lane)	0.07	0	6	0.03	0	6
Newbold Road	0.06	0	7	0.08	0	6
2030 – DS						
Newbold Road (to Kirkby Lane)	0.07	0	6	0.03	0	6
Newbold Road	0.06	0	7	0.08	0	6

- 7.17 **Table 15** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

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Main Street/ Brascote Lane Junction – Capacity Assessment

- 7.18 The Main Street / Brascote Lane priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix H**.
- 7.19 **Table 16** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

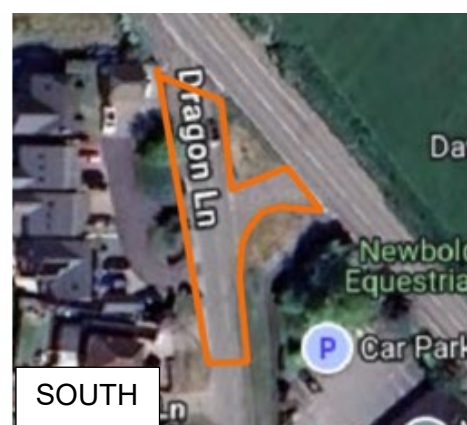
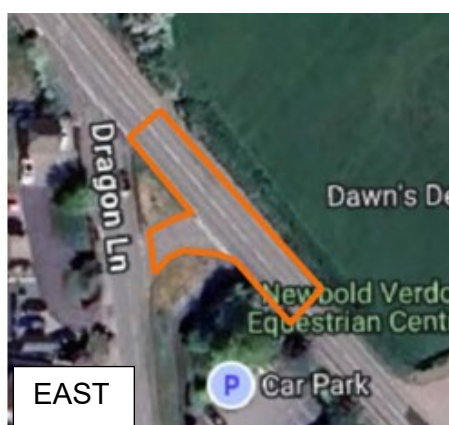
Table 16 – Main Street/ Brascote Lane Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Brascote Lane	0.14	0	7	0.14	0	7
Main Street (West)	0.10	0	6	0.11	0	6
2030 – DN						
Brascote Lane	0.15	0	7	0.15	0	8
Main Street (West)	0.11	0	6	0.12	0	6
2030 – DS						
Brascote Lane	0.30	0	9	0.20	0	8
Main Street (West)	0.11	0	6	0.16	0	7

- 7.20 **Table 16** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B582 Barlestone Road / Dragon Lane

- 7.21 The junction has been split into three different models (north, east and south) in order to reflect how the junction operates, as seen below.



B582 Barlestone Road / Dragon Lane (North) – Capacity Assessment

- 7.22 The B582 Barlestone Road / Dragon Lane (North) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix I**.
- 7.23 **Table 17** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 17 – B582 Barlestone Road / Dragon Lane (North) Junction PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Dragon Lane	0.22	0	8	0.22	0	9
B582 Barlestone Road	0.28	1	6	0.38	1	7
2030 – DN						
Dragon Lane	0.23	0	9	0.23	0	9
B582 Barlestone Road	0.30	1	6	0.41	1	7
2030 – DS						
Dragon Lane	0.27	0	8	0.24	0	9
B582 Barlestone Road	0.31	1	6	0.46	1	7

- 7.24 **Table 17** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B582 Barlestone Road / Dragon Lane (East) – Capacity Assessment

- 7.25 The B582 Barlestone Road / Dragon Lane (East) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix J**.
- 7.26 **Table 18** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 18 – B582 Barlestone Road / Dragon Lane (East) PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Dragon Lane	0.15	0	13	0.08	0	12
B582 Barlestone Road	0.00	0	0	0.00	0	0
2030 – DN						
Dragon Lane	0.16	0	13	0.08	0	13
B582 Barlestone Road	0.00	0	0	0.00	0	0
2030 – DS						
Dragon Lane	0.16	0	13	0.08	0	13
B582 Barlestone Road	0.00	0	0	0.00	0	0

- 7.27 **Table 18** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B582 Barlestone Road / Dragon Lane (South) – Capacity Assessment

- 7.28 The B582 Barlestone Road / Dragon Lane (South) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix K**.
- 7.29 **Table 19** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 19 – B582 Barlestone Road / Dragon Lane (South) PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
B582 Barlestone Road	0.04	0	6	0.05	0	6
Dragon Lane	0.10	0	6	0.05	0	6
2030 – DN						
B582 Barlestone Road	0.04	0	6	0.06	0	6
Dragon Lane	0.10	0	6	0.05	0	6
2030 – DS						
B582 Barlestone Road	0.04	0	6	0.06	0	7
Dragon Lane	0.10	0	6	0.05	0	6

- 7.30 **Table 19** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B582 Barlestone Road / Main Street – Capacity Assessment

- 7.31 The B582 Barlestone Road / Main Street priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix L**.
- 7.32 **Table 20** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 20 – B582 Barlestone Road / Main Street PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Main Street	0.34	1	13	0.27	0	13
B582 Barlestone Road	0.05	0	5	0.10	0	5
2030 – DN						
Main Street	0.37	1	14	0.30	0	14
B582 Barlestone Road	0.05	0	4	0.10	0	5
2030 – DS						
Main Street	0.51	1	18	0.34	1	15
B582 Barlestone Road	0.05	0	4	0.11	0	5

- 7.33 **Table 20** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B582 Barlestone Road / B585 Bosworth Lane – Capacity Assessment

- 7.34 The B582 Barlestone Road / B585 Bosworth Lane signalised junction has been assessed using LinSig; full details, including geometries and traffic flows, can be seen in **Appendix M**.
- 7.35 **Table 21** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development

Table 21 - B582 Barlestone Road / B585 Bosworth Lane LinSig Summary Results

Lane	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	DoS (%)	MMQ (PCUs)	Delay (s)	DoS (%)	MMQ (PCUs)	Delay (s)
2024						
Barlestone Road (NW) Ahead Right	32%	4	12	31%	3	14
Barlestone Road (SE) Ahead Left	46%	8	19	58%	11	21
Bosworth Lane	65%	8	38	71%	9	40
Cycle time/Junction delay	Cycle Time: 90s Total Delay: 7.17(pcuHr)			Cycle Time: 90s Total Delay: 8.91(pcuHr)		
2030 – DN						
Barlestone Road (NW) Ahead Right	34%	4	13	33%	4	14
Barlestone Road (SE) Ahead Left	50%	8	20	62%	11	22
Bosworth Lane	66%	9	37	75%	10	43
Cycle time/Junction delay	Cycle Time: 90s Total Delay: 7.74(pcuHr)			Cycle Time: 90s Total Delay: 9.83(pcuHr)		
2030 – DS						
Barlestone Road (NW) Ahead Right	34%	4	13	35%	4	15
Barlestone Road (SE) Ahead Left	52%	9	20	64%	12	23
Bosworth Lane	66%	9	37	73%	10	40
Cycle time/Junction delay	Cycle Time: 90s Total Delay: 7.94(pcuHr)			Cycle Time: 90s Total Delay: 10.03(pcuHr)		

- 7.36 **Table 21** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B585 Barlestone Road / B585 Bagworth Road

- 7.37 The junction has been split into three different models (north, east and south) in order to reflect how the junction operates, as seen below.



B585 Barlestone Road / B585 Bagworth Road (East) – Capacity Assessment

- 7.38 The B585 Barlestone Road / B585 Bagworth Road (East) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix N**.
- 7.39 **Table 22** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 22 - B585 Barlestone Road / B585 Bagworth Road (East) PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Barlestone Road	0.06	0	7	0.01	0	6
Bagworth Road	0.04	0	6	0.10	0	6
2030 – DN						
Barlestone Road	0.07	0	7	0.01	0	6
Bagworth Road	0.05	0	6	0.11	0	6
2030 – DS0						
Barlestone Road	0.07	0	7	0.01	0	6
Bagworth Road	0.05	0	6	0.11	0	6

- 7.40 **Table 22** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

585 Barlestone Road / B585 Bagworth Road (West) – Capacity Assessment

- 7.41 The B585 Barlestone Road / B585 Bagworth Road (West) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix O**.
- 7.42 **Table 23** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 23 - B585 Barlestone Road / B585 Bagworth Road (West) PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Bagworth Road	0.04	0	8	0.09	0	8
Barlestone Road	0.00	0	0	0.00	0	0
2030 – DN						
Bagworth Road	0.04	0	8	0.10	0	8
Barlestone Road	0.00	0	0	0.00	0	0
2030 – DS0						
Bagworth Road	0.04	0	8	0.10	0	8
Barlestone Road	0.00	0	0	0.00	0	0

- 7.43 **Table 23** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B585 Barlestone Road / B585 Bagworth Road (South) – Capacity Assessment

- 7.44 B585 Barlestone Road / B585 Bagworth Road (South) priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix P**.
- 7.45 **Table 24** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 24 - B585 Barlestone Road / B585 Bagworth Road (South) PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Bagworth Road	0.36	1	10	0.49	1	12
Barlestone Road	0.43	1	9	0.46	1	8
2030 – DN						
Bagworth Road	0.38	1	10	0.52	1	12
Barlestone Road	0.46	1	10	0.49	1	9
2030 – DS0						
Bagworth Road	0.39	1	10	0.54	1	13
Barlestone Road	0.48	1	10	0.50	1	9

- 7.46 **Table 24** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B585 Garland Lane / B585 Bagworth Road / Heath Road – Capacity Assessment

- 7.47 B585 Garland Lane / B585 Bagworth Road / Heath Road priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix Q**.
- 7.48 **Table 25** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 25 - B585 Garland Lane / B585 Bagworth Road / Heath Road PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Heath Road	0.11	0	10	0.15	0	9
B585 Bagworth Road	0.04	0	6	0.02	0	6
2030 – DN						
Heath Road	0.12	0	10	0.16	0	9
B585 Bagworth Road	0.04	0	6	0.02	0	6
2030 – DS0						
Heath Road	0.12	0	10	0.16	0	9
B585 Bagworth Road	0.04	0	6	0.02	0	6

- 7.49 **Table 25** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B585 Garland Lane / Barlestone Road / B585 Bagworth Road – Capacity Assessment

- 7.50 B585 Garland Lane / Barlestone Road / B585 Bagworth Road priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix R**.
- 7.51 **Table 26** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 26 - B585 Garland Lane / Barlestone Road / B585 Bagworth Road PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
B585 Bagworth Road	0.32	1	11	0.25	0	9
Barlestone Road	0.08	0	7	0.05	0	6
2030 – DN						
B585 Bagworth Road	0.34	1	11	0.26	0	9
Barlestone Road	0.09	0	7	0.05	0	6
2030 – DS0						
B585 Bagworth Road	0.34	1	11	0.28	0	9
Barlestone Road	0.09	0	7	0.05	0	6

7.52 **Table 26** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

B585 Wood Road / Bagworth Road (S) / B585 Bagworth Road (E) / B582 Grange Road – Capacity Assessment

7.53 B585 Wood Road / Bagworth Road (S) / B585 Bagworth (E) / B582 Grange Road priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix S**.

7.54 **Table 27** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 27 - B585 Wood Road / Bagworth Road (S) / B585 Bagworth Road (E) / B582 Grange Road PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
B585 Bagworth Road	0.33	1	11	0.35	1	9
B585 Wood Lane	0.31	1	8	0.45	1	9
B582 Grange Road	0.34	1	9	0.19	0	7
Bagworth Road	0.35	1	7	0.25	1	7
2030 – DN						
B585 Bagworth Road	0.35	1	11	0.37	1	10
B585 Wood Lane	0.34	1	8	0.49	1	9
B582 Grange Road	0.36	1	9	0.20	0	7
Bagworth Road	0.37	1	7	0.27	1	7
2030 – DS0						
B585 Bagworth Road	0.36	1	11	0.38	1	10
B585 Wood Lane	0.35	1	8	0.49	1	9
B582 Grange Road	0.36	1	9	0.21	0	7
Bagworth Road	0.37	1	7	0.29	1	7

- 7.55 **Table 27** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

Ibstock Road / Grange Road – Capacity Assessment

- 7.56 Ibstock Road / Grange Road priority junction has been assessed using the PICADY module of Junctions 11; full details, including geometries and traffic flows, can be seen in **Appendix T**.
- 7.57 **Table 28** summarises how the junction operates in 2024 and how it is forecast to operate in 2030 with and without development traffic.

Table 28 - Ibstock Road / Grange Road PICADY Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2024 – Surveyed Base						
Grange Road	0.33	1	13	0.46	1	14
Ibstock Road	0.08	0	7	0.03	0	5
2030 – DN						
Grange Road	0.36	1	14	0.50	1	16
Ibstock Road	0.09	0	7	0.03	0	5
2030 – DS0						
Grange Road	0.38	1	14	0.51	1	16
Ibstock Road	0.09	0	7	0.03	0	5

- 7.58 **Table 28** shows that the junction is forecast to operate with spare capacity and short queues and delays during both peak periods.

Analysis Summary

- 7.59 The analysis summarised above demonstrates that the proposed site access junction will operate well within capacity in the future year scenario of 2030.
- 7.60 The off-site junctions assessed also operate with minimal queuing and delay during peak hours. These will continue to do so during the future year scenarios with the addition of committed development traffic and the proposed development traffic.
- 7.61 The proposed development will have a negligible/minor impact on the operation of the local highway network in Newbold Verdon.

8.0 Summary and Conclusion

Summary

- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development off Brascote Lane, Newbold Verdon. This report considers the potential transport and highway impacts of 135 dwellings for the Phase 2 residential development off Brascote Lane, Newbold Verdon.
- 8.2 On-site observations have indicated that the existing highway network in the vicinity of the site is operating well within capacity, with minimal queues and delays on the network.
- 8.3 This site is in a suitable location in transport terms, with local facilities within comfortable walking distance and sustainable transport infrastructure and services present; the proposed developments will deliver 2.0m wide footways tying into the existing footway along Brascote Lane.
- 8.4 The site benefits from being close to bus stops, with Main Street served by a good bus service towards Leicester and giving access to Market Bosworth, a Key Rural Centre like Newbold Verdon. The 153 bus service provides a 51-minute journey to Leicester throughout weekdays and Saturday, making it a feasible option for commuting and other journey purposes.
- 8.5 Leicester Railway Station is accessible from the site, allowing multi-modal (bus/rail and car/rail) connections to be made to regional and national destinations.
- 8.6 The site is suitably located to take advantage of existing local facilities and active/sustainable transport opportunities. The sustainable location of the site has been established via the Appeal process through the consent for Phase 1.
- 8.7 A review of PIA data obtained from DfT indicated that 6 PIAs have occurred within the specified search area. The low volume and sporadic nature of the incidents recorded does not give any undue cause for concern.
- 8.8 Safe and suitable access to the site for all modes will be provided via a priority T-junction with Brascote Lane. The development will provide footway links to the existing footway along Brascote Lane and also to the PRoW to the east of the site giving more direct access from Phase 2 towards the village centre, with improvements provided on a short section northwards to Alans Way.
- 8.9 It is estimated that the development proposal has the potential to generate a maximum of 93 two-way vehicle trips during any peak hour period. This equates to approximately 1.5 additional vehicle movements on the local highway network every minute during any peak hour, which is demonstrated to have a minimal or negligible traffic impact when assigned to the highway network.
- 8.10 Capacity assessments have indicated that the development proposals would not have a material impact at any off-site junctions, which are forecast to continue to operate with limited queuing and delays at the 2030 future assessment year.
- 8.11 Car and cycle parking at the site will be in line with the guidance set out in the LHDG.

Conclusion

- 8.12 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.

-
- 8.13 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport, and the site provides safe and suitable access for all users.
- 8.14 Bearing the above in mind, the NPPF states that:
- ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’.*
- 8.15 This report demonstrates that, in NPPF terms, the residual cumulative impact of the development will not have a severe cumulative impact on the operation of the local highway network and neither would the development traffic have an unacceptable impact on highway safety.
- 8.16 Based on the above, there are no transport or traffic-related reasons why the proposed development should not be granted planning permission.

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T24516

Brascote Lane, Newbold Verdon Phase 2

Figures



Legend

- Site Location
- 🚌 Bus Stops

Figure 1.1 - Site Location



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Legend

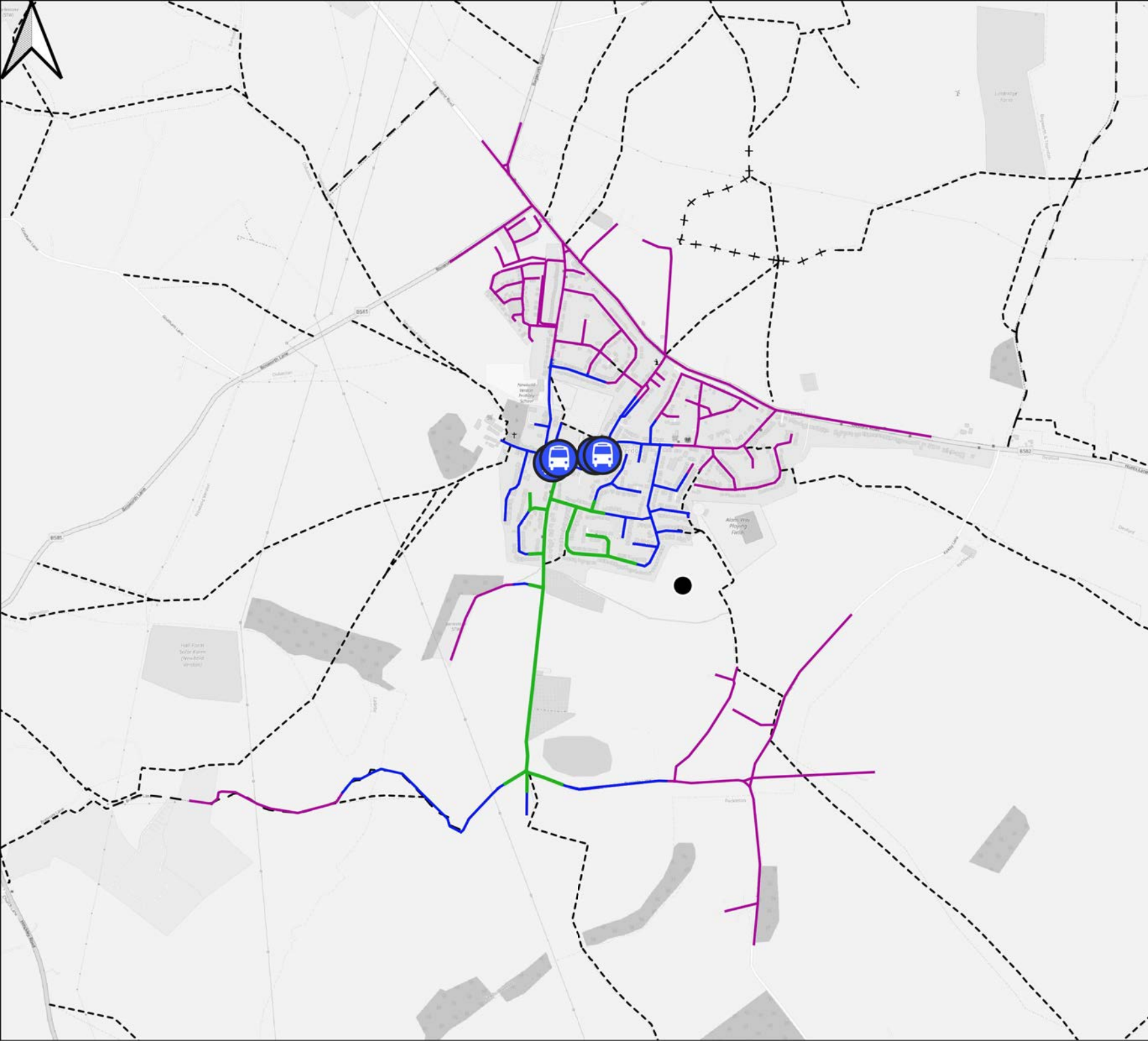
- Site Location
- Community
- Education
- Healthcare
- Leisure
- Retail
- Main Street Facilities

Figure 3.1 - Local Facilities



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050100 m



Legend

- Site Location
-  Nearest Bus Stops
- 800m
- 1.2km
- 2km

Public Rights of Way

- Footpaths
- + + Byways
- - Bridleways
- Restricted Byways

Figure 3.2 - Walking Distances

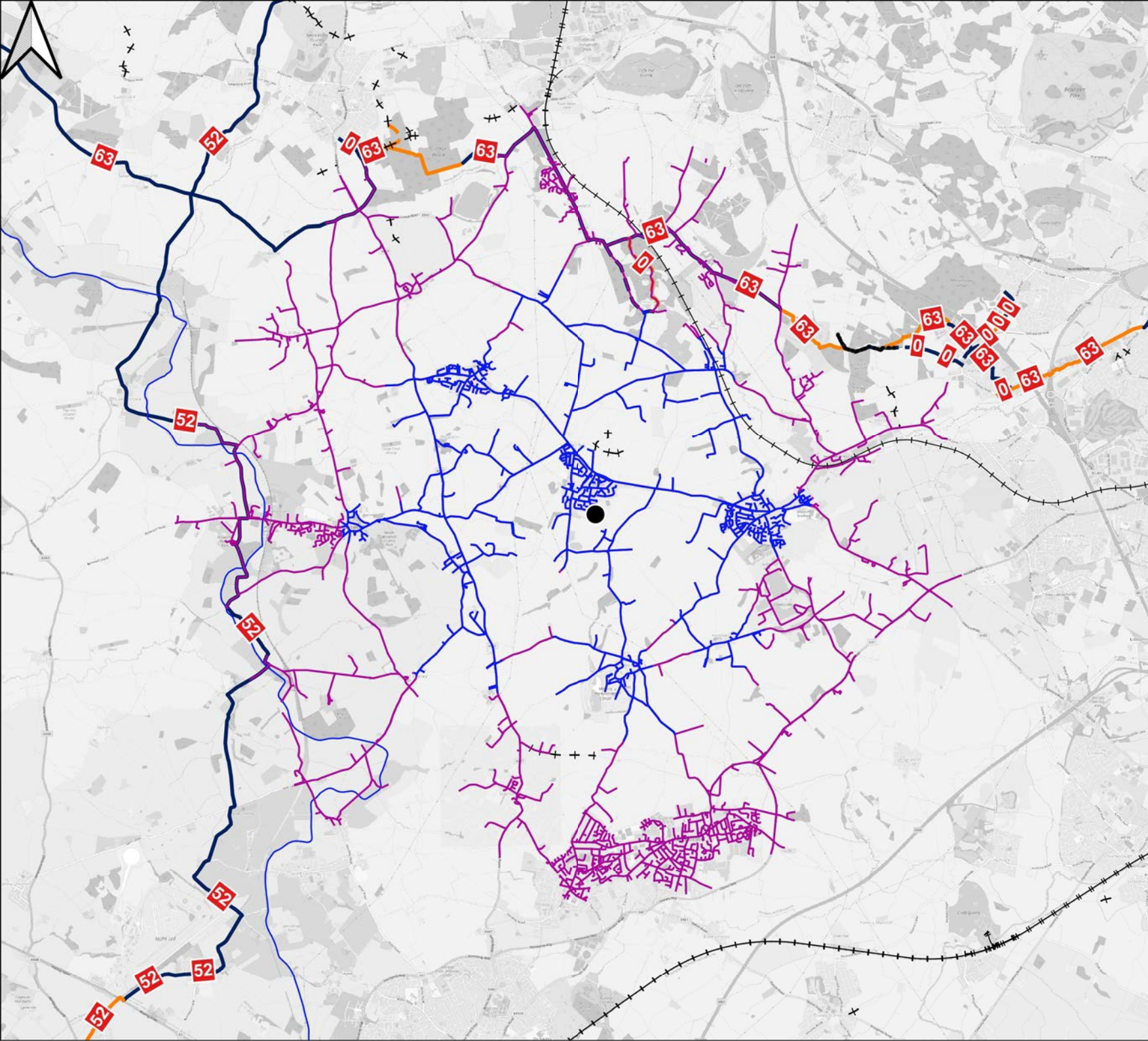
 Richborough


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0 400 800 m





Legend

- Site Location
- 5km
- 8km
- + + Byways
- Restricted Byways
- Canal Network
- National Cycle Network**
 - On-Road, Not NCN
 - On-Road NCN
 - Traffic-Free, Not NCN
 - Traffic-Free NCN

Figure 3.3 - Cycling Distances

 Richborough


hub
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0 2 4 km



T24516

Brascote Lane, Newbold Verdon Phase 2

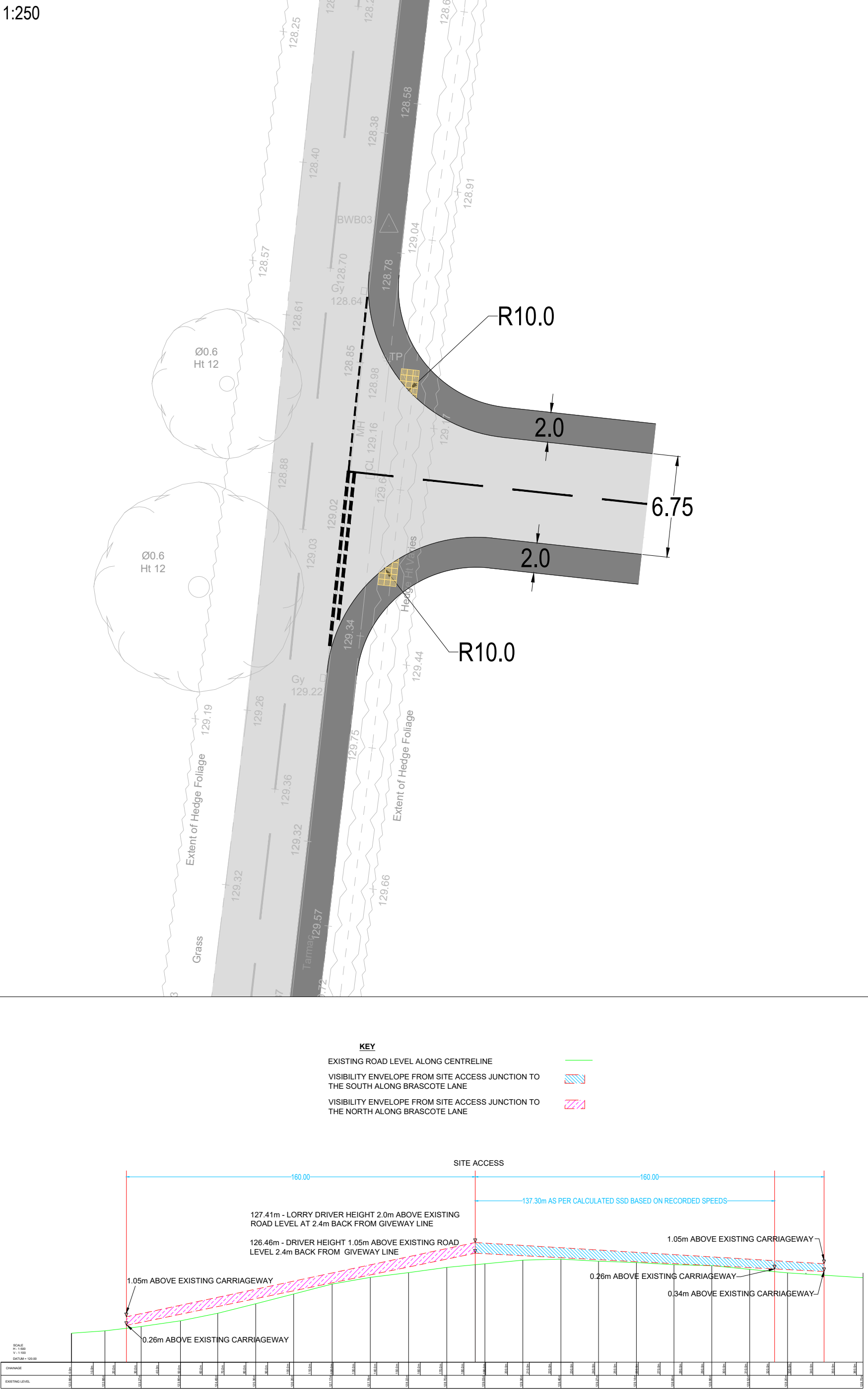


Drawings

1:1000



1:250



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

C	MINOR AMENDMENT FOLLOWING COMMENTS FROM LOCAL HIGHWAY AUTHORITY	02.08.23	JC	GM

REV	DESCRIPTION	DATE	BY	AUTH



TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

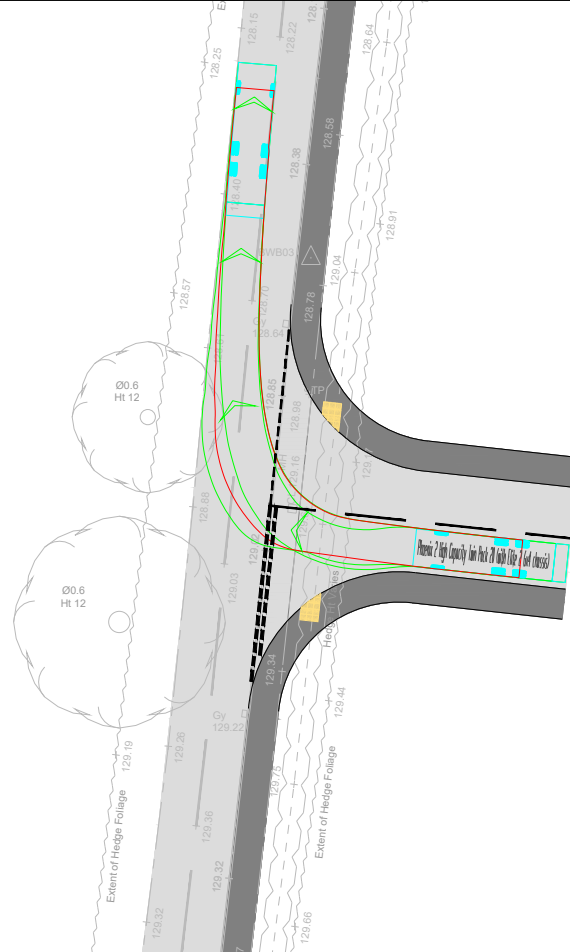
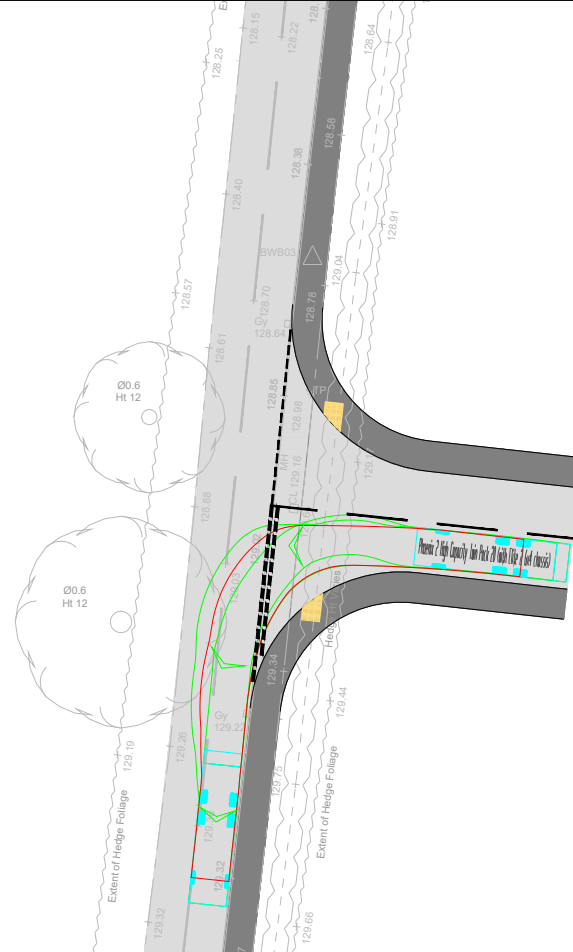
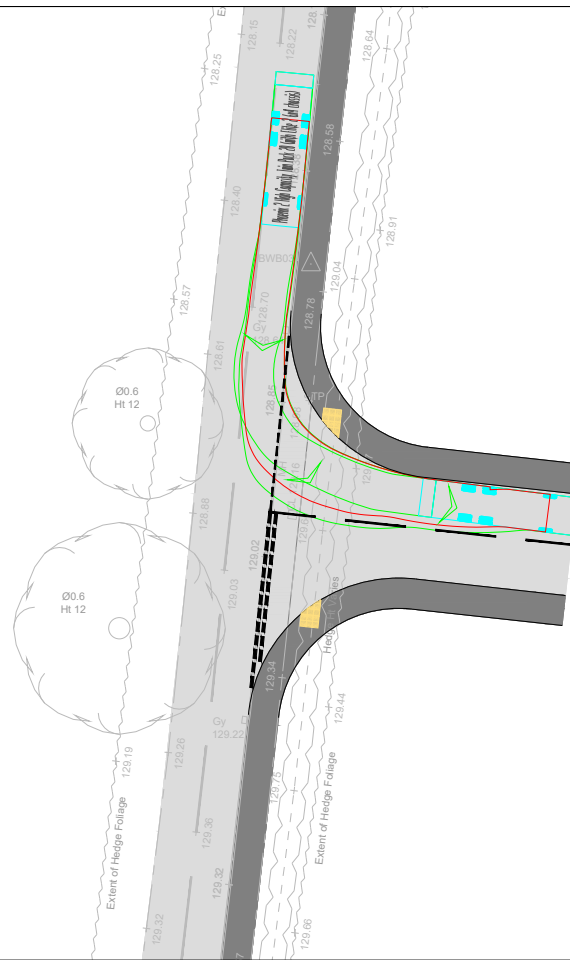
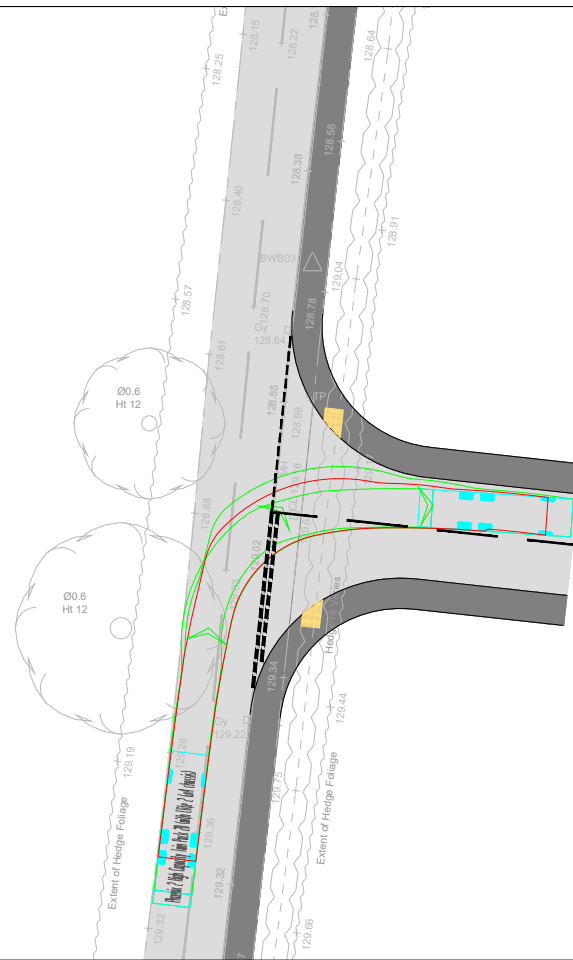
CLIENT
RICHBOROUGH ESTATES

PROJECT
LAND OFF BRASCOTE LANE
NEWBOLD VERDON

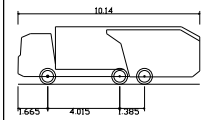
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PROPOSED SITE ACCESS LAYOUT

DRAWN ML	AUTHORISED GM	SCALE AS SHOWN	SHEET SIZE A2	DATE 24.07.24

PROJECT NO. T24516	DRAWING NO. 010	REV C



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2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis)	
Overall Length	10.140m
Overall Width	2.500m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.100m

REV	DESCRIPTION	DATE	BY	AUTH



Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF

T : 0121 454 5530

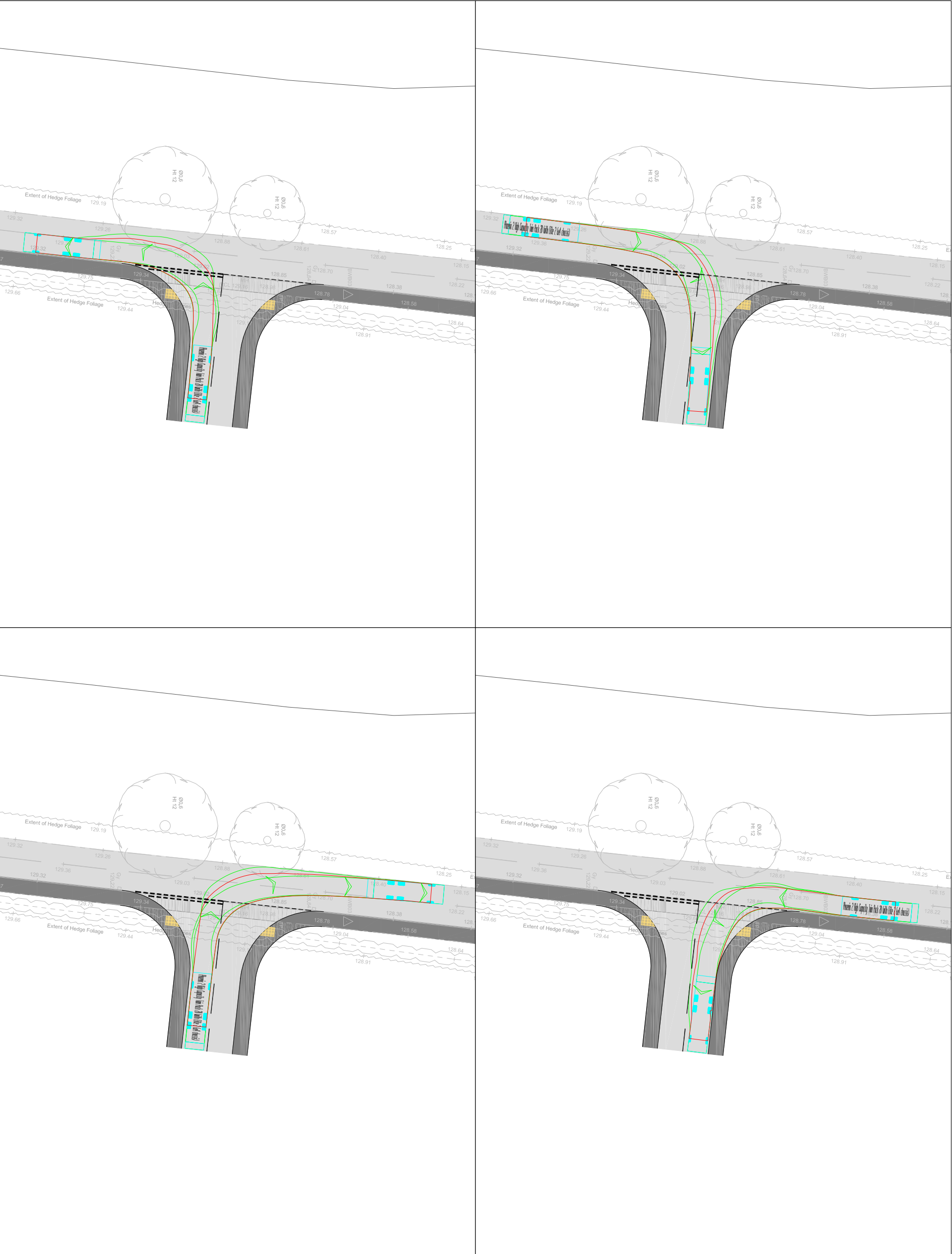
CLIENT
RICHBOROUGH ESTATES

PROJECT
LAND OFF BRASCOTE LANE
NEWBOLD VERDON

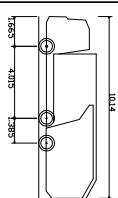
TITLE
PROPOSED SITE ACCESS LAYOUT
SWEPT PATH ANALYSIS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
ML	GM	1:500	A3	24.07.24

PROJECT NO. T24516	DRAWING NO. 011	REV A



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2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis)
Overall Width 1014mm
Overall Height 3500mm
Wheelbase 4285mm
Track Width 1285mm
Kerb to Kerb turning Radius 9100mm



Hub Transport Planning Ltd
Raddiffe House
60/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

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PROJECT
LAND OFF BRASCOTE LANE
NEWBOLD VERDON

TITLE
PROPOSED SITE ACCESS LAYOUT
SWEEP PATH ANALYSIS

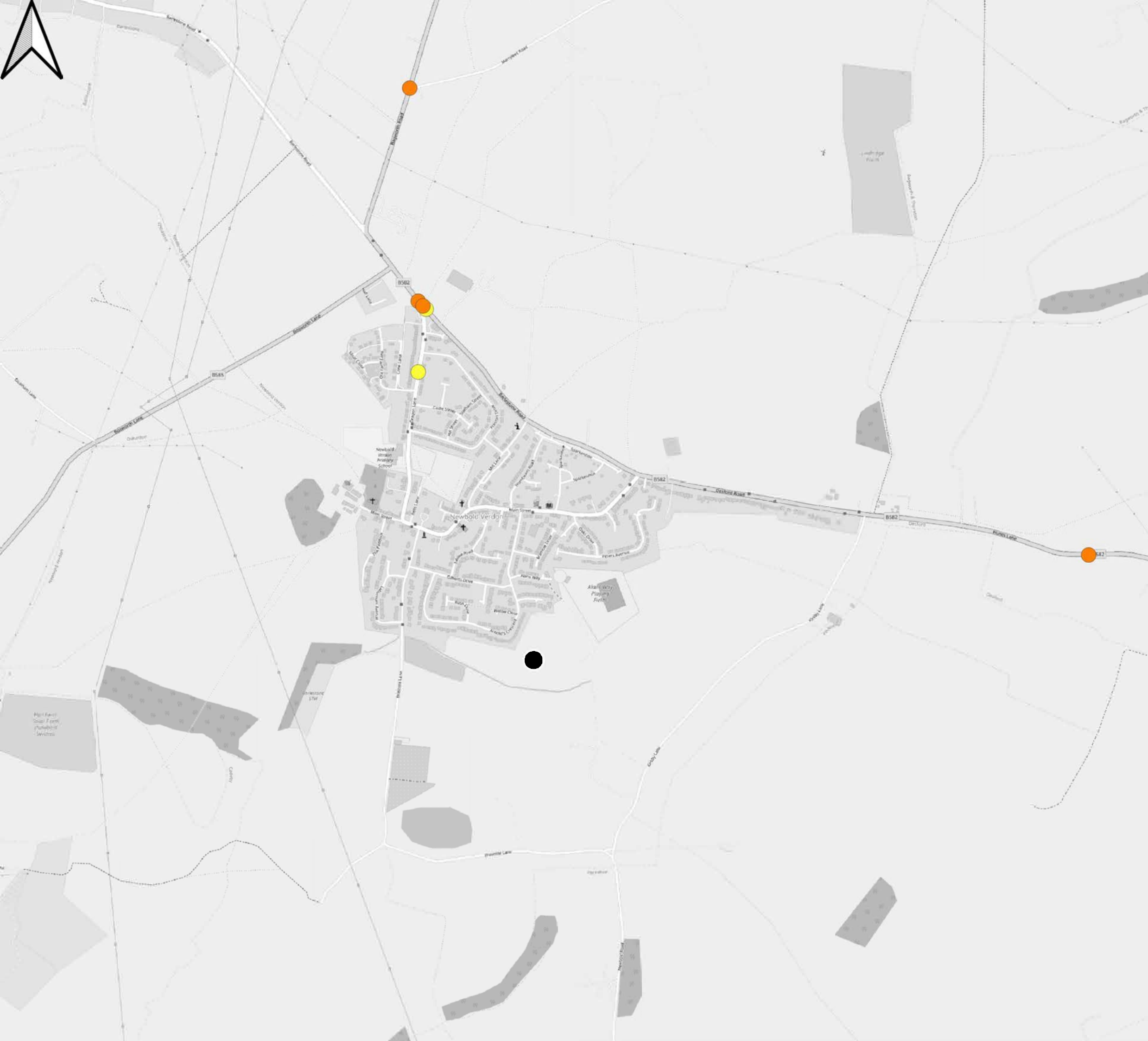
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PROJECT NO.	DRAWING NO.	REV		
T20517	003	A		

T24516

Brascote Lane, Newbold Verdon Phase 2

Appendix A

Personal Injury Accident Data



Legend

- Site Location
- Fatal
- Serious
- Slight

Appendix A - Personal Injury Accidents (2019 - 2023)





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0400800 m

T24516

Brascote Lane, Newbold Verdon Phase 2

Appendix B

Furnished Matrices Results

A447/B582

1

A A447 Ibstock Road (N)

B B582

C A447 Ibstock Road (S)

Observed Counts - 2024**AM**

	A	B	C	Total
A		178	464	642
B	135		20	155
C	347	29		376
Total	482	207	484	

PM

	A	B	C	Total
A		116	375	491
B	200		8	208
C	454	9		463
Total	654	125	383	

Furnessed Matrices**2030 DN AM**

	A	B	C	Total
A	0	219	481	700
B	226	0	27	253
C	406	33	0	439
Total	632	252	508	

Final R.A.D: 0.0%

2030 DN PM

	A	B	C	Total
A	0	205	443	648
B	266	0	11	277
C	473	14	0	487
Total	739	219	454	

Final R.A.D: 0.6%

2030 DS AM

	A	B	C	Total
A	0	209	490	699
B	246	0	40	286
C	397	41	0	438
Total	643	250	530	

Final R.A.D: 0.5%

2030 DS PM

	A	B	C	Total
A	0	207	449	656
B	268	0	11	279
C	474	14	0	488
Total	742	221	460	

Final R.A.D: 0.6%

B585/Bagworth Road/B582

A B585 (N)

B Bagworth Road (E)

C Bagworth Road (S)

D B582

AM

	A	B	C	D	Total
A	0	35	229	53	317
B	61	0	26	85	172
C	215	29	0	9	253
D	83	128	7	0	218
Total	359	192	262	147	

PM

	A	B	C
A	0	57	263
B	41	0	23
C	169	15	0
D	35	83	2
Total	245	155	288

2030 DN AM

	A	B	C	D	Total
A	0	46	234	70	350
B	95	0	39	162	296
C	286	48	0	14	348
D	88	168	7	0	263
Total	469	262	280	246	

Final R.A.D: 0.4%

2030 DN PM

	A	B	C
A	0	85	252
B	50	0	29
C	232	31	0
D	45	165	3
Total	327	281	284

Final R.A.D: 0.4%

2030 DS AM

	A	B	C	D	Total
A	0	38	233	79	350
B	86	0	37	181	304
C	293	43	0	18	354
D	97	158	7	0	262
Total	476	239	277	278	

Final R.A.D: 0.2%

2030 DS PM

	A	B	C
A	0	87	252
B	50	0	29
C	232	32	0
D	44	167	3
Total	326	286	284

Final R.A.D: 0.3%

D	Total
65	385
134	198
3	187
0	120
202	

D	Total
72	409
195	274
5	268
0	213
272	

D	Total
72	411
197	276
5	269
0	214
274	

Garland Lane/Bagworth Road/Barlestone Road**3**

A Garland Lane
B Bagworth Road
C Barlestone Road

Observed Counts - 2024**AM**

	A	B	C	Total
A	0	130	107	237
B	160	0	35	195
C	78	39	0	117
Total	238	169	142	

PM

	A	B	C	Total
A	0	177	76	253
B	125	0	35	160
C	92	22	0	114
Total	217	199	111	

2030 DN AM

	A	B	C	Total
A	0	236	191	427
B	211	0	47	258
C	157	81	0	238
Total	368	317	238	

Final R.A.D: 0.4%

2030 DN PM

	A	B	C	Total
A	0	252	125	377
B	239	0	50	289
C	203	32	0	235
Total	442	284	175	

Final R.A.D: 0.4%

2030 DS AM

	A	B	C	Total
A	0	246	210	456
B	186	0	44	230
C	160	81	0	241
Total	346	327	254	

Final R.A.D: 0.3%

2030 DS PM

	A	B	C	Total
A	0	259	126	385
B	238	0	54	292
C	210	36	0	246
Total	448	295	180	

Final R.A.D: 0.1%

Garland Lane/Heath Road/Bagworth Road**4**

A Garland Lane
B Heath Road
C Bagworth Road

AM

	A	B	C	Total
A	0	110	140	250
B	51	0	3	54
C	187	18	0	205
Total	238	128	143	

PM

	A	B	C	Total
A	0	41	171	212
B	70	0	9	79
C	181	8	0	189
Total	251	49	180	

2030 DN AM

	A	B	C	Total
A	0	150	232	382
B	110	0	6	116
C	311	12	0	323
Total	421	162	238	

Final R.A.D: 1.8%

2030 DN PM

	A	B	C	Total
A	0	143	296	439
B	128	0	10	138
C	239	13	0	252
Total	367	156	306	

Final R.A.D: 1.9%

2030 DS AM

	A	B	C	Total
A	0	148	211	359
B	110	0	5	115
C	340	12	0	352
Total	450	160	216	

Final R.A.D: 1.8%

2030 DS PM

	A	B	C	Total
A	0	145	299	444
B	127	0	10	137
C	249	13	0	262
Total	376	158	309	

Final R.A.D: 1.8%

Barlestone Road/B585**5**

A Barlestone Road
 B B585 (N)
 C B585 (SE)

AM

	A	B	C	Total
A	0	34	189	223
B	18	0	199	217
C	117	239	0	356
Total	135	273	388	

PM

	A	B	C	Total
A	0	7	125	132
B	40	0	277	317
C	203	248	0	451
Total	243	255	402	

2030 DN AM

	A	B	C	Total
A	0	38	199	237
B	20	0	283	303
C	120	377	0	497
Total	140	415	482	

Final R.A.D: 0.7%

2030 DN PM

	A	B	C	Total
A	0	8	172	180
B	41	0	420	461
C	202	301	0	503
Total	243	309	592	

Final R.A.D: 0.1%

2030 DS AM

	A	B	C	Total
A	0	38	198	236
B	18	0	263	281
C	124	406	0	530
Total	142	444	461	

Final R.A.D: 0.7%

2030 DS PM

	A	B	C	Total
A	0	8	179	187
B	41	0	432	473
C	203	310	0	513
Total	244	318	611	

Final R.A.D: 0.1%

B582/B585**6**

A B582 (SE)
 B B585
 C B582 (NW)

AM

	A	B	C	Total
A	0	192	246	438
B	233	0	108	341
C	306	83	0	389
Total	539	275	354	

PM

	A	B	C	Total
A	0	211	345	556
B	269	0	102	371
C	277	118	0	395
Total	546	329	447	

2030 DN AM

	A	B	C	Total
A	0	228	355	583
B	241	0	139	380
C	381	105	0	486
Total	622	333	494	

Final R.A.D: 0.1%

2030 DN PM

	A	B	C	Total
A	0	268	390	658
B	275	0	109	384
C	391	195	0	586
Total	666	463	499	

Final R.A.D: 0.1%

2030 DS AM

	A	B	C	Total
A	0	223	395	618
B	247	0	133	380
C	378	87	0	465
Total	625	310	528	

Final R.A.D: 0.1%

2030 DS PM

	A	B	C	Total
A	0	267	402	669
B	279	0	106	385
C	415	190	0	605
Total	694	457	508	

Final R.A.D: 0.1%

B582/Dragon Lane**7**

A B582 (SE)
 B Dragon Lane
 C B582 (NW)

AM

	A	B	C	Total
A	0	23	322	345
B	47	0	116	163
C	422	113	0	535
Total	469	136	438	

PM

	A	B	C	Total
A	0	29	445	474
B	22	0	107	129
C	402	146	0	548
Total	424	175	552	

2030 DN AM

	A	B	C	Total
A	0	24	379	403
B	49	0	201	250
C	453	165	0	618
Total	502	189	580	

Final R.A.D: 0.5%

2030 DN PM

	A	B	C	Total
A	0	31	497	528
B	25	0	152	177
C	453	214	0	667
Total	478	245	649	

Final R.A.D: 0.7%

2030 DS AM

	A	B	C	Total
A	0	22	380	402
B	51	0	235	286
C	451	172	0	623
Total	502	194	615	

Final R.A.D: 0.5%

2030 DS PM

	A	B	C	Total
A	0	32	496	528
B	24	0	164	188
C	454	241	0	695
Total	478	273	660	

Final R.A.D: 0.7%

B582/Main Street/Barlestone Road**8**

A B582 (E)
 B Main Street
 C Barlestone Road

AM

	A	B	C	Total
A	0	70	299	369
B	100	0	30	130
C	442	20	0	462
Total	542	90	329	

PM

	A	B	C	Total
A	0	118	422	540
B	68	0	32	100
C	353	38	0	391
Total	421	156	454	

2030 DN AM

	A	B	C	Total
A	0	76	316	392
B	121	0	33	154
C	499	21	0	520
Total	620	97	349	

Final R.A.D: 0.8%

2030 DN PM

	A	B	C	Total
A	0	153	485	638
B	71	0	31	102
C	374	42	0	416
Total	445	195	516	

Final R.A.D: 0.5%

2030 DS AM

	A	B	C	Total
A	0	79	315	394
B	130	0	34	164
C	498	21	0	519
Total	628	100	349	

Final R.A.D: 0.9%

2030 DS PM

	A	B	C	Total
A	0	175	485	660
B	73	0	30	103
C	372	43	0	415
Total	445	218	515	

Final R.A.D: 0.4%

Main Street/Brascote Lane**9**

A Main Street (E)
 B Brascote Lane
 C Main Street (W)

AM

	A	B	C	Total
A	0	18	48	66
B	26	0	51	77
C	53	53	0	106
Total	79	71	99	

PM

	A	B	C	Total
A	0	29	58	87
B	24	0	53	77
C	67	59	0	126
Total	91	88	111	

2030 DN AM

	A	B	C	Total
A	0	33	48	81
B	67	0	139	206
C	54	104	0	158
Total	121	137	187	

Final R.A.D: 0.4%

2030 DN PM

	A	B	C	Total
A	0	68	62	130
B	44	0	98	142
C	64	130	0	194
Total	108	198	160	

Final R.A.D: 0.4%

2030 DS AM

	A	B	C	Total
A	0	34	50	84
B	80	0	173	253
C	52	111	0	163
Total	132	145	223	

Final R.A.D: 0.4%

2030 DS PM

	A	B	C	Total
A	0	90	64	154
B	48	0	107	155
C	62	160	0	222
Total	110	250	171	

Final R.A.D: 0.4%

Newbold Road/Kirkby Lane/Brascote Lane

A Newbold Road (N)
 B Kirkby Lane
 C Bagworth Road (S)
 D B582

AM

	A	B	C	D	Total
A	0	1	42	0	43
B	0	0	0	0	0
C	30	0	0	42	72
D	5	0	60	0	65
Total	35	1	102	42	

PM

	A	B	C
A	0	0	20
B	0	0	0
C	39	1	0
D	1	1	48
Total	40	2	68

2030 DN AM

	A	B	C	D	Total
A	0	1	40	0	41
B	0	0	0	0	0
C	75	0	0	80	155
D	26	0	143	0	169
Total	101	1	183	80	

Final R.A.D: 0.8%

2030 DN PM

	A	B	C
A	0	0	42
B	0	0	0
C	73	1	0
D	1	1	69
Total	74	2	111

Final R.A.D:

2030 DS AM

	A	B	C	D	Total
A	0	1	39	0	40
B	0	0	0	0	0
C	72	0	0	81	153
D	43	0	160	0	203
Total	115	1	199	81	

Final R.A.D: 0.5%

2030 DS PM

	A	B	C
A	0	0	35
B	0	0	0
C	76	1	0
D	2	1	77
Total	78	2	112

Final R.A.D:

D	Total
5	25
0	0
55	95
0	50
60	

D	Total
10	52
0	0
137	211
0	71
147	
1.8%	

D	Total
10	45
0	0
150	227
0	80
160	
1.7%	

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix C

Trip Distribution and Aol Report

Brascote Lane Newbold Verdon Phase 2 Trip Distribution and Aol 3851.219

Alisha Baskcomb, Transport Modeller

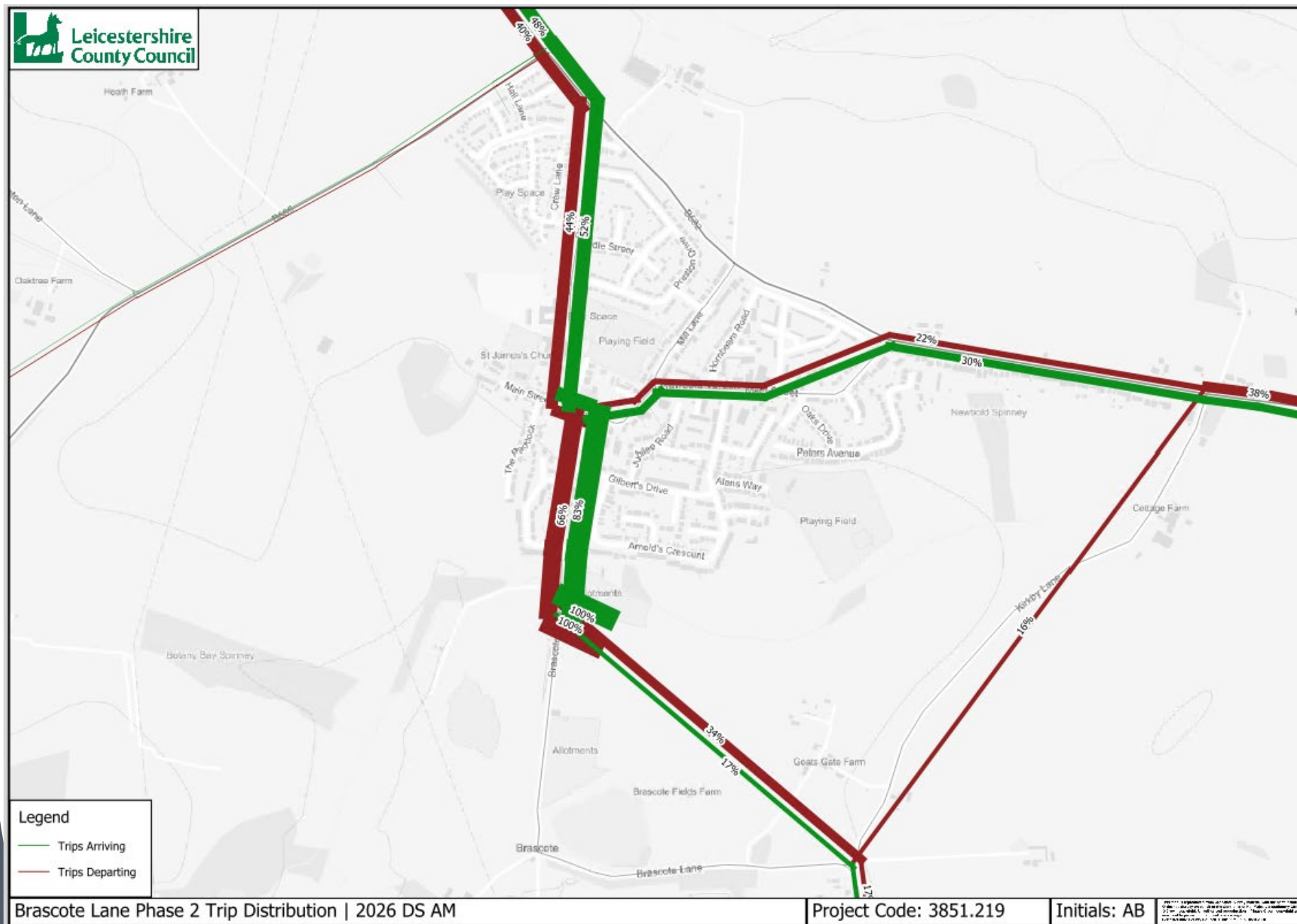
Created on 26/02/2025

CONFIDENTIAL

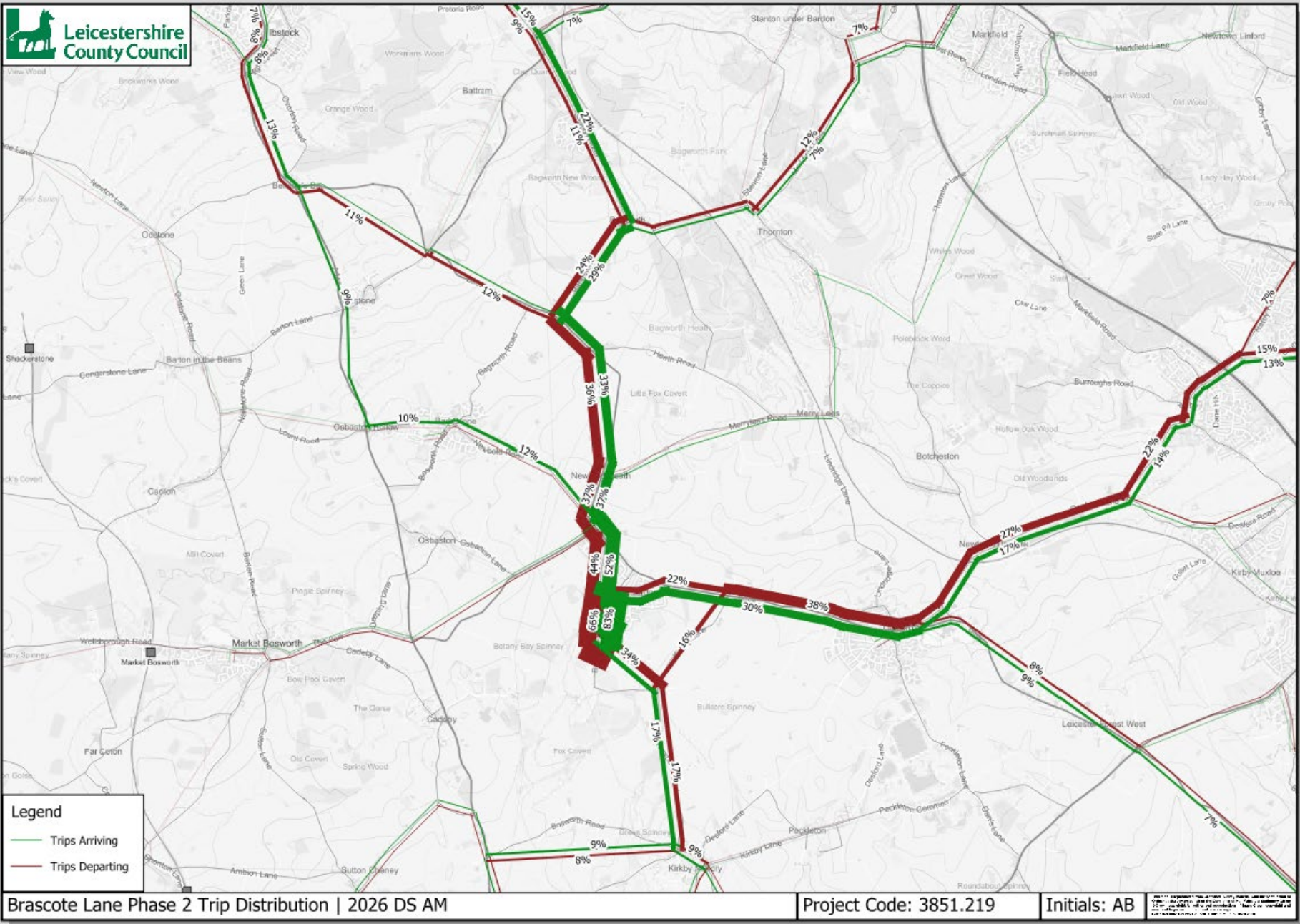
Notes

For the following Trip Distribution plots, the percentages are only displayed when they are 5% or higher.

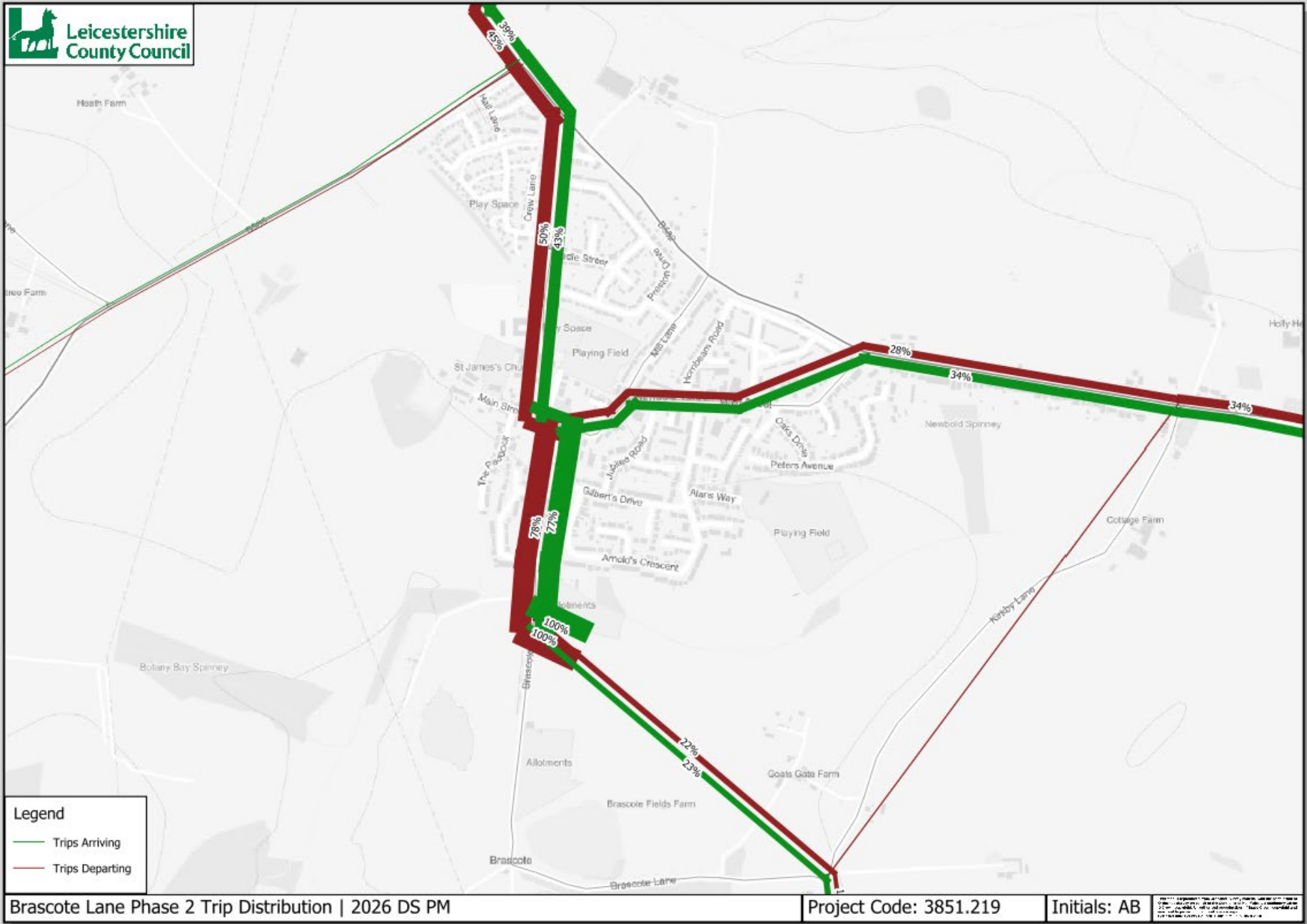
2026 AM Development Trip Distribution - local scale



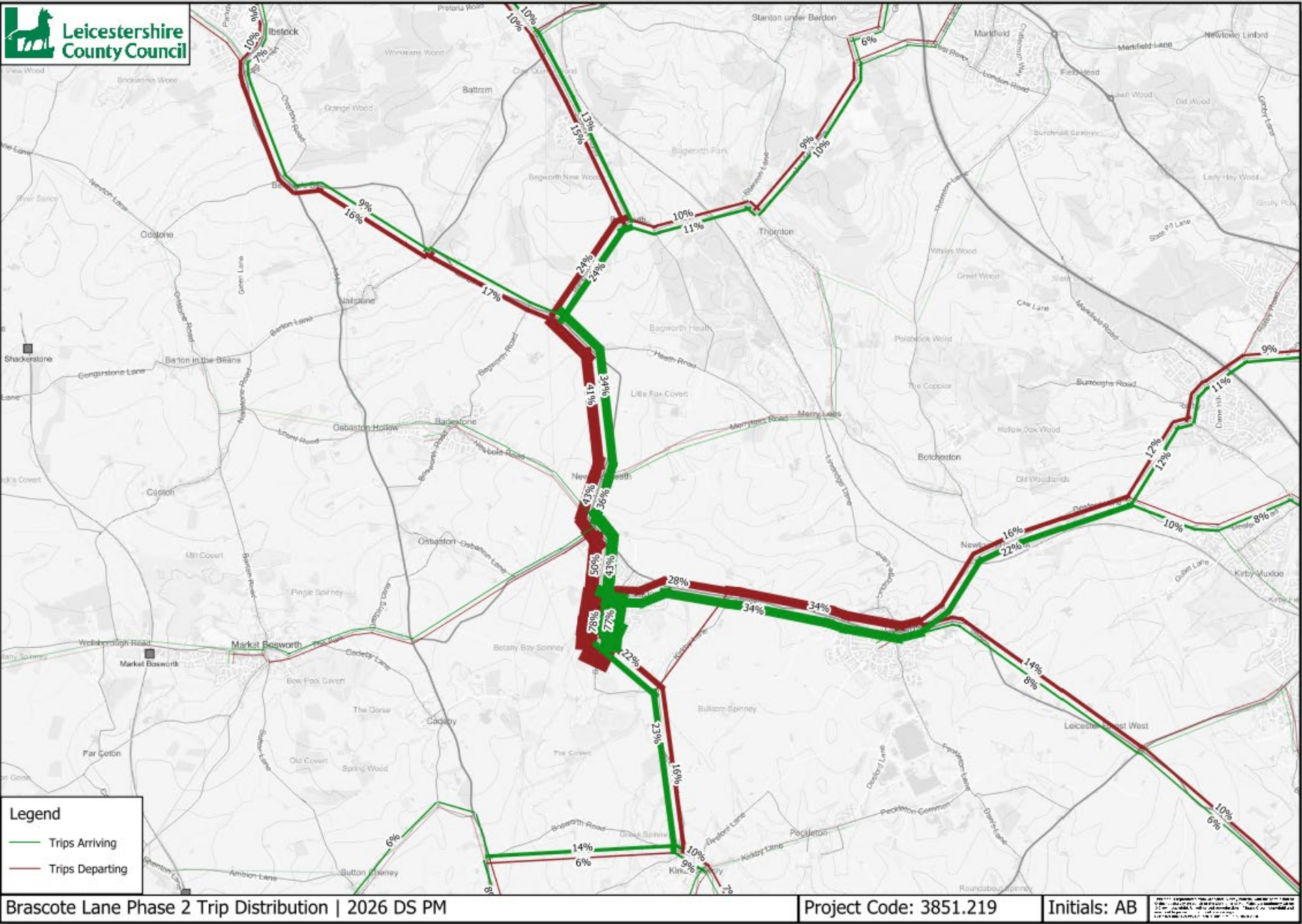
2026 AM Development Trip Distribution – strategic scale



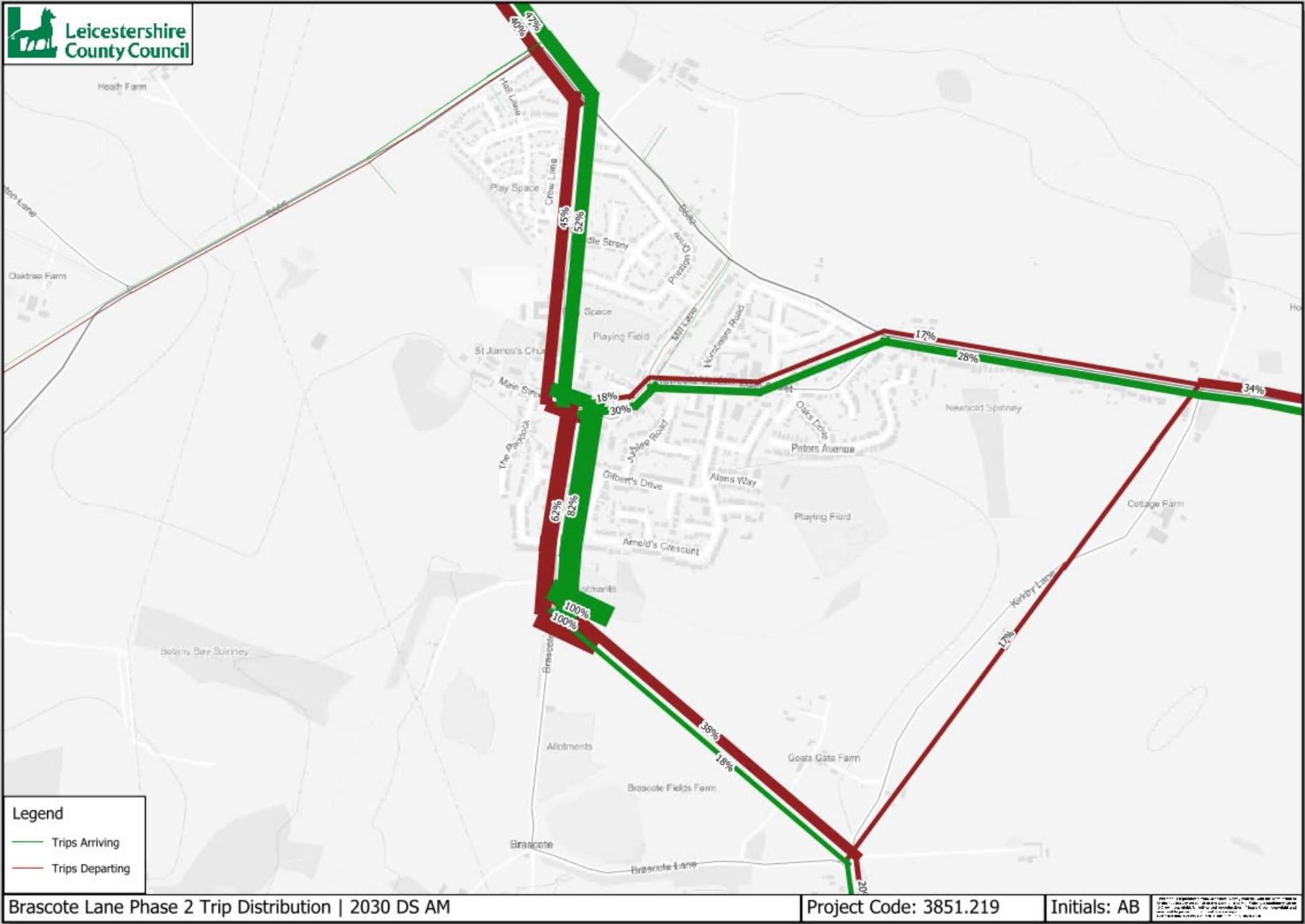
2026 PM Development Trip Distribution – local scale



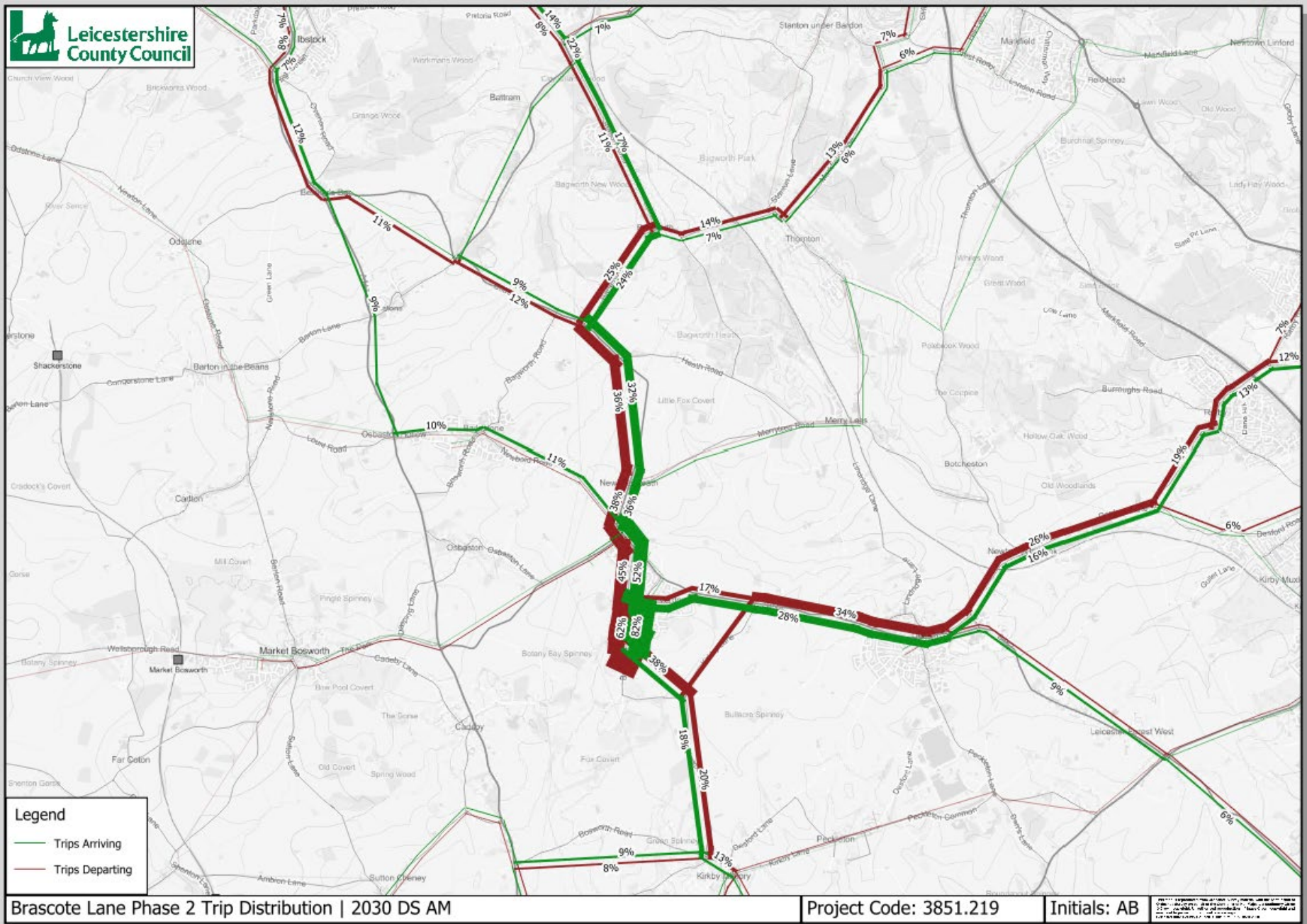
2026 PM Development Trip Distribution – strategic scale



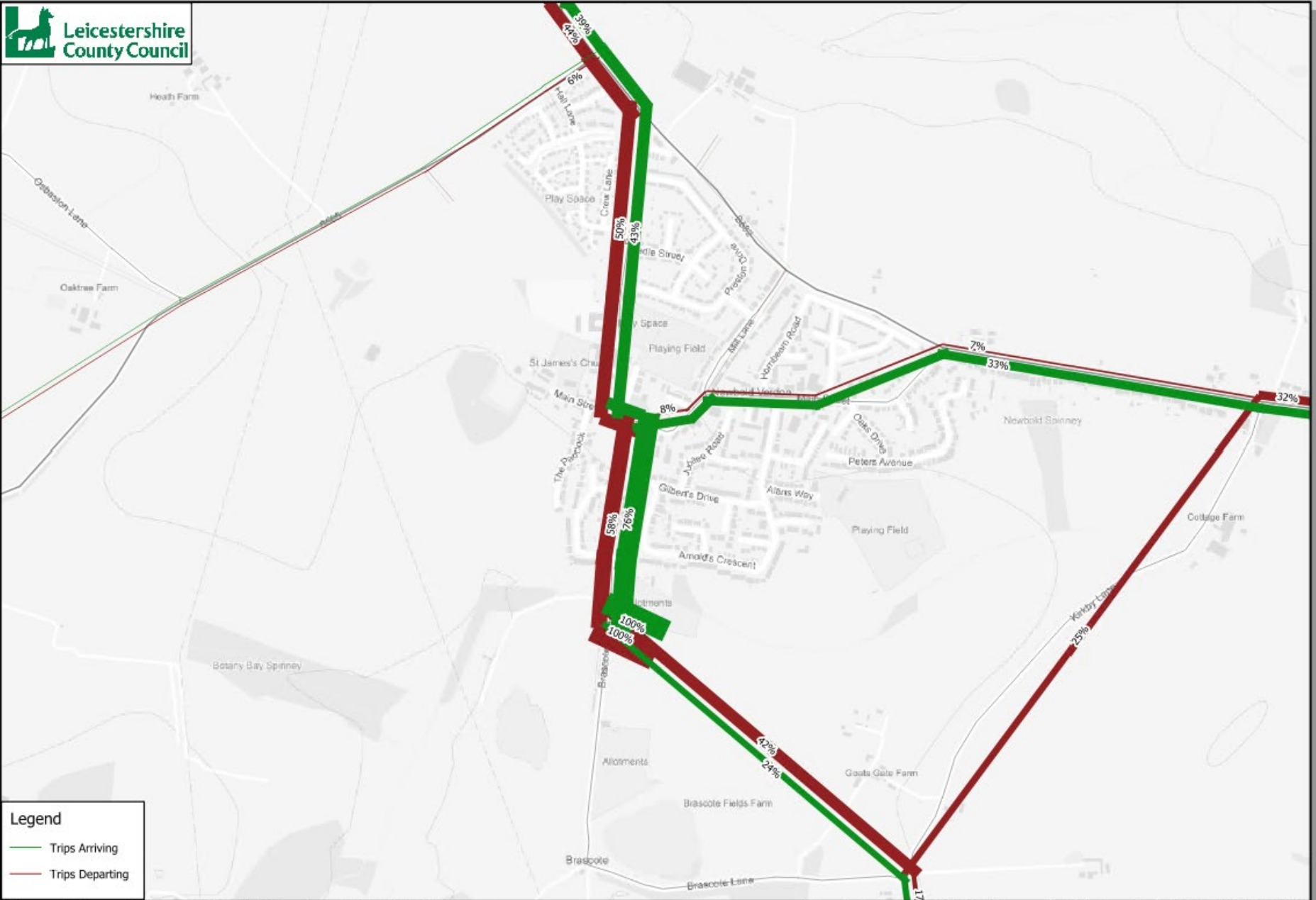
2030 AM Development Trip Distribution – local scale



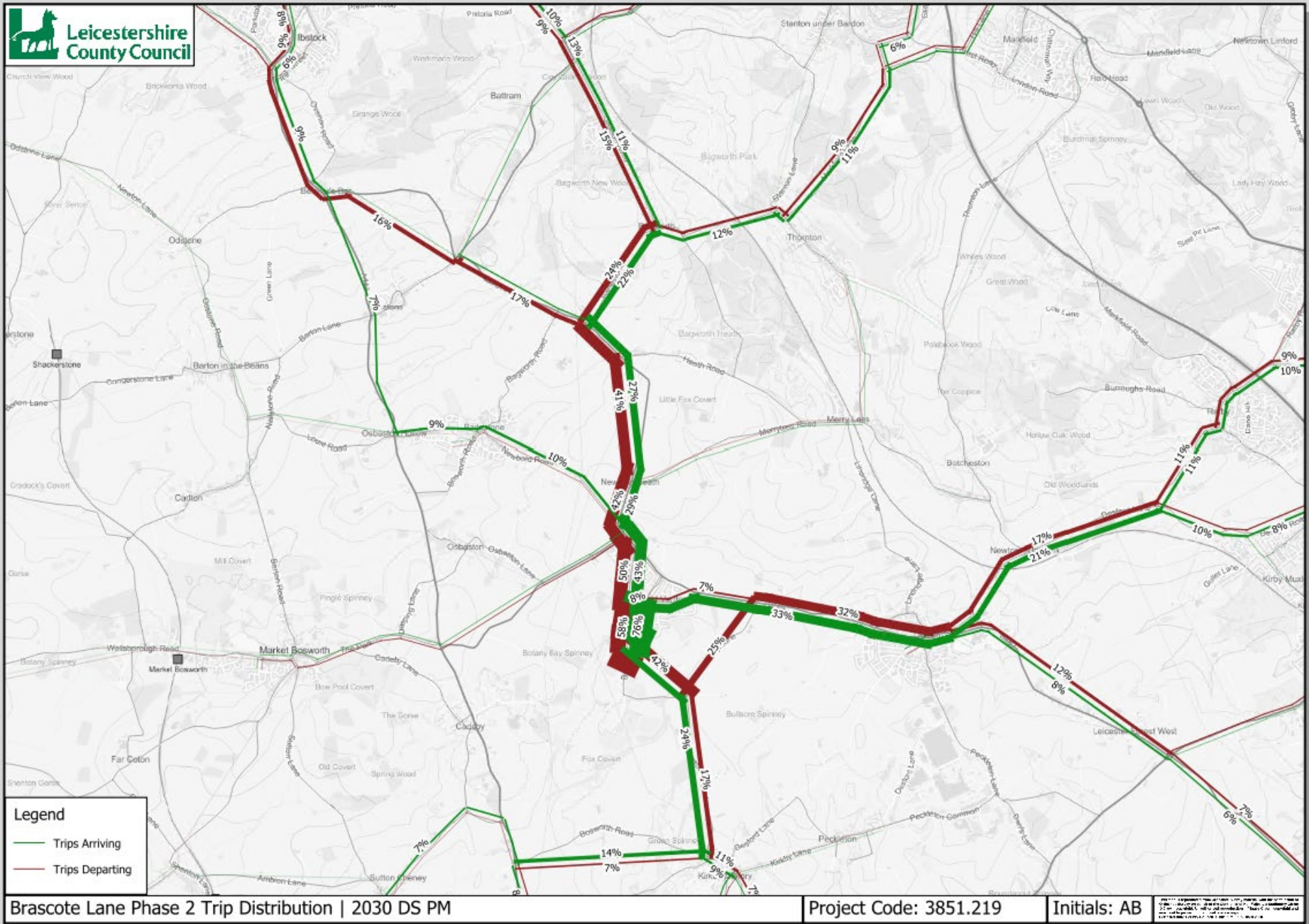
2030 AM Development Trip Distribution – strategic scale



2030 PM Development Trip Distribution – local scale



2030 PM Development Trip Distribution – strategic scale



Defined by a change in 30 two-way PCU in 2030, 'Do Something' – 'Do Nothing'



T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix D

Proposed Site Access PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: T24516 - Brascote Ln-Site Access.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 10:19:16

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Base							
Stream B-AC	D1	0.0	0.00	0.00	D2	0.0	0.00	0.00
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - Base							
Stream B-AC	D3	0.0	0.00	0.00	D4	0.0	0.00	0.00
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - Base + Development							
Stream B-AC	D5	0.2	8.47	0.18	D6	0.1	7.49	0.05
Stream C-AB		0.0	5.27	0.00		0.0	5.29	0.02

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.

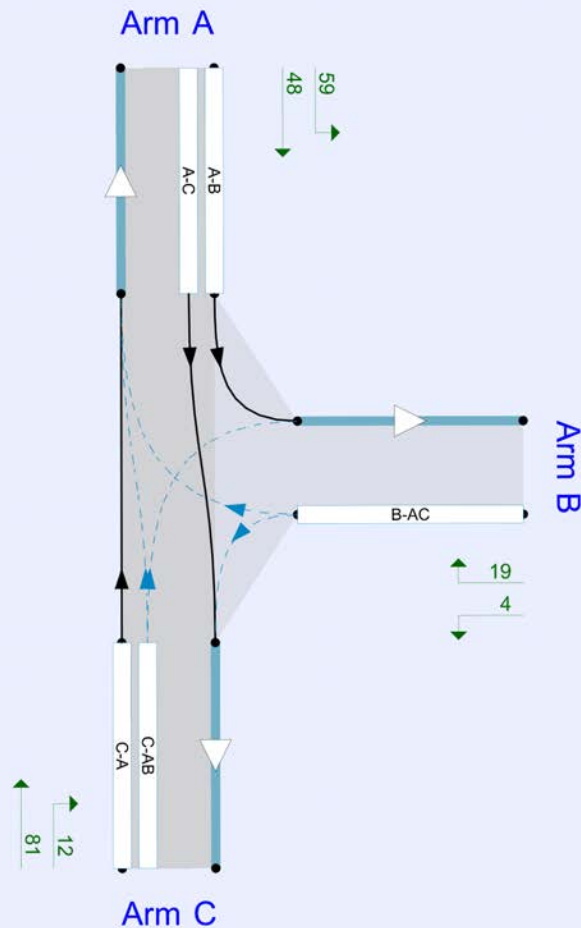
File summary

File Description

Title	Brascote Lane Site Access
Location	Newbold Verdon
Site number	
Date	03/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	T24516
Enumerator	Neil Bateman
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Brascote Ln N		Major
B	Site access		Minor
C	Brascote Ln S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			180.0	✓	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	3.50	20	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.097	0.245	0.154	0.350
B-C	672	0.105	0.266	-	-
C-B	678	0.268	0.268	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	60	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	60
	B	0	0	0
	C	49	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	9
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					45	67
A-B					0	0
A-C					55	83

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	666	0.000	0	0.0	0.0	0.000	A
C-A	37	9	0.00			37				
A-B	0	0	0.00			0				
A-C	45	11	0.00			45				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	44	11	0.00			44				
A-B	0	0	0.00			0				
A-C	54	13	0.00			54				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	54	13	0.00			54				
A-B	0	0	0.00			0				
A-C	66	17	0.00			66				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	54	13	0.00			54				
A-B	0	0	0.00			0				
A-C	66	17	0.00			66				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	44	11	0.00			44				
A-B	0	0	0.00			0				
A-C	54	13	0.00			54				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	666	0.000	0	0.0	0.0	0.000	A
C-A	37	9	0.00			37				
A-B	0	0	0.00			0				
A-C	45	11	0.00			45				

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	45
	B	0	0	0
	C	77	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					71	106
A-B					0	0
A-C					41	62

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	669	0.000	0	0.0	0.0	0.000	A
C-A	58	14	0.00			58				
A-B	0	0	0.00			0				
A-C	34	8	0.00			34				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	570	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	69	17	0.00			69				
A-B	0	0	0.00			0				
A-C	40	10	0.00			40				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	665	0.000	0	0.0	0.0	0.000	A
C-A	85	21	0.00			85				
A-B	0	0	0.00			0				
A-C	50	12	0.00			50				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	665	0.000	0	0.0	0.0	0.000	A
C-A	85	21	0.00			85				
A-B	0	0	0.00			0				
A-C	50	12	0.00			50				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	570	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	69	17	0.00			69				
A-B	0	0	0.00			0				
A-C	40	10	0.00			40				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	669	0.000	0	0.0	0.0	0.000	A
C-A	58	14	0.00			58				
A-B	0	0	0.00			0				
A-C	34	8	0.00			34				

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	63	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	63
	B	0	0	0
	C	52	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					48	72
A-B					0	0
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	665	0.000	0	0.0	0.0	0.000	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	47	12	0.00			47				
A-B	0	0	0.00			0				
A-C	57	14	0.00			57				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	57	14	0.00			57				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	57	14	0.00			57				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	47	12	0.00			47				
A-B	0	0	0.00			0				
A-C	57	14	0.00			57				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	665	0.000	0	0.0	0.0	0.000	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	48	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	48
	B	0	0	0
	C	81	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					74	111
A-B					0	0
A-C					44	66

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	669	0.000	0	0.0	0.0	0.000	A
C-A	61	15	0.00			61				
A-B	0	0	0.00			0				
A-C	36	9	0.00			36				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	43	11	0.00			43				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	89	22	0.00			89				
A-B	0	0	0.00			0				
A-C	53	13	0.00			53				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	565	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	89	22	0.00			89				
A-B	0	0	0.00			0				
A-C	53	13	0.00			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	43	11	0.00			43				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	669	0.000	0	0.0	0.0	0.000	A
C-A	61	15	0.00			61				
A-B	0	0	0.00			0				
A-C	36	9	0.00			36				

2030 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	63
	B	68	0	14
	C	52	2	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.47	0.2	A	75	113
C-AB	0.00	5.27	0.0	A	2	3
C-A					48	71
A-B					7	11
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	524	0.118	61	0.0	0.1	7.777	A
C-AB	2	0.40	0.00	689	0.002	2	0.0	0.0	5.264	A
C-A	39	10	0.00			39				
A-B	6	2	0.00			6				
A-C	47	12	0.00			47				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	520	0.142	74	0.1	0.2	8.062	A
C-AB	2	0.48	0.00	691	0.003	2	0.0	0.0	5.253	A
C-A	47	12	0.00			47				
A-B	7	2	0.00			7				
A-C	57	14	0.00			57				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	515	0.175	90	0.2	0.2	8.466	A
C-AB	2	0.60	0.00	694	0.003	2	0.0	0.0	5.241	A
C-A	57	14	0.00			57				
A-B	9	2	0.00			9				
A-C	69	17	0.00			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	515	0.175	90	0.2	0.2	8.473	A
C-AB	2	0.60	0.00	694	0.003	2	0.0	0.0	5.246	A
C-A	57	14	0.00			57				
A-B	9	2	0.00			9				
A-C	69	17	0.00			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	520	0.142	74	0.2	0.2	8.071	A
C-AB	2	0.48	0.00	691	0.003	2	0.0	0.0	5.259	A
C-A	47	12	0.00			47				
A-B	7	2	0.00			7				
A-C	57	14	0.00			57				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	524	0.118	62	0.2	0.1	7.798	A
C-AB	2	0.40	0.00	689	0.002	2	0.0	0.0	5.269	A
C-A	39	10	0.00			39				
A-B	6	2	0.00			6				
A-C	47	12	0.00			47				

2030 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	107	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	59	48
	B	19	0	4
	C	81	12	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.49	0.1	A	21	32
C-AB	0.02	5.29	0.0	A	12	19
C-A					73	109
A-B					54	81
A-C					44	66

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	518	0.033	17	0.0	0.0	7.191	A
C-AB	10	2	0.00	695	0.014	10	0.0	0.0	5.286	A
C-A	60	15	0.00			60				
A-B	44	11	0.00			44				
A-C	36	9	0.00			36				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	513	0.040	21	0.0	0.0	7.313	A
C-AB	12	3	0.00	699	0.017	12	0.0	0.0	5.279	A
C-A	72	18	0.00			72				
A-B	53	13	0.00			53				
A-C	43	11	0.00			43				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	506	0.050	25	0.0	0.1	7.485	A
C-AB	15	4	0.00	704	0.022	15	0.0	0.0	5.273	A
C-A	87	22	0.00			87				
A-B	65	16	0.00			65				
A-C	53	13	0.00			53				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	506	0.050	25	0.1	0.1	7.485	A
C-AB	15	4	0.00	704	0.022	15	0.0	0.0	5.279	A
C-A	87	22	0.00			87				
A-B	65	16	0.00			65				
A-C	53	13	0.00			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	513	0.040	21	0.1	0.0	7.318	A
C-AB	12	3	0.00	699	0.017	12	0.0	0.0	5.290	A
C-A	72	18	0.00			72				
A-B	53	13	0.00			53				
A-C	43	11	0.00			43				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	518	0.033	17	0.0	0.0	7.195	A
C-AB	10	2	0.00	695	0.014	10	0.0	0.0	5.292	A
C-A	60	15	0.00			60				
A-B	44	11	0.00			44				
A-C	36	9	0.00			36				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix E

Brascote Lane / Newbold Road / Kirkby Lane (North)

PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: T24516 - Brascote Ln-Kirkby Ln 1 NORTH.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 11:37:16

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM					PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC	
	2024 - Base								
Stream B-ACD	D1	0.0	0.00	0.00	D2	0.0	0.00	0.00	
Stream A-BCD		0.0	0.00	0.00		0.0	7.18	0.01	
Stream D-ABC		0.0	6.50	0.01		0.0	0.00	0.00	
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00	
	2030 - Base								
Stream B-ACD	D3	0.0	0.00	0.00	D4	0.0	0.00	0.00	
Stream A-BCD		0.0	0.00	0.00		0.0	7.17	0.01	
Stream D-ABC		0.0	6.51	0.01		0.0	0.00	0.00	
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00	
	2030 - Base + Development								
Stream B-ACD	D5	0.0	0.00	0.00	D6	0.0	0.00	0.00	
Stream A-BCD		0.0	0.00	0.00		0.0	7.17	0.01	
Stream D-ABC		0.0	6.51	0.01		0.0	0.00	0.00	
Stream C-ABD		0.0	0.00	0.00		0.0	0.00	0.00	

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

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

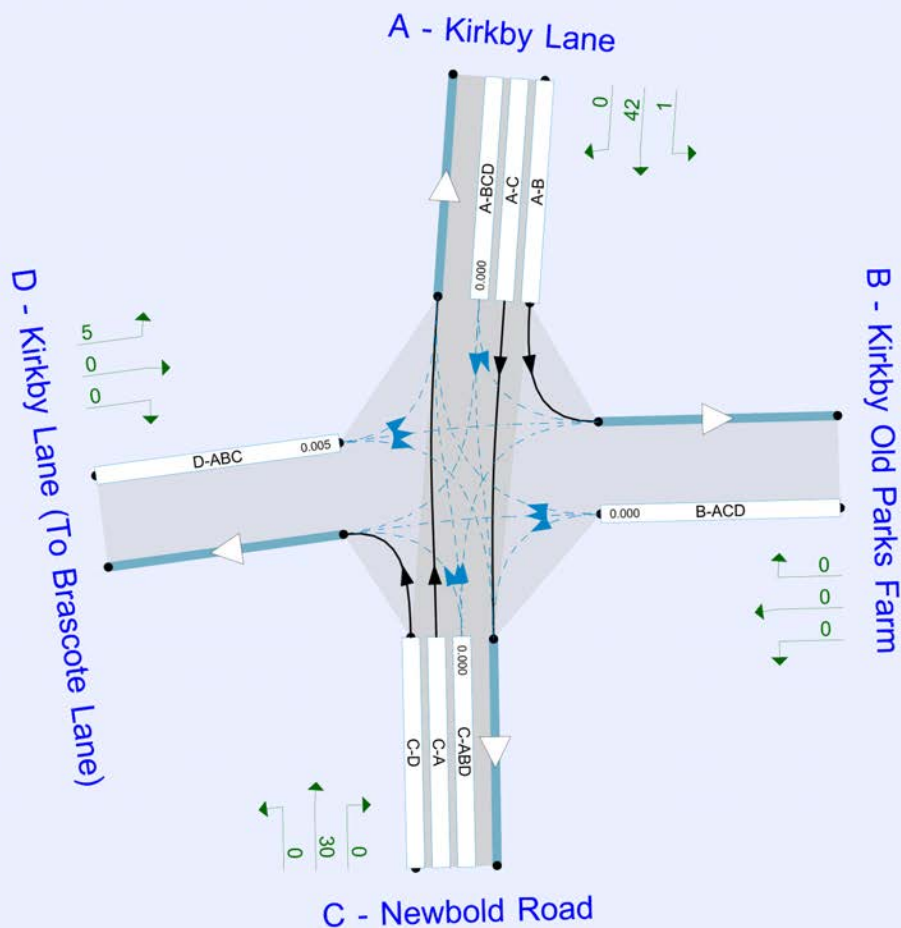
File summary

File Description

Title	
Location	
Site number	
Date	29/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kirkby Lane		Major
B	Kirkby Old Parks Farm		Minor
C	Newbold Road		Major
D	Kirkby Lane (To Brascote Lane)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Kirkby Lane	5.50			87.0	✓	0.00
C - Newbold Road	5.50			57.0	✓	0.00

Major Arm Geometry Notes

Arm	Notes
A - Kirkby Lane	It has been assumed that the forward visibility is as far as can be seen ahead and not the junction between Newbold Road and Brascote Lane (SOUTH). This may be the decision point for vehicles but vehicles at this junction will not necessarily wait for another vehicle to get to its decision point before deciding to manoeuvre.
C - Newbold Road	

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 - Kirkby Old Parks Farm	One lane	3.00	29	35
D - Kirkby Lane (To Brascote Lane)	One lane	3.30	18	99

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	624	-	-	-	-	-	-	0.247	0.353	0.247	-	-	-
B-A	504	0.094	0.237	0.237	-	-	-	0.149	0.339	-	0.237	0.237	0.119
B-C	646	0.101	0.256	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	504	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
B-D, offside lane	504	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
C-B	607	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
D-A	707	-	-	-	-	-	-	0.280	-	0.111	-	-	-
D-B, nearside lane	548	0.162	0.162	0.368	-	-	-	0.258	0.258	0.102	-	-	-
D-B, offside lane	548	0.162	0.162	0.368	-	-	-	0.258	0.258	0.102	-	-	-
D-C	548	-	0.162	0.368	0.129	0.258	0.258	0.258	0.258	0.102	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	43	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	30	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
	A - Kirkby Lane	0	1	42	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	30	0	0	0
	D - Kirkby Lane (To Brascote Lane)	5	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
	A - Kirkby Lane	0	0	8	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	7	0	0	0
	D - Kirkby Lane (To Brascote Lane)	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					39	58
D-ABC	0.01	6.50	0.0	A	5	7
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					28	41

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19	0.00			0.75				
A-C	32	8	0.00			32				
D-ABC	4	0.94	0.00	701	0.005	4	0.0	0.0	6.457	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	23	6	0.00			23				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22	0.00			0.90				
A-C	38	9	0.00			38				
D-ABC	4	1	0.00	699	0.006	4	0.0	0.0	6.475	A
C-ABD	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	27	7	0.00			27				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	46	12	0.00			46				
D-ABC	6	1	0.00	698	0.008	5	0.0	0.0	6.500	A
C-ABD	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	33	8	0.00			33				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	46	12	0.00			46				
D-ABC	6	1	0.00	698	0.008	6	0.0	0.0	6.500	A
C-ABD	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	33	8	0.00			33				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
AB	0.90	0.22	0.00			0.90				
AC	38	9	0.00			38				
D-ABC	4	1	0.00	699	0.006	5	0.0	0.0	6.478	A
C-ABD	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	27	7	0.00			27				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
AB	0.75	0.19	0.00			0.75				
AC	32	8	0.00			32				
D-ABC	4	0.94	0.00	701	0.005	4	0.0	0.0	6.460	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	23	6	0.00			23				

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	25	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	39	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	20	5
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	39	0	0	0
	D - Kirkby Lane (To Brascote Lane)	1	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	0	25
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	5	0	0	0
	D - Kirkby Lane (To Brascote Lane)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.01	7.18	0.0	A	5	7
A-B					0	0
A-C					18	27
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					36	54

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.96	0.00	627	0.006	4	0.0	0.0	7.177	A
A-B	0	0	0.00			0				
A-C	15	4	0.00			15				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	0.00	628	0.007	5	0.0	0.0	7.175	A
A-B	0	0	0.00			0				
A-C	18	4	0.00			18				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.169	A
AB	0	0	0.00			0				
AC	22	5	0.00			22				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	43	11	0.00			43				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.167	A
AB	0	0	0.00			0				
AC	22	5	0.00			22				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	43	11	0.00			43				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
ABCD	5	1	0.00	628	0.007	5	0.0	0.0	7.168	A
AB	0	0	0.00			0				
AC	18	4	0.00			18				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
ABCD	4	0.96	0.00	627	0.006	4	0.0	0.0	7.172	A
AB	0	0	0.00			0				
AC	15	4	0.00			15				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	45	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	32	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	1	44	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	32	0	0	0
	D - Kirkby Lane (To Brascote Lane)	5	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	8	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	7	0	0	0
	D - Kirkby Lane (To Brascote Lane)	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0.92	1
AC					40	61
D-ABC	0.01	6.51	0.0	A	5	7
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					29	44

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
AB	0.75	0.19	0.00			0.75				
AC	33	8	0.00			33				
D-ABC	4	0.94	0.00	700	0.005	4	0.0	0.0	6.461	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	24	6	0.00			24				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	617	0.000	0	0.0	0.0	0.000	A
AB	0.90	0.22	0.00			0.90				
AC	40	10	0.00			40				
D-ABC	4	1	0.00	699	0.006	4	0.0	0.0	6.480	A
C-ABD	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	48	12	0.00			48				
D-ABC	6	1	0.00	697	0.008	5	0.0	0.0	6.506	A
C-ABD	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	48	12	0.00			48				
D-ABC	6	1	0.00	697	0.008	6	0.0	0.0	6.506	A
C-ABD	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	617	0.000	0	0.0	0.0	0.000	A
AB	0.90	0.22	0.00			0.90				
AC	40	10	0.00			40				
D-ABC	4	1	0.00	699	0.006	5	0.0	0.0	6.482	A
C-ABD	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
AB	0.75	0.19	0.00			0.75				
AC	33	8	0.00			33				
D-ABC	4	0.94	0.00	700	0.005	4	0.0	0.0	6.463	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	24	6	0.00			24				

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	26	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	41	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	21	5
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	41	0	0	0
	D - Kirkby Lane (To Brascote Lane)	1	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
	A - Kirkby Lane	0	0	0	25
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	5	0	0	0
	D - Kirkby Lane (To Brascote Lane)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.01	7.17	0.0	A	5	7
A-B					0	0
A-C					19	29
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					38	56

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.97	0.00	627	0.006	4	0.0	0.0	7.174	A
A-B	0	0	0.00			0				
A-C	16	4	0.00			16				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	31	8	0.00			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	0.00	628	0.007	5	0.0	0.0	7.171	A
A-B	0	0	0.00			0				
A-C	19	5	0.00			19				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	37	9	0.00			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.164	A
AB	0	0	0.00			0				
AC	23	6	0.00			23				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	45	11	0.00			45				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.162	A
AB	0	0	0.00			0				
AC	23	6	0.00			23				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	45	11	0.00			45				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
ABCD	5	1	0.00	628	0.007	5	0.0	0.0	7.163	A
AB	0	0	0.00			0				
AC	19	5	0.00			19				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	37	9	0.00			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
ABCD	4	0.97	0.00	627	0.006	4	0.0	0.0	7.171	A
AB	0	0	0.00			0				
AC	16	4	0.00			16				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	31	8	0.00			31				

2030 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	45	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	32	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	1	44	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	32	0	0	0
	D - Kirkby Lane (To Brascote Lane)	5	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
	A - Kirkby Lane	0	0	8	0
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	7	0	0	0
	D - Kirkby Lane (To Brascote Lane)	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					40	61
D-ABC	0.01	6.51	0.0	A	5	7
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					29	44

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19	0.00			0.75				
A-C	33	8	0.00			33				
D-ABC	4	0.94	0.00	700	0.005	4	0.0	0.0	6.461	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	24	6	0.00			24				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	0.00	617	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22	0.00			0.90				
A-C	40	10	0.00			40				
D-ABC	4	1	0.00	699	0.006	4	0.0	0.0	6.480	A
C-ABD	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	48	12	0.00			48				
D-ABC	6	1	0.00	697	0.008	5	0.0	0.0	6.506	A
C-ABD	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
AB	1	0.28	0.00			1				
AC	48	12	0.00			48				
D-ABC	6	1	0.00	697	0.008	6	0.0	0.0	6.506	A
C-ABD	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	35	9	0.00			35				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	617	0.000	0	0.0	0.0	0.000	A
AB	0.90	0.22	0.00			0.90				
AC	40	10	0.00			40				
D-ABC	4	1	0.00	699	0.006	5	0.0	0.0	6.482	A
C-ABD	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	29	7	0.00			29				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
AB	0.75	0.19	0.00			0.75				
AC	33	8	0.00			33				
D-ABC	4	0.94	0.00	700	0.005	4	0.0	0.0	6.463	A
C-ABD	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	24	6	0.00			24				

2030 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Kirkby Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Newbold Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kirkby Lane		ONE HOUR	✓	26	100.000
B - Kirkby Old Parks Farm		ONE HOUR	✓	0	100.000
C - Newbold Road		ONE HOUR	✓	41	100.000
D - Kirkby Lane (To Brascote Lane)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	21	5
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	41	0	0	0
	D - Kirkby Lane (To Brascote Lane)	1	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Kirkby Lane	B - Kirkby Old Parks Farm	C - Newbold Road	D - Kirkby Lane (To Brascote Lane)
From	A - Kirkby Lane	0	0	0	25
	B - Kirkby Old Parks Farm	0	0	0	0
	C - Newbold Road	5	0	0	0
	D - Kirkby Lane (To Brascote Lane)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.01	7.17	0.0	A	5	7
A-B					0	0
A-C					19	29
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					38	56

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.97	0.00	627	0.006	4	0.0	0.0	7.174	A
A-B	0	0	0.00			0				
A-C	16	4	0.00			16				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	31	8	0.00			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	0.00	628	0.007	5	0.0	0.0	7.171	A
A-B	0	0	0.00			0				
A-C	19	5	0.00			19				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	37	9	0.00			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.164	A
AB	0	0	0.00			0				
AC	23	6	0.00			23				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	45	11	0.00			45				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
ABCD	6	1	0.00	628	0.009	6	0.0	0.0	7.162	A
AB	0	0	0.00			0				
AC	23	6	0.00			23				
D-ABC	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	45	11	0.00			45				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
ABCD	5	1	0.00	628	0.007	5	0.0	0.0	7.163	A
AB	0	0	0.00			0				
AC	19	5	0.00			19				
D-ABC	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	37	9	0.00			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
ABCD	4	0.97	0.00	627	0.006	4	0.0	0.0	7.171	A
AB	0	0	0.00			0				
AC	16	4	0.00			16				
D-ABC	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-D	0	0	0.00			0				
C-A	31	8	0.00			31				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix F

Brascote Lane / Newbold Road / Kirkby Lane (West) Junction PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Brascote Ln-Kirkby Ln 2 WEST.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 11:47:51

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Base							
Stream B-AC	D1	0.0	0.00	0.00	D2	0.0	7.88	0.01
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - Base							
Stream B-AC	D3	0.0	0.00	0.00	D4	0.0	7.90	0.01
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - Base + Development							
Stream B-AC	D5	0.0	0.00	0.00	D6	0.0	7.95	0.01
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

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

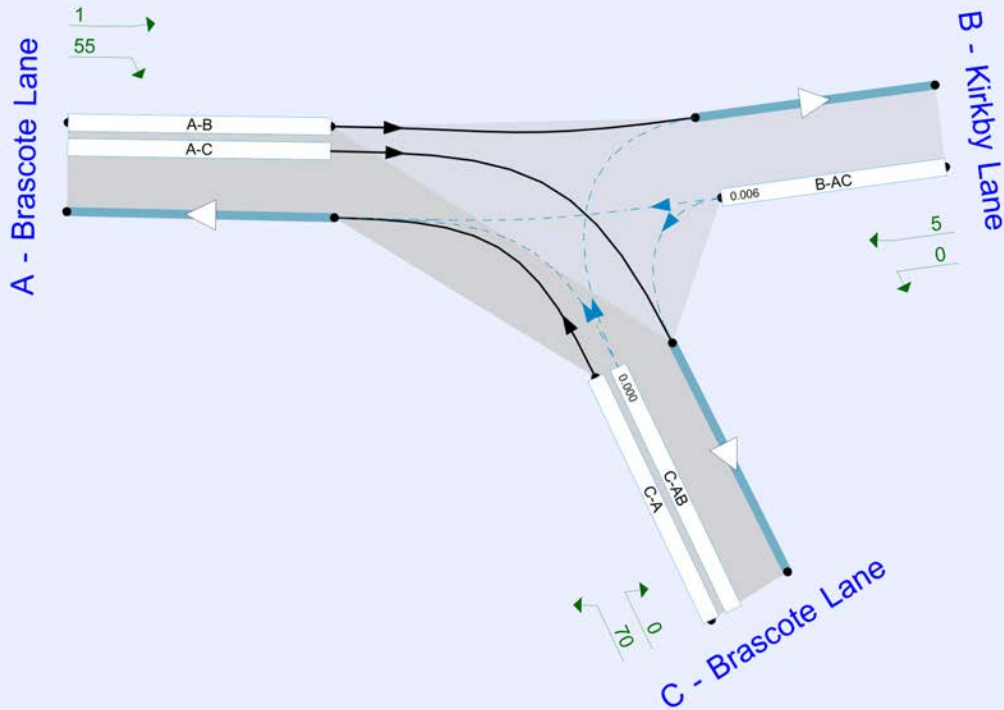
File summary

File Description

Title	
Location	
Site number	
Date	29/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Brascote Lane		Major
B	Kirkby Lane		Minor
C	Brascote Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Brascote Lane	7.00			172.0	✓	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 - Kirkby Lane	One lane	3.30	50	180

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	601	0.105	0.265	0.166	0.378
B-C	759	0.111	0.281	-	-
C-B	674	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	65	100.000
B - Kirkby Lane		ONE HOUR	✓	0	100.000
C - Brascote Lane		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From				
	A - Brascote Lane	0	5	60
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	42	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From				
	A - Brascote Lane	0	25	3
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					39	58
A-B					5	7
A-C					55	83

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	32	8	0.00			32				
A-B	4	0.94	0.00			4				
A-C	45	11	0.00			45				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	652	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	659	0.000	0	0.0	0.0	0.000	A
C-A	38	9	0.00			38				
A-B	4	1	0.00			4				
A-C	54	13	0.00			54				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	647	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	656	0.000	0	0.0	0.0	0.000	A
C-A	46	12	0.00			46				
A-B	6	1	0.00			6				
A-C	66	17	0.00			66				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	647	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	656	0.000	0	0.0	0.0	0.000	A
C-A	46	12	0.00			46				
A-B	6	1	0.00			6				
A-C	66	17	0.00			66				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	652	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	659	0.000	0	0.0	0.0	0.000	A
C-A	38	9	0.00			38				
A-B	4	1	0.00			4				
A-C	54	13	0.00			54				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	32	8	0.00			32				
A-B	4	0.94	0.00			4				
A-C	45	11	0.00			45				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	49	100.000
B - Kirkby Lane		ONE HOUR	✓	5	100.000
C - Brascote Lane		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	1	48
	B - Kirkby Lane	5	0	0
	C - Brascote Lane	55	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	0	0
	B - Kirkby Lane	25	0	0
	C - Brascote Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.88	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					50	76
A-B					0.92	1
A-C					44	66

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	584	0.006	4	0.0	0.0	7.752	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	41	10	0.00			41				
A-B	0.75	0.19	0.00			0.75				
A-C	36	9	0.00			36				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	581	0.008	4	0.0	0.0	7.804	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	49	12	0.00			49				
A-B	0.90	0.22	0.00			0.90				
A-C	43	11	0.00			43				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	577	0.010	5	0.0	0.0	7.879	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	61	15	0.00			61				
A-B	1	0.28	0.00			1				
A-C	53	13	0.00			53				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	577	0.010	6	0.0	0.0	7.879	A
C-AB	0	0	0.00	660	0.000	0	0.0	0.0	0.000	A
C-A	61	15	0.00			61				
A-B	1	0.28	0.00			1				
A-C	53	13	0.00			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	581	0.008	5	0.0	0.0	7.805	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	49	12	0.00			49				
A-B	0.90	0.22	0.00			0.90				
A-C	43	11	0.00			43				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	584	0.006	4	0.0	0.0	7.752	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	41	10	0.00			41				
A-B	0.75	0.19	0.00			0.75				
A-C	36	9	0.00			36				

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	68	100.000
B - Kirkby Lane		ONE HOUR	✓	0	100.000
C - Brascote Lane		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	5	63
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	44	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	25	3
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					40	61
A-B					5	7
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	654	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	33	8	0.00			33				
A-B	4	0.94	0.00			4				
A-C	47	12	0.00			47				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	40	10	0.00			40				
A-B	4	1	0.00			4				
A-C	57	14	0.00			57				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	646	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-A	48	12	0.00			48				
A-B	6	1	0.00			6				
A-C	69	17	0.00			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	646	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-A	48	12	0.00			48				
A-B	6	1	0.00			6				
A-C	69	17	0.00			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	40	10	0.00			40				
A-B	4	1	0.00			4				
A-C	57	14	0.00			57				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	654	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	33	8	0.00			33				
A-B	4	0.94	0.00			4				
A-C	47	12	0.00			47				

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	52	100.000
B - Kirkby Lane		ONE HOUR	✓	5	100.000
C - Brascote Lane		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	1	51
	B - Kirkby Lane	5	0	0
	C - Brascote Lane	58	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	0	0
	B - Kirkby Lane	25	0	0
	C - Brascote Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.90	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					53	80
A-B					0.92	1
A-C					47	70

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	583	0.006	4	0.0	0.0	7.765	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	44	11	0.00			44				
A-B	0.75	0.19	0.00			0.75				
A-C	38	10	0.00			38				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	580	0.008	4	0.0	0.0	7.820	A
C-AB	0	0	0.00	662	0.000	0	0.0	0.0	0.000	A
C-A	52	13	0.00			52				
A-B	0.90	0.22	0.00			0.90				
A-C	46	11	0.00			46				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	575	0.010	5	0.0	0.0	7.899	A
C-AB	0	0	0.00	659	0.000	0	0.0	0.0	0.000	A
C-A	64	16	0.00			64				
A-B	1	0.28	0.00			1				
A-C	56	14	0.00			56				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	575	0.010	6	0.0	0.0	7.899	A
C-AB	0	0	0.00	659	0.000	0	0.0	0.0	0.000	A
C-A	64	16	0.00			64				
A-B	1	0.28	0.00			1				
A-C	56	14	0.00			56				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	580	0.008	5	0.0	0.0	7.820	A
C-AB	0	0	0.00	662	0.000	0	0.0	0.0	0.000	A
C-A	52	13	0.00			52				
A-B	0.90	0.22	0.00			0.90				
A-C	46	11	0.00			46				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	583	0.006	4	0.0	0.0	7.765	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	44	11	0.00			44				
A-B	0.75	0.19	0.00			0.75				
A-C	38	10	0.00			38				

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	82	100.000
B - Kirkby Lane		ONE HOUR	✓	0	100.000
C - Brascote Lane		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	5	77
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	46	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From	A - Brascote Lane	0	25	3
	B - Kirkby Lane	0	0	0
	C - Brascote Lane	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					42	63
A-B					5	7
A-C					71	106

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	35	9	0.00			35				
A-B	4	0.94	0.00			4				
A-C	58	14	0.00			58				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	647	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-A	41	10	0.00			41				
A-B	4	1	0.00			4				
A-C	69	17	0.00			69				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	642	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-A	51	13	0.00			51				
A-B	6	1	0.00			6				
A-C	85	21	0.00			85				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	642	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-A	51	13	0.00			51				
A-B	6	1	0.00			6				
A-C	85	21	0.00			85				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	647	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	655	0.000	0	0.0	0.0	0.000	A
C-A	41	10	0.00			41				
A-B	4	1	0.00			4				
A-C	69	17	0.00			69				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	35	9	0.00			35				
A-B	4	0.94	0.00			4				
A-C	58	14	0.00			58				

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	56	100.000
B - Kirkby Lane		ONE HOUR	✓	5	100.000
C - Brascote Lane		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From				
	A - Brascote Lane	0	1	55
	B - Kirkby Lane	5	0	0
	C - Brascote Lane	70	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Kirkby Lane	C - Brascote Lane
From				
	A - Brascote Lane	0	0	0
	B - Kirkby Lane	25	0	0
	C - Brascote Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.95	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					64	96
A-B					0.92	1
A-C					50	76

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	581	0.006	4	0.0	0.0	7.795	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	53	13	0.00			53				
A-B	0.75	0.19	0.00			0.75				
A-C	41	10	0.00			41				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	577	0.008	4	0.0	0.0	7.858	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	63	16	0.00			63				
A-B	0.90	0.22	0.00			0.90				
A-C	49	12	0.00			49				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	572	0.010	5	0.0	0.0	7.946	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	77	19	0.00			77				
A-B	1	0.28	0.00			1				
A-C	61	15	0.00			61				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	572	0.010	6	0.0	0.0	7.946	A
C-AB	0	0	0.00	658	0.000	0	0.0	0.0	0.000	A
C-A	77	19	0.00			77				
A-B	1	0.28	0.00			1				
A-C	61	15	0.00			61				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	577	0.008	5	0.0	0.0	7.858	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	63	16	0.00			63				
A-B	0.90	0.22	0.00			0.90				
A-C	49	12	0.00			49				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	581	0.006	4	0.0	0.0	7.797	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	53	13	0.00			53				
A-B	0.75	0.19	0.00			0.75				
A-C	41	10	0.00			41				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix G

Brascote Lane / Newbold Road / Kirkby Lane (South) Junction PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Brascote Ln-Kirkby Ln 3 SOUTH .j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 11:57:08

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Base							
Stream B-AC	D1	0.1	6.31	0.07	D2	0.0	5.59	0.03
Stream C-AB		0.1	6.54	0.06		0.1	6.42	0.08
	2030 - Base							
Stream B-AC	D3	0.1	6.34	0.07	D4	0.0	5.61	0.03
Stream C-AB		0.1	6.56	0.06		0.1	6.43	0.08
	2030 - Base + Development							
Stream B-AC	D5	0.1	6.38	0.07	D6	0.0	5.62	0.03
Stream C-AB		0.1	6.59	0.06		0.1	6.35	0.08

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

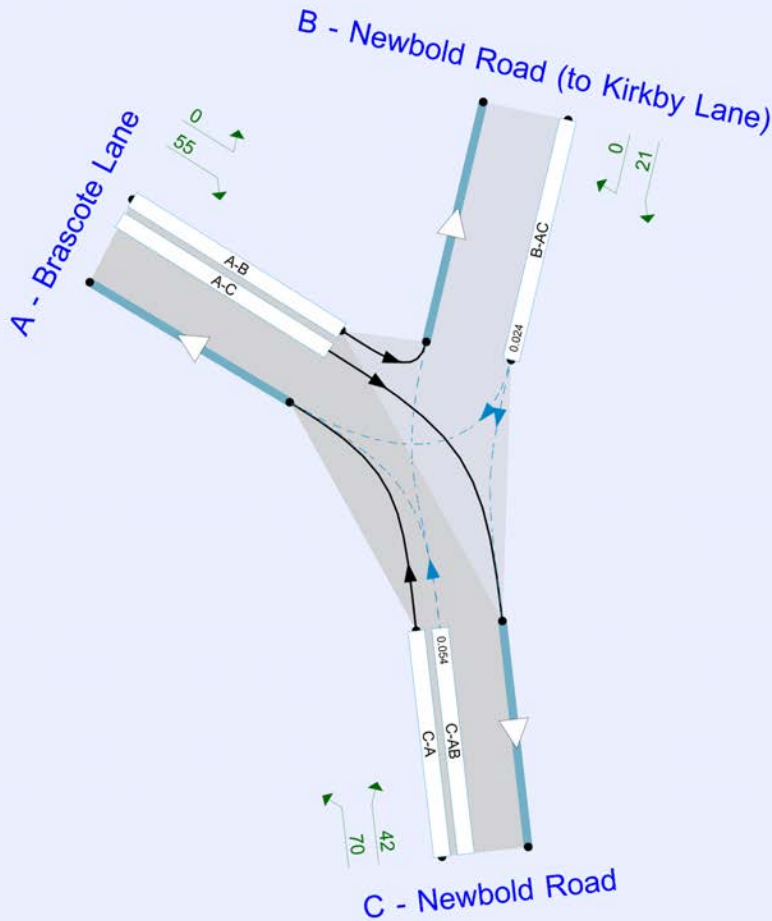
File summary

File Description

Title	
Location	
Site number	
Date	29/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Arms

Arms

Arm	Name	Description	Arm type
A	Brascote Lane		Major
B	Newbold Road (to Kirkby Lane)		Minor
C	Newbold Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newbold Road	7.00			58.0	✓	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 - Newbold Road (to Kirkby Lane)	One lane	3.00	139	87

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	567	0.099	0.250	0.157	0.357
B-C	679	0.100	0.252	-	-
C-B	608	0.225	0.225	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	60	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	42	100.000
C - Newbold Road		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	60
	B - Newbold Road (to Kirkby Lane)	0	0	42
	C - Newbold Road	42	30	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	3
	B - Newbold Road (to Kirkby Lane)	0	0	8
	C - Newbold Road	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.31	0.1	A	39	58
C-AB	0.06	6.54	0.1	A	29	44
C-A					37	55
A-B					0	0
A-C					55	83

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	667	0.047	31	0.0	0.1	6.112	A
C-AB	24	6	0.00	619	0.038	24	0.0	0.0	6.467	A
C-A	30	8	0.00			30				
A-B	0	0	0.00			0				
A-C	45	11	0.00			45				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	665	0.057	38	0.1	0.1	6.196	A
C-AB	29	7	0.00	621	0.046	29	0.0	0.1	6.499	A
C-A	36	9	0.00			36				
A-B	0	0	0.00			0				
A-C	54	13	0.00			54				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	662	0.070	46	0.1	0.1	6.312	A
C-AB	36	9	0.00	624	0.057	36	0.1	0.1	6.541	A
C-A	44	11	0.00			44				
A-B	0	0	0.00			0				
A-C	66	17	0.00			66				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	662	0.070	46	0.1	0.1	6.312	A
C-AB	36	9	0.00	624	0.057	36	0.1	0.1	6.541	A
C-A	44	11	0.00			44				
A-B	0	0	0.00			0				
A-C	66	17	0.00			66				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	665	0.057	38	0.1	0.1	6.197	A
C-AB	29	7	0.00	621	0.046	29	0.1	0.1	6.499	A
C-A	36	9	0.00			36				
A-B	0	0	0.00			0				
A-C	54	13	0.00			54				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	667	0.047	32	0.1	0.1	6.118	A
C-AB	24	6	0.00	619	0.039	24	0.1	0.0	6.473	A
C-A	30	8	0.00			30				
A-B	0	0	0.00			0				
A-C	45	11	0.00			45				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	48	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	20	100.000
C - Newbold Road		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	48
	B - Newbold Road (to Kirkby Lane)	0	0	20
	C - Newbold Road	55	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	0
	B - Newbold Road (to Kirkby Lane)	0	0	0
	C - Newbold Road	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.59	0.0	A	18	28
C-AB	0.08	6.42	0.1	A	40	60
C-A					47	71
A-B					0	0
A-C					44	66

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	0.00	670	0.022	15	0.0	0.0	5.499	A
C-AB	32	8	0.00	627	0.051	32	0.0	0.1	6.339	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	36	9	0.00			36				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	0.00	668	0.027	18	0.0	0.0	5.538	A
C-AB	39	10	0.00	631	0.062	39	0.1	0.1	6.372	A
C-A	46	12	0.00			46				
A-B	0	0	0.00			0				
A-C	43	11	0.00			43				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	665	0.033	22	0.0	0.0	5.594	A
C-AB	49	12	0.00	636	0.077	49	0.1	0.1	6.416	A
C-A	56	14	0.00			56				
A-B	0	0	0.00			0				
A-C	53	13	0.00			53				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	665	0.033	22	0.0	0.0	5.594	A
C-AB	49	12	0.00	636	0.077	49	0.1	0.1	6.416	A
C-A	56	14	0.00			56				
A-B	0	0	0.00			0				
A-C	53	13	0.00			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	0.00	668	0.027	18	0.0	0.0	5.539	A
C-AB	39	10	0.00	631	0.062	39	0.1	0.1	6.374	A
C-A	46	12	0.00			46				
A-B	0	0	0.00			0				
A-C	43	11	0.00			43				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	0.00	670	0.022	15	0.0	0.0	5.499	A
C-AB	32	8	0.00	627	0.051	32	0.1	0.1	6.342	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	36	9	0.00			36				

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	63	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	44	100.000
C - Newbold Road		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	63
	B - Newbold Road (to Kirkby Lane)	0	0	44
	C - Newbold Road	44	32	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	3
	B - Newbold Road (to Kirkby Lane)	0	0	8
	C - Newbold Road	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.34	0.1	A	40	61
C-AB	0.06	6.56	0.1	A	31	47
C-A					38	57
A-B					0	0
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	667	0.050	33	0.0	0.1	6.132	A
C-AB	25	6	0.00	619	0.041	25	0.0	0.0	6.479	A
C-A	32	8	0.00			32				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	664	0.060	40	0.1	0.1	6.221	A
C-AB	31	8	0.00	621	0.049	31	0.0	0.1	6.514	A
C-A	38	9	0.00			38				
A-B	0	0	0.00			0				
A-C	57	14	0.00			57				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	661	0.073	48	0.1	0.1	6.343	A
C-AB	38	10	0.00	624	0.061	38	0.1	0.1	6.560	A
C-A	45	11	0.00			45				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	661	0.073	48	0.1	0.1	6.343	A
C-AB	38	10	0.00	624	0.061	38	0.1	0.1	6.563	A
C-A	45	11	0.00			45				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	664	0.060	40	0.1	0.1	6.224	A
C-AB	31	8	0.00	621	0.049	31	0.1	0.1	6.517	A
C-A	38	9	0.00			38				
A-B	0	0	0.00			0				
A-C	57	14	0.00			57				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	667	0.050	33	0.1	0.1	6.136	A
C-AB	25	6	0.00	619	0.041	26	0.1	0.1	6.485	A
C-A	32	8	0.00			32				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	51	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	21	100.000
C - Newbold Road		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	51
	B - Newbold Road (to Kirkby Lane)	0	0	21
	C - Newbold Road	58	42	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	0
	B - Newbold Road (to Kirkby Lane)	0	0	0
	C - Newbold Road	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.61	0.0	A	19	29
C-AB	0.08	6.43	0.1	A	42	63
C-A					50	74
A-B					0	0
A-C					47	70

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	669	0.024	16	0.0	0.0	5.510	A
C-AB	34	8	0.00	628	0.054	34	0.0	0.1	6.343	A
C-A	41	10	0.00			41				
A-B	0	0	0.00			0				
A-C	38	10	0.00			38				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	667	0.028	19	0.0	0.0	5.552	A
C-AB	41	10	0.00	632	0.065	41	0.1	0.1	6.381	A
C-A	49	12	0.00			49				
A-B	0	0	0.00			0				
A-C	46	11	0.00			46				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	665	0.035	23	0.0	0.0	5.611	A
C-AB	51	13	0.00	638	0.081	51	0.1	0.1	6.429	A
C-A	59	15	0.00			59				
A-B	0	0	0.00			0				
A-C	56	14	0.00			56				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	665	0.035	23	0.0	0.0	5.611	A
C-AB	51	13	0.00	638	0.081	51	0.1	0.1	6.428	A
C-A	59	15	0.00			59				
A-B	0	0	0.00			0				
A-C	56	14	0.00			56				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	667	0.028	19	0.0	0.0	5.555	A
C-AB	41	10	0.00	632	0.065	41	0.1	0.1	6.381	A
C-A	49	12	0.00			49				
A-B	0	0	0.00			0				
A-C	46	11	0.00			46				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	669	0.024	16	0.0	0.0	5.510	A
C-AB	34	9	0.00	628	0.054	34	0.1	0.1	6.349	A
C-A	41	10	0.00			41				
A-B	0	0	0.00			0				
A-C	38	10	0.00			38				

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	77	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	44	100.000
C - Newbold Road		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	77
	B - Newbold Road (to Kirkby Lane)	0	0	44
	C - Newbold Road	46	32	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	3
	B - Newbold Road (to Kirkby Lane)	0	0	8
	C - Newbold Road	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.38	0.1	A	40	61
C-AB	0.06	6.59	0.1	A	32	47
C-A					40	60
A-B					0	0
A-C					71	106

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	664	0.050	33	0.0	0.1	6.158	A
C-AB	26	6	0.00	618	0.041	25	0.0	0.1	6.494	A
C-A	33	8	0.00			33				
A-B	0	0	0.00			0				
A-C	58	14	0.00			58				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	661	0.060	40	0.1	0.1	6.252	A
C-AB	31	8	0.00	620	0.050	31	0.0	0.1	6.532	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	657	0.074	48	0.1	0.1	6.384	A
C-AB	38	10	0.00	623	0.062	38	0.1	0.1	6.583	A
C-A	48	12	0.00			48				
A-B	0	0	0.00			0				
A-C	85	21	0.00			85				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	657	0.074	48	0.1	0.1	6.384	A
C-AB	38	10	0.00	623	0.062	38	0.1	0.1	6.585	A
C-A	48	12	0.00			48				
A-B	0	0	0.00			0				
A-C	85	21	0.00			85				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	661	0.060	40	0.1	0.1	6.254	A
C-AB	31	8	0.00	620	0.050	31	0.1	0.1	6.532	A
C-A	39	10	0.00			39				
A-B	0	0	0.00			0				
A-C	69	17	0.00			69				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	664	0.050	33	0.1	0.1	6.164	A
C-AB	26	6	0.00	618	0.041	26	0.1	0.1	6.497	A
C-A	33	8	0.00			33				
A-B	0	0	0.00			0				
A-C	58	14	0.00			58				

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Brascote Lane		ONE HOUR	✓	55	100.000
B - Newbold Road (to Kirkby Lane)		ONE HOUR	✓	21	100.000
C - Newbold Road		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	55
	B - Newbold Road (to Kirkby Lane)	0	0	21
	C - Newbold Road	70	42	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Brascote Lane	B - Newbold Road (to Kirkby Lane)	C - Newbold Road
From	A - Brascote Lane	0	0	0
	B - Newbold Road (to Kirkby Lane)	0	0	0
	C - Newbold Road	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.62	0.0	A	19	29
C-AB	0.08	6.35	0.1	A	43	64
C-A					60	90
A-B					0	0
A-C					50	76

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	668	0.024	16	0.0	0.0	5.516	A
C-AB	34	9	0.00	633	0.054	34	0.0	0.1	6.289	A
C-A	50	12	0.00			50				
A-B	0	0	0.00			0				
A-C	41	10	0.00			41				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	666	0.028	19	0.0	0.0	5.560	A
C-AB	42	10	0.00	639	0.066	42	0.1	0.1	6.318	A
C-A	59	15	0.00			59				
A-B	0	0	0.00			0				
A-C	49	12	0.00			49				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	663	0.035	23	0.0	0.0	5.621	A
C-AB	53	13	0.00	646	0.081	52	0.1	0.1	6.352	A
C-A	71	18	0.00			71				
A-B	0	0	0.00			0				
A-C	61	15	0.00			61				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	663	0.035	23	0.0	0.0	5.621	A
C-AB	53	13	0.00	646	0.081	53	0.1	0.1	6.352	A
C-A	71	18	0.00			71				
A-B	0	0	0.00			0				
A-C	61	15	0.00			61				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	666	0.028	19	0.0	0.0	5.562	A
C-AB	42	10	0.00	639	0.066	42	0.1	0.1	6.319	A
C-A	59	15	0.00			59				
A-B	0	0	0.00			0				
A-C	49	12	0.00			49				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	668	0.024	16	0.0	0.0	5.519	A
C-AB	35	9	0.00	633	0.054	35	0.1	0.1	6.295	A
C-A	50	12	0.00			50				
A-B	0	0	0.00			0				
A-C	41	10	0.00			41				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix H

Main Street/ Brascote Lane Junction PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Main St-Brascote Ln.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 13:54:21

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Base							
Stream B-AC	D1	0.2	7.42	0.14	D2	0.2	7.43	0.14
Stream C-AB		0.1	6.38	0.10		0.1	6.31	0.11
	2030 - Base							
Stream B-AC	D3	0.2	7.49	0.15	D4	0.2	7.52	0.15
Stream C-AB		0.1	6.41	0.11		0.2	6.33	0.12
	2030 - Base + Development							
Stream B-AC	D5	0.4	9.36	0.30	D6	0.3	8.17	0.20
Stream C-AB		0.1	6.45	0.11		0.2	6.70	0.16

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

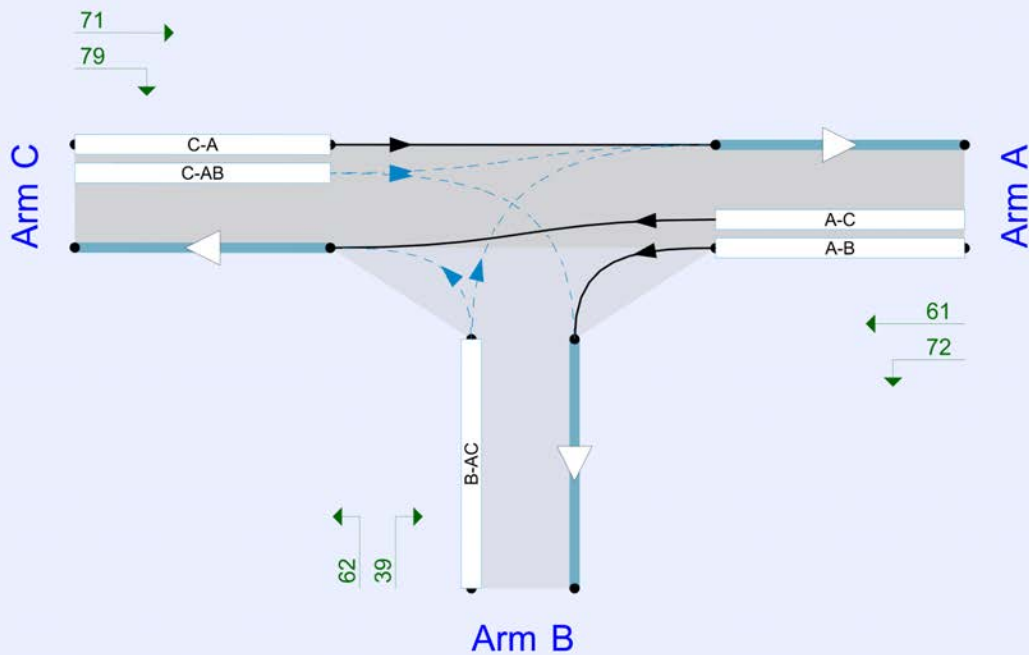
File summary

File Description

Title	Main St/Brascote Ln
Location	Newbold Verdon
Site number	
Date	28/06/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20517
Enumerator	HUBTRANSPORT\Max.Law
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street (E)		Major
B	Brascote Lane		Minor
C	Main Street (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.50			75.0	✓	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	3.56	30	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	526	0.085	0.216	0.136	0.308
B-C	674	0.092	0.233	-	-
C-B	617	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	66	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	48
	B	26	0	51
	C	53	53	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	0	0	6
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.42	0.2	A	71	106
C-AB	0.10	6.38	0.1	A	53	79
C-A					44	67
A-B					17	25
A-C					44	66

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	597	0.097	58	0.0	0.1	6.921	A
C-AB	43	11	0.00	633	0.067	42	0.0	0.1	6.218	A
C-A	37	9	0.00			37				
A-B	14	3	0.00			14				
A-C	36	9	0.00			36				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	594	0.117	69	0.1	0.1	7.125	A
C-AB	52	13	0.00	636	0.081	51	0.1	0.1	6.285	A
C-A	44	11	0.00			44				
A-B	16	4	0.00			16				
A-C	43	11	0.00			43				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	589	0.144	85	0.1	0.2	7.414	A
C-AB	64	16	0.00	641	0.100	64	0.1	0.1	6.378	A
C-A	52	13	0.00			52				
A-B	20	5	0.00			20				
A-C	53	13	0.00			53				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	589	0.144	85	0.2	0.2	7.417	A
C-AB	64	16	0.00	641	0.100	64	0.1	0.1	6.380	A
C-A	52	13	0.00			52				
A-B	20	5	0.00			20				
A-C	53	13	0.00			53				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	594	0.117	69	0.2	0.1	7.135	A
C-AB	52	13	0.00	636	0.081	52	0.1	0.1	6.290	A
C-A	44	11	0.00			44				
A-B	16	4	0.00			16				
A-C	43	11	0.00			43				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	597	0.097	58	0.1	0.1	6.938	A
C-AB	43	11	0.00	633	0.067	43	0.1	0.1	6.229	A
C-A	37	9	0.00			37				
A-B	14	3	0.00			14				
A-C	36	9	0.00			36				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	87	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	29	58	
	24	0	53	
	67	59	0	

Vehicle Mix

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

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	2	
	4	0	4	
	3	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.43	0.2	A	71	106
C-AB	0.11	6.31	0.1	A	60	90
C-A					56	83
A-B					27	40
A-C					53	80

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	598	0.097	58	0.0	0.1	6.917	A
C-AB	48	12	0.00	637	0.076	48	0.0	0.1	6.123	A
C-A	47	12	0.00			47				
A-B	22	5	0.00			22				
A-C	44	11	0.00			44				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	594	0.117	69	0.1	0.1	7.129	A
C-AB	59	15	0.00	641	0.091	58	0.1	0.1	6.197	A
C-A	55	14	0.00			55				
A-B	26	7	0.00			26				
A-C	52	13	0.00			52				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	588	0.144	85	0.1	0.2	7.432	A
C-AB	73	18	0.00	646	0.114	73	0.1	0.1	6.302	A
C-A	65	16	0.00			65				
A-B	32	8	0.00			32				
A-C	64	16	0.00			64				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	588	0.144	85	0.2	0.2	7.435	A
C-AB	73	18	0.00	646	0.114	73	0.1	0.1	6.307	A
C-A	65	16	0.00			65				
A-B	32	8	0.00			32				
A-C	64	16	0.00			64				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	594	0.117	69	0.2	0.1	7.136	A
C-AB	59	15	0.00	641	0.091	59	0.1	0.1	6.204	A
C-A	55	14	0.00			55				
A-B	26	7	0.00			26				
A-C	52	13	0.00			52				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	598	0.097	58	0.1	0.1	6.934	A
C-AB	48	12	0.00	637	0.076	48	0.1	0.1	6.135	A
C-A	47	12	0.00			47				
A-B	22	5	0.00			22				
A-C	44	11	0.00			44				

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	69	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	19	50	
	27	0	54	
	56	56	0	

Vehicle Mix

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

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	2	
	0	0	6	
	4	2	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	7.49	0.2	A	74	111
C-AB	0.11	6.41	0.1	A	56	84
C-A					47	70
A-B					17	26
A-C					46	69

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	597	0.102	61	0.0	0.1	6.963	A
C-AB	45	11	0.00	634	0.071	45	0.0	0.1	6.235	A
C-A	39	10	0.00			39				
A-B	14	4	0.00			14				
A-C	38	9	0.00			38				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	594	0.123	73	0.1	0.1	7.180	A
C-AB	55	14	0.00	638	0.086	55	0.1	0.1	6.307	A
C-A	46	12	0.00			46				
A-B	17	4	0.00			17				
A-C	45	11	0.00			45				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	588	0.152	89	0.1	0.2	7.489	A
C-AB	68	17	0.00	642	0.106	68	0.1	0.1	6.406	A
C-A	55	14	0.00			55				
A-B	21	5	0.00			21				
A-C	55	14	0.00			55				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	588	0.152	89	0.2	0.2	7.492	A
C-AB	68	17	0.00	642	0.106	68	0.1	0.1	6.411	A
C-A	55	14	0.00			55				
A-B	21	5	0.00			21				
A-C	55	14	0.00			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	594	0.123	73	0.2	0.1	7.187	A
C-AB	55	14	0.00	638	0.086	55	0.1	0.1	6.312	A
C-A	46	11	0.00			46				
A-B	17	4	0.00			17				
A-C	45	11	0.00			45				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	597	0.102	61	0.1	0.1	6.978	A
C-AB	45	11	0.00	634	0.071	45	0.1	0.1	6.246	A
C-A	39	10	0.00			39				
A-B	14	4	0.00			14				
A-C	38	9	0.00			38				

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	92	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	31	61
	B	25	0	56
	C	71	62	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	4	0	4
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	7.52	0.2	A	74	111
C-AB	0.12	6.33	0.2	A	64	95
C-A					59	88
A-B					28	43
A-C					56	84

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	598	0.102	61	0.0	0.1	6.963	A
C-AB	51	13	0.00	638	0.080	51	0.0	0.1	6.139	A
C-A	49	12	0.00			49				
A-B	23	6	0.00			23				
A-C	46	11	0.00			46				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	593	0.123	73	0.1	0.1	7.190	A
C-AB	62	15	0.00	642	0.096	62	0.1	0.1	6.218	A
C-A	58	14	0.00			58				
A-B	28	7	0.00			28				
A-C	55	14	0.00			55				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	587	0.152	89	0.1	0.2	7.514	A
C-AB	78	19	0.00	648	0.120	78	0.1	0.2	6.330	A
C-A	69	17	0.00			69				
A-B	34	9	0.00			34				
A-C	67	17	0.00			67				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	587	0.152	89	0.2	0.2	7.517	A
C-AB	78	19	0.00	648	0.120	78	0.2	0.2	6.334	A
C-A	69	17	0.00			69				
A-B	34	9	0.00			34				
A-C	67	17	0.00			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	593	0.123	73	0.2	0.1	7.200	A
C-AB	62	15	0.00	642	0.096	62	0.2	0.1	6.226	A
C-A	58	14	0.00			58				
A-B	28	7	0.00			28				
A-C	55	14	0.00			55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	598	0.102	61	0.1	0.1	6.981	A
C-AB	51	13	0.00	638	0.080	51	0.1	0.1	6.151	A
C-A	49	12	0.00			49				
A-B	23	6	0.00			23				
A-C	46	11	0.00			46				

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	75	100.000
B		ONE HOUR	✓	149	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	25	50	
	76	0	73	
	56	58	0	

Vehicle Mix

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

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	2	
	0	0	4	
	4	2	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	9.36	0.4	A	137	205
C-AB	0.11	6.45	0.1	A	58	87
C-A					47	70
A-B					23	34
A-C					46	69

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	567	0.198	111	0.0	0.2	8.038	A
C-AB	47	12	0.00	633	0.074	46	0.0	0.1	6.262	A
C-A	39	10	0.00			39				
A-B	19	5	0.00			19				
A-C	38	9	0.00			38				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	0.00	562	0.238	134	0.2	0.3	8.559	A
C-AB	57	14	0.00	637	0.089	57	0.1	0.1	6.340	A
C-A	46	11	0.00			46				
A-B	22	6	0.00			22				
A-C	45	11	0.00			45				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	556	0.295	164	0.3	0.4	9.344	A
C-AB	71	18	0.00	641	0.110	71	0.1	0.1	6.449	A
C-A	55	14	0.00			55				
A-B	28	7	0.00			28				
A-C	55	14	0.00			55				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	556	0.295	164	0.4	0.4	9.364	A
C-AB	71	18	0.00	641	0.110	71	0.1	0.1	6.454	A
C-A	55	14	0.00			55				
A-B	28	7	0.00			28				
A-C	55	14	0.00			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	0.00	562	0.238	134	0.4	0.3	8.587	A
C-AB	57	14	0.00	637	0.089	57	0.1	0.1	6.346	A
C-A	46	11	0.00			46				
A-B	22	6	0.00			22				
A-C	45	11	0.00			45				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	567	0.198	112	0.3	0.3	8.085	A
C-AB	47	12	0.00	633	0.074	47	0.1	0.1	6.271	A
C-A	39	10	0.00			39				
A-B	19	5	0.00			19				
A-C	38	9	0.00			38				

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	72	61
	B	39	0	62
	C	71	79	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	3	0	3
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	8.17	0.3	A	93	139
C-AB	0.16	6.70	0.2	A	81	122
C-A					57	85
A-B					66	99
A-C					56	84

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	579	0.131	75	0.0	0.2	7.357	A
C-AB	65	16	0.00	632	0.103	64	0.0	0.1	6.356	A
C-A	48	12	0.00			48				
A-B	54	14	0.00			54				
A-C	46	11	0.00			46				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	573	0.158	91	0.2	0.2	7.685	A
C-AB	79	20	0.00	635	0.124	79	0.1	0.2	6.494	A
C-A	56	14	0.00			56				
A-B	65	16	0.00			65				
A-C	55	14	0.00			55				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	565	0.197	111	0.2	0.2	8.163	A
C-AB	99	25	0.00	639	0.155	99	0.2	0.2	6.690	A
C-A	66	16	0.00			66				
A-B	79	20	0.00			79				
A-C	67	17	0.00			67				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	565	0.197	111	0.2	0.3	8.172	A
C-AB	99	25	0.00	639	0.155	99	0.2	0.2	6.697	A
C-A	66	16	0.00			66				
A-B	79	20	0.00			79				
A-C	67	17	0.00			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	573	0.158	91	0.3	0.2	7.697	A
C-AB	79	20	0.00	635	0.125	79	0.2	0.2	6.507	A
C-A	56	14	0.00			56				
A-B	65	16	0.00			65				
A-C	55	14	0.00			55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	579	0.131	76	0.2	0.2	7.383	A
C-AB	65	16	0.00	632	0.103	65	0.2	0.1	6.374	A
C-A	48	12	0.00			48				
A-B	54	14	0.00			54				
A-C	46	11	0.00			46				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix I

B582 Barlestone Road / Dragon Lane (North) PICADY

Report

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: T24516 - Barlestone Rd-Dragon Ln 1 NORTH.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 14:14:21

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Surveyed Base									
Stream B-AC	D1	0.3	8.37	0.22	A	D2	0.3	8.67	0.22	A
Stream C-AB		0.7	5.77	0.28	A		1.0	6.84	0.38	A
	2030 - DN									
Stream B-AC	D3	0.3	8.58	0.23	A	D4	0.3	8.95	0.23	A
Stream C-AB		0.8	5.88	0.30	A		1.2	7.14	0.41	A
	2030 - DS									
Stream B-AC	D5	0.4	9.03	0.27	A	D6	0.3	9.09	0.24	A
Stream C-AB		0.8	5.92	0.31	A		1.4	7.75	0.46	A

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

File summary

File Description

Title	Barlestone Rd (B582)/Dragon Ln
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD/JakePhillips
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Arms

Arms

Arm	Name	Description	Arm type
A	B582 Barlestone Road (S)		Major
B	Dragon Lane		Minor
C	B582 Barlestone Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B582 Barlestone Road (N)	7.00			200.0	✓	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 - Dragon Lane	One lane	2.98	50	70

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	527	0.092	0.232	0.146	0.332
B-C	667	0.098	0.247	-	-
C-B	690	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	322	100.000
B - Dragon Lane		ONE HOUR	✓	116	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	322
	B - Dragon Lane	0	0	116
	C - B582 Barlestone Road (N)	422	113	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	5
	B - Dragon Lane	0	0	5
	C - B582 Barlestone Road (N)	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	8.37	0.3	A	106	160
C-AB	0.28	5.77	0.7	A	192	288
C-A					299	449
A-B					0	0
A-C					295	443

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	607	0.144	87	0.0	0.2	7.259	A
C-AB	137	34	0.00	835	0.165	136	0.0	0.3	5.389	A
C-A	265	66	0.00			265				
A-B	0	0	0.00			0				
A-C	242	61	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	26	0.00	595	0.175	104	0.2	0.2	7.698	A
C-AB	182	45	0.00	866	0.210	181	0.3	0.4	5.504	A
C-A	299	75	0.00			299				
A-B	0	0	0.00			0				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	579	0.221	127	0.2	0.3	8.364	A
C-AB	256	64	0.00	910	0.281	255	0.4	0.7	5.756	A
C-A	333	83	0.00			333				
A-B	0	0	0.00			0				
A-C	355	89	0.00			355				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	579	0.221	128	0.3	0.3	8.374	A
C-AB	256	64	0.00	910	0.281	256	0.7	0.7	5.770	A
C-A	333	83	0.00			333				
A-B	0	0	0.00			0				
A-C	355	89	0.00			355				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	26	0.00	595	0.175	105	0.3	0.2	7.710	A
C-AB	182	45	0.00	866	0.210	183	0.7	0.4	5.524	A
C-A	299	75	0.00			299				
A-B	0	0	0.00			0				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	607	0.144	88	0.2	0.2	7.284	A
C-AB	138	34	0.00	835	0.165	139	0.4	0.3	5.413	A
C-A	265	66	0.00			265				
A-B	0	0	0.00			0				
A-C	242	61	0.00			242				

2024 | Surveyed Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	445	100.000
B - Dragon Lane		ONE HOUR	✓	107	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	445
	B - Dragon Lane	0	0	107
	C - B582 Barlestone Road (N)	402	146	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	2
	B - Dragon Lane	0	0	3
	C - B582 Barlestone Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	8.67	0.3	A	98	147
C-AB	0.38	6.84	1.0	A	247	370
C-A					256	384
A-B					0	0
A-C					408	613

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	0.00	584	0.138	80	0.0	0.2	7.348	A
C-AB	176	44	0.00	805	0.219	174	0.0	0.4	5.829	A
C-A	236	59	0.00			236				
A-B	0	0	0.00			0				
A-C	335	84	0.00			335				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	568	0.169	96	0.2	0.2	7.859	A
C-AB	233	58	0.00	831	0.280	232	0.4	0.6	6.152	A
C-A	260	65	0.00			260				
A-B	0	0	0.00			0				
A-C	400	100	0.00			400				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	0.00	546	0.216	118	0.2	0.3	8.655	A
C-AB	329	82	0.00	869	0.379	328	0.6	1.0	6.808	A
C-A	274	68	0.00			274				
A-B	0	0	0.00			0				
A-C	490	122	0.00			490				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	0.00	546	0.216	118	0.3	0.3	8.667	A
C-AB	330	83	0.00	870	0.380	330	1.0	1.0	6.839	A
C-A	273	68	0.00			273				
A-B	0	0	0.00			0				
A-C	490	122	0.00			490				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	568	0.169	96	0.3	0.2	7.872	A
C-AB	234	58	0.00	832	0.281	235	1.0	0.6	6.182	A
C-A	259	65	0.00			259				
A-B	0	0	0.00			0				
A-C	400	100	0.00			400				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	0.00	584	0.138	81	0.2	0.2	7.371	A
C-AB	177	44	0.00	806	0.220	178	0.6	0.4	5.870	A
C-A	236	59	0.00			236				
A-B	0	0	0.00			0				
A-C	335	84	0.00			335				

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	338	100.000
B - Dragon Lane		ONE HOUR	✓	122	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	338
	B - Dragon Lane	0	0	122
	C - B582 Barlestone Road (N)	444	119	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	5
	B - Dragon Lane	0	0	5
	C - B582 Barlestone Road (N)	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.58	0.3	A	112	168
C-AB	0.30	5.88	0.8	A	209	313
C-A					308	461
A-B					0	0
A-C					310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	604	0.152	91	0.0	0.2	7.362	A
C-AB	148	37	0.00	843	0.176	147	0.0	0.3	5.408	A
C-A	275	69	0.00			275				
A-B	0	0	0.00			0				
A-C	254	64	0.00			254				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	592	0.185	109	0.2	0.2	7.837	A
C-AB	197	49	0.00	876	0.225	197	0.3	0.5	5.552	A
C-A	309	77	0.00			309				
A-B	0	0	0.00			0				
A-C	304	76	0.00			304				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	0.00	575	0.234	134	0.2	0.3	8.571	A
C-AB	280	70	0.00	923	0.304	279	0.5	0.8	5.860	A
C-A	340	85	0.00			340				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	0.00	575	0.234	134	0.3	0.3	8.582	A
C-AB	281	70	0.00	923	0.304	281	0.8	0.8	5.877	A
C-A	339	85	0.00			339				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	592	0.185	110	0.3	0.2	7.855	A
C-AB	198	49	0.00	877	0.226	199	0.8	0.5	5.573	A
C-A	308	77	0.00			308				
A-B	0	0	0.00			0				
A-C	304	76	0.00			304				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	604	0.152	92	0.2	0.2	7.391	A
C-AB	149	37	0.00	844	0.177	150	0.5	0.4	5.439	A
C-A	275	69	0.00			275				
A-B	0	0	0.00			0				
A-C	254	64	0.00			254				

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	470	100.000
B - Dragon Lane		ONE HOUR	✓	113	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
	From			
	A - B582 Barlestone Road (S)	0	0	470
	B - Dragon Lane	0	0	113
	C - B582 Barlestone Road (N)	424	154	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
	From			
	A - B582 Barlestone Road (S)	0	0	2
	B - Dragon Lane	0	0	3
	C - B582 Barlestone Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.95	0.3	A	104	156
C-AB	0.41	7.14	1.2	A	270	405
C-A					260	391
A-B					0	0
A-C					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	579	0.147	84	0.0	0.2	7.481	A
C-AB	191	48	0.00	812	0.235	189	0.0	0.5	5.898	A
C-A	244	61	0.00			244				
A-B	0	0	0.00			0				
A-C	354	88	0.00			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	562	0.181	101	0.2	0.2	8.042	A
C-AB	255	64	0.00	840	0.303	254	0.5	0.7	6.281	A
C-A	265	66	0.00			265				
A-B	0	0	0.00			0				
A-C	423	106	0.00			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	539	0.231	124	0.2	0.3	8.933	A
C-AB	363	91	0.00	881	0.412	361	0.7	1.1	7.094	A
C-A	273	68	0.00			273				
A-B	0	0	0.00			0				
A-C	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	539	0.231	124	0.3	0.3	8.947	A
C-AB	364	91	0.00	881	0.413	364	1.1	1.2	7.138	A
C-A	272	68	0.00			272				
A-B	0	0	0.00			0				
A-C	517	129	0.00			517				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	562	0.181	102	0.3	0.2	8.061	A
C-AB	256	64	0.00	841	0.304	257	1.2	0.7	6.323	A
C-A	264	66	0.00			264				
A-B	0	0	0.00			0				
A-C	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	579	0.147	85	0.2	0.2	7.511	A
C-AB	192	48	0.00	813	0.236	193	0.7	0.5	5.946	A
C-A	243	61	0.00			243				
A-B	0	0	0.00			0				
A-C	354	88	0.00			354				

2030 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	338	100.000
B - Dragon Lane		ONE HOUR	✓	142	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
	From			
	A - B582 Barlestone Road (S)	0	0	338
	B - Dragon Lane	0	0	142
	C - B582 Barlestone Road (N)	444	121	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
	From			
	A - B582 Barlestone Road (S)	0	0	5
	B - Dragon Lane	0	0	5
	C - B582 Barlestone Road (N)	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	9.03	0.4	A	130	195
C-AB	0.31	5.92	0.8	A	212	319
C-A					306	459
A-B					0	0
A-C					310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	604	0.177	106	0.0	0.2	7.579	A
C-AB	151	38	0.00	843	0.179	150	0.0	0.3	5.428	A
C-A	274	69	0.00			274				
A-B	0	0	0.00			0				
A-C	254	64	0.00			254				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	592	0.216	127	0.2	0.3	8.139	A
C-AB	201	50	0.00	876	0.229	200	0.3	0.5	5.579	A
C-A	307	77	0.00			307				
A-B	0	0	0.00			0				
A-C	304	76	0.00			304				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	0.00	575	0.272	156	0.3	0.4	9.016	A
C-AB	285	71	0.00	923	0.309	284	0.5	0.8	5.900	A
C-A	337	84	0.00			337				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	0.00	575	0.272	156	0.4	0.4	9.034	A
C-AB	285	71	0.00	923	0.309	285	0.8	0.8	5.921	A
C-A	337	84	0.00			337				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	592	0.216	128	0.4	0.3	8.161	A
C-AB	201	50	0.00	877	0.230	202	0.8	0.5	5.601	A
C-A	307	77	0.00			307				
A-B	0	0	0.00			0				
A-C	304	76	0.00			304				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	604	0.177	107	0.3	0.2	7.614	A
C-AB	152	38	0.00	844	0.180	152	0.5	0.4	5.459	A
C-A	274	68	0.00			274				
A-B	0	0	0.00			0				
A-C	254	64	0.00			254				

2030 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B582 Barlestone Road (S)		ONE HOUR	✓	470	100.000
B - Dragon Lane		ONE HOUR	✓	119	100.000
C - B582 Barlestone Road (N)		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	470
	B - Dragon Lane	0	0	119
	C - B582 Barlestone Road (N)	424	171	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B582 Barlestone Road (S)	B - Dragon Lane	C - B582 Barlestone Road (N)
From	A - B582 Barlestone Road (S)	0	0	2
	B - Dragon Lane	0	0	3
	C - B582 Barlestone Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	9.09	0.3	A	109	164
C-AB	0.46	7.75	1.4	A	300	450
C-A					246	369
A-B					0	0
A-C					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	579	0.155	89	0.0	0.2	7.550	A
C-AB	212	53	0.00	812	0.261	210	0.0	0.5	6.101	A
C-A	236	59	0.00			236				
A-B	0	0	0.00			0				
A-C	354	88	0.00			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	562	0.190	107	0.2	0.2	8.137	A
C-AB	283	71	0.00	840	0.336	282	0.5	0.8	6.594	A
C-A	252	63	0.00			252				
A-B	0	0	0.00			0				
A-C	423	106	0.00			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	539	0.243	131	0.2	0.3	9.078	A
C-AB	403	101	0.00	881	0.458	401	0.8	1.3	7.683	A
C-A	252	63	0.00			252				
A-B	0	0	0.00			0				
A-C	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	539	0.243	131	0.3	0.3	9.092	A
C-AB	404	101	0.00	882	0.459	404	1.3	1.4	7.749	A
C-A	251	63	0.00			251				
A-B	0	0	0.00			0				
A-C	517	129	0.00			517				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	562	0.190	107	0.3	0.2	8.157	A
C-AB	284	71	0.00	842	0.337	286	1.4	0.8	6.656	A
C-A	251	63	0.00			251				
A-B	0	0	0.00			0				
A-C	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	579	0.155	90	0.2	0.2	7.581	A
C-AB	213	53	0.00	813	0.262	214	0.8	0.5	6.164	A
C-A	235	59	0.00			235				
A-B	0	0	0.00			0				
A-C	354	88	0.00			354				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix J

B582 Barlestone Road / Dragon Lane (East) PICADY Report

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: T24516 - Barlestone Rd-Dragon Ln 2 EAST.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 14:28:16

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Surveyed Base									
Stream B-AC	D1	0.2	12.54	0.15	B	D2	0.1	12.47	0.08	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 - DN									
Stream B-AC	D3	0.2	12.95	0.16	B	D4	0.1	12.93	0.08	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 - DS									
Stream B-AC	D5	0.2	12.95	0.16	B	D6	0.1	12.93	0.08	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	Barlestone Rd (B582)/Dragon Ln EAST 2
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD/JakePhillips
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (S)		Major
B	Slip (W) (to Dragon lane (S))		Minor
C	Barlestone Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road (N)	7.00			200.0	✓	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 - Slip (W) (to Dragon lane (S))	One lane	2.20	80	30

Minor Arm Geometry Notes

Arm	Notes
B - Slip (W) (to Dragon lane (S))	The slip-road between Dragon Lane and Barlestone Road. Give-way markings show it's intended to be a one way lane for traffic from Dragon Lane to B582, however posted signs and traffic flow surveys show in practice it's used as a 2-way lane.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.083	0.210	0.132	0.300
B-C	591	0.087	0.219	-	-
C-B	690	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	345	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	47	100.000
C - Barlestone Road (N)		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	23	322
	B - Slip (W) (to Dragon lane (S))	47	0	0
	C - Barlestone Road (N)	422	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	5
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	12.54	0.2	B	43	65
C-AB	0.00	0.00	0.0	A	0	0
C-A					387	581
A-B					21	32
A-C					295	443

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	382	0.093	35	0.0	0.1	10.349	B
C-AB	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
C-A	318	79	0.00			318				
A-B	17	4	0.00			17				
A-C	242	61	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	0.00	364	0.116	42	0.1	0.1	11.175	B
C-AB	0	0	0.00	611	0.000	0	0.0	0.0	0.000	A
C-A	379	95	0.00			379				
A-B	21	5	0.00			21				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	339	0.153	52	0.1	0.2	12.522	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	465	116	0.00			465				
A-B	25	6	0.00			25				
A-C	355	89	0.00			355				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	339	0.153	52	0.2	0.2	12.537	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	465	116	0.00			465				
A-B	25	6	0.00			25				
A-C	355	89	0.00			355				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	0.00	364	0.116	42	0.2	0.1	11.197	B
C-AB	0	0	0.00	611	0.000	0	0.0	0.0	0.000	A
C-A	379	95	0.00			379				
A-B	21	5	0.00			21				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	382	0.093	36	0.1	0.1	10.380	B
C-AB	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
C-A	318	79	0.00			318				
A-B	17	4	0.00			17				
A-C	242	61	0.00			242				

2024 | Surveyed Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	474	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	22	100.000
C - Barlestone Road (N)		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	29	445
	B - Slip (W) (to Dragon lane (S))	22	0	0
	C - Barlestone Road (N)	402	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	2
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	12.47	0.1	B	20	30
C-AB	0.00	0.00	0.0	A	0	0
C-A					369	553
A-B					27	40
A-C					408	613

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	365	0.045	16	0.0	0.0	10.331	B
C-AB	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-A	303	76	0.00			303				
A-B	22	5	0.00			22				
A-C	335	84	0.00			335				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	343	0.058	20	0.0	0.1	11.138	B
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	361	90	0.00			361				
A-B	26	7	0.00			26				
A-C	400	100	0.00			400				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	313	0.077	24	0.1	0.1	12.467	B
C-AB	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
C-A	443	111	0.00			443				
A-B	32	8	0.00			32				
A-C	490	122	0.00			490				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	313	0.077	24	0.1	0.1	12.474	B
C-AB	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
C-A	443	111	0.00			443				
A-B	32	8	0.00			32				
A-C	490	122	0.00			490				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	343	0.058	20	0.1	0.1	11.147	B
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	361	90	0.00			361				
A-B	26	7	0.00			26				
A-C	400	100	0.00			400				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	365	0.045	17	0.1	0.0	10.345	B
C-AB	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
C-A	303	76	0.00			303				
A-B	22	5	0.00			22				
A-C	335	84	0.00			335				

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	362	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	49	100.000
C - Barlestone Road (N)		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	24	338
	B - Slip (W) (to Dragon lane (S))	49	0	0
	C - Barlestone Road (N)	444	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	5
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	12.95	0.2	B	45	67
C-AB	0.00	0.00	0.0	A	0	0
C-A					407	611
A-B					22	33
A-C					310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	378	0.098	36	0.0	0.1	10.537	B
C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	18	5	0.00			18				
A-C	254	64	0.00			254				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	358	0.123	44	0.1	0.1	11.440	B
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	399	100	0.00			399				
A-B	22	5	0.00			22				
A-C	304	76	0.00			304				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	332	0.163	54	0.1	0.2	12.943	B
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	489	122	0.00			489				
A-B	26	7	0.00			26				
A-C	372	93	0.00			372				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	332	0.163	54	0.2	0.2	12.952	B
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	489	122	0.00			489				
A-B	26	7	0.00			26				
A-C	372	93	0.00			372				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	358	0.123	44	0.2	0.1	11.466	B
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	399	100	0.00			399				
A-B	22	5	0.00			22				
A-C	304	76	0.00			304				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	378	0.098	37	0.1	0.1	10.572	B
C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	18	5	0.00			18				
A-C	254	64	0.00			254				

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	501	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	23	100.000
C - Barlestone Road (N)		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	31	470
	B - Slip (W) (to Dragon lane (S))	23	0	0
	C - Barlestone Road (N)	424	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	2
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	12.93	0.1	B	21	32
C-AB	0.00	0.00	0.0	A	0	0
C-A					389	584
A-B					28	43
A-C					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	358	0.048	17	0.0	0.1	10.545	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	319	80	0.00			319				
A-B	23	6	0.00			23				
A-C	354	88	0.00			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	335	0.062	21	0.1	0.1	11.436	B
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	381	95	0.00			381				
A-B	28	7	0.00			28				
A-C	423	106	0.00			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	304	0.083	25	0.1	0.1	12.926	B
C-AB	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-A	467	117	0.00			467				
A-B	34	9	0.00			34				
A-C	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	304	0.083	25	0.1	0.1	12.934	B
C-AB	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-A	467	117	0.00			467				
A-B	34	9	0.00			34				
A-C	517	129	0.00			517				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	335	0.062	21	0.1	0.1	11.444	B
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	381	95	0.00			381				
A-B	28	7	0.00			28				
A-C	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	358	0.048	17	0.1	0.1	10.558	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	319	80	0.00			319				
A-B	23	6	0.00			23				
A-C	354	88	0.00			354				

2030 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	362	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	49	100.000
C - Barlestone Road (N)		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	24	338
	B - Slip (W) (to Dragon lane (S))	49	0	0
	C - Barlestone Road (N)	444	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	5
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	12.95	0.2	B	45	67
C-AB	0.00	0.00	0.0	A	0	0
C-A					407	611
A-B					22	33
A-C					310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	378	0.098	36	0.0	0.1	10.537	B
C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	18	5	0.00			18				
A-C	254	64	0.00			254				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	358	0.123	44	0.1	0.1	11.440	B
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	399	100	0.00			399				
A-B	22	5	0.00			22				
A-C	304	76	0.00			304				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	332	0.163	54	0.1	0.2	12.943	B
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	489	122	0.00			489				
A-B	26	7	0.00			26				
A-C	372	93	0.00			372				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	332	0.163	54	0.2	0.2	12.952	B
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	489	122	0.00			489				
A-B	26	7	0.00			26				
A-C	372	93	0.00			372				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	358	0.123	44	0.2	0.1	11.466	B
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	399	100	0.00			399				
A-B	22	5	0.00			22				
A-C	304	76	0.00			304				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	378	0.098	37	0.1	0.1	10.572	B
C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	18	5	0.00			18				
A-C	254	64	0.00			254				

2030 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (S)		ONE HOUR	✓	501	100.000
B - Slip (W) (to Dragon lane (S))		ONE HOUR	✓	23	100.000
C - Barlestone Road (N)		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	31	470
	B - Slip (W) (to Dragon lane (S))	23	0	0
	C - Barlestone Road (N)	424	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (S)	B - Slip (W) (to Dragon lane (S))	C - Barlestone Road (N)
From	A - Barlestone Road (S)	0	0	2
	B - Slip (W) (to Dragon lane (S))	0	0	0
	C - Barlestone Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	12.93	0.1	B	21	32
C-AB	0.00	0.00	0.0	A	0	0
C-A					389	584
A-B					28	43
A-C					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	358	0.048	17	0.0	0.1	10.545	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	319	80	0.00			319				
A-B	23	6	0.00			23				
A-C	354	88	0.00			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	335	0.062	21	0.1	0.1	11.436	B
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	381	95	0.00			381				
A-B	28	7	0.00			28				
A-C	423	106	0.00			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	304	0.083	25	0.1	0.1	12.926	B
C-AB	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-A	467	117	0.00			467				
A-B	34	9	0.00			34				
A-C	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	304	0.083	25	0.1	0.1	12.934	B
C-AB	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-A	467	117	0.00			467				
A-B	34	9	0.00			34				
A-C	517	129	0.00			517				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	335	0.062	21	0.1	0.1	11.444	B
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	381	95	0.00			381				
A-B	28	7	0.00			28				
A-C	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	358	0.048	17	0.1	0.1	10.558	B
C-AB	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
C-A	319	80	0.00			319				
A-B	23	6	0.00			23				
A-C	354	88	0.00			354				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix K

B582 Barlestone Road / Dragon Lane (South) PICADY Report

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: T24516 - Barlestone Rd-Dragon Ln 3 SOUTH.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 14:55:54

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Surveyed Base									
Stream B-AC	D1	0.0	6.24	0.04	A	D2	0.1	6.41	0.05	A
Stream C-AB		0.1	6.05	0.10	A		0.1	5.85	0.05	A
	2030 - DN									
Stream B-AC	D3	0.0	6.27	0.04	A	D4	0.1	6.46	0.06	A
Stream C-AB		0.1	6.05	0.10	A		0.1	5.85	0.05	A
	2030 - DS									
Stream B-AC	D5	0.0	6.28	0.04	A	D6	0.1	6.52	0.06	A
Stream C-AB		0.2	5.94	0.10	A		0.1	5.85	0.05	A

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

File summary

File Description

Title	Barlestone Rd (B582)/Dragon Ln SOUTH 3
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD/JakePhillips
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dragon Lane (N)		Major
B	Slip (E) (to Barlestone Road (S))		Minor
C	Dragon Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dragon Lane (S)	6.35			58.0	✓	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 - Slip (E) (to Barlestone Road (S))	One lane	2.20	115	100

Minor Arm Geometry Notes

Arm	Notes
B - Slip (E) (to Barlestone Road (S))	The slip-road between Dragon Lane and Barlestone Road. Give-way markings show it's intended to be a one way lane for traffic from Dragon Lane to B582, however posted signs and traffic flow surveys show in practice it's used as a 2-way lane.

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	521	0.093	0.236	0.148	0.337
B-C	632	0.095	0.241	-	-
C-B	608	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	113	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	23	100.000
C - Dragon Lane (S)		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
	A - Dragon Lane (N)	0	0	113
	B - Slip (E) (to Barlestone Road (S))	0	0	23
	C - Dragon Lane (S)	116	47	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
	A - Dragon Lane (N)	0	0	5
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.24	0.0	A	21	32
C-AB	0.10	6.05	0.1	A	52	78
C-A					98	147
A-B					0	0
A-C					104	156

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	611	0.028	17	0.0	0.0	6.059	A
C-AB	41	10	0.00	647	0.063	41	0.0	0.1	5.976	A
C-A	82	20	0.00			82				
A-B	0	0	0.00			0				
A-C	85	21	0.00			85				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	607	0.034	21	0.0	0.0	6.135	A
C-AB	50	13	0.00	654	0.077	50	0.1	0.1	6.000	A
C-A	96	24	0.00			96				
A-B	0	0	0.00			0				
A-C	102	25	0.00			102				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	602	0.042	25	0.0	0.0	6.243	A
C-AB	64	16	0.00	665	0.096	64	0.1	0.1	6.037	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	124	31	0.00			124				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	602	0.042	25	0.0	0.0	6.243	A
C-AB	64	16	0.00	665	0.096	64	0.1	0.1	6.046	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	124	31	0.00			124				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	607	0.034	21	0.0	0.0	6.135	A
C-AB	50	13	0.00	655	0.077	50	0.1	0.1	6.015	A
C-A	96	24	0.00			96				
A-B	0	0	0.00			0				
A-C	102	25	0.00			102				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	611	0.028	17	0.0	0.0	6.059	A
C-AB	41	10	0.00	647	0.063	41	0.1	0.1	5.988	A
C-A	82	20	0.00			82				
A-B	0	0	0.00			0				
A-C	85	21	0.00			85				

2024 | Surveyed Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	146	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	29	100.000
C - Dragon Lane (S)		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	146
	B - Slip (E) (to Barlestone Road (S))	0	0	29
	C - Dragon Lane (S)	107	22	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	3
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.41	0.1	A	27	40
C-AB	0.05	5.85	0.1	A	24	36
C-A					94	142
A-B					0	0
A-C					134	201

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	605	0.036	22	0.0	0.0	6.166	A
C-AB	19	5	0.00	637	0.030	19	0.0	0.0	5.847	A
C-A	78	20	0.00			78				
A-B	0	0	0.00			0				
A-C	110	27	0.00			110				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.043	26	0.0	0.0	6.269	A
C-AB	23	6	0.00	642	0.036	23	0.0	0.0	5.839	A
C-A	93	23	0.00			93				
A-B	0	0	0.00			0				
A-C	131	33	0.00			131				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	593	0.054	32	0.0	0.1	6.414	A
C-AB	30	7	0.00	651	0.046	30	0.0	0.1	5.825	A
C-A	112	28	0.00			112				
A-B	0	0	0.00			0				
A-C	161	40	0.00			161				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	593	0.054	32	0.1	0.1	6.414	A
C-AB	30	7	0.00	651	0.046	30	0.1	0.1	5.826	A
C-A	112	28	0.00			112				
A-B	0	0	0.00			0				
A-C	161	40	0.00			161				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.043	26	0.1	0.0	6.272	A
C-AB	23	6	0.00	643	0.036	23	0.1	0.0	5.843	A
C-A	93	23	0.00			93				
A-B	0	0	0.00			0				
A-C	131	33	0.00			131				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	605	0.036	22	0.0	0.0	6.171	A
C-AB	19	5	0.00	637	0.030	19	0.0	0.0	5.853	A
C-A	78	20	0.00			78				
A-B	0	0	0.00			0				
A-C	110	27	0.00			110				

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	119	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	24	100.000
C - Dragon Lane (S)		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	119
	B - Slip (E) (to Barlestone Road (S))	0	0	24
	C - Dragon Lane (S)	122	49	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	5
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.27	0.0	A	22	33
C-AB	0.10	6.05	0.1	A	55	82
C-A					102	154
A-B					0	0
A-C					109	164

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	0.00	610	0.030	18	0.0	0.0	6.075	A
C-AB	43	11	0.00	649	0.066	43	0.0	0.1	5.978	A
C-A	86	21	0.00			86				
A-B	0	0	0.00			0				
A-C	90	22	0.00			90				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	606	0.036	22	0.0	0.0	6.158	A
C-AB	53	13	0.00	657	0.081	53	0.1	0.1	6.003	A
C-A	101	25	0.00			101				
A-B	0	0	0.00			0				
A-C	107	27	0.00			107				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.044	26	0.0	0.0	6.272	A
C-AB	68	17	0.00	668	0.101	67	0.1	0.1	6.043	A
C-A	121	30	0.00			121				
A-B	0	0	0.00			0				
A-C	131	33	0.00			131				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.044	26	0.0	0.0	6.272	A
C-AB	68	17	0.00	669	0.101	68	0.1	0.1	6.051	A
C-A	121	30	0.00			121				
A-B	0	0	0.00			0				
A-C	131	33	0.00			131				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	606	0.036	22	0.0	0.0	6.161	A
C-AB	53	13	0.00	657	0.081	53	0.1	0.1	6.017	A
C-A	101	25	0.00			101				
A-B	0	0	0.00			0				
A-C	107	27	0.00			107				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	0.00	610	0.030	18	0.0	0.0	6.081	A
C-AB	43	11	0.00	649	0.066	43	0.1	0.1	5.993	A
C-A	86	21	0.00			86				
A-B	0	0	0.00			0				
A-C	90	22	0.00			90				

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	154	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	31	100.000
C - Dragon Lane (S)		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	154
	B - Slip (E) (to Barlestone Road (S))	0	0	31
	C - Dragon Lane (S)	113	23	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	3
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.46	0.1	A	28	43
C-AB	0.05	5.85	0.1	A	25	38
C-A					99	149
A-B					0	0
A-C					141	212

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	604	0.039	23	0.0	0.0	6.197	A
C-AB	20	5	0.00	638	0.031	20	0.0	0.0	5.841	A
C-A	82	21	0.00			82				
A-B	0	0	0.00			0				
A-C	116	29	0.00			116				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	598	0.047	28	0.0	0.0	6.308	A
C-AB	25	6	0.00	645	0.038	25	0.0	0.1	5.833	A
C-A	98	24	0.00			98				
A-B	0	0	0.00			0				
A-C	138	35	0.00			138				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	591	0.058	34	0.0	0.1	6.464	A
C-AB	31	8	0.00	653	0.048	31	0.1	0.1	5.816	A
C-A	118	30	0.00			118				
A-B	0	0	0.00			0				
A-C	170	42	0.00			170				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	591	0.058	34	0.1	0.1	6.464	A
C-AB	31	8	0.00	653	0.048	31	0.1	0.1	5.822	A
C-A	118	30	0.00			118				
A-B	0	0	0.00			0				
A-C	170	42	0.00			170				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	598	0.047	28	0.1	0.0	6.311	A
C-AB	25	6	0.00	645	0.038	25	0.1	0.1	5.840	A
C-A	98	24	0.00			98				
A-B	0	0	0.00			0				
A-C	138	35	0.00			138				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	604	0.039	23	0.0	0.0	6.200	A
C-AB	20	5	0.00	638	0.031	20	0.1	0.0	5.848	A
C-A	82	21	0.00			82				
A-B	0	0	0.00			0				
A-C	116	29	0.00			116				

2030 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	121	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	24	100.000
C - Dragon Lane (S)		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	121
	B - Slip (E) (to Barlestone Road (S))	0	0	24
	C - Dragon Lane (S)	142	49	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	5
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.28	0.0	A	22	33
C-AB	0.10	5.94	0.2	A	56	84
C-A					119	179
A-B					0	0
A-C					111	167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	0.00	610	0.030	18	0.0	0.0	6.079	A
C-AB	44	11	0.00	659	0.067	44	0.0	0.1	5.899	A
C-A	100	25	0.00			100				
A-B	0	0	0.00			0				
A-C	91	23	0.00			91				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	606	0.036	22	0.0	0.0	6.162	A
C-AB	55	14	0.00	669	0.082	54	0.1	0.1	5.912	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	109	27	0.00			109				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.044	26	0.0	0.0	6.278	A
C-AB	70	18	0.00	683	0.103	70	0.1	0.2	5.932	A
C-A	140	35	0.00			140				
A-B	0	0	0.00			0				
A-C	133	33	0.00			133				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	600	0.044	26	0.0	0.0	6.278	A
C-AB	70	18	0.00	683	0.103	70	0.2	0.2	5.943	A
C-A	140	35	0.00			140				
A-B	0	0	0.00			0				
A-C	133	33	0.00			133				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	0.00	606	0.036	22	0.0	0.0	6.163	A
C-AB	55	14	0.00	669	0.082	55	0.2	0.1	5.928	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	109	27	0.00			109				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	0.00	610	0.030	18	0.0	0.0	6.084	A
C-AB	44	11	0.00	659	0.067	44	0.1	0.1	5.912	A
C-A	100	25	0.00			100				
A-B	0	0	0.00			0				
A-C	91	23	0.00			91				

2030 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road/Dragon Lane (South)	T-Junction	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dragon Lane (N)		ONE HOUR	✓	171	100.000
B - Slip (E) (to Barlestone Road (S))		ONE HOUR	✓	31	100.000
C - Dragon Lane (S)		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	171
	B - Slip (E) (to Barlestone Road (S))	0	0	31
	C - Dragon Lane (S)	119	23	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Dragon Lane (N)	B - Slip (E) (to Barlestone Road (S))	C - Dragon Lane (S)
From	A - Dragon Lane (N)	0	0	3
	B - Slip (E) (to Barlestone Road (S))	0	0	0
	C - Dragon Lane (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.52	0.1	A	28	43
C-AB	0.05	5.85	0.1	A	26	38
C-A					105	157
A-B					0	0
A-C					157	235

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	601	0.039	23	0.0	0.0	6.230	A
C-AB	20	5	0.00	639	0.032	20	0.0	0.0	5.842	A
C-A	87	22	0.00			87				
A-B	0	0	0.00			0				
A-C	129	32	0.00			129				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	595	0.047	28	0.0	0.0	6.349	A
C-AB	25	6	0.00	645	0.038	25	0.0	0.1	5.833	A
C-A	103	26	0.00			103				
A-B	0	0	0.00			0				
A-C	154	38	0.00			154				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	586	0.058	34	0.0	0.1	6.516	A
C-AB	32	8	0.00	654	0.049	32	0.1	0.1	5.816	A
C-A	125	31	0.00			125				
A-B	0	0	0.00			0				
A-C	188	47	0.00			188				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	586	0.058	34	0.1	0.1	6.516	A
C-AB	32	8	0.00	654	0.049	32	0.1	0.1	5.823	A
C-A	125	31	0.00			125				
A-B	0	0	0.00			0				
A-C	188	47	0.00			188				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	595	0.047	28	0.1	0.0	6.352	A
C-AB	25	6	0.00	645	0.039	25	0.1	0.1	5.841	A
C-A	103	26	0.00			103				
A-B	0	0	0.00			0				
A-C	154	38	0.00			154				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	601	0.039	23	0.0	0.0	6.233	A
C-AB	20	5	0.00	639	0.032	20	0.1	0.0	5.849	A
C-A	87	22	0.00			87				
A-B	0	0	0.00			0				
A-C	129	32	0.00			129				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix L

B582 Barlestone Road / Main Street PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Main St-B582 Barlestone Rd.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 15:15:07

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Base							
Stream B-AC	D1	0.5	13.14	0.34	D2	0.4	12.73	0.27
Stream C-AB		0.1	4.50	0.05		0.2	5.05	0.10
	2030 - Base							
Stream B-AC	D3	0.6	13.94	0.37	D4	0.4	13.56	0.30
Stream C-AB		0.1	4.47	0.05		0.2	5.04	0.10
	2030 - Base + Development							
Stream B-AC	D5	1.0	18.46	0.51	D6	0.5	14.94	0.34
Stream C-AB		0.1	4.47	0.05		0.2	5.09	0.11

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	Barlestone Rd/Desford Rd/Main St
Location	Newbold Verdon
Site number	
Date	28/06/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20517
Enumerator	HUBTRANSPORT\Max.Law
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	B582 Desford Road	B582 Desford Road	Major
B	Main Street (South)		Minor
C	B582 Barlestone Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			250.0	✓	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	3.92	17	45

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	552	0.096	0.243	0.153	0.347
B-C	712	0.104	0.264	-	-
C-B	719	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	70	299
	B	100	0	30
	C	442	20	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	4	6
	B	1	0	0
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	13.14	0.5	B	119	179
C-AB	0.05	4.50	0.1	A	34	52
C-A					389	584
A-B					64	96
A-C					274	412

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	471	0.208	97	0.0	0.3	9.655	A
C-AB	25	6	0.00	858	0.029	24	0.0	0.0	4.499	A
C-A	323	81	0.00			323				
A-B	53	13	0.00			53				
A-C	225	56	0.00			225				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	450	0.260	117	0.3	0.3	10.881	B
C-AB	33	8	0.00	889	0.037	33	0.0	0.1	4.379	A
C-A	383	96	0.00			383				
A-B	63	16	0.00			63				
A-C	269	67	0.00			269				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	36	0.00	419	0.342	142	0.3	0.5	13.084	B
C-AB	46	12	0.00	932	0.050	46	0.1	0.1	4.225	A
C-A	462	116	0.00			462				
A-B	77	19	0.00			77				
A-C	329	82	0.00			329				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	36	0.00	419	0.342	143	0.5	0.5	13.144	B
C-AB	46	12	0.00	932	0.050	46	0.1	0.1	4.225	A
C-A	462	116	0.00			462				
A-B	77	19	0.00			77				
A-C	329	82	0.00			329				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	449	0.260	117	0.5	0.4	10.947	B
C-AB	33	8	0.00	889	0.037	33	0.1	0.1	4.374	A
C-A	383	96	0.00			383				
A-B	63	16	0.00			63				
A-C	269	67	0.00			269				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	471	0.208	98	0.4	0.3	9.734	A
C-AB	25	6	0.00	858	0.029	25	0.1	0.0	4.499	A
C-A	323	81	0.00			323				
A-B	53	13	0.00			53				
A-C	225	56	0.00			225				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	540	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	118	422
	B	68	0	32
	C	353	38	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	2
	B	5	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	12.73	0.4	B	92	138
C-AB	0.10	5.05	0.2	A	60	90
C-A					299	449
A-B					108	162
A-C					387	581

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	464	0.162	74	0.0	0.2	9.525	A
C-AB	43	11	0.00	786	0.055	43	0.0	0.1	5.049	A
C-A	251	63	0.00			251				
A-B	89	22	0.00			89				
A-C	318	79	0.00			318				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	438	0.205	90	0.2	0.3	10.660	B
C-AB	57	14	0.00	803	0.071	56	0.1	0.1	5.023	A
C-A	295	74	0.00			295				
A-B	106	27	0.00			106				
A-C	379	95	0.00			379				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	402	0.274	110	0.3	0.4	12.690	B
C-AB	79	20	0.00	828	0.096	79	0.1	0.2	4.988	A
C-A	351	88	0.00			351				
A-B	130	32	0.00			130				
A-C	465	116	0.00			465				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	402	0.274	110	0.4	0.4	12.735	B
C-AB	79	20	0.00	828	0.096	79	0.2	0.2	4.982	A
C-A	351	88	0.00			351				
A-B	130	32	0.00			130				
A-C	465	116	0.00			465				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	438	0.205	90	0.4	0.3	10.706	B
C-AB	57	14	0.00	803	0.071	57	0.2	0.1	5.010	A
C-A	295	74	0.00			295				
A-B	106	27	0.00			106				
A-C	379	95	0.00			379				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	464	0.162	76	0.3	0.2	9.581	A
C-AB	43	11	0.00	786	0.055	44	0.1	0.1	5.046	A
C-A	251	63	0.00			251				
A-B	89	22	0.00			89				
A-C	318	79	0.00			318				

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	388	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	74	314
	B	105	0	32
	C	465	21	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	6
	B	1	0	0
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.37	13.94	0.6	B	126	189
C-AB	0.05	4.47	0.1	A	38	56
C-A					408	613
A-B					68	102
A-C					288	432

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	0.00	466	0.221	102	0.0	0.3	9.932	A
C-AB	27	7	0.00	866	0.031	26	0.0	0.0	4.465	A
C-A	339	85	0.00			339				
A-B	56	14	0.00			56				
A-C	236	59	0.00			236				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	443	0.278	123	0.3	0.4	11.309	B
C-AB	35	9	0.00	899	0.039	35	0.0	0.1	4.341	A
C-A	402	100	0.00			402				
A-B	67	17	0.00			67				
A-C	282	71	0.00			282				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	0.00	411	0.367	150	0.4	0.6	13.861	B
C-AB	51	13	0.00	945	0.054	50	0.1	0.1	4.184	A
C-A	484	121	0.00			484				
A-B	81	20	0.00			81				
A-C	346	86	0.00			346				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	0.00	411	0.367	151	0.6	0.6	13.937	B
C-AB	51	13	0.00	945	0.054	51	0.1	0.1	4.184	A
C-A	484	121	0.00			484				
A-B	81	20	0.00			81				
A-C	346	86	0.00			346				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	443	0.278	124	0.6	0.4	11.393	B
C-AB	35	9	0.00	899	0.039	36	0.1	0.1	4.338	A
C-A	401	100	0.00			401				
A-B	67	17	0.00			67				
A-C	282	71	0.00			282				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	0.00	466	0.221	104	0.4	0.3	10.018	B
C-AB	27	7	0.00	866	0.031	27	0.1	0.0	4.463	A
C-A	339	85	0.00			339				
A-B	56	14	0.00			56				
A-C	236	59	0.00			236				

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	571	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	125	446
	B	72	0	34
	C	373	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	2
	B	5	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	13.56	0.4	B	97	146
C-AB	0.10	5.04	0.2	A	65	98
C-A					314	471
A-B					115	172
A-C					409	614

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	457	0.175	79	0.0	0.2	9.820	A
C-AB	47	12	0.00	791	0.059	46	0.0	0.1	5.037	A
C-A	264	66	0.00			264				
A-B	94	24	0.00			94				
A-C	336	84	0.00			336				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	429	0.222	95	0.2	0.3	11.112	B
C-AB	62	15	0.00	809	0.076	61	0.1	0.1	5.011	A
C-A	310	77	0.00			310				
A-B	112	28	0.00			112				
A-C	401	100	0.00			401				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	391	0.298	116	0.3	0.4	13.499	B
C-AB	87	22	0.00	836	0.104	87	0.1	0.2	4.981	A
C-A	368	92	0.00			368				
A-B	138	34	0.00			138				
A-C	491	123	0.00			491				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	391	0.298	117	0.4	0.4	13.555	B
C-AB	87	22	0.00	836	0.104	87	0.2	0.2	4.975	A
C-A	368	92	0.00			368				
A-B	138	34	0.00			138				
A-C	491	123	0.00			491				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	429	0.222	96	0.4	0.3	11.172	B
C-AB	62	15	0.00	809	0.076	62	0.2	0.1	4.997	A
C-A	310	77	0.00			310				
A-B	112	28	0.00			112				
A-C	401	100	0.00			401				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	457	0.175	80	0.3	0.2	9.886	A
C-AB	47	12	0.00	791	0.059	47	0.1	0.1	5.036	A
C-A	264	66	0.00			264				
A-B	94	24	0.00			94				
A-C	336	84	0.00			336				

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	393	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	79	314
	B	153	0	32
	C	465	21	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	6
	B	1	0	0
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	18.46	1.0	C	170	255
C-AB	0.05	4.47	0.1	A	38	56
C-A					408	613
A-B					72	109
A-C					288	432

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	0.00	456	0.306	138	0.0	0.4	11.346	B
C-AB	27	7	0.00	866	0.031	26	0.0	0.0	4.469	A
C-A	339	85	0.00			339				
A-B	59	15	0.00			59				
A-C	236	59	0.00			236				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	0.00	432	0.385	166	0.4	0.6	13.563	B
C-AB	35	9	0.00	898	0.039	35	0.0	0.1	4.346	A
C-A	401	100	0.00			401				
A-B	71	18	0.00			71				
A-C	282	71	0.00			282				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	0.00	400	0.509	202	0.6	1.0	18.192	C
C-AB	51	13	0.00	944	0.054	51	0.1	0.1	4.190	A
C-A	484	121	0.00			484				
A-B	87	22	0.00			87				
A-C	346	86	0.00			346				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	0.00	400	0.509	204	1.0	1.0	18.462	C
C-AB	51	13	0.00	944	0.054	51	0.1	0.1	4.188	A
C-A	484	121	0.00			484				
A-B	87	22	0.00			87				
A-C	346	86	0.00			346				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	0.00	432	0.385	168	1.0	0.6	13.795	B
C-AB	35	9	0.00	898	0.040	36	0.1	0.1	4.341	A
C-A	401	100	0.00			401				
A-B	71	18	0.00			71				
A-C	282	71	0.00			282				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	0.00	456	0.306	140	0.6	0.5	11.526	B
C-AB	27	7	0.00	866	0.031	27	0.1	0.0	4.467	A
C-A	339	85	0.00			339				
A-B	59	15	0.00			59				
A-C	236	59	0.00			236				

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street - B582 Barlestone Road	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	612	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	166	446
	B	85	0	34
	C	373	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	2
	B	5	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	14.94	0.5	B	109	164
C-AB	0.11	5.09	0.2	A	66	99
C-A					313	470
A-B					152	228
A-C					409	614

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	448	0.200	89	0.0	0.3	10.344	B
C-AB	47	12	0.00	784	0.060	47	0.0	0.1	5.085	A
C-A	264	66	0.00			264				
A-B	125	31	0.00			125				
A-C	336	84	0.00			336				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	420	0.255	107	0.3	0.3	11.889	B
C-AB	62	16	0.00	801	0.077	62	0.1	0.1	5.065	A
C-A	309	77	0.00			309				
A-B	149	37	0.00			149				
A-C	401	100	0.00			401				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	380	0.344	130	0.3	0.5	14.856	B
C-AB	88	22	0.00	827	0.106	87	0.1	0.2	5.047	A
C-A	367	92	0.00			367				
A-B	183	46	0.00			183				
A-C	491	123	0.00			491				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	380	0.345	131	0.5	0.5	14.940	B
C-AB	88	22	0.00	827	0.106	88	0.2	0.2	5.045	A
C-A	367	92	0.00			367				
A-B	183	46	0.00			183				
A-C	491	123	0.00			491				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	420	0.255	108	0.5	0.4	11.977	B
C-AB	62	16	0.00	801	0.078	63	0.2	0.2	5.053	A
C-A	309	77	0.00			309				
A-B	149	37	0.00			149				
A-C	401	100	0.00			401				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	448	0.200	90	0.4	0.3	10.429	B
C-AB	47	12	0.00	784	0.060	47	0.2	0.1	5.082	A
C-A	264	66	0.00			264				
A-B	125	31	0.00			125				
A-C	336	84	0.00			336				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix M

B582 Barlestone Road / B585 Bosworth Lane LinSig Report

Basic Input Data and Results**User and Project Details**

Project:	Newbold Verdon
Title:	Barlestone Road (B582)/Bosworth Lane (B585)
Location:	Newbold Verdon
Client:	Richborough
Site Ref(s):	T24516
Date Started:	22/09/2021
Additional detail:	
File name:	T24516 - Barlestone Rd-Bosworth Ln - Bloor Scheme v2.lsg3x
Author:	Max Law/Neil Bateman
Company:	Hub Transport Planning Ltd
Address:	Floor 1B, 4 Temple Row, Birmingham, B2 5HG
Linsig Version:	3, 3, 0, 6

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 AM	2024 AM	Network Control Plan 1	08:00 - 09:00	90	37.7	7.17
2	2024 PM	2024 PM	Network Control Plan 1	17:00 - 18:00	90	26.8	8.91
3	2030 AM	2030 AM	Network Control Plan 1	08:00 - 09:00	90	35.8	7.74
4	2030 PM	2030 PM	Network Control Plan 1	17:00 - 18:00	90	20.0	9.83
5	2030+Dev Am	2030+Dev AM	Network Control Plan 1	08:00 - 09:00	90	35.5	7.94
6	2030+Dev Pm	2030+ Dev PM	Network Control Plan 1	17:00 - 18:00	90	23.0	10.03

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6

Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	6	6	-	6	9
	B	-		-	6	9	-	9
	C	6	-		6	-	-	9
	D	6	6	6		10	-	6
	E	-	6	-	6		-	-
	F	6	-	-	-	-		-
	G	8	8	8	8	-	-	

Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	6	9
	2	6		6	9
	3	6	6		10
	4	8	8	8	

Phases in Stage

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

Lane Input Data

Junction: Barlestone Road/Bosworth Lane												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Barlestone Road (NW))	U	B C	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (Barlestone Road (NW))	O	B C	2	3	4.3	Geom	-	3.23	0.00	N	Arm 6 Right	20.50
2/1 (Barlestone Road (SE))	U	A	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	17.00
3/1 (Bosworth Lane)	U	D	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 4 Left	13.80
											Arm 5 Right	22.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Input Data and Results
Give-Way Lane Input Data

Junction: Barlestone Road/Bosworth Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Barlestone Road (NW))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Basic Input Data and Results

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

Lane Saturation Flows

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936		
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	56.2 %	1936	1936		
				Arm 6 Left	17.00	43.8 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	31.7 %	1806	1806		
				Arm 5 Right	22.60	68.3 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 1

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

Lane Saturation Flows

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	62.1 %	1946	1946
				Arm 6 Left	17.00	37.9 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	27.5 %	1809	1809
				Arm 5 Right	22.60	72.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 AM' (FG3: '2030 AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	56.3 % 43.7 %	1936	1936
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	31.8 % 68.2 %	1806	1806
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 PM' (FG4: '2030 PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	62.1 % 37.9 %	1946	1946
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	27.6 % 72.4 %	1809	1809
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030+Dev Am' (FG5: '2030+Dev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	56.9 % 43.1 %	1937	1937
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	31.7 % 68.3 %	1806	1806
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030+Dev Pm' (FG6: '2030+ Dev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Barlestone Road/Bosworth 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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	62.2 % 37.8 %	1946	1946
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	27.2 % 72.8 %	1809	1809
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Basic Input Data and Results

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM'	08:00	09:00	01:00	
2: '2024 PM'	17:00	18:00	01:00	
3: '2030 AM'	08:00	09:00	01:00	
4: '2030 PM'	17:00	18:00	01:00	
5: '2030+Dev AM'	08:00	09:00	01:00	
6: '2030+ Dev PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2024 AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	192	246	438
	B	233	0	108	341
	C	306	83	0	389
	Tot.	539	275	354	1168

FG2: '2024 PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	211	345	556
	B	269	0	102	371
	C	277	118	0	395
	Tot.	546	329	447	1322

FG3: '2030 AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	201	259	460
	B	245	0	114	359
	C	322	87	0	409
	Tot.	567	288	373	1228

Basic Input Data and Results

FG4: '2030 PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	223	365	588
	B	284	0	108	392
	C	292	124	0	416
	Tot.	576	347	473	1396

FG5: '2030+Dev AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	207	273	480
	B	246	0	114	360
	C	324	87	0	411
	Tot.	570	294	387	1251

FG6: '2030+ Dev PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	224	369	593
	B	289	0	108	397
	C	304	124	0	428
	Tot.	593	348	477	1418

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

Stage Timings

Stage	1	2	3
Duration	43	4	25
Change Point	0	49	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	43	6	49
B	Barlestone Road (NW) Ahead Right	Traffic	53	6	59
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	55	59
D	Bosworth Lane Left Right	Traffic	25	65	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	35	55	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	65.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	65.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	53	4:4	-	389	1958:1936	970+263	31.5 : 31.5%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	43	-	-	438	1936	946	46.3%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	25	-	-	341	1806	522	65.4%
4/1		U	N/A	N/A	-		-	-	-	-	354	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	539	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	275	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	74	7	2	5.4	1.6	0.2	7.2	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	74	7	2	5.4	1.6	0.2	7.2	-	-	-	-	
1/1+1/2	389	389	74	7	2	0.9	0.2	0.2	1.3	12.1	3.6	0.2	3.8	
2/1	438	438	-	-	-	1.8	0.4	-	2.3	18.7	7.2	0.4	7.6	
3/1	341	341	-	-	-	2.7	0.9	-	3.6	37.9	7.4	0.9	8.3	
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 37.7 PRC Over All Lanes (%): 37.7 Total Delay for Signalled Lanes (pcuHr): 7.17 Total Delay Over All Lanes(pcuHr): 7.17 Cycle Time (s): 90														

Basic Input Data and Results

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

Stage Timings

Stage	1	2	3
Duration	43	4	25
Change Point	0	49	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	43	6	49
B	Barlestone Road (NW) Ahead Right	Traffic	53	6	59
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	55	59
D	Bosworth Lane Left Right	Traffic	25	65	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	35	55	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	71.0%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	71.0%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	53	4:4	-	395	1958:1936	883+376	31.4 : 31.4%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	43	-	-	556	1946	951	58.4%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	25	-	-	371	1809	523	71.0%
4/1		U	N/A	N/A	-		-	-	-	-	447	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	546	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	329	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	105	10	3	6.4	2.1	0.4	8.9	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	105	10	3	6.4	2.1	0.4	8.9	-	-	-	-	
1/1+1/2	395	395	105	10	3	0.9	0.2	0.4	1.5	13.8	3.2	0.2	3.4	
2/1	556	556	-	-	-	2.5	0.7	-	3.2	21.0	9.9	0.7	10.6	
3/1	371	371	-	-	-	3.0	1.2	-	4.2	40.3	8.2	1.2	9.4	
4/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 26.8 PRC Over All Lanes (%): 26.8 Total Delay for Signalled Lanes (pcuHr): 8.91 Total Delay Over All Lanes(pcuHr): 8.91 Cycle Time (s): 90														

Basic Input Data and Results

Scenario 3: '2030 AM' (FG3: '2030 AM', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	42	4	26
Change Point	0	48	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	42	6	48
B	Barlestone Road (NW) Ahead Right	Traffic	52	6	58
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	54	58
D	Bosworth Lane Left Right	Traffic	26	64	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	36	54	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	66.3%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	66.3%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	52	4:4	-	409	1958:1936	954+258	33.8 : 33.8%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	42	-	-	460	1936	925	49.7%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	26	-	-	359	1806	542	66.3%
4/1		U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	77	8	2	5.8	1.7	0.2	7.7	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	77	8	2	5.8	1.7	0.2	7.7	-	-	-	-	
1/1+1/2	409	409	77	8	2	1.0	0.3	0.2	1.5	12.9	3.9	0.3	4.2	
2/1	460	460	-	-	-	2.1	0.5	-	2.6	20.0	7.8	0.5	8.3	
3/1	359	359	-	-	-	2.7	1.0	-	3.7	37.3	7.8	1.0	8.7	
4/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 35.8 PRC Over All Lanes (%): 35.8 Total Delay for Signalled Lanes (pcuHr): 7.74 Total Delay Over All Lanes(pcuHr): 7.74 Cycle Time (s): 90														

Basic Input Data and Results

Scenario 4: '2030 PM' (FG4: '2030 PM', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	43	4	25
Change Point	0	49	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	43	6	49
B	Barlestone Road (NW) Ahead Right	Traffic	53	6	59
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	55	59
D	Bosworth Lane Left Right	Traffic	25	65	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	35	55	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	53	4:4	-	416	1958:1936	884+375	33.0 : 33.0%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	43	-	-	588	1946	951	61.8%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	25	-	-	392	1809	523	75.0%
4/1		U	N/A	N/A	-		-	-	-	-	473	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	576	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	347	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	110	11	3	6.9	2.5	0.4	9.8	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	110	11	3	6.9	2.5	0.4	9.8	-	-	-	-	
1/1+1/2	416	416	110	11	3	1.0	0.2	0.4	1.6	14.2	3.4	0.2	3.7	
2/1	588	588	-	-	-	2.8	0.8	-	3.6	21.8	10.6	0.8	11.4	
3/1	392	392	-	-	-	3.2	1.5	-	4.6	42.5	8.8	1.5	10.3	
4/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 20.0 PRC Over All Lanes (%): 20.0 Total Delay for Signalled Lanes (pcuHr): 9.83 Total Delay Over All Lanes(pcuHr): 9.83 Cycle Time (s): 90														

Basic Input Data and Results

Scenario 5: '2030+Dev Am' (FG5: '2030+Dev AM', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	42	4	26
Change Point	0	48	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	42	6	48
B	Barlestone Road (NW) Ahead Right	Traffic	52	6	58
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	54	58
D	Bosworth Lane Left Right	Traffic	26	64	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	36	54	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	66.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	66.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	52	4:4	-	411	1958:1936	955+256	33.9 : 33.9%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	42	-	-	480	1937	925	51.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	26	-	-	360	1806	542	66.4%
4/1		U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	570	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	294	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	77	8	2	5.9	1.8	0.2	7.9	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	77	8	2	5.9	1.8	0.2	7.9	-	-	-	-	
1/1+1/2	411	411	77	8	2	1.0	0.3	0.2	1.5	13.1	4.0	0.3	4.2	
2/1	480	480	-	-	-	2.2	0.5	-	2.7	20.4	8.3	0.5	8.8	
3/1	360	360	-	-	-	2.8	1.0	-	3.7	37.3	7.8	1.0	8.8	
4/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 35.5 PRC Over All Lanes (%): 35.5 Total Delay for Signalled Lanes (pcuHr): 7.94 Total Delay Over All Lanes(pcuHr): 7.94 Cycle Time (s): 90														

Basic Input Data and Results

Scenario 6: '2030+Dev Pm' (FG6: '2030+ Dev PM', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	42	4	26
Change Point	0	48	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Barlestone Road (SE) Ahead Left	Traffic	42	6	48
B	Barlestone Road (NW) Ahead Right	Traffic	52	6	58
C	Barlestone Road (NW) Right IGA	Ind. Arrow	4	54	58
D	Bosworth Lane Left Right	Traffic	26	64	0
E	Pedestrians across	Pedestrian			
F	Pedestrians across	Pedestrian	36	54	0
G	Pedestrians across	Pedestrian			

Basic 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	-	73.2%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	-	73.2%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	1	52	4:4	-	428	1958:1936	877+358	34.7 : 34.7%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		1	42	-	-	593	1946	930	63.8%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		1	26	-	-	397	1809	543	73.2%
4/1		U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	348	Inf	Inf	0.0%

Basic 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	110	11	3	7.1	2.5	0.5	10.0	-	-	-	-	
Barlestone Road/Bosworth Lane	-	-	110	11	3	7.1	2.5	0.5	10.0	-	-	-	-	
1/1+1/2	428	428	110	11	3	1.0	0.3	0.5	1.8	15.0	3.6	0.3	3.9	
2/1	593	593	-	-	-	2.9	0.9	-	3.8	23.0	11.0	0.9	11.9	
3/1	397	397	-	-	-	3.1	1.3	-	4.5	40.4	8.8	1.3	10.2	
4/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 23.0 PRC Over All Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 10.03 Total Delay Over All Lanes(pcuHr): 10.03 Cycle Time (s): 90														

T24516

Brascote Lane, Newbold Verdon Phase 2

Appendix N

B585 Barlestone Road / B585 Bagworth Road (East)

PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: T24516 - Barlestone Road-Bagworth Road EAST.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 15:38:28

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-AC	D1	0.1	6.74	0.06	D2	0.0	6.07	0.01
Stream C-AB		0.1	5.93	0.04		0.2	5.55	0.10
	2030 - DN							
Stream B-AC	D3	0.1	6.81	0.07	D4	0.0	6.11	0.01
Stream C-AB		0.1	5.90	0.05		0.2	5.54	0.11
	2030 - DS							
Stream B-AC	D5	0.1	6.86	0.07	D6	0.0	6.12	0.01
Stream C-AB		0.1	5.92	0.05		0.2	5.50	0.11

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.

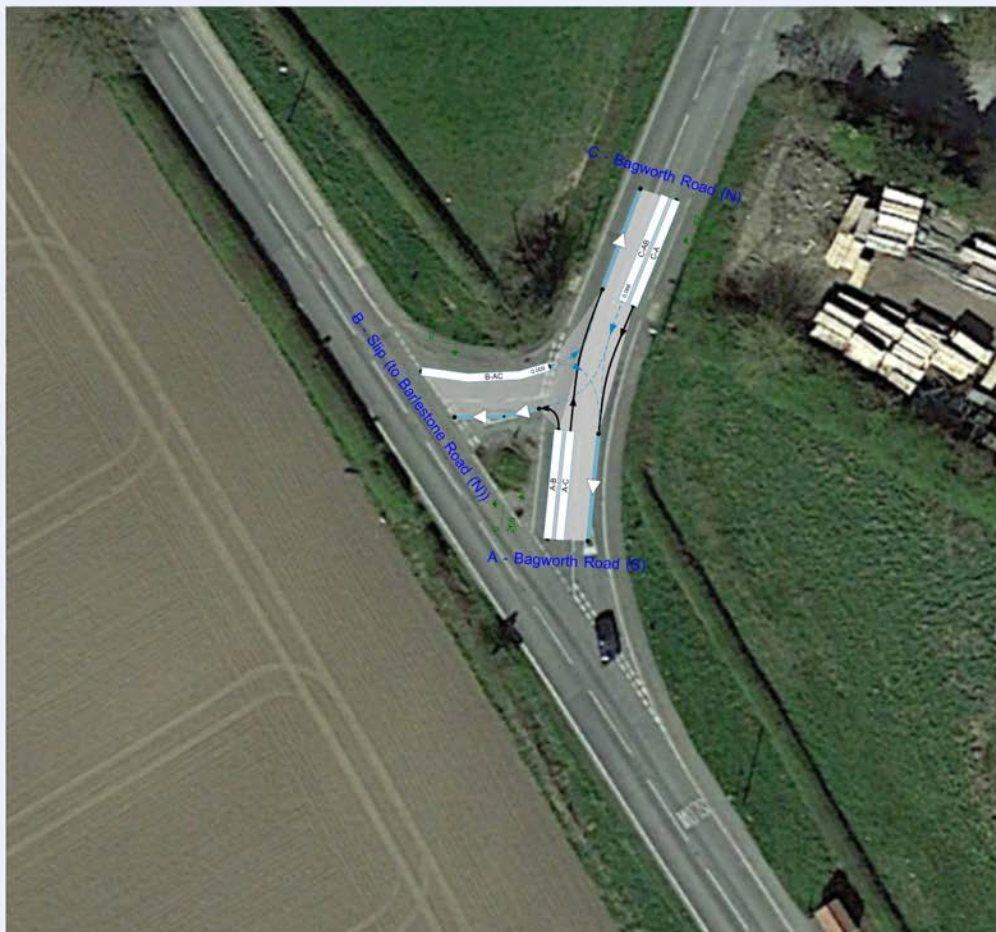
File summary

File Description

Title	B585 Barlestone Road-B585 Bagworth Road
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bagworth Road (S)		Major
B	Slip (to Barlestone Road (N))		Minor
C	Bagworth Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bagworth Road (N)	5.75			40.0	✓	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 - Slip (to Barlestone Road (N))	One lane	3.30	65	45

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	537	0.100	0.252	0.159	0.361
B-C	672	0.103	0.260	-	-
C-B	597	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	239	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	34	100.000
C - Bagworth Road (N)		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	239
	B - Slip (to Barlestone Road (N))	0	0	34
	C - Bagworth Road (N)	199	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	8
	B - Slip (to Barlestone Road (N))	0	0	6
	C - Bagworth Road (N)	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.74	0.1	A	31	47
C-AB	0.04	5.93	0.1	A	23	34
C-A					176	264
A-B					0	0
A-C					219	329

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	625	0.041	25	0.0	0.0	6.362	A
C-AB	18	4	0.00	659	0.027	17	0.0	0.0	5.925	A
C-A	146	36	0.00			146				
A-B	0	0	0.00			0				
A-C	180	45	0.00			180				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	616	0.050	31	0.0	0.1	6.518	A
C-AB	22	6	0.00	671	0.033	22	0.0	0.0	5.848	A
C-A	173	43	0.00			173				
A-B	0	0	0.00			0				
A-C	215	54	0.00			215				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	603	0.062	37	0.1	0.1	6.742	A
C-AB	29	7	0.00	690	0.042	29	0.0	0.1	5.744	A
C-A	210	52	0.00			210				
A-B	0	0	0.00			0				
A-C	263	66	0.00			263				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	603	0.062	37	0.1	0.1	6.742	A
C-AB	29	7	0.00	690	0.042	29	0.1	0.1	5.745	A
C-A	210	52	0.00			210				
A-B	0	0	0.00			0				
A-C	263	66	0.00			263				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	616	0.050	31	0.1	0.1	6.522	A
C-AB	22	6	0.00	671	0.033	22	0.1	0.0	5.846	A
C-A	173	43	0.00			173				
A-B	0	0	0.00			0				
A-C	215	54	0.00			215				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	625	0.041	26	0.1	0.0	6.366	A
C-AB	18	4	0.00	659	0.027	18	0.0	0.0	5.926	A
C-A	146	36	0.00			146				
A-B	0	0	0.00			0				
A-C	180	45	0.00			180				

2024 | Surveyed Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	248	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	7	100.000
C - Bagworth Road (N)		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	248
	B - Slip (to Barlestone Road (N))	0	0	7
	C - Bagworth Road (N)	277	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	3
	B - Slip (to Barlestone Road (N))	0	0	0
	C - Bagworth Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.07	0.0	A	6	10
C-AB	0.10	5.55	0.2	A	58	86
C-A					233	350
A-B					0	0
A-C					228	341

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	623	0.008	5	0.0	0.0	5.824	A
C-AB	43	11	0.00	698	0.062	43	0.0	0.1	5.539	A
C-A	196	49	0.00			196				
A-B	0	0	0.00			0				
A-C	187	47	0.00			187				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	614	0.010	6	0.0	0.0	5.925	A
C-AB	55	14	0.00	719	0.077	55	0.1	0.1	5.478	A
C-A	230	57	0.00			230				
A-B	0	0	0.00			0				
A-C	223	56	0.00			223				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	601	0.013	8	0.0	0.0	6.069	A
C-AB	75	19	0.00	748	0.100	74	0.1	0.2	5.406	A
C-A	274	69	0.00			274				
A-B	0	0	0.00			0				
A-C	273	68	0.00			273				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	601	0.013	8	0.0	0.0	6.069	A
C-AB	75	19	0.00	748	0.100	75	0.2	0.2	5.414	A
C-A	274	69	0.00			274				
A-B	0	0	0.00			0				
A-C	273	68	0.00			273				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	614	0.010	6	0.0	0.0	5.925	A
C-AB	55	14	0.00	719	0.077	55	0.2	0.1	5.496	A
C-A	230	57	0.00			230				
A-B	0	0	0.00			0				
A-C	223	56	0.00			223				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	623	0.008	5	0.0	0.0	5.827	A
C-AB	43	11	0.00	698	0.062	43	0.1	0.1	5.554	A
C-A	196	49	0.00			196				
A-B	0	0	0.00			0				
A-C	187	47	0.00			187				

2030 | DN | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	251	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	36	100.000
C - Bagworth Road (N)		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	251
	B - Slip (to Barlestone Road (N))	0	0	36
	C - Bagworth Road (N)	209	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	8
	B - Slip (to Barlestone Road (N))	0	0	6
	C - Bagworth Road (N)	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.81	0.1	A	33	50
C-AB	0.05	5.90	0.1	A	25	37
C-A					185	277
A-B					0	0
A-C					230	345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	623	0.044	27	0.0	0.0	6.404	A
C-AB	19	5	0.00	662	0.028	19	0.0	0.0	5.905	A
C-A	153	38	0.00			153				
A-B	0	0	0.00			0				
A-C	189	47	0.00			189				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	613	0.053	32	0.0	0.1	6.569	A
C-AB	24	6	0.00	675	0.035	24	0.0	0.0	5.825	A
C-A	181	45	0.00			181				
A-B	0	0	0.00			0				
A-C	226	56	0.00			226				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	600	0.066	40	0.1	0.1	6.810	A
C-AB	31	8	0.00	695	0.045	31	0.0	0.1	5.719	A
C-A	220	55	0.00			220				
A-B	0	0	0.00			0				
A-C	276	69	0.00			276				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	600	0.066	40	0.1	0.1	6.810	A
C-AB	31	8	0.00	695	0.045	31	0.1	0.1	5.720	A
C-A	220	55	0.00			220				
A-B	0	0	0.00			0				
A-C	276	69	0.00			276				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	613	0.053	32	0.1	0.1	6.573	A
C-AB	24	6	0.00	675	0.035	24	0.1	0.1	5.821	A
C-A	181	45	0.00			181				
A-B	0	0	0.00			0				
A-C	226	56	0.00			226				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	623	0.044	27	0.1	0.0	6.407	A
C-AB	19	5	0.00	662	0.028	19	0.1	0.0	5.904	A
C-A	153	38	0.00			153				
A-B	0	0	0.00			0				
A-C	189	47	0.00			189				

2030 | DN | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	262	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	7	100.000
C - Bagworth Road (N)		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	262
	B - Slip (to Barlestone Road (N))	0	0	7
	C - Bagworth Road (N)	292	42	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	3
	B - Slip (to Barlestone Road (N))	0	0	0
	C - Bagworth Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.11	0.0	A	6	10
C-AB	0.11	5.54	0.2	A	62	93
C-A					244	367
A-B					0	0
A-C					240	361

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	621	0.008	5	0.0	0.0	5.850	A
C-AB	46	11	0.00	704	0.065	46	0.0	0.1	5.520	A
C-A	205	51	0.00			205				
A-B	0	0	0.00			0				
A-C	197	49	0.00			197				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	611	0.010	6	0.0	0.0	5.957	A
C-AB	59	15	0.00	726	0.082	59	0.1	0.1	5.460	A
C-A	241	60	0.00			241				
A-B	0	0	0.00			0				
A-C	236	59	0.00			236				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	597	0.013	8	0.0	0.0	6.110	A
C-AB	81	20	0.00	757	0.107	80	0.1	0.2	5.388	A
C-A	287	72	0.00			287				
A-B	0	0	0.00			0				
A-C	288	72	0.00			288				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	597	0.013	8	0.0	0.0	6.110	A
C-AB	81	20	0.00	757	0.107	81	0.2	0.2	5.399	A
C-A	287	72	0.00			287				
A-B	0	0	0.00			0				
A-C	288	72	0.00			288				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	611	0.010	6	0.0	0.0	5.957	A
C-AB	59	15	0.00	726	0.082	60	0.2	0.2	5.476	A
C-A	241	60	0.00			241				
A-B	0	0	0.00			0				
A-C	236	59	0.00			236				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	621	0.008	5	0.0	0.0	5.850	A
C-AB	46	12	0.00	704	0.066	46	0.2	0.1	5.537	A
C-A	205	51	0.00			205				
A-B	0	0	0.00			0				
A-C	197	49	0.00			197				

2030 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	265	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	36	100.000
C - Bagworth Road (N)		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	265
	B - Slip (to Barlestone Road (N))	0	0	36
	C - Bagworth Road (N)	211	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	8
	B - Slip (to Barlestone Road (N))	0	0	6
	C - Bagworth Road (N)	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	6.86	0.1	A	33	50
C-AB	0.05	5.92	0.1	A	25	37
C-A					186	279
A-B					0	0
A-C					243	365

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	620	0.044	27	0.0	0.0	6.433	A
C-AB	19	5	0.00	661	0.029	19	0.0	0.0	5.916	A
C-A	154	39	0.00			154				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	610	0.053	32	0.0	0.1	6.607	A
C-AB	24	6	0.00	674	0.035	24	0.0	0.1	5.838	A
C-A	183	46	0.00			183				
A-B	0	0	0.00			0				
A-C	238	60	0.00			238				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	596	0.067	40	0.1	0.1	6.859	A
C-AB	32	8	0.00	693	0.046	31	0.1	0.1	5.734	A
C-A	222	55	0.00			222				
A-B	0	0	0.00			0				
A-C	292	73	0.00			292				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	596	0.067	40	0.1	0.1	6.859	A
C-AB	32	8	0.00	693	0.046	32	0.1	0.1	5.734	A
C-A	222	55	0.00			222				
A-B	0	0	0.00			0				
A-C	292	73	0.00			292				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	610	0.053	32	0.1	0.1	6.611	A
C-AB	24	6	0.00	674	0.035	24	0.1	0.1	5.836	A
C-A	183	46	0.00			183				
A-B	0	0	0.00			0				
A-C	238	60	0.00			238				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	620	0.044	27	0.1	0.0	6.439	A
C-AB	19	5	0.00	661	0.029	19	0.1	0.0	5.915	A
C-A	154	39	0.00			154				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

2030 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Bagworth Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagworth Road (S)		ONE HOUR	✓	266	100.000
B - Slip (to Barlestone Road (N))		ONE HOUR	✓	7	100.000
C - Bagworth Road (N)		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	266
	B - Slip (to Barlestone Road (N))	0	0	7
	C - Bagworth Road (N)	304	42	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Bagworth Road (S)	B - Slip (to Barlestone Road (N))	C - Bagworth Road (N)
From	A - Bagworth Road (S)	0	0	3
	B - Slip (to Barlestone Road (N))	0	0	0
	C - Bagworth Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.12	0.0	A	6	10
C-AB	0.11	5.50	0.2	A	63	95
C-A					254	381
A-B					0	0
A-C					244	366

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	620	0.009	5	0.0	0.0	5.858	A
C-AB	47	12	0.00	709	0.066	46	0.0	0.1	5.480	A
C-A	214	53	0.00			214				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	610	0.010	6	0.0	0.0	5.966	A
C-AB	60	15	0.00	732	0.082	60	0.1	0.2	5.413	A
C-A	251	63	0.00			251				
A-B	0	0	0.00			0				
A-C	239	60	0.00			239				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	596	0.013	8	0.0	0.0	6.122	A
C-AB	83	21	0.00	765	0.108	82	0.2	0.2	5.338	A
C-A	298	75	0.00			298				
A-B	0	0	0.00			0				
A-C	293	73	0.00			293				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	596	0.013	8	0.0	0.0	6.122	A
C-AB	83	21	0.00	765	0.108	83	0.2	0.2	5.346	A
C-A	298	75	0.00			298				
A-B	0	0	0.00			0				
A-C	293	73	0.00			293				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	610	0.010	6	0.0	0.0	5.968	A
C-AB	61	15	0.00	733	0.083	61	0.2	0.2	5.430	A
C-A	251	63	0.00			251				
A-B	0	0	0.00			0				
A-C	239	60	0.00			239				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	0.00	620	0.009	5	0.0	0.0	5.858	A
C-AB	47	12	0.00	709	0.066	47	0.2	0.1	5.498	A
C-A	214	53	0.00			214				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix O

B585 Barlestone Road / B585 Bagworth Road (West)

PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Barlestone Road-Bagworth Road WEST.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 17/06/2025 15:52:37

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-AC	D1	0.0	8.28	0.04	D2	0.1	8.14	0.09
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - DN							
Stream B-AC	D3	0.0	8.37	0.04	D4	0.1	8.25	0.10
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2030 - DS							
Stream B-AC	D5	0.0	8.37	0.04	D6	0.1	8.25	0.10
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

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	B585 Barlestone Road-B585 Bagworth Road
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (N)		Major
B	Bagworth Road (N) (Slip)		Minor
C	Barlestone Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road (S)	6.30			250.0	✓	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 - Bagworth Road (N) (Slip)	One lane	3.20	135	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	558	0.100	0.253	0.159	0.362
B-C	669	0.101	0.256	-	-
C-B	719	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	223	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	18	100.000
C - Barlestone Road (S)		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	34	189
	B - Bagworth Road (N) (Slip)	18	0	0
	C - Barlestone Road (S)	117	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	6	3
	B - Bagworth Road (N) (Slip)	6	0	0
	C - Barlestone Road (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.28	0.0	A	17	25
C-AB	0.00	0.00	0.0	A	0	0
C-A					107	161
A-B					31	47
A-C					173	260

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	0.00	505	0.027	13	0.0	0.0	7.762	A
C-AB	0	0	0.00	673	0.000	0	0.0	0.0	0.000	A
C-A	88	22	0.00			88				
A-B	26	6	0.00			26				
A-C	142	36	0.00			142				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	495	0.033	16	0.0	0.0	7.974	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	105	26	0.00			105				
A-B	31	8	0.00			31				
A-C	170	42	0.00			170				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	481	0.041	20	0.0	0.0	8.281	A
C-AB	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-A	129	32	0.00			129				
A-B	37	9	0.00			37				
A-C	208	52	0.00			208				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	481	0.041	20	0.0	0.0	8.281	A
C-AB	0	0	0.00	651	0.000	0	0.0	0.0	0.000	A
C-A	129	32	0.00			129				
A-B	37	9	0.00			37				
A-C	208	52	0.00			208				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	495	0.033	16	0.0	0.0	7.976	A
C-AB	0	0	0.00	664	0.000	0	0.0	0.0	0.000	A
C-A	105	26	0.00			105				
A-B	31	8	0.00			31				
A-C	170	42	0.00			170				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	0.00	505	0.027	14	0.0	0.0	7.766	A
C-AB	0	0	0.00	673	0.000	0	0.0	0.0	0.000	A
C-A	88	22	0.00			88				
A-B	26	6	0.00			26				
A-C	142	36	0.00			142				

2024 | Surveyed Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	132	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	40	100.000
C - Barlestone Road (S)		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	7	125
	B - Bagworth Road (N) (Slip)	40	0	0
	C - Barlestone Road (S)	203	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N) (Slip)	0	0	0
	C - Barlestone Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	8.14	0.1	A	37	55
C-AB	0.00	0.00	0.0	A	0	0
C-A					186	279
A-B					6	10
A-C					115	172

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	509	0.059	30	0.0	0.1	7.512	A
C-AB	0	0	0.00	691	0.000	0	0.0	0.0	0.000	A
C-A	153	38	0.00			153				
A-B	5	1	0.00			5				
A-C	94	24	0.00			94				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	499	0.072	36	0.1	0.1	7.766	A
C-AB	0	0	0.00	686	0.000	0	0.0	0.0	0.000	A
C-A	182	46	0.00			182				
A-B	6	2	0.00			6				
A-C	112	28	0.00			112				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	486	0.091	44	0.1	0.1	8.135	A
C-AB	0	0	0.00	679	0.000	0	0.0	0.0	0.000	A
C-A	224	56	0.00			224				
A-B	8	2	0.00			8				
A-C	138	34	0.00			138				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	486	0.091	44	0.1	0.1	8.139	A
C-AB	0	0	0.00	679	0.000	0	0.0	0.0	0.000	A
C-A	224	56	0.00			224				
A-B	8	2	0.00			8				
A-C	138	34	0.00			138				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	499	0.072	36	0.1	0.1	7.772	A
C-AB	0	0	0.00	686	0.000	0	0.0	0.0	0.000	A
C-A	182	46	0.00			182				
A-B	6	2	0.00			6				
A-C	112	28	0.00			112				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	509	0.059	30	0.1	0.1	7.523	A
C-AB	0	0	0.00	691	0.000	0	0.0	0.0	0.000	A
C-A	153	38	0.00			153				
A-B	5	1	0.00			5				
A-C	94	24	0.00			94				

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	235	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	19	100.000
C - Barlestone Road (S)		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	36	199
	B - Bagworth Road (N) (Slip)	19	0	0
	C - Barlestone Road (S)	123	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	6	3
	B - Bagworth Road (N) (Slip)	6	0	0
	C - Barlestone Road (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.37	0.0	A	17	26
C-AB	0.00	0.00	0.0	A	0	0
C-A					113	169
A-B					33	50
A-C					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	502	0.028	14	0.0	0.0	7.818	A
C-AB	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-A	93	23	0.00			93				
A-B	27	7	0.00			27				
A-C	150	37	0.00			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	491	0.035	17	0.0	0.0	8.045	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	111	28	0.00			111				
A-B	32	8	0.00			32				
A-C	179	45	0.00			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	477	0.044	21	0.0	0.0	8.375	A
C-AB	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-A	135	34	0.00			135				
A-B	40	10	0.00			40				
A-C	219	55	0.00			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	477	0.044	21	0.0	0.0	8.375	A
C-AB	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-A	135	34	0.00			135				
A-B	40	10	0.00			40				
A-C	219	55	0.00			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	491	0.035	17	0.0	0.0	8.046	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	111	28	0.00			111				
A-B	32	8	0.00			32				
A-C	179	45	0.00			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	502	0.028	14	0.0	0.0	7.824	A
C-AB	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-A	93	23	0.00			93				
A-B	27	7	0.00			27				
A-C	150	37	0.00			150				

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	139	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	42	100.000
C - Barlestone Road (S)		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	7	132
	B - Bagworth Road (N) (Slip)	42	0	0
	C - Barlestone Road (S)	214	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N) (Slip)	0	0	0
	C - Barlestone Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.25	0.1	A	39	58
C-AB	0.00	0.00	0.0	A	0	0
C-A					196	295
A-B					6	10
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	506	0.062	31	0.0	0.1	7.578	A
C-AB	0	0	0.00	690	0.000	0	0.0	0.0	0.000	A
C-A	161	40	0.00			161				
A-B	5	1	0.00			5				
A-C	99	25	0.00			99				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	496	0.076	38	0.1	0.1	7.850	A
C-AB	0	0	0.00	684	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	2	0.00			6				
A-C	119	30	0.00			119				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	482	0.096	46	0.1	0.1	8.249	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	482	0.096	46	0.1	0.1	8.252	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	496	0.076	38	0.1	0.1	7.856	A
C-AB	0	0	0.00	684	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	2	0.00			6				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	506	0.062	32	0.1	0.1	7.586	A
C-AB	0	0	0.00	690	0.000	0	0.0	0.0	0.000	A
C-A	161	40	0.00			161				
A-B	5	1	0.00			5				
A-C	99	25	0.00			99				

2030 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	235	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	19	100.000
C - Barlestone Road (S)		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	36	199
	B - Bagworth Road (N) (Slip)	19	0	0
	C - Barlestone Road (S)	123	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	6	3
	B - Bagworth Road (N) (Slip)	6	0	0
	C - Barlestone Road (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.37	0.0	A	17	26
C-AB	0.00	0.00	0.0	A	0	0
C-A					113	169
A-B					33	50
A-C					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	502	0.028	14	0.0	0.0	7.818	A
C-AB	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-A	93	23	0.00			93				
A-B	27	7	0.00			27				
A-C	150	37	0.00			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	491	0.035	17	0.0	0.0	8.045	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	111	28	0.00			111				
A-B	32	8	0.00			32				
A-C	179	45	0.00			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	477	0.044	21	0.0	0.0	8.375	A
C-AB	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-A	135	34	0.00			135				
A-B	40	10	0.00			40				
A-C	219	55	0.00			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	477	0.044	21	0.0	0.0	8.375	A
C-AB	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-A	135	34	0.00			135				
A-B	40	10	0.00			40				
A-C	219	55	0.00			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	491	0.035	17	0.0	0.0	8.046	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	111	28	0.00			111				
A-B	32	8	0.00			32				
A-C	179	45	0.00			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	502	0.028	14	0.0	0.0	7.824	A
C-AB	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-A	93	23	0.00			93				
A-B	27	7	0.00			27				
A-C	150	37	0.00			150				

2030 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	139	100.000
B - Bagworth Road (N) (Slip)		ONE HOUR	✓	42	100.000
C - Barlestone Road (S)		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	7	132
	B - Bagworth Road (N) (Slip)	42	0	0
	C - Barlestone Road (S)	214	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N) (Slip)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N) (Slip)	0	0	0
	C - Barlestone Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.25	0.1	A	39	58
C-AB	0.00	0.00	0.0	A	0	0
C-A					196	295
A-B					6	10
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	506	0.062	31	0.0	0.1	7.578	A
C-AB	0	0	0.00	690	0.000	0	0.0	0.0	0.000	A
C-A	161	40	0.00			161				
A-B	5	1	0.00			5				
A-C	99	25	0.00			99				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	496	0.076	38	0.1	0.1	7.850	A
C-AB	0	0	0.00	684	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	2	0.00			6				
A-C	119	30	0.00			119				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	482	0.096	46	0.1	0.1	8.249	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	482	0.096	46	0.1	0.1	8.252	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	496	0.076	38	0.1	0.1	7.856	A
C-AB	0	0	0.00	684	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	2	0.00			6				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	506	0.062	32	0.1	0.1	7.586	A
C-AB	0	0	0.00	690	0.000	0	0.0	0.0	0.000	A
C-A	161	40	0.00			161				
A-B	5	1	0.00			5				
A-C	99	25	0.00			99				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix P

B585 Barlestone Road / B585 Bagworth Road (South)

PICADY Report

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177							
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Filename: T24516 - Barlestone Road-Bagworth Road SOUTH.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 14:03:25

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-AC	D1	0.6	9.75	0.36	D2	1.0	11.71	0.49
Stream C-AB		0.9	9.17	0.43		1.1	8.38	0.46
	2030 - DN							
Stream B-AC	D3	0.6	10.11	0.38	D4	1.1	12.48	0.52
Stream C-AB		1.0	9.58	0.46		1.2	8.83	0.49
	2030 - DS							
Stream B-AC	D5	0.7	10.17	0.39	D6	1.2	13.01	0.54
Stream C-AB		1.1	10.05	0.48		1.2	8.97	0.50

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.

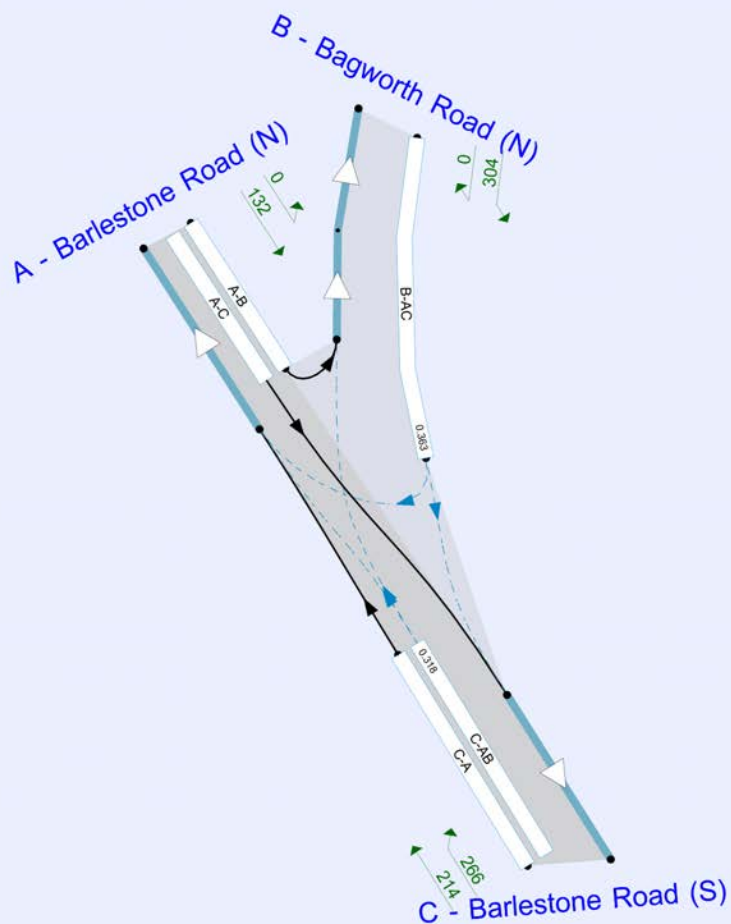
File summary

File Description

Title	B585 Barlestone Road-B585 Bagworth Road
Location	Newbold Verdon
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD\JakePhillips
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		6.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.08	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (N)		Major
B	Bagworth Road (N)		Minor
C	Barlestone Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road (S)	5.60			250.0	✓	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 - Bagworth Road (N)	One lane	2.93	60	60

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	523	0.097	0.245	0.154	0.350
B-C	657	0.102	0.259	-	-
C-B	719	0.283	0.283	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	189	100.000
B - Bagworth Road (N)		ONE HOUR	✓	199	100.000
C - Barlestone Road (S)		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	189
	B - Bagworth Road (N)	0	0	199
	C - Barlestone Road (S)	117	239	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	3
	B - Bagworth Road (N)	0	0	4
	C - Barlestone Road (S)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	9.75	0.6	A	183	274
C-AB	0.43	9.17	0.9	A	258	387
C-A					68	103
A-B					0	0
A-C					173	260

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	0.00	620	0.242	149	0.0	0.3	7.913	A
C-AB	204	51	0.00	733	0.279	203	0.0	0.5	7.283	A
C-A	64	16	0.00			64				
A-B	0	0	0.00			0				
A-C	142	36	0.00			142				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	0.00	613	0.292	179	0.3	0.4	8.607	A
C-AB	251	63	0.00	737	0.341	250	0.5	0.6	7.961	A
C-A	69	17	0.00			69				
A-B	0	0	0.00			0				
A-C	170	42	0.00			170				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	0.00	603	0.363	218	0.4	0.6	9.715	A
C-AB	319	80	0.00	742	0.430	318	0.6	0.9	9.126	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	208	52	0.00			208				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	0.00	603	0.363	219	0.6	0.6	9.747	A
C-AB	319	80	0.00	742	0.430	319	0.9	0.9	9.169	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	208	52	0.00			208				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	0.00	613	0.292	180	0.6	0.4	8.649	A
C-AB	251	63	0.00	737	0.341	252	0.9	0.6	8.010	A
C-A	69	17	0.00			69				
A-B	0	0	0.00			0				
A-C	170	42	0.00			170				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	0.00	620	0.242	150	0.4	0.3	7.972	A
C-AB	205	51	0.00	734	0.279	205	0.6	0.5	7.346	A
C-A	63	16	0.00			63				
A-B	0	0	0.00			0				
A-C	142	36	0.00			142				

2024 | Surveyed Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		7.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	125	100.000
B - Bagworth Road (N)		ONE HOUR	✓	277	100.000
C - Barlestone Road (S)		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	125
	B - Bagworth Road (N)	0	0	277
	C - Barlestone Road (S)	203	248	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N)	0	0	3
	C - Barlestone Road (S)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	11.71	1.0	B	254	381
C-AB	0.46	8.38	1.1	A	299	449
C-A					114	172
A-B					0	0
A-C					115	172

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	633	0.330	207	0.0	0.5	8.661	A
C-AB	232	58	0.00	786	0.295	230	0.0	0.5	6.635	A
C-A	108	27	0.00			108				
A-B	0	0	0.00			0				
A-C	94	24	0.00			94				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	628	0.397	248	0.5	0.7	9.750	A
C-AB	289	72	0.00	800	0.362	289	0.5	0.7	7.237	A
C-A	116	29	0.00			116				
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	621	0.491	304	0.7	1.0	11.617	B
C-AB	376	94	0.00	819	0.459	375	0.7	1.0	8.327	A
C-A	120	30	0.00			120				
A-B	0	0	0.00			0				
A-C	138	34	0.00			138				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	621	0.491	305	1.0	1.0	11.712	B
C-AB	377	94	0.00	820	0.460	377	1.0	1.1	8.375	A
C-A	120	30	0.00			120				
A-B	0	0	0.00			0				
A-C	138	34	0.00			138				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	628	0.397	250	1.0	0.7	9.847	A
C-AB	290	72	0.00	800	0.362	291	1.1	0.7	7.293	A
C-A	116	29	0.00			116				
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	633	0.330	209	0.7	0.5	8.770	A
C-AB	232	58	0.00	787	0.295	233	0.7	0.5	6.703	A
C-A	107	27	0.00			107				
A-B	0	0	0.00			0				
A-C	94	24	0.00			94				

2030 | DN | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		6.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	199	100.000
B - Bagworth Road (N)		ONE HOUR	✓	209	100.000
C - Barlestone Road (S)		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	199
	B - Bagworth Road (N)	0	0	209
	C - Barlestone Road (S)	123	251	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
	A - Barlestone Road (N)	0	0	3
	B - Bagworth Road (N)	0	0	4
	C - Barlestone Road (S)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	10.11	0.6	B	192	288
C-AB	0.46	9.58	1.0	A	274	410
C-A					70	104
A-B					0	0
A-C					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	0.00	618	0.255	156	0.0	0.4	8.074	A
C-AB	216	54	0.00	734	0.295	214	0.0	0.5	7.430	A
C-A	65	16	0.00			65				
A-B	0	0	0.00			0				
A-C	150	37	0.00			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	0.00	611	0.308	187	0.4	0.5	8.836	A
C-AB	266	66	0.00	738	0.360	265	0.5	0.7	8.191	A
C-A	70	18	0.00			70				
A-B	0	0	0.00			0				
A-C	179	45	0.00			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	600	0.383	229	0.5	0.6	10.073	B
C-AB	339	85	0.00	743	0.456	337	0.7	1.0	9.528	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	219	55	0.00			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	600	0.383	230	0.6	0.6	10.110	B
C-AB	339	85	0.00	743	0.456	339	1.0	1.0	9.583	A
C-A	73	18	0.00			73				
A-B	0	0	0.00			0				
A-C	219	55	0.00			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	0.00	611	0.308	189	0.6	0.5	8.884	A
C-AB	266	67	0.00	738	0.360	267	1.0	0.7	8.250	A
C-A	70	18	0.00			70				
A-B	0	0	0.00			0				
A-C	179	45	0.00			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	0.00	618	0.255	158	0.5	0.4	8.139	A
C-AB	217	54	0.00	734	0.295	217	0.7	0.5	7.506	A
C-A	65	16	0.00			65				
A-B	0	0	0.00			0				
A-C	150	37	0.00			150				

2030 | DN | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		7.49	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	132	100.000
B - Bagworth Road (N)		ONE HOUR	✓	293	100.000
C - Barlestone Road (S)		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	132
	B - Bagworth Road (N)	0	0	293
	C - Barlestone Road (S)	214	262	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N)	0	0	3
	C - Barlestone Road (S)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.52	12.48	1.1	B	269	403
C-AB	0.49	8.83	1.2	A	321	482
C-A					116	173
A-B					0	0
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	0.00	631	0.349	218	0.0	0.5	8.935	A
C-AB	248	62	0.00	790	0.314	246	0.0	0.5	6.780	A
C-A	111	28	0.00			111				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	626	0.421	263	0.5	0.7	10.174	B
C-AB	310	78	0.00	805	0.386	309	0.5	0.8	7.478	A
C-A	118	29	0.00			118				
A-B	0	0	0.00			0				
A-C	119	30	0.00			119				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	619	0.521	321	0.7	1.1	12.371	B
C-AB	405	101	0.00	825	0.491	403	0.8	1.2	8.769	A
C-A	119	30	0.00			119				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	619	0.521	323	1.1	1.1	12.484	B
C-AB	405	101	0.00	825	0.491	405	1.2	1.2	8.834	A
C-A	119	30	0.00			119				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	626	0.421	265	1.1	0.8	10.296	B
C-AB	311	78	0.00	805	0.386	312	1.2	0.8	7.543	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	0.00	631	0.349	221	0.8	0.6	9.064	A
C-AB	248	62	0.00	790	0.314	249	0.8	0.6	6.859	A
C-A	110	27	0.00			110				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

2030 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		6.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	199	100.000
B - Bagworth Road (N)		ONE HOUR	✓	211	100.000
C - Barlestone Road (S)		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	199
	B - Bagworth Road (N)	0	0	211
	C - Barlestone Road (S)	123	265	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
	A - Barlestone Road (N)	0	0	3
	B - Bagworth Road (N)	0	0	4
	C - Barlestone Road (S)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	10.17	0.7	B	194	290
C-AB	0.48	10.05	1.1	B	289	433
C-A					67	101
A-B					0	0
A-C					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	0.00	618	0.257	157	0.0	0.4	8.099	A
C-AB	228	57	0.00	734	0.311	226	0.0	0.5	7.601	A
C-A	64	16	0.00			64				
A-B	0	0	0.00			0				
A-C	150	37	0.00			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	47	0.00	611	0.311	189	0.4	0.5	8.874	A
C-AB	281	70	0.00	738	0.380	280	0.5	0.7	8.453	A
C-A	68	17	0.00			68				
A-B	0	0	0.00			0				
A-C	179	45	0.00			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	58	0.00	600	0.387	232	0.5	0.6	10.133	B
C-AB	357	89	0.00	743	0.481	356	0.7	1.1	9.985	A
C-A	70	17	0.00			70				
A-B	0	0	0.00			0				
A-C	219	55	0.00			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	58	0.00	600	0.387	232	0.6	0.7	10.171	B
C-AB	358	89	0.00	743	0.481	358	1.1	1.1	10.054	B
C-A	70	17	0.00			70				
A-B	0	0	0.00			0				
A-C	219	55	0.00			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	47	0.00	611	0.311	190	0.7	0.5	8.923	A
C-AB	281	70	0.00	738	0.381	282	1.1	0.7	8.525	A
C-A	68	17	0.00			68				
A-B	0	0	0.00			0				
A-C	179	45	0.00			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	0.00	618	0.257	159	0.5	0.4	8.165	A
C-AB	229	57	0.00	734	0.311	229	0.7	0.5	7.686	A
C-A	63	16	0.00			63				
A-B	0	0	0.00			0				
A-C	150	37	0.00			150				

2030 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Barlestone Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barlestone Road-Bagworth Road	T-Junction	Two-way	Two-way	Two-way		7.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barlestone Road (N)		ONE HOUR	✓	132	100.000
B - Bagworth Road (N)		ONE HOUR	✓	304	100.000
C - Barlestone Road (S)		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
From	A - Barlestone Road (N)	0	0	132
	B - Bagworth Road (N)	0	0	304
	C - Barlestone Road (S)	214	266	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Barlestone Road (N)	B - Bagworth Road (N)	C - Barlestone Road (S)
	A - Barlestone Road (N)	0	0	5
	B - Bagworth Road (N)	0	0	3
	C - Barlestone Road (S)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.54	13.01	1.2	B	279	418
C-AB	0.50	8.97	1.2	A	326	489
C-A					114	171
A-B					0	0
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	0.00	631	0.363	227	0.0	0.6	9.110	A
C-AB	252	63	0.00	790	0.318	249	0.0	0.6	6.827	A
C-A	110	27	0.00			110				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	626	0.436	272	0.6	0.8	10.453	B
C-AB	315	79	0.00	805	0.391	314	0.6	0.8	7.543	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	119	30	0.00			119				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	335	84	0.00	619	0.540	333	0.8	1.2	12.877	B
C-AB	411	103	0.00	825	0.498	409	0.8	1.2	8.896	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	335	84	0.00	619	0.540	335	1.2	1.2	13.012	B
C-AB	412	103	0.00	825	0.499	411	1.2	1.2	8.967	A
C-A	117	29	0.00			117				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	626	0.436	275	1.2	0.8	10.593	B
C-AB	315	79	0.00	805	0.392	317	1.2	0.8	7.622	A
C-A	116	29	0.00			116				
A-B	0	0	0.00			0				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	0.00	631	0.363	230	0.8	0.6	9.255	A
C-AB	252	63	0.00	790	0.319	253	0.8	0.6	6.906	A
C-A	109	27	0.00			109				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix Q

B585 Garland Lane / B585 Bagworth Road / Heath Road PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: T24516 - Garland Lane-Heath Road.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 14:15:52

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-C	D1	0.0	6.03	0.01	D2	0.0	6.13	0.02
Stream B-A		0.2	9.90	0.11		0.2	8.67	0.15
Stream C-AB		0.1	5.83	0.04		0.0	6.44	0.02
	2030 - DN							
Stream B-C	D3	0.0	6.08	0.01	D4	0.0	6.19	0.02
Stream B-A		0.2	10.08	0.12		0.2	8.87	0.16
Stream C-AB		0.1	5.82	0.04		0.0	6.39	0.02
	2030 - DS							
Stream B-C	D5	0.0	6.08	0.01	D6	0.0	6.23	0.02
Stream B-A		0.2	10.15	0.12		0.2	8.95	0.16
Stream C-AB		0.1	5.76	0.04		0.0	6.39	0.02

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

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

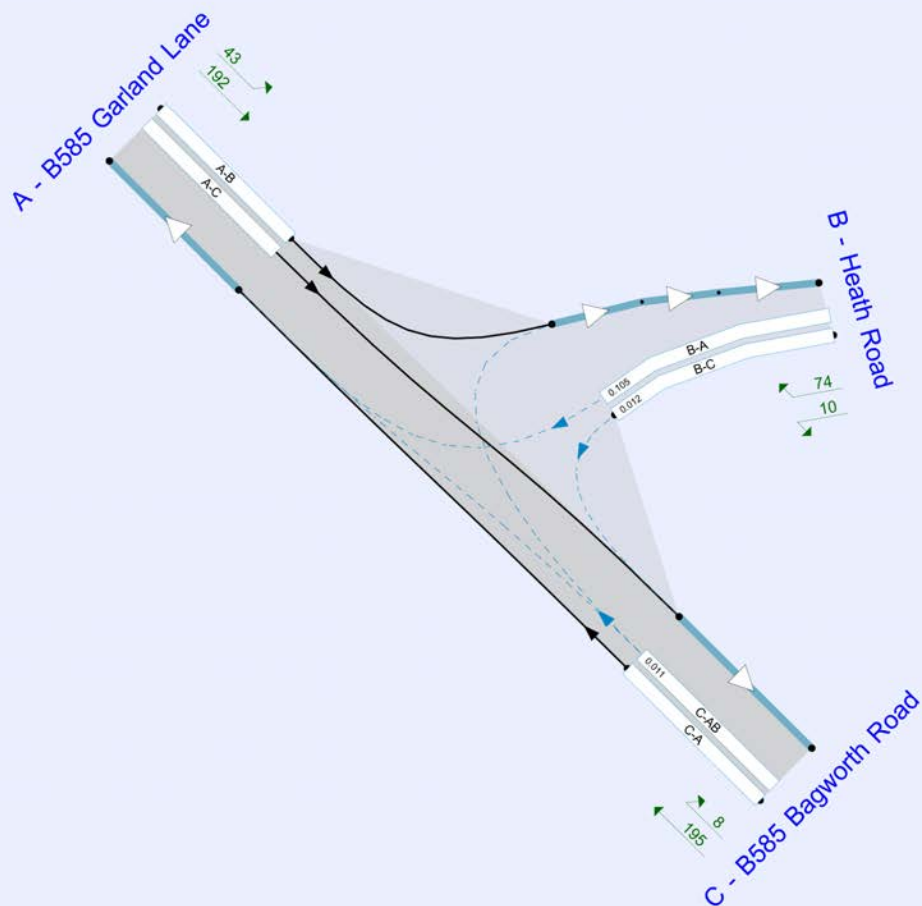
File summary

File Description

Title	
Location	
Site number	
Date	04/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JakePhillips
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (s)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	B585 Garland Lane		Major
B	Heath Road		Minor
C	B585 Bagworth Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B585 Bagworth Road	6.50			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Heath Road	One lane plus flare	10.00	10.00	7.00	5.10	3.20		2.00	40	63

Minor Arm Geometry Notes

Arm	Notes
B - Heath Road	20.7m at zero metres, 10.9m at five metres back

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	605	0.108	0.273	0.172	0.389
B-C	668	0.100	0.253	-	-
C-B	661	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	250	100.000
B - Heath Road		ONE HOUR	✓	54	100.000
C - B585 Bagworth Road		ONE HOUR	✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	110	140
	B - Heath Road	51	0	3
	C - B585 Bagworth Road	187	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	6
	B - Heath Road	24	0	0
	C - B585 Bagworth Road	7	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.03	0.0	A	3	4
B-A	0.11	9.90	0.2	A	47	70
C-AB	0.04	5.83	0.1	A	22	33
C-A					166	249
A-B					101	151
A-C					128	193

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	622	0.004	2	0.0	0.0	5.808	A
B-A	38	10	0.00	538	0.071	38	0.0	0.1	8.917	A
C-AB	17	4	0.00	706	0.024	17	0.0	0.0	5.833	A
C-A	137	34	0.00			137				
A-B	83	21	0.00			83				
A-C	105	26	0.00			105				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	613	0.004	3	0.0	0.0	5.901	A
B-A	46	11	0.00	525	0.087	46	0.1	0.1	9.307	A
C-AB	21	5	0.00	716	0.030	21	0.0	0.0	5.781	A
C-A	163	41	0.00			163				
A-B	99	25	0.00			99				
A-C	126	31	0.00			126				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	600	0.006	3	0.0	0.0	6.034	A
B-A	56	14	0.00	507	0.111	56	0.1	0.2	9.890	A
C-AB	28	7	0.00	730	0.038	28	0.0	0.1	5.706	A
C-A	198	50	0.00			198				
A-B	121	30	0.00			121				
A-C	154	39	0.00			154				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	600	0.006	3	0.0	0.0	6.035	A
B-A	56	14	0.00	507	0.111	56	0.2	0.2	9.896	A
C-AB	28	7	0.00	730	0.038	28	0.1	0.1	5.703	A
C-A	198	50	0.00			198				
A-B	121	30	0.00			121				
A-C	154	39	0.00			154				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	613	0.004	3	0.0	0.0	5.902	A
B-A	46	11	0.00	525	0.087	46	0.2	0.1	9.319	A
C-AB	21	5	0.00	716	0.030	21	0.1	0.0	5.770	A
C-A	163	41	0.00			163				
A-B	99	25	0.00			99				
A-C	126	31	0.00			126				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	622	0.004	2	0.0	0.0	5.812	A
B-A	38	10	0.00	538	0.071	38	0.1	0.1	8.935	A
C-AB	17	4	0.00	707	0.024	17	0.0	0.0	5.827	A
C-A	137	34	0.00			137				
A-B	83	21	0.00			83				
A-C	105	26	0.00			105				

2024 | Surveyed Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	212	100.000
B - Heath Road		ONE HOUR	✓	79	100.000
C - B585 Bagworth Road		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	41	171
	B - Heath Road	70	0	9
	C - B585 Bagworth Road	181	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	4
	B - Heath Road	4	0	0
	C - B585 Bagworth Road	2	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.13	0.0	A	8	12
B-A	0.15	8.67	0.2	A	64	96
C-AB	0.02	6.44	0.0	A	10	14
C-A					164	246
A-B					38	56
A-C					157	235

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	622	0.011	7	0.0	0.0	5.854	A
B-A	53	13	0.00	538	0.098	52	0.0	0.1	7.694	A
C-AB	7	2	0.00	710	0.011	7	0.0	0.0	6.437	A
C-A	135	34	0.00			135				
A-B	31	8	0.00			31				
A-C	129	32	0.00			129				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	611	0.013	8	0.0	0.0	5.968	A
B-A	63	16	0.00	526	0.120	63	0.1	0.1	8.081	A
C-AB	9	2	0.00	720	0.013	9	0.0	0.0	6.326	A
C-A	161	40	0.00			161				
A-B	37	9	0.00			37				
A-C	154	38	0.00			154				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	597	0.017	10	0.0	0.0	6.134	A
B-A	77	19	0.00	509	0.151	77	0.1	0.2	8.662	A
C-AB	12	3	0.00	735	0.016	12	0.0	0.0	6.151	A
C-A	196	49	0.00			196				
A-B	45	11	0.00			45				
A-C	188	47	0.00			188				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	597	0.017	10	0.0	0.0	6.135	A
B-A	77	19	0.00	509	0.151	77	0.2	0.2	8.669	A
C-AB	12	3	0.00	735	0.016	12	0.0	0.0	6.118	A
C-A	196	49	0.00			196				
A-B	45	11	0.00			45				
A-C	188	47	0.00			188				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	611	0.013	8	0.0	0.0	5.972	A
B-A	63	16	0.00	526	0.120	63	0.2	0.1	8.090	A
C-AB	9	2	0.00	720	0.013	9	0.0	0.0	6.254	A
C-A	161	40	0.00			161				
A-B	37	9	0.00			37				
A-C	154	38	0.00			154				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	621	0.011	7	0.0	0.0	5.858	A
B-A	53	13	0.00	538	0.098	53	0.1	0.1	7.711	A
C-AB	7	2	0.00	710	0.011	7	0.0	0.0	6.400	A
C-A	135	34	0.00			135				
A-B	31	8	0.00			31				
A-C	129	32	0.00			129				

2030 | DN | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	263	100.000
B - Heath Road		ONE HOUR	✓	57	100.000
C - B585 Bagworth Road		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	116	147
	B - Heath Road	54	0	3
	C - B585 Bagworth Road	197	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	6
	B - Heath Road	24	0	0
	C - B585 Bagworth Road	7	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.08	0.0	A	3	4
B-A	0.12	10.08	0.2	B	50	74
C-AB	0.04	5.82	0.1	A	24	35
C-A					175	262
A-B					106	160
A-C					135	202

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	619	0.004	2	0.0	0.0	5.833	A
B-A	41	10	0.00	535	0.076	40	0.0	0.1	9.017	A
C-AB	18	5	0.00	709	0.026	18	0.0	0.0	5.817	A
C-A	145	36	0.00			145				
A-B	87	22	0.00			87				
A-C	111	28	0.00			111				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	609	0.004	3	0.0	0.0	5.932	A
B-A	49	12	0.00	521	0.093	48	0.1	0.1	9.441	A
C-AB	23	6	0.00	720	0.032	23	0.0	0.0	5.762	A
C-A	171	43	0.00			171				
A-B	104	26	0.00			104				
A-C	132	33	0.00			132				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	596	0.006	3	0.0	0.0	6.075	A
B-A	59	15	0.00	502	0.118	59	0.1	0.2	10.076	B
C-AB	30	7	0.00	734	0.041	30	0.0	0.1	5.685	A
C-A	208	52	0.00			208				
A-B	128	32	0.00			128				
A-C	162	40	0.00			162				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	596	0.006	3	0.0	0.0	6.075	A
B-A	59	15	0.00	502	0.118	59	0.2	0.2	10.082	B
C-AB	30	7	0.00	734	0.041	30	0.1	0.1	5.679	A
C-A	208	52	0.00			208				
A-B	128	32	0.00			128				
A-C	162	40	0.00			162				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	609	0.004	3	0.0	0.0	5.933	A
B-A	49	12	0.00	521	0.093	49	0.2	0.1	9.451	A
C-AB	23	6	0.00	720	0.032	23	0.1	0.0	5.751	A
C-A	171	43	0.00			171				
A-B	104	26	0.00			104				
A-C	132	33	0.00			132				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	619	0.004	2	0.0	0.0	5.835	A
B-A	41	10	0.00	535	0.076	41	0.1	0.1	9.038	A
C-AB	18	5	0.00	709	0.026	18	0.0	0.0	5.811	A
C-A	144	36	0.00			144				
A-B	87	22	0.00			87				
A-C	111	28	0.00			111				

2030 | DN | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	224	100.000
B - Heath Road		ONE HOUR	✓	84	100.000
C - B585 Bagworth Road		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	43	181
	B - Heath Road	74	0	10
	C - B585 Bagworth Road	191	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	4
	B - Heath Road	4	0	0
	C - B585 Bagworth Road	2	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.19	0.0	A	9	14
B-A	0.16	8.87	0.2	A	68	102
C-AB	0.02	6.39	0.0	A	10	15
C-A					173	259
A-B					39	59
A-C					166	249

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	619	0.012	7	0.0	0.0	5.886	A
B-A	56	14	0.00	535	0.104	55	0.0	0.1	7.800	A
C-AB	8	2	0.00	713	0.011	7	0.0	0.0	6.394	A
C-A	142	36	0.00			142				
A-B	32	8	0.00			32				
A-C	136	34	0.00			136				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	608	0.015	9	0.0	0.0	6.010	A
B-A	67	17	0.00	522	0.128	66	0.1	0.2	8.222	A
C-AB	9	2	0.00	724	0.013	9	0.0	0.0	6.277	A
C-A	169	42	0.00			169				
A-B	39	10	0.00			39				
A-C	163	41	0.00			163				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	592	0.019	11	0.0	0.0	6.190	A
B-A	81	20	0.00	504	0.162	81	0.2	0.2	8.862	A
C-AB	12	3	0.00	739	0.017	12	0.0	0.0	6.094	A
C-A	207	52	0.00			207				
A-B	47	12	0.00			47				
A-C	199	50	0.00			199				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	592	0.019	11	0.0	0.0	6.191	A
B-A	81	20	0.00	504	0.162	81	0.2	0.2	8.869	A
C-AB	12	3	0.00	739	0.017	12	0.0	0.0	6.061	A
C-A	207	52	0.00			207				
A-B	47	12	0.00			47				
A-C	199	50	0.00			199				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	608	0.015	9	0.0	0.0	6.014	A
B-A	67	17	0.00	522	0.128	67	0.2	0.2	8.232	A
C-AB	9	2	0.00	724	0.013	9	0.0	0.0	6.200	A
C-A	169	42	0.00			169				
A-B	39	10	0.00			39				
A-C	163	41	0.00			163				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	619	0.012	8	0.0	0.0	5.891	A
B-A	56	14	0.00	535	0.104	56	0.2	0.1	7.821	A
C-AB	8	2	0.00	713	0.011	8	0.0	0.0	6.355	A
C-A	142	36	0.00			142				
A-B	32	8	0.00			32				
A-C	136	34	0.00			136				

2030 | DS | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	265	100.000
B - Heath Road		ONE HOUR	✓	57	100.000
C - B585 Bagworth Road		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	116	149
	B - Heath Road	54	0	3
	C - B585 Bagworth Road	210	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	6
	B - Heath Road	24	0	0
	C - B585 Bagworth Road	7	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.08	0.0	A	3	4
B-A	0.12	10.15	0.2	B	50	74
C-AB	0.04	5.76	0.1	A	24	36
C-A					186	279
A-B					106	160
A-C					137	205

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	619	0.004	2	0.0	0.0	5.837	A
B-A	41	10	0.00	533	0.076	40	0.0	0.1	9.055	A
C-AB	18	5	0.00	715	0.026	18	0.0	0.0	5.764	A
C-A	154	39	0.00			154				
A-B	87	22	0.00			87				
A-C	112	28	0.00			112				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	609	0.004	3	0.0	0.0	5.937	A
B-A	49	12	0.00	519	0.094	48	0.1	0.1	9.491	A
C-AB	23	6	0.00	727	0.032	23	0.0	0.0	5.701	A
C-A	183	46	0.00			183				
A-B	104	26	0.00			104				
A-C	134	33	0.00			134				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	595	0.006	3	0.0	0.0	6.081	A
B-A	59	15	0.00	499	0.119	59	0.1	0.2	10.146	B
C-AB	30	8	0.00	743	0.041	30	0.0	0.1	5.613	A
C-A	222	55	0.00			222				
A-B	128	32	0.00			128				
A-C	164	41	0.00			164				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	0.00	595	0.006	3	0.0	0.0	6.082	A
B-A	59	15	0.00	499	0.119	59	0.2	0.2	10.152	B
C-AB	30	8	0.00	744	0.041	30	0.1	0.1	5.609	A
C-A	222	55	0.00			222				
A-B	128	32	0.00			128				
A-C	164	41	0.00			164				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	0.00	609	0.004	3	0.0	0.0	5.941	A
B-A	49	12	0.00	519	0.094	49	0.2	0.1	9.503	A
C-AB	23	6	0.00	727	0.032	23	0.1	0.0	5.690	A
C-A	183	46	0.00			183				
A-B	104	26	0.00			104				
A-C	134	33	0.00			134				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	0.00	619	0.004	2	0.0	0.0	5.841	A
B-A	41	10	0.00	533	0.076	41	0.1	0.1	9.074	A
C-AB	18	5	0.00	715	0.026	18	0.0	0.0	5.760	A
C-A	154	39	0.00			154				
A-B	87	22	0.00			87				
A-C	112	28	0.00			112				

2030 | DS | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane and Bagworth Road/Heath Road	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Lane		ONE HOUR	✓	235	100.000
B - Heath Road		ONE HOUR	✓	84	100.000
C - B585 Bagworth Road		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	43	192
	B - Heath Road	74	0	10
	C - B585 Bagworth Road	195	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Lane	B - Heath Road	C - B585 Bagworth Road
From	A - B585 Garland Lane	0	8	4
	B - Heath Road	4	0	0
	C - B585 Bagworth Road	2	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.23	0.0	A	9	14
B-A	0.16	8.95	0.2	A	68	102
C-AB	0.02	6.39	0.0	A	10	15
C-A					176	265
A-B					39	59
A-C					176	264

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	617	0.012	7	0.0	0.0	5.907	A
B-A	56	14	0.00	532	0.105	55	0.0	0.1	7.845	A
C-AB	8	2	0.00	713	0.011	8	0.0	0.0	6.386	A
C-A	145	36	0.00			145				
A-B	32	8	0.00			32				
A-C	145	36	0.00			145				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	605	0.015	9	0.0	0.0	6.036	A
B-A	67	17	0.00	518	0.128	66	0.1	0.2	8.282	A
C-AB	10	2	0.00	724	0.013	9	0.0	0.0	6.268	A
C-A	173	43	0.00			173				
A-B	39	10	0.00			39				
A-C	173	43	0.00			173				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	589	0.019	11	0.0	0.0	6.224	A
B-A	81	20	0.00	500	0.163	81	0.2	0.2	8.948	A
C-AB	12	3	0.00	740	0.017	12	0.0	0.0	6.083	A
C-A	211	53	0.00			211				
A-B	47	12	0.00			47				
A-C	211	53	0.00			211				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	589	0.019	11	0.0	0.0	6.225	A
B-A	81	20	0.00	500	0.163	81	0.2	0.2	8.955	A
C-AB	12	3	0.00	740	0.017	12	0.0	0.0	6.049	A
C-A	211	53	0.00			211				
A-B	47	12	0.00			47				
A-C	211	53	0.00			211				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	605	0.015	9	0.0	0.0	6.040	A
B-A	67	17	0.00	518	0.128	67	0.2	0.2	8.293	A
C-AB	10	2	0.00	724	0.013	10	0.0	0.0	6.190	A
C-A	173	43	0.00			173				
A-B	39	10	0.00			39				
A-C	173	43	0.00			173				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	617	0.012	8	0.0	0.0	5.909	A
B-A	56	14	0.00	532	0.105	56	0.2	0.1	7.867	A
C-AB	8	2	0.00	713	0.011	8	0.0	0.0	6.349	A
C-A	145	36	0.00			145				
A-B	32	8	0.00			32				
A-C	145	36	0.00			145				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix R

B585 Garland Lane / Barlestone Road / B585 Bagworth Road PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: T24516 - Garland Lane-Bagworth Road.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 09:25:21

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-C	D1	0.1	7.24	0.07	D2	0.1	7.14	0.07
Stream B-A		0.5	10.52	0.32		0.3	9.00	0.25
Stream C-AB		0.1	6.59	0.08		0.1	6.18	0.05
	2030 - DN							
Stream B-C	D3	0.1	7.36	0.08	D4	0.1	7.23	0.07
Stream B-A		0.6	10.89	0.34		0.4	9.25	0.26
Stream C-AB		0.1	6.62	0.09		0.1	6.19	0.05
	2030 - DS							
Stream B-C	D5	0.1	7.41	0.08	D6	0.1	7.28	0.07
Stream B-A		0.6	11.01	0.34		0.4	9.45	0.28
Stream C-AB		0.1	6.65	0.09		0.1	6.17	0.05

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

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

File summary

File Description

Title	
Location	
Site number	
Date	05/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JakePhillips
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (1)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	A

Arms

Arms

Arm	Name	Description	Arm type
A	B585 Garland Road		Major
B	B585 Bagworth Road		Minor
C	Barlestone Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barlestone Road	7.35			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B585 Bagworth Road	One lane plus flare	10.00	7.60	5.50	4.70	3.60		2.00	110	75

Minor Arm Geometry Notes

Arm	Notes
B - B585 Bagworth Road	10.8m at zero metres

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	628	0.108	0.272	0.171	0.389
B-C	628	0.091	0.229	-	-
C-B	609	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	237	100.000
B - B585 Bagworth Road		ONE HOUR	✓	195	100.000
C - Barlestone Road		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	From			
	A - B585 Garland Road	0	130	107
	B - B585 Bagworth Road	160	0	35
	C - Barlestone Road	78	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	From			
	A - B585 Garland Road	0	17	3
	B - B585 Bagworth Road	9	0	0
	C - Barlestone Road	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.24	0.1	A	32	48
B-A	0.32	10.52	0.5	B	147	220
C-AB	0.08	6.59	0.1	A	41	61
C-A					67	100
AB					119	179
AC					98	147

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	568	0.046	26	0.0	0.0	6.639	A
B-A	120	30	0.00	574	0.210	119	0.0	0.3	8.604	A
C-AB	32	8	0.00	609	0.053	32	0.0	0.1	6.403	A
C-A	56	14	0.00			56				
A-B	98	24	0.00			98				
A-C	81	20	0.00			81				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	555	0.057	31	0.0	0.1	6.874	A
B-A	144	36	0.00	564	0.255	144	0.3	0.4	9.330	A
C-AB	40	10	0.00	610	0.065	40	0.1	0.1	6.483	A
C-A	66	16	0.00			66				
A-B	117	29	0.00			117				
A-C	96	24	0.00			96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	536	0.072	38	0.1	0.1	7.240	A
B-A	176	44	0.00	549	0.321	176	0.4	0.5	10.488	B
C-AB	50	13	0.00	610	0.082	50	0.1	0.1	6.590	A
C-A	79	20	0.00			79				
A-B	143	36	0.00			143				
A-C	118	29	0.00			118				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	535	0.072	39	0.1	0.1	7.243	A
B-A	176	44	0.00	549	0.321	176	0.5	0.5	10.519	B
C-AB	50	13	0.00	610	0.082	50	0.1	0.1	6.592	A
C-A	79	20	0.00			79				
A-B	143	36	0.00			143				
A-C	118	29	0.00			118				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	555	0.057	32	0.1	0.1	6.880	A
B-A	144	36	0.00	564	0.255	144	0.5	0.4	9.369	A
C-AB	40	10	0.00	610	0.065	40	0.1	0.1	6.481	A
C-A	66	16	0.00			66				
A-B	117	29	0.00			117				
A-C	96	24	0.00			96				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	568	0.046	26	0.1	0.0	6.652	A
B-A	120	30	0.00	574	0.210	121	0.4	0.3	8.662	A
C-AB	33	8	0.00	609	0.053	33	0.1	0.1	6.412	A
C-A	56	14	0.00			56				
A-B	98	24	0.00			98				
A-C	81	20	0.00			81				

2024 | Surveyed Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	253	100.000
B - B585 Bagworth Road		ONE HOUR	✓	160	100.000
C - Barlestone Road		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	177	76
	B - B585 Bagworth Road	125	0	35
	C - Barlestone Road	92	22	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	4	1
	B - B585 Bagworth Road	4	0	3
	C - Barlestone Road	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.14	0.1	A	32	48
B-A	0.25	9.00	0.3	A	115	172
C-AB	0.05	6.18	0.1	A	24	35
C-A					81	122
A-B					162	244
A-C					70	105

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	584	0.045	26	0.0	0.0	6.645	A
B-A	94	24	0.00	576	0.163	93	0.0	0.2	7.746	A
C-AB	19	5	0.00	614	0.030	19	0.0	0.0	6.083	A
C-A	67	17	0.00			67				
A-B	133	33	0.00			133				
A-C	57	14	0.00			57				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	573	0.055	31	0.0	0.1	6.841	A
B-A	112	28	0.00	567	0.198	112	0.2	0.3	8.236	A
C-AB	23	6	0.00	615	0.037	23	0.0	0.0	6.119	A
C-A	80	20	0.00			80				
A-B	159	40	0.00			159				
A-C	68	17	0.00			68				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	558	0.069	38	0.1	0.1	7.134	A
B-A	138	34	0.00	554	0.249	137	0.3	0.3	8.984	A
C-AB	29	7	0.00	617	0.047	29	0.0	0.1	6.170	A
C-A	97	24	0.00			97				
A-B	195	49	0.00			195				
A-C	84	21	0.00			84				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	558	0.069	39	0.1	0.1	7.136	A
B-A	138	34	0.00	554	0.249	138	0.3	0.3	8.998	A
C-AB	29	7	0.00	617	0.047	29	0.1	0.1	6.176	A
C-A	96	24	0.00			96				
A-B	195	49	0.00			195				
A-C	84	21	0.00			84				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	573	0.055	32	0.1	0.1	6.846	A
B-A	112	28	0.00	567	0.198	113	0.3	0.3	8.256	A
C-AB	23	6	0.00	615	0.037	23	0.1	0.0	6.133	A
C-A	80	20	0.00			80				
A-B	159	40	0.00			159				
A-C	68	17	0.00			68				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	584	0.045	26	0.1	0.0	6.656	A
B-A	94	24	0.00	576	0.163	94	0.3	0.2	7.779	A
C-AB	19	5	0.00	614	0.030	19	0.0	0.0	6.092	A
C-A	67	17	0.00			67				
A-B	133	33	0.00			133				
A-C	57	14	0.00			57				

2030 | DN | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	249	100.000
B - B585 Bagworth Road		ONE HOUR	✓	205	100.000
C - Barlestone Road		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	137	112
	B - B585 Bagworth Road	168	0	37
	C - Barlestone Road	82	41	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	17	3
	B - B585 Bagworth Road	9	0	0
	C - Barlestone Road	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	7.36	0.1	A	34	51
B-A	0.34	10.89	0.6	B	154	231
C-AB	0.09	6.62	0.1	A	43	65
C-A					70	105
AB					126	189
AC					103	154

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	565	0.049	28	0.0	0.1	6.695	A
B-A	126	32	0.00	571	0.221	125	0.0	0.3	8.771	A
C-AB	34	9	0.00	609	0.056	34	0.0	0.1	6.423	A
C-A	58	15	0.00			58				
AB	103	26	0.00			103				
AC	84	21	0.00			84				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	551	0.060	33	0.1	0.1	6.950	A
B-A	151	38	0.00	560	0.270	151	0.3	0.4	9.568	A
C-AB	42	10	0.00	610	0.069	42	0.1	0.1	6.506	A
C-A	69	17	0.00			69				
AB	123	31	0.00			123				
AC	101	25	0.00			101				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	530	0.077	41	0.1	0.1	7.355	A
B-A	185	46	0.00	545	0.339	184	0.4	0.6	10.858	B
C-AB	53	13	0.00	611	0.087	53	0.1	0.1	6.621	A
C-A	82	21	0.00			82				
AB	151	38	0.00			151				
AC	123	31	0.00			123				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	530	0.077	41	0.1	0.1	7.359	A
B-A	185	46	0.00	545	0.339	185	0.6	0.6	10.893	B
C-AB	53	13	0.00	611	0.087	53	0.1	0.1	6.623	A
C-A	82	21	0.00			82				
A-B	151	38	0.00			151				
A-C	123	31	0.00			123				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	551	0.060	33	0.1	0.1	6.958	A
B-A	151	38	0.00	560	0.270	152	0.6	0.4	9.613	A
C-AB	42	10	0.00	610	0.069	42	0.1	0.1	6.505	A
C-A	69	17	0.00			69				
A-B	123	31	0.00			123				
A-C	101	25	0.00			101				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	565	0.049	28	0.1	0.1	6.709	A
B-A	126	32	0.00	571	0.221	127	0.4	0.3	8.836	A
C-AB	34	9	0.00	609	0.056	34	0.1	0.1	6.430	A
C-A	58	15	0.00			58				
A-B	103	26	0.00			103				
A-C	84	21	0.00			84				

2030 | DN | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	267	100.000
B - B585 Bagworth Road		ONE HOUR	✓	169	100.000
C - Barlestone Road		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	187	80
	B - B585 Bagworth Road	132	0	37
	C - Barlestone Road	97	23	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	4	1
	B - B585 Bagworth Road	4	0	3
	C - Barlestone Road	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.23	0.1	A	34	51
B-A	0.26	9.25	0.4	A	121	182
C-AB	0.05	6.19	0.1	A	25	37
C-A					85	128
A-B					172	257
A-C					73	110

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	581	0.048	28	0.0	0.1	6.698	A
B-A	99	25	0.00	573	0.173	99	0.0	0.2	7.871	A
C-AB	20	5	0.00	614	0.032	19	0.0	0.0	6.092	A
C-A	71	18	0.00			71				
A-B	141	35	0.00			141				
A-C	60	15	0.00			60				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	570	0.058	33	0.1	0.1	6.910	A
B-A	119	30	0.00	563	0.211	118	0.2	0.3	8.408	A
C-AB	24	6	0.00	616	0.039	24	0.0	0.1	6.129	A
C-A	84	21	0.00			84				
A-B	168	42	0.00			168				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	553	0.074	41	0.1	0.1	7.230	A
B-A	145	36	0.00	550	0.264	145	0.3	0.4	9.237	A
C-AB	31	8	0.00	618	0.050	31	0.1	0.1	6.184	A
C-A	101	25	0.00			101				
A-B	206	51	0.00			206				
A-C	88	22	0.00			88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	553	0.074	41	0.1	0.1	7.232	A
B-A	145	36	0.00	550	0.264	145	0.4	0.4	9.253	A
C-AB	31	8	0.00	618	0.050	31	0.1	0.1	6.192	A
C-A	101	25	0.00			101				
A-B	206	51	0.00			206				
A-C	88	22	0.00			88				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	570	0.058	33	0.1	0.1	6.918	A
B-A	119	30	0.00	563	0.211	119	0.4	0.3	8.432	A
C-AB	24	6	0.00	616	0.039	24	0.1	0.1	6.142	A
C-A	84	21	0.00			84				
A-B	168	42	0.00			168				
A-C	72	18	0.00			72				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	581	0.048	28	0.1	0.1	6.706	A
B-A	99	25	0.00	573	0.173	100	0.3	0.2	7.909	A
C-AB	20	5	0.00	614	0.032	20	0.1	0.0	6.104	A
C-A	71	18	0.00			71				
A-B	141	35	0.00			141				
A-C	60	15	0.00			60				

2030 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	263	100.000
B - B585 Bagworth Road		ONE HOUR	✓	206	100.000
C - Barlestone Road		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	145	118
	B - B585 Bagworth Road	169	0	37
	C - Barlestone Road	83	41	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	17	3
	B - B585 Bagworth Road	9	0	0
	C - Barlestone Road	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	7.41	0.1	A	34	51
B-A	0.34	11.01	0.6	B	155	233
C-AB	0.09	6.65	0.1	A	43	65
C-A					71	106
A-B					133	200
A-C					108	162

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	563	0.049	28	0.0	0.1	6.721	A
B-A	127	32	0.00	570	0.223	126	0.0	0.3	8.822	A
C-AB	34	9	0.00	608	0.057	34	0.0	0.1	6.442	A
C-A	59	15	0.00			59				
A-B	109	27	0.00			109				
A-C	89	22	0.00			89				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	549	0.061	33	0.1	0.1	6.983	A
B-A	152	38	0.00	558	0.272	152	0.3	0.4	9.644	A
C-AB	42	11	0.00	608	0.069	42	0.1	0.1	6.531	A
C-A	69	17	0.00			69				
A-B	130	33	0.00			130				
A-C	106	27	0.00			106				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	527	0.077	41	0.1	0.1	7.401	A
B-A	186	47	0.00	542	0.343	185	0.4	0.6	10.976	B
C-AB	53	13	0.00	608	0.087	53	0.1	0.1	6.652	A
C-A	83	21	0.00			83				
A-B	160	40	0.00			160				
A-C	130	32	0.00			130				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	527	0.077	41	0.1	0.1	7.405	A
B-A	186	47	0.00	542	0.343	186	0.6	0.6	11.013	B
C-AB	53	13	0.00	608	0.087	53	0.1	0.1	6.651	A
C-A	83	21	0.00			83				
A-B	160	40	0.00			160				
A-C	130	32	0.00			130				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	548	0.061	33	0.1	0.1	6.993	A
B-A	152	38	0.00	558	0.272	153	0.6	0.4	9.690	A
C-AB	42	11	0.00	608	0.069	42	0.1	0.1	6.529	A
C-A	69	17	0.00			69				
A-B	130	33	0.00			130				
A-C	106	27	0.00			106				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	563	0.050	28	0.1	0.1	6.731	A
B-A	127	32	0.00	569	0.223	128	0.4	0.3	8.890	A
C-AB	34	9	0.00	608	0.057	35	0.1	0.1	6.450	A
C-A	59	15	0.00			59				
A-B	109	27	0.00			109				
A-C	89	22	0.00			89				

2030 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B585 Bagworth Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B585 Garland Lane/B585 Bagworth Road	T-Junction	Two-way	Two-way	Two-way		3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Garland Road		ONE HOUR	✓	271	100.000
B - B585 Bagworth Road		ONE HOUR	✓	176	100.000
C - Barlestone Road		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	189	82
	B - B585 Bagworth Road	139	0	37
	C - Barlestone Road	102	23	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B585 Garland Road	B - B585 Bagworth Road	C - Barlestone Road
	A - B585 Garland Road	0	4	1
	B - B585 Bagworth Road	4	0	3
	C - Barlestone Road	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.28	0.1	A	34	51
B-A	0.28	9.45	0.4	A	128	191
C-AB	0.05	6.17	0.1	A	25	38
C-A					90	135
A-B					173	260
A-C					75	113

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	578	0.048	28	0.0	0.1	6.719	A
B-A	105	26	0.00	573	0.183	104	0.0	0.2	7.963	A
C-AB	20	5	0.00	616	0.032	20	0.0	0.0	6.076	A
C-A	74	19	0.00			74				
A-B	142	36	0.00			142				
A-C	62	15	0.00			62				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	566	0.059	33	0.1	0.1	6.940	A
B-A	125	31	0.00	563	0.222	125	0.2	0.3	8.538	A
C-AB	24	6	0.00	618	0.039	24	0.0	0.1	6.109	A
C-A	88	22	0.00			88				
A-B	170	42	0.00			170				
A-C	74	18	0.00			74				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	549	0.074	41	0.1	0.1	7.275	A
B-A	153	38	0.00	549	0.279	153	0.3	0.4	9.436	A
C-AB	31	8	0.00	621	0.050	31	0.1	0.1	6.159	A
C-A	107	27	0.00			107				
A-B	208	52	0.00			208				
A-C	90	23	0.00			90				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	549	0.074	41	0.1	0.1	7.278	A
B-A	153	38	0.00	549	0.279	153	0.4	0.4	9.455	A
C-AB	31	8	0.00	621	0.050	31	0.1	0.1	6.165	A
C-A	107	27	0.00			107				
A-B	208	52	0.00			208				
A-C	90	23	0.00			90				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	566	0.059	33	0.1	0.1	6.948	A
B-A	125	31	0.00	563	0.222	125	0.4	0.3	8.565	A
C-AB	24	6	0.00	618	0.039	24	0.1	0.1	6.122	A
C-A	88	22	0.00			88				
A-B	170	42	0.00			170				
A-C	74	18	0.00			74				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	577	0.048	28	0.1	0.1	6.730	A
B-A	105	26	0.00	573	0.183	105	0.3	0.2	8.003	A
C-AB	20	5	0.00	616	0.032	20	0.1	0.0	6.087	A
C-A	74	19	0.00			74				
A-B	142	36	0.00			142				
A-C	62	15	0.00			62				

T24516

Brascote Lane, Newbold Verdon Phase 2

Appendix S

B585 Wood Road / Bagworth Road (S) / B585 Bagworth Road (E) / B582 Grange Road PICADY Report

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: T24516 - B585 Bagworth Road-B582 Grange Road.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 09:50:59

»2024 | Surveyed Base | AM

»2024 | Surveyed Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2024 - Surveyed Base							
Stream B-ACD	D1	0.5	10.50	0.33	D2	0.5	9.10	0.35
Stream AB-CD		0.7	7.65	0.31		1.2	8.57	0.45
Stream D-AB		0.6	8.92	0.34		0.2	6.69	0.19
Stream D-C		0.0	10.17	0.02		0.0	10.38	0.01
Stream CD-AB		0.8	7.05	0.35		0.5	6.67	0.25
	2030 - DN							
Stream B-ACD	D3	0.6	11.04	0.35	D4	0.6	9.57	0.37
Stream AB-CD		0.8	7.81	0.34		1.3	9.03	0.49
Stream D-AB		0.6	9.24	0.36		0.3	6.83	0.20
Stream D-C		0.0	10.45	0.02		0.0	10.69	0.01
Stream CD-AB		0.9	7.27	0.37		0.5	6.83	0.27
	2030 - DS							
Stream B-ACD	D5	0.6	11.20	0.36	D6	0.6	9.66	0.38
Stream AB-CD		0.8	8.02	0.35		1.4	9.15	0.49
Stream D-AB		0.6	9.25	0.36		0.3	6.90	0.21
Stream D-C		0.0	10.54	0.02		0.0	10.73	0.01
Stream CD-AB		0.9	7.27	0.37		0.5	6.96	0.29

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.

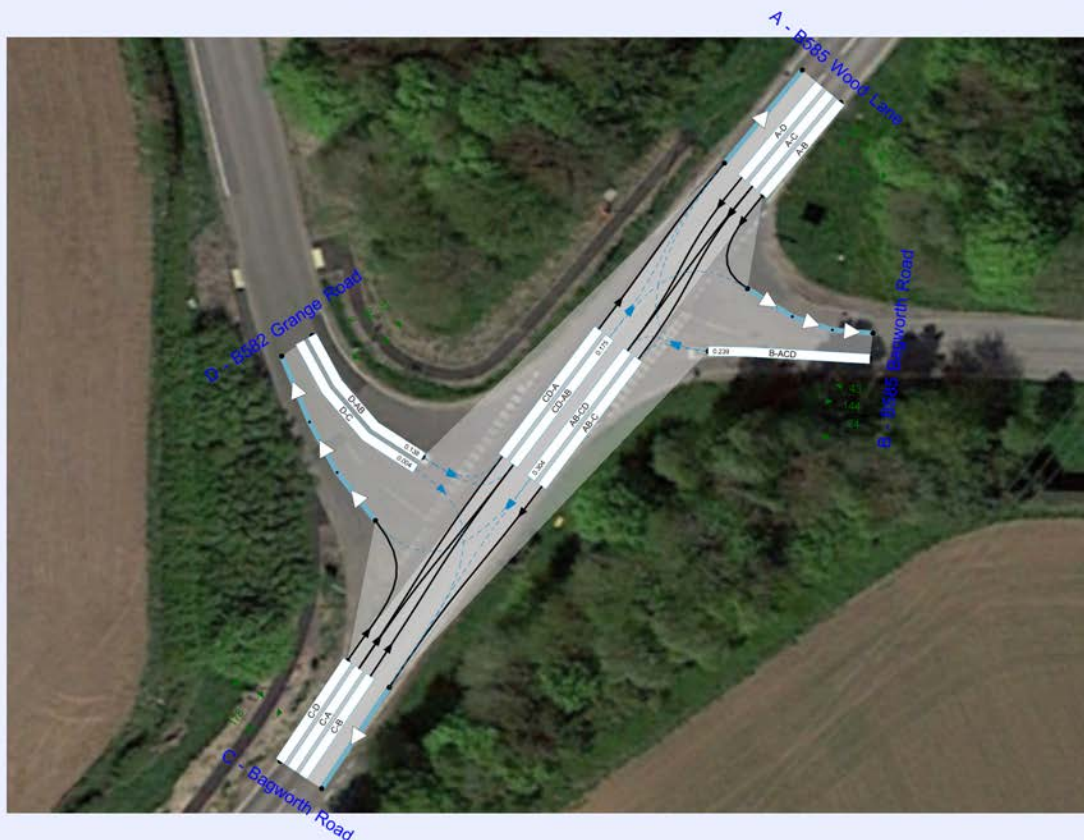
File summary

File Description

Title	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road
Location	Newbold Verdon
Site number	
Date	04/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24516
Enumerator	AzureAD\JakePhillips
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2024 | Surveyed Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Arms

Arms

Arm	Name	Description	Arm type
A	B585 Wood Lane		Major
B	B585 Bagworth Road		Minor
C	Bagworth Road		Major
D	B582 Grange Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - B585 Wood Lane	6.55			115.0	✓	0.00
C - Bagworth Road	7.00			220.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B585 Bagworth Road	One lane	4.02								105	170
D - B582 Grange Road	One lane plus flare		10.00	10.00	7.00	5.04	3.30		2.00	67	50

Minor Arm Geometry Notes

Arm	Notes
B - B585 Bagworth Road	
D - B582 Grange Road	18m at zero metres, 10.55m at five metres back

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	641	-	-	-	-	-	0.242	0.242	0.242	-	-
B-A	660	0.115	0.290	0.290	-	-	0.183	0.415	-	0.183	0.415
B-CD	806	0.118	0.299	0.299	-	-	-	-	-	-	-
CD-B	701	0.260	0.260	0.260	-	-	-	-	-	-	-
D-AB	763	-	-	-	-	-	0.288	0.288	0.114	-	-
D-C	526	-	0.149	0.338	0.149	0.338	0.236	0.236	0.094	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveyed Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	317	100.000
B - B585 Bagworth Road		ONE HOUR	✓	172	100.000
C - Bagworth Road		ONE HOUR	✓	253	100.000
D - B582 Grange Road		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	35	229	53
	B - B585 Bagworth Road	61	0	26	85
	C - Bagworth Road	215	29	0	9
	D - B582 Grange Road	83	128	7	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	30	4	36
	B - B585 Bagworth Road	30	0	4	6
	C - Bagworth Road	3	4	0	0
	D - B582 Grange Road	24	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.33	10.50	0.5	B	158	237
A-B					32	48
A-C					210	315
A-D					49	73
AB-CD	0.31	7.65	0.7	A	187	281
AB-C					173	260
D-AB	0.34	8.92	0.6	A	194	290
D-C	0.02	10.17	0.0	B	6	10
C-D					8	12
C-A					197	296
C-B					27	40
CD-AB	0.35	7.05	0.8	A	221	332
CD-A					196	294

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	635	0.204	128	0.0	0.3	8.022	A
A-B	26	7	0.00			26				
A-C	172	43	0.00			172				
A-D	40	10	0.00			40				
AB-CD	141	35	0.00	723	0.195	139	0.0	0.4	6.928	A
AB-C	154	39	0.00			154				
D-AB	159	40	0.00	707	0.225	158	0.0	0.3	7.264	A
D-C	5	1	0.00	417	0.013	5	0.0	0.0	8.738	A
C-D	7	2	0.00			7				
C-A	162	40	0.00			162				
C-B	22	5	0.00			22				
CD-AB	164	41	0.00	784	0.210	163	0.0	0.4	6.089	A
CD-A	177	44	0.00			177				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	155	39	0.00	611	0.253	154	0.3	0.4	8.907	A
A-B	31	8	0.00			31				
A-C	206	51	0.00			206				
A-D	48	12	0.00			48				
AB-CD	180	45	0.00	740	0.243	179	0.4	0.5	7.204	A
AB-C	173	43	0.00			173				
D-AB	190	47	0.00	696	0.273	189	0.3	0.4	7.888	A
D-C	6	2	0.00	394	0.016	6	0.0	0.0	9.279	A
C-D	8	2	0.00			8				
C-A	193	48	0.00			193				
C-B	26	7	0.00			26				
CD-AB	212	53	0.00	802	0.264	211	0.4	0.5	6.416	A
CD-A	197	49	0.00			197				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	189	47	0.00	577	0.328	189	0.4	0.5	10.453	B
A-B	39	10	0.00			39				
A-C	252	63	0.00			252				
A-D	58	15	0.00			58				
AB-CD	240	60	0.00	765	0.314	239	0.5	0.7	7.651	A
AB-C	192	48	0.00			192				
D-AB	232	58	0.00	680	0.341	232	0.4	0.6	8.894	A
D-C	8	2	0.00	362	0.021	8	0.0	0.0	10.163	B
C-D	10	2	0.00			10				
C-A	237	59	0.00			237				
C-B	32	8	0.00			32				
CD-AB	286	71	0.00	828	0.345	285	0.5	0.8	7.002	A
CD-A	214	54	0.00			214				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	189	47	0.00	577	0.328	189	0.5	0.5	10.497	B
A-B	39	10	0.00			39				
A-C	252	63	0.00			252				
A-D	58	15	0.00			58				
AB-CD	241	60	0.00	765	0.314	241	0.7	0.7	7.654	A
AB-C	192	48	0.00			192				
D-AB	232	58	0.00	680	0.341	232	0.6	0.6	8.919	A
D-C	8	2	0.00	362	0.021	8	0.0	0.0	10.174	B
C-D	10	2	0.00			10				
C-A	237	59	0.00			237				
C-B	32	8	0.00			32				
CD-AB	287	72	0.00	828	0.346	287	0.8	0.8	7.045	A
CD-A	214	54	0.00			214				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	155	39	0.00	610	0.253	155	0.5	0.4	8.955	A
A-B	31	8	0.00			31				
A-C	206	51	0.00			206				
A-D	48	12	0.00			48				
AB-CD	181	45	0.00	741	0.244	181	0.7	0.5	7.187	A
AB-C	173	43	0.00			173				
D-AB	190	47	0.00	696	0.273	190	0.6	0.4	7.918	A
D-C	6	2	0.00	394	0.016	6	0.0	0.0	9.294	A
C-D	8	2	0.00			8				
C-A	193	48	0.00			193				
C-B	26	7	0.00			26				
CD-AB	213	53	0.00	803	0.265	214	0.8	0.5	6.475	A
CD-A	197	49	0.00			197				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	634	0.204	130	0.4	0.3	8.080	A
A-B	26	7	0.00			26				
A-C	172	43	0.00			172				
A-D	40	10	0.00			40				
AB-CD	142	35	0.00	723	0.196	142	0.5	0.4	6.954	A
AB-C	154	39	0.00			154				
D-AB	159	40	0.00	707	0.225	159	0.4	0.3	7.306	A
D-C	5	1	0.00	416	0.013	5	0.0	0.0	8.761	A
C-D	7	2	0.00			7				
C-A	162	40	0.00			162				
C-B	22	5	0.00			22				
CD-AB	166	42	0.00	784	0.212	167	0.5	0.4	6.150	A
CD-A	177	44	0.00			177				

2024 | Surveyed Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveyed Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	384	100.000
B - B585 Bagworth Road		ONE HOUR	✓	198	100.000
C - Bagworth Road		ONE HOUR	✓	208	100.000
D - B582 Grange Road		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	57	262	65
	B - B585 Bagworth Road	41	0	23	134
	C - Bagworth Road	169	36	0	3
	D - B582 Grange Road	35	83	2	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	4	4	7
	B - B585 Bagworth Road	8	0	0	1
	C - Bagworth Road	1	0	0	0
	D - B582 Grange Road	9	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.35	9.10	0.5	A	182	273
A-B					52	78
A-C					240	361
A-D					60	89
AB-CD	0.45	8.57	1.2	A	280	421
AB-C					164	245
D-AB	0.19	6.69	0.2	A	108	162
D-C	0.01	10.38	0.0	B	2	3
C-D					3	4
C-A					155	233
C-B					33	50
CD-AB	0.25	6.67	0.5	A	148	222
CD-A					148	222

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	149	37	0.00	671	0.222	148	0.0	0.3	7.022	A
A-B	43	11	0.00			43				
A-C	197	49	0.00			197				
A-D	49	12	0.00			49				
AB-CD	209	52	0.00	745	0.281	207	0.0	0.5	6.886	A
AB-C	154	39	0.00			154				
D-AB	89	22	0.00	718	0.124	88	0.0	0.1	6.020	A
D-C	2	0.38	0.00	406	0.004	1	0.0	0.0	8.897	A
C-D	2	0.56	0.00			2				
C-A	127	32	0.00			127				
C-B	27	7	0.00			27				
CD-AB	113	28	0.00	726	0.156	112	0.0	0.2	6.011	A
CD-A	130	32	0.00			130				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	178	44	0.00	651	0.274	178	0.3	0.4	7.773	A
A-B	51	13	0.00			51				
A-C	236	59	0.00			236				
A-D	58	15	0.00			58				
AB-CD	269	67	0.00	767	0.350	268	0.5	0.7	7.443	A
AB-C	166	42	0.00			166				
D-AB	106	27	0.00	709	0.150	106	0.1	0.2	6.288	A
D-C	2	0.45	0.00	382	0.005	2	0.0	0.0	9.467	A
C-D	3	0.67	0.00			3				
C-A	152	38	0.00			152				
C-B	32	8	0.00			32				
CD-AB	143	36	0.00	733	0.195	142	0.2	0.3	6.260	A
CD-A	148	37	0.00			148				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	218	55	0.00	623	0.350	217	0.4	0.5	9.071	A
A-B	63	16	0.00			63				
A-C	288	72	0.00			288				
A-D	72	18	0.00			72				
AB-CD	361	90	0.00	797	0.453	359	0.7	1.1	8.493	A
AB-C	171	43	0.00			171				
D-AB	130	32	0.00	697	0.186	130	0.2	0.2	6.685	A
D-C	2	0.55	0.00	350	0.006	2	0.0	0.0	10.364	B
C-D	3	0.83	0.00			3				
C-A	186	47	0.00			186				
C-B	40	10	0.00			40				
CD-AB	188	47	0.00	742	0.253	187	0.3	0.5	6.657	A
CD-A	168	42	0.00			168				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	218	55	0.00	622	0.350	218	0.5	0.5	9.101	A
A-B	63	16	0.00			63				
A-C	288	72	0.00			288				
A-D	72	18	0.00			72				
AB-CD	362	91	0.00	798	0.454	362	1.1	1.2	8.567	A
AB-C	171	43	0.00			171				
D-AB	130	32	0.00	697	0.186	130	0.2	0.2	6.691	A
D-C	2	0.55	0.00	349	0.006	2	0.0	0.0	10.381	B
C-D	3	0.83	0.00			3				
C-A	186	47	0.00			186				
C-B	40	10	0.00			40				
CD-AB	188	47	0.00	743	0.253	188	0.5	0.5	6.670	A
CD-A	168	42	0.00			168				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	178	44	0.00	651	0.274	179	0.5	0.4	7.810	A
A-B	51	13	0.00			51				
A-C	236	59	0.00			236				
A-D	58	15	0.00			58				
AB-CD	270	67	0.00	768	0.351	272	1.2	0.8	7.532	A
AB-C	166	41	0.00			166				
D-AB	106	27	0.00	709	0.150	106	0.2	0.2	6.295	A
D-C	2	0.45	0.00	381	0.005	2	0.0	0.0	9.491	A
C-D	3	0.67	0.00			3				
C-A	152	38	0.00			152				
C-B	32	8	0.00			32				
CD-AB	143	36	0.00	733	0.195	144	0.5	0.3	6.280	A
CD-A	148	37	0.00			148				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	149	37	0.00	671	0.222	149	0.4	0.3	7.068	A
A-B	43	11	0.00			43				
A-C	197	49	0.00			197				
A-D	49	12	0.00			49				
AB-CD	211	53	0.00	746	0.283	212	0.8	0.5	6.978	A
AB-C	154	38	0.00			154				
D-AB	89	22	0.00	718	0.124	89	0.2	0.1	6.035	A
D-C	2	0.38	0.00	405	0.004	2	0.0	0.0	8.925	A
C-D	2	0.56	0.00			2				
C-A	127	32	0.00			127				
C-B	27	7	0.00			27				
CD-AB	114	28	0.00	727	0.157	114	0.3	0.2	6.040	A
CD-A	129	32	0.00			129				

2030 | DN | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	334	100.000
B - B585 Bagworth Road		ONE HOUR	✓	180	100.000
C - Bagworth Road		ONE HOUR	✓	265	100.000
D - B582 Grange Road		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	37	241	56
	B - B585 Bagworth Road	64	0	27	89
	C - Bagworth Road	226	30	0	9
	D - B582 Grange Road	87	135	7	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	30	4	36
	B - B585 Bagworth Road	30	0	4	6
	C - Bagworth Road	3	4	0	0
	D - B582 Grange Road	24	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.35	11.04	0.6	B	165	248
A-B					34	51
A-C					221	332
A-D					51	77
AB-CD	0.34	7.81	0.8	A	201	301
AB-C					178	267
D-AB	0.36	9.24	0.6	A	204	306
D-C	0.02	10.45	0.0	B	6	10
C-D					8	12
C-A					207	311
C-B					28	41
CD-AB	0.37	7.27	0.9	A	238	357
CD-A					200	300

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	136	34	0.00	628	0.216	134	0.0	0.3	8.221	A
A-B	28	7	0.00			28				
A-C	181	45	0.00			181				
A-D	42	11	0.00			42				
AB-CD	150	38	0.00	727	0.206	149	0.0	0.4	6.978	A
AB-C	160	40	0.00			160				
D-AB	167	42	0.00	704	0.237	166	0.0	0.3	7.405	A
D-C	5	1	0.00	411	0.013	5	0.0	0.0	8.861	A
C-D	7	2	0.00			7				
C-A	170	43	0.00			170				
C-B	23	6	0.00			23				
CD-AB	176	44	0.00	788	0.223	174	0.0	0.4	6.162	A
CD-A	183	46	0.00			183				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	603	0.268	161	0.3	0.4	9.211	A
A-B	33	8	0.00			33				
A-C	217	54	0.00			217				
A-D	50	13	0.00			50				
AB-CD	192	48	0.00	746	0.258	192	0.4	0.5	7.290	A
AB-C	179	45	0.00			179				
D-AB	200	50	0.00	693	0.288	199	0.3	0.4	8.091	A
D-C	6	2	0.00	387	0.016	6	0.0	0.0	9.452	A
C-D	8	2	0.00			8				
C-A	203	51	0.00			203				
C-B	27	7	0.00			27				
CD-AB	227	57	0.00	807	0.282	227	0.4	0.6	6.532	A
CD-A	202	50	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	198	50	0.00	567	0.349	197	0.4	0.6	10.981	B
A-B	41	10	0.00			41				
A-C	265	66	0.00			265				
A-D	62	15	0.00			62				
AB-CD	258	65	0.00	772	0.335	257	0.5	0.8	7.809	A
AB-C	196	49	0.00			196				
D-AB	244	61	0.00	677	0.361	244	0.4	0.6	9.215	A
D-C	8	2	0.00	353	0.022	8	0.0	0.0	10.436	B
C-D	10	2	0.00			10				
C-A	249	62	0.00			249				
C-B	33	8	0.00			33				
CD-AB	309	77	0.00	835	0.370	308	0.6	0.9	7.215	A
CD-A	217	54	0.00			217				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	198	50	0.00	567	0.350	198	0.6	0.6	11.035	B
A-B	41	10	0.00			41				
A-C	265	66	0.00			265				
A-D	62	15	0.00			62				
AB-CD	259	65	0.00	772	0.335	259	0.8	0.8	7.812	A
AB-C	196	49	0.00			196				
D-AB	244	61	0.00	677	0.361	244	0.6	0.6	9.245	A
D-C	8	2	0.00	352	0.022	8	0.0	0.0	10.450	B
C-D	10	2	0.00			10				
C-A	249	62	0.00			249				
C-B	33	8	0.00			33				
CD-AB	310	77	0.00	835	0.371	310	0.9	0.9	7.269	A
CD-A	216	54	0.00			216				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	602	0.269	163	0.6	0.4	9.270	A
A-B	33	8	0.00			33				
A-C	217	54	0.00			217				
A-D	50	13	0.00			50				
AB-CD	194	48	0.00	747	0.259	195	0.8	0.5	7.279	A
AB-C	178	45	0.00			178				
D-AB	200	50	0.00	693	0.288	200	0.6	0.5	8.128	A
D-C	6	2	0.00	386	0.016	6	0.0	0.0	9.470	A
C-D	8	2	0.00			8				
C-A	203	51	0.00			203				
C-B	27	7	0.00			27				
CD-AB	229	57	0.00	808	0.283	230	0.9	0.6	6.604	A
CD-A	202	50	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	136	34	0.00	628	0.216	136	0.4	0.3	8.291	A
A-B	28	7	0.00			28				
A-C	181	45	0.00			181				
A-D	42	11	0.00			42				
AB-CD	152	38	0.00	728	0.208	152	0.5	0.4	7.009	A
AB-C	160	40	0.00			160				
D-AB	167	42	0.00	704	0.237	168	0.5	0.3	7.455	A
D-C	5	1	0.00	410	0.013	5	0.0	0.0	8.887	A
C-D	7	2	0.00			7				
C-A	170	43	0.00			170				
C-B	23	6	0.00			23				
CD-AB	178	44	0.00	789	0.225	178	0.6	0.4	6.226	A
CD-A	183	46	0.00			183				

2030 | DN | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	406	100.000
B - B585 Bagworth Road		ONE HOUR	✓	208	100.000
C - Bagworth Road		ONE HOUR	✓	219	100.000
D - B582 Grange Road		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	60	277	69
	B - B585 Bagworth Road	43	0	24	141
	C - Bagworth Road	178	38	0	3
	D - B582 Grange Road	37	88	2	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	4	4	7
	B - B585 Bagworth Road	8	0	0	1
	C - Bagworth Road	1	0	0	0
	D - B582 Grange Road	9	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.37	9.57	0.6	A	191	286
A-B					55	83
A-C					254	381
A-D					63	95
AB-CD	0.49	9.03	1.3	A	303	455
AB-C					165	248
D-AB	0.20	6.83	0.3	A	115	172
D-C	0.01	10.69	0.0	B	2	3
C-D					3	4
C-A					163	245
C-B					35	52
CD-AB	0.27	6.83	0.5	A	160	240
CD-A					153	230

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	157	39	0.00	665	0.235	155	0.0	0.3	7.203	A
A-B	45	11	0.00			45				
A-C	209	52	0.00			209				
A-D	52	13	0.00			52				
AB-CD	225	56	0.00	752	0.300	223	0.0	0.6	7.007	A
AB-C	159	40	0.00			159				
D-AB	94	24	0.00	716	0.131	93	0.0	0.2	6.091	A
D-C	2	0.38	0.00	400	0.004	1	0.0	0.0	9.044	A
C-D	2	0.56	0.00			2				
C-A	134	34	0.00			134				
C-B	29	7	0.00			29				
CD-AB	121	30	0.00	728	0.167	120	0.0	0.3	6.079	A
CD-A	135	34	0.00			135				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	187	47	0.00	644	0.290	187	0.3	0.4	8.045	A
A-B	54	13	0.00			54				
A-C	249	62	0.00			249				
A-D	62	16	0.00			62				
AB-CD	290	73	0.00	775	0.374	289	0.6	0.8	7.654	A
AB-C	169	42	0.00			169				
D-AB	112	28	0.00	707	0.159	112	0.2	0.2	6.384	A
D-C	2	0.45	0.00	374	0.005	2	0.0	0.0	9.670	A
C-D	3	0.67	0.00			3				
C-A	160	40	0.00			160				
C-B	34	9	0.00			34				
CD-AB	154	38	0.00	735	0.209	153	0.3	0.3	6.358	A
CD-A	153	38	0.00			153				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	229	57	0.00	614	0.373	228	0.4	0.6	9.530	A
A-B	66	17	0.00			66				
A-C	305	76	0.00			305				
A-D	76	19	0.00			76				
AB-CD	392	98	0.00	807	0.486	390	0.8	1.3	8.928	A
AB-C	170	42	0.00			170				
D-AB	138	34	0.00	694	0.198	137	0.2	0.3	6.820	A
D-C	2	0.55	0.00	340	0.006	2	0.0	0.0	10.666	B
C-D	3	0.83	0.00			3				
C-A	196	49	0.00			196				
C-B	42	10	0.00			42				
CD-AB	203	51	0.00	745	0.273	203	0.3	0.5	6.814	A
CD-A	172	43	0.00			172				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	229	57	0.00	614	0.373	229	0.6	0.6	9.571	A
A-B	66	17	0.00			66				
A-C	305	76	0.00			305				
A-D	76	19	0.00			76				
AB-CD	393	98	0.00	808	0.487	393	1.3	1.3	9.027	A
AB-C	169	42	0.00			169				
D-AB	138	34	0.00	694	0.198	138	0.3	0.3	6.825	A
D-C	2	0.55	0.00	339	0.007	2	0.0	0.0	10.687	B
C-D	3	0.83	0.00			3				
C-A	196	49	0.00			196				
C-B	42	10	0.00			42				
CD-AB	204	51	0.00	745	0.273	204	0.5	0.5	6.830	A
CD-A	172	43	0.00			172				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	187	47	0.00	644	0.291	188	0.6	0.4	8.088	A
A-B	54	13	0.00			54				
A-C	249	62	0.00			249				
A-D	62	16	0.00			62				
AB-CD	292	73	0.00	776	0.376	294	1.3	0.9	7.766	A
AB-C	168	42	0.00			168				
D-AB	112	28	0.00	707	0.159	113	0.3	0.2	6.392	A
D-C	2	0.45	0.00	373	0.005	2	0.0	0.0	9.699	A
C-D	3	0.67	0.00			3				
C-A	160	40	0.00			160				
C-B	34	9	0.00			34				
CD-AB	154	39	0.00	735	0.210	155	0.5	0.4	6.381	A
CD-A	153	38	0.00			153				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	157	39	0.00	665	0.236	157	0.4	0.3	7.253	A
A-B	45	11	0.00			45				
A-C	209	52	0.00			209				
A-D	52	13	0.00			52				
AB-CD	227	57	0.00	752	0.302	228	0.9	0.6	7.112	A
AB-C	158	39	0.00			158				
D-AB	94	24	0.00	716	0.131	94	0.2	0.2	6.106	A
D-C	2	0.38	0.00	398	0.004	2	0.0	0.0	9.075	A
C-D	2	0.56	0.00			2				
C-A	134	34	0.00			134				
C-B	29	7	0.00			29				
CD-AB	122	31	0.00	728	0.168	123	0.4	0.3	6.110	A
CD-A	135	34	0.00			135				

2030 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	334	100.000
B - B585 Bagworth Road		ONE HOUR	✓	189	100.000
C - Bagworth Road		ONE HOUR	✓	265	100.000
D - B582 Grange Road		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road	
From	A - B585 Wood Lane	0	37	241	56
	B - B585 Bagworth Road	65	0	27	97
	C - Bagworth Road	226	30	0	9
	D - B582 Grange Road	87	135	7	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	30	4	36
	B - B585 Bagworth Road	30	0	4	6
	C - Bagworth Road	3	4	0	0
	D - B582 Grange Road	24	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.36	11.20	0.6	B	173	260
A-B					34	51
A-C					221	332
A-D					51	77
AB-CD	0.35	8.02	0.8	A	212	318
AB-C					174	261
D-AB	0.36	9.25	0.6	A	204	306
D-C	0.02	10.54	0.0	B	6	10
C-D					8	12
C-A					207	311
C-B					28	41
CD-AB	0.37	7.27	0.9	A	238	357
CD-A					200	300

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	142	36	0.00	631	0.225	141	0.0	0.3	8.265	A
A-B	28	7	0.00			28				
A-C	181	45	0.00			181				
A-D	42	11	0.00			42				
AB-CD	158	40	0.00	727	0.218	157	0.0	0.4	7.055	A
AB-C	158	39	0.00			158				
D-AB	167	42	0.00	704	0.237	166	0.0	0.3	7.405	A
D-C	5	1	0.00	409	0.013	5	0.0	0.0	8.906	A
C-D	7	2	0.00			7				
C-A	170	43	0.00			170				
C-B	23	6	0.00			23				
CD-AB	176	44	0.00	788	0.223	174	0.0	0.4	6.162	A
CD-A	183	46	0.00			183				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	170	42	0.00	606	0.280	169	0.3	0.4	9.291	A
A-B	33	8	0.00			33				
A-C	217	54	0.00			217				
A-D	50	13	0.00			50				
AB-CD	203	51	0.00	746	0.272	202	0.4	0.6	7.408	A
AB-C	175	44	0.00			175				
D-AB	200	50	0.00	693	0.288	199	0.3	0.4	8.092	A
D-C	6	2	0.00	385	0.016	6	0.0	0.0	9.514	A
C-D	8	2	0.00			8				
C-A	203	51	0.00			203				
C-B	27	7	0.00			27				
CD-AB	227	57	0.00	807	0.282	227	0.4	0.6	6.532	A
CD-A	202	50	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	208	52	0.00	571	0.364	207	0.4	0.6	11.143	B
A-B	41	10	0.00			41				
A-C	265	66	0.00			265				
A-D	62	15	0.00			62				
AB-CD	272	68	0.00	772	0.353	271	0.6	0.8	8.006	A
AB-C	191	48	0.00			191				
D-AB	244	61	0.00	677	0.361	244	0.4	0.6	9.216	A
D-C	8	2	0.00	350	0.022	8	0.0	0.0	10.527	B
C-D	10	2	0.00			10				
C-A	249	62	0.00			249				
C-B	33	8	0.00			33				
CD-AB	309	77	0.00	835	0.370	308	0.6	0.9	7.215	A
CD-A	217	54	0.00			217				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	208	52	0.00	571	0.365	208	0.6	0.6	11.203	B
A-B	41	10	0.00			41				
A-C	265	66	0.00			265				
A-D	62	15	0.00			62				
AB-CD	273	68	0.00	772	0.354	273	0.8	0.8	8.016	A
AB-C	190	48	0.00			190				
D-AB	244	61	0.00	677	0.361	244	0.6	0.6	9.245	A
D-C	8	2	0.00	349	0.022	8	0.0	0.0	10.542	B
C-D	10	2	0.00			10				
C-A	249	62	0.00			249				
C-B	33	8	0.00			33				
CD-AB	310	77	0.00	835	0.371	310	0.9	0.9	7.266	A
CD-A	216	54	0.00			216				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	170	42	0.00	606	0.281	171	0.6	0.4	9.355	A
A-B	33	8	0.00			33				
A-C	217	54	0.00			217				
A-D	50	13	0.00			50				
AB-CD	204	51	0.00	747	0.274	205	0.8	0.6	7.400	A
AB-C	175	44	0.00			175				
D-AB	200	50	0.00	693	0.288	200	0.6	0.5	8.128	A
D-C	6	2	0.00	384	0.016	6	0.0	0.0	9.535	A
C-D	8	2	0.00			8				
C-A	203	51	0.00			203				
C-B	27	7	0.00			27				
CD-AB	229	57	0.00	808	0.283	230	0.9	0.6	6.601	A
CD-A	202	50	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	142	36	0.00	631	0.226	143	0.4	0.3	8.338	A
A-B	28	7	0.00			28				
A-C	181	45	0.00			181				
A-D	42	11	0.00			42				
AB-CD	160	40	0.00	728	0.220	161	0.6	0.4	7.093	A
AB-C	157	39	0.00			157				
D-AB	167	42	0.00	704	0.237	168	0.5	0.3	7.452	A
D-C	5	1	0.00	408	0.013	5	0.0	0.0	8.933	A
C-D	7	2	0.00			7				
C-A	170	43	0.00			170				
C-B	23	6	0.00			23				
CD-AB	178	44	0.00	789	0.225	178	0.6	0.4	6.229	A
CD-A	183	46	0.00			183				

2030 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - B582 Grange Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B582 Grange Road/B585 Wood Lane/B585 Bagworth Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B585 Wood Lane		ONE HOUR	✓	407	100.000
B - B585 Bagworth Road		ONE HOUR	✓	211	100.000
C - Bagworth Road		ONE HOUR	✓	219	100.000
D - B582 Grange Road		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	61	277	69
	B - B585 Bagworth Road	43	0	24	144
	C - Bagworth Road	178	38	0	3
	D - B582 Grange Road	37	94	2	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - B585 Wood Lane	B - B585 Bagworth Road	C - Bagworth Road	D - B582 Grange Road
From	A - B585 Wood Lane	0	4	4	7
	B - B585 Bagworth Road	8	0	0	1
	C - Bagworth Road	1	0	0	0
	D - B582 Grange Road	9	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.38	9.66	0.6	A	194	290
A-B					56	84
A-C					254	381
A-D					63	95
AB-CD	0.49	9.15	1.4	A	308	461
AB-C					164	246
D-AB	0.21	6.90	0.3	A	120	180
D-C	0.01	10.73	0.0	B	2	3
C-D					3	4
C-A					163	245
C-B					35	52
CD-AB	0.29	6.96	0.5	A	167	251
CD-A					151	226

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	159	40	0.00	665	0.239	158	0.0	0.3	7.234	A
A-B	46	11	0.00			46				
A-C	209	52	0.00			209				
A-D	52	13	0.00			52				
AB-CD	228	57	0.00	752	0.304	226	0.0	0.6	7.046	A
AB-C	158	39	0.00			158				
D-AB	99	25	0.00	716	0.138	98	0.0	0.2	6.131	A
D-C	2	0.38	0.00	399	0.004	1	0.0	0.0	9.063	A
C-D	2	0.56	0.00			2				
C-A	134	34	0.00			134				
C-B	29	7	0.00			29				
CD-AB	127	32	0.00	728	0.175	126	0.0	0.3	6.139	A
CD-A	133	33	0.00			133				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	47	0.00	644	0.295	189	0.3	0.4	8.094	A
A-B	55	14	0.00			55				
A-C	249	62	0.00			249				
A-D	62	16	0.00			62				
AB-CD	294	74	0.00	775	0.380	293	0.6	0.8	7.719	A
AB-C	168	42	0.00			168				
D-AB	118	29	0.00	707	0.167	118	0.2	0.2	6.438	A
D-C	2	0.45	0.00	373	0.005	2	0.0	0.0	9.696	A
C-D	3	0.67	0.00			3				
C-A	160	40	0.00			160				
C-B	34	9	0.00			34				
CD-AB	161	40	0.00	735	0.219	161	0.3	0.4	6.444	A
CD-A	151	38	0.00			151				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	232	58	0.00	613	0.379	232	0.4	0.6	9.622	A
A-B	67	17	0.00			67				
A-C	305	76	0.00			305				
A-D	76	19	0.00			76				
AB-CD	398	99	0.00	807	0.493	396	0.8	1.4	9.046	A
AB-C	167	42	0.00			167				
D-AB	144	36	0.00	694	0.208	144	0.2	0.3	6.897	A
D-C	2	0.55	0.00	338	0.007	2	0.0	0.0	10.707	B
C-D	3	0.83	0.00			3				
C-A	196	49	0.00			196				
C-B	42	10	0.00			42				
CD-AB	213	53	0.00	745	0.286	212	0.4	0.5	6.944	A
CD-A	169	42	0.00			169				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	232	58	0.00	613	0.379	232	0.6	0.6	9.661	A
A-B	67	17	0.00			67				
A-C	305	76	0.00			305				
A-D	76	19	0.00			76				
AB-CD	399	100	0.00	808	0.494	399	1.4	1.4	9.151	A
AB-C	167	42	0.00			167				
D-AB	144	36	0.00	694	0.208	144	0.3	0.3	6.903	A
D-C	2	0.55	0.00	338	0.007	2	0.0	0.0	10.729	B
C-D	3	0.83	0.00			3				
C-A	196	49	0.00			196				
C-B	42	10	0.00			42				
CD-AB	213	53	0.00	745	0.286	213	0.5	0.5	6.961	A
CD-A	169	42	0.00			169				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	47	0.00	643	0.295	190	0.6	0.4	8.138	A
A-B	55	14	0.00			55				
A-C	249	62	0.00			249				
A-D	62	16	0.00			62				
AB-CD	296	74	0.00	776	0.381	298	1.4	0.9	7.835	A
AB-C	167	42	0.00			167				
D-AB	118	29	0.00	707	0.167	118	0.3	0.2	6.446	A
D-C	2	0.45	0.00	372	0.005	2	0.0	0.0	9.725	A
C-D	3	0.67	0.00			3				
C-A	160	40	0.00			160				
C-B	34	9	0.00			34				
CD-AB	161	40	0.00	735	0.220	162	0.5	0.4	6.467	A
CD-A	151	38	0.00			151				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	159	40	0.00	665	0.239	159	0.4	0.3	7.287	A
A-B	46	11	0.00			46				
A-C	209	52	0.00			209				
A-D	52	13	0.00			52				
AB-CD	230	58	0.00	752	0.306	231	0.9	0.6	7.159	A
AB-C	157	39	0.00			157				
D-AB	99	25	0.00	716	0.138	99	0.2	0.2	6.149	A
D-C	2	0.38	0.00	397	0.004	2	0.0	0.0	9.097	A
C-D	2	0.56	0.00			2				
C-A	134	34	0.00			134				
C-B	29	7	0.00			29				
CD-AB	128	32	0.00	728	0.176	128	0.4	0.3	6.174	A
CD-A	133	33	0.00			133				

T24516

Brascote Lane, Newbold Verdon Phase 2



Appendix T

Ibstock Road / Grange Road PICADY Report

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
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Filename: T24516 - Ibstock Rd - Grange Rd.j11

Path: C:\Users\EleanorStickler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24516 Newbold Verdon Phase 2\Modelling\Picady

Report generation date: 18/06/2025 10:08:12

»2024 | Base | AM

»2024 | Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2030 | DS | AM

»2030 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Base						
Stream B-C	0.1	15.11	0.04	0.0	16.04	0.02
Stream B-A	0.5	12.97	0.33	0.9	14.21	0.46
Stream C-AB	0.2	7.07	0.08	0.0	4.93	0.03
2030 - DN						
Stream B-C	0.1	15.79	0.05	0.0	17.14	0.02
Stream B-A	0.6	14.00	0.36	1.0	15.78	0.50
Stream C-AB	0.2	6.99	0.09	0.0	4.87	0.03
2030 - DS						
Stream B-C	0.1	16.07	0.05	0.0	17.32	0.02
Stream B-A	0.6	14.42	0.38	1.0	16.02	0.51
Stream C-AB	0.2	7.00	0.09	0.0	4.89	0.03

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

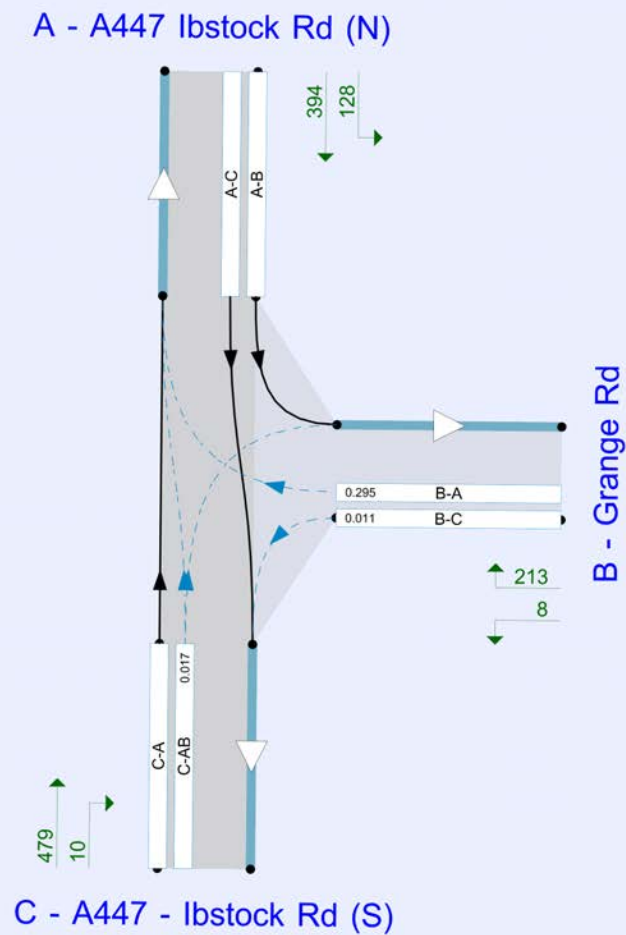
File summary

File Description

Title	T24516
Location	Ibstock Rd / Grange Rd
Site number	
Date	05/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\RyanOliver
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (s)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2024	Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	DN	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	DN	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030	DS	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030	DS	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 Ibstock Rd (N)		Major
B	Grange Rd		Minor
C	A447 - Ibstock Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A447 - Ibstock Rd (S)	7.40			136.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Grange Rd	One lane plus flare	10.00	8.93	6.55	4.69	4.35		1.00	92	211

Minor Arm Geometry Notes

Arm	Notes
B - Grange Rd	Actual junction width is 17m, due to model constraints, this has been set to the maximum 10m.

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	723	0.124	0.313	0.197	0.447
B-C	739	0.106	0.269	-	-
C-B	653	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	642	100.000
B - Grange Rd		ONE HOUR	✓	155	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
	A - A447 Ibstock Rd (N)	0	178	464
	B - Grange Rd	135	0	20
	C - A447 - Ibstock Rd (S)	347	29	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
	A - A447 Ibstock Rd (N)	0	5	5
	B - Grange Rd	8	0	100
	C - A447 - Ibstock Rd (S)	5	61	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	15.11	0.1	C	18	28
B-A	0.33	12.97	0.5	B	124	186
C-AB	0.08	7.07	0.2	A	48	72
C-A					297	446
A-B					163	245
A-C					426	639

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	592	0.025	15	0.0	0.1	12.473	B
B-A	102	25	0.00	536	0.190	101	0.0	0.2	8.909	A
C-AB	34	9	0.00	721	0.047	34	0.0	0.1	7.069	A
C-A	249	62	0.00			249				
A-B	134	34	0.00			134				
A-C	349	87	0.00			349				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	0.00	556	0.032	18	0.1	0.1	13.375	B
B-A	121	30	0.00	499	0.243	121	0.2	0.3	10.265	B
C-AB	45	11	0.00	738	0.061	45	0.1	0.1	6.904	A
C-A	293	73	0.00			293				
A-B	160	40	0.00			160				
A-C	417	104	0.00			417				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	0.00	499	0.044	22	0.1	0.1	15.080	C
B-A	149	37	0.00	449	0.331	148	0.3	0.5	12.900	B
C-AB	64	16	0.00	764	0.084	64	0.1	0.2	6.630	A
C-A	350	87	0.00			350				
A-B	196	49	0.00			196				
A-C	511	128	0.00			511				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	0.00	499	0.044	22	0.1	0.1	15.106	C
B-A	149	37	0.00	448	0.331	149	0.5	0.5	12.965	B
C-AB	64	16	0.00	764	0.084	64	0.2	0.2	6.534	A
C-A	350	87	0.00			350				
A-B	196	49	0.00			196				
A-C	511	128	0.00			511				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	0.00	555	0.032	18	0.1	0.1	13.400	B
B-A	121	30	0.00	499	0.243	122	0.5	0.4	10.330	B
C-AB	45	11	0.00	739	0.062	46	0.2	0.1	6.682	A
C-A	293	73	0.00			293				
A-B	160	40	0.00			160				
A-C	417	104	0.00			417				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	591	0.025	15	0.1	0.1	12.498	B
B-A	102	25	0.00	536	0.190	102	0.4	0.3	8.969	A
C-AB	34	9	0.00	721	0.048	35	0.1	0.1	6.956	A
C-A	249	62	0.00			249				
A-B	134	34	0.00			134				
A-C	349	87	0.00			349				

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	489	100.000
B - Grange Rd		ONE HOUR	✓	208	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	116	373
	B - Grange Rd	200	0	8
	C - A447 - Ibstock Rd (S)	454	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	5	1
	B - Grange Rd	1	0	100
	C - A447 - Ibstock Rd (S)	2	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	16.04	0.0	C	7	11
B-A	0.46	14.21	0.9	B	184	275
C-AB	0.03	4.93	0.0	A	17	25
C-A					408	612
A-B					106	160
A-C					342	513

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	581	0.010	6	0.0	0.0	12.528	B
B-A	151	38	0.00	554	0.272	149	0.0	0.4	8.939	A
C-AB	12	3	0.00	800	0.015	12	0.0	0.0	4.935	A
C-A	337	84	0.00			337				
A-B	87	22	0.00			87				
A-C	281	70	0.00			281				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	536	0.013	7	0.0	0.0	13.616	B
B-A	180	45	0.00	521	0.345	179	0.4	0.5	10.602	B
C-AB	16	4	0.00	832	0.019	16	0.0	0.0	4.746	A
C-A	400	100	0.00			400				
A-B	104	26	0.00			104				
A-C	335	84	0.00			335				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	459	0.019	9	0.0	0.0	15.986	C
B-A	220	55	0.00	476	0.463	219	0.5	0.8	14.068	B
C-AB	23	6	0.00	879	0.026	23	0.0	0.0	4.491	A
C-A	487	122	0.00			487				
A-B	128	32	0.00			128				
A-C	411	103	0.00			411				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	458	0.019	9	0.0	0.0	16.043	C
B-A	220	55	0.00	476	0.463	220	0.8	0.9	14.209	B
C-AB	23	6	0.00	879	0.026	23	0.0	0.0	4.477	A
C-A	487	122	0.00			487				
A-B	128	32	0.00			128				
A-C	411	103	0.00			411				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	534	0.013	7	0.0	0.0	13.660	B
B-A	180	45	0.00	521	0.345	181	0.9	0.5	10.720	B
C-AB	16	4	0.00	832	0.019	16	0.0	0.0	4.710	A
C-A	400	100	0.00			400				
A-B	104	26	0.00			104				
A-C	335	84	0.00			335				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	579	0.010	6	0.0	0.0	12.563	B
B-A	151	38	0.00	554	0.272	151	0.5	0.4	9.032	A
C-AB	12	3	0.00	800	0.015	12	0.0	0.0	4.917	A
C-A	337	84	0.00			337				
A-B	87	22	0.00			87				
A-C	281	70	0.00			281				

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	675	100.000
B - Grange Rd		ONE HOUR	✓	164	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	187	488
	B - Grange Rd	142	0	22
	C - A447 - Ibstock Rd (S)	365	30	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	5	5
	B - Grange Rd	8	0	100
	C - A447 - Ibstock Rd (S)	5	61	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	15.79	0.1	C	20	30
B-A	0.36	14.00	0.6	B	130	195
C-AB	0.09	6.99	0.2	A	51	77
C-A					311	467
A-B					172	257
A-C					448	672

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	583	0.028	16	0.0	0.1	12.690	B
B-A	107	27	0.00	526	0.203	106	0.0	0.3	9.225	A
C-AB	36	9	0.00	726	0.050	36	0.0	0.1	6.989	A
C-A	261	65	0.00			261				
A-B	141	35	0.00			141				
A-C	367	92	0.00			367				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	544	0.036	20	0.1	0.1	13.722	B
B-A	128	32	0.00	488	0.262	127	0.3	0.4	10.776	B
C-AB	48	12	0.00	744	0.065	48	0.1	0.1	6.825	A
C-A	307	77	0.00			307				
A-B	168	42	0.00			168				
A-C	439	110	0.00			439				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	481	0.050	24	0.1	0.1	15.749	C
B-A	156	39	0.00	434	0.360	155	0.4	0.6	13.909	B
C-AB	69	17	0.00	772	0.090	69	0.1	0.2	6.550	A
C-A	366	91	0.00			366				
A-B	206	51	0.00			206				
A-C	537	134	0.00			537				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	480	0.050	24	0.1	0.1	15.786	C
B-A	156	39	0.00	434	0.360	156	0.6	0.6	14.001	B
C-AB	69	17	0.00	772	0.090	69	0.2	0.2	6.456	A
C-A	366	91	0.00			366				
A-B	206	51	0.00			206				
A-C	537	134	0.00			537				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	543	0.036	20	0.1	0.1	13.758	B
B-A	128	32	0.00	487	0.262	129	0.6	0.4	10.859	B
C-AB	49	12	0.00	744	0.065	49	0.2	0.1	6.600	A
C-A	307	77	0.00			307				
A-B	168	42	0.00			168				
A-C	439	110	0.00			439				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	582	0.028	17	0.1	0.1	12.729	B
B-A	107	27	0.00	526	0.203	107	0.4	0.3	9.297	A
C-AB	37	9	0.00	726	0.050	37	0.1	0.1	6.878	A
C-A	261	65	0.00			261				
A-B	141	35	0.00			141				
A-C	367	92	0.00			367				

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	516	100.000
B - Grange Rd		ONE HOUR	✓	219	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	122	394
	B - Grange Rd	211	0	8
	C - A447 - Ibstock Rd (S)	479	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	5	1
	B - Grange Rd	1	0	100
	C - A447 - Ibstock Rd (S)	2	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	17.14	0.0	C	7	11
B-A	0.50	15.78	1.0	C	194	290
C-AB	0.03	4.87	0.0	A	18	27
C-A					430	645
A-B					112	168
A-C					362	542

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	569	0.011	6	0.0	0.0	12.789	B
B-A	159	40	0.00	545	0.291	157	0.0	0.4	9.331	A
C-AB	12	3	0.00	809	0.015	12	0.0	0.0	4.872	A
C-A	355	89	0.00			355				
A-B	92	23	0.00			92				
A-C	297	74	0.00			297				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	519	0.014	7	0.0	0.0	14.068	B
B-A	190	47	0.00	511	0.372	189	0.4	0.6	11.282	B
C-AB	17	4	0.00	843	0.020	17	0.0	0.0	4.675	A
C-A	422	106	0.00			422				
A-B	110	27	0.00			110				
A-C	354	89	0.00			354				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	431	0.020	9	0.0	0.0	17.050	C
B-A	232	58	0.00	463	0.502	231	0.6	1.0	15.576	C
C-AB	24	6	0.00	894	0.027	24	0.0	0.0	4.413	A
C-A	513	128	0.00			513				
A-B	134	34	0.00			134				
A-C	434	108	0.00			434				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	429	0.021	9	0.0	0.0	17.137	C
B-A	232	58	0.00	462	0.502	232	1.0	1.0	15.779	C
C-AB	24	6	0.00	894	0.027	24	0.0	0.0	4.400	A
C-A	513	128	0.00			513				
A-B	134	34	0.00			134				
A-C	434	108	0.00			434				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	517	0.014	7	0.0	0.0	14.133	B
B-A	190	47	0.00	511	0.372	191	1.0	0.6	11.442	B
C-AB	17	4	0.00	843	0.020	17	0.0	0.0	4.641	A
C-A	422	106	0.00			422				
A-B	110	27	0.00			110				
A-C	354	89	0.00			354				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	567	0.011	6	0.0	0.0	12.834	B
B-A	159	40	0.00	545	0.291	160	0.6	0.4	9.448	A
C-AB	12	3	0.00	809	0.015	12	0.0	0.0	4.852	A
C-A	355	89	0.00			355				
A-B	92	23	0.00			92				
A-C	297	74	0.00			297				

2030 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	DS	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	676	100.000
B - Grange Rd		ONE HOUR	✓	171	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
	A - A447 Ibstock Rd (N)	0	188	488
	B - Grange Rd	149	0	22
	C - A447 - Ibstock Rd (S)	365	31	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
	A - A447 Ibstock Rd (N)	0	5	5
	B - Grange Rd	8	0	100
	C - A447 - Ibstock Rd (S)	5	61	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	16.07	0.1	C	20	30
B-A	0.38	14.42	0.6	B	137	205
C-AB	0.09	7.00	0.2	A	53	80
C-A					310	465
A-B					173	259
A-C					448	672

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	580	0.029	16	0.0	0.1	12.770	B
B-A	112	28	0.00	526	0.213	111	0.0	0.3	9.339	A
C-AB	38	9	0.00	725	0.052	37	0.0	0.1	7.003	A
C-A	261	65	0.00			261				
A-B	142	35	0.00			142				
A-C	367	92	0.00			367				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	539	0.037	20	0.1	0.1	13.851	B
B-A	134	33	0.00	487	0.275	133	0.3	0.4	10.975	B
C-AB	50	13	0.00	744	0.067	50	0.1	0.2	6.845	A
C-A	306	76	0.00			306				
A-B	169	42	0.00			169				
A-C	439	110	0.00			439				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	473	0.051	24	0.1	0.1	16.031	C
B-A	164	41	0.00	434	0.378	163	0.4	0.6	14.321	B
C-AB	72	18	0.00	772	0.093	71	0.2	0.2	6.573	A
C-A	364	91	0.00			364				
A-B	207	52	0.00			207				
A-C	537	134	0.00			537				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	472	0.051	24	0.1	0.1	16.073	C
B-A	164	41	0.00	433	0.378	164	0.6	0.6	14.423	B
C-AB	72	18	0.00	772	0.093	72	0.2	0.2	6.479	A
C-A	364	91	0.00			364				
A-B	207	52	0.00			207				
A-C	537	134	0.00			537				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	538	0.037	20	0.1	0.1	13.891	B
B-A	134	33	0.00	487	0.275	135	0.6	0.4	11.068	B
C-AB	50	13	0.00	744	0.067	51	0.2	0.1	6.620	A
C-A	306	76	0.00			306				
A-B	169	42	0.00			169				
A-C	439	110	0.00			439				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	579	0.029	17	0.1	0.1	12.807	B
B-A	112	28	0.00	526	0.213	113	0.4	0.3	9.421	A
C-AB	38	9	0.00	726	0.052	38	0.1	0.1	6.889	A
C-A	260	65	0.00			260				
A-B	142	35	0.00			142				
A-C	367	92	0.00			367				

2030 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	DS	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 Ibstock Rd (N)		ONE HOUR	✓	522	100.000
B - Grange Rd		ONE HOUR	✓	221	100.000
C - A447 - Ibstock Rd (S)		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	128	394
	B - Grange Rd	213	0	8
	C - A447 - Ibstock Rd (S)	479	10	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A447 Ibstock Rd (N)	B - Grange Rd	C - A447 - Ibstock Rd (S)
From	A - A447 Ibstock Rd (N)	0	5	1
	B - Grange Rd	1	0	100
	C - A447 - Ibstock Rd (S)	2	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	17.32	0.0	C	7	11
B-A	0.51	16.02	1.0	C	195	293
C-AB	0.03	4.89	0.0	A	20	30
C-A					429	644
A-B					117	176
A-C					362	542

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	567	0.011	6	0.0	0.0	12.827	B
B-A	160	40	0.00	544	0.295	159	0.0	0.4	9.387	A
C-AB	14	3	0.00	808	0.017	14	0.0	0.0	4.885	A
C-A	355	89	0.00			355				
A-B	96	24	0.00			96				
A-C	297	74	0.00			297				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	516	0.014	7	0.0	0.0	14.138	B
B-A	191	48	0.00	509	0.376	191	0.4	0.6	11.381	B
C-AB	18	5	0.00	842	0.022	18	0.0	0.0	4.691	A
C-A	421	105	0.00			421				
A-B	115	29	0.00			115				
A-C	354	89	0.00			354				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	427	0.021	9	0.0	0.0	17.223	C
B-A	235	59	0.00	461	0.509	233	0.6	1.0	15.806	C
C-AB	27	7	0.00	892	0.030	27	0.0	0.0	4.433	A
C-A	511	128	0.00			511				
A-B	141	35	0.00			141				
A-C	434	108	0.00			434				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	425	0.021	9	0.0	0.0	17.316	C
B-A	235	59	0.00	461	0.509	234	1.0	1.0	16.024	C
C-AB	27	7	0.00	892	0.030	27	0.0	0.0	4.420	A
C-A	511	128	0.00			511				
A-B	141	35	0.00			141				
A-C	434	108	0.00			434				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	514	0.014	7	0.0	0.0	14.204	B
B-A	191	48	0.00	509	0.376	193	1.0	0.6	11.553	B
C-AB	18	5	0.00	842	0.022	19	0.0	0.0	4.655	A
C-A	421	105	0.00			421				
A-B	115	29	0.00			115				
A-C	354	89	0.00			354				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	565	0.011	6	0.0	0.0	12.874	B
B-A	160	40	0.00	544	0.295	161	0.6	0.4	9.508	A
C-AB	14	3	0.00	808	0.017	14	0.0	0.0	4.868	A
C-A	355	89	0.00			355				
A-B	96	24	0.00			96				
A-C	297	74	0.00			297				