



TECHNICAL NOTE

RESPONSE TO LCC HIGHWAYS COMMENTS 2026/0423/04/H

PORPOSED EMPLOYMENT DEVELOPMENT,
LAND EAST OF HORSEPOOL GRANGE, STANTON UNDER
BARDON
(APPLICATION 26/00423/OUT)

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DRAWINGS

Drawing 3968-ADC-HGN-XX-DR-CH-0100-S1-P03 – Site Access
 Drawing 3968-ADC-HGN-XX-DR-CH-0101-S1-P02 – Swept Path Analysis, Internal Site Access
 Drawing 3968-ADC-HGN-XX-DR-CH-0102-S1-P01 – Swept Path Analysis, Elliotts Lane Access

TRAFFIC FLOW DIAGRAMS

APPENDICES

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd is providing transport and highways advice to support an outline planning application for up to 10,500sqm of employment floorspace (use class B2/B8) on land east of Horsepool Grange, Cliffe Hill Road, Stanton Under Bardon. All matters are reserved at this stage except for access. Hinckley and Bosworth Borough Council (HBBC) is the local planning authority, and Leicestershire County Council (LCC) is the local highway authority. The site's outline planning reference is 26/00423/OUT.
- 1.2 A Transport Statement (TS) (document reference ADC3968-RP-A-v3) was submitted as part of the outline planning application for the site in December 2025.
- 1.3 LCC subsequently provided comments on the TS on 11 June 2026, under highways reference 2026/0423/04/H (**Appendix A**). This Technical Note has been prepared to address those comments. LCC's comments are presented in italics, followed by ADC's response.

2.0 RESPONSE TO LCC'S COMMENTS OF 11 JUNE 2026

Item 1: Site Access

LCC Comments

The results of the survey indicated 85th percentile speeds of 37.9mph northbound and 42.4mph southbound. The Applicant has subsequently detailed visibility splays of 4.5 x 73m south of the access and 4.5 x 120m to the north of the access. The LHA is satisfied that visibility splays could be provided at the access in accordance with Table 6 of the LHDG. The site visit also confirmed that visibility in excess of the demonstrated splays, to the junctions either side of Elliott's Lane, is achievable.

As the proposals would result in an intensification in use of the access, the Applicant is proposing to widen the access from approximately 5.50m to 7.3m in accordance with the Major Industrial Access Road standards detailed within Table 4 of the LHDG. This is welcomed by the LHA. The widening would not result in any significant works within the existing extents of the public highway.

Within the site, a 15m junction radii, with 1:10 tapers over 25m to allow for HGV access is also proposed at the access off the private road. The Applicant has stated that the only departure from the standards is the lack of tapers on the western kerb radius, as the likelihood of HGVs entering and leaving the site from the west is low, and a standard 15m radius is sufficient. This is accepted by the LHA.

ADC response

- 2.1 Noted, thank you.

LCC Comment

The Applicant has provided swept path analysis on ADC drawing number 3968 ADC HGN XX DR CH 0101 S1 Rev. P01, which is available within the drawings section of the TA. The LHA note that this only covers the new access off the private road and uses a 16.5m long HGV. As per the swept path analysis section of the LHDG, swept path analysis of an 18.55m HGV for all permitted movements should be provided. Furthermore, a minimum modelling speed of 15 kph going forwards and 2.5 kph

going backwards is to be used when analysing swept paths. This information should be included on the drawing.

Should improvements be required to the junction of the site with Elliott's Lane to accommodate a larger HGV, the LHA advise that a Stage 1 Road Safety Audit, along with a Designer's Response to any problems raised and (if necessary) a revised drawing would need to be submitted.

ADC response

- 2.2 Noted. **Drawing 3968-ADC-HGN-XX-DR-CH-0101-S1-P02** is a revision of the previous drawing which now shows a swept path of an 18.55m HGV using the internal, private access junction. **Drawing 3968-ADC-HGN-XX-DR-CH-0102-S1-P01** provides the swept path analysis for two 18.55m HGVs entering and leaving the Elliott's Lane junction to and from the north. The tracking has been undertaken at 15kph in both directions, as requested. To accommodate this manoeuvre, the junction has been redesigned by increasing the northern radius to 15m and adding 1:10 tapers over 25m to both the major and minor arms. The southern radius remains unchanged. The revised access is shown in **Drawing 3968-ADC-HGN-XX-DR-CH-0100-S1-P03**. To confirm, we have not included swept paths of the HGV turning to and from the south, due to the weight limit on Elliott's Lane.
- 2.3 As requested, the revised design has been subject to a Stage 1 Road Safety Audit, included at **Appendix B** alongside the accompanying Response Report and Decision Log (reports ADC3968-RP-E-v2 and ADC3968-RP-F-v2). The RSA identified one issue relating to carriageway drainage, which will be addressed at the detailed design stage in accordance with the relevant engineering standards. A label has been added to the drawing to reflect this.

Item 2: Highway Safety

LCC Comment

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five years between 1st January 2020 and 31st August 2025 and covering the study area identified within Figure 4 of the TA. One PIC has been identified at the Markfield Lane/Elliott's Lane/Grassy Lane junction, which occurred in May 2023 and was recorded as slight in severity. The PIC involved a collision between two vehicles at the junction.

Whilst not identified within the Applicants TS, the LHA are aware of an additional PIC which occurred in September 2023 at the Cliffe Hill Road/ Stoney Lane/ Cliffe Lane/ Old Cliffe Hill Quarry access roundabout and was recorded as slight in severity. This involved a vehicle exiting the roundabout and a pedestrian.

The LHA advise that notwithstanding the additional PIC, it accepts the Applicants conclusion that the PIC analysis demonstrates that there is no underlying road safety concern on the local highway network that would be made worse by the additional traffic from the proposed development. It should be noted however that PIC analysis may need to be expanded subject to whether any additional junction capacity assessments are required following additional trip rate analysis.

ADC response

Noted. The following section presents the trip rate analysis, junction modelling, and conclusions on highway capacity and safety.

Item 3: Trip generation

LCC Comment

The LHA are aware of nearby outline (access) application reference 23/01090/OUT for the construction of employment units (Use Classes E(g)(i), E(g)(ii), B2 and B8) at Land at Cliffe Lane, Markfield, which was of a similar scale to the proposed development. It should be noted that the B2 trip rates accepted by the LHA as part of that application were higher than those proposed as part of this application and therefore the trip rates should be reviewed and updated for a consistent approach. Whilst a much larger scale development, the trip rates used as part of live application reference 25/00931/FUL (Redevelopment of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure. Cliffe Hill Farm, Little Shaw Lane, Markfield) are also higher.

Further down in their consultation response, LCC simply state “further consideration” should be given “to the B2 trip rates given those accepted as part of nearby developments”.

ADC Response

- 2.5 Relevant and representative site selection is crucial for representative trip rate generation. Selecting survey sites that closely match the characteristics of the proposed development scenario helps ensure that the trip generation data is applicable and robust. For any project, relevant site characteristics include land use type, location type and other factors, for example, availability of nearby public transport. The TRICS guidance stresses that users should only select sites that align reasonably with the specific characteristics of the proposed development.
- 2.6 As noted, 25/00931/FUL is of a far larger scale, and would have a different operational profile than the proposed development and is therefore not considered to be an appropriate comparison. The proposed development would be located immediately adjacent to J22 of the M1, with access taken from the A50. The latest masterplan shows a development of c65,000sqm floor space split of 5 units, with the layout clearly leaning towards large scale B8 distribution or B2 manufacturing uses. The development has bus stops on the site frontage with two buses hourly into Leicester.
- 2.7 The Transport Assessment (TA) which accompanied the planning application 23/01090/OUT has been reviewed. That application was for a mixed-use E(g)(iii)/B2/B8 employment development, with a GFA of 10,532sqm. The TA assessed 9,740sqm as B8 uses, and 792sqm as E(g)(iii)/B2, with differing trip rates for the B8 and B2 floor areas. Hence, whilst that development is comparable to the proposed development in terms of overall scale, it is not comparable with the proportions of B2/B8, given that our proposed development could be 100% either B2 or B8 under the flexible use class application.
- 2.8 Furthermore, that site is not comparable in terms of location and accessibility, with two bus services per hour within 45 metres of the site (as noted in their TA).

- 2.9 It is therefore not considered that that application is comparable to the proposed development, and therefore that it is not reasonable to apply their trip rates instead of TRICS trip rates calculated specifically for this site.
- 2.10 Nevertheless, we have reviewed their trip generation calculations. Within that TA, Appendix G contained a Technical Note which details the trip generation calculations undertaken by the consultant team.
- 2.11 That application used the same 02-Employment/D Industrial Estate category within TRICS for their B2 GFA, as used in this assessment. It used an 85th percentile trip rate, ranked separately for arrivals and departure in each peak. It used a data sample of 18 sites.
- 2.12 The resultant two-way trip rate was 1.328 in the morning peak hour and 1.297 for the evening peak hour, applied to the 792sqm B2 GFA. In comparison, their B8 trip rate was 0.445 in the morning peak hour and 0.340 in the evening peak hour, which was applied to the larger B8 GFA of 9,740sqm.
- 2.13 Given that there appears to be no restrictions/conditions on that application on the proportions of B2 and B8 that can be delivered on that site, it is surprising that LCC did not require a robust assessment assuming 100% B2 use to allow the flexible consent that was being applied for. ADC therefore query the inconsistent approach being applied to this application, given LCC's own request for "a consistent approach" to the trip rates.
- 2.14 Furthermore, ADC do not agree with the methodology adopted in the TA for that site. Their TA uses 85th percentile trip rates from a sample of 18 sites. However, the TRICS user guide states the following, about the use of 85th percentile trip rates, relative to the number of sites.
- If a user wishes to produce 15th and 85th percentile trip rates, then TRICS recommends that users have at least 20 surveys present in a rank order list before such trip rates are quoted in reports. A warning message to this effect is displayed in the rank order list screen whenever less than 20 surveys are included in the data set (this is based on the experience of the TRICS management team). TRICS does not recommend that 15th or 18th percentile trip rates based on under 20 surveys are quoted, so it is the user's responsibility to provide evidence for the robustness of any figures quoted.*
- 2.15 Hence, a more statistically robust approach for that development would have been to use the mean average rates, which were also quoted in the TA. However, as it was assessing only 792sqm of E(g)(iii)/B2 uses, the difference in overall trips was minimal.
- 2.16 The ADC TS uses average trip rates derived from a sample of 14 sites. These sites are representative of the proposed development in terms of location and scale. Using average rates is consistent with both the TRICS guidance above and LCC's own guidance, which states that:
- 'If TRICS is used, whilst 85th percentile rates should be used where these can be justified, in most cases the LHA will accept average trip rates.'*
- 2.17 The tables below compare the average trip rates from both applications. The ADC analysis produces slightly lower rates, reflecting the scale of the proposed B2 element and the sites included in the survey sample.

Proposed average vehicle trip rates from 23/01090/OUT		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.526	0.263	0.789
	PM peak hour	0.218	0.502	0.720

Proposed average vehicle trip rates from TS		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.467	0.166	0.633
	PM peak hour	0.184	0.369	0.553

- 2.18 Hence, whilst we have considered those trip rates, we maintain that the TRICS analysis presented in our TS is robust, it is consistent with both the TRICS guidance above and LCC's own guidance and is appropriate for assessing the proposed development. Therefore, it is not proposed to adopt the trip rates used in the TA prepared for the planning application 23/01090/OUT.

Benchmarking - Observed Trip Rates

- 2.19 A traffic count was conducted at the existing site access junction on Elliots Lane on 30 June 2026. It recorded all movements associated with the existing Horsepool Grange industrial estate. The count data is at **Appendix C**.
- 2.20 The existing estates site area extends to approximately 19,600sqm (1.96 ha), as illustrated in **Figure 1** below. Based on the existing use, the site currently generates the traffic movements set out below:

Existing industrial estate trip rates. 1.96 Hectares		arrive	depart	two-way
Observed trips – total vehicles	AM peak hour	30	9	39
	PM peak hour	8	27	35
Trip rate per hectare	AM peak hour	15.30	4.59	19.89
	PM peak hour	4.08	13.77	17.85

- 2.21 The proposed development, excluding landscaping and trees, extends to approximately 26,983 sqm (2.698 ha). Based on the site-specific trip rates shown in the table above, the development is forecast to generate the following trips:

Proposed development trip generation. 2.69 hectares		arrive	depart	two-way
trip generation	AM peak hour	41	12	53
	PM peak hour	11	37	48

- 2.22 The Transport Statement (TS) predicted that the proposed development would generate **66** and **58 two-way vehicle movements** during the AM and PM peak hours, respectively. Comparison with the observed trip rates indicates that the TRICS-derived rates used in the TS are robust and provide a reasonable basis for assessing the development's traffic impact.
- 2.23 Overall, no changes are proposed to the trip rates used in the Transport Statement.



Figure 1 – site area of the existing estate.

Item 3: Trip Distribution

LCC Comment

The Applicant has used 2011 Census data for the Hinckley & Bosworth 001 Middle Super Output Area to establish the likely routes employees would use to/ from the site. This is accepted by the LHA.

The Applicant has highlighted that as there is a weight restriction on Elliot's Lane to the south of the site, all HGVs (100%) have been routed to/from the north of the site via Cliffe Hill Road where they could route either east or west to the M1, the A511 and beyond. This is accepted by the LHA.

ADC Response

2.24 Noted. Thankyou

Item 4: Junction Capacity Assessments

LCC Comment

The Applicant has stated that traffic flows on Elliott's Lane are observed to be light and that analysis of peak hour traffic conditions on Google Maps does not show any existing congestion concerns at either the site access or the junction of Elliott's Lane with Cliffe Hill Road, where an additional 30 two-way trips (e.g. 15 arrivals and 15 departures) could be anticipated as a result of the development.

The LHA would expect the Applicant to undertake capacity assessments at key junctions such as the site access with Elliott's Lane and the Elliott's Lane/ Cliffe Hill Lane junction where 30 or more two-way trips are likely to be generated in either the AM or PM peak hours. It should be noted that should trip rates be based on those accepted for application reference 23/01090/OUT, this could result in additional junctions requiring assessment. For these, an up-to-date traffic count would be required for all study junctions, which has been undertaken within the last three years.

ADC Response

- 2.25 As demonstrated above, the trip generation assumptions presented in the Transport Statement are robust. As noted by LCC, the development is forecast to increase traffic flows by more than 30 two-way movements during a peak hour at both the existing estate access and the Cliffe Hill Road/Elliotts Lane junction. The proposed traffic distribution and assignment are shown in **Diagrams 1–3**. No other junctions are expected to experience an increase exceeding 30 two-way movements in a peak hour and, therefore, no further junction assessments are necessary.
- 2.26 Peak period junction turning counts were conducted at the existing site access junction on Elliots Lane, and at the Cliffe Hill Road/Elliotts Lane junctions on 30 June 2026. All movements were recorded between 0700-1000 hours and 1600-1900 hours. The observed peak hours were 0745-0845 and 1630-1730. These 2026 observed flows are shown in **Diagrams 4 and 5**. The count data is at **Appendix C**.
- 2.27 The observed traffic has been growthed to a future assessment year of 2031, this is 5 years post-application and standard practice for a development of this scale.
- 2.28 Growth factors were derived from the TEMPRO v8.1 2022 Core Scenario using the 'All Roads' category for the Hinckley and Bosworth 001 MSOA. The resulting growth factors are set out below
- AM peak hour – 1.0557
 - PM peak hour – 1.0576
- 2.29 The 2031 Background traffic flows are shown in **Diagrams 6 and 7**. Neither of the sites referenced earlier in this report share a study area with the proposed development, and hence the TEMPRO growth is considered appropriate for this analysis.
- 2.30 Finally, the development traffic has been added to the 2031 background flows to give a 2031 With development flow set, shown in **Diagrams 8 and 9** for the morning and evening peak hours respectively.

Existing estate access modelling

- 2.31 The redesigned site access on Elliotts Lane shown in **Drawing 3968-ADC-HGN-XX-DR-CH-0100-S1-P02** has been modelled in Junction 11 PICADY, using the 2031 With Development flows. The junction geometries have been scaled from the drawing. The results of the modelling are in the table below, and the Junctions 11 report is in **Appendix D**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
Redesigned industrial estate access – 2031 With Development						
Site access – Left out onto Elliotts Lane	0.0	7.29	4%	0.1	6.70	10%
Site access – Right out onto Elliotts Lane	0.0	9.89	2%	0.0	9.18	4%
Elliotts Lane - right turn and ahead	0.2	6.21	13%	0.1	6.39	6%

- 2.32 The junction is forecast to operate well below the 85% RFC, with minimal queueing and delay during both peak hours. In the absence of any highway safety concerns along the site frontage, the proposed junction arrangement is considered safe and suitable to accommodate the traffic associated with the development.

Cliffe Hill Road/Elliotts Lane junction modelling

- 2.33 The Cliffe Hill Road/Elliotts Lane junction has been modelled in Junction 11 PICADY, using the 2026 Observed, 2031 Background and 2031 With Development flows. The junction geometries have been scaled from the OS mapping base. The results of the modelling are in the table below, and the Junctions 11 report is in **Appendix E**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
2026 Observed						
Elliotts Lane – Left out onto Cliffe Hill Road	0.4	10.66	28%	0.3	9.34	24%
Elliotts Lane – Right out onto Cliffe Hill Road	1.1	17.06	52%	0.8	13.77	44%
Cliffe Hill Road - right turn and ahead	0.2	6.13	16%	0.1	6.19	12%
2031 Background						
Elliotts Lane – Left out onto Cliffe Hill Road	0.5	11.65	31%	0.4	9.95	27%
Elliotts Lane – Right out onto Cliffe Hill Road	1.2	18.87	56%	0.9	14.84	47%
Cliffe Hill Road - right turn and ahead	0.2	6.14	17%	0.2	6.26	12%
2031 With Development						
Elliotts Lane – Left out onto Cliffe Hill Road	0.5	12.77	34%	0.4	11.02	31%
Elliotts Lane – Right out onto Cliffe Hill Road	1.4	21.07	59%	1.1	16.56	52%
Cliffe Hill Road - right turn and ahead	0.3	6.42	20%	0.2	6.36	13%

- 2.34 With the development in place, the junction is forecast to operate well below the 85% RFC and thus well within capacity during both peak hours, with minimal queueing and delay. The worst-performing movement, the right turn from Elliotts Lane onto Cliffe Hill Road, would experience a reduction in reserve capacity of approximately 3% in the AM peak and 5% in the PM peak because of development traffic. Given the minimal impact on junction performance and the absence of any highway safety concerns, the development's effect on the local highway network cannot reasonably be considered severe.

Item 5: Off-site impacts

LCC Comment

At this stage, the LHA advise it is likely the Applicant will be required to provide a financial contribution towards the Coalville Transport Strategy.

Several junctions along the A50/ A511 corridor operate over capacity at peak times and improvement schemes have been identified by Leicestershire County Council at the Flying Horse and Field Head roundabouts. Several developments in the area, including application 23/01090/OUT have been obligated to provide a fair and proportionate Section 106 contribution towards the Coalville Transport Strategy to mitigate the otherwise severe impact of each development on the network.

ADC response

- 2.35 The trip generation profile for the proposed development has been robustly justified above. The distribution onto the local network is agreed by LCC.
- 2.36 As shown in **Diagrams 2 and 3**, the Cliffe Hill Road/Elliotts Lane junction, located to the north of the site, is forecast to experience an increase of up to 49 two-way movements during the worst-case AM peak hour. This additional traffic would be distributed across the junction, with approximately 21 movements travelling to/from the northwest towards the Flying Horse Roundabout on the A511 and 28 movements travelling to/from the east towards Markfield. In both directions, the increase is below the threshold generally considered to be material. Furthermore, the traffic would disperse across the wider highway network before reaching either the Flying Horse Roundabout or the Fieldhead Roundabout on the A511. Consequently, the development's impact on the operation of the A511 cannot reasonably be regarded as severe, and therefore no contribution towards the growth corridor scheme improvements are warranted.

Item 6: Internal Layout

LCC Comment

The internal layout of the site is not for consideration at this stage. Nevertheless, the LHA advise that parking provision for the site being occupied under solely B2 and B8 uses should be detailed for each unit to demonstrate both parking scenarios could be accommodated within the site.

ADC response

2.37 Noted. The final site layout and unit mix will be developed at reserved matters stage, and each unit will have parking for both cars and HGVs in line with the requirements set out in table 29(a) of the Leicestershire Highways Design Guide.

2.38 For ‘out of town’ locations, the LHDG stats that, for car parking;

B2 = 1 space per 55sqm GFA

B8 = 1 space per 120sqm GFA

For HGVs

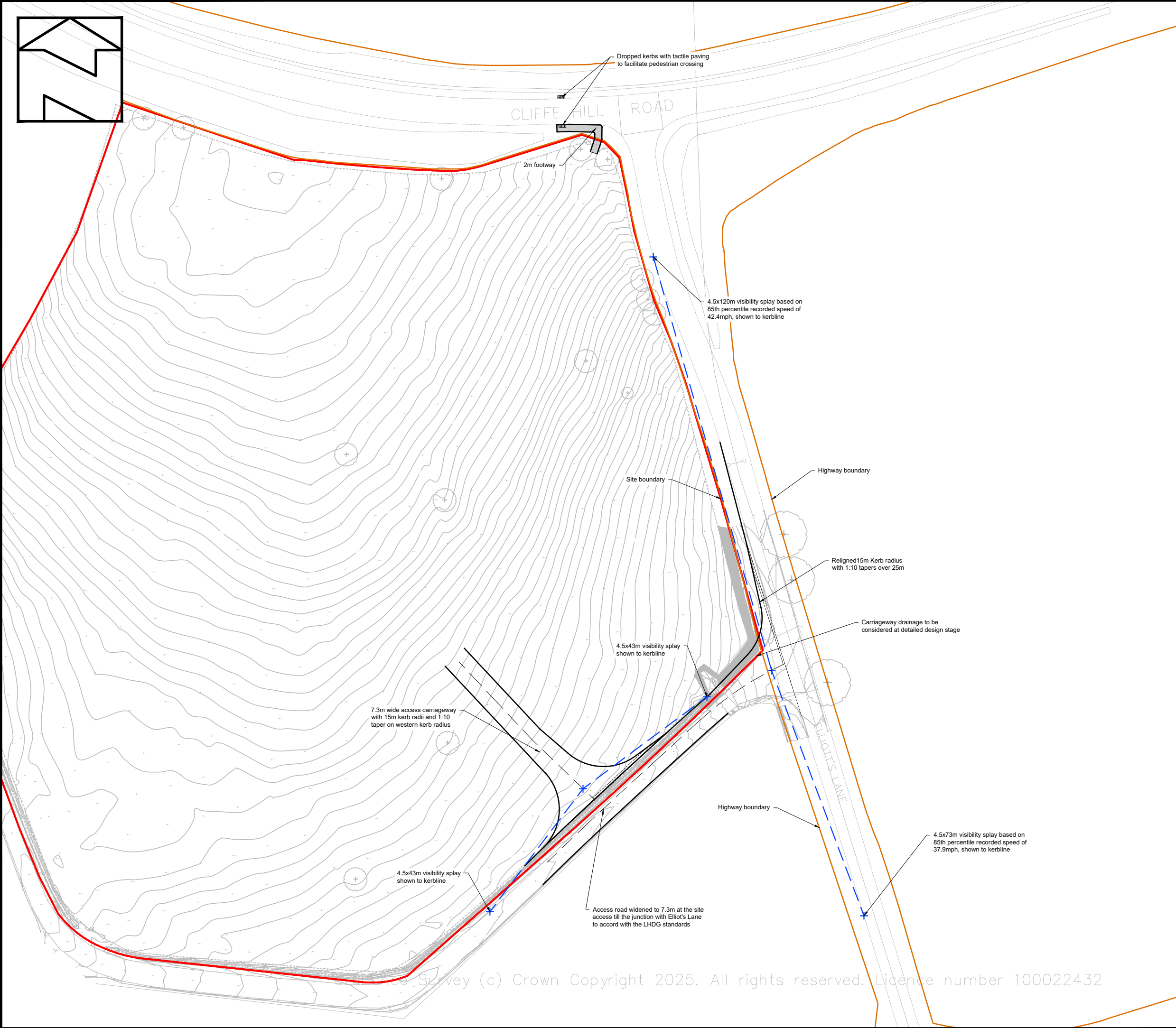
Both uses = 1 space per 400sqm

2.39 The parking requirement for each use is broken down in the table below

Unit	SQM	B2 requirement	B8 requirement	HGV
1	1000	18	8	3
1A	500	9	4	1
1B	500	9	4	1
1C	370	7	3	1
1D	500	9	4	1
1E	500	9	4	1
2	2000	36	17	5
3	5000	91	42	13

3.0

DRAWINGS



General Notes

1.

Do not scale this drawing. All dimensions must be checked/verified on site.

2.

This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3.

All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.

4.

Any discrepancies noted on site are to be reported to the engineer immediately.

P03	22.07.26	Revised after S1 RSA comments	DH	RL
P02	17.07.26	Revised after LCC comments	JN	DH
P01	18.12.25	initial issue	AM	DH
Rev	Date	Description	Dr	Ch

Client:

Paul Milner

Project:

Horsepool Grange, Stanton under Bardon

Title:

General access arrangement with pedestrian connection onto Cliffe Hill Road

ADC

INFRASTRUCTURE

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Size:

A3

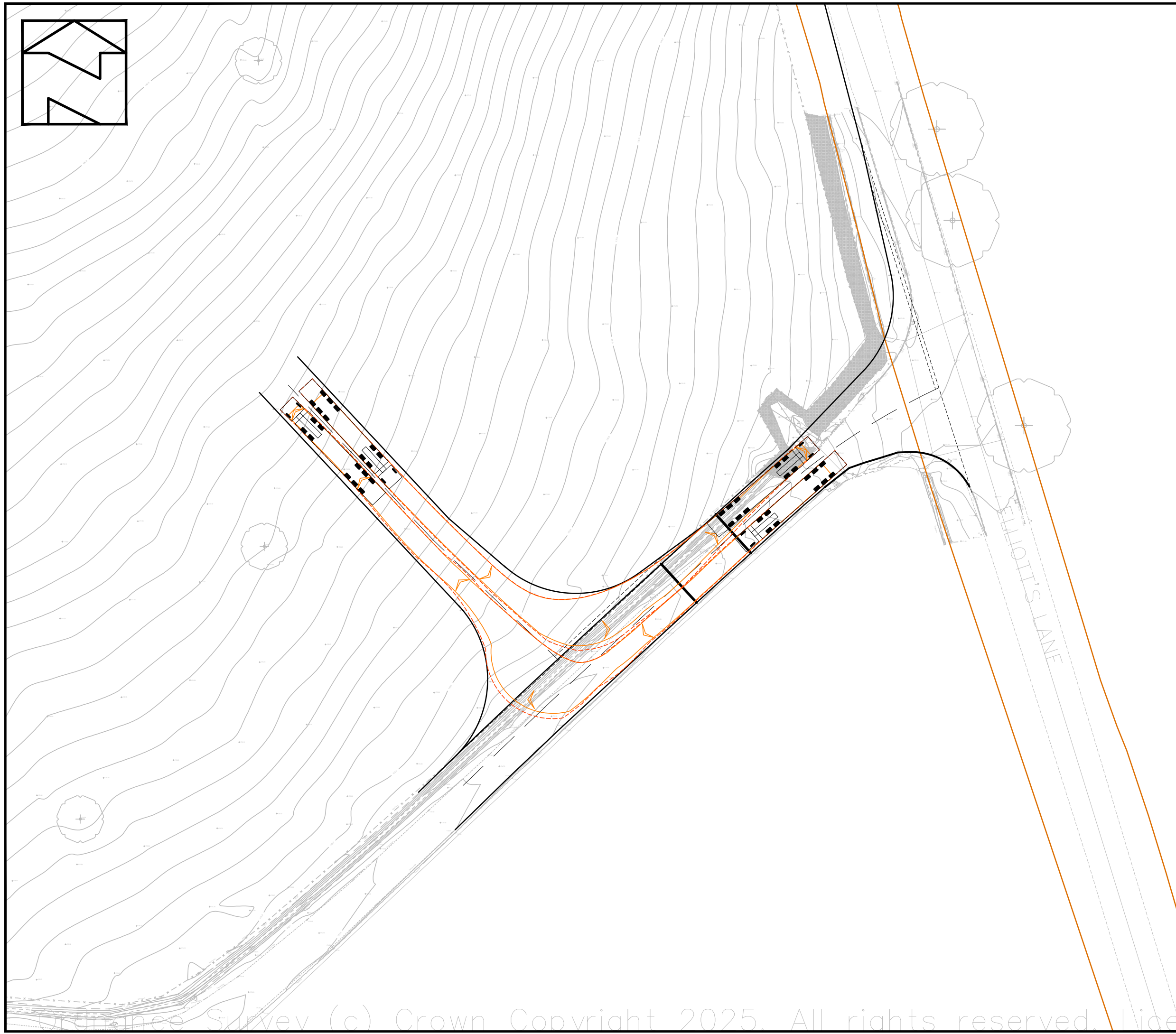
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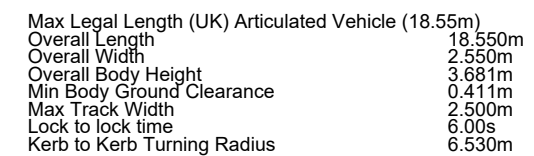
Status:

PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3968	-ADC	HGN-XX-DR-CH-0100	S1	P03				



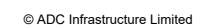
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3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Client: Paul Milner

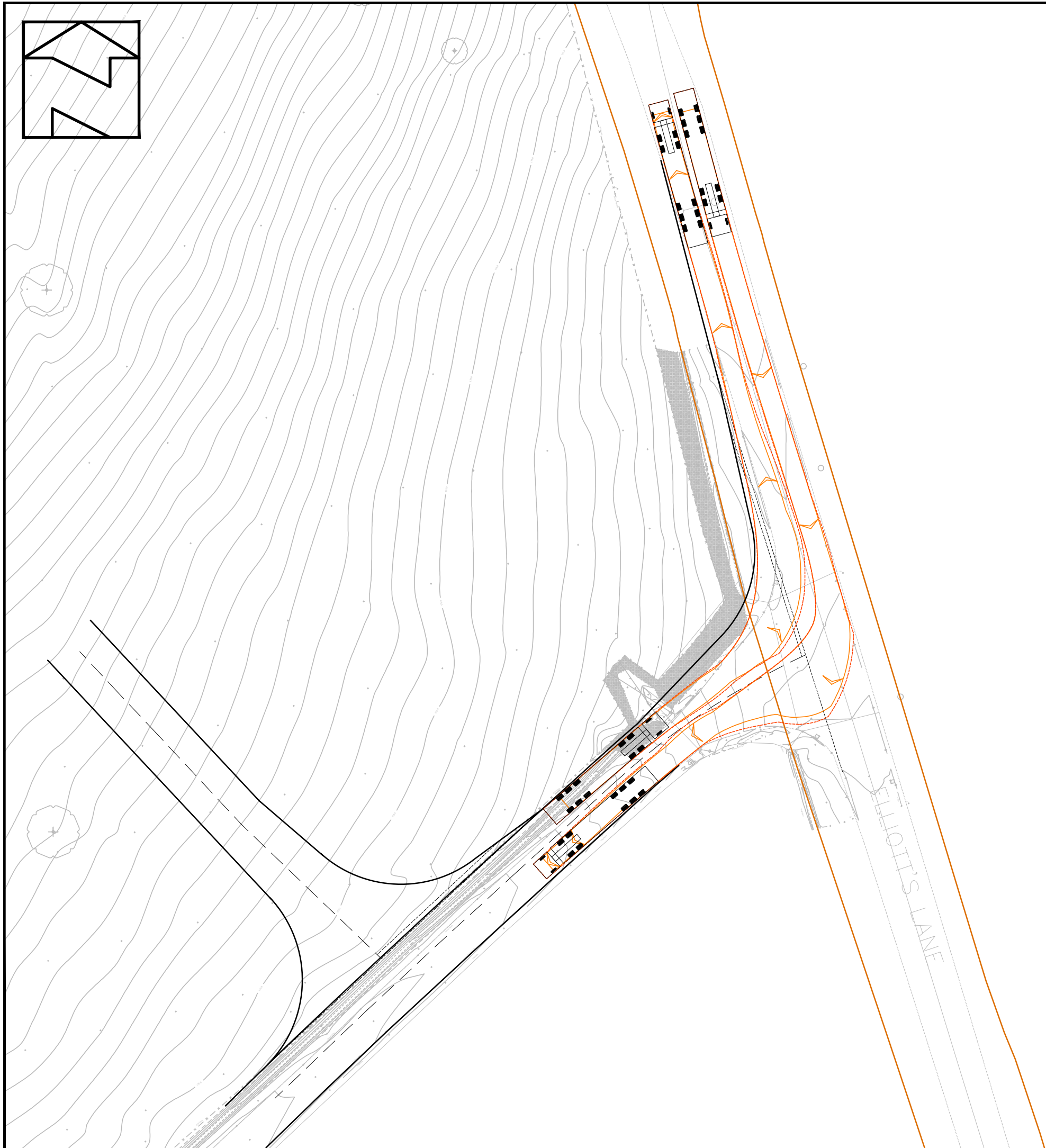
Title:

Swept path assessment of the proposed access layout by an 18.55m HGV, at 15kph



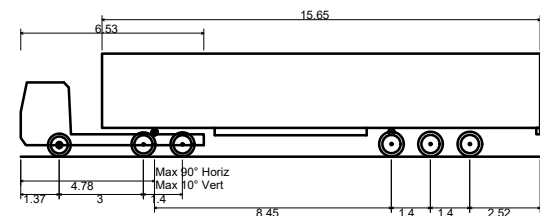
Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3968 - ADC - HGN-XX-DR-CH-0101							S1	P02



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Max Legal Length (UK) Articulated Vehicle (18.55m)	
Overall Length	18.550m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

P01	15.07.26	initial issue	JN	DH
Rev	Date	Description	Dr	Ch

Client:

Paul Milner

Project:

Horsepool Grange, Stanton under Bardon

Title:

Swept path assessment of the Elliots Lane
access junction upgrades , by an 18.55m
HGV, at 15kph



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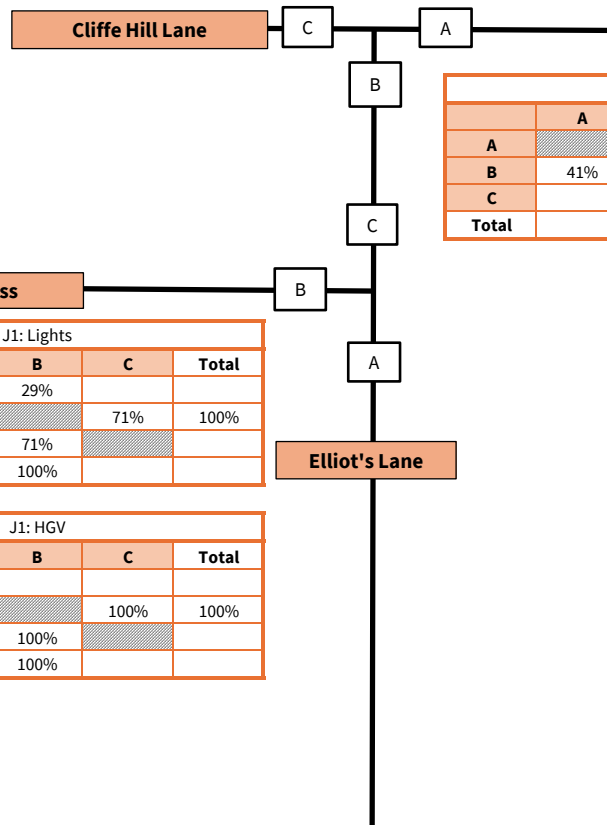
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Status:

PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3968	- ADC	- HGN	- XX	- DR	- CH	- 0102	S1	P01

TRAFFIC FLOW DIAGRAMS



J2: Lights				
	A	B	C	Total
A		41%		
B	41%		30%	71%
C		30%		
Total		71%		

J2: HGV				
	A	B	C	Total
A		50%		
B	50%		50%	100%
C		50%		
Total		100%		

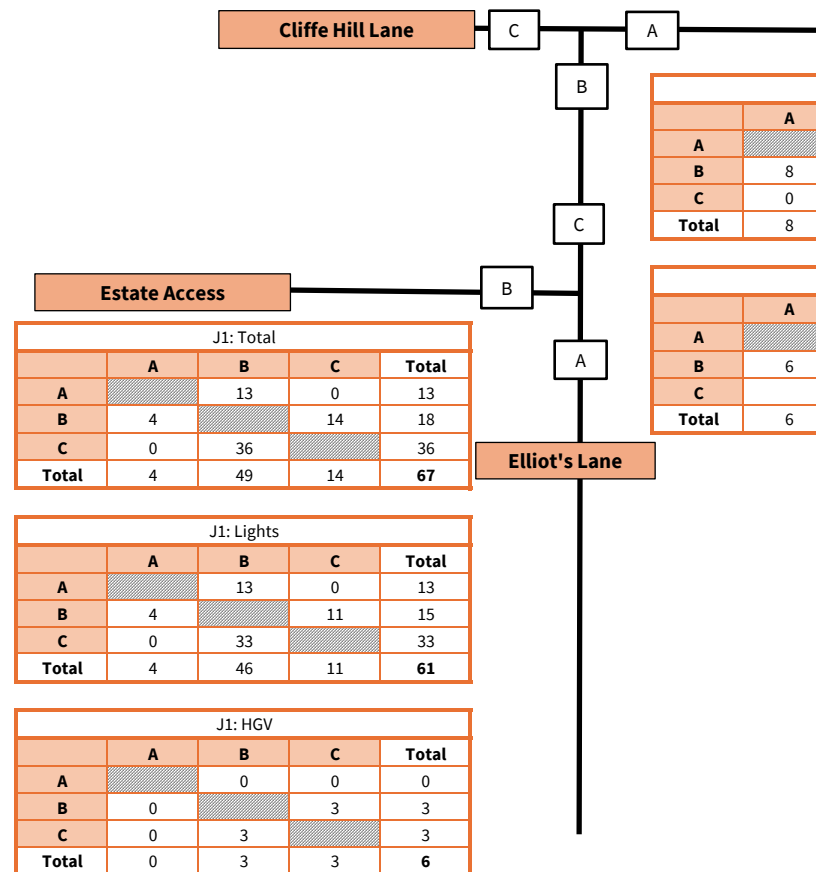
J1: Lights				
	A	B	C	Total
A		29%		
B	29%		71%	100%
C		71%		
Total		100%		

J1: HGV				
	A	B	C	Total
A				
B			100%	100%
C		100%		
Total		100%		

ADC3968 - HORSEPOOL GRANGE

DIAGRAM 1: TRAFFIC DISTRIBUTION

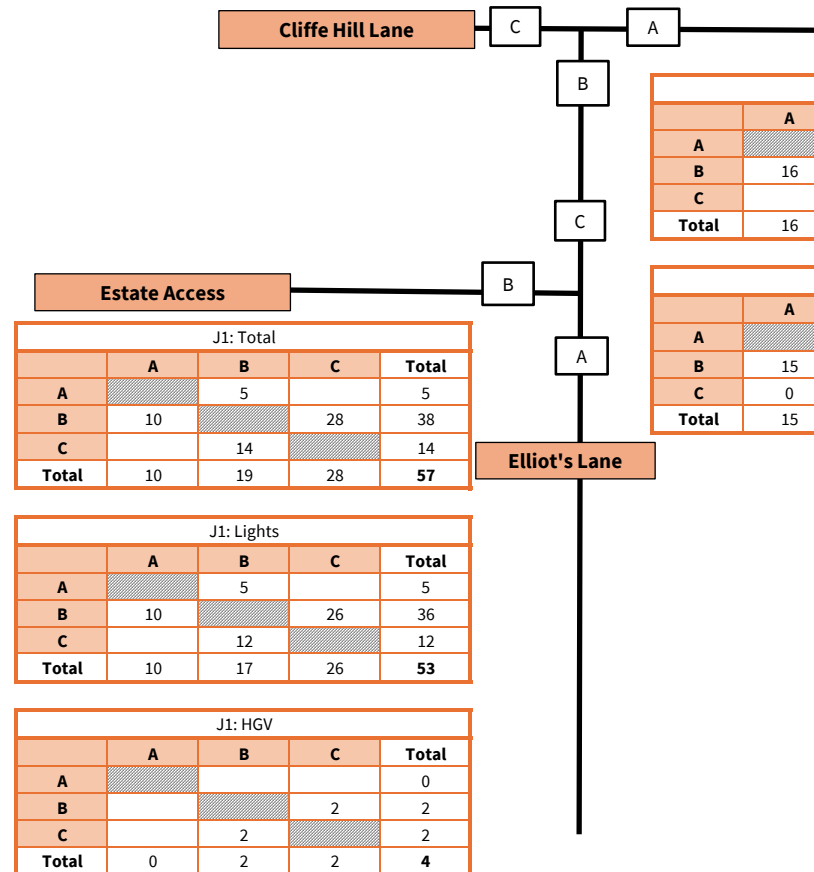
ADC 
INFRASTRUCTURE



ADC3968 - HORSEPOOL GRANGE

DIAGRAM 2: TRAFFIC ASSIGNMENT AM PEAK

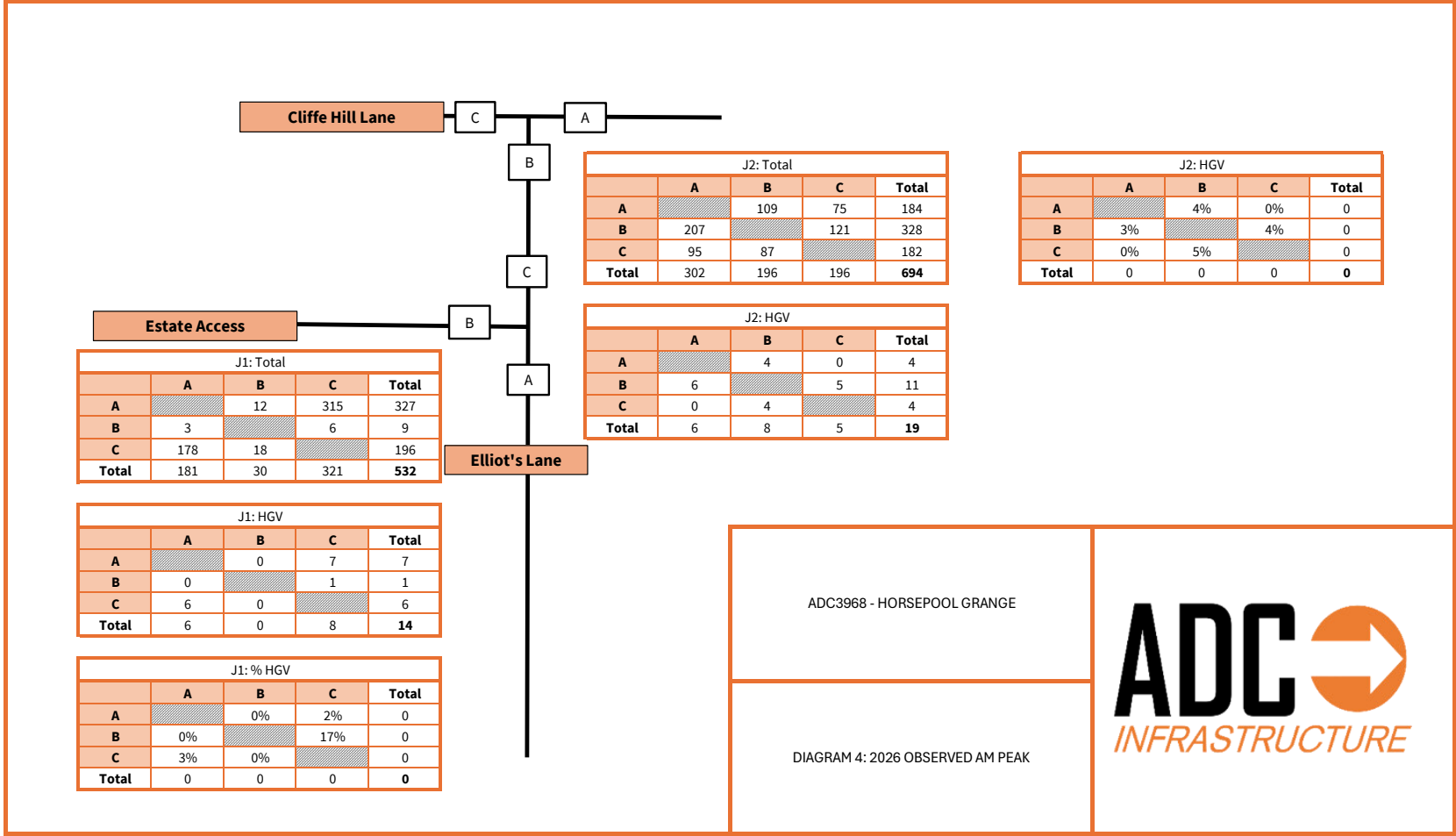
ADC 
INFRASTRUCTURE

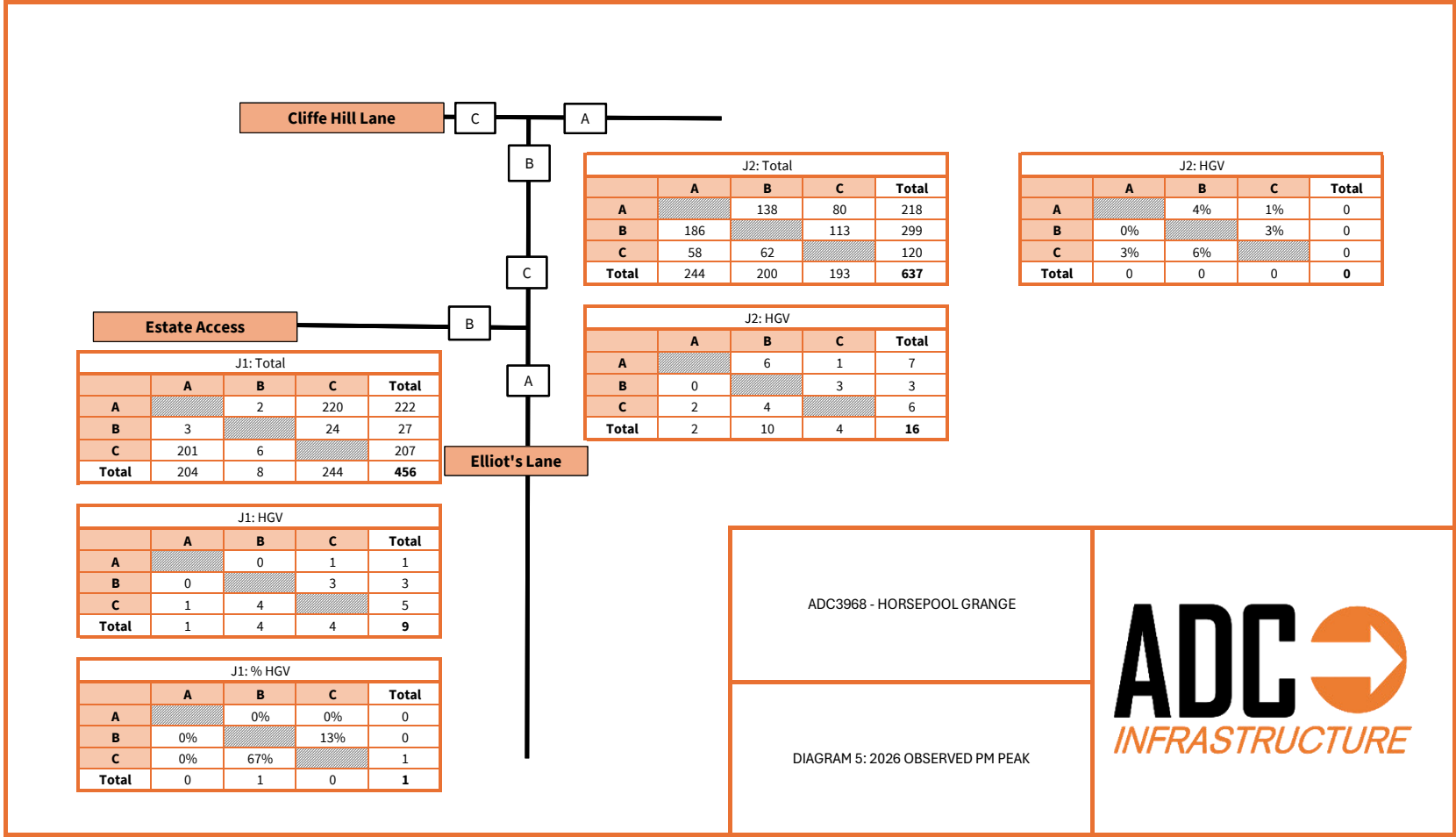


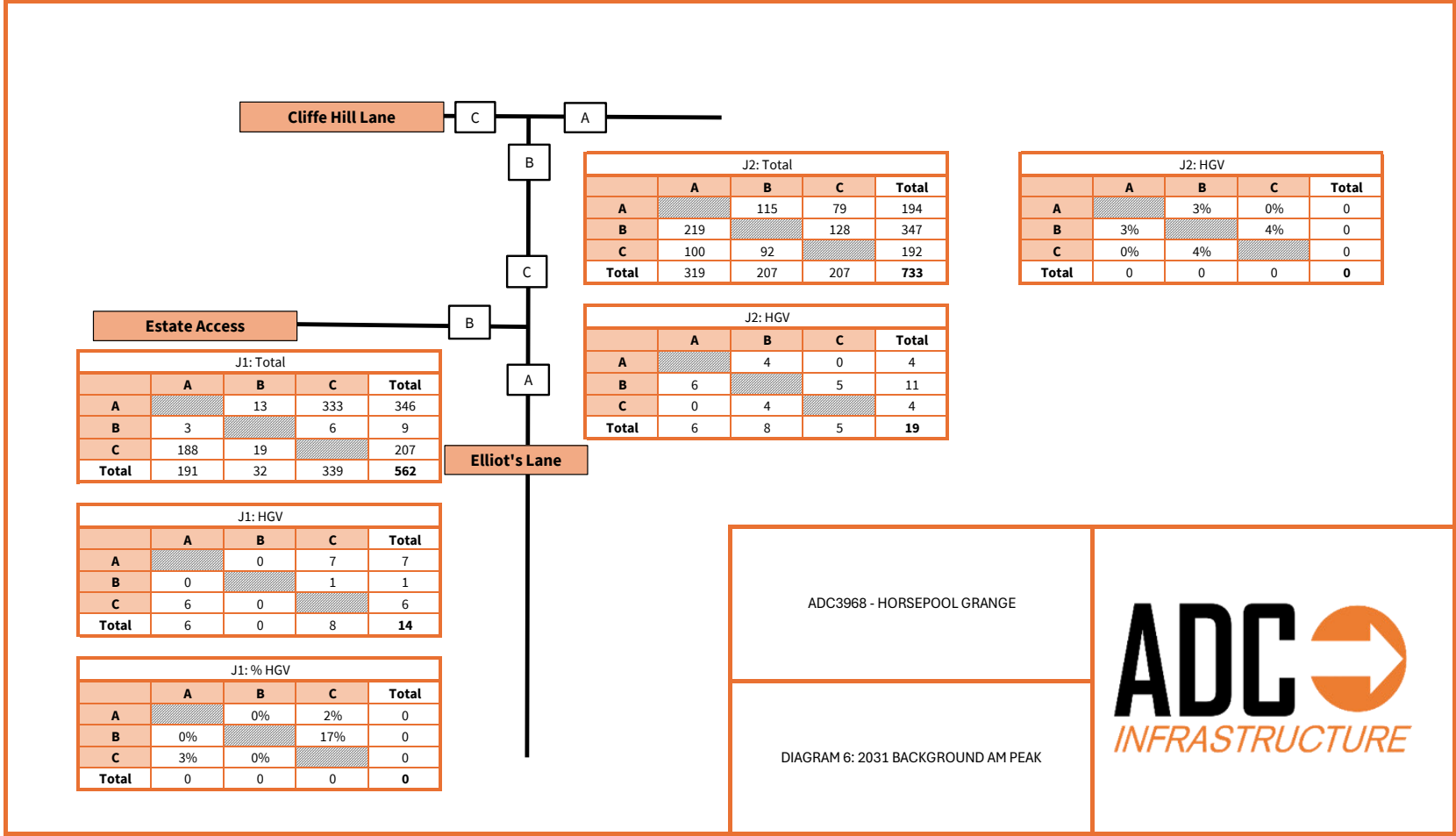
ADC3968 - HORSEPOOL GRANGE

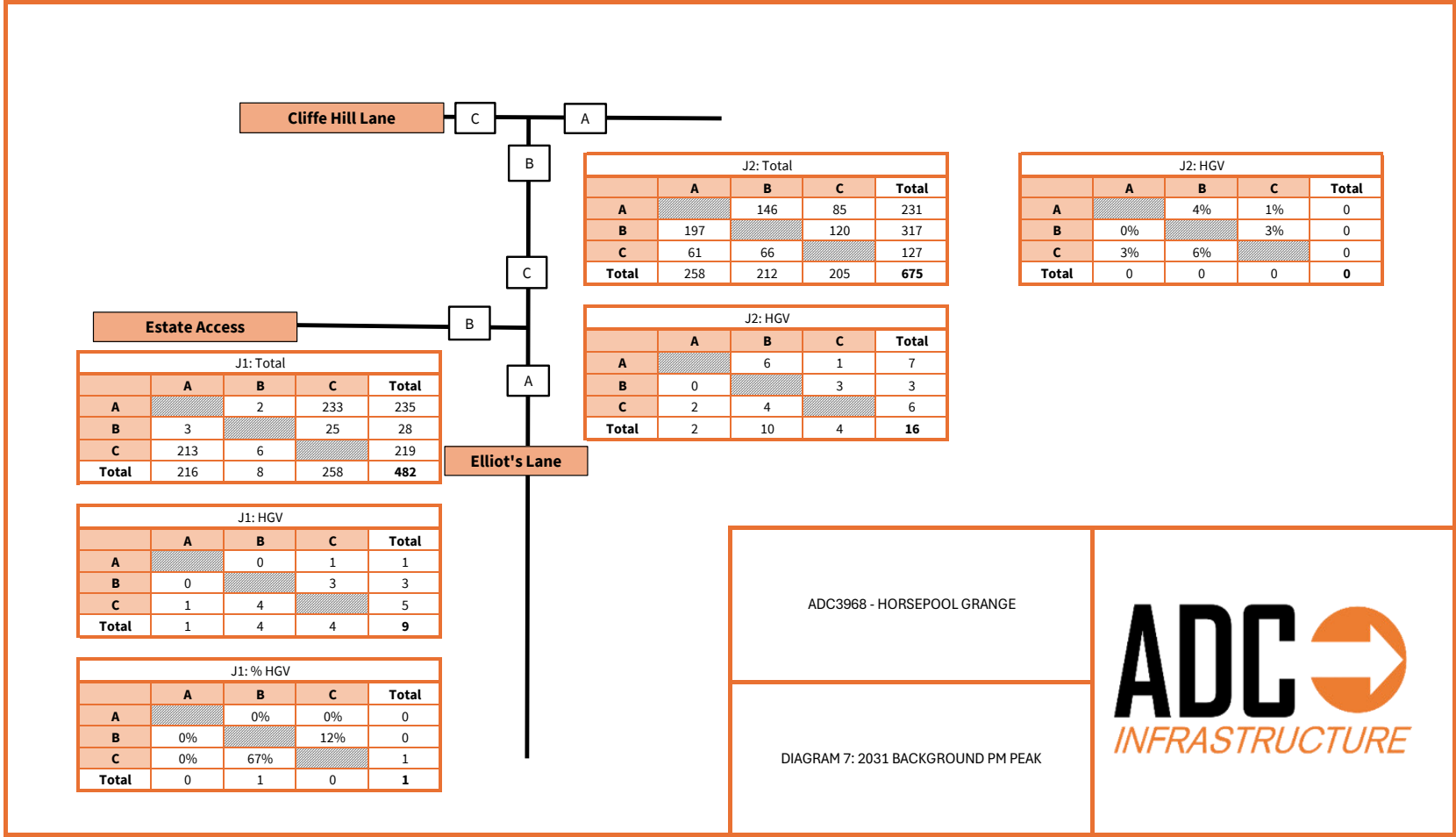
DIAGRAM 3: TRAFFIC ASSIGNMENT PM PEAK

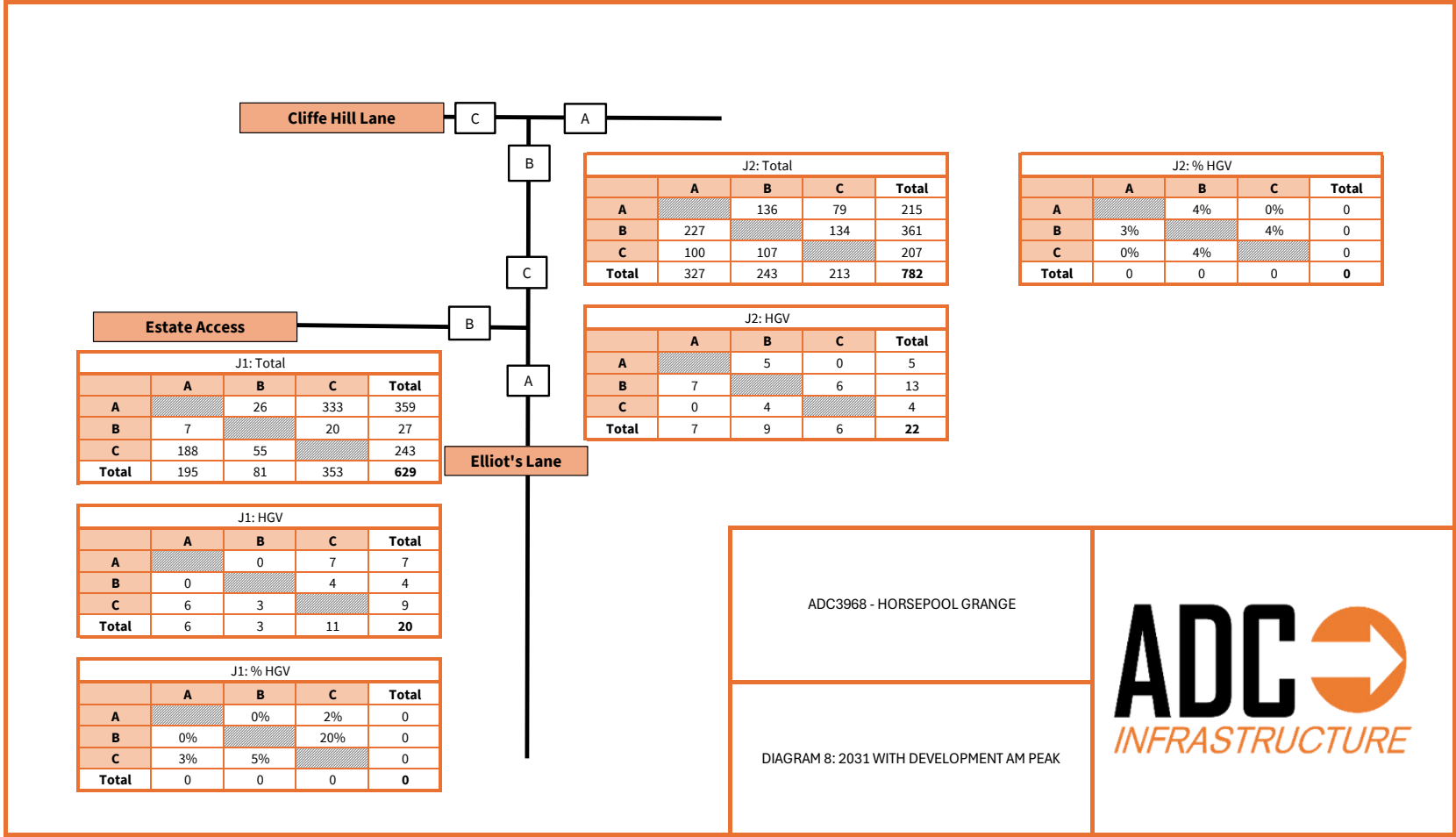
ADC 
INFRASTRUCTURE

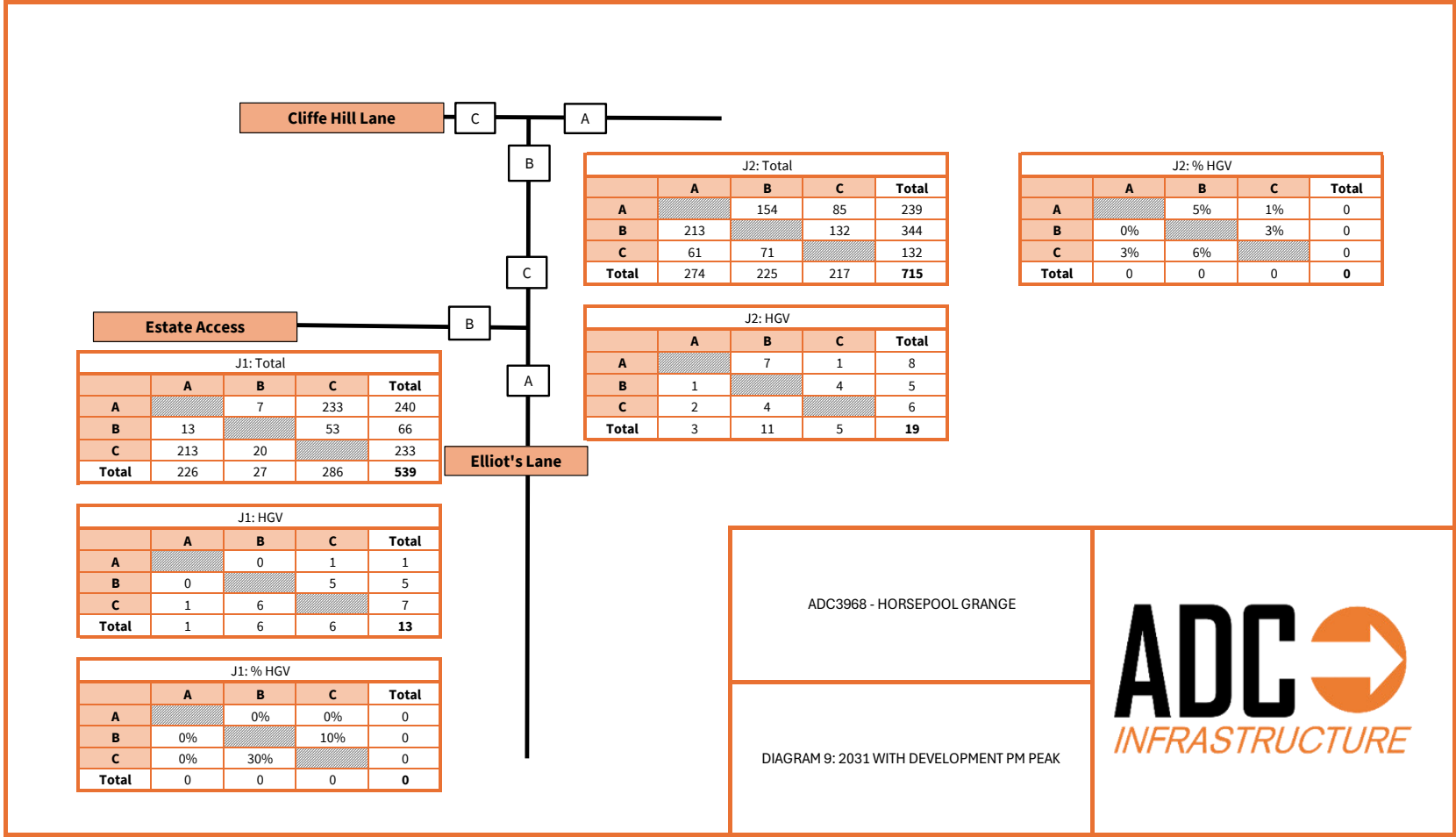












APPENDIX A

LCC COMMENTS

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



response provided under the delegated authority of the Director of Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00423/OUT

Highway Reference Number: 2026/0423/04/H

Application Address: Land East of Horsepool Grange

Application Type: Outline (with access)

Description of Application: Outline planning application for a development of up to 10,500sqm of employment floorspace (use class B2/B8) (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: C/O Agent

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Stanton-under-Bardon

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for a development of up to 10,500sqm of employment floorspace (use class B2/B8) at Land east of Horsepool Grange, Cliffe Hill Road, Stanton Under Bardon. All matters other than access are reserved at this stage.

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

- Application Form
- Transport Statement (TS) dated 20th January 2026 and authored by ADC Infrastructure.
- Framework Travel Plan, Version 3 authored by ADC Infrastructure.
- Marrons drawing number 02 Rev. O (Illustrative Layout)
- Marrons drawing number 03 Rev. C (Tree Planting Plan).

The LHA visited the site on Thursday 28th May 2026.

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text.

Site Access

Access to the site is proposed via an existing private road, which connects to the adopted highway at Elliott's Lane, an unclassified road subject to the national speed limit. A 7.5 tonne weight restriction (except for loading) is in force immediately to the south of the existing access to Elliott's Lane.

Details of the proposed access arrangements are available in ADC drawing number 3968 – ADC - HGN - XX – DR - CH – 0100 - S1 Rev. P01, available within the Drawings section of the Travel Plan. A seven-day Automatic Traffic Count (ATC) was undertaken on Elliot's Lane between 29th October and 4th November 2025 to determine the traffic volume and speeds along the site frontage in the location shown of Figure 3 of the TS. The LHA hold records of a survey permit for the survey.

The results of the survey indicated 85th percentile speeds of 37.9mph northbound and 42.4mph southbound. The Applicant has subsequently detailed visibility splays of 4.5 x 73m south of the access and 4.5 x 120m to the north of the access. The LHA is satisfied that visibility splays could be provided at the access in accordance with [Table 6](#) of the LHDG. The site visit also confirmed that visibility in excess of the demonstrated splays, to the junctions either side of Elliott's Lane, is achievable.

As the proposals would result in an intensification in use of the access, the Applicant is proposing to widen the access from approximately 5.50m to 7.3m in accordance with the Major Industrial Access Road standards detailed within [Table 4](#) of the LHDG. This is welcomed by the LHA. The widening would not result in any significant works within the existing extents of the public highway.

Within the site, a 15m junction radii, with 1:10 tapers over 25m to allow for HGV access is also proposed at the access off the private road. The Applicant has stated that the only departure from the standards is the lack of tapers on the western kerb radius, as the likelihood of HGVs entering and leaving the site from the west is low, and a standard 15m radius is sufficient. This is accepted by the LHA.

The Applicant has provided swept path analysis on ADC drawing number 3968 ADC HGN XX DR CH 0101 S1 Rev. P01, which is available within the drawings section of the TA. The LHA note that this only covers the new access off the private road and uses a 16.5m long HGV. As per the [swept path analysis](#) section of the LHDG, swept path analysis of an 18.55m HGV for all permitted movements should be provided. Furthermore, a minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. This information should be included on the drawing.

Should improvements be required to the junction of the site with Elliott's Lane to accommodate a larger HGV, the LHA advise that a Stage 1 Road Safety Audit, along with a Designer's Response to any problems raised and (if necessary) a revised drawing would need to be submitted.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five years between 1st January 2020 and 31st August 2025 and covering the study area identified within Figure 4 of the TA. One PIC has been identified at the Markfield Lane/Elliott's

Lane/Grassy Lane junction, which occurred in May 2023 and was recorded as slight in severity. The PIC involved a collision between two vehicles at the junction.

Whilst not identified within the Applicants TS, the LHA are aware of an additional PIC which occurred in September 2023 at the Cliffe Hill Road/ Stoney Lane/ Cliffe Lane/ Old Cliffe Hill Quarry access roundabout and was recorded as slight in severity. This involved a vehicle exiting the roundabout and a pedestrian.

The LHA advise that notwithstanding the additional PIC, it accepts the Applicants conclusion that the PIC analysis demonstrates that there is no underlying road safety concern on the local highway network that would be made worse by the additional traffic from the proposed development. It should be noted however that PIC analysis may need to be expanded subject to whether any additional junction capacity assessments are required following additional trip rate analysis.

Trip Generation and Distribution

Trip generation

The Applicant has used the TRICs database to establish the level of vehicular trips the proposed development could generate. It is stated in the TS that the planning application seeks an open B2/B8 consent. Ultimately, the site could be occupied by solely B2 or B8 uses, or a mix of the two.

The Applicant has stated B2 units typically generate higher levels of overall traffic than B8 units of an equivalent size, although B8 units will see a higher frequency of HGV movements within the overall traffic. This should be qualified by stating that, given the size of the units in question, either B2 or B8, it is unlikely that they would generate significant levels of HGV traffic.

On this basis, the Applicant has used B2 trip rates as part of their assessment, due to them being more onerous. The LHA accepts the use of B2 trip rates for the entire site for a robust assessment.

The Applicants proposed B2 trip rates are detailed in Table 1.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.467	0.166	0.633
	PM peak hour	0.184	0.369	0.553
vehicle trips (10,500sqm)	AM peak hour	49	17	66
	PM peak hour	19	39	58

Table 1: B2 development trip rates (10,500sqm, extracted from the Applicants TS).

The above trip rates have been split into light and heavy goods vehicle trips as detailed in Tables 2 and 3.

Proposed light vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.439	0.144	0.583
	PM peak hour	0.172	0.353	0.525
vehicle trips (per 10,500sqm)	AM peak hour	46	15	61
	PM peak hour	18	37	55

Proposed HGV trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.03	0.024	0.054
	PM peak hour	0.019	0.023	0.042
vehicle trips (per 10,500sqm)	AM peak hour	3	2	5
	PM peak hour	1	2	3

Tables 2 and 3: Light and heavy goods vehicle trip rates (extracted from the Applicants TS).

The LHA are aware of nearby outline (access) application reference 23/01090/OUT for the construction of employment units (Use Classes E(g)(i), E(g)(ii), B2 and B8) at Land at Cliffe Lane, Markfield, which was of a similar scale to the proposed development. It should be noted that the B2 trip rates accepted by the LHA as part of that application were higher than those proposed as part of this application and therefore the trip rates should be reviewed and updated for a consistent approach. Whilst a much larger scale development, the trip rates used as part of live application reference 25/00931/FUL (Redevelopment of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure. Cliffe Hill Farm, Little Shaw Lane, Markfield) are also higher.

Trip Distribution

The Applicant has used 2011 Census data for the Hinckley & Bosworth 001 Middle Super Output Area to establish the likely routes employees would use to/ from the site. This is accepted by the LHA.

The Applicant has highlighted that as there is a weight restriction on Elliott's Lane to the south of the site, all HGVs (100%) have been routed to/from the north of the site via Cliffe Hill Road where they could route either east or west to the M1, the A511 and beyond. This is accepted by the LHA.

Junction Capacity Assessments

The Applicant has stated that traffic flows on Elliott's Lane are observed to be light and that analysis of peak hour traffic conditions on Google Maps does not show any existing congestion concerns at either the site access or the junction of Elliott's Lane with Cliffe Hill Road, where an additional 30 two way trips (e.g. 15 arrivals and 15 departures) could be anticipated as a result of the development.

The LHA would expect the Applicant to undertake capacity assessments at key junctions such as the site access with Elliott's Lane and the Elliott's Lane/ Cliffe Hill Lane junction where 30 or more two-way trips are likely to be generated in either the AM or PM peak hours. It should be noted that should trip rates be based on those accepted for application reference 23/01090/OUT, this could result in additional junctions requiring assessment. For these, an up-to-date traffic count would be required for all study junctions, which has been undertaken within the last three years.

The Applicant should be advised that a permit is required to carry out any traffic count / speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Off-Site Implications

At this stage, the LHA advise it is likely the Applicant will be required to provide a financial contribution towards the Coalville Transport Strategy.

Several junctions along the A50/ A511 corridor operate over capacity at peak times and improvement schemes have been identified by Leicestershire County Council at the Flying Horse and Field Head roundabouts. Several developments in the area, including application 23/01090/OUT have been obligated to provide a fair and proportionate Section 106 contribution towards the Coalville Transport Strategy to mitigate the otherwise severe impact of each development on the network. Further details can be found at <https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor>.

Internal Layout

The internal layout of the site is not for consideration at this stage. Nevertheless, the LHA advise that parking provision for the site being occupied under solely B2 and B8 uses should be detailed for each unit to demonstrate both parking scenarios could be accommodated within the site.

Transport Sustainability

The Applicant has submitted a Framework Travel Plan to support the proposals. This is currently being reviewed, and comments will be provided in due course. The LHA advises that should amendments be required to the Travel Plan, an amended Travel Plan could be conditioned in the event it is mindful to advise approval of the proposals in the future.

There is an infrequent bus service which alternates the route either along Grassy Lane or Cliffe Hill Road approximately every 2.5 hours. There are also no local amenities for staff nearby, such as a convenience store. There is an existing footway alongside both Cliffe Hill Lane and Grassy Lane providing hard surfaced footway links to Staton Under Bardon and Markfield, however Elliott's Lane does not have a footway the routes are not street lit.

Nevertheless, it is likely that any staff accessing the site from Stanton Under Bardon would do so via the Public Rights of Way network given the considerably shorter distances to/ from the site. The site is also an approximate 1.5 km walk from the nearest dwellings on Forest Road in Markfield.

Public Rights of Way

Public Footpaths R3/3, R23/5 and R23/6 are impacted by the proposals. The LHA will provide comments on the PROW in due course.

National Forest Planting

Whilst not a material planning consideration for the LHA, it is highlighted to the LPA for information that County Planning Authority application reference 2022/EIA/0100/LCC (Continuation of mineral operations overburden disposal and ancillary activities at Cliffe Hill Quarry including an easterly extension to Old Cliffe Hill Quarry with new screening landform requiring the relocation of parts of Cliffe Lane, Cliffe Hill Road and Stoney Lane, the demolition of Peak Hayes Farm and 'Sunny Cliffe', the construction of a new access into Old Cliffe Quarry with landscaping, habitat creation and restoration of the quarry void to water. Land at and adjoining Cliffe Hill Quarry, West Lane, Coalville) requires the realignment of Cliffe Hill Road, Stoney Lane and Cliffe Lane.

The realignment of Cliffe Hill Road and Stoney Lane falls to the immediate north of the Applicants red line boundary. Proposed Tree Planting Area 2 shown on Marrons drawing number 03 Rev. C would fall close to this area, however it appears the red line boundaries of the two applications do not overlap.

Closing

Based on the above, in summary, the following information should be submitted to the LPA for consideration by the LHA:

- Revised swept path analysis of an 18.5m HGV ingressing and egressing the site access on to Elliott's Lane;
- Provision of an RSA1 for any site access amendments to the Elliott's Lane junction, should this be necessary following swept path analysis;
- Further consideration to the B2 trip rates given those accepted as part of nearby developments; and

- Junction capacity assessments of the site access with Elliott's Lane and Elliott's Lane with Cliffe Hill Road and potentially further afield depending on update trip rates.

Date Received
14 May 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 June 2026

APPENDIX B

STAGE 1 ROAD SAFETY AUDIT



STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

ELLIOTTS LANE/EXISTING ESTATE ACCESS JUNCTION

DOCUMENT CONTROL

project number: ADC3968 report reference: ADC3968-RP-F				
version	date	author	reviewer	comments
1		D Hobday		internal draft
2	22/07/2026	D Hobday	R Leconte	first issue to the client team

Introduction

1. **Appendix 1** contains the Stage 1 Road Safety Audit report on the proposed highway works that support the proposed employment development on land to the east of Horsepool Grange in Stanton Under Bardon, Leicestershire. The audit report includes background information about the location and works proposed. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG 119.
2. The following drawing was the subject of the Road Safety Audit:
 - 3968-ADC-HGN-XX-DR-CH-0100-S1-P02_Site Access
3. The representatives from the design organisation who prepared this RSA response report are named in the document control table above and in the statement below.

Key personnel

4. GG 119 requires the Design Organisation to prepare a road safety audit response report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	Leicestershire County Council
RSA team	Sevenairs Consulting
Design Organisation	ADC Infrastructure Limited

Decision Log

5. The Road Safety Audit report noted one problem, listed in the Decision Log below.
6. The drawing listed above has been revised as described in the Decision Log, to address the problem raised. The revised drawing is as follows.
 - 3968-ADC-HGN-XX-DR-CH-0100-S1-P03_Site Access

Design organisation and Overseeing Organisation statement

7. On behalf of the design organisation, I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

name	David Hobday		
position	Principal Engineer	organisation	ADC Infrastructure Limited
signed		date	

8. On behalf of the Overseeing Organisation, I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
 - b) the agreed RSA actions will be progressed.

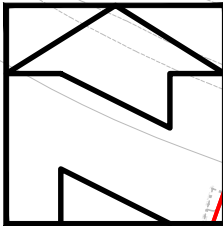
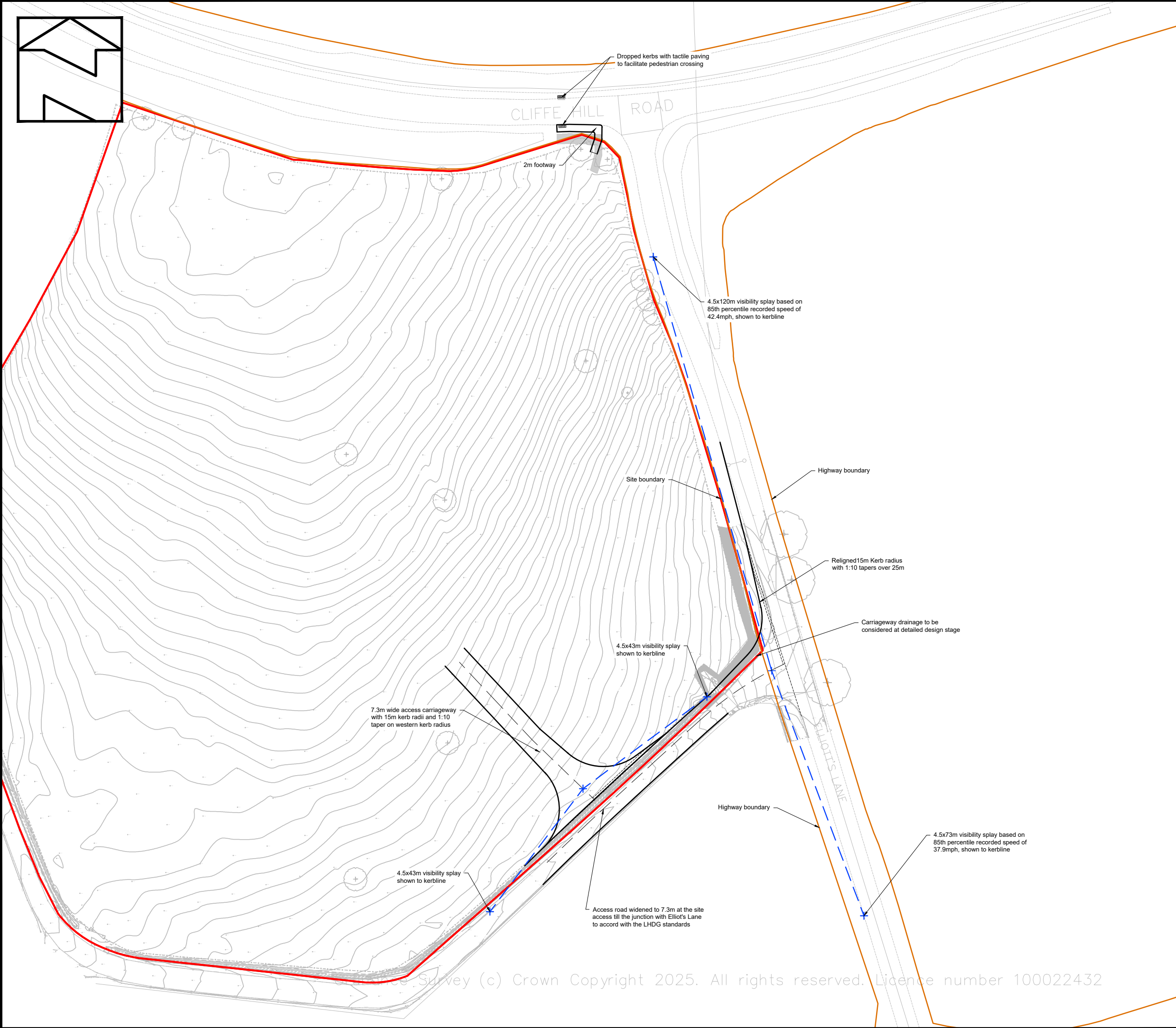
name			
position		organisation	Leicestershire County Council
signed		date	

DECISION LOG

problem/issue		Design Organisation Response	Overseeing Organisation response	Agreed RSA Action
1.1	PROBLEM A-01	Agreed. Drainage details at the junction will be provided at the detailed design stage. Carriageway drainage will be designed in accordance with the relevant engineering standards, and subject to the LHA's technical approval process. Drawing 3869-ADC-HGN-XX-DR-CH-0100-S1-P03 has been updated to include a label indicating that drainage will be addressed at the detailed design stage.		
	Location: Private Road			
	Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction.			
	At this early stage, drainage details may not have been considered. The private road and development site raises up to a higher level than Elliott’s Lane. Also, existing surface water drainage is managed by means of swales to both sides of the private road. As such, this may require measures to manage surface water around the junction with Elliott’s Lane to reduce the risk of surface water from the widened private road and the development entering Elliott’s Lane or standing water and detritus in the junction area that may consequently cause skidding type collisions near the junction.			
	RECOMMENDATION			
	It is recommended that all areas are provided with suitable surface water drainage measures to minimise the risk of surface water from the development entering Elliott’s Lane or standing water and detritus in the junction area.			

DRAWING

3968-ADC-HGN-XX-DR-CH-0100-S1-P03



- General Notes
1.

Do not scale this drawing. All dimensions must be checked/verified on site.
2.

This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3.

All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4.

Any discrepancies noted on site are to be reported to the engineer immediately.

P03	22.07.26	Revised after S1 RSA comments	DH	RL
P02	17.07.26	Revised after LCC comments	JN	DH
P01	18.12.25	initial issue	AM	DH
Rev	Date	Description	Dr	Ch

Client:

Paul Milner

Project:

Horsepool Grange, Stanton under Bardon

Title:

General access arrangement with pedestrian connection onto Cliffe Hill Road

ADC

INFRASTRUCTURE

© ADC Infrastructure Limited

Size:

A3

Scale:

1:1000

Status:

PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3968	-ADC	-HGN	-XX	-DR	-CH	-0100	S1	P03

APPENDIX 1

ROAD SAFETY AUDIT REPORT



Sevenairs Consulting Ltd

Elliott's Lane, Markfield, Leicestershire

Road Safety Audit Stage 1

July 2026



Document Control

Report Title:

Elliott's Lane, Markfield, Leicestershire – Road Safety Audit Stage 1

Date of Site Visit

17th July 2026

Document Reference

2026-07 Markfield RSA1 – Revision 0

Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Director, Sevenairs Consulting Ltd.

Sevenairs Consulting Ltd. 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile: 07803 714 574

Email: haydn@sevenairs.co.uk

On behalf of

ADC Infrastructure Ltd. – 4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

Highway Authority / Overseeing Organisation

Leicestershire County Council

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Document History:

Revision	Date	Description	By
0	19.07.2026	For Issue	HV



Barnsley
Youth Choir

Sevenairs are proud sponsors of Barnsley Youth Choir

www.barnsleyyouthchoir.org.uk

Barnsley Youth Choir is a registered charity formed in 2009. It provides outstanding choral training to around 700 children and young people aged 0-24 years old in 10 separate choirs. BYC seeks to inspire and change lives through music and provide life-changing opportunities for those involved.

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a commercial development off Elliott's Lane in Markfield, Leicestershire. The audit was carried out at the request of David Hobday, Principal Engineer, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency) Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a commercial development providing up to 10,500 sqm of employment use. Highway works include provision of a development access from an existing private road, and the private road is to be widened between the development access and Elliott's Lane. Works also provide a new junction radii between the private road and Elliott's Lane to facilitate large goods vehicles and a pedestrian access into the development site from Cliffe Hill Road along with a dropped crossing. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Friday 17th July 2026 between 16:15 and 16:45 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing, with no pedestrians or cyclists observed.

Documents Supplied

- Email proposal background
- 3968-ADC-HGN-XX-DR-CH-0100-S1-P02 (Access arrangement)
- 3968-ADC-HGN-XX-DR-CH-0102-S1-P01 (Swept Path Assessment - Elliotts Lane Access)
- ADC3968-RP-A-v3 (Transport Statement - Text)

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2.0.1 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Private Road

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction.

At this early stage, drainage details may not have been considered. The private road and development site raises up to a higher level than Elliott's Lane. Also, existing surface water drainage is managed by means of swales to both sides of the private road. As such, this may require measures to manage surface water around the junction with Elliott's Lane to reduce the risk of surface water from the widened private road and the development entering Elliott's Lane or standing water and detritus in the junction area that may consequently cause skidding type collisions near the junction.

RECOMMENDATION

It is recommended that all areas are provided with suitable surface water drainage measures to minimise the risk of surface water from the development entering Elliott's Lane or standing water and detritus in the junction area.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.0.1.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 19th July 2026

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH MCIHT

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 19th July 2026

Problem Location Plan



APPENDIX C

TRAFFIC COUNT DATA

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

DATE: 30/06/2026

DAY: TUESDAY

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

DATE: 30/06/2026

DAY: TUESDAY

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE



DATE: 30/06/2026

DAY: TUESDAY

TIME	A - C							
	FROM CLIFFE HILL ROAD (S) TO CLIFFE HILL ROAD (N)							
	CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5
07:15	8	3	0	0	0	0	0	11
07:30	10	2	0	0	0	0	0	12
07:45	13	1	1	0	0	0	0	15
N/TOT	35	7	1	0	0	0	0	43
08:00	14	2	0	0	0	0	0	16
08:15	11	4	0	0	0	0	0	15
08:30	15	3	0	0	0	0	0	18
08:45	23	3	0	0	0	0	0	26
N/TOT	63	12	0	0	0	0	0	75
09:00	14	0	1	0	0	0	0	15
09:15	16	1	0	0	0	0	0	17
09:30	11	3	0	0	1	0	0	15
09:45	4	4	0	0	0	0	0	8
N/TOT	45	8	1	0	1	0	0	55
P/TOT	143	27	2	0	1	0	0	173

TIME	A - C							
	FROM CLIFFE HILL ROAD (S) TO CLIFFE HILL ROAD (N)							
	CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
16:00	18	2	0	0	0	0	0	20
16:15	14	5	1	0	0	0	0	20
16:30	9	2	1	0	0	1	0	13
16:45	18	1	0	0	0	0	0	21
N/TOT	59	10	2	0	0	1	0	74
17:00	15	5	0	0	0	0	1	21
17:15	21	2	0	0	0	2	0	25
17:30	16	3	0	0	0	0	0	21
17:45	25	0	1	0	0	0	0	26
N/TOT	79	10	1	0	0	2	1	93
18:00	14	1	0	0	0	0	0	15
18:15	13	3	0	0	0	0	0	16
18:30	11	0	0	0	1	0	0	12
18:45	9	2	0	0	0	0	1	12
N/TOT	47	6	0	0	1	0	1	55
P/TOT	185	28	3	0	1	3	2	222

A - B							
FROM CLIFFE HILL ROAD (S) TO ELLIOTT'S LANE							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
8	9	0	0	0	0	0	17
21	6	0	0	0	0	0	27
19	8	1	0	0	0	0	28
21	5	0	0	0	0	0	26
N/TOT	66	28	1	0	0	0	96
08:00	29	3	1	0	0	0	33
08:15	20	11	0	0	0	0	31
08:30	12	5	2	0	0	0	20
08:45	14	10	1	0	0	0	25
N/TOT	75	30	4	0	0	0	109
09:00	17	3	0	0	0	0	20
09:15	15	6	1	0	0	0	22
09:30	10	4	1	0	0	2	17
09:45	7	5	1	0	0	0	13
N/TOT	48	18	3	0	0	2	72
P/TOT	183	76	8	0	0	2	270

B - A							
FROM ELLIOTT'S LANE TO CLIFFE HILL ROAD (S)							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
29	6	1	0	0	0	0	36
26	11	0	0	0	0	0	31
29	1	2	0	0	0	0	34
32	15	0	0	0	0	0	47
N/TOT	116	35	3	0	0	0	148
08:00	44	4	1	1	1	0	51
08:15	46	7	1	0	0	0	54
08:30	41	6	1	0	0	0	48
08:45	45	8	1	0	0	0	54
N/TOT	176	25	4	1	1	0	207
09:00	40	7	0	0	0	0	47
09:15	29	19	1	1	0	0	50
09:30	23	3	0	0	0	0	26
09:45	19	3	1	0	0	0	23
N/TOT	111	32	2	1	0	0	146
P/TOT	387	82	9	2	1	0	501

B - C							
FROM ELLIOTT'S LANE TO CLIFFE HILL ROAD (N)							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
24	8	1	0	0	0	0	33
16	5	0	0	0	0	0	21
16	30	4	0	0	0	0	50
16	4	0	2	0	1	0	24
16	45	4	0	0	0	0	52
N/TOT	111	39	1	0	0	0	151
17:00	29	2	0	0	0	0	31
17:15	34	5	0	0	0	0	39
17:30	15	1	0	1	0	2	19
17:45	25	1	1	0	0	0	29
N/TOT	103	9	1	1	0	2	116
18:00	29	0	0	0	0	0	29
18:15	11	2	0	0	0	0	13
18:30	16	1	0	0	0	1	18
18:45	11	0	0	0	0	0	11
N/TOT	57	3	0	0	0	1	61
P/TOT	314	51	2	1	0	4	372

B - C							
FROM ELLIOTT'S LANE TO CLIFFE HILL ROAD (N)							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
14	3	0	0	0	0	0	17
17	2	0	1	0	0	0	30
15	6	0	0	0	0	0	21
23	3	1	0	0	0	0	27
N/TOT	60	14	1	1	0	0	86
08:00	27	2	0	0	1	0	30
08:15	32	2	1	0	2	0	37
08:30	36	4	0	0	1	0	41
08:45	19	4	0	0	0	0	23
N/TOT	104	12	1	0	4	0	121
09:00	20	4	0	0	0	0	24
09:15	22	3	0	0	0	0	25
09:30	9	0	0	0	0	0	9
09:45	11	4	1	0	0	0	16
N/TOT	62	11	1	0	0	0	74
P/TOT	215	37	3	1	4	0	260

C - B							
FROM CLIFFE HILL ROAD (N) TO ELLIOTT'S LANE							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
12	4	0	0	0	0	1	17
17	2	0	0	0	0	1	20
24	2	1	0	0	0	1	28
12	1	0	0	0	0	0	13
N/TOT	65	3	1	0	0	2	78
08:00	25	4	1	1	0	0	31
08:15	20	4	0	0	1	0	25
08:30	15	5	0	0	0	0	20
08:45	9	1	1	0	0	0	11
N/TOT	69	14	2	1	1	0	87
09:00	11	1	0	0	0	0	12
09:15	5	1	0	0	0	0	6
09:30	5	1	0	0	0	0	6
09:45	10	1	0	0	0	0	11
N/TOT	31	4	0	0	0	0	35
P/TOT	105	27	3	1	1	2	139

C - A							
FROM CLIFFE HILL ROAD (N) TO CLIFFE HILL ROAD (S)							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
17	3	0	0	0	0	0	20
13	6	0	0	0	0	0	19
19	5	0	0	0	0	0	24
68	16	2	0	0	1	0	87
N/TOT	75	19	0	0	0	0	95
07:00	7	1	1	0	0	1	10
07:15	15	6	0	0	0	0	21
07:30	28	4	0	0	0	0	33
07:45	14	2	0	0	0	0	16
N/TOT	75	19	0	0	0	0	95
08:00	7	1	1	0	0	1	10
08:15	15	6	0	0	0	0	21
08:30	28	4	0	0	0	0	33
08:45	14	2	0	0	0	0	16
N/TOT	75	19	0	0	0	0	95
09:00	7	1	1	0	0	1	10
09:15	17	3	0	0	0	0	20
09:30	10	0	0	0	0	0	10
09:45	7	1	0	0	0	0	8
N/TOT	41	5	1	0	0	1	48
P/TOT	184	42	1	0	1	1	230

C - B							
FROM CLIFFE HILL ROAD (N) TO ELLIOTT'S LANE							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
19	6	0	0	0	1	0	26
18	7	1	0	0	0	0	26
16	4	0	0	0	0	0	20
26	1	2	0	0	1	0	30
N/TOT	79	18	1	0	2	0	100
17:00	25	2	0	0	0	1	28
17:15	30	3	1	0	0	1	35
17:30	15	0	0	0	0	0	15
17:45	11	2	0	0	1	0	14
N/TOT	81	7	1	1	0	2	92
18:00	14	3	0	0	0	0	17
18:15	7	0	0	0	0	0	7
18:30	6	1	0	0	0	2	9
18:45	8	1	0	0	0	0	9
N/TOT	35	5	0	0	2	0	42
P/TOT	191	30	4	1	0	6	231

FROM ELLOTT'S LANE TO CLIFFE HILL ROAD (N)							
CAR	LDV	OVSV1	OVSV2	PSV	MCL	PCL	TOT
19	6	0	0	0	1	0	26
18	7	1	0	0	0	0	26
16	4	0	0	0	0	0	20
26	1	2	0	0	1	0	30
79	18	3	0	0	2	0	102
25	2	0	0	0	1	0	35
30	3	1	0	0	1	0	35
15	0	0	0	0	0	0	15
11	2	0	1	0	0	0	14
81	7	1	1	0	2	0	102
14	3	0	0	0	0	0	17
7	0	0	0	0	0	0	7
6	1	0	0	0	2	0	9
8	1	0	0	0	0	0	9
35	5	0	0	0	2	0	42
195	34	4	1	0	6	0	236

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

DATE: 30/06/2026

DAY: TUESDAY

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE

TIME	TO ARM A CLIFFE HILL ROAD (E)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	46	9	1	0	0	0	0
07:15	39	15	0	0	0	0	0
07:30	42	9	2	0	1	0	0
07:45	53	20	0	0	0	0	0
N/TOT	178	53	3	0	1	0	0
08:00	61	11	1	1	1	0	0
08:15	61	13	1	0	0	0	1
08:30	70	10	1	0	0	0	0
08:45	59	10	1	0	0	0	0
N/TOT	251	44	4	1	2	0	1
09:00	47	9	1	0	0	1	0
09:15	46	22	1	1	0	0	0
09:30	33	3	0	0	0	0	0
09:45	26	4	1	0	0	0	0
N/TOT	153	37	3	1	0	1	0
P/TOT	581	134	10	2	2	1	1

TIME	TO ARM A CLIFFE HILL ROAD (E)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	36	13	1	0	0	0	1
16:15	51	8	0	0	0	0	0
16:30	62	20	1	0	1	0	0
16:45	56	10	0	0	0	0	0
N/TOT	205	51	2	0	1	0	1
17:00	40	2	0	0	0	1	0
17:15	45	5	0	0	0	1	0
17:30	22	3	0	1	0	2	0
17:45	35	3	1	0	0	1	0
N/TOT	142	13	1	1	0	5	0
18:00	33	1	0	0	0	0	0
18:15	21	4	0	0	0	0	0
18:30	31	3	0	0	0	1	1
18:45	16	0	0	0	0	0	0
N/TOT	103	9	0	0	0	1	1
P/TOT	448	71	3	1	1	6	2

FROM ARM A CLIFFE HILL ROAD (E)						
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
12	10	0	0	0	0	0
29	9	0	0	0	0	0
29	10	1	0	0	0	0
34	6	1	0	0	0	0
N/TOT	104	26	2	0	0	0
08:00	43	5	1	0	0	0
08:15	31	15	0	0	0	0
08:30	37	9	2	0	0	0
08:45	37	13	1	0	0	0
N/TOT	138	42	4	0	0	0
09:00	31	3	1	0	0	0
09:15	31	7	1	0	0	0
09:30	21	7	1	0	1	0
09:45	11	9	1	0	0	0
N/TOT	94	26	4	0	1	0
P/TOT	338	103	10	0	1	0

FROM ARM A CLIFFE HILL ROAD (E)						
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
36	10	0	1	0	0	1
24	12	1	1	0	0	0
26	6	1	2	0	2	0
52	8	0	0	0	0	0
N/TOT	138	36	2	4	0	2
17:00	44	9	1	2	0	0
17:15	53	7	0	1	0	3
17:30	46	10	0	0	0	0
17:45	48	3	2	1	1	0
N/TOT	191	29	3	4	1	3
18:00	36	2	0	1	0	0
18:15	22	4	1	1	0	0
18:30	36	1	1	0	0	0
18:45	31	4	0	0	0	0
N/TOT	111	11	2	2	1	0
P/TOT	444	76	7	10	2	5

TIME	TO ARM B ELLIOTT'S LANE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	20	13	0	0	0	1	0
07:15	36	8	0	0	0	0	1
07:30	43	10	2	0	0	1	0
07:45	33	6	0	0	0	0	0
N/TOT	134	37	2	0	0	2	1
08:00	54	7	2	1	0	0	0
08:15	40	15	0	0	1	0	0
08:30	27	11	2	0	0	0	0
08:45	23	11	2	0	0	0	0
N/TOT	144	44	6	1	1	0	0
09:00	26	4	0	0	0	0	0
09:15	20	7	1	0	0	0	0
09:30	15	5	1	0	0	0	2
09:45	17	6	1	0	0	0	0
N/TOT	80	22	3	0	0	0	2
P/TOT	338	103	11	1	1	2	3

TIME	TO ARM B ELLIOTT'S LANE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	28	10	1	1	0	0	1
16:15	23	11	0	1	0	0	0
16:30	27	5	1	2	0	1	0
16:45	51	9	0	0	0	0	0
N/TOT	129	35	2	4	0	1	1
17:00	39	5	2	4	0	0	0
17:15	45	7	0	1	0	1	0
17:30	36	8	0	0	0	0	4
17:45	33	4	1	1	1	0	0
N/TOT	153	24	3	6	1	1	0
18:00	26	4	0	2	0	0	0
18:15	13	2	1	1	0	0	0
18:30	34	1	1	0	0	0	0
18:45	25	7	0	0	0	0	0
N/TOT	150	14	2	3	0	0	0
P/TOT	382	73	7	13	1	2	1

TIME	FROM ARM B ELLIOTT'S LANE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	43	9	1	0	0	0	0
07:15	37	13	0	1	0	0	0
07:30	44	9	2	0	0	0	0
07:45	55	18	1	0	0	0	0
N/TOT	179	49	4	1	0	0	0
08:00	71	6	1	1	2	0	0
08:15	78	9	2	0	2	0	0
08:30	67	10	1	0	1	0	0
08:45	64	12	1	0	0	0	0
N/TOT	280	37	5	1	5	0	0
09:00	60	11	0	0	0	0	0
09:15	51	22	1	1	0	0	0
09:30	32	3	0	0	0	0	0
09:45	30	7	2	0	0	0	0
N/TOT	173	43	1	1	0	0	0
P/TOT	612	128	12	3	5	0	0

TIME	FROM ARM B ELLIOTT'S LANE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	43	14	1	0	0	1	0
16:15	56	13	1	0	0	0	0
16:30	63	21	0	0	0	0	0
16:45	70	8	2	0	0	1	0
N/TOT	232	57	4	0	0	2	0
17:00	54	4	0	0	0	1	0
17:15	64	8	1	0	0	1	0
17:30	30	1	0	1	0	2	0
17:45	37	3	1	1	0	1	0
N/TOT	185	16	2	2	0	5	0
18:00	35	3	0	0	0	0	0
18:15	18	2	0	0	0	0	0
18:30	22	2	0	0	0	3	0
18:45	18	1	0	0	0	0	0
N/TOT	92	8	0	0	0	3	0
P/TOT	609	81	6	2	0	10	0

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE

TIME	TO ARM C CLIFFE HILL ROAD (W)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	18	4	0	0	0	0	0
07:15	25	5	0	1	0	0	0
07:30	25	8	0	0	0	0	0
07:45	36	4	2	0	0	0	0
N/TOT	104	21	2	1	0	0	0
08:00	41	4	0	0	1	0	0
08:15	43	6	1	0	2	0	0
08:30	41	7	0	0	1	0	0
08:45	42	7	0	0	0	0	0
N/TOT	167	24	1	0	4	0	0
09:00	24	4	1	0	0	0	0
09:15	38	4	0	0	0	0	0
09:30	20	3	0	0	1	0	0
09:45	15	6	1	0	0	0	0
N/TOT	107	18	2	0	1	0	0
P/TOT	378	64	5	1	5	0	0

TIME	TO ARM C CLIFFE HILL ROAD (W)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	37	8	0	0	0	1	0
16:15	32	12	2	0	0	0	0
16:30	25	6	1	0	0	1	0
16:45	44	6	2	0	0	1	0
N/TOT	138	30	5	0	0	3	0
17:00	40	7	0	0	0	1	1
17:15	51	5	1	0	0	3	0
17:30	33	3	0	0	0	0	0
17:45	36	2	1	1	0	0	0
N/TOT	160	17	2	1	0	4	1
18:00	28	4	0	0	0	0	0
18:15	20	3	0	0	0	0	0
18:30	17	1	0	0	1	2	0
18:45	17	2	0	0	0	0	1
N/TOT	82	13	0	0	1	2	1
P/TOT	380	58	7	1	1	0	2

FROM ARM C CLIFFE HILL ROAD (W)						
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
29	7	0	0	0	1	0
36	6	0	0	0	0	1
37	8	1	0	0	1	1
31	6	0	0	0	0	0
N/TOT	131	27	1	0	1	2
08:00	42	11	1	1	0	0
08:15	35	10	0	0	1	0
08:30	44	9	0	0	0	0
08:45	23	3	1	0	0	0
N/TOT	144	33	2	1	1	0
09:00	18	2	1	0	0	1
09:15	22	4	0	0	0	0
09:30	15	1	0	0	0	0
09:45	17	2	0	0	0	0
10:00	22	3	1	0	0	0
N/TOT	83	22	3	0	0	1
08:00	349	89	4	1	2	3

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE

DATE: 30/06/2026

DAY: TUESDAY



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE

DATE: 30/06/2026

DAY: TUESDAY



DATE: 30/06/2026

DAY: TUESDAY

TIME	A - C							
	FROM ELLIOTT'S LANE (N) TO HORSEPOOL GRANGE INDUSTRIAL ESTATE							
	CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	5	0	0	0	0	0	0	5
07:30	1	1	0	0	0	0	0	2
07:45	4	0	0	0	0	0	0	4
N/TOT	11	1	0	0	0	0	0	12
08:00	2	0	0	0	0	0	0	2
08:15	3	1	0	0	0	0	0	4
08:30	6	2	0	0	0	0	0	8
08:45	2	0	0	0	0	0	0	2
N/TOT	13	3	0	0	0	0	0	16
09:00	1	0	0	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1
09:30	3	1	1	0	0	0	0	5
09:45	1	1	0	0	0	0	0	2
N/TOT	5	3	1	0	0	0	0	9
P/TOT	29	7	1	0	0	0	0	37

TIME	A - C							
	FROM ELLIOTT'S LANE (N) TO HORSEPOOL GRANGE INDUSTRIAL ESTATE							
	CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	2	0	0	0	0	0	2
16:15	1	2	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0
16:45	0	1	0	1	0	0	0	2
N/TOT	1	5	0	1	0	0	0	7
17:00	0	0	2	0	0	0	0	2
17:15	0	0	0	1	0	0	0	1
17:30	0	1	0	0	0	0	0	1
17:45	0	1	0	1	0	0	0	2
N/TOT	0	2	2	2	0	0	0	6
18:00	0	1	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
N/TOT	1	1	0	0	0	0	0	2
P/TOT	2	8	2	3	0	0	0	15

A - B							
FROM ELLIOTT'S LANE (N) TO ELLIOTT'S LANE (S)							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
19	11	1	0	0	1	0	32
31	8	1	0	0	0	1	41
43	8	2	0	0	1	1	55
28	6	0	0	0	0	0	34
N/TOT	121	30	4	0	2	2	162
08:00	50	6	2	1	0	0	59
08:15	41	11	0	0	1	0	53
08:30	32	9	2	0	0	0	43
08:45	21	9	1	0	0	0	31
N/TOT	134	34	5	1	1	0	175
09:00	27	7	0	0	0	0	34
09:15	19	6	1	0	0	0	26
09:30	13	3	0	0	0	2	18
09:45	16	5	1	0	0	0	22
N/TOT	75	21	2	0	0	2	100
P/TOT	330	88	11	1	1	2	437

B - A							
FROM ELLIOTT'S LANE (S) TO ELLIOTT'S LANE (N)							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	9	0	0	0	0	52
07:15	38	11	0	0	0	0	49
07:30	46	12	3	0	0	0	61
07:45	53	12	1	0	0	0	66
N/TOT	180	34	4	0	0	0	218
08:00	76	7	1	0	1	0	85
08:15	72	10	1	0	2	0	85
08:30	66	12	0	0	1	0	79
08:45	58	10	1	0	0	0	69
N/TOT	272	39	3	0	4	0	318
09:00	56	12	0	0	0	0	70
09:15	47	22	1	1	0	0	71
09:30	31	3	0	0	0	0	34
09:45	28	5	2	0	0	0	35
N/TOT	164	42	3	1	0	0	210
P/TOT	636	125	10	1	4	0	776

B - A							
FROM ELLIOTT'S LANE (S) TO ELLIOTT'S LANE (N)							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	40	13	1	0	0	1	55
16:15	53	12	1	0	0	0	66
16:30	63	17	1	0	0	0	81
16:45	66	7	1	0	0	1	75
N/TOT	222	43	4	0	0	2	277
17:00	43	5	0	0	0	1	49
17:15	62	4	0	0	0	1	67
17:30	26	1	0	0	0	2	29
17:45	37	3	1	1	0	1	43
N/TOT	168	13	1	1	0	5	188
18:00	29	1	0	0	0	0	30
18:15	18	3	0	0	0	1	22
18:30	21	1	0	0	0	2	24
18:45	17	1	0	0	0	0	18
N/TOT	85	6	0	0	0	3	94
P/TOT	476	68	5	1	0	10	558

B - C							
FROM ELLIOTT'S LANE (S) TO HORSEPOOL GRANGE INDUSTRIAL ESTATE							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
3	2	0	0	0	0	0	5
N/TOT	4	2	0	0	0	0	6
08:00	2	2	0	0	0	0	4
08:15	3	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	1
N/TOT	5	3	0	0	0	0	8
09:00	1	1	0	0	0	0	2
09:15	2	1	0	0	0	0	3
09:30	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0
N/TOT	4	2	0	0	0	0	6
P/TOT	13	7	0	0	0	0	20

C - B							
FROM HORSEPOOL GRANGE INDUSTRIAL ESTATE TO ELLIOTT'S LANE (S)							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	2	0	0	0	0	0	2
N/TOT	1	2	0	0	0	0	3
16:00	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0
N/TOT	1	1	0	0	0	0	2
17:00	2	0	0	0	0	0	2
17:15	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	3
N/TOT	6	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0
N/TOT	1	1	0	0	0	0	2
P/TOT	8	2	0	0	0	0	10

C - A							
FROM HORSEPOOL GRANGE INDUSTRIAL ESTATE TO ELLIOTT'S LANE (N)							
CAR	LEV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1
4	1	0	0	0	0	0	5
4	1	0	0	0	0	0	5
1	1	0	0	0	0	0	2
N/TOT	11	2	0	0	0	0	13
16:00	0	1	0	0	0	0	1
16:15	2	1	2	0	0	0	5
16:30	3	0	0	1	0	0	4
16:45	0	0	0	0	0	0	0
N/TOT	5	4	2	1	0	0	12
17:00	2	0	0	0	0	0	2
17:15	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	3
N/TOT	6	0	0	0	0	0	6
18:00	2	2	0	0	0	0	4
18:15	1	1	0	0	0	0	2
18:30	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	1
N/TOT	4	3	0	0	0	0	7
P/TOT	31	10	2	1	0	0	44

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

DATE: 30/06/2026

DAY: TUESDAY

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE

TIME	TO ARM A ELLIOTT'S LANE (N)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	43	9	1	0	0	0	0
07:15	38	11	0	1	0	0	0
07:30	47	12	3	0	0	0	0
07:45	53	13	1	0	0	0	0
N/TOT	181	46	5	1	0	0	0
08:00	76	7	1	1	1	0	0
08:15	72	11	1	0	2	0	0
08:30	68	13	0	0	1	0	0
08:45	60	11	1	0	0	0	0
N/TOT	276	42	3	1	4	0	0
09:00	58	13	0	0	0	0	0
09:15	47	23	1	1	0	0	0
09:30	31	3	0	0	0	0	0
09:45	29	7	3	0	0	0	0
N/TOT	165	46	4	1	0	0	0
P/TOT	622	133	12	3	6	0	0

TIME	TO ARM A ELLIOTT'S LANE (N)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	44	14	1	0	0	1	0
16:15	57	13	1	0	0	0	0
16:30	67	18	1	0	0	0	0
16:45	67	8	1	0	0	1	0
N/TOT	235	53	4	0	0	2	0
17:00	54	7	0	0	0	1	0
17:15	64	5	2	0	0	1	0
17:30	29	1	0	1	0	2	0
17:45	37	3	1	1	0	1	0
N/TOT	184	16	3	2	0	5	0
18:00	31	3	0	0	0	0	0
18:15	19	4	0	0	0	1	0
18:30	21	1	0	0	0	2	0
18:45	15	1	0	0	0	0	0
N/TOT	85	9	0	0	0	3	0
P/TOT	508	76	7	2	0	10	0

FROM ARM A ELLIOTT'S LANE (S)						
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
20	11	1	0	0	1	0
36	8	1	0	0	1	46
44	9	2	0	0	1	1
32	6	0	0	0	0	0
N/TOT	132	36	4	0	2	2
08:00	52	6	2	1	0	0
08:15	44	12	0	0	1	0
08:30	38	10	2	0	0	0
08:45	23	9	1	0	0	0
N/TOT	147	37	5	1	1	0
09:00	28	7	0	0	0	0
09:15	19	7	1	0	0	0
09:30	16	4	1	0	0	2
09:45	17	6	1	0	0	0
N/TOT	80	24	3	0	0	2
P/TOT	303	95	12	1	1	2

FROM ARM A ELLIOTT'S LANE (S)						
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
32	10	1	1	0	0	1
24	10	0	1	0	0	0
27	5	1	1	0	1	0
50	10	0	1	0	0	0
N/TOT	133	36	2	4	0	1
17:00	40	5	2	1	0	0
17:15	42	7	0	1	0	1
17:30	39	8	0	0	0	47
17:45	34	4	1	2	1	0
N/TOT	155	24	3	4	1	1
18:00	36	4	0	2	0	0
18:15	14	1	1	1	0	0
18:30	33	1	1	0	0	0
18:45	26	7	0	0	0	0
N/TOT	101	13	2	3	0	0
P/TOT	389	72	7	11	1	2

TIME	TO ARM B ELLIOTT'S LANE (S)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	19	11	1	0	0	1	0
07:15	31	8	1	0	0	0	1
07:30	43	8	2	0	0	1	1
07:45	28	6	0	0	0	0	0
N/TOT	133	33	4	0	0	2	2
08:00	50	9	2	1	0	0	0
08:15	42	11	0	0	1	0	0
08:30	22	8	2	0	0	0	0
08:45	21	9	1	0	0	0	0
N/TOT	135	36	5	1	1	0	0
09:00	27	8	0	0	0	0	0
09:15	19	6	1	0	0	0	0
09:30	13	4	0	0	0	0	2
09:45	16	5	1	0	0	0	0
N/TOT	75	23	2	0	0	0	2
P/TOT	335	82	11	1	1	2	4

TIME	TO ARM B ELLIOTT'S LANE (S)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	32	9	1	1	0	0	1
16:15	29	8	0	1	0	0	0
16:30	28	5	1	1	0	1	0
16:45	50	9	0	0	0	0	0
N/TOT	139	31	2	3	0	1	1
17:00	42	5	0	1	0	0	0
17:15	43	7	0	0	0	1	0
17:30	39	7	0	0	0	0	46
17:45	37	3	1	1	1	0	0
N/TOT	169	22	1	2	1	1	1
18:00	26	3	0	2	0	0	0
18:15	14	1	1	1	0	0	0
18:30	33	2	1	0	0	0	17
18:45	26	7	0	0	0	0	0
N/TOT	102	13	2	3	0	0	0
P/TOT	395	66	5	8	1	2	1

TIME	FROM ARM B ELLIOTT'S LANE (S)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	43	9	0	0	0	0	0
07:15	38	11	0	0	0	0	0
07:30	47	12	3	0	0	0	0
07:45	56	14	1	0	0	0	0
N/TOT	184	46	4	0	0	0	0
08:00	78	9	1	0	1	0	0
08:15	75	10	1	0	2	0	0
08:30	66	12	0	0	1	0	0
08:45	58	11	1	0	0	0	0
N/TOT	277	42	3	0	4	0	0
09:00	59	13	0	0	0	0	0
09:15	49	23	1	1	0	0	0
09:30	32	3	0	0	0	0	0
09:45	28	5	2	0	0	0	0
N/TOT	168	44	1	1	0	0	0
P/TOT	629	132	10	1	4	0	0

TIME	FROM ARM B ELLIOTT'S LANE (S)						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	40	13	1	0	0	1	0
16:15	54	12	1	0	0	0	0
16:30	63	17	1	0	0	0	0
16:45	66	8	1	0	0	1	0
N/TOT	223	51	4	0	0	2	0
17:00	43	5	0	0	0	1	0
17:15	62	4	0	0	0	1	0
17:30	36	1	0	0	0	2	0
17:45	37	3	1	1	0	1	0
N/TOT	189	13	1	1	0	5	0
18:00	29	3	0	0	0	0	0
18:15	19	3	0	0	0	1	0
18:30	21	1	0	0	0	2	0
18:45	18	1	0	0	0	0	0
N/TOT	87	7	0	0	0	3	0
P/TOT	478	71	5	1	0	10	0

MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE



MANUAL CLASSIFIED COUNTS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE

TIME	TO ARM C HORSEPOOL GRANGE INDUSTRIAL ESTATE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
07:00	1	0	0	0	0	0	0
07:15	5	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0
07:45	7	2	0	0	0	0	0
N/TOT	15	2	0	0	0	0	0
08:00	4	2	0	0	0	0	0
08:15	6	1	0	0	0	0	0
08:30	6	2	0	0	0	0	0
08:45	2	1	0	0	0	0	0
N/TOT	18	6	0	0	0	0	0
09:00	3	1	0	0	0	0	0
09:15	2	2	0	0	0	0	0
09:30	4	1	1	0	0	0	0
09:45	1	1	0	0	0	0	0
N/TOT	9	6	1	0	0	0	0
P/TOT	42	18	1	0	0	0	0

TIME	TO ARM C HORSEPOOL GRANGE INDUSTRIAL ESTATE						
	CAR	LDV	OSV1	OSV2	PSV	MCL	PCL
16:00	0	2	0	0	0	0	0
16:15	2	2	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	3	0	1	0	0	0
N/TOT	2	7	0	1	0	0	0
17:00	0	0	2	0	0	0	0
17:15	0	0	0	1	0	0	0
17:30	0	1	0	0	0	0	1
17:45	0	1	0	1	0	0	0
N/TOT	0	2	2	2	0	0	0
18:00	0	2	0	0	0	0	0
18:15	2	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0
N/TOT	3	2	0	0	0	0	0
P/TOT	5	15	2	3	0	0	0

FROM ARM C							
HORSEPOOL GRANGE INDUSTRIAL ESTATE							
CAR	LDV	OSV1	OSV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1
0	0	1	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	1	0	0	0	0	1
1	1	1	1	0	0	0	4
0	2	0	1	0	0	0	3
1	1	0	0	0	0	0	2
2	1	0	0	0	0	0	3
2	1	0	0	0	0	0	3
5	5	0	1	0	0	0	11
0	2	0	0	0	0	0	2
0	1	0	0	0	0	0	1
1	2	1	0	0	0	0	4
1	2	1	0	0	0	0	4
1	1	1	0	0	0	0	3
7	12	2	2	0	0	0	23

QUEUE LENGTHS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 1

LOCATION: CLIFFE HILL ROAD / ELLIOTT'S LANE

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane



DATE: 30/06/2026

DAY: TUESDAY

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	CLIFFE HILL RD (E)	ELLIOTT'S LN	CLIFFE HILL RD (W)		CLIFFE HILL RD (E)	ELLIOTT'S LN	CLIFFE HILL RD (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	0	0
07:05	0	0	0	16:05	0	0	0
07:10	0	0	0	16:10	0	0	0
07:15	0	0	0	16:15	0	0	0
07:20	0	3	0	16:20	0	0	0
07:25	0	0	0	16:25	0	0	0
07:30	0	0	0	16:30	0	0	0
07:35	0	0	0	16:35	0	0	0
07:40	0	0	0	16:40	0	0	0
07:45	0	0	0	16:45	0	0	0
07:50	0	0	0	16:50	0	0	0
07:55	0	0	0	16:55	0	0	0
08:00	0	0	0	17:00	0	0	0
08:05	0	5	0	17:05	0	0	0
08:10	0	0	0	17:10	0	0	0
08:15	0	1	0	17:15	0	0	0
08:20	0	0	0	17:20	0	0	0
08:25	0	2	0	17:25	0	0	0
08:30	0	0	0	17:30	0	0	0
08:35	0	0	0	17:35	0	0	0
08:40	0	0	0	17:40	0	0	0
08:45	0	0	0	17:45	0	0	0
08:50	0	0	0	17:50	0	0	0
08:55	0	0	0	17:55	0	0	0
09:00	0	0	0	18:00	0	0	0
09:05	0	0	0	18:05	0	0	0
09:10	0	0	0	18:10	0	0	0
09:15	0	2	0	18:15	0	0	0
09:20	0	0	0	18:20	0	0	0
09:25	0	1	0	18:25	0	0	0
09:30	0	0	0	18:30	0	0	0
09:35	0	0	0	18:35	0	0	0
09:40	0	0	0	18:40	0	0	0
09:45	0	0	0	18:45	0	0	0
09:50	0	0	0	18:50	0	0	0
09:55	0	1	0	18:55	0	0	0
10:00	0	0	0	19:00	0	0	0

QUEUE LENGTHS

JOB REF: 28088

JOB NAME: MARKFIELD

SITE: 2



DATE: 30/06/2026

LOCATION: ELLIOTT'S LANE / HORSEPOOL GRANGE INDUSTRIAL ESTATE

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	ELLIOTT'S LN (N)	ELLIOTT'S LN (S)	INDUSTRIAL		ELLIOTT'S LN (N)	ELLIOTT'S LN (S)	INDUSTRIAL
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	0	0
07:05	0	0	0	16:05	0	0	0
07:10	0	0	0	16:10	0	0	0
07:15	0	0	0	16:15	0	0	0
07:20	0	0	0	16:20	0	0	0
07:25	0	0	0	16:25	0	0	0
07:30	0	0	0	16:30	0	0	0
07:35	0	0	0	16:35	0	0	0
07:40	0	0	0	16:40	0	0	0
07:45	0	0	0	16:45	0	0	0
07:50	0	0	0	16:50	0	0	0
07:55	0	0	0	16:55	0	0	0
08:00	0	0	0	17:00	0	0	0
08:05	0	0	0	17:05	0	0	0
08:10	0	0	0	17:10	0	0	0
08:15	0	0	0	17:15	0	0	0
08:20	0	0	0	17:20	0	0	0
08:25	0	0	0	17:25	0	0	0
08:30	0	0	0	17:30	0	0	0
08:35	0	0	0	17:35	0	0	0
08:40	0	0	0	17:40	0	0	0
08:45	0	0	0	17:45	0	0	0
08:50	0	0	0	17:50	0	0	0
08:55	0	0	0	17:55	0	0	0
09:00	0	0	0	18:00	0	0	0
09:05	0	0	0	18:05	0	0	0
09:10	0	0	0	18:10	0	0	0
09:15	0	0	0	18:15	0	0	0
09:20	0	0	0	18:20	0	0	0
09:25	0	0	0	18:25	0	0	0
09:30	0	0	0	18:30	0	0	0
09:35	0	0	0	18:35	0	0	0
09:40	0	0	0	18:40	0	0	0
09:45	0	0	0	18:45	0	0	0
09:50	0	0	0	18:50	0	0	0
09:55	0	0	0	18:55	0	0	0
10:00	0	0	0	19:00	0	0	0

APPENDIX D

JUNCTIONS 11 REPORT, ELLIOTTS LANE SITE ACCESS

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.0.2307						
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Filename: 260721 Elliott's Lane-Estate Access T-junction.j11

Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3968 Horsepool Grange, Stanton under Bardon\Calcs\Junction Modelling

Report generation date: 21/07/2026 14:20:35

»Traffic - D1 - 2031 | With Development | AM

»Traffic - D2 - 2031 | With Development | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic - 2031 - With Development						
Stream B-C	0.0	7.29	0.04	0.1	6.70	0.10
Stream B-A	0.0	9.89	0.02	0.0	9.18	0.04
Stream C-AB	0.2	6.21	0.13	0.1	6.39	0.06

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

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

File summary

File Description

Title	
Location	
Site number	
Date	21/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	With Development	AM	ONE HOUR	07:45	09:15	15
D2	2031	With Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic	100.000

Traffic - D1 - 2031 | With Development | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elliott's Lane/Estate Access	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Elliott's Lane (S)		Major
B	Estate Access		Minor
C	Elliott's Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Elliott's Lane (N)	6.60			127.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Estate Access	One lane plus flare	10.00	9.89	6.36	4.91	3.98	✓	3.00	38	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.093	0.235	0.148	0.336
B-C	726	0.106	0.269	-	-
C-B	648	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	With Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Elliott's Lane (S)		✓	359	100.000
B - Estate Access		✓	27	100.000
C - Elliott's Lane (N)		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Elliott's Lane (S)	B - Estate Access	C - Elliott's Lane (N)
From	A - Elliott's Lane (S)	0	26	333
	B - Estate Access	7	0	20
	C - Elliott's Lane (N)	188	55	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Elliott's Lane (S)	B - Estate Access	C - Elliott's Lane (N)
From	A - Elliott's Lane (S)	0	0	2
	B - Estate Access	0	0	20
	C - Elliott's Lane (N)	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	7.29	0.0	A
B-A	0.02	9.89	0.0	A
C-AB	0.13	6.21	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	0.00	544	0.028	15	0.0	6.803	A
B-A	5	0.00	417	0.013	5	0.0	8.734	A
C-AB	53	0.00	650	0.081	52	0.1	6.026	A
C-A	130	0.00			130			
A-B	20	0.00			20			
A-C	251	0.00			251			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	0.00	532	0.034	18	0.0	7.001	A
B-A	6	0.00	398	0.016	6	0.0	9.186	A
C-AB	67	0.00	657	0.101	67	0.2	6.098	A
C-A	152	0.00			152			
A-B	23	0.00			23			
A-C	299	0.00			299			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	0.00	516	0.043	22	0.0	7.292	A
B-A	8	0.00	372	0.021	8	0.0	9.887	A
C-AB	88	0.00	668	0.132	88	0.2	6.203	A
C-A	180	0.00			180			
A-B	29	0.00			29			
A-C	367	0.00			367			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	0.00	516	0.043	22	0.0	7.292	A
B-A	8	0.00	372	0.021	8	0.0	9.889	A
C-AB	88	0.00	669	0.132	88	0.2	6.207	A
C-A	180	0.00			180			
A-B	29	0.00			29			
A-C	367	0.00			367			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	0.00	532	0.034	18	0.0	7.006	A
B-A	6	0.00	398	0.016	6	0.0	9.191	A
C-AB	67	0.00	658	0.102	67	0.2	6.098	A
C-A	152	0.00			152			
A-B	23	0.00			23			
A-C	299	0.00			299			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	0.00	544	0.028	15	0.0	6.807	A
B-A	5	0.00	417	0.013	5	0.0	8.739	A
C-AB	53	0.00	650	0.082	53	0.1	6.036	A
C-A	130	0.00			130			
A-B	20	0.00			20			
A-C	251	0.00			251			

Traffic - D2 - 2031 | With Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elliott's Lane/Estate Access	T-Junction	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	With Development	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Elliott's Lane (S)		✓	240	100.000
B - Estate Access		✓	66	100.000
C - Elliott's Lane (N)		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Elliott's Lane (S)	B - Estate Access	C - Elliott's Lane (N)
From	A - Elliott's Lane (S)	0	7	233
	B - Estate Access	13	0	53
	C - Elliott's Lane (N)	213	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Elliott's Lane (S)	B - Estate Access	C - Elliott's Lane (N)
From	A - Elliott's Lane (S)	0	0	0
	B - Estate Access	0	0	10
	C - Elliott's Lane (N)	0	30	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	6.70	0.1	A
B-A	0.04	9.18	0.0	A
C-AB	0.06	6.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	0.00	618	0.065	40	0.1	6.226	A
B-A	10	0.00	440	0.022	10	0.0	8.369	A
C-AB	21	0.00	583	0.036	21	0.0	6.394	A
C-A	155	0.00			155			
A-B	5	0.00			5			
A-C	175	0.00			175			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	0.00	608	0.078	48	0.1	6.421	A
B-A	12	0.00	426	0.027	12	0.0	8.692	A
C-AB	26	0.00	601	0.044	26	0.1	6.299	A
C-A	183	0.00			183			
A-B	6	0.00			6			
A-C	209	0.00			209			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	0.00	595	0.098	58	0.1	6.702	A
B-A	14	0.00	407	0.035	14	0.0	9.176	A
C-AB	35	0.00	625	0.057	35	0.1	6.145	A
C-A	221	0.00			221			
A-B	8	0.00			8			
A-C	257	0.00			257			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	0.00	595	0.098	58	0.1	6.703	A
B-A	14	0.00	407	0.035	14	0.0	9.176	A
C-AB	35	0.00	625	0.057	35	0.1	6.107	A
C-A	221	0.00			221			
A-B	8	0.00			8			
A-C	257	0.00			257			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	0.00	608	0.078	48	0.1	6.426	A
B-A	12	0.00	426	0.027	12	0.0	8.694	A
C-AB	26	0.00	601	0.044	27	0.1	6.215	A
C-A	183	0.00			183			
A-B	6	0.00			6			
A-C	209	0.00			209			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	0.00	617	0.065	40	0.1	6.236	A
B-A	10	0.00	440	0.022	10	0.0	8.374	A
C-AB	21	0.00	584	0.036	21	0.0	6.358	A
C-A	155	0.00			155			
A-B	5	0.00			5			
A-C	175	0.00			175			

APPENDIX E

JUNCTIONS 11 REPORT, CLIFFE HILL ROAD/ELLIOTTS LANE JUNCTION

Junctions 11			
PICADY 11 - Priority Intersection Module			
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Filename: 260715 Cliffe Hill Road-Elliott's Lane T-junction.j11

Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3968 Horsepool Grange, Stanton under Bardon\Calcs\Junction Modelling

Report generation date: 15/07/2026 16:34:42

- »Traffic - D1 - 2026 | Observed | AM
- »Traffic - D2 - 2026 | Observed | PM
- »Traffic - D3 - 2031 | Base | AM
- »Traffic - D4 - 2031 | Base | PM
- »Traffic - D5 - 2031 | With Development | AM
- »Traffic - D6 - 2031 | With Development | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Traffic - 2026 - Observed							
Stream B-C	D1	0.4	10.66	0.28	D2	0.3	9.34	0.24
Stream B-A		1.1	17.06	0.52		0.8	13.77	0.44
Stream C-AB		0.2	6.13	0.16		0.1	6.19	0.12
	Traffic - 2031 - Base							
Stream B-C	D3	0.5	11.65	0.31	D4	0.4	9.95	0.27
Stream B-A		1.2	18.87	0.56		0.9	14.84	0.47
Stream C-AB		0.2	6.14	0.17		0.2	6.26	0.12
	Traffic - 2031 - With Development							
Stream B-C	D5	0.5	12.77	0.34	D6	0.4	11.02	0.31
Stream B-A		1.4	21.07	0.59		1.1	16.56	0.52
Stream C-AB		0.3	6.42	0.20		0.2	6.36	0.13

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

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

File summary

File Description

Title	Horsepool Grange
Location	Stanton under Bardon
Site number	
Date	15/07/2026
Version	
Status	Preliminary
Identifier	
Client	Paul Milner
Jobnumber	ADC3968
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Observed	AM	ONE HOUR	08:00	09:30	15
D2	2026	Observed	PM	ONE HOUR	16:30	18:00	15
D3	2031	Base	AM	ONE HOUR	08:00	09:30	15
D4	2031	Base	PM	ONE HOUR	16:30	18:00	15
D5	2031	With Development	AM	ONE HOUR	08:00	09:30	15
D6	2031	With Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic	100.000

Traffic - D1 - 2026 | Observed | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		7.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.87	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cliffe Hill Road (E)		Major
B	Elliott's Lane		Minor
C	Cliffe Hill Road (W)		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 - Cliffe Hill Road (W)	7.07			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Elliott's Lane	One lane plus flare	10.00	4.74	3.31	3.18	3.03	✓	1.00	41	82

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.097	0.245	0.154	0.350
B-C	676	0.097	0.246	-	-
C-B	719	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Observed	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	184	100.000
B - Elliott's Lane		✓	328	100.000
C - Cliffe Hill Road (W)		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	109	75
	B - Elliott's Lane	207	0	121
	C - Cliffe Hill Road (W)	95	87	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	4	0
	B - Elliott's Lane	3	0	4
	C - Cliffe Hill Road (W)	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.28	10.66	0.4	B
B-A	0.52	17.06	1.1	C
C-AB	0.16	6.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	0.00	558	0.163	90	0.2	7.683	A
B-A	156	0.00	475	0.328	154	0.5	11.160	B
C-AB	73	0.00	694	0.105	72	0.1	5.786	A
C-A	64	0.00			64			
A-B	82	0.00			82			
A-C	56	0.00			56			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	0.00	527	0.206	109	0.3	8.601	A
B-A	186	0.00	461	0.404	185	0.7	13.038	B
C-AB	89	0.00	697	0.128	89	0.2	5.928	A
C-A	74	0.00			74			
A-B	98	0.00			98			
A-C	67	0.00			67			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	0.00	473	0.282	133	0.4	10.576	B
B-A	228	0.00	439	0.519	226	1.0	16.821	C
C-AB	113	0.00	700	0.161	113	0.2	6.133	A
C-A	88	0.00			88			
A-B	120	0.00			120			
A-C	83	0.00			83			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	0.00	471	0.283	133	0.4	10.664	B
B-A	228	0.00	439	0.520	228	1.1	17.065	C
C-AB	113	0.00	700	0.161	113	0.2	6.131	A
C-A	88	0.00			88			
A-B	120	0.00			120			
A-C	83	0.00			83			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	0.00	525	0.207	109	0.3	8.677	A
B-A	186	0.00	460	0.404	188	0.7	13.269	B
C-AB	89	0.00	697	0.128	89	0.2	5.925	A
C-A	74	0.00			74			
A-B	98	0.00			98			
A-C	67	0.00			67			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	0.00	556	0.164	91	0.2	7.750	A
B-A	156	0.00	474	0.329	157	0.5	11.360	B
C-AB	73	0.00	694	0.105	73	0.1	5.793	A
C-A	64	0.00			64			
A-B	82	0.00			82			
A-C	56	0.00			56			

Traffic - D2 - 2026 | Observed | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Observed	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	218	100.000
B - Elliott's Lane		✓	299	100.000
C - Cliffe Hill Road (W)		✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	138	80
	B - Elliott's Lane	186	0	113
	C - Cliffe Hill Road (W)	58	62	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	4	1
	B - Elliott's Lane	0	0	3
	C - Cliffe Hill Road (W)	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.24	9.34	0.3	A
B-A	0.44	13.77	0.8	B
C-AB	0.12	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	0.00	576	0.148	84	0.2	7.315	A
B-A	140	0.00	497	0.282	138	0.4	10.009	B
C-AB	50	0.00	664	0.075	50	0.1	5.862	A
C-A	40	0.00			40			
A-B	104	0.00			104			
A-C	60	0.00			60			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	0.00	551	0.184	101	0.2	7.999	A
B-A	167	0.00	485	0.345	167	0.5	11.304	B
C-AB	61	0.00	661	0.092	60	0.1	5.996	A
C-A	47	0.00			47			
A-B	124	0.00			124			
A-C	72	0.00			72			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	0.00	511	0.244	124	0.3	9.300	A
B-A	205	0.00	466	0.439	204	0.8	13.662	B
C-AB	76	0.00	658	0.115	76	0.1	6.187	A
C-A	56	0.00			56			
A-B	152	0.00			152			
A-C	88	0.00			88			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	0.00	510	0.244	124	0.3	9.341	A
B-A	205	0.00	466	0.439	205	0.8	13.769	B
C-AB	76	0.00	658	0.115	76	0.1	6.186	A
C-A	56	0.00			56			
A-B	152	0.00			152			
A-C	88	0.00			88			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	0.00	550	0.185	102	0.2	8.039	A
B-A	167	0.00	484	0.345	168	0.5	11.415	B
C-AB	61	0.00	661	0.092	61	0.1	5.998	A
C-A	47	0.00			47			
A-B	124	0.00			124			
A-C	72	0.00			72			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	0.00	574	0.148	85	0.2	7.362	A
B-A	140	0.00	496	0.282	141	0.4	10.133	B
C-AB	50	0.00	664	0.075	50	0.1	5.867	A
C-A	40	0.00			40			
A-B	104	0.00			104			
A-C	60	0.00			60			

Traffic - D3 - 2031 | Base | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		8.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Base	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	194	100.000
B - Elliott's Lane		✓	347	100.000
C - Cliffe Hill Road (W)		✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	115	79
	B - Elliott's Lane	219	0	128
	C - Cliffe Hill Road (W)	100	92	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	3	0
	B - Elliott's Lane	3	0	4
	C - Cliffe Hill Road (W)	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.31	11.65	0.5	B
B-A	0.56	18.87	1.2	C
C-AB	0.17	6.14	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	0.00	550	0.175	96	0.2	7.904	A
B-A	165	0.00	471	0.350	163	0.5	11.597	B
C-AB	78	0.00	701	0.111	77	0.1	5.760	A
C-A	67	0.00			67			
A-B	87	0.00			87			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	0.00	515	0.224	115	0.3	8.995	A
B-A	197	0.00	456	0.432	196	0.7	13.806	B
C-AB	95	0.00	703	0.135	95	0.2	5.917	A
C-A	78	0.00			78			
A-B	103	0.00			103			
A-C	71	0.00			71			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	0.00	452	0.312	140	0.4	11.511	B
B-A	241	0.00	432	0.558	239	1.2	18.502	C
C-AB	120	0.00	707	0.170	120	0.2	6.137	A
C-A	91	0.00			91			
A-B	127	0.00			127			
A-C	87	0.00			87			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	0.00	450	0.313	141	0.5	11.647	B
B-A	241	0.00	432	0.559	241	1.2	18.869	C
C-AB	120	0.00	707	0.170	120	0.2	6.136	A
C-A	91	0.00			91			
A-B	127	0.00			127			
A-C	87	0.00			87			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	0.00	512	0.225	116	0.3	9.098	A
B-A	197	0.00	456	0.432	199	0.8	14.113	B
C-AB	95	0.00	704	0.135	95	0.2	5.916	A
C-A	78	0.00			78			
A-B	103	0.00			103			
A-C	71	0.00			71			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	0.00	548	0.176	97	0.2	7.985	A
B-A	165	0.00	471	0.350	166	0.5	11.841	B
C-AB	78	0.00	701	0.111	78	0.1	5.774	A
C-A	67	0.00			67			
A-B	87	0.00			87			
A-C	59	0.00			59			

Traffic - D4 - 2031 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		6.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	231	100.000
B - Elliott's Lane		✓	317	100.000
C - Cliffe Hill Road (W)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	146	85
	B - Elliott's Lane	197	0	120
	C - Cliffe Hill Road (W)	61	66	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	4	1
	B - Elliott's Lane	0	0	3
	C - Cliffe Hill Road (W)	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.27	9.95	0.4	A
B-A	0.47	14.84	0.9	B
C-AB	0.12	6.26	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	0.00	569	0.159	90	0.2	7.499	A
B-A	148	0.00	493	0.301	147	0.4	10.343	B
C-AB	53	0.00	663	0.081	53	0.1	5.904	A
C-A	42	0.00			42			
A-B	110	0.00			110			
A-C	64	0.00			64			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	0.00	541	0.199	108	0.2	8.294	A
B-A	177	0.00	480	0.369	176	0.6	11.844	B
C-AB	65	0.00	660	0.098	65	0.1	6.050	A
C-A	49	0.00			49			
A-B	131	0.00			131			
A-C	76	0.00			76			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	0.00	495	0.267	132	0.4	9.890	A
B-A	217	0.00	460	0.472	216	0.9	14.691	B
C-AB	81	0.00	656	0.123	81	0.2	6.260	A
C-A	59	0.00			59			
A-B	161	0.00			161			
A-C	94	0.00			94			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	0.00	494	0.267	132	0.4	9.946	A
B-A	217	0.00	459	0.472	217	0.9	14.835	B
C-AB	81	0.00	656	0.123	81	0.2	6.262	A
C-A	59	0.00			59			
A-B	161	0.00			161			
A-C	94	0.00			94			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	0.00	540	0.200	108	0.3	8.347	A
B-A	177	0.00	480	0.369	178	0.6	11.990	B
C-AB	65	0.00	660	0.098	65	0.1	6.053	A
C-A	49	0.00			49			
A-B	131	0.00			131			
A-C	76	0.00			76			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	0.00	567	0.159	91	0.2	7.552	A
B-A	148	0.00	493	0.301	149	0.4	10.490	B
C-AB	53	0.00	663	0.081	54	0.1	5.912	A
C-A	42	0.00			42			
A-B	110	0.00			110			
A-C	64	0.00			64			

Traffic - D5 - 2031 | With Development | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		9.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	With Development	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	215	100.000
B - Elliott's Lane		✓	361	100.000
C - Cliffe Hill Road (W)		✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	136	79
	B - Elliott's Lane	227	0	134
	C - Cliffe Hill Road (W)	100	107	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	4	0
	B - Elliott's Lane	3	0	4
	C - Cliffe Hill Road (W)	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.34	12.77	0.5	B
B-A	0.59	21.07	1.4	C
C-AB	0.20	6.42	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	0.00	543	0.186	100	0.2	8.112	A
B-A	171	0.00	465	0.368	169	0.6	12.070	B
C-AB	90	0.00	697	0.130	90	0.2	5.925	A
C-A	66	0.00			66			
A-B	102	0.00			102			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	0.00	503	0.239	120	0.3	9.387	A
B-A	204	0.00	448	0.456	203	0.8	14.655	B
C-AB	110	0.00	698	0.158	110	0.2	6.124	A
C-A	76	0.00			76			
A-B	122	0.00			122			
A-C	71	0.00			71			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	0.00	432	0.341	147	0.5	12.565	B
B-A	250	0.00	421	0.594	248	1.4	20.518	C
C-AB	140	0.00	701	0.200	140	0.3	6.418	A
C-A	88	0.00			88			
A-B	150	0.00			150			
A-C	87	0.00			87			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	0.00	429	0.344	147	0.5	12.775	B
B-A	250	0.00	420	0.595	250	1.4	21.069	C
C-AB	140	0.00	701	0.200	140	0.3	6.422	A
C-A	88	0.00			88			
A-B	150	0.00			150			
A-C	87	0.00			87			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	0.00	500	0.241	121	0.3	9.530	A
B-A	204	0.00	447	0.456	206	0.9	15.078	C
C-AB	111	0.00	699	0.158	111	0.2	6.125	A
C-A	76	0.00			76			
A-B	122	0.00			122			
A-C	71	0.00			71			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	0.00	540	0.187	101	0.2	8.211	A
B-A	171	0.00	464	0.368	172	0.6	12.363	B
C-AB	90	0.00	697	0.130	91	0.2	5.938	A
C-A	65	0.00			65			
A-B	102	0.00			102			
A-C	59	0.00			59			

Traffic - D6 - 2031 | With Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Hill Road/Elliott's Lane	T-Junction	Two-way	Two-way	Two-way		7.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	With Development	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Hill Road (E)		✓	239	100.000
B - Elliott's Lane		✓	345	100.000
C - Cliffe Hill Road (W)		✓	132	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	154	85
	B - Elliott's Lane	213	0	132
	C - Cliffe Hill Road (W)	61	71	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cliffe Hill Road (E)	B - Elliott's Lane	C - Cliffe Hill Road (W)
From	A - Cliffe Hill Road (E)	0	5	1
	B - Elliott's Lane	0	0	3
	C - Cliffe Hill Road (W)	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.31	11.02	0.4	B
B-A	0.52	16.56	1.1	C
C-AB	0.13	6.36	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	0.00	561	0.177	99	0.2	7.778	A
B-A	160	0.00	489	0.328	158	0.5	10.815	B
C-AB	57	0.00	661	0.087	57	0.1	5.959	A
C-A	42	0.00			42			
A-B	116	0.00			116			
A-C	64	0.00			64			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	0.00	529	0.225	118	0.3	8.770	A
B-A	191	0.00	475	0.403	191	0.7	12.633	B
C-AB	70	0.00	658	0.106	70	0.1	6.123	A
C-A	49	0.00			49			
A-B	138	0.00			138			
A-C	76	0.00			76			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	0.00	474	0.307	145	0.4	10.922	B
B-A	235	0.00	452	0.519	233	1.0	16.329	C
C-AB	87	0.00	654	0.133	87	0.2	6.357	A
C-A	58	0.00			58			
A-B	170	0.00			170			
A-C	94	0.00			94			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	0.00	472	0.308	145	0.4	11.017	B
B-A	235	0.00	452	0.519	234	1.1	16.564	C
C-AB	87	0.00	654	0.133	87	0.2	6.359	A
C-A	58	0.00			58			
A-B	170	0.00			170			
A-C	94	0.00			94			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	0.00	527	0.225	119	0.3	8.853	A
B-A	191	0.00	475	0.403	193	0.7	12.845	B
C-AB	70	0.00	658	0.106	70	0.1	6.124	A
C-A	49	0.00			49			
A-B	138	0.00			138			
A-C	76	0.00			76			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	0.00	559	0.178	100	0.2	7.851	A
B-A	160	0.00	489	0.328	161	0.5	11.000	B
C-AB	57	0.00	661	0.087	58	0.1	5.968	A
C-A	42	0.00			42			
A-B	116	0.00			116			
A-C	64	0.00			64			