

Project: Cliffe Hill Farm, Markfield

Subject: Furnessing and Forecasting Methodology

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Version 5.0 – Updated flows for Junctions 5 and 7 (see Appendix B).

1. Context

- 1.1. Cliffe Hill Farm is a proposed development located to the north-west of Markfield, in Hinckley & Bosworth, and is located on land north of the A50 and west of Whitwick Road. The proposed development has a total GFA of 65,000 sqm, formed of 13,000m² B2 Industrial Estate and 52,000m² B8 Commercial Warehousing units. M1 Junction 22 is immediately to the west of the proposed site entrance and all traffic entering the site will need to negotiate this roundabout, including traffic from the Leicester direction. The indicative location of the proposed development is shown in Figure 1.
- 1.2. The proposed development has been assessed using the Pan-Regional Transport Model (PRTM23) for the AM Peak (800-0900) and PM Peak (1700-1800) hours for the forecast years of 2025, 2028, 2030 and 2036.

Figure 1: Indicative Site Location



Contains OpenStreetMap data © OpenStreetMap contributors 2026

- 1.3. This Technical Note has been produced to set out the Furnessing methodology to derive future forecast traffic flow turning movements. Version 4.0 includes revised furnished turning flows at Junction 7.
- 1.4. It follows the Base Year Model Review report¹ which details the model review undertaken in the vicinity of the proposed development site and the Forecasting Report² which documents the forecast model approach and results for the strategic modelling assessment of the proposed development.

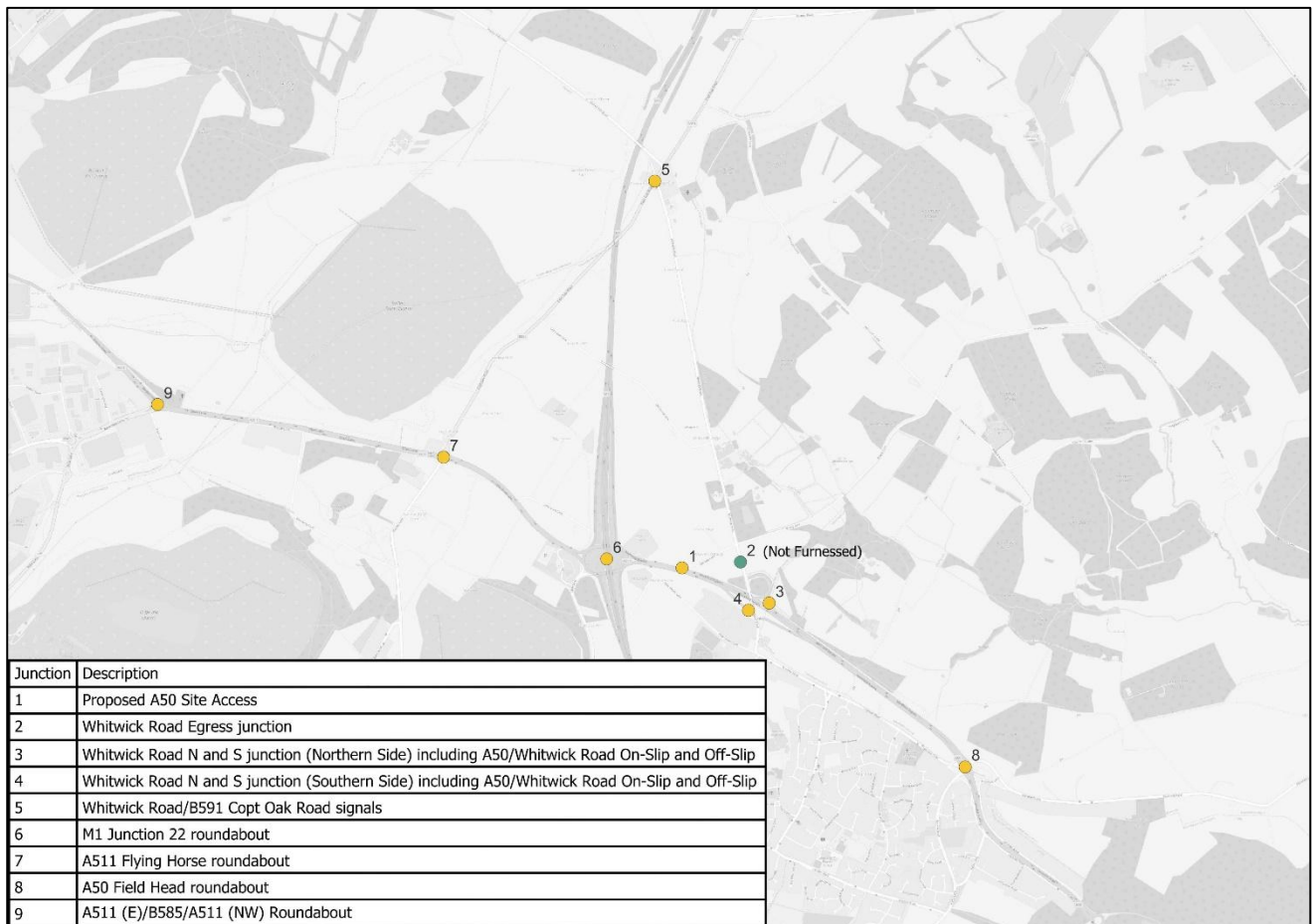
¹ PRTM, Cliffe Hill Farm, Markfield, Base Year Model Review Report v1

² PRTM, Cliffe Hill Farm, Markfield, Forecasting Report v1

2. Proposed Methodology

- 2.1. Manual classified turning counts (MCTCs) were commissioned in 2025 at eight junctions in the vicinity of the proposed development. These surveys therefore provide observed turning movements which will be used as part of the Furnessing procedure to derive future forecast traffic flows. The observed count locations are shown in Figure 2.
- 2.2. In addition to the MCTC survey data, a link count was surveyed at the location of the proposed site access on the A50 (see Junction 1 in Figure 2) given that no junction currently exists at this location. Furnessing of turning flows at the proposed Whitwick Road site egress junction (Junction 2) was not requested by the client.

Figure 2: Location of MCTCs



- 2.3. Appendix A provides the MCTC for light vehicles (LV) and heavy vehicles (HV) for each of the eight junctions for the AM and PM Peak hours. This MCTC data were provided by the client³.
- 2.4. The observed MCTC data were used in conjunction with the forecast PRTM flows to estimate future year turning flows by modelled scenario. This has been undertaken for each forecast year and scenario ('Without Development' and 'With Development') by time period and by vehicle type by performing a Furness procedure on the observed MCTC data to forecast future year junction entries and exits.
- 2.5. The forecast junction entries and exits have been calculated by considering the forecast change in entry and exit flows from the PRTM between 2025 (the year in which the observed MCTC data were collected) and each forecast scenario. This forecast change in entries and exits has been added to the entries and exits observed in the MCTC data to forecast future year entries and exits.

³ Via email on 22nd January

- 2.6. As noted in Paragraph 2.2, a link survey was performed at the location of the proposed site access on the A50 (see Junction 1 on Figure 2). These link flows were Furnessed using the same methodology applied to the other junctions (as set out in paragraphs 2.4 and 2.5) but with the forecast development traffic added to the 'With Development' scenarios.
- 2.7. The layout of Junction 7 (A511 Flying Horse roundabout) has been modified between 2025 and the forecast years of 2028, 2030 and 2036 following the implementation of the A511 Growth Corridor Scheme. This scheme is assumed to be operational from 2028. These modifications included restricting turning movements that are currently allowed at Junction 7, and for which observed turning data was collected in 2025. As part of the Furnessing process, these turning movement have been set to zero in the observed data to avoid forecasting turning movements in 2028, 2030 and 2036 when those movements are not permitted. This effectively assumes that the split of demand across the remaining permitted movements is a representative starting point for forecasting.

3. Furnessed Turning Flows

- 3.1. The outturn Furnessed turning flows are provided for each scenario for the AM Peak (800-0900) and PM Peak (1700-1800) hours for both light vehicles (LV) and heavy vehicles (HV) in the following appendices:
- Appendix B Junction 1 – A50 Site Access Junction;
 - Appendix C Junction 3 – Whitwick Road North and South junction (Northern Side) including A50/Whitwick Road On-Slip and Off-Slip;
 - Appendix D Junction 4 - Whitwick Road North and South junction (Southern Side) including A50/Whitwick Road On-Slip and Off-Slip;
 - Appendix E Junction 5 - Whitwick Road/B591 Copt Oak Road signals;
 - Appendix F Junction 6 - M1 Junction 22 roundabout;
 - Appendix G Junction 7 - A511 Flying Horse roundabout;
 - Appendix H Junction 8 - A50 Field Head roundabout; and
 - Appendix I Junction 9 - A511 (E)/B585/A511 (NW) Roundabout.

Appendix A Observed Manual Turning Count Data

Light Vehicles (LV)

			AM		PM	
A511 (E)/B585/A511 (NW) Roundabout						
A	A511 (E)					
B	B585					
C	A511 (W)					
A511 Flying Horse roundabout						
A	B591 Copt Oak Road					
B	A511 (E)					
C	Stanton Lane					
D	A511 (W)					
M1 Junction 22 roundabout						
A	M1 (North)					
B	A50					
C	M1 (South)					
D	Cliffe Lane					
E	A511					
Proposed A50 Site Access						
A	A50 Eastbound					
B	A50 Westbound					
C	Site Access					
Whitwick Road North and South junction (Northern Side) including A50/Whitwick Road On-Slip and Off-Slip						
A	Whitwick Road (N)					
B	A50 Eastbound Off-Slip					
C	Whitwick Road (S)					
Whitwick Road North and South junction (Southern Side) including A50/Whitwick Road On-Slip and Off-Slip						
A	Whitwick Road (N)					
B	A50 Westbound Off-Slip					
C	Whitwick Road (S)					
D	A50 Westbound On-Slip					
Whitwick Road/B591 Copt Oak Road signals						
A	B591 (N)					
B	Whitwick Road (S)					
C	B591 Copt Oak Road (S)					
D	Whitwick Road (N)					
A50 Field Head roundabout						
A	A50 (N)					
B	Markfield Lane					
C	A50 (S)					
D	Launde Road					
E	Leicester Road					

Heavy Vehicles (HV)

A511 (E)/B585/A511 (NW) Roundabout

A

A511 (E)

B

B585

C

A511 (W)

	A	B	C	Total
A	0	140	87	227
B	152	0	10	162
C	131	6	0	137
Total	283	146	97	526

A511 Flying Horse roundabout

A

B591 Copt Oak Road

B

A511 (E)

C

Stanton Lane

D

A511 (W)

	A	B	C	D	Total
A	0	0	2	11	13
B	7	0	6	209	222
C	1	5	0	9	15
D	22	260	2	1	285
Total	30	265	10	230	535

M1 Junction 22 roundabout

A

M1 (North)

B

A50

C

M1 (South)

D

Cliffe Lane

E

A511

	A	B	C	D	E	Total
A	0	86	7	1	42	136
B	71	0	4	0	58	133
C	0	1	0	0	118	119
D	3	1	0	0	2	6
E	63	67	131	0	0	261
Total	137	155	142	1	220	655

Proposed A50 Site Access

A

A50 Eastbound

B

A50 Westbound

C

Site Access

	A	B	C	Total
A	0	113	0	113
B	349	0	0	349
C	0	0	0	0
Total	349	113	0	462

Whitwick Road North and South junction
(Northern Side) including A50/Whitwick Road
On-Slip and Off-Slip

A

Whitwick Road (N)

B

A50 Eastbound Off-Slip

C

Whitwick Road (S)

	A	B	C	Total
A	0	1	6	7
B	1	0	7	8
C	6	1	0	7
Total	7	2	13	22

Whitwick Road North and South junction
(Southern Side) including A50/Whitwick Road
On-Slip and Off-Slip

A

Whitwick Road (N)

B

A50 Westbound Off-Slip

C

Whitwick Road (S)

D

A50 Westbound On-Slip

	A	B	C	D	Total
A	0	0	8	5	13
B	5	0	0	0	5
C	2	0	0	2	4
D	0	0	0	0	0
Total	7	0	8	7	22

Whitwick Road/B591 Copt Oak Road signals

A

B591 (N)

B

Whitwick Road (S)

C

B591 Copt Oak Road (S)

D

Whitwick Road (N)

	A	B	C	D	Total
A	0	1	10	2	13
B	2	0	0	3	5
C	8	0	0	20	28
D	1	4	2	0	7
Total	11	5	12	25	53

A50 Field Head roundabout

A

A50 (N)

B

Markfield Lane

C

A50 (S)

D

Launde Road

E

Leicester Road

	A	B	C	D	E	Total
A	0	1	134	9	1	145
B	0	0	0	2	0	2
C	126	0	1	7	3	137
D	6	1	3	0	0	10
E	0	1	10	0	0	11
Total	132	3	148	18	4	305

PM

	A	B	C	Total
A	1	113	38	152
B	85	0	13	98
C	53	3	0	56
Total	139	116	51	306

	A	B	C	D	Total
A	0	0	5	3	8
B	6	0	6	148	160
C	0	0	0	1	1
D	6	129	5	0	140
Total	12	129	16	152	309

	A	B	C	D	E	Total
A	0	33	8	1	40	82
B	22	1	0	0	36	59
C	0	1	0	0	84	85
D	1	0	0	0	0	1
E	42	28	58	0	1	129
Total	65	63	66	1	161	356

	A	B	C	Total
A	0	106	0	106
B	270	0	0	270
C	0	0	0	0
Total	270	106	0	376

	A	B	C	Total
A	0	3	0	3
B	0	0	1	1
C	0	0	0	0
Total	0	3	1	4

	A	B	C	D	Total
A	0	0	1	0	1
B	0	0	0	0	0
C	0	0	0	1	1
D	0	0	0	0	0
Total	0	0	1	1	2

	A	B	C	D	Total
A	0	3	1	1	5
B	0	0	0	0	0
C	3	0	0	10	13
D	0	2	6	0	8
Total	3	5	7	11	26

	A	B	C	D	E	Total
A	0	1	61	3	0	65
B	0	0	1	2	0	3
C	54	0	0	2	2	58
D	3	0	0	0	1	4
E	1	0	3	1	0	5
Total	58	1	65	8	3	135

Total

A511 (E)/B585/A511 (NW) Roundabout

A

A511 (E)

B

B585

C

A511 (W)

A

B

C

Total

A

7

1,191

858

2,056

B

618

3

36

657

C

907

28

7

942

Total

1,532

1,222

901

3,655

A511 Flying Horse roundabout

A

B591 Copt Oak Road

B

A511 (E)

C

Stanton Lane

D

A511 (W)

A

B

C

D

Total

A

0

39

50

286

375

B

82

7

21

1,674

1,784

C

77

30

0

115

222

D

228

1,232

95

15

1,570

Total

387

1,308

166

2,090

3,951

M1 Junction 22 roundabout

A

M1 (North)

B

A50

C

M1 (South)

D

Cliffe Lane

E

A511

A

B

C

D

E

Total

A

1

1,006

125

78

277

1,487

B

886

4

55

8

760

1,713

C

2

31

0

18

622

673

D

85

10

7

1

30

133

E

275

651

370

0

4

1,300

Total

1,249

1,702

557

105

1,693

5,306

Proposed A50 Site Access

A

A50 Eastbound

B

A50 Westbound

C

Site Access

A

B

C

Total

A

0

1,426

0

1,426

B

1,375

0

0

1,375

C

0

0

0

0

Total

1,375

1,426

0

2,801

Whitwick Road North and South junction
(Northern Side) including A50/Whitwick Road
On-Slip and Off-Slip

A

Whitwick Road (N)

B

A50 Eastbound Off-Slip

C

Whitwick Road (S)

A

B

C

Total

A

0

257

136

393

B

50

0

146

196

C

309

16

0

325

Total

359

273

282

914

Whitwick Road North and South junction
(Southern Side) including A50/Whitwick Road
On-Slip and Off-Slip

A

Whitwick Road (N)

B

A50 Westbound Off-Slip

C

Whitwick Road (S)

D

A50 Westbound On-Slip

A

B

C

D

Total

A

0

0

242

40

282

B

190

0

2

0

192

C

135

0

0

50

185

D

0

0

0

0

0

Total

325

0

244

90

659

Whitwick Road/B591 Copt Oak Road signals

A

B591 (N)

B

Whitwick Road (S)

C

B591 Copt Oak Road (S)

D

Whitwick Road (N)

A

B

C

D

Total

A

0

59

287

195

541

B

137

0

0

166

303

C

285

2

0

105

392

D

230

313

76

0

619

Total

652

374

363

466

1,855

A50 Field Head roundabout

A

A50 (N)

B

Markfield Lane

C

A50 (S)

D

Launde Road

E

Leicester Road

A

B

C

D

E

Total

A

2

66

1,595

137

2

1,802

B

87

0

7

49

34

177

C

1,428

19

34

35

77

1,593

D

231

52

126

8

16

433

E

3

26

168

6

0

203

Total

1,751

163

1,930

235

129

4,208

A

B

C

Total

A

20

875

1,056

1,951

B

898

14

99

1,011

C

772

25

4

801

Total

1,690

914

1,159

3,763

A

B

C

D

Total

A

1

25

63

205

294

B

148

5

26

1,623

1,802

C

63

23

0

83

169

D

263

1,371

83

17

1,734

Total

475

1,424

172

1,928

3,999

A

B

C

D

E

Total

A

1

873

79

55

257

1,265

B

709

3

52

23

861

1,648

C

0

36

4

33

675

748

D

71

15

8

0

12

106

E

258

719

422

1

6

1,406

Total

1,039

1,646

565

112

1,811

5,173

A

B

C

Total

A

0

1,525

0

1,525

B

1,429

0

0

1,429

C

0

0

0

0

Total

1,429

1,525

0

2,954

A

B

C

Total

A

0

218

118

336

B

30

0

70

100

C

371

9

0

380

Total

401

227

188

816

A

B

C

D

Total

A

0

0

155

32

187

B

266

0

2

0

268

C

110

0

0

61

171

D

0

0

0

0

0

Total

376

0

157

93

626

A

B

C

D

Total

A

0

97

237

197

531

B

87

0

4

276

367

C

335

8

0

137

480

D

170

223

54

0

447

Total

592

328

295

610

1,825

A

B

C

D

E

Total

A

1

122

1,387

293

8

1,811

B

64

0

16

40

32

152

C

1,498

39

19

26

121

1,703

D

226

43

62

10

20

361

E

4

17

52

12

0

85

Total

1,793

221

1,536

381

181

4,112



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,312	113	1,426	1,418	106	1,525
B-A	1,026	349	1,375	1,159	270	1,429

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,300	124	1,425	1,361	110	1,471
B-A	1,264	353	1,617	1,378	273	1,651

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,312	132	1,444	1,361	115	1,476
B-A	1,297	359	1,656	1,440	274	1,715

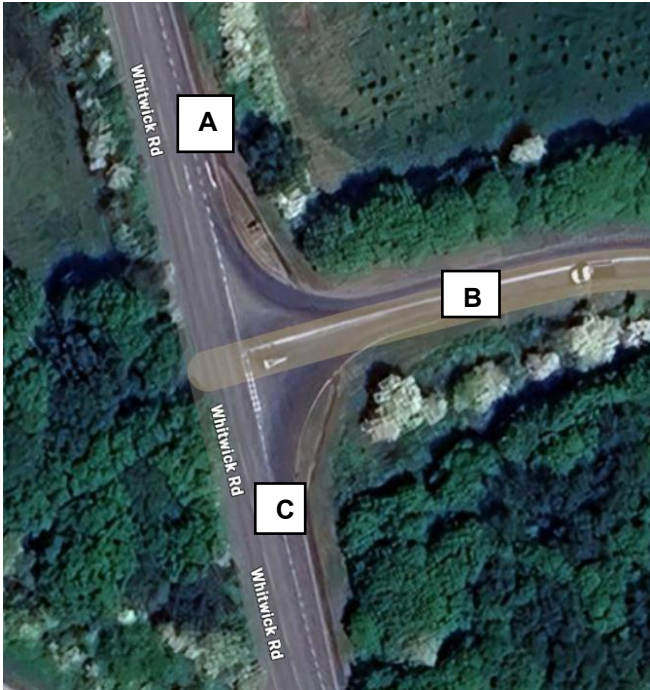
2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,367	139	1,506	1,389	121	1,511
B-A	1,379	371	1,750	1,514	276	1,790

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,250	124	1,375	1,317	110	1,426
A-C	327	11	339	85	25	110
B-A	1,336	396	1,732	1,466	291	1,757
B-C	0	0	0	0	0	0
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,263	131	1,393	1,307	115	1,422
A-C	327	11	338	85	25	110
B-A	1,372	401	1,774	1,525	293	1,818
B-C	0	0	0	0	0	0
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,294	137	1,431	1,350	121	1,471
A-C	325	11	336	84	25	110
B-A	1,454	412	1,866	1,577	294	1,872
B-C	0	0	0	0	0	0
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0

Appendix C Junction 3 – Whitwick Road North and South junction (Northern Side) including A50/Whitwick Road On-Slip and Off-Slip



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	256	1	257	215	3	218
A-C	130	6	136	118	0	118
B-A	49	1	50	30	0	30
B-C	139	7	146	69	1	70
C-A	303	6	309	371	0	371
C-B	15	1	16	9	0	9

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	203	2	204	217	5	222
A-C	429	8	438	351	0	351
B-A	35	1	36	5	0	5
B-C	177	7	184	122	1	123
C-A	307	6	312	343	0	343
C-B	6	1	8	31	0	31

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	208	2	210	230	5	235
A-C	464	7	471	400	0	400
B-A	36	1	37	5	0	5
B-C	196	7	203	140	1	141
C-A	332	7	339	368	0	368
C-B	7	1	8	37	0	37

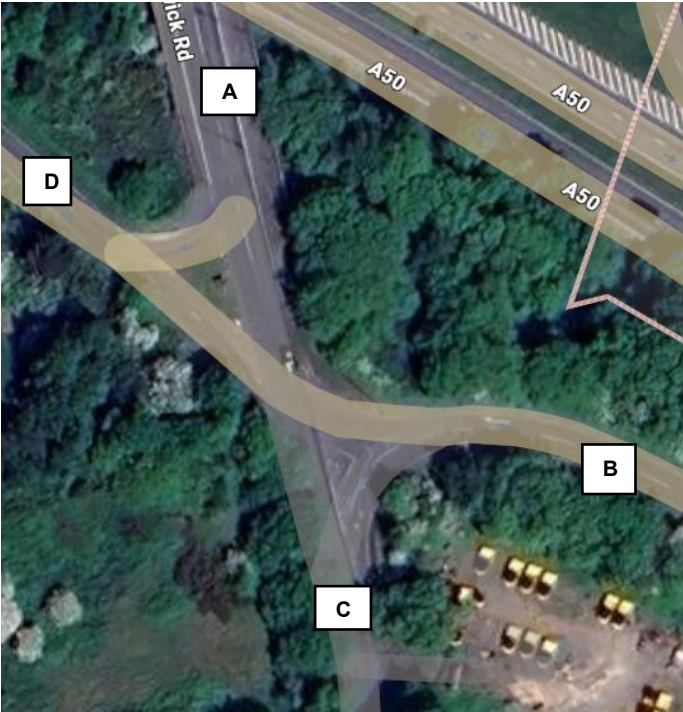
2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	215	3	217	307	5	312
A-C	558	8	567	462	0	462
B-A	38	1	39	12	0	12
B-C	267	7	274	197	1	198
C-A	390	7	396	421	0	421
C-B	9	1	11	27	0	27

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	233	10	242	260	24	284
A-C	492	51	544	459	0	459
B-A	34	1	35	4	0	4
B-C	178	7	185	119	1	120
C-A	302	6	308	320	0	320
C-B	7	1	8	29	0	29

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	235	11	246	283	24	307
A-C	534	51	585	515	0	515
B-A	35	1	36	4	0	4
B-C	188	7	195	135	1	136
C-A	333	7	340	348	0	348
C-B	7	1	8	37	0	37

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	252	11	263	343	24	367
A-C	609	51	660	564	0	564
B-A	38	1	39	9	0	9
B-C	259	7	266	185	1	186
C-A	376	7	382	390	0	390
C-B	9	1	11	27	0	27

Appendix D Junction 4 - Whitwick Road North and South junction (Southern Side) including A50/Whitwick Road On-Slip and Off-Slip



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	234	8	242	154	1	155
A-D	35	5	40	32	0	32
B-A	185	5	190	266	0	266
B-B	0	0	0	0	0	0
B-C	2	0	2	2	0	2
B-D	0	0	0	0	0	0
C-A	133	2	135	110	0	110
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	48	2	50	60	1	61
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	399	8	407	351	3	354
A-D	200	7	207	91	0	91
B-A	14	5	19	40	0	40
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	316	2	318	390	0	390
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	76	2	78	100	1	101
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	437	8	445	392	3	395
A-D	220	6	226	154	0	154
B-A	26	6	32	50	0	50
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	350	2	352	435	0	435
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	87	2	89	120	1	121
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	498	8	506	439	3	442
A-D	311	6	317	186	0	186
B-A	27	6	33	55	0	55
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	407	2	409	470	0	470
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	97	2	99	131	1	132
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	418	8	426	387	19	406
A-D	245	50	295	199	0	199
B-A	28	5	33	44	0	44
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	320	2	322	375	0	375
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	88	2	90	106	1	107
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	442	8	450	419	19	438
A-D	282	50	332	235	0	235
B-A	26	6	32	56	0	56
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	354	2	356	410	0	410
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	92	2	94	124	1	125
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	501	8	509	475	18	493
A-D	342	49	391	263	0	263
B-A	26	6	32	55	0	55
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	0	0	0	0	0	0
C-A	391	2	393	434	0	434
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	110	2	112	136	1	137
D-A	0	0	0	0	0	0
D-B	0	0	0	0	0	0
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

Appendix E Junction 5 - Whitwick Road/B591 Copt Oak Road signals



2025 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	58	1	59	94	3	97
A-C	277	10	287	236	1	237
A-D	193	2	195	196	1	197
B-A	135	2	137	87	0	87
B-B	0	0	0	0	0	0
B-C	0	0	0	4	0	4
B-D	163	3	166	276	0	276
C-A	277	8	285	332	3	335
C-B	2	0	2	8	0	8
C-C	0	0	0	0	0	0
C-D	85	20	105	127	10	137
D-A	229	1	230	170	0	170
D-B	309	4	313	221	2	223
D-C	74	2	76	48	6	54
D-D	0	0	0	0	0	0

2028 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	151	2	152	103	4	107
A-C	87	7	94	21	0	22
A-D	248	2	250	152	1	153
B-A	157	3	160	83	0	83
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	135	3	138	250	0	250
C-A	313	9	322	349	4	353
C-B	3	0	3	11	0	11
C-C	0	0	0	0	0	0
C-D	68	20	88	127	9	136
D-A	205	1	206	199	0	199
D-B	398	5	403	349	3	352
D-C	12	1	13	6	4	10
D-D	0	0	0	0	0	0

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	145	2	147	174	4	178
A-C	87	7	94	23	0	24
A-D	254	2	256	209	1	210
B-A	160	3	163	91	0	91
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	143	4	147	262	0	262
C-A	320	9	329	364	4	368
C-B	3	0	3	14	0	14
C-C	0	0	0	0	0	0
C-D	72	20	92	126	9	135
D-A	215	1	216	191	0	191
D-B	408	5	414	392	3	395
D-C	12	1	13	5	4	8
D-D	0	0	0	0	0	0

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	96	2	98	131	4	135
A-C	79	7	86	21	0	21
A-D	155	2	157	176	1	177
B-A	175	3	178	77	0	77
B-B	0	0	0	0	0	0
B-C	0	0	0	0	0	0
B-D	160	4	164	274	0	274
C-A	321	9	330	320	3	323
C-B	4	0	4	13	0	13
C-C	0	0	0	0	0	0
C-D	75	19	94	138	9	147
D-A	223	1	224	210	0	210
D-B	469	6	475	478	3	482
D-C	20	1	21	7	4	10
D-D	0	0	0	0	0	0

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	93	2	95	138	4	142
A-C	131	7	138	31	1	31
A-D	226	2	228	199	1	200
B-A	152	3	154	89	0	89
B-B	0	0	0	0	0	0
B-C	0	0	0	1	0	1
B-D	166	3	170	272	0	272
C-A	293	9	302	359	4	363
C-B	3	0	3	12	0	12
C-C	0	0	0	0	0	0
C-D	82	19	100	132	9	141
D-A	236	1	237	196	0	196
D-B	398	5	403	356	3	359
D-C	28	1	29	7	5	11
D-D	0	0	0	0	0	0

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	93	2	95	140	4	143
A-C	133	7	140	32	1	32
A-D	218	2	220	194	1	195
B-A	165	3	169	83	0	83
B-B	0	0	0	0	0	0
B-C	0	0	0	1	0	1
B-D	176	4	179	268	0	268
C-A	292	9	301	337	4	341
C-B	3	0	3	12	0	12
C-C	0	0	0	0	0	0
C-D	79	19	98	131	9	140
D-A	245	1	246	203	0	203
D-B	412	5	418	405	3	408
D-C	30	1	31	8	5	12
D-D	0	0	0	0	0	0

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	87	2	89	133	4	136
A-C	158	7	165	55	1	56
A-D	193	2	195	181	1	182
B-A	167	3	170	77	0	77
B-B	0	0	0	0	0	0
B-C	0	0	0	1	0	1
B-D	185	4	189	278	0	278
C-A	302	9	311	316	3	319
C-B	3	0	3	13	0	13
C-C	0	0	0	0	0	0
C-D	85	19	104	137	9	146
D-A	246	1	247	207	0	207
D-B	459	6	466	468	3	471
D-C	41	2	43	17	5	21
D-D	0	0	0	0	0	0

Appendix F Junction 6 - M1 Junction 22 roundabout



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	920	86	1,006	840	33	873
A-C	118	7	125	71	8	79
A-D	77	1	78	54	1	55
A-E	235	42	277	217	40	257
B-A	815	71	886	687	22	709
B-B	4	0	4	2	1	3
B-C	51	4	55	52	0	52
B-D	8	0	8	23	0	23
B-E	702	58	760	825	36	861
C-A	2	0	2	0	0	0
C-B	30	1	31	35	1	36
C-C	0	0	0	4	0	4
C-D	18	0	18	33	0	33
C-E	504	118	622	591	84	675
D-A	82	3	85	70	1	71
D-B	9	1	10	15	0	15
D-C	7	0	7	8	0	8
D-D	1	0	1	0	0	0
D-E	28	2	30	12	0	12
E-A	212	63	275	216	42	258
E-B	584	67	651	691	28	719
E-C	239	131	370	364	58	422
E-D	0	0	0	1	0	1
E-E	4	0	4	5	1	6

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	869	0	869	839	35	875
A-C	128	0	128	80	9	89
A-D	104	0	104	45	1	46
A-E	287	0	287	381	47	428
B-A	857	0	857	677	22	700
B-B	4	0	4	1	1	2
B-C	57	0	57	43	0	43
B-D	11	0	11	14	0	14
B-E	885	0	885	1,051	40	1,091
C-A	2	0	2	0	0	0
C-B	26	0	26	23	1	24
C-C	0	0	0	3	0	3
C-D	22	0	22	18	0	18
C-E	557	0	557	687	88	775
D-A	87	0	87	85	1	86
D-B	9	0	9	13	0	13
D-C	8	0	8	8	0	8
D-D	1	0	1	0	0	0
D-E	35	0	35	19	0	19
E-A	245	0	245	273	45	317
E-B	626	0	626	642	30	671
E-C	294	0	294	384	61	445
E-D	0	0	0	1	0	1
E-E	6	0	6	8	1	9

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	881	96	977	864	39	903
A-C	135	7	142	92	9	101
A-D	108	1	109	52	1	53
A-E	281	49	329	373	47	420
B-A	888	70	958	723	24	747
B-B	4	0	4	2	1	3
B-C	61	4	66	51	0	51
B-D	12	0	12	17	0	17
B-E	884	69	953	1,072	39	1,111
C-A	2	0	2	0	0	0
C-B	27	1	28	25	1	26
C-C	0	0	0	4	0	4
C-D	23	0	23	22	0	22
C-E	556	119	675	695	87	782
D-A	92	3	95	98	1	99
D-B	9	1	10	16	0	16
D-C	9	0	9	10	0	10
D-D	2	0	2	0	0	0
D-E	36	2	39	21	0	21
E-A	244	62	306	260	45	306
E-B	623	77	700	615	31	646
E-C	304	137	441	410	60	470
E-D	0	0	0	1	0	1
E-E	5	0	5	7	1	9

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	2	0	2
A-B	959	100	1,059	931	43	974
A-C	150	7	157	100	9	109
A-D	138	1	139	84	1	85
A-E	305	50	354	422	48	470
B-A	970	77	1,046	781	25	806
B-B	4	0	4	1	1	3
B-C	63	4	67	49	0	49
B-D	14	0	14	24	0	24
B-E	885	73	958	1,067	40	1,107
C-A	2	0	2	0	0	0
C-B	27	1	28	23	1	24
C-C	0	0	0	3	0	3
C-D	28	0	28	31	0	31
C-E	559	121	680	688	86	774
D-A	97	3	99	130	1	131
D-B	9	1	10	18	0	18
D-C	9	0	9	12	0	12
D-D	2	0	2	0	0	0
D-E	35	2	37	25	0	25
E-A	259	66	325	279	47	326
E-B	609	80	689	579	33	612
E-C	304	137	441	388	61	449
E-D	0	0	0	1	0	1
E-E	5	0	5	7	1	8

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	982	103	1,085	864	52	917
A-C	111	9	121	84	12	96
A-D	97	1	98	41	1	42
A-E	227	35	262	349	34	383
B-A	882	92	974	711	35	746
B-B	6	0	6	2	2	4
B-C	65	9	74	52	0	52
B-D	14	0	14	15	0	15
B-E	922	77	999	1,112	44	1,155
C-A	2	0	2	0	0	0
C-B	37	1	39	26	2	28
C-C	0	0	0	3	0	3
C-D	27	0	27	18	0	18
C-E	568	124	692	688	99	786
D-A	84	3	87	85	1	86
D-B	12	1	14	15	0	15
D-C	8	0	8	9	0	9
D-D	2	0	2	0	0	0
D-E	35	2	37	19	0	19
E-A	210	45	255	246	37	283
E-B	776	71	847	656	34	690
E-C	281	155	436	398	66	464
E-D	0	0	0	1	0	1
E-E	5	0	5	7	1	8

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	996	109	1,104	883	57	940
A-C	117	10	126	92	12	104
A-D	100	1	101	49	1	50
A-E	226	37	262	358	34	392
B-A	914	97	1,011	746	37	783
B-B	6	0	6	2	2	4
B-C	69	8	78	56	0	56
B-D	14	0	14	17	0	17
B-E	928	78	1,006	1,134	43	1,176
C-A	2	0	2	0	0	0
C-B	38	2	40	26	2	28
C-C	0	0	0	4	0	4
C-D	28	0	28	21	0	21
C-E	569	123	693	693	97	790
D-A	86	3	88	97	1	98
D-B	12	1	14	17	0	17
D-C	9	0	9	11	0	11
D-D	2	0	2	0	0	0
D-E	34	2	36	21	0	21
E-A	211	48	258	243	37	281
E-B	771	72	844	628	36	663
E-C	288	154	442	408	66	474
E-D	0	0	0	1	0	1
E-E	5	0	5	7	1	8

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	2	0	2
A-B	1,065	113	1,178	949	60	1,009
A-C	136	10	145	102	13	115
A-D	130	1	131	78	1	79
A-E	250	38	287	402	35	438
B-A	988	104	1,091	801	38	839
B-B	6	0	6	2	2	4
B-C	72	9	80	55	0	55
B-D	17	0	17	24	0	24
B-E	914	82	996	1,119	43	1,162
C-A	2	0	2	0	0	0
C-B	37	2	38	25	2	27
C-C	0	0	0	4	0	4
C-D	32	0	32	30	0	30
C-E	564	125	690	688	97	784
D-A	85	3	88	121	1	122
D-B	11	1	12	18	0	18
D-C	8	0	8	12	0	12
D-D	2	0	2	0	0	0
D-E	31	2	33	24	0	24
E-A	233	51	283	270	39	308
E-B	751	76	826	611	37	648
E-C	305	154	459	409	66	476
E-D	0	0	0	1	0	1
E-E	5	0	5	7	1	8

Appendix G Junction 7 - A511 Flying Horse roundabout



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	1	0	1
A-B	39	0	39	25	0	25
A-C	48	2	50	58	5	63
A-D	275	11	286	202	3	205
B-A	75	7	82	142	6	148
B-B	7	0	7	5	0	5
B-C	15	6	21	20	6	26
B-D	1,465	209	1,674	1,475	148	1,623
C-A	76	1	77	63	0	63
C-B	25	5	30	23	0	23
C-C	0	0	0	0	0	0
C-D	106	9	115	82	1	83
D-A	206	22	228	257	6	263
D-B	972	260	1,232	1,242	129	1,371
D-C	93	2	95	78	5	83
D-D	14	1	15	17	0	17

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	162	7	169	265	7	272
B-B	24	0	24	16	0	16
B-C	0	6	6	0	6	6
B-D	1,649	226	1,875	1,783	160	1,943
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	86	7	93	25	1	26
D-A	151	23	174	158	5	163
D-B	1,143	271	1,415	1,310	136	1,446
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	164	7	171	263	7	270
B-B	24	0	24	16	0	16
B-C	0	6	6	0	6	6
B-D	1,630	228	1,858	1,819	160	1,979
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	118	7	125	32	1	33
D-A	155	22	177	158	5	163
D-B	1,125	273	1,398	1,316	138	1,455
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	180	7	187	261	7	268
B-B	36	0	36	17	0	17
B-C	0	6	6	0	6	6
B-D	1,615	235	1,850	1,846	160	2,006
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	166	7	173	53	1	54
D-A	109	22	131	142	4	146
D-B	1,111	281	1,392	1,289	143	1,432
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	183	7	190	267	8	275
B-B	38	0	38	17	0	17
B-C	0	6	6	0	6	6
B-D	1,596	227	1,823	1,817	161	1,978
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	136	7	143	28	1	29
D-A	113	23	136	151	4	155
D-B	1,189	269	1,458	1,324	138	1,462
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	187	7	194	268	8	276
B-B	37	0	37	18	0	18
B-C	0	6	6	0	6	6
B-D	1,599	229	1,828	1,836	160	1,996
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	148	7	155	45	1	46
D-A	118	22	140	142	4	146
D-B	1,182	271	1,453	1,309	140	1,449
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	0	0	0	0	0
A-C	0	0	0	0	0	0
A-D	0	0	0	0	0	0
B-A	199	7	206	282	7	290
B-B	70	0	70	24	0	24
B-C	0	6	6	0	6	6
B-D	1,582	236	1,818	1,863	161	2,024
C-A	0	0	0	0	0	0
C-B	0	0	0	0	0	0
C-C	0	0	0	0	0	0
C-D	181	7	188	49	1	50
D-A	67	22	89	112	4	115
D-B	1,195	279	1,474	1,318	144	1,462
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

Appendix H Junction 8 - A50 Field Head roundabout



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	2	0	2	1	0	1
A-B	65	1	66	121	1	122
A-C	1,461	134	1,595	1,326	61	1,387
A-D	128	9	137	290	3	293
A-E	1	1	2	8	0	8
B-A	87	0	87	64	0	64
B-B	0	0	0	0	0	0
B-C	7	0	7	15	1	16
B-D	47	2	49	38	2	40
B-E	34	0	34	32	0	32
C-A	1,302	126	1,428	1,444	54	1,498
C-B	19	0	19	39	0	39
C-C	33	1	34	19	0	19
C-D	28	7	35	24	2	26
C-E	74	3	77	119	2	121
D-A	225	6	231	223	3	226
D-B	51	1	52	43	0	43
D-C	123	3	126	62	0	62
D-D	8	0	8	10	0	10
D-E	16	0	16	19	1	20
E-A	3	0	3	3	1	4
E-B	25	1	26	17	0	17
E-C	158	10	168	49	3	52
E-D	6	0	6	11	1	12
E-E	0	0	0	0	0	0

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	50	1	51	102	1	103
A-C	1,486	144	1,629	1,459	66	1,525
A-D	28	11	39	108	3	111
A-E	2	1	3	14	0	14
B-A	47	0	47	27	0	27
B-B	0	0	0	0	0	0
B-C	7	0	7	12	1	13
B-D	10	2	12	10	2	12
B-E	53	0	53	42	0	42
C-A	1,270	125	1,394	1,328	53	1,381
C-B	25	0	25	52	0	52
C-C	56	1	57	33	0	33
C-D	10	9	19	14	4	18
C-E	207	3	210	334	2	336
D-A	148	12	159	172	6	178
D-B	44	2	46	48	0	48
D-C	141	7	148	91	0	91
D-D	2	0	2	5	0	5
D-E	30	0	30	45	1	46
E-A	2	0	2	2	1	3
E-B	20	1	20	17	0	17
E-C	162	10	173	63	3	66
E-D	1	0	1	5	1	6
E-E	0	0	0	0	0	0

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	50	1	51	117	1	118
A-C	1,486	152	1,637	1,449	71	1,519
A-D	28	11	39	105	3	109
A-E	2	1	3	16	0	16
B-A	47	0	47	27	0	27
B-B	0	0	0	0	0	0
B-C	7	0	7	12	1	13
B-D	10	2	12	10	2	12
B-E	53	0	53	46	0	46
C-A	1,270	130	1,400	1,314	54	1,368
C-B	25	0	25	58	0	58
C-C	56	1	57	32	0	32
C-D	10	9	20	13	4	17
C-E	207	3	210	360	2	361
D-A	148	11	159	174	6	180
D-B	44	2	46	55	0	55
D-C	141	7	147	90	0	90
D-D	2	0	2	5	0	5
D-E	30	0	30	49	1	51
E-A	2	0	2	2	1	3
E-B	20	1	20	18	0	18
E-C	162	10	173	59	3	62
E-D	1	0	1	4	1	5
E-E	0	0	0	0	0	0

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	59	1	60	147	1	148
A-C	1,507	160	1,666	1,479	77	1,555
A-D	12	11	23	81	3	84
A-E	2	1	3	16	0	16
B-A	55	0	55	32	0	32
B-B	0	0	0	0	0	0
B-C	9	0	9	14	1	15
B-D	6	2	8	9	2	11
B-E	75	0	75	52	0	52
C-A	1,257	143	1,401	1,331	56	1,387
C-B	33	0	33	71	0	71
C-C	64	1	66	32	0	32
C-D	5	9	14	10	4	13
C-E	248	3	251	353	2	355
D-A	127	12	139	162	6	168
D-B	51	2	53	61	0	61
D-C	140	7	147	81	0	81
D-D	1	0	1	3	0	3
D-E	31	0	31	44	1	46
E-A	2	0	2	3	1	3
E-B	23	1	24	31	0	31
E-C	167	10	177	82	3	86
E-D	1	0	1	5	1	6
E-E	0	0	0	0	0	0

2028 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	49	1	50	109	1	110
A-C	1,477	151	1,628	1,451	68	1,519
A-D	24	11	35	108	3	111
A-E	2	1	3	15	0	15
B-A	48	0	48	27	0	27
B-B	0	0	0	0	0	0
B-C	7	0	7	12	1	13
B-D	9	2	11	10	2	12
B-E	56	0	56	42	0	42
C-A	1,278	125	1,403	1,317	56	1,373
C-B	25	0	25	55	0	55
C-C	59	1	60	32	0	32
C-D	9	9	18	14	4	17
C-E	217	3	220	337	2	339
D-A	143	11	154	170	6	176
D-B	44	2	45	50	0	50
D-C	141	7	148	88	0	88
D-D	2	0	2	5	0	5
D-E	30	0	30	45	1	46
E-A	2	0	2	2	1	3
E-B	19	1	20	18	0	18
E-C	164	10	174	64	3	67
E-D	1	0	1	5	1	6
E-E	0	0	0	0	0	0

2030 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	51	1	52	131	1	132
A-C	1,468	159	1,627	1,437	73	1,510
A-D	25	11	35	103	3	107
A-E	2	1	3	15	0	15
B-A	49	0	49	28	0	28
B-B	0	0	0	0	0	0
B-C	7	0	7	12	1	13
B-D	9	2	11	10	2	12
B-E	57	0	57	44	0	44
C-A	1,279	129	1,409	1,316	57	1,372
C-B	26	0	26	62	0	62
C-C	57	1	59	30	0	30
C-D	9	9	19	13	4	16
C-E	220	3	223	340	2	342
D-A	144	11	154	175	6	181
D-B	45	2	47	59	0	59
D-C	139	7	146	85	0	85
D-D	2	0	2	5	0	5
D-E	31	0	31	47	1	48
E-A	2	0	2	2	1	3
E-B	20	1	21	22	0	22
E-C	163	10	173	64	3	67
E-D	1	0	1	5	1	6
E-E	0	0	0	0	0	0

2036 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	1	0	1
A-B	59	1	59	160	1	161
A-C	1,490	165	1,655	1,479	79	1,558
A-D	15	11	26	78	4	82
A-E	1	1	2	15	0	15
B-A	61	0	61	34	0	34
B-B	0	0	0	0	0	0
B-C	10	0	10	14	1	15
B-D	7	2	9	8	2	10
B-E	66	0	66	50	0	50
C-A	1,289	141	1,430	1,338	59	1,396
C-B	34	0	34	75	0	75
C-C	67	1	68	31	0	31
C-D	6	9	15	9	4	13
C-E	204	3	207	326	2	328
D-A	108	11	119	150	6	156
D-B	44	1	46	60	0	60
D-C	121	6	128	73	0	73
D-D	1	0	1	3	0	3
D-E	21	0	21	38	1	39
E-A	2	0	2	3	1	4
E-B	25	1	26	39	0	39
E-C	178	10	188	95	3	99
E-D	1	0	1	5	1	6
E-E	0	0	0	0	0	0

Appendix I Junction 9 - A511 (E)/B585/A511 (NW) Roundabout



2025 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	7	0	7	19	1	20
A-B	1,051	140	1,191	762	113	875
A-C	771	87	858	1,018	38	1,056
B-A	466	152	618	813	85	898
B-B	3	0	3	14	0	14
B-C	26	10	36	86	13	99
C-A	776	131	907	719	53	772
C-B	22	6	28	22	3	25
C-C	7	0	7	4	0	4

2028 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	10	1	10
A-B	1,090	146	1,236	741	117	859
A-C	689	87	775	1,045	39	1,084
B-A	472	155	626	887	85	972
B-B	16	0	16	29	0	29
B-C	121	22	143	189	24	213
C-A	868	131	1,000	792	55	847
C-B	132	14	145	46	6	52
C-C	36	0	36	9	0	9

2030 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	9	1	9
A-B	1,071	148	1,219	742	118	860
A-C	669	86	755	1,062	37	1,099
B-A	470	155	625	904	85	989
B-B	18	0	18	32	0	32
B-C	132	23	155	212	24	236
C-A	874	132	1,006	764	56	820
C-B	146	15	161	48	6	55
C-C	40	0	40	9	0	9

2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	2	0	2	9	0	9
A-B	1,045	153	1,198	703	122	824
A-C	745	87	831	1,103	36	1,139
B-A	522	162	684	930	84	1,014
B-B	14	0	14	32	0	32
B-C	117	23	140	232	26	258
C-A	831	131	963	734	56	790
C-B	97	15	112	45	7	52
C-C	30	0	30	10	0	10

2028 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	9	1	10
A-B	1,080	145	1,225	742	119	861
A-C	679	87	766	1,047	39	1,085
B-A	468	155	623	907	86	993
B-B	18	0	18	32	0	32
B-C	135	22	158	205	24	229
C-A	870	131	1,001	765	55	820
C-B	149	14	163	47	6	53
C-C	41	0	41	9	0	9

2030 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	9	1	10
A-B	1,053	148	1,202	720	119	839
A-C	648	86	733	1,071	39	1,111
B-A	459	157	616	929	84	1,013
B-B	22	0	22	32	0	32
B-C	157	23	181	219	25	243
C-A	884	132	1,016	738	55	793
C-B	184	15	198	45	6	51
C-C	49	0	49	9	0	9

2036 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	2	0	2	9	1	9
A-B	1,062	152	1,214	691	122	814
A-C	723	87	810	1,106	40	1,146
B-A	527	164	691	946	84	1,030
B-B	15	0	15	33	0	33
B-C	120	23	143	241	26	267
C-A	824	131	955	717	55	773
C-B	102	14	116	44	7	51
C-C	30	0	30	10	0	10