

Land at Ratby Lane, Markfield, Leicestershire

Draft Transport Assessment

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Leicestershire

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SJT/RT 22052-03c Transport Assessment

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Taylor Wimpey (UK) Ltd. to review the transport implications of the proposed residential development to provide up to 150 dwellings on the land at Ratby Lane, Markfield, Leicestershire. The site location is shown on **Figure 1** and the proposed site layout is held in **Appendix A**.
- 1.2 A previous application (ref: 15/00889/OUT) was submitted for a similar, slightly smaller development in 2015. This was refused on the basis that *“the proposal would lead to a significant harm to the landscape that cannot be outweighed by any potential benefits that maybe provided by the development”*. There were no highways or transportation objections to the development from Leicestershire County Council for the proposals subject to contributions and appropriate conditions.
- 1.3 A response to the Scoping Note was received from Leicestershire Highways. The full response can be seen attached in **Appendix B**. The response will be referred to throughout this report.
- 1.4 This Transport Assessment (TA) considers the transport and highways implications associated with the proposals and is structured as follows:
- Chapter 2: Policy Context
 - Chapter 3: Existing Conditions
 - Chapter 4: A511 MRN Growth Corridor
 - Chapter 5: Development Proposals
 - Chapter 6: Traffic Generation and Impact
 - Chapter 7: Conclusion
- 1.5 This TA will consider the potential transport and highways impacts of the proposals including the impact of development generated traffic on the capacity and safety of the surrounding road network.

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2.0 NATIONAL POLICY

2.1 National Guidance - National Planning Policy Framework

1.1.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF). The introductory paragraphs of the NPPF highlight that can be a relevant consideration in terms of NSIP developments. This report should therefore be read in the context of the new NPPF.

1.1.2 Paragraph 111 of the NPPF is clear 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 would be severe"*.

1.1.3 Within this context, the NPPF identifies in Paragraph 112 that 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.*

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1.1.4 Paragraph 113 of the NPPF goes on to state that: *"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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.

1.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is *"...a presumption in favour of sustainable development"*.

Transport Assessments and Statement – PPG

1.1.6 Following directly on from paragraph 110 of the NPPF, the PPG states:

Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *the Transport Assessment and Statement policies (if any) of the Local Plan;*
- *the scale of the proposed development and its potential for additional trip generation (smaller*
- *applications with limited impacts may not need a Transport Assessment or Statement);*
- *existing intensity of transport use and the availability of public transport;*
- *proximity to nearby environmental designations or sensitive areas;*
- *impact on other priorities/ strategies (such as promoting walking and cycling);*
- *the cumulative impacts of multiple developments within a particular area; and*

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- *whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).*

2.1.1 The document advocates early consultation with key decision makers at an early stage through pre-application discussions to determine the scope of the technical work required to underpin the associated transport assessments and travel plans. The key issues it suggests that should be considered are:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.*

2.1.2 It acknowledges that the scope and level of detail in reports will vary from site to site, but suggests the following should be considered when settling the scope of the proposed assessment:

- *information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*

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- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush

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hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy.

2.2 Leicestershire County Council Third Local Transport Plan

- 2.2.1 The third Local Transport Plan (LTP3) for the County of Leicestershire covers the period up to 2026 and was adopted on 1st April 2011. It sets out the long-term transport strategy and vision for transport to 2026 and provides a framework for how the County Council will manage and develop their transport system in the future.
- 2.2.2 The long-term vision for Leicestershire's transport system over the course of the LTP3 is for *"Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first class transport system that enables economic and social travel in ways that improve people's health, safety and prosperity, as well as their environment and their quality of life."*
- 2.2.3 The above vision is complemented by a set of strategic outcomes in the LTP3 and it is the delivery of these outcomes on which the success of the strategy is judged. These strategic goals are:
- A transport system that supports a prosperous economy and provides successfully for population growth;
 - An efficient, resilient and sustainable transport system that is well managed and maintained;
 - A transport system that helps to reduce the carbon footprint of Leicestershire;
 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents;

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- A transport system that improves the safety, health and security of our residents;
and
- A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.

2.3 The Hinckley and Bosworth Local Plan 2006 – 2026

2.3.1 A number of documents make up the Local Plan 2006-2026 including the Local Development Scheme (LDS), Development Plan Documents (DPDs) including the Core Strategy, Site Allocations and Development Management Policies, Supplementary Planning Documents (SPDs) including Sustainability Appraisal.

2.3.2 The documents set out specific proposals and detailed policies for guiding the future development and use of land within the borough up to 2026. The Local Plan will be used to guide most day-day planning decisions and policies.

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3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located in Markfield approximately 11km north of Leicester. The site is bounded by the rear of dwellings off Jacqueline Road to the north, Ratby Lane to the west, a footpath and corridor through to private woodland to the south and private woodland to the east. The A50 Leicester Road is to the north of the site beyond existing residential dwellings. The site is located approximately 1.5km from Markfield Village Centre. The location of the proposed development is shown on **Figure 1**.

3.2 Highway Network

3.2.1 Ratby Lane is a single carriageway road with an approximate width of 6m which the proposed development would be accessed off. It is subject to a 30mph speed limit. There are lit footways on both sides of the road. Ratby Lane runs between the A50 Leicester Road to the north and Markfield Road to the south.

3.2.2 Launde Road is a single carriageway road with an approximate width of 6m which widens in areas with a pedestrian crossing island in the road. It is subject to a 40mph speed limit. There are lit footways on both sides of the road with a grass verge between the footway and the road. Launde Road runs north-south between the A50 Leicester Road and Ratby Lane.

3.2.3 The A50 Leicester Road is a dual carriageway road with an approximate width of 19m including an approximate 5.5m wide central reservation. It is subject to a 40mph speed limit with speed cameras which increases to 50mph when exiting Markfield. Whilst there are no footways on the road itself, there are lit footways on Leicester Road which runs parallel to the A50 Leicester Road. There are also designated crossing places across the A50 Leicester Road. The A50 runs between Leicester and the M1 J22.

3.2.4 The M1 J22 is 2.5km west of the proposed site. The M1 runs between London and Leeds giving future residents a larger choice of commuting locations. The M1 Junction 22

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roundabout had improvement works carried out on it in 2017. These improvements included permanent traffic signals on the busiest 4 of the 5 arms and a 50mph speed limit introduced on the run-up to the lights. The carriageway was also widened in places to increase the approach lanes from 2 to 3 on major routes. This has increased the capacity of the roundabout decreasing the congestion.

3.2.5 The local road network in relation to the proposed development is shown on **Figure 1**.

3.3 Personal Injury Collisions

3.3.1 Personal Injury Collision (PIC) data was previously obtained from Leicestershire County Council (LCC) for the five-year period from the 1st January 2015 to the 27th May 2020. The PIC reports are attached in **Appendix C**.

3.3.2 A total of 9 PICs were recorded over the five-year period of which all were classed as 'slight' in severity. Of these PICs a total of 4 involved pedestrians or cyclists. The study area included all roads surrounding the site and the A50. All the PICs occurred on the A50/ Leicester Road/ Markfield Lane/ Launde Road (Field Head) Roundabout.

3.3.3 More recent PIC data (1st January 2020 to 31st January 2023) has been obtained from LCC. The PIC reports are attached in **Appendix C**.

3.3.4 A total of 3 PICs were recorded over this updated period, of which all were classed as 'slight' in severity. None of these PICs involved pedestrians or cyclists. The same study area was assessed as above.

3.3.5 It is therefore considered that there is currently no significant accident issue within the study area that would require intervention and that the proposed development will not be detrimental to the safe operation of the local highway network.

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3.4 Existing Traffic Flows

3.4.1 Three Automatic Traffic Counts (ATCs) were carried out in the vicinity of the site, two along Ratby Road and one on Launde Road. The results and locations can be seen in **Appendix D** with a summary in **Table 1** below.

Table 1 - Summary of ATC Results

Location	Direction	Total Vehicles	5 Day Average	7 Day Average	Average 85 th %ile (mph)	Average Mean Speed (mph)
Ratby Lane East	Northeast bound	3367	531	481	30.7	24.7
	Southwest bound	4458	689	637	30.3	25.5
Ratby Lane South	Northeast bound	22999	3630	3286	38.2	32.5
	Southwest bound	21002	3285	3000	39.7	33.5
Launde Road	Northeast bound	21924	3420	3132	38.0	33.6
	Southwest bound	18584	2881	2655	38.5	34.4

3.4.2 Four Classified Turning Counts (CTC) were carried out on 31st January 2023 at the following junctions:

- M1 Junction 22 Roundabout
- A50/ Leicester Road/ Launde Road/ Cliffe Road Roundabout
- Ratby Lane/ Launde Road Priority Junction

3.4.3 The outputs can be seen in **Appendix E**.

3.5 Walking and Cycling Provision

3.5.1 Pedestrian facilities are good in the local area with lit footways on most local roads. These lead to all local facilities which are in walking distance. There are also a number of Public Rights of Way (PROWs) in the area. PROW R21 runs along the southern edge of the site. The locations of them can be seen below on **Image 1**.

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3.5.2 The site is also situated approximately 3.5km from National Cycle Route 63. This is a route between Burton-on-Trent and Wisbech, passing through Leicester, Stamford and Peterborough.

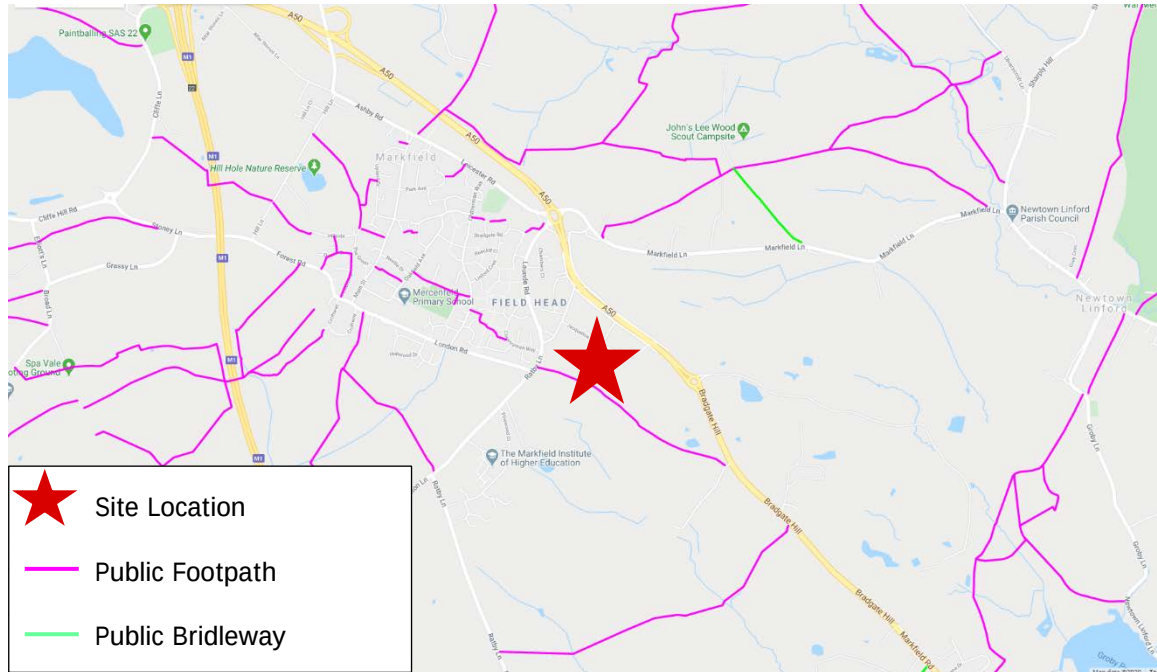


Image 1 – Public Rights of Way Locations

3.5.3 The public footpath that runs along the southern boundary of the proposed site will be maintained as part of the proposals.

3.6 Bus Service Provision

3.6.1 The closest bus stops to the site are located on London Road (approximately 270m from the proposed site access) and the A50 (approximately 300m from the proposed site access). The bus stops on London Road are served by the 125 and are identified by a flagpole only. The bus stops on the A50 are served by the 29, 29A and X29 and services and include a bus layby, shelter, flagpole and timetable information. The services are summarised below in **Table 2**.

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Table 2 - Summary of Bus Services

Route Number	Route	Frequency		
		Monday-Friday	Saturday	Sunday
125	Leicester – Castle Donington	3.5hrs (09:03-18:18)	3.5hrs (09:03-18:18)	-
29/29A	Leicester – Swadlincote	30mins (07:00-23:37)	20mins (07:00-23:37)	-
X29	Leicester – Coalville – Swadlincote	Out - 05:40; In - 23:29	-	-

3.6.2 Policy IN6 of the LCC Highway Design Guide states that there must be a minimum hourly bus service to the Sub Regional Centre within 800m of the site.

3.6.3 A recent publication by Moseley Marketing Limited confirmed that at the 2015 Transport Practitioners Meeting in London, results of the National Travel Survey data analysis were presented. The results showed that half of existing bus users walk over 480m, i.e. around 6 minutes, to where they board their bus; one in six walks around 800m, i.e. around 10 minutes, or further.

3.6.4 The publication concluded that 'Guidance published by or on behalf of central Government refers to 800m as being an acceptable walking distance.

3.6.5 Furthermore, this is well within the thresholds adopted by the DfT accessibility planning tool 'Accession' (provided to local authorities to assess their Local Transport Plan objectives) which assumes a typical walk distance of up to 800m to bus stops.

3.6.6 Although there are no bus services operating along Ratby Lane it is considered that the existing bus service provision in the vicinity of the proposed development is reasonable, with frequent buses servicing key destinations in the local area and beyond.

3.7 Rail Service Provision

3.7.1 The proposed site is approximately 14km from Leicester Railway Station. Leicester Railway Station has storage facility for 222 cycles. There are also 500 car parking spaces provided for rail users plus 15 for disabled users.

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3.7.2 Most services are provided by East Midlands Railway, with CrossCountry operation on the Birmingham to Stansted Airport corridor.

3.7.3 Routes run north to south through Leicester on the Midland Main Line, south to Kettering, Bedford, Luton and London, and north to Derby, Nottingham, Lincoln, Sheffield and Leeds. Junctions north and south of the station serve the east-west cross-country route, going east to Peterborough, Cambridge and Stansted Airport, and west to Nuneaton and Birmingham New Street.

3.8 Local Facilities

3.8.1 This section of the note considers access to the following services:

- Education;
- Food retail;
- Healthcare; and
- Employment.

3.8.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.

3.8.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.8.4 Accessibility to local amenities was determined by measuring the distances from the proposed site locations to the local amenities. The location of the facilities below in relation to the site can be seen in **Figure 2**.

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Education

- 3.8.5 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed according to the 2018 National Travel Survey (NTS) 51% of trips in progress during the AM peak (08:00 – 09:00) are school related (accurate as of July 2019). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.
- 3.8.6 As shown by the 2018 NTS, for primary school trips, pupils are over three times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 3**. Nationally, the average journey length is 2.9 km according to the 2015 NTS. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 4**. Nationally the average journey length is 5.5 km according to the 2018 NTS.

Table 3 - School Trips by Age, Mode and Length, 2018 Primary School (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	79	21	-	0	49
Bicycle	2	2	-	0	2
Car/van	19	72	90	81	45
Bus	-	4	8	9	3
Other	-	1	2	10	1
Total	100	100	100	100	100

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Table 4 - School Trips by Age, Mode and Length, 2018 Secondary School (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	86	60	5	0	39
Bicycle	3	4	6	1	4
Car/van	8	27	36	25	24
Bus	2	8	48	61	29
Other	-	1	4	13	4
Total	100	100	100	100	100

3.8.7 The nearest primary school is Mercenfeld Primary School. It is located approximately 1km west of the site on Oakfield Avenue. As can be seen from the above table, the door-to-door walking distance is well within the national average, and within the under 1.1km category. Therefore, the propensity to walk will be high.

3.8.8 The nearest secondary school is South Charnwood High School. It is located approximately 3km west of the site off Markfield Lane. As can be seen from the above table, the door-to-door walking distance allows for a large number of students to walk.

Food Retail

3.8.9 The nearest supermarket to the proposed site is Co-op Food. It is located approximately 1.1km from the site on Main Street. This equates to a circa 14-minute walk or a circa 3-minute drive.

Healthcare

3.8.10 In terms of access to health provisions, Markfield Medical Centre (GP Surgery) is located off Chitterman Way, 600m from the site. Masons Chemist is located in the same building as the GP Surgery.

3.8.11 The closest hospital to the site offering A&E services is Leicester Royal Infirmary located 14km south-east of the site in the centre of Leicester.

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Employment

3.8.12 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Hinckley and Bosworth 001 within which the site is located shows that approximately 9.5% of residents live and work within the same MSOA. Approximately 25% of residents work in and around Leicester, 16% in North West Leicestershire, 12% in Charnwood and 11% in Blaby.

3.8.13 There are many employment opportunities in and around Markfield. The closest employment site to the proposed development is Merry Lees Brickworks and Industrial Estate. This is located approximately 5km west of the site. Cliffe Hill Quarry is located 3.5km from the site which will also be a potential employment site for future residents of the site. Markfield village centre is filled with commercial business such as high street shops, independent retailers, public houses, pharmacies and more. Residents in Markfield are also able to access Leicester and Loughborough and the employment opportunities there.

3.8.14 Overall, the site is considered to be well located in terms of accessibility to local facilities.

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4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals are for a residential development for the provision of up to 150 dwellings on a parcel of land at Ratby Lane.

4.2 Access

- 4.2.1 Access to the plot will be via a T-junction with Ratby Lane which was previously submitted as part of application 15/00889/OUT. The access plan had no objections from Leicestershire County Council. This design can be seen in **Drawing 22052-01**.
- 4.2.2 Visibility splays of 2.4m x 43m for the signposted 30mph speed limit can be achieved from the proposed site access and can be seen in **Drawing 22052-01**. The ATC at the proposed site access location shows 85th percentile speeds of 22.6mph north-eastbound and 22.5mph south-westbound. The visibility shown in **Drawing 22052-01** are therefore greater than would be required for the traffic on the road.
- 4.2.3 The main route for pedestrian and cycle access will be via the T-junction with Ratby Lane, however, there is also a public footpath which runs along the southern edge of the parcel of land which will be maintained. Access to the site will be created off the footpath in the south-eastern corner of the site.

4.3 Parking

- 4.3.1 The parking will be dealt with at the detailed design stage and will be in accordance with the relevant parking standards.

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4.4 Committed Development

- 4.4.1 During the planning stage, it is important to take into consideration other developments in the vicinity of the site whose generated traffic could potentially have an impact on the proposed development and its associated junctions.
- 4.4.2 A residential development of 283 dwellings including provision of public open space, associated infrastructure and engineering works and demolition of Vine Cottage has been approved south of London Road (ref: 20/01283/FUL). The development would incorporate a new footway on the southern side of London Road, to link with the existing provision to the west of the site access, plus a central pedestrian refuge to the east of the access to provide a convenient crossing point to the footway on the north side of London Road. The development has also proposed some improvements to bus facilities.
- 4.4.3 There is also a pending application for 48 residential dwellings with associated access roads on Ratby Lane (ref: 20/00848/FUL).
- 4.4.4 For consistency with those developments, the future flows assessed below take the forecasts from the TA (20/01283/FUL) which include both developments.

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5.0 TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

5.1.1 To assess the potential traffic movements from the development, trip rate data has been received from Leicestershire County Council (LCC). The trip rates and associated traffic generation is summarised below in **Table 5**.

Table 5 - Vehicle and Person TRICS Trip Rates

	Trip Rates			Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.253	0.503	0.756	38	75	113
17:00-18:00	0.466	0.283	0.749	70	42	112

5.1.2 As shown in the table above, the proposed development is predicted to generate in the order of 113 two-way vehicle movements in the AM peak and 112 two-way vehicle movements in the PM peak. This equates to, on average, 2 additional vehicle every minute, which is modest.

5.2 Traffic Distribution

5.2.1 The forecast traffic generation will be distributed using Census Journey to Work data (2011) for the Hinckley and Bosworth 001 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 6**.

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Table 6 - Summary of the Workplace Destinations from Hinckley and Bosworth MSOA

Destination	Percentage
Leicester	25.4%
North West Leicestershire	16.4%
Hinckley and Bosworth (Hinckley and Bosworth 001)	14.3% (5.7%)
Charnwood	12.7%
Blaby	11.9%
Harborough	1.8%
Oadby and Wigston	1.5%
Coventry	1.1%
Birmingham	1.0%
Nuneaton and Bedworth	1.0%
<i>Other</i>	<i>12.9%</i>

5.2.2 Based on the census data and using the most direct route to employment destinations, the distribution shows that around 6% work within Markfield, 9% distributed across the other districts in Hinckley and Bosworth, 25% will travel to Leicester and the remaining trips are mainly distributed to destinations in and around the East and West Midlands.

5.2.3 The resulting distribution is shown in **Figure 3** and the traffic assignment is shown in **Figures 4** and **5**. As can be seen in these figures, there is no inbound traffic from the south at junction 22 of the M1 despite there being outbound traffic. It is likely this is due to the lack of a right turn onto the A50 from the site. Once residents have travelled to the A50/ Leicester Road/ Markfield Lane/ Launde Road Roundabout they are nearer to junction 22 of the M1. On the return journey residents will use junction 21a of the M1 as they can turn left off the A50 onto Ratby Lane.

5.2.4 The scoping note response suggested that traffic from the south would return via junction 22 of the M1 rather than getting off at junction 21a as described above. The distribution described above was derived using Google Maps routing function. The distribution has been rechecked following the scoping note response and Google Maps confirms that returning traffic will use junction 21a. However, if the traffic were to return via junction 22 of the M1 rather than junction 21a then it would only add around 5 vehicles to the M1/ A511 roundabout.

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5.3 Background Traffic Growth

- 5.3.1 The base traffic flows will be factored up to a future year of 2031 in order to for capacity assessments to match the A511 MRN Growth Corridor assessments previously mentioned in **Section 4.0**. Local TEMPRO growth factors will be used for the Middle Super Output Area (MSOA) Hinckley and Bosworth 001 in which the site sits. The resulting factors are shown in **Table 7**.

Table 7 - TEMPRO Growth Factors for Hinckley and Bosworth 001

Road Type	2023-2031	
	AM	PM
Motorway	1.0653	1.0654
Principle	1.0545	1.0547
Minor	1.0531	1.0533

- 5.3.2 This shows that background traffic in the area around the site is predicted to increase by approximately 5.5% between 2023 and 2031 on both principle and minor roads and around 6.5% on motorways.

Transport Assessment

6.0 TRAFFIC IMPACT

- 6.1 The overall impacts are modest and dispersed. The M1/ A511 Roundabout to the north only has 14 outbound and 6 inbound trips in the AM peak hour and 8 outbound and 12 inbound trips in the PM peak hour. This is well within the average daily variation and therefore not material.
- 6.2 For the above reasons, and in line with the scoping note, a focused assessment has only occurred at the proposed site access, the Launde Road/ Ratby Lane junction and the Field Head Roundabout.
- 6.3 The ATC and CTC summarised in **Section 3.4** have been used to assess the proposed site access and the Launde Road/ Ratby Lane junction. All the junctions have been assessed using the ARCADY function of the Junctions 10 software.
- 6.4 The output for the proposed site access can be seen in **Appendix F** and a summary of the results can be seen in **Table 8** below.

Table 8 - Summary of Site Access Assessment

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2031 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Proposed Development						
Stream B-AC	0.2	7.15	0.14	0.1	6.77	0.08
Stream C-AB	0.1	5.90	0.04	0.1	7.20	0.08
Stream A – Ratby Lane N; Stream B – Site Access; Stream C – Ratby Lane S						

- 6.5 As can be seen above, the proposed site access runs well within the junction capacity with a maximum RFC of 0.14 in the AM peak hour of 2031 following the proposed development.
- 6.6 The output for the Launde Road/ Ratby Lane junction can be seen in **Appendix G** and a summary of the results can be seen in **Table 9** below.

Transport Assessment**Table 9** - Summary of Launde Road/ Ratby Lane Assessment

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Base						
Stream B-AC	0.2	8.08	0.17	0.3	8.61	0.19
Stream C-AB	0.6	5.65	0.21	0.3	6.67	0.15
2023 Base + Committed Development (20/01283/FUL and 20/00848/FUL)						
Stream B-AC	0.2	8.52	0.18	0.3	9.66	0.23
Stream C-AB	1.0	5.95	0.30	0.4	6.72	0.18
2023 Base + Committed Development + Proposed Development						
Stream B-AC	0.5	11.31	0.31	0.6	12.52	0.35
Stream C-AB	1.1	6.29	0.33	0.6	7.23	0.23
2031 Base						
Stream B-AC	0.2	8.21	0.18	0.3	8.81	0.21
Stream C-AB	0.7	5.65	0.23	0.4	6.66	0.16
2031 Base + Committed Development (20/01283/FUL and 20/00848/FUL)						
Stream B-AC	0.3	8.67	0.19	0.4	9.99	0.25
Stream C-AB	1.1	6.05	0.32	0.5	6.74	0.19
2031 Base + Committed Development + Proposed Development						
Stream B-AC	0.5	11.65	0.32	0.6	13.03	0.37
Stream C-AB	1.2	6.38	0.35	0.6	7.26	0.24
Stream A – Launde Road; Stream B – Ratby Lane N; Stream C – Ratby Lane S						

- 6.7 As can be seen above, the Launde Road/ Ratby Lane runs well within the junction capacity with a maximum RFC of 0.37 in the AM peak hour of 2031 following the proposed development.
- 6.8 The traffic implications of the development on the existing layout of the Field Head Roundabout have been assessed using the approved baseline and development flows in the TA associated with application 20/01283/FUL.
- 6.9 The output for the Field Head Roundabout can be seen in **Appendix H** and a summary of the results can be seen in **Table 10** below.

Transport Assessment**Table 10** - Summary of Field Head Roundabout Assessment

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Base						
A50 Inbound	531.9	941.57	1.37	42.8	69.64	1.01
Markfield Lane	0.9	16.11	0.45	0.5	11.15	0.30
A50 Outbound	13.0	23.72	0.92	29.7	49.29	0.99
Launde Road	32.9	194.82	1.11	1.6	20.74	0.60
Leicester Road	40.7	624.32	1.61	0.8	28.73	0.44
2023 Base + Committed Development (20/01283/FUL and 20/00848/FUL)						
A50 Inbound	565.5	1094.83	1.39	51.7	81.44	1.03
Markfield Lane	0.9	16.26	0.45	0.6	12.06	0.34
A50 Outbound	13.6	24.85	0.93	44.7	68.81	1.02
Launde Road	74.3	37984	1.29	3.0	30.33	0.74
Leicester Road	44.0	760.22	1.66	1.0	35.88	0.50
2023 Base + Committed Development + Proposed Development						
A50 Inbound	613.4	1219.25	1.40	68.4	103.03	1.05
Markfield Lane	0.9	16.49	0.45	0.6	12.47	0.34
A50 Outbound	14.2	25.91	0.93	49.8	75.52	1.02
Launde Road	114.5	553.04	1.46	4.6	41.73	0.83
Leicester Road	45.5	794.81	1.68	1.2	42.76	0.54
2031 Base						
A50 Inbound	686.4	1322.50	1.43	91.8	130.90	1.07
Markfield Lane	0.9	16.53	0.47	0.5	11.80	0.32
A50 Outbound	26.1	44.25	0.98	70.5	99.11	1.05
Launde Road	71.5	409.80	1.33	2.1	25.65	0.66
Leicester Road	60.2	1371.736	2.00	1.1	36.80	0.51
2031 Base + Committed Development (20/01283/FUL and 20/00848/FUL)						
A50 Inbound	722.7	1404.61	1.45	103.99	164.94	1.09
Markfield Lane	1.0	16.70	0.47	0.6	12.67	0.36
A50 Outbound	28.0	46.88	0.98	94.7	128.30	1.07
Launde Road	115.5	622.36	1.53	3.9	37.87	0.79
Leicester Road	63.2	1435.25	2.02	1.3	44.74	0.56
2031 Base + Committed Development + Proposed Development						
A50 Inbound	751.6	1459.45	1.46	124.1	173.55	1.11
Markfield Lane	1.0	16.93	0.48	0.6	12.95	0.36
A50 Outbound	29.6	49.25	0.99	101.0	136.55	1.08
Launde Road	158.7	915.12	1.71	6.2	54.31	0.87
Leicester Road	65.5	1486.60	2.03	1.6	54.27	0.62

Transport Assessment

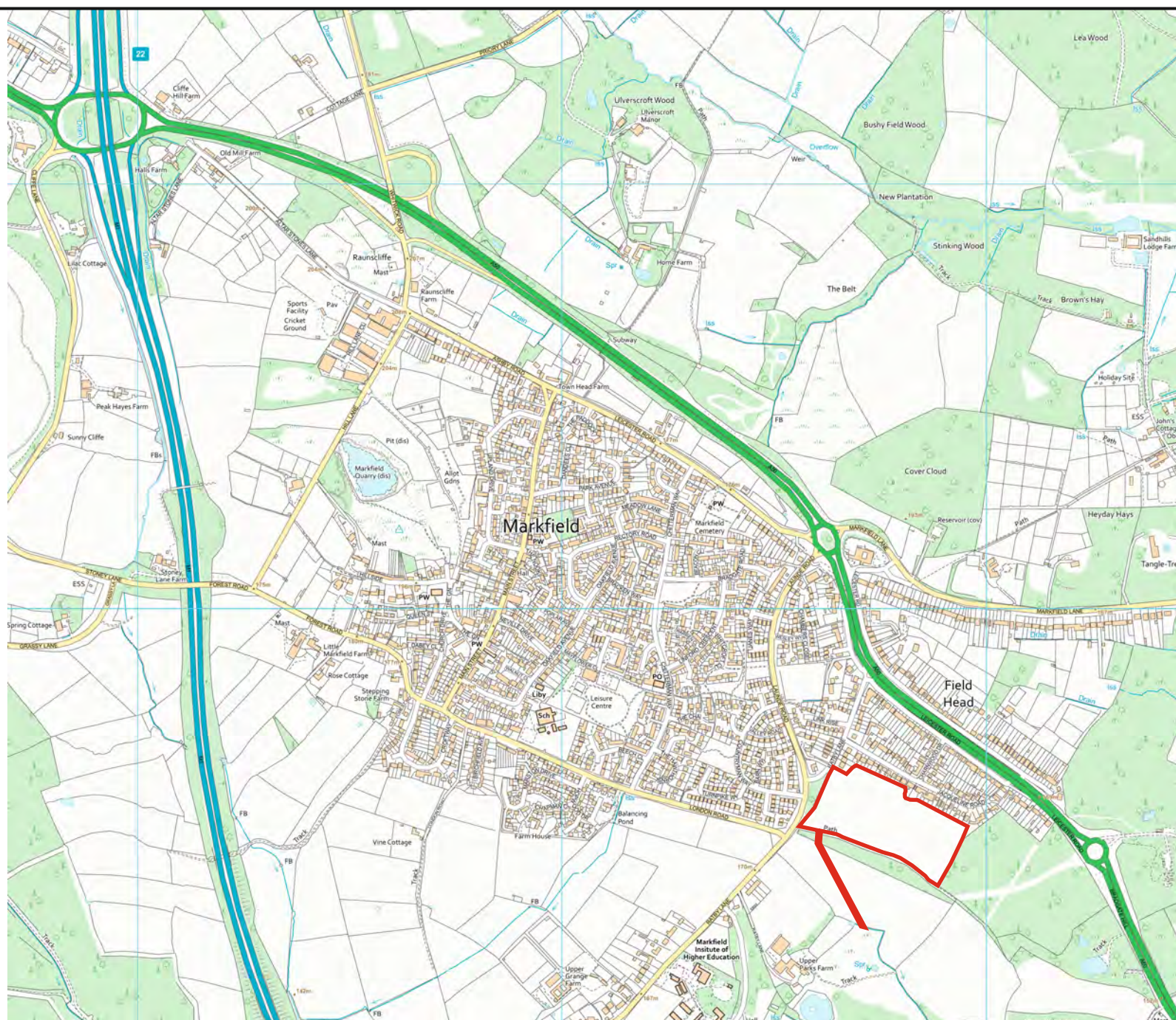
- 6.10 The values in **Table 10** above shows that the roundabout is running over capacity with 2023 flows. However, it is clear that the proposed development will have no material or significant change on traffic flows or operation of the roundabout.
- 6.11 The A511 MRN Growth Corridor proposals identified the traffic flow issues on the roundabout and proposed signalling the main arms. The proposed signalisation was assessed using LINSIG. The full output can be seen in **Appendix I**. This shows that the signalised junction will run under capacity following the proposed development reducing queueing at all arms of the roundabout.
- 6.12 This confirms that the proposed improvements would also accommodate the proposed development.

Transport Assessment

7.0 CONCLUSION

- 7.1 David Tucker Associates (DTA) has been commissioned by Taylor Wimpey (UK) Ltd. to review the transport implications of the proposed residential development to provide up to 150 dwellings on the land at Ratby Lane, Markfield, Leicestershire.
- 7.2 This report has reviewed the accessibility of the site in line with local and national policy and demonstrates that the site is well located in terms of sustainable accessibility, with good foot/ cycle connectivity and opportunities for travelling by public transport.
- 7.3 A review of the most recent five-year personal injury collision data for the adjacent highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the development proposals.
- 7.4 A review of traffic generation resulting from the development of the site has been undertaken and demonstrates that the impact of the development proposals on the local highway network will be negligible.
- 7.5 Overall, it is concluded that the development is in full accordance with the transport policy tests for new developments as set out in the National Planning Policy Framework.

Figures



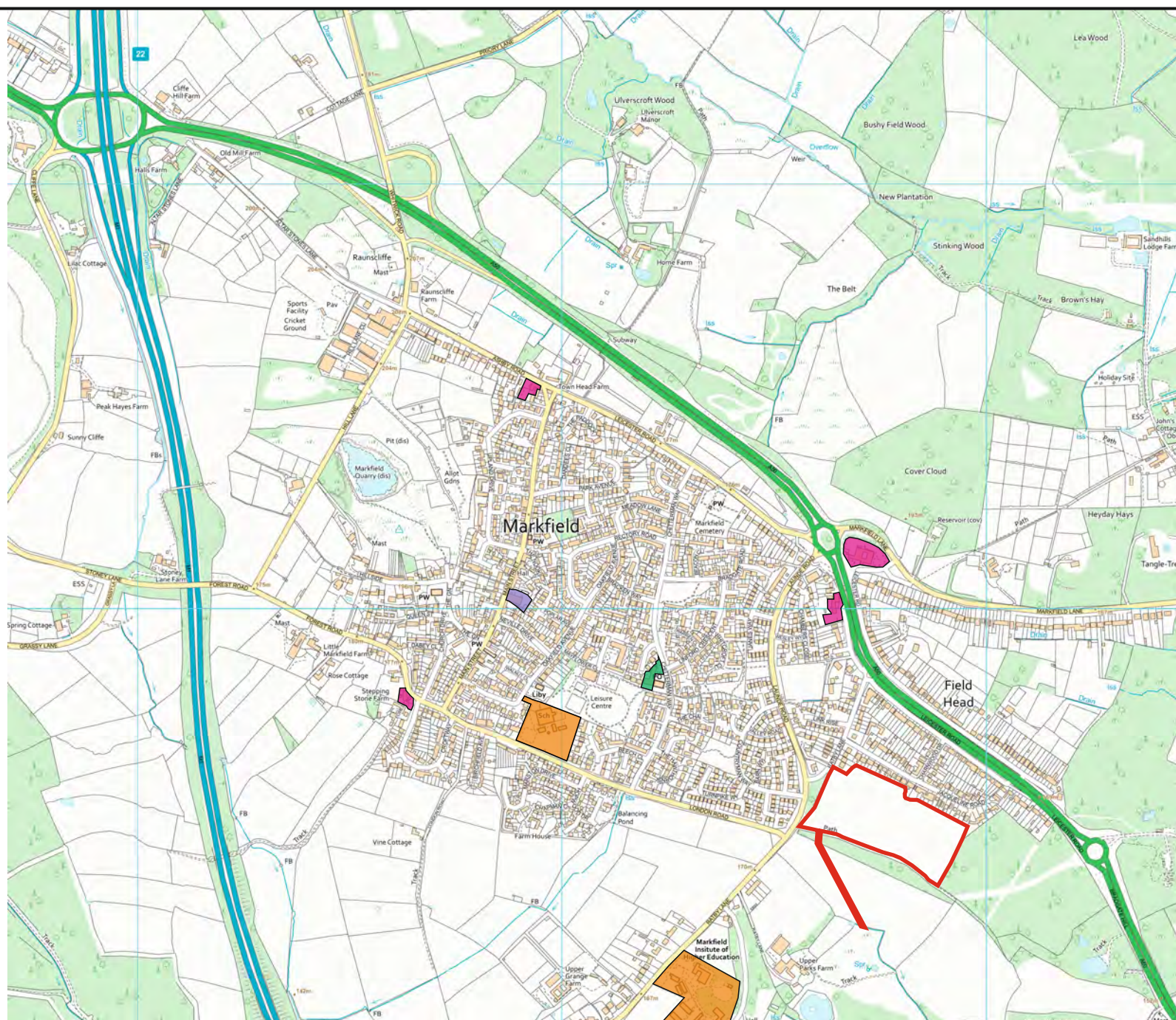
David Tucker Associates
 Transport Planning Consultancy
 Forester House, Doctors Lane, Henley-in-Arden
 Warwickshire, B95 5AW
 Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
 www.dtatransportation.co.uk

Notes:
 [Red Outline] Site Location

Figure 1a
 Drawing Title Site Location Plan
 Job Title South of Jacqueline Road, Markfield
 Client Taylor Wimpey (UK) Ltd

Scale : NTS





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Notes:

- Site Location
- Medical
- School

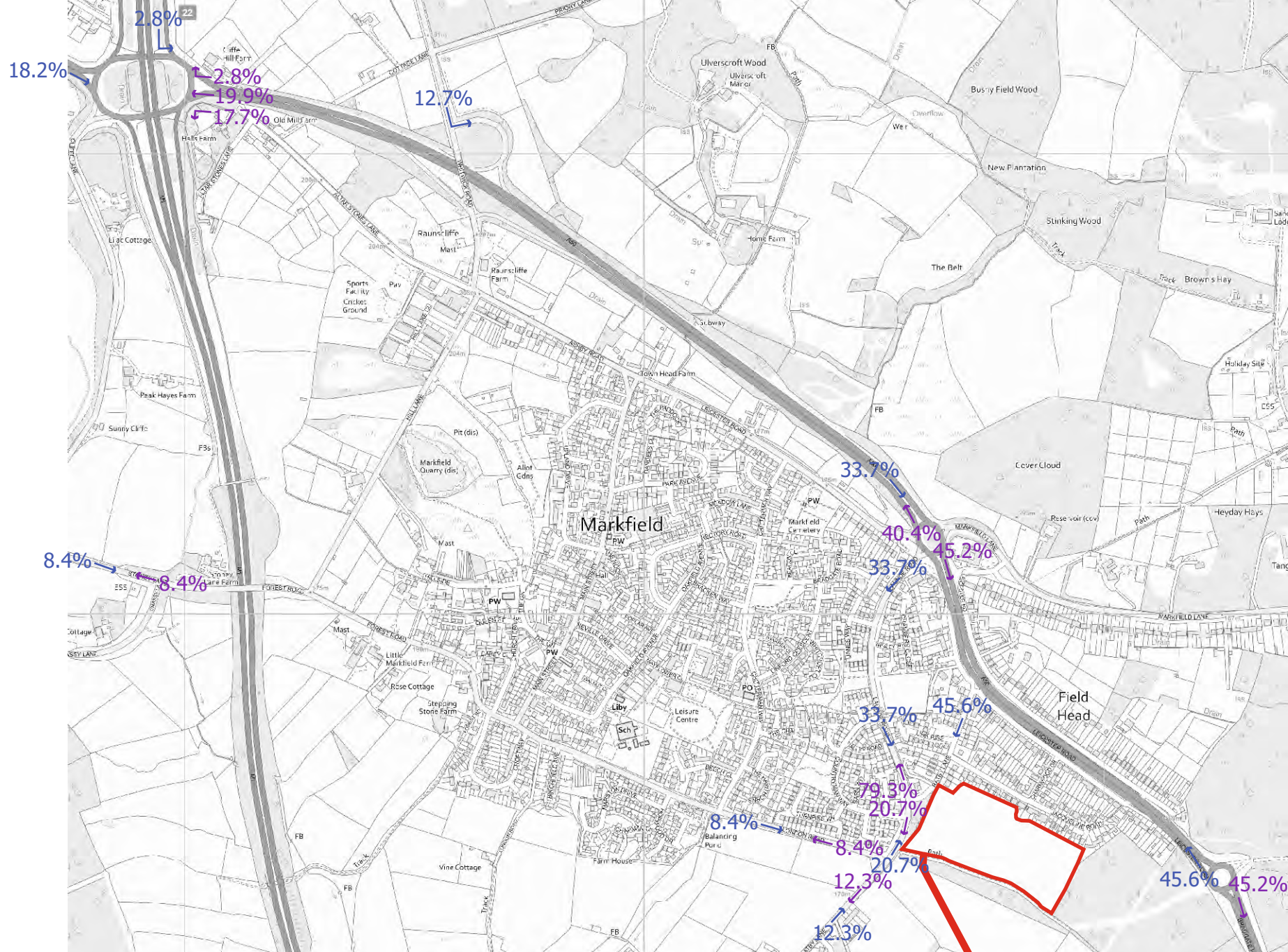
- Food Retail
- Public House

Figure 2a
 Drawing Title
 Job Title
 Client

Local Facilities Plan
 South of Jacqueline Road, Markfield
 Taylor Wimpey (UK) Ltd

Scale : NTS





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Notes:

□ Site Location

→ Departing Traffic

→ Arriving Traffic

Figure 3a

Drawing Title

Job Title

Client

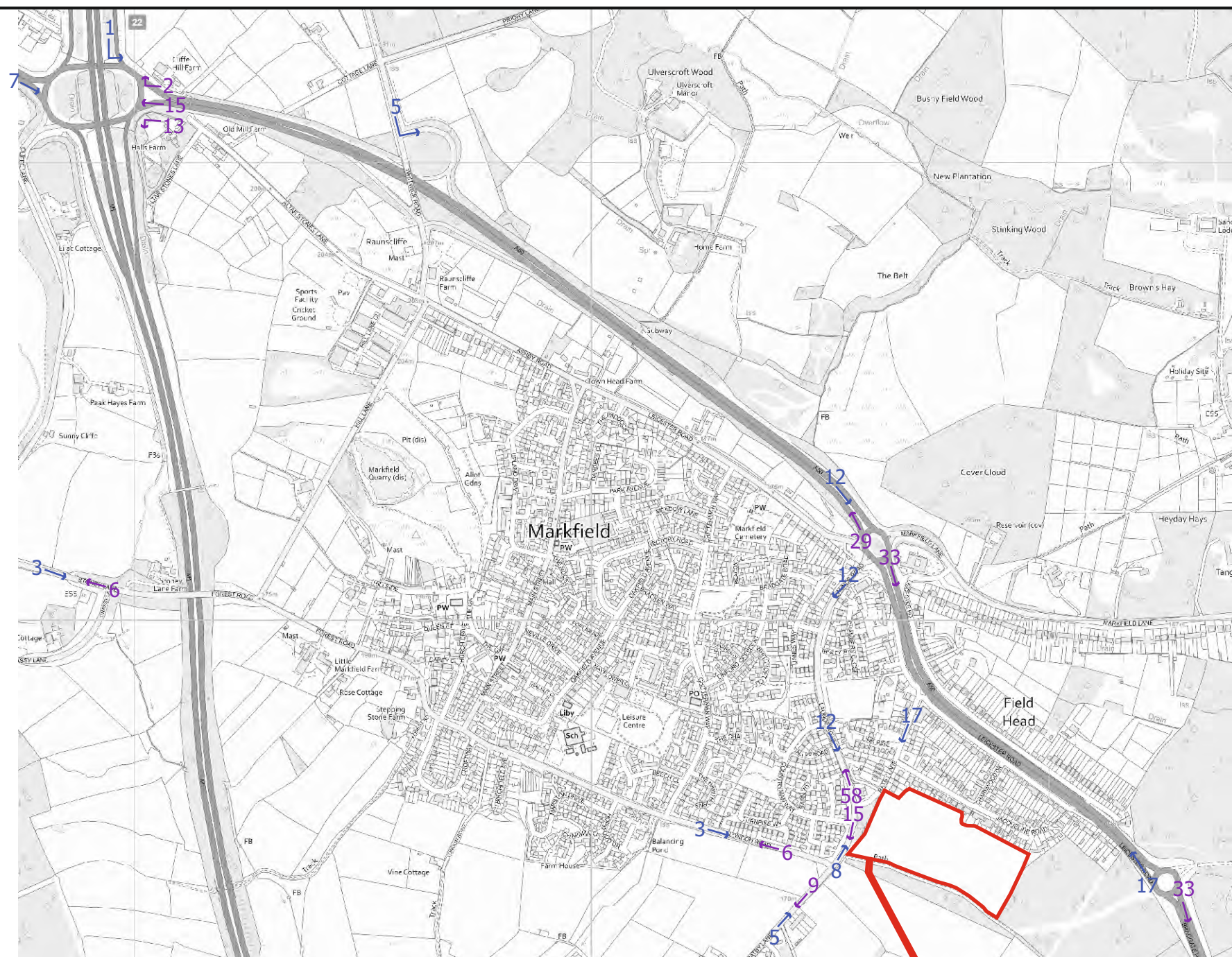
Traffic Distribution

South of Jacqueline Road, Markfield

Taylor Wimpey (UK) Ltd

Scale : NTS





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Notes:

- Site Location
- Departing Traffic
- Arriving Traffic

Figure 4

Drawing Title

Job Title

Client

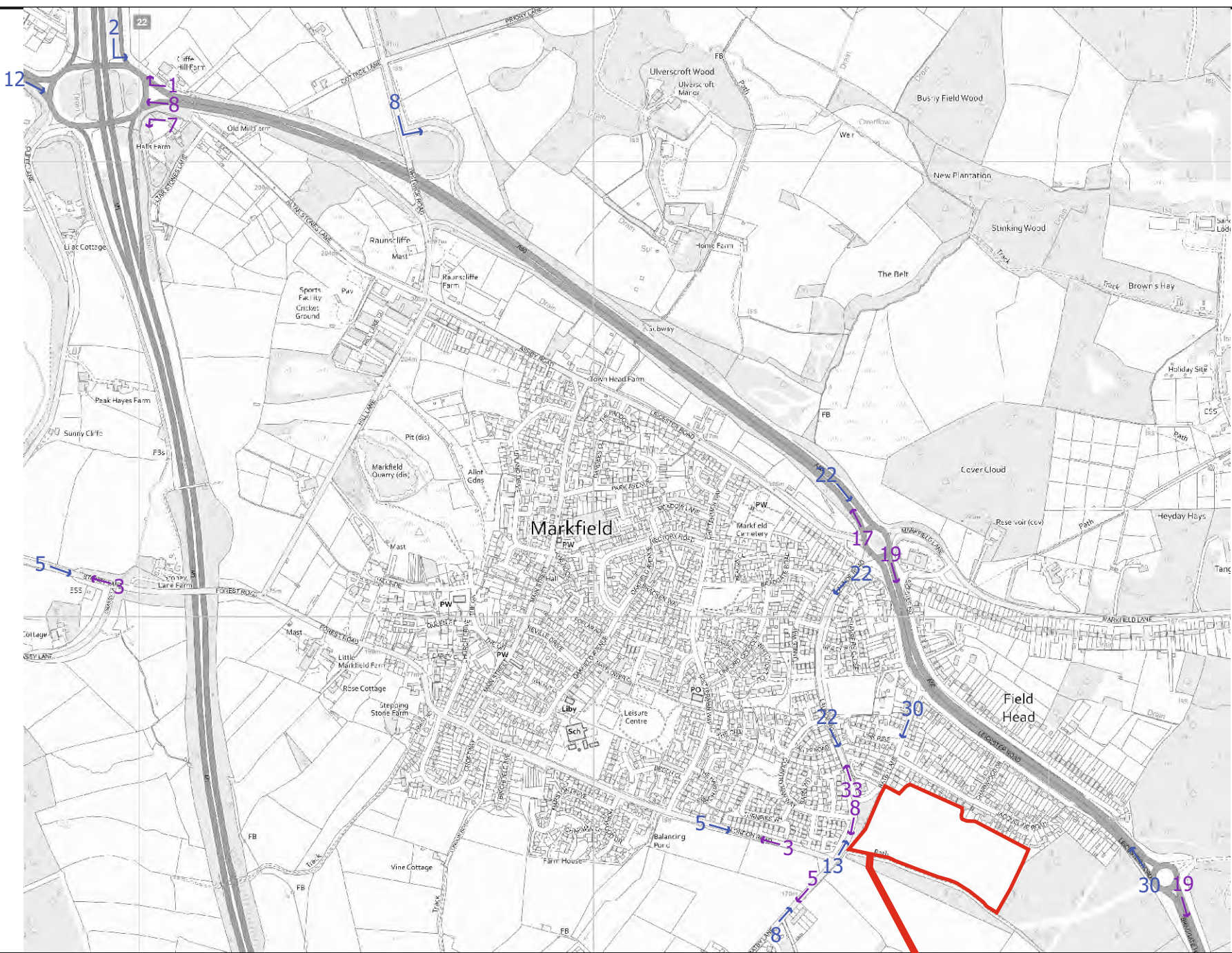
Traffic Assignment - AM

Land South of Jacqueline Road

Taylor Wimpey (UK) Ltd

Scale : NTS





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Notes:

- Site Location
- Departing Traffic
- Arriving Traffic

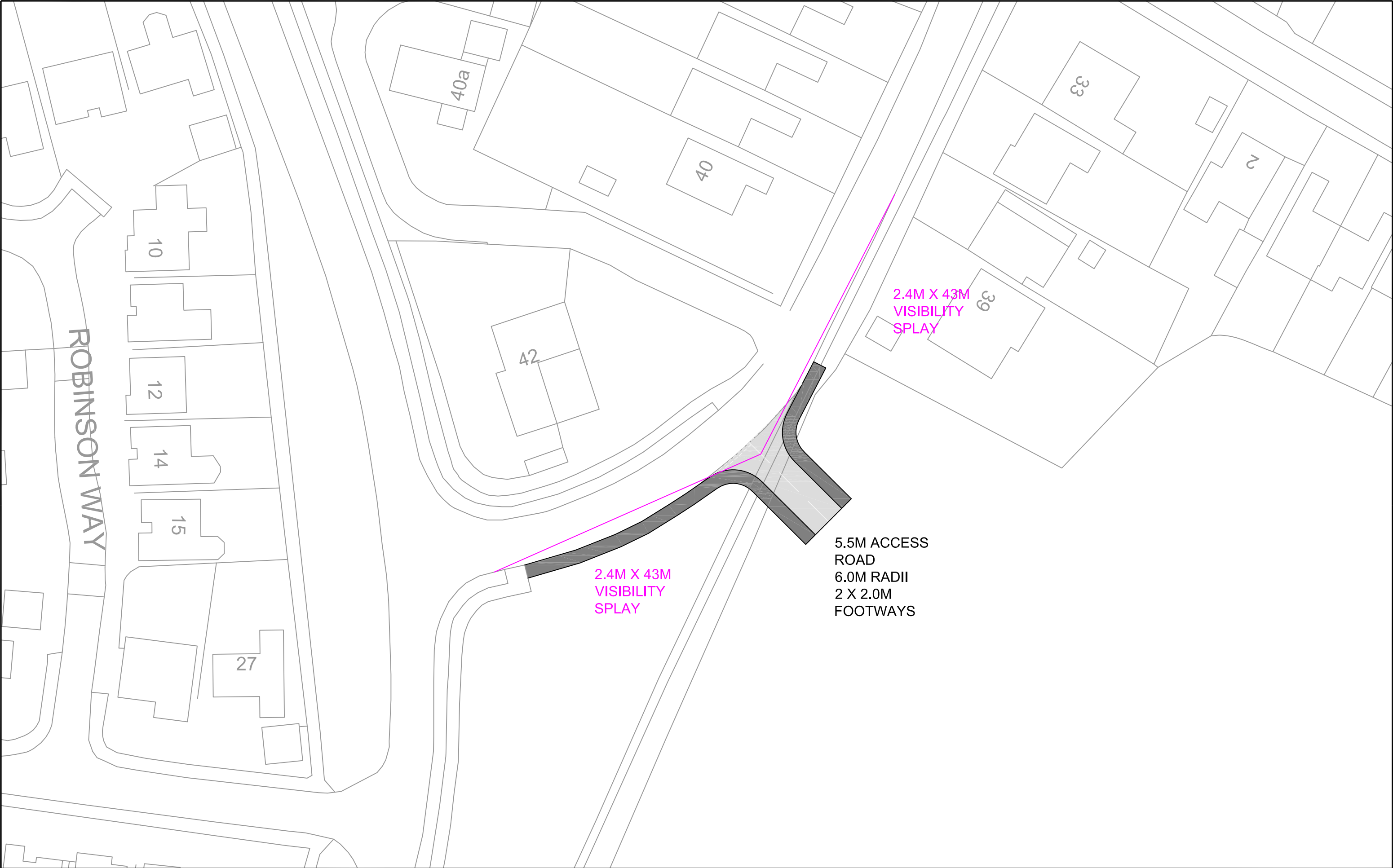
Figure 5
 Drawing Title
 Job Title
 Client

Traffic Assignment - PM
 Land South of Jacqueline Road
 Taylor Wimpey (UK) Ltd

Scale : NTS



Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants

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JOB TITLE		CLIENT		
Land south of Jacqueline Road		Taylor Wimpey		
DRAWING TITLE				
Site Access Northern Site Priority T Junction				
SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/500@A3	BP	June2020	22052-01	

Appendix A

Land Use Budget

Open Space Typology Policy 19: Green Space and Play Provision (Core Strategy 2009)	ha/1000 population	Requirement for development of 130 homes/312 people based on 2.4 occupancy rate (ha)	Amount provided on site (ha)
Equipped Children's Play Space	0.15	0.0468	0.048
Casual/Informal Play Space	0.7	0.2184	0.47
Outdoor sports provision	1.6	0.4992	-
Accessible Natural Green Space	2	0.624	0.92
Total		1.3884	1.438

*1.438ha equates to 24% of the Site
area



Site Boundary: 5.97ha

Residential developable area: 3.63ha
(Up to 130 dwellings @ 36dph)

Potential location for bungalows

Proposed location for foul pump station

Access & Movement

Proposed vehicular access point

Proposed spine road through the development

Proposed secondary streets leading off the spine road

Proposed private drives and lanes

Proposed shared spaces

Existing public footpath

Proposed recreational routes

Green Infrastructure

Existing vegetation

Proposed amenity and informal open space (to include new landscaping, tree planting and SuDS features)

Proposed new woodland planting

Proposed location for children's play area
LEAP - Local Equipped Area for Play

Proposed locations for trim trail stations

Proposed locations for sustainable drainage features (attenuation basins)

Proposed surface water outfall to existing watercourse

Surrounding Context

Existing contours

Existing bus routes

D	12/12/22	RC	Amendments based on landscape input
C	05/07/21	SM	Pump station amended
Rev	Date	By	Description

Dixies Barns, High Street,
Ashwell, Hertfordshire SG7 5NT
t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

Project

Land at Ratby Lane, Markfield, Leicestershire

Title

Development Framework Plan

Client

Taylor Wimpey UK Ltd

Scale

1:1250 @ A2

Drawn

SM

Date

May 2021

Checked

RR

Drawing No.

CSA/2550/118

Rev

D

Appendix B

From: [Harry Horsley](#)
To: [Simon Tucker](#)
Subject: RE: 22052 - Markfield
Date: 16 November 2020 11:30:49
Attachments: [22052-02b Scoping Note.pdf](#)

Hi Simon,

Hope this finds you well.

General scope of the assessment looks fine. Would just make the following suggestions for your consideration:

- The access geometry is in general accordance with LHDG. Will be subject to RSA1 & designers response etc in the normal way. It appears to bisect the existing footway along Ratby Lane so this will just need incorporating into your access proposals as you appear to have shown to enable continued pedestrian use, include dropped kerbs / tactiles etc as necessary. There will also be some street furniture to relocate however no issue with this through detailed design.
- I've checked paragraph 6.2.3 against online routing software and it suggests traffic would return via J22 of the M1 rather than getting off at J21A, A46, A50... This applies to longer distance trips using the M1 but agree trips from Glenfield, Leicester etc would likely return along the A50 and then turn left at the Ratby Lane junction prior to the Field Head roundabout.
- I don't believe Figures 5 or 6 were attached to the note however understand the approach as per the text, Table 4 and Figure 4. Figures 5 and 6 would have just quantified the assignment so can be included within the TA when submitted.
- Regarding growing base flows it'd be useful to growth the observed counts to represent the base year and base model ran accordingly. In normal circumstances this would also enable the base model to be validated against observed conditions however appreciate that's not likely to be possible with the circumstances brought about by Covid-19. The current base model is 2017 matching the counts.
- Regarding committed developments I am only aware of 20/00848/FUL: Ratby Lane, Markfield - 48 dwellings which is currently pending so be worth keeping an eye on that. Depending on timeframe for submission there may be others emerge / allocated however no others currently live that I am aware of. H&BBC could confirm their requirements in this regard.
- PROW colleagues would be consulted on a formal application and would assumingly require the footpath which runs along the southern boundary of the red line to be maintained / enhanced as appropriate.
- Travel Plan required as per policy context outlined in the scoping note for the scale of development envisaged.

Hope this helps but happy to discuss as required. This email represents my personal officer recommendation based on a limited desktop review only and therefore wouldn't prejudice the highway authority's future position in relation to this or any other matter.

Kind regards,

Harry

a

Highway Development Management
0116 305 4562
harry.horsley@leics.gov.uk

Please Note: In line with Government Guidance for COVID-19, all site visits and face-to-face meetings are to be cancelled/rescheduled where they are unable to be conducted electronically (skype etc.). There is also a likelihood of a delay in providing a response to your query or concern at this time due to the impact of the COVID-19 restrictions. More details on the Council's policy on social distancing and how it will affect services can be found [here](#).

From: Simon Tucker <SJT@dtatransportation.co.uk>

Sent: 07 October 2020 15:12

To: Harry Horsley <Harry.Horsley@leics.gov.uk>

Cc: Rose Tinley <RT@dtatransportation.co.uk>; Ellie Gale - TW East Midlands

<Ellie.Gale@taylorwimpey.com>; Mark Knight - TW Strategic Land

<Mark.Knight@taylorwimpey.com>

Subject: 22052 - Markfield

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Harry, Hope you are well.?

Further to our call a couple of weeks ago I have prepared the attached scoping note for your review and comment. Perhaps we could set up a further call once you have had the chance to digest?

Many thanks

Simon

Kind regards

Simon Tucker
David Tucker Associates
Transport Planning Consultants

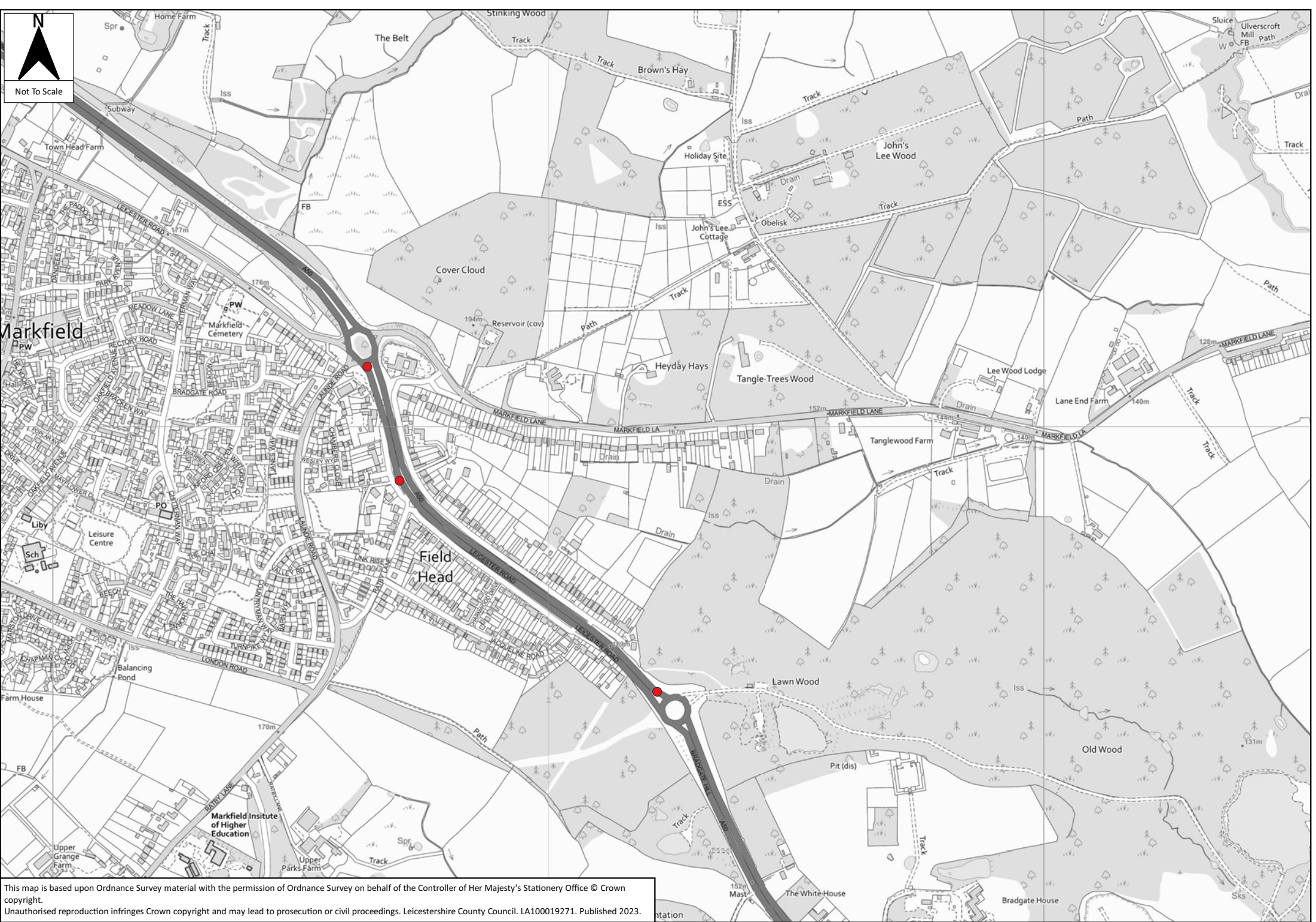
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Appendix C



Accidents between dates 01/01/2020 and 31/01/2023 (37) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker A50 Markfield 15.07.2020")

Selected Polygon:David Tucker A50 Markfield 15.07.2020

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000432	20/07/2020	450220	309464	Fine without high winds	Dry	Daylight	Slight

Location: A50 BRADGATE HILL GROBY APPROACHING QUARRY ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NW	SE
Car	Jct Approach	Stopping	NW	SE

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 31/01/2023 (37) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker A50 Markfield 15.07.2020")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001171	28/10/2020	449700	309890	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

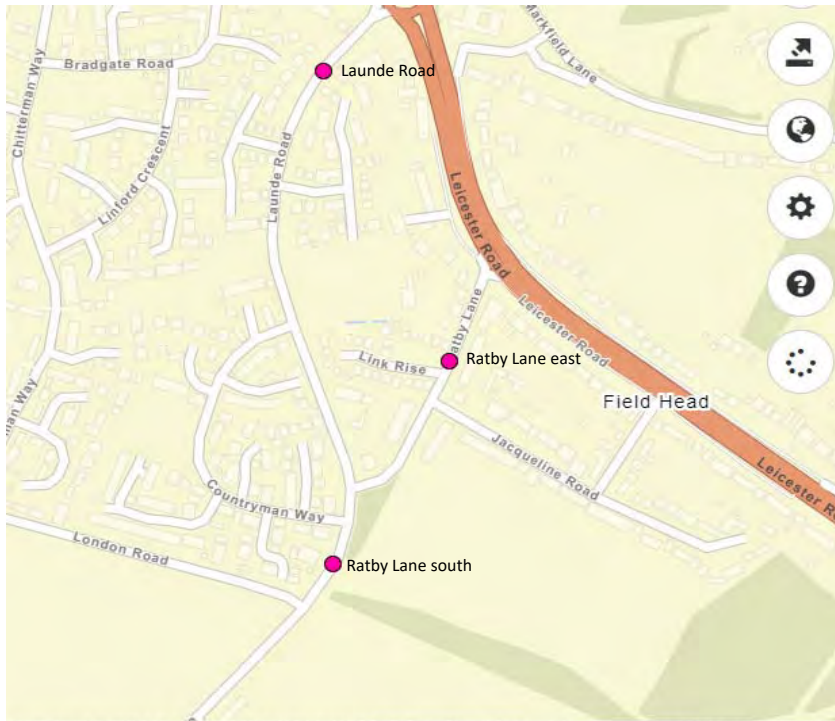
Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	S	S
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 3

Appendix D



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

		24 Hour Volume		Speed (7 day)	
		5 Day	7 Day	85th %ile	Mean
Launde Road	Northeastbound	3,420	3,132	38.0 mph	33.6 mph
	Southwestbound	2,881	2,655	38.5 mph	34.4 mph
	Combined	6,301	5,787	38.2 mph	34.0 mph
Ratby Lane south	Northeastbound	3,630	3,286	38.2 mph	32.5 mph
	Southwestbound	3,285	3,000	39.7 mph	33.5 mph
	Combined	6,914	6,286	39.0 mph	33.0 mph
Ratby Lane east	Northeastbound	531	481	30.7 mph	24.7 mph
	Southwestbound	689	637	30.3 mph	25.5 mph
	Combined	1,220	1,118	30.4 mph	25.2 mph

Quick links

[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

Multi-Day Volume Report LEICESTERSHIRE_TEMP 000008029992 2023-01-30 to 2023-02-05

Site Name 000008029992
 Site ID 000008029992
 Grid 449542310069
 Description Launde Road, north of Janes Way

Setup LEICS_TUBES
 Lanes Each Lane
 Time Period 1 hour
 Class Any
 Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions										
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	11	17	27	25	19	36	40	20	25	175
01:00:00	3	8	10	11	7	17	17	8	10	73
02:00:00	2	8	5	5	8	12	4	6	6	44
03:00:00	3	6	8	14	7	9	6	8	8	53
04:00:00	20	22	19	24	17	12	10	20	18	124
05:00:00	74	70	97	88	82	31	17	82	66	459
06:00:00	248	250	252	253	228	57	34	246	189	1322
07:00:00	533	561	597	581	540	117	77	562	429	3006
08:00:00	630	642	602	595	537	215	133	601	479	3354
09:00:00	414	414	379	359	346	331	339	382	369	2582
10:00:00	320	332	315	339	329	401	411	327	350	2447
11:00:00	309	312	320	309	357	388	428	321	346	2423
12:00:00	329	346	338	357	398	395	410	354	368	2573
13:00:00	330	289	348	324	472	430	441	353	376	2634
14:00:00	352	389	356	356	451	381	391	381	382	2676
15:00:00	423	498	514	473	554	383	368	492	459	3213
16:00:00	565	595	589	654	578	376	366	596	532	3723
17:00:00	529	573	576	613	515	317	283	561	487	3406
18:00:00	321	345	398	382	337	264	188	357	319	2235
19:00:00	213	217	216	215	207	139	144	214	193	1351
20:00:00	139	134	134	175	145	110	102	145	134	939
21:00:00	99	117	114	131	115	85	77	115	105	738
22:00:00	82	109	132	68	92	87	34	97	86	604
23:00:00	50	45	82	44	45	65	23	53	51	354
07-19	5055	5296	5332	5342	5414	3998	3835	5288	4896	34272
06-22	5754	6014	6048	6116	6109	4389	4192	6008	5517	38622
06-24	5886	6168	6262	6228	6246	4541	4249	6158	5654	39580
00-24	5999	6299	6428	6395	6386	4658	4343	6301	5787	40508
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	10:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	630	642	602	595	540	401	428	601	479	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	13:00:00	13:00:00	16:00:00	16:00:00	
Peak Volume	565	595	589	654	578	430	441	596	532	
Northeastbound										
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	6	9	11	13	8	14	18	9	11	79
01:00:00	1	3	5	5	3	11	9	3	5	37
02:00:00	1	6	3	3	5	7	4	4	4	29
03:00:00	3	1	5	7	5	5	4	4	4	30
04:00:00	14	17	16	20	12	9	8	16	14	96
05:00:00	53	43	60	55	51	17	8	52	41	287
06:00:00	150	158	166	157	154	40	25	157	121	850
07:00:00	344	363	367	375	353	76	48	360	275	1926
08:00:00	387	444	376	385	355	147	72	389	309	2166
09:00:00	237	215	219	222	208	204	162	220	210	1467
10:00:00	198	203	170	187	199	234	273	191	209	1464
11:00:00	152	170	186	167	198	218	254	175	192	1345
12:00:00	167	169	184	178	200	203	218	180	188	1319
13:00:00	172	158	179	160	259	200	225	186	193	1353
14:00:00	184	203	173	182	223	214	227	193	201	1406
15:00:00	232	239	266	240	281	181	146	252	226	1585
16:00:00	290	282	292	318	267	189	190	290	261	1828
17:00:00	238	258	254	256	214	160	137	244	217	1517
18:00:00	154	167	204	185	169	128	102	176	158	1109
19:00:00	91	107	100	91	115	71	80	101	94	655

20:00:00	80	64	65	89	47	52	54	69	64	451
21:00:00	46	60	56	77	58	45	40	59	55	382
22:00:00	40	64	89	40	46	41	13	56	48	333
23:00:00	32	27	62	24	25	33	7	34	30	210
07-19	2755	2871	2870	2855	2926	2154	2054	2855	2641	18485
06-22	3122	3260	3257	3269	3300	2362	2253	3242	2975	20823
06-24	3194	3351	3408	3333	3371	2436	2273	3331	3052	21366
00-24	3272	3430	3508	3436	3455	2499	2324	3420	3132	21924
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	
Peak Volume	387	444	376	385	355	234	273	389	309	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00	14:00:00	16:00:00	16:00:00	
Peak Volume	290	282	292	318	281	214	227	290	261	
Southwestbound										
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	5	8	16	12	11	22	22	10	14	96
01:00:00	2	5	5	6	4	6	8	4	5	36
02:00:00	1	2	2	2	3	5	0	2	2	15
03:00:00	0	5	3	7	2	4	2	3	3	23
04:00:00	6	5	3	4	5	3	2	5	4	28
05:00:00	21	27	37	33	31	14	9	30	25	172
06:00:00	98	92	86	96	74	17	9	89	67	472
07:00:00	189	198	230	206	187	41	29	202	154	1080
08:00:00	243	198	226	210	182	68	61	212	170	1188
09:00:00	177	199	160	137	138	127	177	162	159	1115
10:00:00	122	129	145	152	130	167	138	136	140	983
11:00:00	157	142	134	142	159	170	174	147	154	1078
12:00:00	162	177	154	179	198	192	192	174	179	1254
13:00:00	158	131	169	164	213	230	216	167	183	1281
14:00:00	168	186	183	174	228	167	164	188	181	1270
15:00:00	191	259	248	233	273	202	222	241	233	1628
16:00:00	275	313	297	336	311	187	176	306	271	1895
17:00:00	291	315	322	357	301	157	146	317	270	1889
18:00:00	167	178	194	197	168	136	86	181	161	1126
19:00:00	122	110	116	124	92	68	64	113	99	696
20:00:00	59	70	69	86	98	58	48	76	70	488
21:00:00	53	57	58	54	57	40	37	56	51	356
22:00:00	42	45	43	28	46	46	21	41	39	271
23:00:00	18	18	20	20	20	32	16	19	21	144
07-19	2300	2425	2462	2487	2488	1844	1781	2432	2255	15787
06-22	2632	2754	2791	2847	2809	2027	1939	2767	2543	17799
06-24	2692	2817	2854	2895	2875	2105	1976	2827	2602	18214
00-24	2727	2869	2920	2959	2931	2159	2019	2881	2655	18584
am Peak	08:00:00	09:00:00	07:00:00	08:00:00	07:00:00	11:00:00	09:00:00	08:00:00	08:00:00	
Peak Volume	243	199	230	210	187	170	177	212	170	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	15:00:00	17:00:00	16:00:00	
Peak Volume	291	315	322	357	311	230	222	317	271	

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Notes on data: Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events: None

Speed Statistics Report LEICESTERSHIRE_TEMP 000008029992 2023-01-30 to 2023-02-05

Site Name 000008029992
Site ID 000008029992
Grid 449542310069
Description Launde Road, north of Janes Way

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any
Speed units mph

Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions																	
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins				90th	--> 95th	% over limit (40mph) by:				% > ACPO
							32	50th	75th	85th			0%	5%	10%	15%	
00:00:00	175	35.2	4.7	26.9	30.5		32	35.4	37.9	39.6	41.4	42.9	13.7	6.9	2.9	1.1	1.1
01:00:00	73	35.7	5.3	27.8	29.6		31.6	35.7	39.6	41.3	43.4	45.4	21.9	12.3	6.8	4.1	4.1
02:00:00	44	36.7	4.7	28.9	32		32.7	36.6	39.4	42.1	44.8	45.2	22.7	15.9	11.4	2.3	2.3
03:00:00	53	36.8	5.6	26.2	32.1		33.6	35.3	40.8	41.8	44	49.6	28.3	13.2	9.4	7.5	7.5
04:00:00	124	37.5	5.3	29.3	32.6		33.9	36.8	40.5	42.6	45.1	47.1	28.2	16.9	12.9	7.3	7.3
05:00:00	459	37.1	4.6	29.9	32.8		34.4	37	39.6	41.3	42.8	45.4	22.9	12.6	8.1	3.7	3.7
06:00:00	1322	35.7	4.6	28.8	31.5		33.1	35.7	38.4	40	41.4	43.3	15	8.1	4.3	1.4	1.4
07:00:00	3006	32.8	5.9	21.1	28.7		30.7	33.5	36.2	37.7	38.6	40.3	5.3	2.4	1.1	0.6	0.6
08:00:00	3354	32.5	6.4	21	27.8		30.2	33.3	36.2	37.7	38.8	40.6	6.3	3	1.2	0.5	0.5
09:00:00	2582	34	4.3	27.3	29.9		31.4	34.1	36.6	38	39.1	41	7.3	3.2	1.6	0.8	0.8
10:00:00	2447	33.7	4.3	27.2	29.9		31.2	33.8	36.2	37.8	38.8	40.4	5.9	2.3	0.9	0.3	0.3
11:00:00	2423	34	4.5	27.4	30		31.4	34.1	36.6	38.2	39.3	41	7.3	3.5	1.2	0.7	0.7
12:00:00	2573	34.1	4.2	27.4	30.3		31.7	34.2	36.6	38.1	39	40.8	7.1	2.7	1	0.4	0.4
13:00:00	2634	34.3	4.4	27.9	30.2		31.6	34.1	36.9	38.5	39.6	41.1	8	3.5	1.5	0.9	0.9
14:00:00	2676	33.9	4.4	27.3	29.9		31.4	34	36.5	38	39	40.9	7.1	3.1	1.3	0.5	0.5
15:00:00	3213	34	4.2	27.6	30.2		31.6	34.1	36.5	37.9	38.9	40.7	6.6	2.8	1.2	0.5	0.5
16:00:00	3723	34.2	4	27.8	30.5		31.9	34.2	36.5	38	39	40.5	6.4	2.6	1.1	0.5	0.5
17:00:00	3406	33.6	4.3	26.7	29.5		31	33.6	36.1	37.7	38.9	40.6	6.4	2.8	1.3	0.6	0.6
18:00:00	2235	34.2	4.3	27.6	30		31.3	34.1	36.7	38.3	39.3	41.1	8	3.7	1.9	0.7	0.7
19:00:00	1351	35	4.5	28	30.6		32.1	34.8	37.5	39.2	40.6	42.6	11.6	6.1	3.3	1.6	1.6
20:00:00	939	34.5	4.7	27.5	30		31.7	34.5	37.1	38.7	40.2	42.6	10.2	6	2.9	1.2	1.2
21:00:00	738	34.7	4.7	27.8	30.3		31.9	34.4	37.5	39	40.6	42.8	11.8	5.8	3.4	1.9	1.9
22:00:00	604	34.8	5	27.2	29.9		31.6	34.6	37.8	39.8	41	43.3	13.2	7.3	3.6	2.2	2.2
23:00:00	354	35	4.7	27.4	30.2		31.8	34.8	38.1	40.1	41.3	42.6	15	6.8	2.5	1.4	1.4
07-19	34272	33.7	4.7	26.7	29.8		31.3	33.9	36.5	38	39	40.7	6.8	2.9	1.3	0.6	0.6
06-22	38622	33.9	4.7	26.8	29.9		31.4	34	36.6	38.1	39.2	41	7.4	3.4	1.5	0.7	0.7
06-24	39580	33.9	4.7	26.8	29.9		31.4	34	36.6	38.2	39.3	41.1	7.5	3.4	1.6	0.7	0.7
00-24	40508	34	4.8	26.9	29.9		31.4	34.1	36.7	38.2	39.4	41.2	7.9	3.6	1.7	0.8	0.8
am Peak	08:00:00	04:00:00	08:00:00	05:00:00	05:00:00	05:00:00	05:00:00	03:00:00	04:00:00	04:00:00	03:00:00	03:00:00	04:00:00	04:00:00	03:00:00	03:00:00	
Peak Value	3354	37.5	6.4	29.9	32.8		34.4	37	40.8	42.6	45.1	49.6	28.3	16.9	12.9	7.5	7.5
pm Peak	16:00:00	19:00:00	22:00:00	19:00:00	19:00:00	19:00:00	19:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	23:00:00	22:00:00	22:00:00	22:00:00	
Peak Value	3723	35	5	28	30.6		32.1	34.8	38.1	40.1	41.3	43.3	15	7.3	3.6	2.2	2.2
Northeastbound																	
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins				90th	--> 95th	% over limit (40mph) by:				% > ACPO
							31.8	50th	75th	85th			0%	5%	10%	15%	
00:00:00	79	34.7	4.7	25.2	30.2		31.8	35.3	37.3	39.4	40.2	42.2	10.1	5.1	2.5	1.3	1.3
01:00:00	37	35.8	5.9	25.7	29		30.4	35.9	39.7	43	43.9	46.7	21.6	16.2	8.1	5.4	5.4
02:00:00	29	37.5	4.5	29.3	32.1		33.9	37.2	41	43.4	44.9	45.1	27.6	20.7	13.8	0	0
03:00:00	30	38.1	5.7	26.1	33.1		34.8	37.7	41.5	43.3	46.8	50.2	36.7	16.7	13.3	10	10
04:00:00	96	38.3	5	31	33.3		34.3	38.2	41.1	43.9	45.2	47.7	33.3	18.8	14.6	7.3	7.3
05:00:00	287	36.6	4.8	29.1	32.6		33.8	36.4	39.4	41.2	42.8	45.3	20.2	12.5	8	3.5	3.5
06:00:00	850	35.4	4.7	28.4	31.2		32.9	35.4	38	39.7	41.1	43.2	13.4	7.3	4.1	1.2	1.2
07:00:00	1926	31.8	6.4	18.1	27.1		29.6	32.8	35.5	37	38.1	39.6	4.2	1.9	0.8	0.4	0.4
08:00:00	2166	31.7	7.1	15.9	26.8		29.4	32.9	35.9	37.6	38.6	40.4	5.7	2.7	1	0.4	0.4
09:00:00	1467	34	4.5	27.1	29.8		31.3	34	36.7	38.2	39.4	41.4	8	3.5	1.6	0.8	0.8
10:00:00	1464	33.7	4.4	27.3	29.9		31.3	33.8	36.1	37.7	38.7	40.4	5.9	2.5	1.1	0.5	0.5
11:00:00	1345	33.9	4.5	27.4	30		31.5	34.1	36.6	38.1	39.1	40.8	6.5	3.1	1	0.7	0.7
12:00:00	1319	34.2	4.1	27.8	30.7		32	34.3	36.7	38	39	40.6	6.9	2.5	1.2	0.6	0.6
13:00:00	1353	34.2	4.5	27.6	29.8		31.4	34.1	37	38.6	39.7	41.2	8.1	3.5	1.8	1.1	1.1
14:00:00	1406	33.8	4.6	27	29.7		31.1	33.9	36.4	37.9	38.9	40.8	6.5	3.1	1.6	0.8	0.8
15:00:00	1585	33.7	4.5	26.8	29.8		31.1	33.9	36.5	37.8	38.9	40.5	6	2.3	0.8	0.2	0.2
16:00:00	1828	33.7	4.2	26.7	29.9		31.2	33.8	36.1	37.4	38.7	40.3	5.5	2.5	0.8	0.3	0.3
17:00:00	1517	32.6	4.4	25.3	28.3		30	32.7	35.2	36.5	37.7	39.8	4.6	2.4	1.3	0.5	0.5
18:00:00	1109	33.6	4.1	27.4	29.5		30.8	33.5	36.1	37.7	39	40.6	6.8	3.4	1.3	0.5	0.5
19:00:00	655	34.7	4.5	27.7	30.1		31.7	34.4	37.4	38.9	40.6	42.5	11.9	5.8	2.6	1.5	1.5
20:00:00	451	34.6	4.7	27.5	30.1		31.7	34.4	37.1	39.1	40.2	42.7	11.5	6.7	3.1	1.3	1.3
21:00:00	382	34.7	4.7	27.7	30.2		31.7	34.4	37.5	39.2	40.8	42.8	12.6	6.3	3.7	2.4	2.4
22:00:00	333	34.6	5.1	26.9	29.8		31.5	34.5	37.5	39.2	40.4	43.2	11.4	6.6	3.9	3	3
23:00:00	210	34.7	4.5	27.5	30.5		31.6	34.5	37.5	39.6	41.2	42.3	12.4	5.7	1.9	1	1
07-19	18485	33.3	5.1	25.6	29.3		30.9	33.6	36.2	37.7	38.8	40.5	6.1	2.7	1.2	0.5	0.5
06-22	20823	33.5	5.1	25.8	29.4		31	33.8	36.4	37.9	39	40.9	6.8	3.2	1.4	0.6	0.6
06-24	21366	33.5	5.1	25.9	29.4		31	33.8	36.4	37.9	39.1	40.9	6.9	3.3	1.5	0.7	0.7
00-24	21924	33.6	5.1	26	29.5		31.1	33.8	36.5	38	39.2	41.1	7.3	3.5	1.6	0.8	0.8
am Peak	08:00:00	04:00:00	08:00:00	04:00:00	04:00:00	03:00:00	04:00:00	03:00:00	04:00:00	03:00:00	03:00:00	03:00:00	02:00:00	04:00:00	03:00:00	03:00:00	
Peak Value	2166	38.3	7.1	31	33.3		34.8	38.2	41.5	43.9	46.8	50.2	36.7	20.7	14.6	10	10
pm Peak	16:00:00	21:00:00	22:00:00	12:00:00	12:00:00	12:00:00	22:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	21:00:00	20:00:00	22:00:00	22:00:00	
Peak Value	1828	34.7	5.1	27.8	30.7		32	34.5	37.5	39.6	41.2	43.2	12.6	6.7	3.9	3	3
Southwestbound																	
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins				90th	--> 95th	% over limit (40mph) by:				% > ACPO
							32	50th	75th	85th			0%	5%	10%	15%	

00:00:00	96	35.6	4.7	27.1	30.7	32.5	35.5	38.4	40.7	41.7	43.7	16.7	8.3	3.1	1	1
01:00:00	36	35.6	4.6	27.9	30.4	32.7	35.4	38.7	41.3	42.3	44.6	22.2	8.3	5.6	2.8	2.8
02:00:00	15	35.1	4.5	26.7	31.3	32	35	36.9	39.4	43.1	47.1	13.3	6.7	6.7	6.7	6.7
03:00:00	23	35.1	4.9	24.7	32	32.8	34.8	35.3	40.7	41.8	48.5	17.4	8.7	4.3	4.3	4.3
04:00:00	28	34.6	5.1	25.9	29.8	31.9	34.7	35.9	36.8	42.9	48.1	10.7	10.7	7.1	7.1	7.1
05:00:00	172	38	4	31.7	34.1	35.6	37.8	40.3	41.4	43	45.6	27.3	12.8	8.1	4.1	4.1
06:00:00	472	36.3	4.4	29.9	31.9	33.6	36.2	38.9	40.6	41.9	43.6	17.8	9.5	4.7	1.9	1.9
07:00:00	1080	34.5	4.4	28.3	30.7	32.1	34.6	37	38.5	39.2	40.8	7.3	3.3	1.6	0.8	0.8
08:00:00	1188	33.9	4.5	26.8	29.6	31.3	34.1	36.6	38.1	39	41.2	7.5	3.6	1.6	0.8	0.8
09:00:00	1115	34	4.1	27.4	29.9	31.5	34.1	36.4	37.7	39	40.4	6.4	2.7	1.6	0.7	0.7
10:00:00	983	33.7	4.3	27.1	29.9	31.2	33.8	36.4	37.9	39	40.3	6	2.1	0.7	0.1	0.1
11:00:00	1078	34.1	4.4	27.5	30	31.3	34	36.6	38.3	39.5	41.3	8.3	3.9	1.5	0.8	0.8
12:00:00	1254	33.9	4.3	27	30	31.4	34.1	36.6	38.1	39.1	41	7.3	3	0.9	0.2	0.2
13:00:00	1281	34.4	4.2	28.1	30.5	31.7	34.1	36.8	38.5	39.6	41	8	3.4	1.2	0.7	0.7
14:00:00	1270	34.1	4.1	27.7	30.2	31.6	34.1	36.5	38.1	39.2	41	7.6	3	0.9	0.2	0.2
15:00:00	1628	34.3	3.9	28.4	30.6	31.9	34.1	36.5	38	38.9	40.9	7.1	3.4	1.6	0.8	0.8
16:00:00	1895	34.7	3.7	29.1	31.2	32.5	34.6	36.9	38.3	39.4	40.6	7.3	2.6	1.3	0.6	0.6
17:00:00	1889	34.4	4	27.9	30.5	31.9	34.3	36.9	38.4	39.3	41	7.9	3.1	1.3	0.6	0.6
18:00:00	1126	34.7	4.4	27.8	30.5	31.9	34.6	37.3	38.8	39.8	41.6	9.2	3.9	2.6	0.9	0.9
19:00:00	696	35.2	4.4	28.3	31.1	32.5	35	37.7	39.3	40.6	43	11.4	6.5	3.9	1.7	1.7
20:00:00	488	34.4	4.8	27.2	29.9	31.7	34.6	37	38.5	39.6	42.3	9	5.3	2.7	1	1
21:00:00	356	34.7	4.6	27.9	30.4	32	34.5	37.4	38.8	40.4	42.3	11	5.3	3.1	1.4	1.4
22:00:00	271	35	4.8	27.4	30.2	31.7	34.8	38	40.1	41.8	43.4	15.5	8.1	3.3	1.1	1.1
23:00:00	144	35.4	4.9	27.1	29.9	32	35.4	39	40.9	41.6	43.2	18.8	8.3	3.5	2.1	2.1
07-19	15787	34.3	4.2	27.8	30.4	31.8	34.3	36.7	38.2	39.3	40.9	7.5	3.2	1.4	0.6	0.6
06-22	17799	34.4	4.2	27.8	30.4	31.8	34.4	36.8	38.4	39.4	41.1	8	3.6	1.7	0.7	0.7
06-24	18214	34.4	4.3	27.8	30.4	31.8	34.4	36.9	38.4	39.5	41.2	8.2	3.7	1.7	0.7	0.7
00-24	18584	34.4	4.3	27.8	30.4	31.8	34.4	36.9	38.5	39.6	41.3	8.5	3.8	1.8	0.8	0.8
am Peak	08:00:00	05:00:00	04:00:00	05:00:00	05:00:00	05:00:00	05:00:00	05:00:00	05:00:00	02:00:00	03:00:00	05:00:00	05:00:00	05:00:00	04:00:00	04:00:00
Peak Value	1188	38	5.1	31.7	34.1	35.6	37.8	40.3	41.4	43.1	48.5	27.3	12.8	8.1	7.1	7.1
pm Peak	16:00:00	23:00:00	23:00:00	16:00:00	16:00:00	19:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	23:00:00	23:00:00	19:00:00	23:00:00	23:00:00
Peak Value	1895	35.4	4.9	29.1	31.2	32.5	35.4	39	40.9	41.8	43.4	18.8	8.3	3.9	2.1	2.1

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holidays & Events:
None

Speed Bins Report LEICESTERSHIRE_TEMP 000008029992 2023-01-30 to 2023-02-05

Site Name 000008029992
Site ID 000008029992
Grid 449542310069
Description Launde Road, north of Janes Way

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over All days
Speed units mph
Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions													
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	25	0	0	3	19	3	0	0	0	0	39.6	35.2	4.8
01:00:00	10	0	0	2	6	2	0	0	0	0	41.4	35.7	5.4
02:00:00	6	0	0	0	5	1	0	0	0	0	42.1	36.7	4.7
03:00:00	8	0	0	1	5	2	0	0	0	0	41.9	36.8	5.6
04:00:00	18	0	0	1	12	4	1	0	0	0	42.6	37.5	5.3
05:00:00	66	0	0	3	47	14	1	0	0	0	41.5	37.1	4.6
06:00:00	189	0	1	14	145	28	0	0	0	0	40.4	35.7	4.6
07:00:00	429	3	15	71	317	22	1	0	0	0	38.2	32.8	5.9
08:00:00	479	10	12	93	334	30	0	0	0	0	38	32.5	6.4
09:00:00	369	0	2	57	283	27	0	0	0	0	38.4	34	4.4
10:00:00	350	1	2	51	275	21	0	0	0	0	38	33.7	4.3
11:00:00	346	0	4	47	270	25	0	0	0	0	38.5	34	4.5
12:00:00	368	0	2	46	293	26	0	0	0	0	38.3	34.1	4.2
13:00:00	376	0	1	51	294	29	1	0	0	0	39	34.3	4.4
14:00:00	382	0	2	56	297	27	0	0	0	0	38.9	33.9	4.4
15:00:00	459	0	2	61	365	30	0	0	0	0	38.2	34	4.2
16:00:00	532	0	2	61	434	34	0	0	0	0	38.2	34.2	4
17:00:00	487	0	2	84	369	31	1	0	0	0	38.1	33.6	4.3
18:00:00	319	0	1	48	245	25	1	0	0	0	38.6	34.2	4.3
19:00:00	193	0	0	23	147	22	1	0	0	0	39.4	35	4.5
20:00:00	134	0	0	20	101	13	0	0	0	0	39	34.5	4.7
21:00:00	105	0	1	13	80	12	0	0	0	0	39.2	34.7	4.7
22:00:00	86	0	0	13	62	11	0	0	0	0	40	34.8	5
23:00:00	51	0	0	7	36	8	0	0	0	0	40.1	35	4.7
07-19	4896	15	47	726	3776	326	5	1	0	0	38	33.7	4.7
06-22	5517	15	49	796	4249	401	7	1	0	0	38.1	33.9	4.7
06-24	5654	15	49	816	4346	420	7	1	0	0	38.2	33.9	4.7
00-24	5787	15	49	826	4439	448	9	1	0	0	38.2	34	4.8
am Peak	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	05:00:00	09:00:00			04:00:00	04:00:00	
Peak Volume	479	10	15	93	334	30	1	0			42.6	37.5	5.3
pm Peak	16:00:00	15:00:00	14:00:00	17:00:00	16:00:00	16:00:00	13:00:00	13:00:00			23:00:00	19:00:00	
Peak Volume	532	0	2	84	434	34	1	0			40.1	35	4.5
Northeastbound													
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	11	0	0	2	9	1	0	0	0	0	39.4	34.7	4.7
01:00:00	5	0	0	1	3	1	0	0	0	0	42.9	35.8	6
02:00:00	4	0	0	0	3	1	0	0	0	0	42.2	37.5	4.6
03:00:00	4	0	0	0	2	1	0	0	0	0	42.2	38.1	5.8
04:00:00	14	0	0	0	9	4	1	0	0	0	43.8	38.3	5.1
05:00:00	41	0	0	3	30	8	1	0	0	0	41.3	36.6	4.8
06:00:00	121	0	1	11	93	16	0	0	0	0	39.9	35.4	4.7
07:00:00	275	3	15	55	191	11	0	0	0	0	37.7	31.8	6.4
08:00:00	309	10	12	65	206	18	0	0	0	0	37.8	31.7	7.1
09:00:00	210	0	1	32	159	17	0	0	0	0	38.4	34	4.5
10:00:00	209	0	1	30	165	12	0	0	0	0	38.1	33.7	4.4
11:00:00	192	0	2	26	151	12	0	0	0	0	38.2	33.9	4.5
12:00:00	188	0	1	21	153	13	0	0	0	0	38.5	34.2	4.1
13:00:00	193	0	1	31	146	15	1	0	0	0	39	34.2	4.5
14:00:00	201	0	2	32	154	13	0	0	0	0	38.1	33.8	4.6
15:00:00	226	0	2	33	177	14	0	0	0	0	38	33.7	4.5
16:00:00	261	0	2	39	206	14	0	0	0	0	37.6	33.7	4.2
17:00:00	217	0	1	53	152	10	0	0	0	0	36.8	32.6	4.4
18:00:00	158	0	0	29	119	10	0	0	0	0	38	33.6	4.1
19:00:00	94	0	0	14	69	11	0	0	0	0	39	34.7	4.5
20:00:00	64	0	0	9	48	7	0	0	0	0	39.2	34.6	4.7
21:00:00	55	0	0	7	40	7	0	0	0	0	39.2	34.7	4.7
22:00:00	48	0	0	8	34	5	0	0	0	0	39.3	34.6	5.1
23:00:00	30	0	0	4	22	4	0	0	0	0	39.6	34.7	4.5
07-19	2641	14	41	445	1979	159	2	0	0	0	37.7	33.3	5.1
06-22	2975	14	42	486	2229	200	3	0	0	0	37.9	33.5	5.1
06-24	3052	14	42	498	2286	209	3	0	0	0	37.9	33.5	5.1
00-24	3132	14	42	505	2341	226	5	0	0	0	38	33.6	5.1
am Peak	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	04:00:00				04:00:00	04:00:00	
Peak Volume	309	10	15	65	206	18	1				43.8	38.3	5
pm Peak	16:00:00	15:00:00	15:00:00	17:00:00	16:00:00	13:00:00	13:00:00	14:00:00			23:00:00	21:00:00	
Peak Volume	261	0	2	53	206	15	1	0			39.6	34.7	4.7
Southwestbound													
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	14	0	0	1	10	2	0	0	0	0	40.7	35.6	4.8

01:00:00	5	0	0	1	3	1	0	0	0	0	41.2	35.6	4.7
02:00:00	2	0	0	0	2	0	0	0	0	0	37.9	35.1	4.7
03:00:00	3	0	0	0	2	0	0	0	0	0	40.4	35.1	5
04:00:00	4	0	0	1	3	0	0	0	0	0	36.6	34.6	5.2
05:00:00	25	0	0	0	17	6	0	0	0	0	41.5	38	4
06:00:00	67	0	0	3	52	12	0	0	0	0	40.6	36.3	4.4
07:00:00	154	0	1	16	126	11	0	0	0	0	38.8	34.5	4.4
08:00:00	170	0	0	28	128	13	0	0	0	0	38.5	33.9	4.5
09:00:00	159	0	0	25	124	10	0	0	0	0	37.9	34	4.1
10:00:00	140	0	0	21	110	9	0	0	0	0	38	33.7	4.3
11:00:00	154	0	1	21	119	13	0	0	0	0	38.7	34.1	4.5
12:00:00	179	0	1	25	139	13	0	0	0	0	38.3	33.9	4.3
13:00:00	183	0	1	20	147	14	0	0	0	0	39	34.4	4.2
14:00:00	181	0	1	24	143	14	0	0	0	0	38.5	34.1	4.1
15:00:00	233	0	0	27	188	16	0	0	0	0	38.5	34.3	3.9
16:00:00	271	0	0	22	228	20	0	0	0	0	38.5	34.7	3.7
17:00:00	270	0	0	31	217	21	1	0	0	0	38.6	34.4	4
18:00:00	161	0	1	19	126	14	0	0	0	0	39.2	34.7	4.4
19:00:00	99	0	0	10	78	11	0	0	0	0	39.5	35.2	4.4
20:00:00	70	0	0	11	53	6	0	0	0	0	38.6	34.4	4.8
21:00:00	51	0	0	6	39	5	0	0	0	0	38.9	34.7	4.6
22:00:00	39	0	0	5	28	6	0	0	0	0	40.1	35	4.8
23:00:00	21	0	0	3	13	4	0	0	0	0	40.9	35.4	4.9
07-19	2255	1	7	280	1797	167	3	0	0	0	38.2	34.3	4.2
06-22	2543	1	7	310	2019	201	4	0	0	0	38.4	34.4	4.2
06-24	2602	1	7	318	2060	211	4	0	0	0	38.4	34.4	4.3
00-24	2655	1	7	321	2098	222	4	0	0	0	38.5	34.4	4.3
am Peak	08:00:00	07:00:00	11:00:00	08:00:00	08:00:00	08:00:00	07:00:00	09:00:00			05:00:00	05:00:00	
Peak Volume	170	0	1	28	128	13	0	0			41.5	38	4
pm Peak	16:00:00	20:00:00	12:00:00	17:00:00	16:00:00	17:00:00	17:00:00	13:00:00			23:00:00	23:00:00	
Peak Volume	271	0	1	31	228	21	1	0			40.9	35.4	4.9

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Notes on data:

Weekends and defined holidays

Holidays & Events: Averages are calculated as the simple average of values across the period.

None

Site Name	000008029992
Site ID	000008029992
Grid	449542310069
Description	Launde Road, north of Janes Way

Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour

Averaged over All days
Exclude data: Events

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)

[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions	Average Flow															
	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid	Reading	%HGV	
00:00:00	25	0	0	21	2	2	0	0	0	0	0	0	0	0	0	6.9
01:00:00	10	0	0	9	1	0	0	0	0	0	0	0	0	0	0	2.7
02:00:00	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	2.3
03:00:00	8	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7.5
04:00:00	18	0	0	14	3	1	0	0	0	0	0	0	0	0	0	6.5
05:00:00	66	0	0	54	8	2	0	0	0	0	1	1	0	0	0	4.1
06:00:00	189	0	2	147	31	7	0	0	1	0	1	1	1	0	0	4.6
07:00:00	429	0	2	339	72	11	1	1	1	0	1	1	1	0	0	3.4
08:00:00	479	1	1	383	63	21	1	0	2	0	2	2	4	0	0	5.3
09:00:00	369	1	1	289	53	16	1	1	1	0	2	0	4	0	0	5.7
10:00:00	350	2	1	276	46	13	1	1	2	0	2	1	5	0	0	5.2
11:00:00	346	1	2	275	44	14	2	0	1	0	2	1	3	0	0	5.4
12:00:00	368	1	3	297	45	12	1	0	1	0	3	1	4	0	0	4.7
13:00:00	376	1	1	305	49	12	1	0	1	0	1	1	4	0	0	4.1
14:00:00	382	1	2	310	49	13	0	0	2	0	3	1	1	0	0	4.6
15:00:00	459	1	3	375	61	14	1	1	1	0	1	1	1	0	0	3.9
16:00:00	532	0	2	443	71	12	0	0	1	0	1	1	0	0	0	2.7
17:00:00	487	0	1	416	59	7	0	0	2	0	0	0	0	0	0	1.9
18:00:00	319	0	0	283	31	4	0	0	0	0	0	0	0	0	0	1.3
19:00:00	193	0	0	169	20	3	0	0	0	0	0	0	0	0	0	1.6
20:00:00	134	0	0	119	12	3	0	0	0	0	0	0	0	0	0	2.4
21:00:00	105	0	0	94	10	1	0	0	0	0	0	0	0	0	0	1.2
22:00:00	86	0	0	76	9	1	0	0	0	0	0	0	0	0	0	2
23:00:00	51	0	0	44	5	1	0	0	0	0	0	0	0	0	0	3.4
07-19	4896	10	20	3992	644	150	8	4	14	0	17	11	26	0	0	4
06-22	5517	10	22	4520	716	164	9	4	15	0	18	12	27	0	0	3.8
06-24	5654	10	22	4640	730	167	9	4	15	0	18	12	27	0	0	3.8
00-24	5787	10	22	4749	745	172	9	4	16	0	19	13	27	0	0	3.8
am Peak	08:00:00	10:00:00	11:00:00	08:00:00	07:00:00	08:00:00	11:00:00	09:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00			05:00:00
Peak Volume	479	2	2	383	72	21	2	1	2	0	2	2	5			0.2
pm Peak	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	15:00:00	12:00:00	15:00:00	14:00:00		12:00:00	14:00:00	12:00:00			12:00:00
Peak Volume	532	1	3	443	71	14	1	1	2		3	1	4			0.1
Northeastbound																
	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid	Reading	%HGV
00:00:00	11	0	0	8	2	1	0	0	0	0	0	0	0	0	0	11.4
01:00:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2.7
02:00:00	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	3.4
03:00:00	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	13.3
04:00:00	14	0	0	11	2	1	0	0	0	0	0	0	0	0	0	7.3
05:00:00	41	0	0	32	6	1	0	0	0	0	1	1	0	0	0	5.6
06:00:00	121	0	1	92	21	5	0	0	0	0	1	1	1	0	0	5.4
07:00:00	275	0	1	218	47	6	1	0	0	0	1	1	1	0	0	2.8
08:00:00	309	0	1	251	40	11	1	0	1	0	1	2	2	0	0	4.3
09:00:00	210	1	0	167	29	8	0	0	0	0	1	0	2	0	0	4.7
10:00:00	209	1	1	166	28	7	0	0	1	0	1	1	3	0	0	4.4
11:00:00	192	1	1	152	26	8	1	0	1	0	1	1	2	0	0	5.7
12:00:00	188	1	2	148	27	6	0	0	1	0	1	0	2	0	0	4.5
13:00:00	193	0	1	150	31	7	0	0	1	0	0	1	2	0	0	4.7
14:00:00	201	1	1	160	28	8	0	0	1	0	1	0	0	0	0	4.9
15:00:00	226	0	2	179	36	7	0	0	1	0	1	1	0	0	0	4
16:00:00	261	0	1	214	37	7	0	0	0	0	1	0	0	0	0	3
17:00:00	217	0	1	178	32	4	0	0	1	0	0	0	0	0	0	2.4
18:00:00	158	0	0	137	20	2	0	0	0	0	0	0	0	0	0	1.2
19:00:00	94	0	0	80	11	2	0	0	0	0	0	0	0	0	0	1.8
20:00:00	64	0	0	56	6	2	0	0	0	0	0	0	0	0	0	2.9
21:00:00	55	0	0	48	6	1	0	0	0	0	0	0	0	0	0	2.1
22:00:00	48	0	0	41	5	1	0	0	0	0	0	0	0	0	0	3
23:00:00	30	0	0	25	3	1	0	0	0	0	0	0	0	0	0	4.3
07-19	2641	5	12	2119	382	81	4	1	8	0	8	7	15	0	0	3.9
06-22	2975	5	13	2395	426	90	4	1	9	0	9	7	16	0	0	3.8
06-24	3052	5	13	2461	435	93	4	1	9	0	9	8	16	0	0	3.8
00-24	3132	5	13	2523	446	97	4	1	9	0	10	9	16	0	0	3.9
am Peak	08:00:00	10:00:00	07:00:00	08:00:00	07:00:00	08:00:00	11:00:00	07:00:00	10:00:00		09:00:00	08:00:00	10:00:00			05:00:00
Peak Volume	309	1	1	251	47	11	1	0	1		1	2	3			0.3
pm Peak	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	14:00:00	13:00:00	13:00:00	17:00:00		14:00:00	13:00:00	13:00:00			14:00:00
Peak Volume	261	1	2	214	37	8	0	0	1		1	1	2			0.1
Southwestbound																

	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid Reading	%HGV
00:00:00	14	0	0	13	1	0	0	0	0	0	0	0	0	0	3.1
01:00:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2.8
02:00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00:00	4	0	0	3	1	0	0	0	0	0	0	0	0	0	3.6
05:00:00	25	0	0	22	2	0	0	0	0	0	0	0	0	0	1.7
06:00:00	67	0	1	55	10	2	0	0	0	0	0	0	0	0	3.2
07:00:00	154	0	1	122	25	5	0	0	0	0	1	0	0	0	4.4
08:00:00	170	0	0	132	23	10	0	0	1	0	1	0	1	0	7.2
09:00:00	159	0	0	122	24	8	0	0	1	0	1	0	2	0	6.9
10:00:00	140	1	0	110	17	7	1	0	0	0	1	0	2	0	6.4
11:00:00	154	1	2	123	19	5	1	0	0	0	1	1	1	0	5
12:00:00	179	1	1	149	17	6	1	0	0	0	1	0	2	0	4.9
13:00:00	183	0	1	156	18	5	0	0	1	0	1	0	2	0	3.5
14:00:00	181	0	1	150	21	5	0	0	1	0	1	1	0	0	4.3
15:00:00	233	0	1	196	26	7	0	0	1	0	0	0	0	0	3.8
16:00:00	271	0	1	229	33	6	0	0	0	0	0	0	0	0	2.4
17:00:00	270	0	0	238	27	3	0	0	0	0	0	0	0	0	1.5
18:00:00	161	0	0	146	12	2	0	0	0	0	0	0	0	0	1.5
19:00:00	99	0	0	89	9	1	0	0	0	0	0	0	0	0	1.4
20:00:00	70	0	0	63	5	1	0	0	0	0	0	0	0	0	2
21:00:00	51	0	0	47	4	0	0	0	0	0	0	0	0	0	0.3
22:00:00	39	0	0	35	3	0	0	0	0	0	0	0	0	0	0.7
23:00:00	21	0	0	19	2	0	0	0	0	0	0	0	0	0	2.1
07-19	2255	5	8	1873	263	70	4	3	6	0	9	4	11	0	4.1
06-22	2543	5	9	2126	290	74	5	3	6	0	9	4	12	0	3.8
06-24	2602	5	9	2179	295	74	5	3	6	0	9	4	12	0	3.7
00-24	2655	5	9	2226	300	75	5	3	6	0	9	4	12	0	3.7
am Peak	08:00:00	10:00:00	11:00:00	08:00:00	07:00:00	08:00:00	10:00:00	09:00:00	09:00:00	08:00:00	08:00:00	11:00:00	10:00:00		04:00:00
Peak Volume	170	1	2	132	25	10	1	0	1	0	1	1	2		0.5
pm Peak	16:00:00	12:00:00	14:00:00	17:00:00	16:00:00	15:00:00	12:00:00	15:00:00	14:00:00		12:00:00	14:00:00	12:00:00		12:00:00
Peak Volume	271	1	1	238	33	7	1	0	1		1	1	2		0.1

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 000008029993 2023-01-30 to 2023-02-05

Site Name 000008029993
 Site ID 000008029993
 Grid 449558309514
 Description Ratby Lane, south of Countryman Way

Setup LEICS_TUBES
 Lanes Each Lane
 Time Period 1 hour
 Class Any

Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)

[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	10	17	27	28	19	37	40	20	25	178
01:00:00	2	10	9	10	7	19	16	8	10	73
02:00:00	2	8	6	7	9	15	8	6	8	55
03:00:00	3	7	8	14	8	10	6	8	8	56
04:00:00	21	24	20	23	17	13	11	21	18	129
05:00:00	75	66	95	82	76	28	16	79	63	438
06:00:00	234	241	238	252	229	55	34	239	183	1283
07:00:00	555	579	653	610	547	121	76	589	449	3141
08:00:00	749	807	688	677	630	219	149	710	560	3919
09:00:00	447	438	433	393	373	351	352	417	398	2787
10:00:00	345	341	351	348	358	409	447	349	371	2599
11:00:00	329	328	359	319	371	409	429	341	363	2544
12:00:00	358	372	356	379	442	404	421	381	390	2732
13:00:00	355	335	368	373	525	425	464	391	406	2845
14:00:00	374	430	403	405	489	412	425	420	420	2938
15:00:00	510	577	568	568	632	378	370	571	515	3603
16:00:00	640	649	656	707	612	397	394	653	579	4055
17:00:00	582	675	652	701	554	324	331	633	546	3819
18:00:00	357	368	472	424	361	261	204	396	350	2447
19:00:00	225	240	235	254	255	172	149	242	219	1530
20:00:00	140	152	149	195	181	141	118	163	154	1076
21:00:00	106	124	126	135	130	85	66	124	110	772
22:00:00	85	99	142	79	98	94	36	101	90	633
23:00:00	49	40	81	45	46	64	24	52	50	349
07-19	5601	5899	5959	5904	5894	4110	4062	5851	5347	37429
06-22	6306	6656	6707	6740	6689	4563	4429	6620	6013	42090
06-24	6440	6795	6930	6864	6833	4721	4489	6772	6153	43072
00-24	6553	6927	7095	7028	6969	4843	4586	6914	6286	44001
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	
Peak Volume	749	807	688	677	630	409	447	710	560	
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	13:00:00	13:00:00	16:00:00	16:00:00	
Peak Volume	640	675	656	707	632	425	464	653	579	

Northeastbound

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	6	9	12	14	8	15	18	10	12	82
01:00:00	1	3	4	4	3	11	6	3	5	32
02:00:00	1	6	3	3	4	6	3	3	4	26
03:00:00	3	2	6	7	5	6	4	5	5	33
04:00:00	14	18	17	19	12	9	8	16	14	97
05:00:00	50	37	52	46	43	15	6	46	36	249
06:00:00	135	145	149	148	147	35	23	145	112	782
07:00:00	330	351	382	372	331	65	37	353	267	1868
08:00:00	416	504	396	404	380	130	76	420	329	2306
09:00:00	232	206	222	213	195	196	149	214	202	1413
10:00:00	197	190	171	182	196	225	267	187	204	1428
11:00:00	160	175	197	160	209	217	248	180	195	1366
12:00:00	180	184	187	200	210	205	227	192	199	1393
13:00:00	185	182	189	169	274	208	224	200	204	1431
14:00:00	196	215	195	208	237	205	225	210	212	1481
15:00:00	273	277	281	289	317	181	155	287	253	1773
16:00:00	324	320	321	348	293	192	209	321	287	2007
17:00:00	275	307	305	313	243	174	167	289	255	1784
18:00:00	168	183	236	203	181	123	114	194	173	1208

19:00:00	95	119	119	123	138	87	79	119	109	760
20:00:00	81	68	72	101	62	66	62	77	73	512
21:00:00	53	68	69	77	71	41	36	68	59	415
22:00:00	38	62	94	43	49	44	12	57	49	342
23:00:00	32	27	63	25	25	31	8	34	30	211
07-19	2936	3094	3082	3061	3066	2121	2098	3048	2780	19458
06-22	3300	3494	3491	3510	3484	2350	2298	3456	3132	21927
06-24	3370	3583	3648	3578	3558	2425	2318	3547	3211	22480
00-24	3445	3658	3742	3671	3633	2487	2363	3630	3286	22999
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	
Peak Volume	416	504	396	404	380	225	267	420	329	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	15:00:00	13:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	324	320	321	348	317	208	227	321	287	
Southwestbound										
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	4	8	15	14	11	22	22	10	14	96
01:00:00	1	7	5	6	4	8	10	5	6	41
02:00:00	1	2	3	4	5	9	5	3	4	29
03:00:00	0	5	2	7	3	4	2	3	3	23
04:00:00	7	6	3	4	5	4	3	5	5	32
05:00:00	25	29	43	36	33	13	10	33	27	189
06:00:00	99	96	89	104	82	20	11	94	72	501
07:00:00	225	228	271	238	216	56	39	236	182	1273
08:00:00	333	303	292	273	250	89	73	290	230	1613
09:00:00	215	232	211	180	178	155	203	203	196	1374
10:00:00	148	151	180	166	162	184	180	161	167	1171
11:00:00	169	153	162	159	162	192	181	161	168	1178
12:00:00	178	188	169	179	232	199	194	189	191	1339
13:00:00	170	153	179	204	251	217	240	191	202	1414
14:00:00	178	215	208	197	252	207	200	210	208	1457
15:00:00	237	300	287	279	315	197	215	284	261	1830
16:00:00	316	329	335	359	319	205	185	332	293	2048
17:00:00	307	368	347	388	311	150	164	344	291	2035
18:00:00	189	185	236	221	180	138	90	202	177	1239
19:00:00	130	121	116	131	117	85	70	123	110	770
20:00:00	59	84	77	94	119	75	56	87	81	564
21:00:00	53	56	57	58	59	44	30	57	51	357
22:00:00	47	37	48	36	49	50	24	43	42	291
23:00:00	17	13	18	20	21	33	16	18	20	138
07-19	2665	2805	2877	2843	2828	1989	1964	2804	2567	17971
06-22	3006	3162	3216	3230	3205	2213	2131	3164	2880	20163
06-24	3070	3212	3282	3286	3275	2296	2171	3225	2942	20592
00-24	3108	3269	3353	3357	3336	2356	2223	3285	3000	21002
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	09:00:00	08:00:00	08:00:00	
Peak Volume	333	303	292	273	250	192	203	290	230	
pm Peak	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	13:00:00	17:00:00	16:00:00	
Peak Volume	316	368	347	388	319	217	240	344	293	

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline

Weekends and defined holidays

Notes on data: Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:
None

Exclude data: Events

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions																			
	Total	Mean	Std	Percentile bins										% over limit (40mph) by:				% >	
	Flow	Speed	Dev	<--	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO		
00:00:00	178	34.6	6.2		23.4	28	30.1	35.2	38.6	40.5	41.4	43.8	26.3	8.4	4.5	3.4	3.4		
01:00:00	73	35	6.4		23.1	28.4	30.2	36.2	38.8	41.4	43.6	46.7	20.5	12.3	8.2	6.8	6.8		
02:00:00	55	35.1	6.7		23.2	28.1	28.9	34.1	41.3	42.7	43.8	45.1	34.5	20	7.3	1.8	1.8		
03:00:00	56	35.8	6.9		22.8	28.9	32.1	36.3	40.5	42.5	44.1	46.6	28.6	16.1	10.7	5.4	5.4		
04:00:00	129	37.5	6.7		25.4	30.7	33.2	37.7	41.5	44.2	45.8	49	36.4	22.5	15.5	8.5	8.5		
05:00:00	438	37.3	6.2		25.5	31.1	33.8	38	41.1	43.2	44.9	46.7	35.4	19.4	13	6.8	6.8		
06:00:00	1283	36.4	6.2		23.8	30.4	33.4	37	40.2	41.9	43.4	45.4	25.8	14.3	8.3	4.2	4.2		
07:00:00	3141	33.7	5.9		22.9	26.4	30	34.8	37.8	39.4	40.4	42	11.6	4.9	2.3	0.9	0.9		
08:00:00	3919	31.8	6.3		21.7	24.9	27.1	32.5	36.3	38	39.1	41.1	7.4	3.4	1.4	0.6	0.6		
09:00:00	2787	33.1	6		23.1	26.3	29.4	33.7	37.2	39	40.1	42.1	10.5	5.1	1.9	0.8	0.8		
10:00:00	2599	33	6		22.2	26.4	29.3	33.8	37	38.5	39.5	41.9	8.7	4.9	1.5	0.8	0.8		
11:00:00	2544	33.3	6		22.6	26.5	29.6	34.3	37.2	39	40.1	42.2	10.3	5.3	2.4	1	1		
12:00:00	2732	32.9	6.1		22.3	25.8	29	33.7	37.1	38.8	40	42.1	10.1	5.1	2.7	1.1	1.1		
13:00:00	2845	32.9	6.3		22.1	26.1	29.2	33.7	37.2	38.9	40.1	42	10.2	5	2.5	1.3	1.3		
14:00:00	2938	33.1	6		23	26.4	29	33.7	37.1	39	40.3	42	11.2	5	2.2	1.1	1.1		
15:00:00	3603	32.5	6.1		22.1	25.5	28.1	33.1	36.8	38.6	39.7	41.5	9.2	4.2	1.8	0.9	0.9		
16:00:00	4055	33.3	5.8		23.1	26.5	29.2	34.2	37.3	38.8	39.9	41.6	9.6	4.3	1.9	0.6	0.6		
17:00:00	3819	31.8	5.9		21.9	25.1	27.5	32.4	36	37.8	38.9	40.6	6	2.9	1.3	0.7	0.7		
18:00:00	2447	32.2	6		22.3	25.4	27.8	32.5	36.4	38.3	39.5	41.3	8.2	4.3	2.3	1	1		
19:00:00	1530	32.9	6.5		22.3	25.5	27.8	33.4	37.5	39.5	41	43.3	13.2	7.8	3.5	1.8	1.8		
20:00:00	1076	32.9	6.5		22.4	25.3	27.5	33.6	37.6	39.6	40.9	43.1	13.4	7.1	4.2	1.7	1.7		
21:00:00	772	33.7	6.2		23	26.5	29.6	34.3	37.8	39.5	40.8	43.5	12.3	6.9	4.4	2.7	2.7		
22:00:00	633	34.8	6.5		24.1	28.3	31	34.7	38.5	40.5	41.9	45.6	17.4	9.5	7.1	4.6	4.6		
23:00:00	349	34.6	6		23.7	28.3	31.1	34.8	38.7	41.2	42.3	44.4	19.2	10.6	5.2	2.3	2.3		
07-19	37429	32.8	6.1		22.4	25.9	28.6	33.5	37	38.6	39.8	41.6	9.3	4.4	2	0.9	0.9		
06-22	42090	32.9	6.1		22.5	25.9	28.7	33.6	37.1	38.8	40	42	10.1	5	2.3	1.1	1.1		
06-24	43072	32.9	6.1		22.5	25.9	28.7	33.7	37.2	38.9	40.1	42.1	10.3	5.1	2.4	1.1	1.1		
00-24	44001	33	6.2		22.5	26	28.8	33.7	37.2	39	40.2	42.2	10.7	5.3	2.6	1.2	1.2		
am Peak	08:00:00	04:00:00	03:00:00	05:00:00	05:00:00		05:00:00	05:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	04:00:00	
Peak Value	3919	37.5	6.9	25.5	31.1		33.8	38	41.5	44.2	45.8	49	36.4	22.5	15.5	8.5	8.5		
pm Peak	16:00:00	22:00:00	20:00:00	22:00:00	23:00:00		23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	22:00:00	23:00:00	23:00:00	22:00:00	22:00:00	22:00:00		
Peak Value	4055	34.8	6.5	24.1	28.3		31.1	34.8	38.7	41.2	42.3	45.6	19.2	10.6	7.1	4.6	4.6		
Northeastbound																			
	Total	Mean	Std	<--	Percentile bins										% over limit (40mph) by:				% >
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO			
00:00:00	82	33.8	6.3		21.8	25.8	29.5	35	38.1	39.2	40.8	42.3	11	4.9	2.4	2.4	2.4		
01:00:00	32	34.2	7.4		21.6	24.4	27.5	36.5	38.3	43.5	45.3	46.8	15.6	15.6	9.4	9.4	9.4		
02:00:00	26	36.1	6.8		22	28.1	31.7	35.5	42.1	43.2	44.5	45.7	46.2	23.1	11.5	3.8	3.8		
03:00:00	33	34.6	7.5		18.5	25.2	30.7	35.7	38.8	42.7	43.5	47.5	18.2	18.2	9.1	6.1	6.1		
04:00:00	97	38	6.3		25.3	31.3	34.1	38.5	41.7	44.4	45.8	48.5	40.2	23.7	16.5	8.2	8.2		
05:00:00	249	36.2	6.2		23.3	29.7	33.2	36.9	40.1	41.4	44.1	46.4	25.3	13.3	10.4	5.2	5.2		
06:00:00	782	35.6	6.4		23.2	28.2	32.8	36.5	39.6	41.4	42.6	45	22.1	11.5	6.8	3.3	3.3		
07:00:00	1868	33.2	5.9		22.7	25.7	29	34.5	37.5	39	39.9	41.3	9.3	3.3	1.1	0.6	0.6		
08:00:00	2306	31.7	5.8		22.5	24.8	26.9	32.5	36.1	37.6	38.7	40.4	5.9	2.3	0.9	0.3	0.3		
09:00:00	1413	32.8	5.9		22.4	25.4	29	33.6	36.7	38.6	39.6	41.4	8.8	4.1	1.2	0.5	0.5		
10:00:00	1428	32.8	5.8		22.2	26	29.6	33.9	36.7	38	39.9	41	6.7	3.6	1.5	0.8	0.8		
11:00:00	1366	32.7	5.9		22	25.5	29.1	33.8	36.7	38.3	39.3	40.8	6.7	3.3	1.2	0.3	0.3		
12:00:00	1393	32.1	6		21.9	24.7	27.4	33.1	36.3	38	39	40.6	6.6	3	1.7	0.9	0.9		
13:00:00	1431	32.4	5.9		22	25.5	28.8	33.5	36.5	37.9	39	40.7	6.4	2.9	1.4	0.6	0.6		
14:00:00	1481	32.7	5.7		22.6	26.2	29.1	33.5	36.5	38	39.2	40.9	7.4	3.3	1.3	0.7	0.7		
15:00:00	1773	31.8	6		21.5	24.6	27.3	32.7	36	37.6	38.8	40.5	6.1	2.4	1	0.3	0.3		
16:00:00	2007	32.9	5.4		22.9	26.3	29.3	33.9	36.7	38	38.8	40.5	6	2.4	1.2	0.5	0.5		
17:00:00	1784	31.1	5.6		21.7	24.5	26.9	31.8	35	36.6	37.7	39.4	3.4	1.3	0.5	0.4	0.4		
18:00:00	1208	31.5	5.8		21.9	24.4	26.9	32.1	36	37.3	38.5	40.3	5.5	2.4	1.4	0.7	0.7		
19:00:00	760	31.9	6.4		21.6	24.5	26.5	32.4	36.6	38.4	39.9	42.2	9.5	5.3	2.5	1.3	1.3		
20:00:00	512	32.1	6.5		21.5	24.5	26.4	32.8	36.7	38.7	40.3	42.6	10.9	6.1	2.9	1	1		
21:00:00	415	33.1	6.4		22.2	25.9	29.5	34	37	38.7	40.2	43	10.4	6	4.1	2.9	2.9		
22:00:00	342	34.8	6		25	29.8	31.7	34.5	37.8	39.4	41.2	44.6	13.2	7.6	6.1	3.5	3.5		
23:00:00	211	34.1	5.8		21.9	28.1	31.3	34.2	37.6	39.7	41.3	43.1	14.2	7.6	3.3	0.9	0.9		
07-19	19458	32.3	5.8		22.2	25.2	28.1	33.3	36.4	37.9	39	40.6	6.5	2.8	1.2	0.5	0.5		
06-22	21927	32.4	5.9		22.2	25.2	28.1	33.4	36.6	38.1	39.2	41	7.4	3.3	1.5	0.7	0.7		
06-24	22480	32.5	6		22.2	25.3	28.2	33.4	36.6	38.2	39.3	41	7.5	3.4	1.6	0.8	0.8		
00-24	22999	32.5	6		22.2	25.3	28.3	33.5	36.7	38.2	39.4	41.2	7.9	3.7	1.8	0.9	0.9		
am Peak	08:00:00	04:00:00	03:00:00	04:00:00	04:00:00		04:00:00	04:00:00	02:00:00	04:00:00	04:00:00	04:00:00	02:00:00	04:00:00	04:00:00	01:00:00	01:00:00		
Peak Value	2306	38	7.5	25.3	31.3		34.1	38.5	42.1	44.4	45.8	48.5	46.2	23.7	16.5	9.4	9.4		
pm Peak	16:00:00	22:00:00	20:00:00	22:00:00	22:00:00		22:00:00	22:00:00	22:00:00	23:00:00	23:00:00	22:00:00	23:00:00	22:00:00	22:00:00	22:00:00	22:00:00		
Peak Value	2007	34.8	6.5	25	29.8		31.7	34.5	37.8	39.7	41.3	44.6	14.2	7.6	6.1	3.5	3.5		
Southwestbound																			
	Total	Mean	Std	<--	Percentile bins										% over limit (40mph) by:				% >
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO			
00:00:00	96	35.2	6		24.5	29	30.2	35.2	39.5	41.3	42.7	45.4	20.8	11.5	6.3	4.2	4.2		
01:00:00	41	35.6	5.4		28	30	31.4	35.5	39.8	41.2	42.3	48.1	24.4	9.8	7.3	4.9	4.9		
02:00:00	29	34.1	6.5		23.4	27.3	28.7	33.7	40.2	42.4	43.7	44.7	24.1	17.2	3.4	0	0		

03:00:00	23	37.5	5.6	26.1	30.1	32.7	39	41.1	42.8	45.1	47.2	43.5	13	13	4.3	4.3
04:00:00	32	35.9	7.5	24.7	27.4	30	35.6	39.9	43.3	47.4	53.8	25	18.8	12.5	9.4	9.4
05:00:00	189	38.8	5.8	27.9	32.1	35.1	39.7	42.4	44.5	45.7	47.8	48.7	27.5	16.4	9	9
06:00:00	501	37.6	5.8	25.6	32.4	34.8	38	40.9	42.7	44.2	46.3	31.5	18.6	10.8	5.6	5.6
07:00:00	1273	34.5	5.8	24	28.2	31	35.2	38.3	40	41	43.3	15.1	7.2	4.1	1.3	1.3
08:00:00	1613	31.8	6.9	19.9	25.1	27.3	32.4	36.6	38.6	39.9	42	9.5	5	2.1	0.9	0.9
09:00:00	1374	33.6	6.1	23.7	27.4	29.6	33.8	37.5	39.3	40.6	42.8	12.2	6.2	2.6	1	1
10:00:00	1171	33.1	6.1	22.3	26.7	29.1	33.7	37.5	39.2	40.3	42.5	11.1	6.4	1.5	0.7	0.7
11:00:00	1178	34.1	6	23.8	27.6	30	35	38	39.9	41.1	43.2	14.5	7.6	3.7	1.9	1.9
12:00:00	1339	33.8	6.1	23.3	27.2	29.8	34.3	37.9	39.7	40.9	43.1	13.7	7.3	3.7	1.4	1.4
13:00:00	1414	33.4	6.6	22.3	26.8	29.4	34.1	38	39.8	41.1	43.2	14	7	3.5	1.9	1.9
14:00:00	1457	33.5	6.2	23.3	26.5	28.9	34.1	38	40	41.1	42.9	15	6.8	3.2	1.4	1.4
15:00:00	1830	33.2	6.1	22.9	26.5	28.7	33.7	37.7	39.3	40.5	42.6	12.1	5.9	2.6	1.4	1.4
16:00:00	2048	33.6	6	23.3	26.5	29.1	34.5	37.9	39.7	40.7	42.5	13.1	6.1	2.7	0.7	0.7
17:00:00	2035	32.4	6.2	22.3	25.7	27.9	33	36.9	38.6	39.6	41.5	8.3	4.2	1.9	0.9	0.9
18:00:00	1239	32.9	6.1	23.1	26.3	28.4	33	37.2	39.2	40.3	42.7	10.9	6.2	3.2	1.4	1.4
19:00:00	770	33.9	6.4	23.4	26.6	28.7	34.3	38.4	40.5	42.2	43.9	16.9	10.4	4.4	2.2	2.2
20:00:00	564	33.7	6.4	23.6	26.3	28.2	34.2	38.2	40.2	41.3	44.1	15.6	8	5.3	2.3	2.3
21:00:00	357	34.3	6	24.6	27.7	29.7	34.8	38.6	40	41	43.7	14.6	7.9	4.8	2.5	2.5
22:00:00	291	34.8	7	23.5	27.2	29.5	35.2	39.5	41.5	42.4	47.4	22.3	11.7	8.2	5.8	5.8
23:00:00	138	35.5	6.3	24.3	28.8	30.9	35.3	40.6	42.2	43.3	45.7	26.8	15.2	8	4.3	4.3
07-19	17971	33.3	6.3	22.8	26.5	29	33.9	37.6	39.4	40.6	42.6	12.3	6.2	2.8	1.2	1.2
06-22	20163	33.4	6.3	23	26.6	29.1	34.1	37.8	39.6	40.8	42.9	13.1	6.7	3.2	1.4	1.4
06-24	20592	33.5	6.3	23	26.6	29.1	34.1	37.8	39.6	40.9	42.9	13.3	6.9	3.3	1.5	1.5
00-24	21002	33.5	6.3	23	26.7	29.2	34.1	37.9	39.7	41	43	13.7	7.1	3.5	1.6	1.6
am Peak	08:00:00	05:00:00	04:00:00	01:00:00	06:00:00	05:00:00	05:00:00	05:00:00	05:00:00	04:00:00	04:00:00	05:00:00	05:00:00	05:00:00	04:00:00	04:00:00
Peak Value	1613	38.8	7.5	28	32.4	35.1	39.7	42.4	44.5	47.4	53.8	48.7	27.5	16.4	9.4	9.4
pm Peak	16:00:00	23:00:00	22:00:00	21:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	22:00:00	23:00:00	23:00:00	22:00:00	22:00:00	22:00:00
Peak Value	2048	35.5	7	24.6	28.8	30.9	35.3	40.6	42.2	43.3	47.4	26.8	15.2	8.2	5.8	5.8

Event key:  QC Failure  QC Outlier  QC Atypical  Events  Special  Holiday  Offline

 Weekends and defined holidays

Holidays & Events: None

Speed Bins Report LEICESTERSHIRE_TEMP 000008029993 2023-01-30 to 2023-02-05

Site Name 000008029993
Site ID 000008029993
Grid 449558309514
Description Ratby Lane, south of Countryman Way

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over All days
Speed units mph
Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
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[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	25	0	0	6	15	4	0	0	0	0	40.5	34.6	6.2
01:00:00	10	0	0	2	6	2	0	0	0	0	41.5	35	6.4
02:00:00	8	0	0	2	3	3	0	0	0	0	42.6	35.1	6.7
03:00:00	8	0	0	1	4	2	0	0	0	0	42.3	35.8	7
04:00:00	18	0	0	3	9	6	1	0	0	0	44.2	37.5	6.7
05:00:00	63	0	1	8	32	22	0	0	0	0	43.4	37.3	6.2
06:00:00	183	0	1	25	109	46	2	0	0	0	42.1	36.4	6.2
07:00:00	449	0	3	109	284	52	1	0	0	0	39.6	33.7	5.9
08:00:00	560	2	13	192	312	40	1	0	0	0	38.7	31.8	6.3
09:00:00	398	0	6	105	245	41	0	0	0	0	39.2	33.1	6
10:00:00	371	0	9	96	234	32	1	0	0	0	38.7	33	6
11:00:00	363	0	6	91	229	37	1	0	0	0	39.9	33.3	6
12:00:00	390	1	5	107	238	39	1	0	0	0	39.3	32.9	6.1
13:00:00	406	1	8	108	248	40	1	0	0	0	39.3	32.9	6.3
14:00:00	420	0	5	118	249	46	1	0	0	0	39.3	33.1	6
15:00:00	515	0	8	159	300	45	2	0	0	0	39.8	32.5	6.1
16:00:00	579	0	6	159	359	55	1	0	0	0	39	33.3	5.8
17:00:00	546	0	13	185	315	32	1	0	0	0	38.4	31.8	5.9
18:00:00	350	0	4	119	197	28	1	0	0	0	39.1	32.2	6
19:00:00	219	0	2	73	115	28	1	0	0	0	39.8	32.9	6.5
20:00:00	154	0	2	50	81	20	1	0	0	0	39.9	32.9	6.5
21:00:00	110	0	1	29	67	13	1	0	0	0	39.7	33.7	6.2
22:00:00	90	0	0	18	56	13	2	0	0	0	40.7	34.8	6.5
23:00:00	50	0	0	9	30	10	0	0	0	0	41.2	34.6	6.1
07-19	5347	5	87	1547	3210	488	10	0	0	0	38.6	32.8	6.1
06-22	6013	5	92	1724	3583	594	14	0	0	0	38.8	32.9	6.1
06-24	6153	5	93	1751	3669	617	16	0	0	0	38.9	32.9	6.1
00-24	6286	5	94	1773	3739	656	18	0	0	0	39	33	6.2
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00	09:00:00			04:00:00	04:00:00	
Peak Volume	560	2	13	192	312	52	2	0			44.2	37.5	6.7
pm Peak	16:00:00	13:00:00	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00	13:00:00		21:00:00	23:00:00	22:00:00	
Peak Volume	579	1	13	185	359	55	2	0		0	41.2	34.8	6.5

Northeastbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	12	0	0	3	7	1	0	0	0	0	39.2	33.8	6.3
01:00:00	5	0	0	1	2	1	0	0	0	0	43.5	34.2	7.5
02:00:00	4	0	0	1	1	2	0	0	0	0	43.2	36.1	6.9
03:00:00	5	0	0	1	3	1	0	0	0	0	42.8	34.6	7.6
04:00:00	14	0	0	1	7	5	0	0	0	0	44.3	38	6.3
05:00:00	36	0	1	5	21	9	0	0	0	0	41.5	36.2	6.2
06:00:00	112	0	1	18	67	24	1	0	0	0	41.6	35.6	6.4
07:00:00	267	0	1	72	168	25	0	0	0	0	39.6	33.2	5.9
08:00:00	329	0	3	117	189	19	0	0	0	0	38	31.7	5.8
09:00:00	202	0	3	54	127	18	0	0	0	0	39.1	32.8	5.9
10:00:00	204	0	4	50	135	14	0	0	0	0	38.3	32.8	5.8
11:00:00	195	0	4	51	127	13	0	0	0	0	38.4	32.7	5.9
12:00:00	199	0	3	61	121	13	0	0	0	0	38.3	32.1	6
13:00:00	204	1	3	56	131	13	0	0	0	0	38.4	32.4	5.9
14:00:00	212	0	3	58	135	15	0	0	0	0	38.2	32.7	5.7
15:00:00	253	0	5	80	152	15	1	0	0	0	38.2	31.8	6
16:00:00	287	0	3	77	189	17	0	0	0	0	38.3	32.9	5.4
17:00:00	255	0	6	92	148	9	0	0	0	0	37.2	31.1	5.6
18:00:00	173	0	2	63	98	9	0	0	0	0	37.7	31.5	5.8
19:00:00	109	0	1	41	56	10	0	0	0	0	38.5	31.9	6.4
20:00:00	73	0	1	26	38	8	0	0	0	0	38.8	32.1	6.5
21:00:00	59	0	1	15	37	5	1	0	0	0	38.8	33.1	6.4
22:00:00	49	0	0	7	35	5	1	0	0	0	39.5	34.8	6
23:00:00	30	0	0	5	20	4	0	0	0	0	39.7	34.1	5.8
07-19	2780	2	40	833	1722	179	3	0	0	0	37.9	32.3	5.8
06-22	3132	2	45	933	1921	227	5	0	0	0	38.1	32.4	5.9
06-24	3211	2	45	946	1976	236	6	0	0	0	38.2	32.5	6
00-24	3286	2	46	958	2018	255	7	0	0	0	38.2	32.5	6
am Peak	08:00:00	08:00:00	10:00:00	08:00:00	08:00:00	07:00:00	06:00:00				04:00:00	04:00:00	
Peak Volume	329	0	4	117	189	25	1				44.3	38	6.3
pm Peak	16:00:00	13:00:00	17:00:00	17:00:00	16:00:00	16:00:00	22:00:00				23:00:00	22:00:00	
Peak Volume	287	1	6	92	189	17	1				39.7	34.8	6

Southwestbound													
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	14	0	0	3	8	3	0	0	0	0	41.3	35.2	6.1
01:00:00	6	0	0	1	4	1	0	0	0	0	40.8	35.6	5.5
02:00:00	4	0	0	2	2	1	0	0	0	0	42.3	34.1	6.6
03:00:00	3	0	0	0	1	1	0	0	0	0	41.8	37.5	5.7
04:00:00	5	0	0	1	2	1	0	0	0	0	43.2	35.9	7.7
05:00:00	27	0	0	3	11	13	0	0	0	0	44.5	38.8	5.8
06:00:00	72	0	0	7	42	21	1	0	0	0	42.8	37.6	5.8
07:00:00	182	0	1	37	116	27	0	0	0	0	40.2	34.5	5.8
08:00:00	230	1	10	74	122	21	1	0	0	0	38.7	31.8	6.9
09:00:00	196	0	3	51	118	23	0	0	0	0	39.7	33.6	6.1
10:00:00	167	0	4	46	99	18	0	0	0	0	39.6	33.1	6.1
11:00:00	168	0	2	40	102	24	1	0	0	0	40.3	34.1	6
12:00:00	191	1	2	46	116	26	0	0	0	0	39.9	33.8	6.1
13:00:00	202	1	5	52	116	28	0	0	0	0	40	33.4	6.6
14:00:00	208	0	3	60	114	31	1	0	0	0	40.3	33.5	6.2
15:00:00	261	0	3	79	148	30	2	0	0	0	39.9	33.2	6.1
16:00:00	293	0	3	82	169	38	0	0	0	0	40	33.6	6
17:00:00	291	0	7	92	167	24	1	0	0	0	38.9	32.4	6.2
18:00:00	177	0	2	56	99	19	1	0	0	0	39.6	32.9	6.1
19:00:00	110	0	1	32	59	18	0	0	0	0	40.7	33.9	6.4
20:00:00	81	0	0	25	43	12	1	0	0	0	40.4	33.7	6.4
21:00:00	51	0	0	13	30	7	0	0	0	0	40.1	34.3	6
22:00:00	42	0	0	11	21	8	1	0	0	0	41.5	34.8	7
23:00:00	20	0	0	4	10	5	0	0	0	0	42.3	35.5	6.3
07-19	2567	3	46	714	1488	308	7	0	0	0	39.4	33.3	6.3
06-22	2880	3	48	790	1662	368	9	0	0	0	39.6	33.4	6.3
06-24	2942	3	48	805	1693	381	10	0	0	0	39.6	33.5	6.3
00-24	3000	3	48	815	1721	401	11	0	0	0	39.7	33.5	6.3
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	06:00:00	09:00:00			05:00:00	05:00:00	
Peak Volume	230	1	10	74	122	27	1	0			44.5	38.8	5.8
pm Peak	16:00:00	13:00:00	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00	13:00:00			21:00:00	23:00:00	23:00:00
Peak Volume	293	1	7	92	169	38	2	0			42.3	35.5	6.3

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

Site Name	000008029993
Site ID	000008029993
Grid	449558309514
Description	Ratby Lane, south of Countryman Way

Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour

Averaged over All days
Exclude data: Events

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)

[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions	All directions															
	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid Reading	%HGV	
00:00:00	25	0	0	21	3	2	0	0	0	0	0	0	0	0	6.7	
01:00:00	10	0	0	9	1	0	0	0	0	0	0	0	0	0	2.7	
02:00:00	8	0	0	7	1	0	0	0	0	0	0	0	0	0	0	
03:00:00	8	0	0	6	1	1	0	0	0	0	0	0	0	0	8.9	
04:00:00	18	0	0	15	2	1	0	0	0	0	0	0	0	0	6.2	
05:00:00	63	0	0	51	7	2	1	0	0	0	1	1	1	0	4.8	
06:00:00	183	0	1	142	29	7	0	0	0	0	1	1	1	1	4.8	
07:00:00	449	0	2	348	79	12	1	0	1	0	1	1	2	0	3.5	
08:00:00	560	0	1	452	75	21	1	1	2	0	2	2	4	0	4.6	
09:00:00	398	1	1	313	56	18	1	1	1	0	2	0	4	0	5.8	
10:00:00	371	3	2	293	47	14	2	0	2	0	2	1	5	0	5.2	
11:00:00	363	2	3	285	49	14	2	0	2	0	1	1	4	0	5.3	
12:00:00	390	1	4	312	50	13	0	0	2	0	2	1	4	0	4.7	
13:00:00	406	2	1	327	55	12	1	0	1	0	1	1	4	0	3.8	
14:00:00	420	1	3	336	58	13	0	0	2	0	3	1	2	0	4.4	
15:00:00	515	1	3	418	72	14	1	0	2	0	1	1	2	0	3.4	
16:00:00	579	1	2	476	83	13	0	0	2	0	1	1	1	0	2.7	
17:00:00	546	0	1	461	70	9	0	0	1	0	1	0	1	0	2	
18:00:00	350	0	0	307	36	5	0	0	1	0	0	0	1	0	1.6	
19:00:00	219	0	0	191	24	2	0	0	0	0	0	0	0	0	1.3	
20:00:00	154	0	0	137	14	2	0	0	0	0	0	0	0	0	2	
21:00:00	110	0	0	99	10	2	0	0	0	0	0	0	0	0	1.4	
22:00:00	90	0	0	78	10	1	0	0	0	0	0	0	0	0	2.1	
23:00:00	50	0	0	42	5	2	0	0	0	0	0	0	0	0	3.7	
07-19	5347	13	25	4328	731	157	9	3	19	0	17	11	34	0	3.8	
06-22	6013	13	27	4896	808	171	10	3	20	0	18	12	35	0	3.7	
06-24	6153	14	27	5017	823	174	10	3	20	0	18	13	35	0	3.7	
00-24	6286	14	28	5126	838	179	10	3	21	0	19	14	35	0	3.7	
am Peak	08:00:00	10:00:00	11:00:00	08:00:00	07:00:00	08:00:00	10:00:00	09:00:00	10:00:00	09:00:00	08:00:00	10:00:00	05:00:00			
Peak Volume	560	3	3	452	79	21	2	1	2	2	2	5	0.2			
pm Peak	16:00:00	13:00:00	12:00:00	16:00:00	16:00:00	15:00:00	13:00:00	13:00:00	12:00:00	17:00:00	14:00:00	14:00:00	13:00:00	14:00:00		
Peak Volume	579	2	4	476	83	14	1	0	2	0	3	1	4	0.1		
Northeastbound																
	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid Reading	%HGV	
00:00:00	12	0	0	9	2	1	0	0	0	0	0	0	0	0	11	
01:00:00	5	0	0	4	0	0	0	0	0	0	0	0	0	0	3.1	
02:00:00	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	
03:00:00	5	0	0	3	1	1	0	0	0	0	0	0	0	0	15.2	
04:00:00	14	0	0	11	2	1	0	0	0	0	0	0	0	0	7.2	
05:00:00	36	0	0	27	5	1	0	0	0	0	1	1	0	0	6.4	
06:00:00	112	0	1	86	18	5	0	0	0	0	1	1	1	1	5.9	
07:00:00	267	0	1	212	44	5	1	0	1	0	1	1	1	1	2.8	
08:00:00	329	0	1	272	40	11	1	0	1	0	1	1	2	0	4	
09:00:00	202	1	0	160	29	8	0	0	0	0	1	0	2	0	4.8	
10:00:00	204	2	1	163	27	6	1	0	1	0	1	1	2	0	4.1	
11:00:00	195	1	1	155	25	8	1	0	1	0	1	1	2	0	5.6	
12:00:00	199	0	2	160	25	7	0	0	2	0	1	0	2	0	4.8	
13:00:00	204	1	1	161	30	7	0	0	1	0	0	1	2	0	4.2	
14:00:00	212	1	2	169	30	7	0	0	1	0	1	0	1	0	4.7	
15:00:00	253	1	2	206	36	6	0	0	1	0	1	1	1	0	2.9	
16:00:00	287	0	1	237	38	7	0	0	1	0	1	0	0	0	3.1	
17:00:00	255	0	1	213	34	4	0	0	1	0	0	0	1	0	2.3	
18:00:00	173	0	0	149	20	2	0	0	0	0	0	0	0	0	1.3	
19:00:00	109	0	0	94	13	1	0	0	0	0	0	0	0	0	1.4	
20:00:00	73	0	0	65	6	1	0	0	0	0	0	0	0	0	2.1	
21:00:00	59	0	0	52	5	1	0	0	0	0	0	0	0	0	2.2	
22:00:00	49	0	0	42	5	1	0	0	0	0	0	0	0	0	2.6	
23:00:00	30	0	0	25	3	1	0	0	0	0	0	0	0	0	4.7	
07-19	2780	6	13	2258	379	77	4	1	11	0	8	6	16	0	3.7	
06-22	3132	6	14	2555	421	87	4	1	12	0	9	6	17	0	3.6	
06-24	3211	6	14	2623	429	89	4	1	12	0	9	7	17	0	3.6	
00-24	3286	6	14	2680	439	94	5	1	12	0	10	8	17	0	3.7	
am Peak	08:00:00	10:00:00	07:00:00	08:00:00	07:00:00	08:00:00	11:00:00	09:00:00	08:00:00	09:00:00	08:00:00	10:00:00	05:00:00			
Peak Volume	329	2	1	272	44	11	1	0	1	1	1	2	0.3			
pm Peak	16:00:00	13:00:00	12:00:00	16:00:00	16:00:00	16:00:00	13:00:00	12:00:00	12:00:00	14:00:00	15:00:00	13:00:00	14:00:00			
Peak Volume	287	1	2	237	38	7	0	0	2	1	1	2	0.1			
Southwestbound																

	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid Reading	%HGV
00:00:00	14	0	0	12	1	0	0	0	0	0	0	0	0	0	3.1
01:00:00	6	0	0	5	0	0	0	0	0	0	0	0	0	0	2.4
02:00:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00:00	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00:00	5	0	0	4	0	0	0	0	0	0	0	0	0	0	3.1
05:00:00	27	0	0	24	2	0	0	0	0	0	0	0	0	0	2.6
06:00:00	72	0	1	56	12	2	0	0	0	0	0	0	0	0	3.2
07:00:00	182	0	1	136	35	7	0	0	0	0	0	0	1	0	4.6
08:00:00	230	0	0	180	35	10	0	1	1	0	1	1	1	0	5.4
09:00:00	196	0	1	152	27	10	1	0	1	0	1	0	2	0	6.8
10:00:00	167	2	1	130	21	8	1	0	1	0	1	1	3	0	6.4
11:00:00	168	1	2	131	23	6	1	0	1	0	1	1	2	0	5
12:00:00	191	1	2	152	25	7	0	0	1	0	1	1	2	0	4.6
13:00:00	202	1	1	166	25	5	0	0	1	0	1	1	2	0	3.5
14:00:00	208	0	1	167	29	6	0	0	1	0	1	1	1	0	4.1
15:00:00	261	0	1	212	36	8	0	0	1	0	0	0	1	0	3.8
16:00:00	293	0	1	239	44	6	0	0	1	0	0	1	1	0	2.3
17:00:00	291	0	0	248	36	4	0	0	0	0	1	0	0	0	1.8
18:00:00	177	0	0	157	16	3	0	0	0	0	0	0	0	0	1.9
19:00:00	110	0	0	97	12	1	0	0	0	0	0	0	0	0	1.2
20:00:00	81	0	0	71	8	1	0	0	0	0	0	0	0	0	1.8
21:00:00	51	0	0	46	4	0	0	0	0	0	0	0	0	0	0.6
22:00:00	42	0	0	36	5	0	0	0	0	0	0	0	0	0	1.4
23:00:00	20	0	0	17	2	0	0	0	0	0	0	0	0	0	2.2
07-19	2567	7	12	2070	352	80	5	2	8	0	9	6	17	0	4
06-22	2880	7	13	2341	387	84	5	2	8	0	9	6	17	0	3.8
06-24	2942	7	13	2394	394	84	5	2	8	0	9	6	17	0	3.7
00-24	3000	7	13	2446	399	85	6	2	8	0	9	6	17	0	3.7
am Peak	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	09:00:00	10:00:00	08:00:00	09:00:00		08:00:00	08:00:00	10:00:00		04:00:00
Peak Volume	230	2	2	180	35	10	1	1	1		1	1	3		0.4
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	15:00:00	13:00:00	15:00:00	15:00:00	17:00:00	12:00:00	14:00:00	12:00:00		12:00:00
Peak Volume	293	1	2	248	44	8	0	0	1	0	1	1	2		0.1

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Notes on data:

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

Holidays & Events:

None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 000008029994 2023-01-30 to 2023-02-05

Site Name 000008029994
 Site ID 000008029994
 Grid 449680309744
 Description Ratby Lane, north of Link Rise

Setup LEICS_TUBES
 Lanes Each Lane
 Time Period 1 hour
 Class Any

Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
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[Ratby Lane south Class](#)

[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	2	5	4	3	1	8	9	3	5	32
01:00:00	1	2	1	1	1	4	8	1	3	18
02:00:00	0	1	1	2	2	4	7	1	2	17
03:00:00	1	2	2	1	0	2	0	1	1	8
04:00:00	1	2	3	0	1	2	2	1	2	11
05:00:00	5	3	6	7	1	2	4	4	4	28
06:00:00	17	17	19	24	27	9	3	21	17	116
07:00:00	66	69	93	79	71	15	12	76	58	405
08:00:00	113	123	107	101	99	40	20	109	86	603
09:00:00	81	89	70	85	72	56	64	79	74	517
10:00:00	55	49	62	47	54	66	54	53	55	387
11:00:00	57	55	42	53	47	56	54	51	52	364
12:00:00	63	78	73	63	110	83	78	77	78	548
13:00:00	68	63	58	72	92	70	72	71	71	495
14:00:00	75	82	91	86	92	77	84	85	84	587
15:00:00	84	99	116	98	119	63	65	103	92	644
16:00:00	111	109	109	113	101	91	52	109	98	686
17:00:00	141	156	137	134	139	83	66	141	122	856
18:00:00	80	90	102	94	84	63	27	90	77	540
19:00:00	42	51	46	67	73	62	38	56	54	379
20:00:00	30	36	44	48	54	54	15	42	40	281
21:00:00	11	21	19	25	26	26	7	20	19	135
22:00:00	14	12	18	18	26	21	8	18	17	117
23:00:00	6	7	2	6	10	19	1	6	7	51
07-19	994	1062	1060	1025	1080	763	648	1044	947	6632
06-22	1094	1187	1188	1189	1260	914	711	1184	1078	7543
06-24	1114	1206	1208	1213	1296	954	720	1207	1102	7711
00-24	1124	1221	1225	1227	1302	976	750	1220	1118	7825
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	09:00:00	08:00:00	08:00:00	
Peak Volume	113	123	107	101	99	66	64	109	86	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	14:00:00	17:00:00	17:00:00	
Peak Volume	141	156	137	134	139	91	84	141	122	

Northeastbound

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	1	2	1	0	0	3	4	1	2	11
01:00:00	1	0	0	0	0	0	1	0	0	2
02:00:00	0	0	0	0	0	0	1	0	0	1
03:00:00	1	2	2	1	0	1	0	1	1	7
04:00:00	1	1	1	0	1	1	0	1	1	5
05:00:00	2	3	3	4	0	2	3	2	2	17
06:00:00	13	12	14	19	20	3	0	16	12	81
07:00:00	44	52	65	58	49	7	4	54	40	279
08:00:00	65	70	61	63	53	23	8	62	49	343
09:00:00	34	41	29	42	27	32	31	35	34	236
10:00:00	26	20	27	17	20	33	28	22	24	171
11:00:00	30	23	14	24	23	25	23	23	23	162
12:00:00	23	34	35	30	46	35	34	34	34	237
13:00:00	32	25	25	22	40	30	18	29	27	192
14:00:00	36	31	43	37	32	24	25	36	33	228
15:00:00	25	43	37	29	37	28	36	34	34	235
16:00:00	36	43	39	31	39	35	26	38	36	249
17:00:00	53	60	48	59	61	42	24	56	50	347
18:00:00	29	47	40	35	37	31	11	38	33	230

19:00:00	12	18	21	32	30	20	14	23	21	147
20:00:00	11	8	15	18	22	23	6	15	15	103
21:00:00	1	4	8	9	14	10	2	7	7	48
22:00:00	2	2	7	1	9	3	0	4	3	24
23:00:00	1	3	1	2	1	4	0	2	2	12
07-19	433	489	463	447	464	345	268	459	416	2909
06-22	470	531	521	525	550	401	290	519	470	3288
06-24	473	536	529	528	560	408	290	525	475	3324
00-24	479	544	536	533	561	415	299	531	481	3367
am Peak	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	10:00:00	09:00:00	08:00:00	08:00:00	
Peak Volume	65	70	65	63	53	33	31	62	49	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	17:00:00	17:00:00	
Peak Volume	53	60	48	59	61	42	36	56	50	

Southwestbound

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2023-01-30	2023-01-31	2023-02-01	2023-02-02	2023-02-03	2023-02-04	2023-02-05	Workday	7 Day	Count
00:00:00	1	3	3	3	1	5	5	2	3	21
01:00:00	0	2	1	1	1	4	7	1	2	16
02:00:00	0	1	1	2	2	4	6	1	2	16
03:00:00	0	0	0	0	0	1	0	0	0	1
04:00:00	0	1	2	0	0	1	2	1	1	6
05:00:00	3	0	3	3	1	0	1	2	2	11
06:00:00	4	5	5	5	7	6	3	5	5	35
07:00:00	22	17	28	21	22	8	8	22	18	126
08:00:00	48	53	46	38	46	17	12	46	37	260
09:00:00	47	48	41	43	45	24	33	45	40	281
10:00:00	29	29	35	30	34	33	26	31	31	216
11:00:00	27	32	28	29	24	31	31	28	29	202
12:00:00	40	44	38	33	64	48	44	44	44	311
13:00:00	36	38	33	50	52	40	54	42	43	303
14:00:00	39	51	48	49	60	53	59	49	51	359
15:00:00	59	56	79	69	82	35	29	69	58	409
16:00:00	75	66	70	82	62	56	26	71	62	437
17:00:00	88	96	89	75	78	41	42	85	73	509
18:00:00	51	43	62	59	47	32	16	52	44	310
19:00:00	30	33	25	35	43	42	24	33	33	232
20:00:00	19	28	29	30	32	31	9	28	25	178
21:00:00	10	17	11	16	12	16	5	13	12	87
22:00:00	12	10	11	17	17	18	8	13	13	93
23:00:00	5	4	1	4	9	15	1	5	6	39
07-19	561	573	597	578	616	418	380	585	532	3723
06-22	624	656	667	664	710	513	421	664	608	4255
06-24	641	670	679	685	736	546	430	682	627	4387
00-24	645	677	689	694	741	561	451	689	637	4458
am Peak	08:00:00	08:00:00	08:00:00	09:00:00	08:00:00	10:00:00	09:00:00	08:00:00	09:00:00	
Peak Volume	48	53	46	43	46	33	33	46	40	
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	16:00:00	14:00:00	17:00:00	17:00:00	
Peak Volume	88	96	89	82	82	56	59	85	73	

Event key:  QC Failure  QC Outlier  QC Atypical  Events  Special  Holiday  Offline

 Weekends and defined holidays

Notes on data: Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:
None

Speed Statistics Report LEICESTERSHIRE_TEMP 000008029994 2023-01-30 to 2023-02-05

Site Name 000008029994
Site ID 000008029994
Grid 449680309744
Description Ratby Lane, north of Link Rise

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any
Speed units mph

Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions	Percentile bins																	% over limit (30mph) by:					% >
	Total	Mean	Std	<--																			
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO							
00:00:00	32	25.9	5.3	14.8	18	24	26.4	29.8	30.5	31.4	34.3	25	9.4	3.1	3.1	3.1							
01:00:00	18	27.4	5.3	12.9	22.5	25.1	28.7	31.9	33.2	33.4	35.1	27.8	27.8	16.7	5.6	5.6							
02:00:00	17	29.2	4.9	21.7	22.8	24.4	29.3	32.9	35.9	37	37.2	47.1	41.2	23.5	17.6	17.6							
03:00:00	8	21.9	5.6	12.5	14.2	17.6	21.5	27.8	28.9	29.3	29.3	0	0	0	0	0							
04:00:00	11	27.3	1.8	24.6	25.4	25.9	26.8	29.1	29.9	30.5	30.7	9.1	0	0	0	0							
05:00:00	28	24.2	4.2	17.6	19.5	21.3	24.2	26.3	28.3	29.4	34.5	3.6	3.6	3.6	3.6	3.6							
06:00:00	116	23.4	4.9	16	18	20.6	23.1	26	29.4	30.1	31.2	10.3	4.3	3.4	0.9	0.9							
07:00:00	405	26.2	5.4	16.1	20.8	22.8	26.3	29.6	31.6	32.7	34.7	23.2	15.6	8.4	5.2	4							
08:00:00	603	26.2	5.9	15.1	20.2	22.9	26.7	30.1	31.8	33	35	25.5	16.9	10.1	6.1	4.5							
09:00:00	517	24.5	5.2	15.4	18.9	21.3	24.8	28.2	30	30.9	32.5	14.7	7.7	4.1	2.1	1.9							
10:00:00	387	24	5.7	14.2	18	20.7	24.2	27.4	29.2	31.2	32.7	12.9	8.5	4.1	3.1	2.8							
11:00:00	364	24.1	5.2	15	18.3	20.9	24.4	27	28.8	31	32.5	11.5	8	3.8	1.6	1.6							
12:00:00	548	24.1	5.5	14.6	18.1	20.3	24.2	27.8	29.6	30.6	32.6	12.8	7.8	4	2.4	2							
13:00:00	495	24.3	5.6	14	18.7	21.2	24.9	27.9	29.2	30.5	32.6	11.7	7.3	3.8	3.4	3							
14:00:00	587	24.8	5.4	14.7	19.9	21.8	25.3	28.1	30.2	31.4	32.9	15.5	9.7	4.9	2.4	1.9							
15:00:00	644	25.9	5.5	15.4	21.4	23.6	26	28.8	30.7	31.9	33.7	17.7	10.9	6.7	3.6	3							
16:00:00	686	25.9	5.8	15.5	20.3	22.8	26.2	29.4	31.4	32.9	35.2	22.4	14.4	9.3	5.8	5.1							
17:00:00	856	25.1	5.6	14.6	19.8	22.3	25.6	28.5	30	31.1	33.2	15.2	9.1	5.3	4.2	3.3							
18:00:00	540	25.3	5.4	15.3	20.1	22.5	25.8	28.3	30	31	33.5	15.2	8.3	5.7	3.7	3.1							
19:00:00	379	25.7	5.4	15.9	20.4	22.7	25.8	28.9	30.9	31.9	33.8	18.5	10.8	6.6	4	3.4							
20:00:00	281	25.7	5.2	16.6	20.7	22.9	26.3	29.2	30.2	31	33.2	16.7	8.9	5.7	2.8	2.1							
21:00:00	135	25.1	6.1	14.6	19.5	21.7	25.1	28.8	30.3	32.9	35.5	15.6	14.1	8.9	6.7	5.9							
22:00:00	117	26.8	5.2	16.9	20.9	23.7	27.2	30.8	32.2	32.6	35.4	27.4	23.1	8.5	6	5.1							
23:00:00	51	26.4	4.4	18.7	21.9	24.7	26.7	28	29.6	31.3	35.1	11.8	9.8	5.9	3.9	3.9							
07-19	6632	25.1	5.6	14.9	19.6	22	25.5	28.5	30.4	31.7	33.6	16.8	10.5	6	3.8	3.1							
06-22	7543	25.1	5.6	15.1	19.7	22	25.5	28.6	30.4	31.6	33.7	16.8	10.4	6	3.8	3.1							
06-24	7711	25.2	5.6	15.2	19.7	22	25.5	28.6	30.4	31.7	33.7	16.9	10.6	6.1	3.8	3.1							
00-24	7825	25.2	5.6	15.2	19.7	22.1	25.6	28.6	30.4	31.7	33.7	16.9	10.6	6.1	3.8	3.2							
am Peak	08:00:00	02:00:00	08:00:00	04:00:00	04:00:00	04:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00							
Peak Value	603	29.2	5.9	24.6	25.4		25.9	29.3	32.9	35.9	37	37.2	47.1	41.2	23.5	17.6	17.6						
pm Peak	17:00:00	22:00:00	21:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	22:00:00	21:00:00	21:00:00	22:00:00	22:00:00	16:00:00	21:00:00	21:00:00							
Peak Value	856	26.8	6.1	18.7	21.9		24.7	27.2	30.8	32.2	32.9	35.5	27.4	23.1	9.3	6.7	5.9						
Northeastbound																							
	Total	Mean	Std	<--		Percentile bins										-->	% over limit (30mph) by:				% >		
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO							
00:00:00	11	24.3	6	12	15.4	18	26	30	30.4	31.2	31.5	27.3	9.1	0	0	0							
01:00:00	2	18.1	5.2	12.9	12.9	12.9	18.1	23.2	23.2	23.2	23.2	0	0	0	0	0							
02:00:00	1	22.2	0	22.2	22.2	22.2	22.2	22.2	22.2	22.2	22.2	0	0	0	0	0							
03:00:00	7	22.2	5.9	12.5	13.5	17.5	23.4	28.1	29.1	29.3	29.3	0	0	0	0	0							
04:00:00	5	27.8	2.1	24.6	24.6	25.7	28	29.9	30.7	30.7	30.7	20	0	0	0	0							
05:00:00	17	23.7	4.8	16.3	19.4	20.2	23.8	24.6	28.2	31.2	38.3	5.9	5.9	5.9	5.9	5.9							
06:00:00	81	22.4	4.7	14.5	17	19.5	22.4	24.5	26.3	29	30.1	4.9	2.5	2.5	1.2	1.2							
07:00:00	279	26.1	6	15.4	20.3	22.3	26.1	30.3	32.5	33.6	35.3	26.5	20.1	11.1	7.2	5.4							
08:00:00	343	26.7	6.5	14.3	19.1	22.9	27.6	31.1	32.9	34.2	36.2	31.8	22.7	14.3	9	6.1							
09:00:00	236	23.4	5.5	14.7	17.2	19.5	23.4	27.6	29.8	30.8	32.7	13.1	7.2	4.7	3	2.5							
10:00:00	171	23.2	5.7	13.9	16.3	19.2	23.6	26.4	28.5	30.4	33.2	9.9	7	4.7	4.1	3.5							
11:00:00	162	23.3	5.5	14.1	17.1	19.3	23.4	26.8	28.6	31.1	33.4	11.1	8.6	4.9	1.9	1.9							
12:00:00	237	23.4	5.7	14.1	16.6	19.3	23.3	27.7	29.7	30.7	32.5	13.1	8	3.4	2.5	1.7							
13:00:00	192	23.3	6.3	12.7	15.8	19	24.1	27.6	28.7	30	32.2	10.4	6.8	4.2	4.2	3.6							
14:00:00	228	24.4	6.2	13.5	18.3	21	24.6	28.5	30.9	32.2	34	18	14	7.5	3.5	3.1							
15:00:00	235	25.1	5.9	13.6	18.9	22	25.7	28.6	31	32	34	18.3	11.5	7.2	3.4	3							
16:00:00	249	24.8	6.1	12.7	18.7	21.2	25.2	28.9	30.7	31.8	34.5	19.3	10.8	7.6	4.8	4.4							
17:00:00	347	25.8	5.5	16.1	20.6	23.2	26.3	29	30.8	31.9	35.2	17.6	11.5	6.9	6.1	5.2							
18:00:00	230	24.4	5.5	14.2	18.5	21.6	25	27.7	29.5	30.9	33.1	13.9	8.3	5.2	2.6	2.2							
19:00:00	147	25.1	5.7	15	19	21.7	25.4	28.4	31.1	31.9	33.9	17.7	11.6	5.4	4.1	3.4							
20:00:00	103	25	5.2	16.1	18.7	21.5	25.5	28.3	29.7	30.7	32.5	12.6	5.8	3.9	2.9	2.9							
21:00:00	48	24.3	6.9	11.4	17.7	20.1	24.5	27.5	31	35.4	36.7	14.6	14.6	12.5	10.4	10.4							
22:00:00	24	27.3	5.7	16.1	19.7	22.7	28	32.2	32.4	33.4	35.8	41.7	41.7	8.3	4.2	4.2							
23:00:00	12	26.8	6.4	17.9	19.1	21.2	26.6	29.7	34	39.5	42	16.7	16.7	16.7	8.3	8.3							
07-19	2909	24.7	6	14.3	18.2	21	25	28.7	30.8	32.1	34.2	18	12.2	7.3	4.7	3.8							
06-22	3288	24.7	6	14.3	18.2	21	25	28.5	30.7	32	34.2	17.5	11.7	7.1	4.6	3.8							
06-24	3324	24.7	6	14.3	18.2	21	25	28.6	30.7	32	34.2	17.7	12	7.1	4.6	3.8							
00-24	3367	24.7	6	14.3	18.2	21	25	28.6	30.7	32	34.2	17.6	11.9	7	4.6	3.8							
am Peak	08:00:00	04:00:00	08:00:00	04:00:00	04:00:00	04:00:00	04:00:00	08:00:00	08:00:00	08:00:00	05:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00							
Peak Value	343	27.8	6.5	24.6	24.6		25.7	28	31.1	32.9	34.2	38.3	31.8	22.7	14.3	9	6.1						
pm Peak	17:00:00	22:00:00	21:00:00	23:00:00	17:00:00	17:00:00	22:00:00	22:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	23:00:00	21:00:00	21:00:00							
Peak Value	347	27.3	6.9	17.9	20.6		23.2	28	32.2	34	39.5	42	41.7	41.7	16.7	10.4	10.4						
Southwestbound																							
	Total	Mean	Std	<--		Percentile bins										-->	% over limit (30mph) by:				% >		
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	ACPO							

00:00:00	21	26.7	4.7	17.3	20.3	24.9	26.4	29.9	30.9	32.2	37.3	23.8	9.5	4.8	4.8	4.8
01:00:00	16	28.6	4	18.2	25	25.9	29.1	31.9	33.2	33.8	35.1	31.3	31.3	18.8	6.3	6.3
02:00:00	16	29.7	4.8	21.7	23.5	25.1	29.9	33.3	36.1	37	37.2	50	43.8	25	18.8	18.8
03:00:00	1	19.7	0	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7	0	0	0	0	0
04:00:00	6	26.9	1.4	25.6	25.6	25.8	26.4	27.8	29.6	29.7	29.7	0	0	0	0	0
05:00:00	11	25	3	19.4	21.5	22	25.4	27.5	28.9	29.7	29.9	0	0	0	0	0
06:00:00	35	25.7	4.5	19.1	20.6	22.4	24.4	30	31	31.4	33.4	22.9	8.6	5.7	0	0
07:00:00	126	26.4	3.7	19.9	22.2	24.1	26.8	29	30	31	32.2	15.9	5.6	2.4	0.8	0.8
08:00:00	260	25.6	5	16.6	21.4	22.9	26	28.8	30.3	30.9	32.7	17.3	9.2	4.6	2.3	2.3
09:00:00	281	25.4	4.7	16.2	20.9	22.8	25.7	28.4	30.1	30.9	32.5	16	8.2	3.6	1.4	1.4
10:00:00	216	24.6	5.5	14.3	19.4	21.4	25	28.1	30.2	31.4	32.7	15.3	9.7	3.7	2.3	2.3
11:00:00	202	24.6	4.8	16	20.4	21.9	24.8	27.3	29.3	30.9	32.5	11.9	7.4	3	1.5	1.5
12:00:00	311	24.5	5.3	15.9	19.1	21.3	24.7	27.9	29.5	30.5	32.9	12.5	7.7	4.5	2.3	2.3
13:00:00	303	25	5	16.1	20.2	22.3	25.4	28	29.6	30.9	32.7	12.5	7.6	3.6	3	2.6
14:00:00	359	25.1	4.9	15	20.9	22.6	25.6	27.9	29.9	30.9	32.1	13.9	7	3.3	1.7	1.1
15:00:00	409	26.3	5.2	17.3	22.2	24.1	26.3	28.8	30.6	31.8	33.6	17.4	10.5	6.4	3.7	2.9
16:00:00	437	26.5	5.5	16.2	21.3	23.5	26.7	29.8	31.8	33.1	35.3	24.3	16.5	10.3	6.4	5.5
17:00:00	509	24.7	5.5	13.8	19.5	21.7	25.3	28.1	29.7	30.6	32.7	13.6	7.5	4.1	2.9	2
18:00:00	310	25.9	5.2	17.1	21.3	23.2	26.3	28.9	30.1	31.2	34.2	16.1	8.4	6.1	4.5	3.9
19:00:00	232	26	5.2	16.3	20.9	23.3	26.1	29	30.9	31.6	34	19	10.3	7.3	3.9	3.4
20:00:00	178	26.2	5.1	16.7	21.9	23.3	26.5	29.4	30.7	31.7	33.2	19.1	10.7	6.7	2.8	1.7
21:00:00	87	25.5	5.6	16.4	20.7	22.8	25.6	29.1	30.3	32.9	34.6	16.1	13.8	6.9	4.6	3.4
22:00:00	93	26.7	5	17.8	20.9	23.7	27	29.9	31.9	32.6	35.5	23.7	18.3	8.6	6.5	5.4
23:00:00	39	26.3	3.6	19.3	23.3	24.8	26.8	27.8	28.3	30	32.2	10.3	7.7	2.6	2.6	2.6
07-19	3723	25.4	5.2	16.1	20.5	22.6	25.7	28.5	30.1	31.2	33.1	15.8	9.2	5	3	2.6
06-22	4255	25.5	5.2	16.1	20.6	22.7	25.8	28.6	30.2	31.3	33.2	16.2	9.4	5.3	3.1	2.6
06-24	4387	25.5	5.2	16.1	20.6	22.8	25.8	28.6	30.2	31.4	33.2	16.3	9.6	5.3	3.1	2.6
00-24	4458	25.5	5.2	16.2	20.7	22.8	25.9	28.6	30.3	31.4	33.2	16.5	9.7	5.4	3.2	2.7
am Peak	09:00:00	02:00:00	10:00:00	04:00:00	04:00:00	01:00:00	02:00:00	02:00:00	02:00:00	02:00:00	00:00:00	02:00:00	02:00:00	02:00:00	02:00:00	02:00:00
Peak Value	281	29.7	5.5	25.6	25.6	25.9	29.9	33.3	36.1	37	37.3	50	43.8	25	18.8	18.8
pm Peak	17:00:00	22:00:00	21:00:00	23:00:00	23:00:00	23:00:00	22:00:00	22:00:00	22:00:00	16:00:00	22:00:00	16:00:00	22:00:00	16:00:00	22:00:00	16:00:00
Peak Value	509	26.7	5.6	19.3	23.3	24.8	27	29.9	31.9	33.1	35.5	24.3	18.3	10.3	6.5	5.5

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holidays & Events:
None

Speed Bins Report LEICESTERSHIRE_TEMP 000008029994 2023-01-30 to 2023-02-05

Site Name 000008029994
Site ID 000008029994
Grid 449680309744
Description Ratby Lane, north of Link Rise

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over: All days

Speed units mph

Exclude data: Events

Quick links

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
[Ratby Lane south Speed Bins](#)
[Ratby Lane south Class](#)
[Ratby Lane east Volume](#)

[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

All directions															85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	5	0	0	0	1	0	2	1	0	0	0	0	0	30.5	25.9	5.4	
01:00:00	3	0	0	0	0	0	1	1	0	0	0	0	0	33.2	27.4	5.5	
02:00:00	2	0	0	0	0	1	1	1	0	0	0	0	0	35.5	29.2	5.1	
03:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1			
04:00:00	2	0	0	0	0	0	1	0	0	0	0	0	0	29.7	27.3	1.9	
05:00:00	4	0	0	0	1	2	1	0	0	0	0	0	0	27.7	24.2	4.3	
06:00:00	17	0	0	1	3	9	3	2	0	0	0	0	0	29.4	23.4	4.9	
07:00:00	58	0	0	2	5	16	22	11	2	0	0	0	0	31.7	26.2	5.4	
08:00:00	86	0	1	3	9	19	33	18	3	1	0	0	0	31.8	26.2	5.9	
09:00:00	74	0	0	3	11	24	24	9	1	0	0	0	0	30.1	24.5	5.2	
10:00:00	55	0	0	4	8	19	17	6	1	0	0	0	0	29.3	24	5.7	
11:00:00	52	0	0	2	7	18	18	5	1	0	0	0	0	28.9	24.1	5.2	
12:00:00	78	0	0	4	13	25	25	8	1	0	0	0	0	29.8	24.1	5.5	
13:00:00	71	0	0	5	9	22	26	6	2	0	0	0	0	29.3	24.3	5.6	
14:00:00	84	0	1	3	8	28	30	12	1	0	0	0	0	30.4	24.8	5.4	
15:00:00	92	0	1	3	7	24	41	14	2	1	0	0	0	30.9	25.9	5.5	
16:00:00	98	0	1	3	10	25	37	17	5	0	0	0	0	31.6	25.9	5.8	
17:00:00	122	0	1	5	13	35	49	14	3	1	0	0	0	30.2	25.1	5.6	
18:00:00	77	0	1	3	8	22	33	9	2	1	0	0	0	30.2	25.3	5.4	
19:00:00	54	0	0	2	5	15	22	8	2	0	0	0	0	31	25.7	5.4	
20:00:00	40	0	0	1	4	11	18	6	1	0	0	0	0	30.3	25.7	5.2	
21:00:00	19	0	0	1	2	6	7	2	1	0	0	0	0	30.2	25.1	6.1	
22:00:00	17	0	0	0	2	4	7	4	1	0	0	0	0	32.2	26.8	5.2	
23:00:00	7	0	0	0	1	2	4	1	0	0	0	0	0	29.6	26.4	4.5	
07-19	947	1	6	41	108	277	355	130	24	5	1	0	0	30.4	25.1	5.6	
06-22	1078	1	7	45	123	317	404	147	27	6	1	0	0	30.4	25.1	5.6	
06-24	1102	1	7	45	125	322	415	151	28	6	1	0	0	30.4	25.2	5.6	
00-24	1118	1	7	46	127	326	422	154	29	6	1	0	0	30.4	25.2	5.6	
am Peak	08:00:00	11:00:00	08:00:00	10:00:00	09:00:00	09:00:00	08:00:00	08:00:00	08:00:00	08:00:00				02:00:00	02:00:00		
Peak Volume	86	0	1	4	11	24	33	18	3	1				35.5	29.2	4.9	
pm Peak	17:00:00	15:00:00	14:00:00	17:00:00	12:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	15:00:00	15:00:00		22:00:00	22:00:00		
Peak Volume	122	0	1	5	13	35	49	17	5	1	0	0		32.2	26.8	5.2	
Northeastbound															85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	2	0	0	0	0	0	1	0	0	0	0	0	0	30.2	24.3	6.3	
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2			
03:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1			
04:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7			
05:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	27.7	23.7	5	
06:00:00	12	0	0	1	3	6	2	0	0	0	0	0	0	26.2	22.4	4.7	
07:00:00	40	0	0	2	4	11	13	8	2	0	0	0	0	32.5	26.1	6	
08:00:00	49	0	0	3	5	8	17	12	2	1	0	0	0	33	26.7	6.5	
09:00:00	34	0	0	2	7	12	8	4	1	0	0	0	0	29.9	23.4	5.6	
10:00:00	24	0	0	2	5	9	6	2	1	0	0	0	0	28.6	23.2	5.8	
11:00:00	23	0	0	1	5	7	7	2	0	0	0	0	0	28.6	23.3	5.5	
12:00:00	34	0	0	3	7	10	9	4	1	0	0	0	0	29.7	23.4	5.7	
13:00:00	27	0	0	3	5	8	8	2	1	0	0	0	0	28.7	23.3	6.4	
14:00:00	33	0	1	1	5	10	10	5	1	0	0	0	0	30.9	24.4	6.2	
15:00:00	34	0	1	2	3	9	12	5	1	0	0	0	0	31	25.1	5.9	
16:00:00	36	0	1	2	4	11	11	5	1	0	0	0	0	30.7	24.8	6.1	
17:00:00	50	0	0	2	4	14	20	6	2	1	0	0	0	30.8	25.8	5.6	
18:00:00	33	0	0	2	5	10	11	4	1	0	0	0	0	29.5	24.4	5.6	
19:00:00	21	0	0	1	2	7	7	3	1	0	0	0	0	31.1	25.1	5.7	
20:00:00	15	0	0	0	2	4	6	1	0	0	0	0	0	29.8	25	5.3	
21:00:00	7	0	0	1	1	2	2	0	1	0	0	0	0	29.1	24.3	6.9	
22:00:00	3	0	0	0	0	1	1	1	0	0	0	0	0	32.4	27.3	5.8	
23:00:00	2	0	0	0	0	0	1	0	0	0	0	0	0	33.6	26.8	6.7	
07-19	416	0	3	25	59	120	133	59	13	3	0	0	0	30.8	24.7	6	
06-22	470	0	4	27	67	139	151	64	14	4	0	0	0	30.7	24.7	6	
06-24	475	0	4	27	68	140	152	65	15	4	0	0	0	30.7	24.7	6	
00-24	481	0	4	28	69	142	154	66	15	4	0	0	0	30.7	24.7	6	
am Peak	08:00:00		07:00:00	08:00:00	09:00:00	09:00:00	08:00:00	08:00:00	08:00:00	08:00:00				08:00:00	04:00:00		
Peak Volume	49		0	3	7	12	17	12	2	1				33	27.8	2.1	
pm Peak	17:00:00	14:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	13:00:00			23:00:00	22:00:00		
Peak Volume	50	0	1	3	7	14	20	6	2	1	0			33.6	27.3	5.7	
Southwestbound															85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	3	0	0	0	0	0	2	1	0	0	0	0	0	30.4	26.7	4.9	
01:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	33.2	28.6	4.2	
02:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	35.5	29.7	4.9	
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7			
04:00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	29.7			
05:00:00	2	0	0	0	0	1	1	0	0	0	0	0	0	28.7	25	3.2	
06:00:00	5	0	0	0	0	3	1	1	0	0	0	0	0	30.9	25.7	4.5	
07:00:00	18	0	0	0	1	5	9	3	0	0	0	0	0	30.1	26.4	3.8	
08:00:00	37	0	0	1	3	11	15	6	1	0	0	0	0	30.3	25.6	5	
09:00:00	40	0	0	1	4	12	17	6	1	0	0	0	0	30.1	25.4	4.7	
10:00:00	31	0	0	2	4	10	11	4	0	0	0	0	0	30.2	24.6	5.5	
11:00:00	29	0	0	1	3	11	10	3	0	0	0	0	0	29.3	24.6	4.8	
12:00:00	44	0	0	1	6	15	16	5	1	0	0	0	0	29.6	24.5	5.3	
13:00:00	43	0	0	2	4	14	18	4	1	0	0	0	0	29.6	25	5	
14:00:00	51	0	1	2	4	18	20	7	1	0	0	0	0	30	25.1	4.9	
15:00:00	58	0	0	1	4	14	29	8	1	0	0	0	0	30.6	26.3	5.2	
16:00:00	62	0	0	1	6	14	26	12	3	0	0	0	0	31.8	26.5	5.5	

17:00:00	73	0	1	3	8	21	29	8	1	0	0	0	0	29.7	24.7	5.5
18:00:00	44	0	0	2	3	11	21	5	1	1	0	0	0	30.2	25.9	5.2
19:00:00	33	0	0	1	3	8	15	5	1	0	0	0	0	31	26	5.2
20:00:00	25	0	0	1	2	7	11	4	0	0	0	0	0	30.8	26.2	5.1
21:00:00	12	0	0	0	1	4	5	2	0	0	0	0	0	30.2	25.5	5.6
22:00:00	13	0	0	0	1	3	6	2	1	0	0	0	0	31.9	26.7	5.1
23:00:00	6	0	0	0	0	1	3	0	0	0	0	0	0	28.3	26.3	3.7
07-19	532	1	3	16	50	157	221	71	11	2	1	0	0	30.1	25.4	5.2
06-22	608	1	3	18	56	178	254	83	13	2	1	0	0	30.2	25.5	5.2
06-24	627	1	3	18	57	182	263	86	14	2	1	0	0	30.2	25.5	5.2
00-24	637	1	3	18	58	184	268	88	14	2	1	0	0	30.3	25.5	5.2
am Peak	09:00:00	11:00:00	08:00:00	10:00:00	09:00:00	09:00:00	09:00:00	09:00:00	08:00:00	10:00:00				02:00:00	02:00:00	
Peak Volume	40	0	0	2	4	12	17	6	1	0				35.5	29.7	4.8
pm Peak	17:00:00	15:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	18:00:00	15:00:00	15:00:00		22:00:00	22:00:00	
Peak Volume	73	0	1	3	8	21	29	12	3	1	0	0		31.9	26.7	5

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

Site Name	000008029994
Site ID	000008029994
Grid	449680309744
Description	Ratby Lane, north of Link Rise

Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour

Averaged over All days
Exclude data: Events

[Locations](#)
[Launde Road Volume](#)
[Launde Road Speed Stats](#)
[Launde Road Speed Bins](#)
[Launde Road Class](#)
[Ratby Lane south Volume](#)
[Ratby Lane south Speed Stats](#)
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[Ratby Lane south Class](#)

[Ratby Lane east Volume](#)
[Ratby Lane east Speed Stats](#)
[Ratby Lane east Speed Bins](#)
[Ratby Lane east Class](#)

[illegible]

	Average Flow	PC	MC	Car	LGV	R2	R3	R4	A3	A4	A5	Bus	Unknown	Invalid Reading	%HGV
00:00:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00:00	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	9.1
06:00:00	5	0	0	4	0	0	0	0	0	0	0	0	0	0	2.9
07:00:00	18	0	0	14	3	1	0	0	0	0	0	0	0	0	7.1
08:00:00	37	0	0	32	3	1	0	0	0	0	0	0	0	0	3.5
09:00:00	40	0	0	34	4	1	0	0	0	0	0	0	1	0	3.2
10:00:00	31	1	0	25	3	1	0	0	0	0	0	0	0	0	4.6
11:00:00	29	0	0	24	3	1	0	0	0	0	0	0	0	0	4.5
12:00:00	44	0	0	37	5	1	0	0	0	0	0	0	0	0	3.2
13:00:00	43	0	0	40	2	0	0	0	0	0	0	0	0	0	0.7
14:00:00	51	0	0	46	4	1	0	0	0	0	0	0	1	0	1.7
15:00:00	58	0	0	51	6	1	0	0	0	0	0	0	0	0	1.5
16:00:00	62	0	0	53	8	1	0	0	0	0	0	0	0	0	1.1
17:00:00	73	1	0	65	5	1	0	0	0	0	0	0	1	0	1.2
18:00:00	44	0	0	41	3	0	0	0	0	0	0	0	0	0	0
19:00:00	33	0	0	30	3	0	0	0	0	0	0	0	0	0	1.3
20:00:00	25	0	0	23	1	0	0	0	0	0	0	0	0	0	2.2
21:00:00	12	0	0	11	1	0	0	0	0	0	0	0	0	0	1.1
22:00:00	13	0	0	11	2	0	0	0	0	0	0	0	0	0	1.1
23:00:00	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	532	3	1	463	49	9	1	0	0	0	0	0	4	0	2.2
06-22	608	3	2	531	55	10	1	0	0	0	0	0	5	0	2.1
06-24	627	3	2	548	56	10	1	0	0	0	0	0	5	0	2.1
00-24	637	3	2	557	57	10	1	0	0	0	0	0	5	0	2.1
am Peak	09:00:00	10:00:00	09:00:00	09:00:00	09:00:00	07:00:00	11:00:00	10:00:00	09:00:00		11:00:00	10:00:00	09:00:00		11:00:00
Peak Volume	40	1	0	34	4	1	0	0	0		0	0	1		0.1
pm Peak	17:00:00	17:00:00	15:00:00	17:00:00	16:00:00	12:00:00	14:00:00	20:00:00	12:00:00	12:00:00	12:00:00		14:00:00		12:00:00
Peak Volume	73	1	0	65	8	1	0	0	0	0	0		1		0

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events: None

Appendix E

From: M1 Sliproads north of Junction 22								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
From: A50 east of Junction								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	118	42	4	5	0	169
07:15	0	0	137	48	7	11	0	203
07:30	0	0	172	34	3	10	0	219
07:45	0	0	160	35	3	15	0	213
08:00	0	0	165	29	5	11	0	210
08:15	0	0	164	32	4	11	0	211
08:30	0	1	154	30	10	4	0	199
08:45	0	0	90	26	6	14	0	136
09:00	0	0	79	25	4	8	0	116
09:15	0	0	79	25	4	15	0	123
09:30	0	0	67	16	8	15	0	106
09:45	0	0	60	28	6	15	0	109
Total	0	1	1445	370	64	134	0	2014
From: M1 Sliproads south of Junction 22								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	1	1	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	3

From: Cliffe Lane								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	11	3	0	0	0	14
07:15	0	0	19	3	0	0	0	22
07:30	0	0	20	4	0	0	0	24
07:45	0	1	15	2	1	0	0	19
08:00	0	0	22	2	0	0	0	24
08:15	0	0	10	0	0	1	0	11
08:30	0	0	10	4	0	0	0	14
08:45	0	0	12	2	0	0	0	14
09:00	0	0	5	1	0	0	0	6
09:15	0	0	6	2	0	0	0	8
09:30	0	0	5	2	0	0	0	7
09:45	0	0	3	2	0	1	0	6
Total	0	1	138	27	1	2	0	169
From: A511, Shaw Lane								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	27	10	6	10	0	53
07:15	0	0	45	8	5	11	1	70
07:30	0	0	41	10	0	16	0	67
07:45	0	1	37	9	2	16	0	65
08:00	0	0	47	8	2	10	0	67
08:15	0	0	40	8	5	9	0	62
08:30	0	0	38	4	3	9	0	54
08:45	0	0	25	12	2	13	0	52
09:00	0	0	25	7	2	7	0	41
09:15	0	0	20	6	2	17	0	45
09:30	0	0	25	9	3	9	0	46
09:45	0	0	11	5	4	11	0	31
Total	0	1	381	96	36	138	1	653

To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	96	38	7	10	0	151
07:15	0	0	184	43	5	13	1	246
07:30	0	0	169	53	7	8	0	237
07:45	0	0	110	44	7	14	0	175
08:00	0	0	133	35	7	16	0	191
08:15	0	0	148	34	11	10	0	203
08:30	0	0	142	61	16	6	0	225
08:45	0	0	122	58	6	18	0	204
09:00	0	0	115	42	17	8	1	183
09:15	0	0	125	35	9	15	0	184
09:30	0	0	100	30	11	15	0	156
09:45	0	0	79	28	7	9	0	123
Total	0	0	1523	501	110	142	2	2278
To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	1	0	0	0	1
07:15	0	0	1	1	0	0	0	2
07:30	0	0	0	2	0	0	0	2
07:45	0	0	5	1	0	0	0	6
08:00	0	0	0	1	0	0	0	1
08:15	0	0	11	1	1	0	0	13
08:30	0	0	10	2	0	0	0	12
08:45	0	0	9	2	1	0	0	12
09:00	0	0	2	1	0	0	0	3
09:15	0	0	2	2	0	1	0	5
09:30	0	0	7	0	0	0	0	7
09:45	0	0	9	1	0	0	0	10
Total	0	0	56	15	2	1	0	74

To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	3	1	0	0	0	4
07:15	0	0	5	2	0	0	0	7
07:30	0	0	5	1	0	0	0	6
07:45	0	0	1	0	0	0	0	1
08:00	0	0	3	0	0	0	0	3
08:15	0	0	3	0	0	0	0	3
08:30	0	0	2	1	0	0	0	3
08:45	0	0	4	0	0	0	0	4
09:00	0	0	3	1	0	0	0	4
09:15	0	0	5	0	0	0	0	5
09:30	0	0	1	1	0	0	0	2
09:45	0	0	1	1	0	0	1	3
Total	0	0	36	8	0	0	1	45

To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	151	15	6	18	1	191
07:15	0	2	180	34	1	17	0	234
07:30	0	0	187	28	11	19	2	247
07:45	0	1	147	20	16	13	2	199
08:00	0	0	138	20	6	10	0	174
08:15	0	0	93	16	3	6	2	120
08:30	0	1	107	19	9	16	0	152
08:45	0	0	100	22	7	13	0	142
09:00	0	0	96	22	10	13	1	142
09:15	0	0	85	14	4	19	1	123
09:30	0	0	102	20	8	10	1	141
09:45	0	0	68	13	7	7	0	95
Total	0	4	1454	243	88	161	10	1960

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1
To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	19	4	0	3	0	26
07:15	0	0	12	5	2	0	0	19
07:30	0	0	9	2	0	0	0	11
07:45	0	0	12	3	0	0	0	15
08:00	0	0	12	3	0	1	0	16
08:15	0	0	8	3	0	0	0	11
08:30	0	0	7	1	0	0	0	8
08:45	0	0	3	1	2	0	0	6
09:00	0	0	10	2	0	0	0	12
09:15	0	0	13	0	0	0	0	13
09:30	0	0	8	3	0	0	0	11
09:45	0	0	9	1	0	1	0	11
Total	0	0	122	28	4	5	0	159
To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	0	1
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	3	0	0	0	0	3
07:15	0	0	4	0	1	1	0	6
07:30	0	0	1	1	0	0	0	2
07:45	0	0	1	0	0	0	0	1
08:00	0	0	2	1	0	0	0	3
08:15	0	0	2	1	0	0	0	3
08:30	0	0	2	0	0	0	0	2
08:45	0	0	1	2	0	0	0	3
09:00	0	0	1	0	0	0	0	1
09:15	0	0	2	0	0	0	0	2
09:30	0	0	2	0	1	1	0	4
09:45	0	0	0	0	0	0	0	0
Total	0	0	21	5	2	2	0	30

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	84	21	1	38	0	144
07:15	0	0	44	19	0	12	1	76
07:30	0	0	42	21	2	20	0	85
07:45	0	0	38	14	5	18	0	75
08:00	0	1	35	13	5	16	0	70
08:15	0	0	40	12	6	20	0	78
08:30	0	0	22	10	3	22	0	57
08:45	0	0	28	2	5	21	0	56
09:00	0	0	34	9	7	16	0	66
09:15	0	0	30	11	5	16	0	62
09:30	0	0	36	12	9	19	0	76
09:45	0	0	38	9	7	28	1	83
Total	0	1	471	153	55	246	2	928

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	2	2	2	0	0	6
07:30	0	0	2	0	0	0	0	2
07:45	0	0	8	5	1	0	0	14
08:00	0	0	13	8	0	0	0	21
08:15	0	0	15	2	0	0	0	17
08:30	0	0	6	1	0	0	0	7
08:45	0	0	5	2	0	0	0	7
09:00	0	0	4	1	0	0	0	5
09:15	0	0	3	1	0	0	0	4
09:30	0	0	2	0	0	0	0	2
09:45	0	0	1	0	0	0	0	1
Total	0	0	61	22	3	0	0	86
To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	3	4	1	0	0	8
07:15	0	0	10	3	0	0	0	13
07:30	0	0	16	4	0	1	0	21
07:45	0	0	12	2	1	1	0	16
08:00	0	0	9	8	0	1	0	18
08:15	0	0	7	7	1	0	0	15
08:30	0	0	1	1	0	0	0	2
08:45	0	0	1	1	2	0	0	4
09:00	0	0	0	0	1	0	0	1
09:15	0	0	0	1	0	0	1	2
09:30	1	0	1	0	0	1	0	3
09:45	0	0	2	0	0	0	0	2
Total	1	0	62	31	6	4	1	105
To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	4	2	0	0	0	6
07:15	0	0	2	3	1	0	0	6
07:30	0	0	2	1	0	0	0	3
07:45	0	0	1	1	0	0	0	2
08:00	0	0	1	0	0	0	0	1
08:15	0	0	2	1	1	0	0	4
08:30	0	0	1	0	0	0	0	1
08:45	0	0	2	0	0	0	0	2
09:00	0	0	1	0	0	1	0	2
09:15	0	0	3	0	0	1	0	4
09:30	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
Total	0	0	20	8	2	2	0	32

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	2	0	0	0	0	2
07:15	0	0	3	0	0	0	0	3
07:30	0	0	2	1	0	0	0	3
07:45	0	0	7	0	0	0	0	7
08:00	0	0	5	0	0	0	0	5
08:15	0	0	4	0	0	0	0	4
08:30	0	0	3	0	0	0	0	3
08:45	0	0	2	0	0	0	0	2
09:00	0	0	2	0	0	0	0	2
09:15	0	0	1	0	0	0	0	1
09:30	0	0	1	0	0	0	0	1
09:45	0	0	1	0	0	0	0	1
Total	0	0	33	1	0	0	0	34

To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	1	28	25	1	10	0	65
07:15	0	0	44	30	5	12	0	91
07:30	0	0	56	28	3	8	0	95
07:45	0	2	66	19	5	9	0	101
08:00	0	0	64	23	1	8	0	96
08:15	0	0	55	7	3	9	0	74
08:30	0	0	64	14	5	11	1	95
08:45	0	0	43	19	2	7	2	73
09:00	0	1	37	16	1	8	1	64
09:15	0	0	24	10	6	14	0	54
09:30	0	0	27	8	2	5	0	42
09:45	0	0	22	17	3	15	0	57
Total	0	4	530	216	37	116	4	907
To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	1	112	13	4	7	2	139
07:15	0	1	101	25	4	7	0	138
07:30	0	1	129	28	5	9	1	173
07:45	0	0	140	24	4	2	0	170
08:00	0	2	119	17	6	7	0	151
08:15	0	0	151	18	6	12	1	188
08:30	0	1	144	23	5	12	0	185
08:45	0	0	128	16	6	15	2	167
09:00	0	0	76	24	5	20	0	125
09:15	0	0	58	17	1	7	1	84
09:30	0	0	70	17	6	15	1	109
09:45	0	0	62	22	8	12	1	105
Total	0	6	1290	244	60	125	9	1734
To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	52	25	5	11	0	93
07:15	0	0	81	14	6	18	0	119
07:30	0	0	77	24	5	13	0	119
07:45	0	0	87	15	7	18	0	127
08:00	0	0	112	20	5	23	0	160
08:15	0	0	90	22	3	19	0	134
08:30	0	0	77	19	2	20	0	118
08:45	0	0	96	23	3	25	0	147
09:00	0	0	72	13	5	28	0	118
09:15	0	1	56	10	3	35	0	105
09:30	0	0	46	22	1	20	0	89
09:45	0	0	54	16	5	29	0	104
Total	0	1	900	223	50	259	0	1433

To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	5	0	1	0	0	6
07:15	0	0	1	0	0	0	0	1
07:30	0	0	3	1	0	2	0	6
07:45	0	0	4	1	0	0	0	5
08:00	0	0	2	0	0	0	0	2
08:15	0	0	2	3	0	0	0	5
08:30	0	0	2	3	0	0	0	5
08:45	0	0	0	1	1	0	0	2
09:00	0	0	2	0	1	1	0	4
09:15	0	0	1	0	0	0	0	1
09:30	0	0	4	0	0	0	0	4
09:45	0	0	3	0	0	0	0	3
Total	0	0	29	9	3	3	0	44

To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2

From: M1 Sliproads north of Junction 22								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
From: A50 east of Junction								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	91	36	3	14	0	144
16:15	0	0	131	33	8	8	0	180
16:30	0	0	121	34	1	6	0	162
16:45	0	0	137	30	2	10	0	179
17:00	0	0	122	29	4	6	0	161
17:15	0	0	113	20	4	5	0	142
17:30	0	0	161	21	1	2	0	185
17:45	0	0	129	10	1	7	0	147
18:00	0	0	105	14	0	5	0	124
18:15	0	0	109	10	1	3	0	123
18:30	0	0	78	8	0	1	0	87
18:45	0	0	54	4	2	5	0	65
Total	0	0	1351	249	27	72	0	1699
From: M1 Sliproads south of Junction 22								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2

From: Cliffe Lane								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	6	6	0	0	0	12
16:15	0	0	5	2	0	1	0	8
16:30	0	0	8	4	0	0	0	12
16:45	0	0	11	3	0	0	0	14
17:00	0	0	9	0	0	0	0	9
17:15	0	0	14	2	0	0	0	16
17:30	0	0	18	2	0	0	0	20
17:45	0	0	8	3	0	0	0	11
18:00	0	0	15	1	0	0	0	16
18:15	0	0	2	1	0	0	0	3
18:30	0	0	4	1	0	0	0	5
18:45	0	0	4	2	0	0	0	6
Total	0	0	104	27	0	1	0	132
From: A511, Shaw Lane								
To: M1 Sliproads north of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	45	23	2	6	0	76
16:15	0	2	27	14	1	5	0	49
16:30	0	2	45	9	2	4	0	62
16:45	0	0	54	11	2	3	0	70
17:00	0	0	51	11	1	6	0	69
17:15	0	0	58	5	4	3	0	70
17:30	0	0	69	5	0	6	0	80
17:45	0	1	38	8	0	4	0	51
18:00	0	0	49	2	0	2	0	53
18:15	0	0	36	3	0	2	0	41
18:30	0	0	21	1	0	3	0	25
18:45	0	0	20	1	2	5	0	28
Total	0	5	513	93	14	49	0	674

To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	114	30	5	8	0	157
16:15	0	0	118	36	6	8	0	168
16:30	0	2	132	31	3	13	0	181
16:45	0	0	152	26	7	5	0	190
17:00	0	0	152	21	2	5	0	180
17:15	0	0	157	37	3	4	0	201
17:30	0	0	153	16	2	5	0	176
17:45	0	0	160	15	4	2	0	181
18:00	0	0	131	29	0	4	0	164
18:15	0	0	114	9	2	8	0	133
18:30	0	0	103	13	0	4	1	121
18:45	0	0	112	8	1	2	0	123
Total	0	2	1598	271	35	68	1	1975
To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	6	0	0	0	0	6
16:15	0	0	8	1	0	0	0	9
16:30	0	0	9	0	0	0	0	9
16:45	0	0	9	4	0	0	0	13
17:00	0	0	13	3	0	0	0	16
17:15	0	0	6	0	1	0	0	7
17:30	0	0	10	1	0	0	0	11
17:45	0	0	3	0	0	0	0	3
18:00	0	0	8	1	0	0	0	9
18:15	0	0	9	0	0	0	0	9
18:30	0	0	8	0	0	0	0	8
18:45	0	0	5	1	0	0	0	6
Total	0	0	94	11	1	0	0	106

To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	3	1	0	0	0	4
16:15	0	0	2	1	0	0	0	3
16:30	0	0	3	0	0	0	0	3
16:45	0	0	3	2	0	0	0	5
17:00	0	0	2	0	0	0	0	2
17:15	0	0	4	0	0	0	0	4
17:30	0	0	5	1	0	0	0	6
17:45	0	0	2	1	0	1	0	4
18:00	0	0	5	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0
18:30	0	0	2	0	0	0	0	2
18:45	0	0	2	1	0	0	0	3
Total	0	0	33	7	0	1	0	41
To: A50 east of Junction								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	111	27	3	7	0	148
16:15	0	1	121	15	4	5	1	147
16:30	0	1	157	25	2	6	0	191
16:45	0	0	158	18	5	6	1	188
17:00	0	0	172	19	2	2	0	195
17:15	0	0	196	14	0	2	0	212
17:30	0	0	148	17	3	4	0	172
17:45	0	0	119	18	0	0	0	137
18:00	0	2	187	13	1	4	1	208
18:15	0	0	115	15	0	1	0	131
18:30	0	0	132	6	1	0	1	140
18:45	0	1	72	15	0	3	1	92
Total	0	5	1688	202	21	40	5	1961

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	21	3	0	0	0	24
16:15	0	0	8	1	1	0	0	10
16:30	0	0	14	1	0	0	0	15
16:45	0	0	13	0	0	0	0	13
17:00	0	0	15	2	0	1	0	18
17:15	0	0	11	2	1	0	0	14
17:30	0	0	16	0	0	0	0	16
17:45	0	0	13	0	0	0	0	13
18:00	0	0	14	1	0	0	0	15
18:15	0	0	3	2	0	0	0	5
18:30	0	0	6	0	0	0	0	6
18:45	0	0	7	0	0	0	0	7
Total	0	0	141	12	2	1	0	156
To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	1	0	0	0	0	1
16:15	0	0	2	0	0	0	0	2
16:30	0	0	2	1	0	0	0	3
16:45	0	0	3	0	0	0	0	3
17:00	0	0	2	0	0	0	0	2
17:15	0	0	3	0	0	0	0	3
17:30	0	0	3	1	0	0	0	4
17:45	0	0	0	1	0	0	0	1
18:00	0	0	3	1	0	0	0	4
18:15	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
Total	0	0	20	4	0	0	0	24

To: M1 Sliproads south of Junction 22								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	1	89	20	4	12	0	126
16:15	0	0	75	13	1	17	0	106
16:30	0	0	88	9	2	18	0	117
16:45	0	0	82	14	5	13	0	114
17:00	0	1	78	10	2	10	1	102
17:15	0	0	88	11	0	7	0	106
17:30	0	0	75	9	2	6	0	92
17:45	0	0	75	5	4	6	2	92
18:00	0	0	81	8	1	8	0	98
18:15	0	0	72	4	3	7	0	86
18:30	0	0	53	9	0	15	0	77
18:45	0	2	38	3	0	6	0	49
Total	0	4	894	115	24	125	3	1165

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	3	1	0	0	0	4
16:15	0	0	5	0	0	0	0	5
16:30	0	0	4	0	0	0	0	4
16:45	0	0	7	1	0	0	0	8
17:00	0	0	3	0	0	0	0	3
17:15	0	0	14	2	0	0	0	16
17:30	0	0	9	1	0	0	0	10
17:45	0	0	9	1	0	0	0	10
18:00	0	0	6	0	0	0	0	6
18:15	0	0	7	0	0	0	0	7
18:30	0	0	8	0	0	0	0	8
18:45	0	0	8	0	0	0	0	8
Total	0	0	83	6	0	0	0	89
To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	5	0	0	1	0	6
16:15	0	0	7	5	0	0	0	12
16:30	0	0	7	6	0	0	0	13
16:45	0	0	7	1	1	1	0	10
17:00	0	0	2	4	0	0	0	6
17:15	0	0	8	1	0	0	0	9
17:30	0	0	6	0	0	0	0	6
17:45	0	0	10	3	0	0	0	13
18:00	0	0	4	0	0	0	0	4
18:15	0	0	6	1	0	0	0	7
18:30	0	0	3	0	0	1	0	4
18:45	0	0	8	1	0	0	0	9
Total	0	0	73	22	1	3	0	99
To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	9	2	0	0	0	11
16:15	0	0	3	0	0	0	0	3
16:30	0	0	9	4	0	0	0	13
16:45	0	0	10	3	0	0	0	13
17:00	0	0	13	1	0	0	0	14
17:15	0	0	10	2	0	0	0	12
17:30	0	0	9	0	0	0	0	9
17:45	0	0	9	1	0	0	0	10
18:00	0	0	5	1	0	0	0	6
18:15	0	0	3	1	0	0	0	4
18:30	0	0	6	0	0	0	0	6
18:45	0	0	4	1	0	0	0	5
Total	0	0	90	16	0	0	0	106

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

To: Cliffe Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	2	0	0	0	0	2
16:15	0	0	3	1	0	0	0	4
16:30	0	0	2	0	0	0	0	2
16:45	0	0	4	1	0	0	0	5
17:00	0	0	1	0	0	0	0	1
17:15	0	0	3	0	0	0	0	3
17:30	0	0	2	0	0	0	0	2
17:45	0	0	3	0	0	0	0	3
18:00	0	0	1	0	0	0	0	1
18:15	0	0	1	0	0	0	0	1
18:30	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
Total	0	0	23	2	0	0	0	25

To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	26	9	1	6	0	42
16:15	0	0	33	12	1	3	0	49
16:30	0	1	41	15	0	11	0	68
16:45	0	0	52	9	3	9	0	73
17:00	0	0	41	17	3	6	1	68
17:15	0	0	73	14	0	7	0	94
17:30	0	0	60	5	1	10	0	76
17:45	0	0	50	7	2	2	0	61
18:00	0	0	38	7	1	7	0	53
18:15	0	0	32	11	1	7	0	51
18:30	0	0	23	5	2	7	0	37
18:45	0	0	14	6	0	4	0	24
Total	0	1	483	117	15	79	1	696
To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	131	20	6	8	1	166
16:15	0	0	143	25	3	8	2	181
16:30	0	0	153	24	5	4	0	186
16:45	0	3	150	24	2	4	1	184
17:00	0	0	176	16	3	6	2	203
17:15	0	0	196	15	4	6	1	222
17:30	1	0	189	17	3	3	1	214
17:45	0	0	159	11	2	5	2	179
18:00	0	0	155	7	3	3	1	169
18:15	0	2	128	6	0	4	1	141
18:30	0	1	136	5	0	1	3	146
18:45	0	0	82	9	1	4	0	96
Total	1	6	1798	179	32	56	15	2087
To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	82	43	6	31	1	163
16:15	0	0	87	25	3	17	0	132
16:30	0	0	94	34	4	23	0	155
16:45	0	0	94	28	3	14	0	139
17:00	0	0	86	23	3	20	0	132
17:15	0	1	121	20	2	18	0	162
17:30	0	1	133	14	3	16	0	167
17:45	0	0	108	7	1	16	1	133
18:00	0	0	93	11	0	8	0	112
18:15	0	0	86	11	3	9	0	109
18:30	0	0	60	10	1	13	0	84
18:45	0	0	56	4	2	12	1	75
Total	0	2	1100	230	31	197	3	1563

To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	2	0	0	0	0	2
16:15	0	0	2	1	1	1	0	5
16:30	0	0	6	2	0	0	0	8
16:45	0	0	0	1	0	0	0	1
17:00	0	0	3	0	0	0	0	3
17:15	0	0	3	0	0	0	0	3
17:30	0	1	4	1	0	0	0	6
17:45	0	0	3	0	0	0	0	3
18:00	0	0	4	0	0	0	0	4
18:15	0	0	2	0	0	0	0	2
18:30	0	0	1	0	0	0	0	1
18:45	0	0	4	0	0	0	0	4
Total	0	1	34	5	1	1	0	42
To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	2	0	0	2
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	1	0	1
18:30	0	0	0	0	0	2	0	2
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	6

From: A50 northwest								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1
07:30	0	0	2	1	0	0	0	3
07:45	0	0	1	0	0	0	0	1
08:00	0	0	2	0	0	0	0	2
08:15	0	0	3	0	0	0	0	3
08:30	0	0	2	0	0	0	0	2
08:45	0	0	1	1	1	0	0	3
09:00	0	0	2	0	0	0	0	2
09:15	0	0	1	0	0	0	0	1
09:30	0	0	2	1	0	0	0	3
09:45	0	0	2	0	0	0	0	2
Total	0	0	19	3	1	0	0	23
From: Markfield Lane								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	13	1	0	0	0	14
07:15	0	0	15	1	0	0	0	16
07:30	0	0	11	6	0	0	0	17
07:45	0	0	13	3	0	0	0	16
08:00	0	0	13	2	0	0	0	15
08:15	0	0	13	4	0	0	0	17
08:30	0	0	10	1	0	0	0	11
08:45	0	0	18	3	0	0	0	21
09:00	0	0	9	1	0	0	0	10
09:15	0	0	12	1	1	0	0	14
09:30	0	0	8	1	0	0	0	9
09:45	0	0	11	0	1	0	0	12
Total	0	0	146	24	2	0	0	172
From: A50 south								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	207	58	7	10	1	283
07:15	0	2	228	69	11	19	0	329
07:30	0	1	294	57	10	14	0	376
07:45	0	1	297	51	8	20	0	377
08:00	0	1	262	49	12	20	0	344
08:15	0	0	286	49	9	20	0	364
08:30	0	1	214	55	20	16	0	306
08:45	0	0	181	43	9	30	0	263
09:00	0	0	146	49	7	27	0	229
09:15	1	0	104	39	7	17	1	169
09:30	0	0	130	42	11	28	1	212
09:45	0	0	102	42	10	28	0	182
Total	1	6	2451	603	121	249	3	3434

From: Launde Road								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	1	25	4	0	0	0	30
07:15	0	0	43	12	1	0	0	56
07:30	0	0	55	15	0	0	0	70
07:45	0	0	52	6	0	1	0	59
08:00	0	0	65	11	1	1	0	78
08:15	0	0	60	14	2	2	0	78
08:30	0	0	49	3	0	0	0	52
08:45	0	0	32	3	2	2	1	40
09:00	0	0	27	3	1	2	0	33
09:15	0	0	18	0	0	2	0	20
09:30	0	0	22	0	0	2	0	24
09:45	0	0	18	5	0	1	0	24
Total	0	1	466	76	7	13	1	564
From: Leicester Road								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	1	0	0	0	0	1
07:15	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	1
09:15	0	0	0	1	0	0	0	1
09:30	0	0	0	1	1	0	0	2
09:45	0	0	1	0	0	0	0	1
Total	0	0	4	2	2	0	0	8

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	6	1	0	0	0	7
07:15	0	0	10	2	0	0	0	12
07:30	0	0	4	3	0	0	0	7
07:45	0	0	6	1	1	0	1	9
08:00	0	0	8	2	0	0	0	10
08:15	0	0	10	1	1	0	0	12
08:30	0	0	9	2	0	0	0	11
08:45	0	0	13	6	0	0	0	19
09:00	0	0	8	6	2	0	0	16
09:15	0	0	10	0	1	0	0	11
09:30	0	0	10	3	1	0	0	14
09:45	0	0	13	1	0	1	0	15
Total	0	0	107	28	6	1	1	143
To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	6	0	0	0	0	6
07:15	0	0	6	1	0	0	1	8
07:30	0	0	3	1	0	0	0	4
07:45	0	0	4	2	0	0	0	6
08:00	0	0	15	1	0	0	0	16
08:15	0	0	17	0	1	0	0	18
08:30	0	0	19	1	0	0	0	20
08:45	0	0	11	1	0	0	0	12
09:00	0	0	10	1	0	0	0	11
09:15	0	0	13	2	1	0	0	16
09:30	0	0	8	1	1	0	0	10
09:45	0	0	5	1	2	0	0	8
Total	0	0	117	12	5	0	1	135

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	1	2	0	0	0	0	3
07:30	0	0	2	0	0	0	0	2
07:45	0	0	5	2	0	0	1	8
08:00	0	0	3	0	0	0	1	4
08:15	0	0	6	4	0	0	0	10
08:30	0	0	8	0	0	0	1	9
08:45	0	0	4	1	0	0	0	5
09:00	0	0	7	0	0	0	0	7
09:15	0	0	2	0	0	0	0	2
09:30	0	0	5	1	0	0	0	6
09:45	0	0	7	0	1	0	0	8
Total	0	1	51	8	1	0	3	64

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	1	0	0	0	0	1
07:15	1	0	2	0	0	0	0	3
07:30	0	0	4	0	0	0	0	4
07:45	0	0	6	0	0	0	0	6
08:00	0	0	7	0	0	0	0	7
08:15	2	0	4	3	0	0	0	9
08:30	0	0	7	1	0	0	0	8
08:45	0	0	5	1	0	0	0	6
09:00	0	0	4	2	0	0	0	6
09:15	0	0	3	0	0	0	0	3
09:30	1	0	6	1	0	0	0	8
09:45	0	0	6	1	0	0	0	7
Total	4	0	55	9	0	0	0	68

To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	1	286	52	12	25	0	376
07:15	0	1	358	81	6	28	1	475
07:30	0	1	346	65	14	26	1	453
07:45	0	0	296	74	15	21	1	407
08:00	0	1	294	51	15	27	0	388
08:15	0	1	324	57	13	23	1	419
08:30	0	1	310	80	20	19	0	430
08:45	0	0	265	84	18	30	0	397
09:00	0	0	274	58	22	23	2	379
09:15	0	0	223	51	12	37	1	324
09:30	0	0	200	54	17	23	2	296
09:45	0	0	153	40	13	17	1	224
Total	0	6	3329	747	177	299	10	4568
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	1	0	0	1
07:15	0	0	3	1	0	0	0	4
07:30	0	0	2	0	0	0	0	2
07:45	0	0	1	0	0	0	0	1
08:00	0	0	1	0	0	0	0	1
08:15	0	0	1	0	0	1	0	2
08:30	0	0	1	0	0	0	0	1
08:45	0	0	3	0	0	0	0	3
09:00	0	0	3	0	0	0	0	3
09:15	0	0	3	1	0	0	0	4
09:30	0	0	3	0	0	0	0	3
09:45	0	0	2	0	1	0	2	5
Total	0	0	23	2	2	1	2	30
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	2	1	0	0	0	3
07:15	0	0	2	2	0	0	0	4
07:30	0	0	1	0	0	0	0	1
07:45	0	0	3	0	0	0	0	3
08:00	0	0	1	2	0	0	0	3
08:15	0	0	2	0	0	0	0	2
08:30	0	0	3	0	0	0	0	3
08:45	0	0	3	0	0	0	0	3
09:00	0	0	2	0	0	0	0	2
09:15	0	0	3	0	0	0	0	3
09:30	0	0	6	0	0	0	0	6
09:45	0	0	3	0	0	0	0	3
Total	0	0	31	5	0	0	0	36

To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	31	9	0	0	0	40
07:15	0	0	21	6	0	0	0	27
07:30	0	0	31	5	0	0	0	36
07:45	0	0	41	2	1	1	0	45
08:00	0	0	49	8	0	0	0	57
08:15	0	0	29	5	0	0	0	34
08:30	0	0	28	3	0	0	0	31
08:45	0	0	31	3	0	0	0	34
09:00	0	0	14	1	0	0	0	15
09:15	0	0	14	2	1	1	0	18
09:30	0	0	11	4	0	0	0	15
09:45	0	0	10	4	1	1	0	16
Total	0	0	310	52	3	3	0	368
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	16	2	1	0	0	19
07:15	0	0	19	2	1	0	0	22
07:30	0	0	36	6	0	0	1	43
07:45	1	0	36	8	0	3	0	48
08:00	0	0	33	3	2	0	1	39
08:15	0	0	36	2	0	0	0	38
08:30	0	0	27	4	0	0	2	33
08:45	0	0	28	2	0	0	0	30
09:00	0	0	17	2	0	0	0	19
09:15	0	0	20	3	0	0	0	23
09:30	0	0	16	2	0	0	0	18
09:45	0	0	10	3	0	0	0	13
Total	1	0	294	39	4	3	4	345

To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	21	7	1	0	0	29
07:15	0	0	27	12	0	0	0	39
07:30	0	0	23	11	1	0	0	35
07:45	0	0	31	7	0	0	0	38
08:00	0	0	20	8	2	4	0	34
08:15	0	0	17	4	1	0	0	22
08:30	0	0	21	9	2	2	0	34
08:45	0	0	20	7	1	2	0	30
09:00	0	0	24	7	1	2	0	34
09:15	0	0	23	10	1	1	0	35
09:30	0	0	20	5	1	1	0	27
09:45	0	0	23	8	2	0	0	33
Total	0	0	270	95	13	12	0	390
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	6	1	0	0	0	7
07:15	0	0	12	1	0	0	0	13
07:30	0	0	13	1	0	0	0	14
07:45	0	0	7	3	0	0	0	10
08:00	0	0	12	1	0	0	0	13
08:15	0	0	20	2	0	0	0	22
08:30	0	0	12	0	0	0	0	12
08:45	0	0	15	0	0	0	1	16
09:00	0	0	11	0	0	0	1	12
09:15	0	0	9	0	0	0	0	9
09:30	0	0	8	1	0	0	0	9
09:45	0	0	7	1	0	0	0	8
Total	0	0	132	11	0	0	2	145
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	2	0	0	1	0	3
07:15	0	0	4	2	0	0	0	6
07:30	0	0	0	1	0	0	0	1
07:45	0	0	3	1	0	0	0	4
08:00	0	0	2	1	1	0	0	4
08:15	0	0	1	1	0	0	0	2
08:30	0	0	4	0	0	0	0	4
08:45	0	0	2	1	0	0	0	3
09:00	0	0	5	1	0	0	0	6
09:15	0	0	5	1	0	0	0	6
09:30	0	0	6	2	0	0	0	8
09:45	0	0	3	0	0	0	0	3
Total	0	0	37	11	1	1	0	50

To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	2	0	0	0	0	2
07:15	0	0	4	0	0	0	0	4
07:30	0	0	2	1	1	0	0	4
07:45	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1
08:30	0	0	3	0	0	0	0	3
08:45	0	0	1	1	0	0	0	2
09:00	0	0	4	0	0	0	0	4
09:15	0	0	2	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:45	0	0	4	0	0	0	0	4
Total	0	0	24	2	1	0	0	27

To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1
08:00	0	0	8	0	0	0	1	9
08:15	0	0	5	2	0	0	0	7
08:30	0	0	6	0	0	0	0	6
08:45	0	0	2	0	0	0	0	2
09:00	0	0	2	1	0	0	0	3
09:15	0	0	1	0	0	0	0	1
09:30	0	0	2	0	0	0	0	2
09:45	0	0	2	1	0	0	0	3
Total	0	0	29	4	0	0	1	34
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	1	2	0	0	0	3
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	2	0	0	0	0	2
08:00	0	0	5	0	0	0	1	6
08:15	0	0	5	2	0	0	0	7
08:30	0	0	4	0	0	0	0	4
08:45	0	0	7	0	0	0	0	7
09:00	0	0	1	0	0	0	0	1
09:15	0	0	2	0	0	0	0	2
09:30	0	0	5	0	0	0	0	5
09:45	1	0	2	0	0	0	0	3
Total	1	0	34	4	0	0	1	40
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	10	1	0	0	1	12
07:15	0	0	12	0	1	0	0	13
07:30	0	0	9	1	1	0	1	12
07:45	0	0	18	2	0	0	0	20
08:00	0	0	13	2	0	0	1	16
08:15	0	0	17	3	0	0	1	21
08:30	0	0	16	2	2	0	1	21
08:45	0	0	15	2	1	0	0	18
09:00	0	0	13	1	0	0	1	15
09:15	0	0	9	2	1	0	0	12
09:30	0	1	11	1	1	0	1	15
09:45	0	0	9	2	0	0	0	11
Total	0	1	152	19	7	0	7	186

To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	1	1	0	0	0	2
07:15	0	0	3	0	0	0	0	3
07:30	0	0	3	4	1	0	1	9
07:45	0	0	4	1	0	0	0	5
08:00	0	0	4	2	0	0	0	6
08:15	0	0	4	1	0	0	0	5
08:30	0	1	3	0	0	0	1	5
08:45	0	0	0	1	1	0	0	2
09:00	0	0	5	0	0	0	0	5
09:15	0	0	2	1	0	0	0	3
09:30	0	0	4	0	0	0	0	4
09:45	0	0	6	0	0	0	0	6
Total	0	1	39	11	2	0	2	55
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

From: A50 northwest								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	1	0	1	0	0	2
16:15	0	0	1	0	0	0	0	1
16:30	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	4	1	1	0	0	6
From: Markfield Lane								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	7	4	0	0	0	11
16:15	0	0	6	1	0	0	0	7
16:30	0	0	6	2	0	1	0	9
16:45	0	0	8	3	0	0	0	11
17:00	0	0	8	2	0	0	1	11
17:15	0	0	8	0	0	0	0	8
17:30	0	2	4	2	0	0	0	8
17:45	0	0	6	0	1	0	0	7
18:00	0	0	6	0	0	0	0	6
18:15	0	0	7	0	0	0	0	7
18:30	0	0	1	0	0	0	0	1
18:45	0	0	4	2	0	0	0	6
Total	0	2	71	16	1	1	1	92
From: A50 south								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	253	64	7	25	0	349
16:15	0	0	276	66	9	15	1	367
16:30	0	0	295	66	6	10	0	377
16:45	0	2	321	59	4	14	0	400
17:00	0	1	315	50	7	12	2	387
17:15	0	0	341	40	8	7	0	396
17:30	0	0	325	34	5	8	1	373
17:45	0	0	318	24	1	11	1	355
18:00	0	1	275	19	3	9	0	307
18:15	0	2	243	18	1	4	1	269
18:30	0	2	209	13	2	3	1	230
18:45	0	0	154	16	3	8	0	181
Total	0	8	3325	469	56	126	7	3991

From: Launde Road								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	36	10	0	0	0	46
16:15	0	0	29	8	3	0	0	40
16:30	0	1	41	6	0	0	0	48
16:45	0	0	37	5	0	0	0	42
17:00	0	0	35	6	0	1	0	42
17:15	0	0	35	2	0	1	0	38
17:30	0	0	38	3	0	0	0	41
17:45	0	0	26	2	0	0	0	28
18:00	0	0	25	2	0	0	0	27
18:15	0	0	15	2	0	0	0	17
18:30	0	0	17	1	0	0	0	18
18:45	0	0	13	2	0	0	0	15
Total	0	1	347	49	3	2	0	402
From: Leicester Road								
To: A50 northwest								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	2
17:30	0	0	4	0	0	0	0	4
17:45	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	1
Total	0	0	10	1	0	0	0	11

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	16	7	0	0	0	23
16:15	0	0	17	6	0	0	0	23
16:30	0	0	14	4	0	0	0	18
16:45	0	1	16	2	0	0	0	19
17:00	0	0	20	2	0	0	0	22
17:15	0	0	28	2	0	0	0	30
17:30	0	0	21	1	0	0	0	22
17:45	0	0	15	4	0	0	0	19
18:00	0	1	20	1	0	0	0	22
18:15	0	0	13	1	0	0	0	14
18:30	0	0	10	2	0	0	0	12
18:45	0	0	11	1	0	0	0	12
Total	0	2	201	33	0	0	0	236
To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	11	2	0	0	0	13
16:15	0	0	16	2	0	0	0	18
16:30	0	0	10	2	1	0	0	13
16:45	0	0	11	1	0	0	0	12
17:00	0	0	8	0	0	0	0	8
17:15	0	0	13	1	0	0	0	14
17:30	0	0	12	2	0	0	0	14
17:45	0	0	10	1	0	0	0	11
18:00	0	0	12	3	0	0	0	15
18:15	0	0	11	0	0	0	0	11
18:30	0	0	10	0	0	0	0	10
18:45	0	0	7	0	0	0	0	7
Total	0	0	131	14	1	0	0	146

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	1	0	0	0	1
16:15	0	0	2	1	0	0	0	3
16:30	0	0	7	0	0	0	0	7
16:45	1	0	6	1	0	0	0	8
17:00	0	0	9	1	0	0	0	10
17:15	0	0	6	2	0	0	0	8
17:30	0	0	3	0	0	0	1	4
17:45	0	0	5	1	0	0	0	6
18:00	0	0	2	0	0	0	0	2
18:15	0	0	3	0	0	0	0	3
18:30	0	0	1	0	0	0	0	1
18:45	0	0	2	0	0	0	0	2
Total	1	0	46	7	0	0	1	55

To: Markfield Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	3	0	0	0	0	3
16:30	0	0	6	1	0	0	0	7
16:45	0	0	5	0	0	0	0	5
17:00	0	0	7	0	0	0	0	7
17:15	0	0	3	1	0	0	0	4
17:30	0	0	3	0	0	0	0	3
17:45	0	0	2	1	0	0	0	3
18:00	0	0	3	0	0	0	0	3
18:15	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	0	2
Total	0	0	37	3	0	0	0	40

To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	208	51	10	12	0	281
16:15	0	1	229	43	7	12	0	292
16:30	0	3	282	40	7	18	0	350
16:45	0	0	280	36	11	12	0	339
17:00	0	0	300	42	3	9	0	354
17:15	0	0	295	53	7	8	0	363
17:30	0	1	251	34	5	6	0	297
17:45	0	0	261	28	5	6	0	300
18:00	0	2	278	32	2	7	0	321
18:15	0	0	239	31	2	9	0	281
18:30	0	0	222	17	2	7	1	249
18:45	0	1	182	21	1	5	1	211
Total	0	8	3027	428	62	111	2	3638
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	3	0	0	0	0	3
16:15	0	0	2	0	0	0	0	2
16:30	0	0	6	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	1	2
17:15	0	0	1	0	0	0	0	1
17:30	0	0	2	0	0	0	0	2
17:45	0	0	3	0	0	0	0	3
18:00	0	0	1	0	0	0	0	1
18:15	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	22	0	0	0	1	23
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	2	0	0	0	0	2
16:15	0	0	3	0	0	0	0	3
16:30	0	0	2	1	0	0	0	3
16:45	0	0	2	0	0	0	0	2
17:00	0	0	1	0	0	0	0	1
17:15	0	0	3	0	0	0	0	3
17:30	0	0	2	0	0	0	0	2
17:45	0	0	1	0	0	0	0	1
18:00	0	0	2	0	0	0	0	2
18:15	0	0	1	0	0	0	0	1
18:30	0	0	4	0	0	0	0	4
18:45	0	0	2	0	0	0	0	2
Total	0	0	25	1	0	0	0	26

To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	13	2	0	0	0	15
16:15	0	0	11	0	1	1	0	13
16:30	0	0	16	2	0	0	0	18
16:45	0	0	12	2	0	0	0	14
17:00	0	0	5	1	0	0	0	6
17:15	0	0	18	1	0	0	0	19
17:30	0	0	21	5	0	0	0	26
17:45	0	0	12	3	0	0	0	15
18:00	0	0	26	2	0	0	0	28
18:15	0	0	12	0	0	0	0	12
18:30	0	0	12	2	0	0	0	14
18:45	0	0	10	1	0	0	0	11
Total	0	0	168	21	1	1	0	191
To: A50 south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	14	5	0	0	0	19
16:15	0	0	13	3	0	0	0	16
16:30	0	0	11	1	0	0	1	13
16:45	0	0	4	4	0	0	1	9
17:00	0	0	13	1	0	0	0	14
17:15	0	0	5	0	0	0	0	5
17:30	0	0	12	6	0	0	0	18
17:45	0	0	8	0	0	0	0	8
18:00	0	0	4	1	0	0	1	6
18:15	0	0	12	0	0	0	0	12
18:30	0	0	14	0	0	0	0	14
18:45	0	0	12	3	0	0	1	16
Total	0	0	122	24	0	0	4	150

To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	39	7	1	3	0	50
16:15	0	0	41	9	0	0	0	50
16:30	0	1	31	12	1	0	0	45
16:45	0	0	55	14	0	0	0	69
17:00	0	0	38	7	0	0	0	45
17:15	0	0	52	3	0	0	0	55
17:30	0	0	59	1	0	0	0	60
17:45	0	0	44	7	0	0	0	51
18:00	0	0	34	5	0	0	0	39
18:15	0	0	23	1	0	0	0	24
18:30	0	0	27	3	0	0	0	30
18:45	0	0	20	2	0	0	0	22
Total	0	1	463	71	2	3	0	540
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	14	4	1	0	0	19
16:15	0	0	14	1	0	0	1	16
16:30	0	0	17	4	0	0	0	21
16:45	1	0	14	3	0	0	0	18
17:00	0	0	9	2	1	0	0	12
17:15	0	0	18	1	0	0	0	19
17:30	0	0	9	2	0	0	0	11
17:45	0	0	9	0	0	0	0	9
18:00	0	0	12	0	0	0	0	12
18:15	0	0	8	0	0	0	1	9
18:30	0	0	7	0	0	0	0	7
18:45	0	0	10	2	0	0	0	12
Total	1	0	141	19	2	0	2	165
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	5	0	0	0	0	5
16:15	0	0	6	1	0	0	0	7
16:30	0	0	2	0	0	1	0	3
16:45	0	0	10	4	0	1	0	15
17:00	0	1	6	1	0	0	0	8
17:15	0	0	9	0	0	0	0	9
17:30	0	0	6	1	0	0	0	7
17:45	0	0	4	0	0	0	0	4
18:00	0	0	1	0	0	0	0	1
18:15	0	0	2	0	0	0	0	2
18:30	0	0	5	0	0	0	0	5
18:45	0	0	1	0	0	0	0	1
Total	0	1	57	7	0	2	0	67

To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	4	0	0	0	0	4
16:15	0	0	5	3	0	0	0	8
16:30	0	0	4	0	0	0	0	4
16:45	0	0	6	0	0	0	0	6
17:00	0	0	3	0	0	0	0	3
17:15	0	0	5	0	0	0	0	5
17:30	0	0	4	1	0	0	0	5
17:45	0	0	4	0	0	0	0	4
18:00	0	0	3	0	0	0	0	3
18:15	0	0	4	0	0	0	0	4
18:30	0	0	2	0	0	0	0	2
18:45	0	0	0	1	0	0	0	1
Total	0	0	44	5	0	0	0	49

To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	5	1	0	0	0	6
16:15	0	0	3	0	0	0	0	3
16:30	0	0	2	0	0	0	1	3
16:45	0	0	3	0	0	0	0	3
17:00	0	0	2	3	0	0	0	5
17:15	0	0	2	0	0	0	0	2
17:30	0	0	4	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0
18:00	0	0	4	0	0	0	0	4
18:15	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0
18:45	0	0	4	0	0	0	0	4
Total	0	0	32	4	0	0	1	37
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	6	2	0	0	0	8
16:15	0	0	7	0	0	0	0	7
16:30	0	0	3	2	0	0	0	5
16:45	0	0	9	3	0	0	0	12
17:00	0	0	4	0	0	0	0	4
17:15	0	0	11	0	0	0	0	11
17:30	0	0	6	2	0	0	0	8
17:45	0	1	3	0	0	0	0	4
18:00	0	0	2	0	0	0	0	2
18:15	2	1	6	1	0	0	0	10
18:30	0	0	6	0	0	0	0	6
18:45	0	0	2	0	0	0	0	2
Total	2	2	65	10	0	0	0	79
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	27	4	0	0	0	31
16:15	0	0	34	3	0	0	1	38
16:30	0	0	35	6	0	0	0	41
16:45	0	0	29	4	2	0	1	36
17:00	0	0	28	3	0	0	0	31
17:15	0	0	31	3	0	0	1	35
17:30	0	0	26	0	0	0	1	27
17:45	0	0	27	0	0	0	0	27
18:00	0	0	15	3	0	0	1	19
18:15	0	0	20	1	0	0	0	21
18:30	0	0	22	2	0	0	0	24
18:45	0	0	13	1	0	0	0	14
Total	0	0	307	30	2	0	5	344

To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	7	0	0	0	0	7
16:15	0	0	7	1	0	0	0	8
16:30	0	0	3	0	0	0	0	3
16:45	0	0	4	0	0	0	0	4
17:00	0	0	5	1	0	0	0	6
17:15	0	0	2	0	0	0	0	2
17:30	0	0	2	0	0	0	0	2
17:45	0	0	2	1	0	0	0	3
18:00	0	0	3	2	0	0	0	5
18:15	0	0	3	0	0	0	0	3
18:30	0	0	2	0	0	0	0	2
18:45	0	0	5	0	0	0	0	5
Total	0	0	45	5	0	0	0	50
To: Leicester Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

From: Launde Road								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
From: Ratby Lane north								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	2	0	0	0	0	2
Total	0	0	3	0	0	0	0	3
From: Ratby Lane south								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	1	53	12	0	1	0	67
07:15	0	0	65	15	1	0	0	81
07:30	0	0	84	21	1	0	1	107
07:45	0	0	93	13	1	1	1	109
08:00	0	0	126	23	2	3	1	155
08:15	0	0	86	21	1	0	0	108
08:30	0	1	74	4	0	0	2	81
08:45	0	0	62	9	3	2	1	77
09:00	0	0	51	4	1	2	0	58
09:15	0	0	34	3	1	2	0	40
09:30	0	0	37	6	1	3	0	47
09:45	0	0	38	8	3	1	0	50
Total	0	2	803	139	15	15	6	980

To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	2	0	0	0	0	2
07:15	0	0	1	3	0	0	0	4
07:30	0	0	1	0	0	0	0	1
07:45	0	0	2	0	0	0	0	2
08:00	0	0	1	0	0	0	0	1
08:15	0	0	3	0	0	0	0	3
08:30	0	0	5	0	0	0	0	5
08:45	0	0	3	0	0	0	0	3
09:00	0	0	4	0	0	0	0	4
09:15	0	0	4	0	2	0	0	6
09:30	0	0	2	2	0	0	0	4
09:45	0	0	2	1	0	0	0	3
Total	0	0	30	6	2	0	0	38
To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	4	0	0	0	0	4
07:15	0	0	7	0	0	0	0	7
07:30	0	0	5	0	0	0	0	5
07:45	0	0	18	2	0	0	0	20
08:00	0	0	13	4	0	0	1	18
08:15	0	0	18	0	0	0	0	18
08:30	0	0	10	1	1	0	0	12
08:45	0	0	14	1	0	0	0	15
09:00	0	0	8	2	0	0	0	10
09:15	0	0	1	0	0	0	0	1
09:30	0	0	1	0	0	0	0	1
09:45	0	0	2	0	0	0	0	2
Total	0	0	101	10	1	0	1	113

To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	28	7	1	1	0	37
07:15	0	0	49	13	0	0	0	62
07:30	0	0	39	12	2	0	0	53
07:45	0	0	45	11	0	0	0	56
08:00	0	0	40	12	2	4	0	58
08:15	0	0	37	6	1	0	0	44
08:30	0	0	37	10	2	2	0	51
08:45	0	0	34	9	2	2	0	47
09:00	0	0	42	7	0	2	2	53
09:15	0	0	36	9	2	1	0	48
09:30	0	0	36	7	0	1	0	44
09:45	0	0	36	7	3	0	0	46
Total	0	0	459	110	15	13	2	599
To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	8	1	0	0	0	9
07:15	0	0	5	1	0	0	0	6
07:30	0	0	7	2	0	0	0	9
07:45	0	0	8	2	0	0	0	10
08:00	0	0	18	4	0	0	1	23
08:15	0	0	24	0	0	0	0	24
08:30	0	0	16	1	0	0	0	17
08:45	0	1	9	4	0	0	0	14
09:00	0	0	14	0	0	0	0	14
09:15	0	0	9	3	0	0	0	12
09:30	0	0	8	2	0	0	0	10
09:45	0	0	10	3	0	0	0	13
Total	0	1	136	23	0	0	1	161
To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

From: Launde Road								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
From: Ratby Lane north								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	1
17:15	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1
18:00	0	0	1	0	0	0	0	1
18:15	0	0	1	1	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	6	1	0	0	0	7
From: Ratby Lane south								
To: Launde Road								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	57	10	0	0	0	67
16:15	0	0	52	10	4	0	0	66
16:30	0	1	73	5	0	0	0	79
16:45	0	0	55	9	0	1	0	65
17:00	0	0	51	8	0	1	0	60
17:15	0	0	63	6	0	0	1	70
17:30	0	0	58	10	0	0	0	68
17:45	0	0	47	4	0	0	0	51
18:00	0	0	47	4	0	0	0	51
18:15	0	0	28	1	0	0	0	29
18:30	0	0	31	2	0	0	0	33
18:45	0	0	28	2	0	0	0	30
Total	0	1	590	71	4	2	1	669

To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	4	1	0	0	0	5
16:15	0	0	4	1	0	0	0	5
16:30	0	0	2	0	0	0	0	2
16:45	0	0	10	2	0	0	0	12
17:00	0	0	3	2	0	0	0	5
17:15	0	0	6	0	0	0	0	6
17:30	0	0	6	0	0	0	0	6
17:45	0	0	6	2	0	0	0	8
18:00	0	0	5	0	0	0	0	5
18:15	0	0	3	1	0	0	0	4
18:30	0	0	1	0	0	0	0	1
18:45	0	0	1	0	0	0	0	1
Total	0	0	51	9	0	0	0	60
To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
To: Ratby Lane north								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	6	1	0	0	0	7
16:15	0	0	6	1	0	0	0	7
16:30	0	0	6	2	0	0	0	8
16:45	0	0	8	1	0	0	0	9
17:00	0	0	7	2	0	0	0	9
17:15	0	0	12	5	0	0	0	17
17:30	0	0	10	2	0	0	0	12
17:45	0	0	7	1	0	0	0	8
18:00	0	0	7	2	0	0	0	9
18:15	0	0	7	1	0	0	0	8
18:30	0	0	3	2	0	0	0	5
18:45	0	0	5	0	0	0	0	5
Total	0	0	84	20	0	0	0	104

To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	53	12	2	2	0	69
16:15	0	0	58	10	0	1	1	70
16:30	0	1	46	17	1	1	0	66
16:45	0	0	65	17	0	1	0	83
17:00	0	1	57	6	1	0	0	65
17:15	0	0	75	5	0	0	0	80
17:30	0	0	68	2	0	0	0	70
17:45	0	0	56	4	0	0	0	60
18:00	0	0	38	3	0	0	0	41
18:15	0	0	28	2	1	0	1	32
18:30	0	0	38	2	0	0	0	40
18:45	0	0	28	4	0	0	0	32
Total	0	2	610	84	5	5	2	708
To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	11	1	1	0	0	13
16:15	0	0	13	3	0	0	0	16
16:30	0	0	14	2	0	0	0	16
16:45	0	0	21	4	0	0	0	25
17:00	0	0	20	2	0	0	0	22
17:15	0	0	21	4	0	0	0	25
17:30	0	0	15	3	0	0	0	18
17:45	0	0	19	2	0	0	0	21
18:00	0	0	14	0	0	0	0	14
18:15	0	0	13	2	0	0	0	15
18:30	0	0	12	1	0	0	0	13
18:45	0	0	13	0	0	0	0	13
Total	0	0	186	24	1	0	0	211
To: Ratby Lane south								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Appendix F

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.4.1693						
© Copyright TRL Software Limited, 2021						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Site Access RevA.j10
Path: P:\22000's\22052\Junction Assessment
Report generation date: 16/03/2023 15:53:14

»2023, AM
 »2023, PM
 »2031, AM
 »2031, PM
 »2031 + Committed , AM
 »2031 + Committed, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2031						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2031 + Committed						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2031 + Committed + Development						
Stream B-AC	0.2	7.15	0.14	0.1	6.77	0.08
Stream C-AB	0.1	5.90	0.04	0.1	7.20	0.08

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

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

File summary

File Description

Title	
Location	
Site number	
Date	11/06/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2031	AM	ONE HOUR	07:45	09:15	15
D4	2031	PM	ONE HOUR	16:45	18:15	15
D5	2031 + Committed	AM	ONE HOUR	07:45	09:15	15
D6	2031 + Committed	PM	ONE HOUR	16:45	18:15	15
D7	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D8	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Ratby Lane N		Major
B	Site Access		Minor
C	Ratby 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 - Ratby Lane S	5.89			112.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	482	0.088	0.223	0.140	0.318
B-C	621	0.096	0.242	-	-
C-B	639	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	55	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	55
	B - Site Access	0	0	0
	C - Ratby Lane S	67	0	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	15
	B - Site Access	0	0	0
	C - Ratby Lane S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	41			41			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	49			49			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	624	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	61			61			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	624	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	61			61			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	49			49			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	41			41			

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	90	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
	A - Ratby Lane N	0	0	90
	B - Site Access	0	0	0
	C - Ratby Lane S	64	0	0

Vehicle Mix

HV %s

	To			
From		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
	A - Ratby Lane N	0	0	5
	B - Site Access	0	0	0
	C - Ratby Lane S	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	48			48			
A-B	0			0			
A-C	68			68			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	518	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	58			58			
A-B	0			0			
A-C	81			81			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	513	0.000	0	0.0	0.000	A
C-AB	0	614	0.000	0	0.0	0.000	A
C-A	70			70			
A-B	0			0			
A-C	99			99			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	513	0.000	0	0.0	0.000	A
C-AB	0	614	0.000	0	0.0	0.000	A
C-A	70			70			
A-B	0			0			
A-C	99			99			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	518	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	58			58			
A-B	0			0			
A-C	81			81			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	48			48			
A-B	0			0			
A-C	68			68			

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	58	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
	A - Ratby Lane N	0	0	58
	B - Site Access	0	0	0
	C - Ratby Lane S	71	0	0

Vehicle Mix

HV %s

	To			
From		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
	A - Ratby Lane N	0	0	15
	B - Site Access	0	0	0
	C - Ratby Lane S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	628	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	44			44			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	524	0.000	0	0.0	0.000	A
C-AB	0	626	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	52			52			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	520	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	78			78			
A-B	0			0			
A-C	64			64			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	520	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	78			78			
A-B	0			0			
A-C	64			64			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	524	0.000	0	0.0	0.000	A
C-AB	0	626	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	52			52			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	628	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	44			44			

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	95	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	95
	B - Site Access	0	0	0
	C - Ratby Lane S	67	0	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	5
	B - Site Access	0	0	0
	C - Ratby Lane S	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	621	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	72			72			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	85			85			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	105			105			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	105			105			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	85			85			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	621	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	72			72			

2031 + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	62	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	62
	B - Site Access	0	0	0
	C - Ratby Lane S	71	0	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	15
	B - Site Access	0	0	0
	C - Ratby Lane S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	47			47			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	524	0.000	0	0.0	0.000	A
C-AB	0	625	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	56			56			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	78			78			
A-B	0			0			
A-C	68			68			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	78			78			
A-B	0			0			
A-C	68			68			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	524	0.000	0	0.0	0.000	A
C-AB	0	625	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	56			56			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	47			47			

2031 + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	106	100.000
B - Site Access		✓	0	100.000
C - Ratby Lane S		✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	106
	B - Site Access	0	0	0
	C - Ratby Lane S	67	0	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	0	5
	B - Site Access	0	0	0
	C - Ratby Lane S	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	80			80			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	515	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	95			95			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	117			117			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	74			74			
A-B	0			0			
A-C	117			117			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	515	0.000	0	0.0	0.000	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	60			60			
A-B	0			0			
A-C	95			95			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	519	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	0			0			
A-C	80			80			

2031 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	80	100.000
B - Site Access		✓	76	100.000
C - Ratby Lane S		✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	18	62
	B - Site Access	0	0	76
	C - Ratby Lane S	71	21	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	6	15
	B - Site Access	0	0	3
	C - Ratby Lane S	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.14	7.15	0.2	A
C-AB	0.04	5.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	608	0.094	57	0.1	6.723	A
C-AB	17	659	0.026	17	0.0	5.895	A
C-A	52			52			
A-B	14			14			
A-C	47			47			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	606	0.113	68	0.1	6.900	A
C-AB	21	663	0.032	21	0.0	5.893	A
C-A	62			62			
A-B	16			16			
A-C	56			56			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.139	84	0.2	7.147	A
C-AB	26	668	0.039	26	0.1	5.892	A
C-A	75			75			
A-B	20			20			
A-C	68			68			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.139	84	0.2	7.150	A
C-AB	26	668	0.039	26	0.1	5.893	A
C-A	75			75			
A-B	20			20			
A-C	68			68			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	606	0.113	68	0.1	6.907	A
C-AB	21	663	0.032	21	0.0	5.898	A
C-A	62			62			
A-B	16			16			
A-C	56			56			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	608	0.094	57	0.1	6.733	A
C-AB	17	659	0.026	17	0.0	5.899	A
C-A	52			52			
A-B	14			14			
A-C	47			47			

2031 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Ratby Lane 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	140	100.000
B - Site Access		✓	42	100.000
C - Ratby Lane S		✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	34	106
	B - Site Access	0	0	42
	C - Ratby Lane S	67	44	0

Vehicle Mix

HV %s

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	10	5
	B - Site Access	0	0	2
	C - Ratby Lane S	11	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.08	6.77	0.1	A
C-AB	0.08	7.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	599	0.053	31	0.1	6.466	A
C-AB	36	646	0.056	36	0.1	7.031	A
C-A	48			48			
A-B	26			26			
A-C	80			80			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	595	0.063	38	0.1	6.592	A
C-AB	44	647	0.067	44	0.1	7.104	A
C-A	56			56			
A-B	31			31			
A-C	95			95			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	589	0.079	46	0.1	6.766	A
C-AB	55	650	0.084	55	0.1	7.199	A
C-A	68			68			
A-B	37			37			
A-C	117			117			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	589	0.079	46	0.1	6.766	A
C-AB	55	650	0.084	55	0.1	7.194	A
C-A	68			68			
A-B	37			37			
A-C	117			117			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	595	0.063	38	0.1	6.597	A
C-AB	44	647	0.067	44	0.1	7.099	A
C-A	56			56			
A-B	31			31			
A-C	95			95			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	599	0.053	32	0.1	6.476	A
C-AB	36	646	0.056	36	0.1	7.034	A
C-A	48			48			
A-B	26			26			
A-C	80			80			

Appendix G

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.4.1693						
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Filename: RatbyLn-LaundeRd RevA.j10
Path: P:\22000's\22052\Junction Assessment
Report generation date: 16/03/2023 15:02:08

»2023, AM
 »2023, PM
 »2023 + Committed, AM
 »2023 + Committed, PM
 »2023 + Committed + Development, AM
 »2023 + Committed + Development, PM
 »2031, AM
 »2031, PM
 »2031 + Committed, AM
 »2031 + Committed, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023						
Stream B-AC	0.2	8.08	0.17	0.3	8.61	0.19
Stream C-AB	0.6	5.65	0.21	0.3	6.67	0.15
2023 + Committed						
Stream B-AC	0.2	8.52	0.18	0.3	9.66	0.23
Stream C-AB	1.0	5.95	0.30	0.4	6.72	0.18
2023 + Committed + Development						
Stream B-AC	0.5	11.31	0.31	0.6	12.52	0.35
Stream C-AB	1.1	6.29	0.33	0.6	7.23	0.23
2031						
Stream B-AC	0.2	8.21	0.18	0.3	8.81	0.21
Stream C-AB	0.7	5.65	0.23	0.4	6.66	0.16
2031 + Committed						
Stream B-AC	0.3	8.67	0.19	0.4	9.99	0.25
Stream C-AB	1.1	6.05	0.32	0.5	6.74	0.19
2031 + Committed + Development						
Stream B-AC	0.5	11.65	0.32	0.6	13.03	0.37
Stream C-AB	1.2	6.38	0.35	0.6	7.26	0.24

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

File summary

File Description

Title	
Location	
Site number	
Date	11/06/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2023 + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2023 + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2023 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2023 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2031	AM	ONE HOUR	07:45	09:15	15
D8	2031	PM	ONE HOUR	16:45	18:15	15
D9	2031 + Committed	AM	ONE HOUR	07:45	09:15	15
D10	2031 + Committed	PM	ONE HOUR	16:45	18:15	15
D11	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D12	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, 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		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	Launde Road		Major
B	Ratby Lane N		Minor
C	Ratby 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 - Ratby Lane S	7.49			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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Ratby Lane N	One lane	3.43	35	40

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	531	0.090	0.228	0.144	0.326
B-C	677	0.097	0.245	-	-
C-B	609	0.221	0.221	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	280	100.000
B - Ratby Lane N		✓	91	100.000
C - Ratby Lane S		✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	12	268
	B - Ratby Lane N	1	0	90
	C - Ratby Lane S	509	72	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.17	8.08	0.2	A
C-AB	0.21	5.65	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	623	0.110	68	0.1	7.245	A
C-AB	101	826	0.122	100	0.3	5.618	A
C-A	336			336			
A-B	9			9			
A-C	202			202			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	613	0.133	82	0.2	7.577	A
C-AB	137	871	0.158	137	0.4	5.574	A
C-A	385			385			
A-B	11			11			
A-C	241			241			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	599	0.167	100	0.2	8.069	A
C-AB	200	933	0.214	199	0.6	5.590	A
C-A	440			440			
A-B	13			13			
A-C	295			295			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	599	0.167	100	0.2	8.075	A
C-AB	200	934	0.214	200	0.6	5.612	A
C-A	439			439			
A-B	13			13			
A-C	295			295			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	613	0.133	82	0.2	7.586	A
C-AB	138	871	0.158	139	0.4	5.612	A
C-A	385			385			
A-B	11			11			
A-C	241			241			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	623	0.110	69	0.1	7.266	A
C-AB	102	826	0.123	102	0.3	5.654	A
C-A	336			336			
A-B	9			9			
A-C	202			202			

2023, 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		1.95	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	328	100.000
B - Ratby Lane N		✓	103	100.000
C - Ratby Lane S		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	30	298
	B - Ratby Lane N	3	0	100
	C - Ratby Lane S	287	59	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.19	8.61	0.3	A
C-AB	0.15	6.67	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	612	0.127	77	0.2	7.563	A
C-AB	64	704	0.091	63	0.2	6.674	A
C-A	196			196			
A-B	23			23			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	600	0.154	92	0.2	7.975	A
C-AB	83	724	0.114	82	0.2	6.652	A
C-A	228			228			
A-B	27			27			
A-C	268			268			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	584	0.194	113	0.3	8.599	A
C-AB	112	752	0.149	112	0.3	6.636	A
C-A	268			268			
A-B	33			33			
A-C	328			328			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	584	0.194	113	0.3	8.607	A
C-AB	113	753	0.150	113	0.3	6.623	A
C-A	268			268			
A-B	33			33			
A-C	328			328			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	600	0.154	93	0.2	7.988	A
C-AB	83	724	0.114	83	0.2	6.629	A
C-A	228			228			
A-B	27			27			
A-C	268			268			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	612	0.127	78	0.2	7.586	A
C-AB	64	704	0.091	65	0.2	6.672	A
C-A	196			196			
A-B	23			23			
A-C	224			224			

2023 + Committed, 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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	295	100.000
B - Ratby Lane N		✓	95	100.000
C - Ratby Lane S		✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	12	283
	B - Ratby Lane N	5	0	90
	C - Ratby Lane S	574	94	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.18	8.52	0.2	A
C-AB	0.30	5.95	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	606	0.118	71	0.1	7.487	A
C-AB	143	857	0.166	141	0.4	5.621	A
C-A	360			360			
A-B	9			9			
A-C	213			213			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	593	0.144	85	0.2	7.889	A
C-AB	197	909	0.216	196	0.6	5.674	A
C-A	404			404			
A-B	11			11			
A-C	254			254			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	575	0.182	104	0.2	8.506	A
C-AB	293	981	0.299	292	1.0	5.903	A
C-A	442			442			
A-B	13			13			
A-C	312			312			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	575	0.182	105	0.2	8.515	A
C-AB	294	982	0.299	294	1.0	5.947	A
C-A	441			441			
A-B	13			13			
A-C	312			312			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	593	0.144	86	0.2	7.903	A
C-AB	198	910	0.217	199	0.6	5.744	A
C-A	403			403			
A-B	11			11			
A-C	254			254			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	605	0.118	72	0.2	7.510	A
C-AB	144	858	0.168	145	0.4	5.681	A
C-A	359			359			
A-B	9			9			
A-C	213			213			

2023 + Committed, 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		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	393	100.000
B - Ratby Lane N		✓	113	100.000
C - Ratby Lane S		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	30	363
	B - Ratby Lane N	13	0	100
	C - Ratby Lane S	306	68	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.23	9.66	0.3	A
C-AB	0.18	6.72	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	577	0.147	84	0.2	8.119	A
C-AB	76	704	0.108	75	0.2	6.634	A
C-A	205			205			
A-B	23			23			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	561	0.181	101	0.2	8.707	A
C-AB	99	725	0.136	99	0.3	6.663	A
C-A	237			237			
A-B	27			27			
A-C	326			326			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	539	0.231	124	0.3	9.641	A
C-AB	136	754	0.180	135	0.4	6.720	A
C-A	276			276			
A-B	33			33			
A-C	400			400			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	539	0.231	124	0.3	9.657	A
C-AB	136	755	0.180	136	0.4	6.722	A
C-A	276			276			
A-B	33			33			
A-C	400			400			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	561	0.181	102	0.2	8.728	A
C-AB	99	725	0.137	100	0.3	6.651	A
C-A	237			237			
A-B	27			27			
A-C	326			326			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	577	0.147	85	0.2	8.153	A
C-AB	76	705	0.108	77	0.2	6.645	A
C-A	205			205			
A-B	23			23			
A-C	273			273			

2023 + Committed + 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		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	307	100.000
B - Ratby Lane N		✓	140	100.000
C - Ratby Lane S		✓	678	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	24	283
	B - Ratby Lane N	33	0	107
	C - Ratby Lane S	574	104	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.31	11.31	0.5	B
C-AB	0.33	6.29	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	547	0.193	104	0.3	8.832	A
C-AB	158	856	0.185	156	0.5	5.783	A
C-A	352			352			
A-B	18			18			
A-C	213			213			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	528	0.238	126	0.3	9.727	A
C-AB	218	907	0.240	217	0.7	5.889	A
C-A	391			391			
A-B	22			22			
A-C	254			254			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	501	0.308	154	0.5	11.269	B
C-AB	326	980	0.332	324	1.1	6.235	A
C-A	421			421			
A-B	26			26			
A-C	312			312			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	501	0.308	154	0.5	11.311	B
C-AB	327	981	0.333	327	1.1	6.286	A
C-A	420			420			
A-B	26			26			
A-C	312			312			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	528	0.238	126	0.3	9.776	A
C-AB	219	909	0.241	221	0.7	5.967	A
C-A	390			390			
A-B	22			22			
A-C	254			254			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	547	0.193	106	0.3	8.893	A
C-AB	159	857	0.186	160	0.5	5.849	A
C-A	351			351			
A-B	18			18			
A-C	213			213			

2023 + Committed + 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		3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	420	100.000
B - Ratby Lane N		✓	156	100.000
C - Ratby Lane S		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	57	363
	B - Ratby Lane N	46	0	110
	C - Ratby Lane S	306	85	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	17	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.35	12.52	0.6	B
C-AB	0.23	7.23	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	531	0.221	116	0.3	9.415	A
C-AB	95	700	0.136	94	0.3	6.921	A
C-A	199			199			
A-B	43			43			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	512	0.274	140	0.4	10.520	B
C-AB	124	720	0.172	124	0.4	7.028	A
C-A	227			227			
A-B	51			51			
A-C	326			326			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	485	0.354	171	0.6	12.460	B
C-AB	171	749	0.228	170	0.5	7.222	A
C-A	260			260			
A-B	63			63			
A-C	400			400			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	485	0.354	172	0.6	12.520	B
C-AB	171	749	0.228	171	0.6	7.225	A
C-A	259			259			
A-B	63			63			
A-C	400			400			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	512	0.274	141	0.4	10.588	B
C-AB	124	721	0.173	125	0.4	7.023	A
C-A	227			227			
A-B	51			51			
A-C	326			326			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	531	0.221	118	0.3	9.494	A
C-AB	96	701	0.137	96	0.3	6.942	A
C-A	199			199			
A-B	43			43			
A-C	273			273			

2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	295	100.000
B - Ratby Lane N		✓	95	100.000
C - Ratby Lane S		✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	13	282
	B - Ratby Lane N	1	0	94
	C - Ratby Lane S	536	76	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.18	8.21	0.2	A
C-AB	0.23	5.65	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	620	0.115	71	0.1	7.320	A
C-AB	110	838	0.132	109	0.3	5.600	A
C-A	350			350			
A-B	10			10			
A-C	212			212			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	610	0.140	85	0.2	7.675	A
C-AB	151	885	0.170	150	0.4	5.569	A
C-A	399			399			
A-B	12			12			
A-C	254			254			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	595	0.176	104	0.2	8.206	A
C-AB	222	952	0.233	221	0.7	5.623	A
C-A	452			452			
A-B	14			14			
A-C	310			310			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	595	0.176	105	0.2	8.212	A
C-AB	222	952	0.234	222	0.7	5.648	A
C-A	451			451			
A-B	14			14			
A-C	310			310			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	610	0.140	86	0.2	7.685	A
C-AB	151	886	0.171	152	0.5	5.612	A
C-A	399			399			
A-B	12			12			
A-C	254			254			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	620	0.115	72	0.1	7.341	A
C-AB	111	838	0.133	112	0.3	5.641	A
C-A	350			350			
A-B	10			10			
A-C	212			212			

2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	346	100.000
B - Ratby Lane N		✓	109	100.000
C - Ratby Lane S		✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	32	314
	B - Ratby Lane N	3	0	106
	C - Ratby Lane S	302	62	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.21	8.81	0.3	A
C-AB	0.16	6.66	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	609	0.135	81	0.2	7.669	A
C-AB	69	709	0.097	68	0.2	6.663	A
C-A	205			205			
A-B	24			24			
A-C	236			236			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	597	0.164	98	0.2	8.118	A
C-AB	89	730	0.122	89	0.3	6.646	A
C-A	238			238			
A-B	29			29			
A-C	282			282			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	580	0.207	120	0.3	8.802	A
C-AB	122	761	0.160	121	0.4	6.640	A
C-A	279			279			
A-B	35			35			
A-C	346			346			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	580	0.207	120	0.3	8.813	A
C-AB	122	761	0.160	122	0.4	6.630	A
C-A	279			279			
A-B	35			35			
A-C	346			346			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	597	0.164	98	0.2	8.132	A
C-AB	89	731	0.122	90	0.3	6.620	A
C-A	238			238			
A-B	29			29			
A-C	282			282			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	609	0.135	82	0.2	7.694	A
C-AB	69	709	0.097	69	0.2	6.661	A
C-A	205			205			
A-B	24			24			
A-C	236			236			

2031 + Committed, 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		2.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.14	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	310	100.000
B - Ratby Lane N		✓	99	100.000
C - Ratby Lane S		✓	699	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	13	297
	B - Ratby Lane N	5	0	94
	C - Ratby Lane S	601	98	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.19	8.67	0.3	A
C-AB	0.32	6.05	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	603	0.124	74	0.2	7.567	A
C-AB	154	870	0.177	152	0.4	5.619	A
C-A	372			372			
A-B	10			10			
A-C	224			224			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	590	0.151	89	0.2	7.995	A
C-AB	214	924	0.231	213	0.6	5.696	A
C-A	415			415			
A-B	12			12			
A-C	267			267			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	571	0.191	109	0.3	8.661	A
C-AB	322	1000	0.322	320	1.1	5.998	A
C-A	448			448			
A-B	14			14			
A-C	327			327			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	571	0.191	109	0.3	8.671	A
C-AB	323	1001	0.323	323	1.1	6.045	A
C-A	447			447			
A-B	14			14			
A-C	327			327			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	590	0.151	89	0.2	8.010	A
C-AB	215	925	0.232	216	0.7	5.777	A
C-A	414			414			
A-B	12			12			
A-C	267			267			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	603	0.124	75	0.2	7.586	A
C-AB	155	871	0.178	156	0.5	5.684	A
C-A	371			371			
A-B	10			10			
A-C	224			224			

2031 + Committed, 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		2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	411	100.000
B - Ratby Lane N		✓	120	100.000
C - Ratby Lane S		✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	32	379
	B - Ratby Lane N	14	0	106
	C - Ratby Lane S	322	71	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.25	9.99	0.4	A
C-AB	0.19	6.74	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	573	0.158	90	0.2	8.271	A
C-AB	81	710	0.114	80	0.2	6.621	A
C-A	215			215			
A-B	24			24			
A-C	285			285			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	557	0.194	108	0.3	8.920	A
C-AB	106	732	0.145	106	0.3	6.657	A
C-A	247			247			
A-B	29			29			
A-C	341			341			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	533	0.248	132	0.4	9.965	A
C-AB	147	764	0.192	146	0.5	6.735	A
C-A	286			286			
A-B	35			35			
A-C	417			417			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	533	0.248	132	0.4	9.985	A
C-AB	147	764	0.192	147	0.5	6.732	A
C-A	286			286			
A-B	35			35			
A-C	417			417			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	557	0.194	108	0.3	8.945	A
C-AB	106	733	0.145	107	0.3	6.649	A
C-A	247			247			
A-B	29			29			
A-C	341			341			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	573	0.158	91	0.2	8.308	A
C-AB	82	710	0.115	82	0.2	6.636	A
C-A	214			214			
A-B	24			24			
A-C	285			285			

2031 + Committed + 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		2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	322	100.000
B - Ratby Lane N		✓	145	100.000
C - Ratby Lane S		✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	25	297
	B - Ratby Lane N	33	0	112
	C - Ratby Lane S	601	107	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.32	11.65	0.5	B
C-AB	0.35	6.38	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	545	0.200	108	0.3	8.957	A
C-AB	168	868	0.194	166	0.5	5.772	A
C-A	365			365			
A-B	19			19			
A-C	224			224			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	525	0.248	130	0.4	9.916	A
C-AB	234	922	0.254	233	0.7	5.905	A
C-A	403			403			
A-B	22			22			
A-C	267			267			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	497	0.321	159	0.5	11.600	B
C-AB	353	998	0.353	351	1.2	6.321	A
C-A	427			427			
A-B	28			28			
A-C	327			327			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	497	0.322	160	0.5	11.646	B
C-AB	354	999	0.354	354	1.2	6.379	A
C-A	425			425			
A-B	28			28			
A-C	327			327			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	525	0.248	131	0.4	9.972	A
C-AB	235	924	0.255	237	0.8	5.988	A
C-A	401			401			
A-B	22			22			
A-C	267			267			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	545	0.200	110	0.3	9.022	A
C-AB	170	869	0.195	171	0.5	5.840	A
C-A	363			363			
A-B	19			19			
A-C	224			224			

2031 + Committed + 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		3.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		✓	438	100.000
B - Ratby Lane N		✓	162	100.000
C - Ratby Lane S		✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	59	379
	B - Ratby Lane N	47	0	115
	C - Ratby Lane S	322	88	0

Vehicle Mix

HV %s

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	17	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.37	13.03	0.6	B
C-AB	0.24	7.26	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	528	0.231	121	0.3	9.627	A
C-AB	101	706	0.143	100	0.3	6.911	A
C-A	208			208			
A-B	44			44			
A-C	285			285			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	508	0.287	145	0.4	10.801	B
C-AB	132	728	0.181	131	0.4	7.032	A
C-A	237			237			
A-B	53			53			
A-C	341			341			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	479	0.372	178	0.6	12.958	B
C-AB	183	758	0.241	182	0.6	7.253	A
C-A	269			269			
A-B	65			65			
A-C	417			417			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	479	0.372	178	0.6	13.029	B
C-AB	183	759	0.241	183	0.6	7.255	A
C-A	268			268			
A-B	65			65			
A-C	417			417			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	508	0.287	146	0.4	10.877	B
C-AB	132	728	0.182	133	0.4	7.022	A
C-A	236			236			
A-B	53			53			
A-C	341			341			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	528	0.231	122	0.3	9.683	A
C-AB	101	707	0.144	102	0.3	6.930	A
C-A	207			207			
A-B	44			44			
A-C	285			285			

Appendix H

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	495.38	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	495.38	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A50 NW		
2	Markfield Lane		
3	A50 S		
4	Launde Road		
5	Leicester Road		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A50 NW	7.10	7.10	0.0	36.0	58.0	16.0		
Markfield Lane	3.80	7.30	11.3	22.0	58.0	11.0		
A50 S	7.20	8.10	14.0	29.0	58.0	19.0		
Launde Road	3.60	7.90	14.1	22.5	58.0	14.5		
Leicester Road	3.62	7.60	6.0	11.0	58.0	25.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A50 NW	0.693	2303
Markfield Lane	0.605	1803
A50 S	0.730	2536
Launde Road	0.611	1854
Leicester Road	0.518	1449

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2485	100.000
Markfield Lane		✓	179	100.000
A50 S		✓	1904	100.000
Launde Road		✓	502	100.000
Leicester Road		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	68	2202	175	27
	Markfield Lane	77	0	8	67	27
	A50 S	1709	71	14	18	92
	Launde Road	261	35	181	0	25
	Leicester Road	0	37	157	7	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.37	941.57	531.9	F
Markfield Lane	0.45	16.11	0.9	C
A50 S	0.92	23.72	13.0	C
Launde Road	1.11	194.82	32.9	F
Leicester Road	1.61	624.32	40.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1871	374	2043	0.916	1828	10.8	18.586	C
Markfield Lane	135	2045	565	0.239	133	0.3	9.180	A
A50 S	1433	291	2324	0.617	1426	2.0	4.949	A
Launde Road	378	1519	925	0.408	375	0.8	7.619	A
Leicester Road	151	1766	535	0.283	150	0.4	10.295	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2234	447	1993	1.121	1977	75.2	88.026	F
Markfield Lane	161	2242	446	0.361	160	0.6	13.827	B
A50 S	1712	330	2295	0.746	1705	3.5	7.522	A
Launde Road	451	1814	745	0.606	448	1.7	14.004	B
Leicester Road	181	2111	356	0.507	178	1.1	22.046	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2736	449	1991	1.374	1990	261.6	309.718	F
Markfield Lane	197	2247	443	0.445	196	0.9	16.037	C
A50 S	2096	365	2270	0.924	2064	11.7	19.285	C
Launde Road	553	2190	515	1.073	488	17.8	93.117	F
Leicester Road	221	2503	153	1.445	147	19.6	301.905	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2736	442	1996	1.371	1996	446.7	657.028	F
Markfield Lane	197	2246	443	0.444	197	0.9	16.112	C
A50 S	2096	366	2269	0.924	2091	13.0	23.722	C
Launde Road	553	2218	498	1.109	492	32.9	194.823	F
Leicester Road	221	2533	138	1.608	137	40.7	624.316	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2234	591	1893	1.180	1893	531.9	911.388	F
Markfield Lane	161	2278	424	0.379	162	0.7	15.171	C
A50 S	1712	327	2297	0.745	1749	3.8	8.694	A
Launde Road	451	1856	719	0.627	574	2.1	52.807	F
Leicester Road	181	2273	273	0.663	265	19.5	386.803	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1871	457	1986	0.942	1981	504.3	941.573	F
Markfield Lane	135	2261	434	0.310	135	0.5	13.336	B
A50 S	1433	309	2311	0.620	1440	2.1	5.193	A
Launde Road	378	1537	914	0.413	383	0.8	8.019	A
Leicester Road	151	1790	523	0.289	227	0.5	17.555	C

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	54.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.80	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	1937	100.000
Markfield Lane		✓	138	100.000
A50 S		✓	1998	100.000
Launde Road		✓	269	100.000
Leicester Road		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	105	1582	234	15
	Markfield Lane	41	0	8	59	30
	A50 S	1780	52	7	31	128
	Launde Road	141	33	79	0	16
	Leicester Road	7	20	54	18	0

Vehicle Mix

HV %s

From	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.01	69.64	42.8	F
Markfield Lane	0.30	11.15	0.5	B
A50 S	0.99	49.29	29.7	E
Launde Road	0.60	20.74	1.6	C
Leicester Road	0.44	28.73	0.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1458	197	2166	0.673	1449	2.3	5.693	A
Markfield Lane	104	1489	902	0.115	103	0.1	5.000	A
A50 S	1504	298	2319	0.649	1496	2.1	4.901	A
Launde Road	203	1538	914	0.222	201	0.3	5.712	A
Leicester Road	75	1598	622	0.120	74	0.2	7.347	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1741	235	2139	0.814	1732	4.8	9.905	A
Markfield Lane	124	1779	726	0.171	124	0.2	6.631	A
A50 S	1796	356	2276	0.789	1788	4.1	8.207	A
Launde Road	242	1838	730	0.331	241	0.6	8.318	A
Leicester Road	89	1910	460	0.193	89	0.3	10.830	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2133	284	2105	1.013	2038	28.4	38.722	E
Markfield Lane	152	2099	533	0.285	151	0.4	10.450	B
A50 S	2200	425	2226	0.988	2129	21.7	30.283	D
Launde Road	296	2191	515	0.575	293	1.5	18.056	C
Leicester Road	109	2281	268	0.406	107	0.7	24.722	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2133	288	2103	1.014	2075	42.8	69.644	F
Markfield Lane	152	2136	510	0.298	152	0.5	11.150	B
A50 S	2200	431	2222	0.990	2168	29.7	49.292	E
Launde Road	296	2230	491	0.603	295	1.6	20.736	C
Leicester Road	109	2320	248	0.439	109	0.8	28.731	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1741	243	2134	0.816	1890	5.5	25.500	D
Markfield Lane	124	1933	633	0.196	125	0.3	7.874	A
A50 S	1796	378	2260	0.795	1896	4.6	14.108	B
Launde Road	242	1947	664	0.364	246	0.7	9.840	A
Leicester Road	89	2015	406	0.219	91	0.3	12.875	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1458	199	2164	0.674	1471	2.4	6.064	A
Markfield Lane	104	1511	888	0.117	104	0.1	5.100	A
A50 S	1504	302	2316	0.650	1514	2.1	5.140	A
Launde Road	203	1557	902	0.224	204	0.3	5.849	A
Leicester Road	75	1617	612	0.122	75	0.2	7.521	A

2023 Baseline + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	586.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	586.97	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2489	100.000
Markfield Lane		✓	181	100.000
A50 S		✓	1911	100.000
Launde Road		✓	586	100.000
Leicester Road		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	68	2202	179	27
	Markfield Lane	77	0	8	69	27
	A50 S	1709	71	14	25	92
	Launde Road	276	51	234	0	25
	Leicester Road	0	37	157	7	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.39	1094.83	565.5	F
Markfield Lane	0.45	16.26	0.9	C
A50 S	0.93	24.85	13.6	C
Launde Road	1.29	379.84	74.3	F
Leicester Road	1.66	760.22	44.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1874	426	2007	0.933	1823	12.6	21.060	C
Markfield Lane	136	2081	544	0.251	135	0.4	9.681	A
A50 S	1439	294	2321	0.620	1431	2.0	4.993	A
Launde Road	441	1519	926	0.477	437	1.0	8.536	A
Leicester Road	151	1828	503	0.301	149	0.5	11.218	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2238	506	1951	1.147	1940	87.1	101.797	F
Markfield Lane	163	2252	440	0.370	162	0.6	14.206	B
A50 S	1718	331	2294	0.749	1712	3.6	7.614	A
Launde Road	527	1813	746	0.707	520	2.6	18.186	C
Leicester Road	181	2184	319	0.567	177	1.4	27.517	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2740	477	1972	1.390	1971	279.3	339.478	F
Markfield Lane	199	2248	442	0.451	198	0.9	16.207	C
A50 S	2104	368	2268	0.928	2070	12.2	19.919	C
Launde Road	645	2188	516	1.250	506	37.4	162.645	F
Leicester Road	221	2522	143	1.542	139	22.0	351.336	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2740	469	1978	1.386	1978	470.1	702.589	F
Markfield Lane	199	2246	443	0.450	199	0.9	16.264	C
A50 S	2104	369	2267	0.928	2098	13.6	24.851	C
Launde Road	645	2217	499	1.293	498	74.3	379.837	F
Leicester Road	221	2541	133	1.658	133	44.0	760.224	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2238	621	1872	1.195	1872	561.4	996.020	F
Markfield Lane	163	2278	424	0.384	163	0.7	15.291	C
A50 S	1718	328	2297	0.748	1757	3.8	8.881	A
Launde Road	527	1858	718	0.734	707	29.2	264.245	F
Leicester Road	181	2406	204	0.887	199	39.5	591.926	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1874	641	1858	1.008	1858	565.5	1094.830	F
Markfield Lane	136	2289	417	0.326	137	0.5	14.187	B
A50 S	1439	305	2314	0.622	1446	2.1	5.211	A
Launde Road	441	1535	915	0.482	554	1.1	15.946	C
Leicester Road	151	1955	437	0.346	307	0.6	87.401	F

2023 Baseline + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	68.68	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	68.68	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	1946	100.000
Markfield Lane		✓	153	100.000
A50 S		✓	2034	100.000
Launde Road		✓	344	100.000
Leicester Road		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	105	1582	243	15
	Markfield Lane	41	0	8	74	30
	A50 S	1780	52	7	67	128
	Launde Road	192	34	102	0	16
	Leicester Road	7	20	54	18	0

Vehicle Mix

HV %s

From	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.03	81.44	51.7	F
Markfield Lane	0.34	12.06	0.6	B
A50 S	1.02	68.81	44.7	F
Launde Road	0.74	30.33	3.0	D
Leicester Road	0.50	35.88	1.0	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1465	215	2154	0.680	1455	2.4	5.843	A
Markfield Lane	115	1512	887	0.130	115	0.2	5.168	A
A50 S	1531	316	2306	0.664	1523	2.2	5.137	A
Launde Road	259	1537	914	0.283	257	0.4	6.188	A
Leicester Road	75	1653	593	0.126	74	0.2	7.752	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1749	257	2125	0.823	1739	5.0	10.435	B
Markfield Lane	138	1807	709	0.194	137	0.3	6.985	A
A50 S	1829	377	2261	0.809	1819	4.5	9.022	A
Launde Road	309	1837	731	0.423	308	0.8	9.599	A
Leicester Road	89	1976	426	0.209	88	0.3	11.934	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2143	308	2089	1.026	2032	32.6	42.956	E
Markfield Lane	168	2118	521	0.323	167	0.5	11.275	B
A50 S	2239	449	2209	1.014	2140	29.3	37.580	E
Launde Road	379	2164	531	0.713	372	2.6	24.601	C
Leicester Road	109	2336	240	0.454	107	0.9	29.735	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2143	313	2086	1.027	2066	51.7	81.437	F
Markfield Lane	168	2153	500	0.337	168	0.6	12.056	B
A50 S	2239	454	2205	1.016	2178	44.7	68.811	F
Launde Road	379	2201	508	0.745	377	3.0	30.329	D
Leicester Road	109	2375	220	0.496	108	1.0	35.875	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1749	268	2117	0.826	1932	6.1	36.086	E
Markfield Lane	138	1995	595	0.231	138	0.3	8.765	A
A50 S	1829	405	2241	0.816	1986	5.4	24.390	C
Launde Road	309	2000	631	0.490	317	1.1	13.261	B
Leicester Road	89	2136	344	0.259	92	0.4	16.146	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1465	218	2151	0.681	1479	2.5	6.279	A
Markfield Lane	115	1537	872	0.132	116	0.2	5.292	A
A50 S	1531	320	2302	0.665	1544	2.3	5.448	A
Launde Road	259	1559	901	0.287	262	0.5	6.398	A
Leicester Road	75	1677	581	0.128	75	0.2	7.991	A

2023 Baseline + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	665.45	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	665.45	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2506	100.000
Markfield Lane		✓	181	100.000
A50 S		✓	1911	100.000
Launde Road		✓	660	100.000
Leicester Road		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	68	2202	196	27
	Markfield Lane	77	0	8	69	27
	A50 S	1709	71	14	25	92
	Launde Road	312	51	272	0	25
	Leicester Road	0	37	157	7	0

Vehicle Mix

HV %s

From	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.40	1219.25	613.4	F
Markfield Lane	0.45	16.49	0.9	C
A50 S	0.93	25.91	14.2	D
Launde Road	1.46	553.04	114.5	F
Leicester Road	1.68	794.81	45.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1887	454	1988	0.949	1828	14.6	23.484	C
Markfield Lane	136	2114	523	0.260	135	0.4	10.174	B
A50 S	1439	306	2313	0.622	1431	2.0	5.042	A
Launde Road	497	1519	926	0.537	492	1.3	9.565	A
Leicester Road	151	1883	475	0.319	149	0.5	12.176	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2253	537	1930	1.167	1921	97.5	113.789	F
Markfield Lane	163	2265	432	0.377	162	0.7	14.636	B
A50 S	1718	342	2287	0.751	1711	3.6	7.709	A
Launde Road	593	1813	746	0.795	583	4.0	24.283	C
Leicester Road	181	2246	286	0.631	176	1.7	34.660	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2759	479	1971	1.400	1970	294.7	362.973	F
Markfield Lane	199	2254	439	0.454	198	0.9	16.454	C
A50 S	2104	380	2259	0.931	2068	12.6	20.513	C
Launde Road	727	2187	517	1.405	512	57.6	236.092	F
Leicester Road	221	2529	140	1.583	136	23.1	377.570	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2759	469	1977	1.395	1977	490.2	736.283	F
Markfield Lane	199	2252	440	0.453	199	0.9	16.494	C
A50 S	2104	381	2258	0.932	2098	14.2	25.911	D
Launde Road	727	2216	499	1.455	499	114.5	553.045	F
Leicester Road	221	2544	132	1.677	132	45.5	794.812	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2253	620	1872	1.203	1872	585.4	1045.111	F
Markfield Lane	163	2286	419	0.388	163	0.7	15.564	C
A50 S	1718	339	2288	0.751	1759	3.9	9.097	A
Launde Road	593	1860	717	0.828	710	85.4	481.209	F
Leicester Road	181	2414	200	0.905	195	41.9	691.597	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1887	761	1775	1.063	1775	613.4	1219.250	F
Markfield Lane	136	2316	401	0.340	137	0.6	15.070	C
A50 S	1439	308	2311	0.622	1446	2.1	5.227	A
Launde Road	497	1534	916	0.542	832	1.5	148.032	F
Leicester Road	151	2226	297	0.509	289	7.4	319.835	F

2023 Baseline + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	81.60	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.60	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 Baseline + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	1971	100.000
Markfield Lane		✓	153	100.000
A50 S		✓	2034	100.000
Launde Road		✓	387	100.000
Leicester Road		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	105	1582	268	15
	Markfield Lane	41	0	8	74	30
	A50 S	1780	52	7	67	128
	Launde Road	212	34	125	0	16
	Leicester Road	7	20	54	18	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.05	103.03	68.4	F
Markfield Lane	0.34	12.47	0.6	B
A50 S	1.02	75.52	49.8	F
Launde Road	0.83	41.73	4.6	E
Leicester Road	0.54	42.76	1.2	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1484	232	2142	0.693	1474	2.5	6.094	A
Markfield Lane	115	1548	866	0.133	115	0.2	5.316	A
A50 S	1531	334	2292	0.668	1522	2.2	5.225	A
Launde Road	291	1537	914	0.319	289	0.5	6.503	A
Leicester Road	75	1685	577	0.129	74	0.2	8.006	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1772	277	2110	0.840	1760	5.6	11.392	B
Markfield Lane	138	1848	684	0.201	137	0.3	7.298	A
A50 S	1829	400	2244	0.815	1819	4.7	9.335	A
Launde Road	348	1837	731	0.476	346	1.0	10.529	B
Leicester Road	89	2014	407	0.219	88	0.3	12.642	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2170	331	2073	1.047	2030	40.5	50.522	F
Markfield Lane	168	2141	507	0.332	167	0.5	11.775	B
A50 S	2239	471	2193	1.021	2131	31.8	40.045	E
Launde Road	426	2155	537	0.794	415	3.7	31.220	D
Leicester Road	109	2371	222	0.491	106	1.0	34.121	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2170	337	2069	1.049	2058	68.4	103.027	F
Markfield Lane	168	2171	489	0.345	168	0.6	12.471	B
A50 S	2239	476	2189	1.023	2167	49.8	75.518	F
Launde Road	426	2191	515	0.827	423	4.6	41.728	E
Leicester Road	109	2411	201	0.542	108	1.2	42.762	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1772	292	2100	0.844	2015	7.6	62.986	F
Markfield Lane	138	2098	533	0.258	138	0.4	10.150	B
A50 S	1829	438	2216	0.825	2004	5.9	30.826	D
Launde Road	348	2019	620	0.561	360	1.5	16.401	C
Leicester Road	89	2196	312	0.285	92	0.5	18.533	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1484	236	2139	0.694	1504	2.7	6.703	A
Markfield Lane	115	1579	847	0.136	116	0.2	5.479	A
A50 S	1531	340	2288	0.669	1545	2.3	5.582	A
Launde Road	291	1561	900	0.324	295	0.5	6.781	A
Leicester Road	75	1712	563	0.132	76	0.2	8.294	A

2031 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	731.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	731.08	F

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2618	100.000
Markfield Lane		✓	189	100.000
A50 S		✓	2007	100.000
Launde Road		✓	529	100.000
Leicester Road		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	71	2322	184	28
	Markfield Lane	81	0	9	71	28
	A50 S	1802	75	14	19	97
	Launde Road	276	36	191	0	26
	Leicester Road	0	38	165	8	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.43	1322.50	686.4	F
Markfield Lane	0.47	16.53	0.9	C
A50 S	0.98	44.24	26.1	E
Launde Road	1.33	409.80	71.5	F
Leicester Road	2.00	1371.73	60.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1971	393	2030	0.971	1898	18.2	26.864	D
Markfield Lane	142	2128	515	0.276	141	0.4	10.570	B
A50 S	1511	303	2315	0.653	1502	2.3	5.456	A
Launde Road	398	1598	877	0.454	394	1.0	8.678	A
Leicester Road	159	1860	486	0.327	157	0.5	12.008	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2354	466	1979	1.189	1973	113.4	128.250	F
Markfield Lane	170	2253	439	0.387	169	0.7	14.640	B
A50 S	1804	337	2290	0.788	1796	4.4	8.923	A
Launde Road	476	1907	688	0.691	470	2.5	18.800	C
Leicester Road	190	2221	300	0.633	185	1.7	33.442	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2882	415	2015	1.431	2014	330.4	400.515	F
Markfield Lane	208	2241	446	0.466	207	0.9	16.530	C
A50 S	2210	375	2262	0.977	2146	20.3	29.165	D
Launde Road	582	2277	462	1.260	452	35.0	171.541	F
Leicester Road	232	2551	129	1.807	126	28.4	493.964	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2882	400	2025	1.424	2025	544.8	798.763	F
Markfield Lane	208	2238	448	0.464	208	0.9	16.530	C
A50 S	2210	377	2261	0.977	2187	26.1	44.239	E
Launde Road	582	2318	437	1.332	437	71.5	409.796	F
Leicester Road	232	2575	116	1.997	116	57.4	1371.732	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2354	529	1936	1.216	1936	649.2	1126.738	F
Markfield Lane	170	2267	431	0.395	171	0.7	15.334	C
A50 S	1804	336	2291	0.788	1889	4.9	13.351	B
Launde Road	476	2000	631	0.753	621	35.1	304.493	F
Leicester Road	190	2453	179	1.060	178	60.2	1037.354	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1971	692	1822	1.082	1822	686.4	1322.503	F
Markfield Lane	142	2301	410	0.347	143	0.6	14.890	B
A50 S	1511	308	2312	0.654	1521	2.4	5.742	A
Launde Road	398	1617	865	0.460	535	1.0	19.653	C
Leicester Road	159	2011	408	0.389	396	1.0	282.207	F

2031 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	104.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	104.49	F

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2042	100.000
Markfield Lane		✓	144	100.000
A50 S		✓	2106	100.000
Launde Road		✓	282	100.000
Leicester Road		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	110	1668	247	16
	Markfield Lane	43	0	8	62	31
	A50 S	1877	55	7	32	135
	Launde Road	148	35	83	0	16
	Leicester Road	7	21	57	19	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.07	130.90	91.8	F
Markfield Lane	0.32	11.80	0.5	B
A50 S	1.05	99.11	70.5	F
Launde Road	0.66	25.65	2.1	D
Leicester Road	0.51	36.80	1.1	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1537	207	2159	0.712	1526	2.8	6.425	A
Markfield Lane	108	1568	854	0.127	108	0.2	5.353	A
A50 S	1586	313	2307	0.687	1576	2.4	5.492	A
Launde Road	212	1620	864	0.246	211	0.4	6.232	A
Leicester Road	78	1683	578	0.135	78	0.2	8.046	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1836	248	2131	0.861	1821	6.5	12.752	B
Markfield Lane	129	1871	670	0.193	129	0.3	7.379	A
A50 S	1893	374	2263	0.837	1881	5.4	10.352	B
Launde Road	254	1934	672	0.377	252	0.7	9.695	A
Leicester Road	93	2010	409	0.229	93	0.3	12.741	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2248	296	2097	1.072	2067	51.9	60.284	F
Markfield Lane	159	2134	511	0.310	158	0.5	11.281	B
A50 S	2319	437	2217	1.046	2173	41.7	48.296	E
Launde Road	310	2239	486	0.639	306	1.9	22.107	C
Leicester Road	115	2338	239	0.479	112	1.0	31.146	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2248	301	2094	1.074	2088	91.8	130.899	F
Markfield Lane	159	2158	497	0.319	158	0.5	11.803	B
A50 S	2319	440	2215	1.047	2204	70.5	99.113	F
Launde Road	310	2269	467	0.665	310	2.1	25.647	D
Leicester Road	115	2369	223	0.514	114	1.1	36.800	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1836	260	2122	0.865	2096	26.8	105.281	F
Markfield Lane	129	2136	510	0.254	130	0.4	10.530	B
A50 S	1893	411	2236	0.847	2145	7.6	60.009	F
Launde Road	254	2196	511	0.496	257	1.2	16.288	C
Leicester Road	93	2257	281	0.333	96	0.6	22.049	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1537	212	2156	0.713	1633	2.9	9.395	A
Markfield Lane	108	1672	791	0.137	109	0.2	5.871	A
A50 S	1586	329	2296	0.691	1606	2.6	6.064	A
Launde Road	212	1651	845	0.251	215	0.4	6.512	A
Leicester Road	78	1715	561	0.139	80	0.2	8.403	A

2031 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	790.16	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	790.16	F

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2622	100.000
Markfield Lane		✓	191	100.000
A50 S		✓	2014	100.000
Launde Road		✓	611	100.000
Leicester Road		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	71	2322	188	28
	Markfield Lane	81	0	9	73	28
	A50 S	1802	75	14	26	97
	Launde Road	290	52	243	0	26
	Leicester Road	0	38	165	8	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.45	1404.61	722.7	F
Markfield Lane	0.47	16.70	1.0	C
A50 S	0.98	46.88	28.0	E
Launde Road	1.53	622.36	115.5	F
Leicester Road	2.02	1435.25	63.2	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1974	443	1996	0.989	1886	21.9	30.873	D
Markfield Lane	144	2155	499	0.288	142	0.4	11.084	B
A50 S	1516	306	2313	0.656	1507	2.3	5.505	A
Launde Road	460	1598	877	0.524	455	1.3	9.849	A
Leicester Road	159	1920	455	0.349	157	0.6	13.238	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2357	522	1941	1.215	1936	127.2	146.109	F
Markfield Lane	172	2260	435	0.395	171	0.7	14.957	B
A50 S	1811	339	2289	0.791	1802	4.5	9.048	A
Launde Road	549	1906	689	0.798	538	4.0	26.249	D
Leicester Road	190	2289	264	0.718	182	2.4	45.459	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2887	440	1998	1.445	1997	349.6	433.450	F
Markfield Lane	210	2242	446	0.472	209	1.0	16.697	C
A50 S	2217	379	2260	0.981	2150	21.4	30.254	D
Launde Road	673	2273	465	1.448	460	57.1	262.100	F
Leicester Road	232	2558	125	1.860	123	29.8	534.681	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2887	424	2009	1.437	2009	569.2	847.121	F
Markfield Lane	210	2238	448	0.469	210	1.0	16.689	C
A50 S	2217	380	2259	0.982	2191	28.0	46.879	E
Launde Road	673	2314	439	1.531	439	115.5	622.361	F
Leicester Road	232	2577	115	2.018	115	59.1	1435.250	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2357	557	1916	1.230	1916	679.4	1193.874	F
Markfield Lane	172	2267	431	0.398	173	0.7	15.418	C
A50 S	1811	338	2289	0.791	1902	5.0	14.151	B
Launde Road	549	2006	628	0.875	621	97.5	563.179	F
Leicester Road	190	2464	174	1.092	173	63.2	1173.820	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1974	723	1801	1.096	1801	722.7	1404.615	F
Markfield Lane	144	2302	410	0.351	144	0.6	15.007	C
A50 S	1516	304	2314	0.655	1527	2.4	5.770	A
Launde Road	460	1617	865	0.532	843	1.8	210.235	F
Leicester Road	159	2311	253	0.628	249	40.8	757.597	F

2031 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	123.89	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	123.89	F

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2051	100.000
Markfield Lane		✓	159	100.000
A50 S		✓	2142	100.000
Launde Road		✓	358	100.000
Leicester Road		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	110	1668	256	16
	Markfield Lane	43	0	8	77	31
	A50 S	1877	55	7	68	135
	Launde Road	200	36	106	0	16
	Leicester Road	7	21	57	19	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.09	146.94	103.9	F
Markfield Lane	0.36	12.67	0.6	B
A50 S	1.07	128.30	94.7	F
Launde Road	0.79	37.87	3.9	E
Leicester Road	0.56	44.74	1.3	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1544	225	2147	0.719	1533	2.9	6.614	A
Markfield Lane	120	1592	839	0.143	119	0.2	5.545	A
A50 S	1613	331	2294	0.703	1602	2.6	5.791	A
Launde Road	270	1619	864	0.312	267	0.5	6.808	A
Leicester Road	78	1739	549	0.143	78	0.2	8.542	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1844	269	2116	0.871	1827	7.0	13.588	B
Markfield Lane	143	1898	654	0.219	142	0.3	7.813	A
A50 S	1926	395	2247	0.857	1911	6.2	11.621	B
Launde Road	322	1932	673	0.478	320	1.0	11.473	B
Leicester Road	93	2075	375	0.249	93	0.4	14.257	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2258	319	2081	1.085	2055	57.6	65.899	F
Markfield Lane	175	2148	503	0.348	174	0.6	12.116	B
A50 S	2358	459	2201	1.072	2170	53.3	58.432	F
Launde Road	394	2199	510	0.773	385	3.4	30.612	D
Leicester Road	115	2380	217	0.527	111	1.2	37.139	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2258	325	2077	1.087	2073	103.9	146.944	F
Markfield Lane	175	2168	490	0.357	175	0.6	12.669	B
A50 S	2358	463	2198	1.073	2193	94.7	128.299	F
Launde Road	394	2222	496	0.795	392	3.9	37.872	E
Leicester Road	115	2408	203	0.565	114	1.3	44.736	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1844	283	2106	0.875	2083	44.1	130.284	F
Markfield Lane	143	2146	504	0.284	144	0.4	11.119	B
A50 S	1926	431	2221	0.867	2195	27.3	103.366	F
Launde Road	322	2210	503	0.639	329	2.1	24.208	C
Leicester Road	93	2341	237	0.394	96	0.8	28.984	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1544	234	2140	0.721	1708	3.1	13.789	B
Markfield Lane	120	1763	736	0.163	121	0.2	6.511	A
A50 S	1613	357	2276	0.709	1711	2.8	8.500	A
Launde Road	270	1727	799	0.338	276	0.6	7.884	A
Leicester Road	78	1845	494	0.159	80	0.2	9.807	A

2031 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	852.71	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	852.71	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2639	100.000
Markfield Lane		✓	191	100.000
A50 S		✓	2014	100.000
Launde Road		✓	687	100.000
Leicester Road		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	13	71	2322	205	28
	Markfield Lane	81	0	9	73	28
	A50 S	1802	75	14	26	97
	Launde Road	327	52	282	0	26
	Leicester Road	0	38	165	8	0

Vehicle Mix

HV %s

From	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
	A50 NW	20	23	27	35	8
	Markfield Lane	16	0	14	5	8
	A50 S	26	6	18	31	16
	Launde Road	20	18	12	0	28
	Leicester Road	0	17	9	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.46	1459.45	751.6	F
Markfield Lane	0.48	16.93	1.0	C
A50 S	0.99	49.25	29.6	E
Launde Road	1.71	915.12	158.7	F
Leicester Road	2.03	1486.60	65.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1987	471	1976	1.006	1883	25.9	34.825	D
Markfield Lane	144	2181	483	0.298	142	0.5	11.590	B
A50 S	1516	317	2305	0.658	1507	2.4	5.558	A
Launde Road	517	1598	877	0.590	511	1.6	11.270	B
Leicester Road	159	1976	426	0.373	156	0.6	14.615	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2372	548	1922	1.234	1919	139.2	161.571	F
Markfield Lane	172	2271	428	0.401	171	0.7	15.352	C
A50 S	1811	348	2282	0.793	1802	4.6	9.172	A
Launde Road	618	1906	689	0.896	596	7.0	38.727	E
Leicester Road	190	2347	234	0.810	179	3.4	63.005	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2906	442	1996	1.456	1996	366.7	459.819	F
Markfield Lane	210	2247	443	0.475	209	1.0	16.935	C
A50 S	2217	390	2251	0.985	2147	22.2	31.228	D
Launde Road	756	2269	467	1.621	465	79.9	361.435	F
Leicester Road	232	2561	123	1.887	121	31.1	574.374	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2906	426	2007	1.447	2007	591.3	883.891	F
Markfield Lane	210	2243	445	0.473	210	1.0	16.909	C
A50 S	2217	392	2250	0.985	2188	29.6	49.246	E
Launde Road	756	2311	441	1.714	441	158.7	824.893	F
Leicester Road	232	2578	114	2.029	114	60.6	1486.598	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2372	555	1917	1.237	1917	705.0	1240.867	F
Markfield Lane	172	2273	427	0.402	173	0.8	15.641	C
A50 S	1811	350	2281	0.794	1908	5.1	14.967	B
Launde Road	618	2012	624	0.990	619	158.4	915.123	F
Leicester Road	190	2470	170	1.113	170	65.5	1224.747	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1987	724	1801	1.103	1800	751.6	1459.445	F
Markfield Lane	144	2311	404	0.356	144	0.6	15.326	C
A50 S	1516	314	2307	0.657	1527	2.4	5.830	A
Launde Road	517	1617	865	0.598	859	72.9	487.267	F
Leicester Road	159	2330	243	0.654	239	45.5	840.315	F

2031 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	139.76	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	139.76	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A50 NW		✓	2075	100.000
Markfield Lane		✓	159	100.000
A50 S		✓	2142	100.000
Launde Road		✓	400	100.000
Leicester Road		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	1	110	1668	280	16
	Markfield Lane	43	0	8	77	31
	A50 S	1877	55	7	68	135
	Launde Road	219	36	129	0	16
	Leicester Road	7	21	57	19	0

Vehicle Mix

HV %s

	To					
		A50 NW	Markfield Lane	A50 S	Launde Road	Leicester Road
From	A50 NW	0	10	16	9	27
	Markfield Lane	15	0	0	12	7
	A50 S	14	9	0	7	5
	Launde Road	12	14	15	0	15
	Leicester Road	0	12	16	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A50 NW	1.11	173.55	124.1	F
Markfield Lane	0.36	12.95	0.6	B
A50 S	1.08	136.55	101.0	F
Launde Road	0.87	54.31	6.2	F
Leicester Road	0.62	54.27	1.6	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1562	242	2135	0.732	1550	3.0	6.928	A
Markfield Lane	120	1626	819	0.146	119	0.2	5.711	A
A50 S	1613	349	2281	0.707	1602	2.7	5.897	A
Launde Road	301	1619	864	0.348	299	0.6	7.180	A
Leicester Road	78	1770	533	0.147	78	0.2	8.843	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1865	289	2102	0.887	1846	7.9	15.089	C
Markfield Lane	143	1937	630	0.227	142	0.3	8.189	A
A50 S	1926	416	2232	0.863	1910	6.5	12.097	B
Launde Road	360	1931	674	0.534	357	1.3	12.772	B
Leicester Road	93	2111	356	0.263	93	0.4	15.267	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2285	341	2066	1.106	2046	67.5	75.338	F
Markfield Lane	175	2163	494	0.355	174	0.6	12.467	B
A50 S	2358	478	2187	1.078	2159	56.4	61.424	F
Launde Road	440	2188	517	0.853	425	5.0	39.716	E
Leicester Road	115	2411	201	0.569	111	1.3	42.990	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	2285	349	2061	1.109	2058	124.1	173.553	F
Markfield Lane	175	2180	484	0.362	175	0.6	12.952	B
A50 S	2358	481	2185	1.080	2180	101.0	136.554	F
Launde Road	440	2209	504	0.874	436	6.2	54.310	F
Leicester Road	115	2440	186	0.616	113	1.6	54.275	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1865	307	2090	0.893	2071	72.7	172.347	F
Markfield Lane	143	2159	496	0.288	144	0.5	11.361	B
A50 S	1926	450	2207	0.872	2183	36.7	116.211	F
Launde Road	360	2197	511	0.704	373	2.9	31.679	D
Leicester Road	93	2374	220	0.424	96	0.9	33.255	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A50 NW	1562	254	2127	0.735	1840	3.4	32.533	D
Markfield Lane	120	1907	649	0.185	121	0.3	7.587	A
A50 S	1613	393	2250	0.717	1747	2.9	10.505	B
Launde Road	301	1763	776	0.388	310	0.7	8.905	A
Leicester Road	78	1913	459	0.171	81	0.2	10.738	B

Appendix I

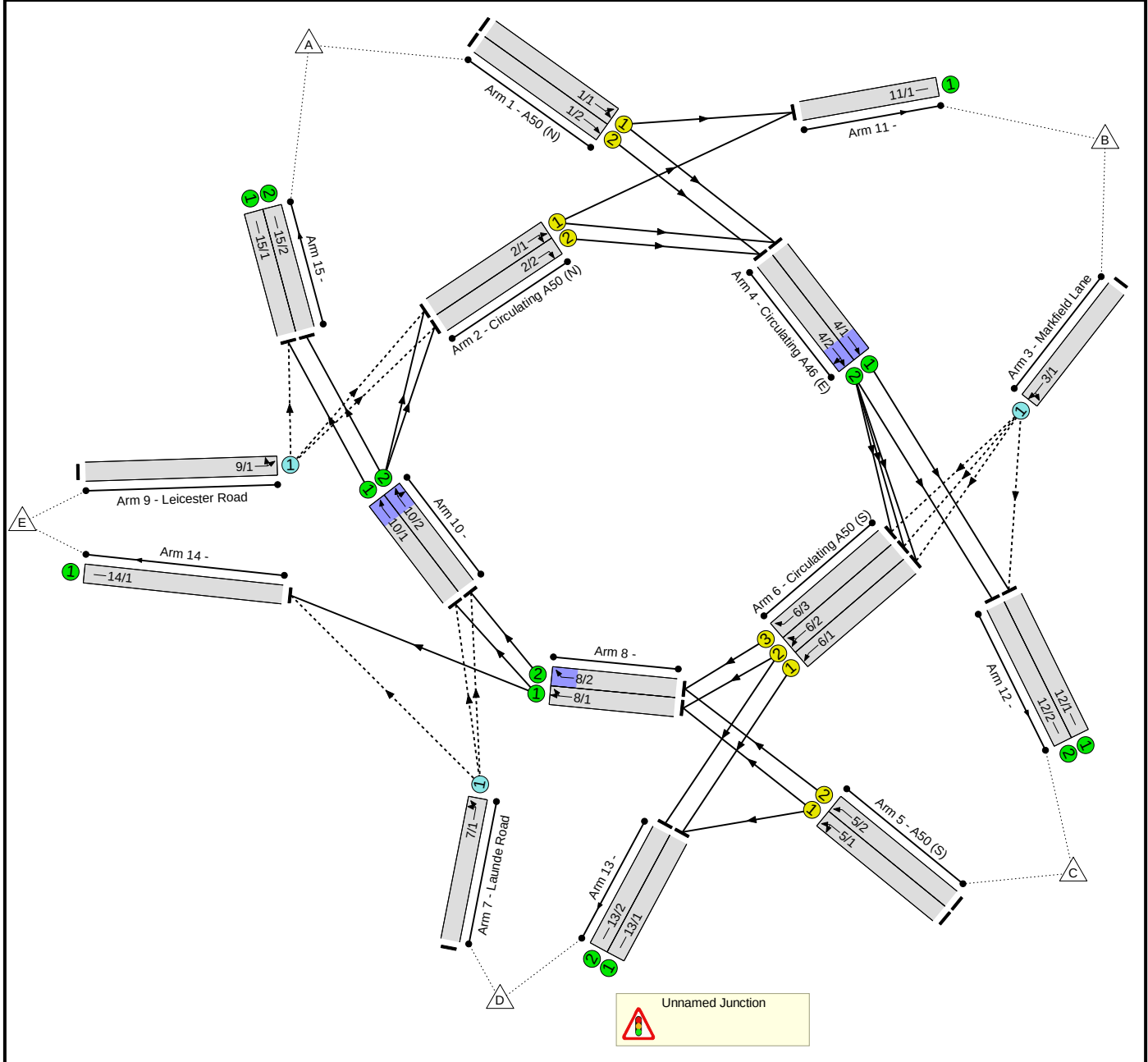
Full Input Data And Results

Full Input Data And Results

User and Project Details

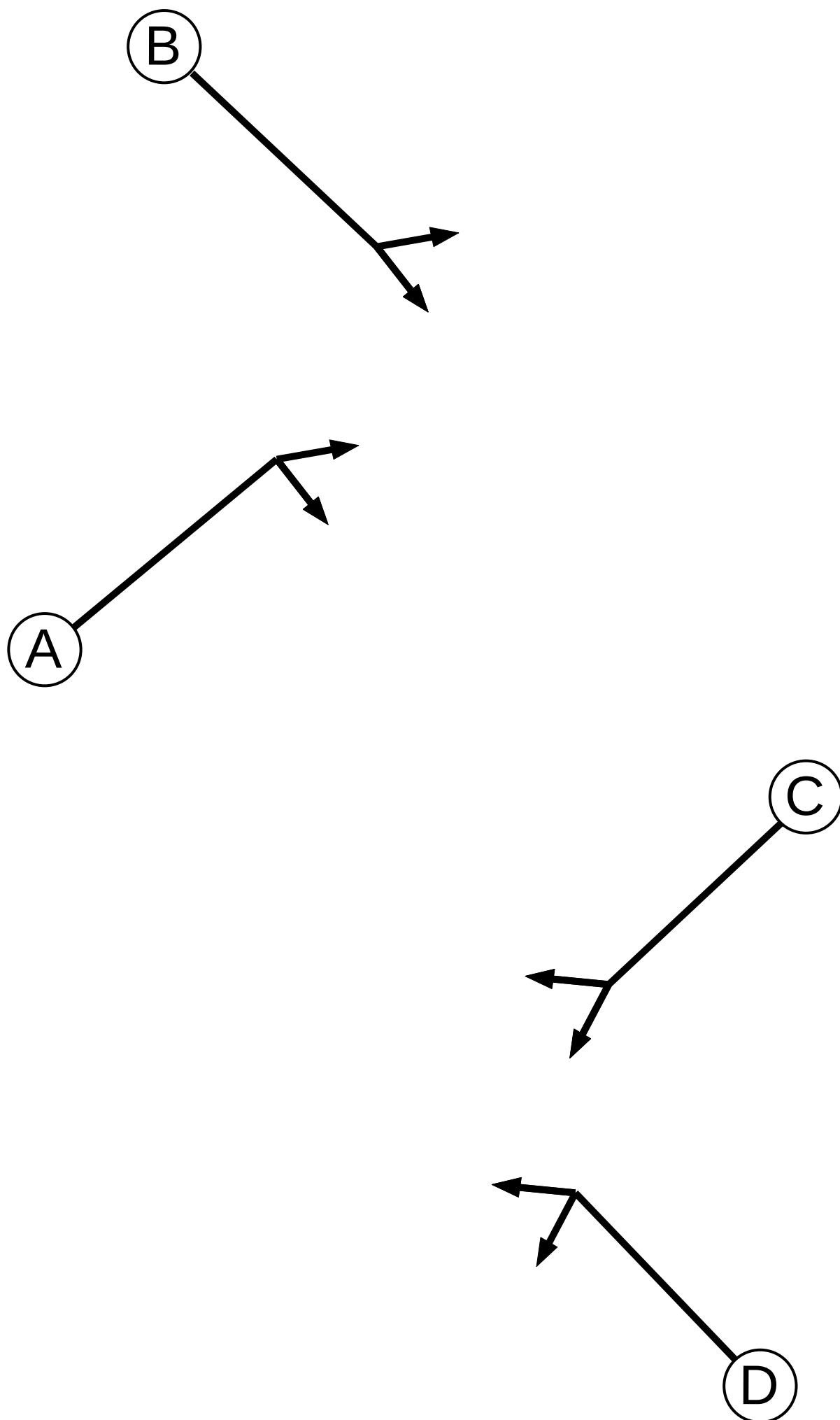
Project:	Proposed Traffic Signals
Title:	
Location:	A50 Field Head Roundabout
Additional detail:	
File name:	Field Head PT Signal Roundabout RevC.lsg3x
Author:	Andy Stinson
Company:	Leicestershire County Council
Address:	County Hall, Glenfield, Leicester, LE3 8RJ

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

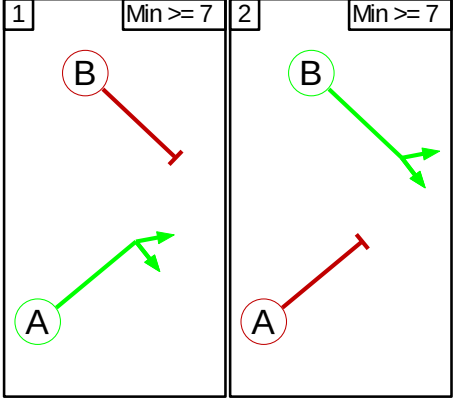
		Starting Phase			
Terminating Phase		A	B	C	D
	A		5	-	-
	B	5		-	-
	C	-	-		5
	D	-	-	5	

Phases in Stage

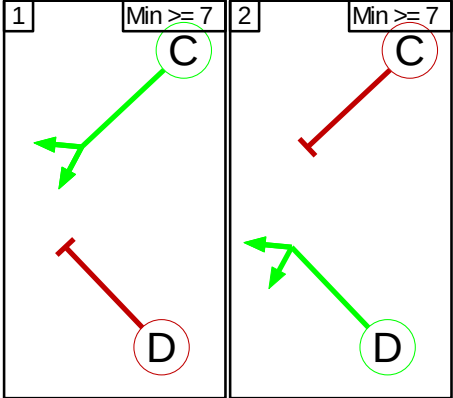
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		5
	2	5	

Stage Stream: 2

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Markfield Lane)	6/1 (Ahead)	1200	0	4/1	0.33	All	-	-	-	-	-
				4/2	0.33	All					
	6/2 (Ahead)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
	6/3 (Ahead)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
	12/1 (Left)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
	10/1 (Left)	1400	0	8/1	0.33	All					
				8/2	0.33	All					
7/1 (Launde Road)	10/2 (Left)	1400	0	8/2	0.33	All	-	-	-	-	-
				8/1	0.33	All					
	14/1 (Left)	1400	0	8/1	0.33	All					
				8/2	0.33	All					
	2/1 (Ahead)	1100	0	10/1	0.33	All					
				9/1	0.33	All					
	2/2 (Ahead)	1100	0	10/1	0.33	All					
				10/2	0.33	All					
	15/1 (Left)	1100	0	10/1	0.33	All					
				9/1	0.33	All					

Full Input Data And Results

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (N))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	65.00
1/2 (A50 (N))	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 11 Left	65.00
2/1 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 4 Ahead	Inf
2/2 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 4 Right	Inf
2/2 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 11 Ahead	Inf
2/2 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 4 Right	24.00
3/1 (Markfield Lane)	O		2	3	60.0	User	1900	-	-	-	-	-
4/1 (Circulating A46 (E))	U		2	3	60.0	User	1922	-	-	-	-	-
4/2 (Circulating A46 (E))	U		2	3	60.0	User	1922	-	-	-	-	-
5/1 (A50 (S))	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Ahead	27.00
5/1 (A50 (S))	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 13 Left	27.00
5/2 (A50 (S))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm 8 Ahead	Inf
6/1 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 13 Ahead	Inf
6/2 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Right	Inf
6/2 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 13 Ahead	Inf
6/3 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 8 Right	25.00
7/1 (Launde Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
7/1 (Launde Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 14 Left	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	User	1800	-	-	-	-	-
9/1 (Leicester Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
9/1 (Leicester Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Left	Inf
10/1	U		2	3	60.0	User	1800	-	-	-	-	-

Full Input Data And Results

10/2	U		2	3	60.0	User	1800	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2031 Base + Committed Development'	08:00	09:00	01:00	
6: '2031 Base + Committed Development'	17:00	18:00	01:00	
7: '2031 Base + Committed Development + Development'	08:00	09:00	01:00	
8: '2031 Base + Committed Development + Development'	17:00	18:00	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	13	68	2202	175	27	2485
	B	77	0	8	67	27	179
	C	1709	71	14	18	92	1904
	D	261	35	181	0	25	502
	E	0	37	157	7	0	201
	Tot.	2060	211	2562	267	171	5271

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Unnamed Junction	
1/1	1195
1/2	1290
2/1	264
2/2	238
3/1	179
4/1	1248
4/2	1528
5/1	980
5/2	924
6/1	168
6/2	144
6/3	81
7/1	502
8/1	1025
8/2	1005
9/1	201
10/1	1137
10/2	1224
11/1	211
12/1	1256
12/2	1306
13/1	186
13/2	81
14/1	171
15/1	1137
15/2	923

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	94.3 %	1935	1935
				Arm 11 Left	65.00	5.7 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	45.8 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	54.2 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	98.2 %	1876	1876
				Arm 13 Left	27.00	1.8 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	43.8 %	1980	1980
				Arm 13 Ahead	Inf	56.3 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.0 %	1940	1940
				Arm 14 Left	Inf	5.0 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	1	105	1582	234	15	1937
	B	41	0	8	59	30	138
	C	1780	52	7	31	128	1998
	D	141	33	79	0	16	269
	E	7	20	54	18	0	99
	Tot.	1970	210	1730	342	189	4441

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Unnamed Junction	
1/1	935
1/2	1002
2/1	145
2/2	118
3/1	138
4/1	870
4/2	1120
5/1	1015
5/2	983
6/1	189
6/2	167
6/3	42
7/1	269
8/1	1029
8/2	1025
9/1	99
10/1	990
10/2	1144
11/1	210
12/1	878
12/2	852
13/1	220
13/2	122
14/1	189
15/1	997
15/2	973

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	88.8 %	1935	1935
				Arm 11 Left	65.00	11.2 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	27.6 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	72.4 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	96.9 %	1876	1876
				Arm 13 Left	27.00	3.1 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	26.9 %	1980	1980
				Arm 13 Ahead	Inf	73.1 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	94.1 %	1940	1940
				Arm 14 Left	Inf	5.9 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	92.9 %	1940	1940
				Arm 15 Left	Inf	7.1 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	13	71	2322	184	28	2618
	B	81	0	9	71	28	189
	C	1802	75	14	19	97	2007
	D	276	36	191	0	26	529
	E	0	38	165	8	0	211
	Tot.	2172	220	2701	282	179	5554

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: Unnamed Junction	
1/1	1254
1/2	1364
2/1	280
2/2	247
3/1	189
4/1	1314
4/2	1611
5/1	1024
5/2	983
6/1	181
6/2	156
6/3	76
7/1	529
8/1	1079
8/2	1059
9/1	211
10/1	1189
10/2	1299
11/1	220
12/1	1323
12/2	1378
13/1	200
13/2	82
14/1	179
15/1	1189
15/2	983

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	94.3 %	1935	1935
				Arm 11 Left	65.00	5.7 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	46.8 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	53.2 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	98.1 %	1876	1876
				Arm 13 Left	27.00	1.9 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	47.4 %	1980	1980
				Arm 13 Ahead	Inf	52.6 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.1 %	1940	1940
				Arm 14 Left	Inf	4.9 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	1	110	1668	247	16	2042
	B	43	0	8	62	31	144
	C	1877	55	7	32	135	2106
	D	148	35	83	0	16	282
	E	7	21	57	19	0	104
	Tot.	2076	221	1823	360	198	4678

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: Unnamed Junction	
1/1	985
1/2	1057
2/1	152
2/2	125
3/1	144
4/1	916
4/2	1182
5/1	1060
5/2	1046
6/1	198
6/2	177
6/3	44
7/1	282
8/1	1075
8/2	1090
9/1	104
10/1	1026
10/2	1223
11/1	221
12/1	924
12/2	899
13/1	230
13/2	130
14/1	198
15/1	1033
15/2	1043

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	88.8 %	1935	1935
				Arm 11 Left	65.00	11.2 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	27.0 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	73.0 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	97.0 %	1876	1876
				Arm 13 Left	27.00	3.0 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	26.6 %	1980	1980
				Arm 13 Ahead	Inf	73.4 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	94.3 %	1940	1940
				Arm 14 Left	Inf	5.7 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	93.3 %	1940	1940
				Arm 15 Left	Inf	6.7 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Committed Development AM' (FG5: '2031 Base + Committed Development', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	13	71	2322	188	28	2622
	B	81	0	9	73	28	191
	C	1802	75	14	26	97	2014
	D	290	52	243	0	26	611
	E	0	38	165	8	0	211
	Tot.	2186	236	2753	295	179	5649

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Committed Development AM
Junction: Unnamed Junction	
1/1	1257
1/2	1365
2/1	310
2/2	285
3/1	191
4/1	1331
4/2	1650
5/1	1033
5/2	981
6/1	183
6/2	163
6/3	73
7/1	611
8/1	1084
8/2	1054
9/1	211
10/1	1214
10/2	1356
11/1	236
12/1	1340
12/2	1413
13/1	209
13/2	86
14/1	179
15/1	1214
15/2	972

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	94.4 %	1935	1935
				Arm 11 Left	65.00	5.6 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	46.8 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	53.2 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	97.5 %	1876	1876
				Arm 13 Left	27.00	2.5 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	47.2 %	1980	1980
				Arm 13 Ahead	Inf	52.8 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.7 %	1940	1940
				Arm 14 Left	Inf	4.3 %		
8/1				Infinite Saturation Flow				
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
10/1				Arm 15 Left	Inf	0.0 %		
	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2031 Base + Committed Development PM' (FG6: '2031 Base + Committed Development', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	1	110	1668	256	16	2051
	B	43	0	8	77	31	159
	C	1877	55	7	68	135	2142
	D	200	36	106	0	16	358
	E	7	21	57	19	0	104
	Tot.	2128	222	1846	420	198	4814

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Committed Development PM
Junction: Unnamed Junction	
1/1	990
1/2	1061
2/1	163
2/2	138
3/1	159
4/1	931
4/2	1199
5/1	1076
5/2	1066
6/1	210
6/2	189
6/3	44
7/1	358
8/1	1055
8/2	1110
9/1	104
10/1	1058
10/2	1267
11/1	222
12/1	939
12/2	907
13/1	278
13/2	142
14/1	198
15/1	1065
15/2	1063

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	88.9 %	1935	1935
				Arm 11 Left	65.00	11.1 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	31.3 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	68.7 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	93.7 %	1876	1876
				Arm 13 Left	27.00	6.3 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	24.9 %	1980	1980
				Arm 13 Ahead	Inf	75.1 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.5 %	1940	1940
				Arm 14 Left	Inf	4.5 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	93.3 %	1940	1940
				Arm 15 Left	Inf	6.7 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 Base + Comitted Development + Development AM' (FG7: '2031 Base + Committed Development + Development', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	13	71	2322	205	28	2639
	B	81	0	9	73	28	191
	C	1802	75	14	26	97	2014
	D	327	52	282	0	26	687
	E	0	38	165	8	0	211
	Tot.	2223	236	2792	312	179	5742

Traffic Lane Flows

Lane	Scenario 7: 2031 Base + Comitted Development + Development AM
Junction: Unnamed Junction	
1/1	1262
1/2	1377
2/1	338
2/2	296
3/1	191
4/1	1364
4/2	1673
5/1	1012
5/2	1002
6/1	211
6/2	177
6/3	48
7/1	687
8/1	1088
8/2	1050
9/1	211
10/1	1250
10/2	1396
11/1	236
12/1	1373
12/2	1419
13/1	237
13/2	75
14/1	179
15/1	1250
15/2	973

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	94.4 %	1935	1935
				Arm 11 Left	65.00	5.6 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	51.2 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	48.8 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	97.4 %	1876	1876
				Arm 13 Left	27.00	2.6 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	57.6 %	1980	1980
				Arm 13 Ahead	Inf	42.4 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	96.2 %	1940	1940
				Arm 14 Left	Inf	3.8 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2031 Base + Committed Development + Development PM' (FG8: '2031 Base + Committed Development + Development', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	1	110	1668	280	16	2075
	B	43	0	8	77	31	159
	C	1877	55	7	68	135	2142
	D	219	36	129	0	16	400
	E	7	21	57	19	0	104
	Tot.	2147	222	1869	444	198	4880

Traffic Lane Flows

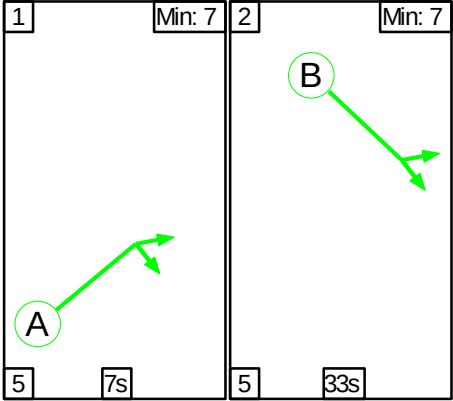
Lane	Scenario 8: 2031 Base + Committed Development + Development PM
Junction: Unnamed Junction	
1/1	1000
1/2	1075
2/1	177
2/2	147
3/1	159
4/1	955
4/2	1222
5/1	1052
5/2	1090
6/1	229
6/2	203
6/3	35
7/1	400
8/1	1040
8/2	1125
9/1	104
10/1	1068
10/2	1299
11/1	222
12/1	963
12/2	906
13/1	297
13/2	147
14/1	198
15/1	1075
15/2	1072

Junction: Unnamed Junction								
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 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	89.0 %	1935	1935
				Arm 11 Left	65.00	11.0 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	36.7 %	2155	2155
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 11 Ahead	Inf	63.3 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	93.5 %	1876	1876
				Arm 13 Left	27.00	6.5 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	27.6 %	1980	1980
				Arm 13 Ahead	Inf	72.4 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	96.0 %	1940	1940
				Arm 14 Left	Inf	4.0 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	93.3 %	1940	1940
				Arm 15 Left	Inf	6.7 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

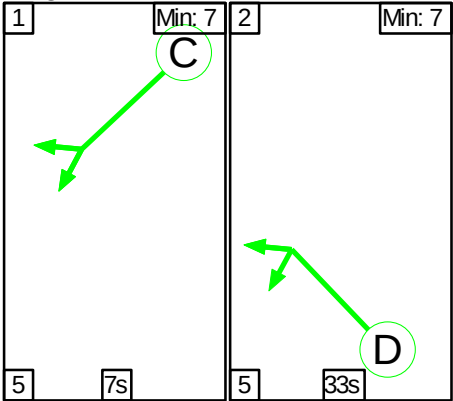
Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

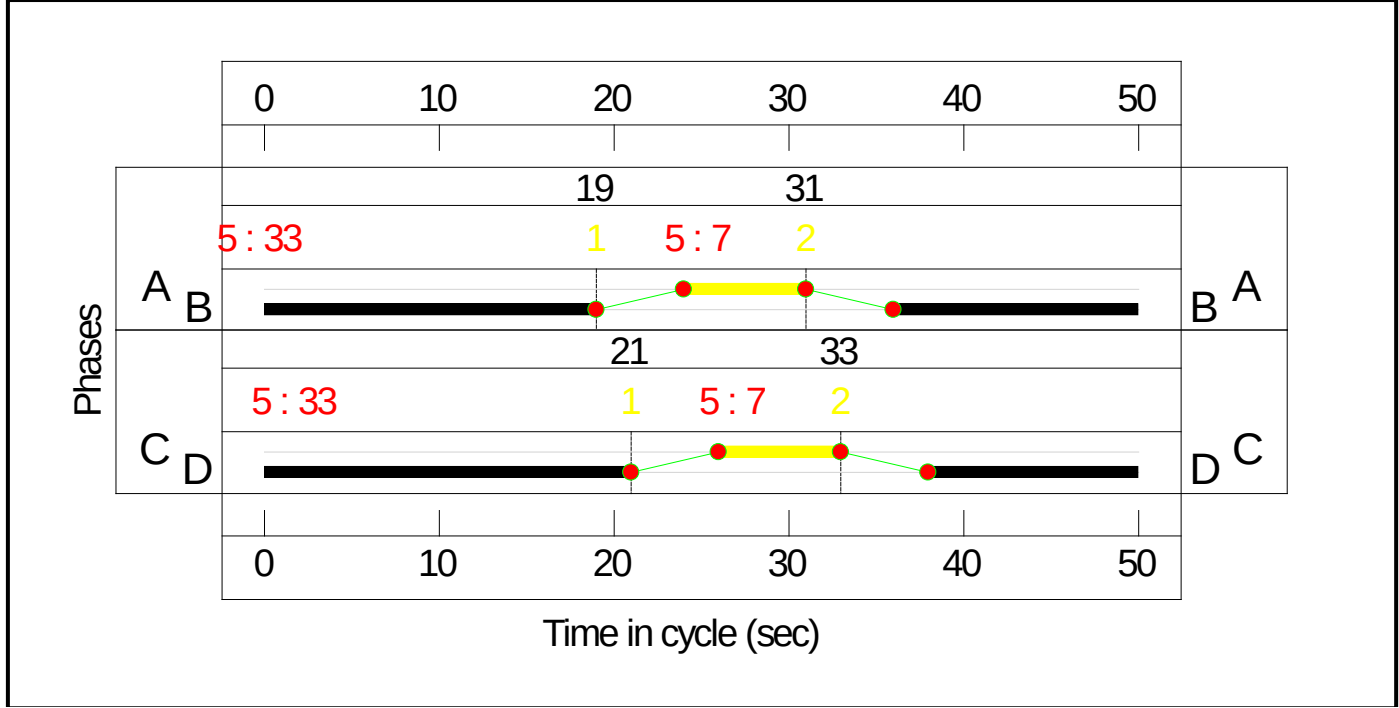
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	19	31

Stage Stream: 2

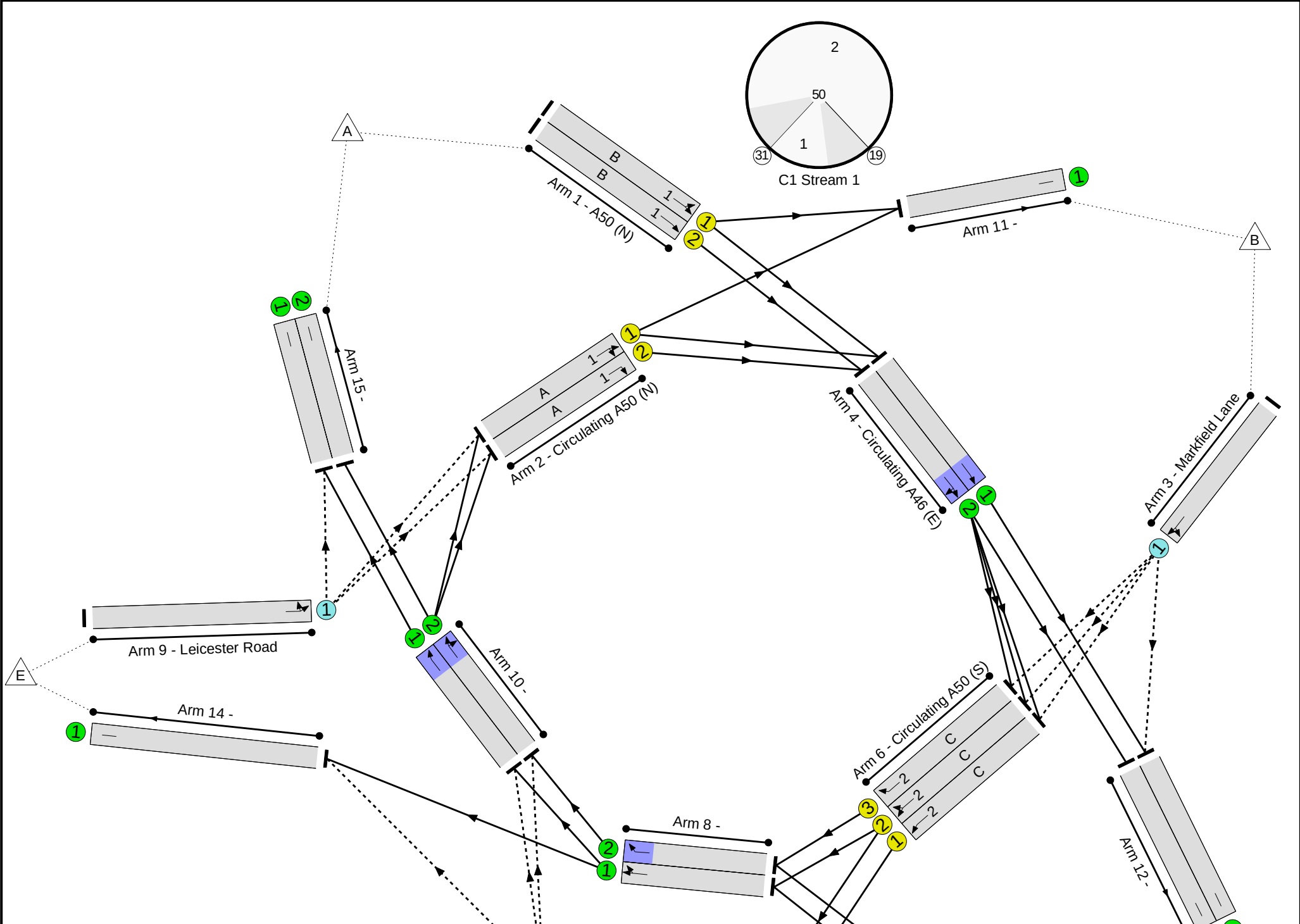
Stage	1	2
Duration	7	33
Change Point	21	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1195	1935	1316	90.8%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1290	2120	1442	89.5%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	264	2155	345	76.6%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	238	2028	324	73.3%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	179	1900	297	60.3%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1248	1922	1922	64.9%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1528	1922	1922	79.5%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	980	1876	1276	76.8%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	924	2120	1442	64.1%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	168	2120	339	49.5%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	144	1980	317	45.5%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	81	2000	320	25.3%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	502	1940	730	68.8%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1005	1800	1800	55.8%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	201	1940	396	50.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1137	1800	1800	63.2%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1224	1800	1800	68.0%
11/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	1256	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1306	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%

Full Input Data And Results

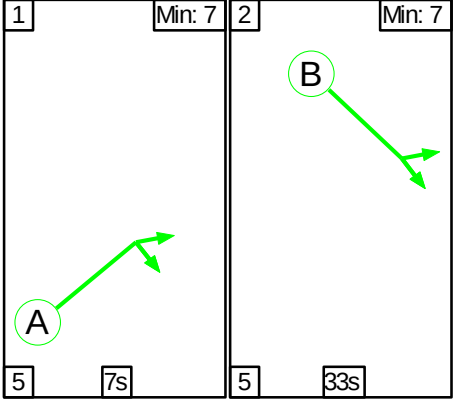
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	882	0	0	13.3	22.9	0.0	36.1	-	-	-	-
Unnamed Junction	-	-	882	0	0	13.3	22.9	0.0	36.1	-	-	-	-
1/1	1195	1195	-	-	-	2.2	4.6	-	6.8	20.5	13.6	4.6	18.2
1/2	1290	1290	-	-	-	2.3	4.0	-	6.4	17.8	14.3	4.0	18.4
2/1	264	264	-	-	-	1.2	1.6	-	2.8	37.6	3.3	1.6	4.9
2/2	238	238	-	-	-	1.0	1.3	-	2.4	35.9	2.9	1.3	4.2
3/1	179	179	179	0	0	0.6	0.8	-	1.3	26.4	2.0	0.8	2.8
4/1	1248	1248	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.9	0.9
4/2	1528	1528	-	-	-	0.3	1.9	-	2.2	5.2	1.0	1.9	2.9
5/1	980	980	-	-	-	1.5	1.6	-	3.1	11.4	9.0	1.6	10.6
5/2	924	924	-	-	-	1.2	0.9	-	2.1	8.0	7.2	0.9	8.1
6/1	168	168	-	-	-	0.8	0.5	-	1.3	27.9	2.1	0.5	2.6
6/2	144	144	-	-	-	0.7	0.4	-	1.2	28.8	1.7	0.4	2.1
6/3	81	81	-	-	-	0.5	0.2	-	0.7	29.0	0.8	0.2	1.0
7/1	502	502	502	0	0	0.4	1.1	-	1.5	11.0	4.6	1.1	5.7
8/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1005	1005	-	-	-	0.1	0.6	-	0.8	2.7	4.2	0.6	4.8
9/1	201	201	201	0	0	0.3	0.5	-	0.9	15.4	1.9	0.5	2.4
10/1	1137	1137	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.9	0.9
10/2	1224	1224	-	-	-	0.1	1.1	-	1.1	3.3	0.3	1.1	1.4
11/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

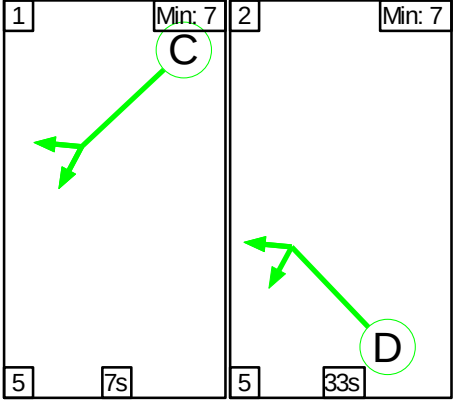
15/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		-0.9	Total Delay for Signalled Lanes (pcuHr):		18.33	Cycle Time (s):		50	
			C1	Stream: 2 PRC for Signalled Lanes (%):		17.2	Total Delay for Signalled Lanes (pcuHr):		8.26	Cycle Time (s):		50	
				PRC Over All Lanes (%):		-0.9	Total Delay Over All Lanes(pcuHr):		36.15				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

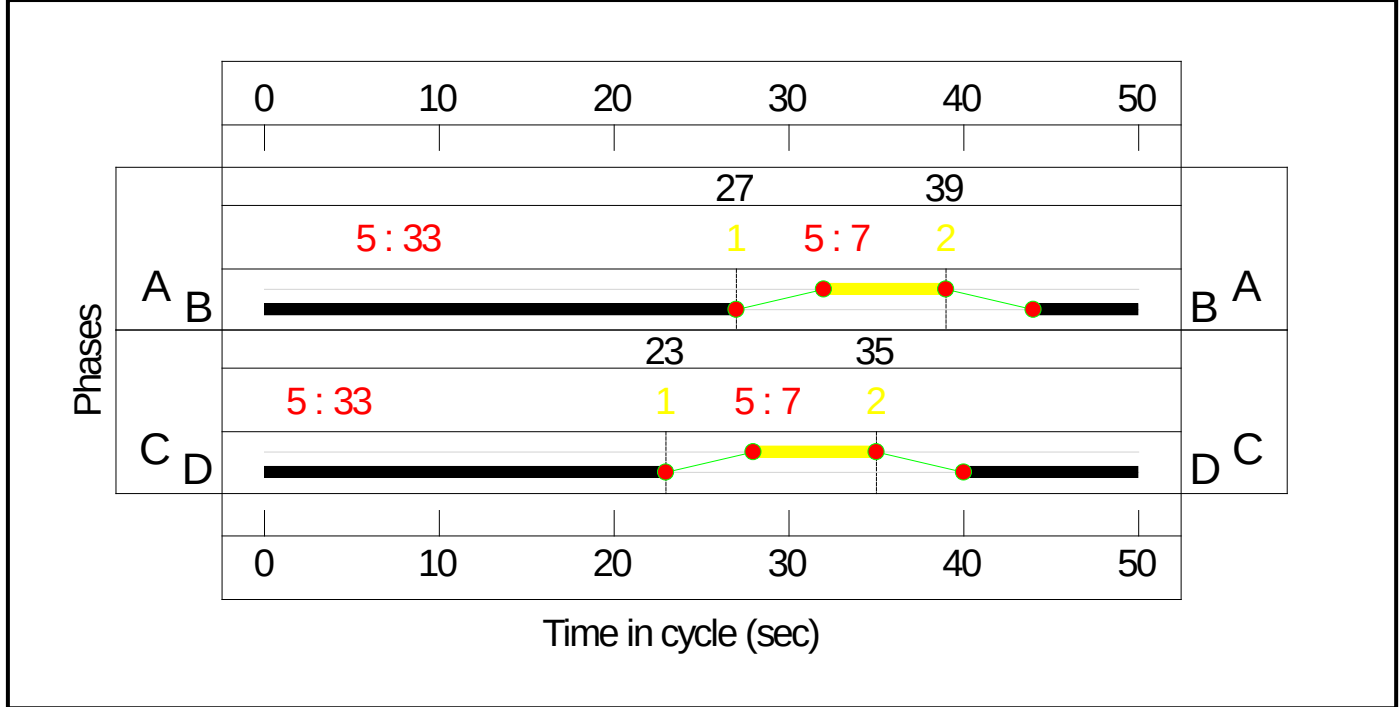
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	27	39

Stage Stream: 2

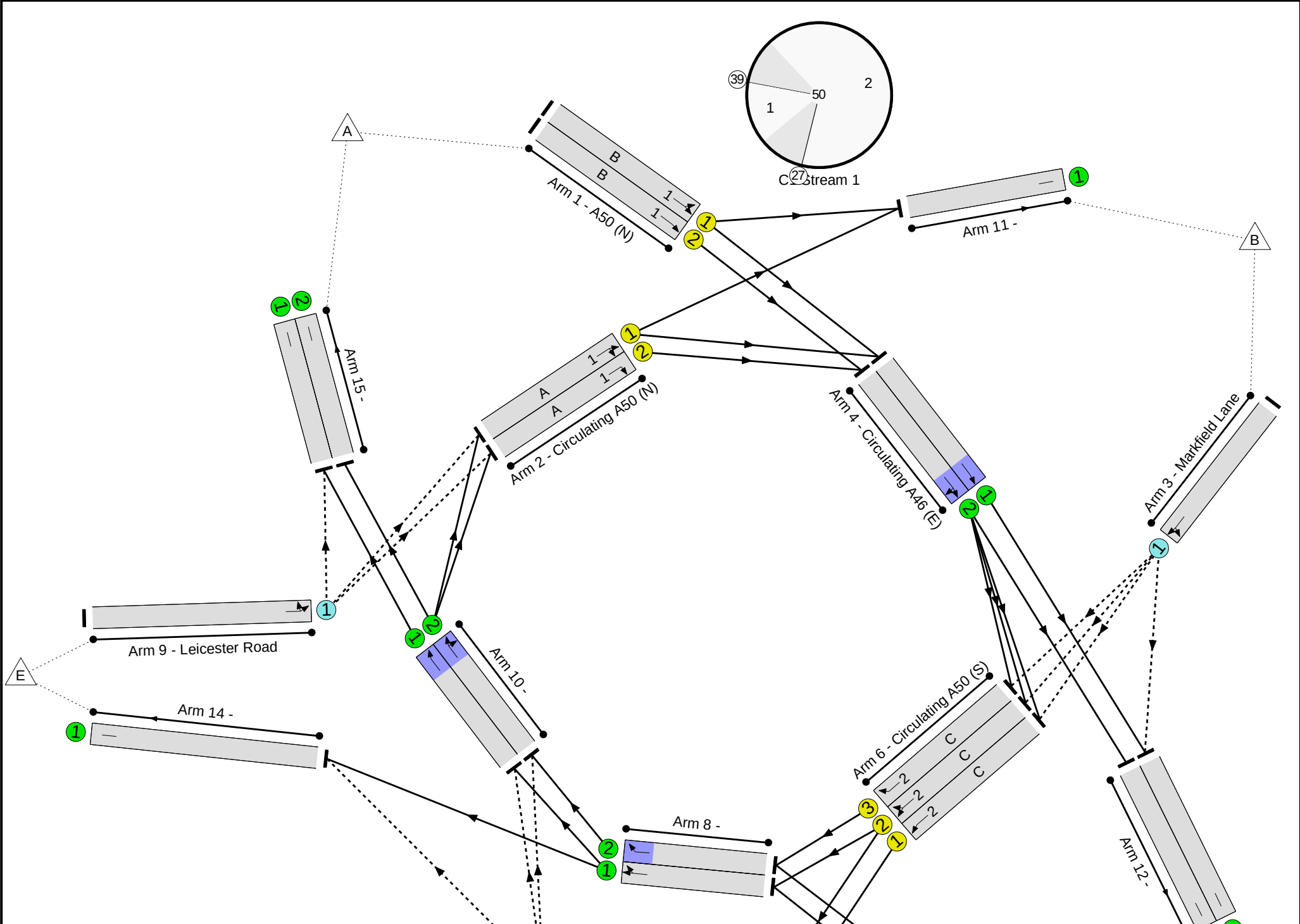
Stage	1	2
Duration	7	33
Change Point	23	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	935	1935	1316	71.1%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1002	2120	1442	69.5%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	145	2155	345	42.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	118	2028	324	36.4%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	138	1900	543	25.4%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	870	1922	1922	45.3%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1120	1922	1922	58.3%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1015	1876	1276	79.6%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	983	2120	1442	68.2%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	189	2120	339	55.7%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	167	1980	317	52.7%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	42	2000	320	13.1%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	269	1940	722	37.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1025	1800	1800	56.9%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	99	1940	452	21.9%
10/1	Ahead	U	N/A	N/A	-		-	-	-	990	1800	1800	55.0%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1144	1800	1800	63.6%
11/1		U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	506	0	0	9.1	11.1	0.0	20.2	-	-	-	-
Unnamed Junction	-	-	506	0	0	9.1	11.1	0.0	20.2	-	-	-	-
1/1	935	935	-	-	-	1.3	1.2	-	2.5	9.7	7.8	1.2	9.0
1/2	1002	1002	-	-	-	1.4	1.1	-	2.5	8.9	8.3	1.1	9.5
2/1	145	145	-	-	-	0.7	0.4	-	1.1	26.9	1.9	0.4	2.2
2/2	118	118	-	-	-	0.5	0.3	-	0.8	24.9	1.4	0.3	1.7
3/1	138	138	138	0	0	0.1	0.2	-	0.2	6.3	0.6	0.2	0.8
4/1	870	870	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	1120	1120	-	-	-	0.0	0.7	-	0.7	2.4	0.4	0.7	1.1
5/1	1015	1015	-	-	-	1.6	1.9	-	3.5	12.4	9.6	1.9	11.5
5/2	983	983	-	-	-	1.3	1.1	-	2.4	8.7	7.9	1.1	9.0
6/1	189	189	-	-	-	0.9	0.6	-	1.5	28.3	2.4	0.6	3.1
6/2	167	167	-	-	-	0.7	0.6	-	1.3	28.1	2.1	0.6	2.6
6/3	42	42	-	-	-	0.2	0.1	-	0.3	22.6	0.5	0.1	0.6
7/1	269	269	269	0	0	0.1	0.3	-	0.3	4.7	1.4	0.3	1.7
8/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1025	1025	-	-	-	0.2	0.7	-	0.8	2.9	5.3	0.7	5.9
9/1	99	99	99	0	0	0.1	0.1	-	0.3	9.3	0.7	0.1	0.8
10/1	990	990	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
10/2	1144	1144	-	-	-	0.1	0.9	-	0.9	3.0	0.4	0.9	1.3
11/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

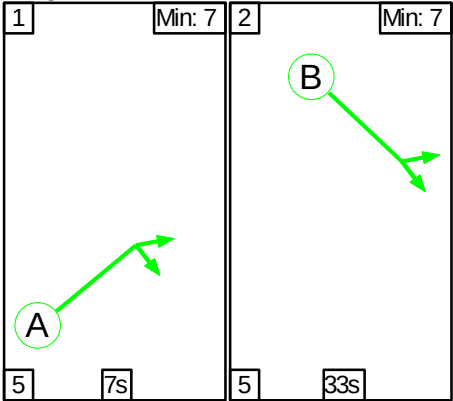
Full Input Data And Results

15/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):			6.89	Cycle Time (s):		50	
			C1	Stream: 2 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):			8.92	Cycle Time (s):		50	
				PRC Over All Lanes (%):	13.1	Total Delay Over All Lanes(pcuHr):			20.20				

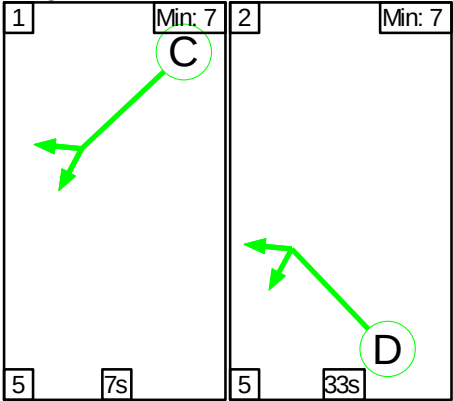
Full Input Data And Results
Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

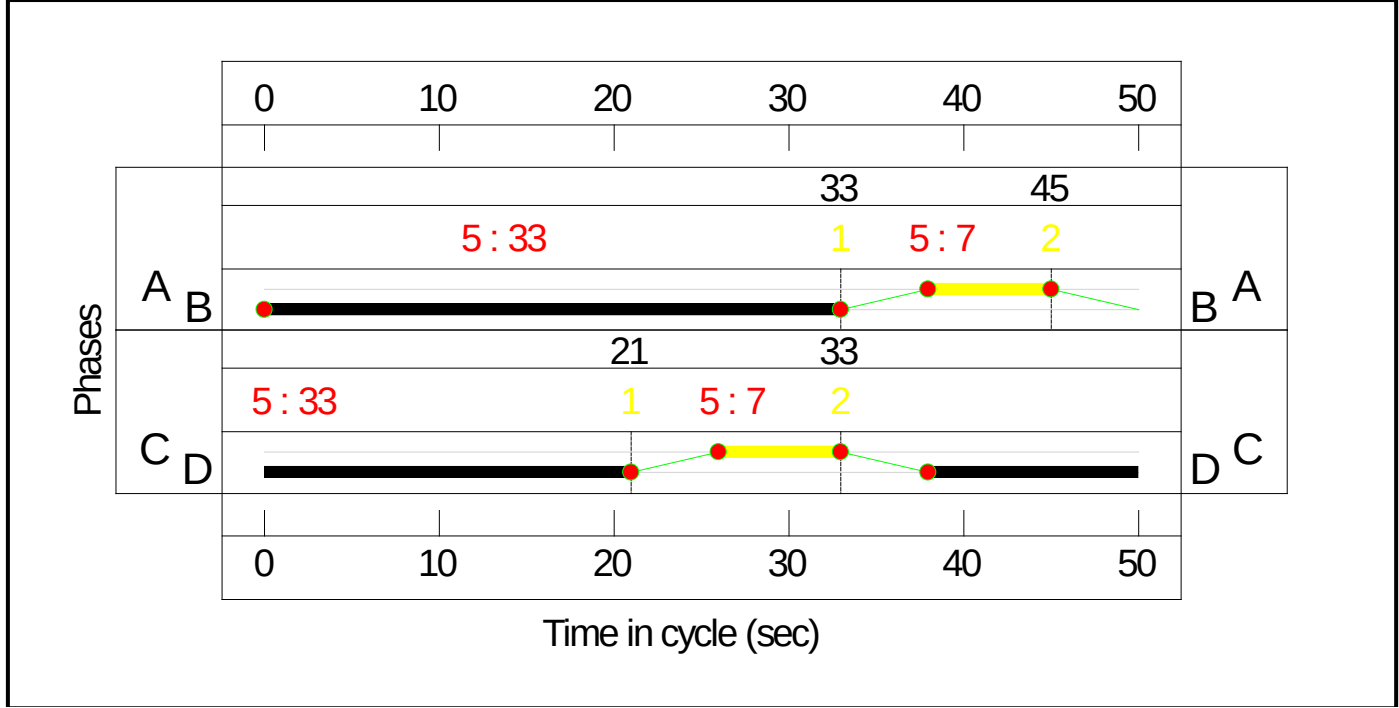
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	33	45

Stage Stream: 2

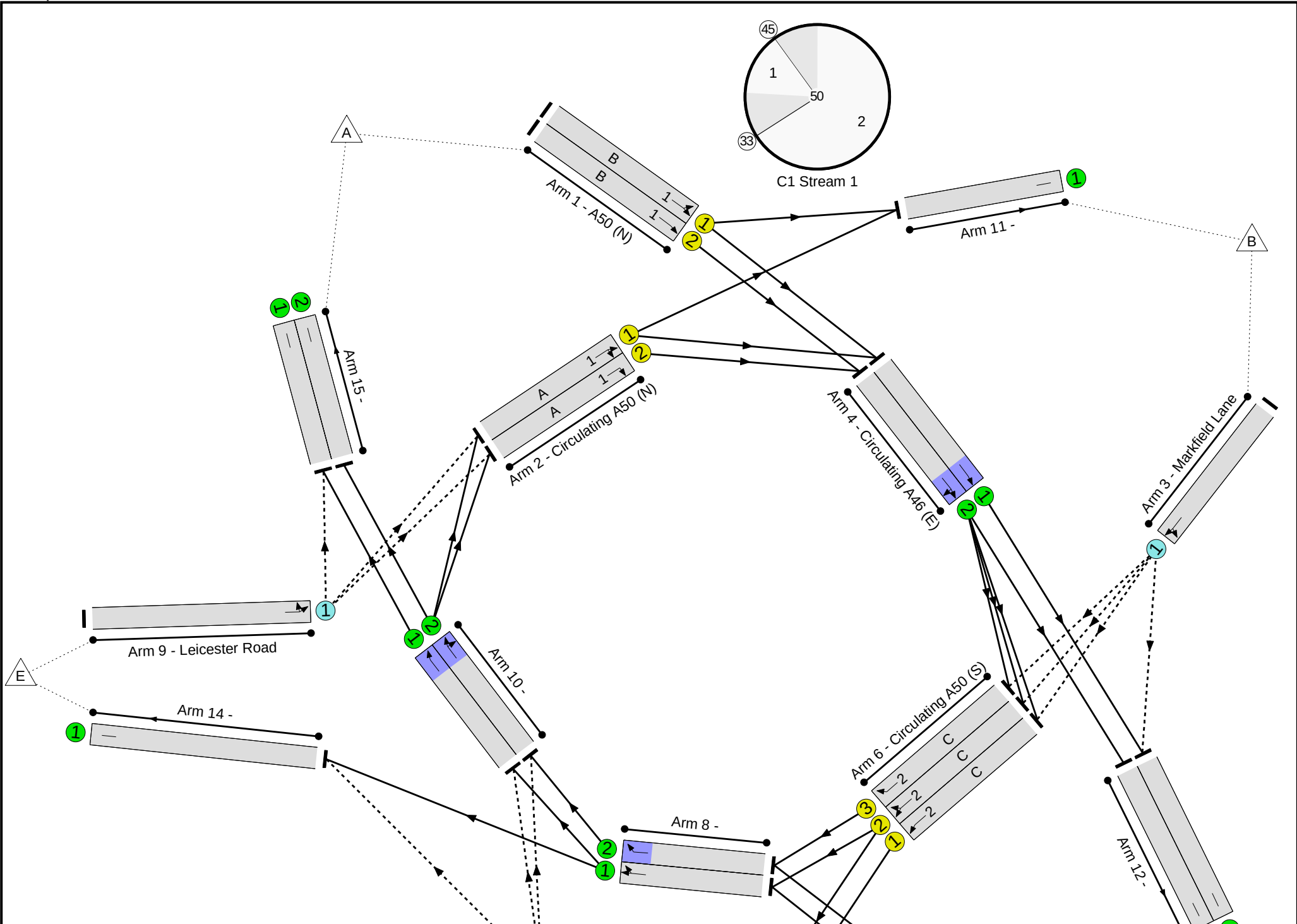
Stage	1	2
Duration	7	33
Change Point	21	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1254	1935	1316	95.3%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1364	2120	1442	94.6%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	280	2155	345	81.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	247	2028	324	76.1%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	189	1900	250	75.6%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1314	1922	1922	68.4%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1611	1922	1922	83.8%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1024	1876	1276	80.3%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	983	2120	1442	68.2%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	181	2120	339	53.4%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	156	1980	317	49.2%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	76	2000	320	23.8%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	529	1940	694	76.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1059	1800	1800	58.8%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	211	1940	362	58.2%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1189	1800	1800	66.1%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1299	1800	1800	72.2%
11/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	1323	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1378	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1189	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%

Full Input Data And Results

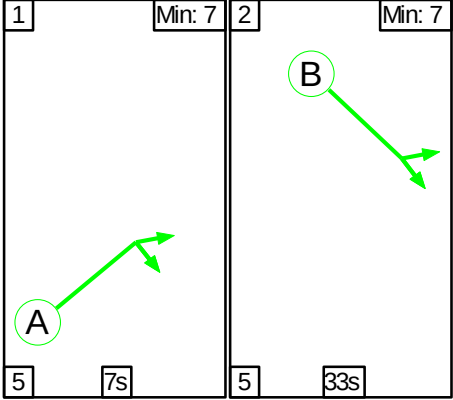
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	929	0	0	15.4	33.6	0.0	49.0	-	-	-	-
Unnamed Junction	-	-	929	0	0	15.4	33.6	0.0	49.0	-	-	-	-
1/1	1254	1254	-	-	-	2.5	8.0	-	10.6	30.4	15.7	8.0	23.7
1/2	1364	1364	-	-	-	2.7	7.4	-	10.1	26.7	16.7	7.4	24.1
2/1	280	280	-	-	-	1.4	2.0	-	3.4	44.2	3.8	2.0	5.8
2/2	247	247	-	-	-	1.0	1.5	-	2.5	36.4	3.2	1.5	4.8
3/1	189	189	189	0	0	0.8	1.5	-	2.2	42.6	2.3	1.5	3.8
4/1	1314	1314	-	-	-	0.0	1.1	-	1.1	3.0	0.0	1.1	1.1
4/2	1611	1611	-	-	-	0.4	2.5	-	2.9	6.6	5.1	2.5	7.7
5/1	1024	1024	-	-	-	1.6	2.0	-	3.6	12.7	10.0	2.0	12.0
5/2	983	983	-	-	-	1.3	1.1	-	2.4	8.7	7.9	1.1	9.0
6/1	181	181	-	-	-	1.0	0.6	-	1.6	30.9	2.3	0.6	2.9
6/2	156	156	-	-	-	0.8	0.5	-	1.3	30.5	2.0	0.5	2.5
6/3	76	76	-	-	-	0.5	0.2	-	0.6	29.0	1.0	0.2	1.2
7/1	529	529	529	0	0	0.7	1.6	-	2.3	15.3	5.3	1.6	6.9
8/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1059	1059	-	-	-	0.2	0.7	-	0.9	3.0	5.3	0.7	6.0
9/1	211	211	211	0	0	0.5	0.7	-	1.2	19.8	2.1	0.7	2.8
10/1	1189	1189	-	-	-	0.0	1.0	-	1.0	2.9	0.0	1.0	1.0
10/2	1299	1299	-	-	-	0.1	1.3	-	1.4	3.8	0.4	1.3	1.7
11/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1323	1323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1378	1378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

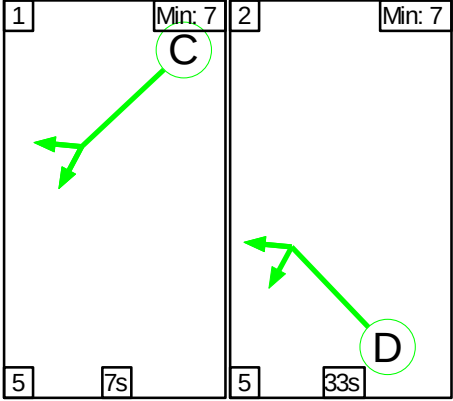
15/1	1189	1189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		-5.9	Total Delay for Signalled Lanes (pcuHr):		26.62	Cycle Time (s):		50	
			C1	Stream: 2 PRC for Signalled Lanes (%):		12.1	Total Delay for Signalled Lanes (pcuHr):		9.46	Cycle Time (s):		50	
				PRC Over All Lanes (%):		-5.9	Total Delay Over All Lanes(pcuHr):		48.98				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

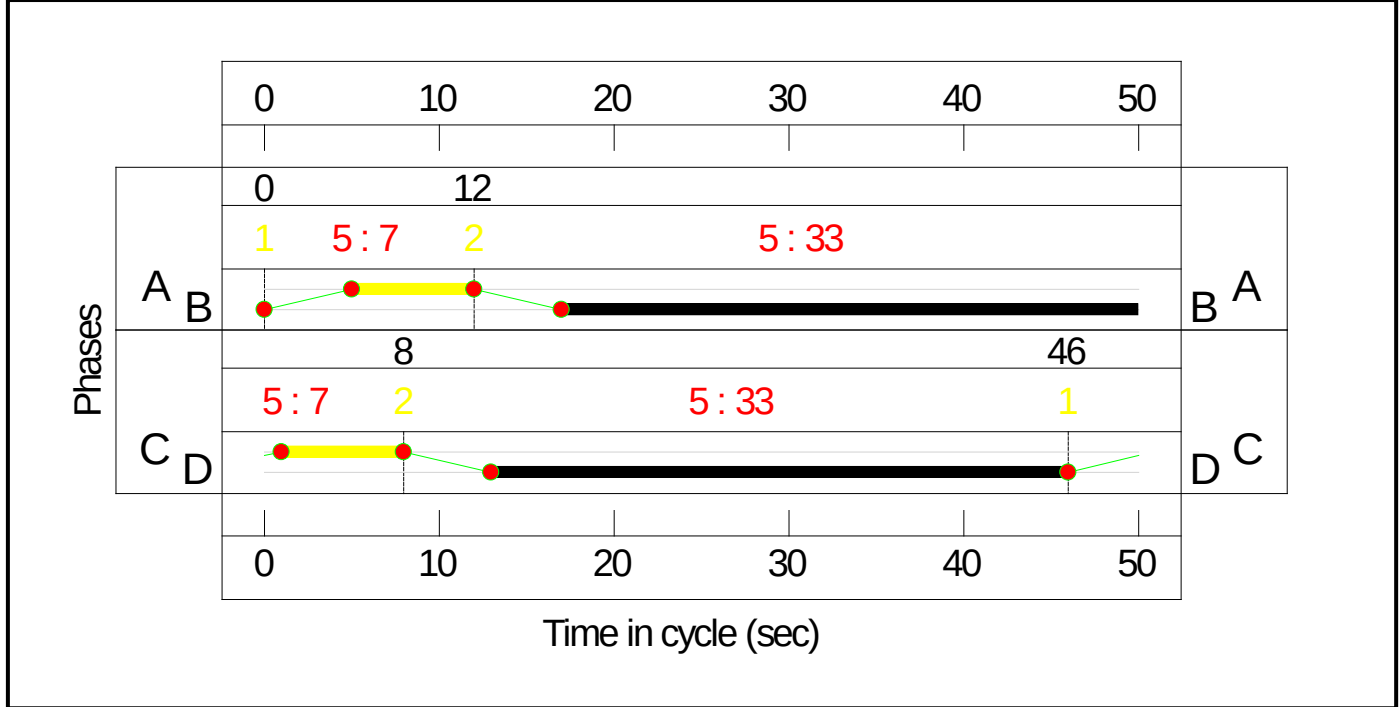
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

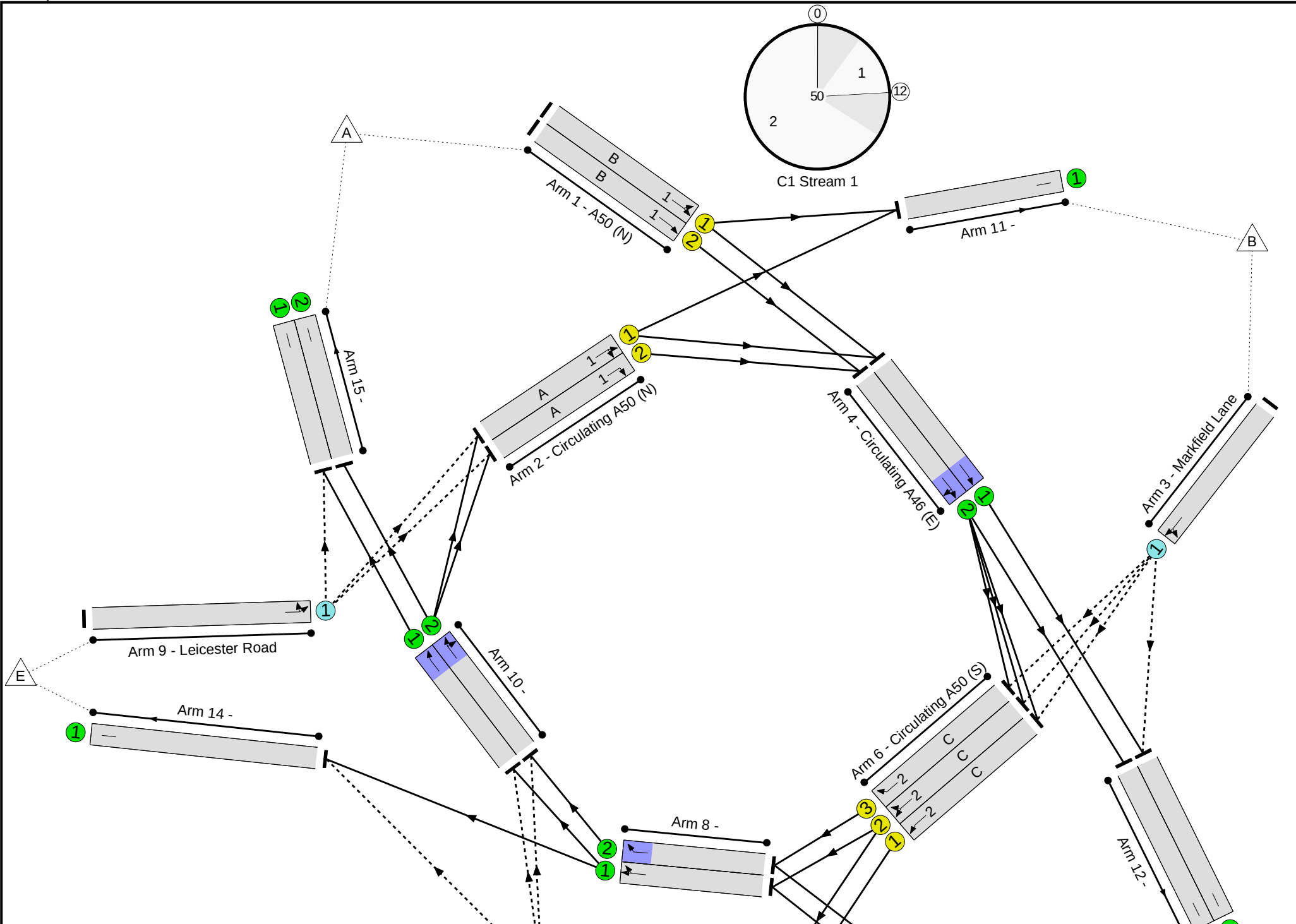
Stage	1	2
Duration	7	33
Change Point	46	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	985	1935	1316	74.9%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1057	2120	1442	73.3%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	152	2155	345	44.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	125	2028	324	38.5%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	144	1900	508	28.4%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	916	1922	1922	47.7%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1182	1922	1922	61.5%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1060	1876	1276	83.1%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	1046	2120	1442	72.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	198	2120	339	58.4%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	177	1980	317	55.9%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	44	2000	320	13.8%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	282	1940	685	41.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1090	1800	1800	60.6%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	104	1940	409	25.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1026	1800	1800	57.0%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1223	1800	1800	67.9%
11/1		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	530	0	0	10.0	13.1	0.0	23.1	-	-	-	-
Unnamed Junction	-	-	530	0	0	10.0	13.1	0.0	23.1	-	-	-	-
1/1	985	985	-	-	-	1.4	1.5	-	2.9	10.6	8.8	1.5	10.2
1/2	1057	1057	-	-	-	1.5	1.4	-	2.9	9.8	9.1	1.4	10.5
2/1	152	152	-	-	-	0.7	0.4	-	1.1	26.5	2.0	0.4	2.4
2/2	125	125	-	-	-	0.5	0.3	-	0.8	24.1	1.5	0.3	1.8
3/1	144	144	144	0	0	0.1	0.2	-	0.3	7.5	0.8	0.2	1.0
4/1	916	916	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	1182	1182	-	-	-	0.1	0.8	-	0.9	2.6	0.5	0.8	1.3
5/1	1060	1060	-	-	-	1.7	2.4	-	4.1	14.1	10.6	2.4	13.0
5/2	1046	1046	-	-	-	1.5	1.3	-	2.8	9.6	9.0	1.3	10.3
6/1	198	198	-	-	-	0.9	0.7	-	1.6	28.8	2.5	0.7	3.2
6/2	177	177	-	-	-	0.8	0.6	-	1.4	28.5	2.3	0.6	2.9
6/3	44	44	-	-	-	0.2	0.1	-	0.3	22.0	0.5	0.1	0.6
7/1	282	282	282	0	0	0.1	0.3	-	0.4	5.6	1.8	0.3	2.2
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1090	1090	-	-	-	0.2	0.8	-	1.0	3.3	6.7	0.8	7.5
9/1	104	104	104	0	0	0.2	0.2	-	0.3	11.9	0.8	0.2	1.0
10/1	1026	1026	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
10/2	1223	1223	-	-	-	0.1	1.1	-	1.2	3.4	1.8	1.1	2.8
11/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

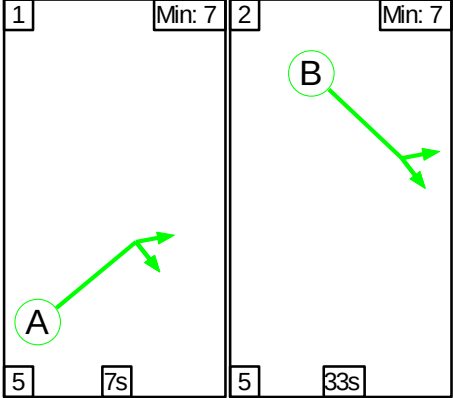
Full Input Data And Results

15/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		20.2		Total Delay for Signalled Lanes (pcuHr):		7.72		Cycle Time (s): 50	
			C1	Stream: 2 PRC for Signalled Lanes (%):		8.3		Total Delay for Signalled Lanes (pcuHr):		10.18		Cycle Time (s): 50	
				PRC Over All Lanes (%):		8.3		Total Delay Over All Lanes(pcuHr):		23.13			

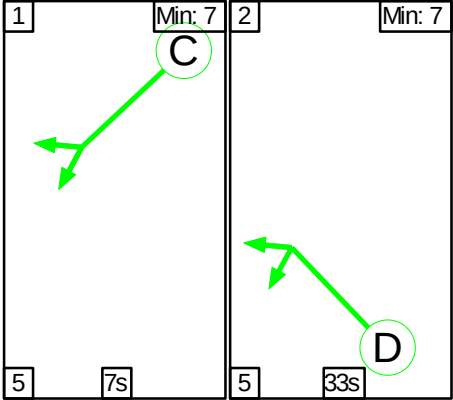
Scenario 5: '2031 Base + Committed Development AM' (FG5: '2031 Base + Committed Development', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

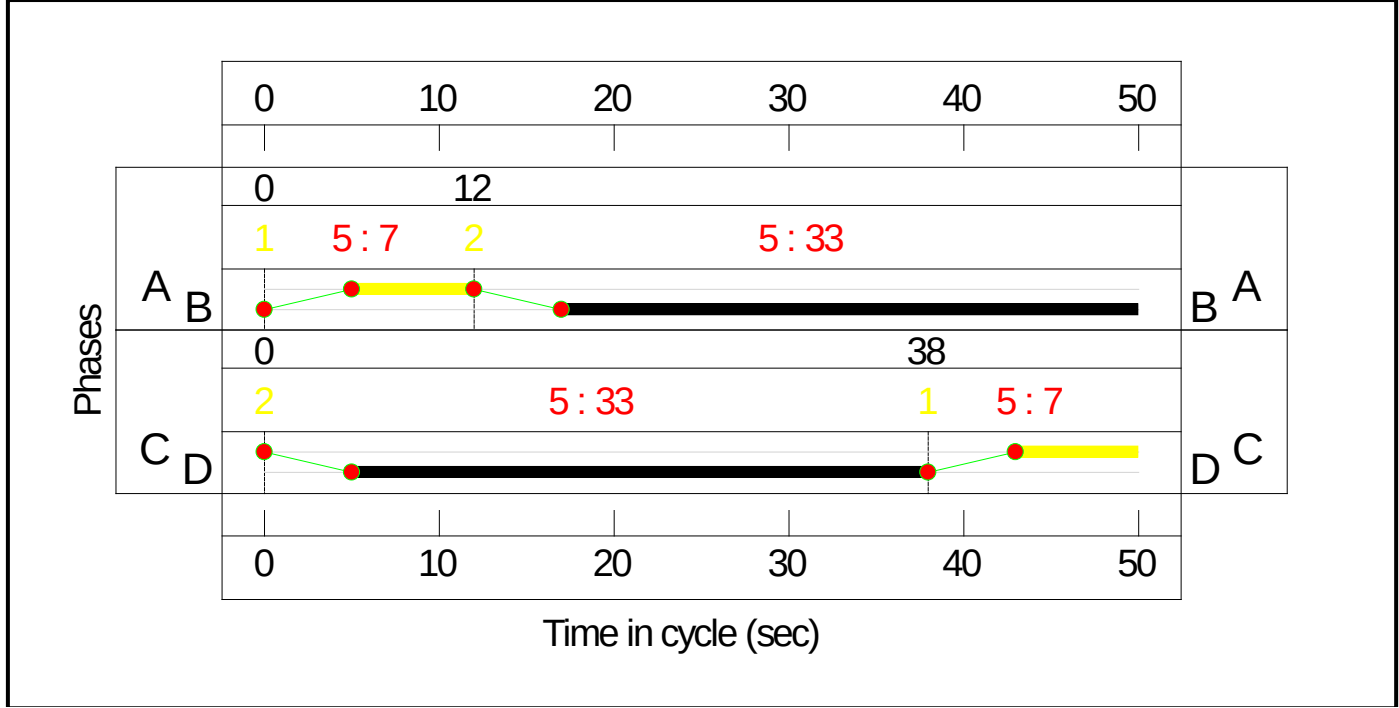
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

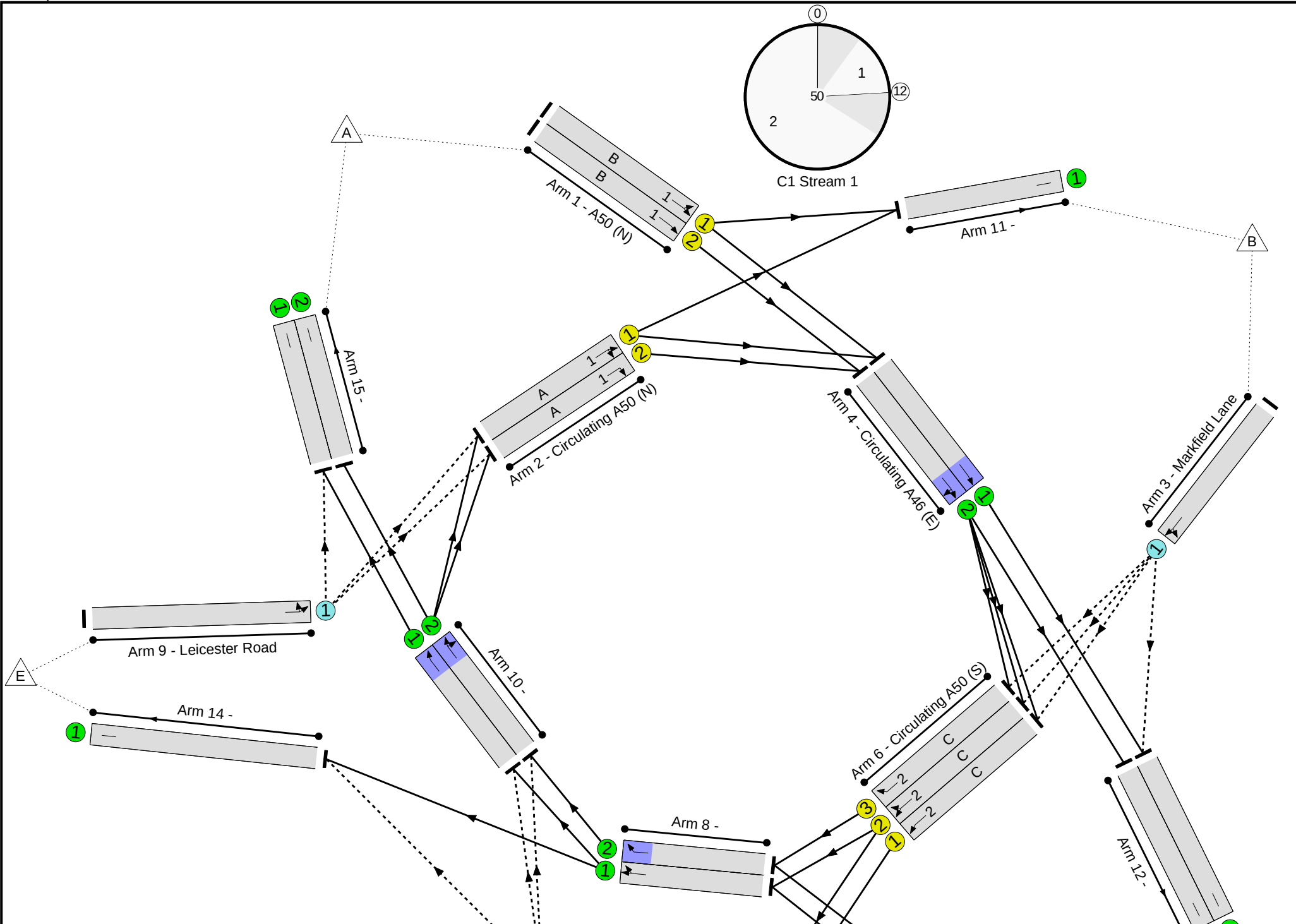
Stage	1	2
Duration	7	33
Change Point	38	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1257	1935	1316	95.5%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1365	2120	1442	94.7%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	310	2155	345	89.9%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	285	2028	324	87.8%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	191	1900	232	82.4%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1331	1922	1922	69.3%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1650	1922	1922	85.8%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1033	1876	1276	81.0%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	981	2120	1442	68.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	183	2120	339	54.0%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	163	1980	317	51.5%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	73	2000	320	22.8%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	611	1940	694	88.0%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1054	1800	1800	58.6%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	211	1940	342	61.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1214	1800	1800	67.4%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1356	1800	1800	75.3%
11/1		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	1340	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1413	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1214	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1013	0	0	16.1	40.6	0.0	56.7	-	-	-	-
Unnamed Junction	-	-	1013	0	0	16.1	40.6	0.0	56.7	-	-	-	-
1/1	1257	1257	-	-	-	2.6	8.3	-	10.9	31.2	15.7	8.3	24.0
1/2	1365	1365	-	-	-	2.7	7.5	-	10.2	26.9	16.7	7.5	24.1
2/1	310	310	-	-	-	1.5	3.7	-	5.2	60.2	4.2	3.7	7.9
2/2	285	285	-	-	-	1.1	3.1	-	4.2	52.9	3.8	3.1	6.9
3/1	191	191	191	0	0	0.8	2.1	-	2.9	54.9	2.4	2.1	4.5
4/1	1331	1331	-	-	-	0.0	1.1	-	1.1	3.0	0.0	1.1	1.1
4/2	1650	1650	-	-	-	0.4	3.0	-	3.4	7.3	5.6	3.0	8.5
5/1	1033	1033	-	-	-	1.6	2.1	-	3.7	13.0	10.0	2.1	12.1
5/2	981	981	-	-	-	1.3	1.1	-	2.4	8.7	7.9	1.1	9.0
6/1	183	183	-	-	-	1.0	0.6	-	1.6	30.9	2.4	0.6	2.9
6/2	163	163	-	-	-	0.9	0.5	-	1.4	30.9	2.1	0.5	2.6
6/3	73	73	-	-	-	0.4	0.1	-	0.6	28.4	1.0	0.1	1.1
7/1	611	611	611	0	0	1.1	3.4	-	4.5	26.3	7.3	3.4	10.7
8/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1054	1054	-	-	-	0.2	0.7	-	0.9	3.0	5.2	0.7	5.9
9/1	211	211	211	0	0	0.5	0.8	-	1.3	21.7	2.2	0.8	3.0
10/1	1214	1214	-	-	-	0.0	1.0	-	1.0	3.1	0.0	1.0	1.0
10/2	1356	1356	-	-	-	0.1	1.5	-	1.6	4.3	1.7	1.5	3.3
11/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1340	1340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1413	1413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

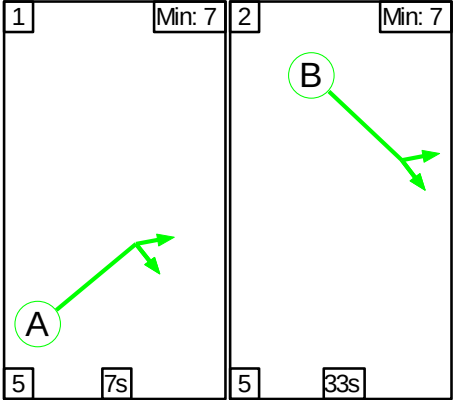
Full Input Data And Results

15/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 30.43 Cycle Time (s): 50 C1 Stream: 2 PRC for Signalled Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 9.63 Cycle Time (s): 50 PRC Over All Lanes (%): -6.1 Total Delay Over All Lanes(pcuHr): 56.73													

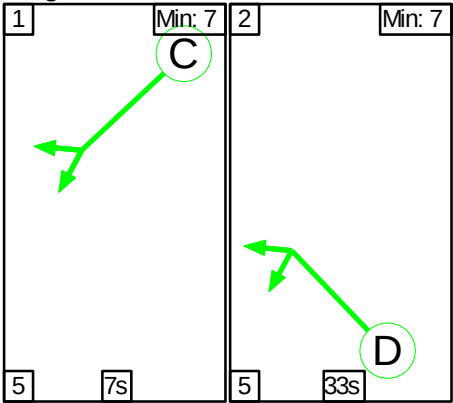
Scenario 6: '2031 Base + Committed Development PM' (FG6: '2031 Base + Committed Development', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

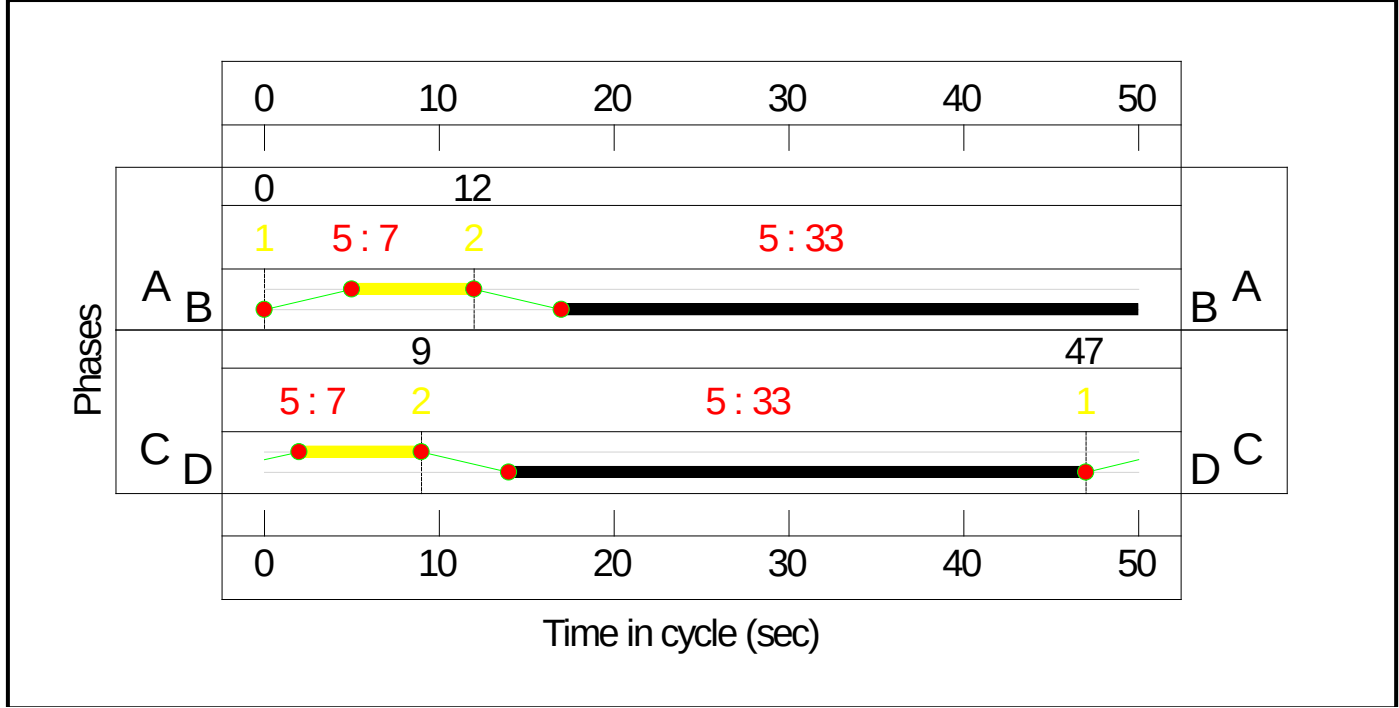
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

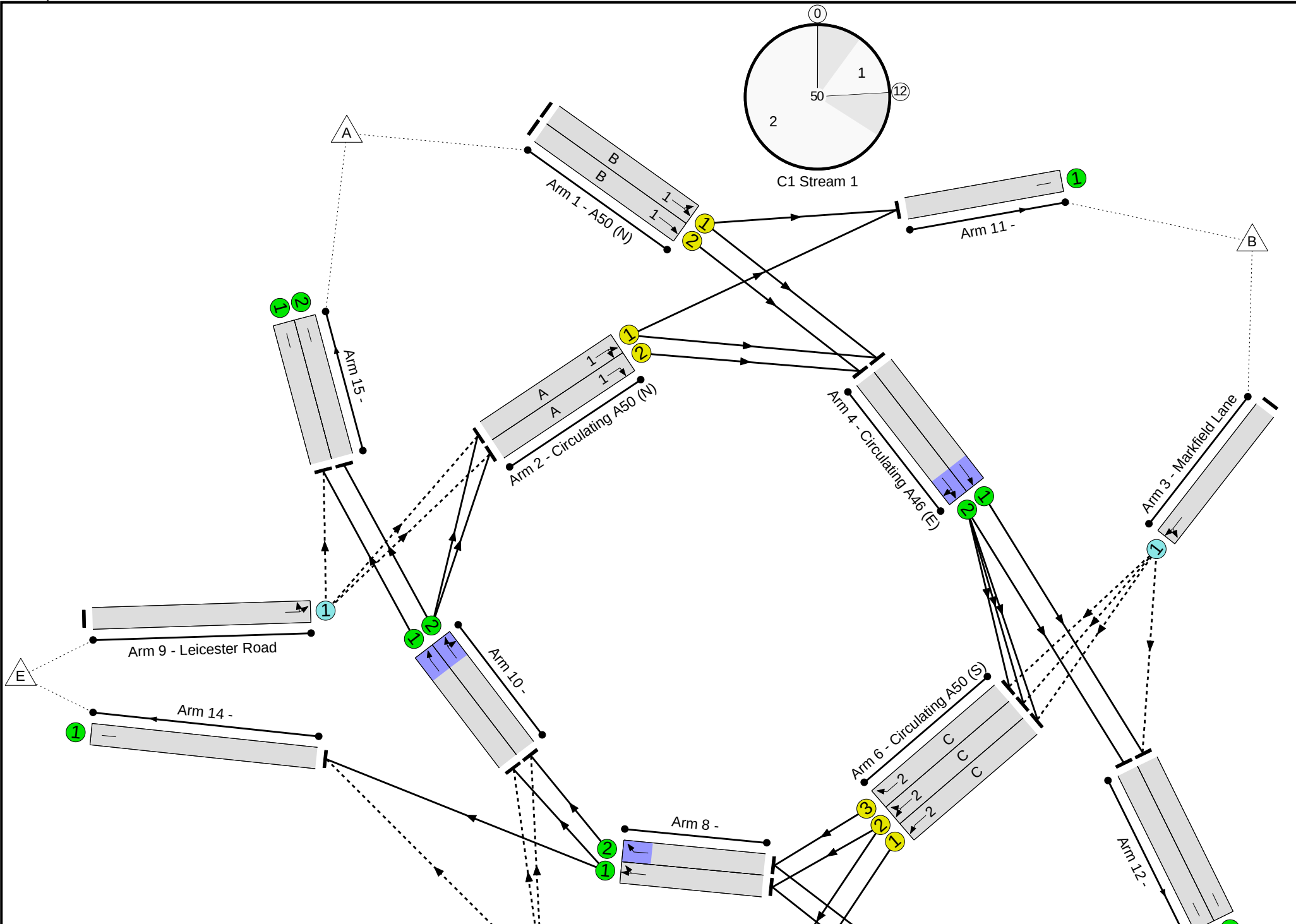
Stage	1	2
Duration	7	33
Change Point	47	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	990	1935	1316	75.2%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1061	2120	1442	73.6%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	163	2155	345	47.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	138	2028	324	42.5%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	159	1900	497	32.0%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	931	1922	1922	48.4%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1199	1922	1922	62.4%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1076	1876	1276	84.3%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	1066	2120	1442	73.9%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	210	2120	339	61.9%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	189	1980	317	59.7%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	44	2000	320	13.8%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	358	1940	685	52.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1110	1800	1800	61.7%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	104	1940	379	27.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1058	1800	1800	58.8%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1267	1800	1800	70.4%
11/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	1063	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	621	0	0	10.5	14.3	0.0	24.9	-	-	-	-
Unnamed Junction	-	-	621	0	0	10.5	14.3	0.0	24.9	-	-	-	-
1/1	990	990	-	-	-	1.4	1.5	-	2.9	10.7	8.8	1.5	10.3
1/2	1061	1061	-	-	-	1.5	1.4	-	2.9	9.8	9.4	1.4	10.8
2/1	163	163	-	-	-	0.7	0.4	-	1.2	26.2	2.1	0.4	2.6
2/2	138	138	-	-	-	0.6	0.4	-	0.9	24.1	1.7	0.4	2.1
3/1	159	159	159	0	0	0.1	0.2	-	0.4	8.2	1.0	0.2	1.2
4/1	931	931	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	1199	1199	-	-	-	0.1	0.8	-	0.9	2.7	0.5	0.8	1.3
5/1	1076	1076	-	-	-	1.8	2.6	-	4.4	14.8	11.1	2.6	13.7
5/2	1066	1066	-	-	-	1.5	1.4	-	2.9	9.9	9.5	1.4	10.9
6/1	210	210	-	-	-	1.0	0.8	-	1.8	30.2	2.7	0.8	3.5
6/2	189	189	-	-	-	0.8	0.7	-	1.6	29.8	2.4	0.7	3.2
6/3	44	44	-	-	-	0.2	0.1	-	0.3	21.7	0.5	0.1	0.6
7/1	358	358	358	0	0	0.2	0.5	-	0.8	7.6	2.9	0.5	3.4
8/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1110	1110	-	-	-	0.3	0.8	-	1.1	3.4	7.2	0.8	8.0
9/1	104	104	104	0	0	0.2	0.2	-	0.4	13.5	0.9	0.2	1.1
10/1	1058	1058	-	-	-	0.0	0.7	-	0.7	2.4	0.0	0.7	0.7
10/2	1267	1267	-	-	-	0.1	1.2	-	1.3	3.7	2.3	1.2	3.5
11/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

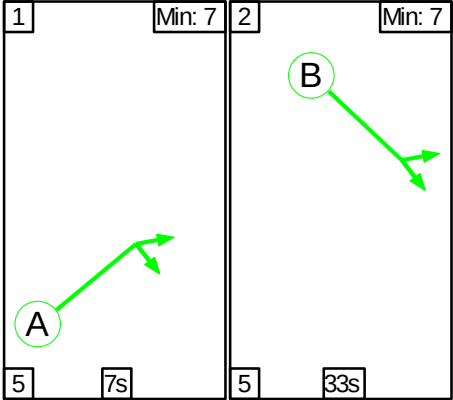
Full Input Data And Results

15/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		19.6		Total Delay for Signalled Lanes (pcuHr):		7.95		Cycle Time (s): 50	
			C1	Stream: 2 PRC for Signalled Lanes (%):		6.7		Total Delay for Signalled Lanes (pcuHr):		10.95		Cycle Time (s): 50	
				PRC Over All Lanes (%):		6.7		Total Delay Over All Lanes(pcuHr):		24.85			

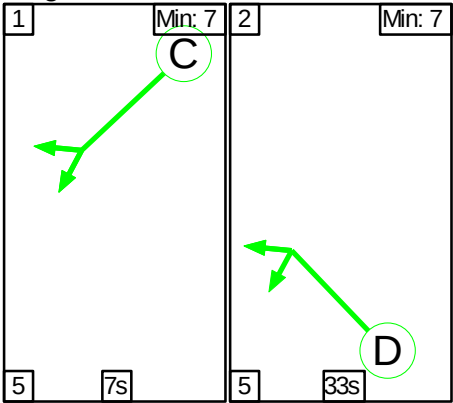
Full Input Data And Results
Scenario 7: '2031 Base + Comitted Development + Development AM' (FG7: '2031 Base + Committed Development + Development', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

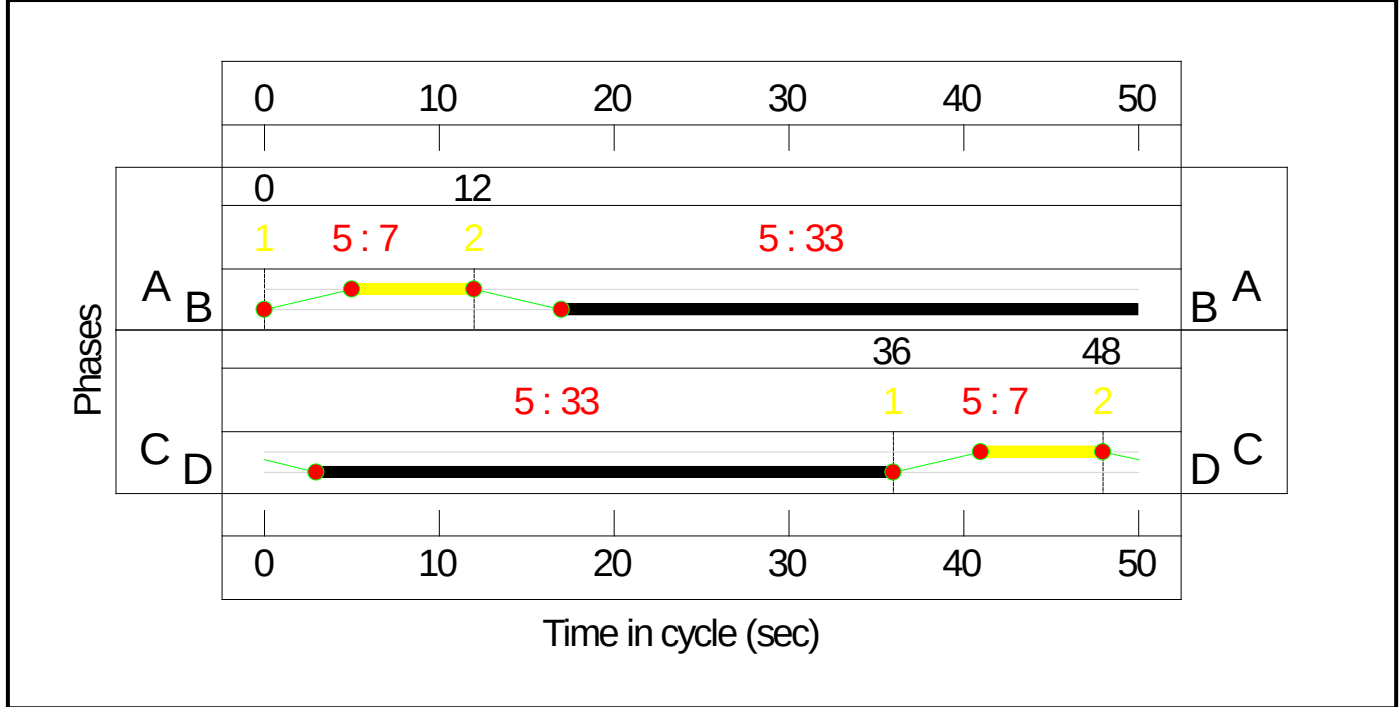
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

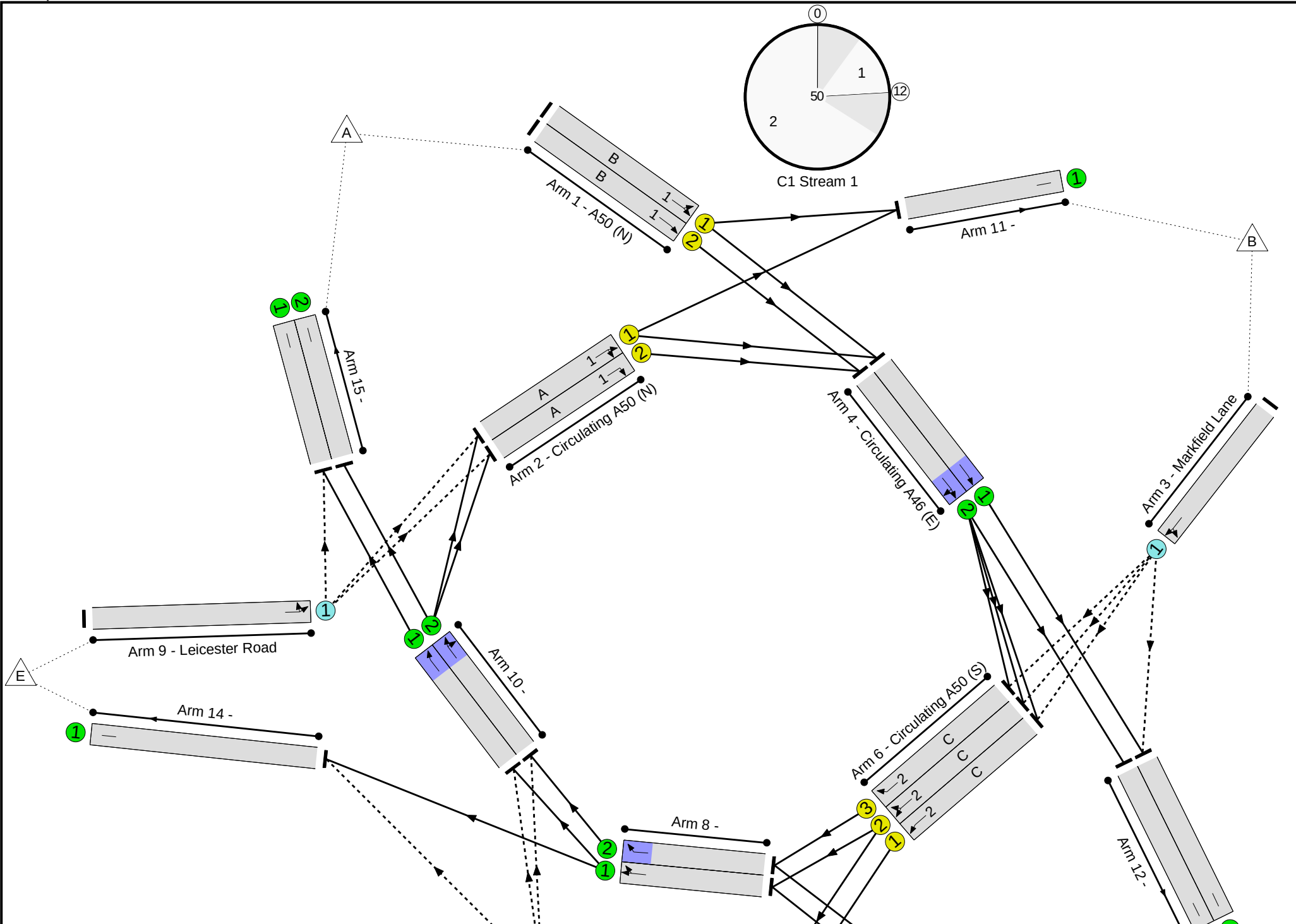
Stage	1	2
Duration	7	33
Change Point	36	48

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1262	1935	1316	95.9%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1377	2120	1442	95.5%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	338	2155	345	98.0%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	296	2028	324	91.2%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	191	1900	214	89.2%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1364	1922	1922	71.0%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1673	1922	1922	87.0%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1012	1876	1276	79.3%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	1002	2120	1442	69.5%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	211	2120	339	62.2%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	177	1980	317	55.9%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	48	2000	320	15.0%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	687	1940	694	99.0%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1050	1800	1800	58.3%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	211	1940	331	63.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1250	1800	1800	69.4%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1396	1800	1800	77.6%
11/1		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	1373	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1419	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1250	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1089	0	0	17.0	57.1	0.0	74.2	-	-	-	-
Unnamed Junction	-	-	1089	0	0	17.0	57.1	0.0	74.2	-	-	-	-
1/1	1262	1262	-	-	-	2.6	8.8	-	11.4	32.5	16.1	8.8	25.0
1/2	1377	1377	-	-	-	2.8	8.4	-	11.2	29.4	17.2	8.4	25.7
2/1	338	338	-	-	-	1.7	7.6	-	9.3	99.2	4.6	7.6	12.3
2/2	296	296	-	-	-	1.1	4.0	-	5.2	63.0	4.0	4.0	8.1
3/1	191	191	191	0	0	0.8	3.2	-	4.1	76.8	2.4	3.2	5.7
4/1	1364	1364	-	-	-	0.0	1.2	-	1.2	3.2	0.0	1.2	1.2
4/2	1673	1673	-	-	-	0.4	3.3	-	3.7	8.0	6.0	3.3	9.2
5/1	1012	1012	-	-	-	1.6	1.9	-	3.5	12.3	9.6	1.9	11.4
5/2	1002	1002	-	-	-	1.4	1.1	-	2.5	8.9	8.3	1.1	9.5
6/1	211	211	-	-	-	1.1	0.8	-	1.9	33.0	2.7	0.8	3.5
6/2	177	177	-	-	-	0.9	0.6	-	1.6	32.1	2.3	0.6	2.9
6/3	48	48	-	-	-	0.2	0.1	-	0.3	25.3	0.6	0.1	0.7
7/1	687	687	687	0	0	1.5	11.4	-	13.0	67.9	9.4	11.4	20.8
8/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1050	1050	-	-	-	0.2	0.7	-	0.9	3.0	5.7	0.7	6.4
9/1	211	211	211	0	0	0.5	0.9	-	1.4	23.4	2.2	0.9	3.0
10/1	1250	1250	-	-	-	0.0	1.1	-	1.1	3.3	0.0	1.1	1.1
10/2	1396	1396	-	-	-	0.2	1.7	-	1.9	4.9	4.3	1.7	6.0
11/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1373	1373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1419	1419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

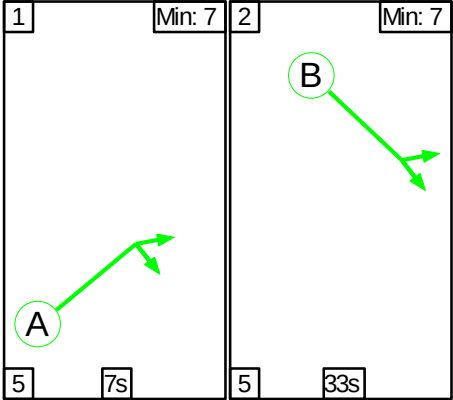
15/1	1250	1250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1 PRC for Signalled Lanes (%): -8.9Total Delay for Signalled Lanes (pcuHr): 37.15Cycle Time (s): 50 C1Stream: 2 PRC for Signalled Lanes (%): 13.4Total Delay for Signalled Lanes (pcuHr): 9.79Cycle Time (s): 50 PRC Over All Lanes (%): -10.0Total Delay Over All Lanes(pcuHr): 74.15													

Full Input Data And Results

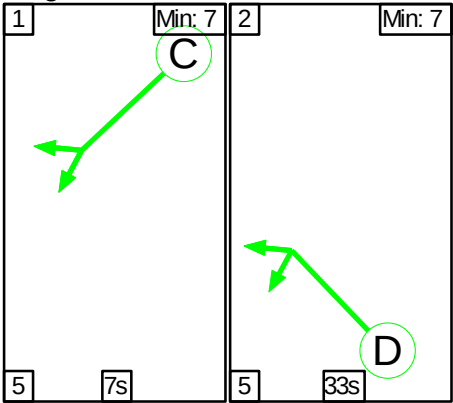
Scenario 8: '2031 Base + Committed Development + Development PM' (FG8: '2031 Base + Committed Development + Development', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

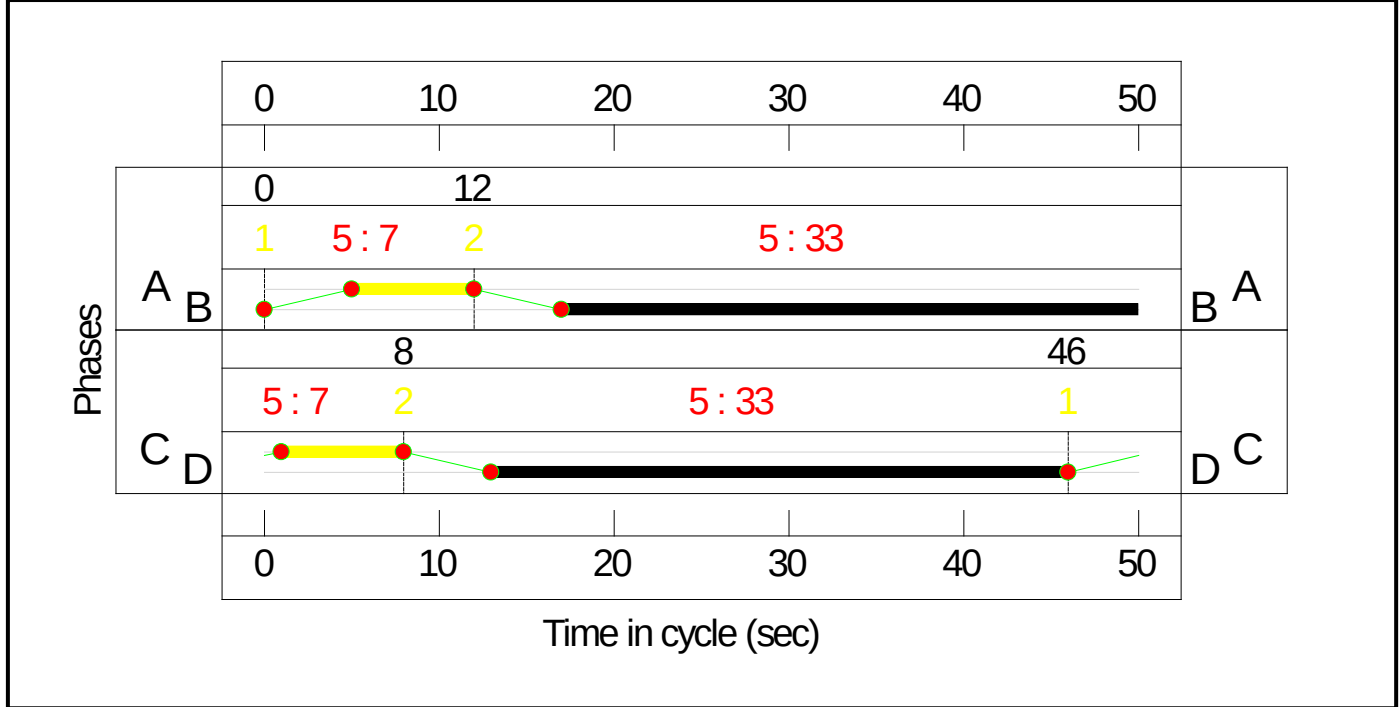
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

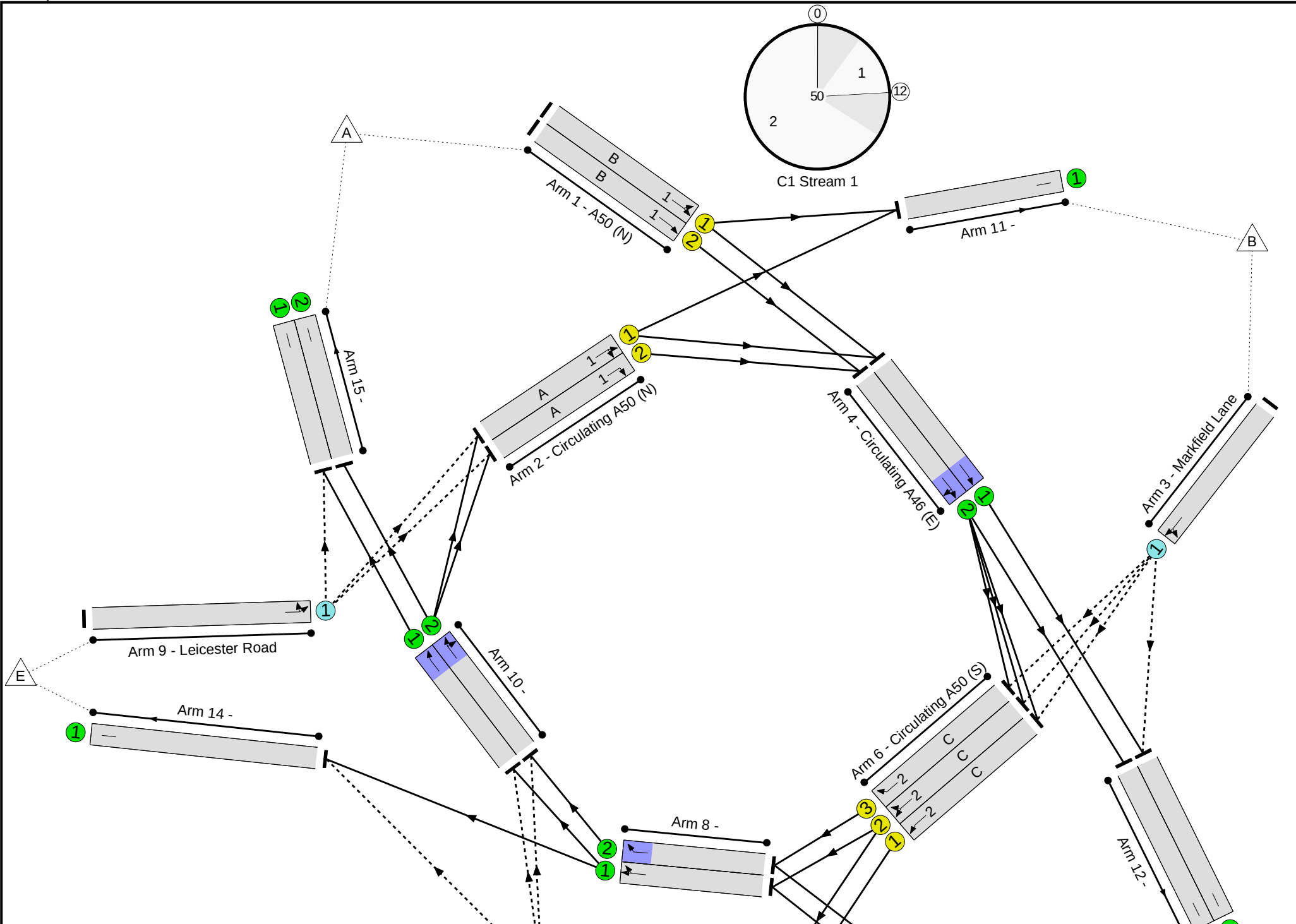
Stage	1	2
Duration	7	33
Change Point	46	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1000	1935	1316	76.0%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1075	2120	1442	74.6%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	177	2155	345	51.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	147	2028	324	45.3%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	159	1900	482	33.0%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	955	1922	1922	49.7%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1222	1922	1922	63.6%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	1052	1876	1276	82.5%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	1090	2120	1442	75.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	229	2120	339	67.5%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	203	1980	317	64.1%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	35	2000	320	10.9%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	400	1940	685	58.4%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1125	1800	1800	62.5%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	104	1940	362	28.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1068	1800	1800	59.3%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1299	1800	1800	72.2%
11/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%

Full Input Data And Results

12/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	663	0	0	11.0	15.1	0.0	26.1	-	-	-	-
Unnamed Junction	-	-	663	0	0	11.0	15.1	0.0	26.1	-	-	-	-
1/1	1000	1000	-	-	-	1.5	1.6	-	3.0	10.9	9.2	1.6	10.7
1/2	1075	1075	-	-	-	1.6	1.5	-	3.0	10.1	9.6	1.5	11.0
2/1	177	177	-	-	-	0.8	0.5	-	1.3	27.1	2.3	0.5	2.8
2/2	147	147	-	-	-	0.6	0.4	-	1.0	24.4	1.8	0.4	2.2
3/1	159	159	159	0	0	0.1	0.2	-	0.4	8.7	1.0	0.2	1.2
4/1	955	955	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
4/2	1222	1222	-	-	-	0.1	0.9	-	0.9	2.8	0.5	0.9	1.4
5/1	1052	1052	-	-	-	1.7	2.3	-	4.0	13.7	10.5	2.3	12.8
5/2	1090	1090	-	-	-	1.6	1.5	-	3.1	10.3	9.7	1.5	11.2
6/1	229	229	-	-	-	1.0	1.0	-	2.1	32.5	3.0	1.0	4.0
6/2	203	203	-	-	-	0.9	0.9	-	1.8	31.1	2.6	0.9	3.5
6/3	35	35	-	-	-	0.1	0.1	-	0.2	21.4	0.3	0.1	0.4
7/1	400	400	400	0	0	0.3	0.7	-	1.0	9.1	3.7	0.7	4.4
8/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1125	1125	-	-	-	0.3	0.8	-	1.1	3.6	7.8	0.8	8.6
9/1	104	104	104	0	0	0.2	0.2	-	0.4	13.9	1.0	0.2	1.2
10/1	1068	1068	-	-	-	0.0	0.7	-	0.7	2.5	0.0	0.7	0.7
10/2	1299	1299	-	-	-	0.2	1.3	-	1.5	4.0	3.4	1.3	4.7
11/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

15/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 18.4 Total Delay for Signalled Lanes (pcuHr): 8.37 Cycle Time (s): 50 C1 Stream: 2 PRC for Signalled Lanes (%): 9.1 Total Delay for Signalled Lanes (pcuHr): 11.17 Cycle Time (s): 50 PRC Over All Lanes (%): 9.1 Total Delay Over All Lanes(pcuHr): 26.07													



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