

RIDGE

LAND AT JUNCTION 22 OF THE M1, CLIFFE HILL FARM

Transport Assessment Addendum

18/06/2026

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TRANSPORT ASSESSMENT ADDENDUM

18/06/2026

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1 INTRODUCTION

1.1 Background

1.1.1 Ridge and Partners LLP ('Ridge') (formerly Hub Transport Planning Ltd) has been commissioned by Caddick Developments Limited to provide transport advice for a proposed commercial development on land at Junction 22 of the M1, Markfield. The land is being promoted for the upcoming Hinckley & Bosworth Local Plan Review 2024 to 2045 and is a Draft Allocation in the emerging Local Plan. The site location is shown in **Figure 1.1**.

1.1.2 A Transport Assessment (TA) (revision C) was submitted to support the planning application (ref: 25/00931/FUL) in September 2025. At the time of submission, a methodology to assess the impact of the proposed development using the Pan Regional Transport Model (PRTM) had been agreed with Leicestershire County Council (LCC) and National Highways, but the outputs were not available. The agreed development testing pro-forma is provided in **Appendix A**.

1.1.3 LCC also provided a formal consultation response to the planning application in April 2026 (consultation response dated 27th March 2026). Notwithstanding the request for a traffic impact assessment to be completed using PRTM flows, LCC requested further information on other design matters which are covered within this report.

1.1.4 The observed traffic flows for each junction within the Area of Influence (AoI) was provided to LCC and furnessed within the PRTM. Furnessed traffic flows were provided by LCC for each assessed scenario as shown in the technical note setting out the methodology and outputs, which is provided in **Appendix B**. A map of the assessed junction locations are shown in **Figure 1.2**.

1.2 Purpose of the Report

1.2.1 This Transport Assessment Addendum (TAA) should be read in conjunction with the TA (rev C) and responds to comments raised by LCC, as well as providing the traffic impact assessment for the junctions that were identified as requiring assessment following the identification of the AoI and furnessing process.

1.3 Limitations of the Report

1.3.1 This report has been undertaken at the request of Caddick Developments Limited, thus should not be entrusted to any third party without written permission from Ridge. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Ridge.

1.3.2 This report has been compiled using data from several external sources (such as the TRICS database and public transport websites); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2 LEICESTERSHIRE COUNTY COUNCIL COMMENTS

2.1.1 LCC provided a formal response to the planning application on 27th March 2026, which is shown in **Appendix C**. The comments made by LCC's Highways Development Management team are presented alongside the applicant's response in **Table 1**.

Table 1 – LCC comments and applicant response

LCC COMMENT	ACTION/RESPONSE
Site Access	
The LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the access/ ingress before any further comments can be made and whether the proposed works are acceptable.	Please refer to **Section 3.0**, which sets out the traffic impact assessment for junctions within the AoI in line with the agreed model methodology.
Site Ingress	
The radius of the bend at the end of the auxiliary lane is now 25m as previously requested.	Noted, no further action required.
The drawing shows that no flare is provided on the southern arm of the roundabout. Design Manual for Roads and Bridges (DMRB) CD116 Para 3.17.1A states that a minimum average effective flare length of 5 metres in urban areas should be provided. The Applicant should provide justification as to why this hasn't been provided as per DMRB GG 101 Para 2.12.	There is an effective flare length of 17m, which has been added to **Drawing T22523.001 rev N** for completeness. No further action is required.

LCC COMMENT	ACTION/RESPONSE
Exit widths of 4.5m are shown for the roundabout, however DMRB CD116 para 3.28.2 states that at a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres. This should be shown on a revised drawing.	The roundabout has been designed as a compact roundabout; however a 40m ICD is proposed to ensure that 18.5m HGV swept paths can be comfortably accommodated as requested by LCC. Although the Inscribed Circle Diameter (ICD) of the access roundabout is 40m, paragraph 3.5.1 of DMRB CD116 states that *"the ICD of a compact roundabout should not exceed 36 metres".* Paragraph 3.5.1 does not say that a compact roundabout cannot exceed a 36m ICD (otherwise the reference above would use 'shall' rather than 'should'). Additionally, non-flared entries and exits makes it easier for non-motorised users to negotiate the junction. The drawing has been updated to provide 5.5m exit widths, as this is a larger compact roundabout rather than a normal roundabout. A 5.5m exit width would enable a large HGV to pass another broken down vehicle on the rare occasion that this occurs.
The LHA agree with the Applicant regarding the cycleways within the development not requiring the horizontal separation required by LTN1-20 Table 6-1. The proposed shared use cycleway on the south side of the A50 however, is within the existing 50mph speed limit, and therefore an absolute minimum separation of 1.5m would be required here. The drawing should be updated accordingly.	Following the results of the local junction modelling, the proposed staggered toucan crossing has been moved east along the A50. Please refer to **Drawing T22523.001 rev N** for the proposed location of the staggered toucan crossing.
The drawing confirms that the existing farm access will be removed, as previously requested.	Noted, no further action required.
Whitwick Road Egress	
The 4.5m setbacks for visibility splays are noted and welcomed.	Noted, no further action required.

LCC COMMENT	ACTION/RESPONSE
Burrows Graham drawing number 30206-BGL-XX-XX-SK-C rev P03, available within Appendix B of TN4 shows that visibility for vehicles using the Whitwick Rd access will not be affected by vehicles waiting at Cottage Lane. The LHA is satisfied with the reasoning put forward that Cottage Lane is essentially a private access and therefore although visibility for vehicles exiting Cottage Lane would be obstructed by vehicles waiting at the new access, this will be an infrequent occurrence.	Noted, no further action required.
Highway Safety	
No further information has been provided within TN4 and the Applicant has acknowledged that this may be required following completion of the PRTM modelling work.	The highway safety assessment set out within the TA (rev C) already includes all junctions within the extents of the AoI, therefore no changes to the scope are required and the analysis set out within the TA remains current and appropriate.
Trip Generation	
The LHA previously advised it accepted the Applicants trip rates. It was however advised that this was based on a maximum 20% B2 usage within the site, given B2 use is the more traffic intensive use and a greater percentage of B2 use has not been assessed by the Applicant. The LHA are liaising with the LPA on this matter, and it is understood that this could be secured via condition. If this could not be secured, the LHA would also require an assessment of the site fully under B2 use.	Within TN4, the applicant stated that they are happy for a condition of up to 20% B2 usage on the development to be applied to this application. Therefore, the assessment for full B2 use is not required.
Trip Distribution	
The LHA previously advised that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed. The Applicant has stated within TN4 that PRTM modelling results will be provided once the results have been received and analysed.	Please refer to **Section 3.0**, which sets out the traffic impact assessment for junctions within the AoI in line with the agreed model methodology.

LCC COMMENT	ACTION/RESPONSE
Junction Capacity Assessments	
Given the Applicant is awaiting PRTM results, no further information is currently available on the impact of the development on the surrounding highway network and the LHA cannot provide further comments at this time.	Please refer to **Section 3.0**, which sets out the traffic impact assessment for junctions within the AoI in line with the agreed model methodology.
Off-Site Implications	
As advised previously, the Applicant is proposing off-site works to the highway network in various locations as a result of the proposed development. The LHA advise that further off-site works or comments on the proposals received to date may be required following provision of the junction modelling work.	Noted. Please refer to **Section 3.0**, which sets out the traffic impact assessment for junctions within the AoI in line with the agreed model methodology. Any off-site works are also captured within revised drawings and/or **Section 3.0** where required.
It should be noted the LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the surrounding junctions before any further comments can be made and whether the proposed improvements are acceptable.	Please refer to **Section 3.0**, which sets out the traffic impact assessment for junctions within the AoI in line with the agreed model methodology.
Proposed A50 Toucan Crossings	
The LHA previously advised that whilst the distances from the crossing points to the roundabout are within guidance, the LHA would request consideration as to whether vehicles are likely to queue back to the roundabout given the location of the site.	Junction capacity assessments demonstrate that the worst case queue on the eastbound exit would be c.120m (21 PCUs) in the nearside lane and c.48m (eight PCUs) in the offside lane (based on the 2036 Future Base + Proposed Development AM peak scenario). This also assumes that the toucan crossing is called every fourth cycle (i.e., every four to five minutes), which is considered to be robust. Therefore, the toucan crossing has been moved east by c.70m to ensure that the circulatory carriageway would not be blocked back and the revised crossing location is shown in **Drawing T22523.001 rev N**.

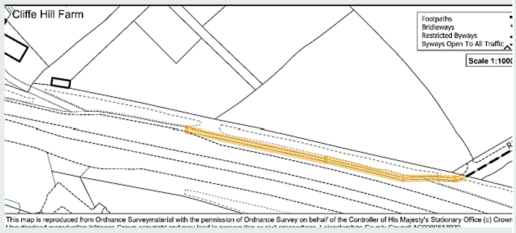
LCC COMMENT	ACTION/RESPONSE
Furthermore, the LHA requests clarity as to whether the signals could be linked with the roundabout. There is concern for example that the Toucan crossing may show a red signal, whilst the signals at the roundabout are on green and then vice versa, which would cause additional delays to drivers and impede the free flow of traffic in this location.	As part of TN4, the applicant confirmed that they expected the toucan crossing to be linked to the signalised roundabout and the LinSig modelling undertaken has assumed that the crossing is linked with the existing signalised roundabout. Finally, it is worth noting that LinSig operates on fixed cycle; however this crossing would be demand-dependant and operate with crossing and vehicle detection. This will enable the toucan crossing to 'gap out' and reduce the intergreen time, which will significantly improve traffic flow and capacity.
Additionally, given this is a highly trafficked part of the network at a key junction, the LHA has concerns activation of the signals could cause queueing on the eastbound carriageway, which could result in traffic backing up on to the roundabout gyratory, particularly during peak times.	Please refer to the response above regarding the toucan crossing.
The Applicant has advised within Paragraph 1.31 of TN4 that they are expecting that the Toucan crossing provision will be incorporated into the roundabout signals and linked accordingly; this will be shown in the modelling once they have received the PRTM results and the LHA has provided the furnessed traffic flows.	Please refer to the response above regarding the toucan crossing from a design perspective. The results are presented in **Section 3.0**.
The LHA will provide further comments on the Toucan crossings once the PRTM modelling results have been received.	Noted, although please refer to the responses above regarding the toucan crossing from both a modelling and design perspective.
A50 Westbound On-Slip/Whitwick Road Junction Improvements	
The Applicant has provided 85th percentile speed readings demonstrating that the reduction taper length for the slip road (1 in 45 taper) is in accordance with Traffic Signs Manual (TSM) Chapter 5, Table 7-4. The speed survey data is provided within Appendix A of TN4 and was undertaken between Thursday 8th and Wednesday 14th May 2025 under permit number 250428-0839300303-28831.	Noted, no further action required.

LCC COMMENT	ACTION/RESPONSE
The Applicant has also provided Hub drawing number T22523.009, which is available within the Drawings section of TN4. This shows that there is sufficient forward visibility to the start of the slip road, for vehicles travelling westbound on the A50. DMRB CD109 allows relaxations to the SSD, and a one-step relaxation to 215m has been achieved by the applicant (232m is shown).	Noted, no further action required. Please note **Drawing T22523.009 rev A** is included within this report which still shows 232m forward visibility can be achieved.
Departures Submission Pro-forma	
The Applicant previously provided the LHA with a Departures Submission Pro-forma dated 19th October 2025. This was with regards to the A50 Westbound On-Slip/ Whitwick Road junction. An updated departure submission should be submitted addressing the previous comments raised.	The mitigation scheme presented in **Drawing T22523.003 rev J** has been updated and now proposes to signalise the junction and provide a single lane on-slip between Whitwick Road and the A50 westbound mainline carriageway as shown in **Drawing T22523.006 rev D.** The slip road design has been updated to be based on DMRB CD122 Layout A Option 1 (Figure 3.14a). A 75m nose length and 130m entry taper are provided in accordance with DMRB CD122 Table 3.21. Therefore, a departure is no longer required.
Internal Layout	
As advised previously, the Applicant intends for the internal access roads to remain in private ownership. For the avoidance of doubt the internal roads, including the through route which would be created between the A50 and Whitwick Road, have not been considered for adoption. It is noted that Arriva would require the through route to be maintained, along with a winter maintenance regime in order to route a bus service through the site, as detailed further below.	As set out in TN4, the applicant has liaised with Arriva who are happy for the private roads to be used as part of the bus route subject to roads being constructed to adoptable standards and agreement of a winter maintenance regime.
Parking Provision	
The LHA previously advise that the level of parking provision for all modes was acceptable, however this was on the basis of an occupancy split of 80% B8 and 20% B2 use for each building.	As noted above, no more than 20% of the site will be for B2 uses and a condition was proposed in TN4 that the applicant is willing to agree to. Therefore, no further action is required by the applicant.

LCC COMMENT	ACTION/RESPONSE
The LHA advised that whilst the level of car parking for each unit is considered acceptable for B8 use, or if each unit was used with a split of 20% for B2 and 80% B8 use, the LHA consider if any unit was just for B2 use, there would be a considerable shortfall in parking provision for that unit against the LHDG guidance. It is unclear whether overspill B2 parking from any individual unit could be accommodated at other units throughout the site. It was also advised that if the site was to be occupied fully under B2 use, there would be a requirement for 1,178 car parking spaces throughout the site. This falls significantly short of the 646 spaces proposed. The LHA therefore advised restrictions on B2 use to a maximum of 20% at the site may be required.	
The Applicant has acknowledged the LHA's concerns in Para. 1.43 of TN4 and stated '…should any unit be proposed with more than 20% B2 use, it is worth highlighting that the service yard area requirement would be significantly reduced, and it is therefore expected that the additional car parking could be delivered by utilising the service yard area that is no longer required.' The Applicant has subsequently stated within Paragraph 1.44 of TN4: 'In addition, the client would be willing to suggest an appropriate condition along the lines of "No more than 20% of the floor area of each unit hereby approved shall be brought into B2 use until an appropriate vehicle parking plan has been submitted, approved by the Local authority and implemented in full."'	As noted above, no more than 20% of the site will be for B2 uses and a condition was proposed in TN4 that the applicant is willing to agree to. Therefore, no further action is required by the applicant.
Whilst the LHA notes the suggested condition and would welcome such a condition, clarity is requested on whether such a condition would be enforceable. The LHA would need to be sure that 20% B2 use would not be exceeded for both the site as a whole, and each individual building. It is also noted that the Applicant could convert service yard areas should over 20% of an individual building is used for B2 use, however drawings detailing this have not been provided.	

LCC COMMENT	ACTION/RESPONSE
Transport Sustainability	
The Applicant has submitted an updated Framework Travel Plan (FTP). The LHA advise that the following points are still outstanding, as raised previously: • It is suggested that when relocating the bus stop to within the development, the stop be equipped with a pole, flag, timetable case, raised kerb and (if necessary), road markings. This should be reflected within the FTP. • Travel Plan Co-ordinator (TPC) details will need to be provided to s106monitoring@leics.gov.uk as soon as the TPC is appointed. • The LHA note that there will be a provision of vouchers equivalent to the cost of a three month period bus pass for each employee to use towards a public transport season ticket. To encourage public transport usage, employees should be provided with a six-month bus pass. The FTP should therefore be amended to reflect six-month bus passes will be provided.	The FTP has been updated to reflect these comments and is provided as revision F.
The LHA previously requested the Applicant to provide evidence that Arriva, the current bus operator of the 29/29A bus service which travels passed the site, would be happy to re-route the eastbound service through the site. The Applicant has subsequently included correspondence from Arriva within Appendix C of TN4 confirming they would be happy to re-route the service subject to the private internal development roads being provided to an adoptable standard, along with appropriate maintenance by a management company and a winter maintenance regime. The LHA advise this will need to be secured as an obligation of the developer and request clarity on any wording as to how this could be secured.	As noted in TN4, the applicant has liaised with Arriva who are happy for the private roads to be used as part of the bus route subject to roads being constructed to adoptable standards and agreement of a winter maintenance regime. The applicant is willing to work with LCC and the LPA to agree an appropriately worded obligation in due course.

LCC COMMENT	ACTION/RESPONSE
As advised previously, the Applicant should note that Leicestershire County Council would require a £500.00 proofreading fee for Travel Packs, if provided by the Applicant, or can provide the packs at a charge of £52.85 each. Furthermore, a monitoring fee of £11,337.50 is required going forward. Finally, the cost of a six month bus pass for an Arriva service is currently £632.50 per pass. Travel packs, bus passes and the FTP monitoring fee would all be requested as part of a S106 agreement in the event the LHA can advise approval of the proposals in the future.	Noted, the proposed contributions/fees are acceptable to the applicant.
Public Rights of Way	
With Footpath R1 the legal defined width is a minimum of 10.5 metres which is the width of the area over which the public's pedestrian rights extend. Any trees or shrub planting, any fencing, or any other structures on this land would count as unlawful highway obstructions, the only exception being items required for the proper management of the route as a public highway. The proposed bollards between the egress road and Cottage Lane fit with that and are welcome; further advice has clarified the bollards do not need separate authorisation.	Noted on the bollards, no further action is required. **Drawing T22523.001 rev N** shows a defined bellmouth with a 2.0m footway and verge for context to ensure that drivers do not try and access Cottage Lane from within the site.
Within any development a public footpath should have a tarmac surface. This surface should be 2 metres wide. The Leicestershire Highway Design Guide requires a grass verge on either side of such a constructed surface. In this case the grass verges should each be a minimum of 4.3 metres wide so that, along with the 2 metres of tarmac, the 10.5 metre width of the public right of way is properly reflected. Technical Note 4 paragraph 1.49 and drawing T22523.001 Rev. I show the provision of 2 metre-wide dropped kerbs which are welcome.	Beyond the extents shown on the drawing, technically there would be no restriction on any pedestrian being able to walk within the 10.5m wide corridor defined by the formal right of way for Footpath R1, other than the bollards to prevent the vehicular access.

LCC COMMENT	ACTION/RESPONSE
Near the dropped kerbs there should be a new a fingerpost sign matching LHDG drawing SD/FP/7, which is a legal requirement where a PRoW exits or crosses a surfaced road (whether public or private). Where a development creates a need for a new sign the developer is responsible for this provision, as they are for any other required new road signs. The Applicant should amend their key drawings to reflect these commitments.	Fingerposts are shown on **Drawing T22523.001 rev N** to direct users towards the A50 via the proposed footway network within the development.
From the south end of Footpath R1 pedestrians go westwards on a grass path along the eastbound A50 verge to reach the footway of the nearby bus layby; adjacent to this there was a tarmac path over the dual carriageway central reservation for access to Altar Stones Lane towards Markfield. This grass verge path is shown on Ordnance Survey MasterMap plans by a parallel thin dashed lines, as highlighted yellow on the map excerpt here: 	The extent of the legally adopted footway, as shown on the mapping provided by LCC in their response and also on LCC's online definitive map, shows that the PRoW ends at the top of the bank (south of the site access road) defined by a gate as shown on the topographical survey in **Drawing T22523.001 rev N**. The extent of the legally adopted PRoW is proposed to be tarmacked to this point. However, the informal route along the A50 verge (shown in **Drawing T22523.001 rev N**) does not form part of the PRoW network. Given that there is some usage, the informal route is proposed to be retained with a dropped kerb crossing over the site access road to connect it with the proposed shared footway/cycleway. However, fingerposts, which will be provided to LHDG drawing SD/FP/7, are shown on **Drawing T22523.001 rev N** to direct users through the development between the proposed toucan crossing and the PRoW rather than via the informal route. While this route would be c.30m longer than travelling via the informal route along the A50 verge, it would have much lower traffic flows, which would significantly improve the amenity of the route for all users.

LCC COMMENT	ACTION/RESPONSE
The currently submitted plans ignore the verge path which is cut-through by the proposed vehicular site entry road, the slip road for which will supplant the existing bus layby. Where the footway and verge path are removed, they need replacing including by dropped kerbs at the site entry road. Details should therefore be provided in respect of this section of the PRoW route. In line with the NPPF paragraph 105 requirement to enhance rights of way the rest of the route to link with PRoW R1 should have a tarmac surface. The public footpath will need to be upgraded to meet design and construction standards set out in the LHDG. For these works to be adequately monitored and delivered in accordance with these criteria the works to the highway (the public footpath) will likely need to be included in a Section 38/278 Agreement. A replacement fingerpost sign matching LHDG drawing SD/FP/7 should also be provided at that point.	
As advised previously, the LHA advise any future S106 agreement should include a PRoW contribution to be used for enhancements on public rights of way within 1 mile of the outside boundary of the site.	The applicant will liaise with LCC and the LPA as part of s106 discussions in due course to agree an appropriate and proportionate contribution which takes account of other active travel, public transport and off-site works already proposed.

2.1 Road Safety Audit

2.1.1 Due to the design changes described above, an updated Stage 1 Road Safety Audit has been commissioned and the audit report and designers response will be submitted to LCC in due course.

3 TRAFFIC IMPACT ASSESSMENT

3.1.1 Traffic impact analysis has been undertaken for the following junctions, which fall within the AoI identified as part of the PRTM modelling:

- Proposed Whitwick Road/Site Egress priority junction;
- Whitwick Road/A50 Eastbound (EB) Off-Slip/A50 EB On-Slip priority junction;
- Whitwick Road/A50 Eastbound (WB) Off-Slip/A50 WB On-Slip priority junction;
- Copt Oak Road Signals;
- Flying Horse Roundabout (committed scheme as part of the A511 Growth Corridor Improvements); and
- M1 Junction 22.

3.1.2 LinSig models for Copt Oak Road Signals, the Flying Horse Roundabout and M1 Junction 22 were provided by LCC and used to assess the impact of the proposed development.

3.1 Assessed Scenarios

3.1.1 The junctions have been assessed for the following AM and PM peak scenarios as part of the agreed methodology:

- 2025 Baseline;
- 2028 Future Base (Opening Year);
- 2028 Future Base (Opening Year) + Proposed Development;
- 2030 Future Base;
- 2030 Future Base + Proposed Development;
- 2036 Future Base; and
- 2036 Future Base + Proposed Development.

3.1.2 The traffic flow diagrams for each scenario are provided in **Figures 3.1 to 3.14**. The peak hour matrices used to inform the junction models are shown in **Appendix D**.

3.2 Trip Rates

3.2.1 As stated within the TA (rev C), the trip rates used within the PRTM have been agreed with LCC and National Highways (NH).

3.2.2 It is important to emphasise that the agreed trip rates are based on the 85th percentile of the TRICS database and are therefore much higher than average rates, which provides a very robust assessment of the traffic generation for the proposed development.

3.3 Whitwick Road/Site Egress Priority Junction

3.3.1 The proposed Whitwick Road/Site Egress priority junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix E**, and the results are summarised in **Table 2** for all the 'with development' scenarios.

Table 2 - Whitwick Road/Site Egress Priority Junction

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
2028 Future Base + Proposed Development						
Site Egress Left Turn	0.11	0	10	0.15	0	10
Site Egress Right Turn	0.60	2	31	0.56	2	23
2030 Future Base + Proposed Development						
Site Egress Left Turn	0.12	0	11	0.16	0	10
Site Egress Right Turn	0.63	2	35	0.60	2	27
2036 Future Base + Proposed Development						
Site Egress Left Turn	0.13	0	12	0.17	0	11
Site Egress Right Turn	0.69	3	45	0.66	2	34

3.3.2 The results show that the junction will operate with significant spare capacity and with small queues and delays during both peak hours in all of the modelled scenarios.

3.4 Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Priority Junction

3.4.1 The Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip priority junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix F**.

3.4.1 **Table 3** summarises the results of the analysis and details the predicted operation of the Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip priority junction.

Table 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Priority Junction

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
2025 Baseline						
A50 EB Off Slip Left Turn	0.24	0	7	0.11	0	6
A50 EB Off Slip Right Turn	0.12	0	9	0.07	0	8
Whitwick Road (S) Right Turn	0.04	0	5	0.02	0	4
2028 Future Base						
A50 EB Off Slip Left Turn	0.34	1	9	0.20	0	7
A50 EB Off Slip Right Turn	0.11	0	11	0.01	0	9
Whitwick Road (S) Right Turn	0.02	0	5	0.08	0	5

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
2028 Future Base + Proposed Development						
A50 EB Off Slip Left Turn	0.37	1	10	0.21	0	7
A50 EB Off Slip Right Turn	0.12	0	13	0.01	0	10
Whitwick Road (N) Right Turn	0.03	0	6	0.08	0	5
2030 Future Base						
A50 EB Off Slip Left Turn	0.38	1	10	0.24	0	7
A50 EB Off Slip Right Turn	0.11	0	12	0.02	0	10
Whitwick Road (N) Right Turn	0.02	0	5	0.10	0	5
2030 Future Base + Proposed Development						
A50 EB Off Slip Left Turn	0.40	1	11	0.25	0	8
A50 EB Off Slip Right Turn	0.13	0	14	0.01	0	11
Whitwick Road (S) Right Turn	0.03	0	5	0.11	0	5

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
2036 Future Base						
A50 EB Off Slip Left Turn	0.53	1	13	0.35	1	9
A50 EB Off Slip Right Turn	0.14	0	14	0.04	0	11
Whitwick Road (S) Right Turn	0.03	0	5	0.08	0	5
2036 Future Base + Proposed Development						
A50 EB Off Slip Left Turn	0.57	1	16	0.35	1	10
A50 EB Off Slip Right Turn	0.16	0	16	0.03	0	12
Whitwick Road (S) Right Turn	0.04	0	5	0.09	0	5

3.4.2 The results show that the junction will operate with significant spare capacity and with negligible queues and delays during both peak hours in all of the modelled scenarios.

3.5 Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Priority Junction

3.5.1 The Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip priority junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix G**.

3.5.2 **Table 4** summarises the results of the analysis and details the predicted operation of the Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip priority junction.

Table 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Priority-Controlled Junction

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
2025 Baseline						
A50 WB Off Slip Left Turn	0.00	0	6	0.00	0	6
A50 WB Off Slip Right Turn	0.45	1	14	0.58	1	17
Whitwick Road (N) Right Turn	0.11	0	6	0.07	0	6
2028 Future Base						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0
A50 WB Off Slip Right Turn	0.07	0	12	0.11	0	10
Whitwick Road (N) Right Turn	0.61	2	11	0.26	1	6
2028 Future Base + Proposed Development						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0
A50 WB Off Slip Right Turn	0.11	0	12	0.13	0	11

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
Whitwick Road (N) Right Turn	1.00	26	101	0.60	2	11
2030 Future Base						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0
A50 WB Off Slip Right Turn	0.11	0	13	0.15	0	12
Whitwick Road (N) Right Turn	0.70	4	15	0.47	2	9
2030 Future Base + Proposed Development						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0
A50 WB Off Slip Right Turn	0.12	0	14	0.17	0	12
Whitwick Road (N) Right Turn	1.11	59	213	0.75	5	18
2036 Future Base						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0

APPROACH	AM Peak			PM Peak		
	RFC	QUEUE	DELAY (S)	RFC	QUEUE	DELAY (S)
A50 WB Off Slip Right Turn	0.13	0	14	0.17	0	13
Whitwick Road (N) Right Turn	1.04	36	129	0.61	3	11
2036 Future Base + Proposed Development						
A50 WB Off Slip Left Turn	0.00	0	0	0.00	0	0
A50 WB Off Slip Right Turn	0.14	0	16	0.18	0	13
Whitwick Road (N) Right Turn	1.30	147	617	0.91	12	44

3.5.3 The results show that the junction would operate over capacity during the following scenarios:

- 2030 Future Base + Proposed Development AM peak;
- 2036 Future Base AM Peak (i.e., without development); and
- 2036 Future Base + Proposed Development AM peak.

3.5.4 The junction is forecast to operate within capacity during all assessed PM peak scenarios.

3.5.5 It is clear that the impact of the proposed improvements at Flying Horse Roundabout (assessed later in this section) increases the number of right turn movements from Whitwick Road (N) to the A50 WB On-Slip even without the proposed development. This is demonstrated by right turning movements increasing from 45 PCUs during the 2025 Baseline AM peak scenario to 214 PCUs during the 2028 Future Base AM peak scenario when the Flying Horse Roundabout improvements are operational, which is why the RFC for the Whitwick Road (N) Right Turn approach increases significantly.

3.5.6 Additionally, the Whitwick Road (N) Right Turn movement is forecast to operate over capacity during the 2036 Future Base scenario, with queues of 36 PCUs (c.210m) and delays of approximately two minutes.

3.5.7 Notwithstanding the above, the proposed development traffic would worsen the operation of the junction and therefore a mitigation scheme is proposed, which is set out below.

Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Priority Junction Mitigation Scheme

3.5.8 It is proposed that the existing junction is signalised. The mitigation scheme shown on **Drawing T22523.003 rev J** comprises widening into the existing verge to provide right turn storage in front of the stop line and providing signalised puffin crossings on the north and eastern approaches to connect the site with Markfield. Additionally, the existing link used by right turning vehicles from Whitwick Road (N) to the A50 WB on-slip will be removed.

3.5.9 Speed surveys along Whitwick Road were undertaken in March 2026 using an Automatic Traffic Count (ATC). The results of the speed survey showed a measured 85th percentile speed for northbound traffic of 37.3mph and southbound traffic of 39.0mph.

3.5.10 Therefore, forward visibility splays of 59m to the south of the junction and 99m to the north of the junction are provided in line with the measured speeds (shown on **Drawing T22523.003 rev J**). The ATC speed survey data and visibility splay calculations for Drayton Road are provided as **Appendix H**.

3.5.11 The pedestrian crossings are modelled to be called every fourth cycle, which is the equivalent to every five minutes during both peak hours, and is considered to be robust.

3.5.12 **Table 5** summarises how the proposed mitigation scheme is forecast to operate in the future year scenarios with the full output file included as **Appendix I**.

Table 5 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Signalised Junction LinSig Outputs

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2028 Future Base + Proposed Development						
Whitwick Road (N)	63.4	13	11	53.4	8	10
A50 WB Off-Slip Left Turn	0.0	0	0	0.0	0	0
A50 WB Off-Slip Ahead and Right Turn	19.1	1	39	18.9	1	33
Whitwick Road (S)	29.7	5	6	37.1	7	8

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Cycle Time (s)	280			240		
PRC (%)	41.9			68.6		
Delay (PCU/Hr)	3.52			3.19		
2030 Future Base + Proposed Development						
Whitwick Road (N)	68.8	15	13	59.8	11	12
A50 WB Off-Slip Left Turn	0.0	0	0	0.0	0	0
A50 WB Off-Slip Ahead and Right Turn	19.1	1	39	24.1	1	34
Whitwick Road (S)	32.4	6	7	41.2	7	8
Cycle Time (s)	280			240		
PRC (%)	30.9			50.4		
Delay (PCU/Hr)	4.15			3.93		
2036 Future Base + Proposed Development						
Whitwick Road (N)	78.9	21	17	67.0	13	13
A50 WB Off-Slip Left Turn	0.0	0	0	0.0	0	0
A50 WB Off-Slip Ahead and Right Turn	19.1	1	40	23.7	1	34
Whitwick Road (S)	36.4	7	7	44.0	8	9
Cycle Time (s)	280			240		

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
PRC (%)	14.1			34.2		
Delay (PCU/Hr)	5.76			4.66		

3.5.13 **Table 5** shows that the proposed scheme would fully mitigate the impact of the proposed development well beyond a 'nil-detriment' solution. Delays and queues on the Whitwick Road (N) approach would be significantly lower than the existing priority arrangement.

3.5.14 The longest mean maximum queue on the Whitwick Road (N) approach is forecast to be c.120m (21 PCUs) during the 2036 Future Base + Proposed Development AM peak scenario and therefore would not block back the Whitwick Road/A50 EB Off-Slip junction to the north.

3.6 Copt Oak Road Signals

3.6.1 The Copt Oak Road traffic signal junction has been assessed using LinSig; detailed input data and results are included in **Appendix J**, and the results are summarised in **Table 6**.

3.6.2 The signal timings in the future year scenarios have been optimised to ensure that the internal links remain at or below 90% DoS and clear their respective queues during every cycle.

3.6.3 The cycle time for the 2025 Baseline scenario was left at 70 seconds, which is the cycle time in the model that was provided by LCC. For the future scenarios, the cycle time was optimised to accommodate changes to both the volume and distribution of traffic through the junction.

Table 6 - Copt Oak Road LinSig Results

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2025 Baseline						
Whitwick Road (N)	80.9	9	32	60.4	5	26
B591 (NE)	63.8	7	27	77.7	6	30

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
B591 Internal Link WB	81.2	17	29	65.5	12	20
Whitwick Road (S)	54.4	6	27	68.0	7	32
Copt Oak Road (SW)	58.3	7	23	66.1	9	24
B591 Internal Link EB	76.3	15	22	86.8	20	28
Cycle Time	70			70		
PRC	10.8			3.7		
Delay (PCU/hr)	25.16			24.50		
2028 Future Base						
Whitwick Road (N)	84.5	12	39	82.0	8	33
B591 (NE)	98.0	13	93	48.3	2	27
B591 Internal Link WB	71.9	17	31	52.0	8	19
Whitwick Road (S)	50.7	6	29	74.0	6	34
Copt Oak Road (SW)	57.3	8	24	72.5	8	24
B591 Internal Link EB	77.1	18	25	83.8	15	21
Cycle Time	84			56		
PRC	-8.9			7.4		
Delay (PCU/hr)	36.18			21.32		
2028 Future Base + Proposed Development						

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Whitwick Road (N)	86.5	14	40	84.2	8	35
B591 (NE)	89.4	7	58	70.6	3	33
B591 Internal Link WB	73.8	17	33	57.9	9	19
Whitwick Road (S)	53.1	7	28	80.4	7	39
Copt Oak Road (SW)	57.9	8	25	74.8	9	25
B591 Internal Link EB	80.7	19	28	88.1	17	25
Cycle Time	84			56		
PRC	0.6			2.1		
Delay (PCU/hr)	32.82			25.72		
2030 Future Base						
Whitwick Road (N)	86.8	13	41	91.3	11	47
B591 (NE)	100.3	16	113	71.7	3	32
B591 Internal Link WB	72.3	17	32	63.9	10	20
Whitwick Road (S)	52.8	7	29	78.4	7	38
Copt Oak Road (SW)	58.7	9	24	74.9	9	25
B591 Internal Link EB	79.5	19	27	87.2	17	24
Cycle Time	84			56		
PRC	-11.5			-1.5		

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Delay (PCU/hr)	40.58			28.04		
2030 Future Base + Proposed Development						
Whitwick Road (N)	89.7	15	44	91.0	11	44
B591 (NE)	88.6	7	57	68.6	3	32
B591 Internal Link WB	75.8	17	34	65.5	10	21
Whitwick Road (S)	57.1	7	29	73.0	6	32
Copt Oak Road (SW)	57.3	8	25	75.0	8	26
B591 Internal Link EB	82.9	20	31	87.6	17	25
Cycle Time	84			56		
PRC	0.3			-1.1		
Delay (PCU/hr)	34.92			27.45		
2036 Future Base						
Whitwick Road (N)	91.5	17	47	100.8	23	95
B591 (NE)	77.4	5	47	66.0	3	33
B591 Internal Link WB	79.2	18	39	72.8	11	25
Whitwick Road (S)	52.5	7	26	68.2	6	29
Copt Oak Road (SW)	64.5	10	28	77.0	8	28
B591 Internal Link EB	89.0	22	37	89.4	17	28

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Cycle Time	84			56		
PRC	-1.7			-12.0		
Delay (PCU/hr)	35.83			39.44		
2036 Future Base + Proposed Development						
Whitwick Road (N)	97.5	24	70	101.2	24	99
B591 (NE)	92.2	9	66	67.9	3	32
B591 Internal Link WB	86.6	21	42	77.0	12	26
Whitwick Road (S)	56.9	8	28	69.2	6	29
Copt Oak Road (SW)	61.2	9	26	76.2	8	28
B591 Internal Link EB	87.8	22	36	89.3	17	28
Cycle Time	84			56		
PRC	-8.3			-12.4		
Delay (PCU/hr)	46.61			40.87		

3.6.4 **Table 6** shows that the junction is forecast to operate close to theoretical capacity during all future year scenarios. However, the impact of the proposed development on the operation of the junction is considered to be minimal because the largest increase to delay of 23 seconds would occur on the Whitwick Road (N) approach between the 2036 with and without development scenarios. Therefore, the impact of the proposed development is not considered to be severe in line with the NPPF.

3.6.5 Therefore, no mitigation is proposed.

3.7 Flying Horse Roundabout

3.7.1 The Flying Horse Roundabout has been assessed using LinSig; detailed input data is included in **Appendix K**, and the results are summarised in **Table 7.** The analysis is based on the signalisation scheme that has been promoted by LCC as part of the A511 Growth Corridor improvements.

3.7.2 To keep the table as concise as possible, the link with the highest DoS has been reported for each approach.

Table 7 - Flying Horse Roundabout LinSig Results

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2028 Future Base						
Copt Oak Road	0.0	0	0	0.0	0	0
A511 (E)	64.3	14	5	67.2	16	5
Stanton Lane	30.0	1	10	8.2	0	8
A511 (W)	63.4	10	10	66.7	10	13
A511 EB Circulatory Link	55.5	1	3	57.9	1	3
Western Circulatory Link	39.0	3	26	45.5	4	21
Cycle Time (s)	180			180		
PRC (%)	40.1			34.0		
Delay (PCU/Hr)	11.43			13.25		
2028 Future Base + Proposed Development						
Copt Oak Road	0.0	0	0	0.0	0	0

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
A511 (E)	63.4	14	5	68.3	17	6
Stanton Lane	43.1	2	12	9.5	0	9
A511 (W)	65.0	10	10	68.1	10	9
A511 EB Circulatory Link	56.9	1	3	59.1	1	3
Western Circulatory Link	43.7	3	26	45.2	4	21
Cycle Time (s)	180			180		
PRC (%)	38.5			31.8		
Delay (PCU/Hr)	11.98			13.76		
2030 Future Base						
Copt Oak Road	0.0	0	0	0.0	0	0
A511 (E)	63.9	14	5	68.1	17	16
Stanton Lane	39.1	2	12	10.7	0	9
A511 (W)	62.9	10	10	67.7	11	10
A511 EB Circulatory Link	55.1	1	3	58.8	1	3
Western Circulatory Link	39.5	3	26	44.2	4	21
Cycle Time (s)	180			180		

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
PRC (%)	40.9			32.1		
Delay (PCU/Hr)	11.44			13.65		
2030 Future Base + Proposed Development						
Copt Oak Road	0.0	0	0	0.0	0	0
A511 (E)	63.7	14	5	68.8	17	6
Stanton Lane	46.9	3	13	15.0	1	10
A511 (W)	64.9	10	10	68.2	10	14
A511 EB Circulatory Link	56.8	1	3	59.2	1	3
Western Circulatory Link	44.6	4	26	44.5	4	21
Cycle Time (s)	180			180		
PRC (%)	38.6			30.8		
Delay (PCU/Hr)	12.13			13.91		
2036 Future Base						
Copt Oak Road	0.0	0	0	0.0	0	0
A511 (E)	64.3	14	5	68.9	17	6
Stanton Lane	53.4	4	16	17.8	1	10
A511 (W)	63.0	10	10	67.0	10	13

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
A511 EB Circulatory Link	55.1	1	3	58.1	1	3
Western Circulatory Link	43.0	3	26	43.9	4	21
Cycle Time (s)	180			180		
PRC (%)	39.9			30.7		
Delay (PCU/Hr)	11.90			13.58		
2036 Future Base + Proposed Development						
Copt Oak Road	0.0	0	0	0.0	0	0
A511 (E)	64.0	14	5	70.0	18	6
Stanton Lane	56.4	4	16	16.8	1	10
A511 (W)	66.0	10	10	69.7	11	14
A511 EB Circulatory Link	57.8	1	3	60.3	1	3
Western Circulatory Link	47.2	4	27	45.4	5	20
Cycle Time (s)	180			180		
PRC (%)	36.4			28.6		
Delay (PCU/Hr)	12.69			14.48		

3.7.3 **Table 7** shows that the junction will operate with spare capacity and small queues and delays during both peak hours in all of the modelled scenarios.

3.8 M1 Junction 22

3.8.1 The M1 Junction 22 signalised roundabout has been assessed using LinSig; detailed input data and results is included in **Appendix L**, and the results are summarised in **Table 8**.

3.8.2 The proposed toucan crossing shown in **Drawing T22523.001 rev N** has been incorporated into the LinSig model that was provided by LCC as a new controller and is assumed to be called every fourth cycle (i.e., every four to five minutes), which is considered to be robust. The toucan crossing is assumed to be linked to the signalised roundabout.

3.8.3 Speed surveys along the A50 eastbound exit of M1 Junction 22 were undertaken in May 2025 using an Automatic Traffic Count (ATC). The results of the speed survey showed a measured 85th percentile speed for eastbound traffic of 38.5mph.

3.8.4 Therefore, forward visibility splays of 94m have been provided to the toucan crossing in line with the measured speeds (shown on **Drawing T22523.001 rev N**). The ATC speed survey data and visibility splay calculations for Drayton Road are provided as **Appendix M**.

3.8.5 To keep the table as concise as possible, the link with the highest DoS has been reported for each approach.

Table 8 - M1 Junction 22 Roundabout LinSig Results

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2025 Baseline						
Southern Circulatory	79.1	11	12	79.1	11	14
M1 NB Off-Slip	60.7	6	21	54.8	6	18
Western Circulatory	78.0	2	6	65.9	3	9
A511	72.9	10	18	84.5	13	26
Northern Circulatory	78.5	8	13	81.0	6	11

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
M1 SB Off-Slip	81.0	10	19	79.1	7	16
Eastern Circulatory	77.3	2	5	67.6	3	11
A50 WB	68.7	8	17	69.5	7	16
A50 EB Exit	61.4	13	4	57.0	11	4
Cliffe Lane	40.8	2	16	28.2	1	12
A50 WB Entry	62.5	1	2	58.5	1	2
Cycle Time (s) (C1, C2 and C3)	60/50/228			60/40/228		
PRC (%)	11.1			6.5		
Delay (PCU/Hr)	50.10			48.12		
2028 Future Base						
Southern Circulatory	81.1	13	10	82.4	13	12
M1 NB Off-Slip	83.0	9	32	78.9	9	27
Western Circulatory	78.3	2	7	67.3	2	6
A511	85.5	13	25	83.6	12	25
Northern Circulatory	82.8	10	15	81.6	8	14
M1 SB Off-Slip	82.0	12	21	71.6	8	16

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Eastern Circulatory	80.0	3	6	60.9	3	9
A50 WB	80.6	11	24	78.6	10	23
A50 EB Exit	64.4	15	4	57.8	11	4
Cliffe Lane	60.2	2	28	47.1	2	22
A50 WB Entry	71.0	1	3	65.4	1	3
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	5.2			7.6		
Delay (PCU/Hr)	66.45			58.07		
2028 Future Base + Proposed Development						
Southern Circulatory	81.8	13	11	83.5	13	12
M1 NB Off-Slip	80.2	8	29	81.0	9	28
Western Circulatory	85.1	3	7	72.0	2	6
A511	94.5	19	39	86.2	13	28
Northern Circulatory	86.8	11	14	84.1	9	14
M1 SB Off-Slip	95.2	19	40	75.2	9	17
Eastern Circulatory	83.9	5	8	77.3	2	6

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
A50 WB	87.4	14	30	80.2	10	23
A50 EB Exit	70.1	18	5	60.1	12	4
Cliffe Lane	59.3	2	27	50.6	2	24
A50 WB Entry	76.1	2	4	70.1	1	3
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-5.8			4.4		
Delay (PCU/Hr)	86.73			61.67		
2030 Future Base						
Southern Circulatory	82.8	13	11	83.3	13	12
M1 NB Off-Slip	83.0	9	32	79.8	9	28
Western Circulatory	77.0	2	6	70.6	2	6
A511	88.9	15	27	83.5	12	25
Northern Circulatory	83.6	10	15	81.5	8	14
M1 SB Off-Slip	83.7	12	22	72.1	8	17
Eastern Circulatory	82.1	2	5	82.4	4	9
A50 WB	82.4	12	26	78.5	10	22

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
A50 EB Exit	65.2	15	4	58.0	11	4
Cliffe Lane	64.6	3	31	56.6	2	26
A50 WB Entry	72.7	1	3	68.2	1	3
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	1.2			7.8		
Delay (PCU/Hr)	70.62			59.41		
2030 Future Base + Proposed Development						
Southern Circulatory	83.5	13	11	83.2	13	11
M1 NB Off-Slip	80.2	8	29	86.4	10	33
Western Circulatory	83.8	2	6	74.9	2	6
A511	97.5	24	53	85.3	13	27
Northern Circulatory	86.8	11	14	83.4	9	14
M1 SB Off-Slip	95.5	19	41	78.0	10	18
Eastern Circulatory	87.7	5	19	81.0	2	5
A50 WB	88.7	15	32	83.2	11	25
A50 EB Exit	71.5	19	5	60.7	13	4

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Cliffe Lane	61.3	2.4	29	61.3	2	30
A50 WB Entry	78.2	2	4	72.5	1	3
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-8.4			4.2		
Delay (PCU/Hr)	97.52			64.91		
2036 Future Base						
Southern Circulatory	87.2	14	11	86.4	14	12
M1 NB Off-Slip	84.2	9	33	84.8	10	32
Western Circulatory	81.7	3	6	73.1	2	6
A511	88.5	15	28	80.1	11	23
Northern Circulatory	83.1	10	15	78.4	8	14
M1 SB Off-Slip	86.4	13	24	79.2	10	18
Eastern Circulatory	89.6	5	7	80.3	4	10
A50 WB	93.0	17	44	84.9	11	28
A50 EB Exit	66.5	16	5	59.8	12	4
Cliffe Lane	70.5	4	39	79.2	5	48

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
A50 WB Entry	76.9	2	4	70.5	1	3
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-3.3			4.1		
Delay (PCU/Hr)	86.62			66.54		
2036 Future Base + Proposed Development						
Southern Circulatory	87.2	14	11	87.4	14	12
M1 NB Off-Slip	85.9	10	34	86.7	10	33
Western Circulatory	87.1	3	7	77.0	2	6
A511	98.0	25	55	84.5	13	26
Northern Circulatory	90.0	12	15	82.6	8	14
M1 SB Off-Slip	97.1	22	46	79.9	10	19
Eastern Circulatory	89.5	5	8	85.0	4	10
A50 WB	95.8	20	52	85.5	12	27
A50 EB Exit	73.0	21	6	61.7	13	4
Cliffe Lane	66.1	3	35	77.2	4	46
A50 WB Entry	81.4	2	5	74.2	1	4

APPROACH	AM Peak			PM Peak		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-8.9			3.0		
Delay (PCU/Hr)	117.18			70.43		

3.8.6 The results show that the M1 Junction 22 roundabout is forecast to operate within theoretical capacity during all assessed AM peak scenarios. During all assessed PM peak scenarios, all approaches are forecast to operate within desirable capacity.

3.8.7 When comparing the with and without development scenarios across all scenarios, the increase to delays and queues are forecast to be small on all approaches and are therefore not considered to represent a severe impact in line with the NPPF.

3.8.8 On the A50 EB Exit approach, which replicates the impact of the proposed toucan crossing on the eastbound carriageway, the largest mean maximum queue of 21 PCUs is forecast to occur in the nearside lane during the 2036 Future Base + Proposed Development scenario, which is the equivalent to c.120m. While this means that the queue could slightly encroach on the circulatory, the following key points are:

- The results are based on the toucan crossing being called every fourth cycle (i.e., every four to five minutes), which is robust and likely to overestimate the number of demands across both peak periods;
- The end of the queue would not block back other movements taking place on the circulatory (noting that the nearside and middle lanes on the M1 Southbound Off-Slip are both designated for left turn movements only);
- LinSig can only model fixed green times; whereas M1 Junction 22 currently operates with a dynamic signal system (MOVA/SCOOT) which can adjust green times given to each approach every cycle to balance and manage queue lengths; and
- Other design elements such as on-crossing detectors, kerbside detectors and queue detectors can be implemented to manage the queues appropriately.

3.8.9 Taking the above into account, the impact of the proposed development on the M1 Junction 22 Roundabout is not considered to be severe in line with the NPPF. Therefore, no further mitigation, over and above the toucan crossing proposal, is required.

4 SUMMARY AND CONCLUSION

4.1 Summary

4.1.1 Ridge and Partners LLP has been commissioned by Caddick Developments Limited to provide transport advice for a proposed commercial development on land at Junction 22 of the M1, Markfield.

4.1.2 A Transport Assessment (TA) (revision C) was submitted to support the planning application in September 2025. At the time of submission, traffic flows from Leicestershire County Council's (LCC's) Pan Regional Transport Model (PRTM) were not available for the future forecast years.

4.1.3 This TAA has responded to formal comments from LCC and also set out the traffic impact assessment for the local network using furnessed traffic flows from the PRTM. This has concluded that the assessed junctions can accommodate the additional traffic with the exception of the Whitwick Road/A50 WB Off-Slip priority junction.

4.1.4 It is clear that the impact of the proposed improvements at Flying Horse Roundabout increases the number of right turn movements from Whitwick Road (N) to the A50 WB On-Slip even without the proposed development. This is demonstrated by right turning movements increasing from 45 PCUs during the 2025 Baseline AM peak scenario to 214 PCUs during the 2028 Future Base AM peak scenario when the Flying Horse Roundabout improvements are operational.

4.1.5 A mitigation scheme that proposes to signalise the junction has been assessed, which demonstrates that the scheme would fully mitigate the impact of the proposed development well beyond nil detriment and significantly reduce delays and queues when compared to the existing layout

4.2 Conclusion

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

4.2.2 Bearing the above in mind, the NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.

4.2.3 The assessment work undertaken and detailed in this TAA and the TA submitted with the planning application demonstrates that, in NPPF terms, the development will not have a severe impact on the operation of the local highway network or an unacceptable impact on highway safety.

4.2.4 As such, it is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

FIGURES



Legend

- Site Location
- Bus Stops

T22523 Markfield B8

Figure 1.1 - Site Location

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0 250 500 m



Legend

- Assessed Junctions
- Site Location

T22523 Markfield B8

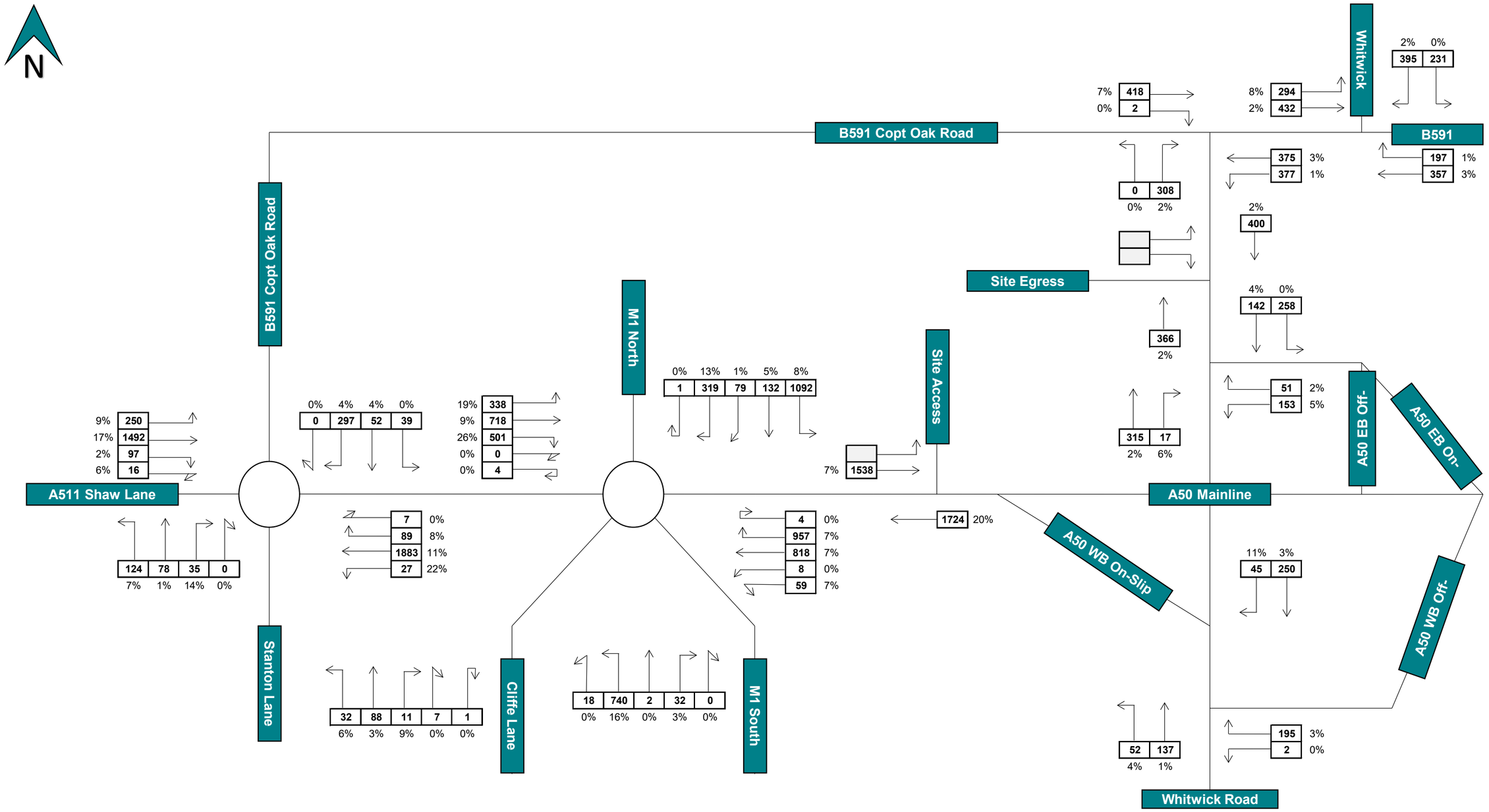
Figure 1.2 - Junction Locations

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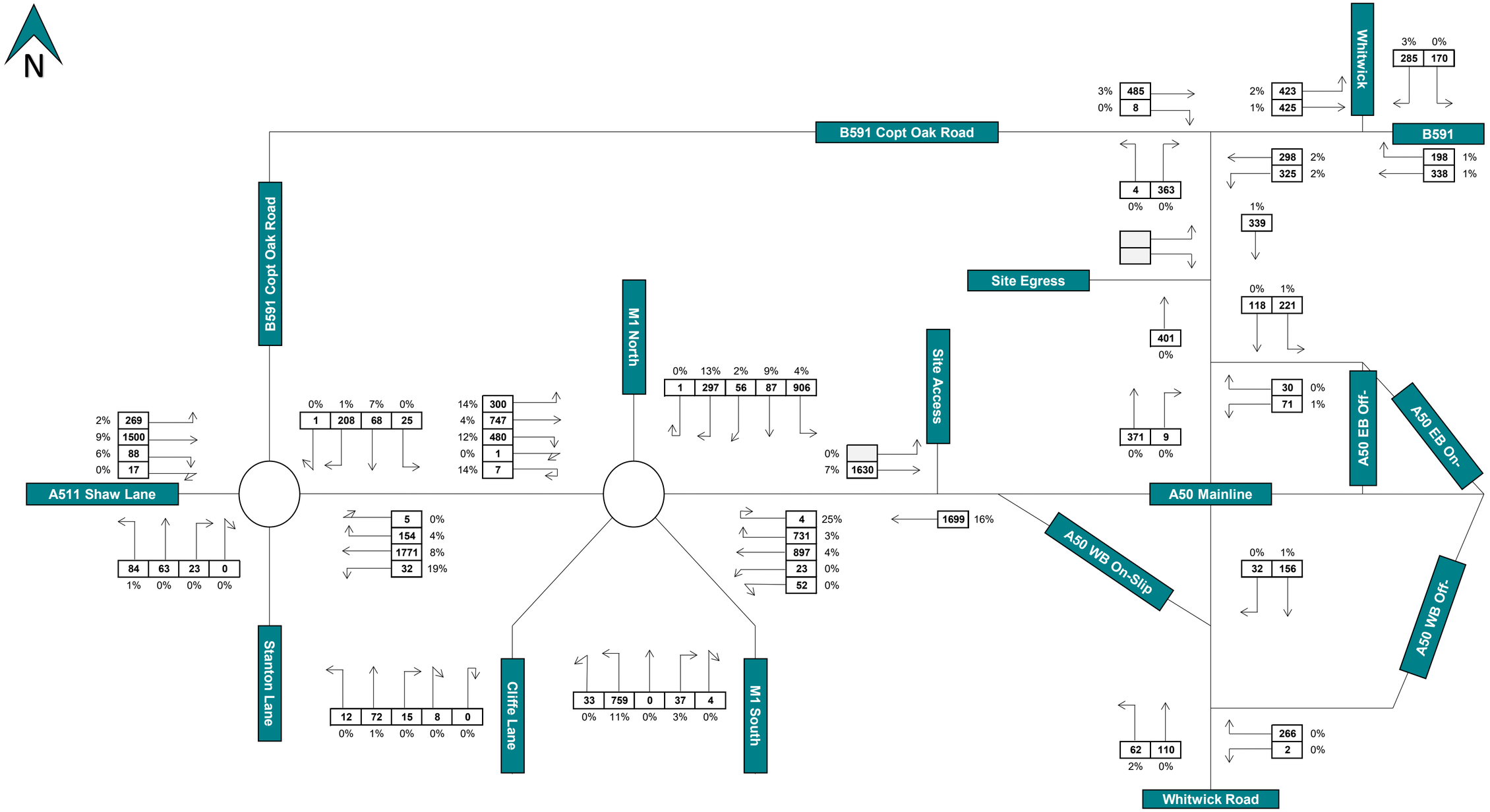
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123	PCUs
10%	Proportion of HV

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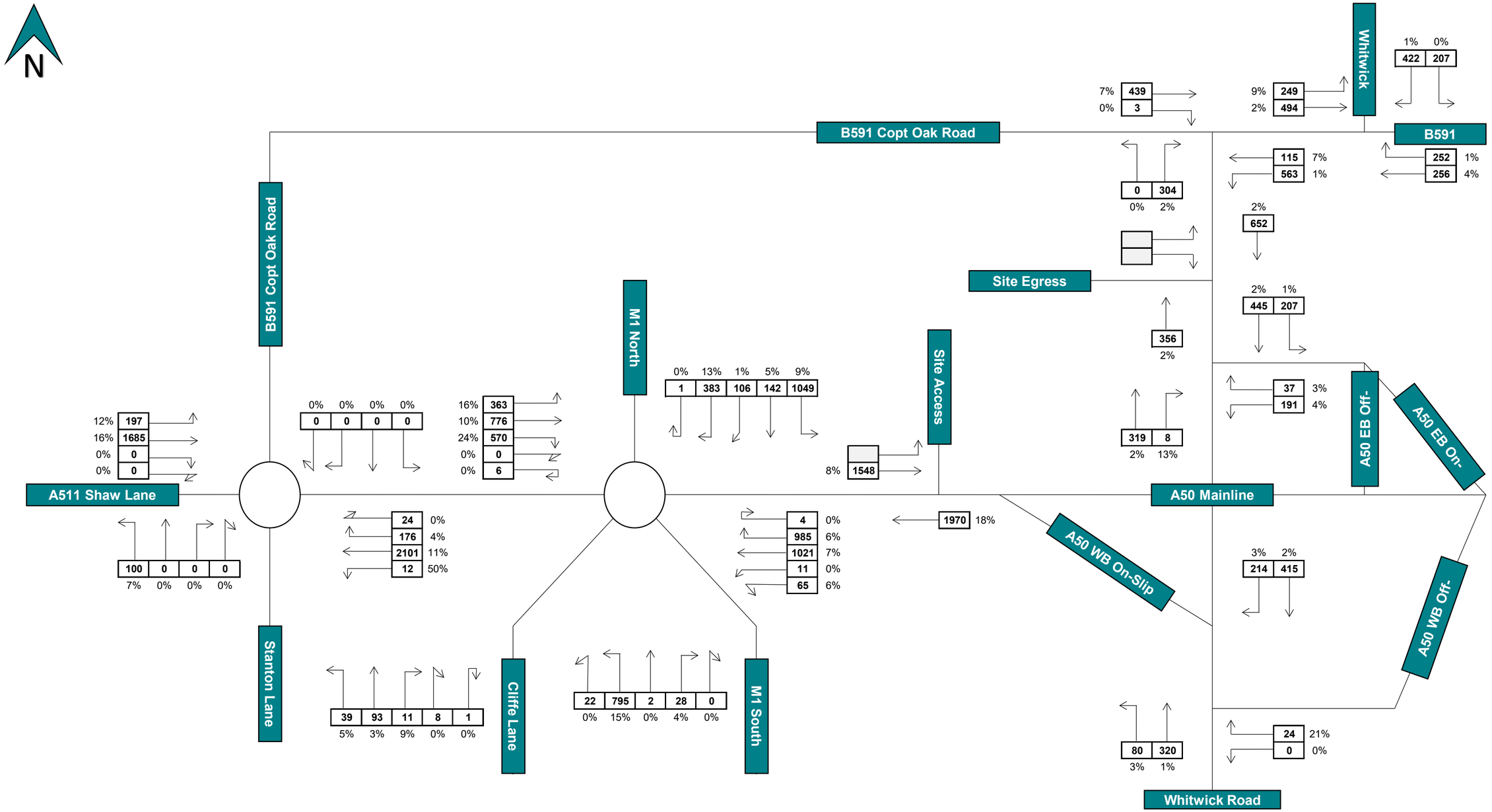
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.1
2025 Baseline
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

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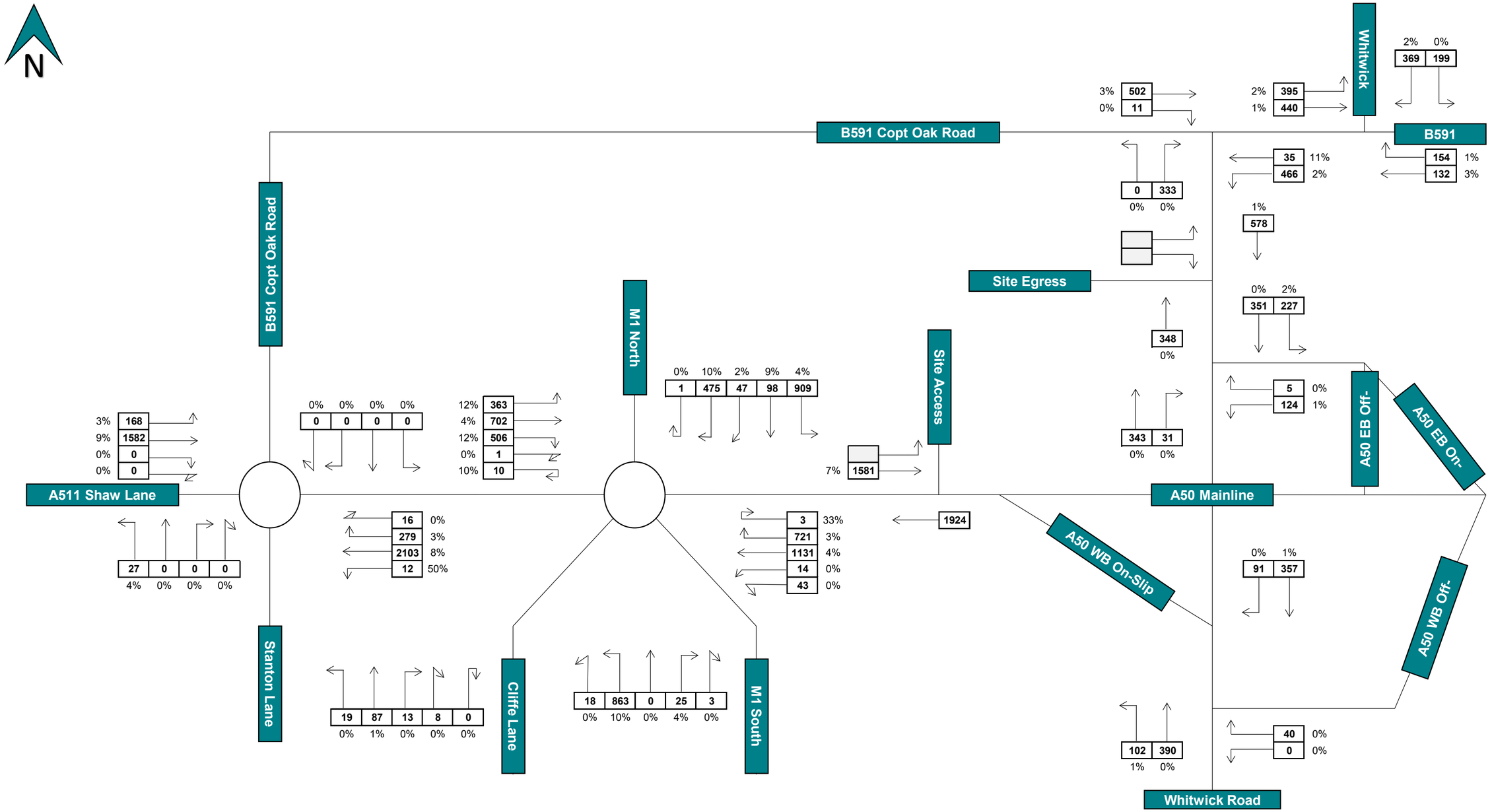
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.2
2025 Baseline
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

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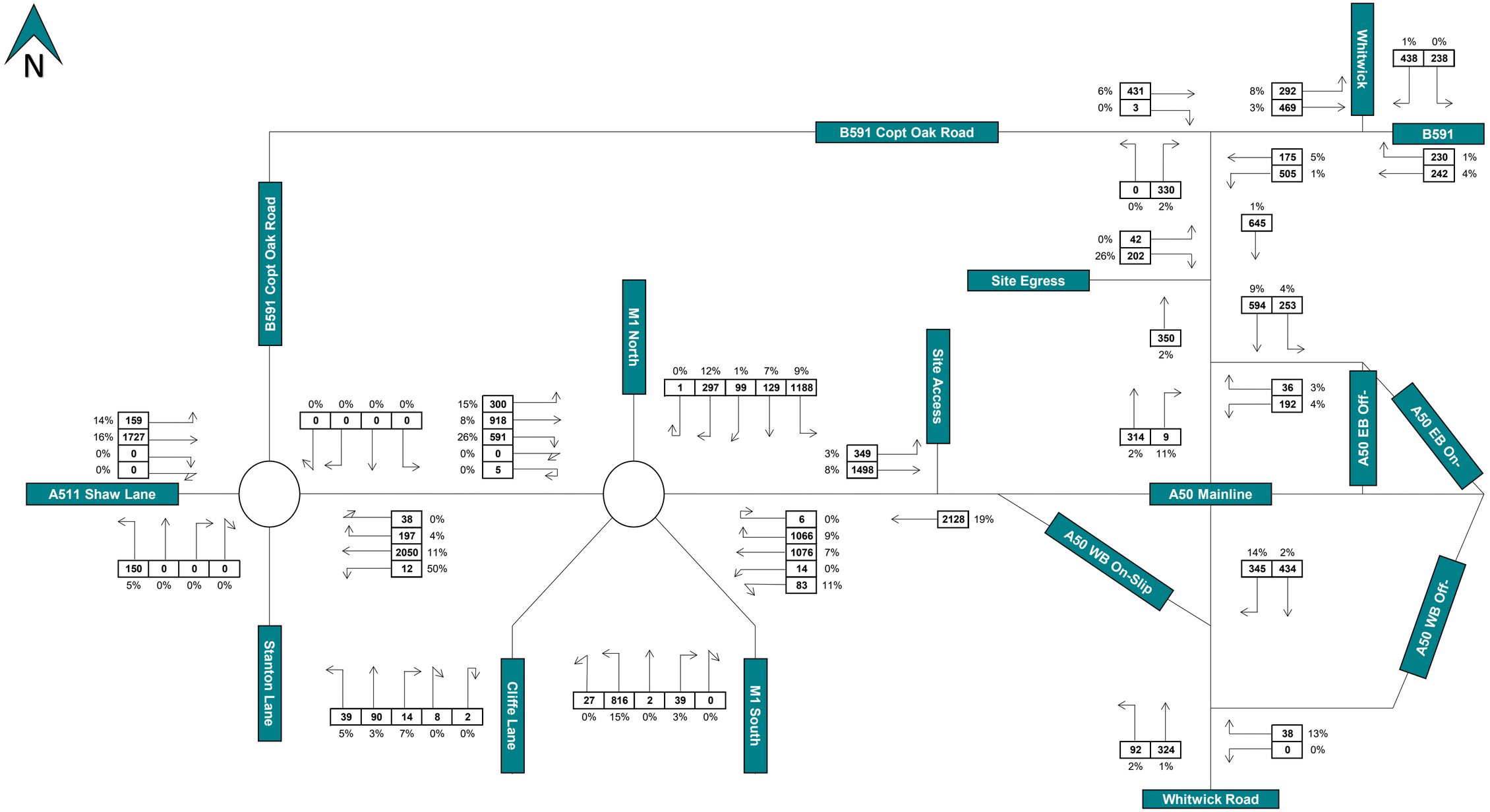
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Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.3
2028 Future Base
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

RIDGE

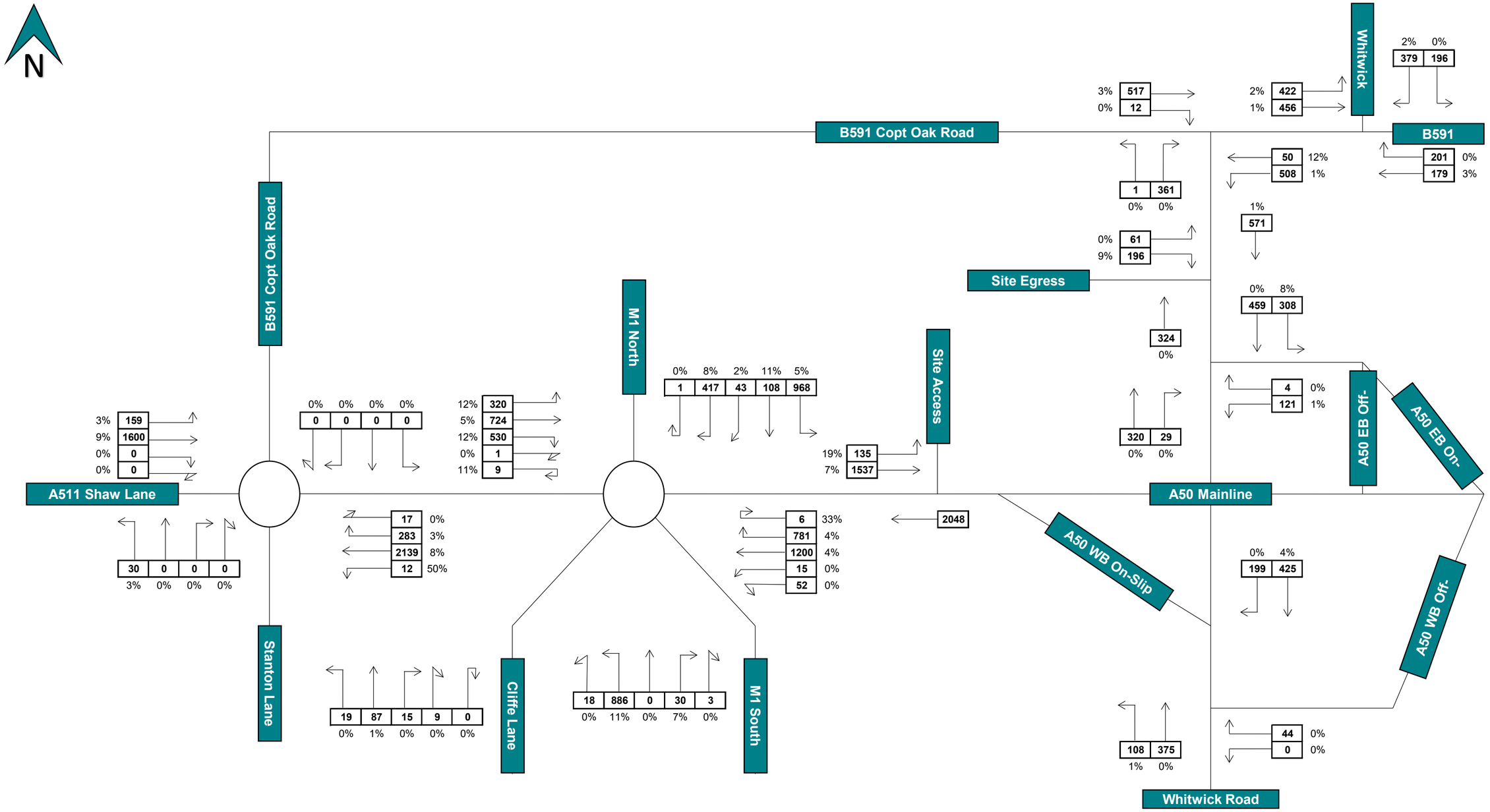
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.4
2028 Future Base
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

RIDGE

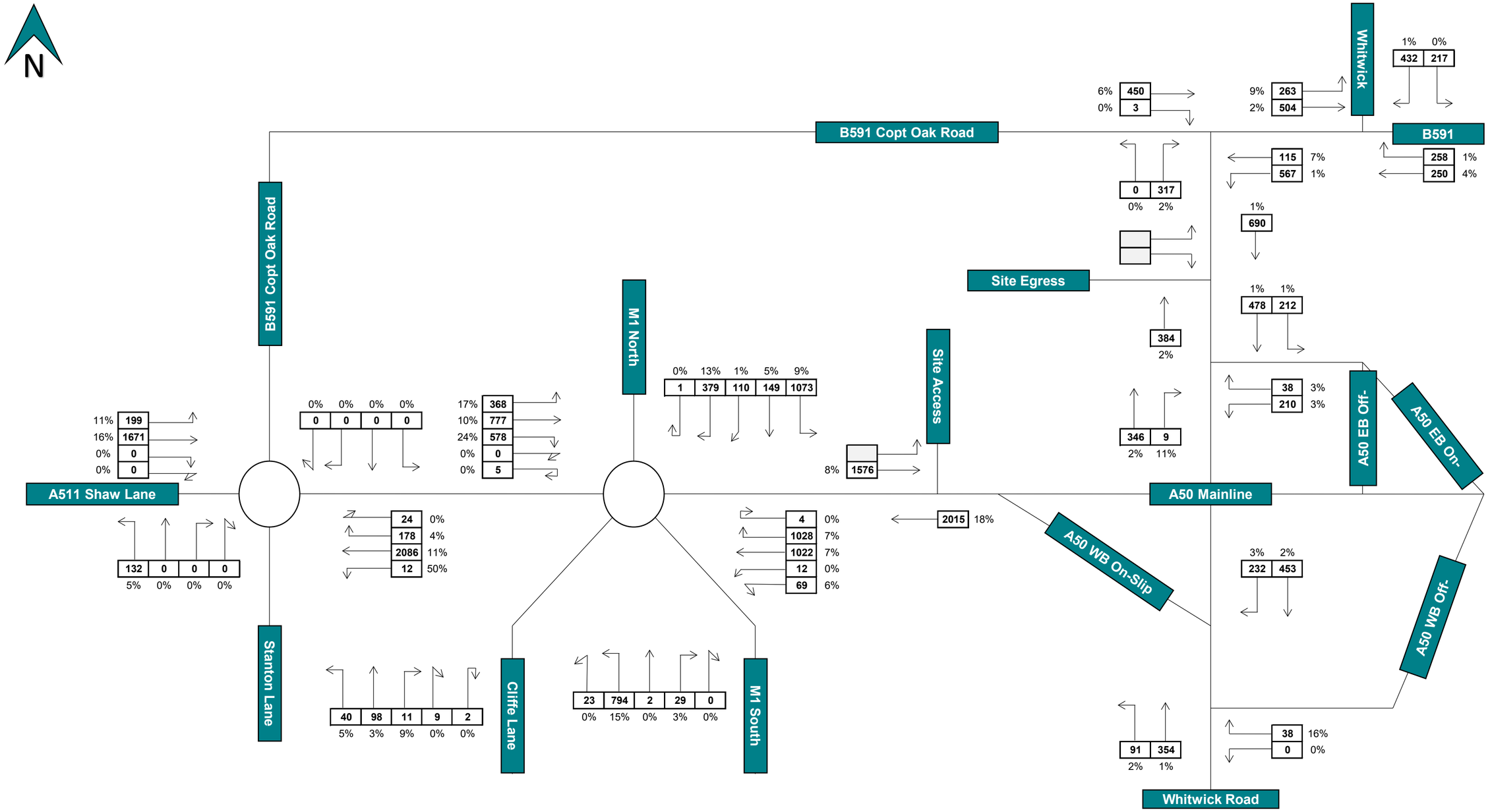
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.5
2028 + Proposed Dev + Proposed Development
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

RIDGE

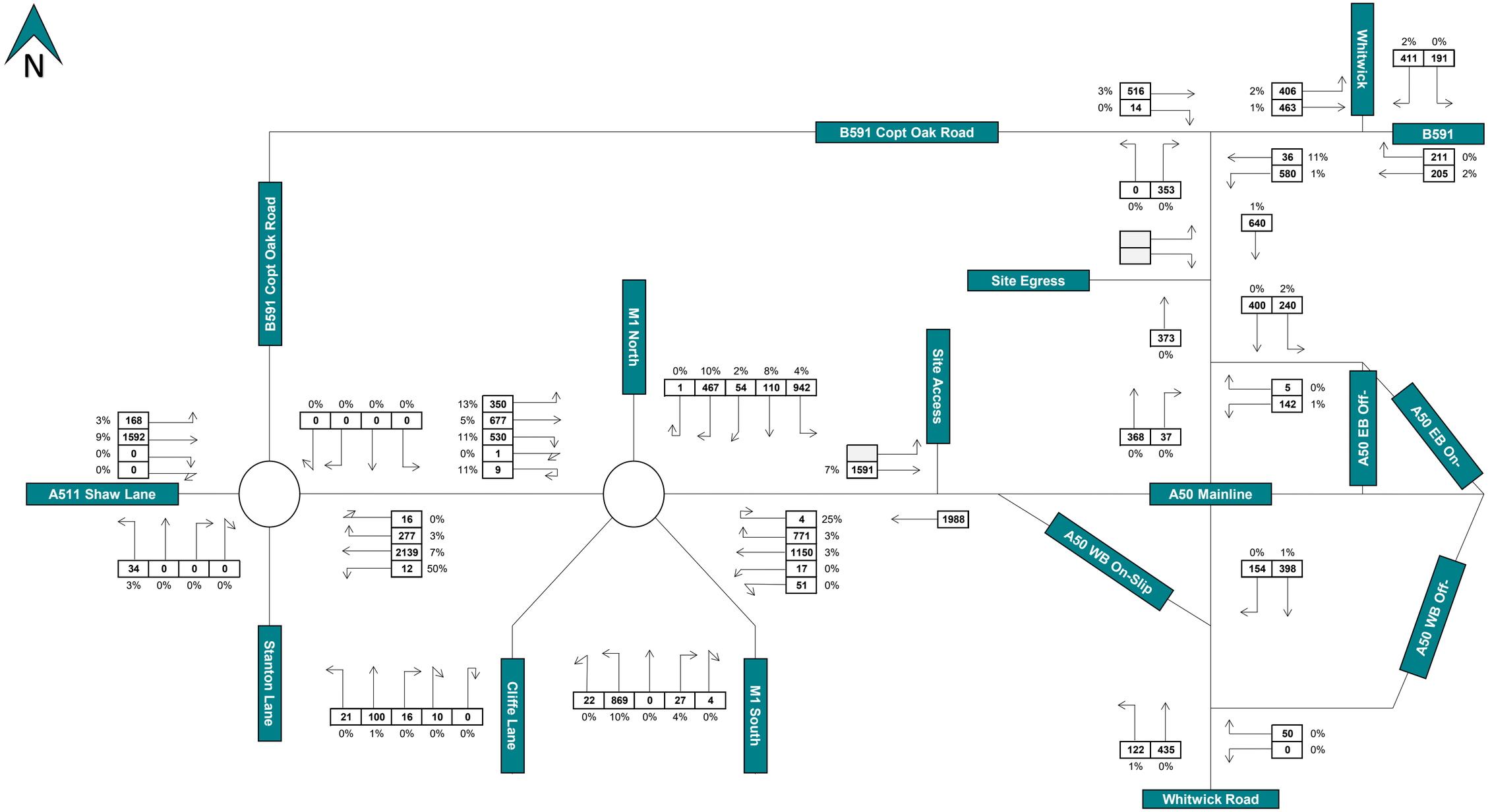
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Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.6
2028 + Proposed Dev + Proposed Development
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

RIDGE

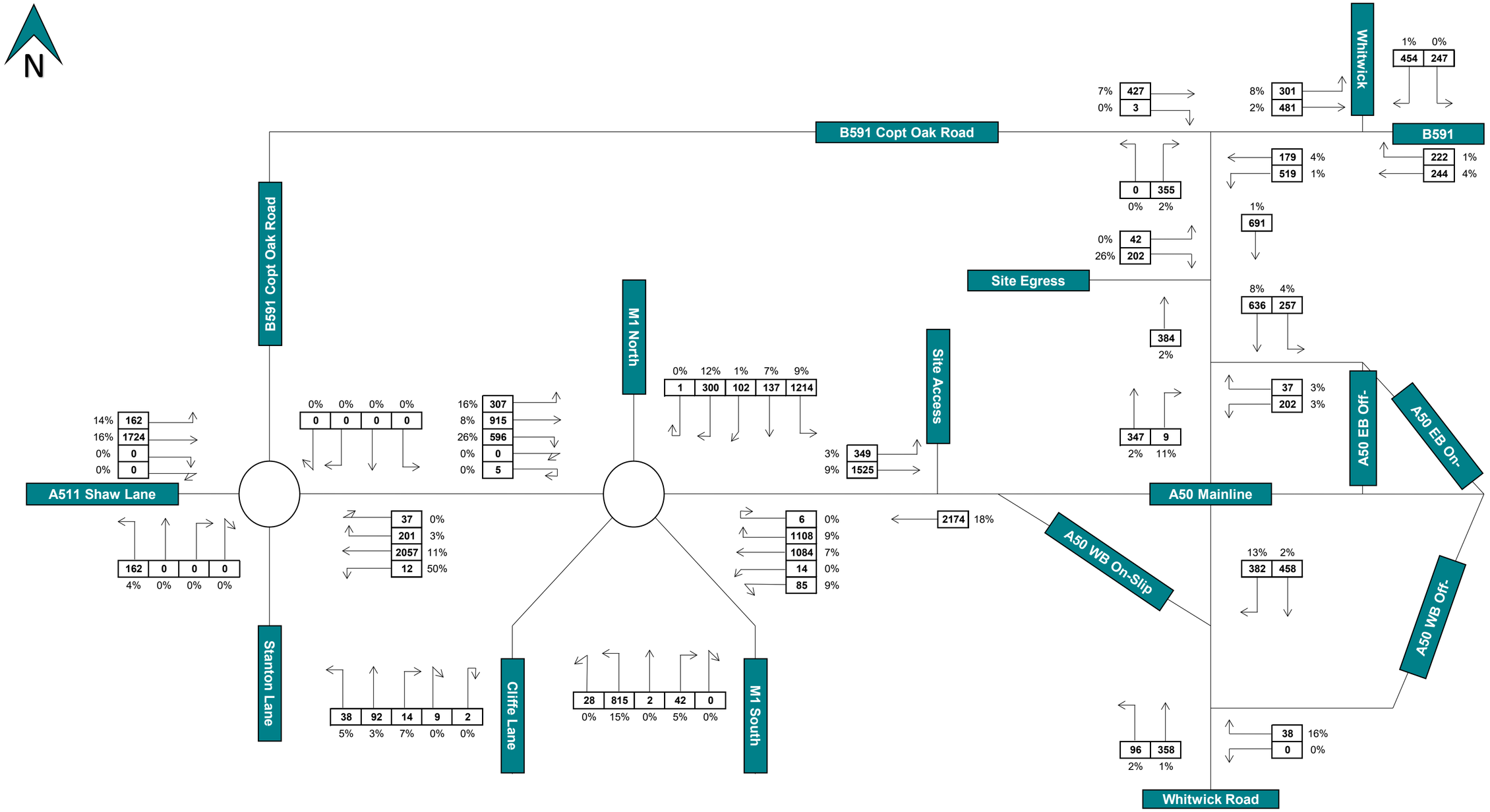
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.7
2030 Future Base
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

RIDGE

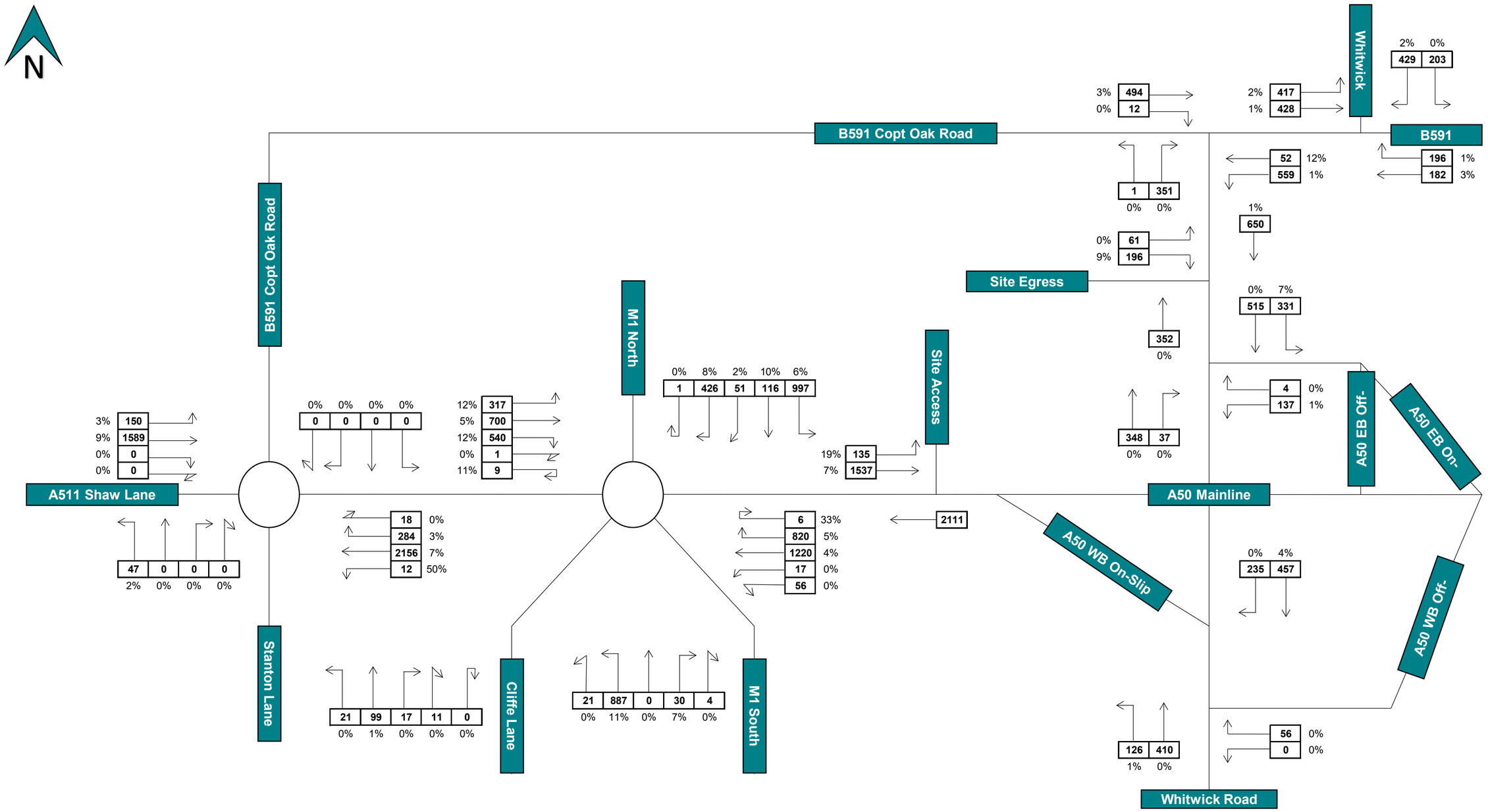
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.8
2030 Future Base
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

RIDGE

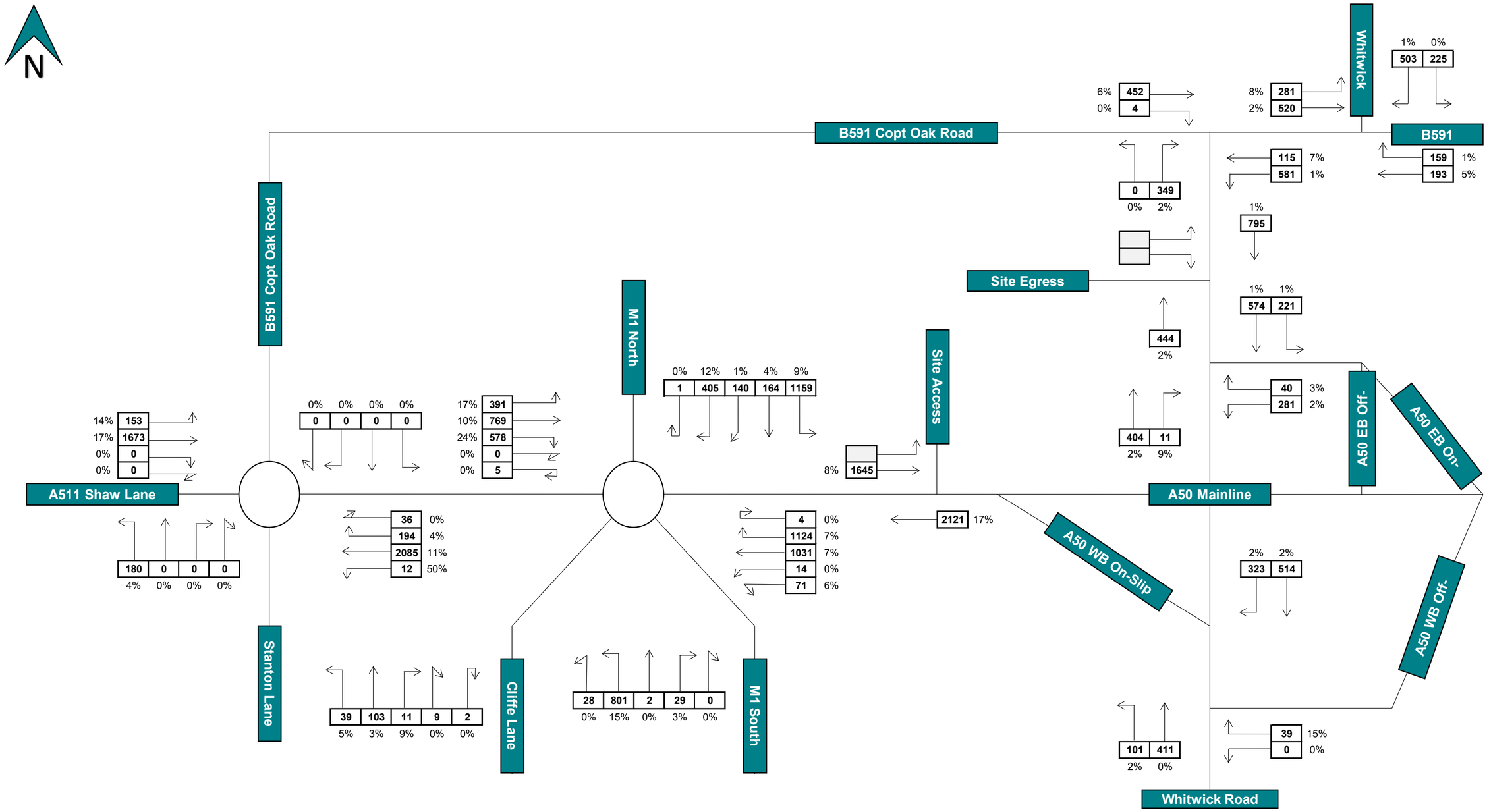
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.9
2030 Future Base + Proposed Development
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

RIDGE

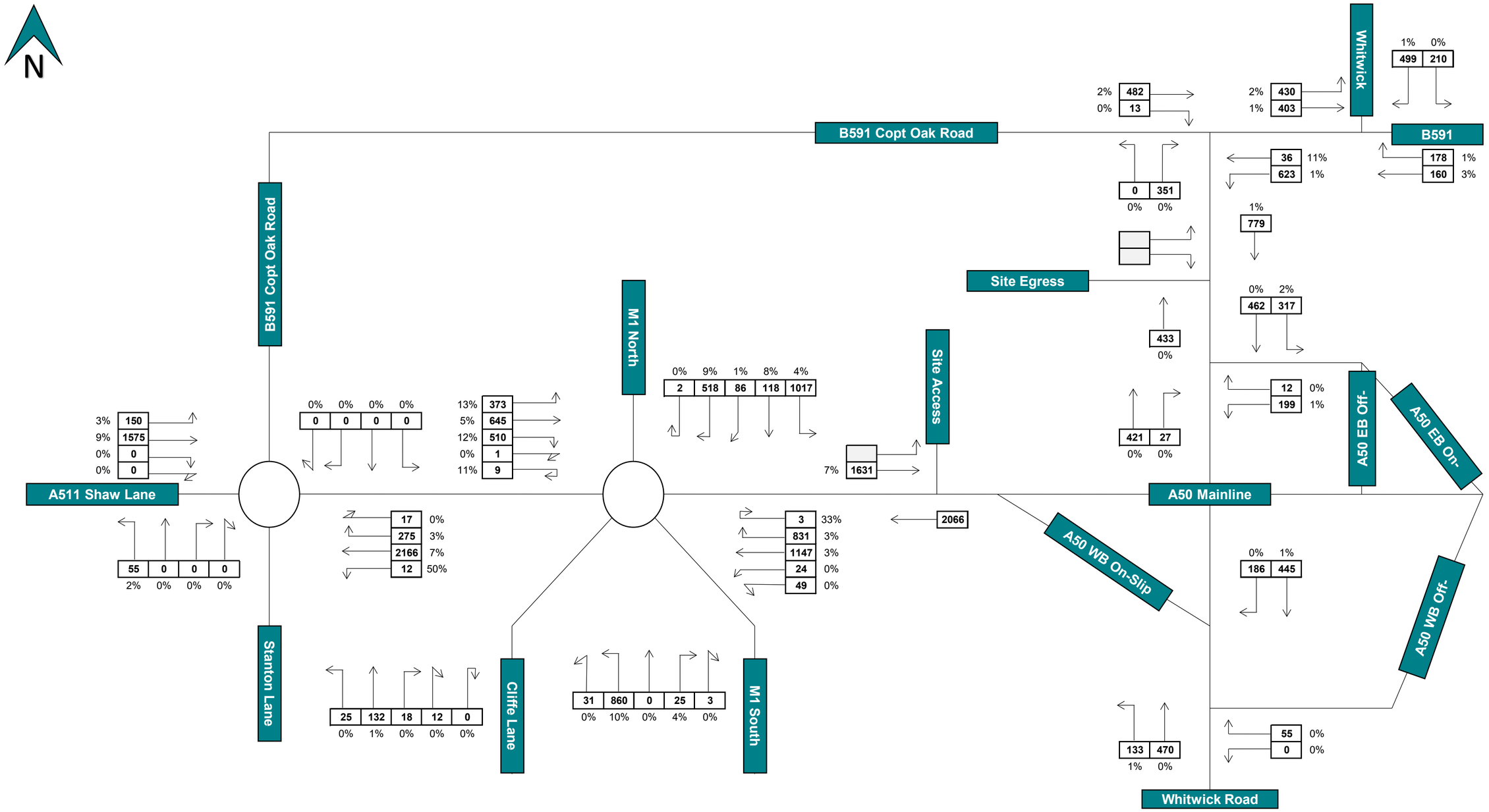
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.10
2030 Future Base + Proposed Development
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

RIDGE

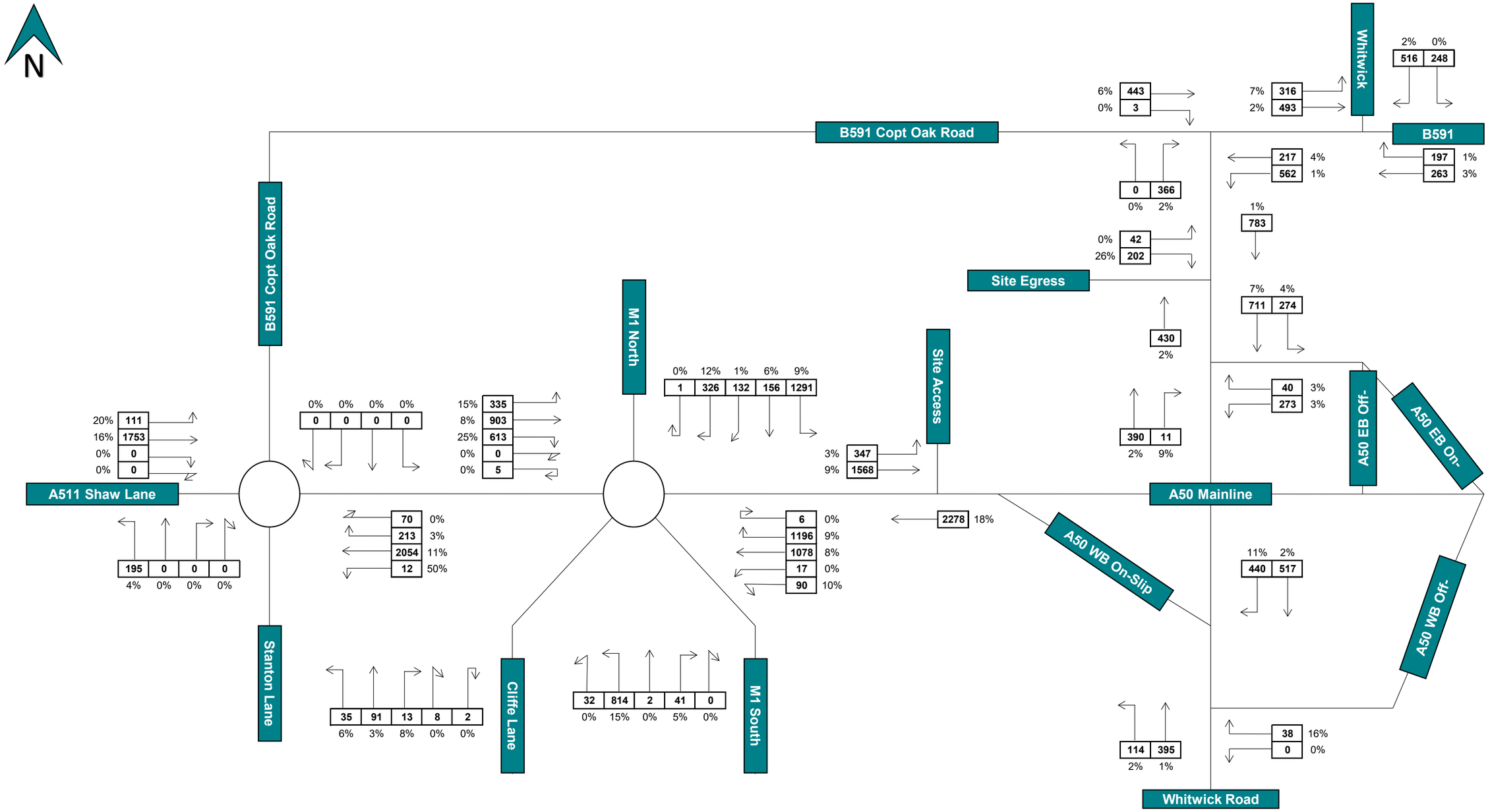
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.11
2036 Future Base
AM Peak Hour: 08:00 - 09:00



123	PCUs
10%	Proportion of HV

RIDGE

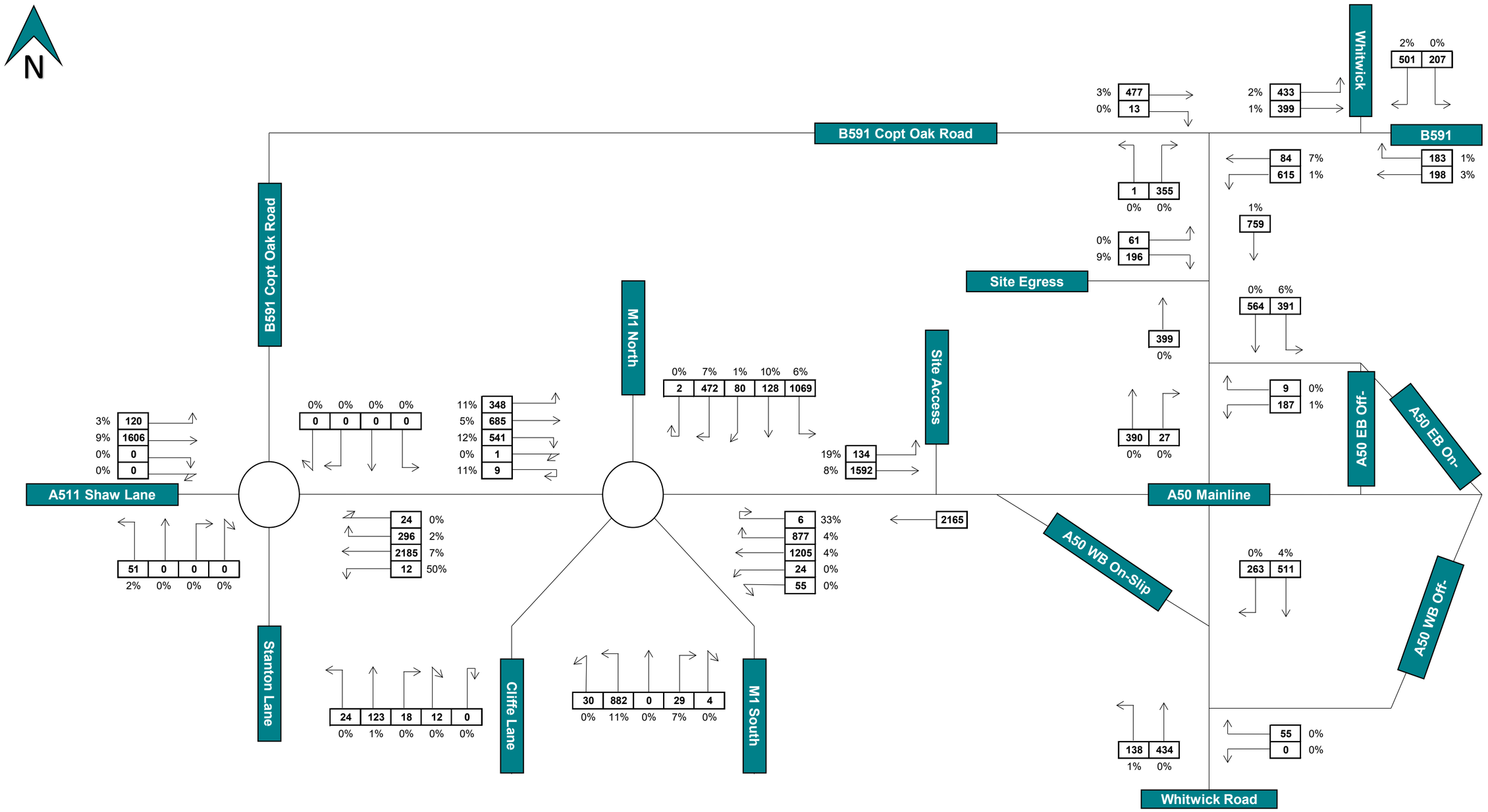
T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.12
2036 Future Base
PM Peak Hour: 17:00 - 18:00



123	PCUs
10%	Proportion of HV

RIDGE

T22523
Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.13
2036 Future Base + Proposed Development
AM Peak Hour: 08:00 - 09:00

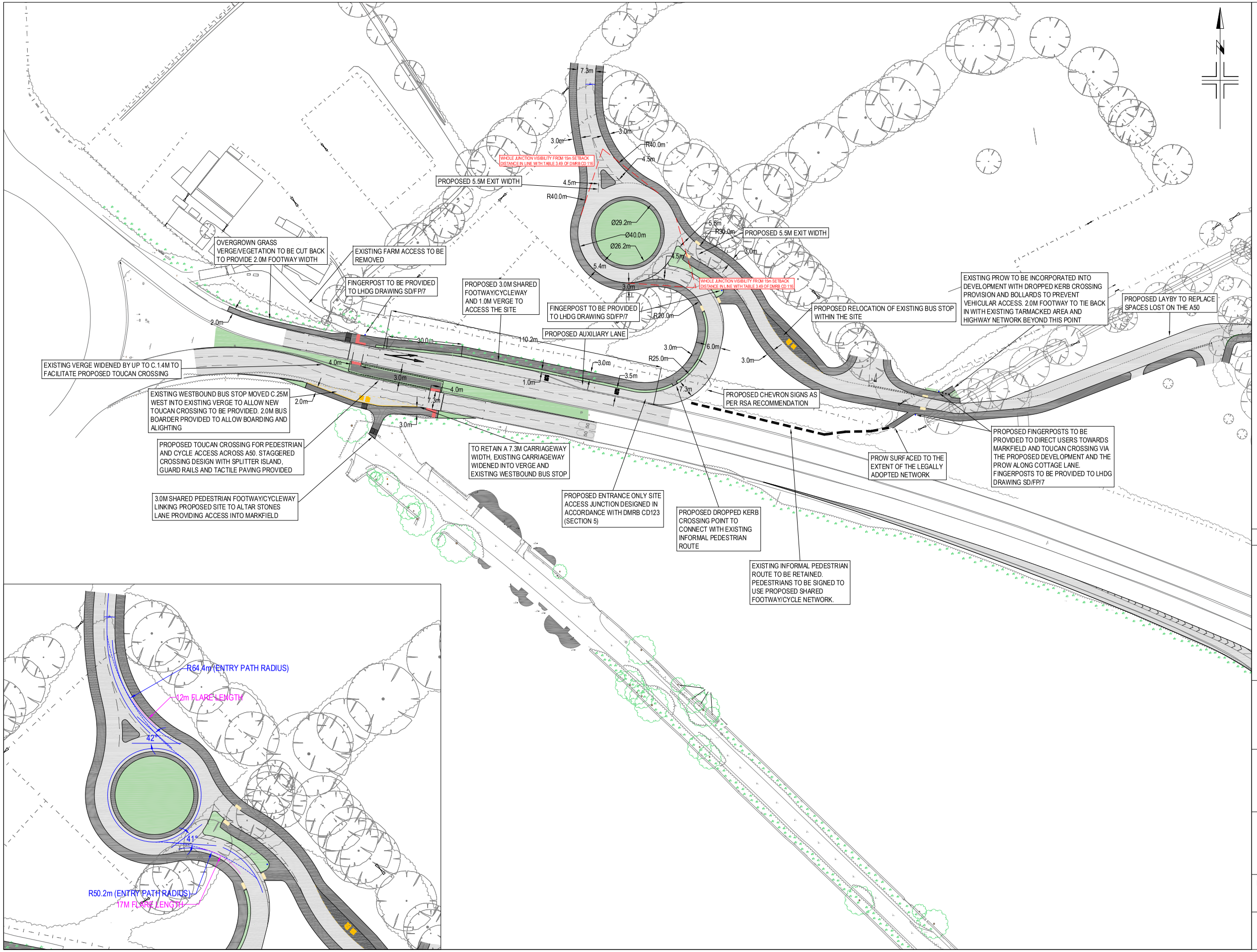


123	PCUs
10%	Proportion of HV

RIDGE

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Land at Junction 22 of the M1, Cliffe Hill Farm
Figure 3.14
2036 Future Base + Proposed Development
PM Peak Hour: 17:00 - 18:00

DRAWINGS



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REV	DESCRIPTION	DATE	BY	AUTH
N	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	15.06.26	MF	JP
M	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	15.06.26	MF	JP
L	ACTIVE TRAVEL ACCESS UPDATED	11.06.26	MF	JP
K	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP
J	DRAWING UPDATED FOLLOWING LHA COMMENTS	29.05.26	MF	JP
I	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	05.01.25	JP	GM
H	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	30.12.25	JP	GM
G	DRAWING UPDATED FOLLOWING LHA RESPONSE	15.12.25	JP	GM
F	DRAWING UPDATED FOLLOWING STAGE 1 RSA	16.09.25	JP	GM
E	DRAWING UPDATED FOLLOWING MEETING WITH LHA	27.05.25	JP	GM
D	SITE ACCESS UPDATED FOLLOWING TEAM MEETING	10.05.24	JP	GM
C	SITE ACCESS UPDATED FOLLOWING CLIENT COMMENTS	27.11.23	BHB	JP
B	SITE ACCESS UPDATED FOLLOWING CONSULTATION	23.11.23	BHB	JP
A	SITE ACCESS UPDATED FOLLOWING CONSULTATION	28.02.23	ML	JP

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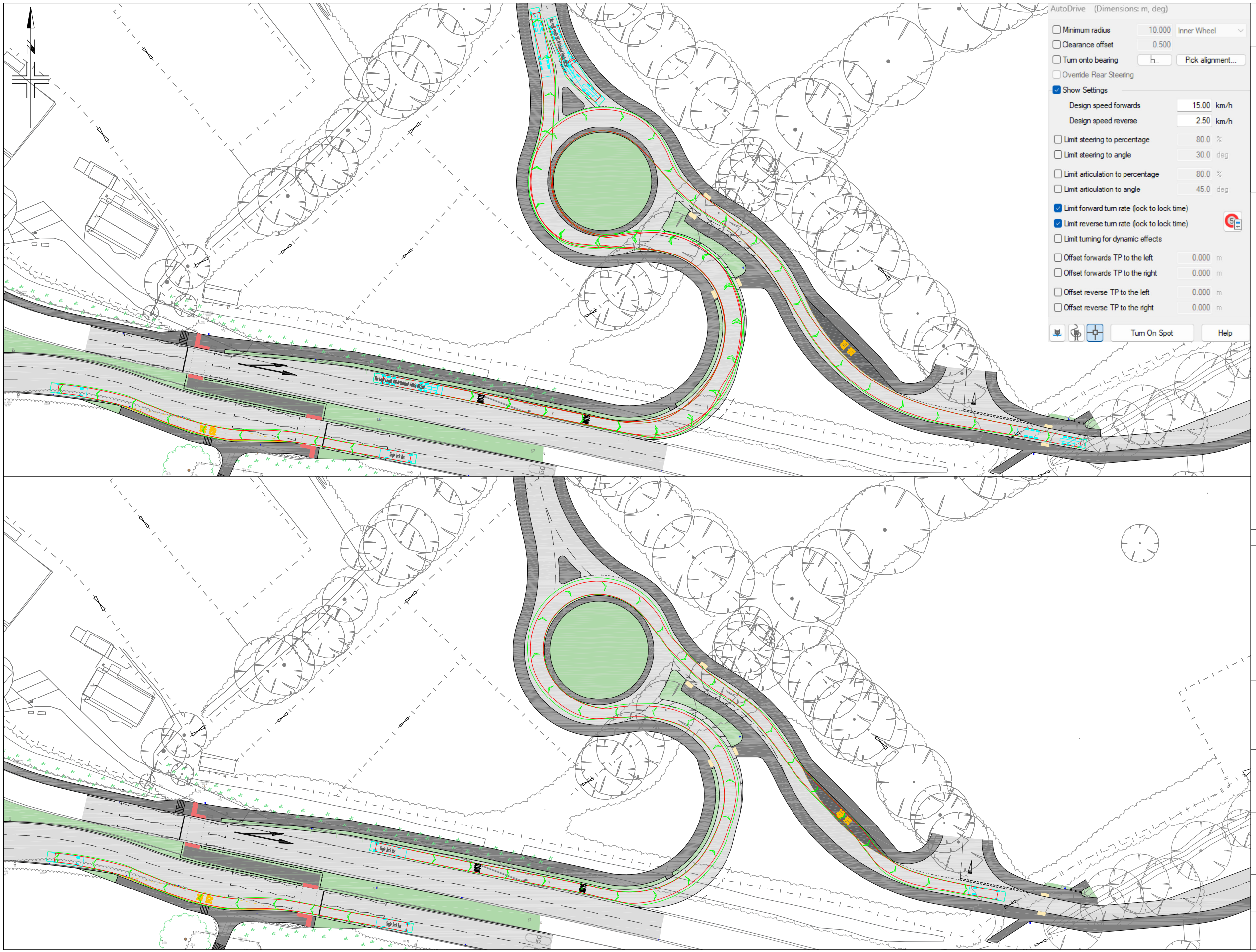
CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1 CLIFFE HILL FARM

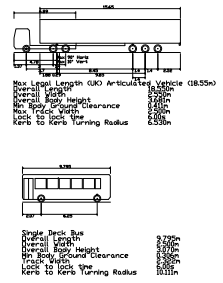
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PROPOSED A50 SITE ACCESS WITH AUXILIARY LANE

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JP	GM	1:1500	A3	20.03.22

PROJECT NO.	DRAWING NO.	REV
T22523	001	N



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J	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP
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A	SITE ACCESS UPDATED FOLLOWING CONSULTATION	28.02.23	ML	JP

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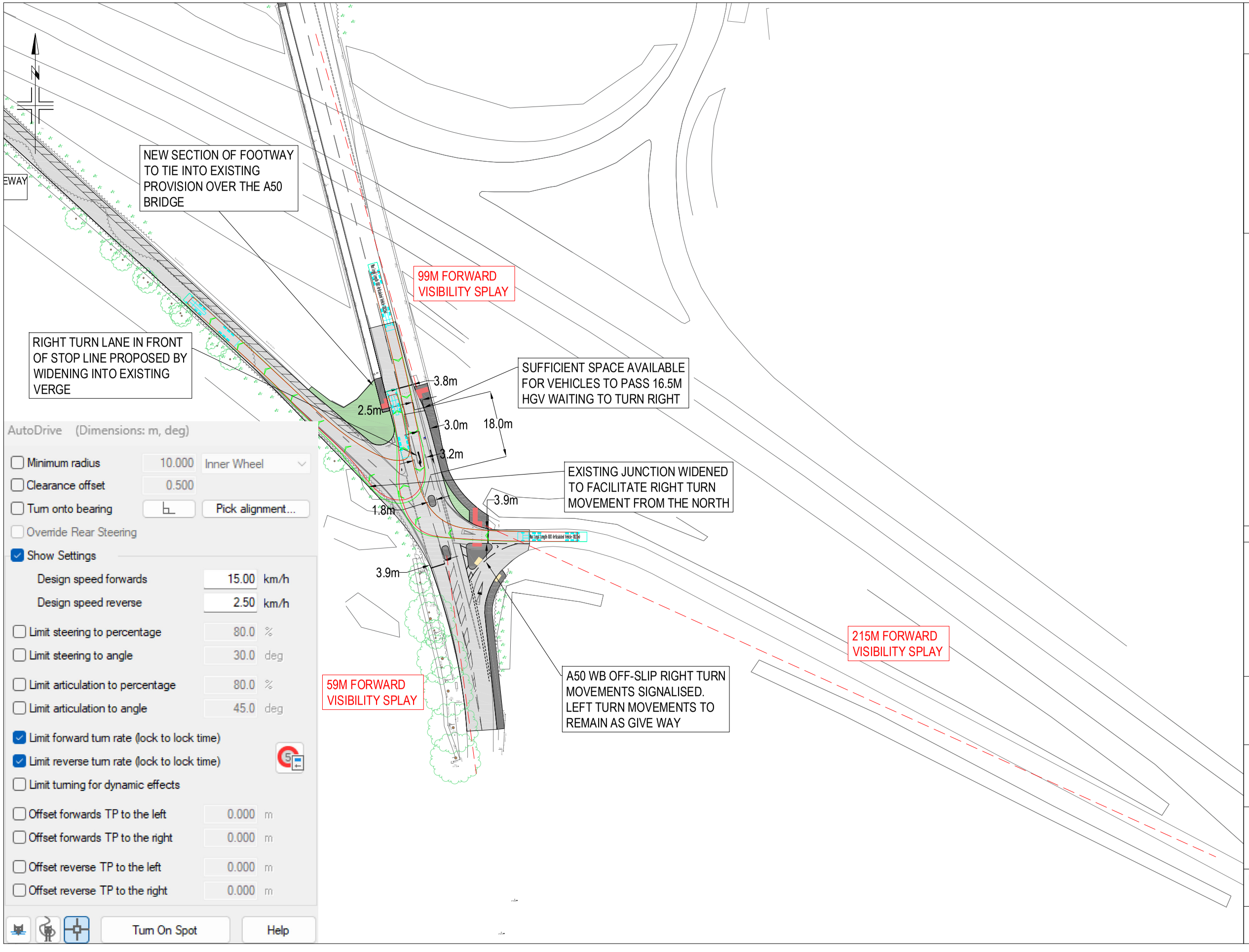
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CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

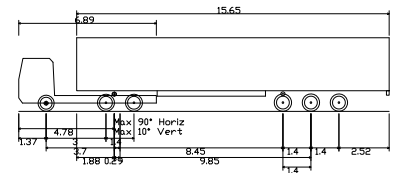
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PROJECT NO.	DRAWING NO.	REV
T22523	002	M



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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

REV	DESCRIPTION	DATE	BY	AUTH
J	SWEPT PATHS UPDATED TO SHOW 18.5M HGV	01.06.26	MF	JP
I	SOUTHBOUND STOP LINE MOVED SOUTH TO AVOID BRIDGE DECK	26.05.26	MF	JP
H	FORWARD VISIBILITY SPLAYS UPDATED	31.03.26	MF	JP
G	SLIP ROAD UPDATED TO DMRB LAYOUT A OPTION 1	30.03.26	MF	JP
F	DRAWING UPDATED TO SIGNALISED JUNCTION	06.03.26	MF	JP
E	DRAWING UPDATED FOLLOWING STAGE 1 RSA	16.09.25	JP	GM
D	DRAWING UPDATED FOLLOWING MEETING WITH LHA	27.05.25	JP	GM
C	UPDATED FOLLOWING CLIENT COMMENTS	27.11.23	BHB	JP
B	UPDATED FOLLOWING CONSULTATION	23.11.23	BHB	JP
A	UPDATED FOLLOWING TOPOGRAPHICAL SURVEY	28.02.23	ML	JP

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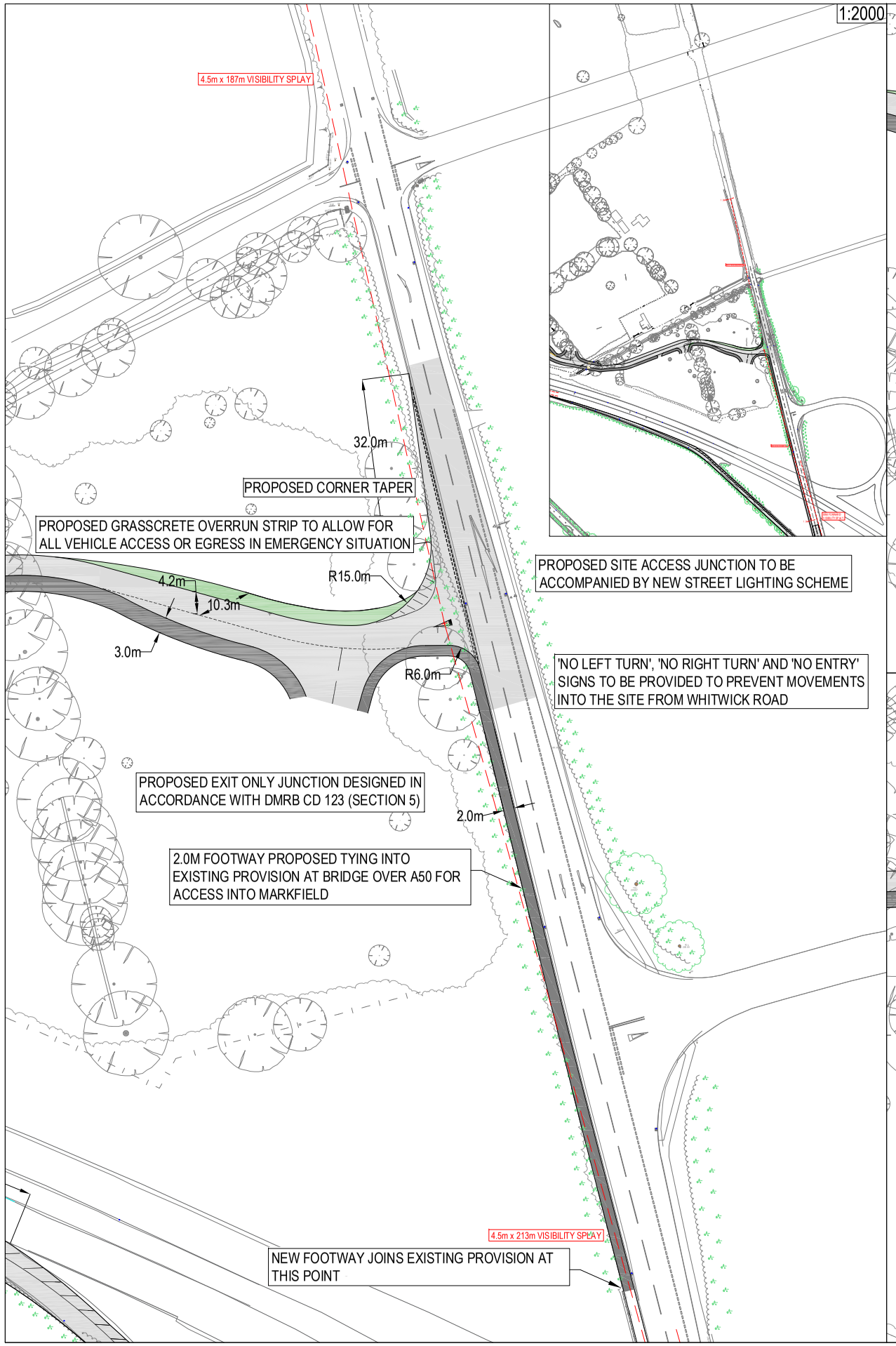
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CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
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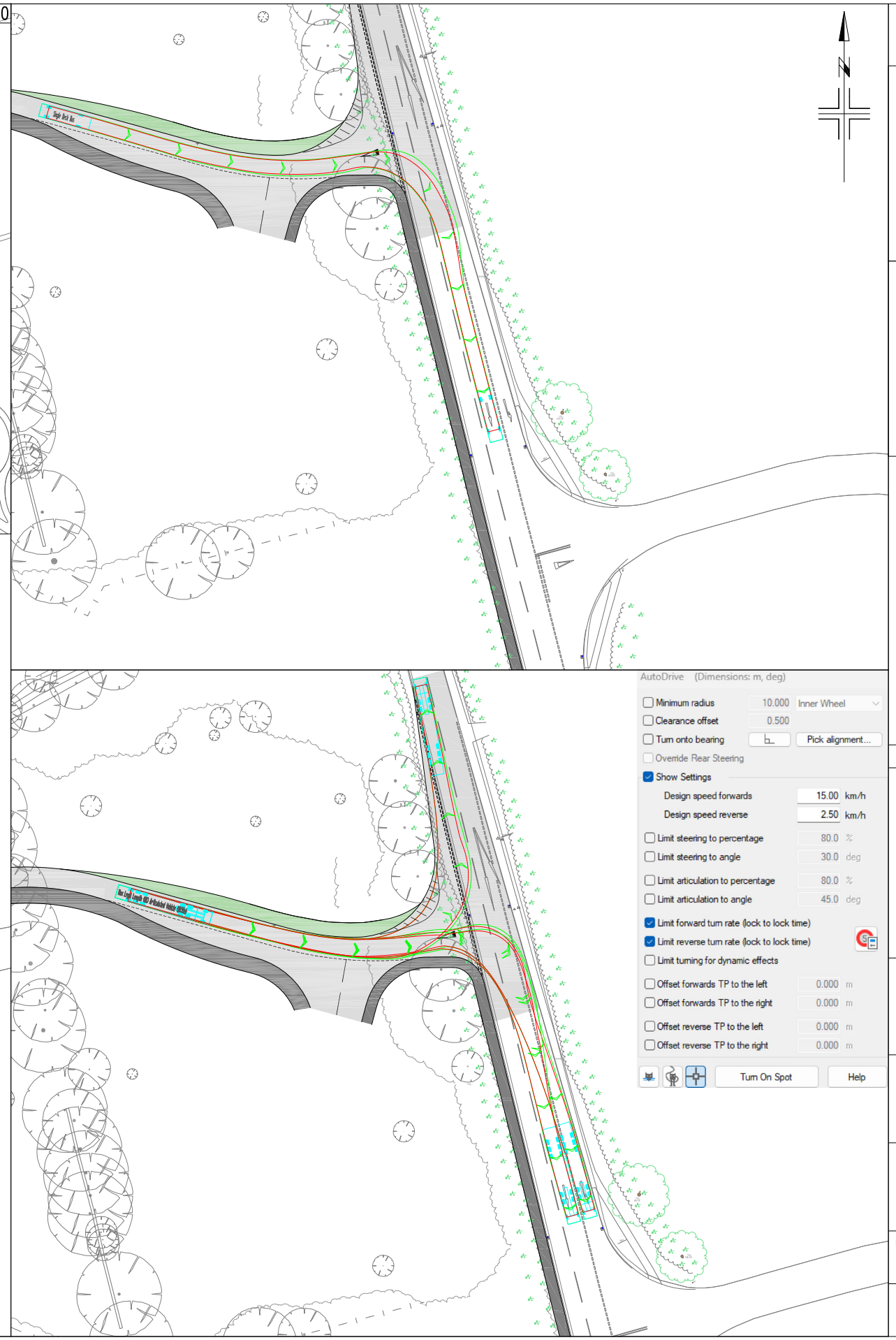
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PROJECT NO.	DRAWING NO.	REV
T22523	003	J

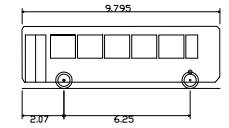


PROPOSED SITE ACCESS JUNCTION TO BE ACCOMPANIED BY NEW STREET LIGHTING SCHEME

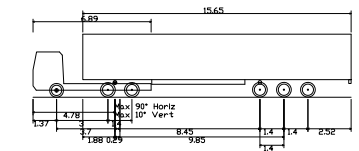
'NO LEFT TURN', 'NO RIGHT TURN' AND 'NO ENTRY' SIGNS TO BE PROVIDED TO PREVENT MOVEMENTS INTO THE SITE FROM WHITWICK ROAD



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



Single Deck Bus	
Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m



Max Legal Length (UK) Articulated Vehicle (18.55m)	
Overall Length	18.550m
Overall Width	2.550m
Overall Body Height	4.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.530m

REV	DESCRIPTION	DATE	BY	AUTH
G	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP
F	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	30.12.25	JP	GM
E	DRAWING UPDATED FOLLOWING STAGE 1 RSA	16.09.25	JP	GM
D	DRAWING UPDATED FOLLOWING MEETING WITH LHA	27.05.25	JP	GM
C	SITE ACCESS UPDATED FOLLOWING CLIENT COMMENTS	27.11.23	BHB	JP
B	SITE ACCESS UPDATED FOLLOWING CONSULTATION	23.11.23	BHB	JP
A	SITE ACCESS UPDATED FOLLOWING CONSULTATION	28.02.23	ML	JP

RIDGE

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CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1 CLIFFE HILL FARM

TITLE
PROPOSED WHITWICK RD SITE ACCESS JUNCTION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	20.05.22

PROJECT NO.	DRAWING NO.	REV
T22523	004	G



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REV	DESCRIPTION	DATE	BY	AUTH
K	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	15.06.26	MF	JP
J	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	15.06.26	MF	JP
I	ACTIVE TRAVEL ACCESS UPDATED	11.06.26	MF	JP
H	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP
G	DRAWING UPDATED FOLLOWING LHA COMMENTS	29.05.26	MF	JP
F	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	30.12.25	JP	GM
E	DRAWING UPDATED FOLLOWING LHA RESPONSE	15.12.25	JP	GM
D	DRAWING UPDATED FOLLOWING STAGE 1 RSA	16.09.25	JP	GM
C	DRAWING UPDATED FOLLOWING MEETING WITH LHA	27.05.25	JP	GM
B	SITE ACCESS UPDATED FOLLOWING TEAM MEETING	10.05.24	JP	GM
A	SITE ACCESS UPDATED FOLLOWING CLIENT COMMENTS	27.11.23	BHB	JP

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CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
TOUCAN CROSSING STOPPING SIGHT DISTANCES

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
BHB	JP	1:1000	A3	23.11.23

PROJECT NO.	DRAWING NO.	REV
T22523	005	K



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

REV	DESCRIPTION	DATE	BY	AUTH
D	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP
C	SLIP ROAD UPDATED TO DMRB LAYOUT A OPTION 1	30.03.26	MF	JP
B	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	30.12.25	JP	GM
A	DRAWING UPDATED FOLLOWING LHA RESPONSE	15.12.25	JP	GM

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CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
PROPOSED A50 MERGE SLIP ROAD DESIGN - DMRB LAYOUT A OPTION 1

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	02.05.25

PROJECT NO.	DRAWING NO.	REV
T22523	006	D



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REV	DESCRIPTION	DATE	BY	AUTH
A	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	04.06.26	MF	JP

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CLIENT
CADDICK LAND

PROJECT
LAND AT CLIFFE HILL FARM
MARKFIELD

TITLE
A50 FORWARD VISIBILITY TO NEW SLIP ROAD MERGE LAYOUT

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:1000	A3	05.01.25

PROJECT NO.	DRAWING NO.	REV
T22523	009	A

APPENDIX A PRTM PRO-FORMA

Leicestershire County Council

Environment and Transport
Commissioning Framework and Modelling Services

Pan Regional Transport Model (PRTM)

Development Testing Proforma

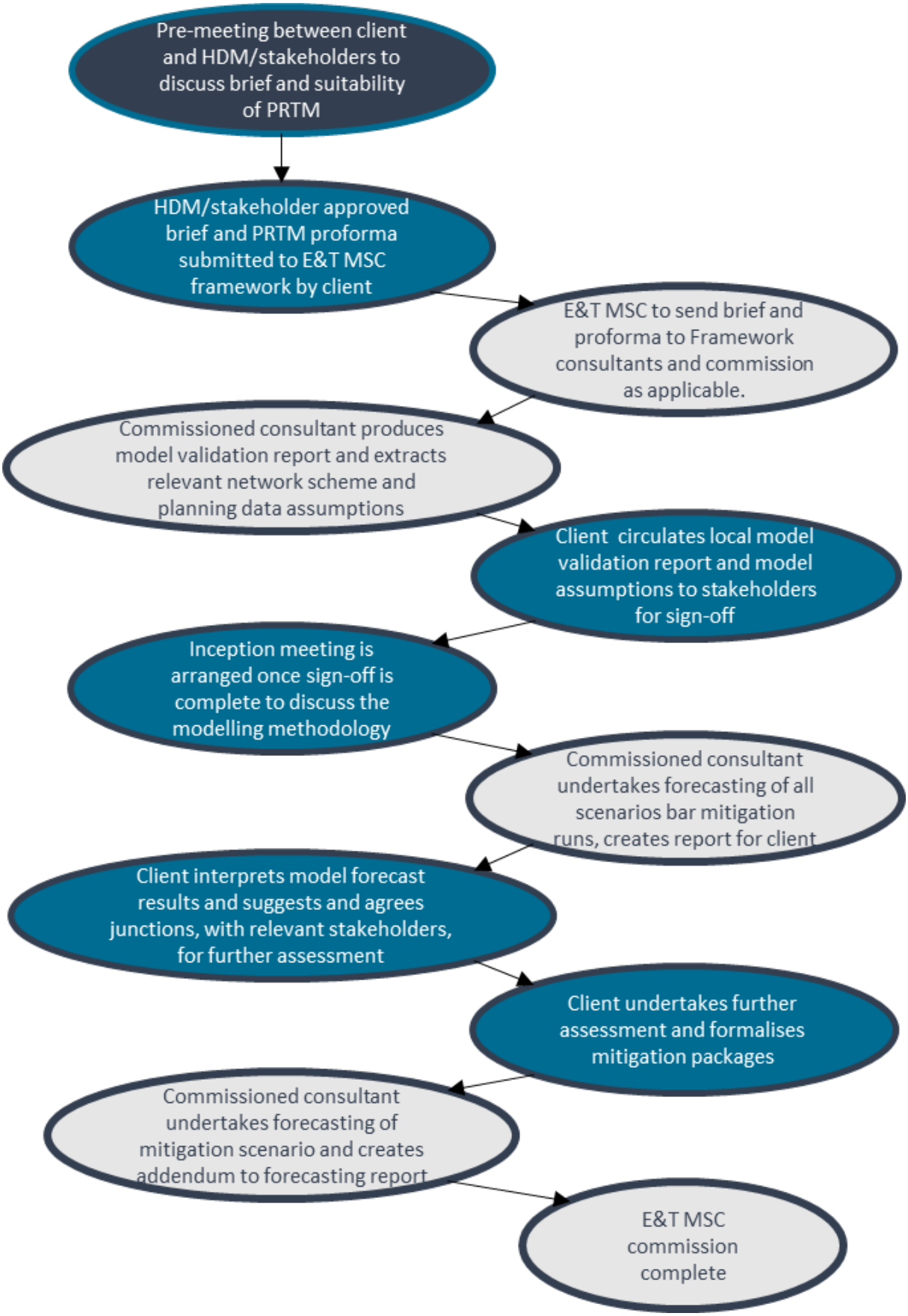
Foreword:

Before completing this form, for development management purposes, it is recommended that you contact Leicestershire County Council (LCC) and seek advice from the Highway Development Management (HDM) team on the proposed use of PRTM. The HDM team can be contacted at hdc@leics.gov.uk.

Although not a requirement it is strongly recommended that potential stakeholders, e.g. LCC HDM, National Highways, sign-off on your brief and trip generation before submitting this proforma to Environment and Transport Modelling Services Contract (E&T MSC). This should ensure that any subsequent work proposal through E&T MSC is as accurate as possible in terms of scope, timescales, and cost.

Please note that E&T MSC and wider Network Data and Intelligence (NDI) Team work independently from all other teams within LCC, including HDM. Please ensure any correspondence intended for the HDM team is sent to the case officer for your (pre)application; or, if unknown, to HDM's generic inbox: hdc@leics.gov.uk.

On the following page is an indicative flowchart summarising the general transport modelling process for using the PRTM to inform client Transport Assessments; this is a typical approach and has been simplified to a generic process – each individual application may differ from the below and as above advice should be sought from the HDM team.


Pre-meeting between client and HDM/stakeholders to discuss brief and suitability of PRTM
HDM/stakeholder approved brief and PRTM proforma submitted to E&T MSC framework by client
E&T MSC to send brief and proforma to Framework consultants and commission as applicable.
Commissioned consultant produces model validation report and extracts relevant network scheme and planning data assumptions
Client circulates local model validation report and model assumptions to stakeholders for sign-off
Inception meeting is arranged once sign-off is complete to discuss the modelling methodology
Commissioned consultant undertakes forecasting of all scenarios bar mitigation runs, creates report for client
Client interprets model forecast results and suggests and agrees junctions, with relevant stakeholders, for further assessment
Client undertakes further assessment and formalises mitigation packages
Commissioned consultant undertakes forecasting of mitigation scenario and creates addendum to forecasting report
E&T MSC commission complete

Section 1: Client Details

Name:	James Parker
Company:	Hub Transport Planning Ltd
Telephone:	07792 970487
E-mail:	james@hubtransportplanning.co.uk
Date:	09/07/2025

Section 2: Development Details

Title:	Land at Cliffe Hill Farm, Markfield
District / Location:	Hinckley and Bosworth District
Background:	A proposed development for 65,000 sqm GFA of B2 Industrial Estate and B8 Commercial Warehousing units (13,000 sqm B2 and 52,000 sqm B8). Access to the site is proposed via a left-in only diverge lane from the A50, with an egress only priority junction onto Whitwick Road. It has been agreed with LCC and NH that the impact of the development on the local and strategic highway network needs to be assessed through the PRTM and this is the primary focus of the modelling work.

Access Arrangements:

Please provide a brief description of the access arrangements in the box below; if there are preliminary scheme drawings available, please provide these alongside submission of this proforma via email attachment.

The site will be accessed via the junction arrangements shown on drawings **T22523.001 rev E and T22523.004 rev D**.

Housing Development Land Use:

Land Use	Class	Dwellings
Dwellings	C3	*Figure*

Employment Development Land Use:

Land Use	Class	Unit	Quantum	Jobs
Shops	A1	m^2	*Figure*	*Figure*
Business	B1a	m^2	*Figure*	*Figure*
General Industrial	B2	m^2	*13,000*	*Figure*
Storage or Distribution	B8	m^2	*52,000*	*Figure*
Research & Development	B1b	m^2	*Figure*	*Figure*
Leisure	D2	m^2	*Figure*	*Figure*
Hotels	C1	Beds	*Figure*	*Figure*
Education	D1	Students	*Figure*	*Figure*

Section 3: Modelling Required

There are two main forms of assessment that the E&T MSC offers, a highway-only model run and a full-PRTM model run. It will be confirmed in the proposal which type of assessment is recommended for your development.

Please provide the trip generation for your development in the relevant tables below, it is advised to have these values agreed with HDM prior to submission.

Trip Generation:

Housing:

Vehicle Type	AM			IP			PM		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Light Vehicles									
HGV's									
Total									

Employment: B2

Vehicle Type	AM			IP			PM		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Light Vehicles	111	44	155				42	103	145
HGV's	5	5	10				2	2	4
Total	116	49	165				44	105	149

Employment: B8

Vehicle Type	AM			IP			PM		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Light Vehicles	216	97	313				43	117	160
HGV's	6	47	53				23	16	39
Total	222	144	366				66	133	199

Education (if applicable):

Vehicle Type	AM			IP			PM		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Light Vehicles									
HGV's									
Total									

If education trips are to be modelled, please provide an indication of the catchment area below:

Assessment Years:

The PRTM can model any year between 2023 and 2061. For HDM applications is it recommended to include a "present day" or "year of observed counts" forecast, an opening year forecast, and a full build-out forecast. Interim assessments may be required between "opening year" and "full build out" if the quantum of proposed development is sufficiently large.

Please provide modelling years required with proposed phasing in each forecast year selected above, in the box below. An example has been included in green, please delete and populate with your data.

2026: 0% occupancy
2028: 100% occupancy
2030: 100% occupancy
2036: 100% occupancy

Assessment Options:

Please select which scenarios you will want testing, as well as defining which model year each scenario corresponds to as this can potentially be multiple forecast years for one scenario; this will depend on your discussions with HDM and their requirements.

Scenario	Choice	Model Year(s)
Core	Assumed	2026,2028,2030,2036
Core + no development + access strategy	☐	
Core + development + no mitigation	Assumed	2026,2028,2030,2036

Core + development + mitigation	☐	TBC
Other, please specify:	Click here to enter text	

Time Period Selection:

Please select the time periods you would like your development assessed in:

AM (0800-0900)	☒
IP (average hour for 0900-1600)	☐
PM (1700-1800)	☒

Indicative list of Junctions for Further Assessment:

If known, please provide an indicative list of expected junctions that may be required for further assessment in the box below. This, in turn, will facilitate the delivery of strategic model outputs to inform any further detailed junction assessments. Failing that, a rough estimation of the number of junctions that **may** require further assessment will aid consultants in producing robust quotations within their proposals.

- Proposed A50 Site Access/Whitwick Road Egress junctions
- A50/Whitwick Road Slip Road junctions (eastbound and westbound)
- Whitwick Road/B591 Copt Oak Road signals
- M1 Junction 22 roundabout
- A511 Shaw Lane/Stanton Lane (Flying Horse) roundabout
- A50/Leicester Road/Markfield Lane/Launde Road (Field Head) roundabout

Section 4: Pre-Modelling Outputs

This section details the options available to the client pre-modelling; typically, in aid of model assurance for project stakeholders to ensure no abortive work is undertaken. Please de-select which pre-modelling outputs you do not require, as these are usually standard documents provided to HDM.

Project Specific Study Area Model Validation Report	☒
Local Planning Data Assumptions	☒
Network Scheme Uncertainty Log	☒

Section 5: Post-Modelling Outputs

Highway Model Outputs:

The following highway model output options are available post-transport-model assignment. We have assumed the basic level of analysis required to complete a forecasting report to HDM's satisfaction, but please confirm this with them prior to commission.

Area of Influence (AoI) (criteria defined as 5% and 30 PCU change)	Assumed
Highway Flow Changes within AoI	Assumed
Highway Delay Changes within AoI	☒
Maximum Volume/Capacity Ratio Plots	Assumed
Select Link Analysis of Development Traffic (link based)	Assumed
Provision of flow data for junction design/assessment	☒
AADT/AAWT	☒

Environmental Model Outputs:

Environmental model outputs are available post-transport-model assignment. Please note that environmental outputs will require a separate commission via the E&T MSC Manager, please contact ETCF@leics.gov.uk if you require emission or dispersion modelling to support your application.

Section 6: Supporting Documents

Supporting Documents:

Please provide any supporting documents that have been selected below to the E&T MSC Manager upon delivery of your proforma.

Location Plan Access Scheme Drawings (and any associated signal timings) Development Masterplan	☒ ☒ ☒
Other, please specify:	Trip Rate and Trip Distribution Note

Client's Expected Timescales:

Please provide an approximation for your client's timescales for this modelling commission in the box below; please take into consideration HDM's and National Highways' standard response times and sign-off procedures to avoid unrealistic timescales being provided and slippage to your project.

5 months (December 2025)

Section 7: Contact Details

Email the completed form, along with supporting documents to ETCF@leics.gov.uk

For queries regarding the modelling process please contact:

Laura Good – ETCF & ET-MSC Manager

Email: ETCF@leics.gov.uk

APPENDIX B FURNESSING AND FORECAST METHODOLOGY TECHNICAL NOTE

Project:	**Cliffe Hill Farm, Markfield**		
Subject:	Furnessing and Forecasting Methodology		
Author:	Jon Morrow	Date:	14/05/2026
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 furnessed turning flows at Junction 7.

1.4. It follows the Base Year Model Review report[1] which details the model review undertaken in the vicinity of the proposed development site and the Forecasting Report[2] 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



Junction	Description
1	Proposed A50 Site Access
2	Whitwick Road Egress junction
3	Whitwick Road N and S junction (Northern Side) including A50/Whitwick Road On-Slip and Off-Slip
4	Whitwick Road N and S junction (Southern Side) including A50/Whitwick Road On-Slip and Off-Slip
5	Whitwick Road/B591 Copt Oak Road signals
6	M1 Junction 22 roundabout
7	A511 Flying Horse roundabout
8	A50 Field Head roundabout
9	A511 (E)/B585/A511 (NW) Roundabout

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 client[3].

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)

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

AM

			A	B	C	Total
A	A511 (E)	**A**	7	1,051	771	**1,829**
B	B585	**B**	466	3	26	**495**
C	A511 (W)	**C**	776	22	7	**805**
		Total	**1,249**	**1,076**	**804**	**3,129**

PM

		A	B	C	Total
A		19	762	1,018	**1,799**
B		813	14	86	**913**
C		719	22	4	**745**
Total		**1,551**	**798**	**1,108**	**3,457**

A511 Flying Horse roundabout

AM

			A	B	C	D	Total
A	B591 Copt Oak Road	**A**	0	39	48	275	**362**
B	A511 (E)	**B**	75	7	15	1,465	**1,562**
C	Stanton Lane	**C**	76	25	0	106	**207**
D	A511 (W)	**D**	206	972	93	14	**1,285**
		Total	**357**	**1,043**	**156**	**1,860**	**3,416**

PM

		A	B	C	D	Total
A		1	25	58	202	**286**
B		142	5	20	1,475	**1,642**
C		63	23	0	82	**168**
D		257	1,242	78	17	**1,594**
Total		**463**	**1,295**	**156**	**1,776**	**3,690**

M1 Junction 22 roundabout

AM

			A	B	C	D	E	Total
A	M1 (North)	**A**	1	920	118	77	235	**1,351**
B	A50	**B**	815	4	51	8	702	**1,580**
C	M1 (South)	**C**	2	30	0	18	504	**554**
D	Cliffe Lane	**D**	82	9	7	1	28	**127**
E	A511	**E**	212	584	239	0	4	**1,039**
		Total	**1,112**	**1,547**	**415**	**104**	**1,473**	**4,651**

PM

		A	B	C	D	E	Total
A		1	840	71	54	217	**1,183**
B		687	2	52	23	825	**1,589**
C		0	35	4	33	591	**663**
D		70	15	8	0	12	**105**
E		216	691	364	1	5	**1,277**
Total		**974**	**1,583**	**499**	**111**	**1,650**	**4,817**

Proposed A50 Site Access

AM

			A	B	C	Total
A	A50 Eastbound	**A**	0	1,312	0	**1,312**
B	A50 Westbound	**B**	1,026	0	0	**1,026**
C	Site Access	**C**	0	0	0	**0**
		Total	**1,026**	**1,312**	**0**	**2,338**

PM

		A	B	C	Total
A		0	1,418	0	**1,418**
B		1,159	0	0	**1,159**
C		0	0	0	**0**
Total		**1,159**	**1,418**	**0**	**2,577**

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

AM

			A	B	C	Total
A	Whitwick Road (N)	**A**	0	256	130	**386**
B	A50 Eastbound Off-Slip	**B**	49	0	139	**188**
C	Whitwick Road (S)	**C**	303	15	0	**318**
		Total	**352**	**271**	**269**	**892**

PM

		A	B	C	Total
A		0	215	118	**333**
B		30	0	69	**99**
C		371	9	0	**380**
Total		**401**	**224**	**187**	**812**

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

AM

			A	B	C	D	Total
A	Whitwick Road (N)	**A**	0	0	234	35	**269**
B	A50 Westbound Off-Slip	**B**	185	0	2	0	**187**
C	Whitwick Road (S)	**C**	133	0	0	48	**181**
D	A50 Westbound On-Slip	**D**	0	0	0	0	**0**
		Total	**318**	**0**	**236**	**83**	**637**

PM

		A	B	C	D	Total
A		0	0	154	32	**186**
B		266	0	2	0	**268**
C		110	0	0	60	**170**
D		0	0	0	0	**0**
Total		**376**	**0**	**156**	**92**	**624**

Whitwick Road/B591 Copt Oak Road signals

AM

			A	B	C	D	Total
A	B591 (N)	**A**	0	58	277	193	**528**
B	Whitwick Road (S)	**B**	135	0	0	163	**298**
C	B591 Copt Oak Road (S)	**C**	277	2	0	85	**364**
D	Whitwick Road (N)	**D**	229	309	74	0	**612**
		Total	**641**	**369**	**351**	**441**	**1,802**

PM

		A	B	C	D	Total
A		0	94	236	196	**526**
B		87	0	4	276	**367**
C		332	8	0	127	**467**
D		170	221	48	0	**439**
Total		**589**	**323**	**288**	**599**	**1,799**

A50 Field Head roundabout

AM

			A	B	C	D	E	Total
A	A50 (N)	**A**	2	65	1,461	128	1	**1,657**
B	Markfield Lane	**B**	87	0	7	47	34	**175**
C	A50 (S)	**C**	1,302	19	33	28	74	**1,456**
D	Launde Road	**D**	225	51	123	8	16	**423**
E	Leicester Road	**E**	3	25	158	6	0	**192**
		Total	**1,619**	**160**	**1,782**	**217**	**125**	**3,903**

PM

		A	B	C	D	E	Total
A		1	121	1,326	290	8	**1,746**
B		64	0	15	38	32	**149**
C		1,444	39	19	24	119	**1,645**
D		223	43	62	10	19	**357**
E		3	17	49	11	0	**80**
Total		**1,735**	**220**	**1,471**	**373**	**178**	**3,977**

Heavy Vehicles (HV)

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

AM

		A	B	C	Total
A	A511 (E)	**A**	0	140	87	**227**
B	B585	**B**	152	0	10	**162**
C	A511 (W)	**C**	131	6	0	**137**
		Total	**283**	**146**	**97**	**526**

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**

A511 Flying Horse roundabout

		A	B	C	D	Total
A	B591 Copt Oak Road	**A**	0	0	2	11	**13**
B	A511 (E)	**B**	7	0	6	209	**222**
C	Stanton Lane	**C**	1	5	0	9	**15**
D	A511 (W)	**D**	22	260	2	1	**285**
		Total	**30**	**265**	**10**	**230**	**535**

	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**

M1 Junction 22 roundabout

		A	B	C	D	E	Total
A	M1 (North)	**A**	0	86	7	1	42	**136**
B	A50	**B**	71	0	4	0	58	**133**
C	M1 (South)	**C**	0	1	0	0	118	**119**
D	Cliffe Lane	**D**	3	1	0	0	2	**6**
E	A511	**E**	63	67	131	0	0	**261**
		Total	**137**	**155**	**142**	**1**	**220**	**655**

	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**

Proposed A50 Site Access

		A	B	C	Total
A	A50 Eastbound	**A**	0	113	0	**113**
B	A50 Westbound	**B**	349	0	0	**349**
C	Site Access	**C**	0	0	0	**0**
		Total	**349**	**113**	**0**	**462**

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

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

		A	B	C	Total
A	Whitwick Road (N)	**A**	0	1	6	**7**
B	A50 Eastbound Off-Slip	**B**	1	0	7	**8**
C	Whitwick Road (S)	**C**	6	1	0	**7**
		Total	**7**	**2**	**13**	**22**

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

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

		A	B	C	D	Total
A	Whitwick Road (N)	**A**	0	0	8	5	**13**
B	A50 Westbound Off-Slip	**B**	5	0	0	0	**5**
C	Whitwick Road (S)	**C**	2	0	0	2	**4**
D	A50 Westbound On-Slip	**D**	0	0	0	0	**0**
		Total	**7**	**0**	**8**	**7**	**22**

	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**

Whitwick Road/B591 Copt Oak Road signals

		A	B	C	D	Total
A	B591 (N)	**A**	0	1	10	2	**13**
B	Whitwick Road (S)	**B**	2	0	0	3	**5**
C	B591 Copt Oak Road (S)	**C**	8	0	0	20	**28**
D	Whitwick Road (N)	**D**	1	4	2	0	**7**
		Total	**11**	**5**	**12**	**25**	**53**

	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**

A50 Field Head roundabout

		A	B	C	D	E	Total
A	A50 (N)	**A**	0	1	134	9	1	**145**
B	Markfield Lane	**B**	0	0	0	2	0	**2**
C	A50 (S)	**C**	126	0	1	7	3	**137**
D	Launde Road	**D**	6	1	3	0	0	**10**
E	Leicester Road	**E**	0	1	10	0	0	**11**
		Total	**132**	**3**	**148**	**18**	**4**	**305**

	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

AM

			A	B	C	Total
A	A511 (E)	**A**	7	1,191	858	**2,056**
B	B585	**B**	618	3	36	**657**
C	A511 (W)	**C**	907	28	7	**942**
		Total	**1,532**	**1,222**	**901**	**3,655**

PM

	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**

A511 Flying Horse roundabout

			A	B	C	D	Total
A	B591 Copt Oak Road	**A**	0	39	50	286	**375**
B	A511 (E)	**B**	82	7	21	1,674	**1,784**
C	Stanton Lane	**C**	77	30	0	115	**222**
D	A511 (W)	**D**	228	1,232	95	15	**1,570**
		Total	**387**	**1,308**	**166**	**2,090**	**3,951**

	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**

M1 Junction 22 roundabout

			A	B	C	D	E	Total
A	M1 (North)	**A**	1	1,006	125	78	277	**1,487**
B	A50	**B**	886	4	55	8	760	**1,713**
C	M1 (South)	**C**	2	31	0	18	622	**673**
D	Cliffe Lane	**D**	85	10	7	1	30	**133**
E	A511	**E**	275	651	370	0	4	**1,300**
		Total	**1,249**	**1,702**	**557**	**105**	**1,693**	**5,306**

	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**

Proposed A50 Site Access

			A	B	C	Total
A	A50 Eastbound	**A**	0	1,426	0	**1,426**
B	A50 Westbound	**B**	1,375	0	0	**1,375**
C	Site Access	**C**	0	0	0	**0**
		Total	**1,375**	**1,426**	**0**	**2,801**

	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**

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

			A	B	C	Total
A	Whitwick Road (N)	**A**	0	257	136	**393**
B	A50 Eastbound Off-Slip	**B**	50	0	146	**196**
C	Whitwick Road (S)	**C**	309	16	0	**325**
		Total	**359**	**273**	**282**	**914**

	A	B	C	Total
A	0	218	118	**336**
B	30	0	70	**100**
C	371	9	0	**380**
Total	**401**	**227**	**188**	**816**

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

			A	B	C	D	Total
A	Whitwick Road (N)	**A**	0	0	242	40	**282**
B	A50 Westbound Off-Slip	**B**	190	0	2	0	**192**
C	Whitwick Road (S)	**C**	135	0	0	50	**185**
D	A50 Westbound On-Slip	**D**	0	0	0	0	**0**
		Total	**325**	**0**	**244**	**90**	**659**

	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**

Whitwick Road/B591 Copt Oak Road signals

			A	B	C	D	Total
A	B591 (N)	**A**	0	59	287	195	**541**
B	Whitwick Road (S)	**B**	137	0	0	166	**303**
C	B591 Copt Oak Road (S)	**C**	285	2	0	105	**392**
D	Whitwick Road (N)	**D**	230	313	76	0	**619**
		Total	**652**	**374**	**363**	**466**	**1,855**

	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**

A50 Field Head roundabout

			A	B	C	D	E	Total
A	A50 (N)	**A**	2	66	1,595	137	2	**1,802**
B	Markfield Lane	**B**	87	0	7	49	34	**177**
C	A50 (S)	**C**	1,428	19	34	35	77	**1,593**
D	Launde Road	**D**	231	52	126	8	16	**433**
E	Leicester Road	**E**	3	26	168	6	0	**203**
		Total	**1,751**	**163**	**1,930**	**235**	**129**	**4,208**

	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**

Appendix B Junction 1 – A50 Site Access Junction



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

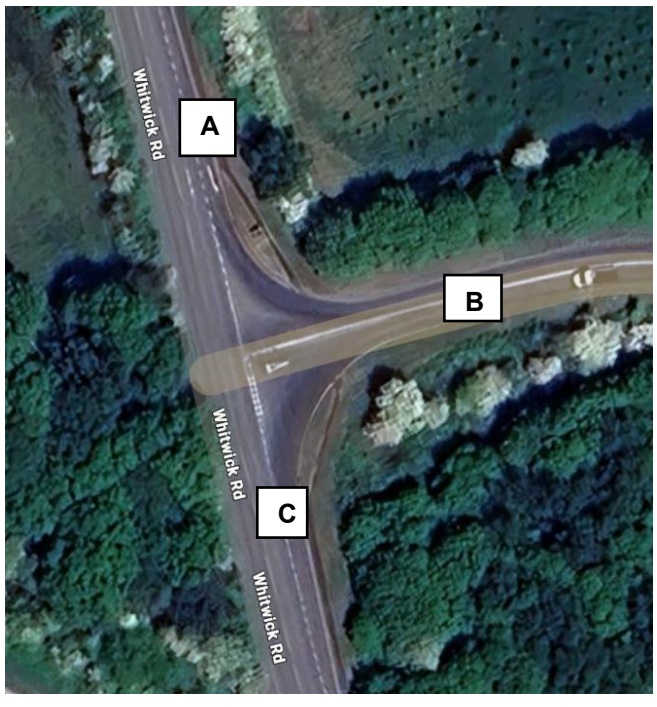
2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	1,367	139	1,506	1,389	121	1,511
B-A	1,379	371	1,750	1,514	276	1,790

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

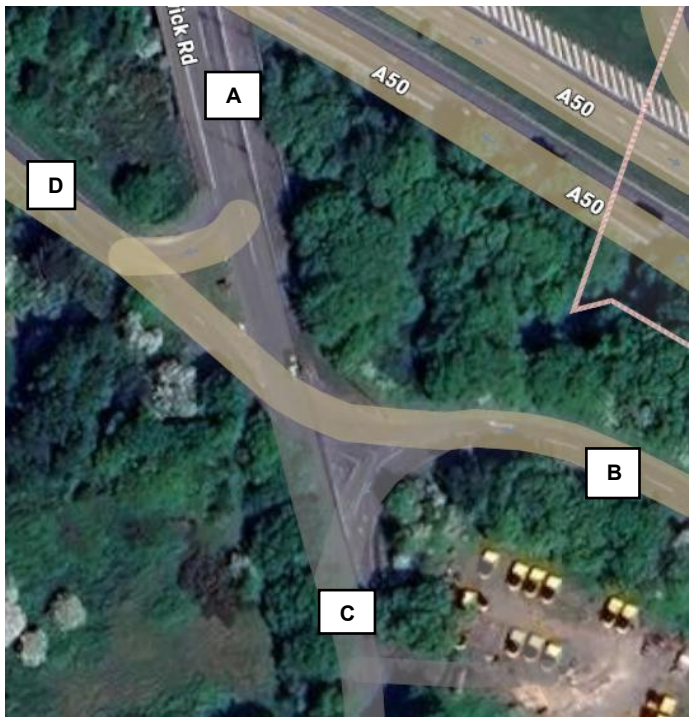
2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	215	3	217	307	5	312
A-C	558	8	567	462	0	462
B-A	38	1	39	12	0	12
B-C	267	7	274	197	1	198
C-A	390	7	396	421	0	421
C-B	9	1	11	27	0	27

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

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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

AECOM

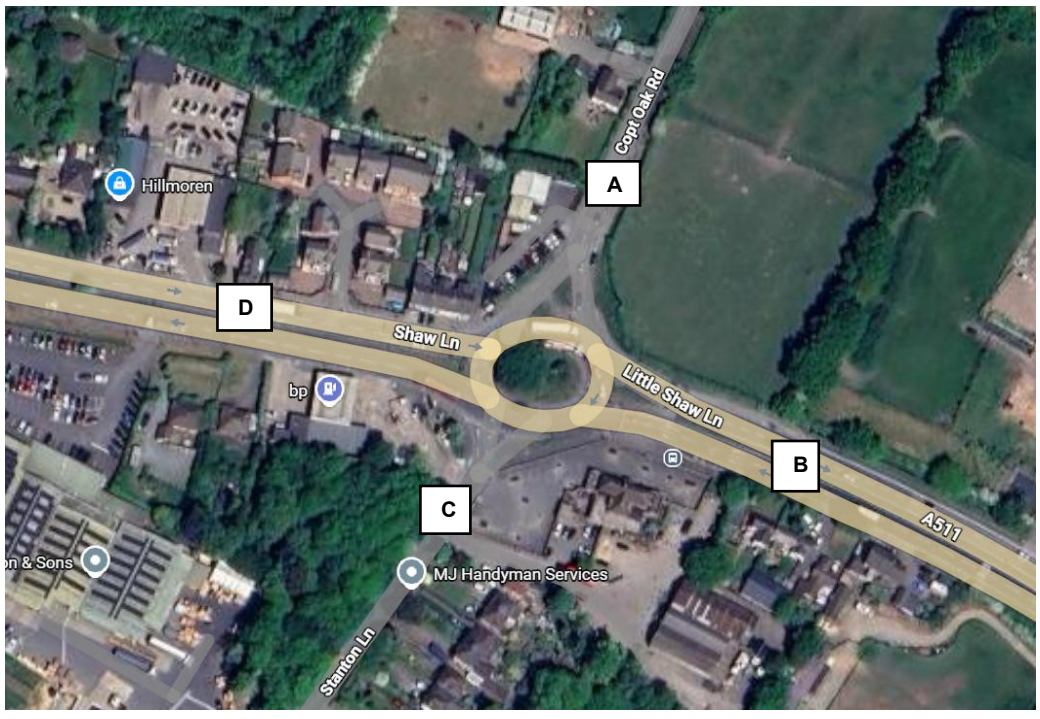
2036 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	1	0	1	2	0	2
A-B	959	100	1,059	931	43	974
A-C	150	7	157	100	9	109
A-D	138	1	139	84	1	85
A-E	305	50	354	422	48	470
B-A	970	77	1,046	781	25	806
B-B	4	0	4	1	1	3
B-C	63	4	67	49	0	49
B-D	14	0	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

APPENDIX C LCC HIGHWAYS CONSULTATION RESPONSE

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 Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00931/FUL

Highway Reference Number: 2025/0931/04/H/R2

Application Address: Cliffe Hill Farm Little Shaw Lane Markfield Leicestershire LE67 9PP

Application Type: Full

Description of Application: Re-consultation. Development of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure.

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Mr David Baker-Brook

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

Parish: Markfield

Road Classification: Class A

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the development of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure at Cliffe Hill Farm, Little Shaw Lane, Markfield. The LHA previously advised within its observations dated 4th December 2025 that additional information was required in respect of the proposals, notably:

- Additional information/ detail in respect of the site ingress/ egress arrangements and off-site works;
- Potentially additional Personal Injury Collision analysis over a wider study area depending on the results of the transport modelling work;
- Provision of the Pan Regional Transport Model (PRTM) modelling work;
- Junction capacity assessments of all affected junctions and, if necessary, details of any mitigation schemes to improve capacity where required;
- Further information in respect of B2 parking provision and how this would operate;

- Further evidence in respect of the bus operator confirming they would be happy to access the site for the eastbound bus service currently running along the A50;
- Provision of an updated Framework Travel Plan; and
- Further clarification in respect of the Public Right of Way through the site.

The LHA has reviewed the following documents submitted by the Applicant in response to the 4th December observations:

- Technical Note 4 ([TN4] dated 8th January 2026 authored by Hub Transport Planning); and
- Framework Travel Plan (Rev. D. dated 5th January 2025 authored by Hub Transport Planning)

Site Access

The LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the access/ ingress before any further comments can be made and whether the proposed works are acceptable.

A50 Ingress

As advised previously, the A50 is part of both the Department for Transport's Major Road Network and Leicestershire County Council's Resilient Network, forming one of the key transport links between the M Junction 22, Leicester City Centre, Coalville and Ashby de la Zouch.

Details of the A50 access are provided on Hub drawing number T22523.001 Rev I, available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA.

The LHA advises the following points:

- The radius of the bend at the end of the auxiliary lane is now 25m as previously requested.

- The drawing shows that no flare is provided on the southern arm of the roundabout. Design Manual for Roads and Bridges (DMRB) CD116 Para 3.17.1A states that a minimum average effective flare length of 5 metres in urban areas should be provided. The Applicant should provide justification as to why this hasn't been provided as per DMRB GG 101 Para 2.12.

- Exit widths of 4.5m are shown for the roundabout, however DMRB CD116 para 3.28.2 states that at a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres. This should be shown on a revised drawing.

- The LHA agree with the Applicant regarding the cycleways within the development not requiring the horizontal separation required by LTN1-20 Table 6-1. The proposed shared use cycleway on the south side of the A50 however, is within the existing 50mph speed limit, and therefore an absolute minimum separation of 1.5m would be required here. The drawing should be updated accordingly.

- The drawing confirms that the existing farm access will be removed, as previously requested.

Whitwick Road Egress
Details of the Whitwick Road egress are provided on Hub drawing number T22523.004 Rev. F, available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA.

- The 4.5m set backs for visibility splays are noted and welcomed.

- Burrows Graham drawing number 30206-BGL-XX-XX-SK-C rev P03, available within Appendix B of TN4 shows that visibility for vehicles using the Whitwick Rd access will not be affected by vehicles waiting at Cottage Lane. The LHA is satisfied with the reasoning put forward that Cottage Lane is essentially a private access and therefore although visibility for vehicles exiting Cottage Lane would be obstructed by vehicles waiting at the new access, this will be an infrequent occurrence.

Highway Safety
No further information has been provided within TN4 and the Applicant has acknowledged that this may be required following completion of the PRTM modelling work.

Trip Generation and Distribution

Trip Generation
The LHA previously advised it accepted the Applicants trip rates. It was however advised that this was based on a maximum 20% B2 usage within the site, given B2 use is the more traffic intensive use and a greater percentage of B2 use has not been assessed by the Applicant. The LHA are liaising with the LPA on this matter, and it is understood that this could be secured via condition. If this could not be secured, the LHA would also require an assessment of the site fully under B2 use.

Trip Distribution
The LHA previously advised that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed. The Applicant has stated within TN4 that PRTM modelling results will be provided once the results have been received and analysed.

Junction Capacity Assessments
Given the Applicant is awaiting PRTM results, no further information is currently available on the impact of the development on the surrounding highway network and the LHA cannot provide further comments at this time.

Off-Site Implications
As advised previously, the Applicant is proposing off-site works to the highway network in various locations as a result of the proposed development. The LHA advise that further off-site works or comments on the proposals received to date may be required following provision of the junction modelling work.

It should be noted the LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the surrounding junctions before any further comments can be made and whether the proposed improvements are acceptable.

Proposed A50 Toucan Crossings
The LHA previously advised that whilst the distances from the crossing points to the roundabout are within guidance, the LHA would request consideration as to whether vehicles are likely to

queue back to the roundabout given the location of the site. Furthermore, the LHA requests clarity as to whether the signals could be linked with the roundabout. There is concern for example that the Toucan crossing may show a red signal, whilst the signals at the roundabout are on green and then vice versa, which would cause additional delays to drivers and impede the free flow of traffic in this location.

Additionally, given this is a highly trafficked part of the network at a key junction, the LHA has concerns activation of the signals could cause queueing on the eastbound carriageway, which could result in traffic backing up on to the roundabout gyratory, particularly during peak times.

The Applicant has advised within Paragraph 1.31 of TN4 that they are expecting that the Toucan crossing provision will be incorporated into the roundabout signals and linked accordingly; this will be shown in the modelling once they have received the PRTM results and the LHA has provided the furnessed traffic flows.

The LHA will provide further comments on the Toucan crossings once the PRTM modelling results have been received.

A50 Westbound On-Slip/ Whitwick Road Junction Improvements

The Applicant has submitted Hub drawing number T22523.006 Rev. B, which is available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA. The LHA advises the following points:

- The Applicant has provided 85th percentile speed readings demonstrating that the reduction taper length for the slip road (1 in 45 taper) is in accordance with Traffic Signs Manual (TSM) Chapter 5, Table 7-4. The speed survey data is provided within Appendix A of TN4 and was undertaken between Thursday 8th and Wednesday 14th May 2025 under permit number 250428-0839300303-28831.

- The Applicant has also provided Hub drawing number T2253.009, which is available within the Drawings section of TN4. This shows that there is sufficient forward visibility to the start of the slip road, for vehicles travelling westbound on the A50. DMRB CD109 allows relaxations to the SSD, and a one-step relaxation to 215m has been achieved by the applicant (232m is shown).

Departures Submission Pro-forma

The Applicant previously provided the LHA with a Departures Submission Pro-forma dated 19th October 2025. This was with regards to the A50 Westbound On-Slip/ Whitwick Road junction. An updated departure submission should be submitted addressing the previous comments raised.

Internal Layout

As advised previously, the Applicant intends for the internal access roads to remain in private ownership. For the avoidance of doubt the internal roads, including the through route which would be created between the A50 and Whitwick Road, have not been considered for adoption. It is noted that Arriva would require the through route to be maintained, along with a winter maintenance regime in order to route a bus service through the site, as detailed further below.

Parking Provision

The LHA previously advise that the level of parking provision for all modes was acceptable, however this was on the basis of an occupancy split of 80% B8 and 20% B2 use for each building.

The LHA advised that whilst the level of car parking for each unit is considered acceptable for B8 use, or if each unit was used with a split of 20% for B2 and 80% B8 use, the LHA consider if any unit was just for B2 use, there would be a considerable shortfall in parking provision for that unit against the LHDG guidance. It is unclear whether overspill B2 parking from any individual unit could be accommodated at other units throughout the site. It was also advised that if the site was to be occupied fully under B2 use, there would be a requirement for 1,178 car parking spaces throughout the site. This falls significantly short of the 646 spaces proposed. The LHA therefore advised restrictions on B2 use to a maximum of 20% at the site may be required.

The Applicant has acknowledged the LHA's concerns in Para. 1.43 of TN4 and stated *'…should any unit be proposed with more than 20% B2 use, it is worth highlighting that the service yard area requirement would be significantly reduced, and it is therefore expected that the additional car parking could be delivered by utilising the service yard area that is no longer required*.'

The Applicant has subsequently stated within Paragraph 1.44 of TN4: '*In addition, the client would be willing to suggest an appropriate condition along the lines of "No more than 20% of the floor area of each unit hereby approved shall be brought into B2 use until an appropriate vehicle parking plan has been submitted, approved by the Local authority and implemented in full.*"'

Whilst the LHA notes the suggested condition and would welcome such a condition, clarity is requested on whether such a condition would be enforceable. The LHA would need to be sure that 20% B2 use would not be exceeded for both the site as a whole, and each individual building. It is also noted that the Applicant could convert service yard areas should over 20% of an individual building is used for B2 use, however drawings detailing this have not been provided.

Transport Sustainability

The Applicant has submitted an updated Framework Travel Plan (FTP). The LHA advise that the following points are still outstanding, as raised previously:

- It is suggested that when relocating the bus stop to within the development, the stop be equipped with a pole, flag, timetable case, raised kerb and (if necessary), road markings. This should be reflected within the FTP.

- The LHA note that there will be a provision of vouchers equivalent to the cost of a three month period bus pass for each employee to use towards a public transport season ticket. To encourage public transport usage, employees should be provided with a six-month bus pass. The FTP should therefore be amended to reflect six-month bus passes will be provided.

- Travel Plan Co-ordinator (TPC) details will need to be provided to s106monitoring@leics.gov.uk as soon as the TPC is appointed.

The LHA previously requested the Applicant to provide evidence that Arriva, the current bus operator of the 29/29A bus service which travels passed the site, would be happy to re-route the eastbound service through the site. The Applicant has subsequently included correspondence from Arriva within Appendix C of TN4 confirming they would be happy to re-route the service subject to the private internal development roads being provided to an adoptable standard, along with appropriate maintenance by a management company and a winter maintenance regime. The LHA advise this will need to be secured as an obligation of the developer and request clarity on any wording as to how this could be secured.

As advised previously, the Applicant should note that Leicestershire County Council would require a £500.00 proofreading fee for Travel Packs, if provided by the Applicant, or can provide the packs at a charge of £52.85 each. Furthermore, a monitoring fee of £11,337.50 is required going forward. Finally, the cost of a six month bus pass for an Arriva service is currently £632.50 per pass. Travel packs, bus passes and the FTP monitoring fee would all be requested as part of a S106 agreement in the event the LHA can advise approval of the proposals in the future.

Public Rights of Way

The application site crosses public right of way Footpath R1 which links the former through-route Cottage Lane to the A50 dual carriageway verge. The application proposes vehicular entry from the eastbound A50 and a vehicular exit onto Whitwick Road, the two points linked by an egress road that crosses Footpath R1 which remains on its current alignment.

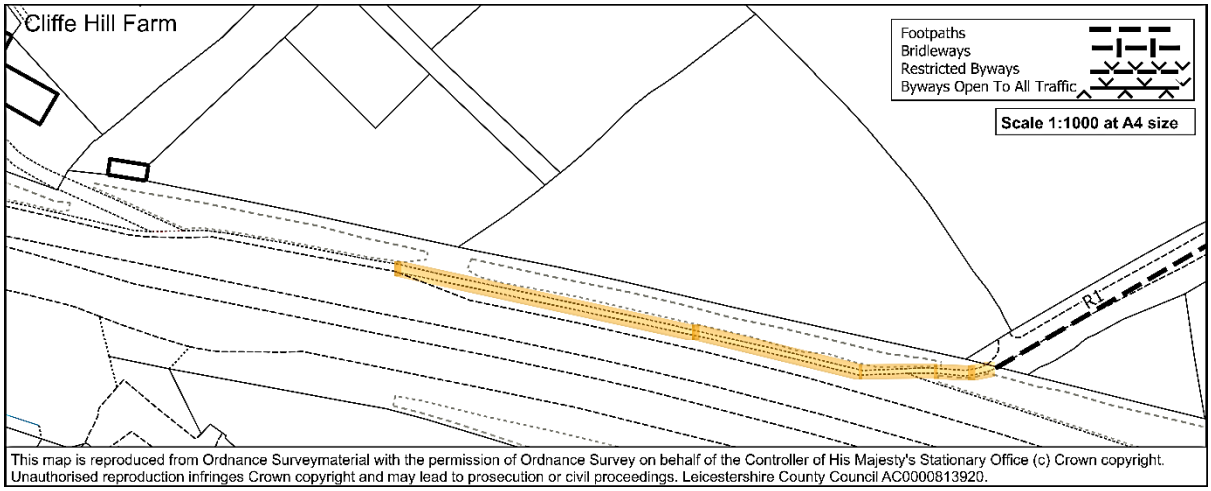
In the original application documents, the PRoW was completely omitted. The recently submitted Technical Note 4: Response to LHA Consultation Comments makes some points but is still inadequate. The legal position is that the National Planning Policy Framework (Dec 2024) paragraph 105 requires: *"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users …"* Also Planning Policy Guidance in Circular 1/09 establishes that *"The effect of development on a public right of way is a material consideration in the determination of applications for planning permission …"* The applicant has not yet met these obligations.

With Footpath R1 the legal defined width is a minimum of 10.5 metres which is the width of the area over which the public's pedestrian rights extend. Any trees or shrub planting, any fencing, or any other structures on this land would count as unlawful highway obstructions, the only exception being items required for the proper management of the route as a public highway. The proposed bollards between the egress road and Cottage Lane fit with that and are welcome; further advice has clarified the bollards do not need separate authorisation.

Within any development a public footpath should have a tarmac surface. This surface should be 2 metres wide. The Leicestershire Highway Design Guide requires a grass verge on either side of such a constructed surface. In this case the grass verges should each be a minimum of 4.3 metres wide so that, along with the 2 metres of tarmac, the 10.5 metre width of the public right of way is properly reflected. Technical Note 4 paragraph 1.49 and drawing T22523.001 Rev. I show the provision of 2 metre-wide dropped kerbs which are welcome.

Near the dropped kerbs there should be a new a fingerpost sign matching LHDG drawing SD/FP/7, which is a legal requirement where a PRoW exits or crosses a surfaced road (whether public or private). Where a development creates a need for a new sign the developer is responsible for this provision, as they are for any other required new road signs. The Applicant should amend their key drawings to reflect these commitments.

From the south end of Footpath R1 pedestrians go westwards on a grass path along the eastbound A50 verge to reach the footway of the nearby bus layby; adjacent to this there was a tarmac path over the dual carriageway central reservation for access to Altar Stones Lane towards Markfield. This grass verge path is shown on Ordnance Survey MasterMap plans by a parallel thin dashed lines, as highlighted yellow on the map excerpt here:



The currently submitted plans ignore the verge path which is cut-through by the proposed vehicular site entry road, the slip road for which will supplant the existing bus layby. Where the footway and verge path are removed, they need replacing including by dropped kerbs at the site entry road. Details should therefore be provided in respect of this section of the PRoW route. In line with the NPPF paragraph 105 requirement to enhance rights of way the rest of the route to link with PRoW R1 should have a tarmac surface. The public footpath will need to be upgraded to meet design and construction standards set out in the LHDG. For these works to be adequately monitored and delivered in accordance with these criteria the works to the highway (the public footpath) will likely need to be included in a Section 38/278 Agreement. A replacement fingerpost sign matching LHDG drawing SD/FP/7 should also be provided at that point.

As advised previously, the LHA advise any future S106 agreement should include a PRoW contribution to be used for enhancements on public rights of way within 1 mile of the outside boundary of the site.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points, for further consideration by the LHA:

- Additional information/ detail in respect of the site ingress/ egress arrangements and off-site works as necessary;
- Potentially additional PIC analysis over a wider study area depending on the results of the transport modelling work;
- Provision of the PRTM modelling work including traffic diagrams and furnessed flows for review;
- Junction capacity assessments and junction models of all affected junctions and, if necessary, details of any mitigation schemes to improve capacity;
- Provision of an updated FTP; and
- Further clarification in respect of the PRoW through the site.

Date Received	Case Officer	Reviewer	Date issued
12 January 2026	Ben Dutton	DH	27 March 2026

APPENDIX D TURNING FLOW DATA

2025 Baseline Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	258	142	**400**
B	51	0	153	**204**
C	315	17	0	**332**
Total	**366**	**275**	**295**	**936**

PM Peak

	A	B	C	Total
A	0	221	118	**339**
B	30	0	71	**101**
C	371	9	0	**380**
Total	**401**	**230**	**189**	**820**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	250	45	**295**
B	195	0	2	0	**197**
C	137	0	0	52	**189**
D	0	0	0	0	**0**
Total	**332**	**0**	**252**	**97**	**681**

PM Peak

	A	B	C	D	Total
A	0	0	156	32	**188**
B	266	0	2	0	**268**
C	110	0	0	62	**172**
D	0	0	0	0	**0**
Total	**376**	**0**	**158**	**94**	**628**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	60	297	197	**554**
B	139	0	0	169	**308**
C	293	2	0	125	**420**
D	231	317	78	0	**626**
Total	**663**	**379**	**375**	**491**	**1908**

PM Peak

	A	B	C	D	Total
A	0	100	238	198	**536**
B	87	0	4	276	**367**
C	338	8	0	147	**493**
D	170	225	60	0	**455**
Total	**595**	**333**	**302**	**621**	**1851**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1092	132	79	319	**1623**
B	957	4	59	8	818	**1846**
C	2	32	0	18	740	**792**
D	88	11	7	1	32	**139**
E	338	718	501	0	4	**1561**
Total	**1386**	**1857**	**699**	**106**	**1913**	**5961**

PM Peak

	A	B	C	D	E	Total
A	1	906	87	56	297	**1347**
B	731	4	52	23	897	**1707**
C	0	37	4	33	759	**833**
D	72	15	8	0	12	**107**
E	300	747	480	1	7	**1535**
Total	**1104**	**1709**	**631**	**113**	**1972**	**5529**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	39	52	297	**388**
B	89	7	27	1883	**2006**
C	78	35	0	124	**237**
D	250	1492	97	16	**1855**
Total	**417**	**1573**	**176**	**2320**	**4486**

PM Peak

	A	B	C	D	Total
A	1	25	68	208	**302**
B	154	5	32	1771	**1962**
C	63	23	0	84	**170**
D	269	1500	88	17	**1874**
Total	**487**	**1553**	**188**	**2080**	**4308**

2028 Future Base Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	207	445	**652**
B	37	0	191	**228**
C	319	8	0	**327**
Total	**356**	**215**	**636**	**1207**

PM Peak

	A	B	C	Total
A	0	227	351	**578**
B	5	0	124	**129**
C	343	31	0	**374**
Total	**348**	**258**	**475**	**1081**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	415	214	**629**
B	24	0	0	0	**24**
C	320	0	0	80	**400**
D	0	0	0	0	**0**
Total	**344**	**0**	**415**	**294**	**1053**

PM Peak

	A	B	C	D	Total
A	0	0	357	91	**448**
B	40	0	0	0	**40**
C	390	0	0	102	**492**
D	0	0	0	0	**0**
Total	**430**	**0**	**357**	**193**	**980**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	155	101	252	**508**
B	163	0	0	141	**304**
C	331	3	0	108	**442**
D	207	408	14	0	**629**
Total	**701**	**566**	**115**	**501**	**1883**

PM Peak

	A	B	C	D	Total
A	0	111	21	154	**286**
B	83	0	0	250	**333**
C	357	11	0	145	**513**
D	199	355	14	0	**568**
Total	**639**	**477**	**35**	**549**	**1700**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1049	142	106	383	**1681**
B	985	4	65	11	1021	**2086**
C	2	28	0	22	795	**847**
D	93	11	8	1	39	**152**
E	363	776	570	0	6	**1715**
Total	**1444**	**1868**	**785**	**140**	**2244**	**6481**

PM Peak

	A	B	C	D	E	Total
A	1	909	98	47	475	**1530**
B	721	3	43	14	1131	**1912**
C	0	25	3	18	863	**909**
D	87	13	8	0	19	**127**
E	363	702	506	1	10	**1582**
Total	**1172**	**1652**	**658**	**80**	**2498**	**6060**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	176	24	12	2101	**2313**
C	0	0	0	100	**100**
D	197	1685	0	0	**1882**
Total	**373**	**1709**	**12**	**2201**	**4295**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	279	16	12	2103	**2410**
C	0	0	0	27	**27**
D	168	1582	0	0	**1750**
Total	**447**	**1598**	**12**	**2130**	**4187**

2028 Future Base + Proposed Development Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A	0	1498	349	**1847**
B	2128	0	0	**2128**
C	0	0	0	**0**
Total	**2128**	**1498**	**349**	**3975**

PM Peak

	A	B	C	Total
A	0	1537	135	**1672**
B	2048	0	0	**2048**
C	0	0	0	**0**
Total	**2048**	**1537**	**135**	**3720**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A	0	0	350	**350**
B	202	0	42	**244**
C	645	0	0	**645**
Total	**847**	**0**	**392**	**1239**

PM Peak

	A	B	C	Total
A	0	0	324	**324**
B	196	0	61	**257**
C	571	0	0	**571**
Total	**767**	**0**	**385**	**1152**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	253	594	**847**
B	36	0	192	**228**
C	314	9	0	**323**
Total	**350**	**262**	**786**	**1398**

PM Peak

	A	B	C	Total
A	0	308	459	**767**
B	4	0	121	**125**
C	320	29	0	**349**
Total	**324**	**337**	**580**	**1241**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	434	345	**779**
B	38	0	0	0	**38**
C	324	0	0	92	**416**
D	0	0	0	0	**0**
Total	**362**	**0**	**434**	**437**	**1233**

PM Peak

	A	B	C	D	Total
A	0	0	425	199	**624**
B	44	0	0	0	**44**
C	375	0	0	108	**483**
D	0	0	0	0	**0**
Total	**419**	**0**	**425**	**307**	**1151**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	97	145	230	**472**
B	158	0	0	172	**330**
C	311	3	0	120	**434**
D	238	408	30	0	**676**
Total	**707**	**508**	**175**	**522**	**1912**

PM Peak

	A	B	C	D	Total
A	0	146	33	201	**380**
B	89	0	1	272	**362**
C	367	12	0	150	**529**
D	196	362	17	0	**575**
Total	**652**	**520**	**51**	**623**	**1846**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1188	129	99	297	**1714**
B	1066	6	83	14	1076	**2245**
C	2	39	0	27	816	**884**
D	90	14	8	2	39	**153**
E	300	918	591	0	5	**1814**
Total	**1459**	**2165**	**811**	**142**	**2233**	**6810**

PM Peak

	A	B	C	D	E	Total
A	1	968	108	43	417	**1537**
B	781	6	52	15	1200	**2054**
C	0	30	3	18	886	**937**
D	87	15	9	0	19	**130**
E	320	724	530	1	9	**1584**
Total	**1189**	**1743**	**702**	**77**	**2531**	**6242**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	197	38	12	2050	**2297**
C	0	0	0	150	**150**
D	159	1727	0	0	**1886**
Total	**356**	**1765**	**12**	**2200**	**4333**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	283	17	12	2139	**2451**
C	0	0	0	30	**30**
D	159	1600	0	0	**1759**
Total	**442**	**1617**	**12**	**2169**	**4240**

2030 Future Base Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	212	478	**690**
B	38	0	210	**248**
C	346	9	0	**355**
Total	**384**	**221**	**688**	**1293**

PM Peak

	A	B	C	Total
A	0	240	400	**640**
B	5	0	142	**147**
C	368	37	0	**405**
Total	**373**	**277**	**542**	**1192**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	453	232	**685**
B	38	0	0	0	**38**
C	354	0	0	91	**445**
D	0	0	0	0	**0**
Total	**392**	**0**	**453**	**323**	**1168**

PM Peak

	A	B	C	D	Total
A	0	0	398	154	**552**
B	50	0	0	0	**50**
C	435	0	0	122	**557**
D	0	0	0	0	**0**
Total	**485**	**0**	**398**	**276**	**1159**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	149	101	258	**508**
B	166	0	0	151	**317**
C	338	3	0	112	**453**
D	217	418	14	0	**649**
Total	**721**	**570**	**115**	**521**	**1927**

PM Peak

	A	B	C	D	Total
A	0	182	23	211	**416**
B	91	0	0	262	**353**
C	372	14	0	144	**530**
D	191	398	13	0	**602**
Total	**654**	**594**	**36**	**617**	**1901**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1073	149	110	379	**1712**
B	1028	4	69	12	1022	**2135**
C	2	29	0	23	794	**848**
D	98	11	9	2	40	**160**
E	368	777	578	0	5	**1728**
Total	**1497**	**1894**	**805**	**147**	**2240**	**6583**

PM Peak

	A	B	C	D	E	Total
A	1	942	110	54	467	**1574**
B	771	4	51	17	1150	**1993**
C	0	27	4	22	869	**922**
D	100	16	10	0	21	**147**
E	350	677	530	1	9	**1567**
Total	**1222**	**1666**	**705**	**94**	**2516**	**6203**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	178	24	12	2086	**2300**
C	0	0	0	132	**132**
D	199	1671	0	0	**1870**
Total	**377**	**1695**	**12**	**2218**	**4302**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	277	16	12	2139	**2444**
C	0	0	0	34	**34**
D	168	1592	0	0	**1760**
Total	**445**	**1608**	**12**	**2173**	**4238**

2030 Future Base + Proposed Development Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A	0	1525	349	**1874**
B	2174	0	0	**2174**
C	0	0	0	**0**
Total	**2174**	**1525**	**349**	**4048**

PM Peak

	A	B	C	Total
A	0	1537	135	**1672**
B	2111	0	0	**2111**
C	0	0	0	**0**
Total	**2111**	**1537**	**135**	**3783**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A	0	0	384	**384**
B	202	0	42	**244**
C	691	0	0	**691**
Total	**893**	**0**	**426**	**1319**

PM Peak

	A	B	C	Total
A	0	0	352	**352**
B	196	0	61	**257**
C	650	0	0	**650**
Total	**846**	**0**	**413**	**1259**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	257	636	**893**
B	37	0	202	**239**
C	347	9	0	**356**
Total	**384**	**266**	**838**	**1488**

PM Peak

	A	B	C	Total
A	0	331	515	**846**
B	4	0	137	**141**
C	348	37	0	**385**
Total	**352**	**368**	**652**	**1372**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	458	382	**840**
B	38	0	0	0	**38**
C	358	0	0	96	**454**
D	0	0	0	0	**0**
Total	**396**	**0**	**458**	**478**	**1332**

PM Peak

	A	B	C	D	Total
A	0	0	457	235	**692**
B	56	0	0	0	**56**
C	410	0	0	126	**536**
D	0	0	0	0	**0**
Total	**466**	**0**	**457**	**361**	**1284**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	97	147	222	**466**
B	171	0	0	184	**355**
C	310	3	0	117	**430**
D	247	422	32	0	**701**
Total	**728**	**522**	**179**	**523**	**1952**

PM Peak

	A	B	C	D	Total
A	0	148	34	196	**378**
B	83	0	1	268	**352**
C	345	12	0	149	**506**
D	203	411	18	0	**632**
Total	**631**	**571**	**53**	**613**	**1868**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1214	137	102	300	**1754**
B	1108	6	85	14	1084	**2297**
C	2	42	0	28	815	**887**
D	92	14	9	2	38	**155**
E	307	915	596	0	5	**1823**
Total	**1510**	**2191**	**827**	**146**	**2242**	**6916**

PM Peak

	A	B	C	D	E	Total
A	1	997	116	51	426	**1591**
B	820	6	56	17	1220	**2119**
C	0	30	4	21	887	**942**
D	99	17	11	0	21	**148**
E	317	700	540	1	9	**1567**
Total	**1237**	**1750**	**727**	**90**	**2563**	**6367**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	201	37	12	2057	**2307**
C	0	0	0	162	**162**
D	162	1724	0	0	**1886**
Total	**363**	**1761**	**12**	**2219**	**4355**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	284	18	12	2156	**2470**
C	0	0	0	47	**47**
D	150	1589	0	0	**1739**
Total	**434**	**1607**	**12**	**2203**	**4256**

2036 Future Base Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

PM Peak

	A	B	C	Total
A				**0**
B				**0**
C				**0**
Total	**0**	**0**	**0**	**0**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	221	574	**795**
B	40	0	281	**321**
C	404	11	0	**415**
Total	**444**	**232**	**855**	**1531**

PM Peak

	A	B	C	Total
A	0	317	462	**779**
B	12	0	199	**211**
C	421	27	0	**448**
Total	**433**	**344**	**661**	**1438**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	514	323	**837**
B	39	0	0	0	**39**
C	411	0	0	101	**512**
D	0	0	0	0	**0**
Total	**450**	**0**	**514**	**424**	**1388**

PM Peak

	A	B	C	D	Total
A	0	0	445	186	**631**
B	55	0	0	0	**55**
C	470	0	0	133	**603**
D	0	0	0	0	**0**
Total	**525**	**0**	**445**	**319**	**1289**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	100	93	159	**352**
B	181	0	0	168	**349**
C	339	4	0	113	**456**
D	225	481	22	0	**728**
Total	**745**	**585**	**115**	**440**	**1885**

PM Peak

	A	B	C	D	Total
A	0	139	21	178	**338**
B	77	0	0	274	**351**
C	326	13	0	156	**495**
D	210	484	15	0	**709**
Total	**613**	**636**	**36**	**608**	**1893**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1159	164	140	405	**1869**
B	1124	4	71	14	1031	**2244**
C	2	29	0	28	801	**860**
D	103	11	9	2	39	**164**
E	391	769	578	0	5	**1743**
Total	**1621**	**1972**	**822**	**184**	**2281**	**6880**

PM Peak

	A	B	C	D	E	Total
A	2	1017	118	86	518	**1741**
B	831	3	49	24	1147	**2054**
C	0	25	3	31	860	**919**
D	132	18	12	0	25	**187**
E	373	645	510	1	9	**1538**
Total	**1338**	**1708**	**692**	**142**	**2559**	**6439**

Junction 7 - Flying Horse Roundabout

AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	194	36	12	2085	**2327**
C	0	0	0	180	**180**
D	153	1673	0	0	**1826**
Total	**347**	**1709**	**12**	**2265**	**4333**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	275	17	12	2166	**2470**
C	0	0	0	55	**55**
D	150	1575	0	0	**1725**
Total	**425**	**1592**	**12**	**2221**	**4250**

2036 Future Base + Proposed Development Matrices (PCUs)

Junction 1 - Proposed Site Access

AM Peak

	A	B	C	Total
A	0	1568	347	**1915**
B	2278	0	0	**2278**
C	0	0	0	**0**
Total	**2278**	**1568**	**347**	**4193**

PM Peak

	A	B	C	Total
A	0	1592	134	**1726**
B	2165	0	0	**2165**
C	0	0	0	**0**
Total	**2165**	**1592**	**134**	**3891**

Junction 2 - Whitwick Road Egress Junction

AM Peak

	A	B	C	Total
A	0	0	430	**430**
B	202	0	42	**244**
C	783	0	0	**783**
Total	**985**	**0**	**472**	**1457**

PM Peak

	A	B	C	Total
A	0	0	399	**399**
B	196	0	61	**257**
C	759	0	0	**759**
Total	**955**	**0**	**460**	**1415**

Junction 3 - Whitwick Road/A50 EB Off-Slip/A50 EB On-Slip Junction

AM Peak

	A	B	C	Total
A	0	274	711	**985**
B	40	0	273	**313**
C	390	11	0	**401**
Total	**430**	**285**	**984**	**1699**

PM Peak

	A	B	C	Total
A	0	391	564	**955**
B	9	0	187	**196**
C	390	27	0	**417**
Total	**399**	**418**	**751**	**1568**

Junction 4 - Whitwick Road/A50 WB Off-Slip/A50 WB On-Slip Junction

AM Peak

	A	B	C	D	Total
A	0	0	517	440	**957**
B	38	0	0	0	**38**
C	395	0	0	114	**509**
D	0	0	0	0	**0**
Total	**433**	**0**	**517**	**554**	**1504**

PM Peak

	A	B	C	D	Total
A	0	0	511	263	**774**
B	55	0	0	0	**55**
C	434	0	0	138	**572**
D	0	0	0	0	**0**
Total	**489**	**0**	**511**	**401**	**1401**

Junction 5 - Copt Oak Signals

AM Peak

	A	B	C	D	Total
A	0	91	172	197	**460**
B	173	0	0	193	**366**
C	320	3	0	123	**446**
D	248	471	45	0	**764**
Total	**741**	**565**	**217**	**513**	**2036**

PM Peak

	A	B	C	D	Total
A	0	141	57	183	**381**
B	77	0	1	278	**356**
C	322	13	0	155	**490**
D	207	474	27	0	**708**
Total	**606**	**628**	**85**	**616**	**1935**

Junction 6 - M1 Junction 22

AM Peak

	A	B	C	D	E	Total
A	1	1291	156	132	326	**1906**
B	1196	6	90	17	1078	**2387**
C	2	41	0	32	814	**889**
D	91	13	8	2	35	**149**
E	335	903	613	0	5	**1856**
Total	**1625**	**2254**	**867**	**183**	**2258**	**7187**

PM Peak

	A	B	C	D	E	Total
A	2	1069	128	80	472	**1751**
B	877	6	55	24	1205	**2167**
C	0	29	4	30	882	**945**
D	123	18	12	0	24	**177**
E	348	685	541	1	9	**1584**
Total	**1350**	**1807**	**740**	**135**	**2592**	**6624**

Junction 7 - Flying Horse Roundabout

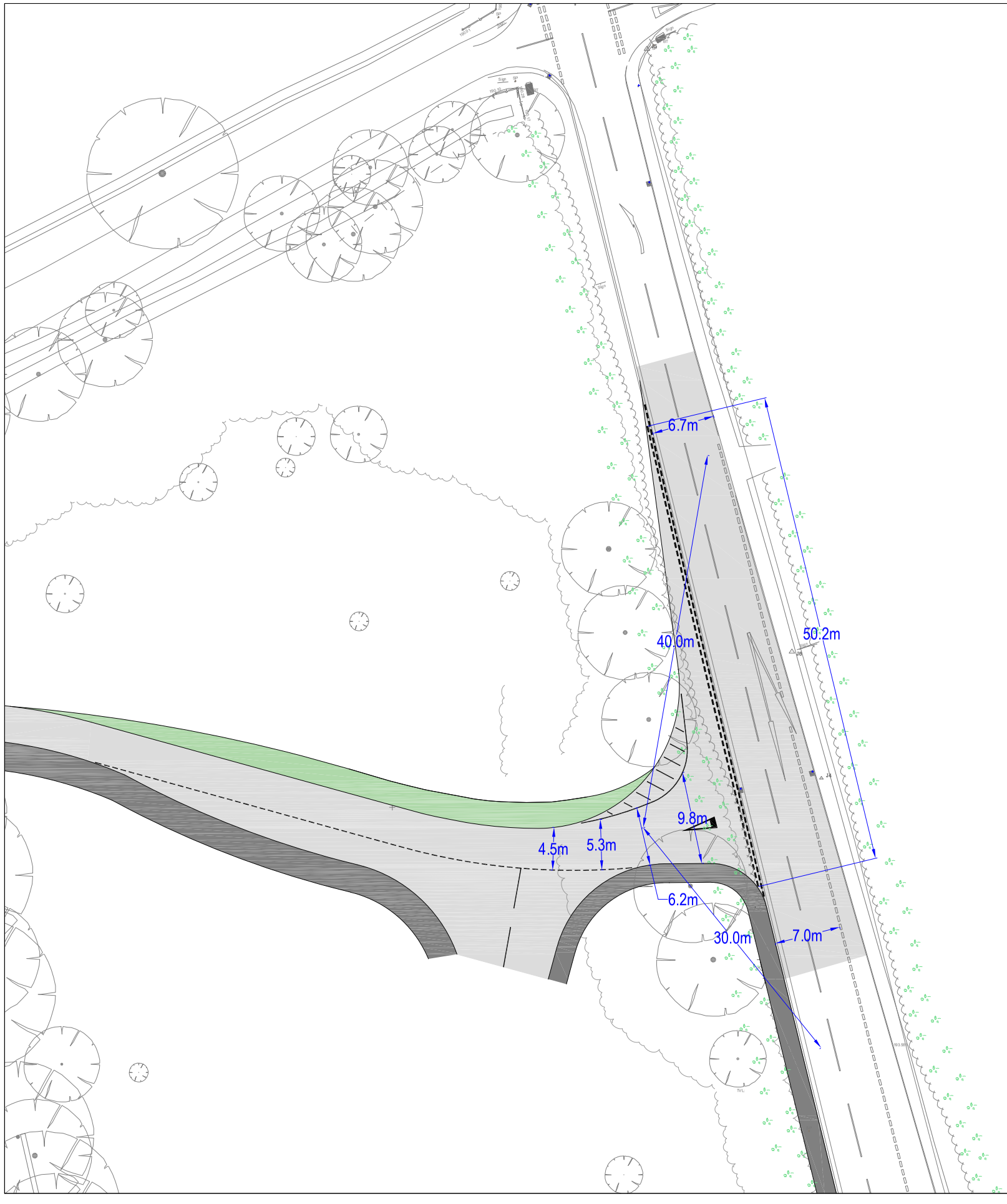
AM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	213	70	12	2054	**2349**
C	0	0	0	195	**195**
D	111	1753	0	0	**1864**
Total	**324**	**1823**	**12**	**2249**	**4408**

PM Peak

	A	B	C	D	Total
A	0	0	0	0	**0**
B	296	24	12	2185	**2517**
C	0	0	0	51	**51**
D	120	1606	0	0	**1726**
Total	**416**	**1630**	**12**	**2236**	**4294**

APPENDIX E JUNCTIONS 11 OUTPUT - WHITWICK ROAD/SITE EGRESS PRIORITY JUNCTION



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

REV	DESCRIPTION	DATE	BY	AUTH

RIDGE

Ridge and Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
PROPOSED WHITWICK RD SITE ACCESS JUNCTIONS 11 DIMS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:500	A3	06.03.26

PROJECT NO.	DRAWING NO.	REV
T22523	APP E	-

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.2.2449
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Filename: T22523 Whitwick Road Site Access Exit Junction.j11
Path: C:\Users\MarkFleming\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2022\T22523 Markfield B8 \Junction Assessments\Picady
Report generation date: 29/05/2026 11:32:04

»D1 - 2028 | With Proposed Development | AM
»D2 - 2028 | With Proposed Development | PM
»D3 - 2030 | With Proposed Development | AM
»D4 - 2030 | With Proposed Development | PM
»D5 - 2036 | With Proposed Development | AM
»D6 - 2036 | With Proposed Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 - With Proposed Development									
Stream B-C	D1	0.1	9.91	0.11	A	D2	0.2	9.61	0.15	A
Stream B-A		1.8	30.67	0.60	D		1.4	23.23	0.56	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 - With Proposed Development									
Stream B-C	D3	0.1	10.53	0.12	B	D4	0.2	10.12	0.16	B
Stream B-A		2.1	34.88	0.63	D		1.6	26.68	0.60	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2036 - With Proposed Development									
Stream B-C	D5	0.2	12.07	0.13	B	D6	0.2	11.31	0.17	B
Stream B-A		2.6	44.92	0.69	E		2.0	34.18	0.66	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

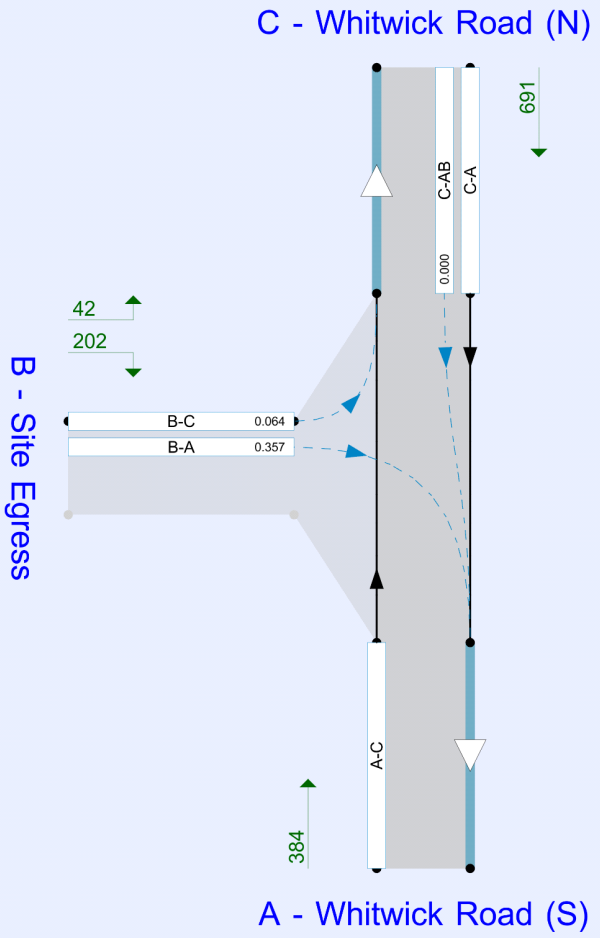
File summary

File Description

Title	Whitwick Road/Site Egress Junction
Location	Markfield
Site number	
Date	06/03/2026
Version	
Status	
Identifier	
Client	Caddick Developments Ltd
Jobnumber	T22523
Enumerator	DB
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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	2028	With Proposed Development	AM	ONE HOUR	07:45	09:15	15
D2	2028	With Proposed Development	PM	ONE HOUR	16:45	18:15	15
D3	2030	With Proposed Development	AM	ONE HOUR	07:45	09:15	15
D4	2030	With Proposed Development	PM	ONE HOUR	16:45	18:15	15
D5	2036	With Proposed Development	AM	ONE HOUR	07:45	09:15	15
D6	2036	With Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2028 | With Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	5.34	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	Whitwick Road (S)		Major
B	Site Egress		Minor
C	Whitwick Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Whitwick Road (N)	6.85			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 - Site Egress	One lane plus flare	10.00	9.80	6.20	5.30	4.50	✓	3.00	40	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	587	0.104	0.262	0.165	0.375
B-C	613	0.090	0.227	-	-
C-B	719	0.268	0.268	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	With Proposed Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	350	100.000
B - Site Egress		✓	244	100.000
C - Whitwick Road (N)		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	350
	B - Site Egress	202	0	42
	C - Whitwick Road (N)	645	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	2
	B - Site Egress	26	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	9.91	0.1	A
B-A	0.60	30.67	1.8	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	503	0.063	31	0.1	7.628	A
B-A	152	0.00	438	0.347	149	0.7	15.577	C
C-AB	0	0.00	648	0.000	0	0.0	0.000	A
C-A	486	0.00			486			
A-B	0	0.00			0			
A-C	263	0.00			263			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	473	0.080	38	0.1	8.265	A
B-A	182	0.00	409	0.444	180	1.0	19.692	C
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	580	0.00			580			
A-B	0	0.00			0			
A-C	315	0.00			315			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	413	0.112	46	0.1	9.810	A
B-A	222	0.00	369	0.602	219	1.8	29.584	D
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	710	0.00			710			
A-B	0	0.00			0			
A-C	385	0.00			385			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	409	0.113	46	0.1	9.912	A
B-A	222	0.00	369	0.602	222	1.8	30.670	D
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	710	0.00			710			
A-B	0	0.00			0			
A-C	385	0.00			385			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	470	0.080	38	0.1	8.327	A
B-A	182	0.00	410	0.443	185	1.0	20.453	C
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	580	0.00			580			
A-B	0	0.00			0			
A-C	315	0.00			315			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	501	0.063	32	0.1	7.666	A
B-A	152	0.00	438	0.347	153	0.7	16.001	C
C-AB	0	0.00	648	0.000	0	0.0	0.000	A
C-A	486	0.00			486			
A-B	0	0.00			0			
A-C	263	0.00			263			

D2 - 2028 | With Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	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	2028	With Proposed Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	324	100.000
B - Site Egress		✓	257	100.000
C - Whitwick Road (N)		✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	324
	B - Site Egress	196	0	61
	C - Whitwick Road (N)	571	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	0
	B - Site Egress	9	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	9.61	0.2	A
B-A	0.56	23.23	1.4	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	520	0.088	46	0.1	7.586	A
B-A	148	0.00	445	0.331	145	0.5	12.992	B
C-AB	0	0.00	653	0.000	0	0.0	0.000	A
C-A	430	0.00			430			
A-B	0	0.00			0			
A-C	244	0.00			244			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	493	0.111	55	0.1	8.216	A
B-A	176	0.00	420	0.420	175	0.8	15.983	C
C-AB	0	0.00	641	0.000	0	0.0	0.000	A
C-A	513	0.00			513			
A-B	0	0.00			0			
A-C	291	0.00			291			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	444	0.151	67	0.2	9.552	A
B-A	216	0.00	384	0.562	214	1.3	22.704	C
C-AB	0	0.00	623	0.000	0	0.0	0.000	A
C-A	629	0.00			629			
A-B	0	0.00			0			
A-C	357	0.00			357			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	442	0.152	67	0.2	9.612	A
B-A	216	0.00	384	0.562	216	1.4	23.228	C
C-AB	0	0.00	623	0.000	0	0.0	0.000	A
C-A	629	0.00			629			
A-B	0	0.00			0			
A-C	357	0.00			357			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	491	0.112	55	0.1	8.264	A
B-A	176	0.00	420	0.420	178	0.8	16.382	C
C-AB	0	0.00	641	0.000	0	0.0	0.000	A
C-A	513	0.00			513			
A-B	0	0.00			0			
A-C	291	0.00			291			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	518	0.089	46	0.1	7.629	A
B-A	148	0.00	446	0.331	149	0.6	13.257	B
C-AB	0	0.00	653	0.000	0	0.0	0.000	A
C-A	430	0.00			430			
A-B	0	0.00			0			
A-C	244	0.00			244			

D3 - 2030 | With Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	5.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.68	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	384	100.000
B - Site Egress		✓	244	100.000
C - Whitwick Road (N)		✓	691	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	384
	B - Site Egress	202	0	42
	C - Whitwick Road (N)	691	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	2
	B - Site Egress	26	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	10.53	0.1	B
B-A	0.63	34.88	2.1	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	496	0.064	31	0.1	7.742	A
B-A	152	0.00	426	0.357	149	0.7	16.258	C
C-AB	0	0.00	641	0.000	0	0.0	0.000	A
C-A	520	0.00			520			
A-B	0	0.00			0			
A-C	289	0.00			289			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	463	0.081	38	0.1	8.454	A
B-A	182	0.00	394	0.460	180	1.0	21.021	C
C-AB	0	0.00	626	0.000	0	0.0	0.000	A
C-A	621	0.00			621			
A-B	0	0.00			0			
A-C	345	0.00			345			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	393	0.118	46	0.1	10.372	B
B-A	222	0.00	351	0.633	219	2.0	33.273	D
C-AB	0	0.00	605	0.000	0	0.0	0.000	A
C-A	761	0.00			761			
A-B	0	0.00			0			
A-C	423	0.00			423			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	388	0.119	46	0.1	10.532	B
B-A	222	0.00	351	0.633	222	2.1	34.878	D
C-AB	0	0.00	605	0.000	0	0.0	0.000	A
C-A	761	0.00			761			
A-B	0	0.00			0			
A-C	423	0.00			423			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	460	0.082	38	0.1	8.538	A
B-A	182	0.00	395	0.460	185	1.1	22.042	C
C-AB	0	0.00	626	0.000	0	0.0	0.000	A
C-A	621	0.00			621			
A-B	0	0.00			0			
A-C	345	0.00			345			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	494	0.064	32	0.1	7.787	A
B-A	152	0.00	426	0.357	154	0.7	16.756	C
C-AB	0	0.00	641	0.000	0	0.0	0.000	A
C-A	520	0.00			520			
A-B	0	0.00			0			
A-C	289	0.00			289			

D4 - 2030 | With Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	352	100.000
B - Site Egress		✓	257	100.000
C - Whitwick Road (N)		✓	650	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	352
	B - Site Egress	196	0	61
	C - Whitwick Road (N)	650	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	0
	B - Site Egress	9	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	10.12	0.2	B
B-A	0.60	26.68	1.6	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	513	0.089	46	0.1	7.690	A
B-A	148	0.00	430	0.343	145	0.6	13.667	B
C-AB	0	0.00	648	0.000	0	0.0	0.000	A
C-A	489	0.00			489			
A-B	0	0.00			0			
A-C	265	0.00			265			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	484	0.113	55	0.1	8.390	A
B-A	176	0.00	402	0.439	175	0.8	17.230	C
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	584	0.00			584			
A-B	0	0.00			0			
A-C	316	0.00			316			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	426	0.158	67	0.2	10.027	B
B-A	216	0.00	362	0.596	213	1.5	25.865	D
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	716	0.00			716			
A-B	0	0.00			0			
A-C	388	0.00			388			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	423	0.159	67	0.2	10.121	B
B-A	216	0.00	362	0.596	216	1.6	26.680	D
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	716	0.00			716			
A-B	0	0.00			0			
A-C	388	0.00			388			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	481	0.114	55	0.1	8.452	A
B-A	176	0.00	402	0.438	179	0.9	17.788	C
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	584	0.00			584			
A-B	0	0.00			0			
A-C	316	0.00			316			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	512	0.090	46	0.1	7.736	A
B-A	148	0.00	431	0.343	149	0.6	13.980	B
C-AB	0	0.00	648	0.000	0	0.0	0.000	A
C-A	489	0.00			489			
A-B	0	0.00			0			
A-C	265	0.00			265			

D5 - 2036 | With Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	6.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2036	With Proposed Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	430	100.000
B - Site Egress		✓	244	100.000
C - Whitwick Road (N)		✓	783	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	430
	B - Site Egress	202	0	42
	C - Whitwick Road (N)	783	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	2
	B - Site Egress	26	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	12.07	0.2	B
B-A	0.69	44.92	2.6	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	486	0.065	31	0.1	7.915	A
B-A	152	0.00	405	0.375	149	0.7	17.520	C
C-AB	0	0.00	632	0.000	0	0.0	0.000	A
C-A	589	0.00			589			
A-B	0	0.00			0			
A-C	324	0.00			324			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	448	0.084	38	0.1	8.776	A
B-A	182	0.00	370	0.491	180	1.2	23.635	C
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	704	0.00			704			
A-B	0	0.00			0			
A-C	387	0.00			387			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	354	0.131	46	0.1	11.680	B
B-A	222	0.00	321	0.693	217	2.5	41.592	E
C-AB	0	0.00	592	0.000	0	0.0	0.000	A
C-A	862	0.00			862			
A-B	0	0.00			0			
A-C	473	0.00			473			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	345	0.134	46	0.2	12.067	B
B-A	222	0.00	321	0.692	222	2.6	44.919	E
C-AB	0	0.00	592	0.000	0	0.0	0.000	A
C-A	862	0.00			862			
A-B	0	0.00			0			
A-C	473	0.00			473			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	0.00	442	0.085	38	0.1	8.912	A
B-A	182	0.00	370	0.490	187	1.3	25.421	D
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	704	0.00			704			
A-B	0	0.00			0			
A-C	387	0.00			387			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	483	0.065	32	0.1	7.972	A
B-A	152	0.00	405	0.375	154	0.8	18.179	C
C-AB	0	0.00	632	0.000	0	0.0	0.000	A
C-A	589	0.00			589			
A-B	0	0.00			0			
A-C	324	0.00			324			

D6 - 2036 | With Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/Site Egress	T-Junction	Two-way	Entry Only	Two-way	5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	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	2036	With Proposed Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (S)		✓	399	100.000
B - Site Egress		✓	257	100.000
C - Whitwick Road (N)		✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	399
	B - Site Egress	196	0	61
	C - Whitwick Road (N)	759	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Whitwick Road (S)	B - Site Egress	C - Whitwick Road (N)
From	A - Whitwick Road (S)	0	0	0
	B - Site Egress	9	0	0
	C - Whitwick Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	11.31	0.2	B
B-A	0.66	34.18	2.0	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	503	0.091	46	0.1	7.870	A
B-A	148	0.00	408	0.362	145	0.6	14.808	B
C-AB	0	0.00	638	0.000	0	0.0	0.000	A
C-A	571	0.00			571			
A-B	0	0.00			0			
A-C	300	0.00			300			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	468	0.117	55	0.1	8.706	A
B-A	176	0.00	375	0.470	175	0.9	19.483	C
C-AB	0	0.00	623	0.000	0	0.0	0.000	A
C-A	682	0.00			682			
A-B	0	0.00			0			
A-C	359	0.00			359			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	391	0.172	67	0.2	11.092	B
B-A	216	0.00	329	0.656	212	1.9	32.443	D
C-AB	0	0.00	601	0.000	0	0.0	0.000	A
C-A	836	0.00			836			
A-B	0	0.00			0			
A-C	439	0.00			439			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	386	0.174	67	0.2	11.306	B
B-A	216	0.00	329	0.655	215	2.0	34.184	D
C-AB	0	0.00	601	0.000	0	0.0	0.000	A
C-A	836	0.00			836			
A-B	0	0.00			0			
A-C	439	0.00			439			

17:45 - 18:00

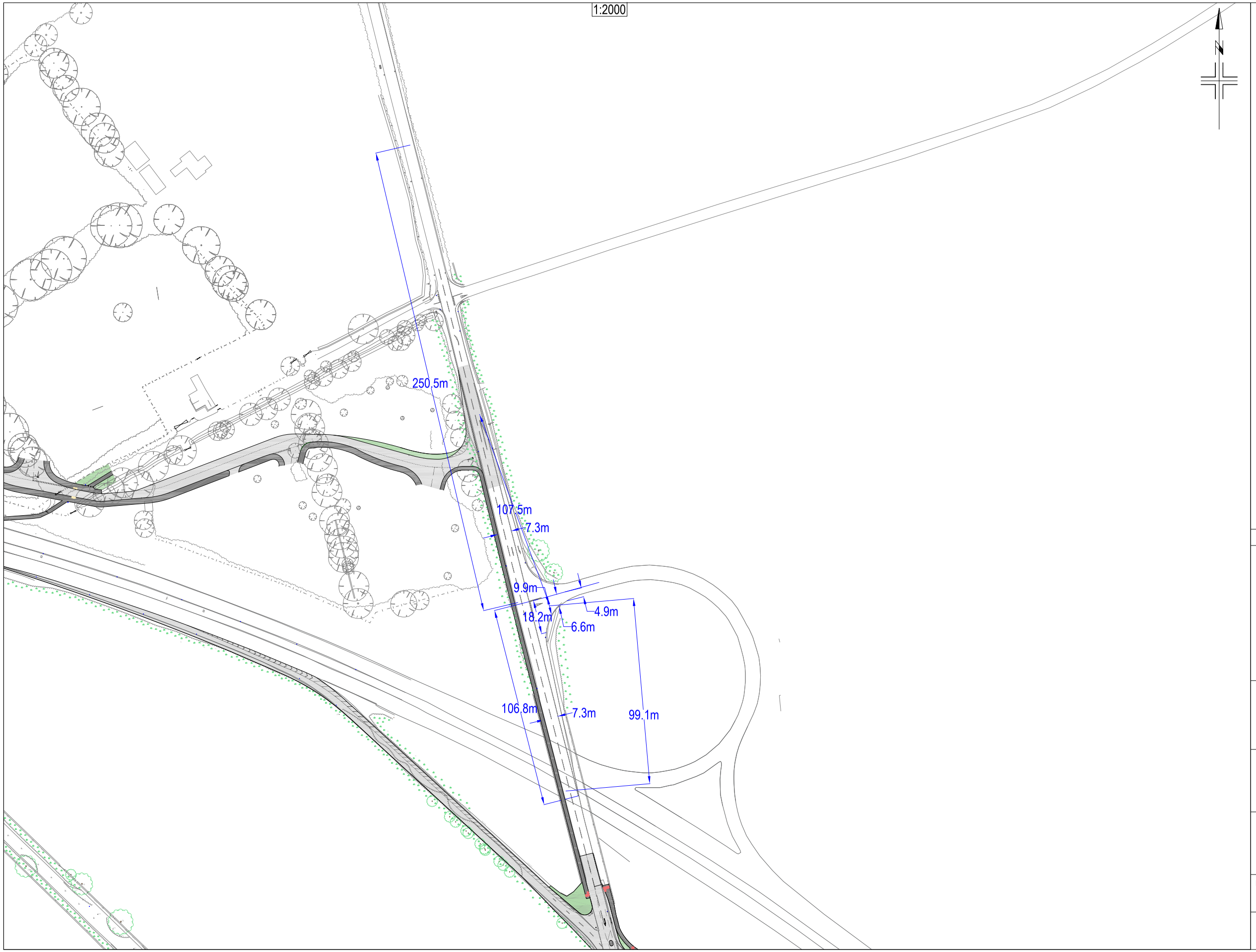
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	0.00	464	0.118	55	0.1	8.809	A
B-A	176	0.00	375	0.469	180	1.0	20.464	C
C-AB	0	0.00	623	0.000	0	0.0	0.000	A
C-A	682	0.00			682			
A-B	0	0.00			0			
A-C	359	0.00			359			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	0.00	501	0.092	46	0.1	7.923	A
B-A	148	0.00	408	0.362	149	0.6	15.226	C
C-AB	0	0.00	638	0.000	0	0.0	0.000	A
C-A	571	0.00			571			
A-B	0	0.00			0			
A-C	300	0.00			300			

APPENDIX F JUNCTIONS 11 OUTPUT - WHITWICK ROAD/A50 EB OFF-SLIP/A50 EB ON-SLIP PRIORITY JUNCTION

1:2000



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

REV	DESCRIPTION	DATE	BY	AUTH

RIDGE

Ridge and Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
WHITWICK ROAD/A50 EB OFF-SLIP
JUNCTIONS 11 DIMENSIONS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:2000	A3	06.03.26

PROJECT NO.	DRAWING NO.	REV
T22523	APP F	-

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.2.2449
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Filename: T22523 Whitwick Road-A50 EB Off Slip Junction.j11
Path: C:\Users\MarkFleming\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2022\T22523 Markfield B8 \Junction Assessments\Picady
Report generation date: 29/05/2026 11:39:44

»D1 - 2025 | Baseline | AM
»D2 - 2025 | Baseline | PM
»D3 - 2028 | Future Base | AM
»D4 - 2028 | Future Base | PM
»D5 - 2028 | Future Base + Proposed Development | AM
»D6 - 2028 | Future Base + Proposed Development | PM
»D7 - 2030 | Future Base | AM
»D8 - 2030 | Future Base | PM
»D9 - 2030 | Future Base + Proposed Development | AM
»D10 - 2030 | Future Base + Proposed Development | PM
»D11 - 2036 | Future Base | AM
»D12 - 2036 | Future Base | PM
»D13 - 2036 | Future Base + Proposed Development | AM
»D14 - 2036 | Future Base + Proposed Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2025 - Baseline														
Stream B-C	D1	0.3	6.99	0.24	A	1.77	138 % [Stream B-A]	D2	0.1	5.63	0.11	A	0.87	206 % [Stream B-A]
Stream B-A		0.1	9.03	0.12	A				0.1	8.20	0.07	A		
Stream C-AB		0.1	4.87	0.04	A				0.0	4.39	0.02	A		
2028 - Future Base														
Stream B-C	D3	0.5	8.98	0.34	A	1.81	74 % [Stream B-A]	D4	0.3	6.72	0.20	A	1.05	131 % [Stream B-A]
Stream B-A		0.1	10.92	0.11	B				0.0	9.42	0.01	A		
Stream C-AB		0.0	5.30	0.02	A				0.1	4.86	0.08	A		
2028 - Future Base + Proposed Development														
Stream B-C	D5	0.6	10.38	0.37	B	1.81	52 % [Stream B-A]	D6	0.3	7.29	0.21	A	0.95	100 % [Stream B-A]
Stream B-A		0.1	12.64	0.12	B				0.0	10.32	0.01	B		
Stream C-AB		0.0	5.51	0.03	A				0.1	5.21	0.08	A		
2030 - Future Base														
Stream B-C	D7	0.6	9.65	0.38	A	1.97	62 % [Stream B-A]	D8	0.3	7.22	0.24	A	1.17	107 % [Stream B-A]
Stream B-A		0.1	11.51	0.11	B				0.0	10.00	0.02	B		
Stream C-AB		0.0	5.18	0.02	A				0.2	4.90	0.10	A		
2030 - Future Base + Proposed Development														
Stream B-C	D9	0.7	11.09	0.40	B	1.90	44 % [Stream B-A]	D10	0.3	7.92	0.25	A	1.08	80 % [Stream B-A]
Stream B-A		0.2	13.57	0.13	B				0.0	11.17	0.01	B		
Stream C-AB		0.0	5.42	0.03	A				0.2	5.35	0.11	A		
2036 - Future Base														
Stream B-C	D11	1.1	13.48	0.53	B	2.90	30 % [Stream B-C]	D12	0.5	8.98	0.35	A	1.52	68 % [Stream B-A]
Stream B-A		0.2	13.71	0.14	B				0.0	11.23	0.04	B		
Stream C-AB		0.0	5.05	0.03	A				0.2	4.81	0.08	A		
2036 - Future Base + Proposed Development														
Stream B-C	D13	1.3	16.28	0.57	C	3.07	20 % [Stream B-C]	D14	0.5	9.66	0.35	A	1.40	56 % [Stream B-A]
Stream B-A		0.2	16.41	0.16	C				0.0	12.32	0.03	B		
Stream C-AB		0.1	5.32	0.04	A				0.2	5.16	0.09	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

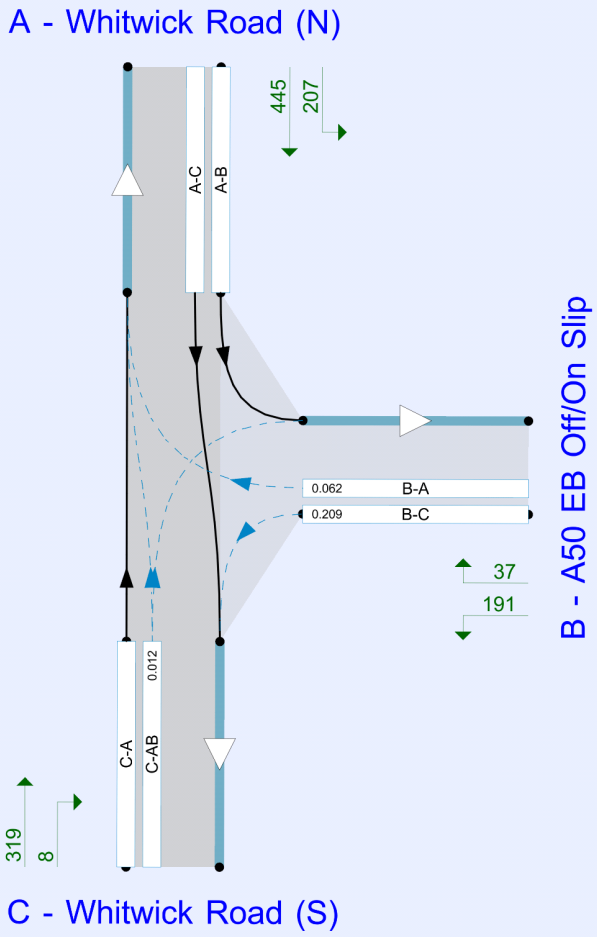
File summary

File Description

Title	Whitwick Road/A50 EB Off/On Slip
Location	
Site number	
Date	06/03/2026
Version	
Status	
Identifier	
Client	Caddick Developments Ltd
Jobnumber	T22523
Enumerator	DB
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2025 | Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	138	Stream B-A	1.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	Whitwick Road (N)		Major
B	A50 EB Off/On Slip		Minor
C	Whitwick Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Whitwick Road (S)	7.30			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - A50 EB Off/On Slip	One lane plus flare	10.00	10.00	9.90	6.60	4.90	✓	3.00	99	108

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	596	0.102	0.259	0.163	0.370
B-C	811	0.117	0.297	-	-
C-B	719	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	400	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	204	100.000
C - Whitwick Road (S)		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	258	142
	B - A50 EB Off/On Slip	51	0	153
	C - Whitwick Road (S)	315	17	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	0	4
	B - A50 EB Off/On Slip	2	0	5
	C - Whitwick Road (S)	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	6.99	0.3	A	140	211
B-A	0.12	9.03	0.1	A	47	70
C-AB	0.04	4.87	0.1	A	25	37
C-A					280	420
A-B					237	355
A-C					130	195

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	743	0.155	114	0.0	0.2	6.010	A
B-A	38	10	0.00	505	0.076	38	0.0	0.1	7.860	A
C-AB	18	5	0.00	793	0.023	18	0.0	0.0	4.871	A
C-A	232	58	0.00			232				
A-B	194	49	0.00			194				
A-C	107	27	0.00			107				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	729	0.189	137	0.2	0.2	6.392	A
B-A	46	11	0.00	487	0.094	46	0.1	0.1	8.315	A
C-AB	24	6	0.00	809	0.029	24	0.0	0.0	4.794	A
C-A	275	69	0.00			275				
A-B	232	58	0.00			232				
A-C	128	32	0.00			128				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	709	0.238	168	0.2	0.3	6.980	A
B-A	56	14	0.00	463	0.121	56	0.1	0.1	9.028	A
C-AB	32	8	0.00	834	0.039	32	0.0	0.1	4.688	A
C-A	333	83	0.00			333				
A-B	284	71	0.00			284				
A-C	156	39	0.00			156				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	709	0.238	168	0.3	0.3	6.989	A
B-A	56	14	0.00	463	0.121	56	0.1	0.1	9.033	A
C-AB	32	8	0.00	834	0.039	32	0.1	0.1	4.685	A
C-A	333	83	0.00			333				
A-B	284	71	0.00			284				
A-C	156	39	0.00			156				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	728	0.189	138	0.3	0.2	6.405	A
B-A	46	11	0.00	487	0.094	46	0.1	0.1	8.326	A
C-AB	24	6	0.00	809	0.029	24	0.1	0.0	4.784	A
C-A	275	69	0.00			275				
A-B	232	58	0.00			232				
A-C	128	32	0.00			128				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	742	0.155	115	0.2	0.2	6.030	A
B-A	38	10	0.00	505	0.076	38	0.1	0.1	7.873	A
C-AB	18	5	0.00	793	0.023	18	0.0	0.0	4.867	A
C-A	232	58	0.00			232				
A-B	194	49	0.00			194				
A-C	107	27	0.00			107				

D2 - 2025 | Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	0.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	206	Stream B-A	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	339	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	101	100.000
C - Whitwick Road (S)		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	221	118
	B - A50 EB Off/On Slip	30	0	71
	C - Whitwick Road (S)	371	9	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	1	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	5.63	0.1	A	65	98
B-A	0.07	8.20	0.1	A	28	41
C-AB	0.02	4.39	0.0	A	14	21
C-A					335	502
A-B					203	304
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	750	0.071	53	0.0	0.1	5.214	A
B-A	23	6	0.00	513	0.044	22	0.0	0.0	7.336	A
C-AB	10	3	0.00	830	0.012	10	0.0	0.0	4.391	A
C-A	276	69	0.00			276				
A-B	166	42	0.00			166				
A-C	89	22	0.00			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	739	0.086	64	0.1	0.1	5.382	A
B-A	27	7	0.00	496	0.054	27	0.0	0.1	7.677	A
C-AB	13	3	0.00	854	0.016	13	0.0	0.0	4.282	A
C-A	328	82	0.00			328				
A-B	199	50	0.00			199				
A-C	106	27	0.00			106				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	724	0.108	78	0.1	0.1	5.625	A
B-A	33	8	0.00	472	0.070	33	0.1	0.1	8.200	A
C-AB	18	5	0.00	888	0.021	18	0.0	0.0	4.137	A
C-A	400	100	0.00			400				
A-B	243	61	0.00			243				
A-C	130	32	0.00			130				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	724	0.108	78	0.1	0.1	5.626	A
B-A	33	8	0.00	472	0.070	33	0.1	0.1	8.201	A
C-AB	18	5	0.00	888	0.021	18	0.0	0.0	4.138	A
C-A	400	100	0.00			400				
A-B	243	61	0.00			243				
A-C	130	32	0.00			130				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	739	0.086	64	0.1	0.1	5.384	A
B-A	27	7	0.00	496	0.054	27	0.1	0.1	7.680	A
C-AB	13	3	0.00	854	0.016	13	0.0	0.0	4.284	A
C-A	328	82	0.00			328				
A-B	199	50	0.00			199				
A-C	106	27	0.00			106				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	750	0.071	54	0.1	0.1	5.220	A
B-A	23	6	0.00	513	0.044	23	0.1	0.0	7.342	A
C-AB	10	3	0.00	830	0.012	10	0.0	0.0	4.391	A
C-A	276	69	0.00			276				
A-B	166	42	0.00			166				
A-C	89	22	0.00			89				

D3 - 2028 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.81	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	74	Stream B-A	1.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	652	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	228	100.000
C - Whitwick Road (S)		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	207	445
	B - A50 EB Off/On Slip	37	0	191
	C - Whitwick Road (S)	319	8	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	1	2
	B - A50 EB Off/On Slip	3	0	4
	C - Whitwick Road (S)	2	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	8.98	0.5	A	175	263
B-A	0.11	10.92	0.1	B	34	51
C-AB	0.02	5.30	0.0	A	12	18
C-A					288	432
A-B					190	285
A-C					408	613

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	0.00	689	0.209	143	0.0	0.3	6.844	A
B-A	28	7	0.00	448	0.062	28	0.0	0.1	8.823	A
C-AB	9	2	0.00	751	0.012	9	0.0	0.0	5.296	A
C-A	237	59	0.00			237				
A-B	156	39	0.00			156				
A-C	335	84	0.00			335				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	663	0.259	171	0.3	0.4	7.612	A
B-A	33	8	0.00	420	0.079	33	0.1	0.1	9.593	A
C-AB	12	3	0.00	762	0.015	12	0.0	0.0	5.224	A
C-A	282	71	0.00			282				
A-B	186	47	0.00			186				
A-C	400	100	0.00			400				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	0.00	627	0.335	210	0.4	0.5	8.953	A
B-A	41	10	0.00	380	0.107	41	0.1	0.1	10.907	B
C-AB	16	4	0.00	778	0.021	16	0.0	0.0	5.107	A
C-A	344	86	0.00			344				
A-B	228	57	0.00			228				
A-C	490	122	0.00			490				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	0.00	627	0.335	210	0.5	0.5	8.981	A
B-A	41	10	0.00	380	0.107	41	0.1	0.1	10.916	B
C-AB	16	4	0.00	778	0.021	16	0.0	0.0	5.090	A
C-A	344	86	0.00			344				
A-B	228	57	0.00			228				
A-C	490	122	0.00			490				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	663	0.259	172	0.5	0.4	7.644	A
B-A	33	8	0.00	420	0.079	33	0.1	0.1	9.605	A
C-AB	12	3	0.00	762	0.015	12	0.0	0.0	5.187	A
C-A	282	71	0.00			282				
A-B	186	47	0.00			186				
A-C	400	100	0.00			400				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	0.00	688	0.209	144	0.4	0.3	6.885	A
B-A	28	7	0.00	448	0.062	28	0.1	0.1	8.837	A
C-AB	9	2	0.00	751	0.012	9	0.0	0.0	5.279	A
C-A	237	59	0.00			237				
A-B	156	39	0.00			156				
A-C	335	84	0.00			335				

D4 - 2028 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.05	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	131	Stream B-A	1.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	578	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	129	100.000
C - Whitwick Road (S)		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	227	351
	B - A50 EB Off/On Slip	5	0	124
	C - Whitwick Road (S)	343	31	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	2	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	6.72	0.3	A	114	171
B-A	0.01	9.42	0.0	A	5	7
C-AB	0.08	4.86	0.1	A	48	72
C-A					295	442
A-B					208	312
A-C					322	483

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	725	0.129	93	0.0	0.1	5.749	A
B-A	4	0.94	0.00	450	0.008	4	0.0	0.0	8.070	A
C-AB	35	9	0.00	776	0.045	35	0.0	0.1	4.856	A
C-A	247	62	0.00			247				
A-B	171	43	0.00			171				
A-C	264	66	0.00			264				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	705	0.158	111	0.1	0.2	6.124	A
B-A	4	1	0.00	424	0.011	4	0.0	0.0	8.586	A
C-AB	46	11	0.00	791	0.058	46	0.1	0.1	4.831	A
C-A	290	73	0.00			290				
A-B	204	51	0.00			204				
A-C	316	79	0.00			316				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	677	0.202	136	0.2	0.3	6.716	A
B-A	6	1	0.00	388	0.014	5	0.0	0.0	9.417	A
C-AB	64	16	0.00	814	0.079	64	0.1	0.1	4.802	A
C-A	348	87	0.00			348				
A-B	250	62	0.00			250				
A-C	386	97	0.00			386				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	677	0.202	137	0.3	0.3	6.721	A
B-A	6	1	0.00	388	0.014	6	0.0	0.0	9.418	A
C-AB	64	16	0.00	814	0.079	64	0.1	0.1	4.804	A
C-A	348	87	0.00			348				
A-B	250	62	0.00			250				
A-C	386	97	0.00			386				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	705	0.158	112	0.3	0.2	6.134	A
B-A	4	1	0.00	424	0.011	5	0.0	0.0	8.588	A
C-AB	46	11	0.00	791	0.058	46	0.1	0.1	4.835	A
C-A	290	73	0.00			290				
A-B	204	51	0.00			204				
A-C	316	79	0.00			316				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	725	0.129	94	0.2	0.2	5.764	A
B-A	4	0.94	0.00	450	0.008	4	0.0	0.0	8.072	A
C-AB	35	9	0.00	776	0.045	35	0.1	0.1	4.860	A
C-A	246	62	0.00			246				
A-B	171	43	0.00			171				
A-C	264	66	0.00			264				

D5 - 2028 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.81	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-A	1.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	847	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	228	100.000
C - Whitwick Road (S)		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	253	594
	B - A50 EB Off/On Slip	36	0	192
	C - Whitwick Road (S)	314	9	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	4	9
	B - A50 EB Off/On Slip	3	0	4
	C - Whitwick Road (S)	2	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.37	10.38	0.6	B	176	264
B-A	0.12	12.64	0.1	B	33	50
C-AB	0.03	5.51	0.0	A	14	21
C-A					282	423
A-B					232	348
A-C					545	818

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	0.00	651	0.222	143	0.0	0.3	7.356	A
B-A	27	7	0.00	415	0.065	27	0.0	0.1	9.535	A
C-AB	10	3	0.00	715	0.014	10	0.0	0.0	5.506	A
C-A	233	58	0.00			233				
A-B	190	48	0.00			190				
A-C	447	112	0.00			447				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	173	43	0.00	618	0.279	172	0.3	0.4	8.387	A
B-A	32	8	0.00	381	0.085	32	0.1	0.1	10.625	B
C-AB	13	3	0.00	720	0.019	13	0.0	0.0	5.480	A
C-A	277	69	0.00			277				
A-B	227	57	0.00			227				
A-C	534	133	0.00			534				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	572	0.370	211	0.4	0.6	10.332	B
B-A	40	10	0.00	333	0.119	39	0.1	0.1	12.623	B
C-AB	19	5	0.00	728	0.026	19	0.0	0.0	5.420	A
C-A	337	84	0.00			337				
A-B	279	70	0.00			279				
A-C	654	164	0.00			654				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	572	0.370	211	0.6	0.6	10.379	B
B-A	40	10	0.00	333	0.119	40	0.1	0.1	12.641	B
C-AB	19	5	0.00	729	0.026	19	0.0	0.0	5.406	A
C-A	337	84	0.00			337				
A-B	279	70	0.00			279				
A-C	654	164	0.00			654				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	173	43	0.00	618	0.279	173	0.6	0.4	8.435	A
B-A	32	8	0.00	381	0.085	33	0.1	0.1	10.640	B
C-AB	13	3	0.00	720	0.019	13	0.0	0.0	5.444	A
C-A	277	69	0.00			277				
A-B	227	57	0.00			227				
A-C	534	133	0.00			534				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	0.00	651	0.222	145	0.4	0.3	7.403	A
B-A	27	7	0.00	415	0.065	27	0.1	0.1	9.555	A
C-AB	10	3	0.00	715	0.014	10	0.0	0.0	5.489	A
C-A	233	58	0.00			233				
A-B	190	48	0.00			190				
A-C	447	112	0.00			447				

D6 - 2028 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	0.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	100	Stream B-A	0.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	767	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	125	100.000
C - Whitwick Road (S)		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	308	459
	B - A50 EB Off/On Slip	4	0	121
	C - Whitwick Road (S)	320	29	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	8	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	7.29	0.3	A	111	167
B-A	0.01	10.32	0.0	B	4	6
C-AB	0.08	5.21	0.1	A	45	68
C-A					275	412
A-B					283	424
A-C					421	632

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	694	0.131	90	0.0	0.2	6.023	A
B-A	3	0.75	0.00	426	0.007	3	0.0	0.0	8.507	A
C-AB	33	8	0.00	732	0.044	32	0.0	0.1	5.143	A
C-A	230	58	0.00			230				
A-B	232	58	0.00			232				
A-C	346	86	0.00			346				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	668	0.163	109	0.2	0.2	6.503	A
B-A	4	0.90	0.00	396	0.009	4	0.0	0.0	9.184	A
C-AB	43	11	0.00	739	0.058	43	0.1	0.1	5.169	A
C-A	271	68	0.00			271				
A-B	277	69	0.00			277				
A-C	413	103	0.00			413				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	632	0.211	133	0.2	0.3	7.286	A
B-A	4	1	0.00	353	0.012	4	0.0	0.0	10.319	B
C-AB	60	15	0.00	752	0.080	60	0.1	0.1	5.203	A
C-A	324	81	0.00			324				
A-B	339	85	0.00			339				
A-C	505	126	0.00			505				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	632	0.211	133	0.3	0.3	7.294	A
B-A	4	1	0.00	353	0.012	4	0.0	0.0	10.320	B
C-AB	60	15	0.00	752	0.080	60	0.1	0.1	5.207	A
C-A	324	81	0.00			324				
A-B	339	85	0.00			339				
A-C	505	126	0.00			505				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	668	0.163	109	0.3	0.2	6.515	A
B-A	4	0.90	0.00	395	0.009	4	0.0	0.0	9.187	A
C-AB	43	11	0.00	740	0.058	43	0.1	0.1	5.174	A
C-A	271	68	0.00			271				
A-B	277	69	0.00			277				
A-C	413	103	0.00			413				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	693	0.131	91	0.2	0.2	6.041	A
B-A	3	0.75	0.00	426	0.007	3	0.0	0.0	8.512	A
C-AB	33	8	0.00	732	0.045	33	0.1	0.1	5.150	A
C-A	230	58	0.00			230				
A-B	232	58	0.00			232				
A-C	346	86	0.00			346				

D7 - 2030 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	62	Stream B-A	1.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	690	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	248	100.000
C - Whitwick Road (S)		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	212	478
	B - A50 EB Off/On Slip	38	0	210
	C - Whitwick Road (S)	346	9	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	1	1
	B - A50 EB Off/On Slip	3	0	3
	C - Whitwick Road (S)	2	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	9.65	0.6	A	193	289
B-A	0.11	11.51	0.1	B	35	52
C-AB	0.02	5.18	0.0	A	14	22
C-A					311	467
A-B					195	292
A-C					439	658

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	158	40	0.00	681	0.232	157	0.0	0.3	7.062	A
B-A	29	7	0.00	437	0.065	28	0.0	0.1	9.070	A
C-AB	10	3	0.00	758	0.014	10	0.0	0.0	5.183	A
C-A	257	64	0.00			257				
A-B	160	40	0.00			160				
A-C	360	90	0.00			360				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	189	47	0.00	653	0.289	188	0.3	0.4	7.966	A
B-A	34	9	0.00	407	0.084	34	0.1	0.1	9.949	A
C-AB	14	3	0.00	771	0.018	14	0.0	0.0	5.106	A
C-A	306	76	0.00			306				
A-B	191	48	0.00			191				
A-C	430	107	0.00			430				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	0.00	615	0.376	230	0.4	0.6	9.615	A
B-A	42	10	0.00	364	0.115	42	0.1	0.1	11.495	B
C-AB	19	5	0.00	790	0.024	19	0.0	0.0	4.984	A
C-A	372	93	0.00			372				
A-B	233	58	0.00			233				
A-C	526	132	0.00			526				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	0.00	615	0.376	231	0.6	0.6	9.654	A
B-A	42	10	0.00	364	0.115	42	0.1	0.1	11.506	B
C-AB	19	5	0.00	790	0.024	19	0.0	0.0	4.970	A
C-A	372	93	0.00			372				
A-B	233	58	0.00			233				
A-C	526	132	0.00			526				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	189	47	0.00	653	0.289	190	0.6	0.4	8.010	A
B-A	34	9	0.00	407	0.084	34	0.1	0.1	9.963	A
C-AB	14	3	0.00	771	0.018	14	0.0	0.0	5.076	A
C-A	306	76	0.00			306				
A-B	191	48	0.00			191				
A-C	430	107	0.00			430				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	158	40	0.00	681	0.232	159	0.4	0.3	7.110	A
B-A	29	7	0.00	437	0.066	29	0.1	0.1	9.089	A
C-AB	10	3	0.00	759	0.014	10	0.0	0.0	5.169	A
C-A	257	64	0.00			257				
A-B	160	40	0.00			160				
A-C	360	90	0.00			360				

D8 - 2030 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	107	Stream B-A	1.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	640	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	147	100.000
C - Whitwick Road (S)		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	240	400
	B - A50 EB Off/On Slip	5	0	142
	C - Whitwick Road (S)	368	37	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	2	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	7.22	0.3	A	130	195
B-A	0.02	10.00	0.0	B	5	7
C-AB	0.10	4.90	0.2	A	61	91
C-A					311	467
A-B					220	330
A-C					367	551

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	713	0.150	106	0.0	0.2	5.990	A
B-A	4	0.94	0.00	435	0.009	4	0.0	0.0	8.354	A
C-AB	43	11	0.00	778	0.056	43	0.0	0.1	4.896	A
C-A	262	65	0.00			262				
A-B	181	45	0.00			181				
A-C	301	75	0.00			301				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	0.00	690	0.185	127	0.2	0.2	6.458	A
B-A	4	1	0.00	406	0.011	4	0.0	0.0	8.974	A
C-AB	57	14	0.00	794	0.072	57	0.1	0.1	4.886	A
C-A	307	77	0.00			307				
A-B	216	54	0.00			216				
A-C	360	90	0.00			360				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	660	0.237	156	0.2	0.3	7.216	A
B-A	6	1	0.00	366	0.015	5	0.0	0.0	9.999	A
C-AB	81	20	0.00	819	0.099	81	0.1	0.2	4.881	A
C-A	365	91	0.00			365				
A-B	264	66	0.00			264				
A-C	440	110	0.00			440				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	660	0.237	156	0.3	0.3	7.224	A
B-A	6	1	0.00	365	0.015	6	0.0	0.0	10.001	B
C-AB	81	20	0.00	819	0.099	81	0.2	0.2	4.885	A
C-A	365	91	0.00			365				
A-B	264	66	0.00			264				
A-C	440	110	0.00			440				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	0.00	690	0.185	128	0.3	0.2	6.470	A
B-A	4	1	0.00	406	0.011	5	0.0	0.0	8.977	A
C-AB	57	14	0.00	794	0.072	58	0.2	0.1	4.890	A
C-A	307	77	0.00			307				
A-B	216	54	0.00			216				
A-C	360	90	0.00			360				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	713	0.150	107	0.2	0.2	6.008	A
B-A	4	0.94	0.00	434	0.009	4	0.0	0.0	8.359	A
C-AB	43	11	0.00	778	0.056	44	0.1	0.1	4.902	A
C-A	261	65	0.00			261				
A-B	181	45	0.00			181				
A-C	301	75	0.00			301				

D9 - 2030 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	44	Stream B-A	1.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	893	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	239	100.000
C - Whitwick Road (S)		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	257	636
	B - A50 EB Off/On Slip	37	0	202
	C - Whitwick Road (S)	347	9	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	4	8
	B - A50 EB Off/On Slip	3	0	3
	C - Whitwick Road (S)	2	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	11.09	0.7	B	185	278
B-A	0.13	13.57	0.2	B	34	51
C-AB	0.03	5.42	0.0	A	15	23
C-A					312	467
A-B					236	354
A-C					584	875

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	0.00	641	0.237	151	0.0	0.3	7.542	A
B-A	28	7	0.00	403	0.069	28	0.0	0.1	9.872	A
C-AB	11	3	0.00	725	0.015	11	0.0	0.0	5.422	A
C-A	257	64	0.00			257				
A-B	193	48	0.00			193				
A-C	479	120	0.00			479				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	45	0.00	606	0.300	181	0.3	0.4	8.719	A
B-A	33	8	0.00	366	0.091	33	0.1	0.1	11.134	B
C-AB	14	4	0.00	732	0.019	14	0.0	0.0	5.378	A
C-A	306	76	0.00			306				
A-B	231	58	0.00			231				
A-C	572	143	0.00			572				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	0.00	557	0.399	221	0.4	0.7	11.025	B
B-A	41	10	0.00	314	0.130	41	0.1	0.2	13.546	B
C-AB	20	5	0.00	745	0.027	20	0.0	0.0	5.292	A
C-A	372	93	0.00			372				
A-B	283	71	0.00			283				
A-C	700	175	0.00			700				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	0.00	557	0.400	222	0.7	0.7	11.089	B
B-A	41	10	0.00	314	0.130	41	0.2	0.2	13.568	B
C-AB	20	5	0.00	745	0.027	20	0.0	0.0	5.276	A
C-A	372	93	0.00			372				
A-B	283	71	0.00			283				
A-C	700	175	0.00			700				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	45	0.00	606	0.300	183	0.7	0.4	8.780	A
B-A	33	8	0.00	366	0.091	33	0.2	0.1	11.157	B
C-AB	14	4	0.00	732	0.019	14	0.0	0.0	5.344	A
C-A	306	76	0.00			306				
A-B	231	58	0.00			231				
A-C	572	143	0.00			572				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	0.00	641	0.237	153	0.4	0.3	7.599	A
B-A	28	7	0.00	403	0.069	28	0.1	0.1	9.896	A
C-AB	11	3	0.00	725	0.015	11	0.0	0.0	5.404	A
C-A	257	64	0.00			257				
A-B	193	48	0.00			193				
A-C	479	120	0.00			479				

D10 - 2030 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	80	Stream B-A	1.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	846	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	141	100.000
C - Whitwick Road (S)		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	331	515
	B - A50 EB Off/On Slip	4	0	137
	C - Whitwick Road (S)	348	37	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	7	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	7.92	0.3	A	126	189
B-A	0.01	11.17	0.0	B	4	6
C-AB	0.11	5.35	0.2	A	61	92
C-A					292	438
A-B					304	456
A-C					473	709

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	679	0.152	102	0.0	0.2	6.299	A
B-A	3	0.75	0.00	408	0.007	3	0.0	0.0	8.888	A
C-AB	43	11	0.00	733	0.059	43	0.0	0.1	5.216	A
C-A	247	62	0.00			247				
A-B	249	62	0.00			249				
A-C	388	97	0.00			388				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	650	0.189	123	0.2	0.2	6.895	A
B-A	4	0.90	0.00	374	0.010	4	0.0	0.0	9.721	A
C-AB	58	14	0.00	742	0.078	58	0.1	0.1	5.265	A
C-A	288	72	0.00			288				
A-B	298	74	0.00			298				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	610	0.247	150	0.2	0.3	7.905	A
B-A	4	1	0.00	327	0.013	4	0.0	0.0	11.169	B
C-AB	83	21	0.00	756	0.110	83	0.1	0.2	5.347	A
C-A	341	85	0.00			341				
A-B	364	91	0.00			364				
A-C	567	142	0.00			567				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	610	0.247	151	0.3	0.3	7.917	A
B-A	4	1	0.00	327	0.013	4	0.0	0.0	11.173	B
C-AB	83	21	0.00	757	0.110	83	0.2	0.2	5.353	A
C-A	341	85	0.00			341				
A-B	364	91	0.00			364				
A-C	567	142	0.00			567				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	650	0.189	124	0.3	0.2	6.913	A
B-A	4	0.90	0.00	374	0.010	4	0.0	0.0	9.727	A
C-AB	58	14	0.00	742	0.078	58	0.2	0.1	5.273	A
C-A	288	72	0.00			288				
A-B	298	74	0.00			298				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	679	0.152	103	0.2	0.2	6.319	A
B-A	3	0.75	0.00	408	0.007	3	0.0	0.0	8.894	A
C-AB	44	11	0.00	733	0.059	44	0.1	0.1	5.225	A
C-A	246	62	0.00			246				
A-B	249	62	0.00			249				
A-C	388	97	0.00			388				

D11 - 2036 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	2.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Stream B-C	2.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	795	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	321	100.000
C - Whitwick Road (S)		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	221	574
	B - A50 EB Off/On Slip	40	0	281
	C - Whitwick Road (S)	404	11	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	1	1
	B - A50 EB Off/On Slip	3	0	2
	C - Whitwick Road (S)	2	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.53	13.48	1.1	B	258	387
B-A	0.14	13.71	0.2	B	37	55
C-AB	0.03	5.05	0.0	A	20	29
C-A					361	542
A-B					203	304
A-C					527	790

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	659	0.321	210	0.0	0.5	8.140	A
B-A	30	8	0.00	408	0.074	30	0.0	0.1	9.796	A
C-AB	14	3	0.00	771	0.018	14	0.0	0.0	5.045	A
C-A	299	75	0.00			299				
A-B	166	42	0.00			166				
A-C	432	108	0.00			432				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	0.00	627	0.403	252	0.5	0.7	9.774	A
B-A	36	9	0.00	371	0.097	36	0.1	0.1	11.059	B
C-AB	18	5	0.00	787	0.023	18	0.0	0.0	4.957	A
C-A	355	89	0.00			355				
A-B	199	50	0.00			199				
A-C	516	129	0.00			516				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	309	77	0.00	582	0.532	308	0.7	1.1	13.314	B
B-A	44	11	0.00	315	0.140	44	0.1	0.2	13.669	B
C-AB	27	7	0.00	813	0.033	27	0.0	0.0	4.822	A
C-A	430	108	0.00			430				
A-B	243	61	0.00			243				
A-C	632	158	0.00			632				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	309	77	0.00	581	0.532	309	1.1	1.1	13.485	B
B-A	44	11	0.00	314	0.140	44	0.2	0.2	13.709	B
C-AB	27	7	0.00	813	0.033	27	0.0	0.0	4.811	A
C-A	430	108	0.00			430				
A-B	243	61	0.00			243				
A-C	632	158	0.00			632				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	0.00	627	0.403	254	1.1	0.7	9.912	A
B-A	36	9	0.00	371	0.097	36	0.2	0.1	11.087	B
C-AB	18	5	0.00	787	0.023	18	0.0	0.0	4.931	A
C-A	355	89	0.00			355				
A-B	199	50	0.00			199				
A-C	516	129	0.00			516				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	659	0.321	212	0.7	0.5	8.243	A
B-A	30	8	0.00	408	0.074	30	0.1	0.1	9.820	A
C-AB	14	3	0.00	771	0.018	14	0.0	0.0	5.034	A
C-A	299	75	0.00			299				
A-B	166	42	0.00			166				
A-C	432	108	0.00			432				

D12 - 2036 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	Stream B-A	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	779	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	211	100.000
C - Whitwick Road (S)		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	317	462
	B - A50 EB Off/On Slip	12	0	199
	C - Whitwick Road (S)	421	27	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	2	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	8.98	0.5	A	183	274
B-A	0.04	11.23	0.0	B	11	17
C-AB	0.08	4.81	0.2	A	49	74
C-A					362	543
A-B					291	436
A-C					424	636

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	0.00	688	0.218	149	0.0	0.3	6.728	A
B-A	9	2	0.00	414	0.022	9	0.0	0.0	8.883	A
C-AB	34	9	0.00	782	0.044	34	0.0	0.1	4.810	A
C-A	303	76	0.00			303				
A-B	239	60	0.00			239				
A-C	348	87	0.00			348				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	0.00	661	0.271	179	0.3	0.4	7.533	A
B-A	11	3	0.00	381	0.028	11	0.0	0.0	9.732	A
C-AB	46	12	0.00	801	0.058	46	0.1	0.1	4.771	A
C-A	357	89	0.00			357				
A-B	285	71	0.00			285				
A-C	415	104	0.00			415				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	0.00	624	0.351	218	0.4	0.5	8.952	A
B-A	13	3	0.00	334	0.040	13	0.0	0.0	11.228	B
C-AB	68	17	0.00	830	0.081	67	0.1	0.2	4.721	A
C-A	426	106	0.00			426				
A-B	349	87	0.00			349				
A-C	509	127	0.00			509				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	0.00	624	0.351	219	0.5	0.5	8.983	A
B-A	13	3	0.00	334	0.040	13	0.0	0.0	11.233	B
C-AB	68	17	0.00	830	0.082	68	0.2	0.2	4.726	A
C-A	426	106	0.00			426				
A-B	349	87	0.00			349				
A-C	509	127	0.00			509				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	0.00	661	0.271	180	0.5	0.4	7.559	A
B-A	11	3	0.00	381	0.028	11	0.0	0.0	9.737	A
C-AB	46	12	0.00	801	0.058	47	0.2	0.1	4.773	A
C-A	356	89	0.00			356				
A-B	285	71	0.00			285				
A-C	415	104	0.00			415				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	0.00	688	0.218	150	0.4	0.3	6.767	A
B-A	9	2	0.00	414	0.022	9	0.0	0.0	8.890	A
C-AB	34	9	0.00	782	0.044	34	0.1	0.1	4.814	A
C-A	303	76	0.00			303				
A-B	239	60	0.00			239				
A-C	348	87	0.00			348				

D13 - 2036 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	3.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Stream B-C	3.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	985	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	313	100.000
C - Whitwick Road (S)		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	274	711
	B - A50 EB Off/On Slip	40	0	273
	C - Whitwick Road (S)	390	11	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	7	4
	B - A50 EB Off/On Slip	3	0	3
	C - Whitwick Road (S)	2	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.57	16.28	1.3	C	251	376
B-A	0.16	16.41	0.2	C	37	55
C-AB	0.04	5.32	0.1	A	20	30
C-A					348	522
A-B					251	377
A-C					652	979

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	623	0.330	204	0.0	0.5	8.816	A
B-A	30	8	0.00	379	0.079	30	0.0	0.1	10.597	B
C-AB	14	3	0.00	732	0.019	14	0.0	0.0	5.316	A
C-A	288	72	0.00			288				
A-B	206	52	0.00			206				
A-C	535	134	0.00			535				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	245	61	0.00	583	0.421	244	0.5	0.7	10.908	B
B-A	36	9	0.00	336	0.107	36	0.1	0.1	12.332	B
C-AB	19	5	0.00	742	0.025	19	0.0	0.0	5.265	A
C-A	342	85	0.00			342				
A-B	246	62	0.00			246				
A-C	639	160	0.00			639				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	301	75	0.00	528	0.569	298	0.7	1.3	15.967	C
B-A	44	11	0.00	270	0.163	44	0.1	0.2	16.331	C
C-AB	28	7	0.00	760	0.037	28	0.0	0.1	5.173	A
C-A	414	103	0.00			414				
A-B	302	75	0.00			302				
A-C	783	196	0.00			783				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	301	75	0.00	528	0.569	300	1.3	1.3	16.275	C
B-A	44	11	0.00	270	0.163	44	0.2	0.2	16.414	C
C-AB	28	7	0.00	760	0.037	28	0.1	0.1	5.163	A
C-A	414	103	0.00			414				
A-B	302	75	0.00			302				
A-C	783	196	0.00			783				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	245	61	0.00	583	0.421	248	1.3	0.8	11.124	B
B-A	36	9	0.00	336	0.107	36	0.2	0.1	12.378	B
C-AB	19	5	0.00	742	0.025	19	0.1	0.0	5.235	A
C-A	342	85	0.00			342				
A-B	246	62	0.00			246				
A-C	639	160	0.00			639				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	623	0.330	207	0.8	0.5	8.934	A
B-A	30	8	0.00	379	0.079	30	0.1	0.1	10.630	B
C-AB	14	3	0.00	732	0.019	14	0.0	0.0	5.303	A
C-A	288	72	0.00			288				
A-B	206	52	0.00			206				
A-C	535	134	0.00			535				

D14 - 2036 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 EB Off/On Slip	T-Junction	Two-way	Two-way	Two-way	1.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-A	1.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	955	100.000
B - A50 EB Off/On Slip		ONE HOUR	✓	196	100.000
C - Whitwick Road (S)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	391	564
	B - A50 EB Off/On Slip	9	0	187
	C - Whitwick Road (S)	390	27	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Whitwick Road (N)	B - A50 EB Off/On Slip	C - Whitwick Road (S)
From	A - Whitwick Road (N)	0	7	0
	B - A50 EB Off/On Slip	0	0	1
	C - Whitwick Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	9.66	0.5	A	172	257
B-A	0.03	12.32	0.0	B	8	12
C-AB	0.09	5.16	0.2	A	49	74
C-A					333	500
A-B					359	538
A-C					518	776

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	0.00	660	0.213	140	0.0	0.3	6.977	A
B-A	7	2	0.00	392	0.017	7	0.0	0.0	9.334	A
C-AB	34	8	0.00	737	0.046	34	0.0	0.1	5.116	A
C-A	280	70	0.00			280				
A-B	294	74	0.00			294				
A-C	425	106	0.00			425				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	627	0.268	168	0.3	0.4	7.906	A
B-A	8	2	0.00	355	0.023	8	0.0	0.0	10.382	B
C-AB	46	11	0.00	748	0.061	46	0.1	0.1	5.130	A
C-A	329	82	0.00			329				
A-B	352	88	0.00			352				
A-C	507	127	0.00			507				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	582	0.354	205	0.4	0.5	9.625	A
B-A	10	2	0.00	302	0.033	10	0.0	0.0	12.311	B
C-AB	68	17	0.00	766	0.089	68	0.1	0.2	5.152	A
C-A	391	98	0.00			391				
A-B	430	108	0.00			430				
A-C	621	155	0.00			621				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	582	0.354	206	0.5	0.5	9.661	A
B-A	10	2	0.00	302	0.033	10	0.0	0.0	12.317	B
C-AB	68	17	0.00	767	0.089	68	0.2	0.2	5.156	A
C-A	391	98	0.00			391				
A-B	430	108	0.00			430				
A-C	621	155	0.00			621				

17:45 - 18:00

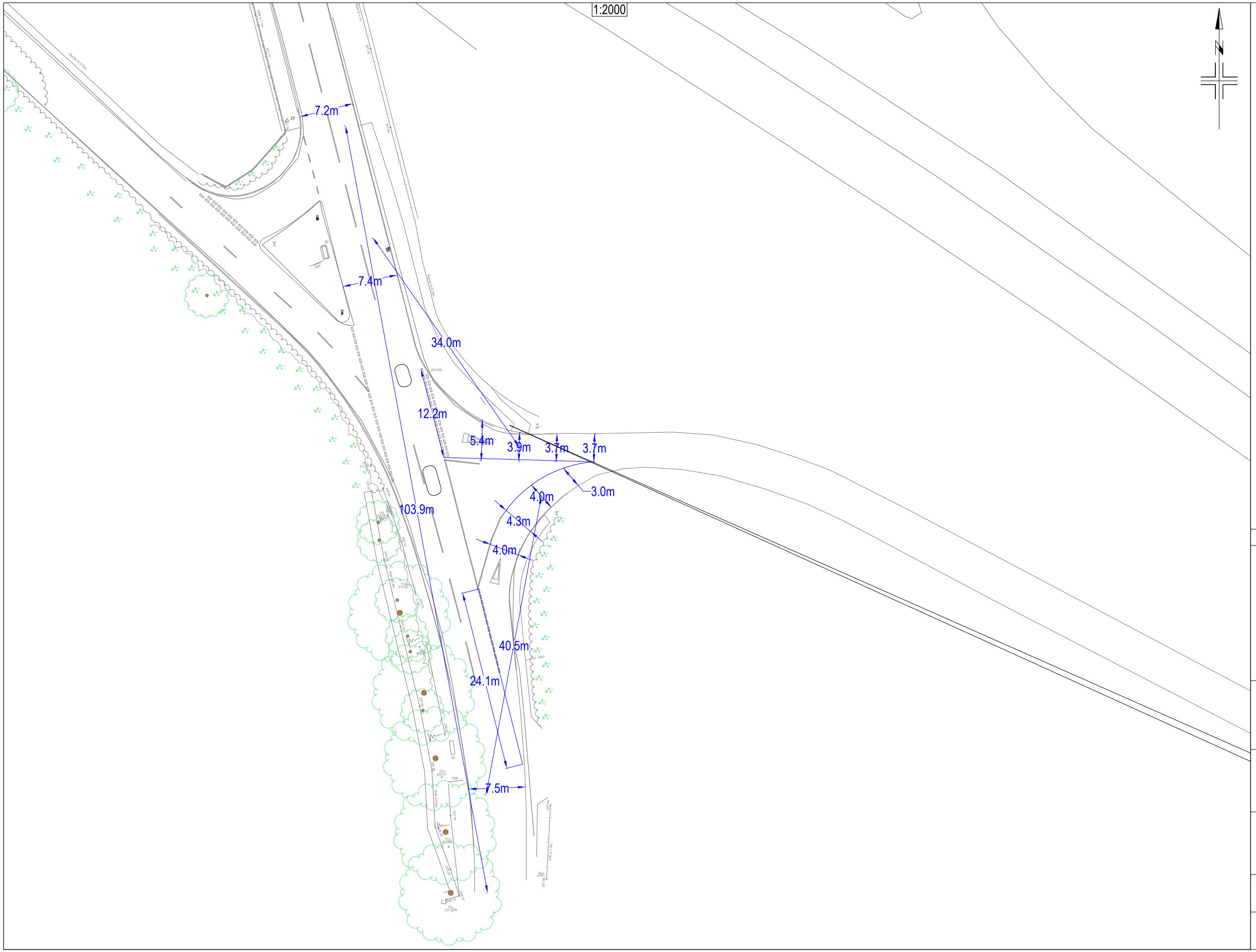
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	627	0.268	169	0.5	0.4	7.943	A
B-A	8	2	0.00	355	0.023	8	0.0	0.0	10.390	B
C-AB	46	11	0.00	748	0.061	46	0.2	0.1	5.133	A
C-A	329	82	0.00			329				
A-B	352	88	0.00			352				
A-C	507	127	0.00			507				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	0.00	660	0.213	141	0.4	0.3	7.019	A
B-A	7	2	0.00	392	0.017	7	0.0	0.0	9.341	A
C-AB	34	8	0.00	737	0.046	34	0.1	0.1	5.121	A
C-A	280	70	0.00			280				
A-B	294	74	0.00			294				
A-C	425	106	0.00			425				

APPENDIX G JUNCTIONS 11 OUTPUT - WHITWICK ROAD/A50 WB OFF-SLIP/A50 WB ON-SLIP PRIORITY JUNCTION

1:2000



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

REV	DESCRIPTION	DATE	BY	AUTH

RIDGE

Ridge and Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
CADDICK DEVELOPMENTS LIMITED

PROJECT
LAND AT JUNCTION 22 OF THE M1
CLIFFE HILL FARM

TITLE
WHITWICK ROAD/A50 WB OFF-SLIP JUNCTIONS 11 DIMENSIONS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:500	A3	06.03.26

PROJECT NO.	DRAWING NO.	REV
T22523	APP G	-

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.2.2449
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Filename: T22523 Whitwick Road-A50 WB Off Slip-A50 WB On Slip Junction.j11
Path: C:\Users\MarkFleming\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2022\T22523 Markfield B8 \Junction Assessments\Picady
Report generation date: 05/06/2026 07:01:20

»D1 - 2025 | Baseline | AM
»D2 - 2025 | Baseline | PM
»D3 - 2028 | Future Base | AM
»D4 - 2028 | Future Base | PM
»D5 - 2028 | Future Base + Proposed Development | AM
»D6 - 2028 | Future Base + Proposed Development | PM
»D7 - 2030 | Future Base | AM
»D8 - 2030 | Future Base | PM
»D9 - 2030 | Future Base + Proposed Development | AM
»D10 - 2030 | Future Base + Proposed Development | PM
»D11 - 2036 | Future Base | AM
»D12 - 2036 | Future Base | PM
»D13 - 2036 | Future Base + Proposed Development | AM
»D14 - 2036 | Future Base + Proposed Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2025 - Baseline													
Stream B-C	D1	0.0	6.35	0.00	A	4.73	49 % [Stream B-AD]	D2	0.0	6.33	0.00	A	7.74	30 % [Stream B-AD]
Stream B-AD		0.8	14.38	0.45	B				1.4	17.27	0.58	C		
Stream A-BCD		0.2	6.02	0.11	A				0.1	6.07	0.07	A		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - Future Base													
Stream B-C	D3	0.0	0.00	0.00	A	4.68	25 % [Stream A-BCD]	D4	0.0	0.00	0.00	A	1.48	89 % [Stream A-BCD]
Stream B-AD		0.1	11.97	0.07	B				0.1	10.37	0.11	B		
Stream A-BCD		2.4	11.13	0.61	B				0.6	6.25	0.26	A		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - Future Base + Proposed Development													
Stream B-C	D5	0.0	0.00	0.00	A	58.06	-10 % [Stream A-BCD]	D6	0.0	0.00	0.00	A	4.29	24 % [Stream A-BCD]
Stream B-AD		0.1	12.27	0.11	B				0.1	11.08	0.13	B		
Stream A-BCD		25.6	101.15	1.00	F				2.4	11.06	0.60	B		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2030 - Future Base													
Stream B-C	D7	0.0	0.00	0.00	A	6.42	14 % [Stream A-BCD]	D8	0.0	0.00	0.00	A	2.75	39 % [Stream A-BCD]
Stream B-AD		0.1	12.67	0.11	B				0.2	11.49	0.15	B		
Stream A-BCD		3.6	14.45	0.70	B				1.5	8.60	0.47	A		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2030 - Future Base + Proposed Development													
Stream B-C	D9	0.0	0.00	0.00	A	128.02	-18 % [Stream A-BCD]	D10	0.0	0.00	0.00	A	7.71	8 % [Stream A-BCD]
Stream B-AD		0.2	13.48	0.12	B				0.2	12.31	0.17	B		
Stream A-BCD		59.0	213.10	1.11	F				4.7	18.11	0.75	C		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2036 - Future Base													
Stream B-C	D11	0.0	0.00	0.00	A	70.99	-11 % [Stream A-BCD]	D12	0.0	0.00	0.00	A	4.06	21 % [Stream A-BCD]
Stream B-AD		0.2	14.37	0.13	B				0.2	12.56	0.17	B		
Stream A-BCD		35.9	129.43	1.04	F				2.6	11.36	0.61	B		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2036 - Future Base + Proposed Development													
Stream B-C	D13	0.0	0.00	0.00	A	386.42	-28 % [Stream A-BCD]	D14	0.0	0.00	0.00	A	20.32	-2 % [Stream A-BCD]
Stream B-AD		0.2	16.08	0.14	C				0.2	13.37	0.18	B		
Stream A-BCD		146.6	616.46	1.30	F				12.2	43.86	0.91	E		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

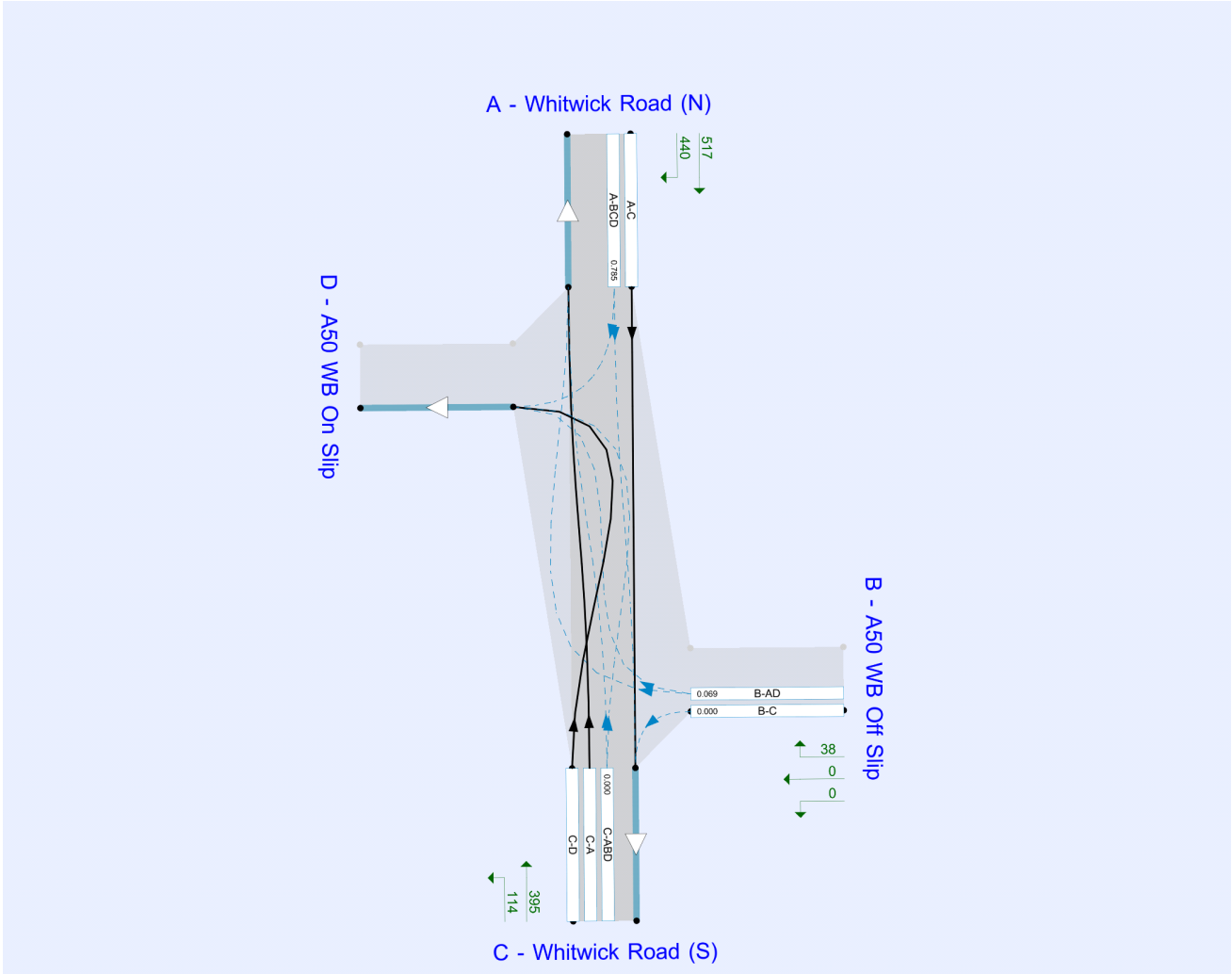
File summary

File Description

Title	Whitwick Road/A50 Off Slip/A50 On Slip
Location	Markfield
Site number	
Date	03/03/2026
Version	
Status	(new file)
Identifier	
Client	Caddick Developments Ltd
Jobnumber	T22523
Enumerator	DB
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2025 | Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	4.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	49	Stream B-AD	4.73	A

Arms

Arms

Arm	Name	Description	Arm type
A	Whitwick Road (N)		Major
B	A50 WB Off Slip		Minor
C	Whitwick Road (S)		Major
D	A50 WB On Slip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Whitwick Road (N)	7.30			104.0	✓	0.00
C - Whitwick Road (S)	7.45			0.0	✓	0.00

Major Arm Geometry Notes

Arm	Notes
A - Whitwick Road (N)	
C - Whitwick Road (S)	Visibility along Arm A for right turning traffic not applicable due to Arm B being an entry only

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - A50 WB Off Slip	Two lanes		4.06	4.26	41	36
D - A50 WB On Slip						

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	634	-	-	-	0.232	0.232	0.232	-	0.232	-	-
B-AD	573	0.098	0.247	-	-	-	0.155	0.353	0.155	0.098	0.247
B-C	715	0.103	0.260	-	-	-	-	-	-	0.103	0.260
C-B	574	0.208	0.208	-	-	-	-	-	-	0.208	0.208
D-A	574	-	-	-	0.210	0.083	0.210	-	0.083	-	-
D-BC	440	0.120	0.120	0.273	0.191	0.076	0.191	-	0.076	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	295	100.000
B - A50 WB Off Slip		ONE HOUR	✓	197	100.000
C - Whitwick Road (S)		ONE HOUR	✓	189	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	250	45
	B - A50 WB Off Slip	195	0	2	0
	C - Whitwick Road (S)	137	0	0	52
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.85	0.15
	B - A50 WB Off Slip	0.99	0.00	0.01	0.00
	C - Whitwick Road (S)	0.72	0.00	0.00	0.28
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	3	11
	B - A50 WB Off Slip	3	0	0	0
	C - Whitwick Road (S)	1	0	0	4
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.030	1.110
	B - A50 WB Off Slip	1.030	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.040
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	222	222
	B - A50 WB Off Slip	148	148
	C - Whitwick Road (S)	142	142
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	265	265
	B - A50 WB Off Slip	177	177
	C - Whitwick Road (S)	170	170
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	325	325
	B - A50 WB Off Slip	217	217
	C - Whitwick Road (S)	208	208
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	325	325
	B - A50 WB Off Slip	217	217
	C - Whitwick Road (S)	208	208
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	265	265
	B - A50 WB Off Slip	177	177
	C - Whitwick Road (S)	170	170
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	222	222
	B - A50 WB Off Slip	148	148
	C - Whitwick Road (S)	142	142
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	6.35	0.0	A	2	3
B-AD	0.45	14.38	0.8	B	179	268
A-BCD	0.11	6.02	0.2	A	62	93
A-B					0	0
A-C					209	313
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					48	72
C-A					126	189

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	618	0.002	1	0.0	0.0	5.840	A
B-AD	147	37	0.00	504	0.291	145	0.0	0.4	10.283	B
A-BCD	46	12	0.00	696	0.067	46	0.0	0.1	6.019	A
A-B	0	0	0.00			0				
A-C	176	44	0.00			176				
D-ABC	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
C-D	39	10	0.00			39				
C-A	103	26	0.00			103				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	598	0.003	2	0.0	0.0	6.041	A
B-AD	175	44	0.00	491	0.357	175	0.4	0.6	11.708	B
A-BCD	59	15	0.00	709	0.084	59	0.1	0.2	6.011	A
A-B	0	0	0.00			0				
A-C	206	51	0.00			206				
D-ABC	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	527	0.000	0	0.0	0.0	0.000	A
C-D	47	12	0.00			47				
C-A	123	31	0.00			123				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	570	0.004	2	0.0	0.0	6.341	A
B-AD	215	54	0.00	472	0.455	214	0.6	0.8	14.266	B
A-BCD	80	20	0.00	729	0.110	80	0.2	0.2	5.994	A
A-B	0	0	0.00			0				
A-C	245	61	0.00			245				
D-ABC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-D	57	14	0.00			57				
C-A	151	38	0.00			151				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	569	0.004	2	0.0	0.0	6.346	A
B-AD	215	54	0.00	472	0.455	215	0.8	0.8	14.383	B
A-BCD	80	20	0.00	729	0.110	80	0.2	0.2	5.987	A
A-B	0	0	0.00			0				
A-C	245	61	0.00			245				
D-ABC	0	0	0.00	386	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-D	57	14	0.00			57				
C-A	151	38	0.00			151				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	597	0.003	2	0.0	0.0	6.047	A
B-AD	175	44	0.00	491	0.357	176	0.8	0.6	11.835	B
A-BCD	59	15	0.00	709	0.084	60	0.2	0.2	5.991	A
A-B	0	0	0.00			0				
A-C	206	51	0.00			206				
D-ABC	0	0	0.00	407	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	527	0.000	0	0.0	0.0	0.000	A
C-D	47	12	0.00			47				
C-A	123	31	0.00			123				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	617	0.002	2	0.0	0.0	5.850	A
B-AD	147	37	0.00	504	0.291	147	0.6	0.4	10.415	B
A-BCD	47	12	0.00	696	0.067	47	0.2	0.1	6.020	A
A-B	0	0	0.00			0				
A-C	175	44	0.00			175				
D-ABC	0	0	0.00	422	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
C-D	39	10	0.00			39				
C-A	103	26	0.00			103				

D2 - 2025 | Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	7.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Stream B-AD	7.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	188	100.000
B - A50 WB Off Slip		ONE HOUR	✓	268	100.000
C - Whitwick Road (S)		ONE HOUR	✓	172	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	156	32
	B - A50 WB Off Slip	266	0	2	0
	C - Whitwick Road (S)	110	0	0	62
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.83	0.17
	B - A50 WB Off Slip	0.99	0.00	0.01	0.00
	C - Whitwick Road (S)	0.64	0.00	0.00	0.36
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	1	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.010	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	142	142
	B - A50 WB Off Slip	202	202
	C - Whitwick Road (S)	129	129
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	169	169
	B - A50 WB Off Slip	241	241
	C - Whitwick Road (S)	155	155
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	207	207
	B - A50 WB Off Slip	295	295
	C - Whitwick Road (S)	189	189
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	207	207
	B - A50 WB Off Slip	295	295
	C - Whitwick Road (S)	189	189
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	169	169
	B - A50 WB Off Slip	241	241
	C - Whitwick Road (S)	155	155
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	142	142
	B - A50 WB Off Slip	202	202
	C - Whitwick Road (S)	129	129
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	6.33	0.0	A	2	3
B-AD	0.58	17.27	1.4	C	244	366
A-BCD	0.07	6.07	0.1	A	38	57
A-B					0	0
A-C					134	201
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					57	85
C-A					101	151

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	619	0.002	1	0.0	0.0	5.826	A
B-AD	200	50	0.00	524	0.382	198	0.0	0.6	10.971	B
A-BCD	30	7	0.00	639	0.046	29	0.0	0.1	5.916	A
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				
D-ABC	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-D	47	12	0.00			47				
C-A	83	21	0.00			83				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	599	0.003	2	0.0	0.0	6.026	A
B-AD	239	60	0.00	514	0.465	238	0.6	0.8	13.001	B
A-BCD	37	9	0.00	640	0.058	37	0.1	0.1	5.979	A
A-B	0	0	0.00			0				
A-C	132	33	0.00			132				
D-ABC	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
C-D	56	14	0.00			56				
C-A	99	25	0.00			99				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	571	0.004	2	0.0	0.0	6.323	A
B-AD	293	73	0.00	501	0.585	291	0.8	1.4	16.972	C
A-BCD	48	12	0.00	644	0.075	48	0.1	0.1	6.062	A
A-B	0	0	0.00			0				
A-C	159	40	0.00			159				
D-ABC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
C-D	68	17	0.00			68				
C-A	121	30	0.00			121				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.55	0.00	571	0.004	2	0.0	0.0	6.331	A
B-AD	293	73	0.00	501	0.585	293	1.4	1.4	17.274	C
A-BCD	48	12	0.00	643	0.075	48	0.1	0.1	6.068	A
A-B	0	0	0.00			0				
A-C	159	40	0.00			159				
D-ABC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
C-D	68	17	0.00			68				
C-A	121	30	0.00			121				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.45	0.00	598	0.003	2	0.0	0.0	6.039	A
B-AD	239	60	0.00	514	0.465	241	1.4	0.9	13.282	B
A-BCD	37	9	0.00	640	0.058	37	0.1	0.1	5.990	A
A-B	0	0	0.00			0				
A-C	132	33	0.00			132				
D-ABC	0	0	0.00	407	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
C-D	56	14	0.00			56				
C-A	99	25	0.00			99				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.38	0.00	618	0.002	2	0.0	0.0	5.840	A
B-AD	200	50	0.00	524	0.382	201	0.9	0.6	11.208	B
A-BCD	30	7	0.00	638	0.046	30	0.1	0.1	5.932	A
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				
D-ABC	0	0	0.00	422	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
C-D	47	12	0.00			47				
C-A	83	21	0.00			83				

D3 - 2028 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	4.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Stream A-BCD	4.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	629	100.000
B - A50 WB Off Slip		ONE HOUR	✓	24	100.000
C - Whitwick Road (S)		ONE HOUR	✓	400	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	415	214
	B - A50 WB Off Slip	24	0	0	0
	C - Whitwick Road (S)	320	0	0	80
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.66	0.34
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.80	0.00	0.00	0.20
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	2	3
	B - A50 WB Off Slip	21	0	0	0
	C - Whitwick Road (S)	1	0	0	3
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.020	1.030
	B - A50 WB Off Slip	1.210	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.030
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	474	474
	B - A50 WB Off Slip	18	18
	C - Whitwick Road (S)	301	301
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	565	565
	B - A50 WB Off Slip	22	22
	C - Whitwick Road (S)	360	360
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	693	693
	B - A50 WB Off Slip	26	26
	C - Whitwick Road (S)	440	440
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	693	693
	B - A50 WB Off Slip	26	26
	C - Whitwick Road (S)	440	440
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	565	565
	B - A50 WB Off Slip	22	22
	C - Whitwick Road (S)	360	360
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	474	474
	B - A50 WB Off Slip	18	18
	C - Whitwick Road (S)	301	301
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.07	11.97	0.1	B	22	33
A-BCD	0.61	11.13	2.4	B	382	573
A-B					0	0
A-C					195	292
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					73	110
C-A					294	440

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	628	0.000	0	0.0	0.0	0.000	A
B-AD	18	5	0.00	449	0.040	18	0.0	0.1	10.105	B
A-BCD	270	67	0.00	775	0.348	267	0.0	0.8	7.244	A
A-B	0	0	0.00			0				
A-C	204	51	0.00			204				
D-ABC	0	0	0.00	382	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
C-D	60	15	0.00			60				
C-A	241	60	0.00			241				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
B-AD	22	5	0.00	424	0.051	22	0.1	0.1	10.811	B
A-BCD	360	90	0.00	807	0.446	358	0.8	1.2	8.262	A
A-B	0	0	0.00			0				
A-C	205	51	0.00			205				
D-ABC	0	0	0.00	357	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
C-D	72	18	0.00			72				
C-A	288	72	0.00			288				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	586	0.000	0	0.0	0.0	0.000	A
B-AD	26	7	0.00	391	0.068	26	0.1	0.1	11.947	B
A-BCD	513	128	0.00	851	0.603	509	1.2	2.3	10.851	B
A-B	0	0	0.00			0				
A-C	179	45	0.00			179				
D-ABC	0	0	0.00	322	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
C-D	88	22	0.00			88				
C-A	352	88	0.00			352				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
B-AD	26	7	0.00	390	0.068	26	0.1	0.1	11.974	B
A-BCD	516	129	0.00	853	0.605	516	2.3	2.4	11.134	B
A-B	0	0	0.00			0				
A-C	177	44	0.00			177				
D-ABC	0	0	0.00	321	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
C-D	88	22	0.00			88				
C-A	352	88	0.00			352				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
B-AD	22	5	0.00	423	0.051	22	0.1	0.1	10.846	B
A-BCD	363	91	0.00	809	0.448	367	2.4	1.3	8.484	A
A-B	0	0	0.00			0				
A-C	203	51	0.00			203				
D-ABC	0	0	0.00	356	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
C-D	72	18	0.00			72				
C-A	288	72	0.00			288				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	627	0.000	0	0.0	0.0	0.000	A
B-AD	18	5	0.00	448	0.040	18	0.1	0.1	10.131	B
A-BCD	272	68	0.00	777	0.350	274	1.3	0.8	7.388	A
A-B	0	0	0.00			0				
A-C	202	50	0.00			202				
D-ABC	0	0	0.00	381	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	508	0.000	0	0.0	0.0	0.000	A
C-D	60	15	0.00			60				
C-A	241	60	0.00			241				

D4 - 2028 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Stream A-BCD	1.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	448	100.000
B - A50 WB Off Slip		ONE HOUR	✓	40	100.000
C - Whitwick Road (S)		ONE HOUR	✓	492	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	357	91
	B - A50 WB Off Slip	40	0	0	0
	C - Whitwick Road (S)	390	0	0	102
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.80	0.20
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.79	0.00	0.00	0.21
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	1	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.010	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	337	337
	B - A50 WB Off Slip	30	30
	C - Whitwick Road (S)	370	370
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	403	403
	B - A50 WB Off Slip	36	36
	C - Whitwick Road (S)	442	442
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	493	493
	B - A50 WB Off Slip	44	44
	C - Whitwick Road (S)	542	542
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	493	493
	B - A50 WB Off Slip	44	44
	C - Whitwick Road (S)	542	542
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	403	403
	B - A50 WB Off Slip	36	36
	C - Whitwick Road (S)	442	442
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	337	337
	B - A50 WB Off Slip	30	30
	C - Whitwick Road (S)	370	370
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.11	10.37	0.1	B	37	55
A-BCD	0.26	6.25	0.6	A	152	227
A-B					0	0
A-C					260	389
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					94	140
C-A					358	537

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	635	0.000	0	0.0	0.0	0.000	A
B-AD	30	8	0.00	449	0.067	30	0.0	0.1	8.588	A
A-BCD	108	27	0.00	729	0.149	107	0.0	0.3	5.808	A
A-B	0	0	0.00			0				
A-C	229	57	0.00			229				
D-ABC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-D	77	19	0.00			77				
C-A	294	73	0.00			294				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
B-AD	36	9	0.00	425	0.085	36	0.1	0.1	9.258	A
A-BCD	143	36	0.00	751	0.191	143	0.3	0.4	5.950	A
A-B	0	0	0.00			0				
A-C	259	65	0.00			259				
D-ABC	0	0	0.00	369	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-D	92	23	0.00			92				
C-A	351	88	0.00			351				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
B-AD	44	11	0.00	391	0.113	44	0.1	0.1	10.355	B
A-BCD	202	51	0.00	783	0.258	201	0.4	0.6	6.228	A
A-B	0	0	0.00			0				
A-C	291	73	0.00			291				
D-ABC	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-D	112	28	0.00			112				
C-A	429	107	0.00			429				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
B-AD	44	11	0.00	391	0.113	44	0.1	0.1	10.370	B
A-BCD	203	51	0.00	783	0.259	203	0.6	0.6	6.248	A
A-B	0	0	0.00			0				
A-C	291	73	0.00			291				
D-ABC	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-D	112	28	0.00			112				
C-A	429	107	0.00			429				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	618	0.000	0	0.0	0.0	0.000	A
B-AD	36	9	0.00	424	0.085	36	0.1	0.1	9.274	A
A-BCD	144	36	0.00	752	0.191	145	0.6	0.4	5.977	A
A-B	0	0	0.00			0				
A-C	259	65	0.00			259				
D-ABC	0	0	0.00	369	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-D	92	23	0.00			92				
C-A	351	88	0.00			351				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	634	0.000	0	0.0	0.0	0.000	A
B-AD	30	8	0.00	449	0.067	30	0.1	0.1	8.605	A
A-BCD	109	27	0.00	730	0.149	109	0.4	0.3	5.841	A
A-B	0	0	0.00			0				
A-C	228	57	0.00			228				
D-ABC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-D	77	19	0.00			77				
C-A	294	73	0.00			294				

D5 - 2028 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	58.06	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	Stream A-BCD	58.06	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	779	100.000
B - A50 WB Off Slip		ONE HOUR	✓	38	100.000
C - Whitwick Road (S)		ONE HOUR	✓	416	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	434	345
	B - A50 WB Off Slip	38	0	0	0
	C - Whitwick Road (S)	324	0	0	92
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.56	0.44
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.78	0.00	0.00	0.22
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
	A - Whitwick Road (N)	0	0	2	14
	B - A50 WB Off Slip	13	0	0	0
	C - Whitwick Road (S)	1	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

	To				
From		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
	A - Whitwick Road (N)	1.000	1.000	1.020	1.140
	B - A50 WB Off Slip	1.130	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	586	586
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	313	313
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	700	700
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	374	374
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	858	858
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	458	458
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	858	858
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	458	458
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	700	700
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	374	374
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	586	586
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	313	313
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.11	12.27	0.1	B	35	52
A-BCD	1.00	101.15	25.6	F	645	968
A-B					0	0
A-C					70	104
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					84	127
C-A					297	446

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	443	0.065	28	0.0	0.1	9.794	A
A-BCD	447	112	0.00	781	0.572	439	0.0	1.9	11.326	B
A-B	0	0	0.00			0				
A-C	140	35	0.00			140				
D-ABC	0	0	0.00	355	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
C-D	69	17	0.00			69				
C-A	244	61	0.00			244				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	417	0.082	34	0.1	0.1	10.608	B
A-BCD	601	150	0.00	815	0.738	593	1.9	4.0	17.709	C
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				
D-ABC	0	0	0.00	322	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-D	83	21	0.00			83				
C-A	291	73	0.00			291				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	382	0.110	42	0.1	0.1	11.962	B
A-BCD	858	214	0.00	858	1.000	800	4.0	18.4	57.682	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	274	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
C-D	101	25	0.00			101				
C-A	357	89	0.00			357				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	373	0.112	42	0.1	0.1	12.269	B
A-BCD	858	214	0.00	859	0.999	829	18.4	25.6	101.146	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	263	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
C-D	101	25	0.00			101				
C-A	357	89	0.00			357				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	586	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	404	0.085	34	0.1	0.1	11.002	B
A-BCD	652	163	0.00	853	0.765	732	25.6	5.7	48.314	E
A-B	0	0	0.00			0				
A-C	48	12	0.00			48				
D-ABC	0	0	0.00	306	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	481	0.000	0	0.0	0.0	0.000	A
C-D	83	21	0.00			83				
C-A	291	73	0.00			291				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	617	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	440	0.065	29	0.1	0.1	9.884	A
A-BCD	456	114	0.00	789	0.578	470	5.7	2.1	12.764	B
A-B	0	0	0.00			0				
A-C	131	33	0.00			131				
D-ABC	0	0	0.00	351	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
C-D	69	17	0.00			69				
C-A	244	61	0.00			244				

D6 - 2028 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	4.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream A-BCD	4.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	624	100.000
B - A50 WB Off Slip		ONE HOUR	✓	44	100.000
C - Whitwick Road (S)		ONE HOUR	✓	483	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	425	199
	B - A50 WB Off Slip	44	0	0	0
	C - Whitwick Road (S)	375	0	0	108
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.68	0.32
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.78	0.00	0.00	0.22
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	4	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.040	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	470	470
	B - A50 WB Off Slip	33	33
	C - Whitwick Road (S)	364	364
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	561	561
	B - A50 WB Off Slip	40	40
	C - Whitwick Road (S)	434	434
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	687	687
	B - A50 WB Off Slip	48	48
	C - Whitwick Road (S)	532	532
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	687	687
	B - A50 WB Off Slip	48	48
	C - Whitwick Road (S)	532	532
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	561	561
	B - A50 WB Off Slip	40	40
	C - Whitwick Road (S)	434	434
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	470	470
	B - A50 WB Off Slip	33	33
	C - Whitwick Road (S)	364	364
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.13	11.08	0.1	B	40	61
A-BCD	0.60	11.06	2.4	B	369	554
A-B					0	0
A-C					204	305
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					99	149
C-A					344	516

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
B-AD	33	8	0.00	437	0.076	33	0.0	0.1	8.895	A
A-BCD	257	64	0.00	766	0.336	254	0.0	0.7	7.138	A
A-B	0	0	0.00			0				
A-C	212	53	0.00			212				
D-ABC	0	0	0.00	370	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-D	81	20	0.00			81				
C-A	282	71	0.00			282				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	601	0.000	0	0.0	0.0	0.000	A
B-AD	40	10	0.00	411	0.096	39	0.1	0.1	9.698	A
A-BCD	346	87	0.00	796	0.435	344	0.7	1.2	8.134	A
A-B	0	0	0.00			0				
A-C	215	54	0.00			215				
D-ABC	0	0	0.00	343	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
C-D	97	24	0.00			97				
C-A	337	84	0.00			337				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
B-AD	48	12	0.00	374	0.130	48	0.1	0.1	11.048	B
A-BCD	500	125	0.00	839	0.596	495	1.2	2.3	10.731	B
A-B	0	0	0.00			0				
A-C	187	47	0.00			187				
D-ABC	0	0	0.00	304	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
C-D	119	30	0.00			119				
C-A	413	103	0.00			413				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
B-AD	48	12	0.00	373	0.130	48	0.1	0.1	11.083	B
A-BCD	503	126	0.00	841	0.597	502	2.3	2.4	11.057	B
A-B	0	0	0.00			0				
A-C	184	46	0.00			184				
D-ABC	0	0	0.00	303	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
C-D	119	30	0.00			119				
C-A	413	103	0.00			413				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
B-AD	40	10	0.00	410	0.097	40	0.1	0.1	9.739	A
A-BCD	349	87	0.00	799	0.437	353	2.4	1.2	8.408	A
A-B	0	0	0.00			0				
A-C	212	53	0.00			212				
D-ABC	0	0	0.00	342	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
C-D	97	24	0.00			97				
C-A	337	84	0.00			337				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
B-AD	33	8	0.00	437	0.076	33	0.1	0.1	8.926	A
A-BCD	259	65	0.00	767	0.338	261	1.2	0.8	7.299	A
A-B	0	0	0.00			0				
A-C	210	53	0.00			210				
D-ABC	0	0	0.00	370	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-D	81	20	0.00			81				
C-A	282	71	0.00			282				

D7 - 2030 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	6.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream A-BCD	6.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	685	100.000
B - A50 WB Off Slip		ONE HOUR	✓	38	100.000
C - Whitwick Road (S)		ONE HOUR	✓	445	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	453	232
	B - A50 WB Off Slip	38	0	0	0
	C - Whitwick Road (S)	354	0	0	91
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.66	0.34
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.80	0.00	0.00	0.20
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	2	3
	B - A50 WB Off Slip	16	0	0	0
	C - Whitwick Road (S)	1	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.020	1.030
	B - A50 WB Off Slip	1.160	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	516	516
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	335	335
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	616	616
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	400	400
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	754	754
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	490	490
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	754	754
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	490	490
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	616	616
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	400	400
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	516	516
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	335	335
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.11	12.67	0.1	B	35	52
A-BCD	0.70	14.45	3.6	B	446	668
A-B					0	0
A-C					183	274
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					84	125
C-A					325	487

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	436	0.066	28	0.0	0.1	10.232	B
A-BCD	308	77	0.00	787	0.392	305	0.0	0.9	7.635	A
A-B	0	0	0.00			0				
A-C	207	52	0.00			207				
D-ABC	0	0	0.00	368	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
C-D	69	17	0.00			69				
C-A	267	67	0.00			267				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	410	0.083	34	0.1	0.1	11.119	B
A-BCD	417	104	0.00	821	0.507	414	0.9	1.6	9.109	A
A-B	0	0	0.00			0				
A-C	199	50	0.00			199				
D-ABC	0	0	0.00	340	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-D	82	20	0.00			82				
C-A	318	80	0.00			318				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	373	0.112	42	0.1	0.1	12.611	B
A-BCD	605	151	0.00	870	0.696	598	1.6	3.5	13.645	B
A-B	0	0	0.00			0				
A-C	149	37	0.00			149				
D-ABC	0	0	0.00	300	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	469	0.000	0	0.0	0.0	0.000	A
C-D	100	25	0.00			100				
C-A	390	97	0.00			390				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	371	0.113	42	0.1	0.1	12.670	B
A-BCD	611	153	0.00	874	0.699	610	3.5	3.6	14.445	B
A-B	0	0	0.00			0				
A-C	144	36	0.00			144				
D-ABC	0	0	0.00	298	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-D	100	25	0.00			100				
C-A	390	97	0.00			390				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	408	0.084	34	0.1	0.1	11.184	B
A-BCD	422	105	0.00	826	0.511	429	3.6	1.7	9.584	A
A-B	0	0	0.00			0				
A-C	194	49	0.00			194				
D-ABC	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-D	82	20	0.00			82				
C-A	318	80	0.00			318				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	436	0.066	29	0.1	0.1	10.267	B
A-BCD	311	78	0.00	789	0.394	314	1.7	1.0	7.852	A
A-B	0	0	0.00			0				
A-C	205	51	0.00			205				
D-ABC	0	0	0.00	367	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-D	69	17	0.00			69				
C-A	267	67	0.00			267				

D8 - 2030 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	2.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream A-BCD	2.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	552	100.000
B - A50 WB Off Slip		ONE HOUR	✓	50	100.000
C - Whitwick Road (S)		ONE HOUR	✓	557	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	398	154
	B - A50 WB Off Slip	50	0	0	0
	C - Whitwick Road (S)	435	0	0	122
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.72	0.28
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.78	0.00	0.00	0.22
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	1	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.010	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	416	416
	B - A50 WB Off Slip	38	38
	C - Whitwick Road (S)	419	419
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	496	496
	B - A50 WB Off Slip	45	45
	C - Whitwick Road (S)	501	501
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	608	608
	B - A50 WB Off Slip	55	55
	C - Whitwick Road (S)	613	613
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	608	608
	B - A50 WB Off Slip	55	55
	C - Whitwick Road (S)	613	613
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	496	496
	B - A50 WB Off Slip	45	45
	C - Whitwick Road (S)	501	501
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	416	416
	B - A50 WB Off Slip	38	38
	C - Whitwick Road (S)	419	419
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.15	11.49	0.2	B	46	69
A-BCD	0.47	8.60	1.5	A	278	418
A-B					0	0
A-C					228	342
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					112	168
C-A					399	599

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	624	0.000	0	0.0	0.0	0.000	A
B-AD	38	9	0.00	434	0.087	37	0.0	0.1	9.076	A
A-BCD	195	49	0.00	740	0.263	193	0.0	0.5	6.596	A
A-B	0	0	0.00			0				
A-C	221	55	0.00			221				
D-ABC	0	0	0.00	368	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
C-D	92	23	0.00			92				
C-A	327	82	0.00			327				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	605	0.000	0	0.0	0.0	0.000	A
B-AD	45	11	0.00	406	0.111	45	0.1	0.1	9.955	A
A-BCD	261	65	0.00	765	0.342	260	0.5	0.8	7.180	A
A-B	0	0	0.00			0				
A-C	235	59	0.00			235				
D-ABC	0	0	0.00	341	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-D	110	27	0.00			110				
C-A	391	98	0.00			391				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
B-AD	55	14	0.00	369	0.149	55	0.1	0.2	11.459	B
A-BCD	377	94	0.00	802	0.470	374	0.8	1.4	8.498	A
A-B	0	0	0.00			0				
A-C	231	58	0.00			231				
D-ABC	0	0	0.00	303	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-D	134	34	0.00			134				
C-A	479	120	0.00			479				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
B-AD	55	14	0.00	368	0.149	55	0.2	0.2	11.488	B
A-BCD	378	95	0.00	803	0.471	378	1.4	1.5	8.604	A
A-B	0	0	0.00			0				
A-C	230	57	0.00			230				
D-ABC	0	0	0.00	302	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-D	134	34	0.00			134				
C-A	479	120	0.00			479				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	604	0.000	0	0.0	0.0	0.000	A
B-AD	45	11	0.00	406	0.111	45	0.2	0.1	9.988	A
A-BCD	263	66	0.00	767	0.343	265	1.5	0.8	7.290	A
A-B	0	0	0.00			0				
A-C	233	58	0.00			233				
D-ABC	0	0	0.00	341	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-D	110	27	0.00			110				
C-A	391	98	0.00			391				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
B-AD	38	9	0.00	433	0.087	38	0.1	0.1	9.107	A
A-BCD	196	49	0.00	741	0.265	197	0.8	0.6	6.685	A
A-B	0	0	0.00			0				
A-C	219	55	0.00			219				
D-ABC	0	0	0.00	368	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
C-D	92	23	0.00			92				
C-A	327	82	0.00			327				

D9 - 2030 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	128.02	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-18	Stream A-BCD	128.02	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	840	100.000
B - A50 WB Off Slip		ONE HOUR	✓	38	100.000
C - Whitwick Road (S)		ONE HOUR	✓	454	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	458	382
	B - A50 WB Off Slip	38	0	0	0
	C - Whitwick Road (S)	358	0	0	96
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.55	0.45
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.79	0.00	0.00	0.21
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	2	13
	B - A50 WB Off Slip	16	0	0	0
	C - Whitwick Road (S)	1	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.020	1.130
	B - A50 WB Off Slip	1.160	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	632	632
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	342	342
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	755	755
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	408	408
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	925	925
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	500	500
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	925	925
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	500	500
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	755	755
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	408	408
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	632	632
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	342	342
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.12	13.48	0.2	B	35	52
A-BCD	1.11	213.10	59.0	F	732	1098
A-B					0	0
A-C					39	58
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					88	132
C-A					329	493

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	434	0.066	28	0.0	0.1	10.266	B
A-BCD	511	128	0.00	788	0.649	501	0.0	2.6	13.326	B
A-B	0	0	0.00			0				
A-C	121	30	0.00			121				
D-ABC	0	0	0.00	341	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-D	72	18	0.00			72				
C-A	270	67	0.00			270				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	406	0.084	34	0.1	0.1	11.211	B
A-BCD	695	174	0.00	825	0.843	679	2.6	6.7	26.382	D
A-B	0	0	0.00			0				
A-C	60	15	0.00			60				
D-ABC	0	0	0.00	304	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-D	86	22	0.00			86				
C-A	322	80	0.00			322				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	367	0.114	42	0.1	0.1	12.823	B
A-BCD	925	231	0.00	834	1.109	811	6.7	35.2	103.234	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	248	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
C-D	106	26	0.00			106				
C-A	394	99	0.00			394				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	352	0.119	42	0.1	0.2	13.481	B
A-BCD	925	231	0.00	835	1.107	830	35.2	59.0	213.103	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	224	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	453	0.000	0	0.0	0.0	0.000	A
C-D	106	26	0.00			106				
C-A	394	99	0.00			394				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	562	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	376	0.091	34	0.2	0.1	12.235	B
A-BCD	755	189	0.00	863	0.875	841	59.0	37.5	204.475	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	260	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
C-D	86	22	0.00			86				
C-A	322	80	0.00			322				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	414	0.069	29	0.1	0.1	10.837	B
A-BCD	581	145	0.00	845	0.688	716	37.5	3.6	58.346	F
A-B	0	0	0.00			0				
A-C	52	13	0.00			52				
D-ABC	0	0	0.00	315	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	485	0.000	0	0.0	0.0	0.000	A
C-D	72	18	0.00			72				
C-A	270	67	0.00			270				

D10 - 2030 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	7.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream A-BCD	7.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	692	100.000
B - A50 WB Off Slip		ONE HOUR	✓	56	100.000
C - Whitwick Road (S)		ONE HOUR	✓	536	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	457	235
	B - A50 WB Off Slip	56	0	0	0
	C - Whitwick Road (S)	410	0	0	126
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.66	0.34
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.76	0.00	0.00	0.24
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	4	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.040	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	521	521
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	404	404
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	622	622
	B - A50 WB Off Slip	50	50
	C - Whitwick Road (S)	482	482
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	762	762
	B - A50 WB Off Slip	62	62
	C - Whitwick Road (S)	590	590
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	762	762
	B - A50 WB Off Slip	62	62
	C - Whitwick Road (S)	590	590
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	622	622
	B - A50 WB Off Slip	50	50
	C - Whitwick Road (S)	482	482
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	521	521
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	404	404
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.17	12.31	0.2	B	51	77
A-BCD	0.75	18.11	4.7	C	467	700
A-B					0	0
A-C					168	252
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					116	173
C-A					376	564

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
B-AD	42	11	0.00	425	0.099	42	0.0	0.1	9.381	A
A-BCD	319	80	0.00	773	0.412	315	0.0	1.0	7.957	A
A-B	0	0	0.00			0				
A-C	202	51	0.00			202				
D-ABC	0	0	0.00	354	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-D	95	24	0.00			95				
C-A	309	77	0.00			309				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	589	0.000	0	0.0	0.0	0.000	A
B-AD	50	13	0.00	396	0.127	50	0.1	0.1	10.408	B
A-BCD	434	109	0.00	806	0.538	431	1.0	1.8	9.798	A
A-B	0	0	0.00			0				
A-C	188	47	0.00			188				
D-ABC	0	0	0.00	322	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-D	113	28	0.00			113				
C-A	369	92	0.00			369				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	558	0.000	0	0.0	0.0	0.000	A
B-AD	62	15	0.00	356	0.173	61	0.1	0.2	12.217	B
A-BCD	639	160	0.00	854	0.748	628	1.8	4.4	16.392	C
A-B	0	0	0.00			0				
A-C	123	31	0.00			123				
D-ABC	0	0	0.00	277	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-D	139	35	0.00			139				
C-A	451	113	0.00			451				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
B-AD	62	15	0.00	354	0.174	62	0.2	0.2	12.307	B
A-BCD	646	162	0.00	859	0.753	645	4.4	4.7	18.105	C
A-B	0	0	0.00			0				
A-C	116	29	0.00			116				
D-ABC	0	0	0.00	275	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
C-D	139	35	0.00			139				
C-A	451	113	0.00			451				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	586	0.000	0	0.0	0.0	0.000	A
B-AD	50	13	0.00	394	0.128	51	0.2	0.1	10.505	B
A-BCD	441	110	0.00	813	0.543	452	4.7	2.0	10.690	B
A-B	0	0	0.00			0				
A-C	181	45	0.00			181				
D-ABC	0	0	0.00	320	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
C-D	113	28	0.00			113				
C-A	369	92	0.00			369				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
B-AD	42	11	0.00	424	0.099	42	0.1	0.1	9.434	A
A-BCD	322	81	0.00	776	0.415	326	2.0	1.1	8.263	A
A-B	0	0	0.00			0				
A-C	199	50	0.00			199				
D-ABC	0	0	0.00	352	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	501	0.000	0	0.0	0.0	0.000	A
C-D	95	24	0.00			95				
C-A	309	77	0.00			309				

D11 - 2036 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	70.99	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream A-BCD	70.99	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	837	100.000
B - A50 WB Off Slip		ONE HOUR	✓	39	100.000
C - Whitwick Road (S)		ONE HOUR	✓	512	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	514	323
	B - A50 WB Off Slip	39	0	0	0
	C - Whitwick Road (S)	411	0	0	101
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.61	0.39
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.80	0.00	0.00	0.20
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	2	2
	B - A50 WB Off Slip	15	0	0	0
	C - Whitwick Road (S)	0	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.020	1.020
	B - A50 WB Off Slip	1.150	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	630	630
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	385	385
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	752	752
	B - A50 WB Off Slip	35	35
	C - Whitwick Road (S)	460	460
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	922	922
	B - A50 WB Off Slip	43	43
	C - Whitwick Road (S)	564	564
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	922	922
	B - A50 WB Off Slip	43	43
	C - Whitwick Road (S)	564	564
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	752	752
	B - A50 WB Off Slip	35	35
	C - Whitwick Road (S)	460	460
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	630	630
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	385	385
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.13	14.37	0.2	B	36	54
A-BCD	1.04	129.43	35.9	F	695	1042
A-B					0	0
A-C					73	110
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					93	139
C-A					377	566

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	604	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	417	0.070	29	0.0	0.1	10.656	B
A-BCD	466	116	0.00	809	0.576	458	0.0	1.9	10.385	B
A-B	0	0	0.00			0				
A-C	164	41	0.00			164				
D-ABC	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
C-D	76	19	0.00			76				
C-A	309	77	0.00			309				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
B-AD	35	9	0.00	386	0.091	35	0.1	0.1	11.784	B
A-BCD	644	161	0.00	851	0.757	634	1.9	4.3	17.052	C
A-B	0	0	0.00			0				
A-C	109	27	0.00			109				
D-ABC	0	0	0.00	301	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	477	0.000	0	0.0	0.0	0.000	A
C-D	91	23	0.00			91				
C-A	369	92	0.00			369				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
B-AD	43	11	0.00	343	0.125	43	0.1	0.2	13.781	B
A-BCD	922	230	0.00	889	1.037	844	4.3	23.6	66.261	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	246	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	454	0.000	0	0.0	0.0	0.000	A
C-D	111	28	0.00			111				
C-A	453	113	0.00			453				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-AD	43	11	0.00	331	0.130	43	0.2	0.2	14.367	B
A-BCD	922	230	0.00	890	1.035	872	23.6	35.9	129.425	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	231	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
C-D	111	28	0.00			111				
C-A	453	113	0.00			453				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	558	0.000	0	0.0	0.0	0.000	A
B-AD	35	9	0.00	365	0.096	35	0.2	0.1	12.550	B
A-BCD	734	183	0.00	911	0.806	845	35.9	8.2	80.914	F
A-B	0	0	0.00			0				
A-C	19	5	0.00			19				
D-ABC	0	0	0.00	278	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	459	0.000	0	0.0	0.0	0.000	A
C-D	91	23	0.00			91				
C-A	369	92	0.00			369				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	412	0.071	29	0.1	0.1	10.819	B
A-BCD	481	120	0.00	823	0.585	505	8.2	2.2	12.610	B
A-B	0	0	0.00			0				
A-C	149	37	0.00			149				
D-ABC	0	0	0.00	333	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-D	76	19	0.00			76				
C-A	309	77	0.00			309				

D12 - 2036 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	4.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream A-BCD	4.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	631	100.000
B - A50 WB Off Slip		ONE HOUR	✓	55	100.000
C - Whitwick Road (S)		ONE HOUR	✓	603	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	445	186
	B - A50 WB Off Slip	55	0	0	0
	C - Whitwick Road (S)	470	0	0	133
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.71	0.29
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.78	0.00	0.00	0.22
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	1	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.010	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	475	475
	B - A50 WB Off Slip	41	41
	C - Whitwick Road (S)	454	454
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	567	567
	B - A50 WB Off Slip	49	49
	C - Whitwick Road (S)	542	542
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	695	695
	B - A50 WB Off Slip	61	61
	C - Whitwick Road (S)	664	664
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	695	695
	B - A50 WB Off Slip	61	61
	C - Whitwick Road (S)	664	664
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	567	567
	B - A50 WB Off Slip	49	49
	C - Whitwick Road (S)	542	542
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	475	475
	B - A50 WB Off Slip	41	41
	C - Whitwick Road (S)	454	454
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.17	12.56	0.2	B	50	76
A-BCD	0.61	11.36	2.6	B	367	551
A-B					0	0
A-C					212	318
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					122	183
C-A					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	613	0.000	0	0.0	0.0	0.000	A
B-AD	41	10	0.00	419	0.099	41	0.0	0.1	9.502	A
A-BCD	251	63	0.00	758	0.331	248	0.0	0.7	7.082	A
A-B	0	0	0.00			0				
A-C	224	56	0.00			224				
D-ABC	0	0	0.00	353	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-D	100	25	0.00			100				
C-A	354	88	0.00			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	591	0.000	0	0.0	0.0	0.000	A
B-AD	49	12	0.00	389	0.127	49	0.1	0.1	10.582	B
A-BCD	342	86	0.00	788	0.434	340	0.7	1.2	8.116	A
A-B	0	0	0.00			0				
A-C	225	56	0.00			225				
D-ABC	0	0	0.00	322	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-D	120	30	0.00			120				
C-A	423	106	0.00			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	562	0.000	0	0.0	0.0	0.000	A
B-AD	61	15	0.00	348	0.174	60	0.1	0.2	12.504	B
A-BCD	505	126	0.00	831	0.607	499	1.2	2.5	10.992	B
A-B	0	0	0.00			0				
A-C	190	48	0.00			190				
D-ABC	0	0	0.00	277	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-D	146	37	0.00			146				
C-A	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	561	0.000	0	0.0	0.0	0.000	A
B-AD	61	15	0.00	347	0.174	61	0.2	0.2	12.564	B
A-BCD	508	127	0.00	834	0.609	507	2.5	2.6	11.360	B
A-B	0	0	0.00			0				
A-C	187	47	0.00			187				
D-ABC	0	0	0.00	276	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-D	146	37	0.00			146				
C-A	517	129	0.00			517				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	590	0.000	0	0.0	0.0	0.000	A
B-AD	49	12	0.00	388	0.127	50	0.2	0.1	10.645	B
A-BCD	345	86	0.00	791	0.437	351	2.6	1.3	8.390	A
A-B	0	0	0.00			0				
A-C	222	55	0.00			222				
D-ABC	0	0	0.00	321	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-D	120	30	0.00			120				
C-A	423	106	0.00			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	612	0.000	0	0.0	0.0	0.000	A
B-AD	41	10	0.00	419	0.099	42	0.1	0.1	9.546	A
A-BCD	253	63	0.00	759	0.333	255	1.3	0.8	7.232	A
A-B	0	0	0.00			0				
A-C	222	55	0.00			222				
D-ABC	0	0	0.00	352	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-D	100	25	0.00			100				
C-A	354	88	0.00			354				

D13 - 2036 | Future Base + Proposed Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	386.42	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-28	Stream A-BCD	386.42	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Future Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	957	100.000
B - A50 WB Off Slip		ONE HOUR	✓	38	100.000
C - Whitwick Road (S)		ONE HOUR	✓	509	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	517	440
	B - A50 WB Off Slip	38	0	0	0
	C - Whitwick Road (S)	395	0	0	114
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.54	0.46
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.78	0.00	0.00	0.22
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	2	11
	B - A50 WB Off Slip	16	0	0	0
	C - Whitwick Road (S)	1	0	0	2
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.020	1.110
	B - A50 WB Off Slip	1.160	1.000	1.000	1.000
	C - Whitwick Road (S)	1.010	1.000	1.000	1.020
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Whitwick Road (N)	720	720
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	383	383
	D - A50 WB On Slip	0	0
08:00-08:15	A - Whitwick Road (N)	860	860
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	458	458
	D - A50 WB On Slip	0	0
08:15-08:30	A - Whitwick Road (N)	1054	1054
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	560	560
	D - A50 WB On Slip	0	0
08:30-08:45	A - Whitwick Road (N)	1054	1054
	B - A50 WB Off Slip	42	42
	C - Whitwick Road (S)	560	560
	D - A50 WB On Slip	0	0
08:45-09:00	A - Whitwick Road (N)	860	860
	B - A50 WB Off Slip	34	34
	C - Whitwick Road (S)	458	458
	D - A50 WB On Slip	0	0
09:00-09:15	A - Whitwick Road (N)	720	720
	B - A50 WB Off Slip	29	29
	C - Whitwick Road (S)	383	383
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.14	16.08	0.2	C	35	52
A-BCD	1.30	616.46	146.6	F	864	1296
A-B					0	0
A-C					14	21
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					105	157
C-A					362	544

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	604	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	417	0.069	28	0.0	0.1	10.733	B
A-BCD	637	159	0.00	811	0.785	618	0.0	4.8	19.097	C
A-B	0	0	0.00			0				
A-C	84	21	0.00			84				
D-ABC	0	0	0.00	318	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
C-D	86	21	0.00			86				
C-A	297	74	0.00			297				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	579	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	385	0.089	34	0.1	0.1	11.910	B
A-BCD	860	215	0.00	843	1.020	797	4.8	20.7	66.025	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	273	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
C-D	102	26	0.00			102				
C-A	355	89	0.00			355				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	334	0.125	42	0.1	0.2	14.274	B
A-BCD	1054	263	0.00	813	1.296	810	20.7	81.8	238.446	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	194	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	446	0.000	0	0.0	0.0	0.000	A
C-D	126	31	0.00			126				
C-A	435	109	0.00			435				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
B-AD	42	10	0.00	301	0.139	42	0.2	0.2	16.078	C
A-BCD	1054	263	0.00	813	1.296	812	81.8	142.1	497.666	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	131	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	419	0.000	0	0.0	0.0	0.000	A
C-D	126	31	0.00			126				
C-A	435	109	0.00			435				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	500	0.000	0	0.0	0.0	0.000	A
B-AD	34	9	0.00	311	0.110	34	0.2	0.1	15.105	C
A-BCD	860	215	0.00	844	1.019	842	142.1	146.6	616.458	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	145	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	413	0.000	0	0.0	0.0	0.000	A
C-D	102	26	0.00			102				
C-A	355	89	0.00			355				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
B-AD	29	7	0.00	339	0.084	29	0.1	0.1	13.476	B
A-BCD	720	180	0.00	867	0.831	858	146.6	112.2	541.168	F
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				
D-ABC	0	0	0.00	196	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	427	0.000	0	0.0	0.0	0.000	A
C-D	86	21	0.00			86				
C-A	297	74	0.00			297				

D14 - 2036 | Future Base + Proposed Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Junction Delay (s)	Junction LOS
1	Whitwick Road/A50 WB Off Slip/A50 WB On Slip	Right-Left Stagger	Two-way	Entry Only	Two-way	Exit Only	20.32	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	Stream A-BCD	20.32	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Future Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whitwick Road (N)		ONE HOUR	✓	774	100.000
B - A50 WB Off Slip		ONE HOUR	✓	55	100.000
C - Whitwick Road (S)		ONE HOUR	✓	572	100.000
D - A50 WB On Slip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	511	263
	B - A50 WB Off Slip	55	0	0	0
	C - Whitwick Road (S)	434	0	0	138
	D - A50 WB On Slip	0	0	0	0

Proportions

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0.00	0.00	0.66	0.34
	B - A50 WB Off Slip	1.00	0.00	0.00	0.00
	C - Whitwick Road (S)	0.76	0.00	0.00	0.24
	D - A50 WB On Slip	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	0	0	4	0
	B - A50 WB Off Slip	0	0	0	0
	C - Whitwick Road (S)	0	0	0	1
	D - A50 WB On Slip	0	0	0	0

Average PCU Per Veh

		To			
		A - Whitwick Road (N)	B - A50 WB Off Slip	C - Whitwick Road (S)	D - A50 WB On Slip
From	A - Whitwick Road (N)	1.000	1.000	1.040	1.000
	B - A50 WB Off Slip	1.000	1.000	1.000	1.000
	C - Whitwick Road (S)	1.000	1.000	1.000	1.010
	D - A50 WB On Slip	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Whitwick Road (N)	583	583
	B - A50 WB Off Slip	41	41
	C - Whitwick Road (S)	431	431
	D - A50 WB On Slip	0	0
17:00-17:15	A - Whitwick Road (N)	696	696
	B - A50 WB Off Slip	49	49
	C - Whitwick Road (S)	514	514
	D - A50 WB On Slip	0	0
17:15-17:30	A - Whitwick Road (N)	852	852
	B - A50 WB Off Slip	61	61
	C - Whitwick Road (S)	630	630
	D - A50 WB On Slip	0	0
17:30-17:45	A - Whitwick Road (N)	852	852
	B - A50 WB Off Slip	61	61
	C - Whitwick Road (S)	630	630
	D - A50 WB On Slip	0	0
17:45-18:00	A - Whitwick Road (N)	696	696
	B - A50 WB Off Slip	49	49
	C - Whitwick Road (S)	514	514
	D - A50 WB On Slip	0	0
18:00-18:15	A - Whitwick Road (N)	583	583
	B - A50 WB Off Slip	41	41
	C - Whitwick Road (S)	431	431
	D - A50 WB On Slip	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.18	13.37	0.2	B	50	76
A-BCD	0.91	43.86	12.2	E	580	870
A-B					0	0
A-C					130	195
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					127	190
C-A					398	597

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
B-AD	41	10	0.00	411	0.101	41	0.0	0.1	9.722	A
A-BCD	383	96	0.00	797	0.480	377	0.0	1.4	8.700	A
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				
D-ABC	0	0	0.00	340	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
C-D	104	26	0.00			104				
C-A	327	82	0.00			327				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
B-AD	49	12	0.00	379	0.131	49	0.1	0.1	10.925	B
A-BCD	530	133	0.00	836	0.634	525	1.4	2.6	11.872	B
A-B	0	0	0.00			0				
A-C	166	41	0.00			166				
D-ABC	0	0	0.00	305	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
C-D	124	31	0.00			124				
C-A	390	98	0.00			390				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	542	0.000	0	0.0	0.0	0.000	A
B-AD	61	15	0.00	334	0.181	60	0.1	0.2	13.117	B
A-BCD	800	200	0.00	893	0.896	772	2.6	9.8	29.815	D
A-B	0	0	0.00			0				
A-C	52	13	0.00			52				
D-ABC	0	0	0.00	253	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	456	0.000	0	0.0	0.0	0.000	A
C-D	152	38	0.00			152				
C-A	478	119	0.00			478				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	536	0.000	0	0.0	0.0	0.000	A
B-AD	61	15	0.00	330	0.184	61	0.2	0.2	13.371	B
A-BCD	825	206	0.00	907	0.910	815	9.8	12.2	43.862	E
A-B	0	0	0.00			0				
A-C	27	7	0.00			27				
D-ABC	0	0	0.00	248	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	452	0.000	0	0.0	0.0	0.000	A
C-D	152	38	0.00			152				
C-A	478	119	0.00			478				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
B-AD	49	12	0.00	371	0.133	50	0.2	0.2	11.196	B
A-BCD	555	139	0.00	857	0.647	591	12.2	3.2	16.287	C
A-B	0	0	0.00			0				
A-C	141	35	0.00			141				
D-ABC	0	0	0.00	298	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
C-D	124	31	0.00			124				
C-A	390	98	0.00			390				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
B-AD	41	10	0.00	409	0.101	42	0.2	0.1	9.804	A
A-BCD	389	97	0.00	802	0.484	395	3.2	1.5	9.282	A
A-B	0	0	0.00			0				
A-C	194	49	0.00			194				
D-ABC	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-D	104	26	0.00			104				
C-A	327	82	0.00			327				

APPENDIX H WHITWICK ROAD VISIBILITY CALCULATIONS

T22523
Markfield B8

Whitwick Road Speed Survey
24-Hour Weekday

Direction	Volume	Speed	Wet Weather? *	Total
Northbound				0.0
Wed 18-Mar-26	**1961**	34.9	2.5	73341.4
Thu 19-Mar-26	**2005**	34.8	2.5	74786.5
Fri 20-Mar-26	**2127**	34.7	2.5	79124.4
Mon 23-Mar-26	**1941**	34.9	2.5	72593.4
Tue 24-Mar-26	**2053**	34.8	2.5	76576.9
Total	10087			376423
Average Dry Weather 85th Percentile Speed =				37.3

Direction	Volume	Speed	Wet Weather? *	Total
Southbound				0.0
Wed 18-Mar-26	**1718**	36.8	2.5	67517.4
Thu 19-Mar-26	**1742**	36.7	2.5	68286.4
Fri 20-Mar-26	**2008**	35.9	2.5	77107.2
Mon 23-Mar-26	**1740**	36.7	2.5	68208.0
Tue 24-Mar-26	**1787**	36.7	2.5	70050.4
Total	8995			351169
Average Dry Weather 85th Percentile Speed =				39.0

* If wet weather, add 2.5mph or 5mph to this column for the relevant day

T22523
Markfield B8

MfS Visibility Calculation

Whitwick Road

NORTHBOUND

BELOW 60 KPH DESIGN/MEASURED SPEED
Para 10.1.5 MfS2

Calculation Params			Speed Survey Result
v	16.5856		37.3 mph
t	1.5		
d	4.41		
a	0	(gradient)	

SSD = 56.1 m **Vis required = 58.5 m**

SOUTHBOUND

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.5 MfS2

Calculation Params			Speed Survey Result
v	17.35134		39.0 mph
t	2		
d	2.45		
a	0	(gradient)	

SSD = 96.1 m **Vis required = 98.5 m**

Note 1: Above 60kph calculation shows ABSOLUTE MINIMUM SSD
Note 2: For DESIRABLE MINIMUM SSD, change 'd' value to 2.45

15328		MARKFIELD MARCH 2026								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 15328001	Whitwick Rd, Markfield (l/c 3) 52.692657, -1.281782	Channel: Northbound	Wed 18-Mar-26	Tue 24-Mar-26	NSL	12834	2017	1833	34.7	29.1
		Channel: Southbound	Wed 18-Mar-26	Tue 24-Mar-26		11379	1799	1626	36.5	30.9

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 18-Mar-26														
00:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**8**	0	5	1	0	0	0	0	1	0	1	0	0	0
05:00	**33**	1	29	2	0	0	1	0	0	0	0	0	0	0
06:00	**65**	1	52	11	0	0	0	0	1	0	0	0	0	0
07:00	**145**	1	122	18	1	0	1	0	1	0	1	0	0	0
08:00	**206**	0	185	13	2	5	0	0	1	0	0	0	0	0
09:00	**152**	0	132	15	1	2	0	1	1	0	0	0	0	0
10:00	**143**	0	131	9	2	1	0	0	0	0	0	0	0	0
11:00	**102**	1	87	10	1	1	0	0	1	0	1	0	0	0
12:00	**117**	1	106	6	1	2	1	0	0	0	0	0	0	0
13:00	**118**	0	95	18	0	2	1	0	2	0	0	0	0	0
14:00	**121**	1	109	9	1	1	0	0	0	0	0	0	0	0
15:00	**120**	2	97	18	1	1	0	0	0	0	0	1	0	0
16:00	**192**	1	174	14	0	2	0	0	1	0	0	0	0	0
17:00	**155**	1	149	3	1	1	0	0	0	0	0	0	0	0
18:00	**105**	0	92	11	1	1	0	0	0	0	0	0	0	0
19:00	**53**	0	47	5	0	1	0	0	0	0	0	0	0	0
20:00	**49**	0	43	2	1	1	0	0	2	0	0	0	0	0
21:00	**29**	0	21	6	1	1	0	0	0	0	0	0	0	0
22:00	**26**	0	23	1	0	1	1	0	0	0	0	0	0	0
23:00	**12**	0	10	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1676**	**8**	**1479**	**144**	**12**	**19**	**3**	**1**	**7**	**0**	**2**	**1**	**0**	**0**
16H,6-22	**1872**	**9**	**1642**	**168**	**14**	**22**	**3**	**1**	**10**	**0**	**2**	**1**	**0**	**0**
18H,6-24	**1910**	**9**	**1675**	**170**	**15**	**23**	**4**	**1**	**10**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**1961**	**10**	**1718**	**174**	**15**	**23**	**5**	**1**	**11**	**0**	**3**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 19-Mar-26														
00:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**10**	0	7	1	0	0	0	0	1	0	1	0	0	0
05:00	**41**	1	36	3	0	0	1	0	0	0	0	0	0	0
06:00	**69**	1	53	14	0	0	0	0	1	0	0	0	0	0
07:00	**149**	1	122	21	1	0	2	0	1	0	1	0	0	0
08:00	**204**	0	179	18	2	4	0	0	1	0	0	0	0	0
09:00	**149**	0	132	12	1	2	0	1	1	0	0	0	0	0
10:00	**150**	0	134	12	2	2	0	0	0	0	0	0	0	0
11:00	**106**	1	90	11	1	1	0	0	1	0	1	0	0	0
12:00	**124**	1	109	10	1	2	1	0	0	0	0	0	0	0
13:00	**115**	0	93	17	0	2	1	0	2	0	0	0	0	0
14:00	**132**	1	116	13	1	1	0	0	0	0	0	0	0	0
15:00	**127**	2	105	17	1	1	0	0	0	0	0	1	0	0
16:00	**199**	1	180	15	0	2	0	0	1	0	0	0	0	0
17:00	**148**	1	139	6	1	1	0	0	0	0	0	0	0	0
18:00	**106**	0	97	7	1	1	0	0	0	0	0	0	0	0
19:00	**61**	0	54	6	0	1	0	0	0	0	0	0	0	0
20:00	**49**	0	43	2	1	1	0	0	2	0	0	0	0	0
21:00	**28**	0	22	4	1	1	0	0	0	0	0	0	0	0
22:00	**21**	0	18	1	0	1	1	0	0	0	0	0	0	0
23:00	**9**	0	7	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1709**	**8**	**1496**	**159**	**12**	**19**	**4**	**1**	**7**	**0**	**2**	**1**	**0**	**0**
16H,6-22	**1916**	**9**	**1668**	**185**	**14**	**22**	**4**	**1**	**10**	**0**	**2**	**1**	**0**	**0**
18H,6-24	**1946**	**9**	**1693**	**187**	**15**	**23**	**5**	**1**	**10**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**2005**	**10**	**1743**	**192**	**15**	**23**	**6**	**1**	**11**	**0**	**3**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 20-Mar-26														
00:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**9**	0	6	1	0	0	0	0	1	0	1	0	0	0
05:00	**42**	2	35	4	0	0	1	0	0	0	0	0	0	0
06:00	**68**	1	55	11	0	0	0	0	1	0	0	0	0	0
07:00	**153**	1	123	26	1	0	0	0	1	0	1	0	0	0
08:00	**208**	0	182	20	2	3	0	0	1	0	0	0	0	0
09:00	**154**	0	131	17	1	3	0	1	1	0	0	0	0	0
10:00	**149**	0	129	15	2	2	0	1	0	0	0	0	0	0
11:00	**123**	0	107	15	0	1	0	0	0	0	0	0	0	0
12:00	**123**	1	102	16	1	1	0	0	1	0	0	1	0	0
13:00	**137**	1	123	11	1	0	1	0	0	0	0	0	0	0
14:00	**142**	1	122	16	0	3	0	0	0	0	0	0	0	0
15:00	**178**	2	160	13	0	2	0	0	1	0	0	0	0	0
16:00	**194**	0	175	17	1	0	1	0	0	0	0	0	0	0
17:00	**134**	0	122	8	3	0	0	0	1	0	0	0	0	0
18:00	**125**	0	120	4	0	1	0	0	0	0	0	0	0	0
19:00	**70**	0	69	1	0	0	0	0	0	0	0	0	0	0
20:00	**47**	0	40	4	2	0	0	0	1	0	0	0	0	0
21:00	**31**	0	27	2	0	1	1	0	0	0	0	0	0	0
22:00	**16**	0	15	0	1	0	0	0	0	0	0	0	0	0
23:00	**15**	0	13	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	**1820**	**6**	**1596**	**178**	**12**	**16**	**2**	**2**	**6**	**0**	**1**	**1**	**0**	**0**
16H,6-22	**2036**	**7**	**1787**	**196**	**14**	**17**	**3**	**2**	**8**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**2067**	**7**	**1815**	**197**	**15**	**18**	**3**	**2**	**8**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**2127**	**9**	**1864**	**203**	**15**	**18**	**4**	**2**	**9**	**0**	**2**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 21-Mar-26														
00:00	**9**	0	8	0	0	0	0	0	0	0	0	1	0	0
01:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
05:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
06:00	**29**	1	23	3	1	0	0	0	1	0	0	0	0	0
07:00	**65**	2	51	11	1	0	0	0	0	0	0	0	0	0
08:00	**101**	2	91	6	0	2	0	0	0	0	0	0	0	0
09:00	**138**	2	124	10	0	2	0	0	0	0	0	0	0	0
10:00	**151**	3	134	10	1	2	0	0	1	0	0	0	0	0
11:00	**127**	3	116	5	1	1	1	0	0	0	0	0	0	0
12:00	**151**	1	140	6	0	2	1	0	1	0	0	0	0	0
13:00	**107**	0	99	7	0	1	0	0	0	0	0	0	0	0
14:00	**111**	4	99	7	0	1	0	0	0	0	0	0	0	0
15:00	**97**	0	94	1	1	1	0	0	0	0	0	0	0	0
16:00	**104**	0	97	5	1	1	0	0	0	0	0	0	0	0
17:00	**105**	1	98	4	0	2	0	0	0	0	0	0	0	0
18:00	**105**	0	95	8	0	1	0	0	1	0	0	0	0	0
19:00	**54**	0	51	2	0	1	0	0	0	0	0	0	0	0
20:00	**52**	1	50	0	0	1	0	0	0	0	0	0	0	0
21:00	**20**	2	16	1	1	0	0	0	0	0	0	0	0	0
22:00	**19**	1	17	0	1	0	0	0	0	0	0	0	0	0
23:00	**13**	0	12	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**1362**	**18**	**1238**	**80**	**5**	**16**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1517**	**22**	**1378**	**86**	**7**	**18**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1549**	**23**	**1407**	**86**	**8**	**19**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1592**	**23**	**1445**	**90**	**8**	**19**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 22-Mar-26														
00:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
06:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
07:00	**26**	1	24	0	0	1	0	0	0	0	0	0	0	0
08:00	**45**	0	42	1	0	2	0	0	0	0	0	0	0	0
09:00	**82**	0	75	6	0	0	0	1	0	0	0	0	0	0
10:00	**135**	2	127	5	0	1	0	0	0	0	0	0	0	0
11:00	**109**	1	101	5	0	2	0	0	0	0	0	0	0	0
12:00	**119**	1	116	0	1	1	0	0	0	0	0	0	0	0
13:00	**99**	0	94	4	0	1	0	0	0	0	0	0	0	0
14:00	**99**	0	93	5	0	1	0	0	0	0	0	0	0	0
15:00	**64**	0	61	2	0	0	0	0	1	0	0	0	0	0
16:00	**74**	0	66	6	0	1	0	0	1	0	0	0	0	0
17:00	**78**	0	73	4	0	1	0	0	0	0	0	0	0	0
18:00	**52**	0	46	3	3	0	0	0	0	0	0	0	0	0
19:00	**42**	0	38	2	0	1	0	0	1	0	0	0	0	0
20:00	**48**	0	45	3	0	0	0	0	0	0	0	0	0	0
21:00	**21**	0	20	0	1	0	0	0	0	0	0	0	0	0
22:00	**15**	0	14	0	0	1	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**982**	**5**	**918**	**41**	**4**	**11**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1103**	**5**	**1030**	**47**	**5**	**12**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1123**	**5**	**1049**	**47**	**5**	**13**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1155**	**5**	**1081**	**47**	**5**	**13**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**

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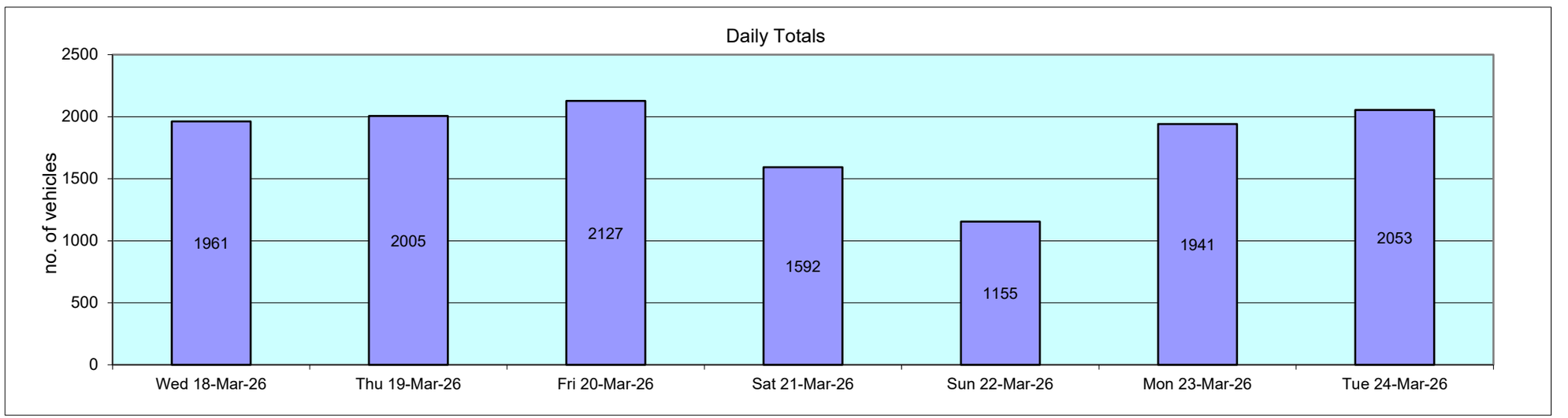
15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 23-Mar-26															
00:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	3	1	0	0	0	0	1	0	1	0	0	0
05:00	**34**	1	31	2	0	0	0	0	0	0	0	0	0	0
06:00	**66**	1	52	12	0	0	0	0	1	0	0	0	0	0
07:00	**153**	1	126	22	1	0	1	0	1	0	1	0	0	0
08:00	**221**	0	196	14	3	7	0	0	1	0	0	0	0	0
09:00	**158**	0	139	13	1	3	0	1	1	0	0	0	0	0
10:00	**144**	0	133	8	2	1	0	0	0	0	0	0	0	0
11:00	**91**	1	79	7	1	1	0	0	1	0	1	0	0	0
12:00	**123**	1	111	6	1	3	1	0	0	0	0	0	0	0
13:00	**112**	0	89	17	0	3	1	0	2	0	0	0	0	0
14:00	**116**	1	103	10	1	1	0	0	0	0	0	0	0	0
15:00	**123**	2	99	19	1	1	0	0	0	0	0	1	0	0
16:00	**192**	1	171	18	0	1	0	0	1	0	0	0	0	0
17:00	**144**	1	138	3	1	1	0	0	0	0	0	0	0	0
18:00	**97**	0	83	12	1	1	0	0	0	0	0	0	0	0
19:00	**46**	0	42	3	0	1	0	0	0	0	0	0	0	0
20:00	**42**	0	36	1	1	1	0	0	3	0	0	0	0	0
21:00	**32**	0	22	7	1	1	0	0	0	0	0	0	1	0
22:00	**24**	0	21	1	0	1	1	0	0	0	0	0	0	0
23:00	**8**	0	6	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1674**	**8**	**1467**	**149**	**13**	**23**	**3**	**1**	**7**	**0**	**2**	**1**	**0**	**0**
16H,6-22	**1860**	**9**	**1619**	**172**	**15**	**26**	**3**	**1**	**11**	**0**	**2**	**1**	**1**	**0**
18H,6-24	**1892**	**9**	**1646**	**174**	**16**	**27**	**4**	**1**	**11**	**0**	**2**	**1**	**1**	**0**
24H,0-24	**1941**	**10**	**1688**	**178**	**16**	**27**	**4**	**1**	**12**	**0**	**3**	**1**	**1**	**0**

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15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 24-Mar-26														
00:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	0	0	0	0	0	0	0	1	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**15**	0	11	1	1	0	0	0	1	0	1	0	0	0
05:00	**48**	1	43	3	0	0	1	0	0	0	0	0	0	0
06:00	**65**	1	49	14	0	0	0	0	1	0	0	0	0	0
07:00	**154**	1	126	22	1	0	2	0	1	0	1	0	0	0
08:00	**195**	0	169	16	2	6	1	0	1	0	0	0	0	0
09:00	**142**	1	123	13	1	2	0	1	1	0	0	0	0	0
10:00	**147**	0	131	11	3	2	0	0	0	0	0	0	0	0
11:00	**117**	1	101	11	1	1	0	0	1	0	1	0	0	0
12:00	**130**	1	113	12	1	2	1	0	0	0	0	0	0	0
13:00	**118**	0	96	16	0	3	1	0	2	0	0	0	0	0
14:00	**135**	1	118	14	1	1	0	0	0	0	0	0	0	0
15:00	**124**	2	105	14	1	1	0	0	0	0	0	1	0	0
16:00	**210**	1	189	16	0	3	0	0	1	0	0	0	0	0
17:00	**152**	1	140	9	1	1	0	0	0	0	0	0	0	0
18:00	**120**	0	108	10	1	1	0	0	0	0	0	0	0	0
19:00	**58**	0	50	7	0	1	0	0	0	0	0	0	0	0
20:00	**53**	0	46	2	1	1	0	0	3	0	0	0	0	0
21:00	**31**	0	27	2	1	1	0	0	0	0	0	0	0	0
22:00	**21**	1	17	1	0	1	1	0	0	0	0	0	0	0
23:00	**7**	0	5	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1744**	**9**	**1519**	**164**	**13**	**23**	**5**	**1**	**7**	**0**	**2**	**1**	**0**	**0**
16H,6-22	**1951**	**10**	**1691**	**189**	**15**	**26**	**5**	**1**	**11**	**0**	**2**	**1**	**0**	**0**
18H,6-24	**1979**	**11**	**1713**	**191**	**16**	**27**	**6**	**1**	**11**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**2053**	**12**	**1776**	**196**	**17**	**27**	**7**	**1**	**12**	**0**	**4**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Northbound								
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID/BUSES**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Daily Totals														
Wed 18-Mar-26	**1961**	10	1718	174	15	23	5	1	11	0	3	1	0	0
Thu 19-Mar-26	**2005**	10	1743	192	15	23	6	1	11	0	3	1	0	0
Fri 20-Mar-26	**2127**	9	1864	203	15	18	4	2	9	0	2	1	0	0
Sat 21-Mar-26	**1592**	23	1445	90	8	19	2	0	4	0	0	1	0	0
Sun 22-Mar-26	**1155**	5	1081	47	5	13	0	1	3	0	0	0	0	0
Mon 23-Mar-26	**1941**	10	1688	178	16	27	4	1	12	0	3	1	1	0
Tue 24-Mar-26	**2053**	12	1776	196	17	27	7	1	12	0	4	1	0	0
Total Vehicles														
[--]	**12834**	79	11315	1080	91	150	28	7	62	0	15	6	1	0



15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Mar-26											
00:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	5	62.5	1	12.5	2	25.0	0	0.0
05:00	**33**	1	3.0	29	87.9	2	6.1	1	3.0	0	0.0
06:00	**65**	1	1.5	52	80.0	11	16.9	1	1.5	0	0.0
07:00	**145**	1	0.7	122	84.1	18	12.4	3	2.1	1	0.7
08:00	**206**	0	0.0	185	89.8	13	6.3	6	2.9	2	1.0
09:00	**152**	0	0.0	132	86.8	15	9.9	4	2.6	1	0.7
10:00	**143**	0	0.0	131	91.6	9	6.3	1	0.7	2	1.4
11:00	**102**	1	1.0	87	85.3	10	9.8	3	2.9	1	1.0
12:00	**117**	1	0.9	106	90.6	6	5.1	3	2.6	1	0.9
13:00	**118**	0	0.0	95	80.5	18	15.3	5	4.2	0	0.0
14:00	**121**	1	0.8	109	90.1	9	7.4	1	0.8	1	0.8
15:00	**120**	2	1.7	97	80.8	18	15.0	2	1.7	1	0.8
16:00	**192**	1	0.5	174	90.6	14	7.3	3	1.6	0	0.0
17:00	**155**	1	0.7	149	96.1	3	1.9	1	0.7	1	0.7
18:00	**105**	0	0.0	92	87.6	11	10.5	1	1.0	1	1.0
19:00	**53**	0	0.0	47	88.7	5	9.4	1	1.9	0	0.0
20:00	**49**	0	0.0	43	87.8	2	4.1	3	6.1	1	2.0
21:00	**29**	0	0.0	21	72.4	6	20.7	1	3.5	1	3.5
22:00	**26**	0	0.0	23	88.5	1	3.9	2	7.7	0	0.0
23:00	**12**	0	0.0	10	83.3	1	8.3	0	0.0	1	8.3
12H,7-19	**1676**	**8**	**0.5**	**1479**	**88.3**	**144**	**8.6**	**33**	**2.0**	**12**	**0.7**
16H,6-22	**1872**	**9**	**0.5**	**1642**	**87.7**	**168**	**9.0**	**39**	**2.1**	**14**	**0.8**
18H,6-24	**1910**	**9**	**0.5**	**1675**	**87.7**	**170**	**8.9**	**41**	**2.2**	**15**	**0.8**
24H,0-24	**1961**	**10**	**0.5**	**1718**	**87.6**	**174**	**8.9**	**44**	**2.2**	**15**	**0.8**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 19-Mar-26											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	0	0.0	7	70.0	1	10.0	2	20.0	0	0.0
05:00	**41**	1	2.4	36	87.8	3	7.3	1	2.4	0	0.0
06:00	**69**	1	1.5	53	76.8	14	20.3	1	1.5	0	0.0
07:00	**149**	1	0.7	122	81.9	21	14.1	4	2.7	1	0.7
08:00	**204**	0	0.0	179	87.8	18	8.8	5	2.5	2	1.0
09:00	**149**	0	0.0	132	88.6	12	8.1	4	2.7	1	0.7
10:00	**150**	0	0.0	134	89.3	12	8.0	2	1.3	2	1.3
11:00	**106**	1	0.9	90	84.9	11	10.4	3	2.8	1	0.9
12:00	**124**	1	0.8	109	87.9	10	8.1	3	2.4	1	0.8
13:00	**115**	0	0.0	93	80.9	17	14.8	5	4.4	0	0.0
14:00	**132**	1	0.8	116	87.9	13	9.9	1	0.8	1	0.8
15:00	**127**	2	1.6	105	82.7	17	13.4	2	1.6	1	0.8
16:00	**199**	1	0.5	180	90.5	15	7.5	3	1.5	0	0.0
17:00	**148**	1	0.7	139	93.9	6	4.1	1	0.7	1	0.7
18:00	**106**	0	0.0	97	91.5	7	6.6	1	0.9	1	0.9
19:00	**61**	0	0.0	54	88.5	6	9.8	1	1.6	0	0.0
20:00	**49**	0	0.0	43	87.8	2	4.1	3	6.1	1	2.0
21:00	**28**	0	0.0	22	78.6	4	14.3	1	3.6	1	3.6
22:00	**21**	0	0.0	18	85.7	1	4.8	2	9.5	0	0.0
23:00	**9**	0	0.0	7	77.8	1	11.1	0	0.0	1	11.1
12H,7-19	**1709**	**8**	**0.5**	**1496**	**87.5**	**159**	**9.3**	**34**	**2.0**	**12**	**0.7**
16H,6-22	**1916**	**9**	**0.5**	**1668**	**87.1**	**185**	**9.7**	**40**	**2.1**	**14**	**0.7**
18H,6-24	**1946**	**9**	**0.5**	**1693**	**87.0**	**187**	**9.6**	**42**	**2.2**	**15**	**0.8**
24H,0-24	**2005**	**10**	**0.5**	**1743**	**86.9**	**192**	**9.6**	**45**	**2.2**	**15**	**0.8**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 20-Mar-26											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
05:00	**42**	2	4.8	35	83.3	4	9.5	1	2.4	0	0.0
06:00	**68**	1	1.5	55	80.9	11	16.2	1	1.5	0	0.0
07:00	**153**	1	0.7	123	80.4	26	17.0	2	1.3	1	0.7
08:00	**208**	0	0.0	182	87.5	20	9.6	4	1.9	2	1.0
09:00	**154**	0	0.0	131	85.1	17	11.0	5	3.3	1	0.7
10:00	**149**	0	0.0	129	86.6	15	10.1	3	2.0	2	1.3
11:00	**123**	0	0.0	107	87.0	15	12.2	1	0.8	0	0.0
12:00	**123**	1	0.8	102	82.9	16	13.0	3	2.4	1	0.8
13:00	**137**	1	0.7	123	89.8	11	8.0	1	0.7	1	0.7
14:00	**142**	1	0.7	122	85.9	16	11.3	3	2.1	0	0.0
15:00	**178**	2	1.1	160	89.9	13	7.3	3	1.7	0	0.0
16:00	**194**	0	0.0	175	90.2	17	8.8	1	0.5	1	0.5
17:00	**134**	0	0.0	122	91.0	8	6.0	1	0.8	3	2.2
18:00	**125**	0	0.0	120	96.0	4	3.2	1	0.8	0	0.0
19:00	**70**	0	0.0	69	98.6	1	1.4	0	0.0	0	0.0
20:00	**47**	0	0.0	40	85.1	4	8.5	1	2.1	2	4.3
21:00	**31**	0	0.0	27	87.1	2	6.5	2	6.5	0	0.0
22:00	**16**	0	0.0	15	93.8	0	0.0	0	0.0	1	6.3
23:00	**15**	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
12H,7-19	**1820**	**6**	**0.3**	**1596**	**87.7**	**178**	**9.8**	**28**	**1.5**	**12**	**0.7**
16H,6-22	**2036**	**7**	**0.3**	**1787**	**87.8**	**196**	**9.6**	**32**	**1.6**	**14**	**0.7**
18H,6-24	**2067**	**7**	**0.3**	**1815**	**87.8**	**197**	**9.5**	**33**	**1.6**	**15**	**0.7**
24H,0-24	**2127**	**9**	**0.4**	**1864**	**87.6**	**203**	**9.5**	**36**	**1.7**	**15**	**0.7**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 21-Mar-26											
00:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
05:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
06:00	**29**	1	3.5	23	79.3	3	10.3	1	3.5	1	3.5
07:00	**65**	2	3.1	51	78.5	11	16.9	0	0.0	1	1.5
08:00	**101**	2	2.0	91	90.1	6	5.9	2	2.0	0	0.0
09:00	**138**	2	1.5	124	89.9	10	7.3	2	1.5	0	0.0
10:00	**151**	3	2.0	134	88.7	10	6.6	3	2.0	1	0.7
11:00	**127**	3	2.4	116	91.3	5	3.9	2	1.6	1	0.8
12:00	**151**	1	0.7	140	92.7	6	4.0	4	2.7	0	0.0
13:00	**107**	0	0.0	99	92.5	7	6.5	1	0.9	0	0.0
14:00	**111**	4	3.6	99	89.2	7	6.3	1	0.9	0	0.0
15:00	**97**	0	0.0	94	96.9	1	1.0	1	1.0	1	1.0
16:00	**104**	0	0.0	97	93.3	5	4.8	1	1.0	1	1.0
17:00	**105**	1	1.0	98	93.3	4	3.8	2	1.9	0	0.0
18:00	**105**	0	0.0	95	90.5	8	7.6	2	1.9	0	0.0
19:00	**54**	0	0.0	51	94.4	2	3.7	1	1.9	0	0.0
20:00	**52**	1	1.9	50	96.2	0	0.0	1	1.9	0	0.0
21:00	**20**	2	10.0	16	80.0	1	5.0	0	0.0	1	5.0
22:00	**19**	1	5.3	17	89.5	0	0.0	0	0.0	1	5.3
23:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
12H,7-19	**1362**	**18**	**1.3**	**1238**	**90.9**	**80**	**5.9**	**21**	**1.5**	**5**	**0.4**
16H,6-22	**1517**	**22**	**1.5**	**1378**	**90.8**	**86**	**5.7**	**24**	**1.6**	**7**	**0.5**
18H,6-24	**1549**	**23**	**1.5**	**1407**	**90.8**	**86**	**5.6**	**25**	**1.6**	**8**	**0.5**
24H,0-24	**1592**	**23**	**1.4**	**1445**	**90.8**	**90**	**5.7**	**26**	**1.6**	**8**	**0.5**

Data produced by
Auto Surveys Ltd

15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 22-Mar-26											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	**26**	1	3.9	24	92.3	0	0.0	1	3.9	0	0.0
08:00	**45**	0	0.0	42	93.3	1	2.2	2	4.4	0	0.0
09:00	**82**	0	0.0	75	91.5	6	7.3	1	1.2	0	0.0
10:00	**135**	2	1.5	127	94.1	5	3.7	1	0.7	0	0.0
11:00	**109**	1	0.9	101	92.7	5	4.6	2	1.8	0	0.0
12:00	**119**	1	0.8	116	97.5	0	0.0	1	0.8	1	0.8
13:00	**99**	0	0.0	94	95.0	4	4.0	1	1.0	0	0.0
14:00	**99**	0	0.0	93	93.9	5	5.1	1	1.0	0	0.0
15:00	**64**	0	0.0	61	95.3	2	3.1	1	1.6	0	0.0
16:00	**74**	0	0.0	66	89.2	6	8.1	2	2.7	0	0.0
17:00	**78**	0	0.0	73	93.6	4	5.1	1	1.3	0	0.0
18:00	**52**	0	0.0	46	88.5	3	5.8	0	0.0	3	5.8
19:00	**42**	0	0.0	38	90.5	2	4.8	2	4.8	0	0.0
20:00	**48**	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0
21:00	**21**	0	0.0	20	95.2	0	0.0	0	0.0	1	4.8
22:00	**15**	0	0.0	14	93.3	0	0.0	1	6.7	0	0.0
23:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**982**	**5**	**0.5**	**918**	**93.5**	**41**	**4.2**	**14**	**1.4**	**4**	**0.4**
16H,6-22	**1103**	**5**	**0.5**	**1030**	**93.4**	**47**	**4.3**	**16**	**1.5**	**5**	**0.5**
18H,6-24	**1123**	**5**	**0.5**	**1049**	**93.4**	**47**	**4.2**	**17**	**1.5**	**5**	**0.5**
24H,0-24	**1155**	**5**	**0.4**	**1081**	**93.6**	**47**	**4.1**	**17**	**1.5**	**5**	**0.4**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 23-Mar-26											
00:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**6**	0	0.0	3	50.0	1	16.7	2	33.3	0	0.0
05:00	**34**	1	2.9	31	91.2	2	5.9	0	0.0	0	0.0
06:00	**66**	1	1.5	52	78.8	12	18.2	1	1.5	0	0.0
07:00	**153**	1	0.7	126	82.4	22	14.4	3	2.0	1	0.7
08:00	**221**	0	0.0	196	88.7	14	6.3	8	3.6	3	1.4
09:00	**158**	0	0.0	139	88.0	13	8.2	5	3.2	1	0.6
10:00	**144**	0	0.0	133	92.4	8	5.6	1	0.7	2	1.4
11:00	**91**	1	1.1	79	86.8	7	7.7	3	3.3	1	1.1
12:00	**123**	1	0.8	111	90.2	6	4.9	4	3.3	1	0.8
13:00	**112**	0	0.0	89	79.5	17	15.2	6	5.4	0	0.0
14:00	**116**	1	0.9	103	88.8	10	8.6	1	0.9	1	0.9
15:00	**123**	2	1.6	99	80.5	19	15.5	2	1.6	1	0.8
16:00	**192**	1	0.5	171	89.1	18	9.4	2	1.0	0	0.0
17:00	**144**	1	0.7	138	95.8	3	2.1	1	0.7	1	0.7
18:00	**97**	0	0.0	83	85.6	12	12.4	1	1.0	1	1.0
19:00	**46**	0	0.0	42	91.3	3	6.5	1	2.2	0	0.0
20:00	**42**	0	0.0	36	85.7	1	2.4	4	9.5	1	2.4
21:00	**32**	0	0.0	22	68.8	7	21.9	2	6.3	1	3.1
22:00	**24**	0	0.0	21	87.5	1	4.2	2	8.3	0	0.0
23:00	**8**	0	0.0	6	75.0	1	12.5	0	0.0	1	12.5
12H,7-19	**1674**	**8**	**0.5**	**1467**	**87.6**	**149**	**8.9**	**37**	**2.2**	**13**	**0.8**
16H,6-22	**1860**	**9**	**0.5**	**1619**	**87.0**	**172**	**9.3**	**45**	**2.4**	**15**	**0.8**
18H,6-24	**1892**	**9**	**0.5**	**1646**	**87.0**	**174**	**9.2**	**47**	**2.5**	**16**	**0.9**
24H,0-24	**1941**	**10**	**0.5**	**1688**	**87.0**	**178**	**9.2**	**49**	**2.5**	**16**	**0.8**

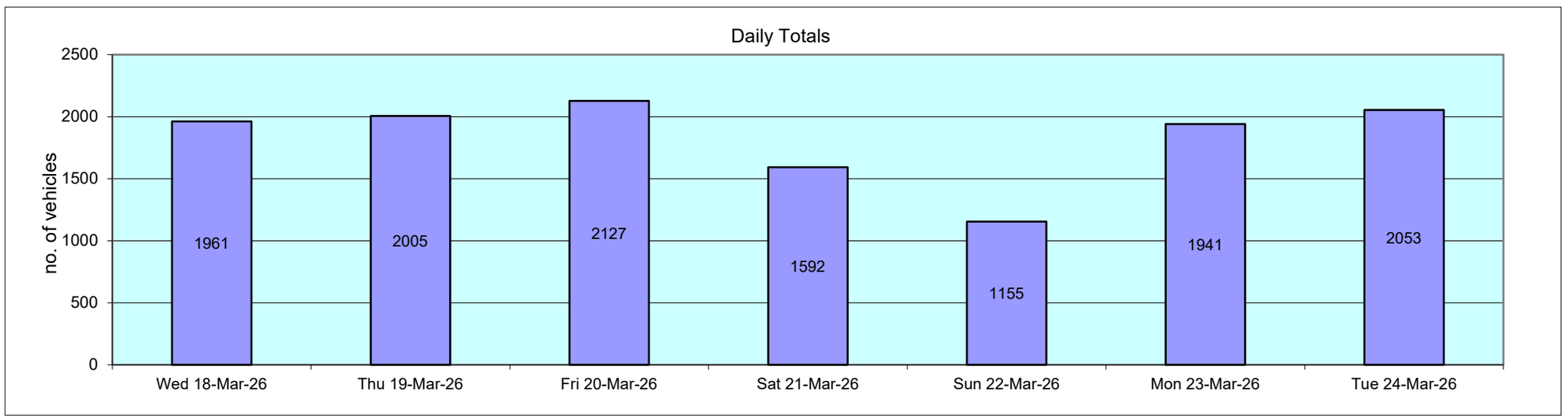
Data produced by
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15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Northbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 24-Mar-26											
00:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**15**	0	0.0	11	73.3	1	6.7	2	13.3	1	6.7
05:00	**48**	1	2.1	43	89.6	3	6.3	1	2.1	0	0.0
06:00	**65**	1	1.5	49	75.4	14	21.5	1	1.5	0	0.0
07:00	**154**	1	0.7	126	81.8	22	14.3	4	2.6	1	0.7
08:00	**195**	0	0.0	169	86.7	16	8.2	8	4.1	2	1.0
09:00	**142**	1	0.7	123	86.6	13	9.2	4	2.8	1	0.7
10:00	**147**	0	0.0	131	89.1	11	7.5	2	1.4	3	2.0
11:00	**117**	1	0.9	101	86.3	11	9.4	3	2.6	1	0.9
12:00	**130**	1	0.8	113	86.9	12	9.2	3	2.3	1	0.8
13:00	**118**	0	0.0	96	81.4	16	13.6	6	5.1	0	0.0
14:00	**135**	1	0.7	118	87.4	14	10.4	1	0.7	1	0.7
15:00	**124**	2	1.6	105	84.7	14	11.3	2	1.6	1	0.8
16:00	**210**	1	0.5	189	90.0	16	7.6	4	1.9	0	0.0
17:00	**152**	1	0.7	140	92.1	9	5.9	1	0.7	1	0.7
18:00	**120**	0	0.0	108	90.0	10	8.3	1	0.8	1	0.8
19:00	**58**	0	0.0	50	86.2	7	12.1	1	1.7	0	0.0
20:00	**53**	0	0.0	46	86.8	2	3.8	4	7.6	1	1.9
21:00	**31**	0	0.0	27	87.1	2	6.5	1	3.2	1	3.2
22:00	**21**	1	4.8	17	81.0	1	4.8	2	9.5	0	0.0
23:00	**7**	0	0.0	5	71.4	1	14.3	0	0.0	1	14.3
12H,7-19	**1744**	**9**	**0.5**	**1519**	**87.1**	**164**	**9.4**	**39**	**2.2**	**13**	**0.8**
16H,6-22	**1951**	**10**	**0.5**	**1691**	**86.7**	**189**	**9.7**	**46**	**2.4**	**15**	**0.8**
18H,6-24	**1979**	**11**	**0.6**	**1713**	**86.6**	**191**	**9.7**	**48**	**2.4**	**16**	**0.8**
24H,0-24	**2053**	**12**	**0.6**	**1776**	**86.5**	**196**	**9.6**	**52**	**2.5**	**17**	**0.8**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 18-Mar-26	**1961**	10	0.5	1718	87.6	174	8.9	44	2.2	15	0.8
Thu 19-Mar-26	**2005**	10	0.5	1743	86.9	192	9.6	45	2.2	15	0.8
Fri 20-Mar-26	**2127**	9	0.4	1864	87.6	203	9.5	36	1.7	15	0.7
Sat 21-Mar-26	**1592**	23	1.4	1445	90.8	90	5.7	26	1.6	8	0.5
Sun 22-Mar-26	**1155**	5	0.4	1081	93.6	47	4.1	17	1.5	5	0.4
Mon 23-Mar-26	**1941**	10	0.5	1688	87.0	178	9.2	49	2.5	16	0.8
Tue 24-Mar-26	**2053**	12	0.6	1776	86.5	196	9.6	52	2.5	17	0.8
Total Vehicles											
[--]	**12834**	79	0.6	11315	88.6	1080	8.1	269	2.0	91	0.7



Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 18-Mar-26																
00:00	**4**	-	22.9	8.8	0	2	1	1	0	0	0	0	0	0	0	0
01:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**2**	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**8**	-	26.9	3.9	0	0	7	1	0	0	0	0	0	0	0	0
05:00	**33**	35.5	30.7	5.1	0	0	15	14	4	0	0	0	0	0	0	0
06:00	**65**	35.7	30.2	5.5	0	1	32	23	9	0	0	0	0	0	0	0
07:00	**145**	35.7	30.2	5.6	0	2	74	50	17	2	0	0	0	0	0	0
08:00	**206**	34.6	29.2	5	0	1	126	66	12	1	0	0	0	0	0	0
09:00	**152**	33.7	28	5.1	0	5	103	39	4	1	0	0	0	0	0	0
10:00	**143**	34.5	29	5.1	0	2	86	47	8	0	0	0	0	0	0	0
11:00	**102**	34.7	29.1	5.4	0	3	57	35	7	0	0	0	0	0	0	0
12:00	**117**	33.9	28.4	4.8	0	0	85	24	8	0	0	0	0	0	0	0
13:00	**118**	32.3	27.6	4.1	0	0	94	23	1	0	0	0	0	0	0	0
14:00	**121**	34.2	28.8	4.9	0	1	78	37	4	1	0	0	0	0	0	0
15:00	**120**	35.1	29.5	5.3	0	1	69	38	12	0	0	0	0	0	0	0
16:00	**192**	35.8	30.9	5.8	0	1	90	74	18	8	1	0	0	0	0	0
17:00	**155**	35.3	29.9	5.7	0	3	81	55	12	4	0	0	0	0	0	0
18:00	**105**	34.8	29.5	5.2	0	1	59	38	6	1	0	0	0	0	0	0
19:00	**53**	35.4	30.3	5.6	0	1	25	21	5	1	0	0	0	0	0	0
20:00	**49**	34.4	29.1	5.1	0	1	28	18	2	0	0	0	0	0	0	0
21:00	**29**	34.9	28.4	5.9	0	1	20	4	4	0	0	0	0	0	0	0
22:00	**26**	37.6	30.2	6.3	0	0	16	4	5	1	0	0	0	0	0	0
23:00	**12**	40.3	32	6.8	0	0	5	5	0	2	0	0	0	0	0	0
12H,7-19	**1676**	**34.8**	**29.2**	**5.3**	**0**	**20**	**1002**	**526**	**109**	**18**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1872**	**34.9**	**29.3**	**5.3**	**0**	**24**	**1107**	**592**	**129**	**19**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1910**	**34.9**	**29.3**	**5.3**	**0**	**24**	**1128**	**601**	**134**	**22**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1961**	**34.9**	**29.3**	**5.3**	**0**	**26**	**1155**	**619**	**138**	**22**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 19-Mar-26																
00:00	**3**	-	25.2	8.8	0	1	1	1	0	0	0	0	0	0	0	0
01:00	**2**	-	29.8	5.3	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**2**	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**10**	31	27.5	4.2	0	0	8	2	0	0	0	0	0	0	0	0
05:00	**41**	35.2	30.1	5.1	0	0	21	16	4	0	0	0	0	0	0	0
06:00	**69**	36.5	30.7	5.6	0	1	31	25	12	0	0	0	0	0	0	0
07:00	**149**	35.4	30.1	5.5	0	2	74	57	14	2	0	0	0	0	0	0
08:00	**204**	34.4	29	4.9	0	1	128	65	9	1	0	0	0	0	0	0
09:00	**149**	33.2	27.7	5	0	5	106	34	3	1	0	0	0	0	0	0
10:00	**150**	34.5	28.7	5.2	0	3	96	40	11	0	0	0	0	0	0	0
11:00	**106**	34.7	29	5.4	0	3	61	35	7	0	0	0	0	0	0	0
12:00	**124**	34	28.5	4.8	0	0	88	28	8	0	0	0	0	0	0	0
13:00	**115**	32.8	27.8	4.2	0	0	88	26	1	0	0	0	0	0	0	0
14:00	**132**	34	28.6	5	0	1	89	36	4	2	0	0	0	0	0	0
15:00	**127**	35.1	29.7	5.2	0	1	70	45	11	0	0	0	0	0	0	0
16:00	**199**	35.5	30.4	5.7	0	1	101	74	15	7	1	0	0	0	0	0
17:00	**148**	35.5	30.1	5.8	0	4	72	55	14	3	0	0	0	0	0	0
18:00	**106**	34.5	29.1	5.1	0	1	64	35	5	1	0	0	0	0	0	0
19:00	**61**	35.4	30.3	5.6	0	1	29	24	6	1	0	0	0	0	0	0
20:00	**49**	34.4	29	5.4	0	1	30	15	2	1	0	0	0	0	0	0
21:00	**28**	34.6	28.6	5.7	0	1	18	6	3	0	0	0	0	0	0	0
22:00	**21**	36.6	31.1	6	0	0	10	7	3	1	0	0	0	0	0	0
23:00	**9**	-	31.3	6.3	0	0	4	4	0	1	0	0	0	0	0	0
12H,7-19	**1709**	**34.7**	**29.1**	**5.3**	**0**	**22**	**1037**	**530**	**102**	**17**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1916**	**34.8**	**29.2**	**5.3**	**0**	**26**	**1145**	**600**	**125**	**19**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1946**	**34.8**	**29.2**	**5.3**	**0**	**26**	**1159**	**611**	**128**	**21**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2005**	**34.8**	**29.2**	**5.3**	**0**	**27**	**1192**	**632**	**132**	**21**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 20-Mar-26																
00:00	**3**	-	25.2	8.8	0	1	1	1	0	0	0	0	0	0	0	0
01:00	**2**	-	29.8	5.3	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**3**	-	26	3.3	0	0	3	0	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**9**	-	28.5	4.6	0	0	6	3	0	0	0	0	0	0	0	0
05:00	**42**	34.8	29.8	5	0	0	23	16	3	0	0	0	0	0	0	0
06:00	**68**	36.1	31	5.5	0	1	28	28	11	0	0	0	0	0	0	0
07:00	**153**	35	29.8	5.3	0	2	80	59	10	2	0	0	0	0	0	0
08:00	**208**	34.7	29.3	5	0	1	124	70	12	1	0	0	0	0	0	0
09:00	**154**	33.8	28.2	5.1	0	4	103	42	4	1	0	0	0	0	0	0
10:00	**149**	34	28.4	5	0	3	99	40	7	0	0	0	0	0	0	0
11:00	**123**	33.8	28.3	5.1	0	4	79	37	2	1	0	0	0	0	0	0
12:00	**123**	33.7	28.1	5	0	3	86	28	6	0	0	0	0	0	0	0
13:00	**137**	34.5	28.9	5.3	0	3	83	43	7	1	0	0	0	0	0	0
14:00	**142**	34	28.4	5.1	0	4	91	42	5	0	0	0	0	0	0	0
15:00	**178**	35	29.7	5.3	0	3	93	68	13	1	0	0	0	0	0	0
16:00	**194**	35.4	30.1	5.2	0	1	99	73	21	0	0	0	0	0	0	0
17:00	**134**	34.1	28.7	5.3	0	0	94	31	6	2	1	0	0	0	0	0
18:00	**125**	35	29.5	5.6	0	2	72	40	7	4	0	0	0	0	0	0
19:00	**70**	35.3	30	5.3	0	1	35	27	7	0	0	0	0	0	0	0
20:00	**47**	34.3	29.1	4.8	0	0	29	16	2	0	0	0	0	0	0	0
21:00	**31**	33.4	28.4	5.2	0	0	23	6	1	1	0	0	0	0	0	0
22:00	**16**	37.8	32.4	7.8	0	0	7	5	3	0	0	1	0	0	0	0
23:00	**15**	34.5	30.2	5.7	0	0	8	6	0	1	0	0	0	0	0	0
12H,7-19	**1820**	**34.6**	**29**	**5.2**	**0**	**30**	**1103**	**573**	**100**	**13**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2036**	**34.7**	**29.1**	**5.2**	**0**	**32**	**1218**	**650**	**121**	**14**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2067**	**34.7**	**29.1**	**5.3**	**0**	**32**	**1233**	**661**	**124**	**15**	**1**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**2127**	**34.7**	**29.1**	**5.3**	**0**	**33**	**1267**	**683**	**127**	**15**	**1**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 21-Mar-26																
00:00	**9**	-	30.4	10.5	0	1	4	3	0	0	0	1	0	0	0	0
01:00	**4**	-	27.9	4.6	0	0	3	1	0	0	0	0	0	0	0	0
02:00	**2**	-	29.8	5.3	0	0	1	1	0	0	0	0	0	0	0	0
03:00	**4**	-	27.9	4.6	0	0	3	1	0	0	0	0	0	0	0	0
04:00	**9**	-	29.9	5.4	0	0	5	3	1	0	0	0	0	0	0	0
05:00	**15**	36.6	30.3	6.5	0	0	9	3	2	1	0	0	0	0	0	0
06:00	**29**	35.5	29.4	6.4	0	2	14	9	4	0	0	0	0	0	0	0
07:00	**65**	34.1	28.6	5	0	1	42	19	3	0	0	0	0	0	0	0
08:00	**101**	35.1	29.5	5.8	0	3	55	33	8	2	0	0	0	0	0	0
09:00	**138**	34.3	29	4.8	0	1	84	48	5	0	0	0	0	0	0	0
10:00	**151**	34.2	28.4	5.8	0	8	91	45	5	1	1	0	0	0	0	0
11:00	**127**	34.2	28.8	5	0	2	79	41	4	1	0	0	0	0	0	0
12:00	**151**	34.6	29.2	4.9	0	0	93	49	8	1	0	0	0	0	0	0
13:00	**107**	34.3	28.6	5.2	0	3	67	31	6	0	0	0	0	0	0	0
14:00	**111**	34.5	28.9	5.4	0	4	63	38	6	0	0	0	0	0	0	0
15:00	**97**	34.1	28.3	5.4	0	4	61	27	5	0	0	0	0	0	0	0
16:00	**104**	34.6	29.1	5.1	0	0	67	29	7	1	0	0	0	0	0	0
17:00	**105**	34.7	29.2	5.2	0	2	60	36	7	0	0	0	0	0	0	0
18:00	**105**	34.1	28.9	4.8	0	0	68	33	3	1	0	0	0	0	0	0
19:00	**54**	34.9	29.1	5.4	0	0	36	12	5	1	0	0	0	0	0	0
20:00	**52**	34.5	28.8	5.3	0	1	33	14	4	0	0	0	0	0	0	0
21:00	**20**	34.9	29.4	6	0	1	10	7	2	0	0	0	0	0	0	0
22:00	**19**	32.1	27.8	4.7	0	0	15	3	1	0	0	0	0	0	0	0
23:00	**13**	31.9	27.7	4.3	0	0	10	3	0	0	0	0	0	0	0	0
12H,7-19	**1362**	**34.5**	**28.9**	**5.2**	**0**	**28**	**830**	**429**	**67**	**7**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1517**	**34.5**	**28.9**	**5.3**	**0**	**32**	**923**	**471**	**82**	**8**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1549**	**34.5**	**28.9**	**5.2**	**0**	**32**	**948**	**477**	**83**	**8**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1592**	**34.5**	**28.9**	**5.3**	**0**	**33**	**973**	**489**	**86**	**9**	**1**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 22-Mar-26																
00:00	**7**	-	30.3	8.8	0	1	2	3	0	1	0	0	0	0	0	0
01:00	**3**	-	31	13.9	0	1	0	1	0	1	0	0	0	0	0	0
02:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**7**	-	26	3.1	0	0	7	0	0	0	0	0	0	0	0	0
04:00	**3**	-	38.5	5	0	0	0	1	1	1	0	0	0	0	0	0
05:00	**11**	33.3	28.7	4.6	0	0	7	4	0	0	0	0	0	0	0	0
06:00	**10**	33.5	28.8	5.3	0	0	7	2	1	0	0	0	0	0	0	0
07:00	**26**	35.3	29.8	6.4	0	1	14	7	3	1	0	0	0	0	0	0
08:00	**45**	34.5	29.4	4.8	0	0	26	17	2	0	0	0	0	0	0	0
09:00	**82**	34.7	29.5	5.1	0	1	45	31	5	0	0	0	0	0	0	0
10:00	**135**	33.1	27.7	4.9	0	3	101	25	6	0	0	0	0	0	0	0
11:00	**109**	34.2	28.7	5.1	0	2	69	33	4	1	0	0	0	0	0	0
12:00	**119**	34.5	29.1	5.2	0	2	70	41	5	1	0	0	0	0	0	0
13:00	**99**	34.7	29.6	5	0	1	52	41	5	0	0	0	0	0	0	0
14:00	**99**	33.9	28.7	4.6	0	0	66	30	3	0	0	0	0	0	0	0
15:00	**64**	34.4	29	5	0	1	38	22	3	0	0	0	0	0	0	0
16:00	**74**	34.6	29.4	4.8	0	0	43	27	4	0	0	0	0	0	0	0
17:00	**78**	34.7	29.2	5	0	0	49	23	6	0	0	0	0	0	0	0
18:00	**52**	35.1	29.1	6.7	0	5	23	19	4	1	0	0	0	0	0	0
19:00	**42**	35.3	29.8	5.5	0	0	25	12	4	1	0	0	0	0	0	0
20:00	**48**	34	28.4	5.7	1	1	28	17	1	0	0	0	0	0	0	0
21:00	**21**	37.4	31.1	5.8	0	0	10	6	5	0	0	0	0	0	0	0
22:00	**15**	34.8	29.2	5.5	0	0	10	3	2	0	0	0	0	0	0	0
23:00	**5**	-	29.5	8.8	0	1	1	2	1	0	0	0	0	0	0	0
12H,7-19	**982**	**34.5**	**29**	**5.1**	**0**	**16**	**596**	**316**	**50**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1103**	**34.6**	**29**	**5.2**	**1**	**17**	**666**	**353**	**61**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1123**	**34.6**	**29**	**5.2**	**1**	**18**	**677**	**358**	**64**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1155**	**34.6**	**29**	**5.3**	**1**	**20**	**694**	**367**	**65**	**8**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

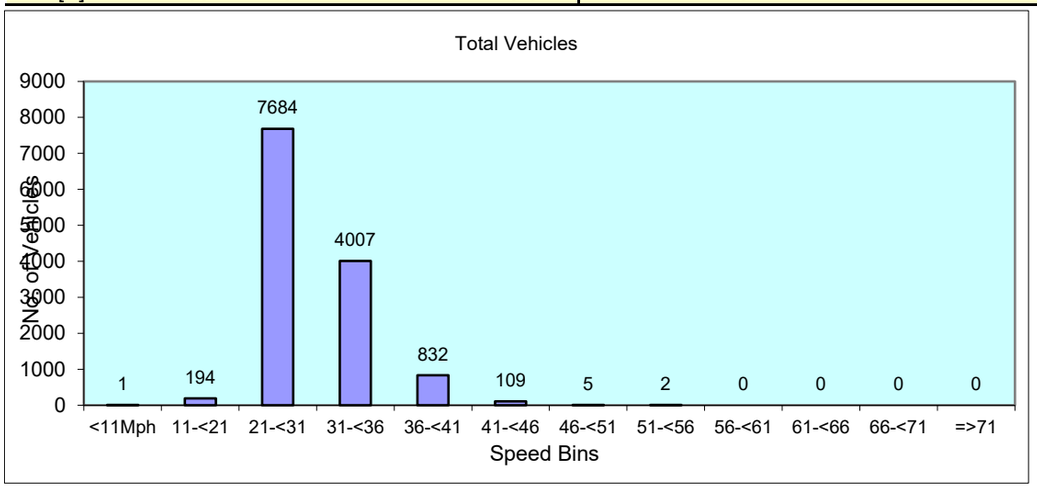
15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 23-Mar-26																
00:00	**4**	-	22.9	8.8	0	2	1	1	0	0	0	0	0	0	0	0
01:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**6**	-	27.3	4.2	0	0	5	1	0	0	0	0	0	0	0	0
05:00	**34**	34.7	29.8	4.9	0	0	18	14	2	0	0	0	0	0	0	0
06:00	**66**	34.9	29.1	5.6	0	2	38	20	6	0	0	0	0	0	0	0
07:00	**153**	35.7	30.4	5.7	0	3	71	59	18	2	0	0	0	0	0	0
08:00	**221**	34.1	28.6	4.7	0	1	147	64	9	0	0	0	0	0	0	0
09:00	**158**	33.7	28.2	4.9	0	3	108	43	3	1	0	0	0	0	0	0
10:00	**144**	34.5	29.1	5.1	0	2	86	48	8	0	0	0	0	0	0	0
11:00	**91**	34.5	28.9	5.3	0	2	55	28	6	0	0	0	0	0	0	0
12:00	**123**	34.1	28.5	4.9	0	0	89	24	10	0	0	0	0	0	0	0
13:00	**112**	31.5	27.3	4	0	0	93	18	1	0	0	0	0	0	0	0
14:00	**116**	34.3	28.8	4.9	0	1	74	35	6	0	0	0	0	0	0	0
15:00	**123**	35.6	29.7	5.4	0	1	71	35	16	0	0	0	0	0	0	0
16:00	**192**	37.2	31.2	6	0	1	88	68	24	11	0	0	0	0	0	0
17:00	**144**	34.9	29.4	5.4	0	2	83	47	10	2	0	0	0	0	0	0
18:00	**97**	34.5	29.1	5	0	0	61	30	5	1	0	0	0	0	0	0
19:00	**46**	36.4	30.8	6	0	1	20	17	7	1	0	0	0	0	0	0
20:00	**42**	34.5	29.2	5.2	0	1	23	16	2	0	0	0	0	0	0	0
21:00	**32**	35.7	28.6	5.9	0	1	22	4	5	0	0	0	0	0	0	0
22:00	**24**	38.1	31.2	6.1	0	0	12	5	7	0	0	0	0	0	0	0
23:00	**8**	-	31.9	6.3	0	0	3	4	0	1	0	0	0	0	0	0
12H,7-19	**1674**	**34.8**	**29.2**	**5.2**	**0**	**16**	**1026**	**499**	**116**	**17**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1860**	**34.9**	**29.2**	**5.3**	**0**	**21**	**1129**	**556**	**136**	**18**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1892**	**34.9**	**29.2**	**5.3**	**0**	**21**	**1144**	**565**	**143**	**19**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1941**	**34.9**	**29.2**	**5.3**	**0**	**23**	**1171**	**583**	**145**	**19**	**0**	**0**	**0**	**0**	**0**	**0**

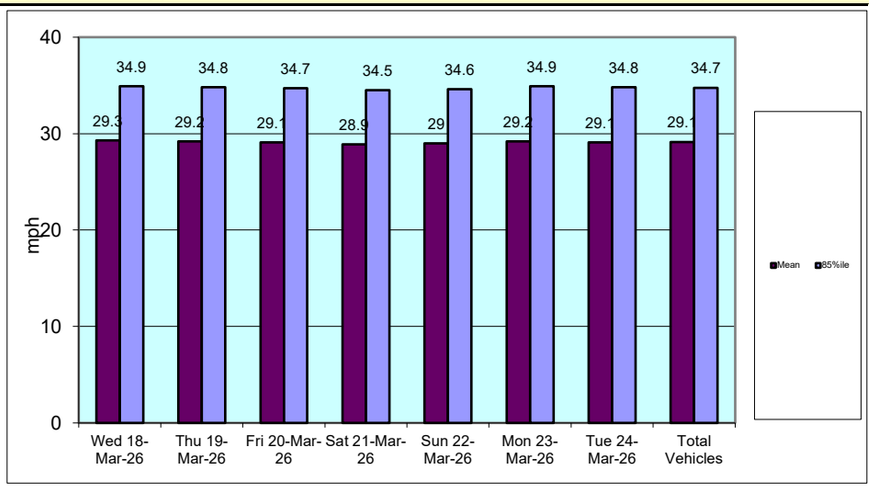
Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 24-Mar-26																
00:00	**4**	-	22.9	8.8	0	2	1	1	0	0	0	0	0	0	0	0
01:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**3**	-	26	3.3	0	0	3	0	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**15**	30.4	27	3.9	0	0	13	2	0	0	0	0	0	0	0	0
05:00	**48**	35	29.5	5.2	0	0	29	14	5	0	0	0	0	0	0	0
06:00	**65**	36.7	30.8	5.7	0	1	29	23	12	0	0	0	0	0	0	0
07:00	**154**	35.7	30.3	5.6	0	2	76	56	17	3	0	0	0	0	0	0
08:00	**195**	34.1	28.7	4.8	0	1	126	62	5	1	0	0	0	0	0	0
09:00	**142**	32.8	27.3	5.1	0	7	103	29	2	1	0	0	0	0	0	0
10:00	**147**	34.6	28.7	5.2	0	2	98	34	13	0	0	0	0	0	0	0
11:00	**117**	34.9	29	5.6	0	4	68	35	10	0	0	0	0	0	0	0
12:00	**130**	34.2	28.6	4.9	0	0	91	30	9	0	0	0	0	0	0	0
13:00	**118**	32.6	27.7	4.2	0	0	92	25	1	0	0	0	0	0	0	0
14:00	**135**	33.6	28.3	4.8	0	1	96	33	4	1	0	0	0	0	0	0
15:00	**124**	35.2	29.7	5.2	0	1	68	43	12	0	0	0	0	0	0	0
16:00	**210**	35.3	30.3	5.3	0	1	102	88	15	3	1	0	0	0	0	0
17:00	**152**	35.2	29.7	5.8	0	6	73	59	12	2	0	0	0	0	0	0
18:00	**120**	34.8	29.6	5.1	0	1	66	46	6	1	0	0	0	0	0	0
19:00	**58**	35	29.8	5.5	0	1	30	22	4	1	0	0	0	0	0	0
20:00	**53**	34.5	29	5.5	0	1	33	15	3	1	0	0	0	0	0	0
21:00	**31**	35.3	29.2	5.8	0	1	18	8	4	0	0	0	0	0	0	0
22:00	**21**	38.4	31.2	6.5	0	0	11	4	5	1	0	0	0	0	0	0
23:00	**7**	-	29.2	4.7	0	0	4	3	0	0	0	0	0	0	0	0
12H,7-19	**1744**	**34.7**	**29.1**	**5.2**	**0**	**26**	**1059**	**540**	**106**	**12**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1951**	**34.8**	**29.1**	**5.3**	**0**	**30**	**1169**	**608**	**129**	**14**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1979**	**34.8**	**29.2**	**5.3**	**0**	**30**	**1184**	**615**	**134**	**15**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2053**	**34.8**	**29.1**	**5.3**	**0**	**32**	**1232**	**634**	**139**	**15**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
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15328		MARKFIELD			Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)						
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Northbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**=>71**
Daily Totals																
Wed 18-Mar-26	**1961**	34.9	29.3	5.3	0	26	1155	619	138	22	1	0	0	0	0	0
Thu 19-Mar-26	**2005**	34.8	29.2	5.3	0	27	1192	632	132	21	1	0	0	0	0	0
Fri 20-Mar-26	**2127**	34.7	29.1	5.3	0	33	1267	683	127	15	1	1	0	0	0	0
Sat 21-Mar-26	**1592**	34.5	28.9	5.3	0	33	973	489	86	9	1	1	0	0	0	0
Sun 22-Mar-26	**1155**	34.6	29	5.3	1	20	694	367	65	8	0	0	0	0	0	0
Mon 23-Mar-26	**1941**	34.9	29.2	5.3	0	23	1171	583	145	19	0	0	0	0	0	0
Tue 24-Mar-26	**2053**	34.8	29.1	5.3	0	32	1232	634	139	15	1	0	0	0	0	0
Total Vehicles																
[--]	**12834**	34.7	29.1	5.3	1	194	7684	4007	832	109	5	2	0	0	0	0





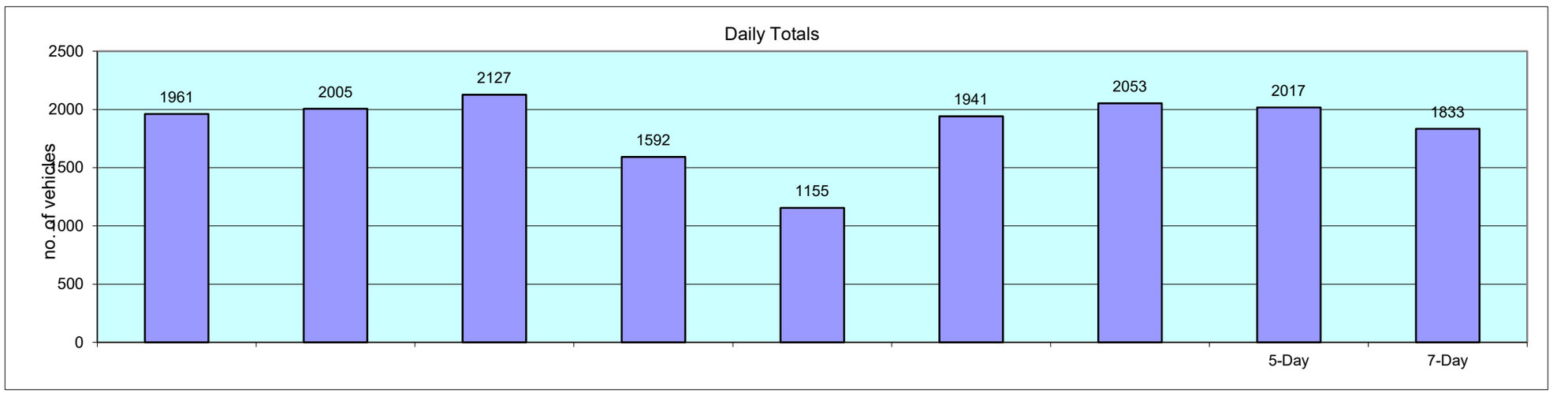
Data produced by
Auto Surveys Ltd

15328		MARKFIELD		Site No: 15328001 Channel: Northbound		Location	Whitwick Rd, Markfield (l/c 3)		
TIME PERIOD	**Wed 18-Mar-26**	**Thu 19-Mar-26**	**Fri 20-Mar-26**	**Sat 21-Mar-26**	**Sun 22-Mar-26**	**Mon 23-Mar-26**	**Tue 24-Mar-26**	**5-Day Av**	**7-Day Av**
Week Begin: 18-Mar-26									
00:00	**4**	3	3	9	7	4	4	4	5
01:00	**3**	2	2	4	3	3	3	3	3
02:00	**2**	2	3	2	1	1	3	2	2
03:00	**1**	1	1	4	7	1	1	1	2
04:00	**8**	10	9	9	3	6	15	10	9
05:00	**33**	41	42	15	11	34	48	40	32
06:00	**65**	69	68	29	10	66	65	67	53
07:00	**145**	149	153	65	26	153	154	151	121
08:00	**206**	204	208	101	45	221	195	207	169
09:00	**152**	149	154	138	82	158	142	151	139
10:00	**143**	150	149	151	135	144	147	147	146
11:00	**102**	106	123	127	109	91	117	108	111
12:00	**117**	124	123	151	119	123	130	123	127
13:00	**118**	115	137	107	99	112	118	120	115
14:00	**121**	132	142	111	99	116	135	129	122
15:00	**120**	127	178	97	64	123	124	134	119
16:00	**192**	199	194	104	74	192	210	197	166
17:00	**155**	148	134	105	78	144	152	147	131
18:00	**105**	106	125	105	52	97	120	111	101
19:00	**53**	61	70	54	42	46	58	58	55
20:00	**49**	49	47	52	48	42	53	48	49
21:00	**29**	28	31	20	21	32	31	30	27
22:00	**26**	21	16	19	15	24	21	22	20
23:00	**12**	9	15	13	5	8	7	10	10
12H,7-19	**1676**	**1709**	**1820**	**1362**	**982**	**1674**	**1744**	**1725**	**1567**
16H,6-22	**1872**	**1916**	**2036**	**1517**	**1103**	**1860**	**1951**	**1927**	**1751**
18H,6-24	**1910**	**1946**	**2067**	**1549**	**1123**	**1892**	**1979**	**1959**	**1781**
24H,0-24	**1961**	**2005**	**2127**	**1592**	**1155**	**1941**	**2053**	**2017**	**1833**
Am	**08:00**	**08:00**	**08:00**	**10:00**	**10:00**	**08:00**	**08:00**		
Peak	**206**	**204**	**208**	**151**	**135**	**221**	**195**		
Pm	**16:00**	**16:00**	**16:00**	**12:00**	**12:00**	**16:00**	**16:00**		
Peak	**192**	**199**	**194**	**151**	**119**	**192**	**210**		

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
		Channel: Northbound		

TIME PERIOD	Wed 18-Mar-26	Thu 19-Mar-26	Fri 20-Mar-26	Sat 21-Mar-26	Sun 22-Mar-26	Mon 23-Mar-26	Tue 24-Mar-26	5-Day Av	7-Day Av



15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 18-Mar-26														
00:00	**6**	0	3	0	0	0	0	0	3	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**20**	0	14	2	1	1	0	0	0	1	1	0	0	0
06:00	**51**	0	47	1	1	1	0	0	0	0	1	0	0	0
07:00	**124**	0	105	16	1	1	0	0	0	0	1	0	0	0
08:00	**86**	0	70	11	3	1	0	1	0	0	0	0	0	0
09:00	**94**	1	81	9	1	1	0	0	1	0	0	0	0	0
10:00	**92**	1	69	19	1	1	0	0	0	0	1	0	0	0
11:00	**91**	4	76	4	3	3	0	0	1	0	0	0	0	0
12:00	**104**	0	81	20	0	2	1	0	0	0	0	0	0	0
13:00	**136**	2	117	11	1	2	2	0	0	0	0	0	1	0
14:00	**126**	1	101	21	2	0	0	0	0	0	1	0	0	0
15:00	**136**	2	121	10	1	1	0	0	0	1	0	0	0	0
16:00	**160**	0	138	17	1	1	1	0	1	0	1	0	0	0
17:00	**200**	1	173	25	1	0	0	0	0	0	0	0	0	0
18:00	**92**	0	87	3	0	2	0	0	0	0	0	0	0	0
19:00	**68**	0	63	4	0	1	0	0	0	0	0	0	0	0
20:00	**59**	0	52	4	1	1	1	0	0	0	0	0	0	0
21:00	**33**	0	30	1	1	0	0	0	0	0	1	0	0	0
22:00	**24**	0	22	1	1	0	0	0	0	0	0	0	0	0
23:00	**9**	0	7	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**1441**	**12**	**1219**	**166**	**15**	**15**	**4**	**1**	**3**	**1**	**4**	**0**	**1**	**0**
16H,6-22	**1652**	**12**	**1411**	**176**	**18**	**18**	**5**	**1**	**3**	**1**	**6**	**0**	**1**	**0**
18H,6-24	**1685**	**12**	**1440**	**178**	**19**	**18**	**5**	**1**	**4**	**1**	**6**	**0**	**1**	**0**
24H,0-24	**1718**	**12**	**1461**	**182**	**20**	**20**	**5**	**1**	**7**	**2**	**7**	**0**	**1**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 19-Mar-26														
00:00	**9**	0	7	0	0	0	0	0	2	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**25**	0	19	1	1	1	0	0	0	1	2	0	0	0
06:00	**45**	0	40	2	1	1	0	0	0	0	1	0	0	0
07:00	**110**	0	92	15	1	1	0	0	0	0	1	0	0	0
08:00	**88**	0	73	11	2	1	0	1	0	0	0	0	0	0
09:00	**97**	1	81	12	1	1	0	0	1	0	0	0	0	0
10:00	**87**	1	62	21	1	1	0	0	0	0	1	0	0	0
11:00	**89**	3	76	5	2	2	0	0	1	0	0	0	0	0
12:00	**108**	0	87	18	0	2	1	0	0	0	0	0	0	0
13:00	**144**	2	122	15	1	2	2	0	0	0	0	0	0	0
14:00	**128**	1	104	20	2	0	0	0	0	0	1	0	0	0
15:00	**145**	2	131	8	1	2	0	0	0	1	0	0	0	0
16:00	**160**	0	137	18	1	1	1	0	1	0	1	0	0	0
17:00	**194**	1	168	24	1	0	0	0	0	0	0	0	0	0
18:00	**103**	0	96	5	0	2	0	0	0	0	0	0	0	0
19:00	**67**	0	63	3	0	1	0	0	0	0	0	0	0	0
20:00	**72**	0	60	9	1	1	1	0	0	0	0	0	0	0
21:00	**34**	0	31	1	1	0	0	0	0	0	1	0	0	0
22:00	**20**	0	18	1	1	0	0	0	0	0	0	0	0	0
23:00	**9**	0	7	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**1453**	**11**	**1229**	**172**	**13**	**15**	**4**	**1**	**3**	**1**	**4**	**0**	**0**	**0**
16H,6-22	**1671**	**11**	**1423**	**187**	**16**	**18**	**5**	**1**	**3**	**1**	**6**	**0**	**0**	**0**
18H,6-24	**1700**	**11**	**1448**	**189**	**17**	**18**	**5**	**1**	**4**	**1**	**6**	**0**	**0**	**0**
24H,0-24	**1742**	**11**	**1479**	**192**	**18**	**20**	**5**	**1**	**6**	**2**	**8**	**0**	**0**	**0**

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 20-Mar-26														
00:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**19**	0	15	2	1	1	0	0	0	0	0	0	0	0
06:00	**45**	0	38	4	1	1	0	0	0	0	1	0	0	0
07:00	**108**	0	92	13	1	1	0	0	0	0	1	0	0	0
08:00	**98**	0	80	13	3	1	0	1	0	0	0	0	0	0
09:00	**95**	1	75	16	1	1	0	0	1	0	0	0	0	0
10:00	**94**	1	68	21	1	2	0	0	0	0	1	0	0	0
11:00	**100**	0	77	19	4	0	0	0	0	0	0	0	0	0
12:00	**120**	0	102	15	2	0	0	0	1	0	0	0	0	0
13:00	**193**	0	159	32	0	2	0	0	0	0	0	0	0	0
14:00	**119**	2	106	8	3	0	0	0	0	0	0	0	0	0
15:00	**402**	0	345	50	4	3	0	0	0	0	0	0	0	0
16:00	**166**	1	146	17	0	1	1	0	0	0	0	0	0	0
17:00	**141**	0	135	6	0	0	0	0	0	0	0	0	0	0
18:00	**92**	0	86	4	1	1	0	0	0	0	0	0	0	0
19:00	**70**	0	62	6	1	0	1	0	0	0	0	0	0	0
20:00	**56**	0	49	6	0	1	0	0	0	0	0	0	0	0
21:00	**25**	0	23	1	1	0	0	0	0	0	0	0	0	0
22:00	**29**	0	28	0	0	1	0	0	0	0	0	0	0	0
23:00	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1728**	**5**	**1471**	**214**	**20**	**12**	**1**	**1**	**2**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**1924**	**5**	**1643**	**231**	**23**	**14**	**2**	**1**	**2**	**0**	**3**	**0**	**0**	**0**
18H,6-24	**1977**	**5**	**1695**	**231**	**23**	**15**	**2**	**1**	**2**	**0**	**3**	**0**	**0**	**0**
24H,0-24	**2008**	**5**	**1719**	**235**	**24**	**17**	**2**	**1**	**2**	**0**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 21-Mar-26														
00:00	**12**	0	10	1	0	0	0	0	0	0	0	1	0	0
01:00	**3**	0	2	0	0	0	0	0	1	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	2	0	1	1	0	0	0	0	0	0	0	0
06:00	**17**	0	13	2	1	1	0	0	0	0	0	0	0	0
07:00	**31**	0	26	3	1	0	1	0	0	0	0	0	0	0
08:00	**53**	3	36	11	0	2	0	0	1	0	0	0	0	0
09:00	**77**	0	66	9	1	1	0	0	0	0	0	0	0	0
10:00	**115**	2	100	10	1	1	0	0	1	0	0	0	0	0
11:00	**111**	1	99	7	0	2	1	0	1	0	0	0	0	0
12:00	**133**	1	123	7	1	1	0	0	0	0	0	0	0	0
13:00	**133**	0	120	10	0	2	0	0	1	0	0	0	0	0
14:00	**115**	1	108	4	2	0	0	0	0	0	0	0	0	0
15:00	**113**	3	101	7	1	1	0	0	0	0	0	0	0	0
16:00	**94**	1	87	4	0	2	0	0	0	0	0	0	0	0
17:00	**106**	1	98	5	0	2	0	0	0	0	0	0	0	0
18:00	**113**	0	106	5	2	0	0	0	0	0	0	0	0	0
19:00	**58**	0	54	3	1	0	0	0	0	0	0	0	0	0
20:00	**43**	0	40	2	1	0	0	0	0	0	0	0	0	0
21:00	**30**	0	28	1	1	0	0	0	0	0	0	0	0	0
22:00	**17**	0	15	1	0	1	0	0	0	0	0	0	0	0
23:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1194**	**13**	**1070**	**82**	**9**	**14**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1342**	**13**	**1205**	**90**	**13**	**15**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1379**	**13**	**1240**	**91**	**13**	**16**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1402**	**13**	**1258**	**92**	**14**	**17**	**2**	**0**	**5**	**0**	**0**	**1**	**0**	**0**

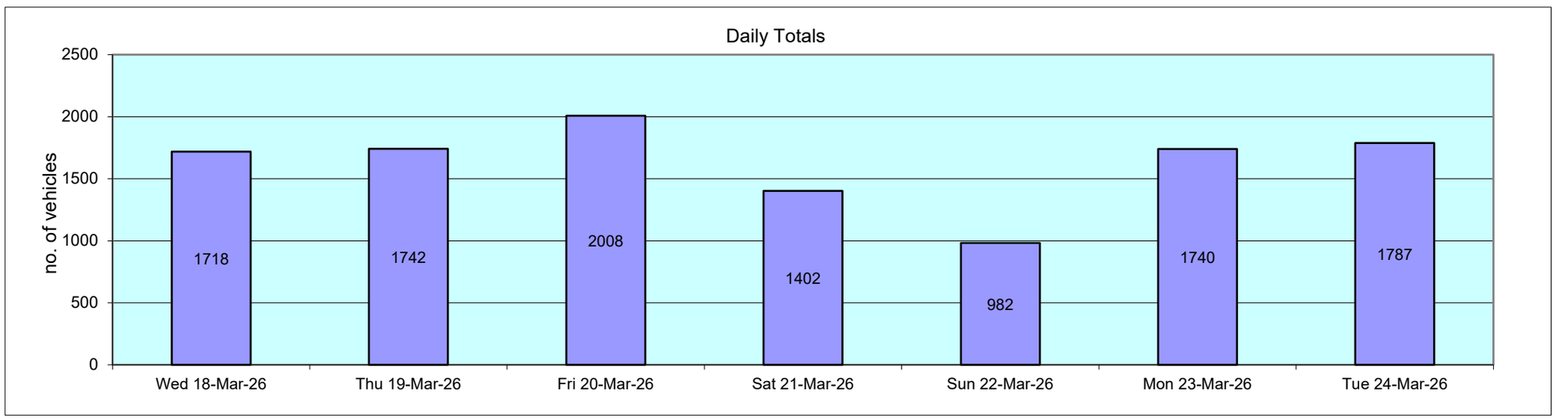
15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 22-Mar-26														
00:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	2	0	0	1	1	0	0	0	0	0	0	0
06:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
07:00	**18**	1	13	2	1	1	0	0	0	0	0	0	0	0
08:00	**37**	0	29	6	0	1	0	1	0	0	0	0	0	0
09:00	**43**	1	38	3	0	1	0	0	0	0	0	0	0	0
10:00	**78**	8	62	7	0	0	0	0	1	0	0	0	0	0
11:00	**82**	0	77	3	1	1	0	0	0	0	0	0	0	0
12:00	**78**	0	71	6	0	1	0	0	0	0	0	0	0	0
13:00	**97**	0	93	4	0	0	0	0	0	0	0	0	0	0
14:00	**82**	1	77	2	1	0	0	0	1	0	0	0	0	0
15:00	**89**	0	83	5	0	1	0	0	0	0	0	0	0	0
16:00	**71**	0	66	4	0	1	0	0	0	0	0	0	0	0
17:00	**84**	0	77	4	3	0	0	0	0	0	0	0	0	0
18:00	**60**	0	56	2	0	2	0	0	0	0	0	0	0	0
19:00	**51**	0	47	3	1	0	0	0	0	0	0	0	0	0
20:00	**41**	0	39	1	1	0	0	0	0	0	0	0	0	0
21:00	**19**	0	16	2	0	1	0	0	0	0	0	0	0	0
22:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
23:00	**10**	0	8	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	**819**	**11**	**742**	**48**	**6**	**9**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**938**	**11**	**850**	**56**	**8**	**10**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**961**	**11**	**871**	**57**	**8**	**10**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**982**	**11**	**890**	**57**	**8**	**11**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 23-Mar-26														
00:00	**6**	0	2	0	0	0	0	0	4	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**24**	0	18	2	1	1	0	0	0	1	1	0	0	0
06:00	**53**	0	49	1	1	1	0	0	0	0	1	0	0	0
07:00	**126**	0	108	15	1	1	0	0	0	0	1	0	0	0
08:00	**82**	0	66	11	3	1	0	1	0	0	0	0	0	0
09:00	**85**	1	76	5	1	1	0	0	1	0	0	0	0	0
10:00	**87**	1	64	19	1	1	0	0	0	0	1	0	0	0
11:00	**96**	5	80	4	4	2	0	0	1	0	0	0	0	0
12:00	**116**	0	92	20	0	3	1	0	0	0	0	0	0	0
13:00	**140**	2	124	8	1	2	2	0	0	0	0	0	1	0
14:00	**131**	1	108	19	2	0	0	0	0	0	1	0	0	0
15:00	**126**	3	116	4	1	1	0	0	0	1	0	0	0	0
16:00	**167**	0	148	14	1	1	1	0	1	0	1	0	0	0
17:00	**197**	1	173	22	1	0	0	0	0	0	0	0	0	0
18:00	**101**	0	95	3	0	3	0	0	0	0	0	0	0	0
19:00	**69**	0	66	2	0	1	0	0	0	0	0	0	0	0
20:00	**62**	0	57	2	1	1	1	0	0	0	0	0	0	0
21:00	**36**	0	33	1	1	0	0	0	0	0	1	0	0	0
22:00	**23**	0	21	1	1	0	0	0	0	0	0	0	0	0
23:00	**5**	0	3	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**1454**	**14**	**1250**	**144**	**16**	**16**	**4**	**1**	**3**	**1**	**4**	**0**	**1**	**0**
16H,6-22	**1674**	**14**	**1455**	**150**	**19**	**19**	**5**	**1**	**3**	**1**	**6**	**0**	**1**	**0**
18H,6-24	**1702**	**14**	**1479**	**152**	**20**	**19**	**5**	**1**	**4**	**1**	**6**	**0**	**1**	**0**
24H,0-24	**1740**	**14**	**1504**	**156**	**21**	**21**	**5**	**1**	**8**	**2**	**7**	**0**	**1**	**0**

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 24-Mar-26														
00:00	**9**	0	6	0	0	0	0	0	3	0	0	0	0	0
01:00	**2**	1	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
03:00	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**28**	0	22	1	1	1	0	0	0	1	2	0	0	0
06:00	**54**	0	49	2	1	1	0	0	0	0	1	0	0	0
07:00	**116**	0	99	14	1	1	0	0	0	0	1	0	0	0
08:00	**90**	0	76	11	1	1	0	1	0	0	0	0	0	0
09:00	**110**	1	92	14	1	1	0	0	1	0	0	0	0	0
10:00	**90**	1	70	16	1	1	0	0	0	0	1	0	0	0
11:00	**82**	4	71	3	2	1	0	0	1	0	0	0	0	0
12:00	**91**	0	74	15	0	1	1	0	0	0	0	0	0	0
13:00	**155**	2	131	17	1	1	3	0	0	0	0	0	0	0
14:00	**137**	1	108	24	3	0	0	0	0	0	1	0	0	0
15:00	**146**	2	128	10	1	3	0	0	1	1	0	0	0	0
16:00	**175**	0	148	23	0	1	1	0	1	0	1	0	0	0
17:00	**191**	1	160	29	1	0	0	0	0	0	0	0	0	0
18:00	**94**	0	88	4	0	2	0	0	0	0	0	0	0	0
19:00	**70**	0	65	4	0	1	0	0	0	0	0	0	0	0
20:00	**73**	0	62	8	1	1	1	0	0	0	0	0	0	0
21:00	**37**	0	34	1	1	0	0	0	0	0	1	0	0	0
22:00	**20**	0	18	1	1	0	0	0	0	0	0	0	0	0
23:00	**10**	0	8	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**1477**	**12**	**1245**	**180**	**12**	**13**	**5**	**1**	**4**	**1**	**4**	**0**	**0**	**0**
16H,6-22	**1711**	**12**	**1455**	**195**	**15**	**16**	**6**	**1**	**4**	**1**	**6**	**0**	**0**	**0**
18H,6-24	**1741**	**12**	**1481**	**197**	**16**	**16**	**6**	**1**	**5**	**1**	**6**	**0**	**0**	**0**
24H,0-24	**1787**	**13**	**1513**	**200**	**17**	**19**	**6**	**1**	**8**	**2**	**8**	**0**	**0**	**0**

15328			MARKFIELD			Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 18-Mar-26	**1718**	12	1461	182	20	20	5	1	7	2	7	0	1	0
Thu 19-Mar-26	**1742**	11	1479	192	18	20	5	1	6	2	8	0	0	0
Fri 20-Mar-26	**2008**	5	1719	235	24	17	2	1	2	0	3	0	0	0
Sat 21-Mar-26	**1402**	13	1258	92	14	17	2	0	5	0	0	1	0	0
Sun 22-Mar-26	**982**	11	890	57	8	11	2	1	2	0	0	0	0	0
Mon 23-Mar-26	**1740**	14	1504	156	21	21	5	1	8	2	7	0	1	0
Tue 24-Mar-26	**1787**	13	1513	200	17	19	6	1	8	2	8	0	0	0
Total Vehicles														
[--]	**11379**	79	9824	1114	122	125	27	6	38	8	33	1	2	0



Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Mar-26											
00:00	**6**	0	0.0	3	50.0	0	0.0	3	50.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**20**	0	0.0	14	70.0	2	10.0	3	15.0	1	5.0
06:00	**51**	0	0.0	47	92.2	1	2.0	2	3.9	1	2.0
07:00	**124**	0	0.0	105	84.7	16	12.9	2	1.6	1	0.8
08:00	**86**	0	0.0	70	81.4	11	12.8	2	2.3	3	3.5
09:00	**94**	1	1.1	81	86.2	9	9.6	2	2.1	1	1.1
10:00	**92**	1	1.1	69	75.0	19	20.7	2	2.2	1	1.1
11:00	**91**	4	4.4	76	83.5	4	4.4	4	4.4	3	3.3
12:00	**104**	0	0.0	81	77.9	20	19.2	3	2.9	0	0.0
13:00	**136**	2	1.5	117	86.0	11	8.1	5	3.7	1	0.7
14:00	**126**	1	0.8	101	80.2	21	16.7	1	0.8	2	1.6
15:00	**136**	2	1.5	121	89.0	10	7.4	2	1.5	1	0.7
16:00	**160**	0	0.0	138	86.3	17	10.6	4	2.5	1	0.6
17:00	**200**	1	0.5	173	86.5	25	12.5	0	0.0	1	0.5
18:00	**92**	0	0.0	87	94.6	3	3.3	2	2.2	0	0.0
19:00	**68**	0	0.0	63	92.7	4	5.9	1	1.5	0	0.0
20:00	**59**	0	0.0	52	88.1	4	6.8	2	3.4	1	1.7
21:00	**33**	0	0.0	30	90.9	1	3.0	1	3.0	1	3.0
22:00	**24**	0	0.0	22	91.7	1	4.2	0	0.0	1	4.2
23:00	**9**	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
12H,7-19	**1441**	**12**	**0.8**	**1219**	**84.6**	**166**	**11.5**	**29**	**2.0**	**15**	**1.0**
16H,6-22	**1652**	**12**	**0.7**	**1411**	**85.4**	**176**	**10.7**	**35**	**2.1**	**18**	**1.1**
18H,6-24	**1685**	**12**	**0.7**	**1440**	**85.5**	**178**	**10.6**	**36**	**2.1**	**19**	**1.1**
24H,0-24	**1718**	**12**	**0.7**	**1461**	**85.0**	**182**	**10.6**	**43**	**2.5**	**20**	**1.2**

Data produced by
Auto Surveys Ltd

15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 19-Mar-26											
00:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**25**	0	0.0	19	76.0	1	4.0	4	16.0	1	4.0
06:00	**45**	0	0.0	40	88.9	2	4.4	2	4.4	1	2.2
07:00	**110**	0	0.0	92	83.6	15	13.6	2	1.8	1	0.9
08:00	**88**	0	0.0	73	83.0	11	12.5	2	2.3	2	2.3
09:00	**97**	1	1.0	81	83.5	12	12.4	2	2.1	1	1.0
10:00	**87**	1	1.2	62	71.3	21	24.1	2	2.3	1	1.2
11:00	**89**	3	3.4	76	85.4	5	5.6	3	3.4	2	2.3
12:00	**108**	0	0.0	87	80.6	18	16.7	3	2.8	0	0.0
13:00	**144**	2	1.4	122	84.7	15	10.4	4	2.8	1	0.7
14:00	**128**	1	0.8	104	81.3	20	15.6	1	0.8	2	1.6
15:00	**145**	2	1.4	131	90.3	8	5.5	3	2.1	1	0.7
16:00	**160**	0	0.0	137	85.6	18	11.3	4	2.5	1	0.6
17:00	**194**	1	0.5	168	86.6	24	12.4	0	0.0	1	0.5
18:00	**103**	0	0.0	96	93.2	5	4.9	2	1.9	0	0.0
19:00	**67**	0	0.0	63	94.0	3	4.5	1	1.5	0	0.0
20:00	**72**	0	0.0	60	83.3	9	12.5	2	2.8	1	1.4
21:00	**34**	0	0.0	31	91.2	1	2.9	1	2.9	1	2.9
22:00	**20**	0	0.0	18	90.0	1	5.0	0	0.0	1	5.0
23:00	**9**	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
12H,7-19	**1453**	**11**	**0.8**	**1229**	**84.6**	**172**	**11.8**	**28**	**1.9**	**13**	**0.9**
16H,6-22	**1671**	**11**	**0.7**	**1423**	**85.2**	**187**	**11.2**	**34**	**2.0**	**16**	**1.0**
18H,6-24	**1700**	**11**	**0.7**	**1448**	**85.2**	**189**	**11.1**	**35**	**2.1**	**17**	**1.0**
24H,0-24	**1742**	**11**	**0.6**	**1479**	**84.9**	**192**	**11.0**	**42**	**2.4**	**18**	**1.0**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 20-Mar-26											
00:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**19**	0	0.0	15	79.0	2	10.5	1	5.3	1	5.3
06:00	**45**	0	0.0	38	84.4	4	8.9	2	4.4	1	2.2
07:00	**108**	0	0.0	92	85.2	13	12.0	2	1.9	1	0.9
08:00	**98**	0	0.0	80	81.6	13	13.3	2	2.0	3	3.1
09:00	**95**	1	1.1	75	79.0	16	16.8	2	2.1	1	1.1
10:00	**94**	1	1.1	68	72.3	21	22.3	3	3.2	1	1.1
11:00	**100**	0	0.0	77	77.0	19	19.0	0	0.0	4	4.0
12:00	**120**	0	0.0	102	85.0	15	12.5	1	0.8	2	1.7
13:00	**193**	0	0.0	159	82.4	32	16.6	2	1.0	0	0.0
14:00	**119**	2	1.7	106	89.1	8	6.7	0	0.0	3	2.5
15:00	**402**	0	0.0	345	85.8	50	12.4	3	0.8	4	1.0
16:00	**166**	1	0.6	146	88.0	17	10.2	2	1.2	0	0.0
17:00	**141**	0	0.0	135	95.7	6	4.3	0	0.0	0	0.0
18:00	**92**	0	0.0	86	93.5	4	4.4	1	1.1	1	1.1
19:00	**70**	0	0.0	62	88.6	6	8.6	1	1.4	1	1.4
20:00	**56**	0	0.0	49	87.5	6	10.7	1	1.8	0	0.0
21:00	**25**	0	0.0	23	92.0	1	4.0	0	0.0	1	4.0
22:00	**29**	0	0.0	28	96.6	0	0.0	1	3.5	0	0.0
23:00	**24**	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1728**	**5**	**0.3**	**1471**	**85.1**	**214**	**12.4**	**18**	**1.0**	**20**	**1.2**
16H,6-22	**1924**	**5**	**0.3**	**1643**	**85.4**	**231**	**12.0**	**22**	**1.1**	**23**	**1.2**
18H,6-24	**1977**	**5**	**0.3**	**1695**	**85.7**	**231**	**11.7**	**23**	**1.2**	**23**	**1.2**
24H,0-24	**2008**	**5**	**0.3**	**1719**	**85.6**	**235**	**11.7**	**25**	**1.3**	**24**	**1.2**

Data produced by
Auto Surveys Ltd

15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 21-Mar-26											
00:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
01:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**4**	0	0.0	2	50.0	0	0.0	1	25.0	1	25.0
06:00	**17**	0	0.0	13	76.5	2	11.8	1	5.9	1	5.9
07:00	**31**	0	0.0	26	83.9	3	9.7	1	3.2	1	3.2
08:00	**53**	3	5.7	36	67.9	11	20.8	3	5.7	0	0.0
09:00	**77**	0	0.0	66	85.7	9	11.7	1	1.3	1	1.3
10:00	**115**	2	1.7	100	87.0	10	8.7	2	1.7	1	0.9
11:00	**111**	1	0.9	99	89.2	7	6.3	4	3.6	0	0.0
12:00	**133**	1	0.8	123	92.5	7	5.3	1	0.8	1	0.8
13:00	**133**	0	0.0	120	90.2	10	7.5	3	2.3	0	0.0
14:00	**115**	1	0.9	108	93.9	4	3.5	0	0.0	2	1.7
15:00	**113**	3	2.7	101	89.4	7	6.2	1	0.9	1	0.9
16:00	**94**	1	1.1	87	92.6	4	4.3	2	2.1	0	0.0
17:00	**106**	1	0.9	98	92.5	5	4.7	2	1.9	0	0.0
18:00	**113**	0	0.0	106	93.8	5	4.4	0	0.0	2	1.8
19:00	**58**	0	0.0	54	93.1	3	5.2	0	0.0	1	1.7
20:00	**43**	0	0.0	40	93.0	2	4.7	0	0.0	1	2.3
21:00	**30**	0	0.0	28	93.3	1	3.3	0	0.0	1	3.3
22:00	**17**	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
23:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1194**	**13**	**1.1**	**1070**	**89.6**	**82**	**6.9**	**20**	**1.7**	**9**	**0.8**
16H,6-22	**1342**	**13**	**1.0**	**1205**	**89.8**	**90**	**6.7**	**21**	**1.6**	**13**	**1.0**
18H,6-24	**1379**	**13**	**0.9**	**1240**	**89.9**	**91**	**6.6**	**22**	**1.6**	**13**	**0.9**
24H,0-24	**1402**	**13**	**0.9**	**1258**	**89.7**	**92**	**6.6**	**25**	**1.8**	**14**	**1.0**

Data produced by
Auto Surveys Ltd

15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 22-Mar-26											
00:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	2	50.0	0	0.0	2	50.0	0	0.0
06:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
07:00	**18**	1	5.6	13	72.2	2	11.1	1	5.6	1	5.6
08:00	**37**	0	0.0	29	78.4	6	16.2	2	5.4	0	0.0
09:00	**43**	1	2.3	38	88.4	3	7.0	1	2.3	0	0.0
10:00	**78**	8	10.3	62	79.5	7	9.0	1	1.3	0	0.0
11:00	**82**	0	0.0	77	93.9	3	3.7	1	1.2	1	1.2
12:00	**78**	0	0.0	71	91.0	6	7.7	1	1.3	0	0.0
13:00	**97**	0	0.0	93	95.9	4	4.1	0	0.0	0	0.0
14:00	**82**	1	1.2	77	93.9	2	2.4	1	1.2	1	1.2
15:00	**89**	0	0.0	83	93.3	5	5.6	1	1.1	0	0.0
16:00	**71**	0	0.0	66	93.0	4	5.6	1	1.4	0	0.0
17:00	**84**	0	0.0	77	91.7	4	4.8	0	0.0	3	3.6
18:00	**60**	0	0.0	56	93.3	2	3.3	2	3.3	0	0.0
19:00	**51**	0	0.0	47	92.2	3	5.9	0	0.0	1	2.0
20:00	**41**	0	0.0	39	95.1	1	2.4	0	0.0	1	2.4
21:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
22:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
12H,7-19	**819**	**11**	**1.3**	**742**	**90.6**	**48**	**5.9**	**12**	**1.5**	**6**	**0.7**
16H,6-22	**938**	**11**	**1.2**	**850**	**90.6**	**56**	**6.0**	**13**	**1.4**	**8**	**0.9**
18H,6-24	**961**	**11**	**1.1**	**871**	**90.6**	**57**	**5.9**	**14**	**1.5**	**8**	**0.8**
24H,0-24	**982**	**11**	**1.1**	**890**	**90.6**	**57**	**5.8**	**16**	**1.6**	**8**	**0.8**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 23-Mar-26											
00:00	**6**	0	0.0	2	33.3	0	0.0	4	66.7	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**24**	0	0.0	18	75.0	2	8.3	3	12.5	1	4.2
06:00	**53**	0	0.0	49	92.5	1	1.9	2	3.8	1	1.9
07:00	**126**	0	0.0	108	85.7	15	11.9	2	1.6	1	0.8
08:00	**82**	0	0.0	66	80.5	11	13.4	2	2.4	3	3.7
09:00	**85**	1	1.2	76	89.4	5	5.9	2	2.4	1	1.2
10:00	**87**	1	1.2	64	73.6	19	21.8	2	2.3	1	1.2
11:00	**96**	5	5.2	80	83.3	4	4.2	3	3.1	4	4.2
12:00	**116**	0	0.0	92	79.3	20	17.2	4	3.5	0	0.0
13:00	**140**	2	1.4	124	88.6	8	5.7	5	3.6	1	0.7
14:00	**131**	1	0.8	108	82.4	19	14.5	1	0.8	2	1.5
15:00	**126**	3	2.4	116	92.1	4	3.2	2	1.6	1	0.8
16:00	**167**	0	0.0	148	88.6	14	8.4	4	2.4	1	0.6
17:00	**197**	1	0.5	173	87.8	22	11.2	0	0.0	1	0.5
18:00	**101**	0	0.0	95	94.1	3	3.0	3	3.0	0	0.0
19:00	**69**	0	0.0	66	95.7	2	2.9	1	1.5	0	0.0
20:00	**62**	0	0.0	57	91.9	2	3.2	2	3.2	1	1.6
21:00	**36**	0	0.0	33	91.7	1	2.8	1	2.8	1	2.8
22:00	**23**	0	0.0	21	91.3	1	4.4	0	0.0	1	4.4
23:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
12H,7-19	**1454**	**14**	**1.0**	**1250**	**86.0**	**144**	**9.9**	**30**	**2.1**	**16**	**1.1**
16H,6-22	**1674**	**14**	**0.8**	**1455**	**86.9**	**150**	**9.0**	**36**	**2.2**	**19**	**1.1**
18H,6-24	**1702**	**14**	**0.8**	**1479**	**86.9**	**152**	**8.9**	**37**	**2.2**	**20**	**1.2**
24H,0-24	**1740**	**14**	**0.8**	**1504**	**86.4**	**156**	**9.0**	**45**	**2.6**	**21**	**1.2**

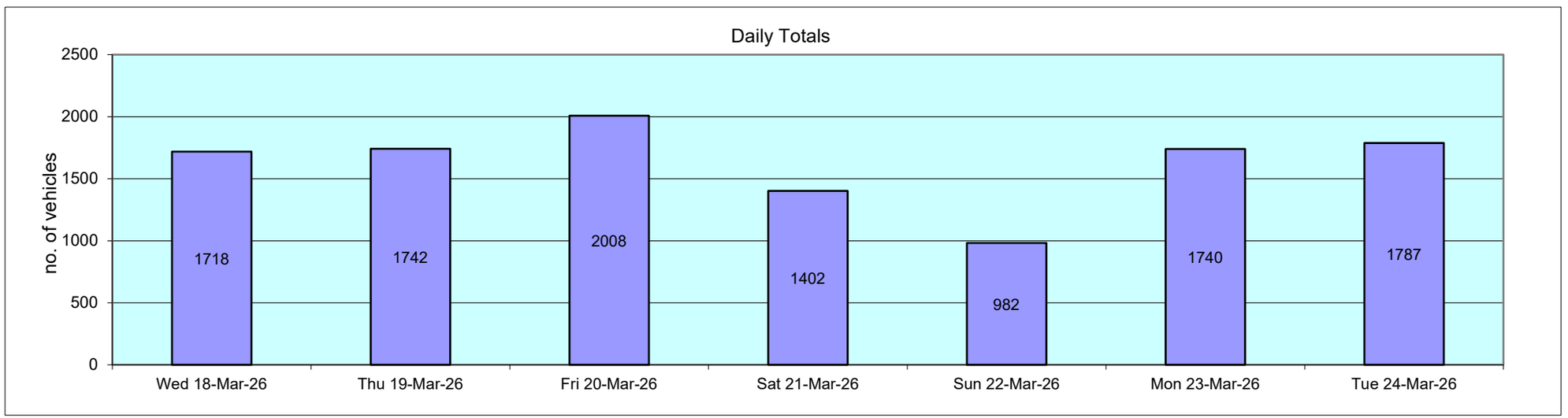
Data produced by
Auto Surveys Ltd

15328		MARKFIELD			Site No: 15328001		Location	Whitwick Rd, Markfield (l/c 3)			
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Southbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 24-Mar-26											
00:00	**9**	0	0.0	6	66.7	0	0.0	3	33.3	0	0.0
01:00	**2**	1	50.0	0	0.0	1	50.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	**2**	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**28**	0	0.0	22	78.6	1	3.6	4	14.3	1	3.6
06:00	**54**	0	0.0	49	90.7	2	3.7	2	3.7	1	1.9
07:00	**116**	0	0.0	99	85.3	14	12.1	2	1.7	1	0.9
08:00	**90**	0	0.0	76	84.4	11	12.2	2	2.2	1	1.1
09:00	**110**	1	0.9	92	83.6	14	12.7	2	1.8	1	0.9
10:00	**90**	1	1.1	70	77.8	16	17.8	2	2.2	1	1.1
11:00	**82**	4	4.9	71	86.6	3	3.7	2	2.4	2	2.4
12:00	**91**	0	0.0	74	81.3	15	16.5	2	2.2	0	0.0
13:00	**155**	2	1.3	131	84.5	17	11.0	4	2.6	1	0.7
14:00	**137**	1	0.7	108	78.8	24	17.5	1	0.7	3	2.2
15:00	**146**	2	1.4	128	87.7	10	6.9	5	3.4	1	0.7
16:00	**175**	0	0.0	148	84.6	23	13.1	4	2.3	0	0.0
17:00	**191**	1	0.5	160	83.8	29	15.2	0	0.0	1	0.5
18:00	**94**	0	0.0	88	93.6	4	4.3	2	2.1	0	0.0
19:00	**70**	0	0.0	65	92.9	4	5.7	1	1.4	0	0.0
20:00	**73**	0	0.0	62	84.9	8	11.0	2	2.7	1	1.4
21:00	**37**	0	0.0	34	91.9	1	2.7	1	2.7	1	2.7
22:00	**20**	0	0.0	18	90.0	1	5.0	0	0.0	1	5.0
23:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
12H,7-19	**1477**	**12**	**0.8**	**1245**	**84.3**	**180**	**12.2**	**28**	**1.9**	**12**	**0.8**
16H,6-22	**1711**	**12**	**0.7**	**1455**	**85.0**	**195**	**11.4**	**34**	**2.0**	**15**	**0.9**
18H,6-24	**1741**	**12**	**0.7**	**1481**	**85.1**	**197**	**11.3**	**35**	**2.0**	**16**	**0.9**
24H,0-24	**1787**	**13**	**0.7**	**1513**	**84.7**	**200**	**11.2**	**44**	**2.5**	**17**	**1.0**

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
Wed 18-Mar-26 to Tue 24-Mar-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 18-Mar-26	**1718**	12	0.7	1461	85.0	182	10.6	43	2.5	20	1.2
Thu 19-Mar-26	**1742**	11	0.6	1479	84.9	192	11.0	42	2.4	18	1.0
Fri 20-Mar-26	**2008**	5	0.3	1719	85.6	235	11.7	25	1.3	24	1.2
Sat 21-Mar-26	**1402**	13	0.9	1258	89.7	92	6.6	25	1.8	14	1.0
Sun 22-Mar-26	**982**	11	1.1	890	90.6	57	5.8	16	1.6	8	0.8
Mon 23-Mar-26	**1740**	14	0.8	1504	86.4	156	9.0	45	2.6	21	1.2
Tue 24-Mar-26	**1787**	13	0.7	1513	84.7	200	11.2	44	2.5	17	1.0
Total Vehicles											
[--]	**11379**	79	0.7	9824	86.7	1114	9.4	240	2.1	122	1.1



Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 18-Mar-26																
00:00	**6**	-	31	4.4	0	0	2	4	0	0	0	0	0	0	0	0
01:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	32.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**20**	38.5	32.6	5.8	0	0	7	6	7	0	0	0	0	0	0	0
06:00	**51**	35.6	31.9	5.2	0	0	16	29	5	0	1	0	0	0	0	0
07:00	**124**	39	33.7	5.2	0	0	26	59	33	6	0	0	0	0	0	0
08:00	**86**	37.8	30.9	6	0	0	45	22	16	3	0	0	0	0	0	0
09:00	**94**	35.1	29.9	5.1	0	0	51	35	7	1	0	0	0	0	0	0
10:00	**92**	35.8	30	6.1	1	2	44	32	13	0	0	0	0	0	0	0
11:00	**91**	34.2	28.7	5.3	1	1	55	31	3	0	0	0	0	0	0	0
12:00	**104**	37.6	31.8	5.8	0	1	39	41	21	1	1	0	0	0	0	0
13:00	**136**	36	30.2	6.8	3	3	61	48	16	5	0	0	0	0	0	0
14:00	**126**	37	31.5	6.1	0	1	52	50	18	2	3	0	0	0	0	0
15:00	**136**	37.9	31.4	5.9	0	0	62	43	26	5	0	0	0	0	0	0
16:00	**160**	37.2	31.5	5.6	0	1	63	65	28	3	0	0	0	0	0	0
17:00	**200**	36.7	31.4	5.7	0	6	66	93	34	1	0	0	0	0	0	0
18:00	**92**	36.9	31.4	5.9	0	0	41	35	10	6	0	0	0	0	0	0
19:00	**68**	35.8	30.5	5.7	0	0	35	23	9	0	1	0	0	0	0	0
20:00	**59**	35.3	28.8	6.4	0	2	40	9	6	1	1	0	0	0	0	0
21:00	**33**	33.6	28	5.4	0	1	24	5	3	0	0	0	0	0	0	0
22:00	**24**	32.9	27.3	5.7	0	2	16	5	1	0	0	0	0	0	0	0
23:00	**9**	-	27.9	6.9	0	1	5	2	1	0	0	0	0	0	0	0
12H,7-19	**1441**	**37**	**31.1**	**5.9**	**5**	**15**	**605**	**554**	**225**	**33**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1652**	**36.8**	**31**	**5.9**	**5**	**18**	**720**	**620**	**248**	**34**	**7**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1685**	**36.8**	**30.9**	**5.9**	**5**	**21**	**741**	**627**	**250**	**34**	**7**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1718**	**36.8**	**30.9**	**5.9**	**5**	**21**	**754**	**639**	**258**	**34**	**7**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 19-Mar-26																
00:00	**9**	-	31.6	4.9	0	0	3	5	1	0	0	0	0	0	0	0
01:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	32.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**4**	-	29.8	4.9	0	0	2	2	0	0	0	0	0	0	0	0
05:00	**25**	38.3	32.7	5.5	0	0	8	9	8	0	0	0	0	0	0	0
06:00	**45**	36.6	32.7	5.4	0	0	12	25	6	1	1	0	0	0	0	0
07:00	**110**	38.5	33	5.4	0	0	30	50	26	4	0	0	0	0	0	0
08:00	**88**	38.3	31.4	6.2	0	0	42	26	14	6	0	0	0	0	0	0
09:00	**97**	35	29.9	5.1	0	0	53	36	7	1	0	0	0	0	0	0
10:00	**87**	35.8	29.7	6.6	2	3	39	31	12	0	0	0	0	0	0	0
11:00	**89**	35.1	29.6	5.7	1	1	46	33	8	0	0	0	0	0	0	0
12:00	**108**	37.7	31.5	5.9	0	1	44	39	22	1	1	0	0	0	0	0
13:00	**144**	35.9	29.8	6.7	3	3	72	45	16	5	0	0	0	0	0	0
14:00	**128**	36.6	31.2	5.9	0	1	55	50	18	2	2	0	0	0	0	0
15:00	**145**	37.6	31.4	5.8	0	0	64	51	25	5	0	0	0	0	0	0
16:00	**160**	37	31.5	5.5	0	1	63	66	27	3	0	0	0	0	0	0
17:00	**194**	36.1	31.5	5.5	0	4	65	95	28	2	0	0	0	0	0	0
18:00	**103**	37.4	31.4	5.9	0	0	46	37	14	6	0	0	0	0	0	0
19:00	**67**	35.4	30.2	5.6	0	0	36	23	7	0	1	0	0	0	0	0
20:00	**72**	35.5	29.1	6.3	0	2	46	14	8	1	1	0	0	0	0	0
21:00	**34**	34.9	28.7	5.7	0	1	22	7	4	0	0	0	0	0	0	0
22:00	**20**	34.5	28.1	6.6	0	2	11	5	2	0	0	0	0	0	0	0
23:00	**9**	-	27.9	6.9	0	1	5	2	1	0	0	0	0	0	0	0
12H,7-19	**1453**	**36.8**	**31.1**	**5.9**	**6**	**14**	**619**	**559**	**217**	**35**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1671**	**36.7**	**30.9**	**5.9**	**6**	**17**	**735**	**628**	**242**	**37**	**6**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1700**	**36.7**	**30.9**	**5.9**	**6**	**20**	**751**	**635**	**245**	**37**	**6**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1742**	**36.7**	**30.9**	**5.9**	**6**	**20**	**766**	**652**	**255**	**37**	**6**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 20-Mar-26																
00:00	**5**	-	31.5	5.8	0	0	2	2	1	0	0	0	0	0	0	0
01:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	32.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**19**	37.7	32.1	5.6	0	0	7	7	5	0	0	0	0	0	0	0
06:00	**45**	38.1	32.7	5.8	0	0	14	20	9	1	1	0	0	0	0	0
07:00	**108**	38.8	32.8	5.7	0	0	34	43	26	5	0	0	0	0	0	0
08:00	**98**	37.6	31.6	5.8	0	0	41	37	15	5	0	0	0	0	0	0
09:00	**95**	35.4	30.7	5.1	0	0	43	42	9	1	0	0	0	0	0	0
10:00	**94**	35.4	29.3	6.7	2	5	41	36	10	0	0	0	0	0	0	0
11:00	**100**	35.4	29.9	5.6	0	2	52	35	10	1	0	0	0	0	0	0
12:00	**120**	35.3	29.8	5.3	0	1	66	40	13	0	0	0	0	0	0	0
13:00	**193**	35.8	30.5	5.6	0	2	92	72	23	4	0	0	0	0	0	0
14:00	**119**	35.7	30.7	5.9	0	1	56	46	11	4	1	0	0	0	0	0
15:00	**402**	34.7	29	5.3	0	5	253	111	30	3	0	0	0	0	0	0
16:00	**166**	36.4	31.3	5.7	0	1	69	69	20	7	0	0	0	0	0	0
17:00	**141**	36.8	31.4	6.1	0	3	54	59	22	1	1	1	0	0	0	0
18:00	**92**	35.9	31.5	5.4	0	0	36	42	12	1	1	0	0	0	0	0
19:00	**70**	35	29.4	5.5	0	2	38	24	6	0	0	0	0	0	0	0
20:00	**56**	35.7	29.5	6.2	0	3	28	17	8	0	0	0	0	0	0	0
21:00	**25**	36.8	30	5.8	0	0	15	5	5	0	0	0	0	0	0	0
22:00	**29**	37.2	32.4	5.4	0	0	9	14	5	1	0	0	0	0	0	0
23:00	**24**	35	29.8	5.7	0	1	11	10	2	0	0	0	0	0	0	0
12H,7-19	**1728**	**35.8**	**30.4**	**5.7**	**2**	**20**	**837**	**632**	**201**	**32**	**3**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**1924**	**35.8**	**30.4**	**5.7**	**2**	**25**	**932**	**698**	**229**	**33**	**4**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**1977**	**35.8**	**30.4**	**5.7**	**2**	**26**	**952**	**722**	**236**	**34**	**4**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**2008**	**35.9**	**30.5**	**5.7**	**2**	**26**	**965**	**733**	**243**	**34**	**4**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD		Site No: 15328001					Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 21-Mar-26																
00:00	**12**	34.1	28.9	5.9	0	1	5	6	0	0	0	0	0	0	0	0
01:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	-	34.1	6	0	0	1	1	2	0	0	0	0	0	0	0
05:00	**4**	-	27.9	4.6	0	0	3	1	0	0	0	0	0	0	0	0
06:00	**17**	38.4	34.2	5.8	0	0	3	9	4	0	1	0	0	0	0	0
07:00	**31**	40.9	32.1	7.4	0	1	12	10	3	5	0	0	0	0	0	0
08:00	**53**	37.6	31.1	7.1	2	0	19	20	11	1	0	0	0	0	0	0
09:00	**77**	36	31.8	5.2	0	0	27	38	10	2	0	0	0	0	0	0
10:00	**115**	36.3	30.7	6.4	1	4	44	47	18	0	1	0	0	0	0	0
11:00	**111**	38	32.6	5.4	0	0	34	51	22	4	0	0	0	0	0	0
12:00	**133**	35.4	30	5.7	0	3	66	49	13	2	0	0	0	0	0	0
13:00	**133**	37.3	31.1	6.3	0	3	57	47	22	2	2	0	0	0	0	0
14:00	**115**	35.9	31.1	6.1	0	2	47	49	13	3	0	1	0	0	0	0
15:00	**113**	35.8	30.2	6.4	0	5	52	39	13	4	0	0	0	0	0	0
16:00	**94**	35.5	30.7	5.4	0	0	45	38	8	3	0	0	0	0	0	0
17:00	**106**	38.2	32.3	5.8	0	0	38	43	20	4	1	0	0	0	0	0
18:00	**113**	36.2	30.9	5.6	0	1	50	44	16	2	0	0	0	0	0	0
19:00	**58**	36.5	29.7	6.4	0	2	33	13	8	2	0	0	0	0	0	0
20:00	**43**	34.8	29.4	5.3	0	1	23	16	3	0	0	0	0	0	0	0
21:00	**30**	36	29.3	6.1	0	1	18	6	5	0	0	0	0	0	0	0
22:00	**17**	35.3	30.6	5.2	0	0	8	7	2	0	0	0	0	0	0	0
23:00	**20**	36.6	30.3	6.5	0	1	9	6	4	0	0	0	0	0	0	0
12H,7-19	**1194**	**36.8**	**31.1**	**6**	**3**	**19**	**491**	**475**	**169**	**32**	**4**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**1342**	**36.7**	**31**	**6**	**3**	**23**	**568**	**519**	**189**	**34**	**5**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**1379**	**36.7**	**31**	**6**	**3**	**24**	**585**	**532**	**195**	**34**	**5**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**1402**	**36.7**	**31**	**6**	**3**	**25**	**596**	**541**	**197**	**34**	**5**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 22-Mar-26																
00:00	**9**	-	29.9	5.4	0	0	5	3	1	0	0	0	0	0	0	0
01:00	**4**	-	29.8	4.9	0	0	2	2	0	0	0	0	0	0	0	0
02:00	**3**	-	31	4.5	0	0	1	2	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	-	34.1	6	0	0	1	1	2	0	0	0	0	0	0	0
06:00	**8**	-	33.5	5.5	0	0	2	3	3	0	0	0	0	0	0	0
07:00	**18**	37	29.1	7.7	1	0	10	3	4	0	0	0	0	0	0	0
08:00	**37**	37.4	30.3	6.8	0	2	17	10	7	1	0	0	0	0	0	0
09:00	**43**	39.4	32.3	6.8	0	1	16	13	9	4	0	0	0	0	0	0
10:00	**78**	35.2	28.5	8.5	5	5	33	27	6	0	1	1	0	0	0	0
11:00	**82**	35.5	30.8	5.1	0	0	36	37	8	1	0	0	0	0	0	0
12:00	**78**	36.8	31.8	5.8	0	0	30	34	12	1	0	1	0	0	0	0
13:00	**97**	36	30.5	5.7	0	0	51	31	12	3	0	0	0	0	0	0
14:00	**82**	35.7	30.5	5.7	1	0	37	33	11	0	0	0	0	0	0	0
15:00	**89**	35.5	30.6	5.2	0	0	42	37	9	1	0	0	0	0	0	0
16:00	**71**	35.9	31.5	5.2	0	0	27	33	10	1	0	0	0	0	0	0
17:00	**84**	36	30.8	5.4	0	0	40	31	12	1	0	0	0	0	0	0
18:00	**60**	36.4	30.9	6.3	0	0	31	19	6	3	1	0	0	0	0	0
19:00	**51**	37.4	31.7	5.9	0	0	21	19	10	0	1	0	0	0	0	0
20:00	**41**	36.4	29.9	6.7	0	1	24	9	5	1	1	0	0	0	0	0
21:00	**19**	33.2	28.4	4.4	0	0	13	6	0	0	0	0	0	0	0	0
22:00	**13**	39.9	31.8	8	0	1	4	5	1	2	0	0	0	0	0	0
23:00	**10**	38.5	33.3	6.2	0	0	3	4	2	1	0	0	0	0	0	0
12H,7-19	**819**	**36.1**	**30.7**	**6.1**	**7**	**8**	**370**	**308**	**106**	**16**	**2**	**2**	**0**	**0**	**0**	**0**
16H,6-22	**938**	**36.2**	**30.7**	**6.1**	**7**	**9**	**430**	**345**	**124**	**17**	**4**	**2**	**0**	**0**	**0**	**0**
18H,6-24	**961**	**36.3**	**30.7**	**6.1**	**7**	**10**	**437**	**354**	**127**	**20**	**4**	**2**	**0**	**0**	**0**	**0**
24H,0-24	**982**	**36.3**	**30.7**	**6.1**	**7**	**10**	**446**	**363**	**130**	**20**	**4**	**2**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

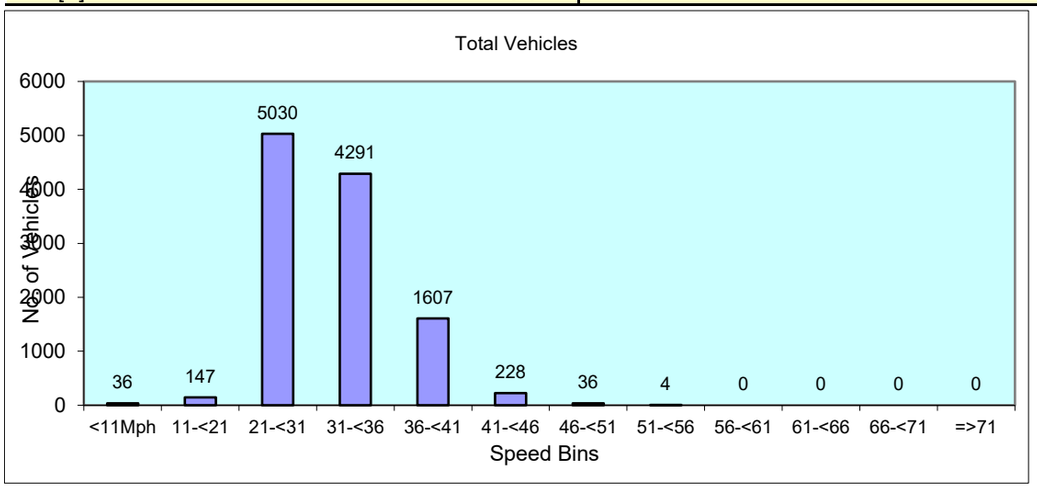
15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)				
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 23-Mar-26																
00:00	**6**	-	29.8	4.7	0	0	3	3	0	0	0	0	0	0	0	0
01:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	32.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**4**	-	27.9	4.6	0	0	3	1	0	0	0	0	0	0	0	0
05:00	**24**	38.4	32.4	5.8	0	0	9	7	8	0	0	0	0	0	0	0
06:00	**53**	35.4	32.1	4.8	0	0	14	35	3	0	1	0	0	0	0	0
07:00	**126**	39.4	34.1	5.2	0	0	24	59	35	8	0	0	0	0	0	0
08:00	**82**	37.8	30.9	6	0	0	42	21	17	2	0	0	0	0	0	0
09:00	**85**	35.2	30	5.2	0	0	46	31	7	1	0	0	0	0	0	0
10:00	**87**	35.9	30.1	6.3	1	3	38	32	13	0	0	0	0	0	0	0
11:00	**96**	34.4	28.9	5.3	1	1	56	34	4	0	0	0	0	0	0	0
12:00	**116**	37.7	31.9	5.7	0	1	42	47	24	1	1	0	0	0	0	0
13:00	**140**	36.4	30.1	7.2	4	4	61	48	17	6	0	0	0	0	0	0
14:00	**131**	36.5	31.7	5.8	0	1	49	59	17	3	2	0	0	0	0	0
15:00	**126**	37.4	31.3	5.7	0	0	57	43	23	3	0	0	0	0	0	0
16:00	**167**	36.9	31.3	5.5	0	1	69	66	29	2	0	0	0	0	0	0
17:00	**197**	36.2	31.1	5.8	0	7	68	91	30	1	0	0	0	0	0	0
18:00	**101**	38.3	32.4	5.8	0	0	35	44	14	8	0	0	0	0	0	0
19:00	**69**	35.4	30.2	5.6	0	0	37	24	7	0	1	0	0	0	0	0
20:00	**62**	34.6	28.4	6.4	0	3	42	10	5	1	1	0	0	0	0	0
21:00	**36**	32.8	27.7	5	0	1	27	6	2	0	0	0	0	0	0	0
22:00	**23**	33.9	28	6	0	2	13	7	1	0	0	0	0	0	0	0
23:00	**5**	-	25.5	6.7	0	1	3	1	0	0	0	0	0	0	0	0
12H,7-19	**1454**	**37.1**	**31.2**	**5.9**	**6**	**18**	**587**	**575**	**230**	**35**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1674**	**36.8**	**31**	**5.9**	**6**	**22**	**707**	**650**	**247**	**36**	**6**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1702**	**36.7**	**31**	**6**	**6**	**25**	**723**	**658**	**248**	**36**	**6**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1740**	**36.7**	**31**	**5.9**	**6**	**25**	**740**	**670**	**257**	**36**	**6**	**0**	**0**	**0**	**0**	**0**

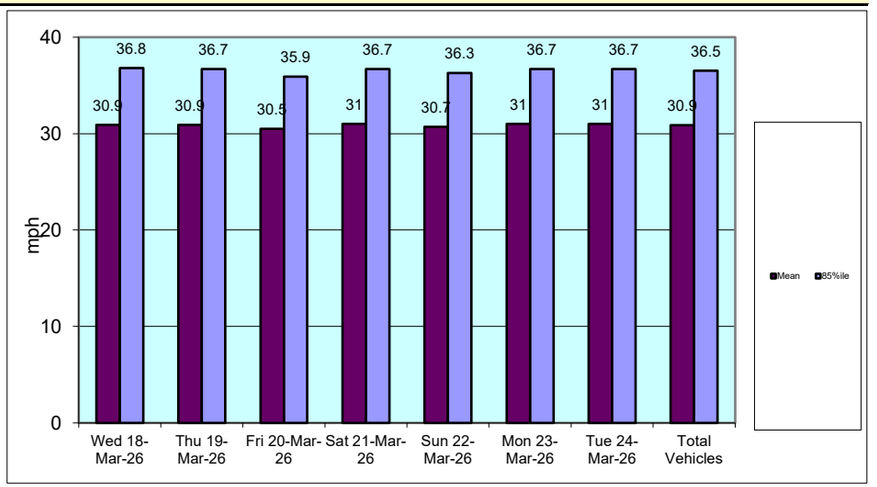
Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001				Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 24-Mar-26																
00:00	**9**	-	29.9	5.4	0	0	5	3	1	0	0	0	0	0	0	0
01:00	**2**	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
02:00	**2**	-	32.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
03:00	**2**	-	33.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
04:00	**3**	-	28.5	5	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**28**	37.6	31.8	5.6	0	0	11	10	7	0	0	0	0	0	0	0
06:00	**54**	35.6	31.8	5.3	0	0	18	30	4	1	1	0	0	0	0	0
07:00	**116**	38.6	33.5	5	0	0	24	60	27	5	0	0	0	0	0	0
08:00	**90**	37.7	31.2	6	0	0	43	28	15	4	0	0	0	0	0	0
09:00	**110**	35.1	29.7	5.1	0	0	62	38	10	0	0	0	0	0	0	0
10:00	**90**	36.3	30.1	6.6	2	2	40	31	15	0	0	0	0	0	0	0
11:00	**82**	35.9	30.2	6	1	1	39	29	12	0	0	0	0	0	0	0
12:00	**91**	36.9	31.3	5.6	0	1	36	37	16	1	0	0	0	0	0	0
13:00	**155**	35.9	29.8	6.8	4	2	78	48	17	6	0	0	0	0	0	0
14:00	**137**	36.3	31.1	5.7	0	1	59	55	19	2	1	0	0	0	0	0
15:00	**146**	37.2	31.3	5.6	0	0	64	54	24	4	0	0	0	0	0	0
16:00	**175**	36.6	31.4	5.4	0	1	68	76	28	2	0	0	0	0	0	0
17:00	**191**	36.2	31.6	5.5	0	5	59	97	28	2	0	0	0	0	0	0
18:00	**94**	37.6	31.7	5.8	0	0	39	36	14	5	0	0	0	0	0	0
19:00	**70**	36	30.8	5.7	0	0	34	25	10	0	1	0	0	0	0	0
20:00	**73**	37.1	29.9	6.5	0	2	42	15	12	1	1	0	0	0	0	0
21:00	**37**	35.3	28.8	5.8	0	1	24	7	5	0	0	0	0	0	0	0
22:00	**20**	34.2	27.8	6.9	0	3	9	7	1	0	0	0	0	0	0	0
23:00	**10**	34.8	29.3	6.8	0	1	4	4	1	0	0	0	0	0	0	0
12H,7-19	**1477**	**36.8**	**31.1**	**5.8**	**7**	**13**	**611**	**589**	**225**	**31**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1711**	**36.7**	**31**	**5.8**	**7**	**16**	**729**	**666**	**256**	**33**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1741**	**36.6**	**31**	**5.9**	**7**	**20**	**742**	**677**	**258**	**33**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1787**	**36.7**	**31**	**5.9**	**7**	**20**	**763**	**693**	**267**	**33**	**4**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15328			MARKFIELD				Site No: 15328001			Location	Whitwick Rd, Markfield (l/c 3)					
Wed 18-Mar-26 to Tue 24-Mar-26							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**=>71**
Daily Totals																
Wed 18-Mar-26	**1718**	36.8	30.9	5.9	5	21	754	639	258	34	7	0	0	0	0	0
Thu 19-Mar-26	**1742**	36.7	30.9	5.9	6	20	766	652	255	37	6	0	0	0	0	0
Fri 20-Mar-26	**2008**	35.9	30.5	5.7	2	26	965	733	243	34	4	1	0	0	0	0
Sat 21-Mar-26	**1402**	36.7	31	6	3	25	596	541	197	34	5	1	0	0	0	0
Sun 22-Mar-26	**982**	36.3	30.7	6.1	7	10	446	363	130	20	4	2	0	0	0	0
Mon 23-Mar-26	**1740**	36.7	31	5.9	6	25	740	670	257	36	6	0	0	0	0	0
Tue 24-Mar-26	**1787**	36.7	31	5.9	7	20	763	693	267	33	4	0	0	0	0	0
Total Vehicles																
[--]	**11379**	36.5	30.9	5.9	36	147	5030	4291	1607	228	36	4	0	0	0	0





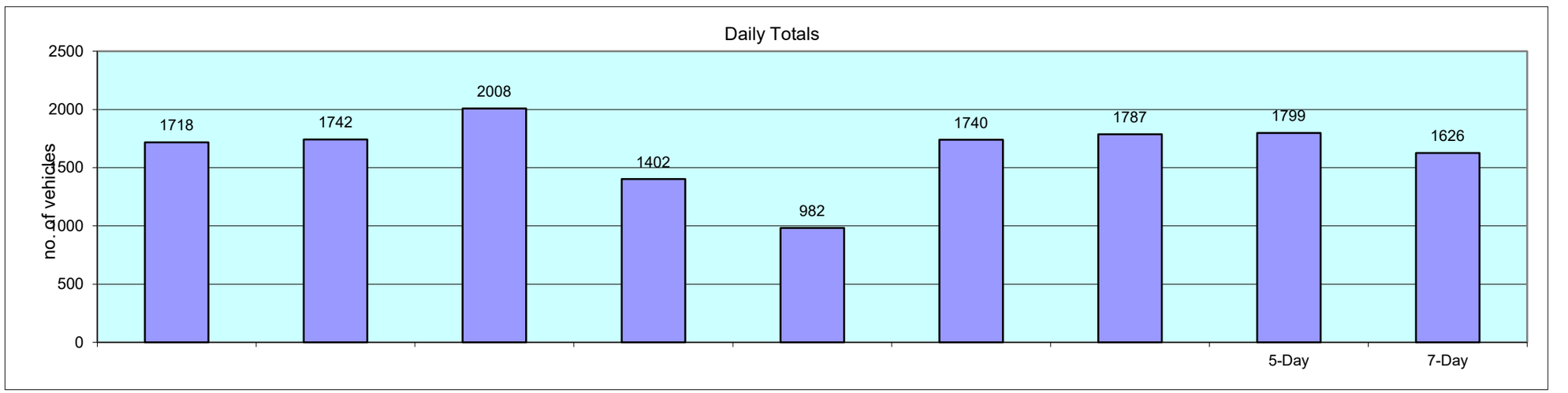
Data produced by
Auto Surveys Ltd

15328		MARKFIELD		Site No: 15328001 Channel: Southbound		Location	Whitwick Rd, Markfield (l/c 3)		
TIME PERIOD	**Wed 18-Mar-26**	**Thu 19-Mar-26**	**Fri 20-Mar-26**	**Sat 21-Mar-26**	**Sun 22-Mar-26**	**Mon 23-Mar-26**	**Tue 24-Mar-26**	**5-Day Av**	**7-Day Av**
Week Begin: 18-Mar-26									
00:00	**6**	9	5	12	9	6	9	7	8
01:00	**1**	1	1	3	4	1	2	1	2
02:00	**2**	2	2	0	3	2	2	2	2
03:00	**1**	1	1	0	1	1	2	1	1
04:00	**3**	4	3	4	0	4	3	3	3
05:00	**20**	25	19	4	4	24	28	23	18
06:00	**51**	45	45	17	8	53	54	50	39
07:00	**124**	110	108	31	18	126	116	117	90
08:00	**86**	88	98	53	37	82	90	89	76
09:00	**94**	97	95	77	43	85	110	96	86
10:00	**92**	87	94	115	78	87	90	90	92
11:00	**91**	89	100	111	82	96	82	92	93
12:00	**104**	108	120	133	78	116	91	108	107
13:00	**136**	144	193	133	97	140	155	154	143
14:00	**126**	128	119	115	82	131	137	128	120
15:00	**136**	145	402	113	89	126	146	191	165
16:00	**160**	160	166	94	71	167	175	166	142
17:00	**200**	194	141	106	84	197	191	185	159
18:00	**92**	103	92	113	60	101	94	96	94
19:00	**68**	67	70	58	51	69	70	69	65
20:00	**59**	72	56	43	41	62	73	64	58
21:00	**33**	34	25	30	19	36	37	33	31
22:00	**24**	20	29	17	13	23	20	23	21
23:00	**9**	9	24	20	10	5	10	11	12
12H,7-19	**1441**	**1453**	**1728**	**1194**	**819**	**1454**	**1477**	**1511**	**1367**
16H,6-22	**1652**	**1671**	**1924**	**1342**	**938**	**1674**	**1711**	**1726**	**1559**
18H,6-24	**1685**	**1700**	**1977**	**1379**	**961**	**1702**	**1741**	**1761**	**1592**
24H,0-24	**1718**	**1742**	**2008**	**1402**	**982**	**1740**	**1787**	**1799**	**1626**
Am	**07:00**	**07:00**	**07:00**	**10:00**	**11:00**	**07:00**	**07:00**		
Peak	**124**	**110**	**108**	**115**	**82**	**126**	**116**		
Pm	**17:00**	**17:00**	**15:00**	**13:00**	**13:00**	**17:00**	**17:00**		
Peak	**200**	**194**	**402**	**133**	**97**	**197**	**191**		

Data produced by
Auto Surveys Ltd

15328	MARKFIELD	Site No: 15328001	Location	Whitwick Rd, Markfield (l/c 3)
		Channel: Southbound		

TIME PERIOD	Wed 18-Mar-26	Thu 19-Mar-26	Fri 20-Mar-26	Sat 21-Mar-26	Sun 22-Mar-26	Mon 23-Mar-26	Tue 24-Mar-26	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

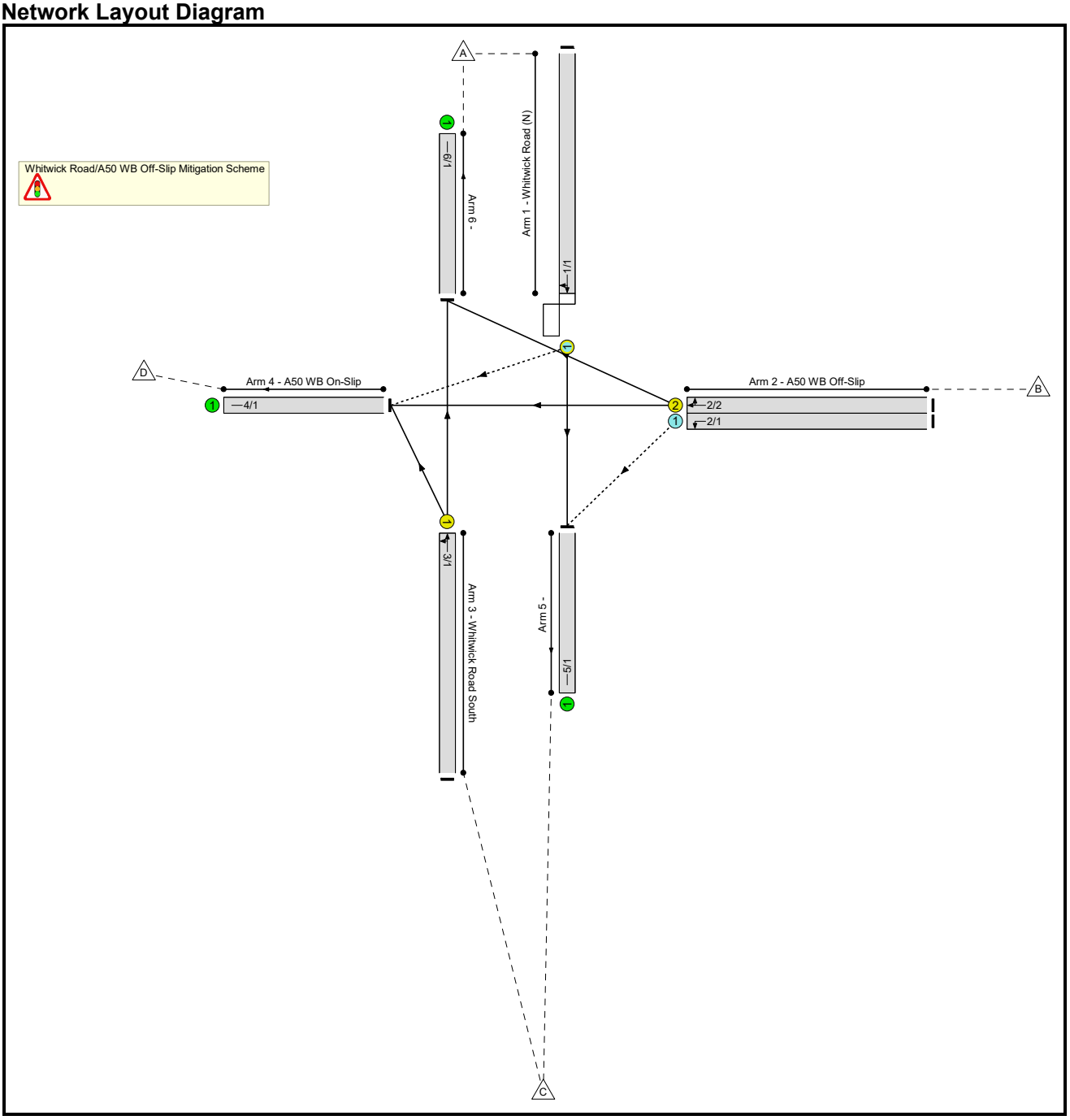
APPENDIX I LINSIG OUTPUT – MITIGATED WHITWICK ROAD/A50 WB OFF-SLIP/A50 WB ON-SLIP PRIORITY JUNCTION

Detailed Input Data And Results

User and Project Details

Project:	
Title: **Location:** **Additional detail:**	
File name:	Whitwick Road-A50 WB Slips Mitigation.lsg3x
Author:	
Company: **Address:**	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



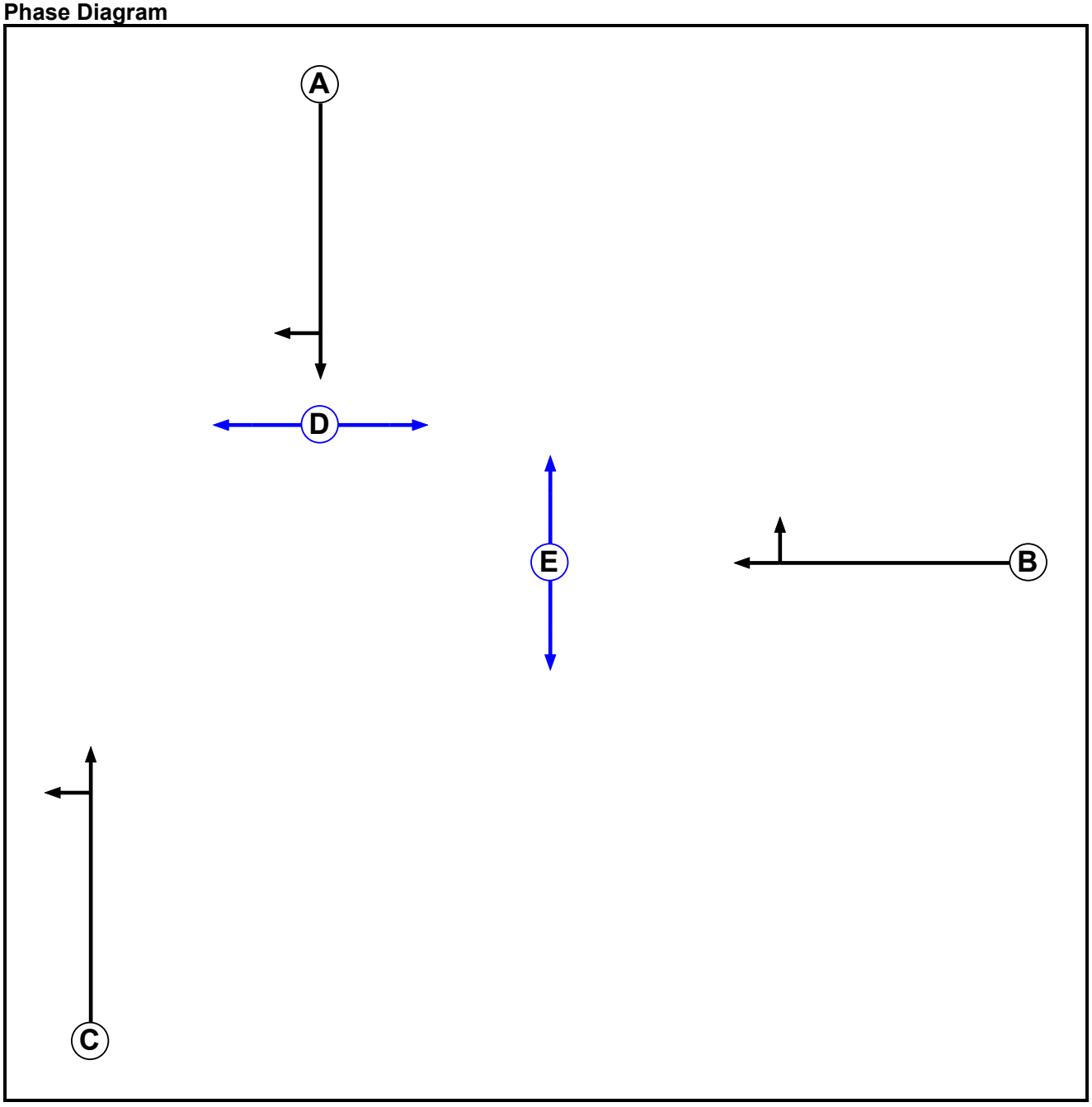
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2028 Future Base + Proposed Development AM Peak	2028 Future Base + Proposed Development AM Peak	Peds every Fourth Cycle	08:00 - 09:00	280	41.9	3.52
2	2028 Future Base + Proposed Development PM Peak	2028 Future Base + Proposed Development PM Peak	Peds every Fourth Cycle	17:00 - 18:00	240	68.6	3.19
3	2030 Future Base + Proposed Development AM Peak	2030 Future Base + Proposed Development AM Peak	Peds every Fourth Cycle	08:00 - 09:00	280	30.9	4.15
4	2030 Future Base + Proposed Development PM Peak	2030 Future Base + Proposed Development PM Peak	Peds every Fourth Cycle	17:00 - 18:00	240	50.4	3.93
5	2036 Future Base + Proposed Development AM Peak	2036 Future Base + Proposed Development AM Peak	Peds every Fourth Cycle	08:00 - 09:00	280	14.1	5.76
6	2036 Future Base + Proposed Development PM Peak	2036 Future Base + Proposed Development PM Peak	Peds every Fourth Cycle	17:00 - 18:00	240	34.2	4.66

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Whitwick Road/A50 WB Off-Slip Mitigation Scheme	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		4	4

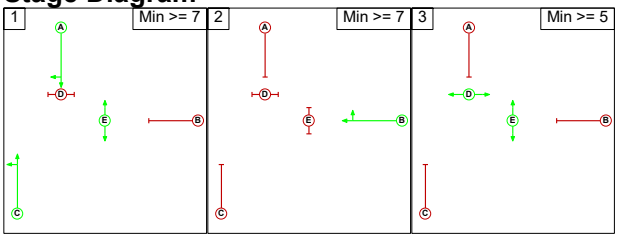
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		8	-	5	-
	B	5		5	10	5
	C	-	5		10	-
	D	9	9	9		-
	E	-	7	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	B
3	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	3	3
1	3	A	Losing	5	5

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	10
	2	5		10
	3	9	9	

Lane Input Data

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Whitwick Road (N))	O	A	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (A50 WB Off-Slip)	O		2	3	60.0	Geom	-	4.30	0.00	Y	Arm 5 Left	20.00
2/2 (A50 WB Off-Slip)	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	10.00
3/1 (Whitwick Road South)	U	C	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 4 Left	40.00
											Arm 6 Ahead	Inf
4/1 (A50 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Whitwick Road (N))	4/1 (Right)	1439	0	3/1	1.09	All	4.00	3.00	0.50	4	2.00
2/1 (A50 WB Off-Slip)	5/1 (Left)	715	0	1/1	0.22	To 5/1 (Ahead)	-	-	-	-	-

Lane Connector Input Data

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	5	35
1/1	5/1	Internal	5	35
2/1	5/1	Internal	5	35
2/2	4/1	Internal	5	35
2/2	6/1	Internal	5	35
3/1	4/1	Internal	5	35
3/1	6/1	Internal	5	35

Scenario 1: '2028 Future Base + Proposed Development AM Peak' (FG1: '2028 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	44.3 %	1796	1796
				Arm 5 Ahead	Inf	55.7 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	22.1 %	1989	1989
				Arm 6 Ahead	Inf	77.9 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2028 Future Base + Proposed Development PM Peak' (FG2: '2028 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	31.9 %	1848	1848
				Arm 5 Ahead	Inf	68.1 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	22.4 %	1988	1988
				Arm 6 Ahead	Inf	77.6 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 Future Base + Proposed Development AM Peak' (FG3: '2030 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	45.5 %	1791	1791
				Arm 5 Ahead	Inf	54.5 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	21.1 %	1989	1989
				Arm 6 Ahead	Inf	78.9 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 Future Base + Proposed Development PM Peak' (FG4: '2030 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	34.0 %	1839	1839
				Arm 5 Ahead	Inf	66.0 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	23.5 %	1987	1987
				Arm 6 Ahead	Inf	76.5 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2036 Future Base + Proposed Development AM Peak' (FG5: '2036 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	46.0 %	1789	1789
				Arm 5 Ahead	Inf	54.0 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	22.4 %	1988	1988
				Arm 6 Ahead	Inf	77.6 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2036 Future Base + Proposed Development PM Peak' (FG6: '2036 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Lane Saturation Flows

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Whitwick Road (N))	3.80	0.00	Y	Arm 4 Right	6.00	34.0 %	1839	1839
				Arm 5 Ahead	Inf	66.0 %		
2/1 (A50 WB Off-Slip)	4.30	0.00	Y	Arm 5 Left	20.00	0.0 %	2045	2045
2/2 (A50 WB Off-Slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1743	1743
				Arm 6 Right	10.00	100.0 %		
3/1 (Whitwick Road South)	3.90	0.00	Y	Arm 4 Left	40.00	24.1 %	1987	1987
				Arm 6 Ahead	Inf	75.9 %		
4/1 (A50 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
2: '2028 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
3: '2030 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
4: '2030 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
5: '2036 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
6: '2036 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2028 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	434	345	779
	B	38	0	0	0	38
	C	324	0	0	92	416
	D	0	0	0	0	0
	Tot.	362	0	434	437	1233

FG2: '2028 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	425	199	624
	B	44	0	0	0	44
	C	375	0	0	108	483
	D	0	0	0	0	0
	Tot.	419	0	425	307	1151

FG3: '2030 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	458	382	840
	B	38	0	0	0	38
	C	358	0	0	96	454
	D	0	0	0	0	0
	Tot.	396	0	458	478	1332

FG4: '2030 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	457	235	692
	B	56	0	0	0	56
	C	410	0	0	126	536
	D	0	0	0	0	0
	Tot.	466	0	457	361	1284

FG5: '2036 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	517	440	957
	B	38	0	0	0	38
	C	395	0	0	114	509
	D	0	0	0	0	0
	Tot.	433	0	517	554	1504

FG6: '2036 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	511	263	774
	B	55	0	0	0	55
	C	434	0	0	138	572
	D	0	0	0	0	0
	Tot.	489	0	511	401	1401

Scenario 1: '2028 Future Base + Proposed Development AM Peak' (FG1: '2028 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	434	345	779
	B	38	0	0	0	38
	C	324	0	0	92	416
	D	0	0	0	0	0
	Tot.	362	0	434	437	1233

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 2: '2028 Future Base + Proposed Development PM Peak' (FG2: '2028 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	425	199	624
	B	44	0	0	0	44
	C	375	0	0	108	483
	D	0	0	0	0	0
	Tot.	419	0	425	307	1151

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2030 Future Base + Proposed Development AM Peak' (FG3: '2030 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	458	382	840
	B	38	0	0	0	38
	C	358	0	0	96	454
	D	0	0	0	0	0
	Tot.	396	0	458	478	1332

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 4: '2030 Future Base + Proposed Development PM Peak' (FG4: '2030 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	457	235	692
	B	56	0	0	0	56
	C	410	0	0	126	536
	D	0	0	0	0	0
	Tot.	466	0	457	361	1284

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2036 Future Base + Proposed Development AM Peak' (FG5: '2036 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	517	440	957
	B	38	0	0	0	38
	C	395	0	0	114	509
	D	0	0	0	0	0
	Tot.	433	0	517	554	1504

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 6: '2036 Future Base + Proposed Development PM Peak' (FG6: '2036 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	511	263	774
	B	55	0	0	0	55
	C	434	0	0	138	572
	D	0	0	0	0	0
	Tot.	489	0	511	401	1401

Traffic Flows, Difference

Difference :

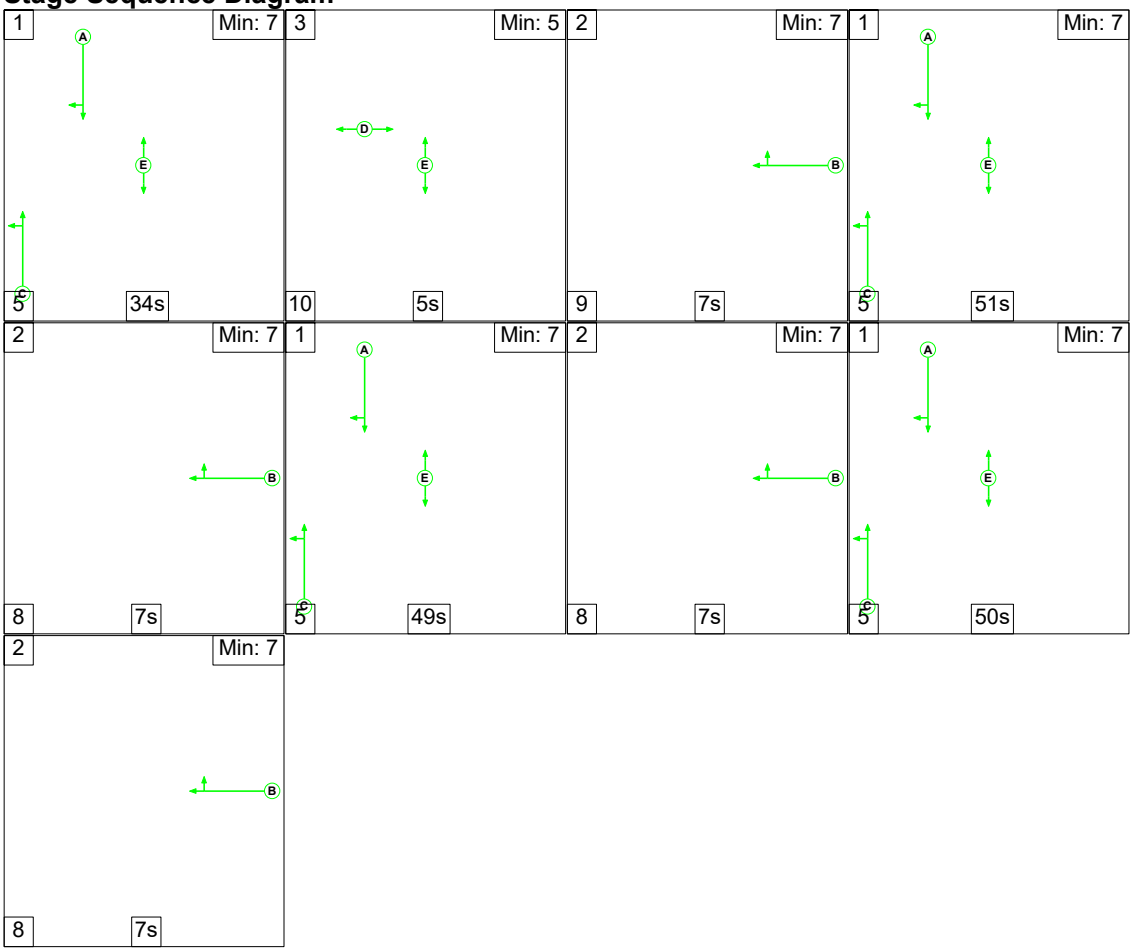
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2028 Future Base + Proposed Development AM Peak	Scenario 2: 2028 Future Base + Proposed Development PM Peak	Scenario 3: 2030 Future Base + Proposed Development AM Peak	Scenario 4: 2030 Future Base + Proposed Development PM Peak	Scenario 5: 2036 Future Base + Proposed Development AM Peak	Scenario 6: 2036 Future Base + Proposed Development PM Peak
Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme						
1/1	779	624	840	692	957	774
2/1	0	0	0	0	0	0
2/2	38	44	38	56	38	55
3/1	416	483	454	536	509	572
4/1	437	307	478	361	554	401
5/1	434	425	458	457	517	511
6/1	362	419	396	466	433	489

Scenario 1: '2028 Future Base + Proposed Development AM Peak' (FG1: '2028 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

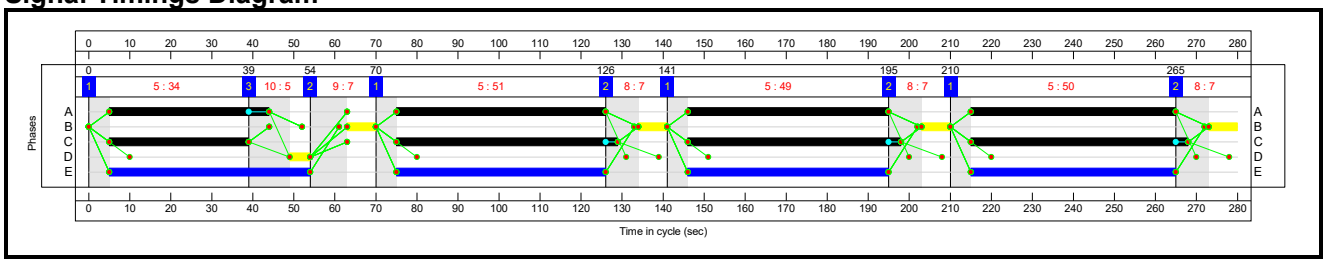
Stage	1	3	2	1	2	1	2	1	2
Duration	34	5	7	51	7	49	7	50	7
Change Point	0	39	54	70	126	141	195	210	265

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	39	5	44	51	75	126
B	A50 WB Off-Slip Ahead Right	Traffic	7	63	70	7	134	141
C	Whitwick Road South Left Ahead	Traffic	34	5	39	54	75	129
D	Pedestrians across	Pedestrian	5	49	54			
E	Pedestrians across	Pedestrian	49	5	54	51	75	126

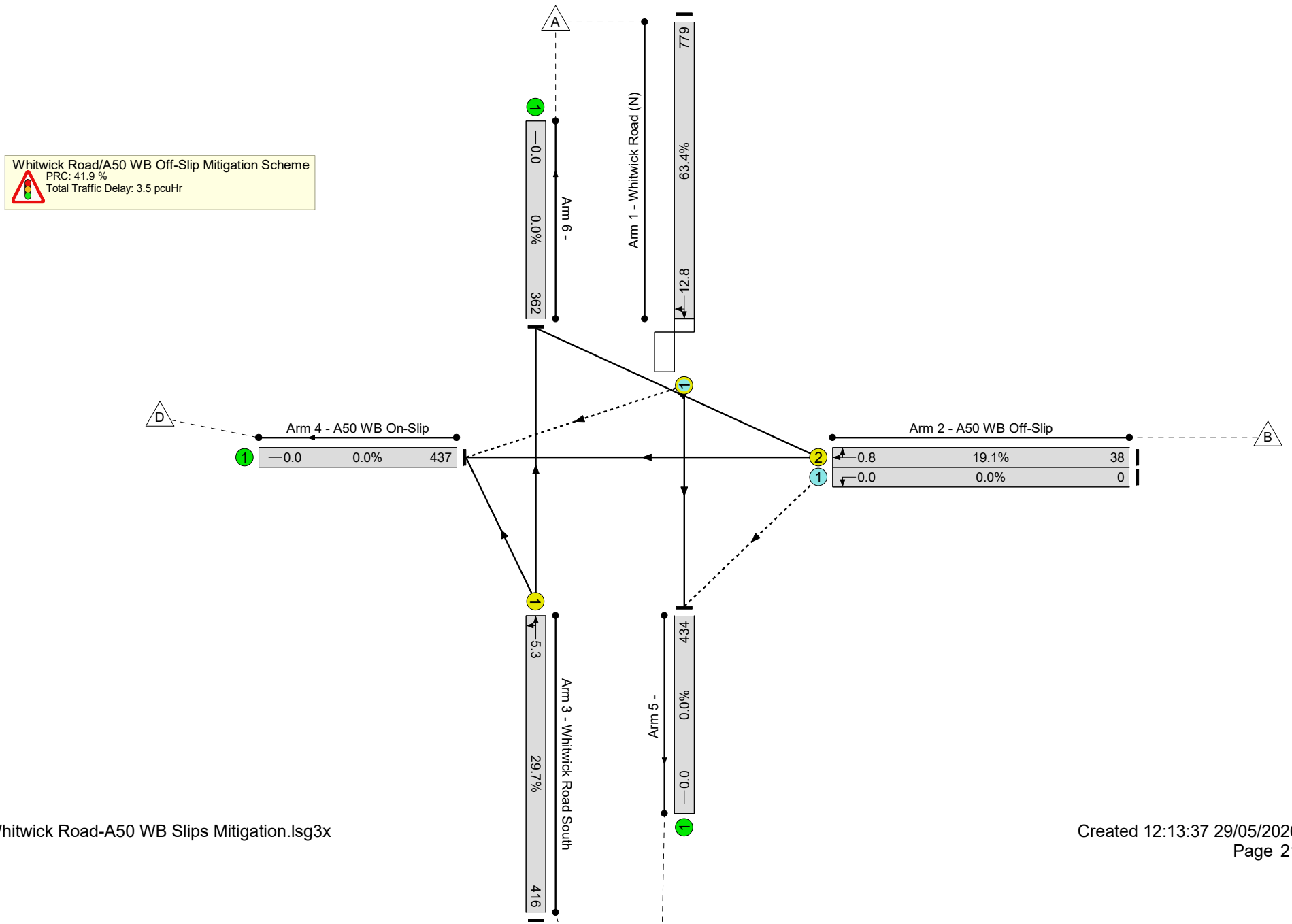
Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	49	146	195	50	215	265
B	A50 WB Off-Slip Ahead Right	Traffic	7	203	210	7	273	0
C	Whitwick Road South Left Ahead	Traffic	52	146	198	53	215	268
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	49	146	195	50	215	265

Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Whitwick Road (N) Right Ahead	O	A	5	44
				75	126
				146	195
				215	265
2/2	A50 WB Off-Slip Ahead Right	U	B	63	70
				134	141
				203	210
3/1	Whitwick Road South Left Ahead	U	C	273	0
				5	39
				75	129
				146	198
				215	268


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 41.9 %
Total Traffic Delay: 3.5 pcuHr
A
Arm 1 - Whitwick Road (N)
779
63.4%
12.8
Arm 6 -
0.0
0.0%
362
D
Arm 4 - A50 WB On-Slip
0.0
0.0%
437
Arm 2 - A50 WB Off-Slip
B
0.8
19.1%
38
0.0
0.0%
0
Arm 3 - Whitwick Road South
5.3
29.7%
416
Arm 5 -
434
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**63.4%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**63.4%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	189	-	-	779	1796	1228	63.4%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	950	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	38	1743	199	19.1%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	193	-	-	416	1989	1399	29.7%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	434	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	362	Inf	Inf	0.0%

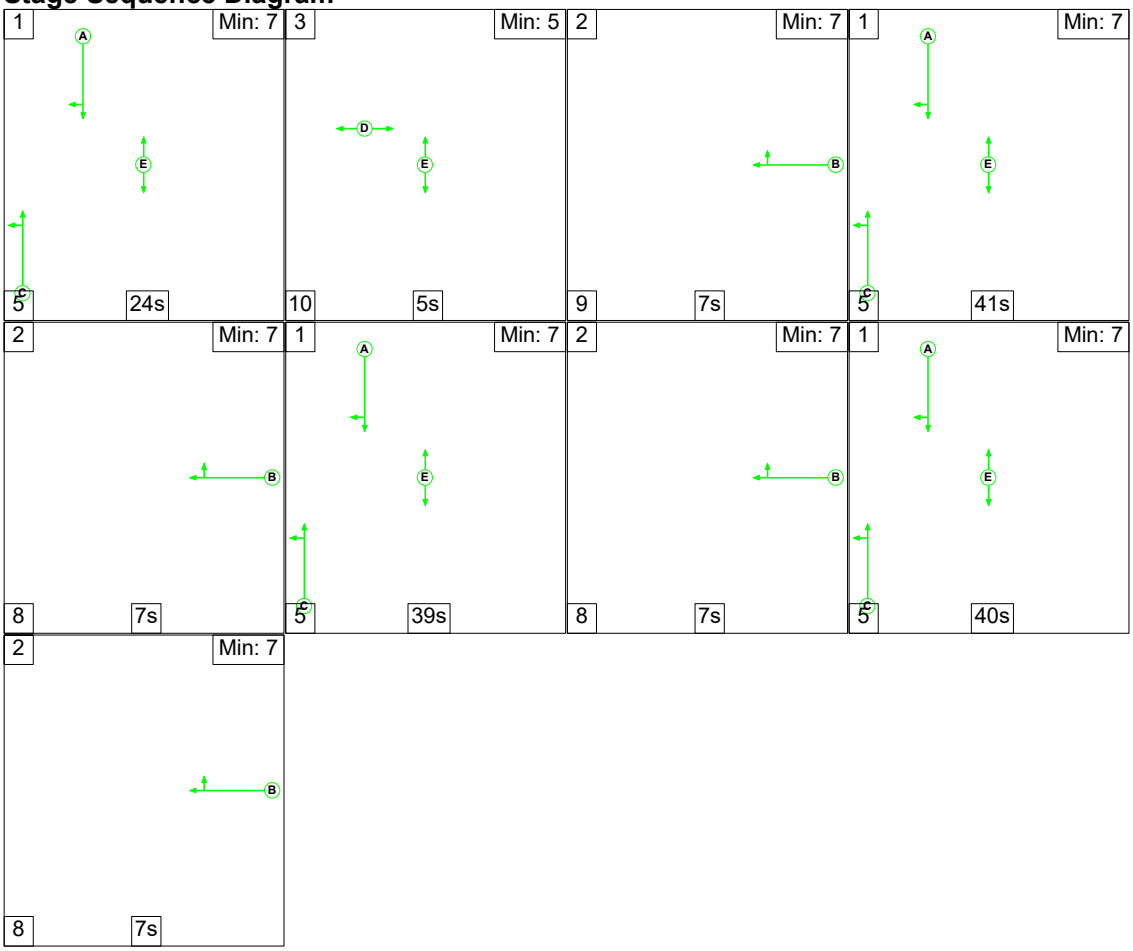
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**333**	**4**	**9**	**2.2**	**1.2**	**0.1**	**3.5**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**333**	**4**	**9**	**2.2**	**1.2**	**0.1**	**3.5**	**-**	**-**	**-**	**-**	
1/1	779	779	333	4	9	1.4	0.9	0.1	2.4	11.0	11.9	0.9	12.8	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	38	38	-	-	-	0.3	0.1	-	0.4	39.3	0.7	0.1	0.8	
3/1	416	416	-	-	-	0.5	0.2	-	0.7	6.3	5.1	0.2	5.3	
4/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 41.9 Total Delay for Signalled Lanes (pcuHr): 3.52 Cycle Time (s): 280
PRC Over All Lanes (%): 41.9 Total Delay Over All Lanes(pcuHr): 3.52

Scenario 2: '2028 Future Base + Proposed Development PM Peak' (FG2: '2028 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	3	2	1	2	1	2	1	2
Duration	24	5	7	41	7	39	7	40	7
Change Point	0	29	44	60	106	121	165	180	225

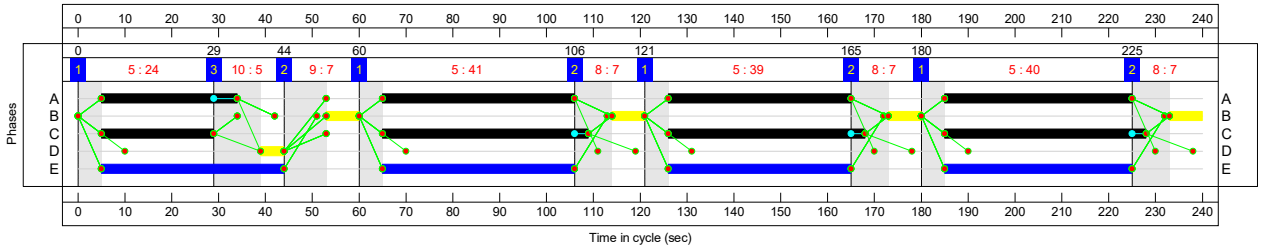
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	29	5	34	41	65	106
B	A50 WB Off-Slip Ahead Right	Traffic	7	53	60	7	114	121
C	Whitwick Road South Left Ahead	Traffic	24	5	29	44	65	109
D	Pedestrians across	Pedestrian	5	39	44			
E	Pedestrians across	Pedestrian	39	5	44	41	65	106

Detailed Input Data And Results

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	39	126	165	40	185	225
B	A50 WB Off-Slip Ahead Right	Traffic	7	173	180	7	233	0
C	Whitwick Road South Left Ahead	Traffic	42	126	168	43	185	228
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	39	126	165	40	185	225

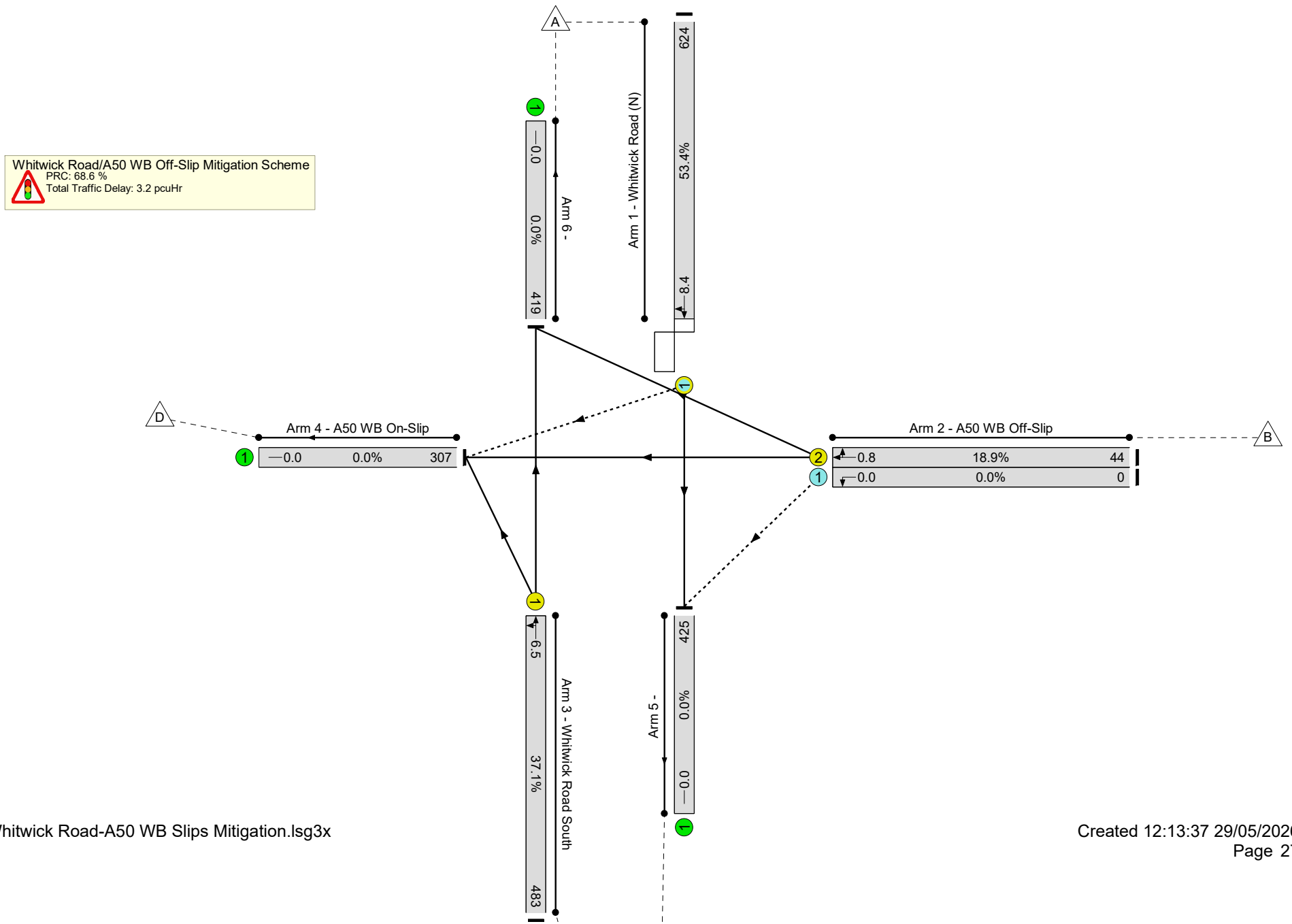
Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Whitwick Road (N) Right Ahead	O	A	5	34
				65	106
				126	165
				185	225
2/2	A50 WB Off-Slip Ahead Right	U	B	53	60
				114	121
				173	180
				233	0
3/1	Whitwick Road South Left Ahead	U	C	5	29
				65	109
				126	168
				185	228

Network Layout Diagram


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 68.6 %
Total Traffic Delay: 3.2 pcuHr
A
B
D
Arm 1 - Whitwick Road (N)
624
53.4%
8.4
Arm 6 -
0.0
0.0%
419
Arm 4 - A50 WB On-Slip
0.0
0.0%
307
Arm 2 - A50 WB Off-Slip
0.8
18.9%
44
0.0
0.0%
0
Arm 3 - Whitwick Road South
6.5
37.1%
483
Arm 5 -
425
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**53.4%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**53.4%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	149	-	-	624	1848	1169	53.4%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	951	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	44	1743	232	18.9%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	153	-	-	483	1988	1300	37.1%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	425	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	419	Inf	Inf	0.0%

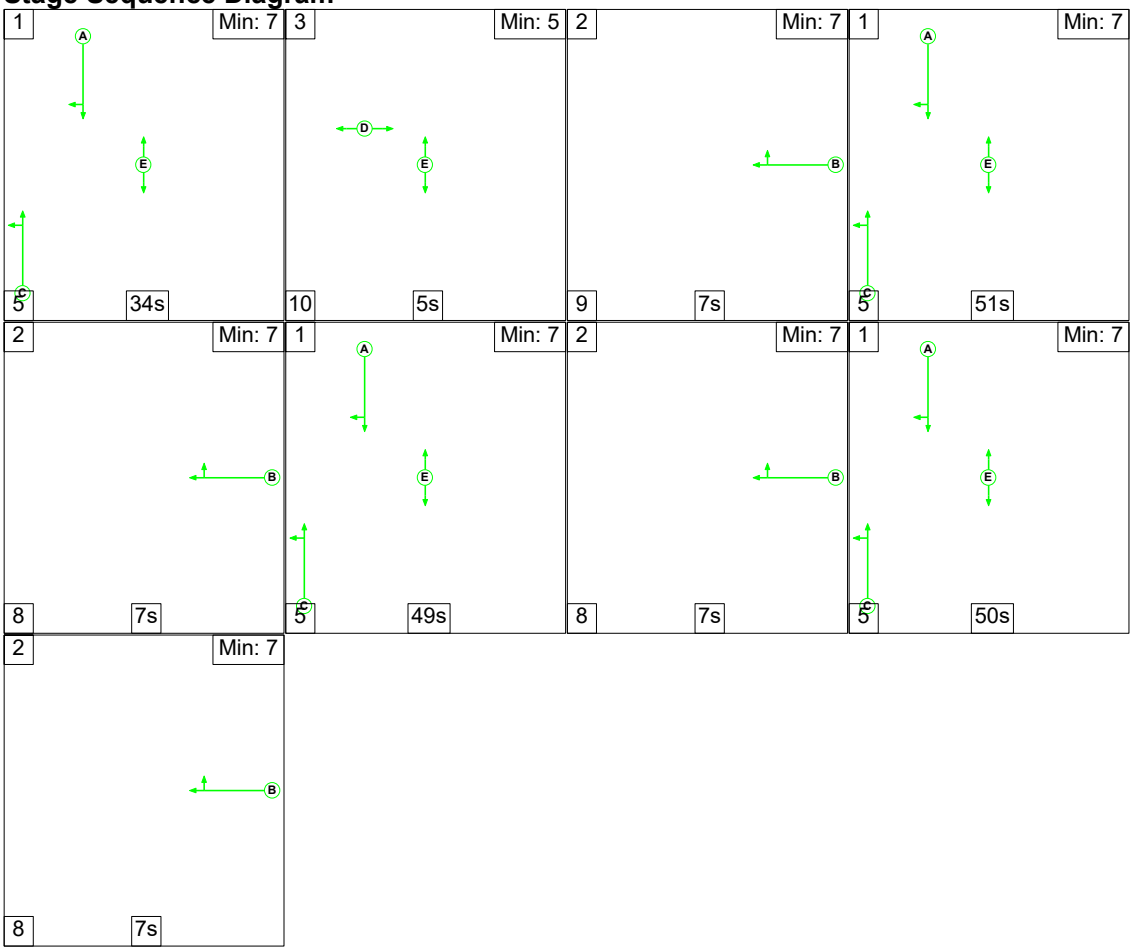
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**191**	**2**	**6**	**2.1**	**1.0**	**0.1**	**3.2**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**191**	**2**	**6**	**2.1**	**1.0**	**0.1**	**3.2**	**-**	**-**	**-**	**-**	
1/1	624	624	191	2	6	1.1	0.6	0.1	1.8	10.2	7.8	0.6	8.4	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	44	44	-	-	-	0.3	0.1	-	0.4	32.7	0.7	0.1	0.8	
3/1	483	483	-	-	-	0.7	0.3	-	1.0	7.7	6.2	0.3	6.5	
4/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 68.6 Total Delay for Signalled Lanes (pcuHr): 3.19 Cycle Time (s): 240
PRC Over All Lanes (%): 68.6 Total Delay Over All Lanes(pcuHr): 3.19

Scenario 3: '2030 Future Base + Proposed Development AM Peak' (FG3: '2030 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	3	2	1	2	1	2	1	2
Duration	34	5	7	51	7	49	7	50	7
Change Point	0	39	54	70	126	141	195	210	265

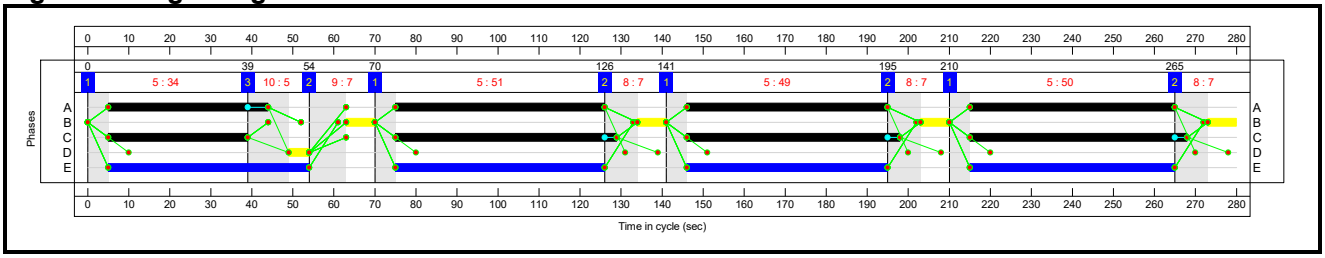
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	39	5	44	51	75	126
B	A50 WB Off-Slip Ahead Right	Traffic	7	63	70	7	134	141
C	Whitwick Road South Left Ahead	Traffic	34	5	39	54	75	129
D	Pedestrians across	Pedestrian	5	49	54			
E	Pedestrians across	Pedestrian	49	5	54	51	75	126

Detailed Input Data And Results

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	49	146	195	50	215	265
B	A50 WB Off-Slip Ahead Right	Traffic	7	203	210	7	273	0
C	Whitwick Road South Left Ahead	Traffic	52	146	198	53	215	268
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	49	146	195	50	215	265

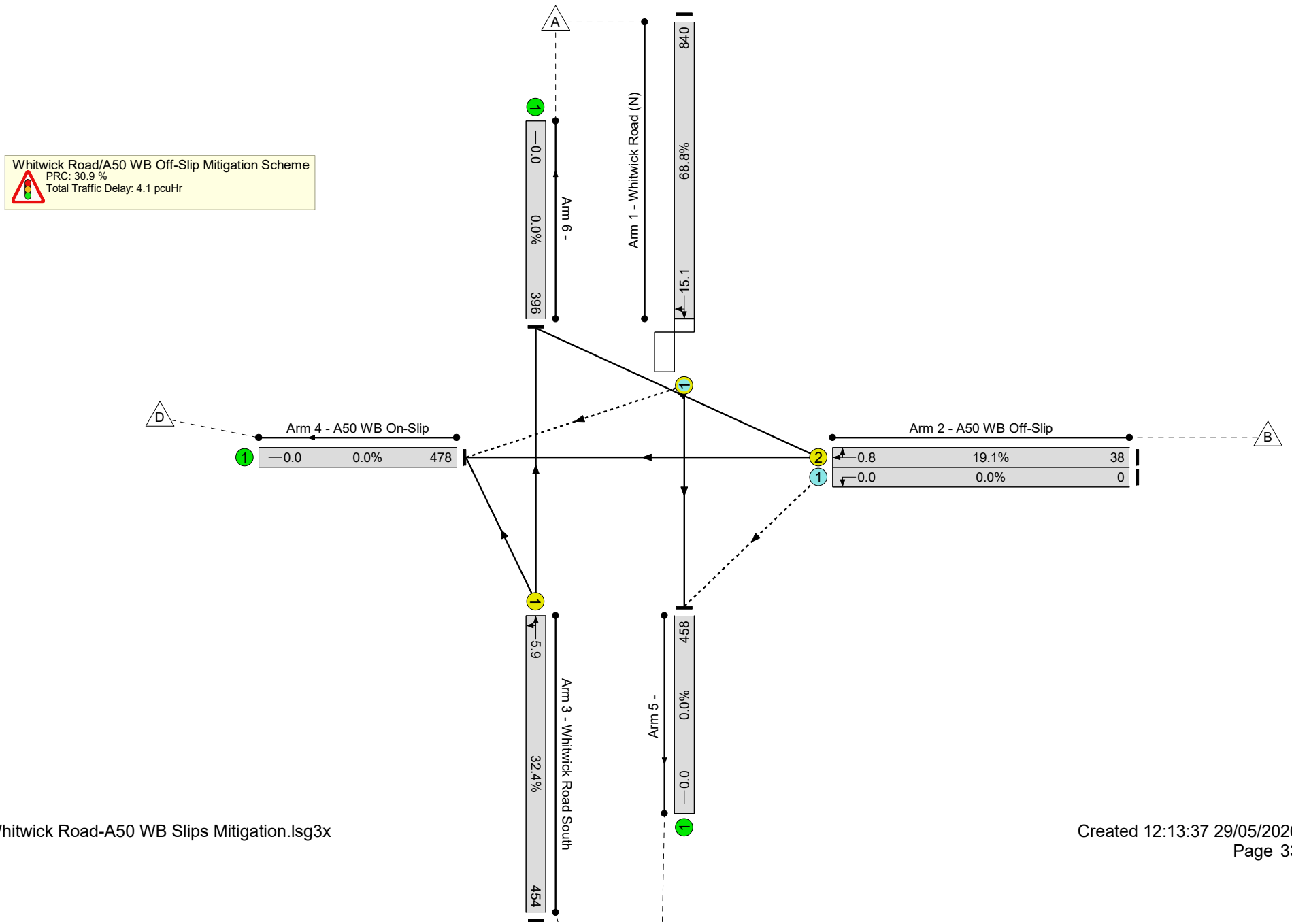
Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Whitwick Road (N) Right Ahead	O	A	5	44
				75	126
				146	195
				215	265
2/2				63	70
	A50 WB Off-Slip Ahead Right	U	B	134	141
				203	210
				273	0
3/1	Whitwick Road South Left Ahead	U	C	5	39
				75	129
				146	198
				215	268

Network Layout Diagram


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 30.9 %
Total Traffic Delay: 4.1 pcuHr
A
B
D
Arm 1 - Whitwick Road (N)
840
68.8%
15.1
Arm 6 -
0.0
0.0%
396
Arm 4 - A50 WB On-Slip
0.0
0.0%
478
Arm 2 - A50 WB Off-Slip
0.8
19.1%
38
0.0
0.0%
0
Arm 3 - Whitwick Road South
5.9
32.4%
454
Arm 5 -
458
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.8%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.8%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	189	-	-	840	1791	1222	68.8%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	943	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	38	1743	199	19.1%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	193	-	-	454	1989	1399	32.4%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%

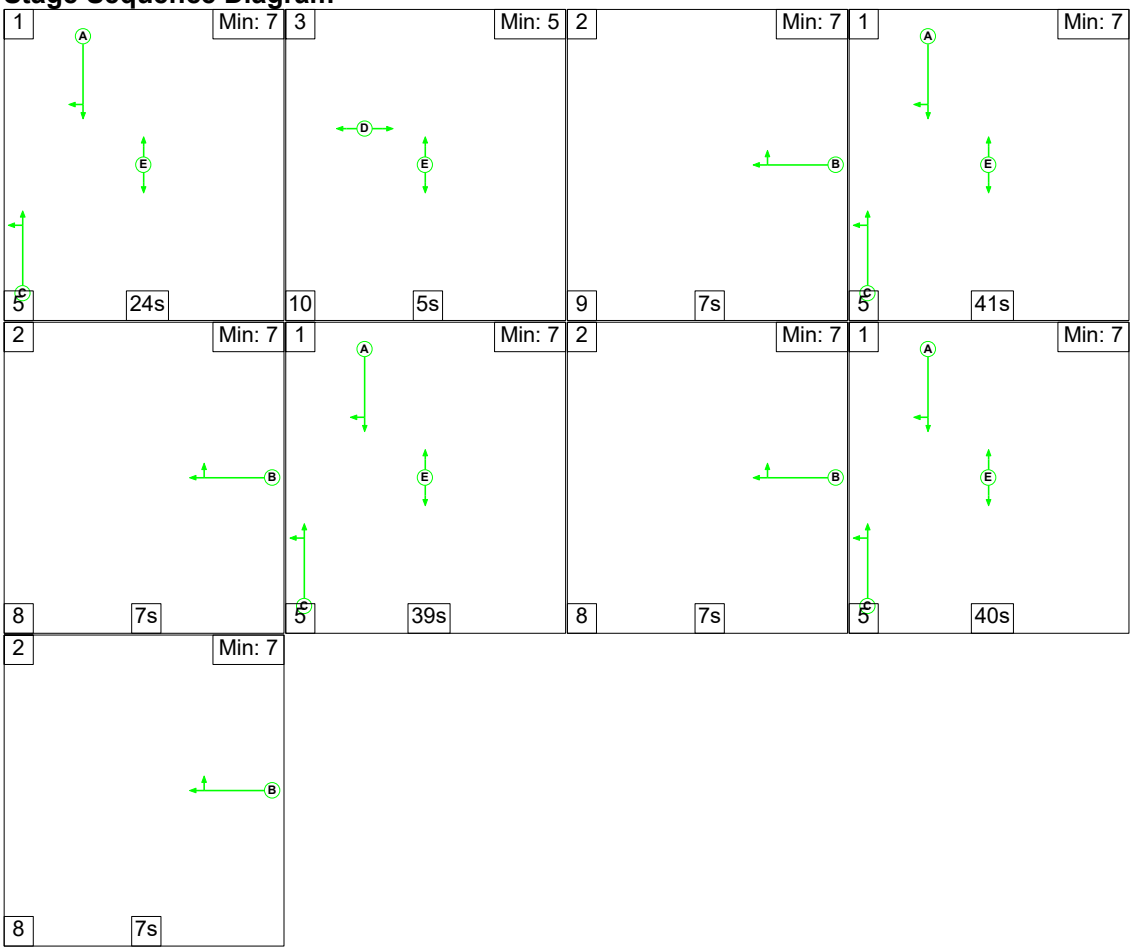
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**368**	**4**	**10**	**2.5**	**1.5**	**0.2**	**4.1**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**368**	**4**	**10**	**2.5**	**1.5**	**0.2**	**4.1**	**-**	**-**	**-**	**-**	
1/1	840	840	368	4	10	1.6	1.1	0.2	2.9	12.5	14.0	1.1	15.1	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	38	38	-	-	-	0.3	0.1	-	0.4	39.3	0.7	0.1	0.8	
3/1	454	454	-	-	-	0.6	0.2	-	0.8	6.5	5.7	0.2	5.9	
4/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 30.9 Total Delay for Signalled Lanes (pcuHr): 4.15 Cycle Time (s): 280
PRC Over All Lanes (%): 30.9 Total Delay Over All Lanes(pcuHr): 4.15

Scenario 4: '2030 Future Base + Proposed Development PM Peak' (FG4: '2030 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	3	2	1	2	1	2	1	2
Duration	24	5	7	41	7	39	7	40	7
Change Point	0	29	44	60	106	121	165	180	225

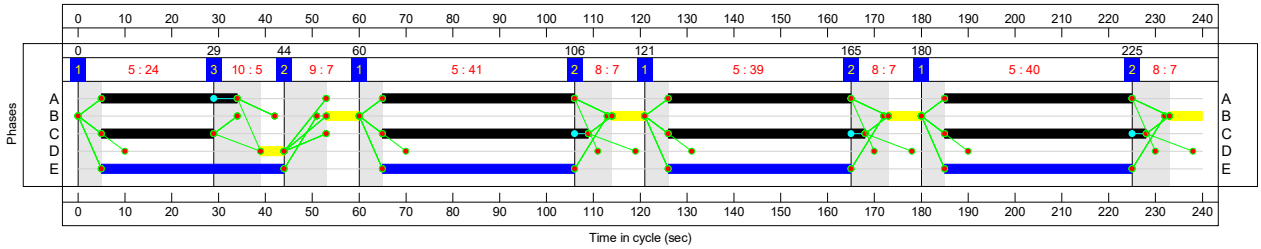
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	29	5	34	41	65	106
B	A50 WB Off-Slip Ahead Right	Traffic	7	53	60	7	114	121
C	Whitwick Road South Left Ahead	Traffic	24	5	29	44	65	109
D	Pedestrians across	Pedestrian	5	39	44			
E	Pedestrians across	Pedestrian	39	5	44	41	65	106

Detailed Input Data And Results

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	39	126	165	40	185	225
B	A50 WB Off-Slip Ahead Right	Traffic	7	173	180	7	233	0
C	Whitwick Road South Left Ahead	Traffic	42	126	168	43	185	228
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	39	126	165	40	185	225

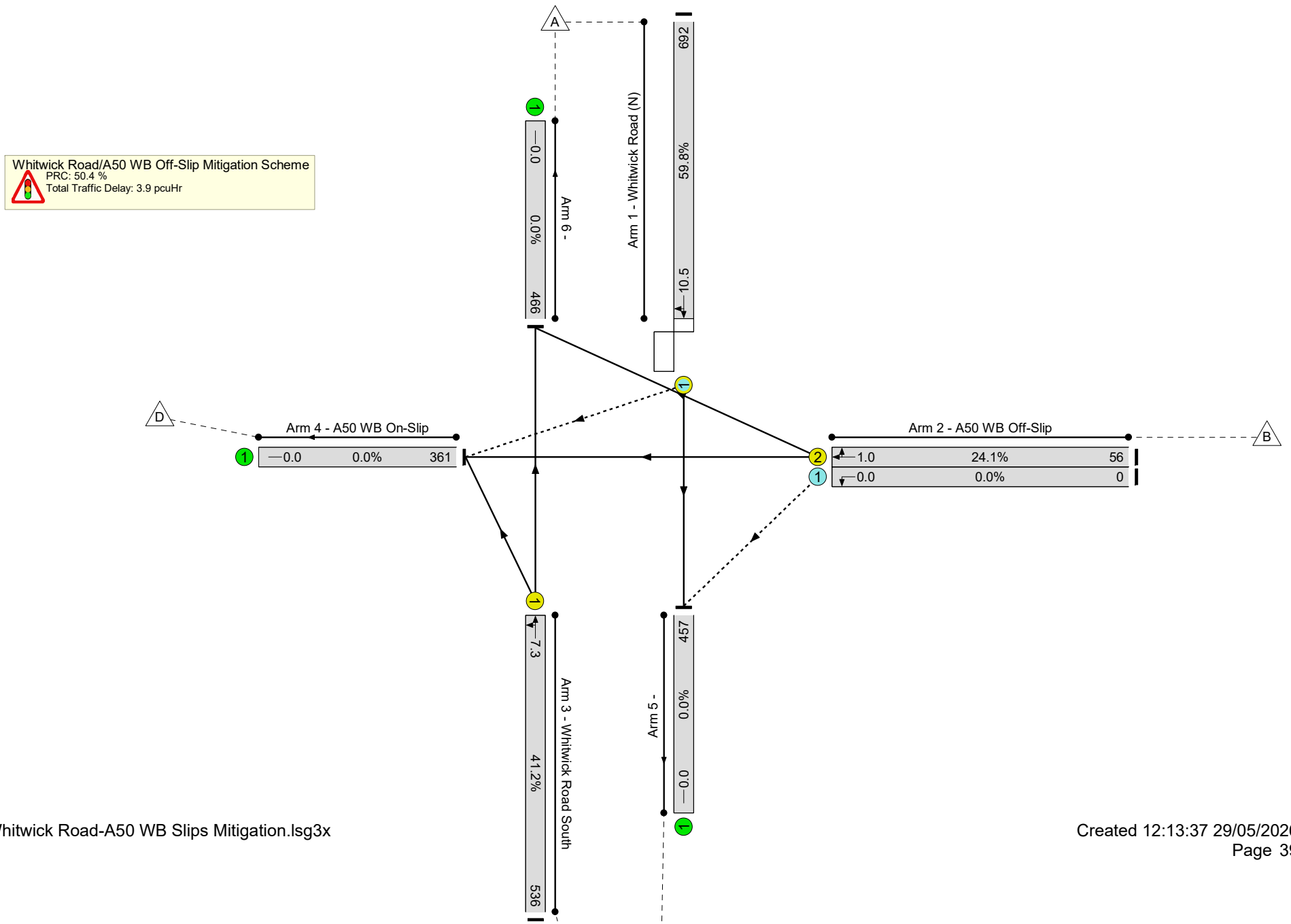
Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Whitwick Road (N) Right Ahead	O	A	5	34
				65	106
				126	165
				185	225
2/2	A50 WB Off-Slip Ahead Right	U	B	53	60
				114	121
				173	180
				233	0
3/1	Whitwick Road South Left Ahead	U	C	5	29
				65	109
				126	168
				185	228

Network Layout Diagram


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 50.4 %
Total Traffic Delay: 3.9 pcuHr
A
Arm 1 - Whitwick Road (N)
692
59.8%
10.5
Arm 6 -
0.0
0.0%
466
D
Arm 4 - A50 WB On-Slip
0.0
0.0%
361
Arm 2 - A50 WB Off-Slip
B
1.0
24.1%
56
0.0
0.0%
0
Arm 3 - Whitwick Road South
7.3
41.2%
536
Arm 5 -
457
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**59.8%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**59.8%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	149	-	-	692	1839	1157	59.8%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	942	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	56	1743	232	24.1%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	153	-	-	536	1987	1300	41.2%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	466	Inf	Inf	0.0%

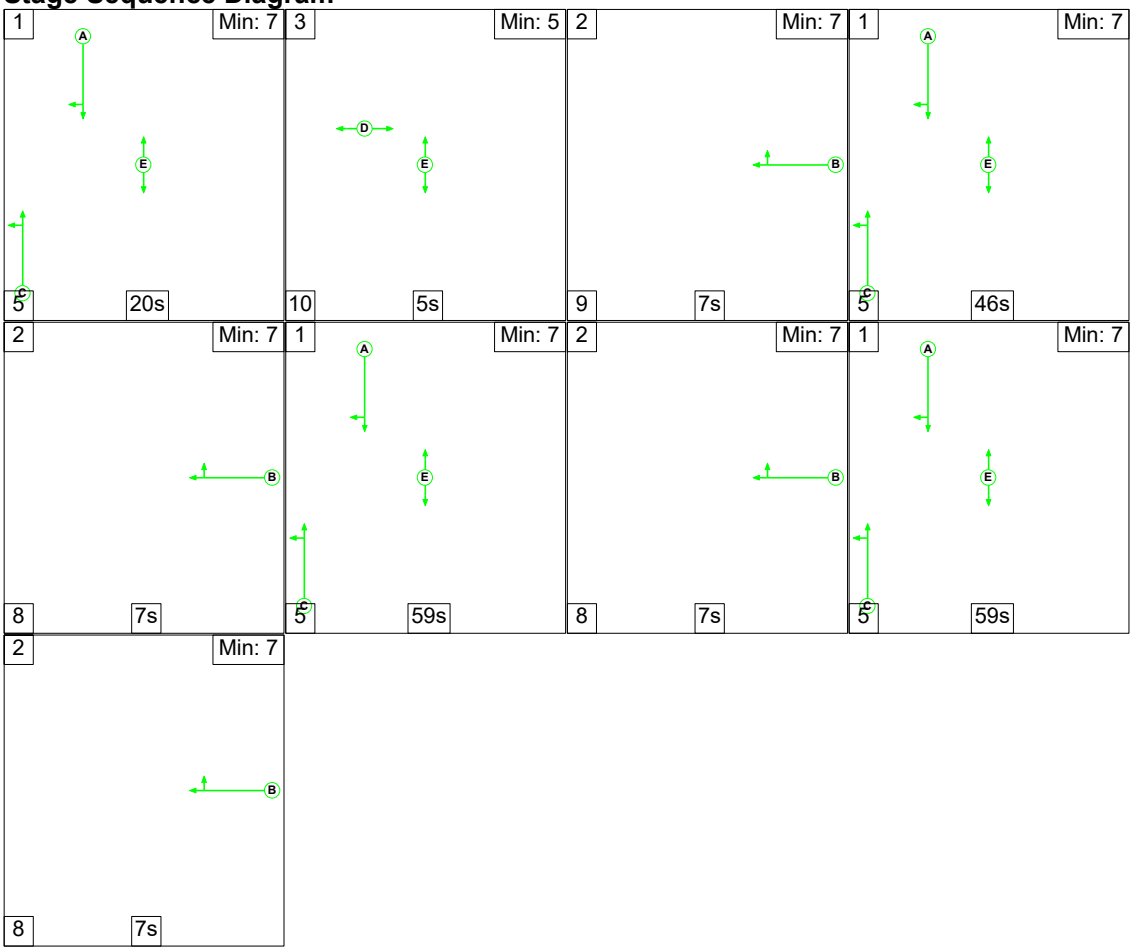
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**225**	**3**	**7**	**2.5**	**1.3**	**0.2**	**3.9**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**225**	**3**	**7**	**2.5**	**1.3**	**0.2**	**3.9**	**-**	**-**	**-**	**-**	
1/1	692	692	225	3	7	1.3	0.7	0.2	2.2	11.5	9.8	0.7	10.5	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	56	56	-	-	-	0.4	0.2	-	0.5	33.5	0.8	0.2	1.0	
3/1	536	536	-	-	-	0.8	0.4	-	1.2	8.0	7.0	0.4	7.3	
4/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 50.4 Total Delay for Signalled Lanes (pcuHr): 3.93 Cycle Time (s): 240
PRC Over All Lanes (%): 50.4 Total Delay Over All Lanes(pcuHr): 3.93

Scenario 5: '2036 Future Base + Proposed Development AM Peak' (FG5: '2036 Future Base + Proposed Development AM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	3	2	1	2	1	2	1	2
Duration	20	5	7	46	7	59	7	59	7
Change Point	0	25	40	56	107	122	186	201	265

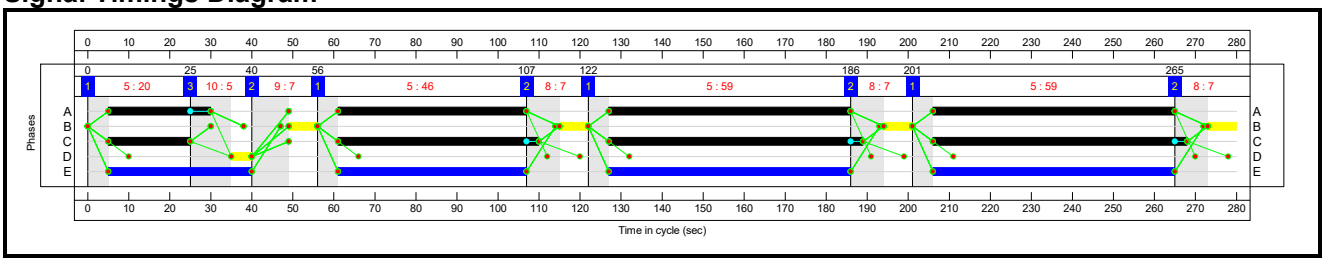
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	25	5	30	46	61	107
B	A50 WB Off-Slip Ahead Right	Traffic	7	49	56	7	115	122
C	Whitwick Road South Left Ahead	Traffic	20	5	25	49	61	110
D	Pedestrians across	Pedestrian	5	35	40			
E	Pedestrians across	Pedestrian	35	5	40	46	61	107

Detailed Input Data And Results

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	59	127	186	59	206	265
B	A50 WB Off-Slip Ahead Right	Traffic	7	194	201	7	273	0
C	Whitwick Road South Left Ahead	Traffic	62	127	189	62	206	268
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	59	127	186	59	206	265

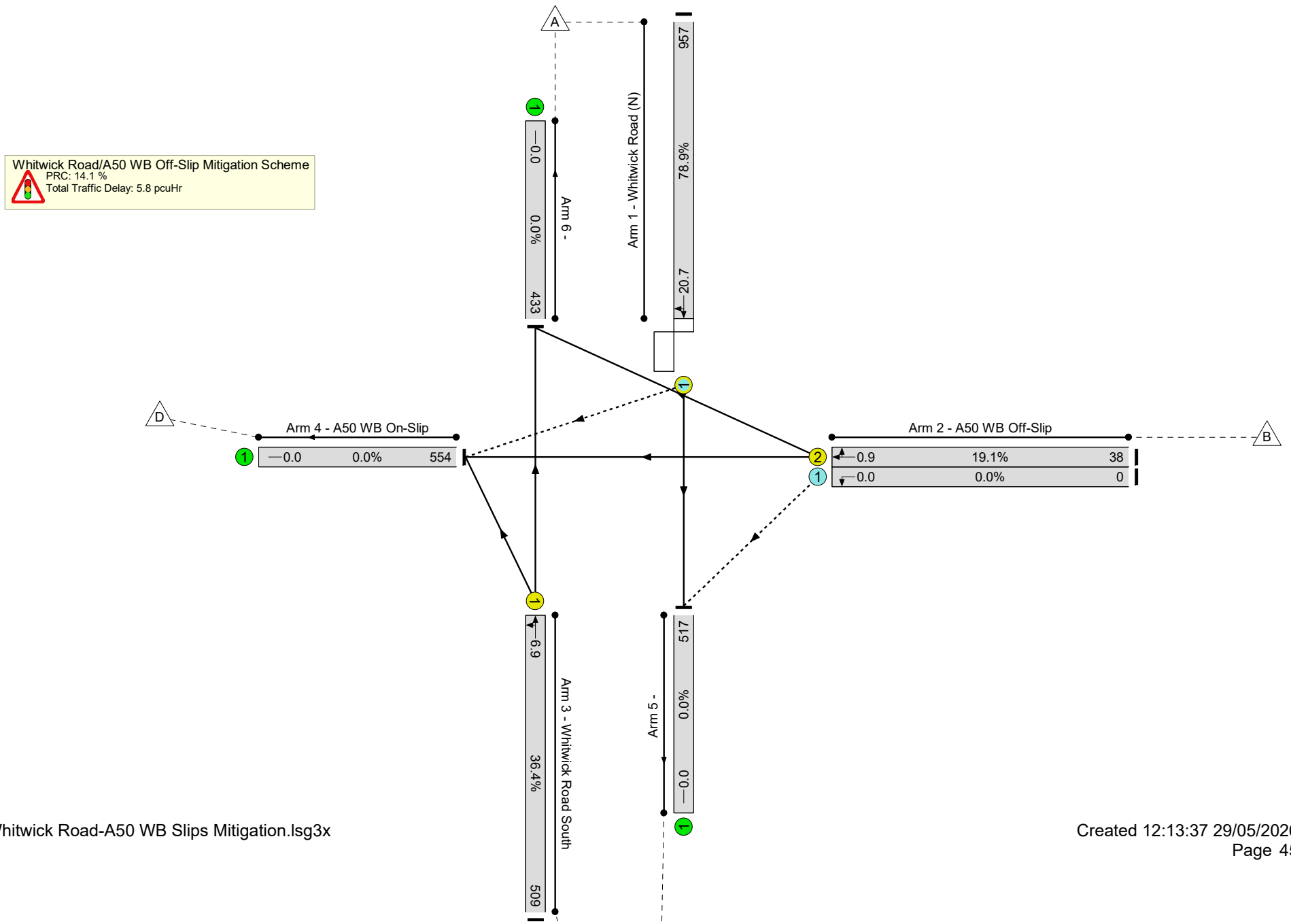
Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Whitwick Road (N) Right Ahead	O	A	5	30
				61	107
				127	186
2/2	A50 WB Off-Slip Ahead Right	U	B	206	265
				49	56
				115	122
				194	201
				273	0
3/1	Whitwick Road South Left Ahead	U	C	5	25
				61	110
				127	189
				206	268

Network Layout Diagram


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 14.1 %
Total Traffic Delay: 5.8 pcuHr
A
Arm 1 - Whitwick Road (N)
957
78.9%
20.7
Arm 6 -
0.0
0.0%
433
D
Arm 4 - A50 WB On-Slip
0.0
0.0%
554
Arm 2 - A50 WB Off-Slip
B
0.9
19.1%
38
0.0
0.0%
0
Arm 3 - Whitwick Road South
6.9
36.4%
509
Arm 5 -
517
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**78.9%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**78.9%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	189	-	-	957	1789	1213	78.9%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	928	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	38	1743	199	19.1%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	193	-	-	509	1988	1399	36.4%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	433	Inf	Inf	0.0%

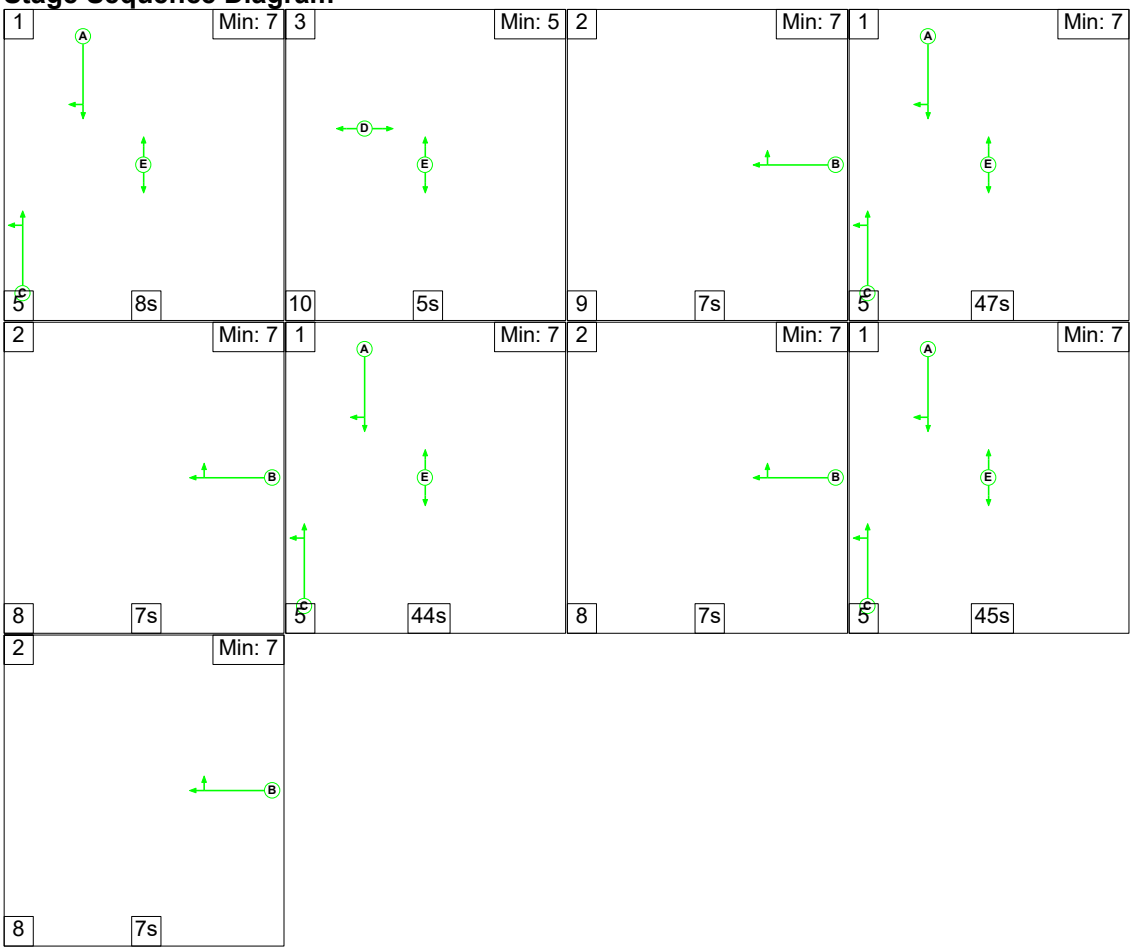
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**412**	**16**	**12**	**3.1**	**2.2**	**0.4**	**5.8**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**412**	**16**	**12**	**3.1**	**2.2**	**0.4**	**5.8**	**-**	**-**	**-**	**-**	
1/1	957	957	412	16	12	2.1	1.8	0.4	4.4	16.5	18.9	1.8	20.7	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	38	38	-	-	-	0.3	0.1	-	0.4	40.0	0.8	0.1	0.9	
3/1	509	509	-	-	-	0.7	0.3	-	1.0	6.8	6.6	0.3	6.9	
4/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 14.1 Total Delay for Signalled Lanes (pcuHr): 5.76 Cycle Time (s): 280
PRC Over All Lanes (%): 14.1 Total Delay Over All Lanes(pcuHr): 5.76

Scenario 6: '2036 Future Base + Proposed Development PM Peak' (FG6: '2036 Future Base + Proposed Development PM Peak', Plan 2: 'Peds every Fourth Cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	3	2	1	2	1	2	1	2
Duration	8	5	7	47	7	44	7	45	7
Change Point	0	13	28	44	96	111	160	175	225

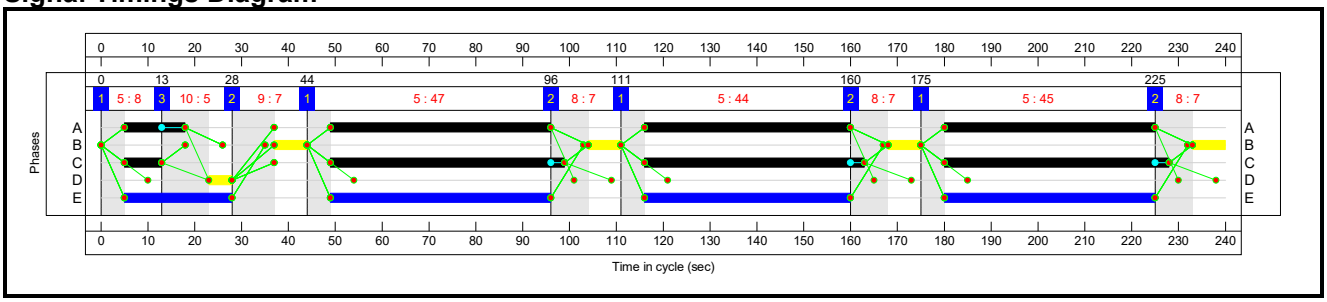
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	13	5	18	47	49	96
B	A50 WB Off-Slip Ahead Right	Traffic	7	37	44	7	104	111
C	Whitwick Road South Left Ahead	Traffic	8	5	13	50	49	99
D	Pedestrians across	Pedestrian	5	23	28			
E	Pedestrians across	Pedestrian	23	5	28	47	49	96

Detailed Input Data And Results

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Whitwick Road (N) Right Ahead	Traffic	44	116	160	45	180	225
B	A50 WB Off-Slip Ahead Right	Traffic	7	168	175	7	233	0
C	Whitwick Road South Left Ahead	Traffic	47	116	163	48	180	228
D	Pedestrians across	Pedestrian						
E	Pedestrians across	Pedestrian	44	116	160	45	180	225

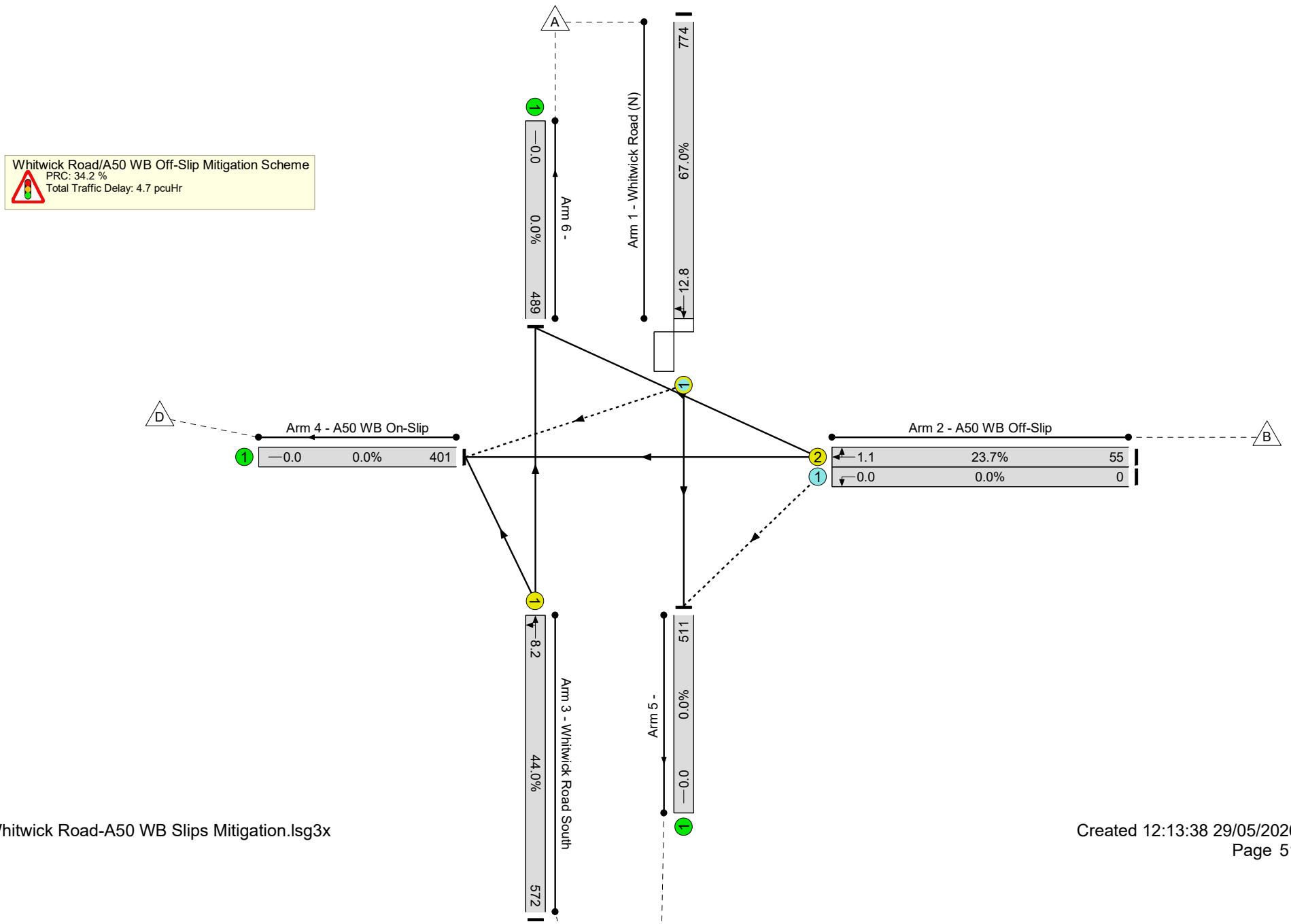
Signal Timings Diagram



Lane Green Times

Junction: Whitwick Road/A50 WB Off-Slip Mitigation Scheme					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Whitwick Road (N) Right Ahead	O	A	5	18
				49	96
				116	160
2/2	A50 WB Off-Slip Ahead Right	U	B	180	225
				37	44
				104	111
				168	175
				233	0
3/1	Whitwick Road South Left Ahead	U	C	5	13
				49	99
				116	163
				180	228

Network Layout Diagram


Whitwick Road/A50 WB Off-Slip Mitigation Scheme
PRC: 34.2 %
Total Traffic Delay: 4.7 pcuHr
A
Arm 1 - Whitwick Road (N)
774
67.0%
12.8
Arm 6 -
0.0
0.0%
489
D
Arm 4 - A50 WB On-Slip
0.0
0.0%
401
Arm 2 - A50 WB Off-Slip
B
1.1
23.7%
55
0.0
0.0%
0
8.2
44.0%
572
Arm 3 - Whitwick Road South
Arm 5 -
511
0.0%
0.0

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**67.0%**
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**67.0%**
1/1	Whitwick Road (N) Right Ahead	O	N/A	N/A	A		4	149	-	-	774	1839	1154	67.0%
2/1	A50 WB Off-Slip Left	O	N/A	N/A	-		-	-	-	-	0	2045	929	0.0%
2/2	A50 WB Off-Slip Ahead Right	U	N/A	N/A	B		4	28	-	-	55	1743	232	23.7%
3/1	Whitwick Road South Left Ahead	U	N/A	N/A	C		4	153	-	-	572	1987	1300	44.0%
4/1	A50 WB On-Slip	U	N/A	N/A	-		-	-	-	-	401	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	489	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**231**	**18**	**14**	**2.9**	**1.6**	**0.2**	**4.7**	**-**	**-**	**-**	**-**	
Whitwick Road/A50 WB Off-Slip Mitigation Scheme	**-**	**-**	**231**	**18**	**14**	**2.9**	**1.6**	**0.2**	**4.7**	**-**	**-**	**-**	**-**	
1/1	774	774	231	18	14	1.6	1.0	0.2	2.8	13.1	11.8	1.0	12.8	
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	55	55	-	-	-	0.4	0.2	-	0.5	34.2	0.9	0.2	1.1	
3/1	572	572	-	-	-	0.9	0.4	-	1.3	8.3	7.8	0.4	8.2	
4/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 34.2 Total Delay for Signalled Lanes (pcuHr): 4.66 Cycle Time (s): 240
PRC Over All Lanes (%): 34.2 Total Delay Over All Lanes(pcuHr): 4.66

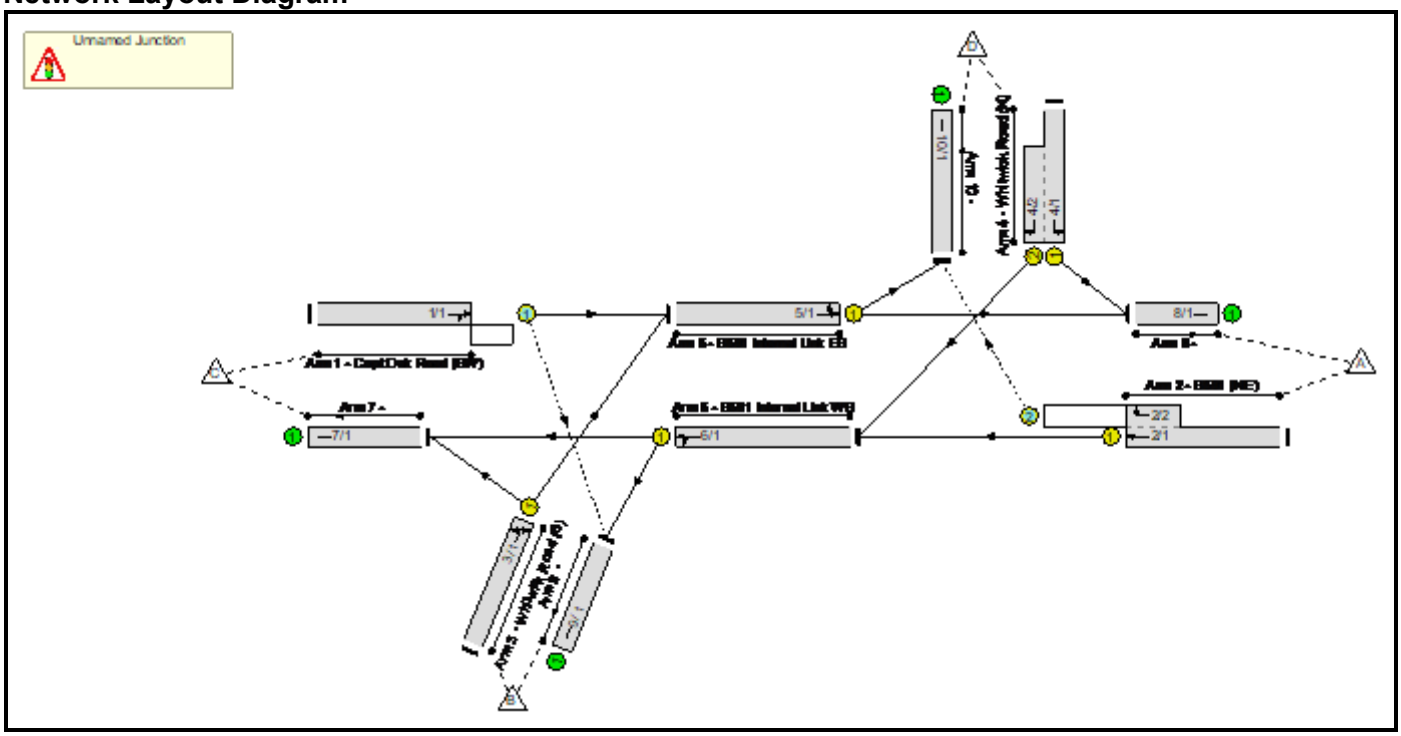
APPENDIX J LINSIG OUTPUT - COPT OAK ROAD SIGNALS

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	T22523 Copt Oak Signals.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



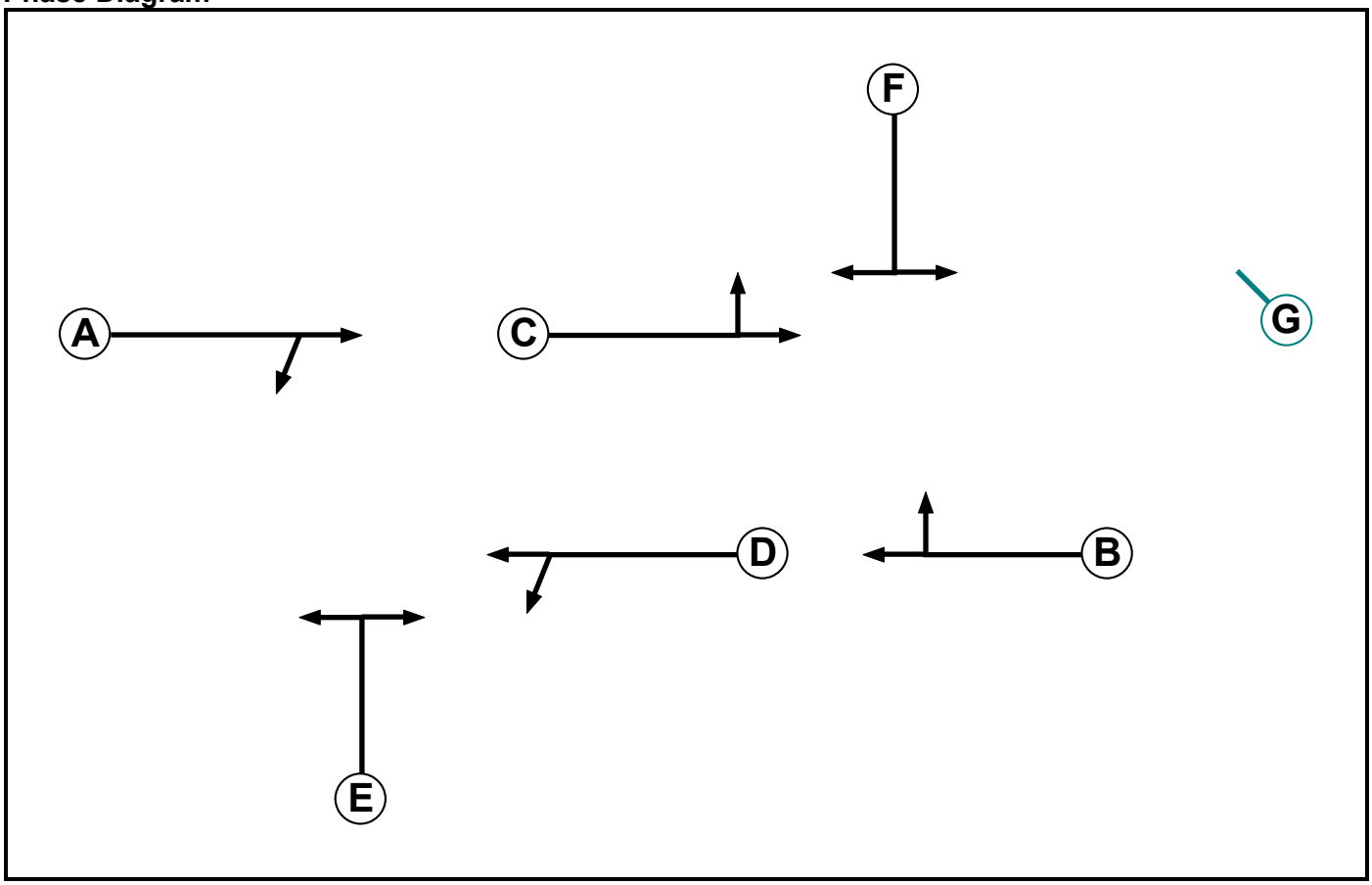
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Baseline AM Peak	2025 Baseline AM Peak	Network Control Plan 1	08:00 - 09:00	70	10.8	25.16
2	2025 Baseline PM Peak	2025 Baseline PM Peak	Network Control Plan 1	17:00 - 18:00	70	3.7	24.50
3	2028 Future Base AM Peak	2028 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	84	-8.9	36.18
4	2028 Future Base PM Peak	2028 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	56	7.4	21.32
5	2028 Future Base + Proposed Development AM Peak	2028 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	84	0.6	32.82
6	2028 Future Base + Proposed Development PM Peak	2028 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	56	2.1	25.72
7	2030 Future Base AM Peak	2030 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	84	-11.5	40.58
8	2030 Future Base PM Peak	2030 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	56	-1.5	28.04
9	2030 Future Base + Proposed Development AM Peak	2030 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	84	0.3	34.92
10	2030 Future Base + Proposed Development PM Peak	2030 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	56	-1.1	27.45
11	2036 Future Base AM Peak	2036 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	84	-1.7	35.83
12	2036 Future Base PM Peak	2036 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	56	-12.0	39.44
13	2036 Future Base + Proposed Development AM Peak	2036 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	84	-8.3	46.61
14	2036 Future Base + Proposed Development PM Peak	2036 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	56	-12.4	40.87

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	7	2	Unnamed Junction	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	0
D	Traffic		7	0
E	Traffic		7	7
F	Traffic		7	7
G	Dummy		1	1

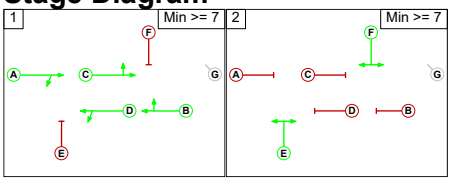
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	-	7	-	-
	B	-		-	-	-	7	-
	C	-	-		-	-	7	-
	D	-	-	-		7	-	-
	E	7	-	-	7		-	-
	F	-	6	6	-	-		-
	G	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C D
2	E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	8	8
1	2	D	Losing	8	8

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		15
	2	7	

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Copt Oak Road (SW))	O	A	2	3	60.0	User	1800	-	-	-	-	-
2/1 (B591 (NE))	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2 (B591 (NE))	O	B	2	3	4.0	User	1700	-	-	-	-	-
3/1 (Whitwick Road (S))	U	E	2	3	60.0	User	1800	-	-	-	-	-
4/1 (Whitwick Road (N))	U	F	2	3	60.0	User	1750	-	-	-	-	-
4/2 (Whitwick Road (N))	U	F	2	3	7.0	User	1800	-	-	-	-	-
5/1 (B591 Internal Link EB)	U	C	2	3	60.0	User	1800	-	-	-	-	-
6/1 (B591 Internal Link WB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Copt Oak Road (SW))	9/1 (Right)	1439	0	6/1	1.09	All	3.00	3.00	0.50	3	2.00
2/2 (B591 (NE))	10/1 (Right)	1439	0	5/1	1.09	All	6.00	-	0.50	6	3.00

Lane Connector Input Data

Junction: Unnamed Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	3	35
1/1	9/1	Internal	5	35
2/1	6/1	Internal	3	35
2/2	10/1	Internal	5	35
3/1	5/1	Internal	3	35
3/1	7/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	3	35
5/1	8/1	Internal	5	35
5/1	10/1	Internal	5	35
6/1	7/1	Internal	5	35
6/1	9/1	Internal	5	35

Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Copt Oak Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (B591 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (B591 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
3/1 (Whitwick Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Whitwick Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
4/2 (Whitwick Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B591 Internal Link EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B591 Internal Link WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Baseline AM Peak'	08:00	09:00	01:00	
2: '2025 Baseline PM Peak'	17:00	18:00	01:00	
3: '2028 Future Base AM Peak'	08:00	09:00	01:00	
4: '2028 Future Base PM Peak'	17:00	18:00	01:00	
5: '2028 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
6: '2028 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
7: '2030 Future Base AM Peak'	08:00	09:00	01:00	
8: '2030 Future Base PM Peak'	17:00	18:00	01:00	
9: '2030 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
10: '2030 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
11: '2036 Future Base AM Peak'	08:00	09:00	01:00	
12: '2036 Future Base PM Peak'	17:00	18:00	01:00	
13: '2036 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
14: '2036 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Baseline AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	297	197	554
	B	139	0	0	169	308
	C	293	2	0	125	420
	D	231	317	78	0	626
	Tot.	663	379	375	491	1908

FG2: '2025 Baseline PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	238	198	536
	B	87	0	4	276	367
	C	338	8	0	147	493
	D	170	225	60	0	455
	Tot.	595	333	302	621	1851

FG3: '2028 Future Base AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	101	252	508
	B	163	0	0	141	304
	C	331	3	0	108	442
	D	207	408	14	0	629
	Tot.	701	566	115	501	1883

FG4: '2028 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	21	154	286
	B	83	0	0	250	333
	C	357	11	0	145	513
	D	199	355	14	0	568
	Tot.	639	477	35	549	1700

FG5: '2028 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	145	230	472
	B	158	0	0	172	330
	C	311	3	0	120	434
	D	238	408	30	0	676
	Tot.	707	508	175	522	1912

FG6: '2028 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	33	201	380
	B	89	0	1	272	362
	C	367	12	0	150	529
	D	196	362	17	0	575
	Tot.	652	520	51	623	1846

FG7: '2030 Future Base AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	101	258	508
	B	166	0	0	151	317
	C	338	3	0	112	453
	D	217	418	14	0	649
	Tot.	721	570	115	521	1927

FG8: '2030 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	182	23	211	416
	B	91	0	0	262	353
	C	372	14	0	144	530
	D	191	398	13	0	602
	Tot.	654	594	36	617	1901

FG9: '2030 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	147	222	466
	B	171	0	0	184	355
	C	310	3	0	117	430
	D	247	422	32	0	701
	Tot.	728	522	179	523	1952

FG10: '2030 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	148	34	196	378
	B	83	0	1	268	352
	C	345	12	0	149	506
	D	203	411	18	0	632
	Tot.	631	571	53	613	1868

FG11: '2036 Future Base AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	93	159	352
	B	181	0	0	168	349
	C	339	4	0	113	456
	D	225	481	22	0	728
	Tot.	745	585	115	440	1885

FG12: '2036 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	139	21	178	338
	B	77	0	0	274	351
	C	326	13	0	156	495
	D	210	484	15	0	709
	Tot.	613	636	36	608	1893

FG13: '2036 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	91	172	197	460
	B	173	0	0	193	366
	C	320	3	0	123	446
	D	248	471	45	0	764
	Tot.	741	565	217	513	2036

FG14: '2036 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	141	57	183	381
	B	77	0	1	278	356
	C	322	13	0	155	490
	D	207	474	27	0	708
	Tot.	606	628	85	616	1935

Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	297	197	554
	B	139	0	0	169	308
	C	293	2	0	125	420
	D	231	317	78	0	626
	Tot.	663	379	375	491	1908

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	238	198	536
	B	87	0	4	276	367
	C	338	8	0	147	493
	D	170	225	60	0	455
	Tot.	595	333	302	621	1851

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	101	252	508
	B	163	0	0	141	304
	C	331	3	0	108	442
	D	207	408	14	0	629
	Tot.	701	566	115	501	1883

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	21	154	286
	B	83	0	0	250	333
	C	357	11	0	145	513
	D	199	355	14	0	568
	Tot.	639	477	35	549	1700

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	145	230	472
	B	158	0	0	172	330
	C	311	3	0	120	434
	D	238	408	30	0	676
	Tot.	707	508	175	522	1912

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	33	201	380
	B	89	0	1	272	362
	C	367	12	0	150	529
	D	196	362	17	0	575
	Tot.	652	520	51	623	1846

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	101	258	508
	B	166	0	0	151	317
	C	338	3	0	112	453
	D	217	418	14	0	649
	Tot.	721	570	115	521	1927

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	182	23	211	416
	B	91	0	0	262	353
	C	372	14	0	144	530
	D	191	398	13	0	602
	Tot.	654	594	36	617	1901

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	147	222	466
	B	171	0	0	184	355
	C	310	3	0	117	430
	D	247	422	32	0	701
	Tot.	728	522	179	523	1952

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	148	34	196	378
	B	83	0	1	268	352
	C	345	12	0	149	506
	D	203	411	18	0	632
	Tot.	631	571	53	613	1868

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	93	159	352
	B	181	0	0	168	349
	C	339	4	0	113	456
	D	225	481	22	0	728
	Tot.	745	585	115	440	1885

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	139	21	178	338
	B	77	0	0	274	351
	C	326	13	0	156	495
	D	210	484	15	0	709
	Tot.	613	636	36	608	1893

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	91	172	197	460
	B	173	0	0	193	366
	C	320	3	0	123	446
	D	248	471	45	0	764
	Tot.	741	565	217	513	2036

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	141	57	183	381
	B	77	0	1	278	356
	C	322	13	0	155	490
	D	207	474	27	0	708
	Tot.	606	628	85	616	1935

Traffic Flows, Difference

Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

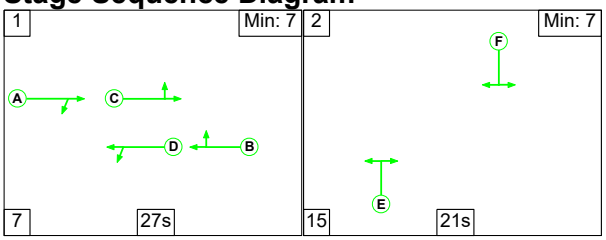
Lane	Scenario 1: 2025 Baseline AM Peak	Scenario 2: 2025 Baseline PM Peak	Scenario 3: 2028 Future Base AM Peak	Scenario 4: 2028 Future Base PM Peak	Scenario 5: 2028 Future Base + Proposed Development AM Peak	Scenario 6: 2028 Future Base + Proposed Development PM Peak
Junction: Unnamed Junction						
1/1	420	493	442	513	434	529
2/1 (with short)	554(In) 357(Out)	536(In) 338(Out)	508(In) 256(Out)	286(In) 132(Out)	472(In) 242(Out)	380(In) 179(Out)
2/2 (short)	197	198	252	154	230	201
3/1	308	367	304	333	330	362
4/1 (with short)	626(In) 231(Out)	455(In) 170(Out)	629(In) 207(Out)	568(In) 199(Out)	676(In) 238(Out)	575(In) 196(Out)
4/2 (short)	395	285	422	369	438	379
5/1	726	848	743	835	761	878
6/1	752	623	678	501	680	558
7/1	375	302	115	35	175	51
8/1	663	595	701	639	707	652
9/1	379	333	566	477	508	520
10/1	491	621	501	549	522	623

Lane	Scenario 7: 2030 Future Base AM Peak	Scenario 8: 2030 Future Base PM Peak	Scenario 9: 2030 Future Base + Proposed Development AM Peak	Scenario 10: 2030 Future Base + Proposed Development PM Peak	Scenario 11: 2036 Future Base AM Peak	Scenario 12: 2036 Future Base PM Peak
Junction: Unnamed Junction						
1/1	453	530	430	506	456	495
2/1 (with short)	508(In) 250(Out)	416(In) 205(Out)	466(In) 244(Out)	378(In) 182(Out)	352(In) 193(Out)	338(In) 160(Out)
2/2 (short)	258	211	222	196	159	178
3/1	317	353	355	352	349	351
4/1 (with short)	649(In) 217(Out)	602(In) 191(Out)	701(In) 247(Out)	632(In) 203(Out)	728(In) 225(Out)	709(In) 210(Out)
4/2 (short)	432	411	454	429	503	499
5/1	767	869	782	845	801	833
6/1	682	616	698	611	696	659
7/1	115	36	179	53	115	36
8/1	721	654	728	631	745	613
9/1	570	594	522	571	585	636
10/1	521	617	523	613	440	608

Lane	Scenario 13: 2036 Future Base + Proposed Development AM Peak	Scenario 14: 2036 Future Base + Proposed Development PM Peak
Junction: Unnamed Junction		
1/1	446	490
2/1 (with short)	460(In) 263(Out)	381(In) 198(Out)
2/2 (short)	197	183
3/1	366	356
4/1 (with short)	764(In) 248(Out)	708(In) 207(Out)
4/2 (short)	516	501
5/1	809	832
6/1	779	699
7/1	217	85
8/1	741	606
9/1	565	628
10/1	513	616

Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



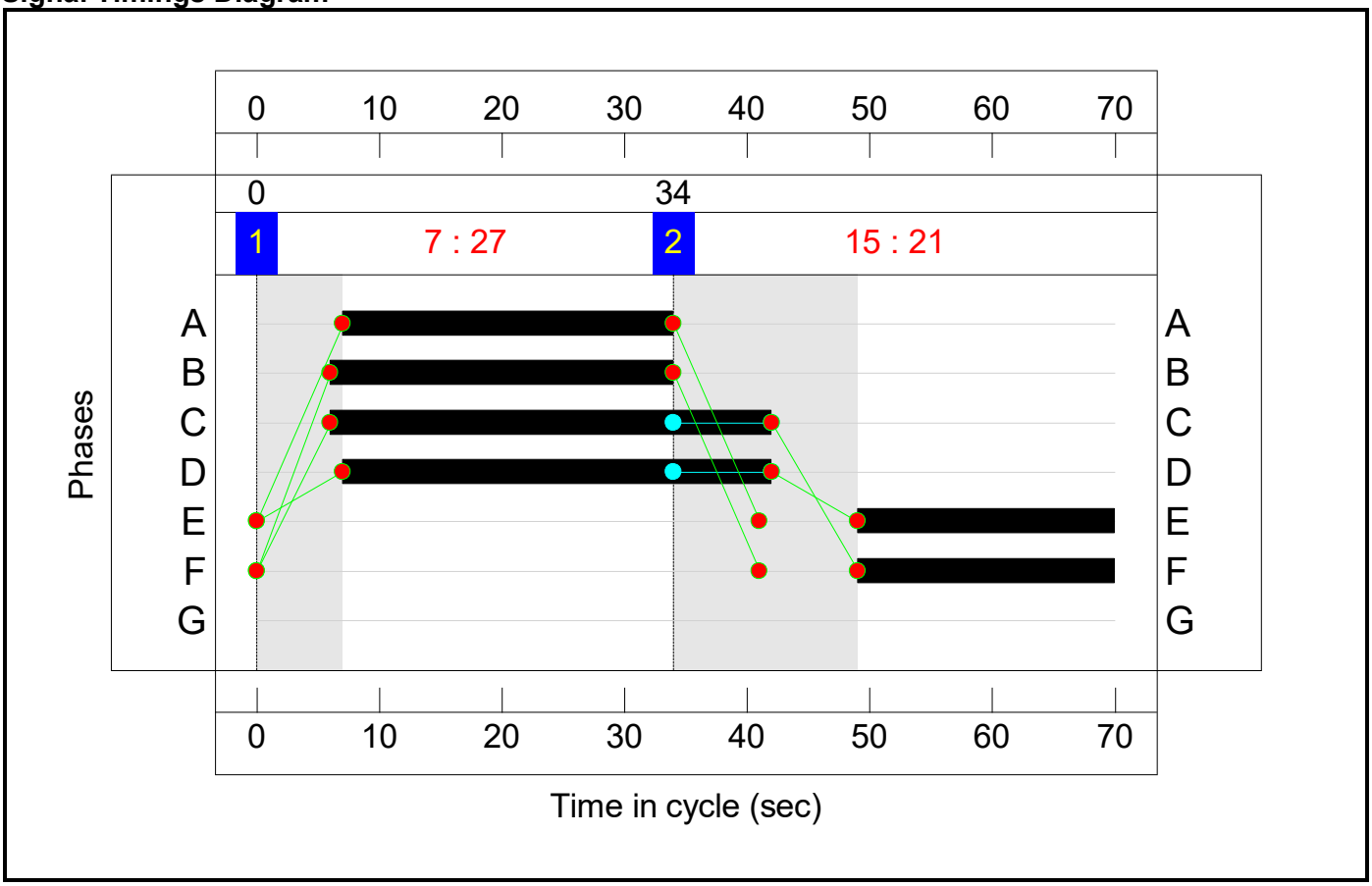
Stage Timings

Stage	1	2
Duration	27	21
Change Point	0	34

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	27	7	34
B	B591 (NE) Ahead Right	Traffic	28	6	34
C	B591 Internal Link EB Ahead Left	Traffic	36	6	42
D	B591 Internal Link WB Ahead Left	Traffic	35	7	42
E	Whitwick Road (S) Right Left	Traffic	21	49	0
F	Whitwick Road (N) Right Left	Traffic	21	49	0
G	Dummy	Dummy			

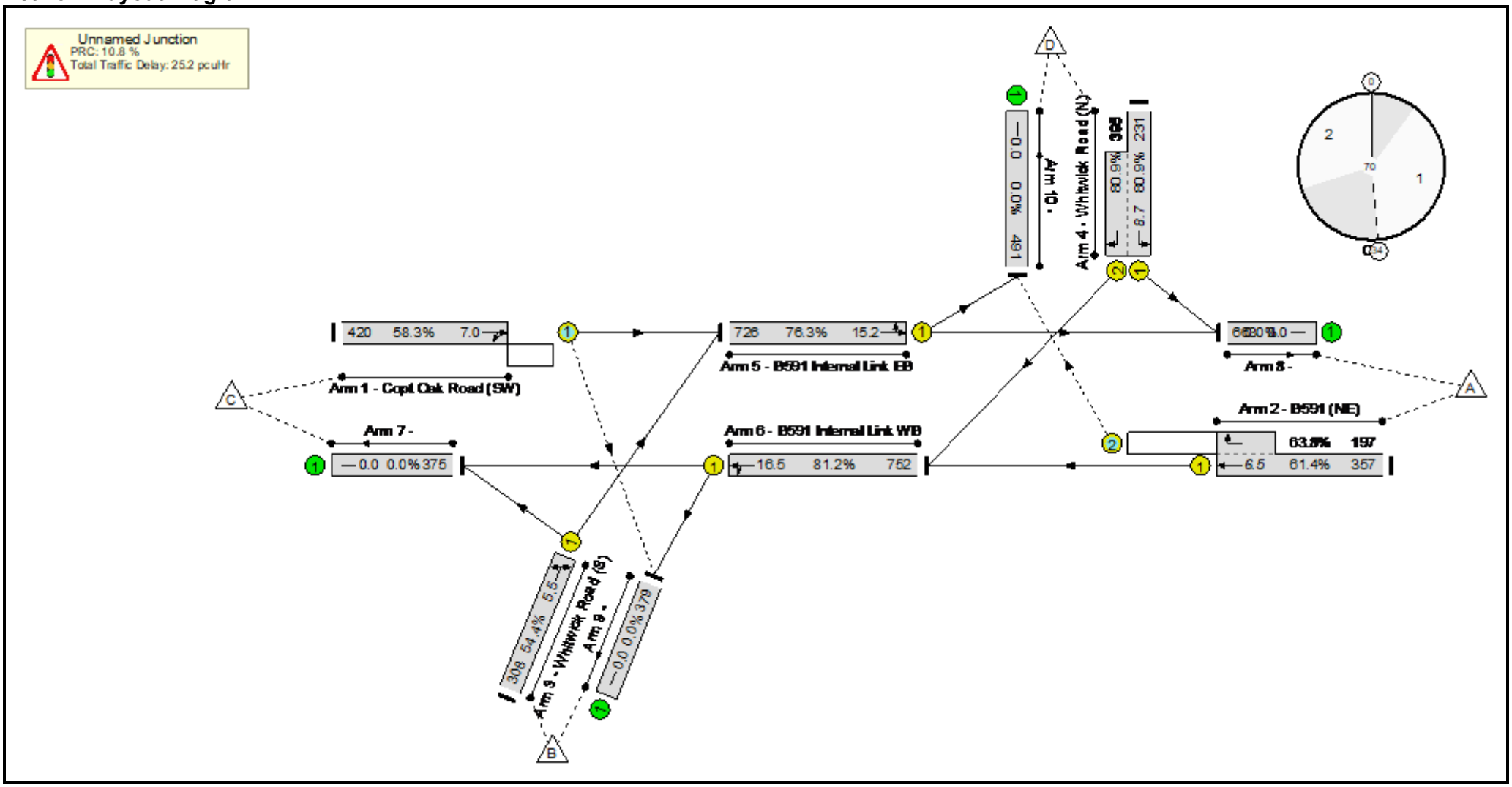
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	34
2/1	B591 (NE) Ahead	U	B	6	34
2/2	B591 (NE) Right	O	B	6	34
3/1	Whitwick Road (S) Right Left	U	E	49	0
4/1	Whitwick Road (N) Left	U	F	49	0
4/2	Whitwick Road (N) Right	U	F	49	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	42
6/1	B591 Internal Link WB Ahead Left	U	D	7	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.2%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	27	-	-	420	1800	720	58.3%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	28	-	-	554	1950:1700	581+309	61.4 : 63.8%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	21	-	-	308	1800	566	54.4%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	21	-	-	626	1750:1800	286+488	80.9 : 80.9%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	36	-	-	726	1800	951	76.3%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	35	-	-	752	1800	926	81.2%
7/1		U	N/A	N/A	-		-	-	-	-	375	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	379	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	491	Inf	Inf	0.0%

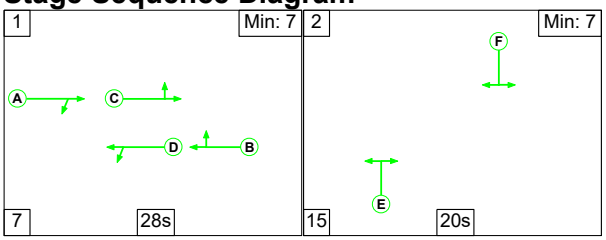
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**173**	**0**	**26**	**16.1**	**7.9**	**1.2**	**25.2**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**173**	**0**	**26**	**16.1**	**7.9**	**1.2**	**25.2**	**-**	**-**	**-**	**-**	
1/1	420	420	2	0	0	1.9	0.7	0.0	2.6	22.5	6.3	0.7	7.0	
2/1+2/2	554	554	171	0	26	2.2	0.8	1.2	4.2	27.4	5.6	0.8	6.5	
3/1	308	308	-	-	-	1.7	0.6	-	2.3	26.8	4.9	0.6	5.5	
4/1+4/2	626	626	-	-	-	3.5	2.1	-	5.6	32.1	6.7	2.1	8.7	
5/1	726	726	-	-	-	2.8	1.6	-	4.4	21.9	13.6	1.6	15.2	
6/1	752	752	-	-	-	3.9	2.1	-	6.0	28.8	14.4	2.1	16.5	
7/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 25.16 Cycle Time (s): 70
PRC Over All Lanes (%): 10.8 Total Delay Over All Lanes(pcuHr): 25.16

Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



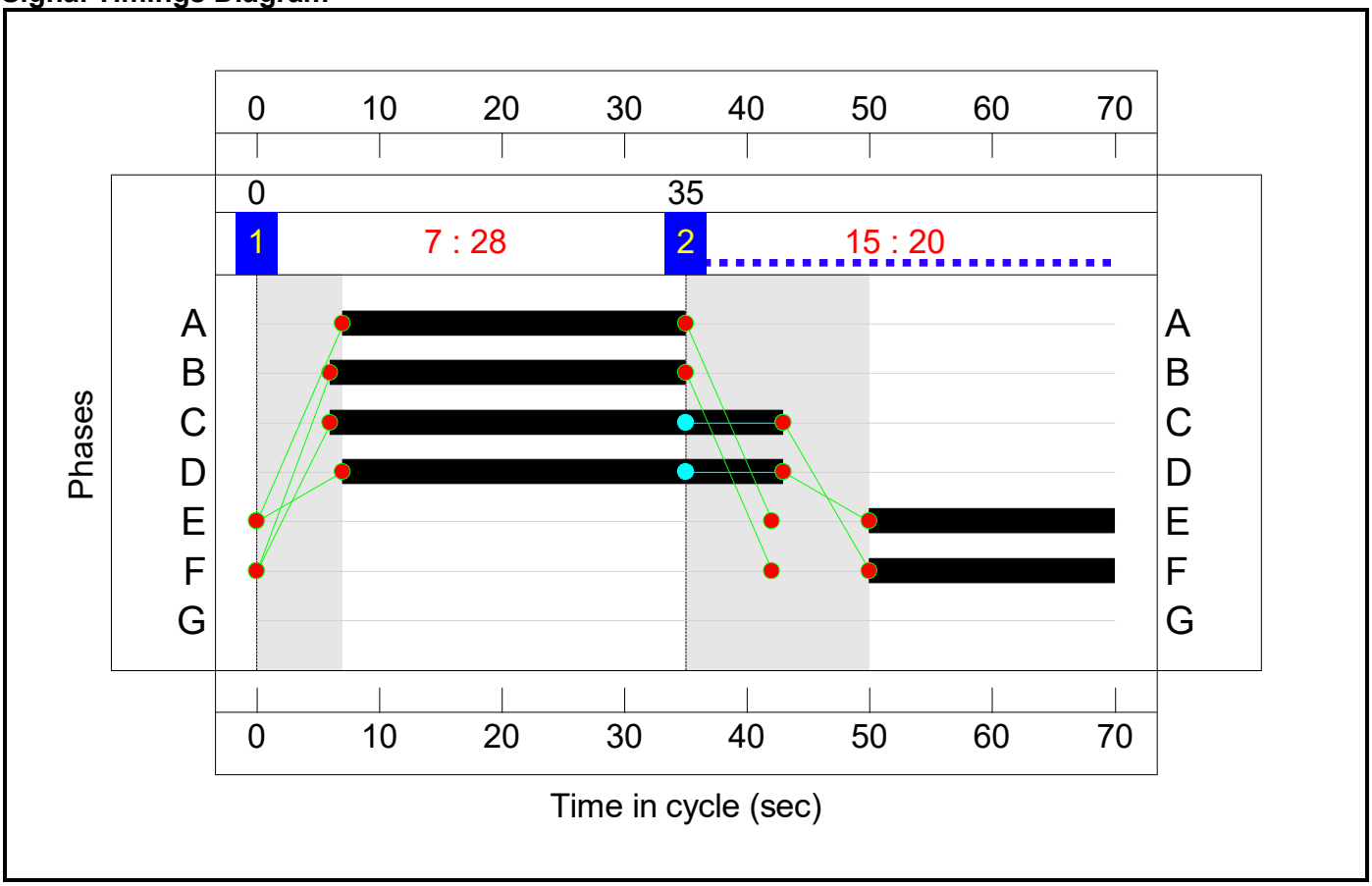
Stage Timings

Stage	1	2
Duration	28	20
Change Point	0	35

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	28	7	35
B	B591 (NE) Ahead Right	Traffic	29	6	35
C	B591 Internal Link EB Ahead Left	Traffic	37	6	43
D	B591 Internal Link WB Ahead Left	Traffic	36	7	43
E	Whitwick Road (S) Right Left	Traffic	20	50	0
F	Whitwick Road (N) Right Left	Traffic	20	50	0
G	Dummy	Dummy			

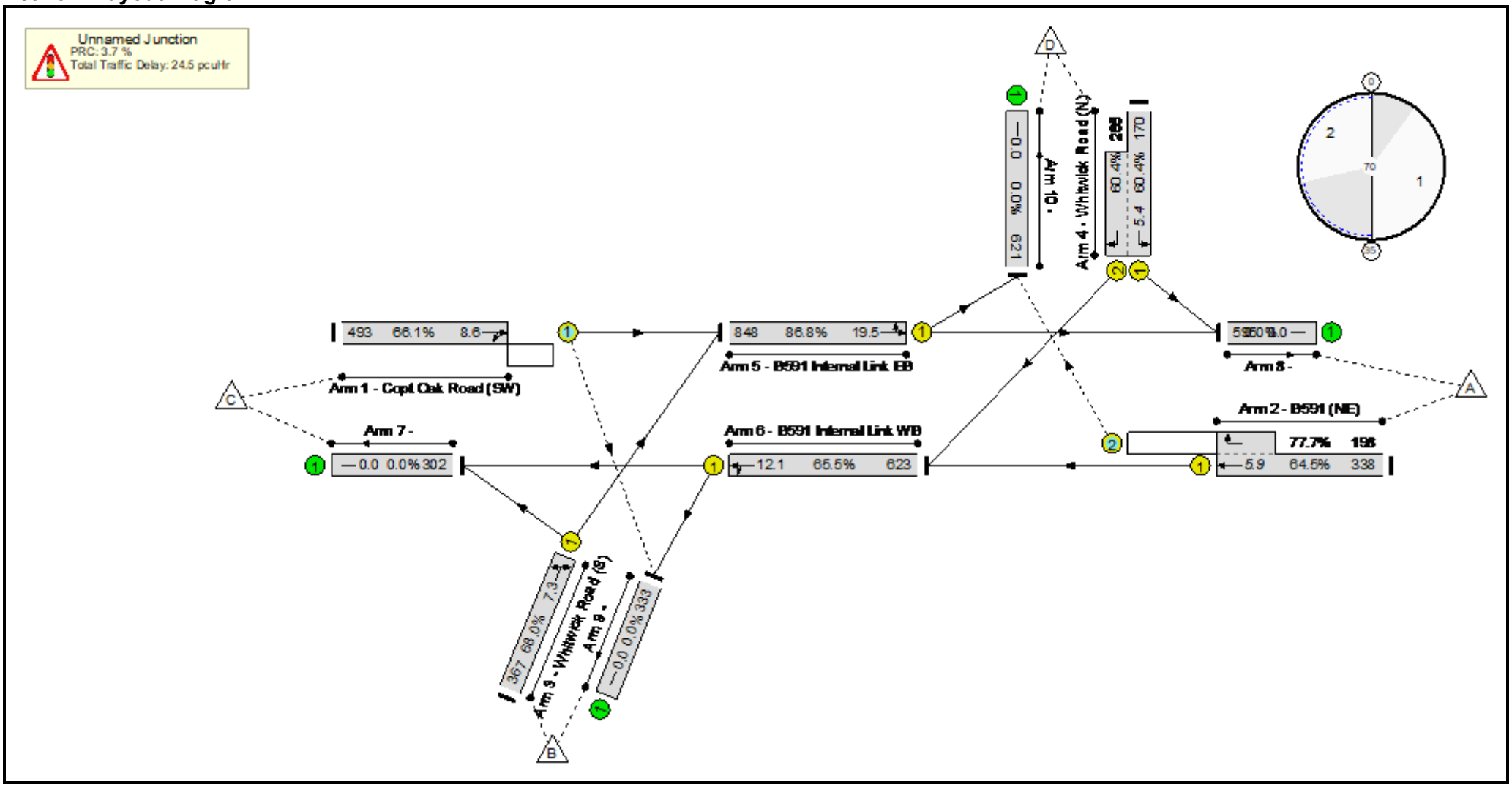
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	35
2/1	B591 (NE) Ahead	U	B	6	35
2/2	B591 (NE) Right	O	B	6	35
3/1	Whitwick Road (S) Right Left	U	E	50	0
4/1	Whitwick Road (N) Left	U	F	50	0
4/2	Whitwick Road (N) Right	U	F	50	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	43
6/1	B591 Internal Link WB Ahead Left	U	D	7	43

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.8%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	28	-	-	493	1800	746	66.1%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	29	-	-	536	1950:1700	524+255	64.5 : 77.7%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	20	-	-	367	1800	540	68.0%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	20	-	-	455	1750:1800	281+472	60.4 : 60.4%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	37	-	-	848	1800	977	86.8%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	36	-	-	623	1800	951	65.5%
7/1		U	N/A	N/A	-		-	-	-	-	302	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	595	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	621	Inf	Inf	0.0%

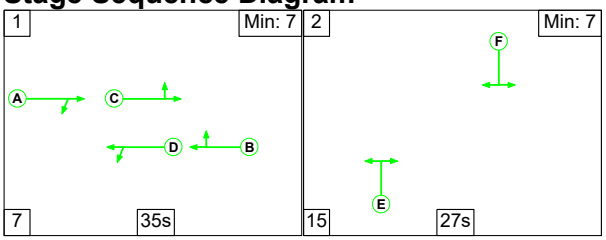
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**109**	**0**	**97**	**15.1**	**7.9**	**1.4**	**24.5**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**109**	**0**	**97**	**15.1**	**7.9**	**1.4**	**24.5**	**-**	**-**	**-**	**-**	
1/1	493	493	8	0	0	2.3	1.0	0.0	3.3	23.8	7.7	1.0	8.6	
2/1+2/2	536	536	101	0	97	2.0	1.1	1.4	4.5	30.4	4.8	1.1	5.9	
3/1	367	367	-	-	-	2.2	1.0	-	3.2	31.8	6.2	1.0	7.3	
4/1+4/2	455	455	-	-	-	2.5	0.8	-	3.3	25.9	4.6	0.8	5.4	
5/1	848	848	-	-	-	3.6	3.1	-	6.7	28.4	16.4	3.1	19.5	
6/1	623	623	-	-	-	2.6	0.9	-	3.5	20.3	11.2	0.9	12.1	
7/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 24.50 Cycle Time (s): 70
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 24.50

Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



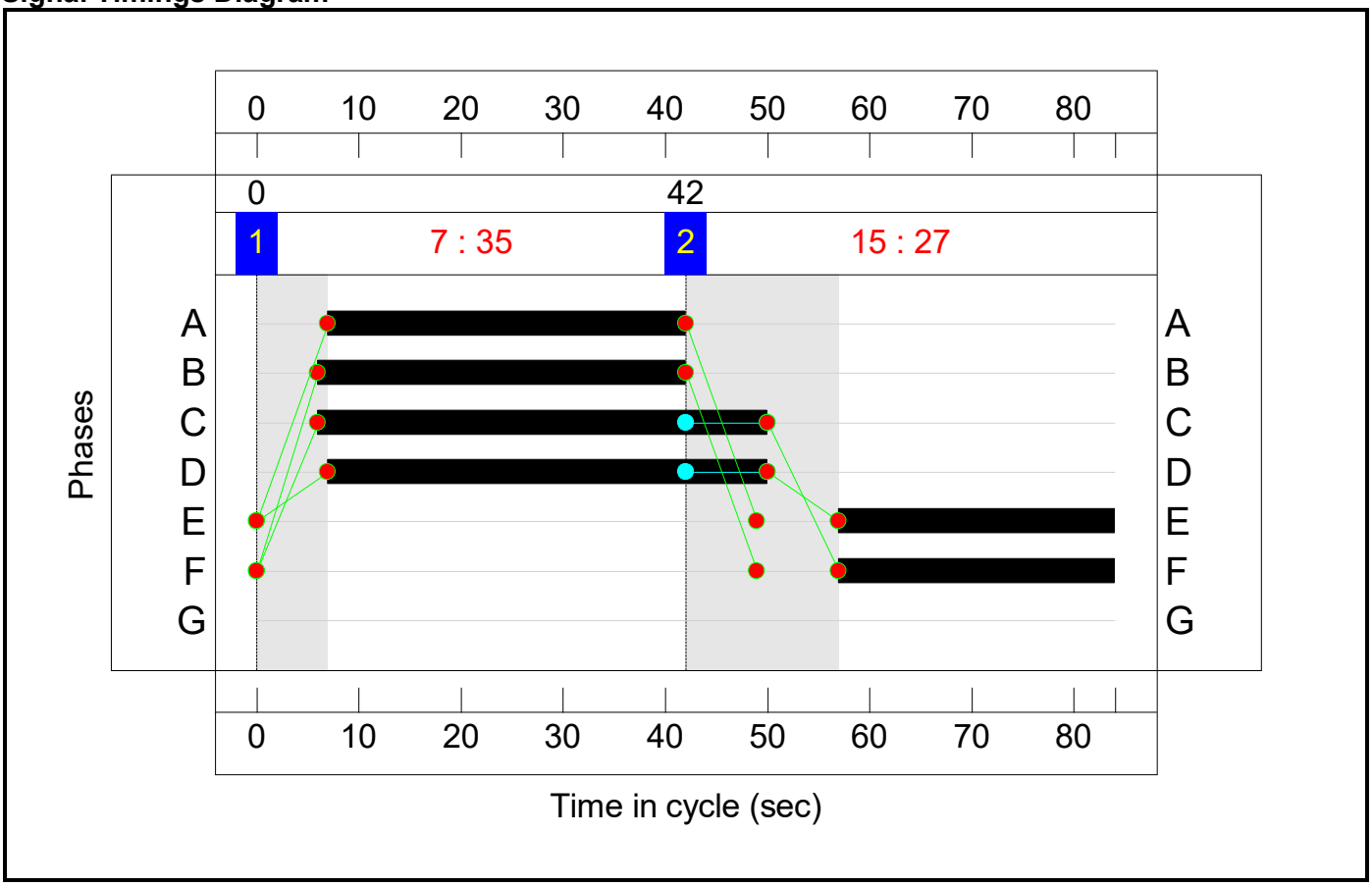
Stage Timings

Stage	1	2
Duration	35	27
Change Point	0	42

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	35	7	42
B	B591 (NE) Ahead Right	Traffic	36	6	42
C	B591 Internal Link EB Ahead Left	Traffic	44	6	50
D	B591 Internal Link WB Ahead Left	Traffic	43	7	50
E	Whitwick Road (S) Right Left	Traffic	27	57	0
F	Whitwick Road (N) Right Left	Traffic	27	57	0
G	Dummy	Dummy			

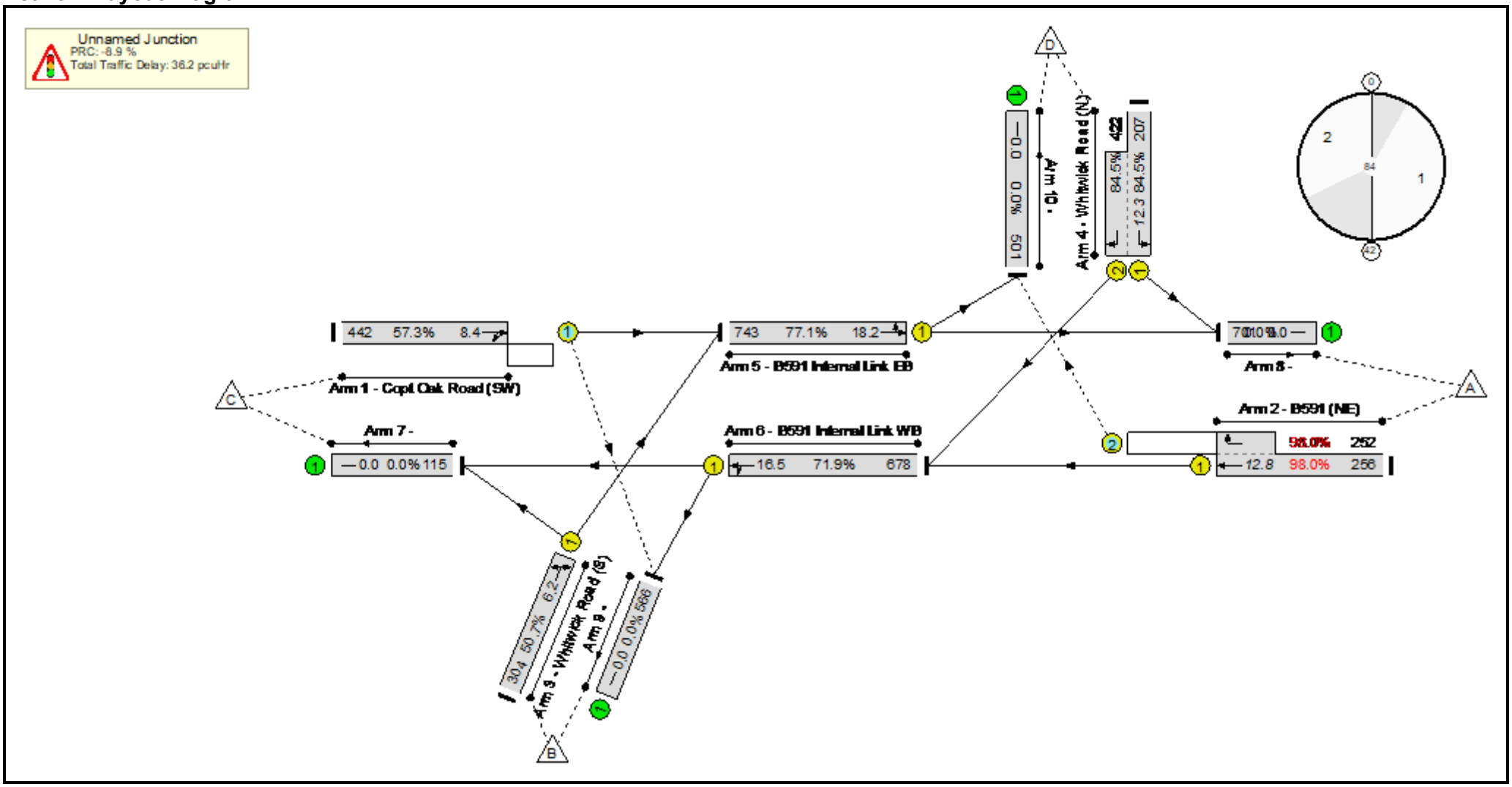
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	42
2/1	B591 (NE) Ahead	U	B	6	42
2/2	B591 (NE) Right	O	B	6	42
3/1	Whitwick Road (S) Right Left	U	E	57	0
4/1	Whitwick Road (N) Left	U	F	57	0
4/2	Whitwick Road (N) Right	U	F	57	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	50
6/1	B591 Internal Link WB Ahead Left	U	D	7	50

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	35	-	-	442	1800	771	57.3%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	36	-	-	508	1950:1700	261+257	98.0 : 98.0%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	27	-	-	304	1800	600	50.7%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	27	-	-	629	1750:1800	245+499	84.5 : 84.5%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	44	-	-	743	1800	964	77.1%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	43	-	-	678	1800	943	71.9%
7/1		U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	701	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	501	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**169**	**0**	**86**	**18.5**	**15.7**	**2.0**	**36.2**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**169**	**0**	**86**	**18.5**	**15.7**	**2.0**	**36.2**	**-**	**-**	**-**	**-**	
1/1	442	442	3	0	0	2.2	0.7	0.0	2.9	23.7	7.7	0.7	8.4	
2/1+2/2	508	508	166	0	86	2.2	9.0	1.9	13.1	92.6	3.9	9.0	12.8	
3/1	304	304	-	-	-	1.9	0.5	-	2.4	28.5	5.7	0.5	6.2	
4/1+4/2	629	629	-	-	-	4.1	2.6	-	6.8	38.7	9.7	2.6	12.3	
5/1	743	743	-	-	-	3.5	1.7	-	5.2	25.0	16.5	1.7	18.2	
6/1	678	678	-	-	-	4.6	1.3	-	5.9	31.1	15.2	1.3	16.5	
7/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1

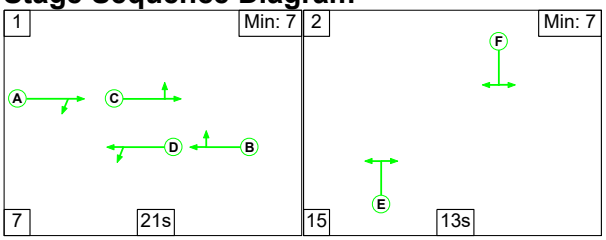
PRC for Signalled Lanes (%): -8.9
PRC Over All Lanes (%): -8.9

Total Delay for Signalled Lanes (pcuHr): 36.18
Total Delay Over All Lanes(pcuHr): 36.18

Cycle Time (s): 84

Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



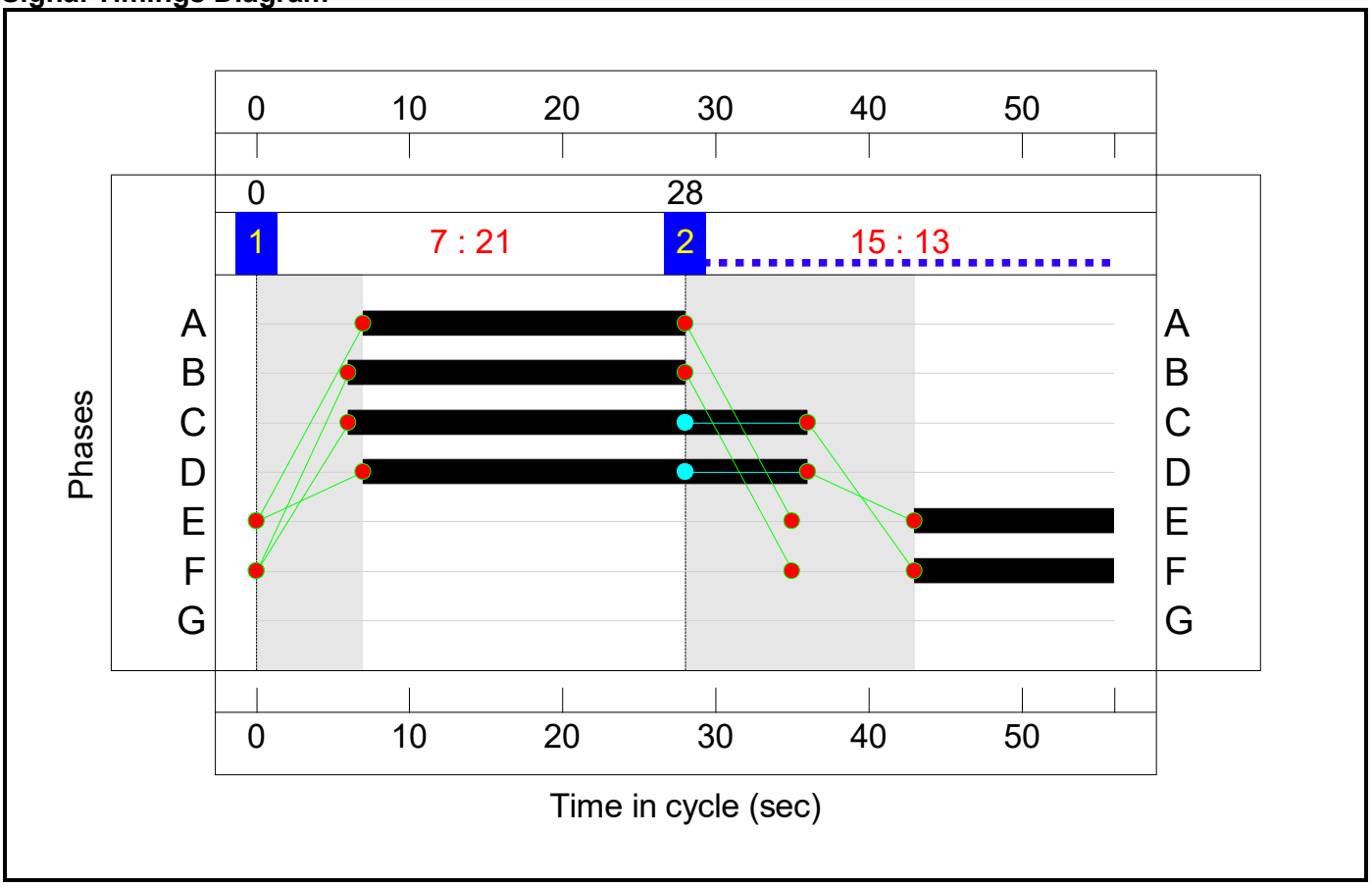
Stage Timings

Stage	1	2
Duration	21	13
Change Point	0	28

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	21	7	28
B	B591 (NE) Ahead Right	Traffic	22	6	28
C	B591 Internal Link EB Ahead Left	Traffic	30	6	36
D	B591 Internal Link WB Ahead Left	Traffic	29	7	36
E	Whitwick Road (S) Right Left	Traffic	13	43	0
F	Whitwick Road (N) Right Left	Traffic	13	43	0
G	Dummy	Dummy			

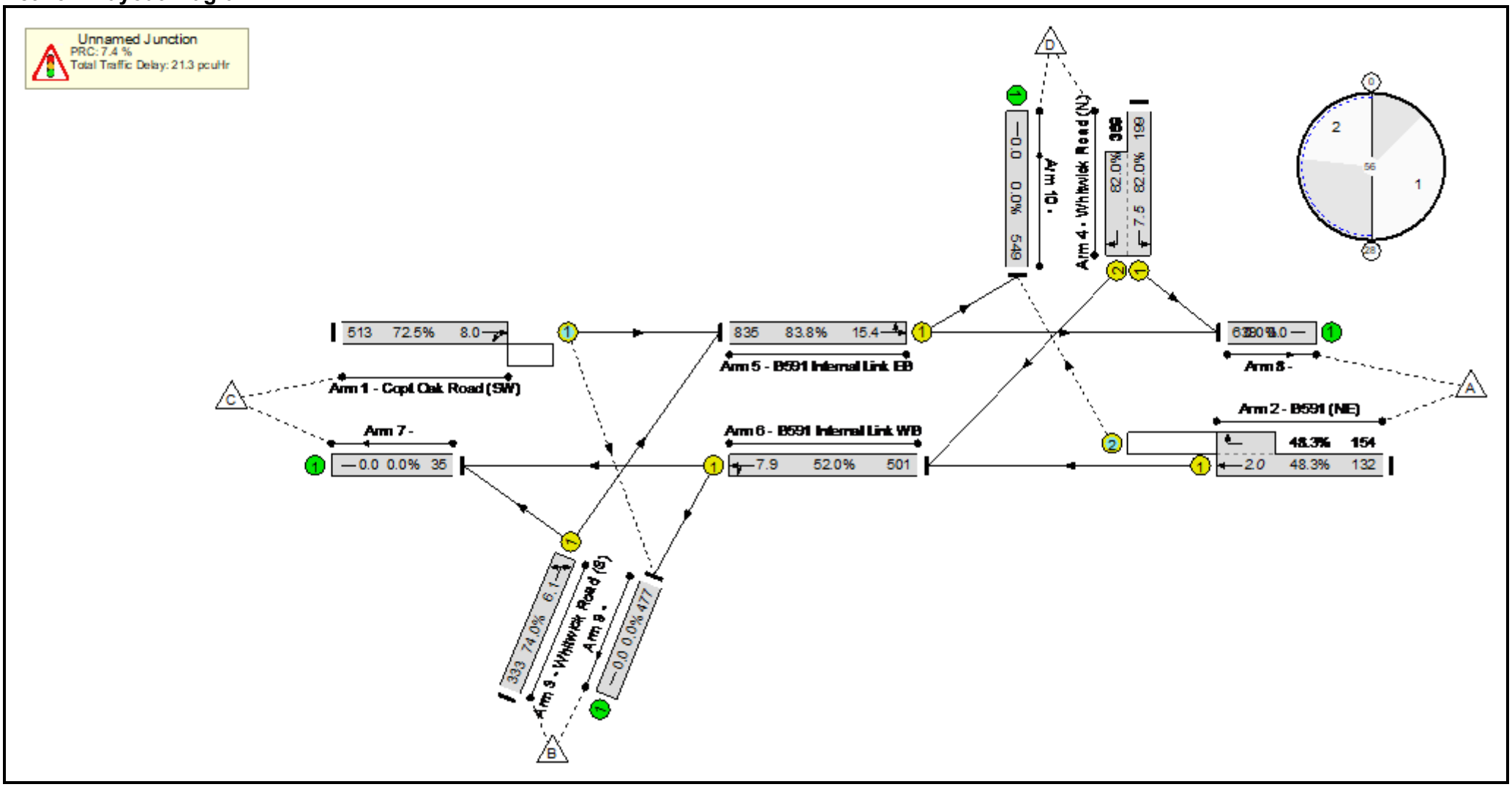
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	28
2/1	B591 (NE) Ahead	U	B	6	28
2/2	B591 (NE) Right	O	B	6	28
3/1	Whitwick Road (S) Right Left	U	E	43	0
4/1	Whitwick Road (N) Left	U	F	43	0
4/2	Whitwick Road (N) Right	U	F	43	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	36
6/1	B591 Internal Link WB Ahead Left	U	D	7	36

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	21	-	-	513	1800	707	72.5%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	22	-	-	286	1950:1700	273+319	48.3 : 48.3%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	13	-	-	333	1800	450	74.0%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	13	-	-	568	1750:1800	243+450	82.0 : 82.0%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	30	-	-	835	1800	996	83.8%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	29	-	-	501	1800	964	52.0%
7/1		U	N/A	N/A	-		-	-	-	-	35	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	549	Inf	Inf	0.0%

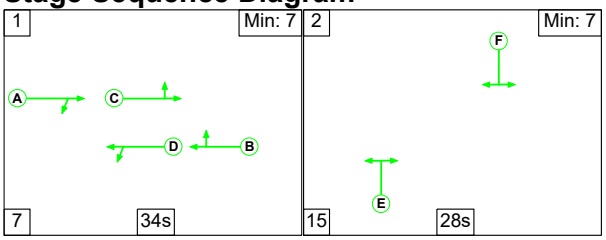
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**137**	**0**	**28**	**12.1**	**8.4**	**0.8**	**21.3**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**137**	**0**	**28**	**12.1**	**8.4**	**0.8**	**21.3**	**-**	**-**	**-**	**-**	
1/1	513	513	11	0	0	2.1	1.3	0.0	3.4	23.7	6.7	1.3	8.0	
2/1+2/2	286	286	126	0	28	0.8	0.5	0.8	2.1	26.9	1.5	0.5	2.0	
3/1	333	333	-	-	-	1.8	1.4	-	3.2	34.4	4.7	1.4	6.1	
4/1+4/2	568	568	-	-	-	3.0	2.2	-	5.2	33.0	5.3	2.2	7.5	
5/1	835	835	-	-	-	2.3	2.5	-	4.8	20.9	12.9	2.5	15.4	
6/1	501	501	-	-	-	2.0	0.5	-	2.6	18.5	7.4	0.5	7.9	
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 21.32 Cycle Time (s): 56
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 21.32

Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



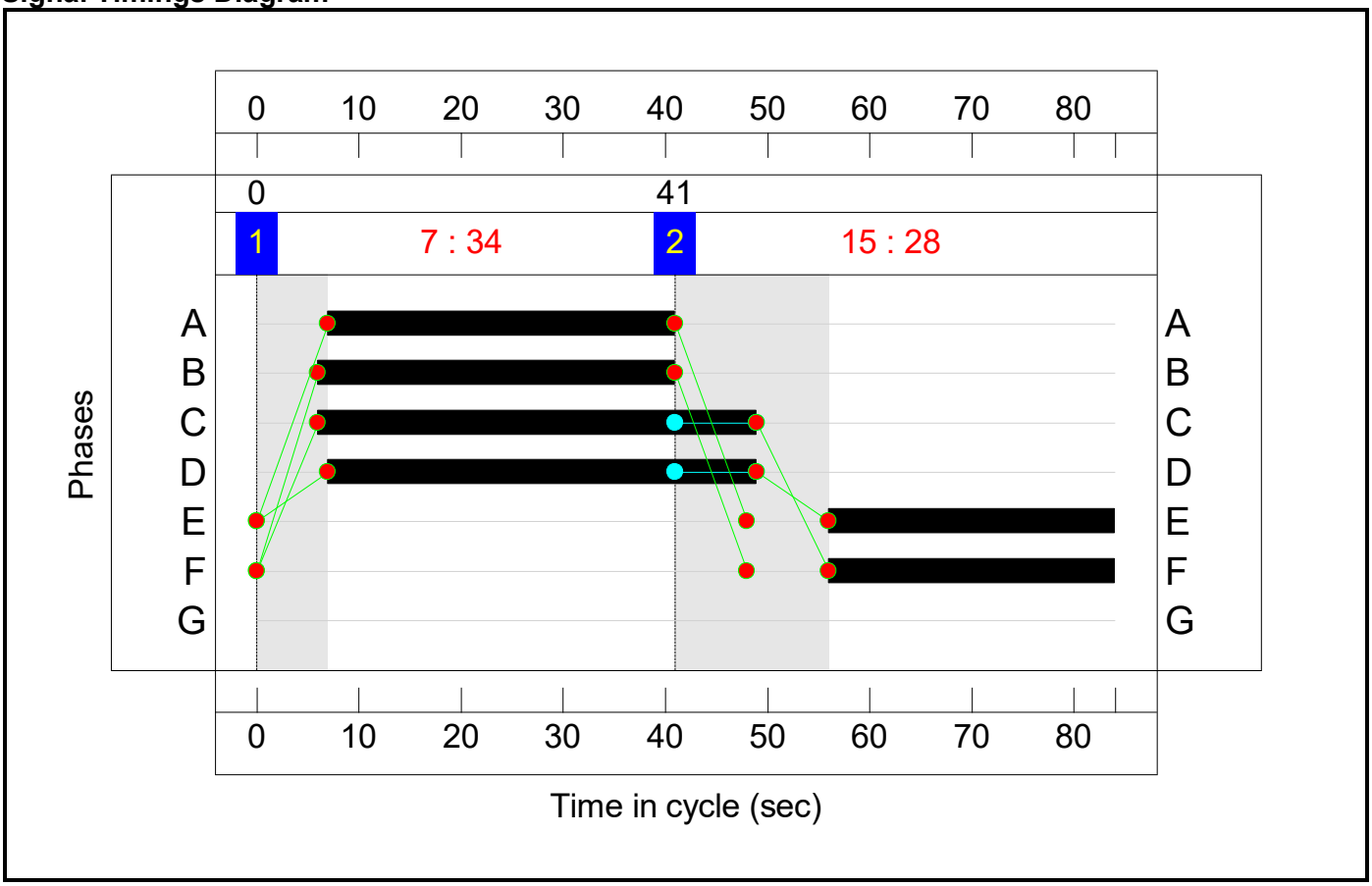
Stage Timings

Stage	1	2
Duration	34	28
Change Point	0	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	34	7	41
B	B591 (NE) Ahead Right	Traffic	35	6	41
C	B591 Internal Link EB Ahead Left	Traffic	43	6	49
D	B591 Internal Link WB Ahead Left	Traffic	42	7	49
E	Whitwick Road (S) Right Left	Traffic	28	56	0
F	Whitwick Road (N) Right Left	Traffic	28	56	0
G	Dummy	Dummy			

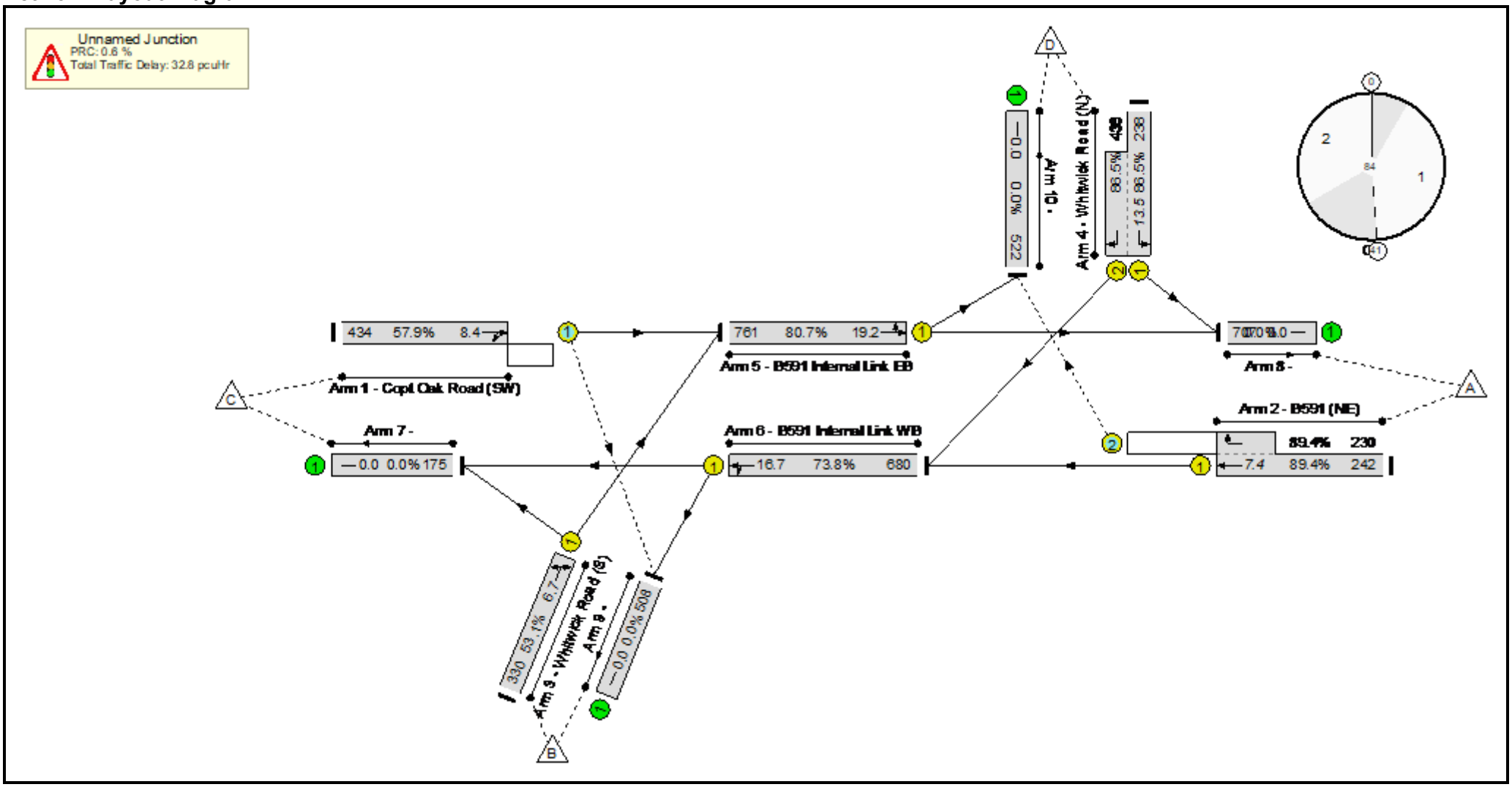
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	41
2/1	B591 (NE) Ahead	U	B	6	41
2/2	B591 (NE) Right	O	B	6	41
3/1	Whitwick Road (S) Right Left	U	E	56	0
4/1	Whitwick Road (N) Left	U	F	56	0
4/2	Whitwick Road (N) Right	U	F	56	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	49
6/1	B591 Internal Link WB Ahead Left	U	D	7	49

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.4%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	34	-	-	434	1800	750	57.9%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	35	-	-	472	1950:1700	271+257	89.4 : 89.4%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	28	-	-	330	1800	621	53.1%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	28	-	-	676	1750:1800	275+506	86.5 : 86.5%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	43	-	-	761	1800	943	80.7%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	42	-	-	680	1800	921	73.8%
7/1		U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	707	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	522	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**139**	**0**	**94**	**19.5**	**11.5**	**1.8**	**32.8**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**139**	**0**	**94**	**19.5**	**11.5**	**1.8**	**32.8**	**-**	**-**	**-**	**-**	
1/1	434	434	3	0	0	2.3	0.7	0.0	3.0	24.6	7.7	0.7	8.4	
2/1+2/2	472	472	136	0	94	2.1	3.7	1.8	7.6	58.2	3.6	3.7	7.4	
3/1	330	330	-	-	-	2.0	0.6	-	2.6	28.2	6.1	0.6	6.7	
4/1+4/2	676	676	-	-	-	4.4	3.0	-	7.4	39.5	10.5	3.0	13.5	
5/1	761	761	-	-	-	3.9	2.0	-	6.0	28.3	17.2	2.0	19.2	
6/1	680	680	-	-	-	4.8	1.4	-	6.2	33.0	15.3	1.4	16.7	
7/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1

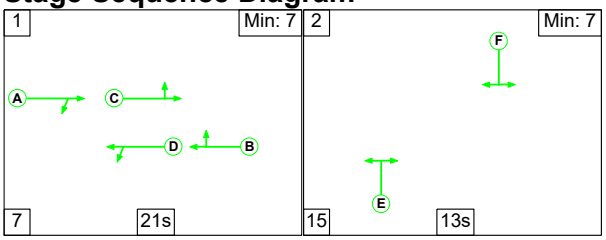
PRC for Signalled Lanes (%): 0.6
PRC Over All Lanes (%): 0.6

Total Delay for Signalled Lanes (pcuHr): 32.82
Total Delay Over All Lanes(pcuHr): 32.82

Cycle Time (s): 84

Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



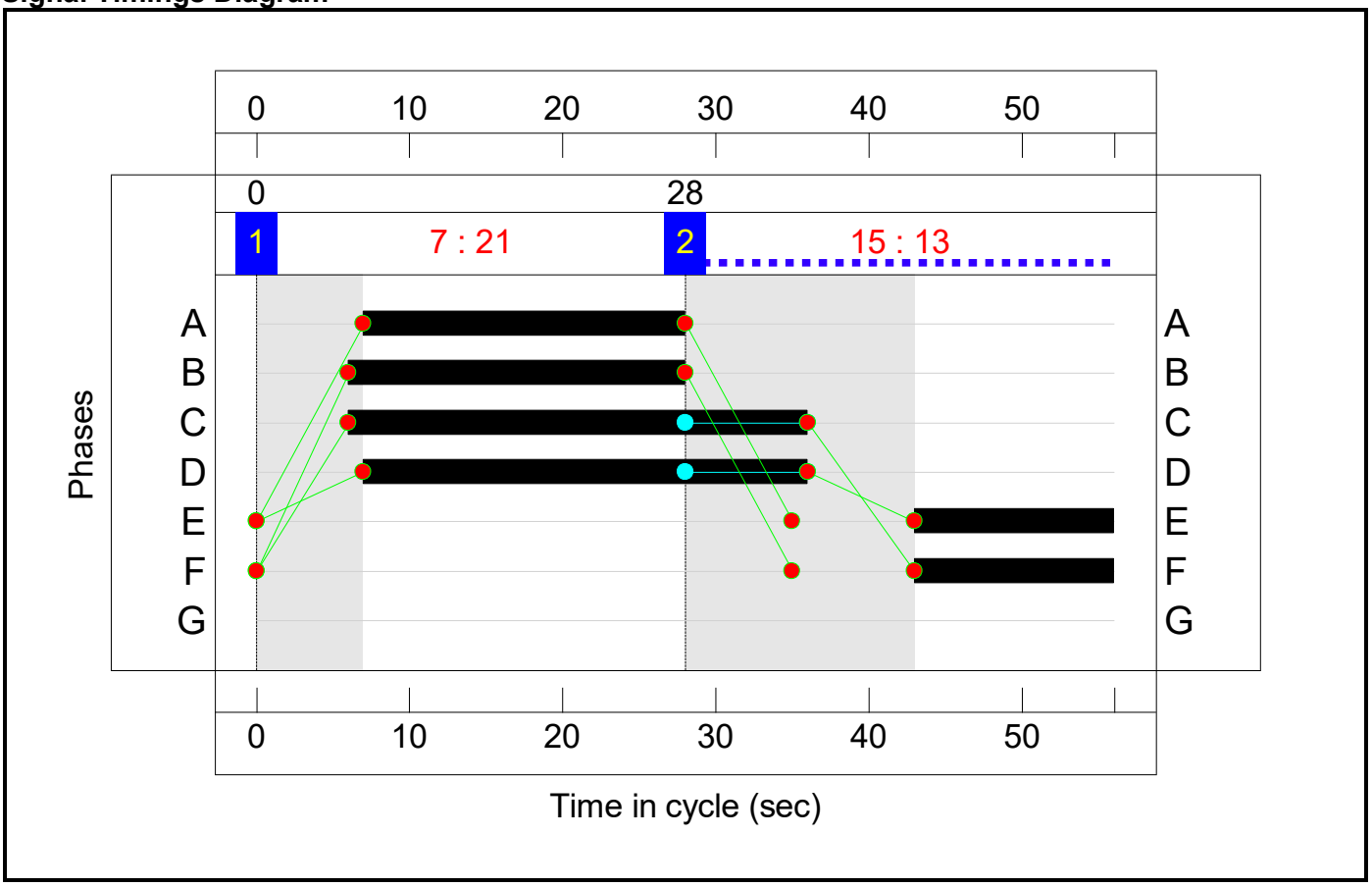
Stage Timings

Stage	1	2
Duration	21	13
Change Point	0	28

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	21	7	28
B	B591 (NE) Ahead Right	Traffic	22	6	28
C	B591 Internal Link EB Ahead Left	Traffic	30	6	36
D	B591 Internal Link WB Ahead Left	Traffic	29	7	36
E	Whitwick Road (S) Right Left	Traffic	13	43	0
F	Whitwick Road (N) Right Left	Traffic	13	43	0
G	Dummy	Dummy			

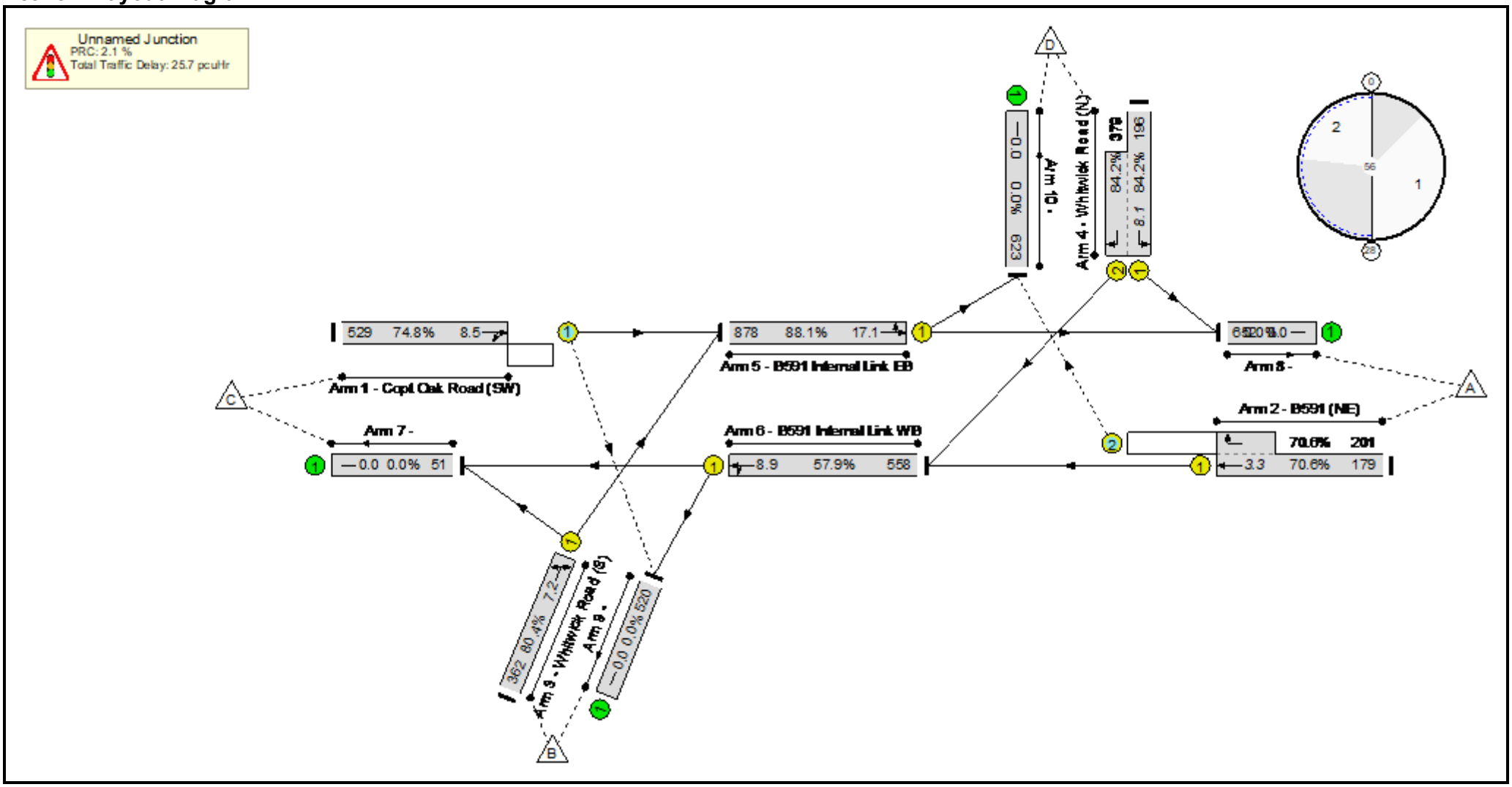
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	28
2/1	B591 (NE) Ahead	U	B	6	28
2/2	B591 (NE) Right	O	B	6	28
3/1	Whitwick Road (S) Right Left	U	E	43	0
4/1	Whitwick Road (N) Left	U	F	43	0
4/2	Whitwick Road (N) Right	U	F	43	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	36
6/1	B591 Internal Link WB Ahead Left	U	D	7	36

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	21	-	-	529	1800	707	74.8%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	22	-	-	380	1950:1700	253+285	70.6 : 70.6%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	13	-	-	362	1800	450	80.4%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	13	-	-	575	1750:1800	233+450	84.2 : 84.2%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	30	-	-	878	1800	996	88.1%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	29	-	-	558	1800	964	57.9%
7/1		U	N/A	N/A	-		-	-	-	-	51	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%

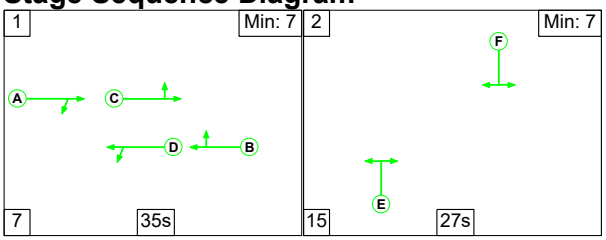
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**104**	**0**	**109**	**13.2**	**11.3**	**1.2**	**25.7**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**104**	**0**	**109**	**13.2**	**11.3**	**1.2**	**25.7**	**-**	**-**	**-**	**-**	
1/1	529	529	12	0	0	2.1	1.5	0.0	3.6	24.7	7.1	1.5	8.5	
2/1+2/2	380	380	92	0	109	1.1	1.2	1.2	3.5	33.3	2.1	1.2	3.3	
3/1	362	362	-	-	-	2.0	2.0	-	4.0	39.3	5.2	2.0	7.2	
4/1+4/2	575	575	-	-	-	3.1	2.5	-	5.6	35.2	5.6	2.5	8.1	
5/1	878	878	-	-	-	2.6	3.5	-	6.1	25.1	13.6	3.5	17.1	
6/1	558	558	-	-	-	2.2	0.7	-	2.9	18.6	8.2	0.7	8.9	
7/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 25.72 Cycle Time (s): 56
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 25.72

Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



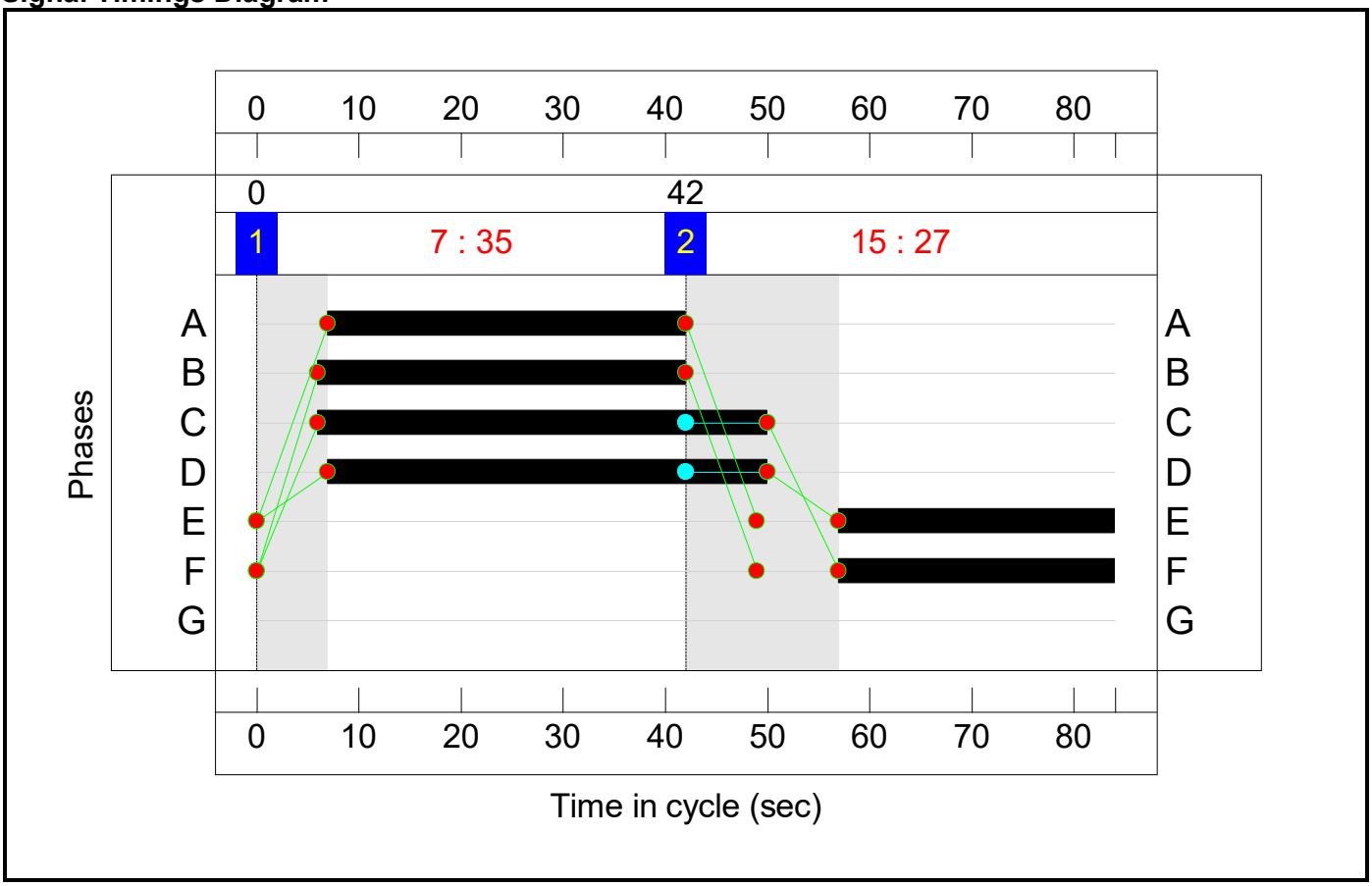
Stage Timings

Stage	1	2
Duration	35	27
Change Point	0	42

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	35	7	42
B	B591 (NE) Ahead Right	Traffic	36	6	42
C	B591 Internal Link EB Ahead Left	Traffic	44	6	50
D	B591 Internal Link WB Ahead Left	Traffic	43	7	50
E	Whitwick Road (S) Right Left	Traffic	27	57	0
F	Whitwick Road (N) Right Left	Traffic	27	57	0
G	Dummy	Dummy			

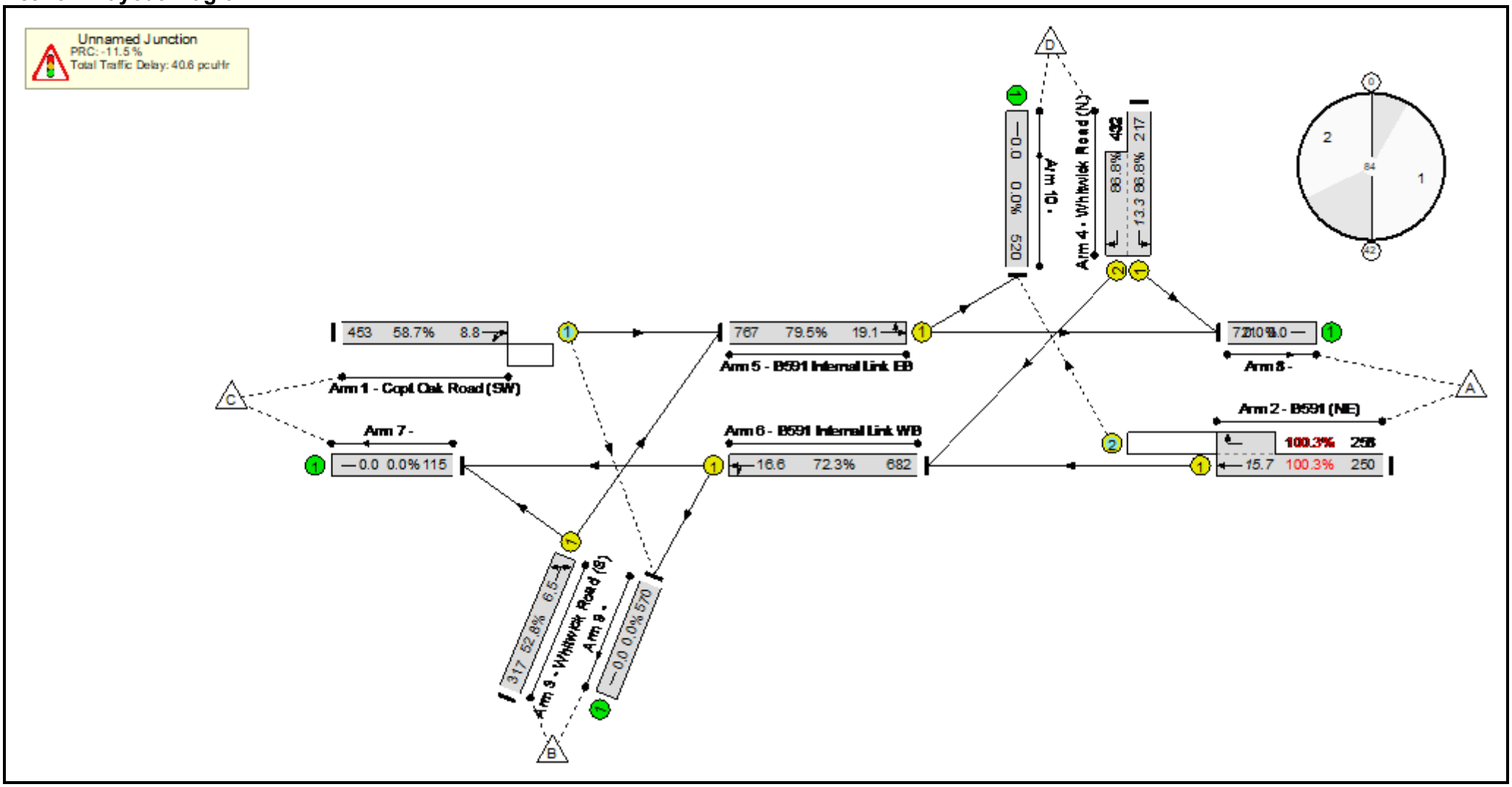
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	42
2/1	B591 (NE) Ahead	U	B	6	42
2/2	B591 (NE) Right	O	B	6	42
3/1	Whitwick Road (S) Right Left	U	E	57	0
4/1	Whitwick Road (N) Left	U	F	57	0
4/2	Whitwick Road (N) Right	U	F	57	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	50
6/1	B591 Internal Link WB Ahead Left	U	D	7	50

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.3%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	35	-	-	453	1800	771	58.7%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	36	-	-	508	1950:1700	249+257	100.3 : 100.3%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	27	-	-	317	1800	600	52.8%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	27	-	-	649	1750:1800	250+498	86.8 : 86.8%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	44	-	-	767	1800	964	79.5%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	43	-	-	682	1800	943	72.3%
7/1		U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	721	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	570	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	521	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**150**	**0**	**111**	**19.2**	**19.3**	**2.1**	**40.6**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**150**	**0**	**111**	**19.2**	**19.3**	**2.1**	**40.6**	**-**	**-**	**-**	**-**	
1/1	453	453	3	0	0	2.3	0.7	0.0	3.0	24.1	8.1	0.7	8.8	
2/1+2/2	508	507	147	0	111	2.2	11.7	2.1	16.0	113.2	4.0	11.7	15.7	
3/1	317	317	-	-	-	2.0	0.6	-	2.6	29.0	5.9	0.6	6.5	
4/1+4/2	649	649	-	-	-	4.3	3.1	-	7.4	41.1	10.2	3.1	13.3	
5/1	767	767	-	-	-	3.7	1.9	-	5.6	26.5	17.2	1.9	19.1	
6/1	682	682	-	-	-	4.7	1.3	-	6.0	31.6	15.3	1.3	16.6	
7/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1

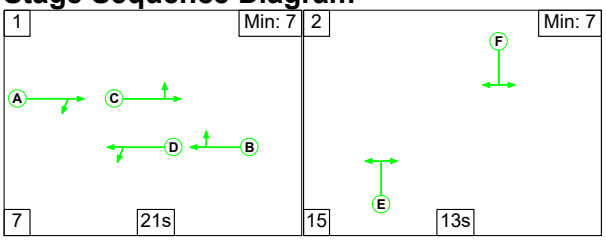
PRC for Signalled Lanes (%): -11.5
PRC Over All Lanes (%): -11.5

Total Delay for Signalled Lanes (pcuHr): 40.58
Total Delay Over All Lanes(pcuHr): 40.58

Cycle Time (s): 84

Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



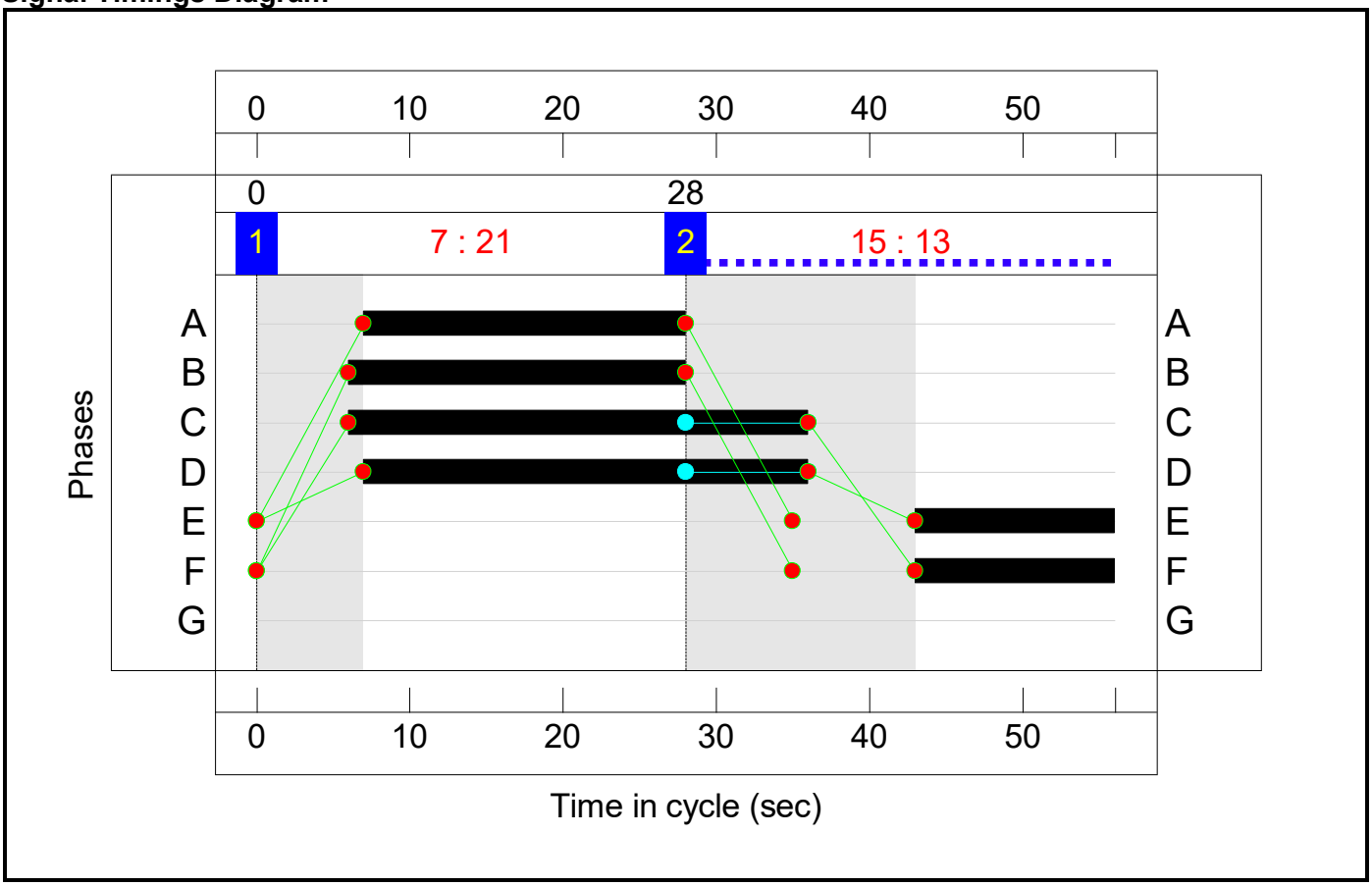
Stage Timings

Stage	1	2
Duration	21	13
Change Point	0	28

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	21	7	28
B	B591 (NE) Ahead Right	Traffic	22	6	28
C	B591 Internal Link EB Ahead Left	Traffic	30	6	36
D	B591 Internal Link WB Ahead Left	Traffic	29	7	36
E	Whitwick Road (S) Right Left	Traffic	13	43	0
F	Whitwick Road (N) Right Left	Traffic	13	43	0
G	Dummy	Dummy			

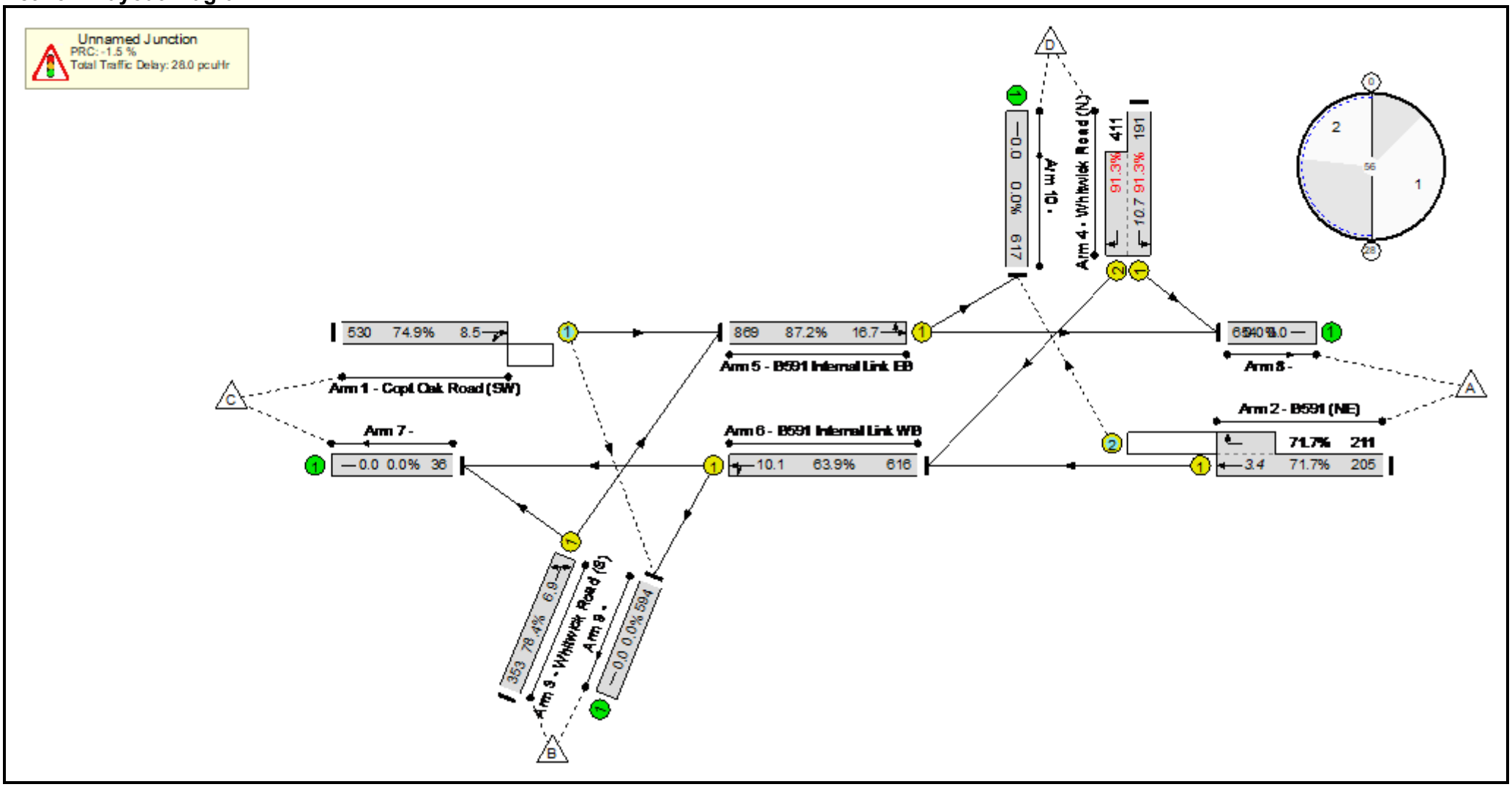
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	28
2/1	B591 (NE) Ahead	U	B	6	28
2/2	B591 (NE) Right	O	B	6	28
3/1	Whitwick Road (S) Right Left	U	E	43	0
4/1	Whitwick Road (N) Left	U	F	43	0
4/2	Whitwick Road (N) Right	U	F	43	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	36
6/1	B591 Internal Link WB Ahead Left	U	D	7	36

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.3%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	21	-	-	530	1800	707	74.9%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	22	-	-	416	1950:1700	286+294	71.7 : 71.7%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	13	-	-	353	1800	450	78.4%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	13	-	-	602	1750:1800	209+450	91.3 : 91.3%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	30	-	-	869	1800	996	87.2%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	29	-	-	616	1800	964	63.9%
7/1		U	N/A	N/A	-		-	-	-	-	36	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	594	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%

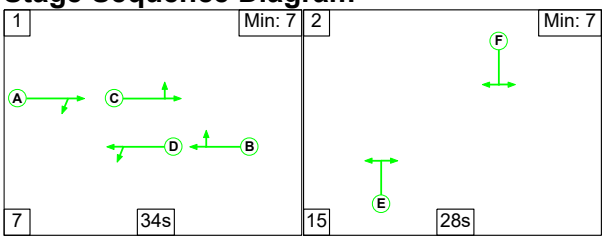
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**116**	**0**	**109**	**13.6**	**13.1**	**1.3**	**28.0**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**116**	**0**	**109**	**13.6**	**13.1**	**1.3**	**28.0**	**-**	**-**	**-**	**-**	
1/1	530	530	14	0	0	2.2	1.5	0.0	3.7	24.9	7.1	1.5	8.5	
2/1+2/2	416	416	102	0	109	1.3	1.2	1.2	3.7	32.4	2.2	1.2	3.4	
3/1	353	353	-	-	-	1.9	1.8	-	3.7	37.5	5.1	1.8	6.9	
4/1+4/2	602	602	-	-	-	3.3	4.5	-	7.8	46.7	6.2	4.5	10.7	
5/1	869	869	-	-	-	2.5	3.2	-	5.8	24.0	13.5	3.2	16.7	
6/1	616	616	-	-	-	2.5	0.9	-	3.3	19.6	9.2	0.9	10.1	
7/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 28.04 Cycle Time (s): 56
PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 28.04

Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



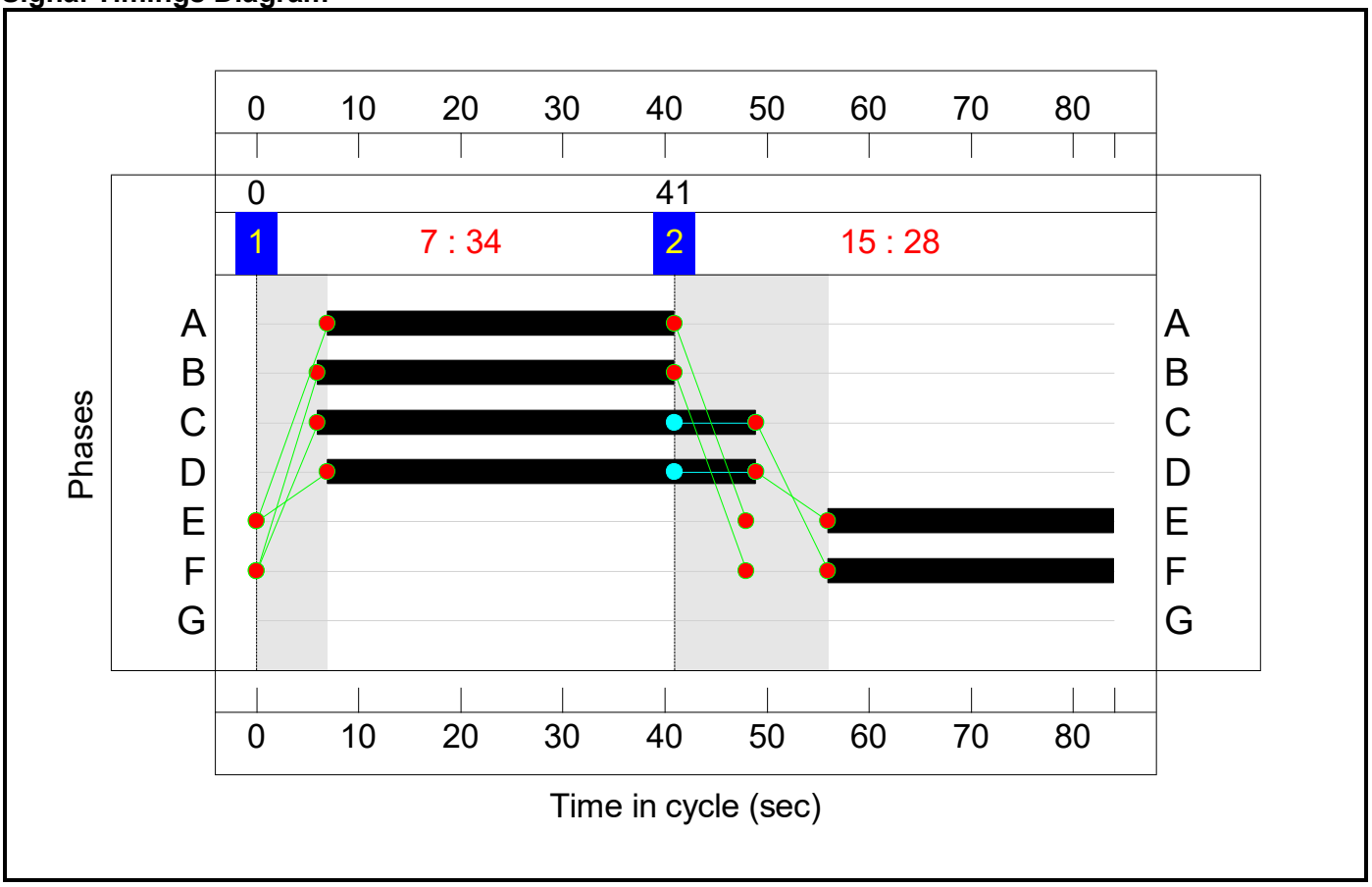
Stage Timings

Stage	1	2
Duration	34	28
Change Point	0	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	34	7	41
B	B591 (NE) Ahead Right	Traffic	35	6	41
C	B591 Internal Link EB Ahead Left	Traffic	43	6	49
D	B591 Internal Link WB Ahead Left	Traffic	42	7	49
E	Whitwick Road (S) Right Left	Traffic	28	56	0
F	Whitwick Road (N) Right Left	Traffic	28	56	0
G	Dummy	Dummy			

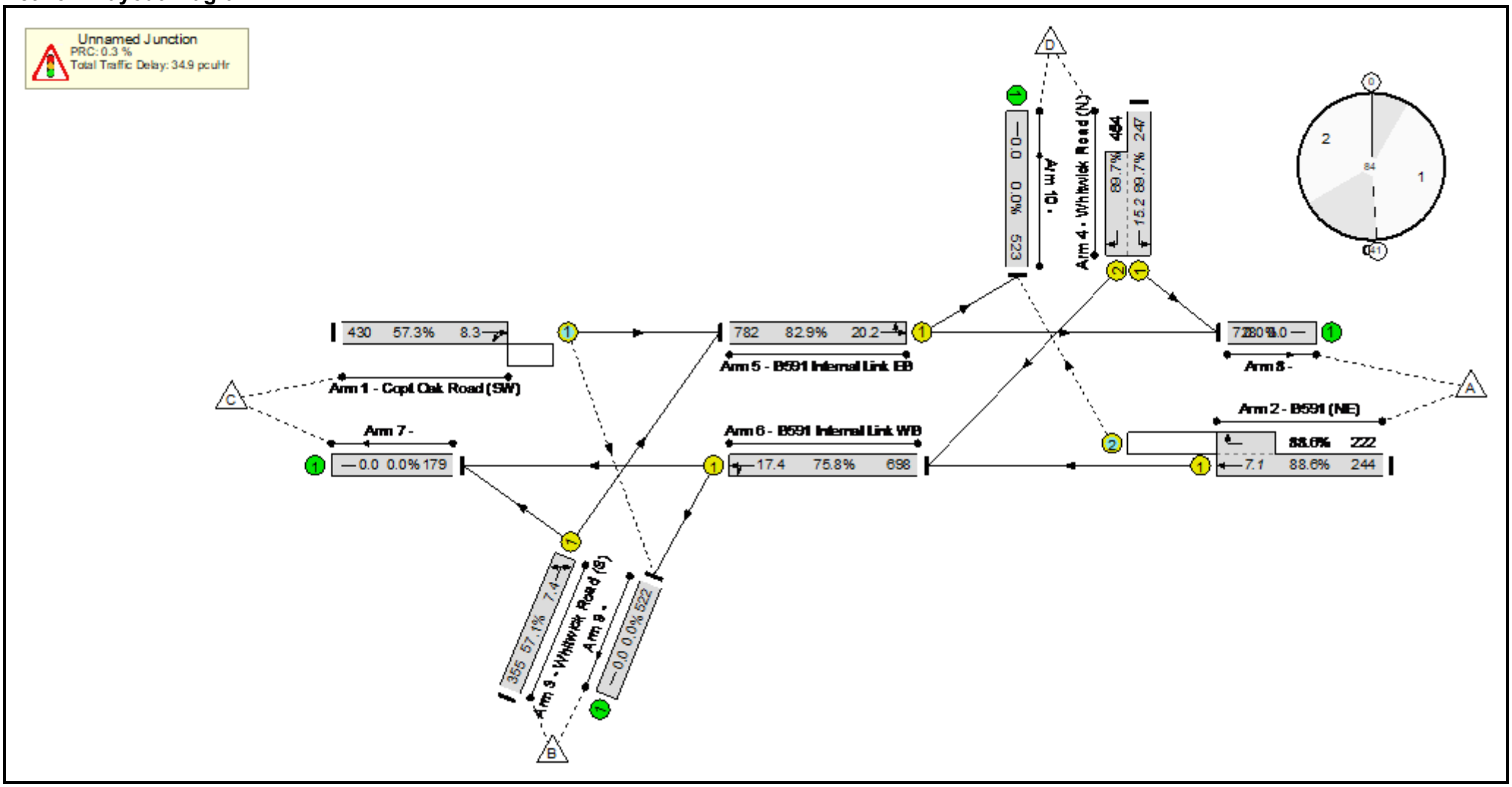
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	41
2/1	B591 (NE) Ahead	U	B	6	41
2/2	B591 (NE) Right	O	B	6	41
3/1	Whitwick Road (S) Right Left	U	E	56	0
4/1	Whitwick Road (N) Left	U	F	56	0
4/2	Whitwick Road (N) Right	U	F	56	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	49
6/1	B591 Internal Link WB Ahead Left	U	D	7	49

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	34	-	-	430	1800	750	57.3%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	35	-	-	466	1950:1700	276+251	88.6 : 88.6%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	28	-	-	355	1800	621	57.1%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	28	-	-	701	1750:1800	275+506	89.7 : 89.7%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	43	-	-	782	1800	943	82.9%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	42	-	-	698	1800	921	75.8%
7/1		U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	728	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	522	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	523	Inf	Inf	0.0%

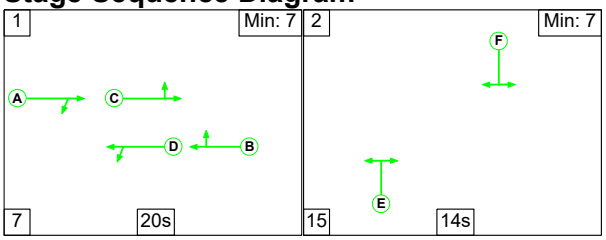
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**125**	**0**	**100**	**20.4**	**12.7**	**1.8**	**34.9**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**125**	**0**	**100**	**20.4**	**12.7**	**1.8**	**34.9**	**-**	**-**	**-**	**-**	
1/1	430	430	3	0	0	2.2	0.7	0.0	2.9	24.5	7.6	0.7	8.3	
2/1+2/2	466	466	122	0	100	2.0	3.5	1.8	7.3	56.5	3.7	3.5	7.1	
3/1	355	355	-	-	-	2.2	0.7	-	2.9	29.2	6.7	0.7	7.4	
4/1+4/2	701	701	-	-	-	4.6	4.0	-	8.6	44.1	11.2	4.0	15.2	
5/1	782	782	-	-	-	4.3	2.4	-	6.7	30.6	17.8	2.4	20.2	
6/1	698	698	-	-	-	5.0	1.5	-	6.6	33.9	15.8	1.5	17.4	
7/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 34.92 Cycle Time (s): 84
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 34.92

Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



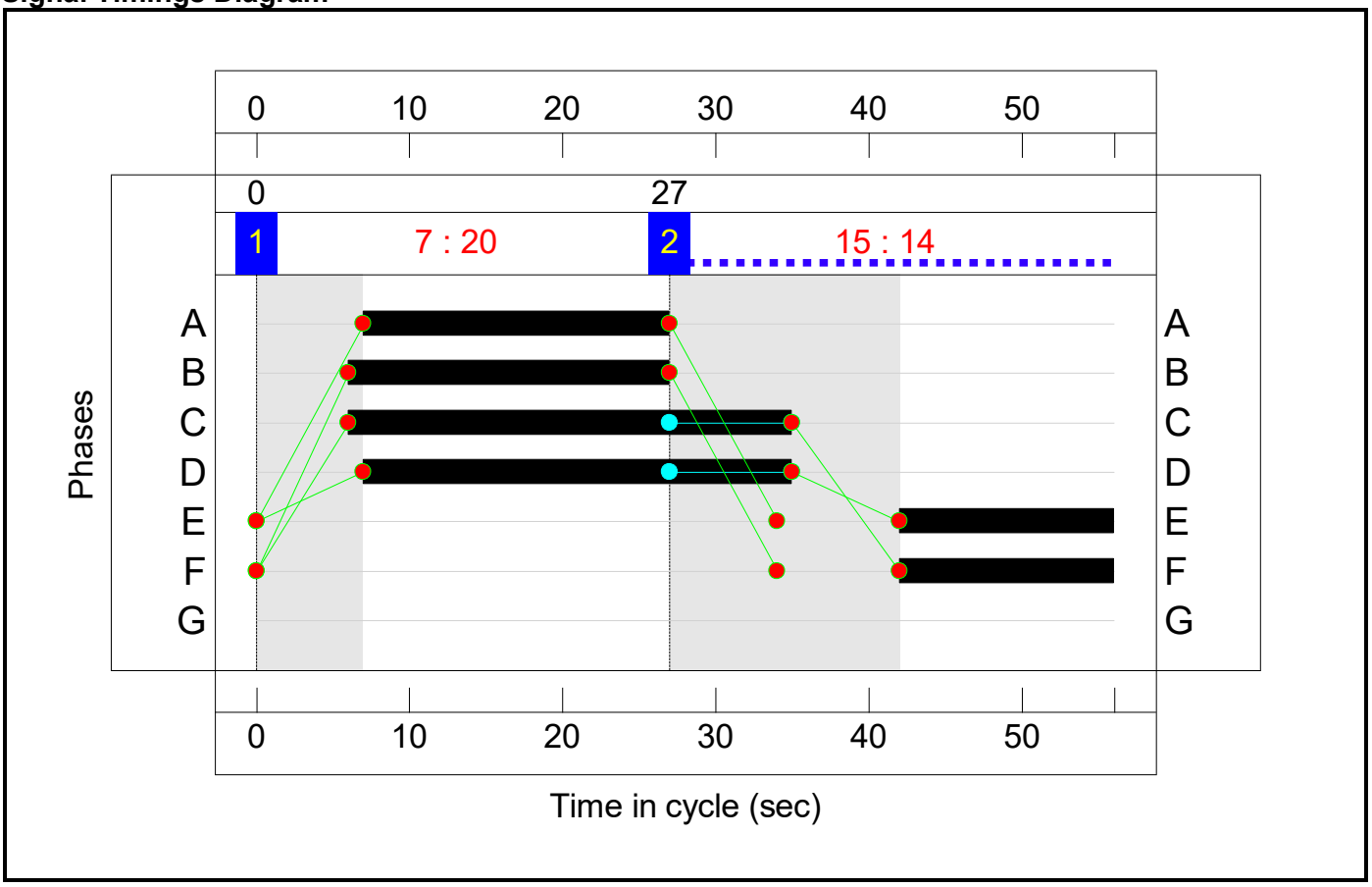
Stage Timings

Stage	1	2
Duration	20	14
Change Point	0	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	20	7	27
B	B591 (NE) Ahead Right	Traffic	21	6	27
C	B591 Internal Link EB Ahead Left	Traffic	29	6	35
D	B591 Internal Link WB Ahead Left	Traffic	28	7	35
E	Whitwick Road (S) Right Left	Traffic	14	42	0
F	Whitwick Road (N) Right Left	Traffic	14	42	0
G	Dummy	Dummy			

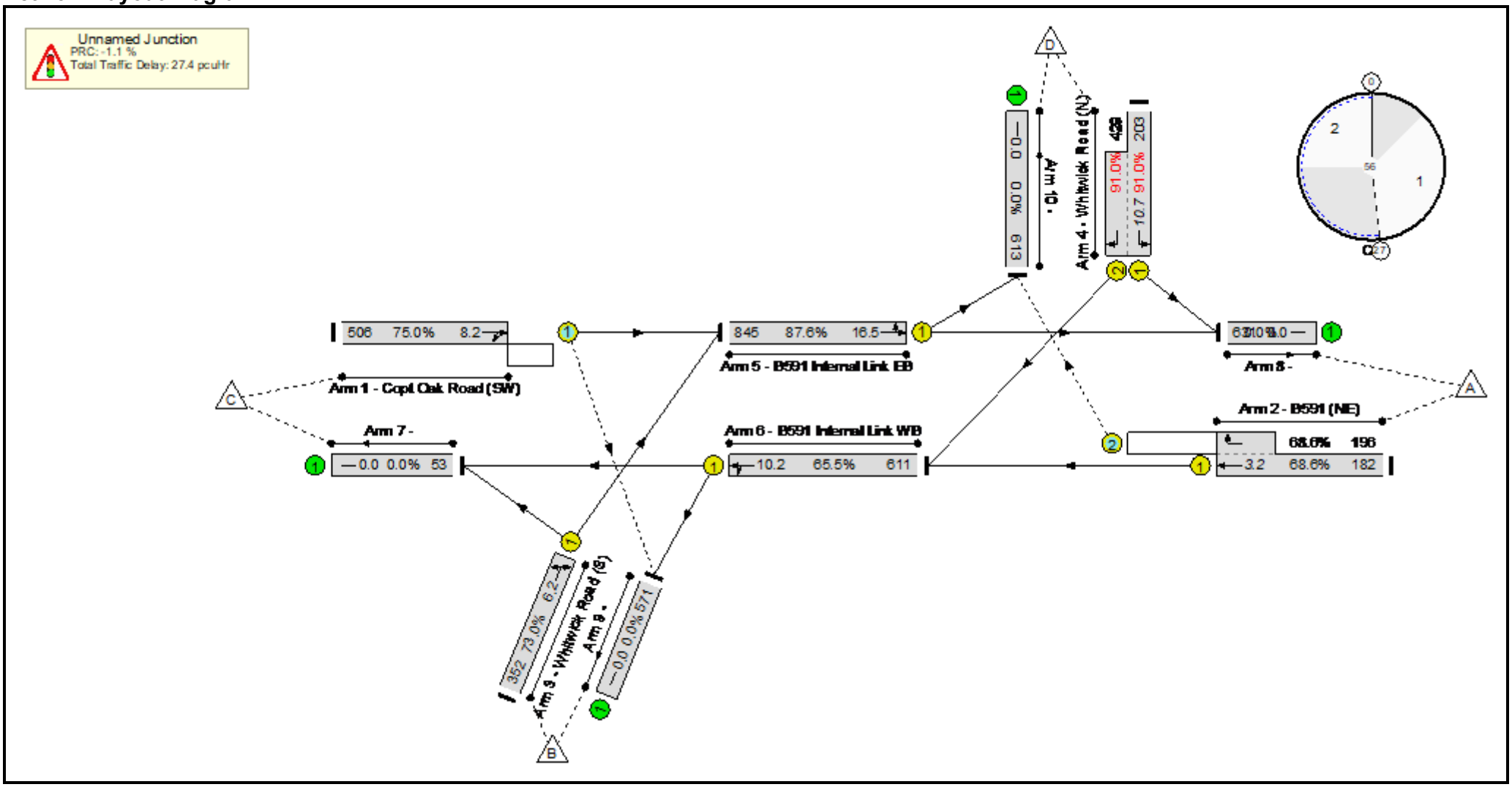
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	27
2/1	B591 (NE) Ahead	U	B	6	27
2/2	B591 (NE) Right	O	B	6	27
3/1	Whitwick Road (S) Right Left	U	E	42	0
4/1	Whitwick Road (N) Left	U	F	42	0
4/2	Whitwick Road (N) Right	U	F	42	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	35
6/1	B591 Internal Link WB Ahead Left	U	D	7	35

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.0%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	20	-	-	506	1800	675	75.0%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	21	-	-	378	1950:1700	265+286	68.6 : 68.6%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	14	-	-	352	1800	482	73.0%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	14	-	-	632	1750:1800	223+472	91.0 : 91.0%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	29	-	-	845	1800	964	87.6%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	28	-	-	611	1800	932	65.5%
7/1		U	N/A	N/A	-		-	-	-	-	53	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%

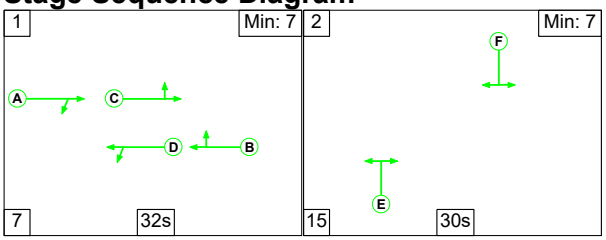
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**105**	**0**	**103**	**13.7**	**12.6**	**1.1**	**27.4**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**105**	**0**	**103**	**13.7**	**12.6**	**1.1**	**27.4**	**-**	**-**	**-**	**-**	
1/1	506	506	12	0	0	2.1	1.5	0.0	3.6	25.9	6.7	1.5	8.2	
2/1+2/2	378	378	93	0	103	1.2	1.1	1.1	3.4	32.4	2.1	1.1	3.2	
3/1	352	352	-	-	-	1.8	1.3	-	3.1	32.2	4.9	1.3	6.2	
4/1+4/2	632	632	-	-	-	3.3	4.4	-	7.7	44.0	6.3	4.4	10.7	
5/1	845	845	-	-	-	2.6	3.4	-	5.9	25.3	13.1	3.4	16.5	
6/1	611	611	-	-	-	2.6	0.9	-	3.6	21.2	9.2	0.9	10.2	
7/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 27.45 Cycle Time (s): 56
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 27.45

Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



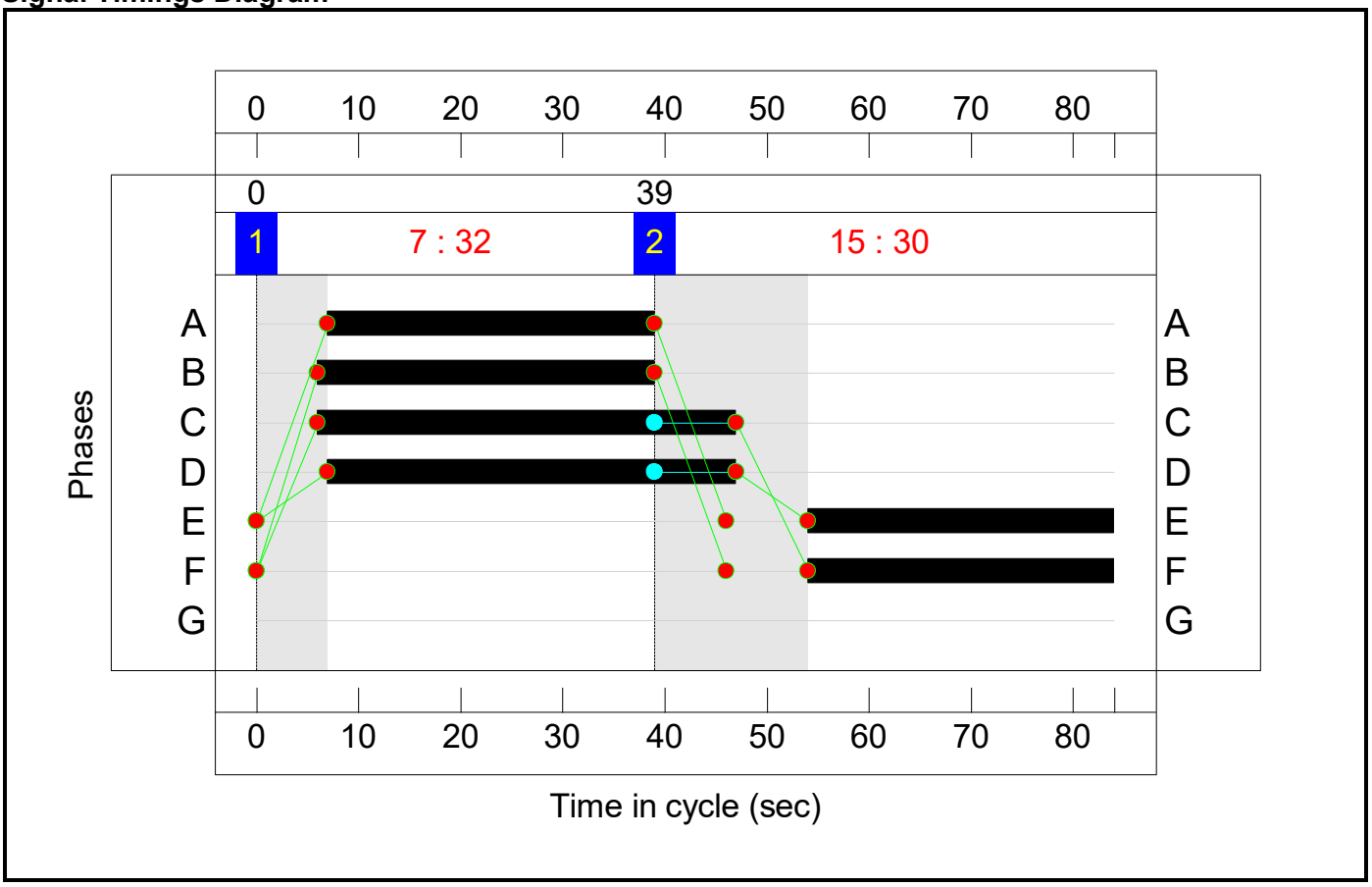
Stage Timings

Stage	1	2
Duration	32	30
Change Point	0	39

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	32	7	39
B	B591 (NE) Ahead Right	Traffic	33	6	39
C	B591 Internal Link EB Ahead Left	Traffic	41	6	47
D	B591 Internal Link WB Ahead Left	Traffic	40	7	47
E	Whitwick Road (S) Right Left	Traffic	30	54	0
F	Whitwick Road (N) Right Left	Traffic	30	54	0
G	Dummy	Dummy			

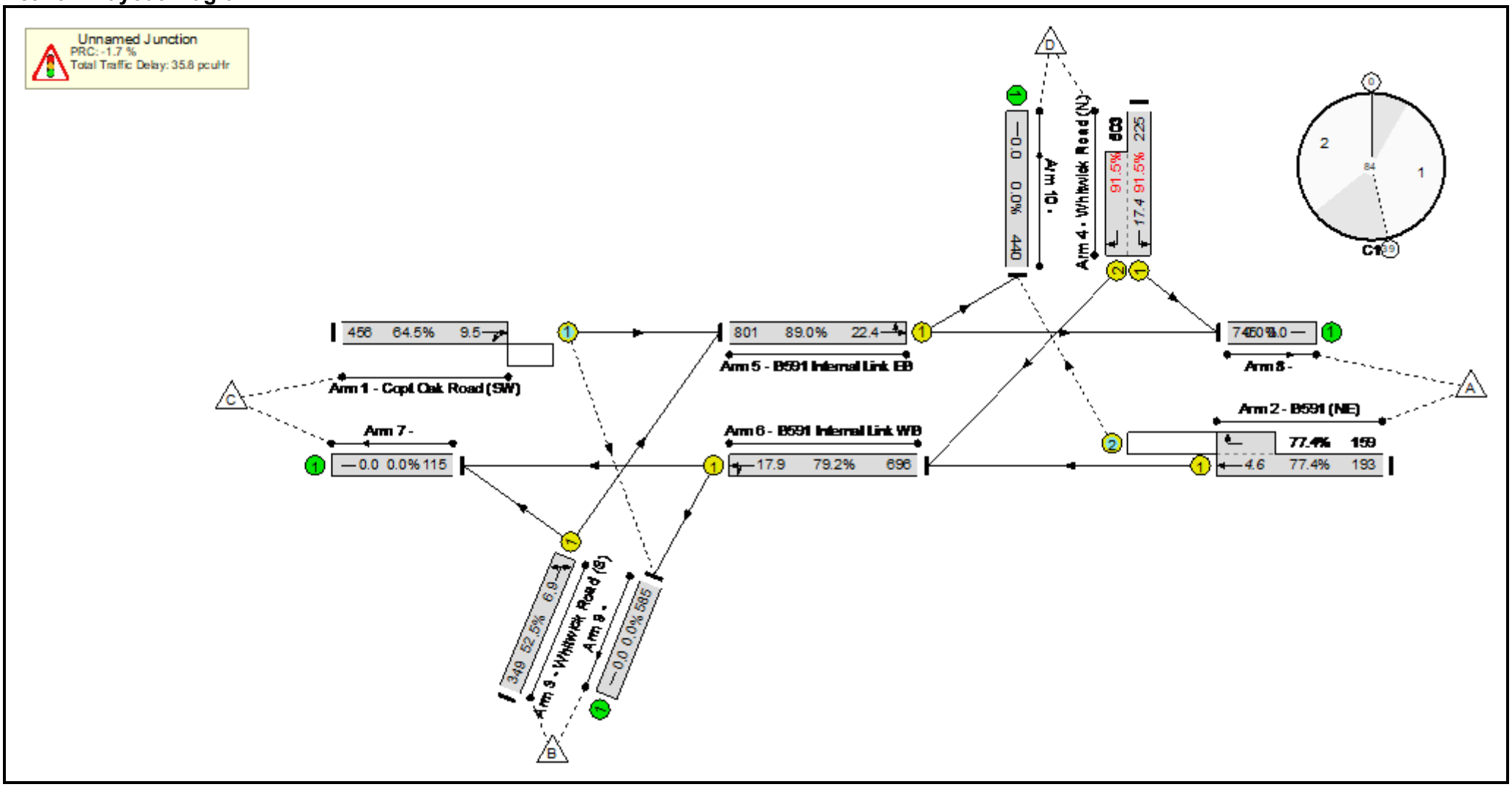
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	39
2/1	B591 (NE) Ahead	U	B	6	39
2/2	B591 (NE) Right	O	B	6	39
3/1	Whitwick Road (S) Right Left	U	E	54	0
4/1	Whitwick Road (N) Left	U	F	54	0
4/2	Whitwick Road (N) Right	U	F	54	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	47
6/1	B591 Internal Link WB Ahead Left	U	D	7	47

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.5%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	32	-	-	456	1800	707	64.5%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	33	-	-	352	1950:1700	249+205	77.4 : 77.4%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	30	-	-	349	1800	664	52.5%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	30	-	-	728	1750:1800	246+549	91.5 : 91.5%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	41	-	-	801	1800	900	89.0%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	40	-	-	696	1800	879	79.2%
7/1		U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	745	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	585	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**81**	**0**	**82**	**21.0**	**13.5**	**1.3**	**35.8**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**81**	**0**	**82**	**21.0**	**13.5**	**1.3**	**35.8**	**-**	**-**	**-**	**-**	
1/1	456	456	4	0	0	2.6	0.9	0.0	3.6	28.0	8.6	0.9	9.5	
2/1+2/2	352	352	77	0	82	1.6	1.7	1.3	4.6	46.8	2.9	1.7	4.6	
3/1	349	349	-	-	-	2.0	0.6	-	2.6	26.4	6.3	0.6	6.9	
4/1+4/2	728	728	-	-	-	4.7	4.7	-	9.4	46.5	12.6	4.7	17.4	
5/1	801	801	-	-	-	4.5	3.8	-	8.3	37.1	18.7	3.8	22.4	
6/1	696	696	-	-	-	5.6	1.9	-	7.5	38.7	16.0	1.9	17.9	
7/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1

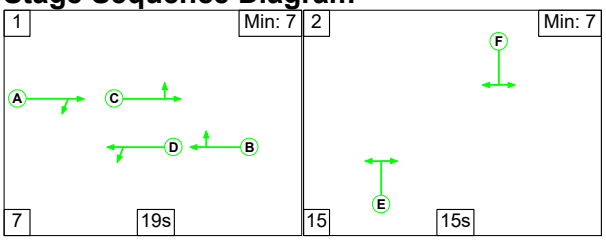
PRC for Signalled Lanes (%): -1.7
PRC Over All Lanes (%): -1.7

Total Delay for Signalled Lanes (pcuHr): 35.83
Total Delay Over All Lanes(pcuHr): 35.83

Cycle Time (s): 84

Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



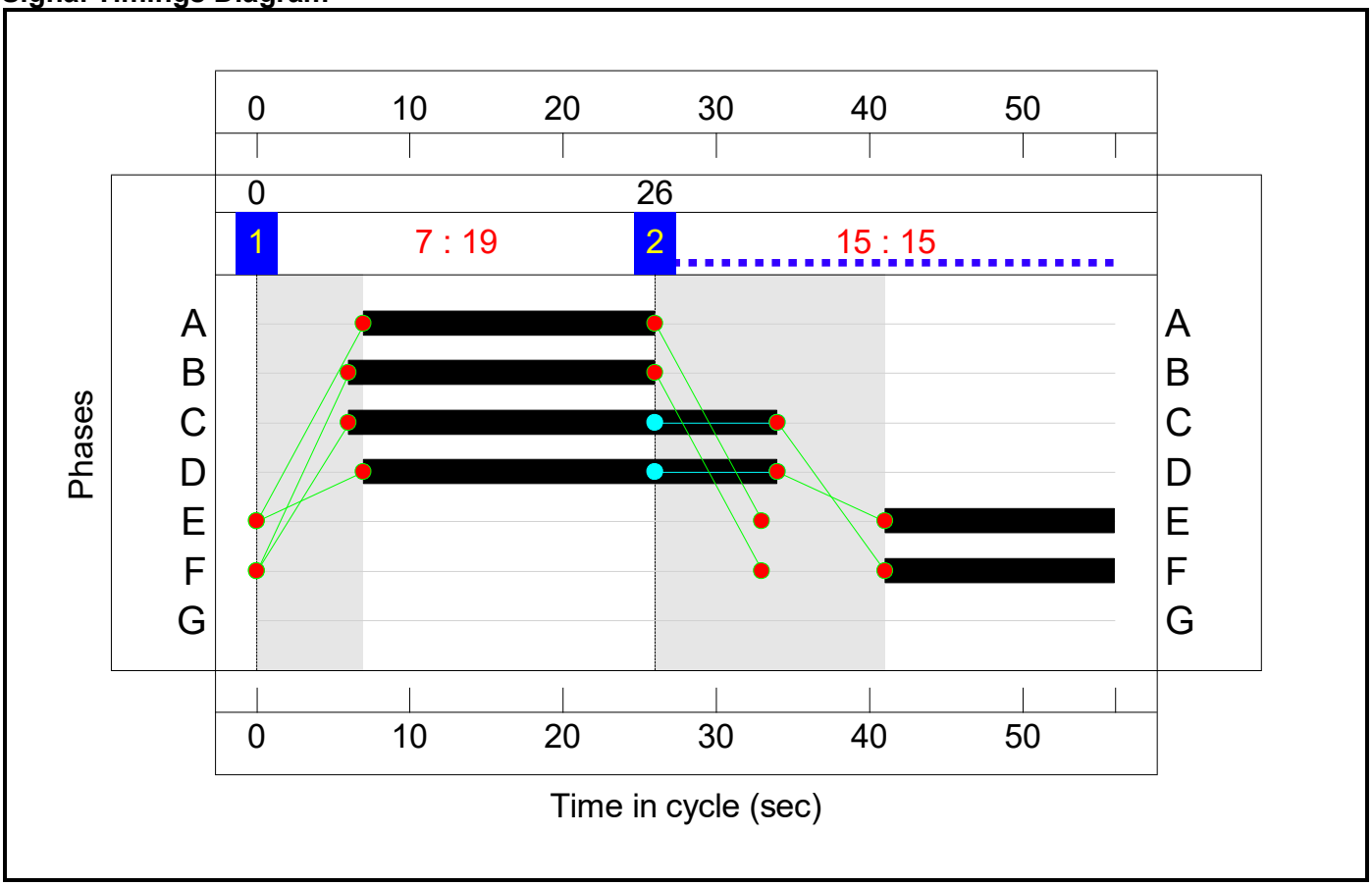
Stage Timings

Stage	1	2
Duration	19	15
Change Point	0	26

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	19	7	26
B	B591 (NE) Ahead Right	Traffic	20	6	26
C	B591 Internal Link EB Ahead Left	Traffic	28	6	34
D	B591 Internal Link WB Ahead Left	Traffic	27	7	34
E	Whitwick Road (S) Right Left	Traffic	15	41	0
F	Whitwick Road (N) Right Left	Traffic	15	41	0
G	Dummy	Dummy			

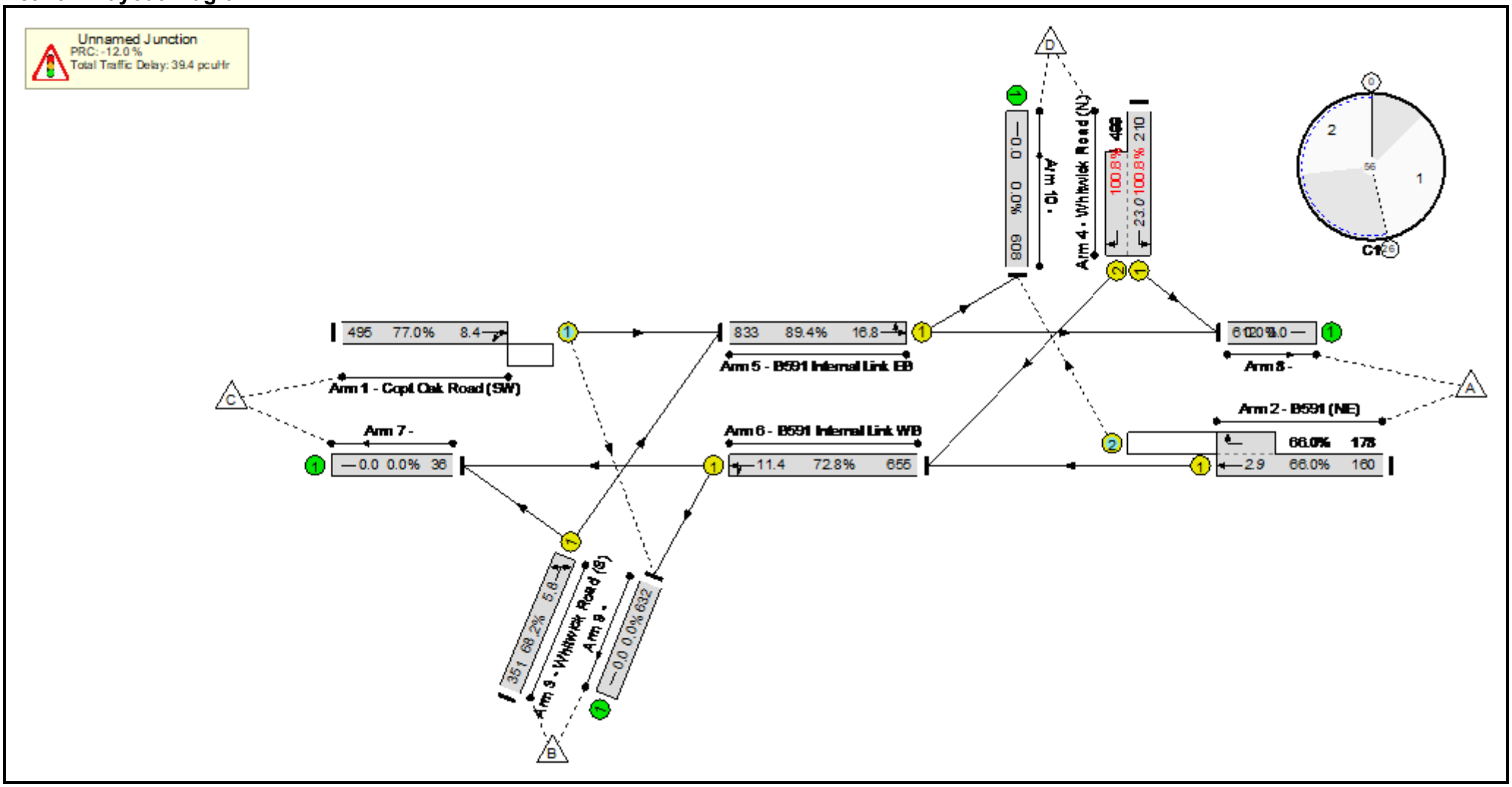
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	26
2/1	B591 (NE) Ahead	U	B	6	26
2/2	B591 (NE) Right	O	B	6	26
3/1	Whitwick Road (S) Right Left	U	E	41	0
4/1	Whitwick Road (N) Left	U	F	41	0
4/2	Whitwick Road (N) Right	U	F	41	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	34
6/1	B591 Internal Link WB Ahead Left	U	D	7	34

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.8%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	19	-	-	495	1800	643	77.0%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	20	-	-	338	1950:1700	242+270	66.0 : 66.0%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	15	-	-	351	1800	514	68.2%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	15	-	-	709	1750:1800	208+495	100.8 : 100.8%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	28	-	-	833	1800	932	89.4%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	27	-	-	659	1800	900	72.8%
7/1		U	N/A	N/A	-		-	-	-	-	36	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%

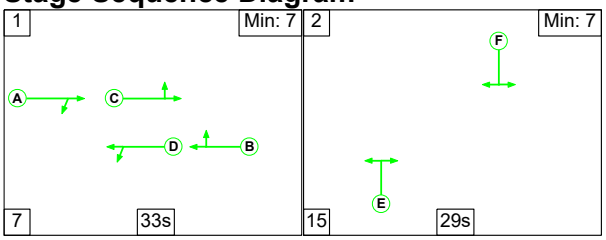
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**90**	**0**	**101**	**14.7**	**23.7**	**1.0**	**39.4**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**90**	**0**	**101**	**14.7**	**23.7**	**1.0**	**39.4**	**-**	**-**	**-**	**-**	
1/1	495	495	13	0	0	2.2	1.6	0.0	3.9	28.2	6.7	1.6	8.4	
2/1+2/2	338	338	77	0	101	1.1	1.0	1.0	3.1	32.9	1.9	1.0	2.9	
3/1	351	351	-	-	-	1.7	1.1	-	2.8	28.6	4.8	1.1	5.8	
4/1+4/2	709	703	-	-	-	3.8	14.9	-	18.6	94.7	8.2	14.9	23.0	
5/1	833	833	-	-	-	2.7	3.9	-	6.6	28.3	12.9	3.9	16.8	
6/1	655	655	-	-	-	3.2	1.3	-	4.5	24.6	10.1	1.3	11.4	
7/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): -12.0 Total Delay for Signalled Lanes (pcuHr): 39.44 Cycle Time (s): 56
PRC Over All Lanes (%): -12.0 Total Delay Over All Lanes(pcuHr): 39.44

Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



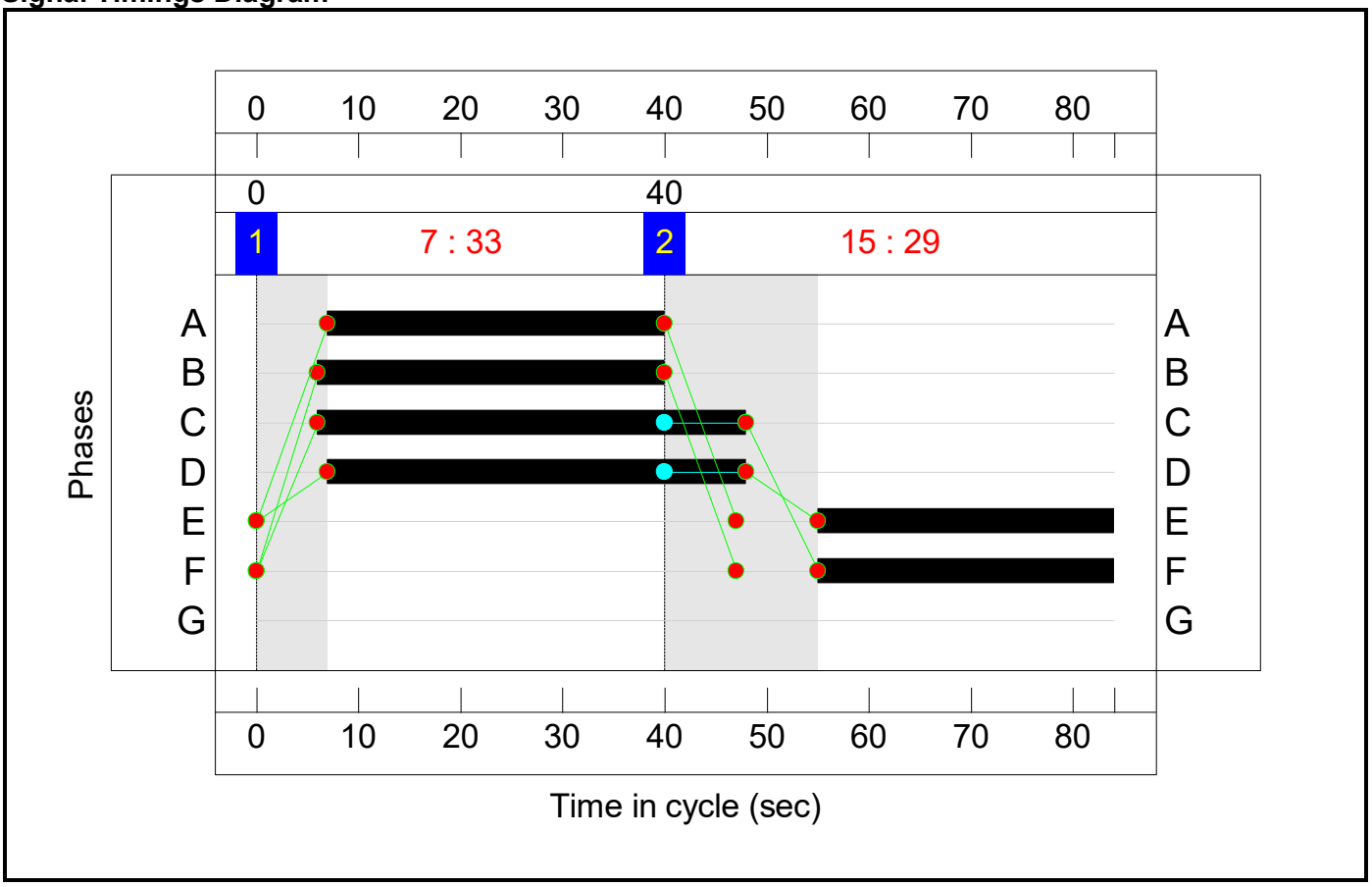
Stage Timings

Stage	1	2
Duration	33	29
Change Point	0	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	33	7	40
B	B591 (NE) Ahead Right	Traffic	34	6	40
C	B591 Internal Link EB Ahead Left	Traffic	42	6	48
D	B591 Internal Link WB Ahead Left	Traffic	41	7	48
E	Whitwick Road (S) Right Left	Traffic	29	55	0
F	Whitwick Road (N) Right Left	Traffic	29	55	0
G	Dummy	Dummy			

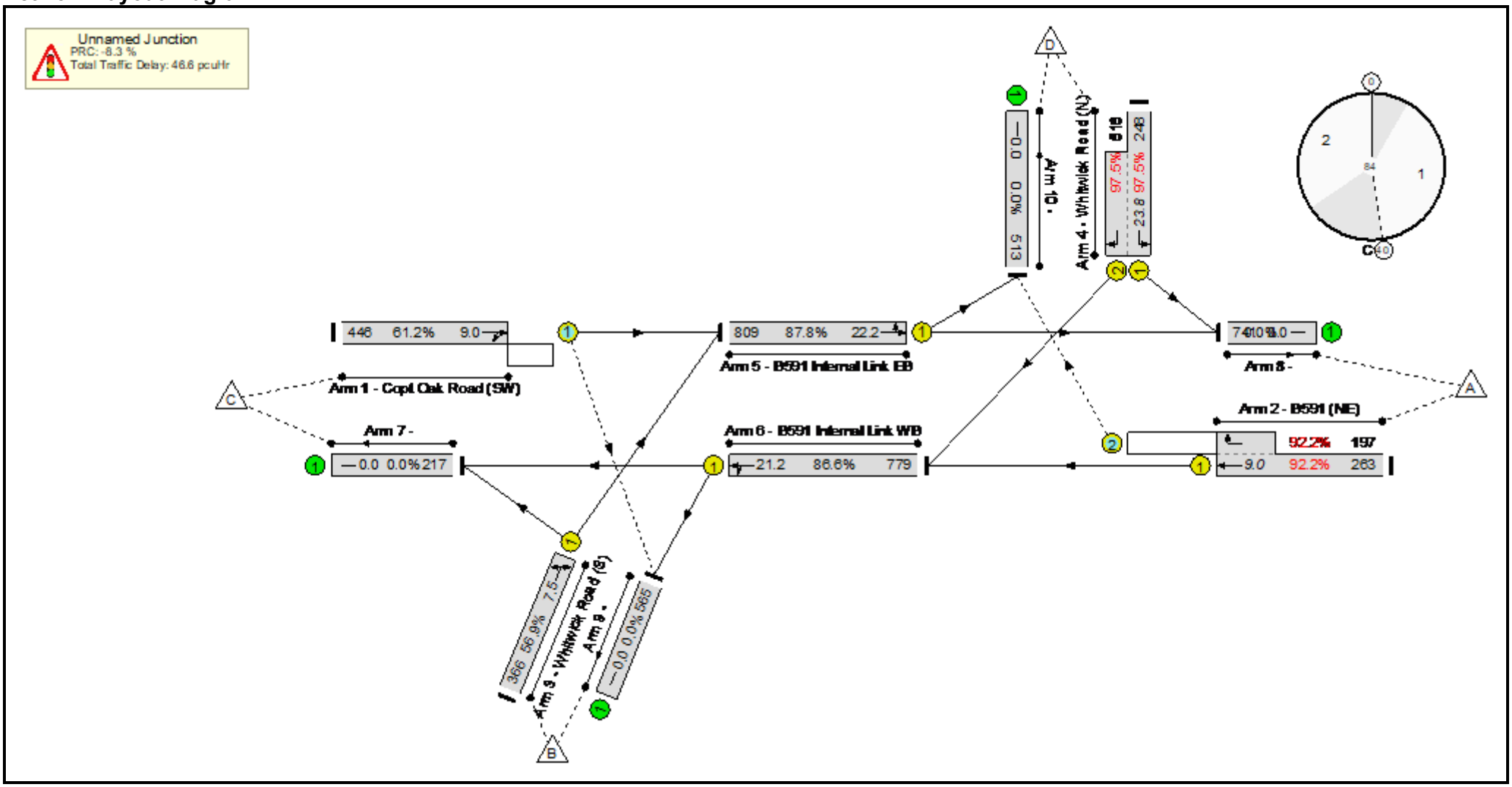
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	40
2/1	B591 (NE) Ahead	U	B	6	40
2/2	B591 (NE) Right	O	B	6	40
3/1	Whitwick Road (S) Right Left	U	E	55	0
4/1	Whitwick Road (N) Left	U	F	55	0
4/2	Whitwick Road (N) Right	U	F	55	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	48
6/1	B591 Internal Link WB Ahead Left	U	D	7	48

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	33	-	-	446	1800	729	61.2%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	34	-	-	460	1950:1700	285+214	92.2 : 92.2%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	29	-	-	366	1800	643	56.9%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	29	-	-	764	1750:1800	254+529	97.5 : 97.5%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	42	-	-	809	1800	921	87.8%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	41	-	-	779	1800	900	86.6%
7/1		U	N/A	N/A	-		-	-	-	-	217	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	741	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	565	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	513	Inf	Inf	0.0%

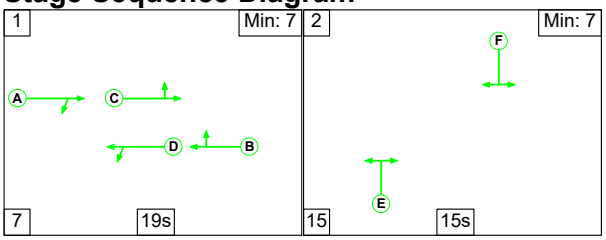
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**88**	**0**	**112**	**22.6**	**22.3**	**1.7**	**46.6**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**88**	**0**	**112**	**22.6**	**22.3**	**1.7**	**46.6**	**-**	**-**	**-**	**-**	
1/1	446	446	3	0	0	2.5	0.8	0.0	3.3	26.3	8.2	0.8	9.0	
2/1+2/2	460	460	85	0	112	2.1	4.7	1.7	8.5	66.4	4.3	4.7	9.0	
3/1	366	366	-	-	-	2.2	0.7	-	2.9	28.3	6.8	0.7	7.5	
4/1+4/2	764	764	-	-	-	5.2	9.7	-	14.9	70.2	14.0	9.7	23.8	
5/1	809	809	-	-	-	4.6	3.4	-	8.0	35.7	18.8	3.4	22.2	
6/1	779	779	-	-	-	6.0	3.1	-	9.1	41.9	18.1	3.1	21.2	
7/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): -8.3 Total Delay for Signalled Lanes (pcuHr): 46.61 Cycle Time (s): 84
PRC Over All Lanes (%): -8.3 Total Delay Over All Lanes(pcuHr): 46.61

Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



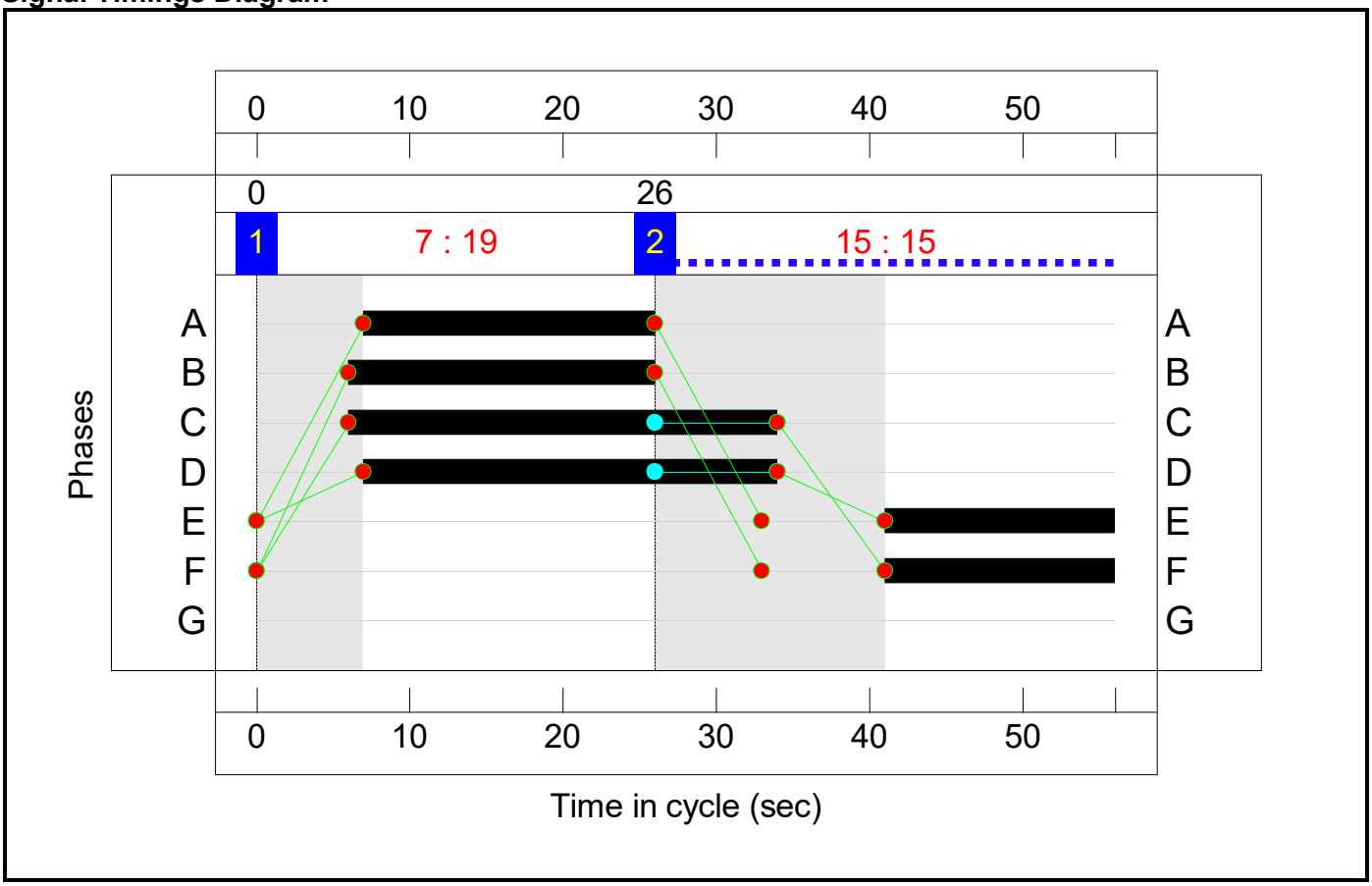
Stage Timings

Stage	1	2
Duration	19	15
Change Point	0	26

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Copt Oak Road (SW) Ahead Right	Traffic	19	7	26
B	B591 (NE) Ahead Right	Traffic	20	6	26
C	B591 Internal Link EB Ahead Left	Traffic	28	6	34
D	B591 Internal Link WB Ahead Left	Traffic	27	7	34
E	Whitwick Road (S) Right Left	Traffic	15	41	0
F	Whitwick Road (N) Right Left	Traffic	15	41	0
G	Dummy	Dummy			

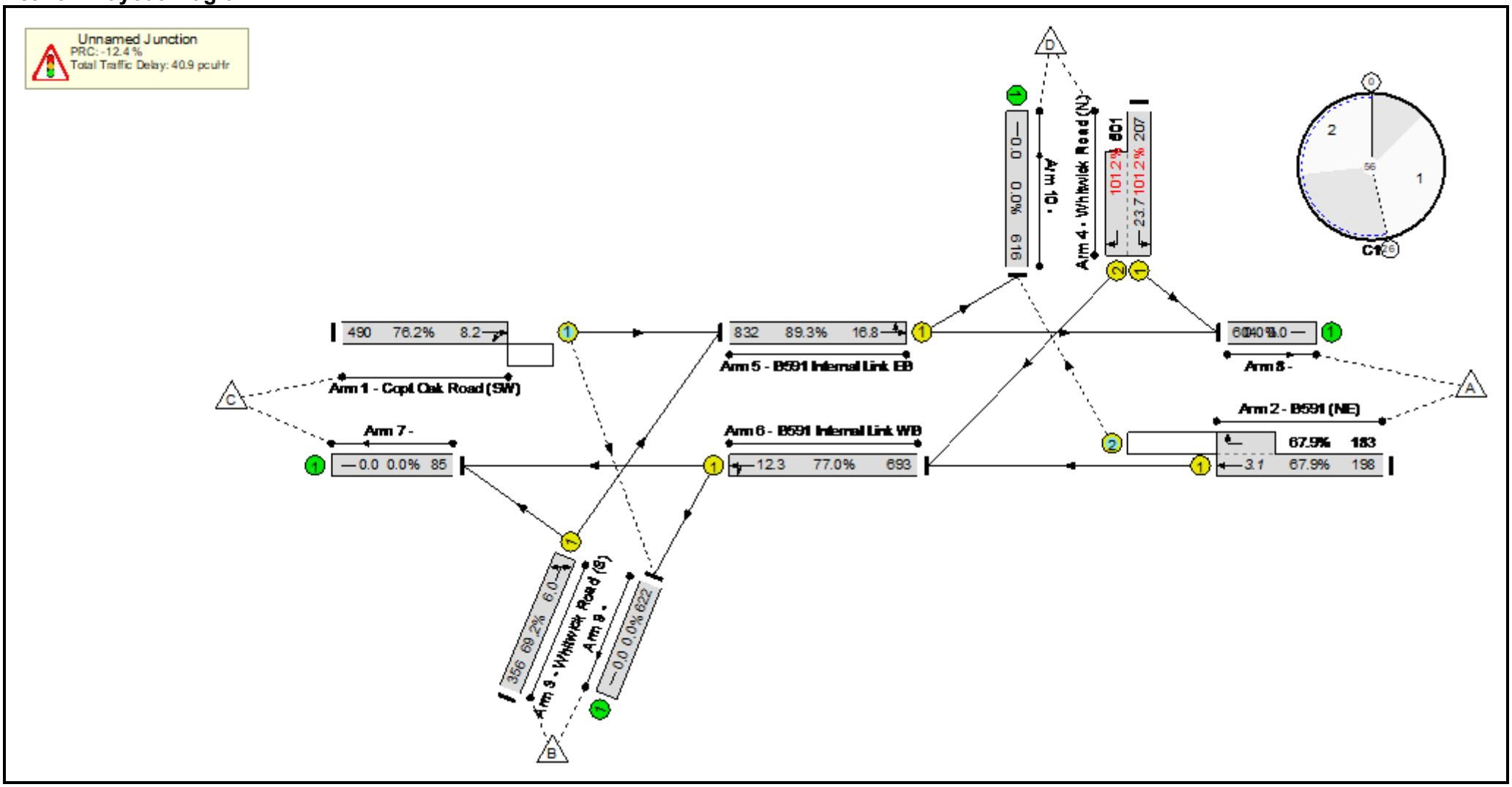
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Copt Oak Road (SW) Ahead Right	O	A	7	26
2/1	B591 (NE) Ahead	U	B	6	26
2/2	B591 (NE) Right	O	B	6	26
3/1	Whitwick Road (S) Right Left	U	E	41	0
4/1	Whitwick Road (N) Left	U	F	41	0
4/2	Whitwick Road (N) Right	U	F	41	0
5/1	B591 Internal Link EB Ahead Left	U	C	6	34
6/1	B591 Internal Link WB Ahead Left	U	D	7	34

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.2%**
1/1	Copt Oak Road (SW) Ahead Right	O	N/A	N/A	A		1	19	-	-	490	1800	643	76.2%
2/1+2/2	B591 (NE) Ahead Right	U+O	N/A	N/A	B		1	20	-	-	381	1950:1700	292+270	67.9 : 67.9%
3/1	Whitwick Road (S) Right Left	U	N/A	N/A	E		1	15	-	-	356	1800	514	69.2%
4/1+4/2	Whitwick Road (N) Right Left	U	N/A	N/A	F		1	15	-	-	708	1750:1800	205+495	101.2 : 101.2%
5/1	B591 Internal Link EB Ahead Left	U	N/A	N/A	C		1	28	-	-	832	1800	932	89.3%
6/1	B591 Internal Link WB Ahead Left	U	N/A	N/A	D		1	27	-	-	699	1800	900	77.0%
7/1		U	N/A	N/A	-		-	-	-	-	85	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**90**	**0**	**106**	**15.0**	**24.8**	**1.1**	**40.9**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**90**	**0**	**106**	**15.0**	**24.8**	**1.1**	**40.9**	**-**	**-**	**-**	**-**	
1/1	490	490	13	0	0	2.2	1.6	0.0	3.8	27.8	6.7	1.6	8.2	
2/1+2/2	381	381	77	0	106	1.3	1.0	1.0	3.4	31.8	2.1	1.0	3.1	
3/1	356	356	-	-	-	1.8	1.1	-	2.9	29.0	4.8	1.1	6.0	
4/1+4/2	708	700	-	-	-	3.8	15.5	-	19.4	98.5	8.2	15.5	23.7	
5/1	832	832	-	-	-	2.7	3.9	-	6.5	28.3	12.9	3.9	16.8	
6/1	693	693	-	-	-	3.3	1.6	-	4.9	25.7	10.7	1.6	12.3	
7/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): -12.4 Total Delay for Signalled Lanes (pcuHr): 40.87 Cycle Time (s): 56
PRC Over All Lanes (%): -12.4 Total Delay Over All Lanes(pcuHr): 40.87

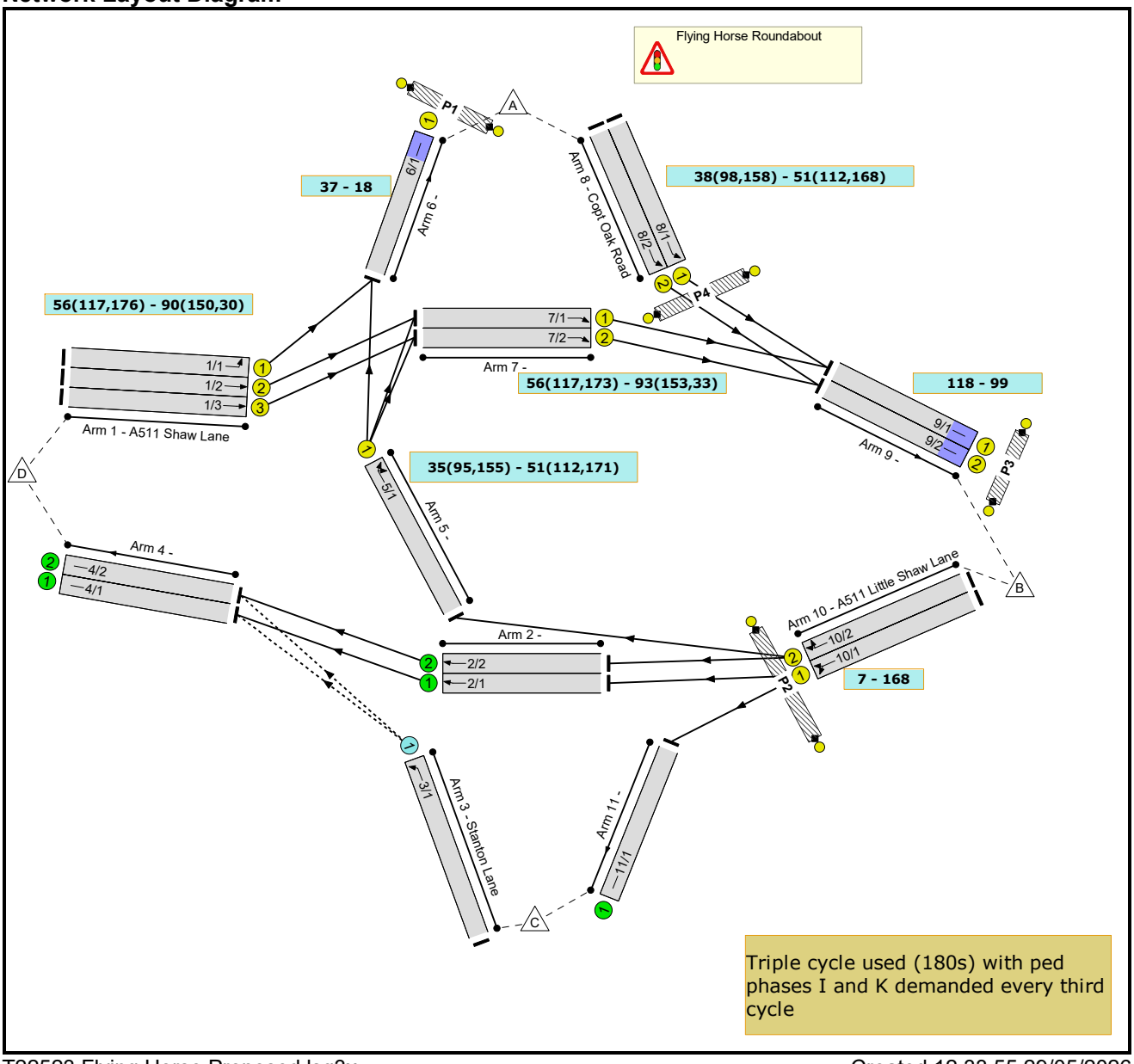
APPENDIX K LINSIG OUTPUT – FLYING HORSE ROUNDABOUT

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A511 Flying Horse Junction (Proposed MRN scheme)**
Location:	
Additional detail:	
File name:	T22523 Flying Horse Proposed.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



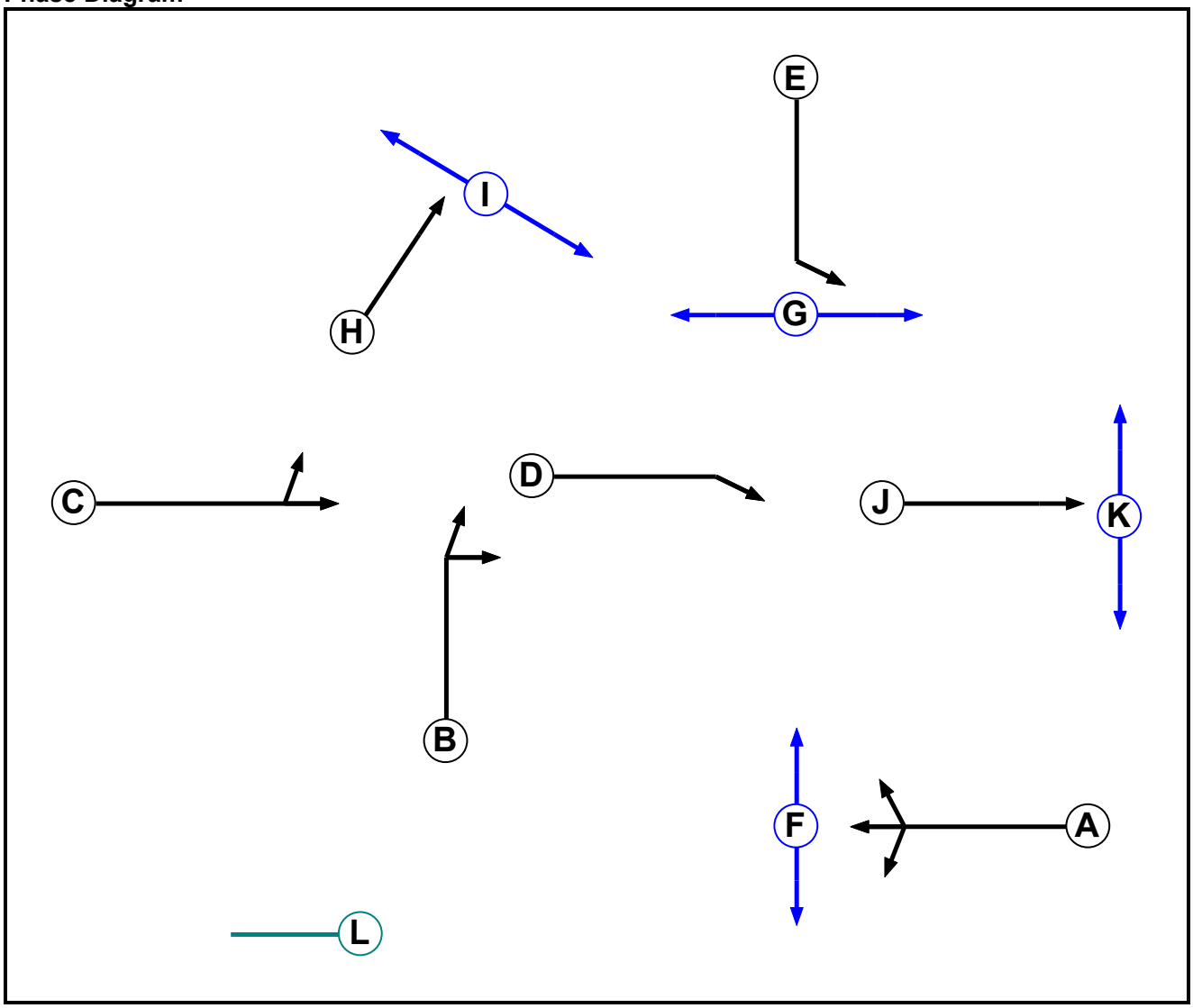
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2028 Future Base AM Peak	2028 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	180	40.1	11.43
2	2028 Future Base PM Peak	2028 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	180	34.0	13.25
3	2028 Future Base + Proposed Development AM Peak	2028 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	180	38.5	11.98
4	2028 Future Base + Proposed Development PM Peak	2028 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	180	31.8	13.76
5	2030 Future Base AM Peak	2030 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	180	40.9	11.44
6	2030 Future Base PM Peak	2030 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	180	32.1	13.65
7	2030 Future Base + Proposed Development AM Peak	2030 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	180	38.6	12.13
8	2030 Future Base + Proposed Development PM Peak	2030 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	180	30.8	13.91
9	2036 Future Base AM Peak	2036 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	180	39.9	11.90
10	2036 Future Base PM Peak	2036 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	180	30.7	13.58
11	2036 Future Base + Proposed Development AM Peak	2036 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	180	36.4	12.69
12	2036 Future Base + Proposed Development PM Peak	2036 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	180	28.6	14.48

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	8	5	Flying Horse Roundabout	
			Stage Stream 2	2	2		
			Stage Stream 3	2	2		

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		7	7
G	Pedestrian	1		6	6
H	Traffic	2		7	7
I	Pedestrian	2		7	7
J	Traffic	3		7	7
K	Pedestrian	3		7	7
L	Dummy	1		4	4

Phase Intergreens Matrix

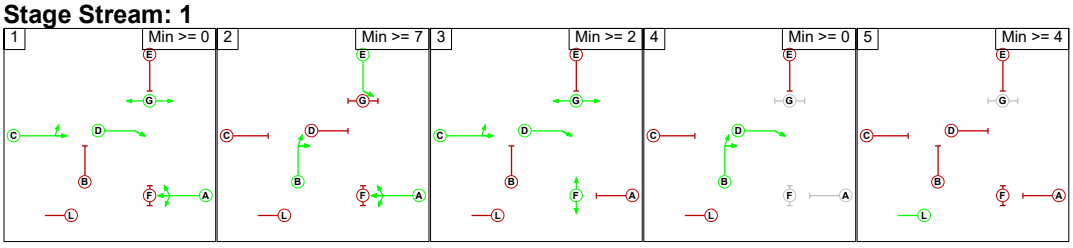
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	-	-	-	5	-	-	-	-	-	2
B	-		5	-	-	-	-	-	-	-	-	2
C	-	5		-	-	-	-	-	-	-	-	2
D	-	-	-		5	-	-	-	-	-	-	2
E	-	-	-	5		-	7	-	-	-	-	2
F	7	-	-	-	-		-	-	-	-	-	2
G	-	-	-	-	7	-		-	-	-	-	-
H	-	-	-	-	-	-	-		5	-	-	-
I	-	-	-	-	-	-	-	7		-	-	-
J	-	-	-	-	-	-	-	-	-		5	-
K	-	-	-	-	-	-	-	-	-	7		-
L	3	3	3	3	3	3	-	-	-	-	-	

Phases in Stage

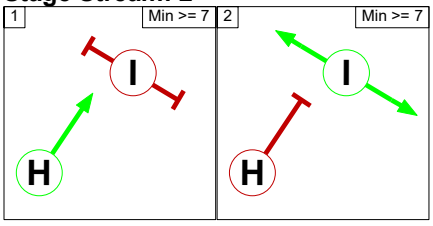
Stream	Stage No.	Phases in Stage
1	1	A C D G
1	2	A B E
1	3	C D F G
1	4	B D
1	5	L
2	1	H
2	2	I
3	1	J
3	2	K

Stage Diagram

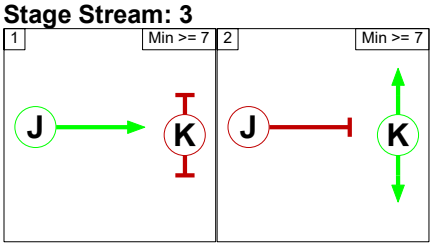
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	3	3
1	2	G	Losing	1	1
2	3	B	Losing	3	3
3	2	D	Losing	3	3
3	2	G	Losing	1	1

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5
1		8	5	5	2
2	7		8	5	2
3	7	8		5	2
4	5	5	5		2
5	3	3	3	3	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	7	

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	7	

Lane Input Data

Junction: Flying Horse Roundabout												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A511 Shaw Lane)	U	C	2	3	19.1	Geom	-	3.33	0.00	Y	Arm 6 Left	Inf
1/2 (A511 Shaw Lane)	U	C	2	3	60.0	Geom	-	3.33	0.00	N	Arm 7 Ahead	Inf
1/3 (A511 Shaw Lane)	U	C	2	3	60.0	Geom	-	3.33	0.00	Y	Arm 7 Ahead	Inf
2/1	U		2	3	6.0	Inf	-	-	-	-	-	-
2/2	U		2	3	6.0	Inf	-	-	-	-	-	-
3/1 (Stanton Lane)	O		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	5.0	Inf	-	-	-	-	-	-
4/2	U		2	3	5.0	Inf	-	-	-	-	-	-
5/1	U	B	2	3	7.8	Geom	-	5.00	0.00	N	Arm 6 Right Arm 7 Right	Inf Inf
6/1	U	H	2	3	5.0	Geom	-	4.00	0.00	N		
7/1	U	D	2	3	6.0	Geom	-	5.00	0.00	Y	Arm 9 Ahead	Inf
7/2	U	D	2	3	6.0	Geom	-	5.00	0.00	N	Arm 9 Ahead	Inf
8/1 (Copt Oak Road)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
8/2 (Copt Oak Road)	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm 9 Ahead	Inf
9/1	U	J	2	3	5.0	Geom	-	3.65	0.00	N		
9/2	U	J	2	3	5.0	Geom	-	3.65	0.00	N		
10/1 (A511 Little Shaw Lane)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 2 Ahead Arm 11 Ahead	Inf Inf
10/2 (A511 Little Shaw Lane)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 2 Ahead Arm 5 Right	Inf Inf
11/1	U		2	3	5.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Flying Horse Roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/1 (Stanton Lane)	4/1 (Left)	1000	0	2/1	0.33	All	-	-	-	-	-
	4/2 (Left)	1000	0	2/1	0.33	All					
				2/2	0.33	All					

Lane Connector Input Data

Junction: Flying Horse Roundabout				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	3	N/A
1/2	7/1	Internal	3	N/A
1/3	7/2	Internal	3	N/A
2/1	4/1	Internal	3	N/A
2/2	4/2	Internal	3	N/A
3/1	4/1	Internal	5	N/A
3/1	4/2	Internal	3	N/A
5/1	6/1	Internal	3	N/A
5/1	7/1	Internal	3	N/A
5/1	7/2	Internal	3	N/A
7/1	9/1	Internal	3	N/A
7/2	9/2	Internal	3	N/A
8/1	9/1	Internal	3	N/A
8/2	9/2	Internal	3	N/A
10/1	2/1	Internal	3	N/A
10/1	11/1	Internal	3	N/A
10/2	2/2	Internal	3	N/A
10/2	5/1	Internal	3	35

Scenario 1: '2028 Future Base AM Peak' (FG1: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	84.6 %	1980	1980
				Arm 5 Right	Inf	15.4 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2028 Future Base PM Peak' (FG2: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	76.7 %	1980	1980
				Arm 5 Right	Inf	23.3 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 Future Base + Proposed Development AM Peak' (FG3: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	98.9 %	1980	1980
				Arm 11 Ahead	Inf	1.1 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	82.6 %	1980	1980
				Arm 5 Right	Inf	17.4 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 Future Base + Proposed Development PM Peak' (FG4: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	76.7 %	1980	1980
				Arm 5 Right	Inf	23.3 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 Future Base AM Peak' (FG5: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	98.9 %	1980	1980
				Arm 11 Ahead	Inf	1.1 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	84.4 %	1980	1980
				Arm 5 Right	Inf	15.6 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 Future Base PM Peak' (FG6: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	77.2 %	1980	1980
				Arm 5 Right	Inf	22.8 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2030 Future Base + Proposed Development AM Peak' (FG7: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	98.9 %	1980	1980
				Arm 11 Ahead	Inf	1.1 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	82.3 %	1980	1980
				Arm 5 Right	Inf	17.7 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2030 Future Base + Proposed Development PM Peak' (FG8: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	76.8 %	1980	1980
				Arm 5 Right	Inf	23.2 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2036 Future Base AM Peak' (FG9: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	83.1 %	1980	1980
				Arm 5 Right	Inf	16.9 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2036 Future Base PM Peak' (FG10: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	77.6 %	1980	1980
				Arm 5 Right	Inf	22.4 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Future Base + Proposed Development AM Peak' (FG11: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	98.9 %	1980	1980
				Arm 11 Ahead	Inf	1.1 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	81.3 %	1980	1980
				Arm 5 Right	Inf	18.7 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Future Base + Proposed Development PM Peak' (FG12: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Flying Horse Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A511 Shaw Lane)	3.33	0.00	Y	Arm 6 Left	Inf	100.0 %	1948	1948
1/2 (A511 Shaw Lane)	3.33	0.00	N	Arm 7 Ahead	Inf	100.0 %	2088	2088
1/3 (A511 Shaw Lane)	3.33	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1948	1948
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1 (Stanton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	5.00	0.00	N	Arm 6 Right	Inf	100.0 %	2255	2255
				Arm 7 Right	Inf	0.0 %		
6/1	4.00	0.00	N				2155	2155
7/1	5.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2115	2115
7/2	5.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2255	2255
8/1 (Copt Oak Road)	3.50	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1965	1965
8/2 (Copt Oak Road)	3.50	0.00	N	Arm 9 Ahead	Inf	0.0 %	2105	2105
9/1	3.65	0.00	N				2120	2120
9/2	3.65	0.00	N				2120	2120
10/1 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1980	1980
				Arm 11 Ahead	Inf	1.0 %		
10/2 (A511 Little Shaw Lane)	3.65	0.00	Y	Arm 2 Ahead	Inf	76.3 %	1980	1980
				Arm 5 Right	Inf	23.7 %		
11/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Future Base AM Peak'	08:00	09:00	01:00	
2: '2028 Future Base PM Peak'	17:00	18:00	01:00	
3: '2028 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
4: '2028 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
5: '2030 Future Base AM Peak'	08:00	09:00	01:00	
6: '2030 Future Base PM Peak'	17:00	18:00	01:00	
7: '2030 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
8: '2030 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
9: '2036 Future Base AM Peak'	08:00	09:00	01:00	
10: '2036 Future Base PM Peak'	17:00	18:00	01:00	
11: '2036 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
12: '2036 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2028 Future Base AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	176	24	12	2101	2313
	C	0	0	0	100	100
	D	197	1685	0	0	1882
	Tot.	373	1709	12	2201	4295

FG2: '2028 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	279	16	12	2103	2410
	C	0	0	0	27	27
	D	168	1582	0	0	1750
	Tot.	447	1598	12	2130	4187

FG3: '2028 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	197	38	12	2050	2297
	C	0	0	0	150	150
	D	159	1727	0	0	1886
	Tot.	356	1765	12	2200	4333

FG4: '2028 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	283	17	12	2139	2451
	C	0	0	0	30	30
	D	159	1600	0	0	1759
	Tot.	442	1617	12	2169	4240

FG5: '2030 Future Base AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	178	24	12	2086	2300
	C	0	0	0	132	132
	D	199	1671	0	0	1870
	Tot.	377	1695	12	2218	4302

FG6: '2030 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	277	16	12	2139	2444
	C	0	0	0	34	34
	D	168	1592	0	0	1760
	Tot.	445	1608	12	2173	4238

FG7: '2030 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	201	37	12	2057	2307
	C	0	0	0	162	162
	D	162	1724	0	0	1886
	Tot.	363	1761	12	2219	4355

FG8: '2030 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	284	18	12	2156	2470
	C	0	0	0	47	47
	D	150	1589	0	0	1739
	Tot.	434	1607	12	2203	4256

FG9: '2036 Future Base AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	194	36	12	2085	2327
	C	0	0	0	180	180
	D	153	1673	0	0	1826
	Tot.	347	1709	12	2265	4333

FG10: '2036 Future Base PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	275	17	12	2166	2470
	C	0	0	0	55	55
	D	150	1575	0	0	1725
	Tot.	425	1592	12	2221	4250

FG11: '2036 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	213	70	12	2054	2349
	C	0	0	0	195	195
	D	111	1753	0	0	1864
	Tot.	324	1823	12	2249	4408

FG12: '2036 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	296	24	12	2185	2517
	C	0	0	0	51	51
	D	120	1606	0	0	1726
	Tot.	416	1630	12	2236	4294

Scenario 1: '2028 Future Base AM Peak' (FG1: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	176	0	12	2101	2289
	C	0	0	0	100	100
	D	197	1685	0	0	1882
	Tot.	373	1685	12	2201	4271

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-24	0	0	-24
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-24	0	0	-24

Scenario 2: '2028 Future Base PM Peak' (FG2: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	279	0	12	2103	2394
	C	0	0	0	27	27
	D	168	1582	0	0	1750
	Tot.	447	1582	12	2130	4171

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-16	0	0	-16
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-16	0	0	-16

Scenario 3: '2028 Future Base + Proposed Development AM Peak' (FG3: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	197	0	12	2050	2259
	C	0	0	0	150	150
	D	159	1727	0	0	1886
	Tot.	356	1727	12	2200	4295

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-38	0	0	-38
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-38	0	0	-38

Scenario 4: '2028 Future Base + Proposed Development PM Peak' (FG4: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	283	0	12	2139	2434
	C	0	0	0	30	30
	D	159	1600	0	0	1759
	Tot.	442	1600	12	2169	4223

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-17	0	0	-17
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-17	0	0	-17

Scenario 5: '2030 Future Base AM Peak' (FG5: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	178	0	12	2086	2276
	C	0	0	0	132	132
	D	199	1671	0	0	1870
	Tot.	377	1671	12	2218	4278

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-24	0	0	-24
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-24	0	0	-24

Scenario 6: '2030 Future Base PM Peak' (FG6: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	277	0	12	2139	2428
	C	0	0	0	34	34
	D	168	1592	0	0	1760
	Tot.	445	1592	12	2173	4222

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-16	0	0	-16
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-16	0	0	-16

Scenario 7: '2030 Future Base + Proposed Development AM Peak' (FG7: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	201	0	12	2057	2270
	C	0	0	0	162	162
	D	162	1724	0	0	1886
	Tot.	363	1724	12	2219	4318

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-37	0	0	-37
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-37	0	0	-37

Scenario 8: '2030 Future Base + Proposed Development PM Peak' (FG8: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	284	0	12	2156	2452
	C	0	0	0	47	47
	D	150	1589	0	0	1739
	Tot.	434	1589	12	2203	4238

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-18	0	0	-18
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-18	0	0	-18

Scenario 9: '2036 Future Base AM Peak' (FG9: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	194	0	12	2085	2291
	C	0	0	0	180	180
	D	153	1673	0	0	1826
	Tot.	347	1673	12	2265	4297

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-36	0	0	-36
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-36	0	0	-36

Scenario 10: '2036 Future Base PM Peak' (FG10: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	275	0	12	2166	2453
	C	0	0	0	55	55
	D	150	1575	0	0	1725
	Tot.	425	1575	12	2221	4233

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-17	0	0	-17
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-17	0	0	-17

Scenario 11: '2036 Future Base + Proposed Development AM Peak' (FG11: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	213	0	12	2054	2279
	C	0	0	0	195	195
	D	111	1753	0	0	1864
	Tot.	324	1753	12	2249	4338

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-70	0	0	-70
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-70	0	0	-70

Scenario 12: '2036 Future Base + Proposed Development PM Peak' (FG12: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	296	0	12	2185	2493
	C	0	0	0	51	51
	D	120	1606	0	0	1726
	Tot.	416	1606	12	2236	4270

Traffic Flows, Difference
Difference :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	-24	0	0	-24
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-24	0	0	-24

Traffic Lane Flows

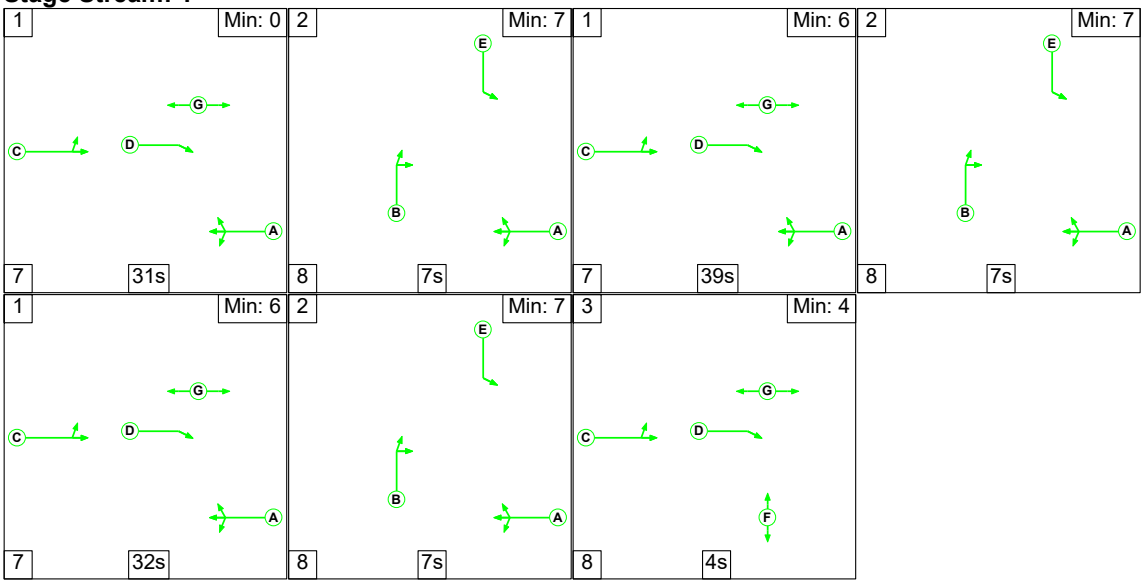
Lane	Scenario 1: 2028 Future Base AM Peak	Scenario 2: 2028 Future Base PM Peak	Scenario 3: 2028 Future Base + Proposed Development AM Peak	Scenario 4: 2028 Future Base + Proposed Development PM Peak	Scenario 5: 2030 Future Base AM Peak	Scenario 6: 2030 Future Base PM Peak
Junction: Flying Horse Roundabout						
1/1	197	168	159	159	199	168
1/2	861	810	883	819	854	815
1/3	824	772	844	781	817	777
2/1	1132	1185	1117	1205	1126	1202
2/2	969	918	933	934	960	937
3/1	100	27	150	30	132	34
4/1	1132	1185	1117	1205	1126	1202
4/2	1069	945	1083	964	1092	971
5/1	176	279	197	283	178	277
6/1	373	447	356	442	377	445
7/1	861	810	883	819	854	815
7/2	824	772	844	781	817	777
8/1	0	0	0	0	0	0
8/2	0	0	0	0	0	0
9/1	861	810	883	819	854	815
9/2	824	772	844	781	817	777
10/1	1144	1197	1129	1217	1138	1214
10/2	1145	1197	1130	1217	1138	1214
11/1	12	12	12	12	12	12

Lane	Scenario 7: 2030 Future Base + Proposed Development AM Peak	Scenario 8: 2030 Future Base + Proposed Development PM Peak	Scenario 9: 2036 Future Base AM Peak	Scenario 10: 2036 Future Base PM Peak	Scenario 11: 2036 Future Base + Proposed Development AM Peak	Scenario 12: 2036 Future Base + Proposed Development PM Peak
Junction: Flying Horse Roundabout						
1/1	162	150	153	150	111	120
1/2	881	814	855	806	896	822
1/3	843	775	818	769	857	784
2/1	1123	1214	1134	1215	1127	1234
2/2	934	942	951	951	927	951
3/1	162	47	180	55	195	51
4/1	1123	1214	1134	1215	1127	1234
4/2	1096	989	1131	1006	1122	1002
5/1	201	284	194	275	213	296
6/1	363	434	347	425	324	416
7/1	881	814	855	806	896	822
7/2	843	775	818	769	857	784
8/1	0	0	0	0	0	0
8/2	0	0	0	0	0	0
9/1	881	814	855	806	896	822
9/2	843	775	818	769	857	784
10/1	1135	1226	1146	1227	1139	1246
10/2	1135	1226	1145	1226	1140	1247
11/1	12	12	12	12	12	12

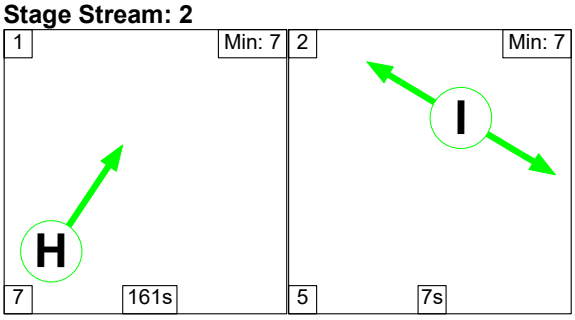
Scenario 1: '2028 Future Base AM Peak' (FG1: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

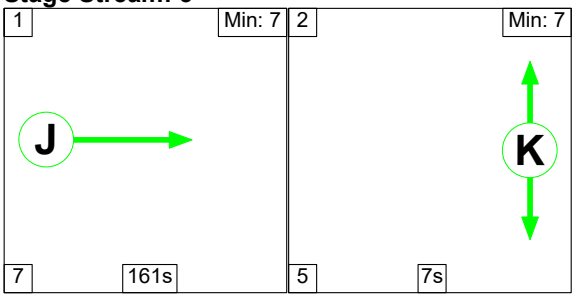
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	31	7	39	7	32	7	4
Change Point	0	38	53	99	114	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	37	25

Stage Stream: 3

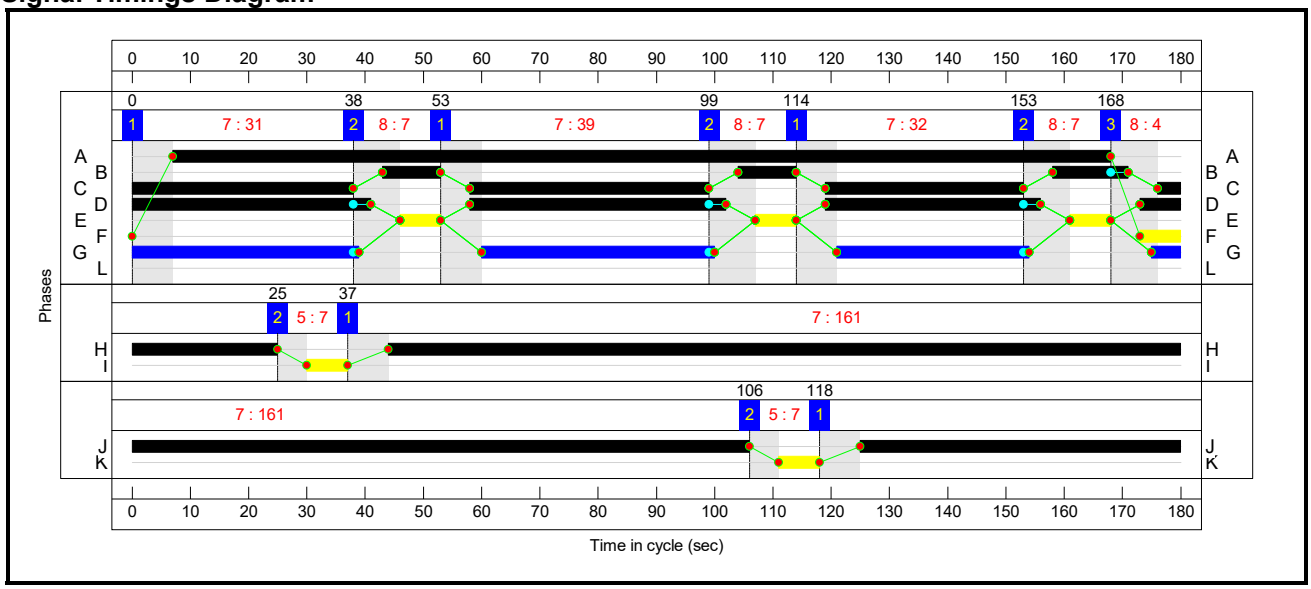
Stage	1	2
Duration	161	7
Change Point	118	106

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	43	53	10	104	114
C	A511 Shaw Lane Left Ahead	Traffic	1	41	58	99	34	119	153
D	Ahead	Traffic	1	44	58	102	37	119	156
E	Copt Oak Road Ahead	Traffic	1	7	46	53	7	107	114
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	40	60	100	33	121	154
H		Traffic	2	161	44	25			
I	Pedestrians across	Pedestrian	2	7	30	37			
J		Traffic	3	161	125	106			
K	Pedestrians across	Pedestrian	3	7	111	118			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	42	176	38
D	Ahead	Traffic	1	48	173	41
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	44	175	39
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

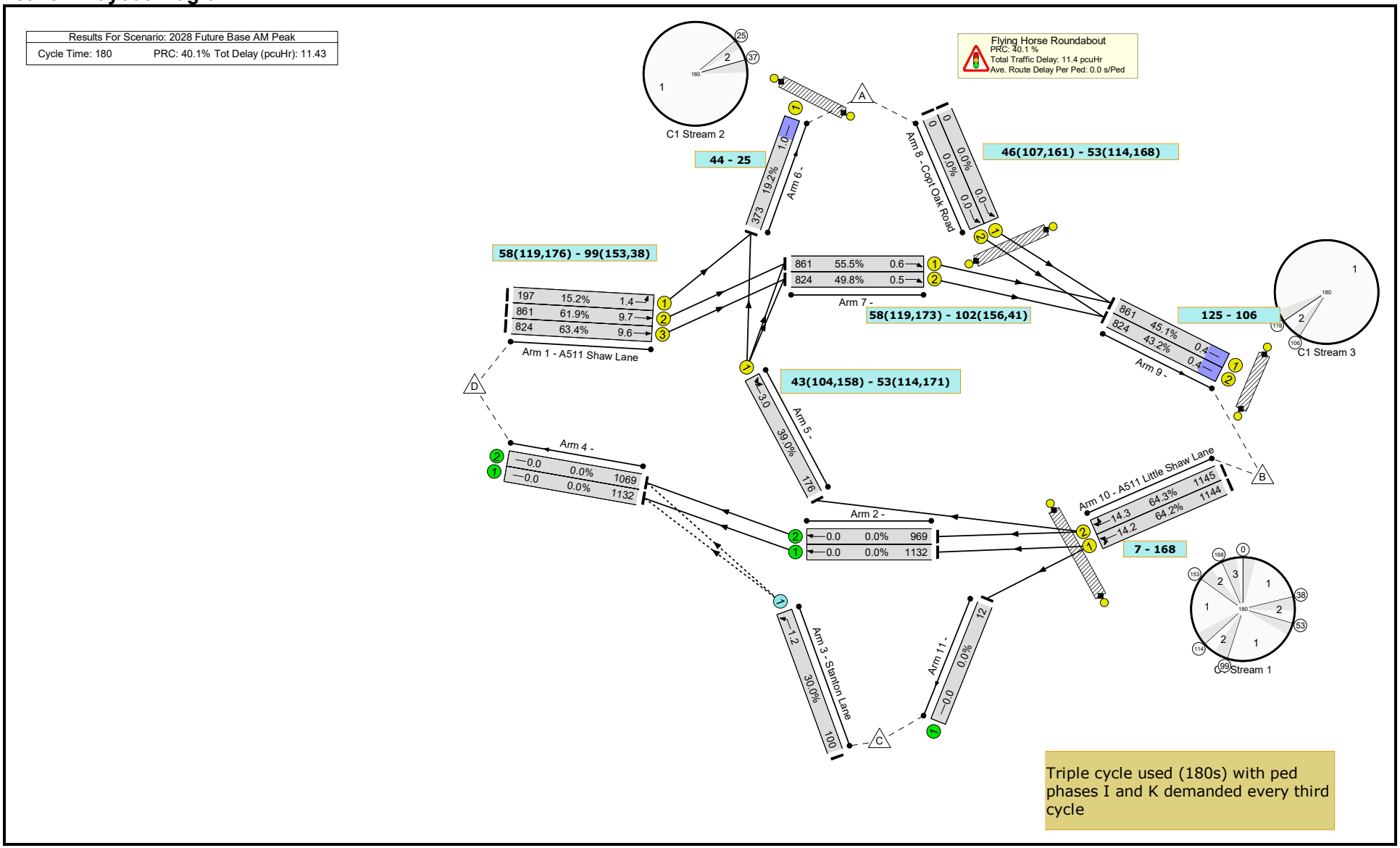
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	58	99
				119	153
				176	38
1/2	A511 Shaw Lane Ahead	U	C	58	99
				119	153
				176	38
1/3	A511 Shaw Lane Ahead	U	C	58	99
				119	153
				176	38
5/1	Right Right2	U	B	43	53
				104	114
				158	171
6/1	Ahead	U	H	44	25
7/1		U	D	58	102
				119	156
				173	41
7/2	Ahead	U	D	58	102
				119	156
				173	41
8/1	Copt Oak Road Ahead	U	E	46	53
				107	114
				161	168
8/2	Copt Oak Road Ahead	U	E	46	53
				107	114
				161	168
9/1		U	J	125	106
9/2		U	J	125	106
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.3%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.3%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	197	1948	1299	15.2%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	861	2088	1392	61.9%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	824	1948	1299	63.4%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1132	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	969	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	100	Inf	333	30.0%
4/1		U	N/A	N/A	-		-	-	-	-	1132	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1069	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	176	2255	451	39.0%
6/1		U	2	N/A	H		1	161	-	-	373	2155	1940	19.2%
7/1	Ahead	U	1	N/A	D		3	129	-	-	861	2115	1551	55.5%
7/2	Ahead	U	1	N/A	D		3	129	-	-	824	2255	1654	49.8%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	861	2120	1908	45.1%
9/2		U	3	N/A	J		1	161	-	-	824	2120	1908	43.2%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1144	1980	1782	64.2%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1145	1980	1782	64.3%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**100**	**0**	**0**	**5.3**	**6.1**	**0.0**	**11.4**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**100**	**0**	**0**	**5.3**	**6.1**	**0.0**	**11.4**	**-**	**-**	**-**	**-**	
1/1	197	197	-	-	-	0.2	0.1	-	0.3	5.4	1.3	0.1	1.4	
1/2	861	861	-	-	-	1.4	0.8	-	2.2	9.1	8.8	0.8	9.7	
1/3	824	824	-	-	-	1.3	0.9	-	2.2	9.6	8.7	0.9	9.6	
2/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	100	100	100	0	0	0.1	0.2	-	0.3	10.3	1.0	0.2	1.2	
4/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	176	176	-	-	-	0.9	0.3	-	1.2	25.5	2.7	0.3	3.0	
6/1	373	373	-	-	-	0.1	0.1	-	0.2	1.7	0.9	0.1	1.0	
7/1	861	861	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
7/2	824	824	-	-	-	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	861	861	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
9/2	824	824	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/1	1144	1144	-	-	-	0.7	0.9	-	1.6	4.9	13.3	0.9	14.2	
10/2	1145	1145	-	-	-	0.7	0.9	-	1.6	5.0	13.4	0.9	14.3	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

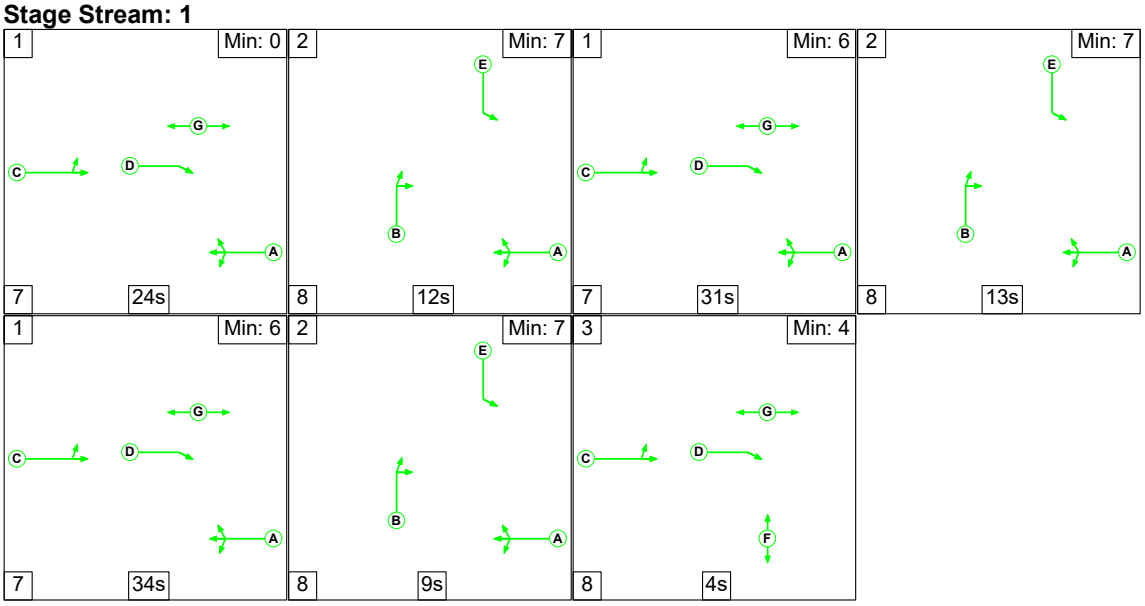
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	40.1	Total Delay for Signalled Lanes (pcuHr):	10.17	Cycle Time (s):	180	
C1	Stream: 2	PRC for Signalled Lanes (%):	368.0	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	180	
C1	Stream: 3	PRC for Signalled Lanes (%):	99.4	Total Delay for Signalled Lanes (pcuHr):	0.79	Cycle Time (s):	180	
		PRC Over All Lanes (%):	40.1	Total Delay Over All Lanes(pcuHr):	11.43			

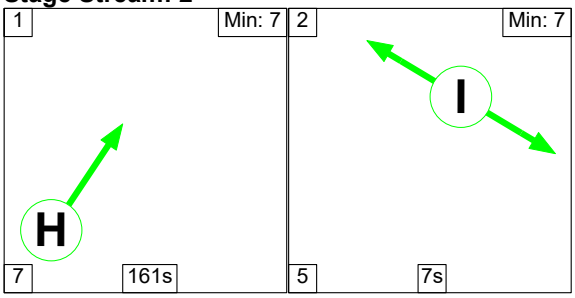
Scenario 2: '2028 Future Base PM Peak' (FG2: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

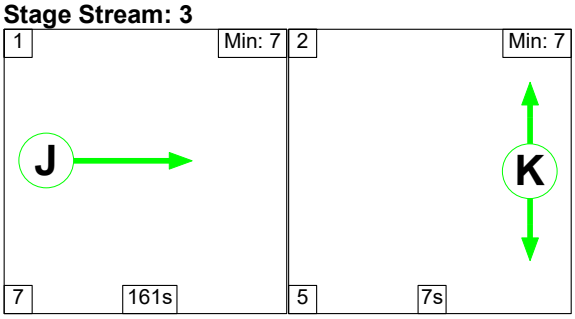
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	24	12	31	13	34	9	4
Change Point	0	31	51	89	110	151	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	26	14

Stage Stream: 3

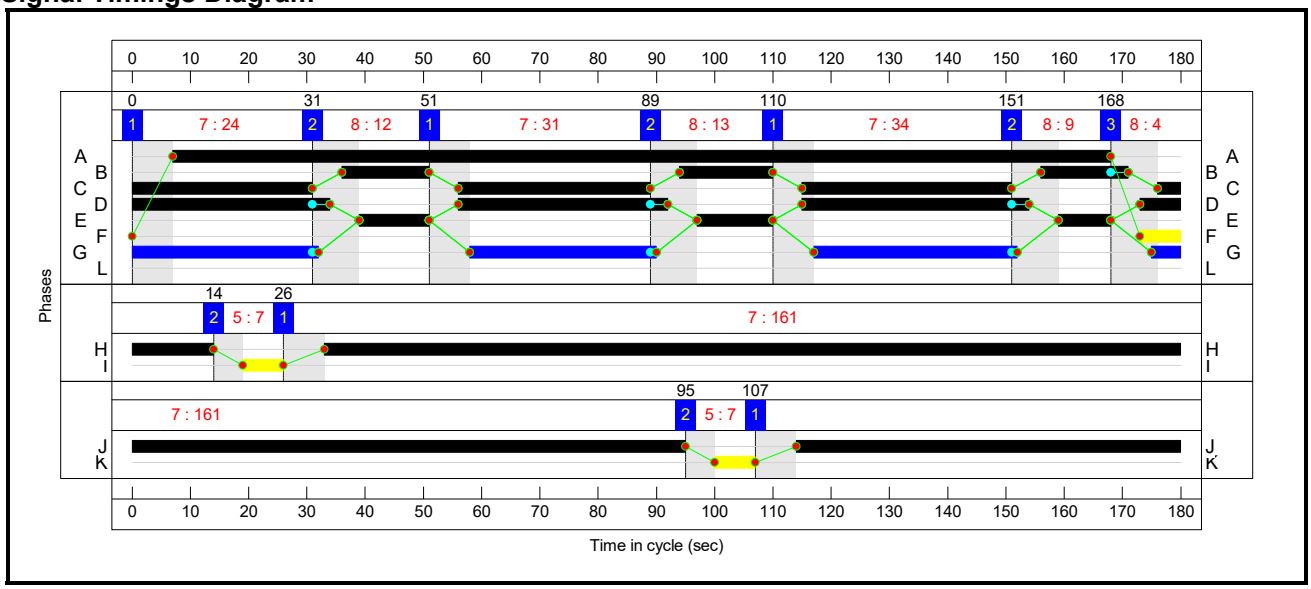
Stage	1	2
Duration	161	7
Change Point	107	95

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	15	36	51	16	94	110
C	A511 Shaw Lane Left Ahead	Traffic	1	33	56	89	36	115	151
D	Ahead	Traffic	1	36	56	92	39	115	154
E	Copt Oak Road Ahead	Traffic	1	12	39	51	13	97	110
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	32	58	90	35	117	152
H		Traffic	2	161	33	14			
I	Pedestrians across	Pedestrian	2	7	19	26			
J		Traffic	3	161	114	95			
K	Pedestrians across	Pedestrian	3	7	100	107			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	15	156	171
C	A511 Shaw Lane Left Ahead	Traffic	1	35	176	31
D	Ahead	Traffic	1	41	173	34
E	Copt Oak Road Ahead	Traffic	1	9	159	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	37	175	32
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

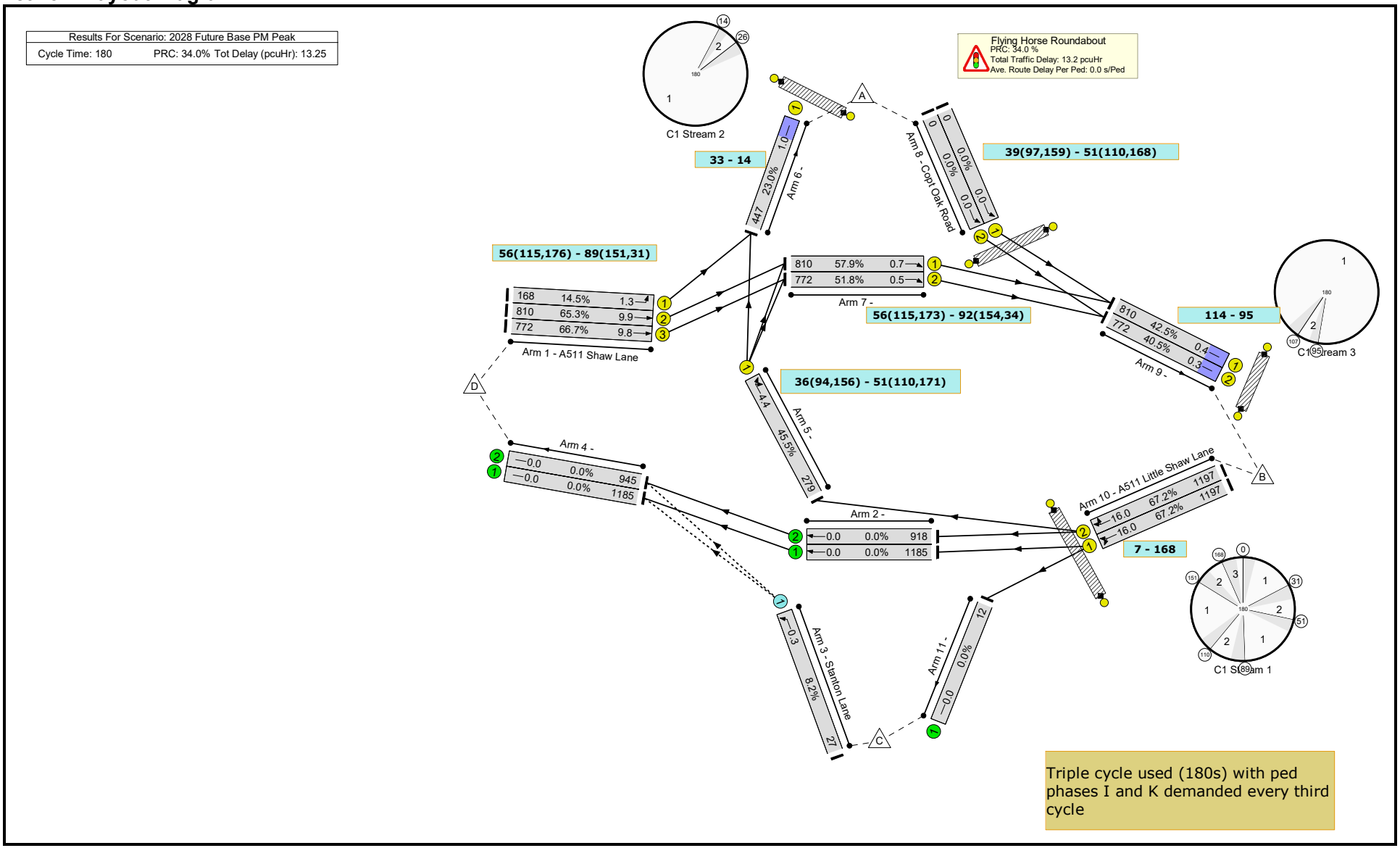
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	89
				115	151
				176	31
1/2	A511 Shaw Lane Ahead	U	C	56	89
				115	151
				176	31
1/3	A511 Shaw Lane Ahead	U	C	56	89
				115	151
				176	31
5/1	Right Right2	U	B	36	51
				94	110
				156	171
6/1	Ahead	U	H	33	14
7/1		U	D	56	92
				115	154
				173	34
7/2	Ahead	U	D	56	92
				115	154
				173	34
8/1	Copt Oak Road Ahead	U	E	39	51
				97	110
				159	168
8/2	Copt Oak Road Ahead	U	E	39	51
				97	110
				159	168
9/1		U	J	114	95
9/2		U	J	114	95
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**67.2%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**67.2%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	104	-	-	168	1948	1158	14.5%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	104	-	-	810	2088	1241	65.3%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	104	-	-	772	1948	1158	66.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1185	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	918	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	27	Inf	328	8.2%
4/1		U	N/A	N/A	-		-	-	-	-	1185	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	46	-	-	279	2255	614	45.5%
6/1		U	2	N/A	H		1	161	-	-	447	2155	1940	23.0%
7/1	Ahead	U	1	N/A	D		3	116	-	-	810	2115	1398	57.9%
7/2	Ahead	U	1	N/A	D		3	116	-	-	772	2255	1491	51.8%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	34	-	-	0	1965	404	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	34	-	-	0	2105	433	0.0%
9/1		U	3	N/A	J		1	161	-	-	810	2120	1908	42.5%
9/2		U	3	N/A	J		1	161	-	-	772	2120	1908	40.5%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1197	1980	1782	67.2%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1197	1980	1782	67.2%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	104	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**27**	**0**	**0**	**6.7**	**6.6**	**0.0**	**13.2**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**27**	**0**	**0**	**6.7**	**6.6**	**0.0**	**13.2**	**-**	**-**	**-**	**-**	
1/1	168	168	-	-	-	0.3	0.1	-	0.3	7.2	1.3	0.1	1.3	
1/2	810	810	-	-	-	1.8	0.9	-	2.8	12.2	9.0	0.9	9.9	
1/3	772	772	-	-	-	1.8	1.0	-	2.7	12.8	8.8	1.0	9.8	
2/1	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	27	27	27	0	0	0.0	0.0	-	0.1	8.3	0.2	0.0	0.3	
4/1	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	279	279	-	-	-	1.2	0.4	-	1.7	21.4	4.0	0.4	4.4	
6/1	447	447	-	-	-	0.1	0.1	-	0.2	1.7	0.9	0.1	1.0	
7/1	810	810	-	-	-	0.0	0.7	-	0.7	3.1	0.0	0.7	0.7	
7/2	772	772	-	-	-	0.0	0.5	-	0.5	2.5	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	810	810	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
9/2	772	772	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1197	1197	-	-	-	0.8	1.0	-	1.8	5.3	15.0	1.0	16.0	
10/2	1197	1197	-	-	-	0.8	1.0	-	1.8	5.3	15.0	1.0	16.0	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

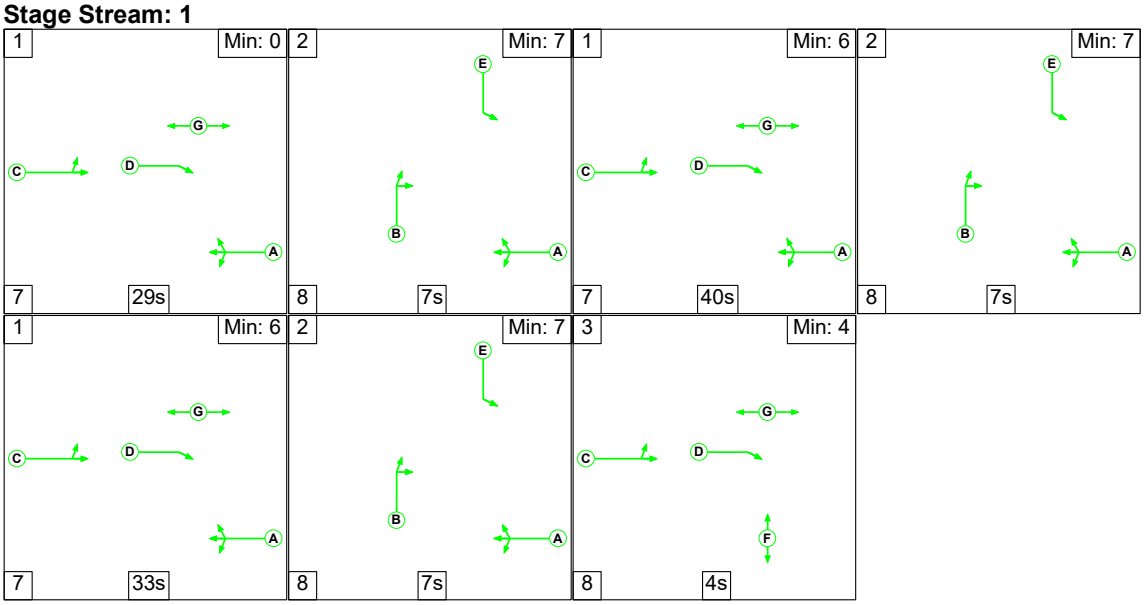
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	34.0	Total Delay for Signalled Lanes (pcuHr):	12.27	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	290.5	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	112.0	Total Delay for Signalled Lanes (pcuHr):	0.71	Cycle Time (s):	180
		PRC Over All Lanes (%):	34.0	Total Delay Over All Lanes(pcuHr):	13.25		

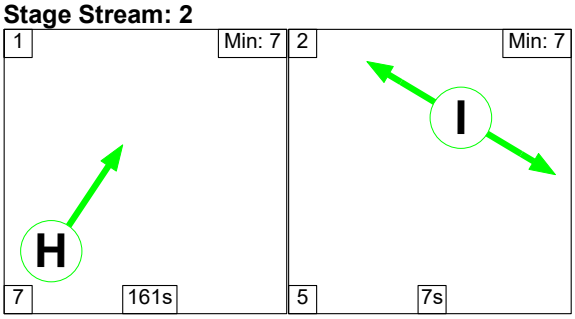
Scenario 3: '2028 Future Base + Proposed Development AM Peak' (FG3: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

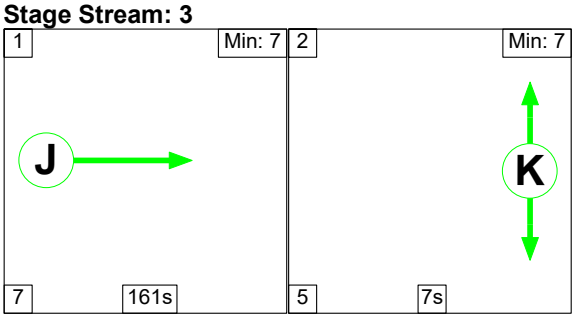
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	29	7	40	7	33	7	4
Change Point	0	36	51	98	113	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	153	141

Stage Stream: 3

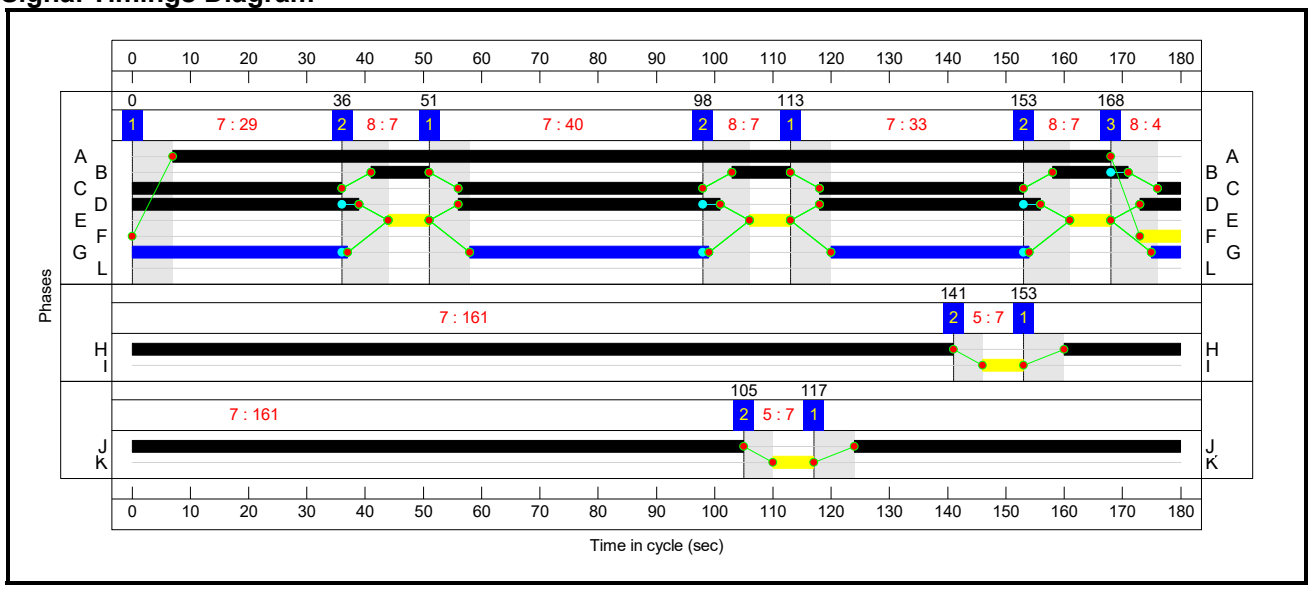
Stage	1	2
Duration	161	7
Change Point	117	105

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	41	51	10	103	113
C	A511 Shaw Lane Left Ahead	Traffic	1	42	56	98	35	118	153
D	Ahead	Traffic	1	45	56	101	38	118	156
E	Copt Oak Road Ahead	Traffic	1	7	44	51	7	106	113
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	41	58	99	34	120	154
H		Traffic	2	161	160	141			
I	Pedestrians across	Pedestrian	2	7	146	153			
J		Traffic	3	161	124	105			
K	Pedestrians across	Pedestrian	3	7	110	117			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	40	176	36
D	Ahead	Traffic	1	46	173	39
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	42	175	37
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

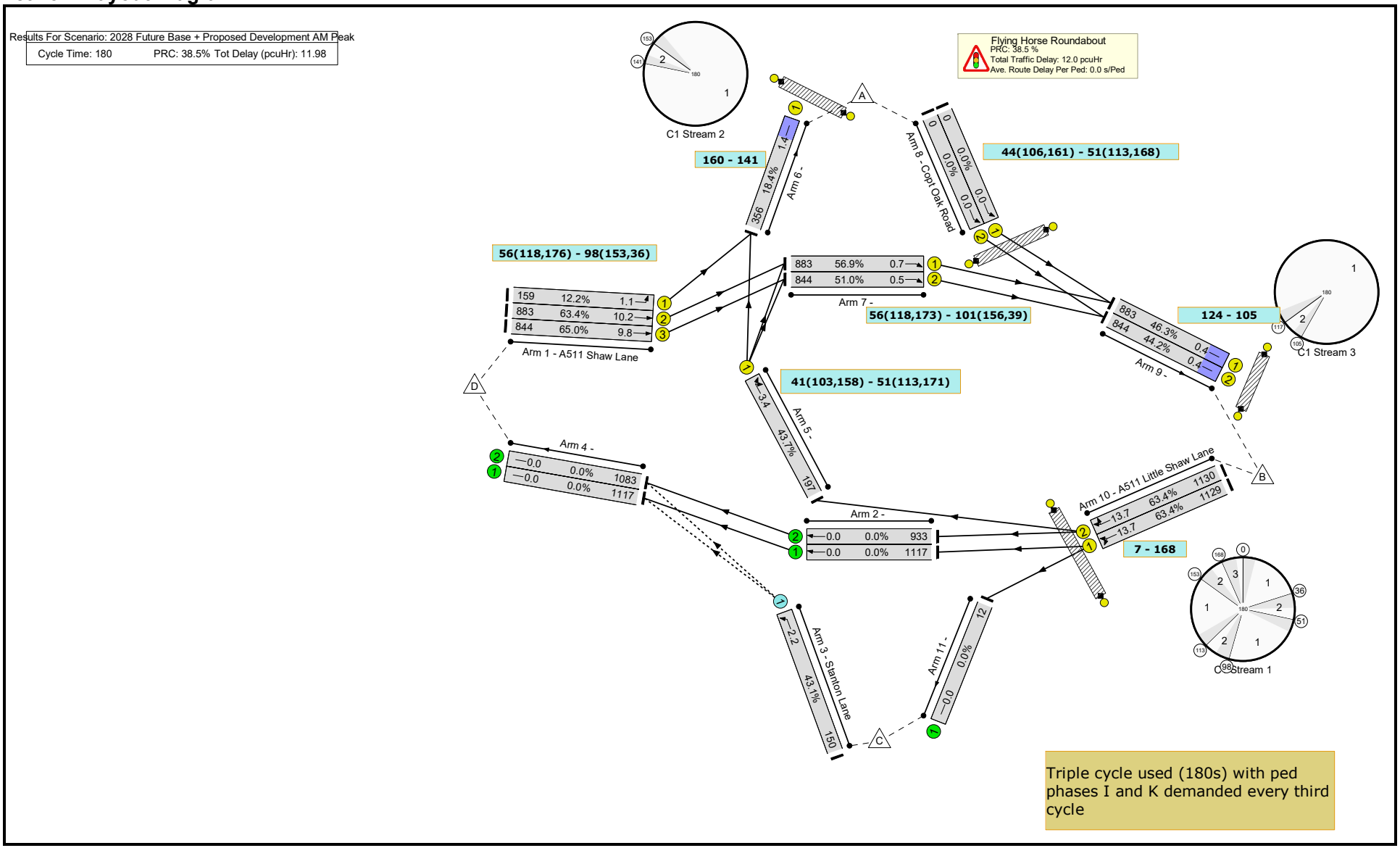
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	98
				118	153
				176	36
1/2	A511 Shaw Lane Ahead	U	C	56	98
				118	153
				176	36
1/3	A511 Shaw Lane Ahead	U	C	56	98
				118	153
				176	36
5/1	Right Right2	U	B	41	51
				103	113
				158	171
6/1	Ahead	U	H	160	141
7/1		U	D	56	101
				118	156
				173	39
7/2	Ahead	U	D	56	101
				118	156
				173	39
8/1	Copt Oak Road Ahead	U	E	44	51
				106	113
				161	168
8/2	Copt Oak Road Ahead	U	E	44	51
				106	113
				161	168
9/1		U	J	124	105
9/2		U	J	124	105
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**65.0%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**65.0%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	159	1948	1299	12.2%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	883	2088	1392	63.4%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	844	1948	1299	65.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1117	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	150	Inf	348	43.1%
4/1		U	N/A	N/A	-		-	-	-	-	1117	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1083	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	197	2255	451	43.7%
6/1		U	2	N/A	H		1	161	-	-	356	2155	1940	18.4%
7/1	Ahead	U	1	N/A	D		3	129	-	-	883	2115	1551	56.9%
7/2	Ahead	U	1	N/A	D		3	129	-	-	844	2255	1654	51.0%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	883	2120	1908	46.3%
9/2		U	3	N/A	J		1	161	-	-	844	2120	1908	44.2%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1129	1980	1782	63.4%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1130	1980	1782	63.4%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**150**	**0**	**0**	**5.5**	**6.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**150**	**0**	**0**	**5.5**	**6.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**	
1/1	159	159	-	-	-	0.2	0.1	-	0.2	5.2	1.0	0.1	1.1	
1/2	883	883	-	-	-	1.4	0.9	-	2.3	9.3	9.3	0.9	10.2	
1/3	844	844	-	-	-	1.4	0.9	-	2.3	9.9	8.9	0.9	9.8	
2/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	150	150	150	0	0	0.1	0.4	-	0.5	12.1	1.8	0.4	2.2	
4/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	197	197	-	-	-	1.1	0.4	-	1.4	26.3	3.0	0.4	3.4	
6/1	356	356	-	-	-	0.0	0.1	-	0.2	1.6	1.3	0.1	1.4	
7/1	883	883	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7	
7/2	844	844	-	-	-	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	883	883	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4	
9/2	844	844	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/1	1129	1129	-	-	-	0.7	0.9	-	1.5	4.8	12.9	0.9	13.7	
10/2	1130	1130	-	-	-	0.7	0.9	-	1.5	4.9	12.9	0.9	13.7	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

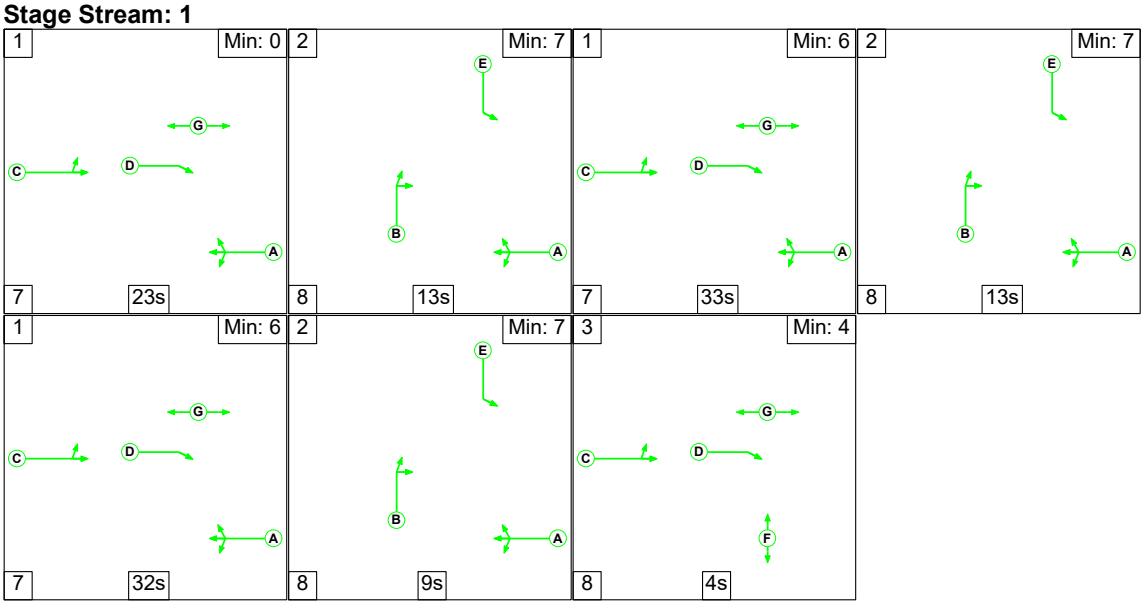
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	38.5	Total Delay for Signalled Lanes (pcuHr):	10.49	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	390.3	Total Delay for Signalled Lanes (pcuHr):	0.16	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	94.5	Total Delay for Signalled Lanes (pcuHr):	0.83	Cycle Time (s):	180
		PRC Over All Lanes (%):	38.5	Total Delay Over All Lanes(pcuHr):	11.98		

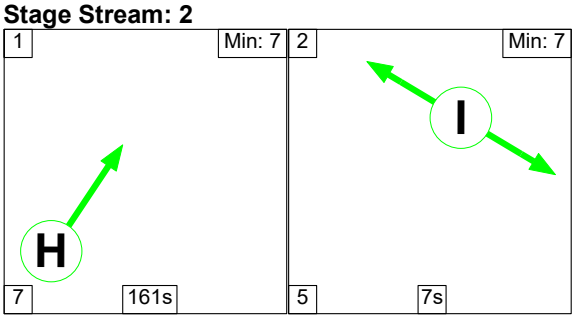
Scenario 4: '2028 Future Base + Proposed Development PM Peak' (FG4: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

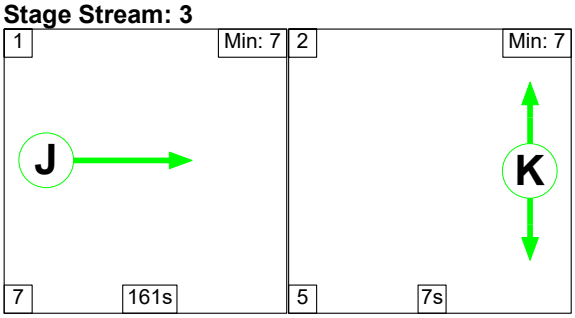
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	23	13	33	13	32	9	4
Change Point	0	30	51	91	112	151	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	30	18

Stage Stream: 3

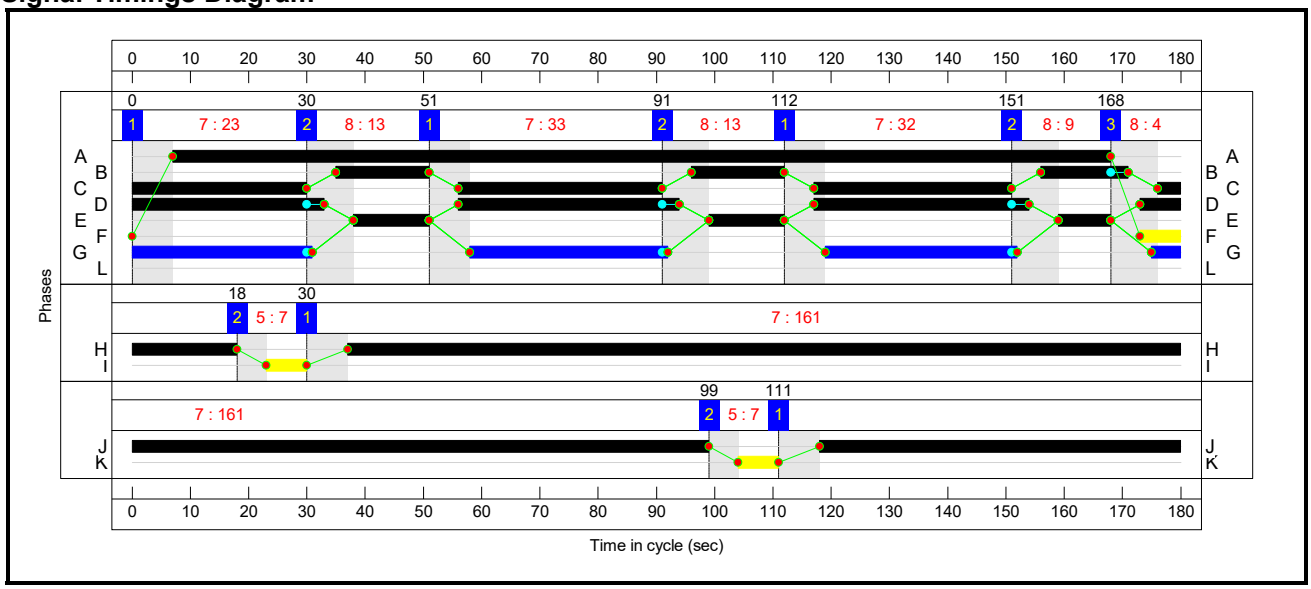
Stage	1	2
Duration	161	7
Change Point	111	99

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	16	35	51	16	96	112
C	A511 Shaw Lane Left Ahead	Traffic	1	35	56	91	34	117	151
D	Ahead	Traffic	1	38	56	94	37	117	154
E	Copt Oak Road Ahead	Traffic	1	13	38	51	13	99	112
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	34	58	92	33	119	152
H		Traffic	2	161	37	18			
I	Pedestrians across	Pedestrian	2	7	23	30			
J		Traffic	3	161	118	99			
K	Pedestrians across	Pedestrian	3	7	104	111			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	15	156	171
C	A511 Shaw Lane Left Ahead	Traffic	1	34	176	30
D	Ahead	Traffic	1	40	173	33
E	Copt Oak Road Ahead	Traffic	1	9	159	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	36	175	31
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

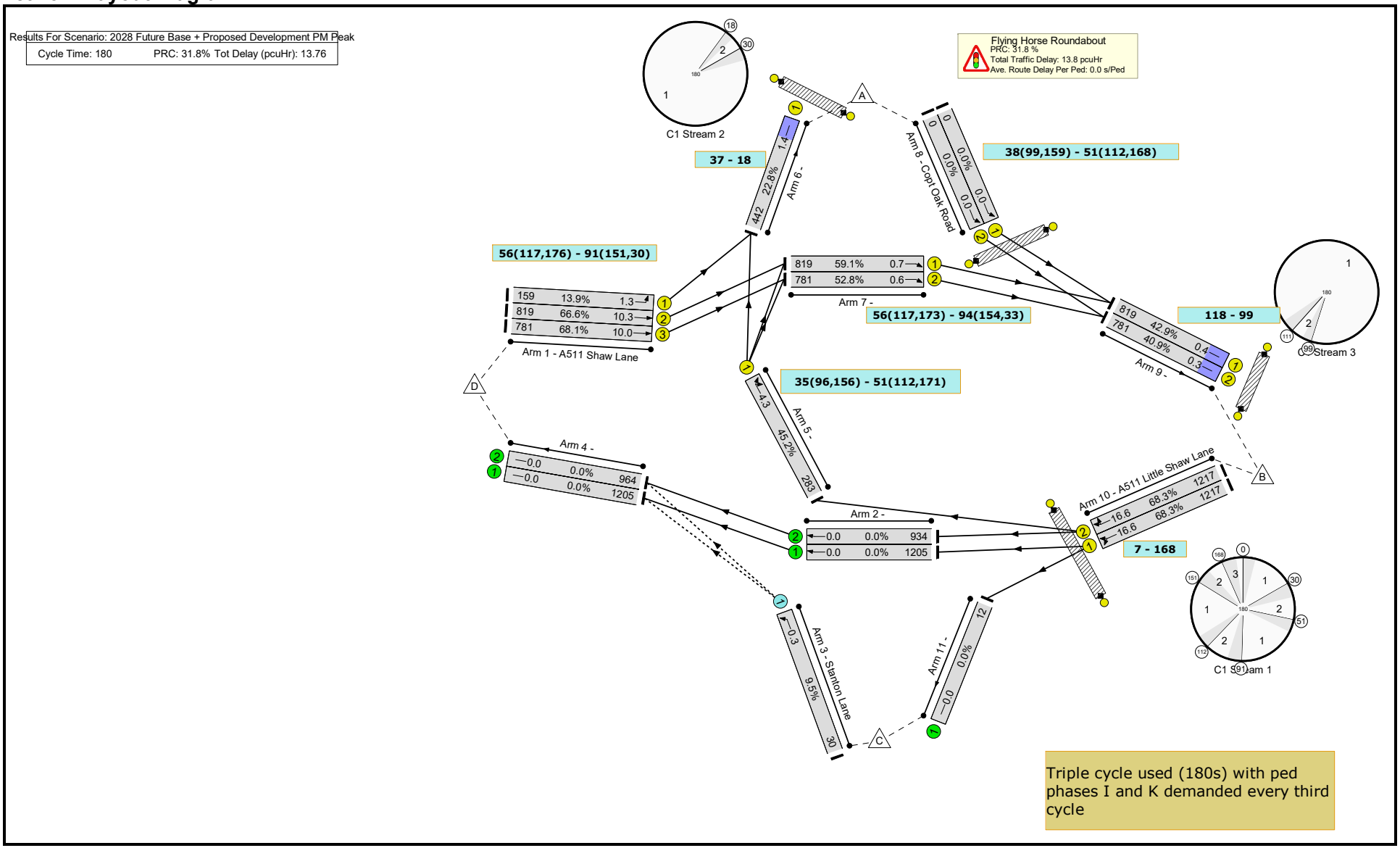
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	91
				117	151
				176	30
1/2	A511 Shaw Lane Ahead	U	C	56	91
				117	151
				176	30
1/3	A511 Shaw Lane Ahead	U	C	56	91
				117	151
				176	30
5/1	Right Right2	U	B	35	51
				96	112
				156	171
6/1	Ahead	U	H	37	18
7/1		U	D	56	94
				117	154
				173	33
7/2	Ahead	U	D	56	94
				117	154
				173	33
8/1	Copt Oak Road Ahead	U	E	38	51
				99	112
				159	168
8/2	Copt Oak Road Ahead	U	E	38	51
				99	112
				159	168
9/1		U	J	118	99
9/2		U	J	118	99
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.3%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.3%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	103	-	-	159	1948	1147	13.9%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	819	2088	1230	66.6%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	781	1948	1147	68.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1205	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	30	Inf	317	9.5%
4/1		U	N/A	N/A	-		-	-	-	-	1205	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	47	-	-	283	2255	626	45.2%
6/1		U	2	N/A	H		1	161	-	-	442	2155	1940	22.8%
7/1	Ahead	U	1	N/A	D		3	115	-	-	819	2115	1387	59.1%
7/2	Ahead	U	1	N/A	D		3	115	-	-	781	2255	1478	52.8%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	1965	415	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	2105	444	0.0%
9/1		U	3	N/A	J		1	161	-	-	819	2120	1908	42.9%
9/2		U	3	N/A	J		1	161	-	-	781	2120	1908	40.9%

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1217	1980	1782	68.3%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1217	1980	1782	68.3%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	103	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**30**	**0**	**0**	**6.9**	**6.9**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**30**	**0**	**0**	**6.9**	**6.9**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	
1/1	159	159	-	-	-	0.2	0.1	-	0.3	7.4	1.2	0.1	1.3	
1/2	819	819	-	-	-	1.9	1.0	-	2.9	12.7	9.3	1.0	10.3	
1/3	781	781	-	-	-	1.8	1.1	-	2.9	13.4	8.9	1.1	10.0	
2/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	30	30	30	0	0	0.0	0.1	-	0.1	8.9	0.3	0.1	0.3	
4/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	283	283	-	-	-	1.2	0.4	-	1.6	21.0	3.9	0.4	4.3	
6/1	442	442	-	-	-	0.1	0.1	-	0.2	1.6	1.3	0.1	1.4	
7/1	819	819	-	-	-	0.0	0.7	-	0.7	3.2	0.0	0.7	0.7	
7/2	781	781	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	819	819	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
9/2	781	781	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1217	1217	-	-	-	0.8	1.1	-	1.9	5.5	15.6	1.1	16.6	
10/2	1217	1217	-	-	-	0.8	1.1	-	1.9	5.5	15.6	1.1	16.6	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

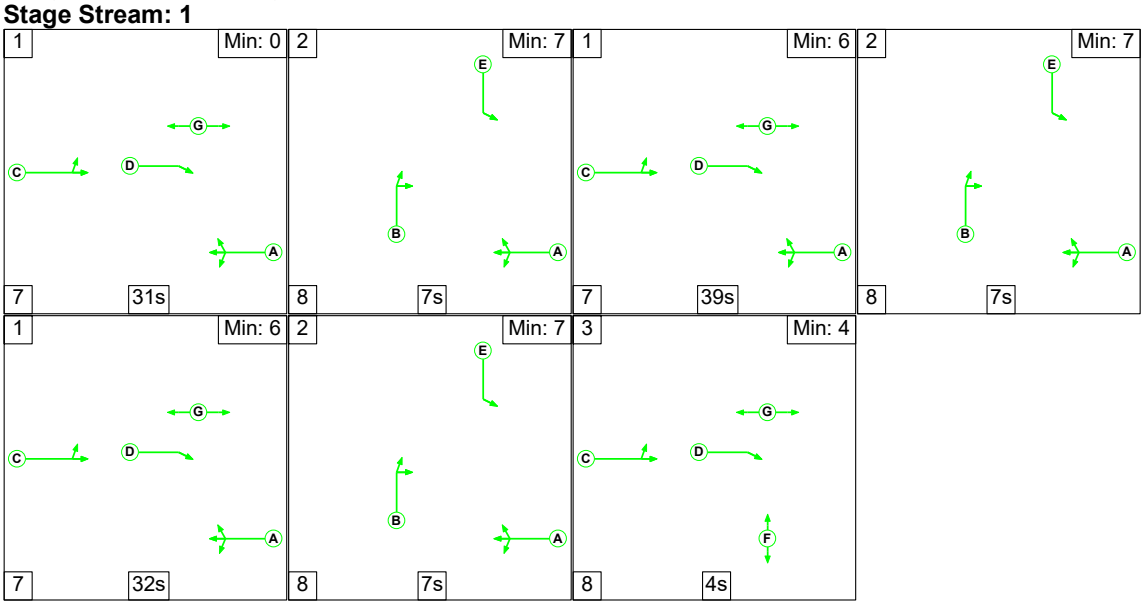
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	12.77	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	294.9	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	109.7	Total Delay for Signalled Lanes (pcuHr):	0.72	Cycle Time (s):	180
		PRC Over All Lanes (%):	31.8	Total Delay Over All Lanes(pcuHr):	13.76		

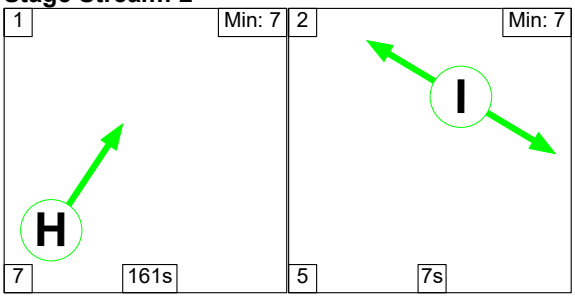
Scenario 5: '2030 Future Base AM Peak' (FG5: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

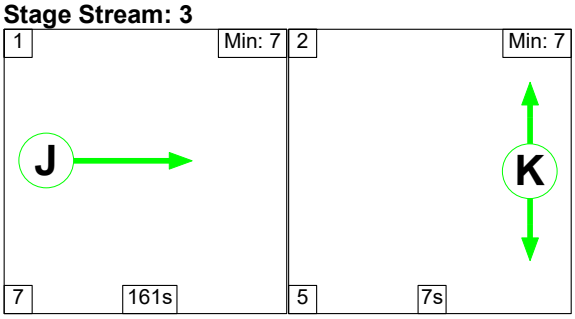
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	31	7	39	7	32	7	4
Change Point	0	38	53	99	114	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	37	25

Stage Stream: 3

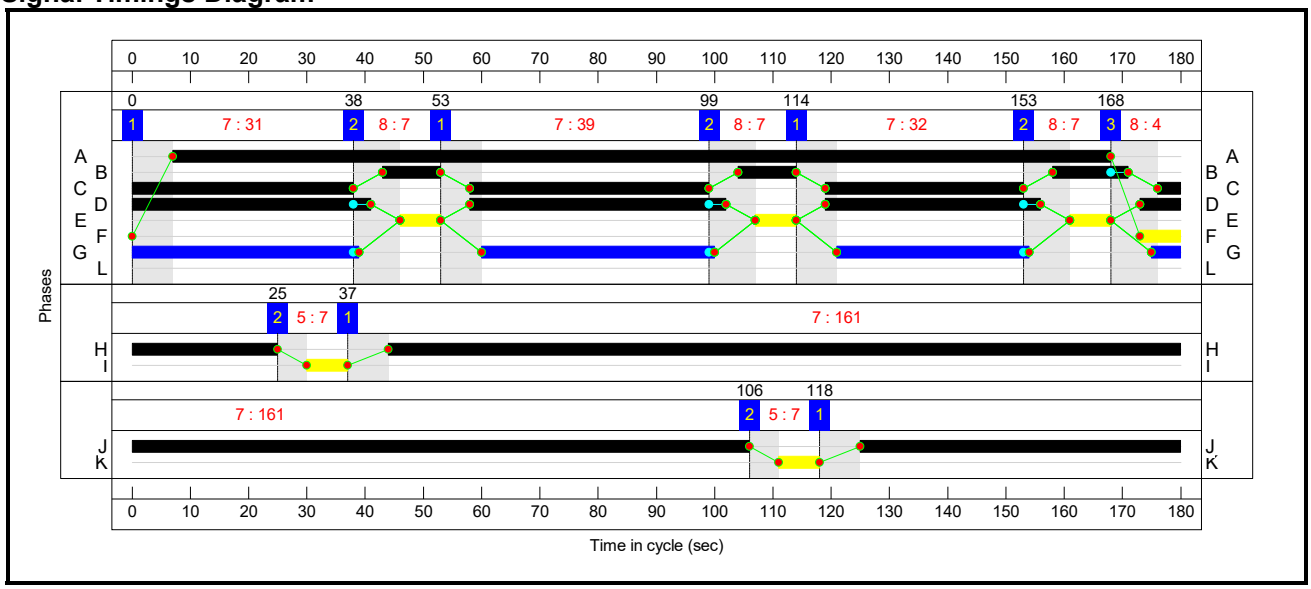
Stage	1	2
Duration	161	7
Change Point	118	106

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	43	53	10	104	114
C	A511 Shaw Lane Left Ahead	Traffic	1	41	58	99	34	119	153
D	Ahead	Traffic	1	44	58	102	37	119	156
E	Copt Oak Road Ahead	Traffic	1	7	46	53	7	107	114
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	40	60	100	33	121	154
H		Traffic	2	161	44	25			
I	Pedestrians across	Pedestrian	2	7	30	37			
J		Traffic	3	161	125	106			
K	Pedestrians across	Pedestrian	3	7	111	118			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	42	176	38
D	Ahead	Traffic	1	48	173	41
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	44	175	39
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

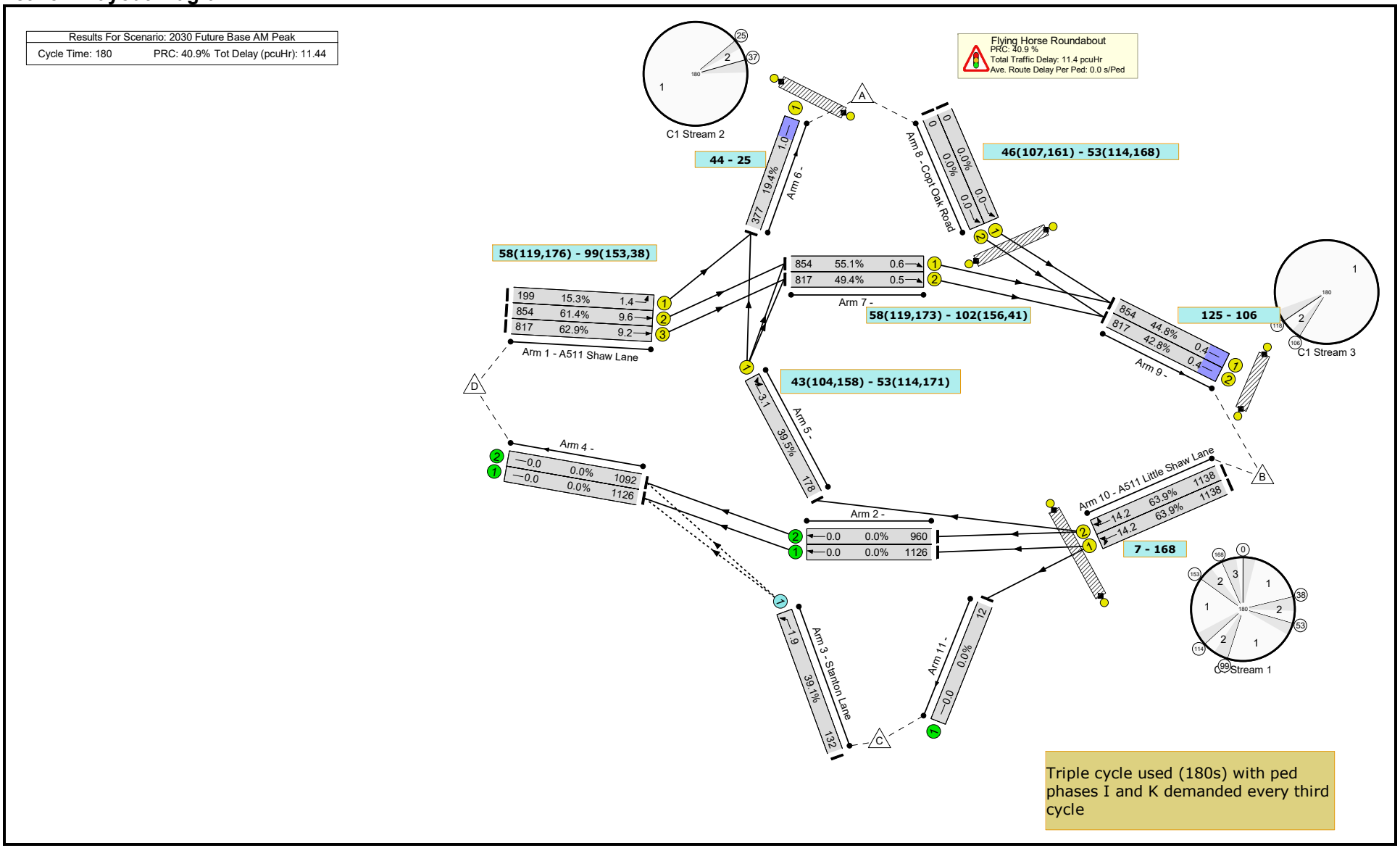
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	58	99
				119	153
				176	38
1/2	A511 Shaw Lane Ahead	U	C	58	99
				119	153
				176	38
1/3	A511 Shaw Lane Ahead	U	C	58	99
				119	153
				176	38
5/1	Right Right2	U	B	43	53
				104	114
				158	171
6/1	Ahead	U	H	44	25
7/1		U	D	58	102
				119	156
				173	41
7/2	Ahead	U	D	58	102
				119	156
				173	41
8/1	Copt Oak Road Ahead	U	E	46	53
				107	114
				161	168
8/2	Copt Oak Road Ahead	U	E	46	53
				107	114
				161	168
9/1		U	J	125	106
9/2		U	J	125	106
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**63.9%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**63.9%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	199	1948	1299	15.3%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	854	2088	1392	61.4%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	817	1948	1299	62.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1126	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	960	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	132	Inf	338	39.1%
4/1		U	N/A	N/A	-		-	-	-	-	1126	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1092	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	178	2255	451	39.5%
6/1		U	2	N/A	H		1	161	-	-	377	2155	1940	19.4%
7/1	Ahead	U	1	N/A	D		3	129	-	-	854	2115	1551	55.1%
7/2	Ahead	U	1	N/A	D		3	129	-	-	817	2255	1654	49.4%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	854	2120	1908	44.8%
9/2		U	3	N/A	J		1	161	-	-	817	2120	1908	42.8%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1138	1980	1782	63.9%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1138	1980	1782	63.9%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**132**	**0**	**0**	**5.3**	**6.1**	**0.0**	**11.4**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**132**	**0**	**0**	**5.3**	**6.1**	**0.0**	**11.4**	**-**	**-**	**-**	**-**	
1/1	199	199	-	-	-	0.2	0.1	-	0.3	5.4	1.3	0.1	1.4	
1/2	854	854	-	-	-	1.3	0.8	-	2.1	9.0	8.8	0.8	9.6	
1/3	817	817	-	-	-	1.3	0.8	-	2.2	9.5	8.4	0.8	9.2	
2/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	132	132	132	0	0	0.1	0.3	-	0.4	11.6	1.5	0.3	1.9	
4/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	178	178	-	-	-	0.9	0.3	-	1.3	25.6	2.7	0.3	3.1	
6/1	377	377	-	-	-	0.1	0.1	-	0.2	1.7	0.9	0.1	1.0	
7/1	854	854	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
7/2	817	817	-	-	-	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	854	854	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
9/2	817	817	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/1	1138	1138	-	-	-	0.7	0.9	-	1.6	4.9	13.3	0.9	14.2	
10/2	1138	1138	-	-	-	0.7	0.9	-	1.6	4.9	13.3	0.9	14.2	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

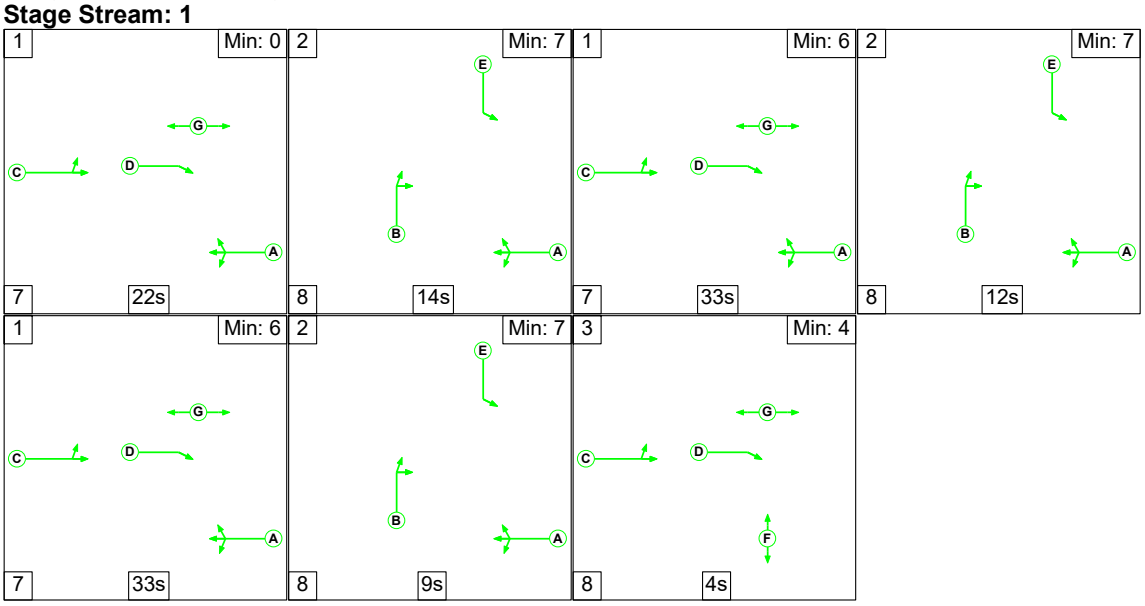
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	10.06	Cycle Time (s):	180	
C1	Stream: 2	PRC for Signalled Lanes (%):	363.0	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	180	
C1	Stream: 3	PRC for Signalled Lanes (%):	101.1	Total Delay for Signalled Lanes (pcuHr):	0.78	Cycle Time (s):	180	
		PRC Over All Lanes (%):	40.9	Total Delay Over All Lanes(pcuHr):	11.44			

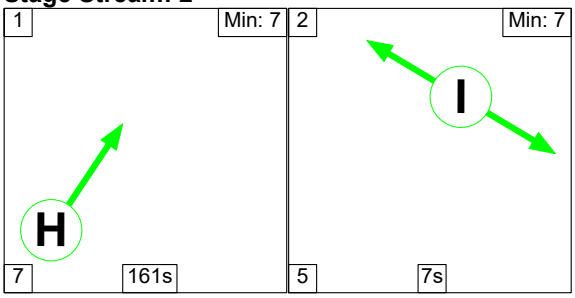
Scenario 6: '2030 Future Base PM Peak' (FG6: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

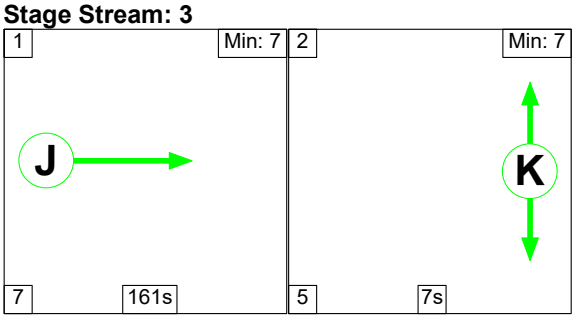
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	22	14	33	12	33	9	4
Change Point	0	29	51	91	111	151	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	28	16

Stage Stream: 3

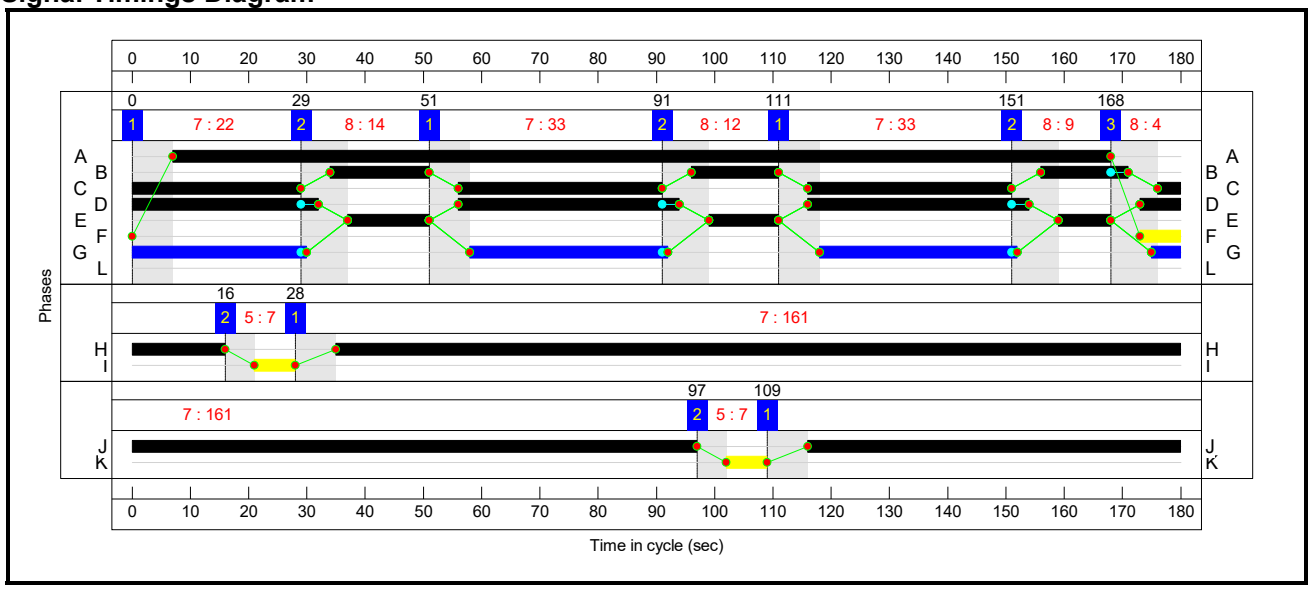
Stage	1	2
Duration	161	7
Change Point	109	97

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	17	34	51	15	96	111
C	A511 Shaw Lane Left Ahead	Traffic	1	35	56	91	35	116	151
D	Ahead	Traffic	1	38	56	94	38	116	154
E	Copt Oak Road Ahead	Traffic	1	14	37	51	12	99	111
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	34	58	92	34	118	152
H		Traffic	2	161	35	16			
I	Pedestrians across	Pedestrian	2	7	21	28			
J		Traffic	3	161	116	97			
K	Pedestrians across	Pedestrian	3	7	102	109			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	15	156	171
C	A511 Shaw Lane Left Ahead	Traffic	1	33	176	29
D	Ahead	Traffic	1	39	173	32
E	Copt Oak Road Ahead	Traffic	1	9	159	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	35	175	30
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

Signal Timings Diagram

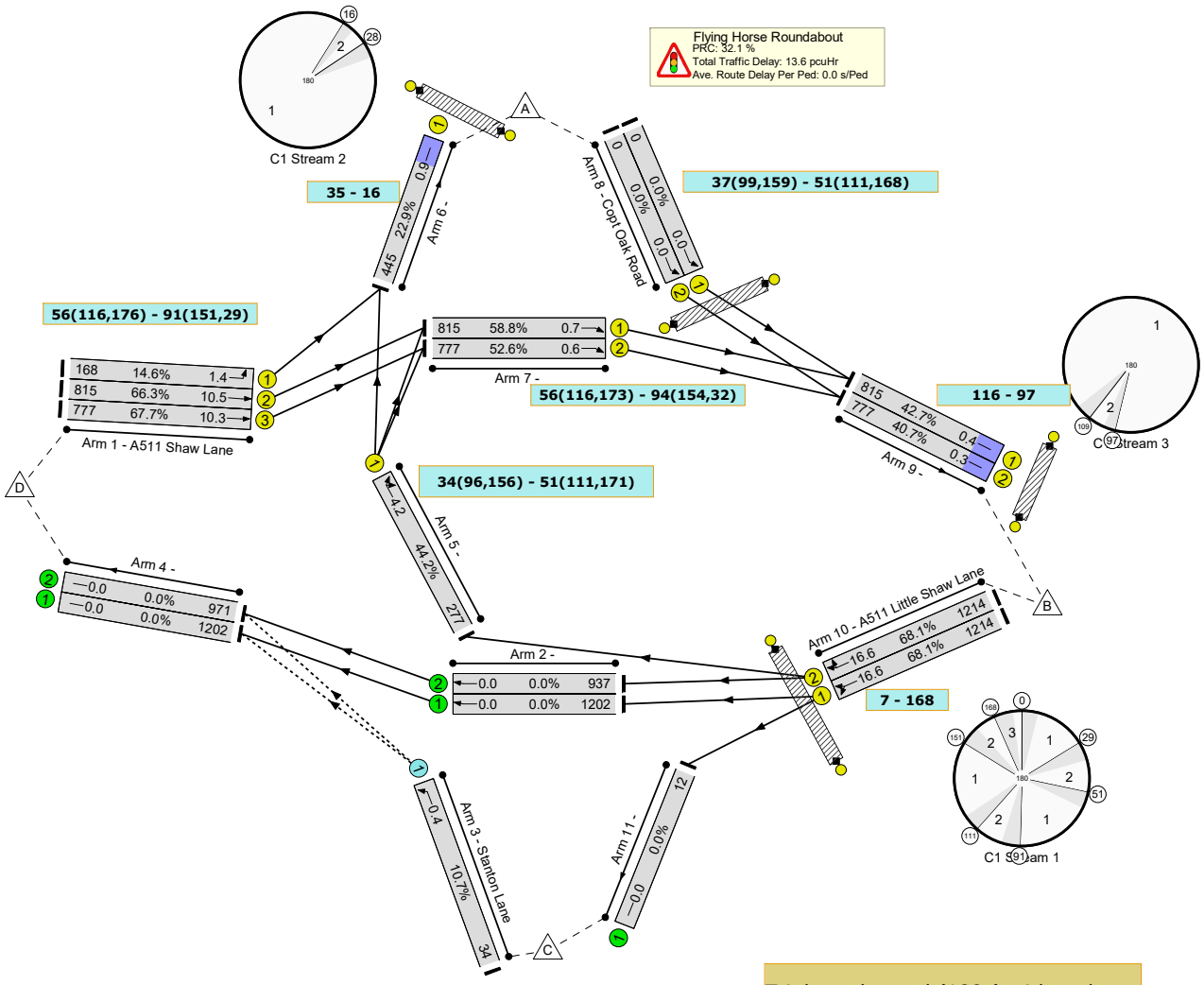


Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	91
				116	151
				176	29
1/2	A511 Shaw Lane Ahead	U	C	56	91
				116	151
				176	29
1/3	A511 Shaw Lane Ahead	U	C	56	91
				116	151
				176	29
5/1	Right Right2	U	B	34	51
				96	111
				156	171
6/1	Ahead	U	H	35	16
7/1		U	D	56	94
				116	154
				173	32
7/2	Ahead	U	D	56	94
				116	154
				173	32
8/1	Copt Oak Road Ahead	U	E	37	51
				99	111
				159	168
8/2	Copt Oak Road Ahead	U	E	37	51
				99	111
				159	168
9/1		U	J	116	97
9/2		U	J	116	97
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram

Results For Scenario: 2030 Future Base PM Peak	
Cycle Time: 180	PRC: 32.1% Tot Delay (pcuHr): 13.65



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.1%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.1%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	103	-	-	168	1948	1147	14.6%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	815	2088	1230	66.3%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	777	1948	1147	67.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1202	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	937	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	34	Inf	317	10.7%
4/1		U	N/A	N/A	-		-	-	-	-	1202	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	47	-	-	277	2255	626	44.2%
6/1		U	2	N/A	H		1	161	-	-	445	2155	1940	22.9%
7/1	Ahead	U	1	N/A	D		3	115	-	-	815	2115	1387	58.8%
7/2	Ahead	U	1	N/A	D		3	115	-	-	777	2255	1478	52.6%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	1965	415	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	2105	444	0.0%
9/1		U	3	N/A	J		1	161	-	-	815	2120	1908	42.7%
9/2		U	3	N/A	J		1	161	-	-	777	2120	1908	40.7%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1214	1980	1782	68.1%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1214	1980	1782	68.1%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	103	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**34**	**0**	**0**	**6.8**	**6.8**	**0.0**	**13.6**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**34**	**0**	**0**	**6.8**	**6.8**	**0.0**	**13.6**	**-**	**-**	**-**	**-**	
1/1	168	168	-	-	-	0.3	0.1	-	0.3	7.4	1.3	0.1	1.4	
1/2	815	815	-	-	-	1.9	1.0	-	2.9	12.7	9.5	1.0	10.5	
1/3	777	777	-	-	-	1.8	1.0	-	2.9	13.3	9.3	1.0	10.3	
2/1	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	34	34	34	0	0	0.0	0.1	-	0.1	9.0	0.3	0.1	0.4	
4/1	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	277	277	-	-	-	1.2	0.4	-	1.6	20.8	3.8	0.4	4.2	
6/1	445	445	-	-	-	0.1	0.1	-	0.2	1.6	0.7	0.1	0.9	
7/1	815	815	-	-	-	0.0	0.7	-	0.7	3.1	0.0	0.7	0.7	
7/2	777	777	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	815	815	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
9/2	777	777	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1214	1214	-	-	-	0.8	1.1	-	1.8	5.5	15.5	1.1	16.6	
10/2	1214	1214	-	-	-	0.8	1.1	-	1.8	5.5	15.5	1.1	16.6	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

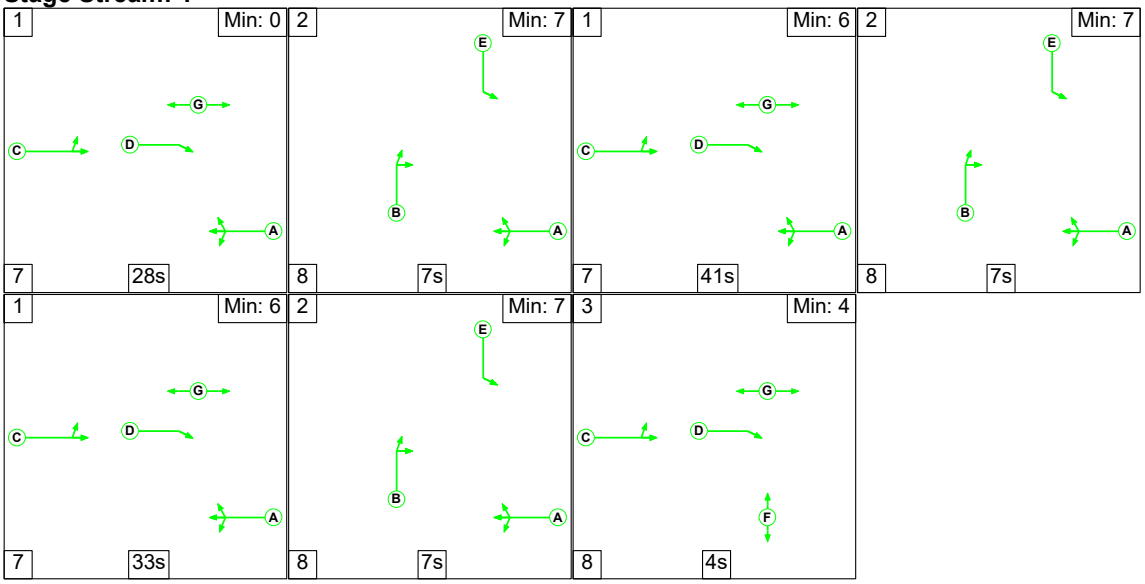
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	180	
C1	Stream: 2	PRC for Signalled Lanes (%):	292.3	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	180	
C1	Stream: 3	PRC for Signalled Lanes (%):	110.7	Total Delay for Signalled Lanes (pcuHr):	0.72	Cycle Time (s):	180	
		PRC Over All Lanes (%):	32.1	Total Delay Over All Lanes(pcuHr):	13.65			

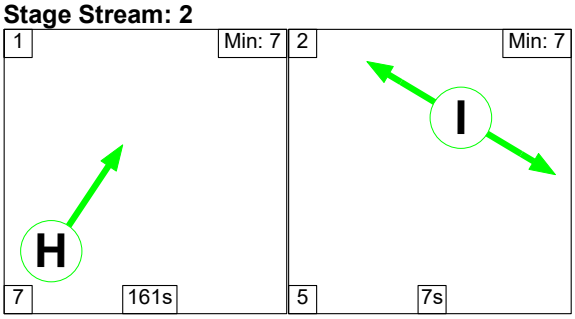
Scenario 7: '2030 Future Base + Proposed Development AM Peak' (FG7: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

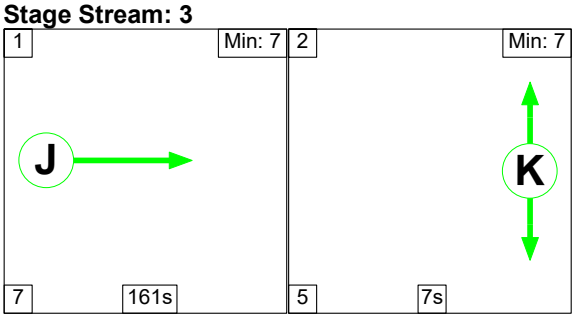
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	28	7	41	7	33	7	4
Change Point	0	35	50	98	113	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	153	141

Stage Stream: 3

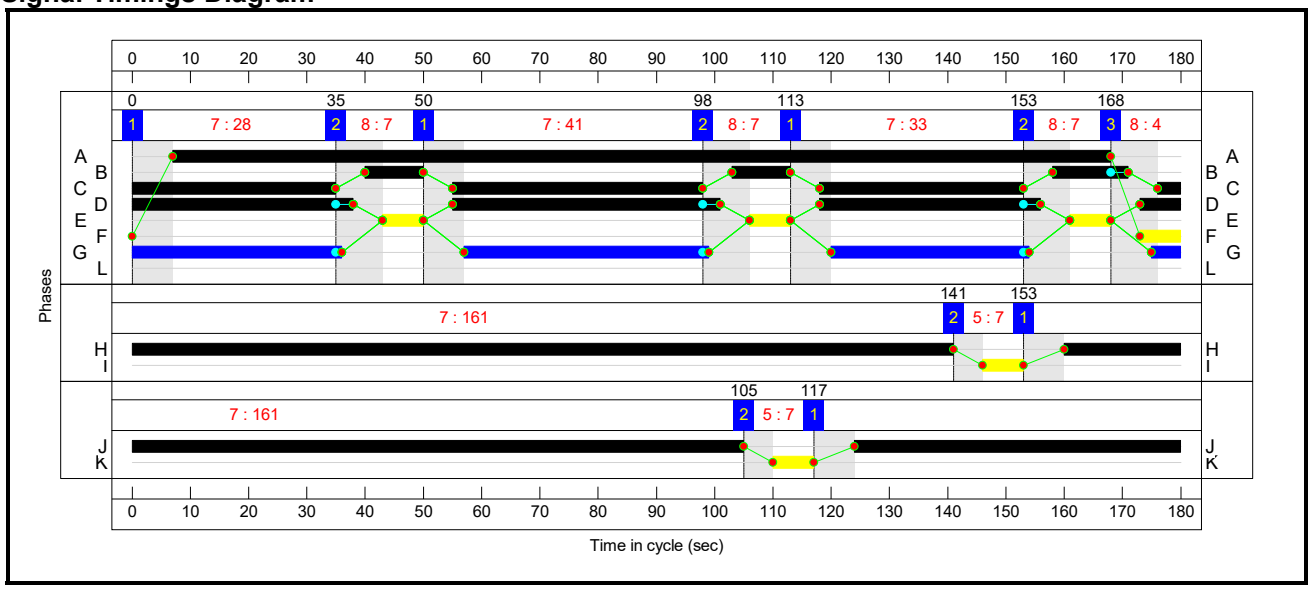
Stage	1	2
Duration	161	7
Change Point	117	105

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	40	50	10	103	113
C	A511 Shaw Lane Left Ahead	Traffic	1	43	55	98	35	118	153
D	Ahead	Traffic	1	46	55	101	38	118	156
E	Copt Oak Road Ahead	Traffic	1	7	43	50	7	106	113
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	42	57	99	34	120	154
H		Traffic	2	161	160	141			
I	Pedestrians across	Pedestrian	2	7	146	153			
J		Traffic	3	161	124	105			
K	Pedestrians across	Pedestrian	3	7	110	117			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	39	176	35
D	Ahead	Traffic	1	45	173	38
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	41	175	36
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

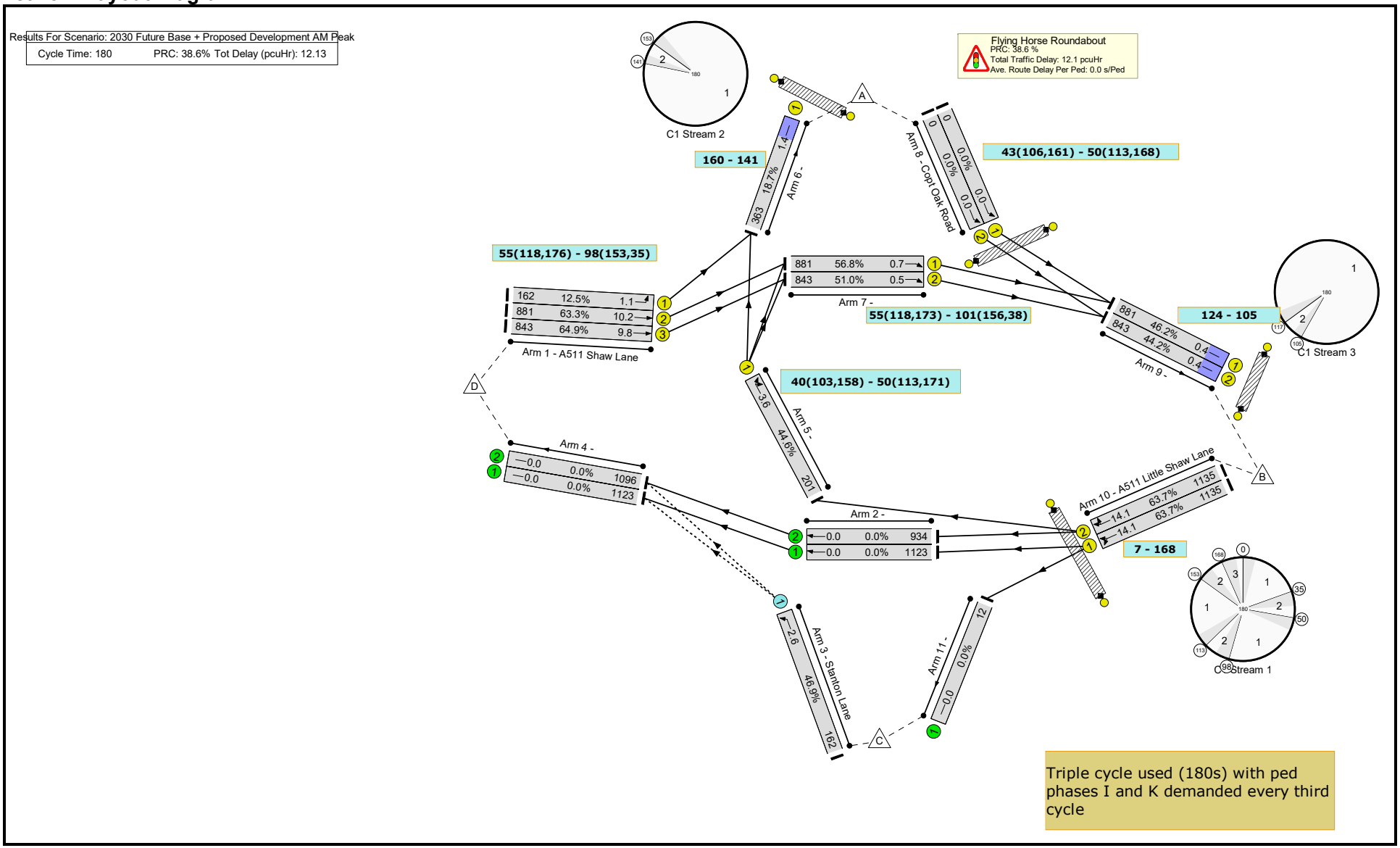
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	55	98
				118	153
				176	35
1/2	A511 Shaw Lane Ahead	U	C	55	98
				118	153
				176	35
1/3	A511 Shaw Lane Ahead	U	C	55	98
				118	153
				176	35
5/1	Right Right2	U	B	40	50
				103	113
				158	171
6/1	Ahead	U	H	160	141
7/1		U	D	55	101
				118	156
				173	38
7/2	Ahead	U	D	55	101
				118	156
				173	38
8/1	Copt Oak Road Ahead	U	E	43	50
				106	113
				161	168
8/2	Copt Oak Road Ahead	U	E	43	50
				106	113
				161	168
9/1		U	J	124	105
9/2		U	J	124	105
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.9%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.9%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	162	1948	1299	12.5%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	881	2088	1392	63.3%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	843	1948	1299	64.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1123	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	162	Inf	346	46.9%
4/1		U	N/A	N/A	-		-	-	-	-	1123	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1096	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	201	2255	451	44.6%
6/1		U	2	N/A	H		1	161	-	-	363	2155	1940	18.7%
7/1	Ahead	U	1	N/A	D		3	129	-	-	881	2115	1551	56.8%
7/2	Ahead	U	1	N/A	D		3	129	-	-	843	2255	1654	51.0%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	881	2120	1908	46.2%
9/2		U	3	N/A	J		1	161	-	-	843	2120	1908	44.2%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1135	1980	1782	63.7%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1135	1980	1782	63.7%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**162**	**0**	**0**	**5.6**	**6.6**	**0.0**	**12.1**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**162**	**0**	**0**	**5.6**	**6.6**	**0.0**	**12.1**	**-**	**-**	**-**	**-**	
1/1	162	162	-	-	-	0.2	0.1	-	0.2	5.2	1.0	0.1	1.1	
1/2	881	881	-	-	-	1.4	0.9	-	2.3	9.3	9.3	0.9	10.2	
1/3	843	843	-	-	-	1.4	0.9	-	2.3	9.8	8.9	0.9	9.8	
2/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	162	162	162	0	0	0.1	0.4	-	0.6	13.1	2.2	0.4	2.6	
4/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1096	1096	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	201	201	-	-	-	1.1	0.4	-	1.5	26.4	3.2	0.4	3.6	
6/1	363	363	-	-	-	0.0	0.1	-	0.2	1.6	1.3	0.1	1.4	
7/1	881	881	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7	
7/2	843	843	-	-	-	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	881	881	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4	
9/2	843	843	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/1	1135	1135	-	-	-	0.7	0.9	-	1.5	4.9	13.2	0.9	14.1	
10/2	1135	1135	-	-	-	0.7	0.9	-	1.5	4.9	13.2	0.9	14.1	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

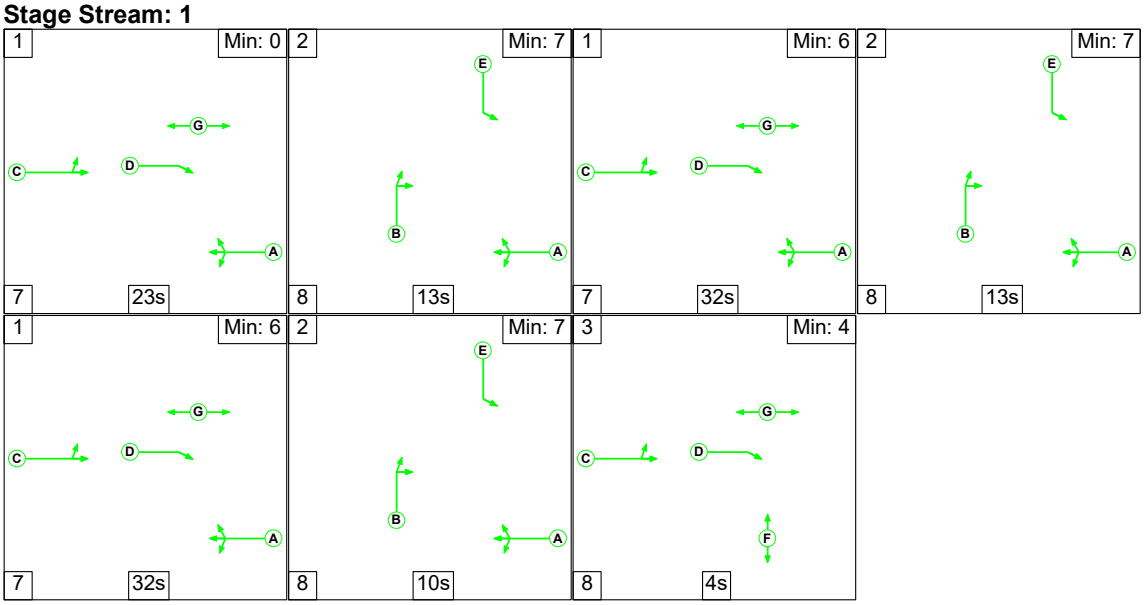
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	380.9	Total Delay for Signalled Lanes (pcuHr):	0.16	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	94.9	Total Delay for Signalled Lanes (pcuHr):	0.82	Cycle Time (s):	180
		PRC Over All Lanes (%):	38.6	Total Delay Over All Lanes(pcuHr):	12.13		

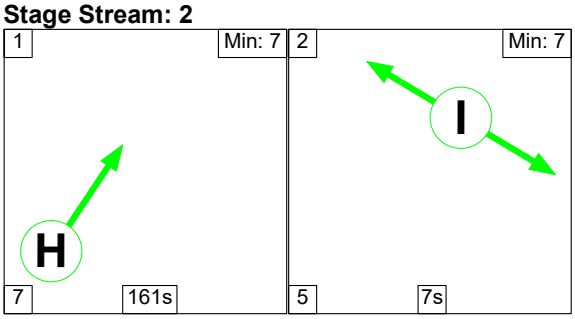
Scenario 8: '2030 Future Base + Proposed Development PM Peak' (FG8: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

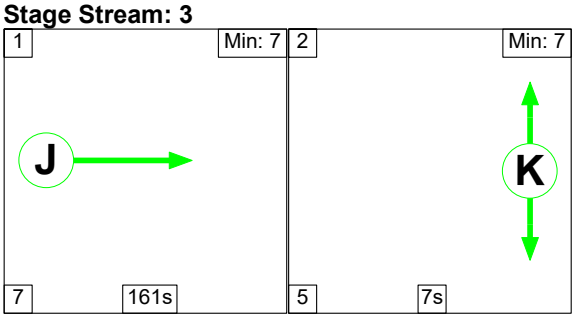
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	23	13	32	13	32	10	4
Change Point	0	30	51	90	111	150	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	30	18

Stage Stream: 3

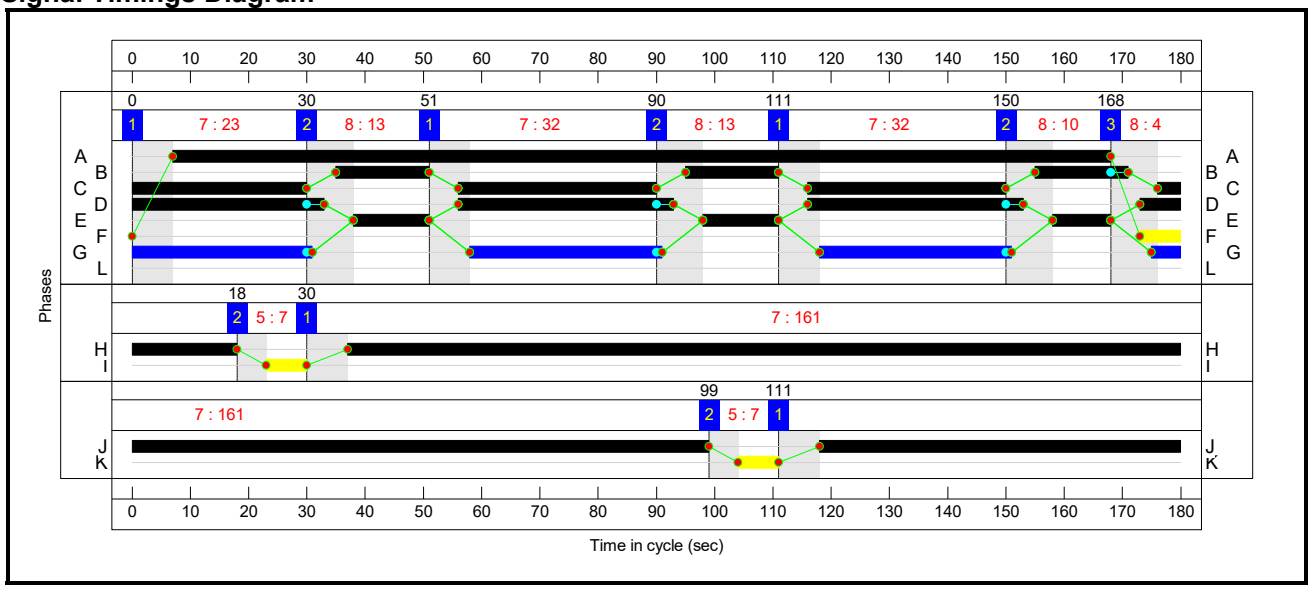
Stage	1	2
Duration	161	7
Change Point	111	99

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	16	35	51	16	95	111
C	A511 Shaw Lane Left Ahead	Traffic	1	34	56	90	34	116	150
D	Ahead	Traffic	1	37	56	93	37	116	153
E	Copt Oak Road Ahead	Traffic	1	13	38	51	13	98	111
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	33	58	91	33	118	151
H		Traffic	2	161	37	18			
I	Pedestrians across	Pedestrian	2	7	23	30			
J		Traffic	3	161	118	99			
K	Pedestrians across	Pedestrian	3	7	104	111			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	16	155	171
C	A511 Shaw Lane Left Ahead	Traffic	1	34	176	30
D	Ahead	Traffic	1	40	173	33
E	Copt Oak Road Ahead	Traffic	1	10	158	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	36	175	31
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

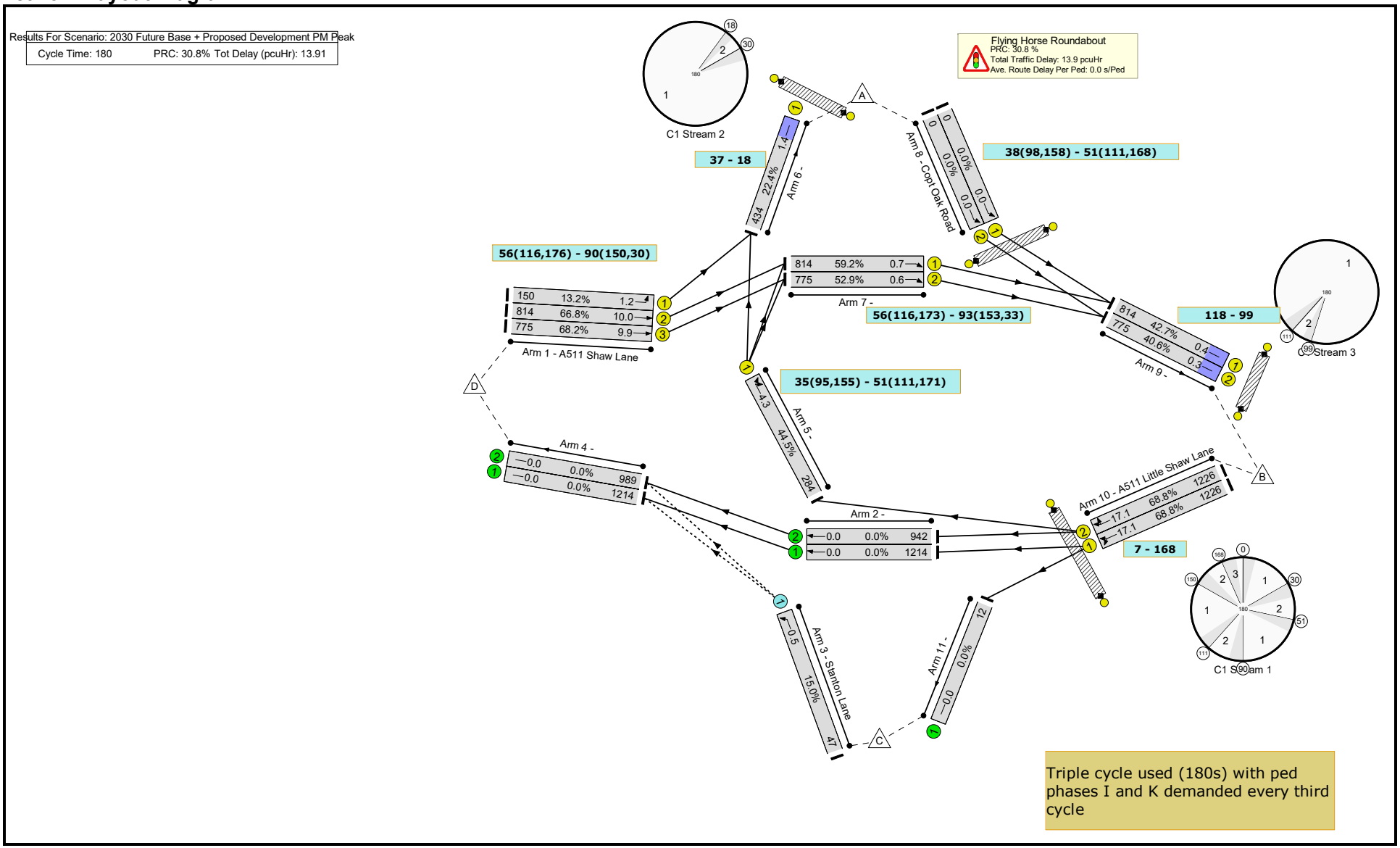
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	90
				116	150
				176	30
1/2	A511 Shaw Lane Ahead	U	C	56	90
				116	150
				176	30
1/3	A511 Shaw Lane Ahead	U	C	56	90
				116	150
				176	30
5/1	Right Right2	U	B	35	51
				95	111
				155	171
6/1	Ahead	U	H	37	18
7/1		U	D	56	93
				116	153
				173	33
7/2	Ahead	U	D	56	93
				116	153
				173	33
8/1	Copt Oak Road Ahead	U	E	38	51
				98	111
				158	168
8/2	Copt Oak Road Ahead	U	E	38	51
				98	111
				158	168
9/1		U	J	118	99
9/2		U	J	118	99
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.8%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.8%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	102	-	-	150	1948	1136	13.2%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	102	-	-	814	2088	1218	66.8%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	102	-	-	775	1948	1136	68.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1214	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	47	Inf	312	15.0%
4/1		U	N/A	N/A	-		-	-	-	-	1214	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	989	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	48	-	-	284	2255	639	44.5%
6/1		U	2	N/A	H		1	161	-	-	434	2155	1940	22.4%
7/1	Ahead	U	1	N/A	D		3	114	-	-	814	2115	1375	59.2%
7/2	Ahead	U	1	N/A	D		3	114	-	-	775	2255	1466	52.9%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	36	-	-	0	1965	426	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	36	-	-	0	2105	456	0.0%
9/1		U	3	N/A	J		1	161	-	-	814	2120	1908	42.7%
9/2		U	3	N/A	J		1	161	-	-	775	2120	1908	40.6%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1226	1980	1782	68.8%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1226	1980	1782	68.8%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	102	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**47**	**0**	**0**	**6.9**	**7.0**	**0.0**	**13.9**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**47**	**0**	**0**	**6.9**	**7.0**	**0.0**	**13.9**	**-**	**-**	**-**	**-**	
1/1	150	150	-	-	-	0.2	0.1	-	0.3	7.5	1.1	0.1	1.2	
1/2	814	814	-	-	-	1.9	1.0	-	2.9	13.0	9.0	1.0	10.0	
1/3	775	775	-	-	-	1.9	1.1	-	2.9	13.6	8.8	1.1	9.9	
2/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	47	47	47	0	0	0.0	0.1	-	0.1	9.6	0.5	0.1	0.5	
4/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	284	284	-	-	-	1.2	0.4	-	1.6	20.5	3.9	0.4	4.3	
6/1	434	434	-	-	-	0.0	0.1	-	0.2	1.6	1.3	0.1	1.4	
7/1	814	814	-	-	-	0.0	0.7	-	0.7	3.2	0.0	0.7	0.7	
7/2	775	775	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
9/2	775	775	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1226	1226	-	-	-	0.8	1.1	-	1.9	5.6	16.0	1.1	17.1	
10/2	1226	1226	-	-	-	0.8	1.1	-	1.9	5.6	16.0	1.1	17.1	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

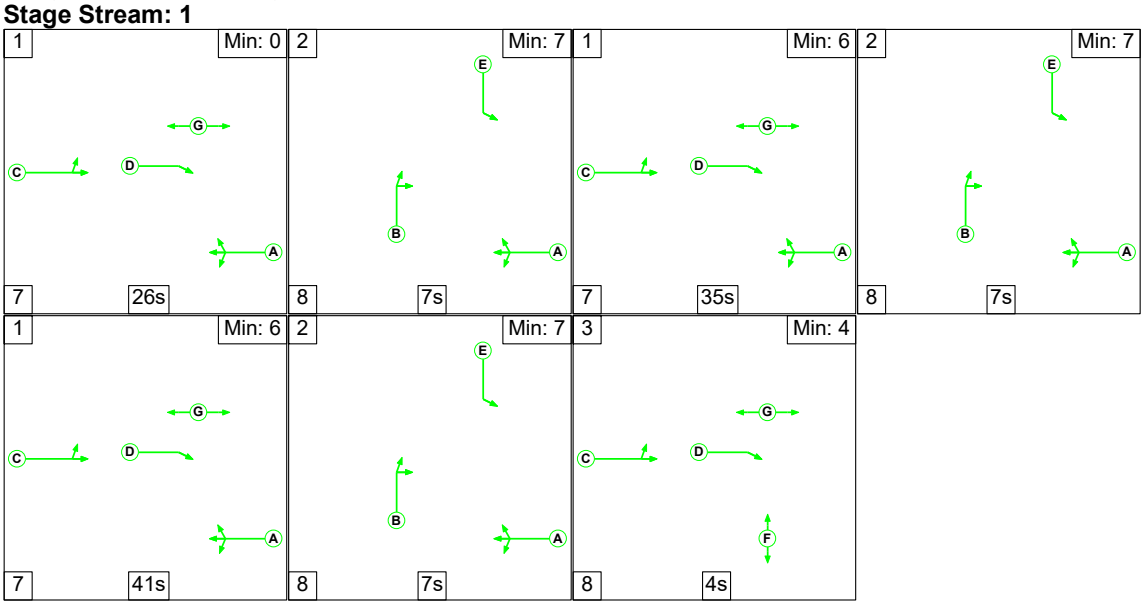
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	30.8	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	302.2	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	111.0	Total Delay for Signalled Lanes (pcuHr):	0.71	Cycle Time (s):	180
		PRC Over All Lanes (%):	30.8	Total Delay Over All Lanes(pcuHr):	13.91		

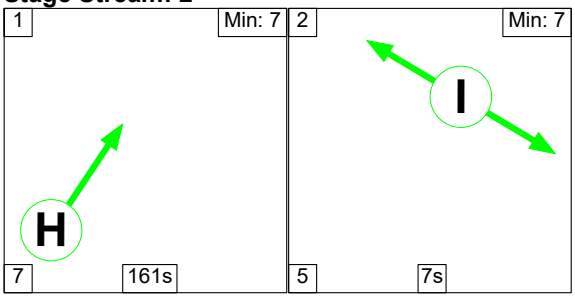
Scenario 9: '2036 Future Base AM Peak' (FG9: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

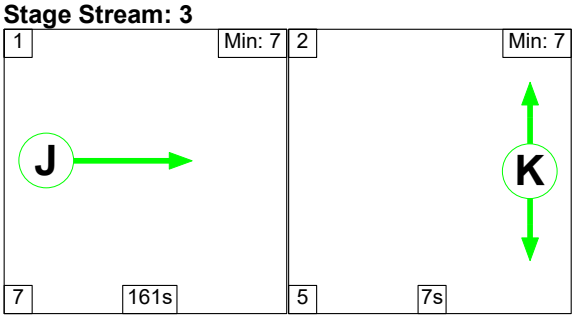
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	26	7	35	7	41	7	4
Change Point	0	33	48	90	105	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	144	132

Stage Stream: 3

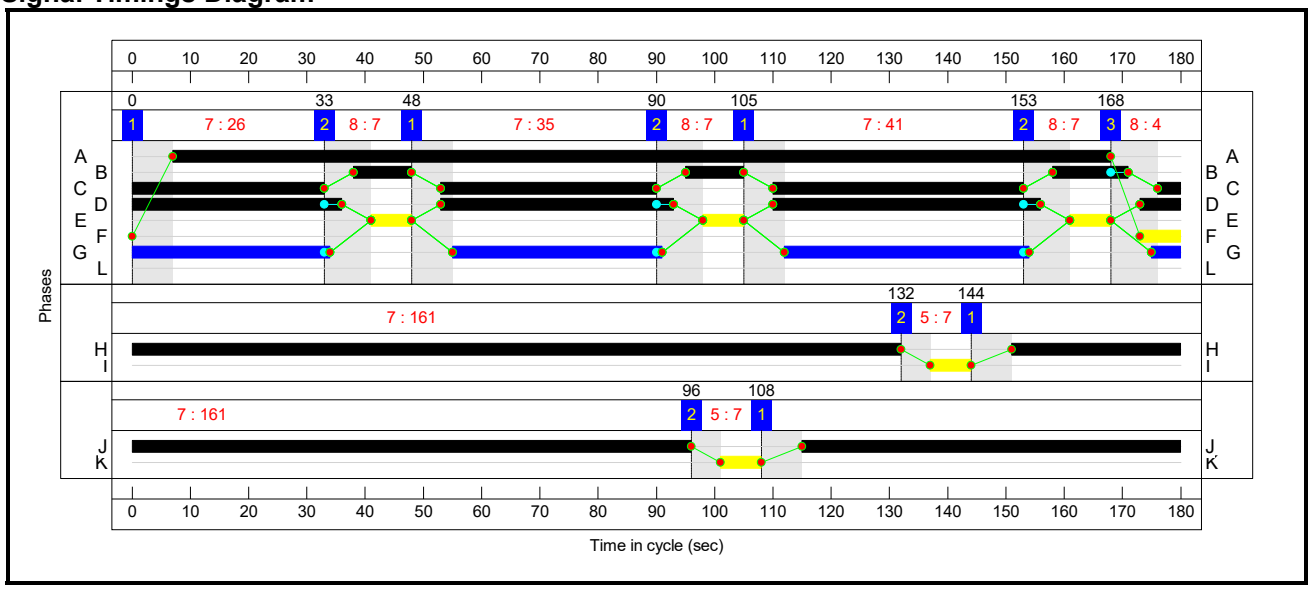
Stage	1	2
Duration	161	7
Change Point	108	96

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	38	48	10	95	105
C	A511 Shaw Lane Left Ahead	Traffic	1	37	53	90	43	110	153
D	Ahead	Traffic	1	40	53	93	46	110	156
E	Copt Oak Road Ahead	Traffic	1	7	41	48	7	98	105
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	36	55	91	42	112	154
H		Traffic	2	161	151	132			
I	Pedestrians across	Pedestrian	2	7	137	144			
J		Traffic	3	161	115	96			
K	Pedestrians across	Pedestrian	3	7	101	108			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	37	176	33
D	Ahead	Traffic	1	43	173	36
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	39	175	34
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

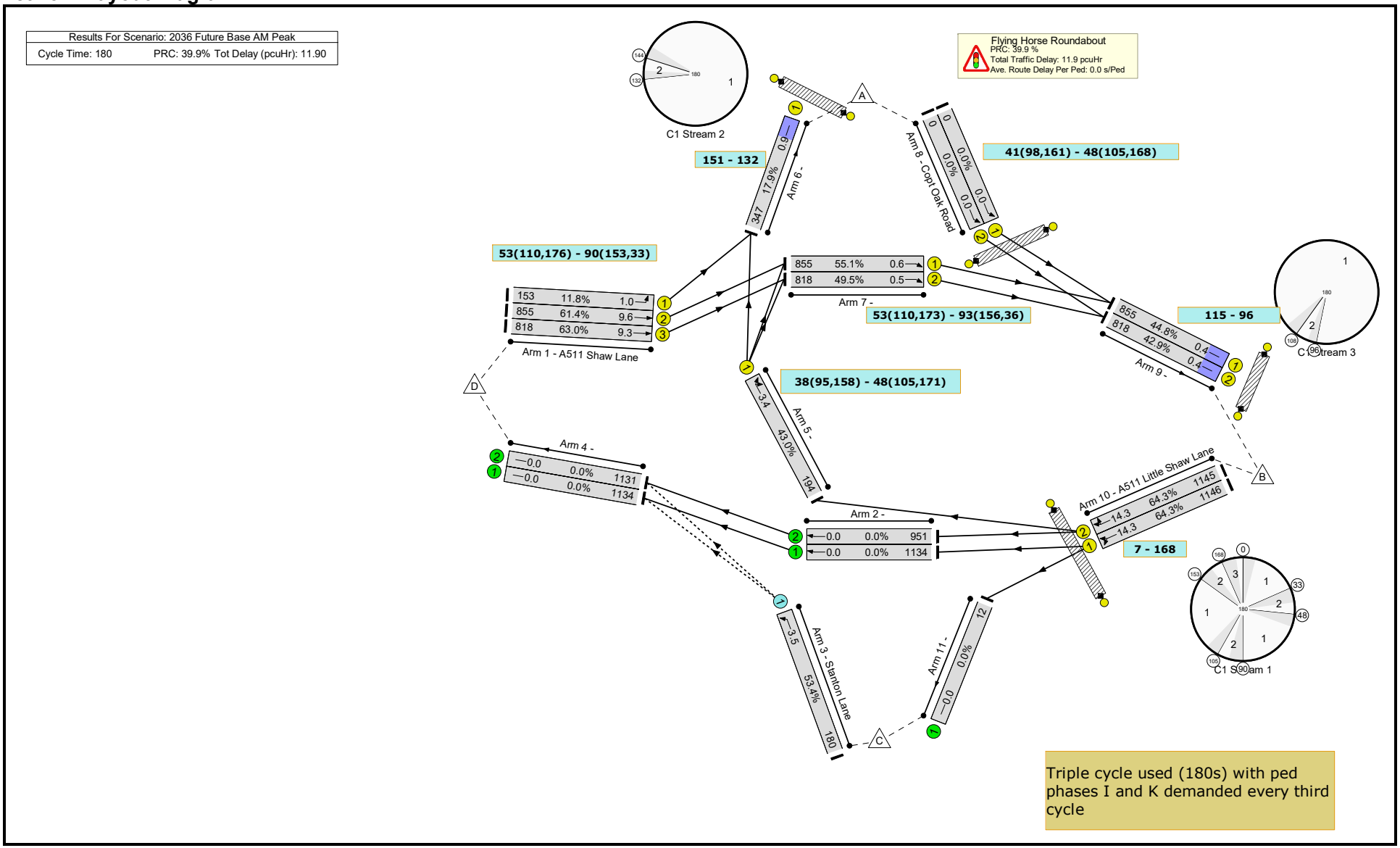
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	53	90
				110	153
				176	33
1/2	A511 Shaw Lane Ahead	U	C	53	90
				110	153
				176	33
1/3	A511 Shaw Lane Ahead	U	C	53	90
				110	153
				176	33
5/1	Right Right2	U	B	38	48
				95	105
				158	171
6/1	Ahead	U	H	151	132
7/1		U	D	53	93
				110	156
				173	36
7/2	Ahead	U	D	53	93
				110	156
				173	36
8/1	Copt Oak Road Ahead	U	E	41	48
				98	105
				161	168
8/2	Copt Oak Road Ahead	U	E	41	48
				98	105
				161	168
9/1		U	J	115	96
9/2		U	J	115	96
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.3%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**64.3%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	153	1948	1299	11.8%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	855	2088	1392	61.4%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	818	1948	1299	63.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1134	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	180	Inf	337	53.4%
4/1		U	N/A	N/A	-		-	-	-	-	1134	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1131	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	194	2255	451	43.0%
6/1		U	2	N/A	H		1	161	-	-	347	2155	1940	17.9%
7/1	Ahead	U	1	N/A	D		3	129	-	-	855	2115	1551	55.1%
7/2	Ahead	U	1	N/A	D		3	129	-	-	818	2255	1654	49.5%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	855	2120	1908	44.8%
9/2		U	3	N/A	J		1	161	-	-	818	2120	1908	42.9%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1146	1980	1782	64.3%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1145	1980	1782	64.3%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**180**	**0**	**0**	**5.5**	**6.4**	**0.0**	**11.9**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**180**	**0**	**0**	**5.5**	**6.4**	**0.0**	**11.9**	**-**	**-**	**-**	**-**	
1/1	153	153	-	-	-	0.2	0.1	-	0.2	5.2	1.0	0.1	1.0	
1/2	855	855	-	-	-	1.3	0.8	-	2.1	9.0	8.8	0.8	9.6	
1/3	818	818	-	-	-	1.3	0.8	-	2.2	9.5	8.4	0.8	9.3	
2/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	180	180	180	0	0	0.2	0.6	-	0.8	15.5	3.0	0.6	3.5	
4/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1131	1131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	194	194	-	-	-	1.0	0.4	-	1.4	26.1	3.0	0.4	3.4	
6/1	347	347	-	-	-	0.0	0.1	-	0.2	1.6	0.8	0.1	0.9	
7/1	855	855	-	-	-	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6	
7/2	818	818	-	-	-	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	855	855	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
9/2	818	818	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/1	1146	1146	-	-	-	0.7	0.9	-	1.6	5.0	13.4	0.9	14.3	
10/2	1145	1145	-	-	-	0.7	0.9	-	1.6	5.0	13.4	0.9	14.3	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

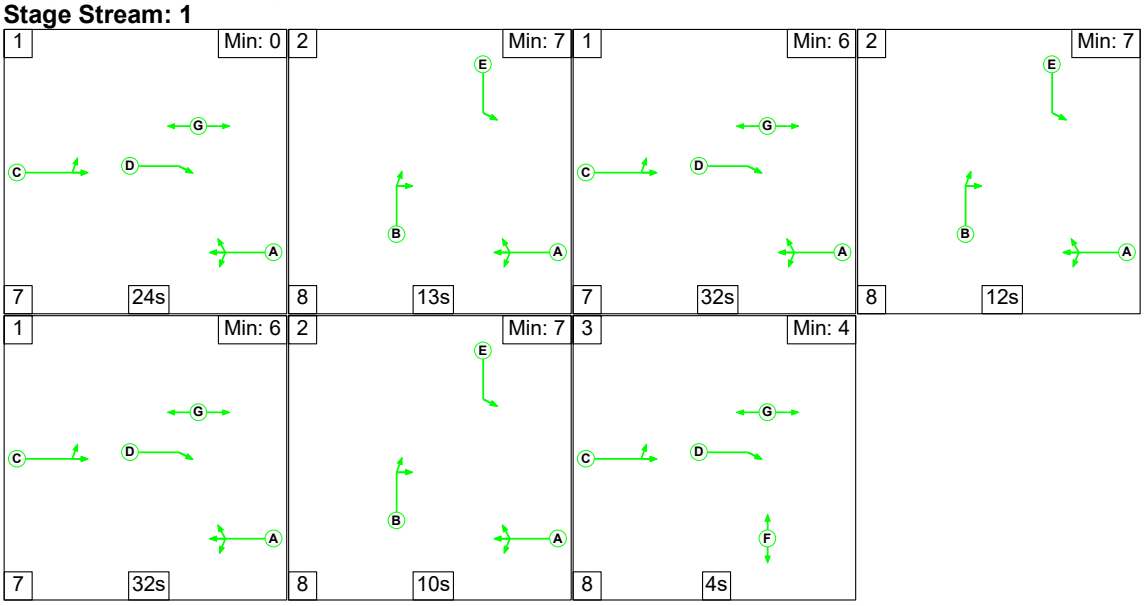
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	403.0	Total Delay for Signalled Lanes (pcuHr):	0.16	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	100.8	Total Delay for Signalled Lanes (pcuHr):	0.78	Cycle Time (s):	180
		PRC Over All Lanes (%):	39.9	Total Delay Over All Lanes(pcuHr):	11.90		

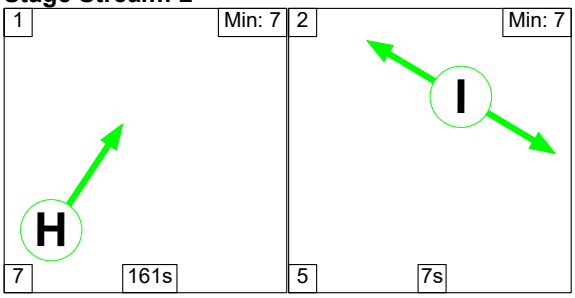
Scenario 10: '2036 Future Base PM Peak' (FG10: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

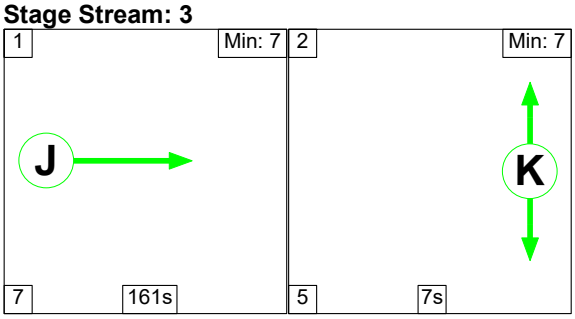
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	24	13	32	12	32	10	4
Change Point	0	31	52	91	111	150	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	31	19

Stage Stream: 3

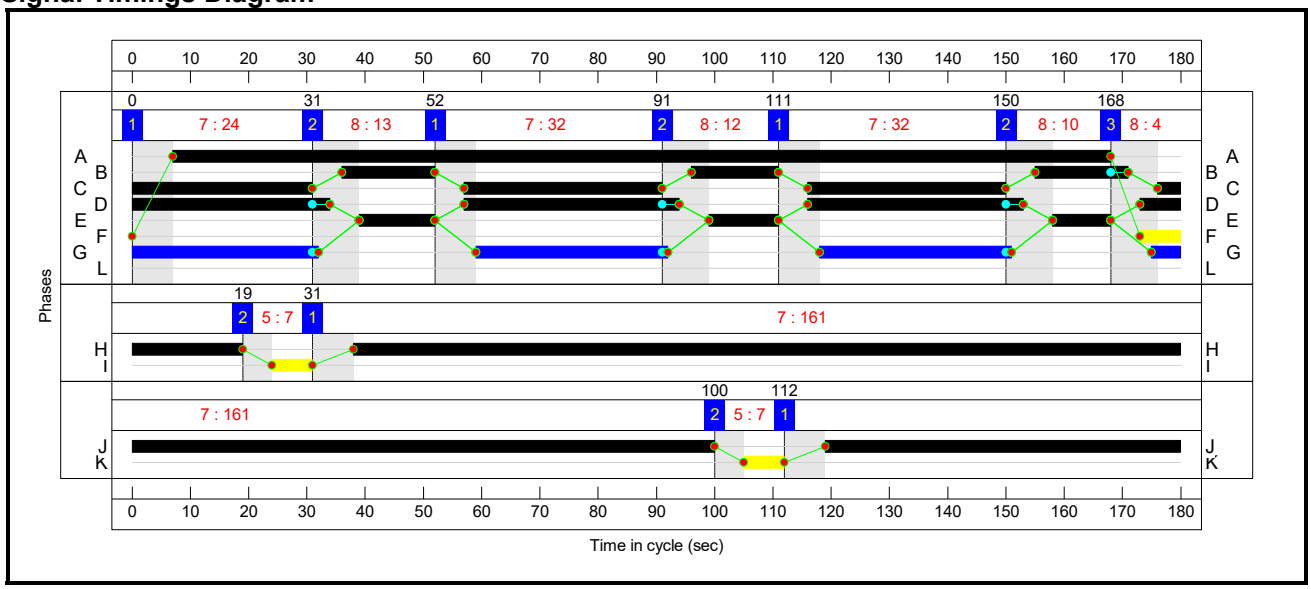
Stage	1	2
Duration	161	7
Change Point	112	100

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	16	36	52	15	96	111
C	A511 Shaw Lane Left Ahead	Traffic	1	34	57	91	34	116	150
D	Ahead	Traffic	1	37	57	94	37	116	153
E	Copt Oak Road Ahead	Traffic	1	13	39	52	12	99	111
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	33	59	92	33	118	151
H		Traffic	2	161	38	19			
I	Pedestrians across	Pedestrian	2	7	24	31			
J		Traffic	3	161	119	100			
K	Pedestrians across	Pedestrian	3	7	105	112			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	16	155	171
C	A511 Shaw Lane Left Ahead	Traffic	1	35	176	31
D	Ahead	Traffic	1	41	173	34
E	Copt Oak Road Ahead	Traffic	1	10	158	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	37	175	32
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

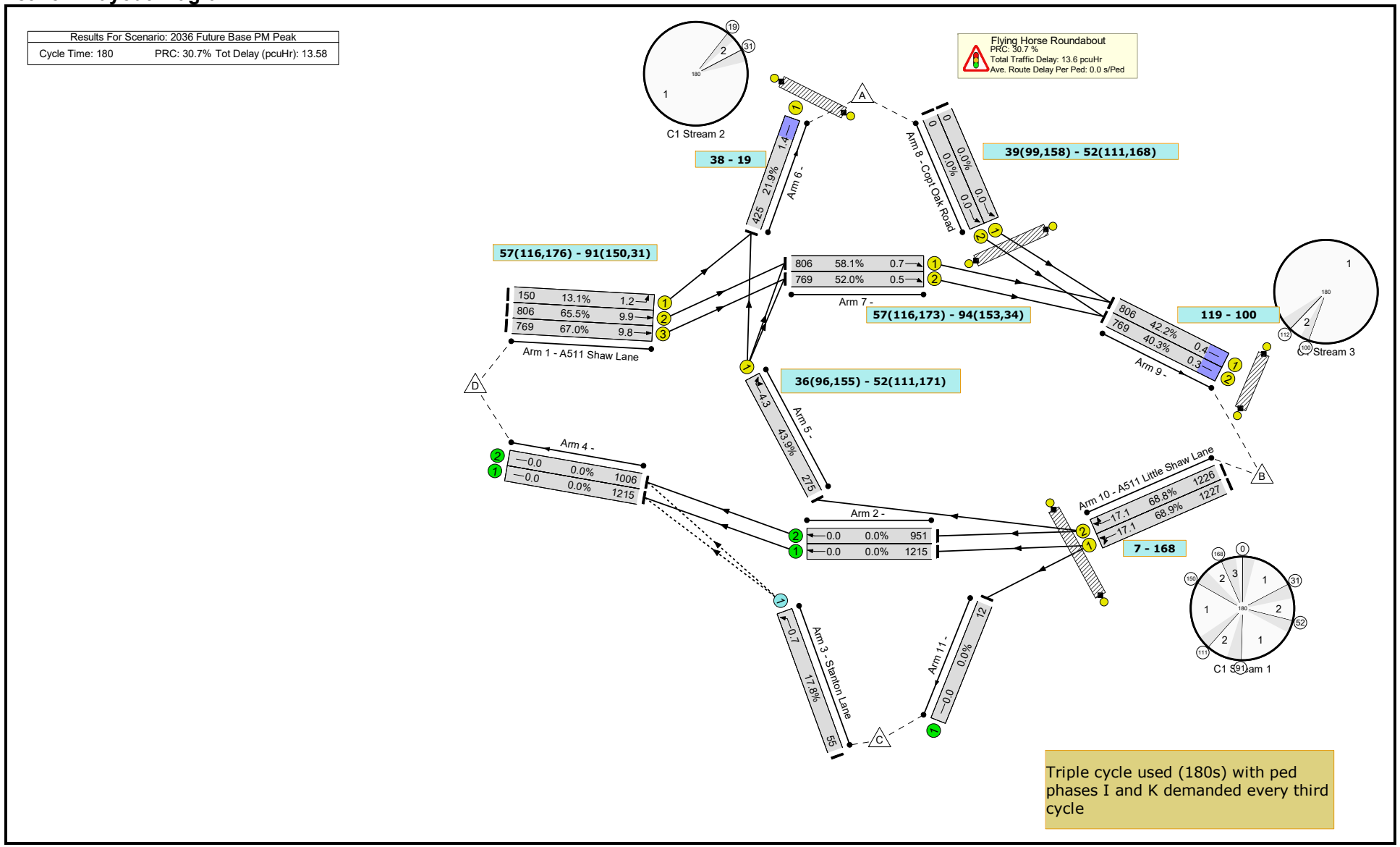
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	57	91
				116	150
				176	31
1/2	A511 Shaw Lane Ahead	U	C	57	91
				116	150
				176	31
1/3	A511 Shaw Lane Ahead	U	C	57	91
				116	150
				176	31
5/1	Right Right2	U	B	36	52
				96	111
				155	171
6/1	Ahead	U	H	38	19
7/1		U	D	57	94
				116	153
				173	34
7/2	Ahead	U	D	57	94
				116	153
				173	34
8/1	Copt Oak Road Ahead	U	E	39	52
				99	111
				158	168
8/2	Copt Oak Road Ahead	U	E	39	52
				99	111
				158	168
9/1		U	J	119	100
9/2		U	J	119	100
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.9%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**68.9%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	103	-	-	150	1948	1147	13.1%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	806	2088	1230	65.5%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	103	-	-	769	1948	1147	67.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1215	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	55	Inf	310	17.8%
4/1		U	N/A	N/A	-		-	-	-	-	1215	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1006	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	47	-	-	275	2255	626	43.9%
6/1		U	2	N/A	H		1	161	-	-	425	2155	1940	21.9%
7/1	Ahead	U	1	N/A	D		3	115	-	-	806	2115	1387	58.1%
7/2	Ahead	U	1	N/A	D		3	115	-	-	769	2255	1478	52.0%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	1965	415	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	35	-	-	0	2105	444	0.0%
9/1		U	3	N/A	J		1	161	-	-	806	2120	1908	42.2%
9/2		U	3	N/A	J		1	161	-	-	769	2120	1908	40.3%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1227	1980	1782	68.9%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1226	1980	1782	68.8%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	103	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**55**	**0**	**0**	**6.8**	**6.8**	**0.0**	**13.6**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**55**	**0**	**0**	**6.8**	**6.8**	**0.0**	**13.6**	**-**	**-**	**-**	**-**	
1/1	150	150	-	-	-	0.2	0.1	-	0.3	7.3	1.1	0.1	1.2	
1/2	806	806	-	-	-	1.9	0.9	-	2.8	12.5	9.0	0.9	9.9	
1/3	769	769	-	-	-	1.8	1.0	-	2.8	13.1	8.8	1.0	9.8	
2/1	1215	1215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	55	55	55	0	0	0.0	0.1	-	0.2	10.0	0.6	0.1	0.7	
4/1	1215	1215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	275	275	-	-	-	1.2	0.4	-	1.6	20.7	3.9	0.4	4.3	
6/1	425	425	-	-	-	0.0	0.1	-	0.2	1.6	1.3	0.1	1.4	
7/1	806	806	-	-	-	0.0	0.7	-	0.7	3.1	0.0	0.7	0.7	
7/2	769	769	-	-	-	0.0	0.5	-	0.5	2.5	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	806	806	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
9/2	769	769	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1227	1227	-	-	-	0.8	1.1	-	1.9	5.6	16.0	1.1	17.1	
10/2	1226	1226	-	-	-	0.8	1.1	-	1.9	5.6	16.0	1.1	17.1	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

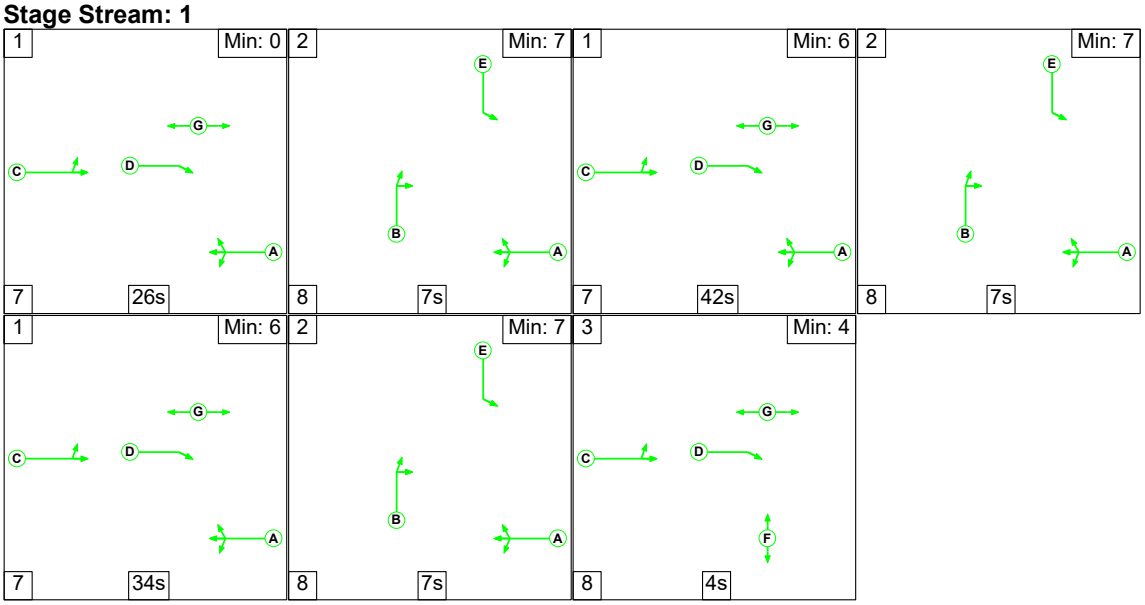
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	30.7	Total Delay for Signalled Lanes (pcuHr):	12.53	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	310.7	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	113.1	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s):	180
		PRC Over All Lanes (%):	30.7	Total Delay Over All Lanes(pcuHr):	13.58		

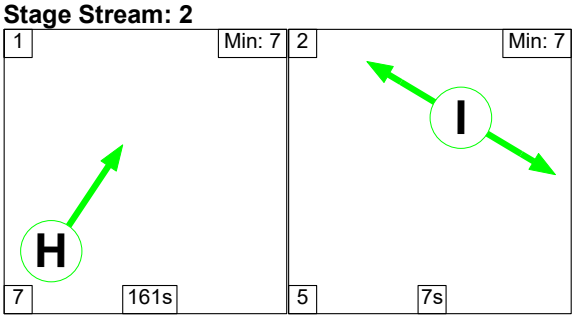
Scenario 11: '2036 Future Base + Proposed Development AM Peak' (FG11: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

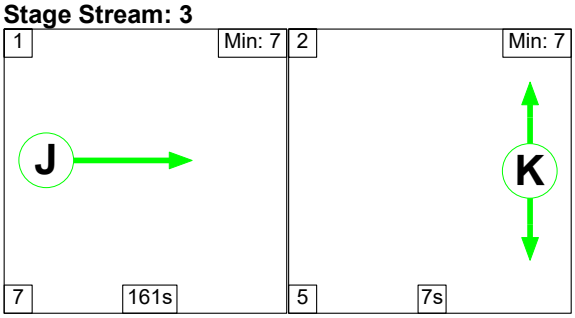
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	26	7	42	7	34	7	4
Change Point	0	33	48	97	112	153	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	153	141

Stage Stream: 3

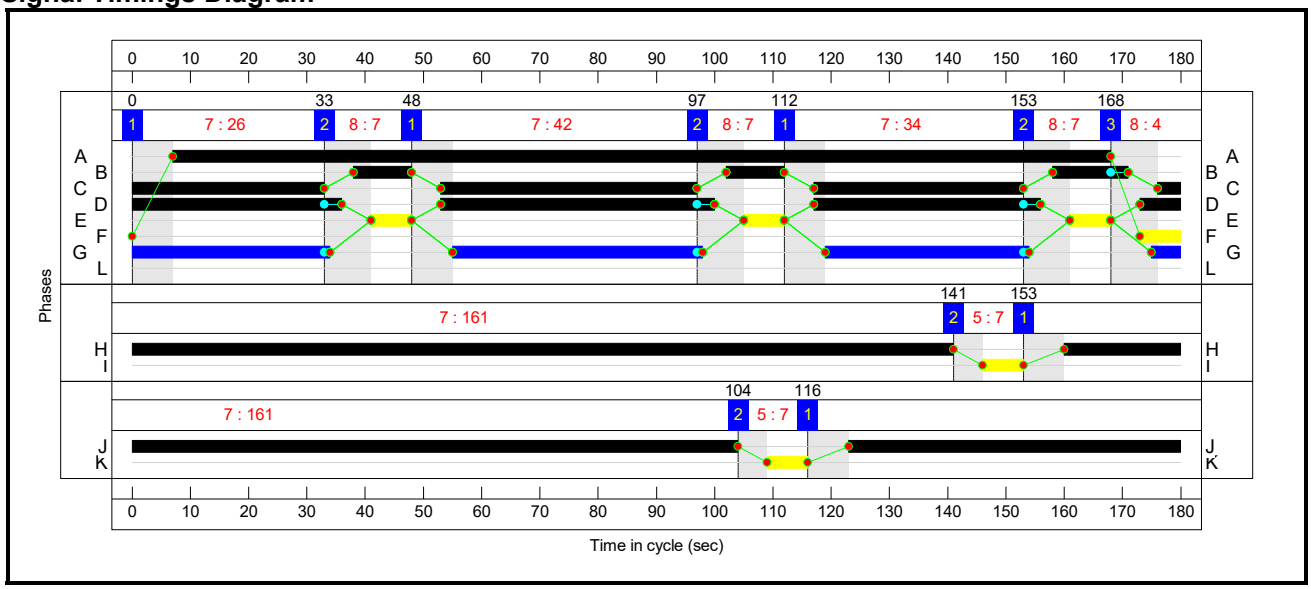
Stage	1	2
Duration	161	7
Change Point	116	104

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	10	38	48	10	102	112
C	A511 Shaw Lane Left Ahead	Traffic	1	44	53	97	36	117	153
D	Ahead	Traffic	1	47	53	100	39	117	156
E	Copt Oak Road Ahead	Traffic	1	7	41	48	7	105	112
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	43	55	98	35	119	154
H		Traffic	2	161	160	141			
I	Pedestrians across	Pedestrian	2	7	146	153			
J		Traffic	3	161	123	104			
K	Pedestrians across	Pedestrian	3	7	109	116			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	13	158	171
C	A511 Shaw Lane Left Ahead	Traffic	1	37	176	33
D	Ahead	Traffic	1	43	173	36
E	Copt Oak Road Ahead	Traffic	1	7	161	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	39	175	34
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

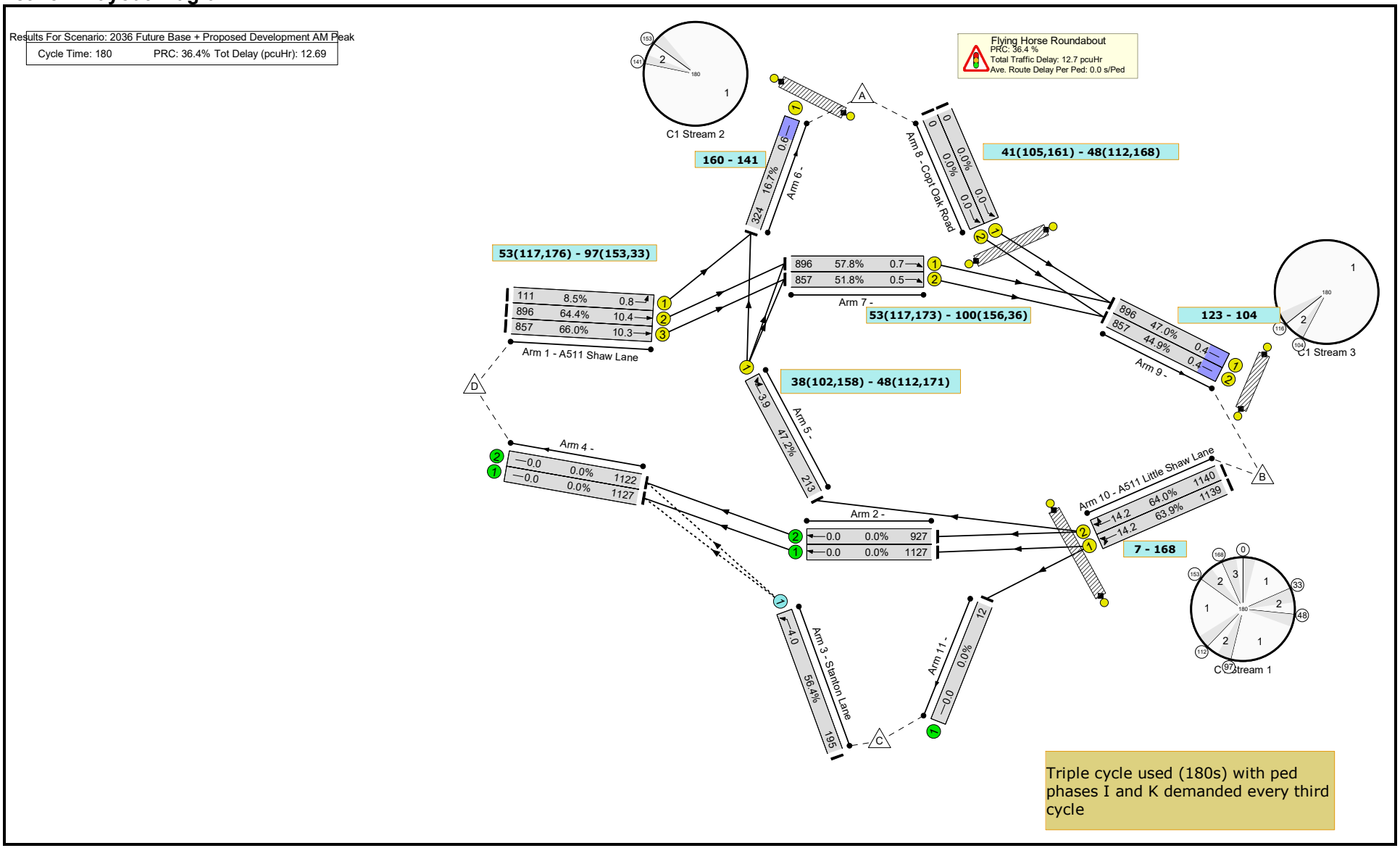
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	53	97
				117	153
				176	33
1/2	A511 Shaw Lane Ahead	U	C	53	97
				117	153
				176	33
1/3	A511 Shaw Lane Ahead	U	C	53	97
				117	153
				176	33
5/1	Right Right2	U	B	38	48
				102	112
				158	171
6/1	Ahead	U	H	160	141
7/1		U	D	53	100
				117	156
				173	36
7/2	Ahead	U	D	53	100
				117	156
				173	36
8/1	Copt Oak Road Ahead	U	E	41	48
				105	112
				161	168
8/2	Copt Oak Road Ahead	U	E	41	48
				105	112
				161	168
9/1		U	J	123	104
9/2		U	J	123	104
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.0%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.0%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	117	-	-	111	1948	1299	8.5%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	896	2088	1392	64.4%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	117	-	-	857	1948	1299	66.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	195	Inf	346	56.4%
4/1		U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1122	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	33	-	-	213	2255	451	47.2%
6/1		U	2	N/A	H		1	161	-	-	324	2155	1940	16.7%
7/1	Ahead	U	1	N/A	D		3	129	-	-	896	2115	1551	57.8%
7/2	Ahead	U	1	N/A	D		3	129	-	-	857	2255	1654	51.8%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	1965	262	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	21	-	-	0	2105	281	0.0%
9/1		U	3	N/A	J		1	161	-	-	896	2120	1908	47.0%
9/2		U	3	N/A	J		1	161	-	-	857	2120	1908	44.9%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1139	1980	1782	63.9%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1140	1980	1782	64.0%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	117	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**195**	**0**	**0**	**5.8**	**6.9**	**0.0**	**12.7**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**195**	**0**	**0**	**5.8**	**6.9**	**0.0**	**12.7**	**-**	**-**	**-**	**-**	
1/1	111	111	-	-	-	0.1	0.0	-	0.2	5.1	0.7	0.0	0.8	
1/2	896	896	-	-	-	1.5	0.9	-	2.4	9.5	9.5	0.9	10.4	
1/3	857	857	-	-	-	1.4	1.0	-	2.4	10.0	9.3	1.0	10.3	
2/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	195	195	195	0	0	0.2	0.6	-	0.9	16.1	3.4	0.6	4.0	
4/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	213	213	-	-	-	1.1	0.4	-	1.6	26.9	3.4	0.4	3.9	
6/1	324	324	-	-	-	0.0	0.1	-	0.1	1.5	0.5	0.1	0.6	
7/1	896	896	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7	
7/2	857	857	-	-	-	0.0	0.5	-	0.5	2.3	0.0	0.5	0.5	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	896	896	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4	
9/2	857	857	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/1	1139	1139	-	-	-	0.7	0.9	-	1.6	4.9	13.3	0.9	14.2	
10/2	1140	1140	-	-	-	0.7	0.9	-	1.6	4.9	13.3	0.9	14.2	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

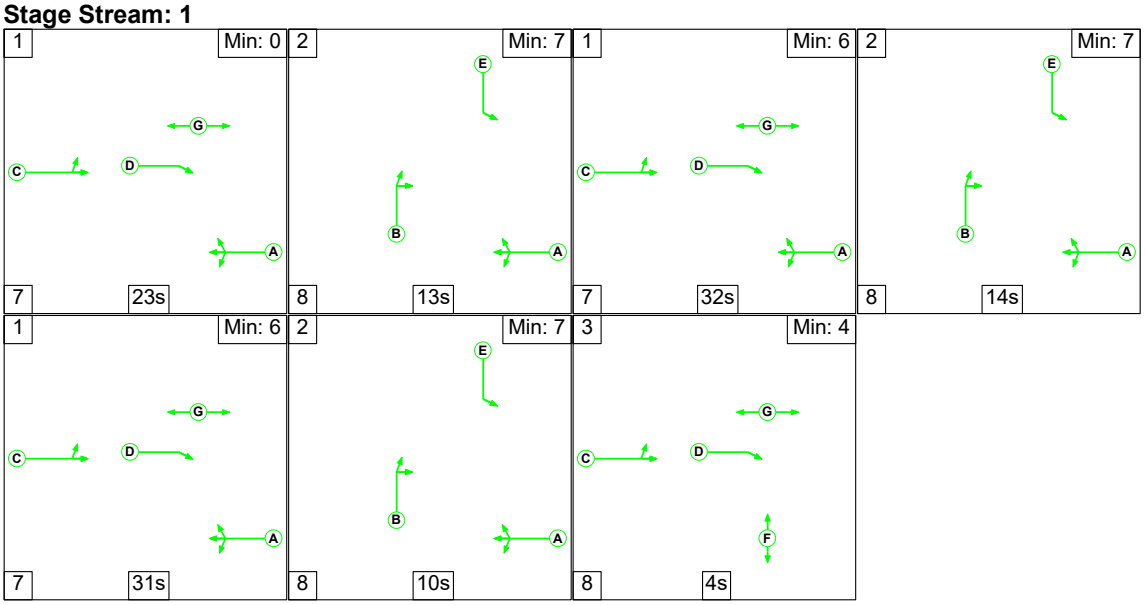
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	36.4	Total Delay for Signalled Lanes (pcuHr):	10.83	Cycle Time (s):	180	
C1	Stream: 2	PRC for Signalled Lanes (%):	438.7	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s):	180	
C1	Stream: 3	PRC for Signalled Lanes (%):	91.7	Total Delay for Signalled Lanes (pcuHr):	0.85	Cycle Time (s):	180	
		PRC Over All Lanes (%):	36.4	Total Delay Over All Lanes(pcuHr):	12.69			

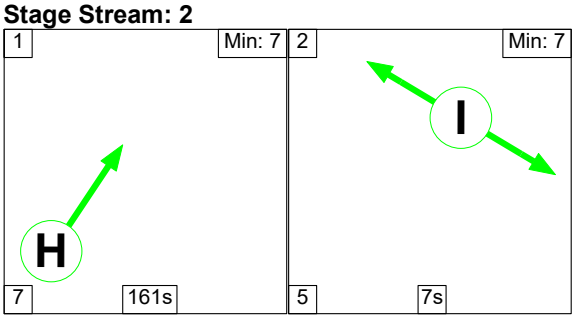
Scenario 12: '2036 Future Base + Proposed Development PM Peak' (FG12: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

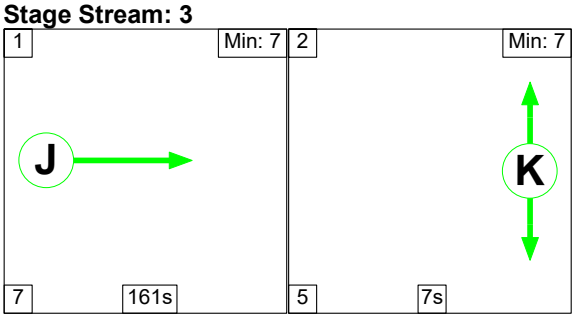
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	1	2	1	2	3
Duration	23	13	32	14	31	10	4
Change Point	0	30	51	90	112	150	168

Stage Stream: 2

Stage	1	2
Duration	161	7
Change Point	30	18

Stage Stream: 3

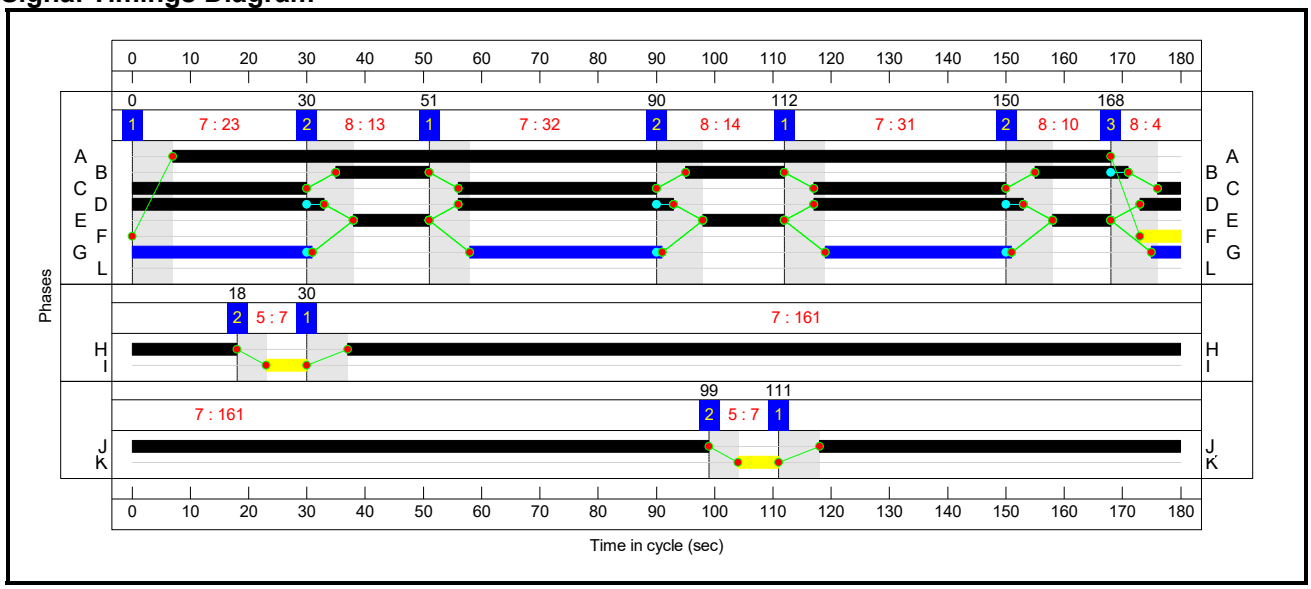
Stage	1	2
Duration	161	7
Change Point	111	99

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1	161	7	168			
B	Right Right2	Traffic	1	16	35	51	17	95	112
C	A511 Shaw Lane Left Ahead	Traffic	1	34	56	90	33	117	150
D	Ahead	Traffic	1	37	56	93	36	117	153
E	Copt Oak Road Ahead	Traffic	1	13	38	51	14	98	112
F	Pedestrians across	Pedestrian	1	7	173	0			
G	Pedestrians across	Pedestrian	1	33	58	91	32	119	151
H		Traffic	2	161	37	18			
I	Pedestrians across	Pedestrian	2	7	23	30			
J		Traffic	3	161	118	99			
K	Pedestrians across	Pedestrian	3	7	104	111			
L	Dummy	Dummy	1						

Phase Name	Description	Phase	Stage Stream	Green Period 3		
				Total Green	Start Time	End Time
A	A511 Little Shaw Lane Ahead Right Ahead2	Traffic	1			
B	Right Right2	Traffic	1	16	155	171
C	A511 Shaw Lane Left Ahead	Traffic	1	34	176	30
D	Ahead	Traffic	1	40	173	33
E	Copt Oak Road Ahead	Traffic	1	10	158	168
F	Pedestrians across	Pedestrian	1			
G	Pedestrians across	Pedestrian	1	36	175	31
H		Traffic	2			
I	Pedestrians across	Pedestrian	2			
J		Traffic	3			
K	Pedestrians across	Pedestrian	3			
L	Dummy	Dummy	1			

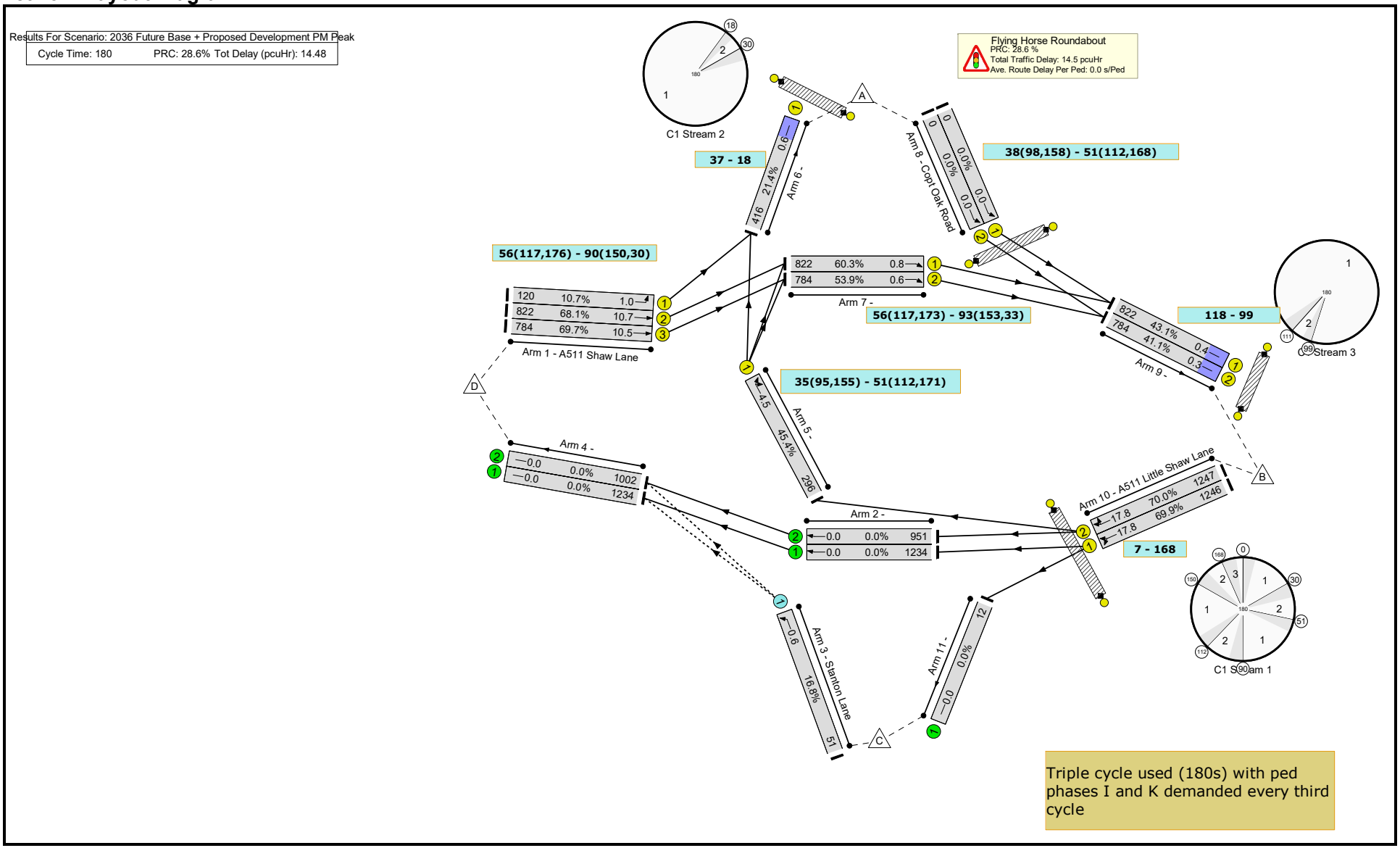
Signal Timings Diagram



Lane Green Times

Junction: Flying Horse Roundabout					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A511 Shaw Lane Left	U	C	56	90
				117	150
				176	30
1/2	A511 Shaw Lane Ahead	U	C	56	90
				117	150
				176	30
1/3	A511 Shaw Lane Ahead	U	C	56	90
				117	150
				176	30
5/1	Right Right2	U	B	35	51
				95	112
				155	171
6/1	Ahead	U	H	37	18
7/1		U	D	56	93
				117	153
				173	33
7/2	Ahead	U	D	56	93
				117	153
				173	33
8/1	Copt Oak Road Ahead	U	E	38	51
				98	112
				158	168
8/2	Copt Oak Road Ahead	U	E	38	51
				98	112
				158	168
9/1		U	J	118	99
9/2		U	J	118	99
10/1	A511 Little Shaw Lane Ahead Ahead2	U	A	7	168
10/2	A511 Little Shaw Lane Ahead Right	U	A	7	168

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A511 Flying Horse Junction (Proposed MRN scheme)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.0%**
Flying Horse Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.0%**
1/1	A511 Shaw Lane Left	U	1	N/A	C		3	101	-	-	120	1948	1126	10.7%
1/2	A511 Shaw Lane Ahead	U	1	N/A	C		3	101	-	-	822	2088	1206	68.1%
1/3	A511 Shaw Lane Ahead	U	1	N/A	C		3	101	-	-	784	1948	1126	69.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	1234	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
3/1	Stanton Lane Left	O	N/A	N/A	-		-	-	-	-	51	Inf	303	16.8%
4/1		U	N/A	N/A	-		-	-	-	-	1234	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
5/1	Right Right2	U	1	N/A	B		3	49	-	-	296	2255	651	45.4%
6/1		U	2	N/A	H		1	161	-	-	416	2155	1940	21.4%
7/1	Ahead	U	1	N/A	D		3	113	-	-	822	2115	1363	60.3%
7/2	Ahead	U	1	N/A	D		3	113	-	-	784	2255	1453	53.9%
8/1	Copt Oak Road Ahead	U	1	N/A	E		3	37	-	-	0	1965	437	0.0%
8/2	Copt Oak Road Ahead	U	1	N/A	E		3	37	-	-	0	2105	468	0.0%
9/1		U	3	N/A	J		1	161	-	-	822	2120	1908	43.1%
9/2		U	3	N/A	J		1	161	-	-	784	2120	1908	41.1%

Detailed Input Data And Results

10/1	A511 Little Shaw Lane Ahead Ahead2	U	1	N/A	A		1	161	-	-	1246	1980	1782	69.9%
10/2	A511 Little Shaw Lane Ahead Right	U	1	N/A	A		1	161	-	-	1247	1980	1782	70.0%
11/1		U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	I		1	7	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3	-	K		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	G		3	101	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A511 Flying Horse Junction (Proposed MRN scheme)	**-**	**-**	**51**	**0**	**0**	**7.2**	**7.3**	**0.0**	**14.5**	**-**	**-**	**-**	**-**	
Flying Horse Roundabout	**-**	**-**	**51**	**0**	**0**	**7.2**	**7.3**	**0.0**	**14.5**	**-**	**-**	**-**	**-**	
1/1	120	120	-	-	-	0.2	0.1	-	0.3	7.5	0.9	0.1	1.0	
1/2	822	822	-	-	-	2.0	1.1	-	3.1	13.5	9.6	1.1	10.7	
1/3	784	784	-	-	-	2.0	1.1	-	3.1	14.2	9.4	1.1	10.5	
2/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	51	51	51	0	0	0.0	0.1	-	0.1	10.4	0.5	0.1	0.6	
4/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	296	296	-	-	-	1.3	0.4	-	1.7	20.3	4.1	0.4	4.5	
6/1	416	416	-	-	-	0.0	0.1	-	0.2	1.5	0.5	0.1	0.6	
7/1	822	822	-	-	-	0.0	0.8	-	0.8	3.3	0.0	0.8	0.8	
7/2	784	784	-	-	-	0.0	0.6	-	0.6	2.7	0.0	0.6	0.6	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	822	822	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
9/2	784	784	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	1246	1246	-	-	-	0.8	1.2	-	2.0	5.8	16.6	1.2	17.8	
10/2	1247	1247	-	-	-	0.8	1.2	-	2.0	5.8	16.6	1.2	17.8	
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1	Stream: 1	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	13.43	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	319.6	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	180
C1	Stream: 3	PRC for Signalled Lanes (%):	108.9	Total Delay for Signalled Lanes (pcuHr):	0.73	Cycle Time (s):	180
		PRC Over All Lanes (%):	28.6	Total Delay Over All Lanes(pcuHr):	14.48		

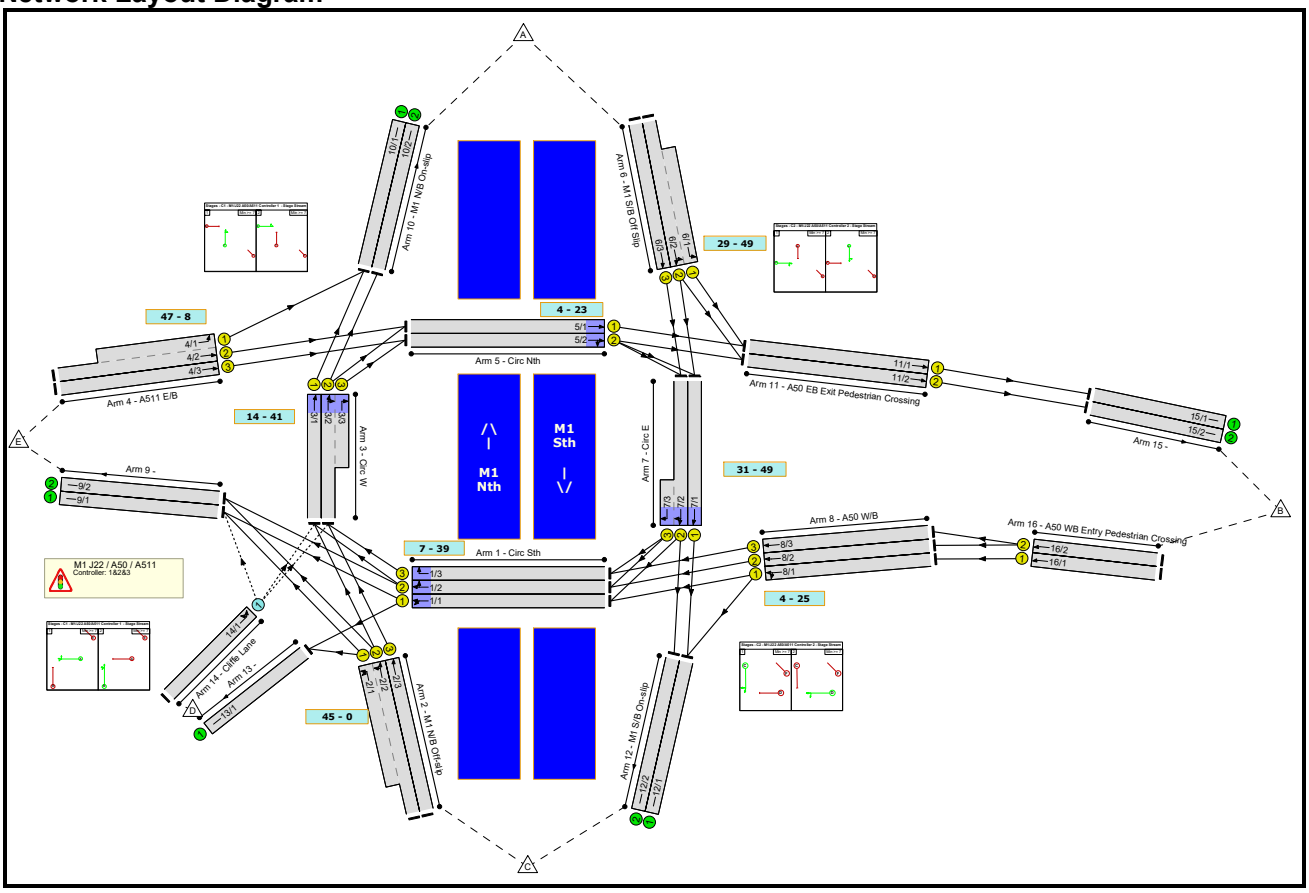
APPENDIX L LINSIG OUTPUT – M1 JUNCTION 22

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	M1 J22 / A50
Additional detail:	
File name:	T22523 M1 J22 Roundabout.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



Scenarios

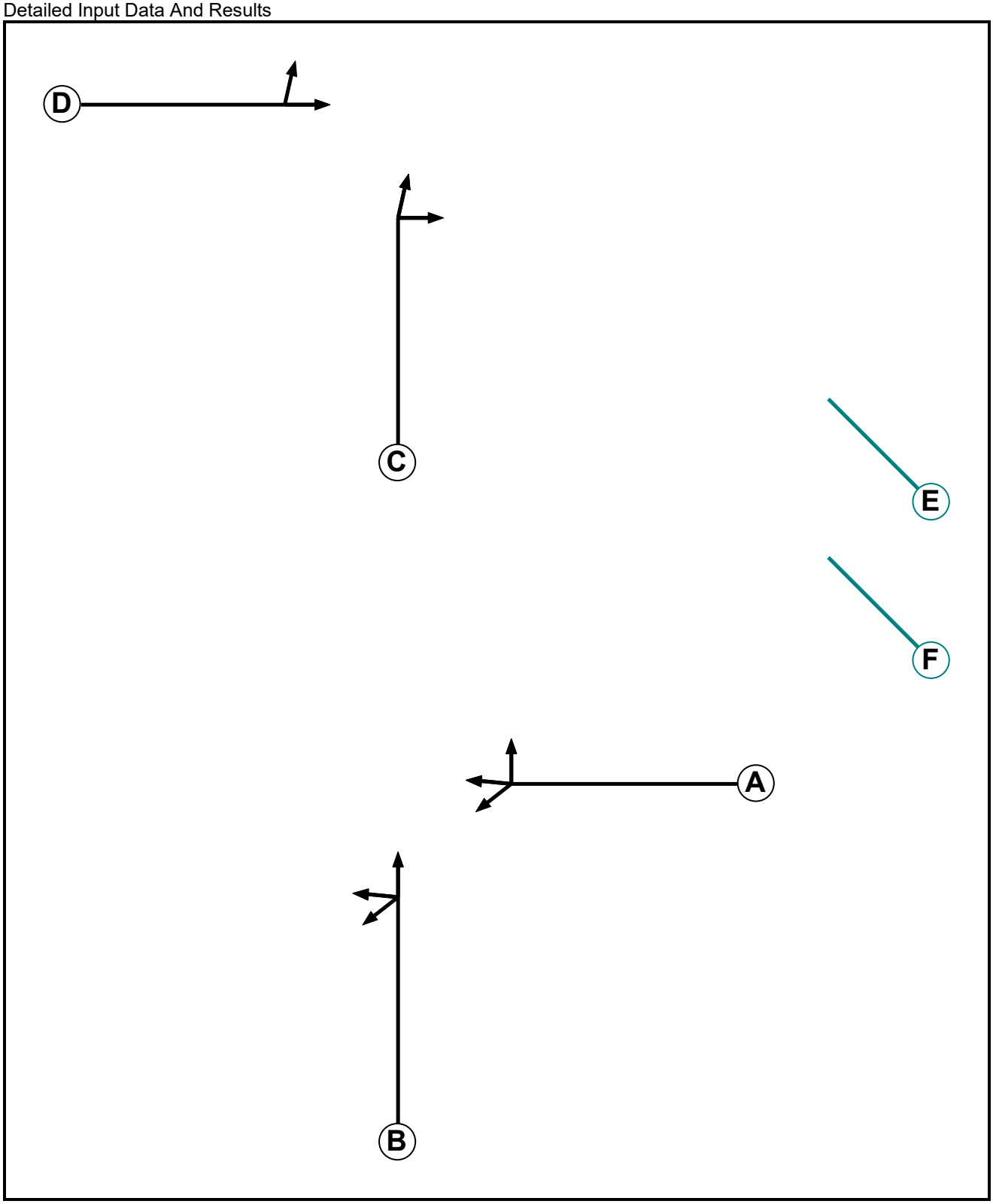
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Baseline AM Peak	2025 Baseline AM Peak	Network Control Plan 1	08:00 - 09:00	60/50/228	11.1	50.10
2	2025 Baseline PM Peak	2025 Baseline PM Peak	Network Control Plan 1	17:00 - 18:00	60/40/228	6.5	48.12
3	2028 Future Base AM Peak	2028 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	5.2	66.45
4	2028 Future Base PM Peak	2028 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	7.6	58.07
5	2028 Future Base + Proposed Development AM Peak	2028 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	-5.8	86.73
6	2028 Future Base + Proposed Development PM Peak	2028 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	4.4	61.67
7	2030 Future Base AM Peak	2030 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	1.2	70.62
8	2030 Future Base PM Peak	2030 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	7.8	59.41
9	2030 Future Base + Proposed Development AM Peak	2030 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	-8.4	97.52
10	2030 Future Base + Proposed Development PM Peak	2030 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	4.2	64.91
11	2036 Future Base AM Peak	2036 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	-3.3	86.62
12	2036 Future Base PM Peak	2036 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	4.1	66.54
13	2036 Future Base + Proposed Development AM Peak	2036 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	-8.9	117.18
14	2036 Future Base + Proposed Development PM Peak	2036 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	3.0	70.43

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - M1/J22 A50/A511 Controller 1	Gen		Stage Stream 1	3	2	M1 J22 / A50 / A511	
			Stage Stream 2	3	2	M1 J22 / A50 / A511	
C2 - M1/J22 A50/A511 Controller 2	Pek		Stage Stream 1	3	2	M1 J22 / A50 / A511	
			Stage Stream 2	3	2	M1 J22 / A50 / A511	
C3 - A50 East Pedestrian Crossings	Gen		Stage Stream 1	2	2	M1 J22 / A50 / A511	
			Stage Stream 2	2	2	M1 J22 / A50 / A511	

Controller :C1 - M1/J22 A50/A511 Controller 1

Phase Diagram


D
C
E
F
A
B

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

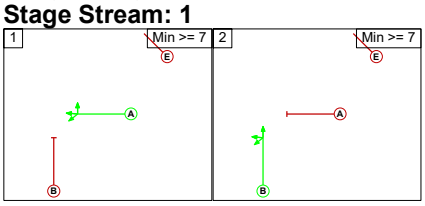
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	7		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

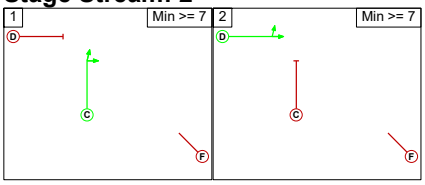
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

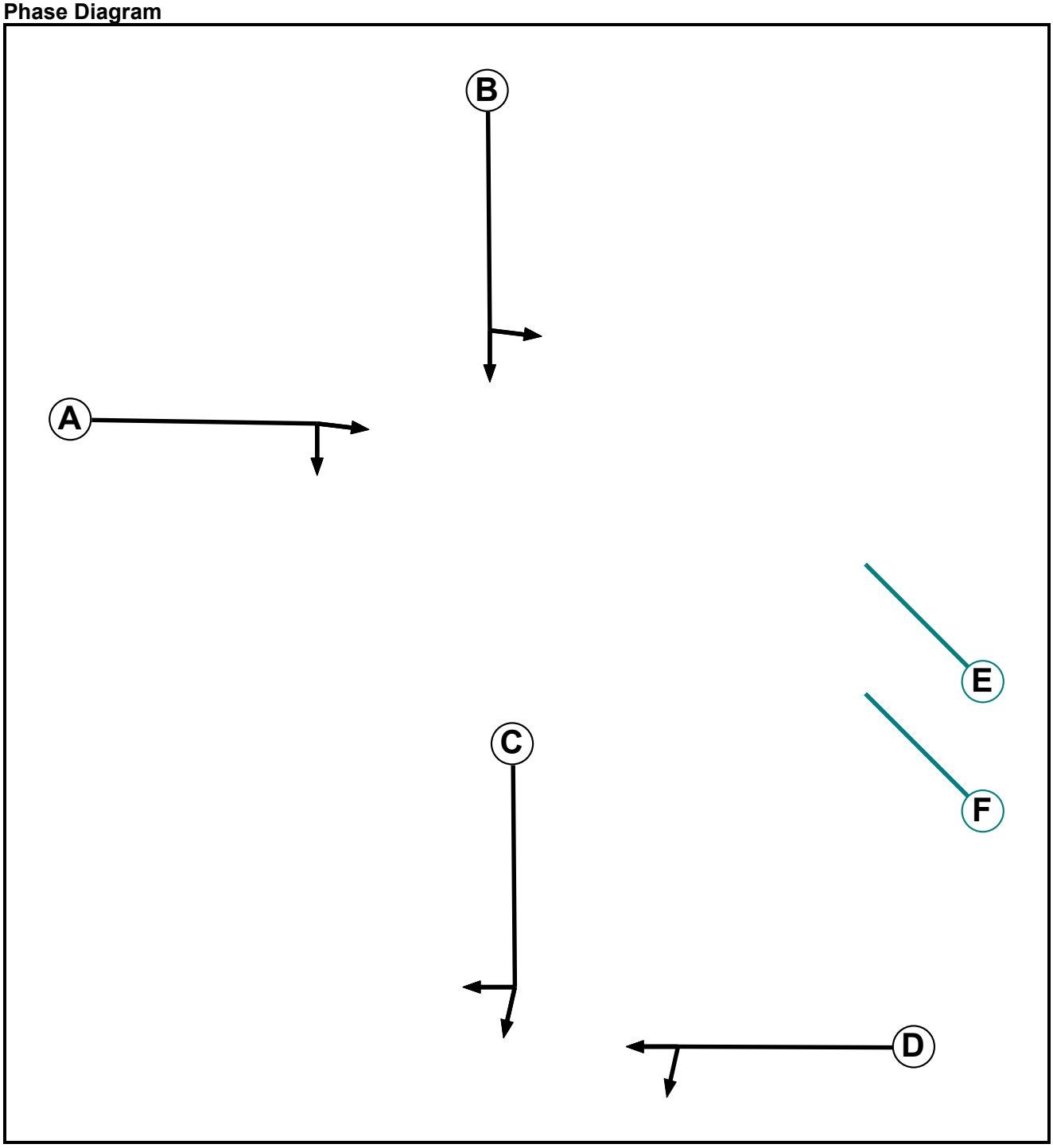
From Stage \ To Stage	1	2
1		6
2	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	6	

Controller :C2 - M1/J22 A50/A511 Controller 2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Dummy	1		4	4
F	Dummy	2		4	4

Phase Intergreens Matrix

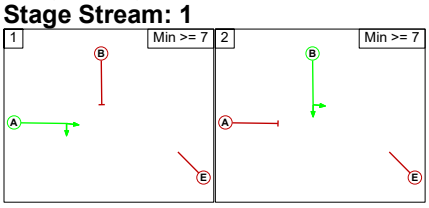
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

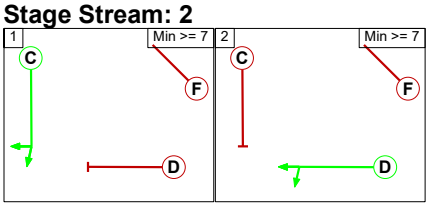
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

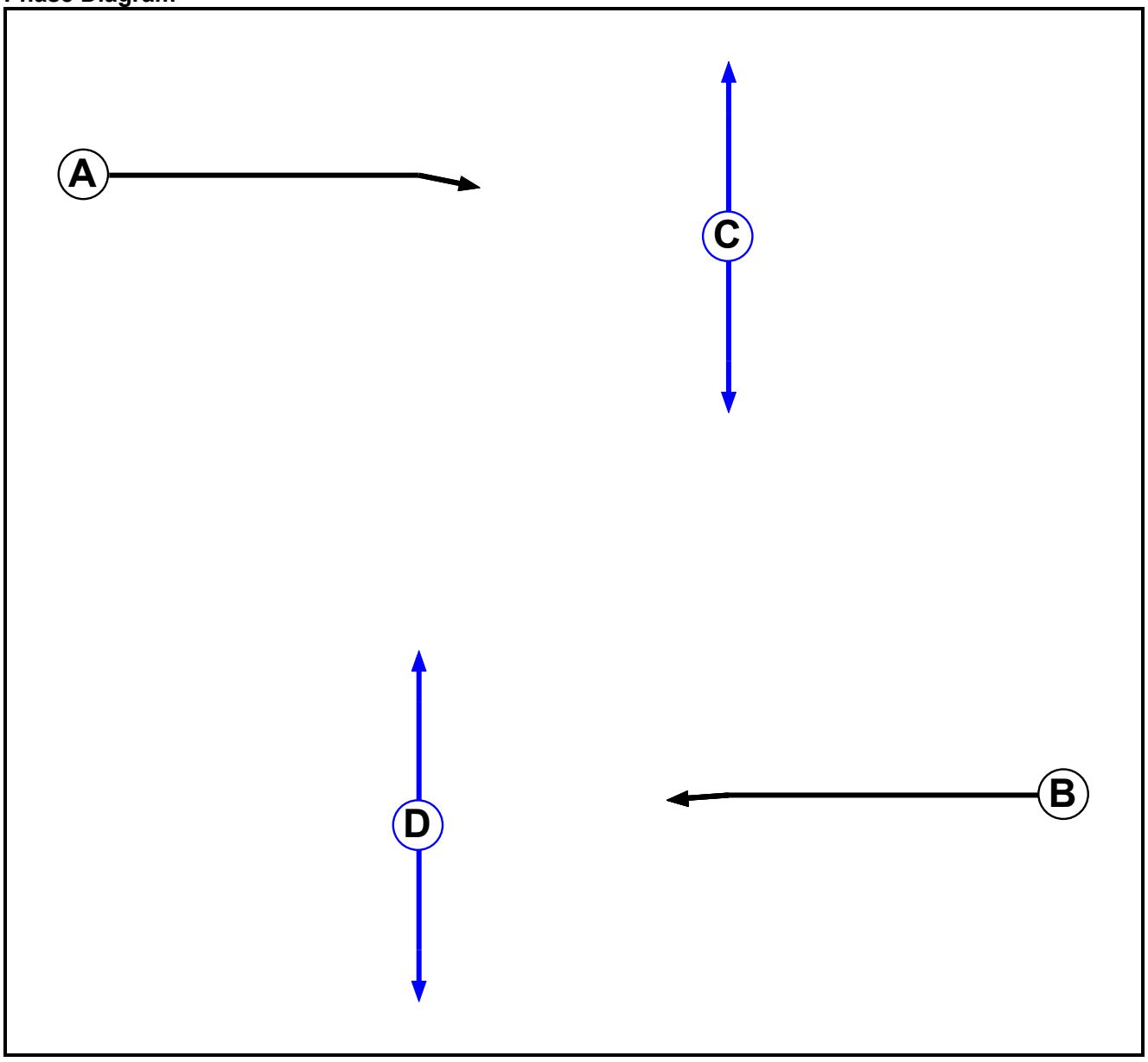
From Stage \ To Stage	1	2
1		6
2	6	

Stage Stream: 2

From Stage \ To Stage	1	2
1		6
2	6	

Controller :C3 - A50 East Pedestrian Crossings

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Pedestrian	1		5	5
D	Pedestrian	2		6	6

Phase Intergreens Matrix

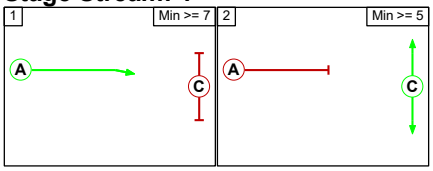
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	5	-
	B	-		-	5
	C	8	-		-
	D	-	8	-	

Phases in Stage

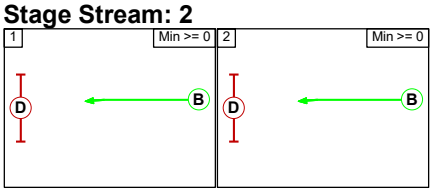
Stream	Stage No.	Phases in Stage
1	1	A
1	2	C
2	1	B
2	2	B

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	8	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		0
	2	0	

Lane Input Data

Junction: M1 J22 / A50 / A511

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 9 Ahead	Inf
											Arm 13 Ahead	Inf
1/2 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	N	Arm 3 Right	75.00
											Arm 9 Ahead	75.00
1/3 (Circ Sth)	U	A	2	3	17.4	Geom	-	3.80	0.00	Y	Arm 3 Right	75.00
2/1 (M1 N/B Off-slip)	U	B	2	3	16.9	Geom	-	4.00	0.00	Y	Arm 9 Left	80.00
											Arm 13 Left	60.00
2/2 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
											Arm 9 Left	60.00
2/3 (M1 N/B Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Ahead	80.00
3/1 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	Y	Arm 10 Ahead	75.00
3/2 (Circ W)	U	C	2	3	5.2	Geom	-	4.20	0.00	N	Arm 5 Right	75.00
											Arm 10 Ahead	75.00
3/3 (Circ W)	U	C	2	3	8.0	Geom	-	4.20	0.00	Y	Arm 5 Right	75.00
4/1 (A511 E/B)	U	D	2	3	13.0	Geom	-	4.10	0.00	Y	Arm 10 Left	50.00
4/2 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	N	Arm 5 Ahead	70.00
4/3 (A511 E/B)	U	D	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Ahead	70.00
5/1 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 11 Ahead	75.00
5/2 (Circ Nth)	U	A	2	3	19.7	Geom	-	4.60	0.00	Y	Arm 7 Right	75.00
											Arm 11 Ahead	75.00
6/1 (M1 S/B Off Slip)	U	B	2	3	15.0	Geom	-	4.50	0.00	Y	Arm 11 Left	80.00

6/2 (M1 S/B Off Slip)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00
											Arm 11 Left	80.00
6/3 (M1 S/B Off Slip)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	80.00
7/1 (Circ E)	U	C	2	3	7.8	Geom	-	4.50	0.00	Y	Arm 12 Ahead	Inf
7/2 (Circ E)	U	C	2	3	12.2	Geom	-	4.50	0.00	N	Arm 1 Right	75.00
											Arm 12 Ahead	Inf
7/3 (Circ E)	U	C	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 1 Right	75.00
8/1 (A50 W/B)	U	D	2	3	22.6	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
											Arm 12 Left	70.00
8/2 (A50 W/B)	U	D	2	3	22.6	Geom	-	3.80	0.00	N	Arm 1 Ahead	70.00
8/3 (A50 W/B)	U	D	2	3	22.6	Geom	-	3.80	0.00	Y	Arm 1 Ahead	70.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (M1 N/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A50 EB Exit Pedestrian Crossing)	U	A	2	3	29.6	Geom	-	3.60	0.00	Y	Arm 15 Ahead	Inf
11/2 (A50 EB Exit Pedestrian Crossing)	U	A	2	3	29.6	Geom	-	3.60	0.00	Y	Arm 15 Ahead	Inf
12/1 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (M1 S/B On-slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Cliffe Lane)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 3 Left	Inf
											Arm 9 Left	Inf
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

16/1 (A50 WB Entry Pedestrian Crossing)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
16/2 (A50 WB Entry Pedestrian Crossing)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf

Give-Way Lane Input Data

Junction: M1 J22 / A50 / A511											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
14/1 (Cliffe Lane)	3/1 (Left)	1000	0	1/1	0.33	All	-	-	-	-	-
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	3/2 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					
	9/1 (Left)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				1/3	0.33	All					
				2/1	0.33	All					
				2/2	0.33	All					
				2/3	0.33	All					

Lane Connector Input Data

Junction: M1 J22 / A50 / A511				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	9/1	Internal	5	35
1/1	13/1	Internal	5	35
1/2	3/1	Internal	13	N/A
1/2	9/2	Internal	5	35
1/3	3/2	Internal	13	N/A
2/1	9/1	Internal	5	35
2/1	13/1	Internal	5	35
2/2	3/1	Internal	12	N/A
2/2	9/2	Internal	5	35
2/3	3/2	Internal	12	N/A
3/1	10/1	Internal	5	35
3/2	5/1	Internal	13	N/A
3/2	10/2	Internal	5	35
3/3	5/2	Internal	13	N/A
4/1	10/1	Internal	5	35
4/2	5/1	Internal	15	N/A
4/3	5/2	Internal	15	N/A
5/1	11/1	Internal	12	35
5/2	7/1	Internal	9	N/A
5/2	7/2	Internal	9	N/A
5/2	11/2	Internal	12	35
6/1	11/1	Internal	12	35
6/2	7/1	Internal	10	N/A
6/2	11/2	Internal	12	35
6/3	7/2	Internal	10	N/A
7/1	12/1	Internal	5	35
7/2	1/1	Internal	12	N/A
7/2	12/2	Internal	5	35
7/3	1/2	Internal	12	N/A
7/3	1/3	Internal	12	N/A
8/1	1/1	Internal	12	N/A
8/1	12/1	Internal	5	35
8/2	1/2	Internal	12	N/A
8/3	1/3	Internal	12	N/A
11/1	15/1	Internal	5	35
11/2	15/2	Internal	5	35
14/1	3/1	Internal	7	N/A

14/1	3/2	Internal	7	N/A
14/1	9/1	Internal	5	35
16/1	8/1	Internal	10	35
16/2	8/2	Internal	10	35
16/2	8/3	Internal	10	35

Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	88.2 %	1995	1995
				Arm 13 Ahead	Inf	11.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	41.8 %	2093	2093
				Arm 9 Ahead	75.00	58.2 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.3 %	1977	1977
				Arm 13 Left	60.00	4.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.8 %	2132	2132
				Arm 10 Ahead	75.00	99.2 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	80.3 %	2034	2034
				Arm 11 Ahead	75.00	19.7 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	7.3 %	2027	2027
				Arm 11 Left	80.00	92.7 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065
7/2	4.50	0.00	N	Arm 1 Right	75.00	66.1 %	2176	2176

(Circ E)				Arm 12 Ahead	Inf	33.9 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	90.4 %	1953	1953
				Arm 12 Left	70.00	9.6 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	77.0 %	2005	2005
				Arm 9 Left	Inf	23.0 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.9 %	1995	1995
				Arm 13 Ahead	Inf	12.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	16.6 %	2093	2093
				Arm 9 Ahead	75.00	83.4 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	91.7 %	1977	1977
				Arm 13 Left	60.00	8.3 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	77.6 %	2034	2034
				Arm 11 Ahead	75.00	22.4 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	6.6 %	2027	2027
				Arm 11 Left	80.00	93.4 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

Detailed Input Data And Results

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	38.8 %	2188	2188
				Arm 12 Ahead	Inf	61.2 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	90.7 %	1953	1953
				Arm 12 Left	70.00	9.3 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	88.8 %	2005	2005
				Arm 9 Left	Inf	11.2 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	86.5 %	1995	1995
				Arm 13 Ahead	Inf	13.5 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	31.7 %	2093	2093
				Arm 9 Ahead	75.00	68.3 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	94.6 %	1977	1977
				Arm 13 Left	60.00	5.4 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.4 %	2132	2132
				Arm 10 Ahead	75.00	99.6 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	84.2 %	2034	2034
				Arm 11 Ahead	75.00	15.8 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	13.4 %	2027	2027
				Arm 11 Left	80.00	86.6 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

Detailed Input Data And Results

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	75.0 %	2172	2172
				Arm 12 Ahead	Inf	25.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	90.6 %	1953	1953
				Arm 12 Left	70.00	9.4 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	74.3 %	2005	2005
				Arm 9 Left	Inf	25.7 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.7 %	1995	1995
				Arm 13 Ahead	Inf	7.3 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	10.0 %	2093	2093
				Arm 9 Ahead	75.00	90.0 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.9 %	1977	1977
				Arm 13 Left	60.00	4.1 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.2 %	2132	2132
				Arm 10 Ahead	75.00	99.8 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	85.2 %	2034	2034
				Arm 11 Ahead	75.00	14.8 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	15.7 %	2027	2027
				Arm 11 Left	80.00	84.3 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

Detailed Input Data And Results

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	68.6 %	2175	2175
				Arm 12 Ahead	Inf	31.4 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	93.1 %	1953	1953
				Arm 12 Left	70.00	6.9 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.0 %	2005	2005
				Arm 9 Left	Inf	15.0 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.1 %	1995	1995
				Arm 13 Ahead	Inf	12.9 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	36.3 %	2093	2093
				Arm 9 Ahead	75.00	63.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.6 %	1977	1977
				Arm 13 Left	60.00	6.4 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	2.8 %	2132	2132
				Arm 10 Ahead	75.00	97.2 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	77.9 %	2034	2034
				Arm 11 Ahead	75.00	22.1 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	37.3 %	2189	2189
				Arm 12 Ahead	Inf	62.7 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	88.9 %	1953	1953
				Arm 12 Left	70.00	11.1 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	74.5 %	2005	2005
				Arm 9 Left	Inf	25.5 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	93.2 %	1995	1995
				Arm 13 Ahead	Inf	6.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	11.9 %	2093	2093
				Arm 9 Ahead	75.00	88.1 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	96.0 %	1977	1977
				Arm 13 Left	60.00	4.0 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.1 %	2132	2132
				Arm 10 Ahead	75.00	99.9 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	84.1 %	2034	2034
				Arm 11 Ahead	75.00	15.9 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	13.9 %	2027	2027
				Arm 11 Left	80.00	86.1 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	81.4 %	2170	2170
				Arm 12 Ahead	Inf	18.6 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	92.3 %	1953	1953
				Arm 12 Left	70.00	7.7 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.4 %	2005	2005
				Arm 9 Left	Inf	14.6 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	85.9 %	1995	1995
				Arm 13 Ahead	Inf	14.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	34.0 %	2093	2093
				Arm 9 Ahead	75.00	66.0 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	94.4 %	1977	1977
				Arm 13 Left	60.00	5.6 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	85.0 %	2034	2034
				Arm 11 Ahead	75.00	15.0 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	12.8 %	2027	2027
				Arm 11 Left	80.00	87.2 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	74.9 %	2172	2172
				Arm 12 Ahead	Inf	25.1 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	90.2 %	1953	1953
				Arm 12 Left	70.00	9.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	75.0 %	2005	2005
				Arm 9 Left	Inf	25.0 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	91.8 %	1995	1995
				Arm 13 Ahead	Inf	8.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	12.3 %	2093	2093
				Arm 9 Ahead	75.00	87.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.1 %	1977	1977
				Arm 13 Left	60.00	4.9 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.2 %	2132	2132
				Arm 10 Ahead	75.00	99.8 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	88.2 %	2034	2034
				Arm 11 Ahead	75.00	11.8 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	11.8 %	2027	2027
				Arm 11 Left	80.00	88.2 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

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7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	50.8 %	2183	2183
				Arm 12 Ahead	Inf	49.2 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	92.2 %	1953	1953
				Arm 12 Left	70.00	7.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.7 %	2005	2005
				Arm 9 Left	Inf	14.3 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	87.1 %	1995	1995
				Arm 13 Ahead	Inf	12.9 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	38.3 %	2093	2093
				Arm 9 Ahead	75.00	61.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.4 %	1977	1977
				Arm 13 Left	60.00	6.6 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	2.6 %	2132	2132
				Arm 10 Ahead	75.00	97.4 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	78.1 %	2034	2034
				Arm 11 Ahead	75.00	21.9 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	37.2 %	2189	2189
				Arm 12 Ahead	Inf	62.8 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	88.8 %	1953	1953
				Arm 12 Left	70.00	11.2 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	75.5 %	2005	2005
				Arm 9 Left	Inf	24.5 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	92.3 %	1995	1995
				Arm 13 Ahead	Inf	7.7 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	13.0 %	2093	2093
				Arm 9 Ahead	75.00	87.0 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	95.4 %	1977	1977
				Arm 13 Left	60.00	4.6 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	86.5 %	2034	2034
				Arm 11 Ahead	75.00	13.5 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	15.2 %	2027	2027
				Arm 11 Left	80.00	84.8 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

Detailed Input Data And Results

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	84.0 %	2169	2169
				Arm 12 Ahead	Inf	16.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	91.9 %	1953	1953
				Arm 12 Left	70.00	8.1 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	85.8 %	2005	2005
				Arm 9 Left	Inf	14.2 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	84.2 %	1995	1995
				Arm 13 Ahead	Inf	15.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	39.3 %	2093	2093
				Arm 9 Ahead	75.00	60.7 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.3 %	1977	1977
				Arm 13 Left	60.00	6.7 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	85.5 %	2034	2034
				Arm 11 Ahead	75.00	14.5 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	7.2 %	2027	2027
				Arm 11 Left	80.00	92.8 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	47.2 %	2184	2184
				Arm 12 Ahead	Inf	52.8 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	90.3 %	1953	1953
				Arm 12 Left	70.00	9.7 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	76.2 %	2005	2005
				Arm 9 Left	Inf	23.8 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	88.2 %	1995	1995
				Arm 13 Ahead	Inf	11.8 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	15.2 %	2093	2093
				Arm 9 Ahead	75.00	84.8 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.1 %	1977	1977
				Arm 13 Left	60.00	6.9 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	89.0 %	2034	2034
				Arm 11 Ahead	75.00	11.0 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	16.9 %	2027	2027
				Arm 11 Left	80.00	83.1 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	59.2 %	2179	2179
				Arm 12 Ahead	Inf	40.8 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	92.7 %	1953	1953
				Arm 12 Left	70.00	7.3 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	86.6 %	2005	2005
				Arm 9 Left	Inf	13.4 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	84.7 %	1995	1995
				Arm 13 Ahead	Inf	15.3 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	42.7 %	2093	2093
				Arm 9 Ahead	75.00	57.3 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	92.5 %	1977	1977
				Arm 13 Left	60.00	7.5 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	1.9 %	2132	2132
				Arm 10 Ahead	75.00	98.1 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	79.7 %	2034	2034
				Arm 11 Ahead	75.00	20.3 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	0.0 %	2027	2027
				Arm 11 Left	80.00	100.0 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	42.0 %	2187	2187
				Arm 12 Ahead	Inf	58.0 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	88.6 %	1953	1953
				Arm 12 Left	70.00	11.4 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	76.5 %	2005	2005
				Arm 9 Left	Inf	23.5 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: M1 J22 / A50 / A511

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Circ Sth)	3.80	0.00	Y	Arm 9 Ahead	Inf	88.9 %	1995	1995
				Arm 13 Ahead	Inf	11.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	16.2 %	2093	2093
				Arm 9 Ahead	75.00	83.8 %		
1/3 (Circ Sth)	3.80	0.00	Y	Arm 3 Right	75.00	100.0 %	1956	1956
2/1 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 9 Left	80.00	93.4 %	1977	1977
				Arm 13 Left	60.00	6.6 %		
2/2 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	0.0 %	1966	1966
				Arm 9 Left	60.00	100.0 %		
2/3 (M1 N/B Off-slip)	4.00	0.00	Y	Arm 3 Ahead	80.00	100.0 %	1978	1978
3/1 (Circ W)	4.20	0.00	Y	Arm 10 Ahead	75.00	100.0 %	1995	1995
3/2 (Circ W)	4.20	0.00	N	Arm 5 Right	75.00	0.3 %	2132	2132
				Arm 10 Ahead	75.00	99.7 %		
3/3 (Circ W)	4.20	0.00	Y	Arm 5 Right	75.00	100.0 %	1995	1995
4/1 (A511 E/B)	4.10	0.00	Y	Arm 10 Left	50.00	100.0 %	1966	1966
4/2 (A511 E/B)	4.10	0.00	N	Arm 5 Ahead	70.00	100.0 %	2120	2120
4/3 (A511 E/B)	4.10	0.00	Y	Arm 5 Ahead	70.00	100.0 %	1983	1983
5/1 (Circ Nth)	4.60	0.00	Y	Arm 11 Ahead	75.00	100.0 %	2034	2034
5/2 (Circ Nth)	4.60	0.00	Y	Arm 7 Right	75.00	87.8 %	2034	2034
				Arm 11 Ahead	75.00	12.2 %		
6/1 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 11 Left	80.00	100.0 %	2027	2027
6/2 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	9.9 %	2027	2027
				Arm 11 Left	80.00	90.1 %		
6/3 (M1 S/B Off Slip)	4.50	0.00	Y	Arm 7 Ahead	80.00	100.0 %	2027	2027
7/1 (Circ E)	4.50	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2065	2065

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	52.3 %	2182	2182
				Arm 12 Ahead	Inf	47.7 %		
7/3 (Circ E)	4.50	0.00	Y	Arm 1 Right	75.00	100.0 %	2025	2025
8/1 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	92.2 %	1953	1953
				Arm 12 Left	70.00	7.8 %		
8/2 (A50 W/B)	3.80	0.00	N	Arm 1 Ahead	70.00	100.0 %	2090	2090
8/3 (A50 W/B)	3.80	0.00	Y	Arm 1 Ahead	70.00	100.0 %	1953	1953
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (M1 N/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (M1 N/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
11/2 (A50 EB Exit Pedestrian Crossing)	3.60	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1975	1975
12/1 (M1 S/B On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M1 S/B On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (Cliffe Lane)	3.90	0.00	Y	Arm 3 Left	Inf	86.4 %	2005	2005
				Arm 9 Left	Inf	13.6 %		
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
16/2 (A50 WB Entry Pedestrian Crossing)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Baseline AM Peak'	08:00	09:00	01:00	
2: '2025 Baseline PM Peak'	17:00	18:00	01:00	
3: '2028 Future Base AM Peak'	08:00	09:00	01:00	
4: '2028 Future Base PM Peak'	17:00	18:00	01:00	
5: '2028 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
6: '2028 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
7: '2030 Future Base AM Peak'	08:00	09:00	01:00	
8: '2030 Future Base PM Peak'	17:00	18:00	01:00	
9: '2030 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
10: '2030 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	
11: '2036 Future Base AM Peak'	08:00	09:00	01:00	
12: '2036 Future Base PM Peak'	17:00	18:00	01:00	
13: '2036 Future Base + Proposed Development AM Peak'	08:00	09:00	01:00	
14: '2036 Future Base + Proposed Development PM Peak'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Baseline AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1092	132	79	319	1623
	B	957	4	59	8	818	1846
	C	2	32	0	18	740	792
	D	88	11	7	1	32	139
	E	338	718	501	0	4	1561
	Tot.	1386	1857	699	106	1913	5961

FG2: '2025 Baseline PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	906	87	56	297	1347
	B	731	4	52	23	897	1707
	C	0	37	4	33	759	833
	D	72	15	8	0	12	107
	E	300	747	480	1	7	1535
	Tot.	1104	1709	631	113	1972	5529

FG3: '2028 Future Base AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1049	142	106	383	1681
	B	985	4	65	11	1021	2086
	C	2	28	0	22	795	847
	D	93	11	8	1	39	152
	E	363	776	570	0	6	1715
	Tot.	1444	1868	785	140	2244	6481

FG4: '2028 Future Base PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	909	98	47	475	1530
	B	721	3	43	14	1131	1912
	C	0	25	3	18	863	909
	D	87	13	8	0	19	127
	E	363	702	506	1	10	1582
	Tot.	1172	1652	658	80	2498	6060

FG5: '2028 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1188	129	99	297	1714
	B	1066	6	83	14	1076	2245
	C	2	39	0	27	816	884
	D	90	14	8	2	39	153
	E	300	918	591	0	5	1814
	Tot.	1459	2165	811	142	2233	6810

FG6: '2028 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	968	108	43	417	1537
	B	781	6	52	15	1200	2054
	C	0	30	3	18	886	937
	D	87	15	9	0	19	130
	E	320	724	530	1	9	1584
	Tot.	1189	1743	702	77	2531	6242

FG7: '2030 Future Base AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1073	149	110	379	1712
	B	1028	4	69	12	1022	2135
	C	2	29	0	23	794	848
	D	98	11	9	2	40	160
	E	368	777	578	0	5	1728
	Tot.	1497	1894	805	147	2240	6583

FG8: '2030 Future Base PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	942	110	54	467	1574
	B	771	4	51	17	1150	1993
	C	0	27	4	22	869	922
	D	100	16	10	0	21	147
	E	350	677	530	1	9	1567
	Tot.	1222	1666	705	94	2516	6203

FG9: '2030 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1214	137	102	300	1754
	B	1108	6	85	14	1084	2297
	C	2	42	0	28	815	887
	D	92	14	9	2	38	155
	E	307	915	596	0	5	1823
	Tot.	1510	2191	827	146	2242	6916

FG10: '2030 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	997	116	51	426	1591
	B	820	6	56	17	1220	2119
	C	0	30	4	21	887	942
	D	99	17	11	0	21	148
	E	317	700	540	1	9	1567
	Tot.	1237	1750	727	90	2563	6367

FG11: '2036 Future Base AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1159	164	140	405	1869
	B	1124	4	71	14	1031	2244
	C	2	29	0	28	801	860
	D	103	11	9	2	39	164
	E	391	769	578	0	5	1743
	Tot.	1621	1972	822	184	2281	6880

FG12: '2036 Future Base PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	2	1017	118	86	518	1741
	B	831	3	49	24	1147	2054
	C	0	25	3	31	860	919
	D	132	18	12	0	25	187
	E	373	645	510	1	9	1538
	Tot.	1338	1708	692	142	2559	6439

FG13: '2036 Future Base + Proposed Development AM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1291	156	132	326	1906
	B	1196	6	90	17	1078	2387
	C	2	41	0	32	814	889
	D	91	13	8	2	35	149
	E	335	903	613	0	5	1856
	Tot.	1625	2254	867	183	2258	7187

FG14: '2036 Future Base + Proposed Development PM Peak'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	2	1069	128	80	472	1751
	B	877	6	55	24	1205	2167
	C	0	29	4	30	882	945
	D	123	18	12	0	24	177
	E	348	685	541	1	9	1584
	Tot.	1350	1807	740	135	2592	6624

Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1092	132	79	319	1623
	B	957	4	59	8	818	1846
	C	2	32	0	18	740	792
	D	88	11	7	1	32	139
	E	338	718	501	0	4	1561
	Tot.	1386	1857	699	106	1913	5961

Traffic Flows, Difference
Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	906	87	56	297	1347
	B	731	4	52	23	897	1707
	C	0	37	4	33	759	833
	D	72	15	8	0	12	107
	E	300	747	480	1	7	1535
	Tot.	1104	1709	631	113	1972	5529

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1049	142	106	383	1681
	B	985	4	65	11	1021	2086
	C	2	28	0	22	795	847
	D	93	11	8	1	39	152
	E	363	776	570	0	6	1715
	Tot.	1444	1868	785	140	2244	6481

Traffic Flows, Difference
Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	909	98	47	475	1530
	B	721	3	43	14	1131	1912
	C	0	25	3	18	863	909
	D	87	13	8	0	19	127
	E	363	702	506	1	10	1582
	Tot.	1172	1652	658	80	2498	6060

Traffic Flows, Difference
Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1188	129	99	297	1714
	B	1066	6	83	14	1076	2245
	C	2	39	0	27	816	884
	D	90	14	8	2	39	153
	E	300	918	591	0	5	1814
	Tot.	1459	2165	811	142	2233	6810

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	968	108	43	417	1537
	B	781	6	52	15	1200	2054
	C	0	30	3	18	886	937
	D	87	15	9	0	19	130
	E	320	724	530	1	9	1584
	Tot.	1189	1743	702	77	2531	6242

Traffic Flows, Difference
Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1073	149	110	379	1712
	B	1028	4	69	12	1022	2135
	C	2	29	0	23	794	848
	D	98	11	9	2	40	160
	E	368	777	578	0	5	1728
	Tot.	1497	1894	805	147	2240	6583

Traffic Flows, Difference
Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	942	110	54	467	1574
	B	771	4	51	17	1150	1993
	C	0	27	4	22	869	922
	D	100	16	10	0	21	147
	E	350	677	530	1	9	1567
	Tot.	1222	1666	705	94	2516	6203

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1214	137	102	300	1754
	B	1108	6	85	14	1084	2297
	C	2	42	0	28	815	887
	D	92	14	9	2	38	155
	E	307	915	596	0	5	1823
	Tot.	1510	2191	827	146	2242	6916

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	997	116	51	426	1591
	B	820	6	56	17	1220	2119
	C	0	30	4	21	887	942
	D	99	17	11	0	21	148
	E	317	700	540	1	9	1567
	Tot.	1237	1750	727	90	2563	6367

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1159	164	140	405	1869
	B	1124	4	71	14	1031	2244
	C	2	29	0	28	801	860
	D	103	11	9	2	39	164
	E	391	769	578	0	5	1743
	Tot.	1621	1972	822	184	2281	6880

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	2	1017	118	86	518	1741
	B	831	3	49	24	1147	2054
	C	0	25	3	31	860	919
	D	132	18	12	0	25	187
	E	373	645	510	1	9	1538
	Tot.	1338	1708	692	142	2559	6439

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	1291	156	132	326	1906
	B	1196	6	90	17	1078	2387
	C	2	41	0	32	814	889
	D	91	13	8	2	35	149
	E	335	903	613	0	5	1856
	Tot.	1625	2254	867	183	2258	7187

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	2	1069	128	80	472	1751
	B	877	6	55	24	1205	2167
	C	0	29	4	30	882	945
	D	123	18	12	0	24	177
	E	348	685	541	1	9	1584
	Tot.	1350	1807	740	135	2592	6624

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2025 Baseline AM Peak	Scenario 2: 2025 Baseline PM Peak	Scenario 3: 2028 Future Base AM Peak	Scenario 4: 2028 Future Base PM Peak	Scenario 5: 2028 Future Base + Proposed Development AM Peak	Scenario 6: 2028 Future Base + Proposed Development PM Peak
Junction: M1 J22 / A50 / A511						
1/1	747	660	871	850	893	864
1/2	828	745	962	920	942	932
1/3	616	612	685	633	731	677
2/1 (short)	380	397	410	442	423	453
2/2 (with short)	758(In) 378(Out)	792(In) 395(Out)	817(In) 407(Out)	881(In) 439(Out)	843(In) 420(Out)	904(In) 451(Out)
2/3	34	41	30	28	41	33
3/1	423	196	398	179	432	198
3/2 (with short)	680(In) 630(Out)	676(In) 610(Out)	735(In) 686(Out)	682(In) 631(Out)	796(In) 748(Out)	734(In) 672(Out)
3/3 (short)	50	66	49	51	48	62
4/1 (short)	338	300	363	363	300	320
4/2 (with short)	972(In) 634(Out)	957(In) 657(Out)	1069(In) 706(Out)	1013(In) 650(Out)	1084(In) 784(Out)	990(In) 670(Out)
4/3	589	578	646	569	730	594
5/1	639	659	709	651	805	671
5/2	639	644	695	620	778	656
6/1 (short)	483	382	468	405	477	427
6/2 (with short)	1140(In) 657(Out)	943(In) 561(Out)	1139(In) 671(Out)	1003(In) 598(Out)	1188(In) 711(Out)	1055(In) 628(Out)
6/3	483	404	542	527	526	482
7/1	543	335	638	493	347	595
7/2 (with short)	501(In) 286(Out)	606(In) 399(Out)	579(In) 328(Out)	656(In) 388(Out)	785(In) 608(Out)	526(In) 295(Out)
7/3 (short)	215	207	251	268	177	231
8/1	617	557	690	627	749	676
8/2	614	539	712	653	766	702
8/3	615	611	684	632	730	676
9/1	1053	956	1180	1231	1213	1259
9/2	860	1016	1064	1267	1020	1272
10/1	761	496	761	542	732	518
10/2	625	608	683	630	727	671
11/1	1122	1041	1177	1056	1282	1098
11/2	735	668	691	596	883	645
12/1	602	387	703	536	430	647
12/2	97	244	82	122	381	55

13/1	106	113	140	80	142	77
14/1	139	107	152	127	153	130
15/1	1122	1041	1177	1056	1282	1098
15/2	735	668	691	596	883	645
16/1	617	557	690	627	749	676
16/2	1229	1150	1396	1285	1496	1378

Lane	Scenario 7: 2030 Future Base AM Peak	Scenario 8: 2030 Future Base PM Peak	Scenario 9: 2030 Future Base + Proposed Development AM Peak	Scenario 10: 2030 Future Base + Proposed Development PM Peak	Scenario 11: 2036 Future Base AM Peak	Scenario 12: 2036 Future Base PM Peak
Junction: M1 J22 / A50 / A511						
1/1	882	882	914	891	986	941
1/2	982	930	961	958	1006	995
1/3	699	662	747	702	734	685
2/1 (short)	410	447	423	455	416	447
2/2 (with short)	817(In) 407(Out)	891(In) 444(Out)	843(In) 420(Out)	908(In) 453(Out)	829(In) 413(Out)	891(In) 444(Out)
2/3	31	31	44	34	31	28
3/1	432	214	460	224	489	283
3/2 (with short)	752(In) 699(Out)	719(In) 659(Out)	816(In) 763(Out)	764(In) 698(Out)	796(In) 743(Out)	743(In) 684(Out)
3/3 (short)	53	60	53	66	53	59
4/1 (short)	368	350	307	317	391	373
4/2 (with short)	1082(In) 714(Out)	999(In) 649(Out)	1092(In) 785(Out)	980(In) 663(Out)	1101(In) 710(Out)	996(In) 623(Out)
4/3	646	568	731	587	642	542
5/1	716	650	805	665	712	625
5/2	699	628	784	653	695	601
6/1 (short)	476	411	501	445	503	468
6/2 (with short)	1161(In) 685(Out)	1013(In) 602(Out)	1214(In) 713(Out)	1096(In) 651(Out)	1210(In) 707(Out)	1129(In) 661(Out)
6/3	551	561	540	495	659	612
7/1	654	383	338	623	388	421
7/2 (with short)	579(In) 327(Out)	803(In) 551(Out)	814(In) 643(Out)	536(In) 300(Out)	916(In) 687(Out)	838(In) 544(Out)
7/3 (short)	252	252	171	236	229	294
8/1	706	653	760	695	733	668
8/2	731	679	791	723	778	703
8/3	698	661	746	701	733	683
9/1	1185	1256	1229	1277	1257	1271
9/2	1055	1260	1013	1286	1024	1288
10/1	800	564	767	541	880	656
10/2	697	658	743	696	741	682
11/1	1192	1061	1306	1110	1215	1093
11/2	702	605	885	640	757	615
12/1	723	434	423	679	459	470
12/2	82	271	404	48	363	222
13/1	147	94	146	90	184	142

14/1	160	147	155	148	164	187
15/1	1192	1061	1306	1110	1215	1093
15/2	702	605	885	640	757	615
16/1	706	653	760	695	733	668
16/2	1429	1340	1537	1424	1511	1386

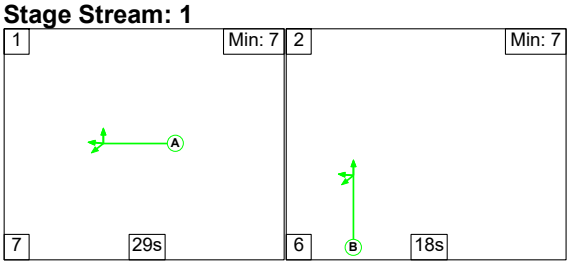
Lane	Scenario 13: 2036 Future Base + Proposed Development AM Peak	Scenario 14: 2036 Future Base + Proposed Development PM Peak
Junction: M1 J22 / A50 / A511		
1/1	986	948
1/2	1001	1006
1/3	776	722
2/1 (short)	424	457
2/2 (with short)	846(In) 422(Out)	912(In) 455(Out)
2/3	43	33
3/1	512	286
3/2 (with short)	848(In) 793(Out)	785(In) 718(Out)
3/3 (short)	55	67
4/1 (short)	335	348
4/2 (with short)	1123(In) 788(Out)	1005(In) 657(Out)
4/3	733	579
5/1	803	659
5/2	788	646
6/1 (short)	531	468
6/2 (with short)	1291(In) 760(Out)	1135(In) 667(Out)
6/3	615	616
7/1	380	416
7/2 (with short)	863(In) 685(Out)	833(In) 564(Out)
7/3 (short)	178	269
8/1	788	708
8/2	824	739
8/3	775	720
9/1	1262	1294
9/2	996	1298
10/1	847	634
10/2	778	716
11/1	1334	1127
11/2	920	680
12/1	470	471
12/2	397	269
13/1	183	135

14/1	149	177
15/1	1334	1127
15/2	920	680
16/1	788	708
16/2	1599	1459

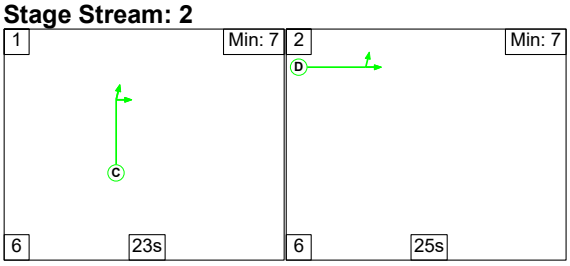
Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	18
Change Point	25	1

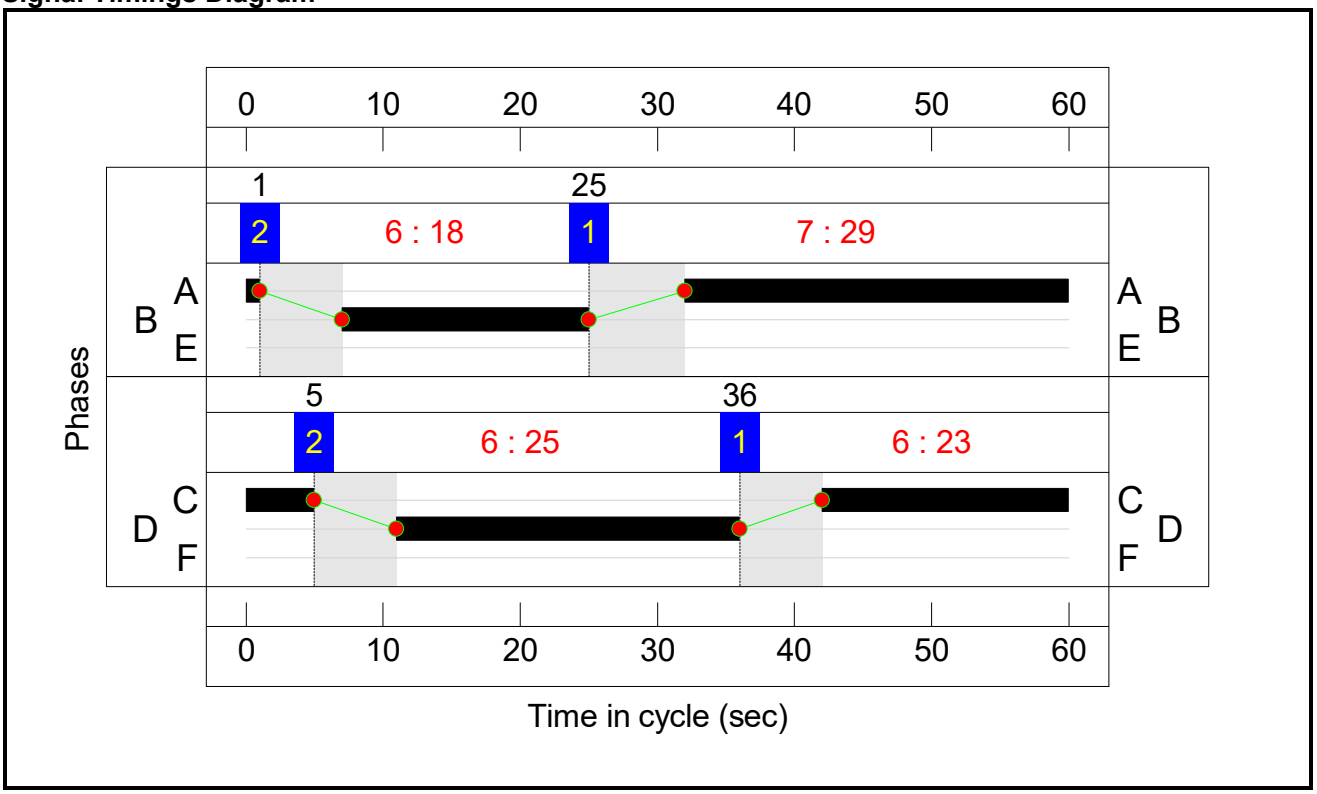
Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	36	5

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	29	32	1
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	18	7	25
C	Circ W Right Ahead	Traffic	2	23	42	5
D	A511 E/B Ahead Left	Traffic	2	25	11	36
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

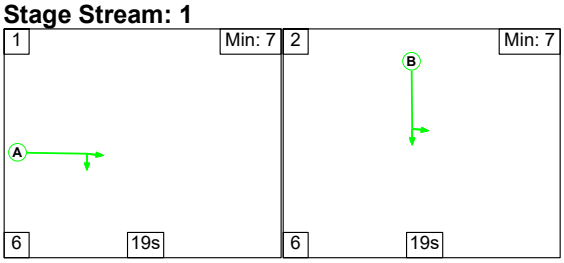
Signal Timings Diagram



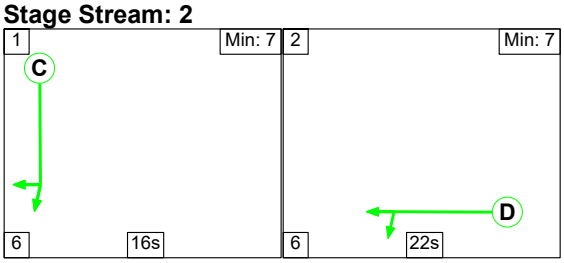
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	19
Change Point	30	5

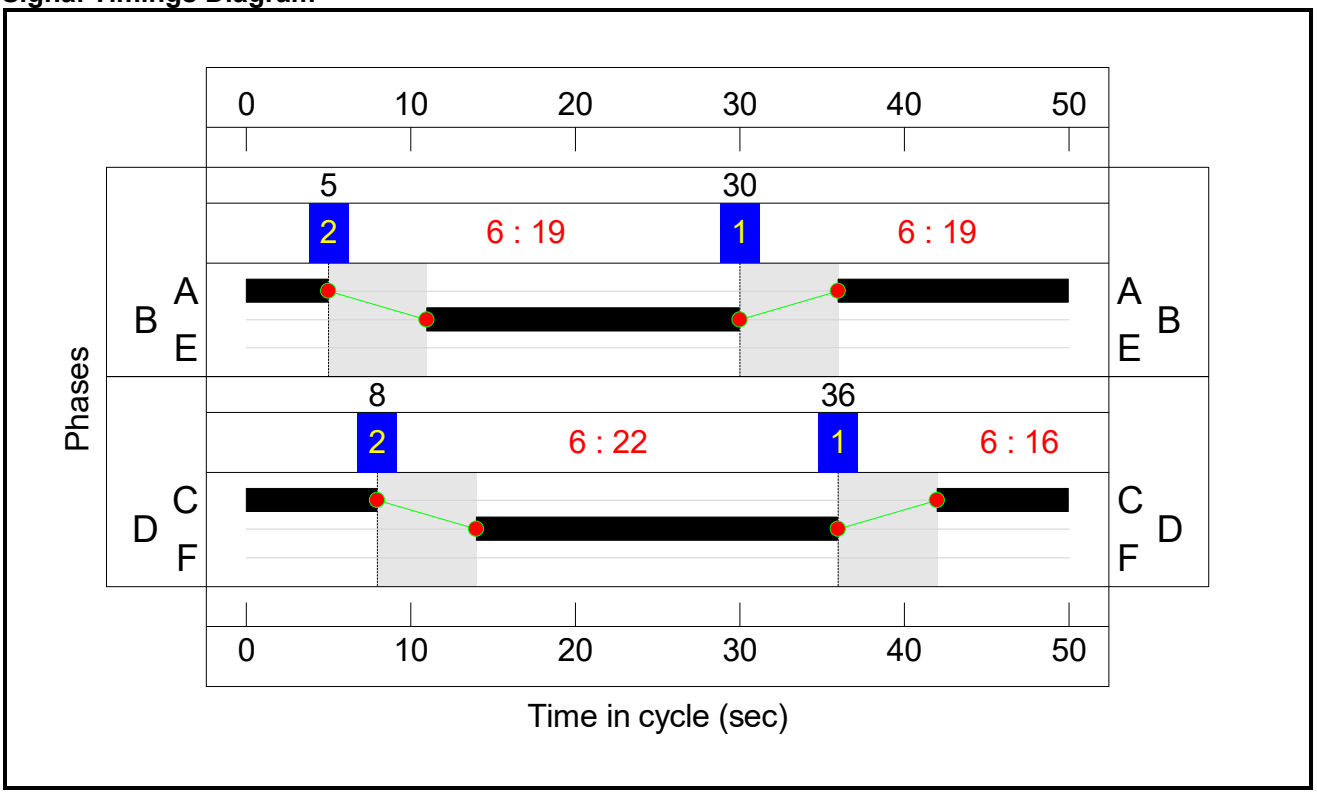
Stage Stream: 2

Stage	1	2
Duration	16	22
Change Point	36	8

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	36	5
B	M1 S/B Off Slip Ahead Left	Traffic	1	19	11	30
C	Circ E Right Ahead	Traffic	2	16	42	8
D	A50 W/B Ahead Left	Traffic	2	22	14	36
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

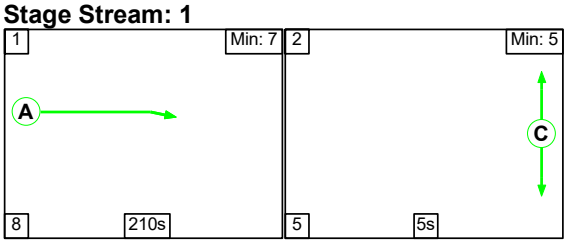
Signal Timings Diagram



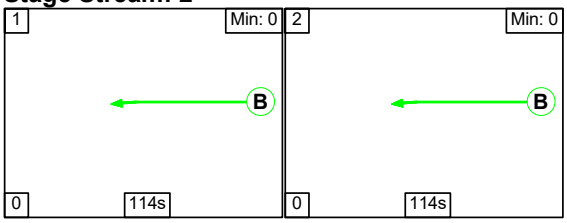
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

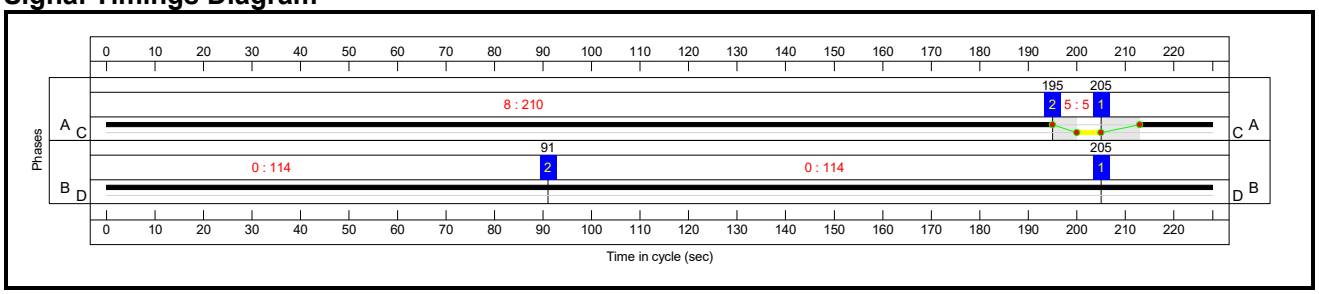
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	205	91

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	213	195
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2			

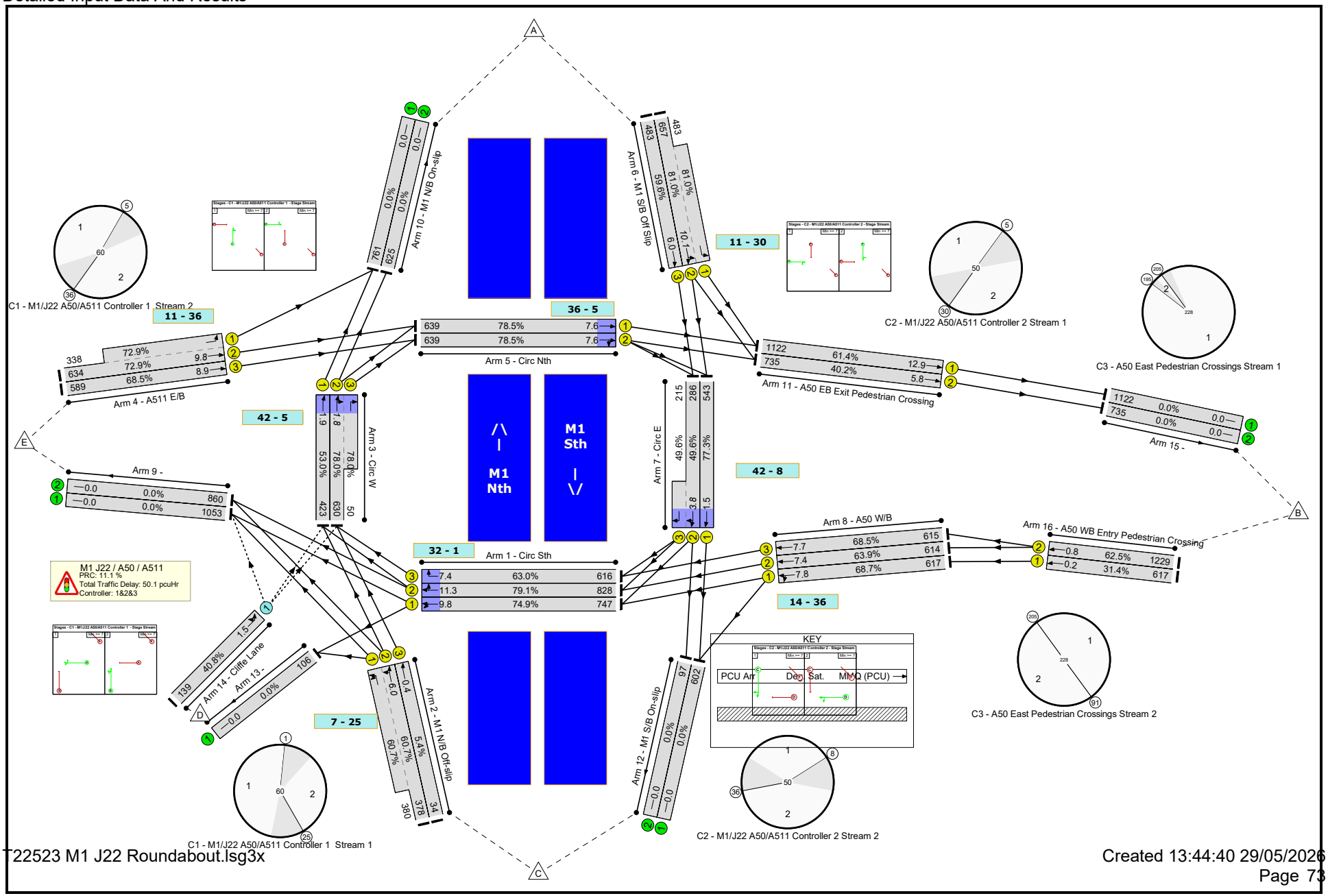
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	32	1
1/2	Circ Sth Right Ahead	U	A	32	1
1/3	Circ Sth Right	U	A	32	1
2/1	M1 N/B Off-slip Left Left2	U	B	7	25
2/2	M1 N/B Off-slip Ahead Left	U	B	7	25
2/3	M1 N/B Off-slip Ahead	U	B	7	25
3/1	Circ W Ahead	U	C	42	5
3/2	Circ W Right Ahead	U	C	42	5
3/3	Circ W Right	U	C	42	5
4/1	A511 E/B Left	U	D	11	36
4/2	A511 E/B Ahead	U	D	11	36
4/3	A511 E/B Ahead	U	D	11	36
5/1	Circ Nth Ahead	U	A	36	5
5/2	Circ Nth Right Ahead	U	A	36	5
6/1	M1 S/B Off Slip Left	U	B	11	30
6/2	M1 S/B Off Slip Ahead Left	U	B	11	30
6/3	M1 S/B Off Slip Ahead	U	B	11	30
7/1	Circ E Ahead	U	C	42	8
7/2	Circ E Right Ahead	U	C	42	8
7/3	Circ E Right	U	C	42	8
8/1	A50 W/B Ahead Left	U	D	14	36
8/2	A50 W/B Ahead	U	D	14	36
8/3	A50 W/B Ahead	U	D	14	36
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
M1 J22 / A50 / A511
PRC: 11.1 %
Total Traffic Delay: 50.1 pcuHr
Controller: 1&2&3
11 - 36
36 - 5
42 - 5
11 - 30
42 - 8
32 - 1
14 - 36
7 - 25
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 9 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 1 - Circ Sth
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 Nth
M1 Sth
KEY
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.0%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**81.0%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	29	-	-	747	1995	998	74.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	29	-	-	828	2093	1047	79.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	29	-	-	616	1956	978	63.0%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	18	-	-	758	1966:1977	623+626	60.7 : 60.7%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	18	-	-	34	1978	626	5.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	23	-	-	423	1995	798	53.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	23	-	-	680	2132:1995	808+64	78.0 : 78.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	25	-	-	972	2120:1966	870+464	72.9 : 72.9%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	25	-	-	589	1983	859	68.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	639	2034	814	78.5%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	639	2034	814	78.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	19	-	-	1140	2027:2027	811+596	81.0 : 81.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	-	483	2027	811	59.6%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	16	-	-	543	2065	702	77.3%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	16	-	-	501	2176:2025	577+434	49.6 : 49.6%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	-	617	1953	898	68.7%

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	614	2090	961	63.9%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	615	1953	898	68.5%
9/1		U	N/A	N/A	-		-	-	-	-	1053	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	625	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1122	1975	1828	61.4%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	735	1975	1828	40.2%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	602	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	97	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	106	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	139	2005	340	40.8%
15/1		U	N/A	N/A	-		-	-	-	-	1122	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	735	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	617	1965	1965	31.4%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1229	1965	1965	62.5%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**90**	**49**	**0**	**38.5**	**11.6**	**0.0**	**50.1**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**90**	**49**	**0**	**38.5**	**11.6**	**0.0**	**50.1**	**-**	**-**	**-**	**-**	
1/1	747	747	-	-	-	2.5	0.0	-	2.5	12.0	9.8	0.0	9.8	
1/2	828	828	-	-	-	2.9	0.0	-	2.9	12.4	11.3	0.0	11.3	
1/3	616	616	-	-	-	1.9	0.0	-	1.9	11.0	7.4	0.0	7.4	
2/2+2/1	758	758	-	-	-	3.7	0.8	-	4.4	21.0	5.3	0.8	6.0	
2/3	34	34	-	-	-	0.1	0.0	-	0.2	17.4	0.4	0.0	0.4	
3/1	423	423	-	-	-	0.9	0.0	-	0.9	7.5	1.9	0.0	1.9	
3/2+3/3	680	680	-	-	-	1.2	0.0	-	1.2	6.3	1.8	0.0	1.8	
4/2+4/1	972	972	-	-	-	3.5	1.3	-	4.8	18.0	8.5	1.3	9.8	
4/3	589	589	-	-	-	2.2	1.1	-	3.3	20.3	7.9	1.1	8.9	
5/1	639	639	-	-	-	2.3	0.0	-	2.3	13.1	7.6	0.0	7.6	
5/2	639	639	-	-	-	2.3	0.0	-	2.3	13.1	7.6	0.0	7.6	
6/2+6/1	1140	1140	-	-	-	4.0	2.1	-	6.1	19.3	8.0	2.1	10.1	
6/3	483	483	-	-	-	1.6	0.7	-	2.3	17.3	5.2	0.7	6.0	
7/1	543	543	-	-	-	0.7	0.0	-	0.7	4.7	1.5	0.0	1.5	
7/2+7/3	501	501	-	-	-	2.3	0.0	-	2.3	16.6	3.8	0.0	3.8	
8/1	617	617	-	-	-	1.8	1.1	-	2.9	17.0	6.7	1.1	7.8	
8/2	614	614	-	-	-	1.8	0.9	-	2.6	15.5	6.5	0.9	7.4	
8/3	615	615	-	-	-	1.8	1.1	-	2.9	17.0	6.7	1.1	7.7	
9/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/1	1122	1122	-	-	-	0.5	0.8	-	1.3	4.0	12.2	0.8	12.9
11/2	735	735	-	-	-	0.2	0.3	-	0.5	2.7	5.5	0.3	5.8
12/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	139	139	90	49	0	0.3	0.3	-	0.6	15.9	1.2	0.3	1.5
15/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	617	617	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
16/2	1229	1229	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8

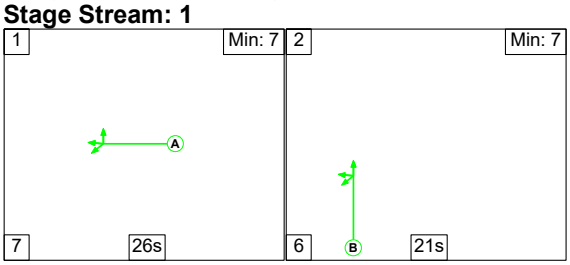
C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	11.80
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	10.25
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	13.10
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	16.4	Total Delay for Signalled Lanes (pcuHr):	11.47
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	46.6	Total Delay for Signalled Lanes (pcuHr):	1.79
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	43.9	Total Delay for Signalled Lanes (pcuHr):	1.06
	PRC Over All Lanes (%):	11.1	Total Delay Over All Lanes(pcuHr):	50.10

Cycle Time (s):	60
Cycle Time (s):	60
Cycle Time (s):	50
Cycle Time (s):	50
Cycle Time (s):	228
Cycle Time (s):	228

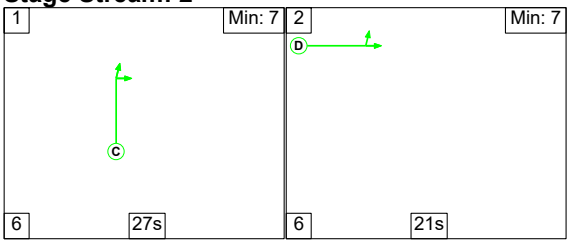
Scenario 2: '2025 Baseline PM Peak' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	21
Change Point	9	42

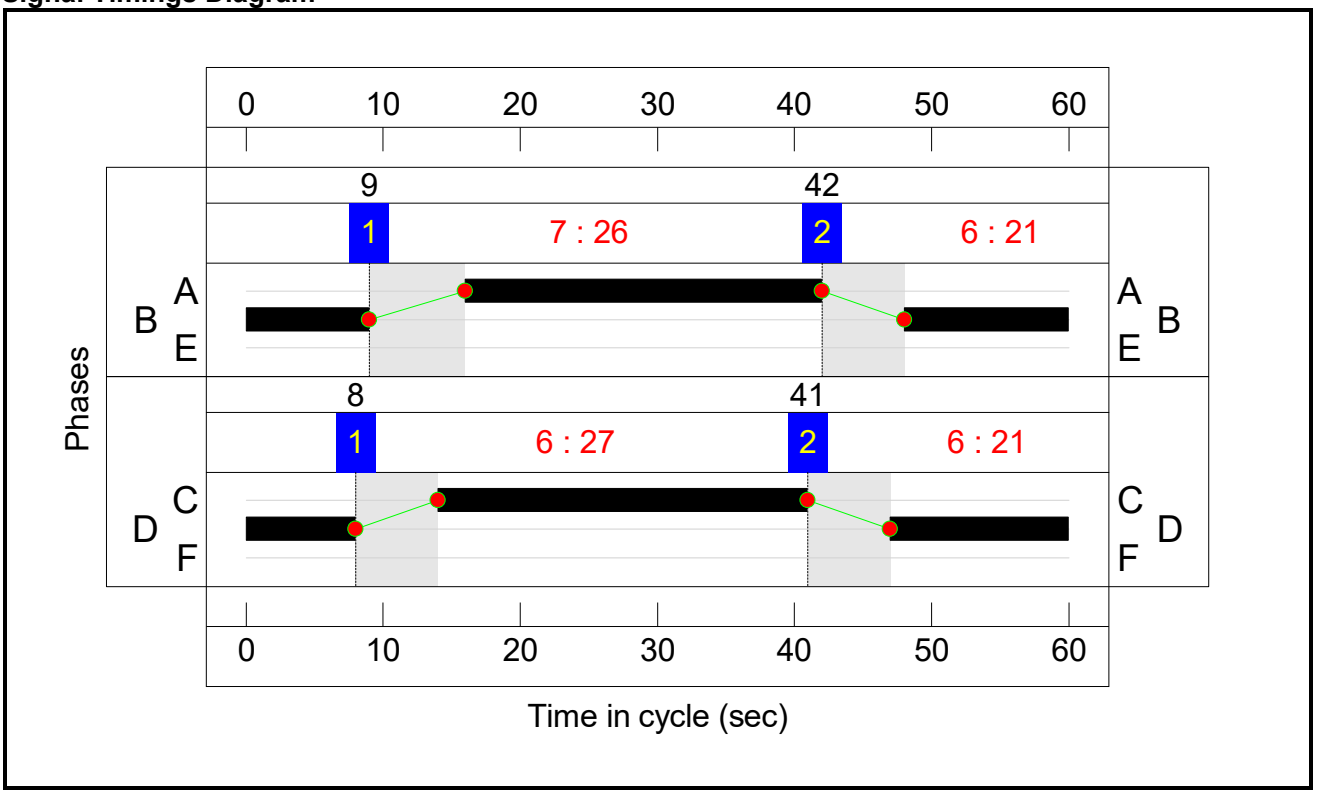
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	26	16	42
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	21	48	9
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

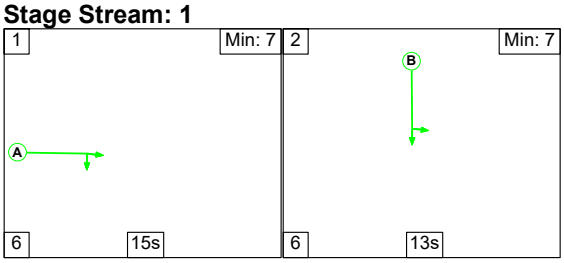
Signal Timings Diagram



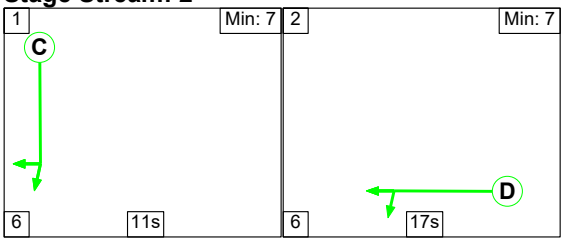
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	13
Change Point	37	18

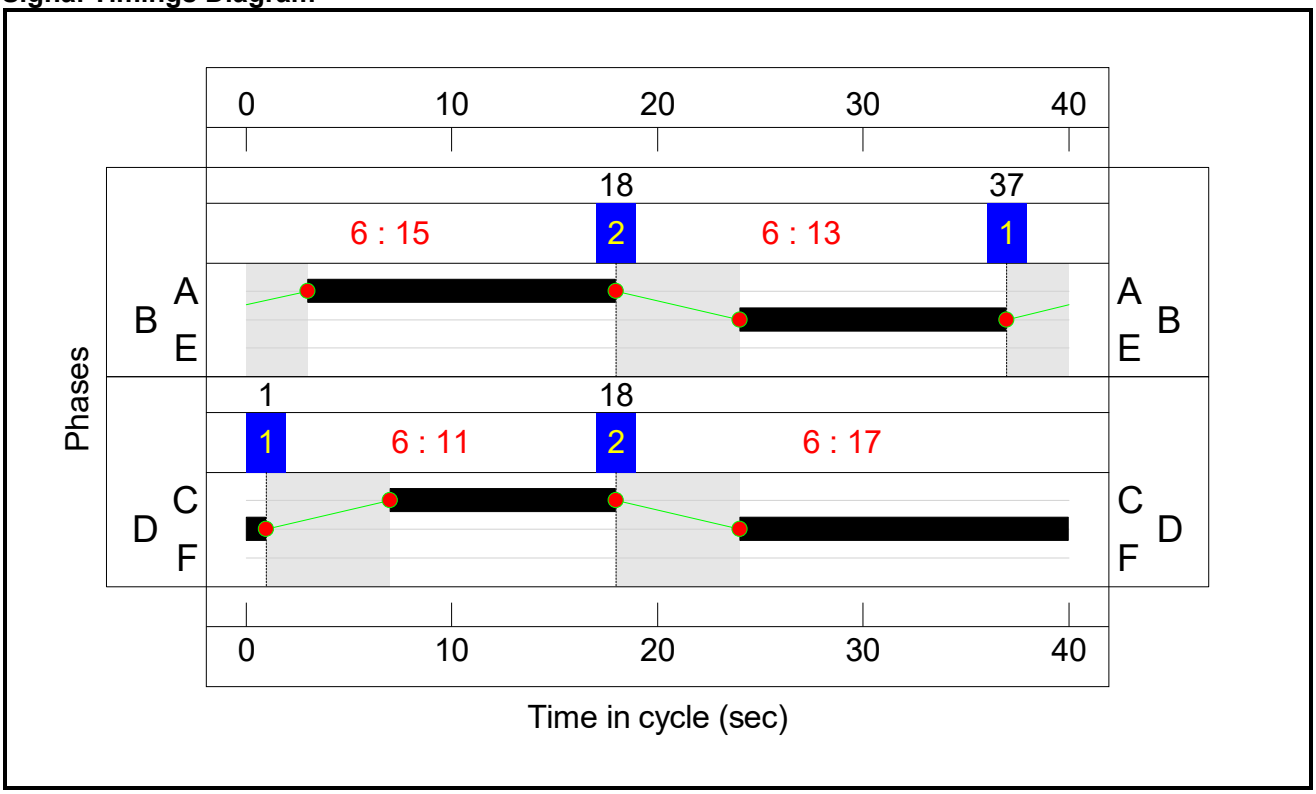
Stage Stream: 2

Stage	1	2
Duration	11	17
Change Point	1	18

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	15	3	18
B	M1 S/B Off Slip Ahead Left	Traffic	1	13	24	37
C	Circ E Right Ahead	Traffic	2	11	7	18
D	A50 W/B Ahead Left	Traffic	2	17	24	1
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

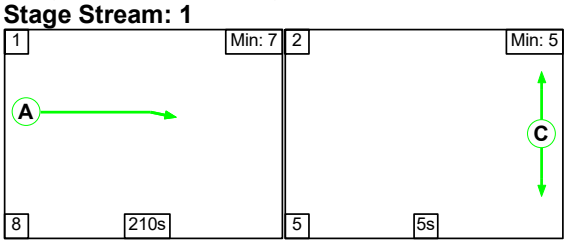
Signal Timings Diagram



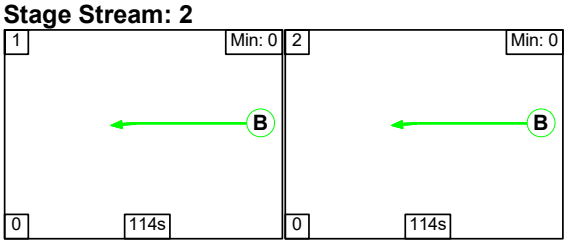
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	189	179

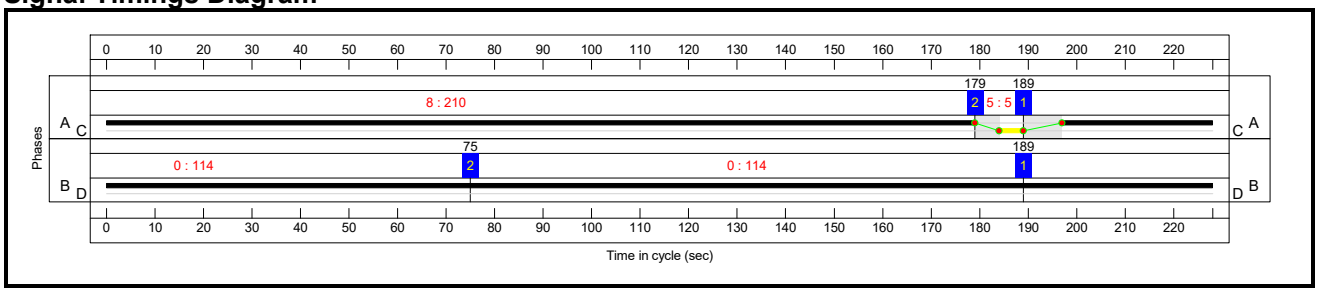
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	189	75

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	197	179
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	184	189
D	Pedestrians across	Pedestrian	2			

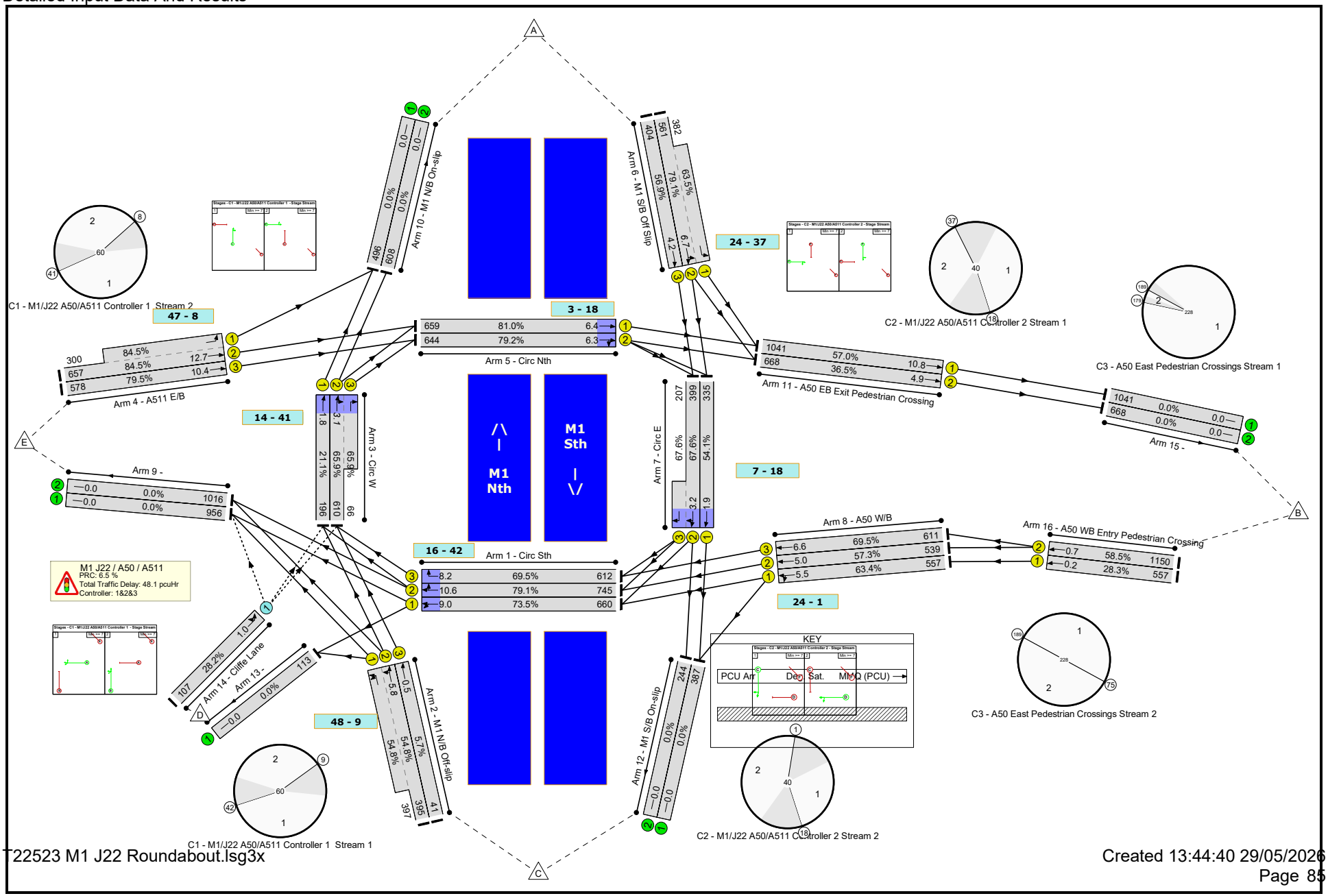
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	16	42
1/2	Circ Sth Right Ahead	U	A	16	42
1/3	Circ Sth Right	U	A	16	42
2/1	M1 N/B Off-slip Left Left2	U	B	48	9
2/2	M1 N/B Off-slip Ahead Left	U	B	48	9
2/3	M1 N/B Off-slip Ahead	U	B	48	9
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	3	18
5/2	Circ Nth Right Ahead	U	A	3	18
6/1	M1 S/B Off Slip Left	U	B	24	37
6/2	M1 S/B Off Slip Ahead Left	U	B	24	37
6/3	M1 S/B Off Slip Ahead	U	B	24	37
7/1	Circ E Ahead	U	C	7	18
7/2	Circ E Right Ahead	U	C	7	18
7/3	Circ E Right	U	C	7	18
8/1	A50 W/B Ahead Left	U	D	24	1
8/2	A50 W/B Ahead	U	D	24	1
8/3	A50 W/B Ahead	U	D	24	1
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	197	179
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	197	179
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
M1 J22 / A50 / A511
PRC: 6.5 %
Total Traffic Delay: 48.1 pcuHr
Controller: 1&2&3
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
47 - 8
3 - 18
24 - 37
14 - 41
7 - 18
16 - 42
24 - 1
48 - 9
Arm 1 - Circ Sth
Arm 2 - M1 N/B Off-slip
Arm 3 - Circ W
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 7 - Circ E
Arm 8 - A50 W/B
Arm 9 -
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 12 - M1 S/B On-slip
Arm 13 -
Arm 14 - Cliffe Lane
Arm 15 -
Arm 16 - A50 WB Entry Pedestrian Crossing
M1 Nth
M1 Sth
KEY
PCU Ar
Dem Sat.
MMQ (PCU)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	26	-	-	660	1995	898	73.5%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	26	-	-	745	2093	942	79.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	26	-	-	612	1956	880	69.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	21	-	-	792	1966:1977	721+725	54.8 : 54.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	21	-	-	41	1978	725	5.7%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	196	1995	931	21.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	676	2132:1995	926+100	65.9 : 65.9%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	957	2120:1966	777+355	84.5 : 84.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	578	1983	727	79.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	15	-	-	659	2034	814	81.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	15	-	-	644	2034	814	79.2%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	13	-	-	943	2027:2027	709+601	79.1 : 63.5%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	13	-	-	404	2027	709	56.9%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	11	-	-	335	2065	619	54.1%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	11	-	-	606	2188:2025	590+306	67.6 : 67.6%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	17	-	-	557	1953	879	63.4%

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	17	-	-	539	2090	940	57.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	17	-	-	611	1953	879	69.5%
9/1		U	N/A	N/A	-		-	-	-	-	956	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1016	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	496	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1041	1975	1828	57.0%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	668	1975	1828	36.5%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	244	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	113	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	107	2005	379	28.2%
15/1		U	N/A	N/A	-		-	-	-	-	1041	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	668	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	557	1965	1965	28.3%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1150	1965	1965	58.5%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**87**	**20**	**0**	**36.3**	**11.8**	**0.0**	**48.1**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**87**	**20**	**0**	**36.3**	**11.8**	**0.0**	**48.1**	**-**	**-**	**-**	**-**	
1/1	660	660	-	-	-	2.5	0.0	-	2.5	13.6	9.0	0.0	9.0	
1/2	745	745	-	-	-	2.9	0.0	-	2.9	14.1	10.6	0.0	10.6	
1/3	612	612	-	-	-	2.2	0.0	-	2.2	13.2	8.2	0.0	8.2	
2/2+2/1	792	792	-	-	-	3.3	0.6	-	3.9	17.8	5.2	0.6	5.8	
2/3	41	41	-	-	-	0.1	0.0	-	0.2	15.0	0.4	0.0	0.5	
3/1	196	196	-	-	-	0.7	0.0	-	0.7	13.1	1.8	0.0	1.8	
3/2+3/3	676	676	-	-	-	1.7	0.0	-	1.7	9.3	3.1	0.0	3.1	
4/2+4/1	957	957	-	-	-	4.4	2.6	-	7.0	26.4	10.0	2.6	12.7	
4/3	578	578	-	-	-	2.7	1.9	-	4.6	28.8	8.5	1.9	10.4	
5/1	659	659	-	-	-	2.0	0.0	-	2.0	10.7	6.4	0.0	6.4	
5/2	644	644	-	-	-	1.9	0.0	-	1.9	10.5	6.3	0.0	6.3	
6/2+6/1	943	943	-	-	-	2.9	1.3	-	4.2	16.0	5.5	1.3	6.7	
6/3	404	404	-	-	-	1.2	0.7	-	1.8	16.4	3.6	0.7	4.2	
7/1	335	335	-	-	-	1.1	0.0	-	1.1	11.5	1.9	0.0	1.9	
7/2+7/3	606	606	-	-	-	1.9	0.0	-	1.9	11.3	3.2	0.0	3.2	
8/1	557	557	-	-	-	1.3	0.9	-	2.2	14.0	4.6	0.9	5.5	
8/2	539	539	-	-	-	1.2	0.7	-	1.9	12.6	4.3	0.7	5.0	
8/3	611	611	-	-	-	1.5	1.1	-	2.6	15.5	5.4	1.1	6.6	
9/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

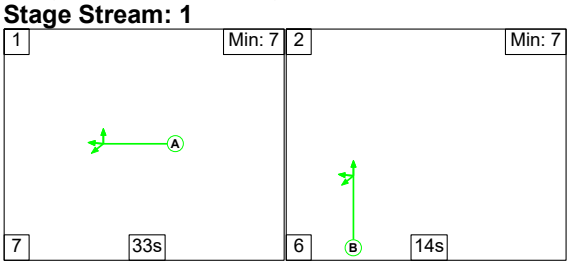
11/1	1041	1041	-	-	-	0.4	0.7	-	1.0	3.6	10.1	0.7	10.8	
11/2	668	668	-	-	-	0.2	0.3	-	0.5	2.5	4.6	0.3	4.9	
12/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	107	107	87	20	0	0.2	0.2	-	0.3	11.7	0.8	0.2	1.0	
15/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	557	557	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	1150	1150	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%): 13.8	Total Delay for Signalled Lanes (pcuHr): 11.74	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%): 6.5	Total Delay for Signalled Lanes (pcuHr): 14.09	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%): 11.1	Total Delay for Signalled Lanes (pcuHr): 9.88	Cycle Time (s): 40
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%): 29.5	Total Delay for Signalled Lanes (pcuHr): 9.65	Cycle Time (s): 40
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%): 58.0	Total Delay for Signalled Lanes (pcuHr): 1.51	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%): 53.8	Total Delay for Signalled Lanes (pcuHr): 0.90	Cycle Time (s): 228
	PRC Over All Lanes (%): 6.5	Total Delay Over All Lanes(pcuHr): 48.12	

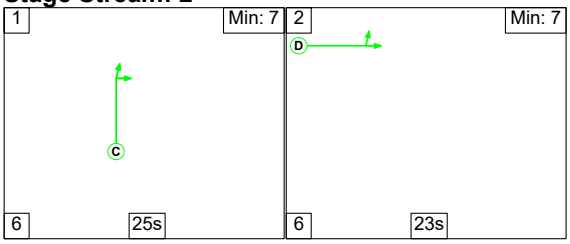
Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	12	52

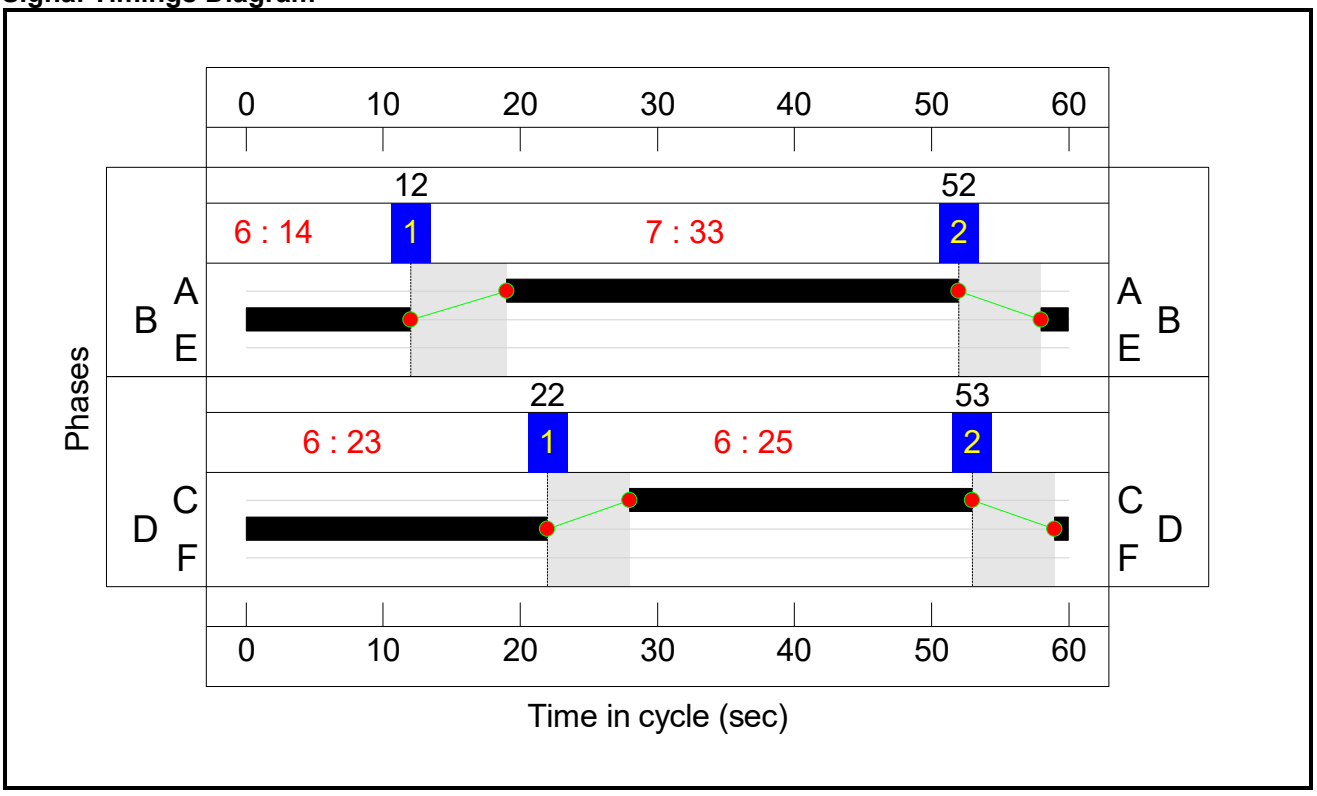
Stage Stream: 2

Stage	1	2
Duration	25	23
Change Point	22	53

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	33	19	52
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	14	58	12
C	Circ W Right Ahead	Traffic	2	25	28	53
D	A511 E/B Ahead Left	Traffic	2	23	59	22
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

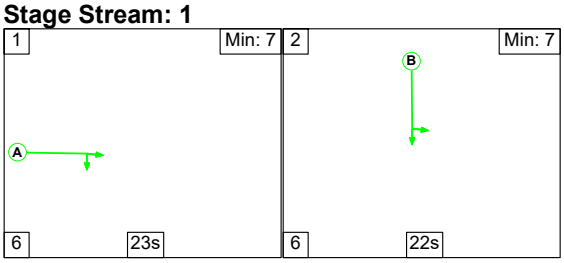
Signal Timings Diagram



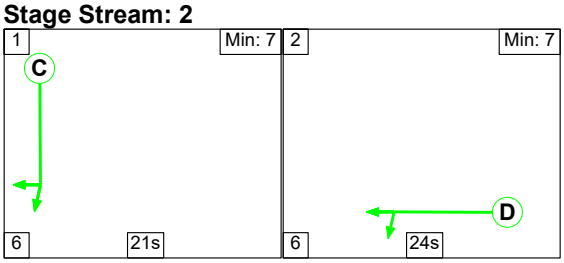
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	22
Change Point	22	51

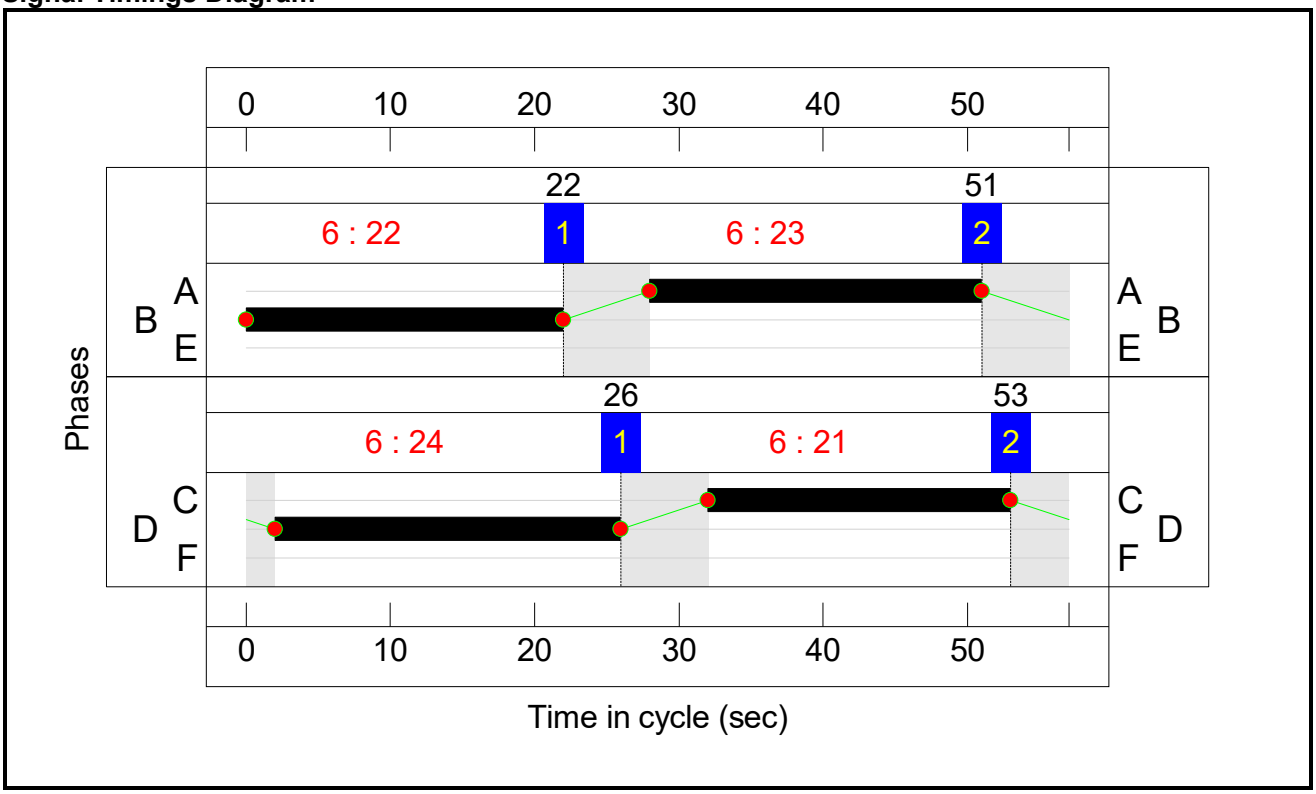
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	26	53

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	23	28	51
B	M1 S/B Off Slip Ahead Left	Traffic	1	22	0	22
C	Circ E Right Ahead	Traffic	2	21	32	53
D	A50 W/B Ahead Left	Traffic	2	24	2	26
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

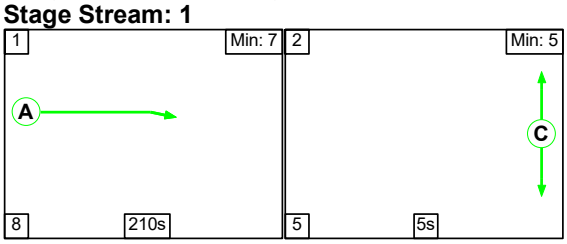
Signal Timings Diagram



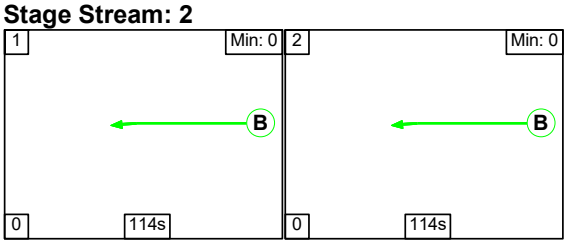
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	193	183

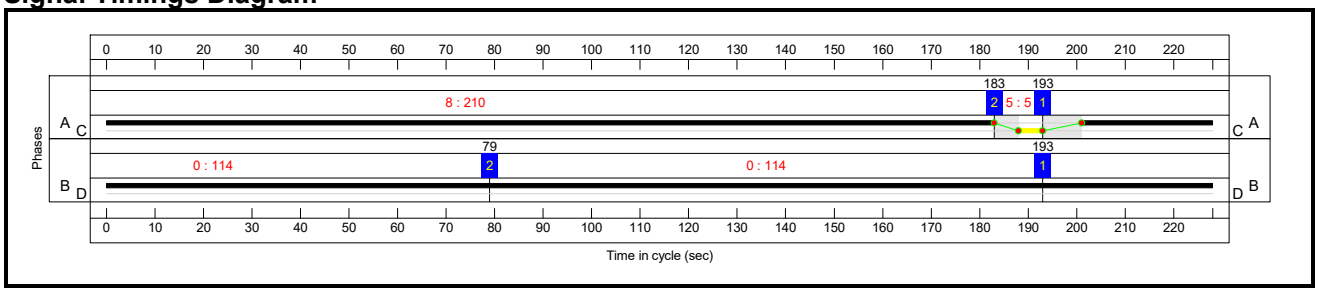
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	193	79

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	201	183
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	188	193
D	Pedestrians across	Pedestrian	2			

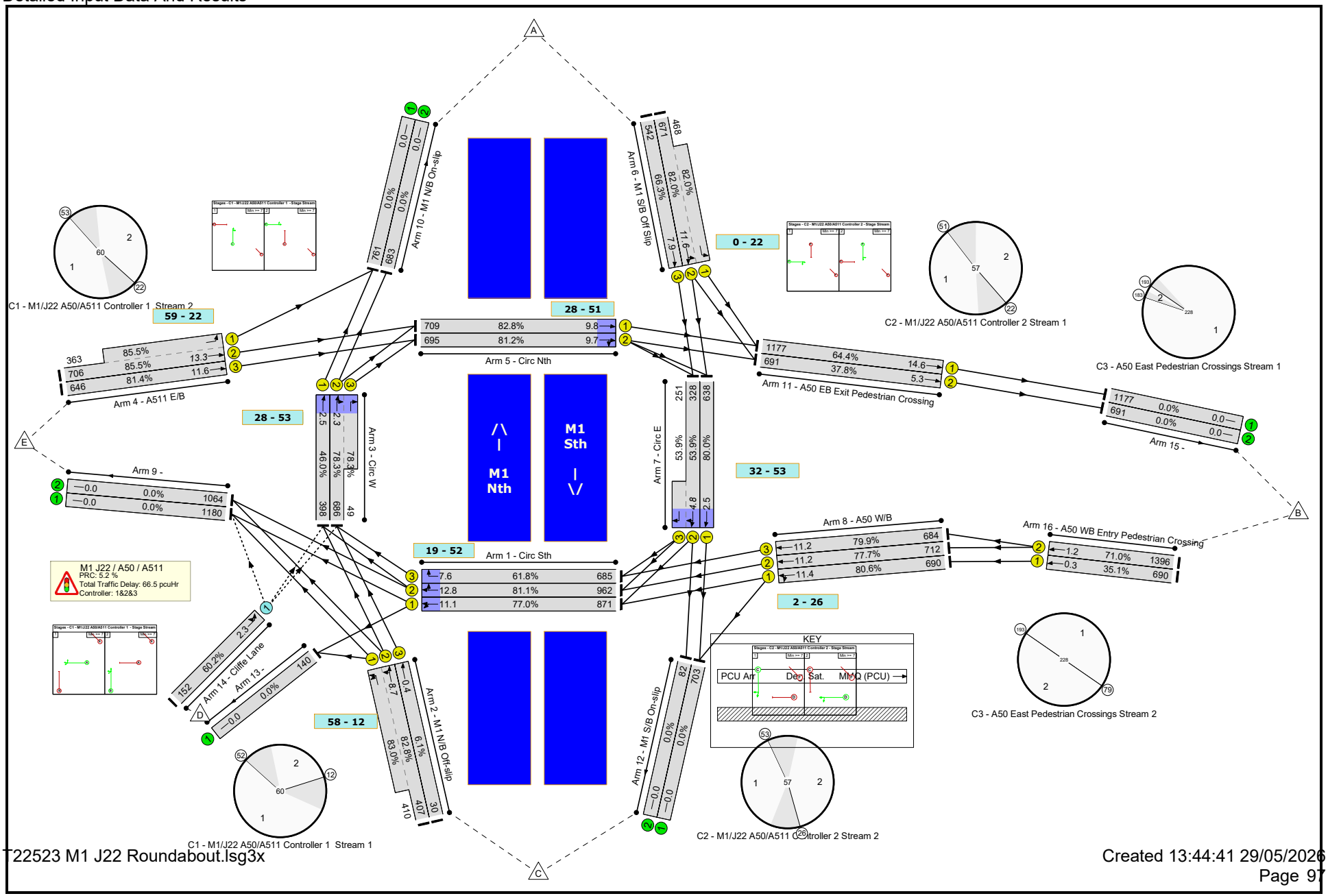
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	19	52
1/2	Circ Sth Right Ahead	U	A	19	52
1/3	Circ Sth Right	U	A	19	52
2/1	M1 N/B Off-slip Left Left2	U	B	58	12
2/2	M1 N/B Off-slip Ahead Left	U	B	58	12
2/3	M1 N/B Off-slip Ahead	U	B	58	12
3/1	Circ W Ahead	U	C	28	53
3/2	Circ W Right Ahead	U	C	28	53
3/3	Circ W Right	U	C	28	53
4/1	A511 E/B Left	U	D	59	22
4/2	A511 E/B Ahead	U	D	59	22
4/3	A511 E/B Ahead	U	D	59	22
5/1	Circ Nth Ahead	U	A	28	51
5/2	Circ Nth Right Ahead	U	A	28	51
6/1	M1 S/B Off Slip Left	U	B	0	22
6/2	M1 S/B Off Slip Ahead Left	U	B	0	22
6/3	M1 S/B Off Slip Ahead	U	B	0	22
7/1	Circ E Ahead	U	C	32	53
7/2	Circ E Right Ahead	U	C	32	53
7/3	Circ E Right	U	C	32	53
8/1	A50 W/B Ahead Left	U	D	2	26
8/2	A50 W/B Ahead	U	D	2	26
8/3	A50 W/B Ahead	U	D	2	26
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	201	183
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	201	183
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
M1 J22 / A50 / A511
PRC: 5.2 %
Total Traffic Delay: 66.5 pcuHr
Controller: 1&2&3
59 - 22
28 - 51
0 - 22
28 - 53
32 - 53
19 - 52
2 - 26
58 - 12
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 1 - Circ Sth
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 Nth
M1 Sth
KEY
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	871	1995	1131	77.0%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	962	2093	1186	81.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	685	1956	1108	61.8%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	14	-	-	817	1966:1977	492+494	82.8 : 83.0%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	14	-	-	30	1978	494	6.1%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	25	-	-	398	1995	865	46.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	735	2132:1995	876+63	78.3 : 78.3%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1069	2120:1966	825+424	85.5 : 85.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	646	1983	793	81.4%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	23	-	-	709	2034	856	82.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	23	-	-	695	2034	856	81.2%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	22	-	-	1139	2027:2027	818+570	82.0 : 82.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	22	-	-	542	2027	818	66.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	638	2065	797	80.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	579	2172:2025	609+466	53.9 : 53.9%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	690	1953	857	80.6%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	712	2090	917	77.7%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	684	1953	857	79.9%
9/1		U	N/A	N/A	-		-	-	-	-	1180	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1064	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1177	1975	1828	64.4%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	691	1975	1828	37.8%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	82	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	140	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	152	2005	252	60.2%
15/1		U	N/A	N/A	-		-	-	-	-	1177	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	690	1965	1965	35.1%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1396	1965	1965	71.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**69**	**83**	**0**	**46.7**	**19.7**	**0.0**	**66.5**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**69**	**83**	**0**	**46.7**	**19.7**	**0.0**	**66.5**	**-**	**-**	**-**	**-**	
1/1	871	871	-	-	-	2.4	0.0	-	2.4	10.0	11.1	0.0	11.1	
1/2	962	962	-	-	-	2.8	0.0	-	2.8	10.4	12.8	0.0	12.8	
1/3	685	685	-	-	-	1.6	0.0	-	1.6	8.7	7.6	0.0	7.6	
2/2+2/1	817	817	-	-	-	4.8	2.4	-	7.2	31.7	6.4	2.4	8.7	
2/3	30	30	-	-	-	0.1	0.0	-	0.2	21.1	0.4	0.0	0.4	
3/1	398	398	-	-	-	1.0	0.0	-	1.0	9.2	2.5	0.0	2.5	
3/2+3/3	735	735	-	-	-	1.4	0.0	-	1.4	6.7	2.3	0.0	2.3	
4/2+4/1	1069	1069	-	-	-	4.5	2.9	-	7.4	24.8	10.4	2.9	13.3	
4/3	646	646	-	-	-	2.9	2.1	-	5.0	27.9	9.5	2.1	11.6	
5/1	709	709	-	-	-	2.9	0.0	-	2.9	14.7	9.8	0.0	9.8	
5/2	695	695	-	-	-	2.8	0.0	-	2.8	14.5	9.7	0.0	9.7	
6/2+6/1	1139	1139	-	-	-	4.5	2.2	-	6.8	21.4	9.3	2.2	11.6	
6/3	542	542	-	-	-	2.1	1.0	-	3.1	20.3	6.9	1.0	7.9	
7/1	638	638	-	-	-	1.0	0.0	-	1.0	5.8	2.5	0.0	2.5	
7/2+7/3	579	579	-	-	-	2.7	0.0	-	2.7	16.6	4.8	0.0	4.8	
8/1	690	690	-	-	-	2.7	2.0	-	4.7	24.4	9.4	2.0	11.4	
8/2	712	712	-	-	-	2.7	1.7	-	4.4	22.3	9.5	1.7	11.2	
8/3	684	684	-	-	-	2.6	1.9	-	4.6	24.0	9.3	1.9	11.2	
9/1	1180	1180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

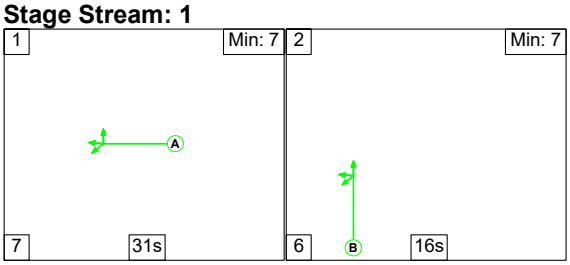
11/1	1177	1177	-	-	-	0.5	0.9	-	1.4	4.3	13.7	0.9	14.6
11/2	691	691	-	-	-	0.2	0.3	-	0.5	2.6	5.0	0.3	5.3
12/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	152	152	69	83	0	0.4	0.7	-	1.2	28.2	1.6	0.7	2.3
15/1	1177	1177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	690	690	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	1396	1396	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%): 8.5	Total Delay for Signalled Lanes (pcuHr): 14.22	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%): 5.2	Total Delay for Signalled Lanes (pcuHr): 14.77	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%): 8.7	Total Delay for Signalled Lanes (pcuHr): 15.53	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%): 11.7	Total Delay for Signalled Lanes (pcuHr): 17.34	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%): 39.8	Total Delay for Signalled Lanes (pcuHr): 1.91	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%): 26.7	Total Delay for Signalled Lanes (pcuHr): 1.49	Cycle Time (s): 228
	PRC Over All Lanes (%): 5.2	Total Delay Over All Lanes(pcuHr): 66.45	

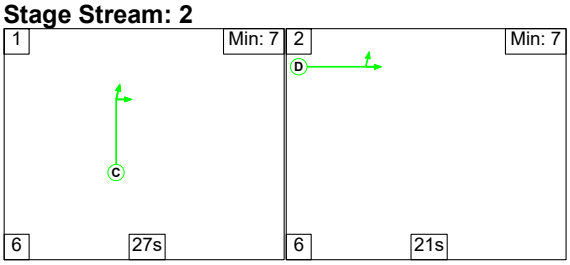
Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	0	38

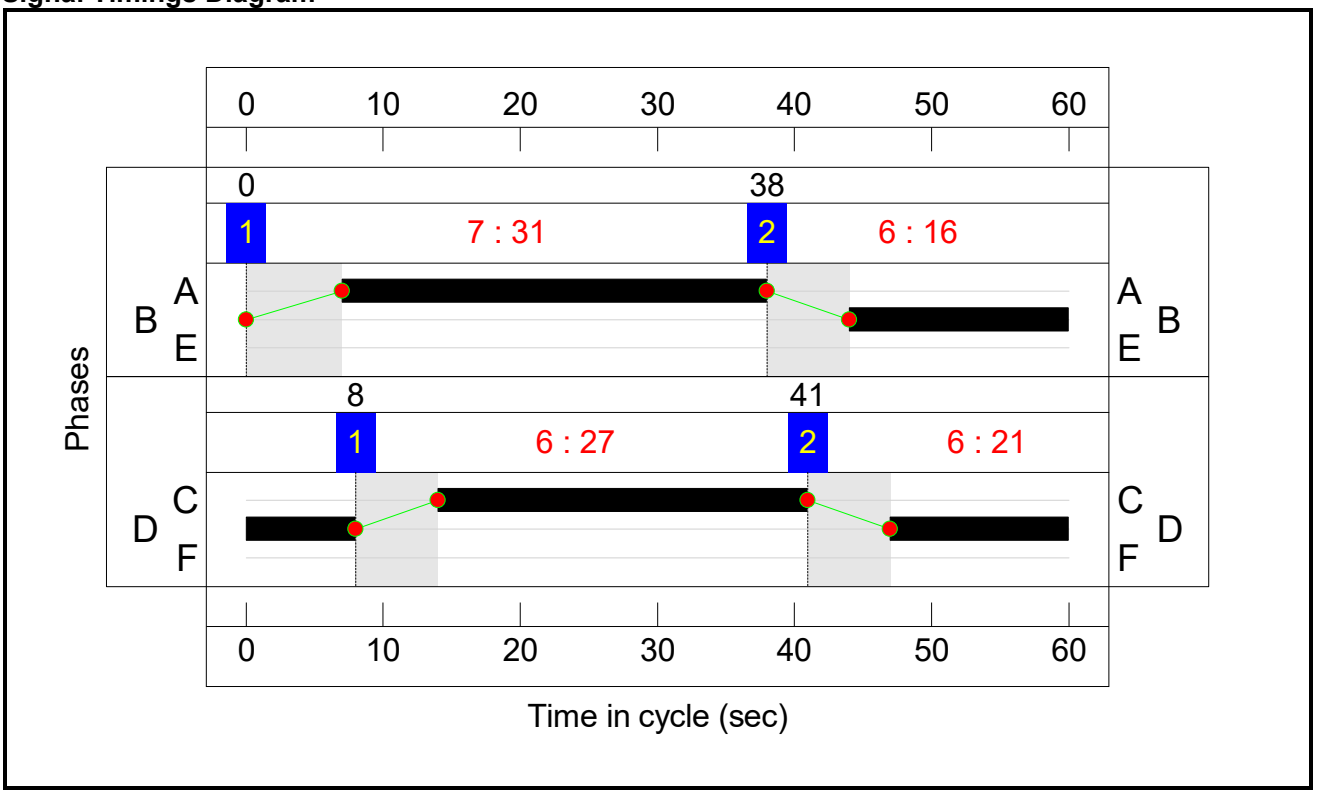
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	31	7	38
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	16	44	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

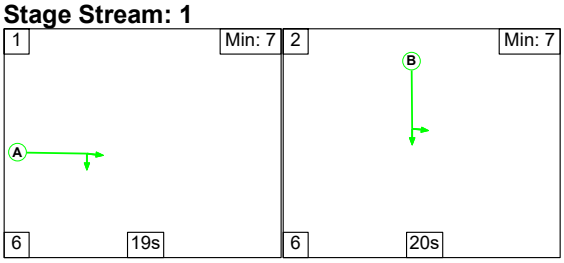
Signal Timings Diagram



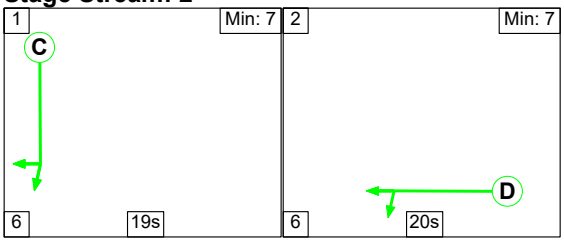
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

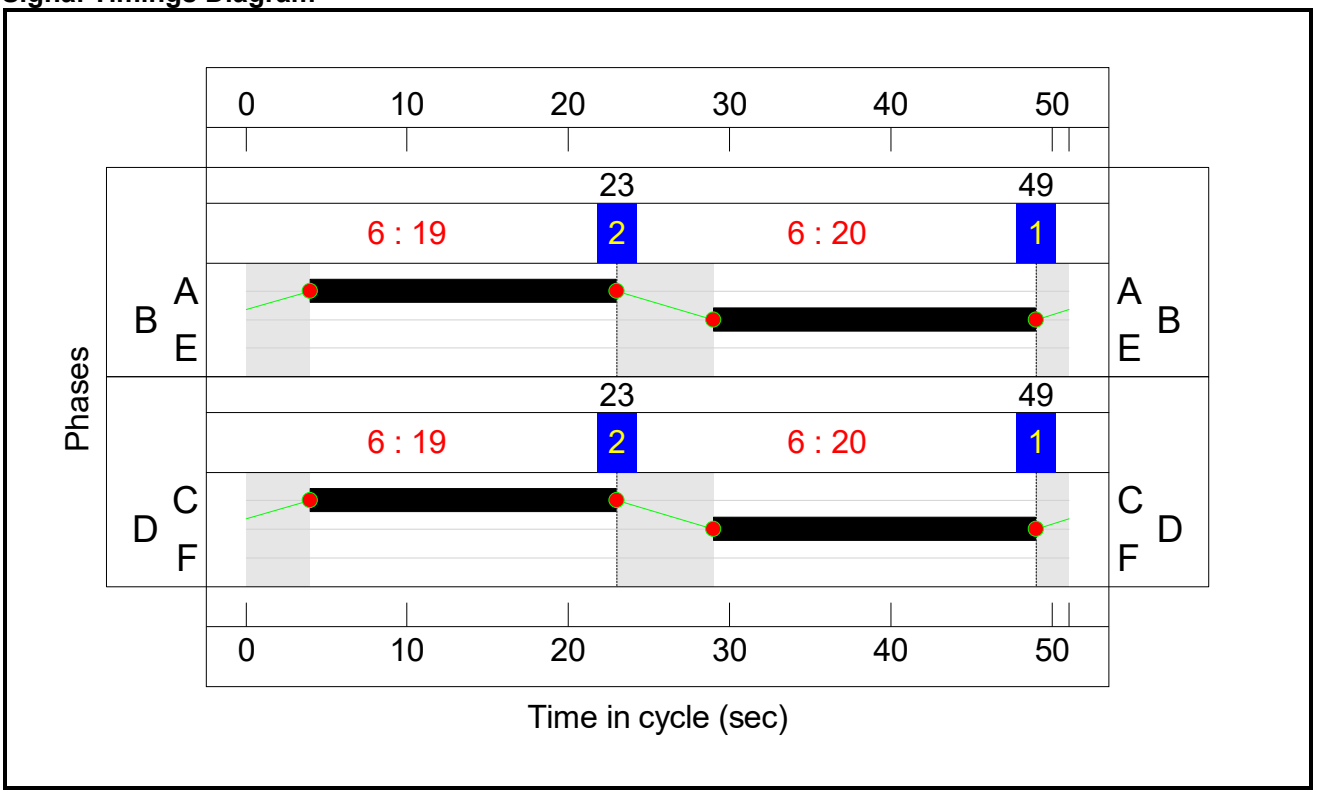
Stage Stream: 2

Stage	1	2
Duration	19	20
Change Point	49	23

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	19	4	23
D	A50 W/B Ahead Left	Traffic	2	20	29	49
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

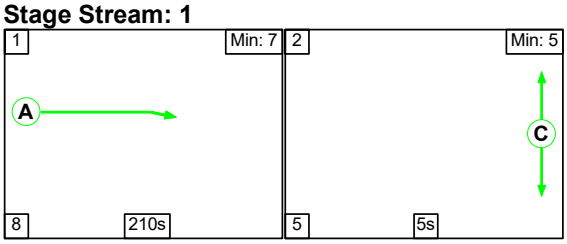
Signal Timings Diagram



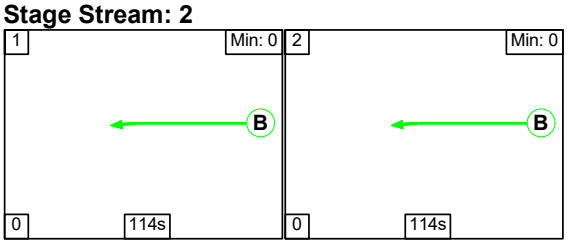
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	227	217

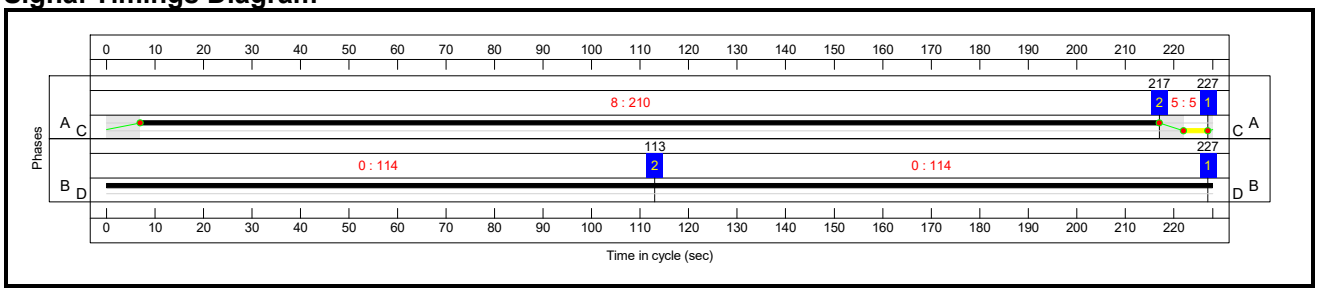
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	227	113

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	7	217
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	222	227
D	Pedestrians across	Pedestrian	2			

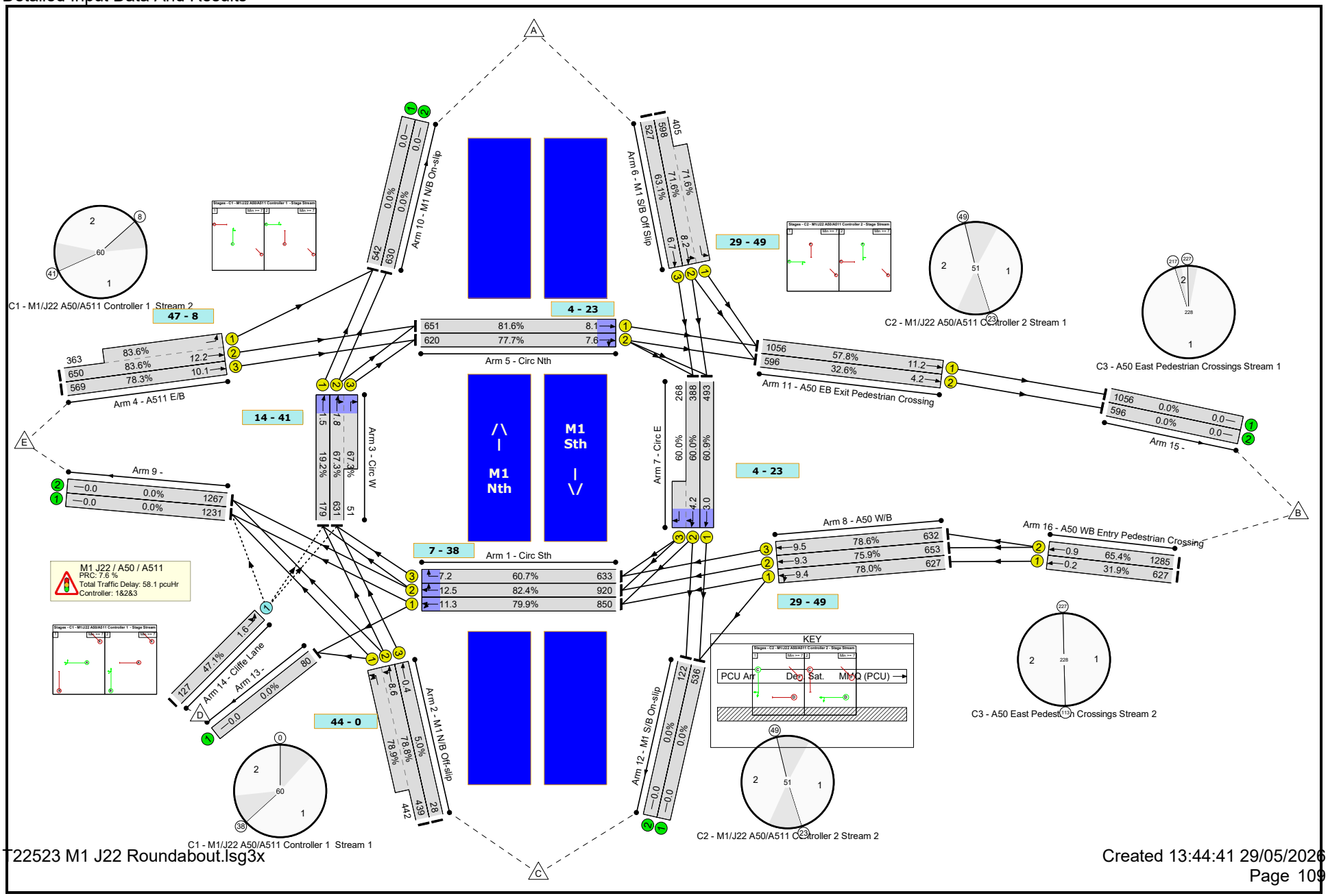
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	38
1/2	Circ Sth Right Ahead	U	A	7	38
1/3	Circ Sth Right	U	A	7	38
2/1	M1 N/B Off-slip Left Left2	U	B	44	0
2/2	M1 N/B Off-slip Ahead Left	U	B	44	0
2/3	M1 N/B Off-slip Ahead	U	B	44	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	4	23
7/2	Circ E Right Ahead	U	C	4	23
7/3	Circ E Right	U	C	4	23
8/1	A50 W/B Ahead Left	U	D	29	49
8/2	A50 W/B Ahead	U	D	29	49
8/3	A50 W/B Ahead	U	D	29	49
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	7	217
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	7	217
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
47 - 8
4 - 23
29 - 49
14 - 41
4 - 23
7 - 38
29 - 49
44 - 0
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 1 - Circ Sth
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 J22 / A50 / A511
PRC: 7.6 %
Total Traffic Delay: 58.1 pcuHr
Controller: 1&2&3
M1 Nth
M1 Sth
KEY
PCU Ar
Dem Sat.
MMQ (PCU)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.6%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.6%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	-	850	1995	1064	79.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	-	920	2093	1116	82.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	-	633	1956	1043	60.7%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	-	881	1966:1977	557+560	78.8 : 78.9%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	-	28	1978	560	5.0%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	179	1995	931	19.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	682	2132:1995	938+76	67.3 : 67.3%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	1013	2120:1966	777+434	83.6 : 83.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	569	1983	727	78.3%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	651	2034	798	81.6%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	620	2034	798	77.7%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1003	2027:2027	835+565	71.6 : 71.6%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	527	2027	835	63.1%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	19	-	-	493	2065	810	60.9%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	19	-	-	656	2175:2025	647+447	60.0 : 60.0%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	-	627	1953	804	78.0%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	-	653	2090	861	75.9%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	-	632	1953	804	78.6%
9/1		U	N/A	N/A	-		-	-	-	-	1231	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1267	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	630	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1056	1975	1828	57.8%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	596	1975	1828	32.6%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	122	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	127	2005	270	47.1%
15/1		U	N/A	N/A	-		-	-	-	-	1056	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	627	1965	1965	31.9%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1285	1965	1965	65.4%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**70**	**57**	**0**	**42.2**	**15.8**	**0.0**	**58.1**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**70**	**57**	**0**	**42.2**	**15.8**	**0.0**	**58.1**	**-**	**-**	**-**	**-**	
1/1	850	850	-	-	-	2.7	0.0	-	2.7	11.4	11.3	0.0	11.3	
1/2	920	920	-	-	-	3.0	0.0	-	3.0	11.7	12.5	0.0	12.5	
1/3	633	633	-	-	-	1.7	0.0	-	1.7	9.7	7.2	0.0	7.2	
2/2+2/1	881	881	-	-	-	4.9	1.8	-	6.7	27.4	6.8	1.8	8.6	
2/3	28	28	-	-	-	0.1	0.0	-	0.1	19.1	0.3	0.0	0.4	
3/1	179	179	-	-	-	0.5	0.0	-	0.5	10.5	1.5	0.0	1.5	
3/2+3/3	682	682	-	-	-	1.1	0.0	-	1.1	5.6	1.8	0.0	1.8	
4/2+4/1	1013	1013	-	-	-	4.6	2.5	-	7.1	25.3	9.8	2.5	12.2	
4/3	569	569	-	-	-	2.7	1.8	-	4.4	28.0	8.4	1.8	10.1	
5/1	651	651	-	-	-	2.5	0.0	-	2.5	13.9	8.1	0.0	8.1	
5/2	620	620	-	-	-	2.3	0.0	-	2.3	13.6	7.6	0.0	7.6	
6/2+6/1	1003	1003	-	-	-	3.3	1.3	-	4.6	16.4	7.0	1.3	8.2	
6/3	527	527	-	-	-	1.7	0.9	-	2.6	17.7	5.9	0.9	6.7	
7/1	493	493	-	-	-	1.3	0.0	-	1.3	9.2	3.0	0.0	3.0	
7/2+7/3	656	656	-	-	-	2.1	0.0	-	2.1	11.4	4.2	0.0	4.2	
8/1	627	627	-	-	-	2.3	1.7	-	4.0	23.0	7.7	1.7	9.4	
8/2	653	653	-	-	-	2.3	1.5	-	3.9	21.4	7.8	1.5	9.3	
8/3	632	632	-	-	-	2.3	1.8	-	4.1	23.3	7.7	1.8	9.5	
9/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/1	1056	1056	-	-	-	0.4	0.7	-	1.1	3.7	10.6	0.7	11.2	
11/2	596	596	-	-	-	0.2	0.2	-	0.4	2.4	4.0	0.2	4.2	
12/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	127	127	70	57	0	0.3	0.4	-	0.8	21.6	1.2	0.4	1.6	
15/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	627	627	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	1285	1285	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.9	0.9	

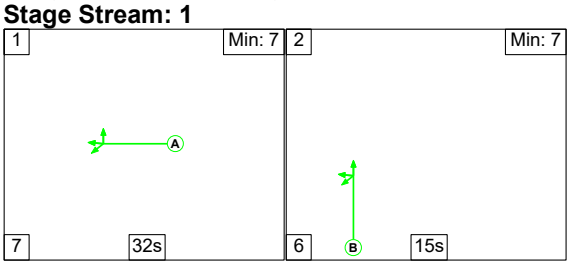
C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	14.21
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	13.11
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	12.02
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	14.5	Total Delay for Signalled Lanes (pcuHr):	15.31
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	55.8	Total Delay for Signalled Lanes (pcuHr):	1.47
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	37.6	Total Delay for Signalled Lanes (pcuHr):	1.18
	PRC Over All Lanes (%):	7.6	Total Delay Over All Lanes(pcuHr):	58.07

Cycle Time (s):	60
Cycle Time (s):	60
Cycle Time (s):	51
Cycle Time (s):	51
Cycle Time (s):	228
Cycle Time (s):	228

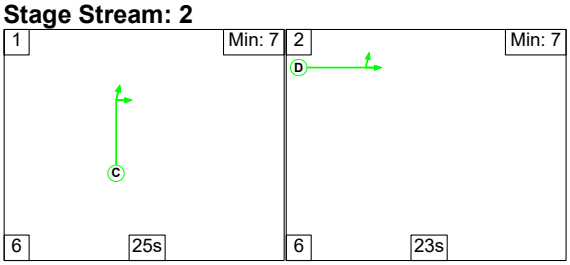
Scenario 5: '2028 Future Base + Proposed Development AM Peak' (FG5: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

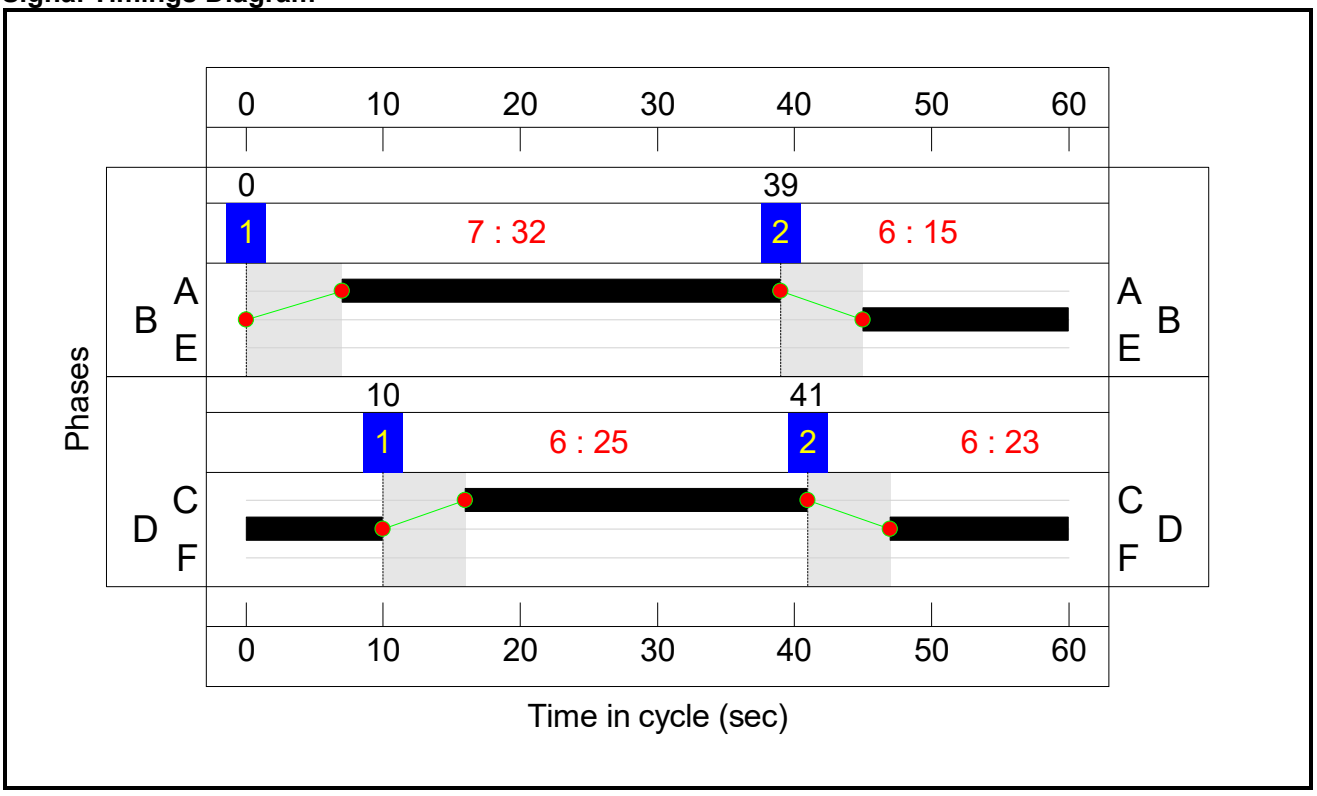
Stage Stream: 2

Stage	1	2
Duration	25	23
Change Point	10	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	32	7	39
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	45	0
C	Circ W Right Ahead	Traffic	2	25	16	41
D	A511 E/B Ahead Left	Traffic	2	23	47	10
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

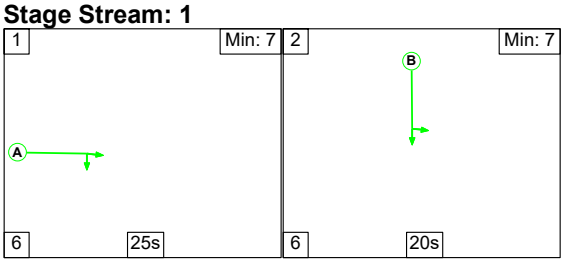
Signal Timings Diagram



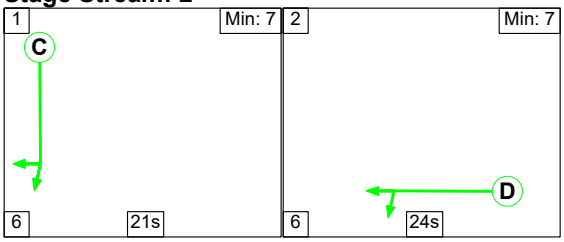
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	31	5

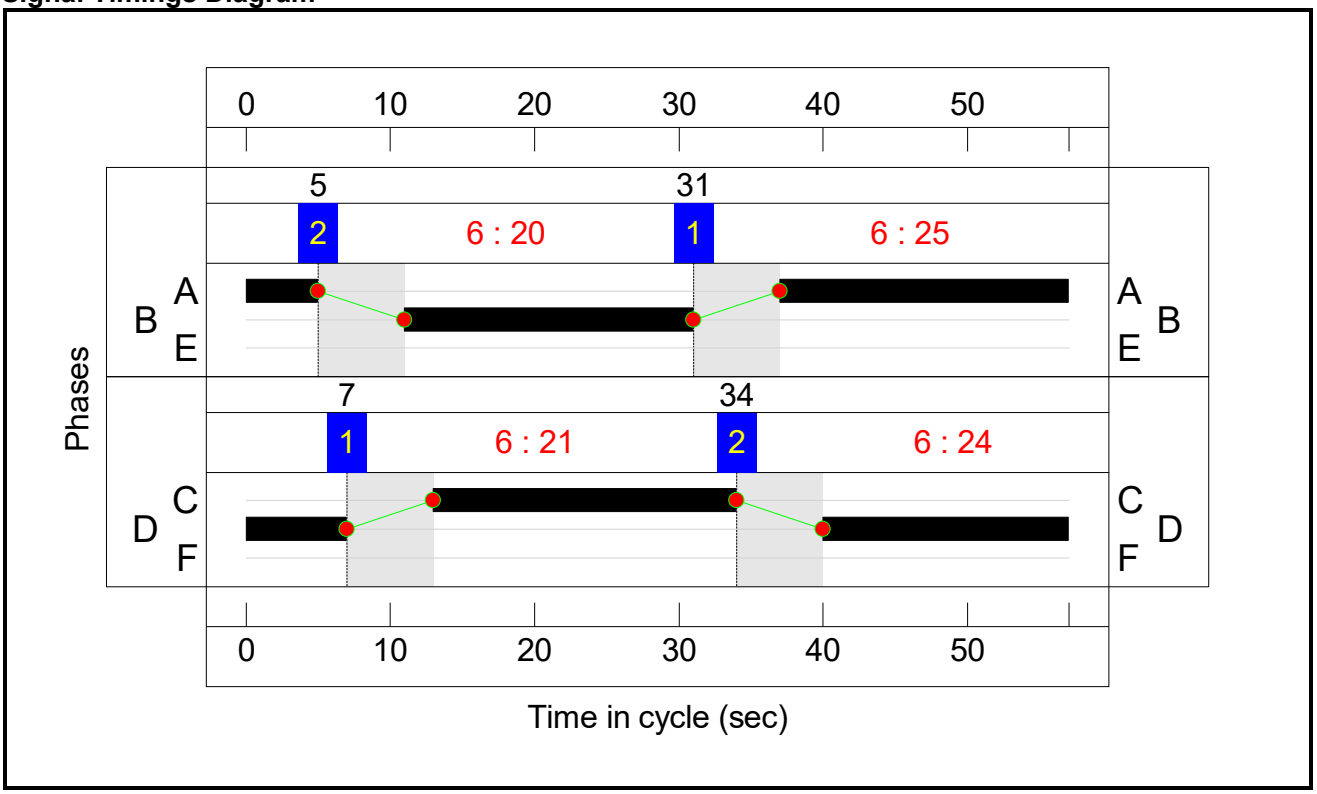
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	7	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	25	37	5
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	11	31
C	Circ E Right Ahead	Traffic	2	21	13	34
D	A50 W/B Ahead Left	Traffic	2	24	40	7
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

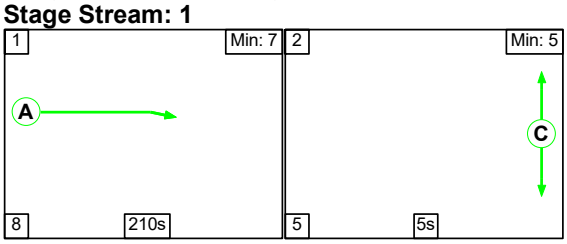
Signal Timings Diagram



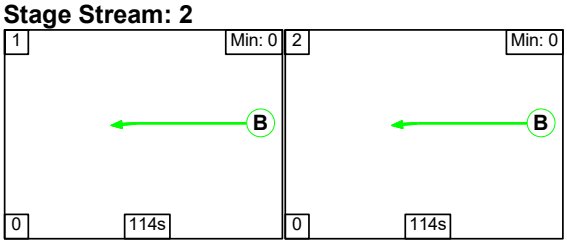
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

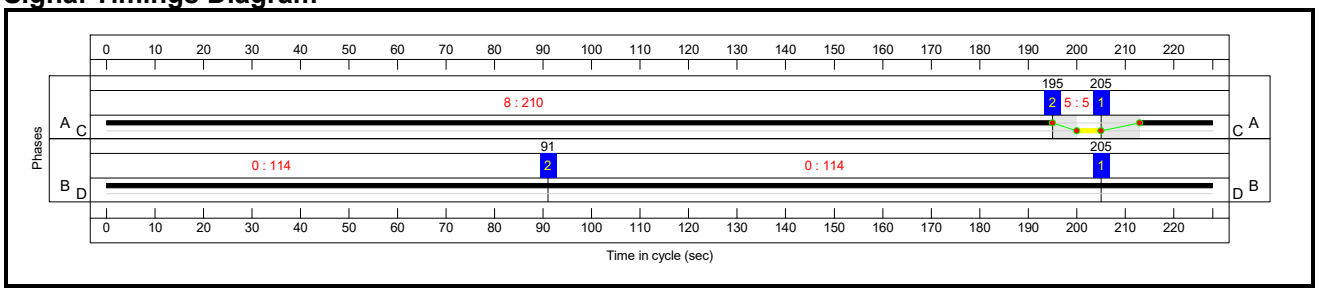
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	205	91

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	213	195
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2			

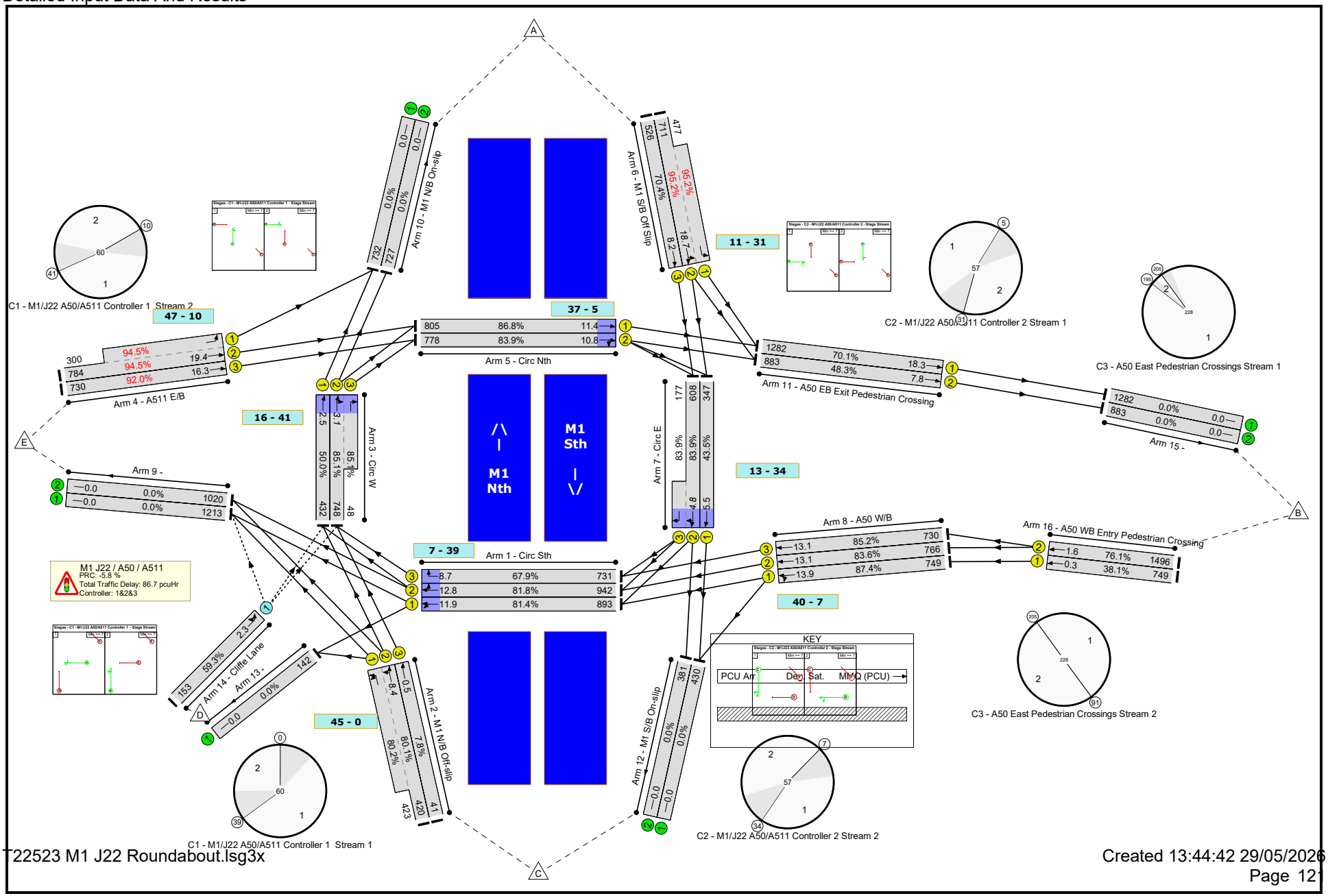
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	39
1/2	Circ Sth Right Ahead	U	A	7	39
1/3	Circ Sth Right	U	A	7	39
2/1	M1 N/B Off-slip Left Left2	U	B	45	0
2/2	M1 N/B Off-slip Ahead Left	U	B	45	0
2/3	M1 N/B Off-slip Ahead	U	B	45	0
3/1	Circ W Ahead	U	C	16	41
3/2	Circ W Right Ahead	U	C	16	41
3/3	Circ W Right	U	C	16	41
4/1	A511 E/B Left	U	D	47	10
4/2	A511 E/B Ahead	U	D	47	10
4/3	A511 E/B Ahead	U	D	47	10
5/1	Circ Nth Ahead	U	A	37	5
5/2	Circ Nth Right Ahead	U	A	37	5
6/1	M1 S/B Off Slip Left	U	B	11	31
6/2	M1 S/B Off Slip Ahead Left	U	B	11	31
6/3	M1 S/B Off Slip Ahead	U	B	11	31
7/1	Circ E Ahead	U	C	13	34
7/2	Circ E Right Ahead	U	C	13	34
7/3	Circ E Right	U	C	13	34
8/1	A50 W/B Ahead Left	U	D	40	7
8/2	A50 W/B Ahead	U	D	40	7
8/3	A50 W/B Ahead	U	D	40	7
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
47 - 10
37 - 5
11 - 31
16 - 41
13 - 34
7 - 39
40 - 7
45 - 0
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 1 - Circ Sth
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 J22 / A50 / A511
PRC: -5.8 %
Total Traffic Delay: 86.7 pcuHr
Controller: 1&2&3
KEY
PCU Ar
Dem Sat.
MMQ (PCU)
/\
|
M1
Nth
M1
Sth
|
\/

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	893	1995	1097	81.4%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	942	2093	1151	81.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	731	1956	1076	67.9%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	843	1966:1977	524+527	80.1 : 80.2%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	-	41	1978	527	7.8%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	25	-	-	432	1995	865	50.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	796	2132:1995	879+56	85.1 : 85.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1084	2120:1966	830+318	94.5 : 94.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	730	1983	793	92.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	805	2034	928	86.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	778	2034	928	83.9%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1188	2027:2027	747+501	95.2 : 95.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	526	2027	747	70.4%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	347	2065	797	43.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	785	2189:2025	725+211	83.9 : 83.9%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	749	1953	857	87.4%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	766	2090	917	83.6%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	730	1953	857	85.2%
9/1		U	N/A	N/A	-		-	-	-	-	1213	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1020	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	727	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1282	1975	1828	70.1%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	883	1975	1828	48.3%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	430	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	381	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	142	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	153	2005	258	59.3%
15/1		U	N/A	N/A	-		-	-	-	-	1282	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	883	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	749	1965	1965	38.1%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1496	1965	1965	76.1%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**68**	**85**	**0**	**50.9**	**35.8**	**0.0**	**86.7**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**68**	**85**	**0**	**50.9**	**35.8**	**0.0**	**86.7**	**-**	**-**	**-**	**-**	
1/1	893	893	-	-	-	2.7	0.0	-	2.7	11.0	11.9	0.0	11.9	
1/2	942	942	-	-	-	2.9	0.0	-	2.9	11.0	12.8	0.0	12.8	
1/3	731	731	-	-	-	2.0	0.0	-	2.0	9.7	8.7	0.0	8.7	
2/2+2/1	843	843	-	-	-	4.8	2.0	-	6.8	29.0	6.5	2.0	8.4	
2/3	41	41	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.5	
3/1	432	432	-	-	-	1.0	0.0	-	1.0	8.6	2.5	0.0	2.5	
3/2+3/3	796	796	-	-	-	1.5	0.0	-	1.5	6.7	3.1	0.0	3.1	
4/2+4/1	1084	1084	-	-	-	4.8	7.0	-	11.8	39.1	12.4	7.0	19.4	
4/3	730	730	-	-	-	3.5	5.0	-	8.5	41.7	11.4	5.0	16.3	
5/1	805	805	-	-	-	3.1	0.0	-	3.1	14.0	11.4	0.0	11.4	
5/2	778	778	-	-	-	3.0	0.0	-	3.0	13.7	10.8	0.0	10.8	
6/2+6/1	1188	1188	-	-	-	5.4	7.9	-	13.3	40.3	10.9	7.9	18.7	
6/3	526	526	-	-	-	2.2	1.2	-	3.4	23.4	7.0	1.2	8.2	
7/1	347	347	-	-	-	1.7	0.0	-	1.7	17.6	5.5	0.0	5.5	
7/2+7/3	785	785	-	-	-	1.8	0.0	-	1.8	8.3	4.8	0.0	4.8	
8/1	749	749	-	-	-	3.0	3.3	-	6.3	30.3	10.6	3.3	13.9	
8/2	766	766	-	-	-	3.0	2.5	-	5.5	25.8	10.6	2.5	13.1	
8/3	730	730	-	-	-	2.9	2.8	-	5.7	28.0	10.3	2.8	13.1	
9/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

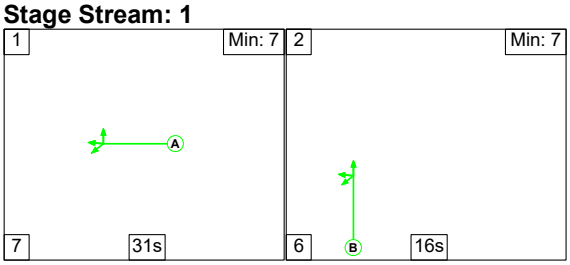
11/1	1282	1282	-	-	-	0.6	1.2	-	1.8	5.1	17.1	1.2	18.3
11/2	883	883	-	-	-	0.3	0.5	-	0.7	3.1	7.4	0.5	7.8
12/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	153	153	68	85	0	0.4	0.7	-	1.2	27.3	1.6	0.7	2.3
15/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	749	749	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	1496	1496	-	-	-	0.0	1.6	-	1.6	3.8	0.0	1.6	1.6

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	14.61	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	22.73	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	22.79	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	20.98	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	2.56	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	18.2	Total Delay for Signalled Lanes (pcuHr):	1.89	Cycle Time (s): 228
	PRC Over All Lanes (%):	-5.8	Total Delay Over All Lanes(pcuHr):	86.73	

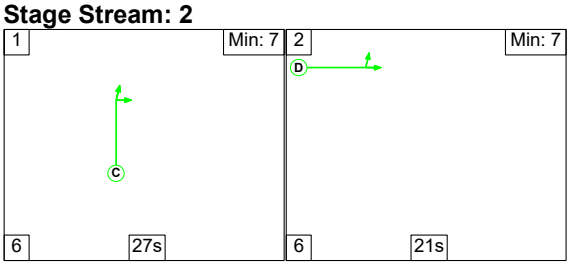
Scenario 6: '2028 Future Base + Proposed Development PM Peak' (FG6: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	0	38

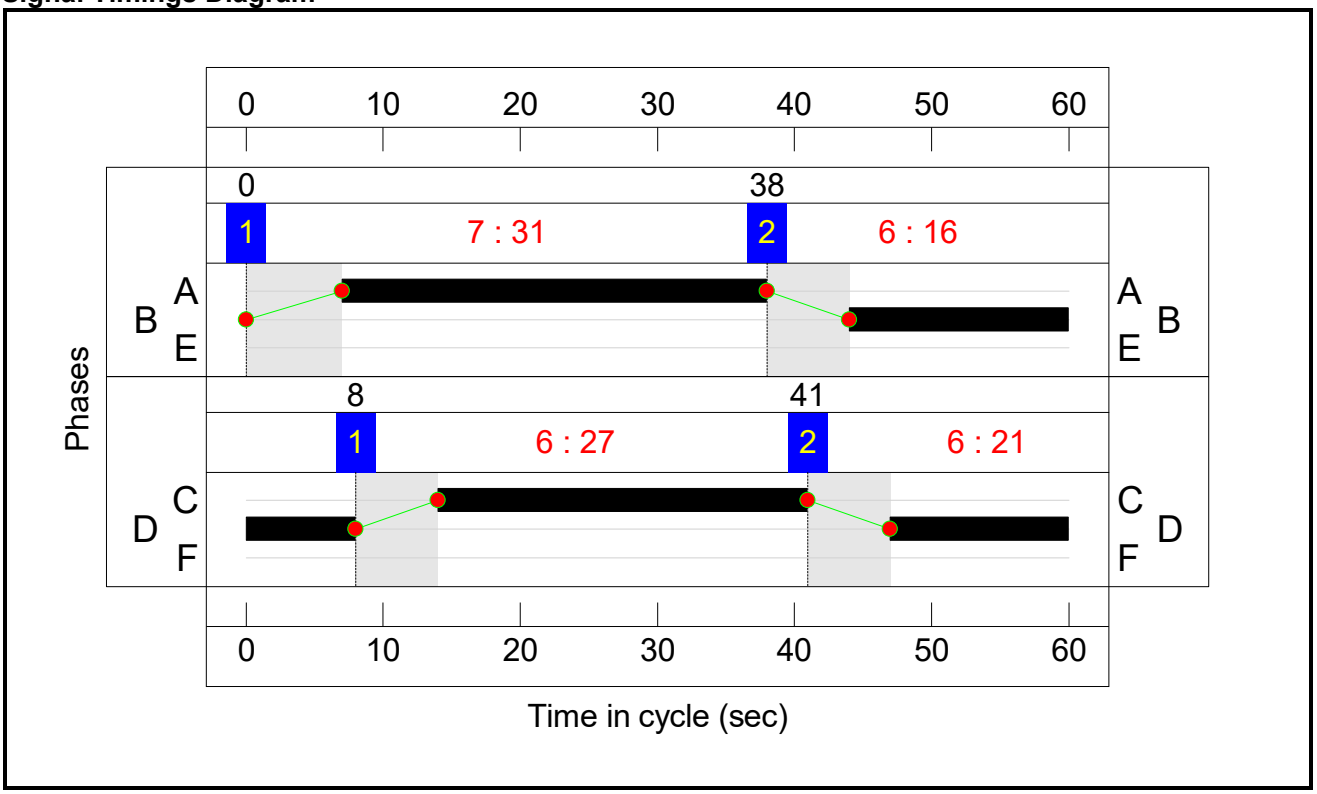
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	31	7	38
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	16	44	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

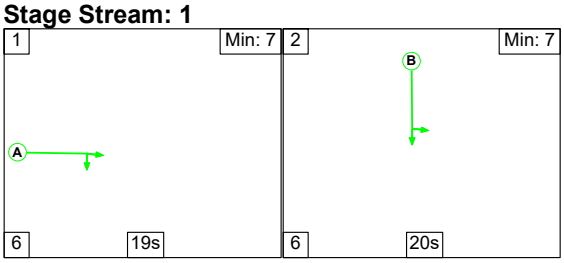
Signal Timings Diagram



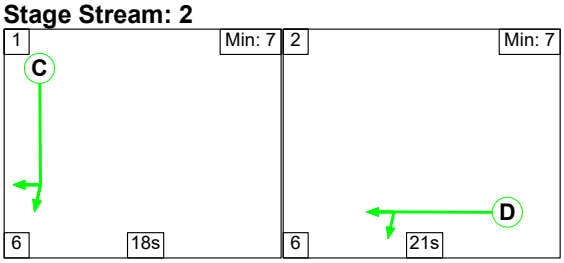
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

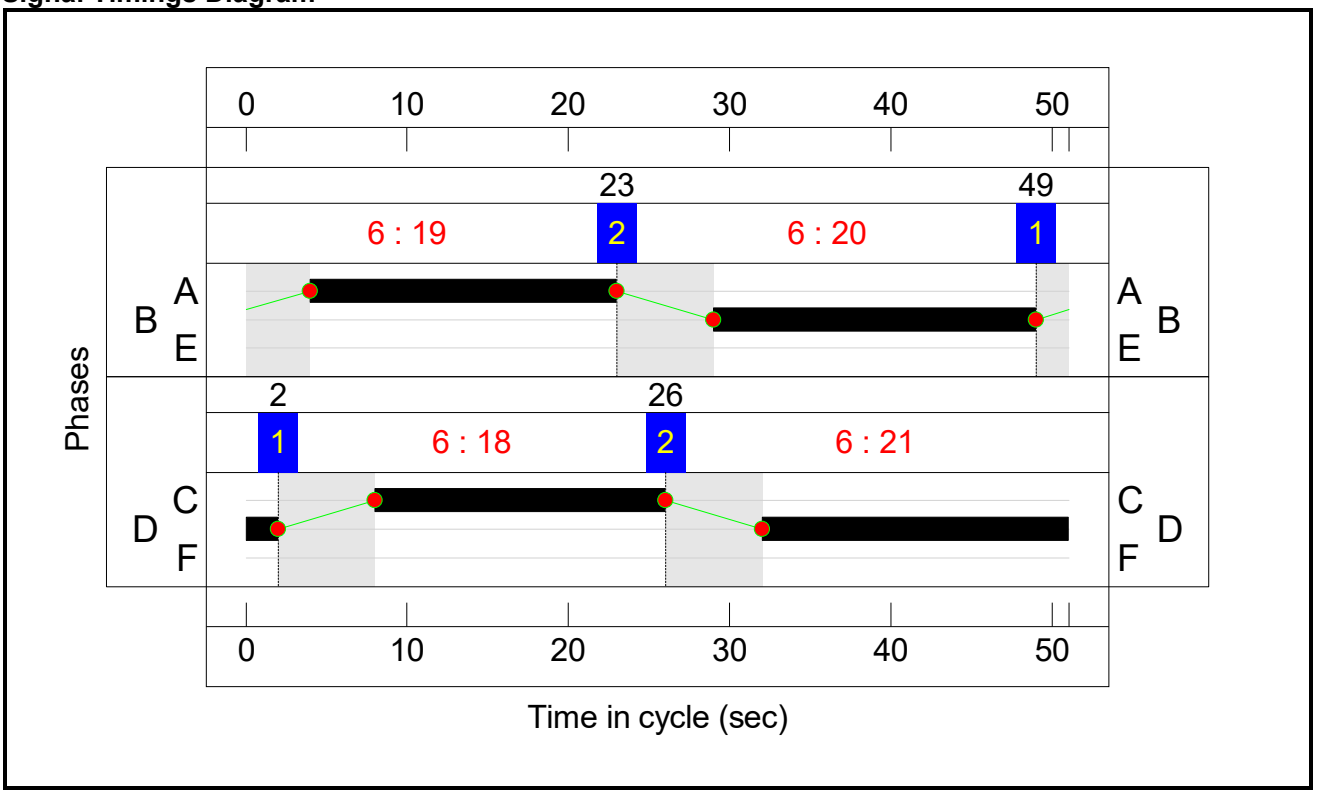
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	2	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	18	8	26
D	A50 W/B Ahead Left	Traffic	2	21	32	2
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

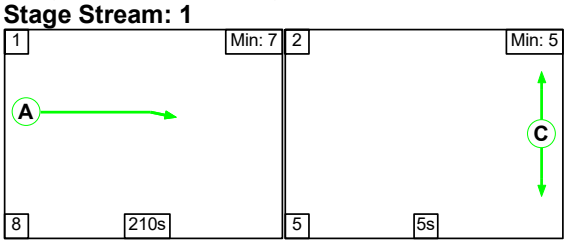
Signal Timings Diagram



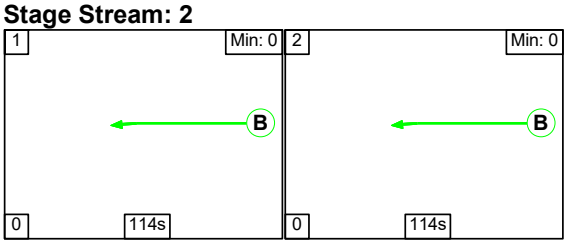
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	179	169

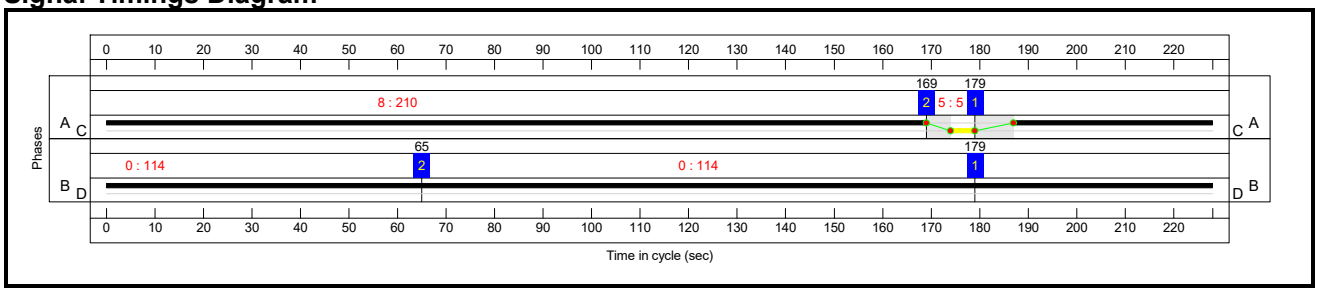
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	179	65

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	187	169
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	174	179
D	Pedestrians across	Pedestrian	2			

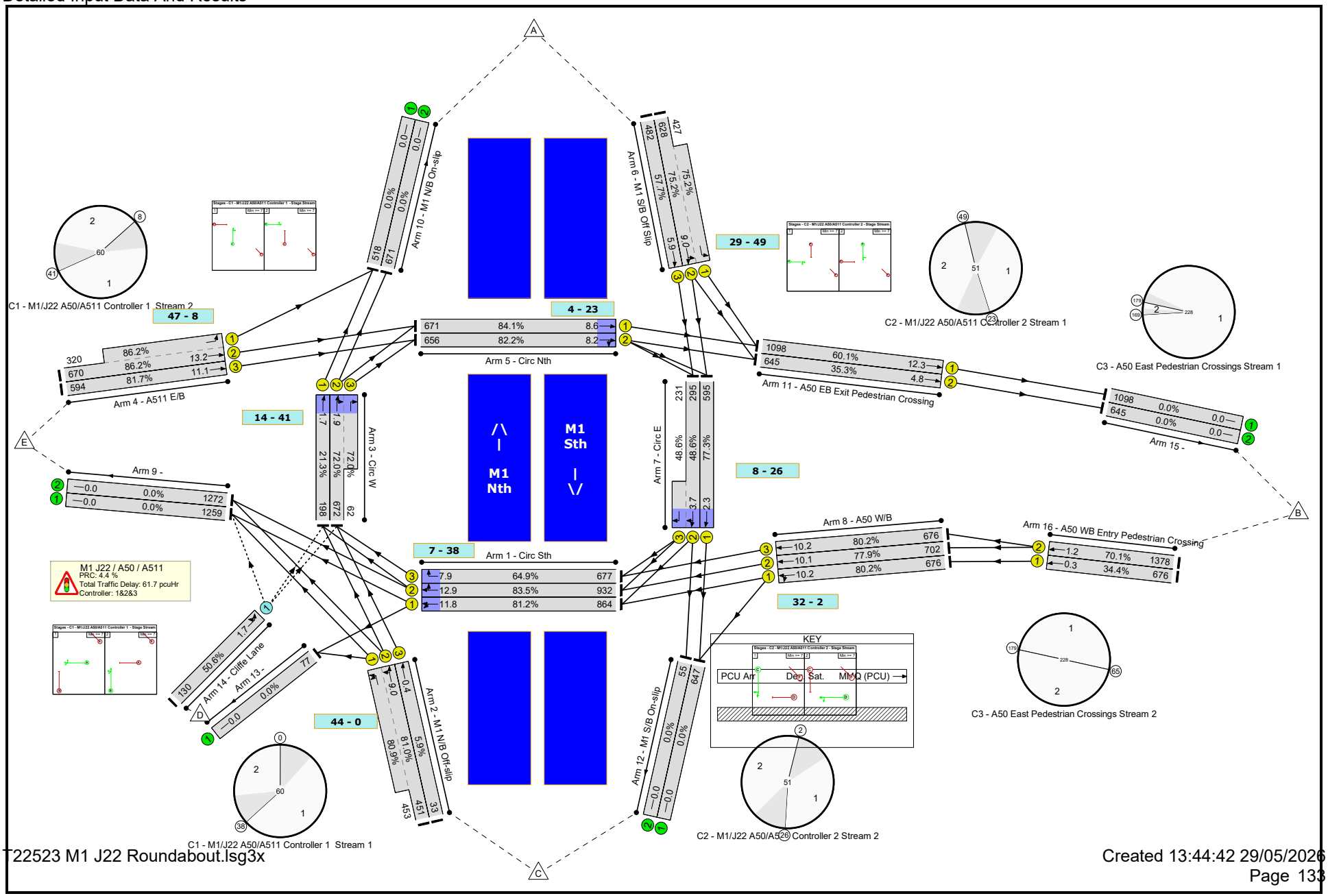
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	38
1/2	Circ Sth Right Ahead	U	A	7	38
1/3	Circ Sth Right	U	A	7	38
2/1	M1 N/B Off-slip Left Left2	U	B	44	0
2/2	M1 N/B Off-slip Ahead Left	U	B	44	0
2/3	M1 N/B Off-slip Ahead	U	B	44	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	8	26
7/2	Circ E Right Ahead	U	C	8	26
7/3	Circ E Right	U	C	8	26
8/1	A50 W/B Ahead Left	U	D	32	2
8/2	A50 W/B Ahead	U	D	32	2
8/3	A50 W/B Ahead	U	D	32	2
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	187	169
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	187	169
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
M1 J22 / A50 / A511
PRC: 4.4 %
Total Traffic Delay: 61.7 pcuHr
Controller: 1&2&3
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
47 - 8
4 - 23
29 - 49
14 - 41
8 - 26
7 - 38
32 - 2
44 - 0
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 1 - Circ Sth
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 Nth
M1 Sth
KEY
PCU Ar
Dem Sat.
MMQ (PCU)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	-	864	1995	1064	81.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	-	932	2093	1116	83.5%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	-	677	1956	1043	64.9%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	-	904	1966:1977	557+560	81.0 : 80.9%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	-	33	1978	560	5.9%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	198	1995	931	21.3%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	734	2132:1995	933+86	72.0 : 72.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	990	2120:1966	777+371	86.2 : 86.2%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	594	1983	727	81.7%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	671	2034	798	84.1%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	656	2034	798	82.2%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1055	2027:2027	835+568	75.2 : 75.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	482	2027	835	57.7%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	595	2065	769	77.3%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	526	2170:2025	607+476	48.6 : 48.6%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	676	1953	842	80.2%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	702	2090	902	77.9%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	676	1953	842	80.2%
9/1		U	N/A	N/A	-		-	-	-	-	1259	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1272	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1098	1975	1828	60.1%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	645	1975	1828	35.3%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	55	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	77	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	130	2005	257	50.6%
15/1		U	N/A	N/A	-		-	-	-	-	1098	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	645	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	676	1965	1965	34.4%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1378	1965	1965	70.1%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**64**	**66**	**0**	**43.5**	**18.1**	**0.0**	**61.7**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**64**	**66**	**0**	**43.5**	**18.1**	**0.0**	**61.7**	**-**	**-**	**-**	**-**	
1/1	864	864	-	-	-	2.8	0.0	-	2.8	11.5	11.8	0.0	11.8	
1/2	932	932	-	-	-	3.0	0.0	-	3.0	11.8	12.9	0.0	12.9	
1/3	677	677	-	-	-	1.9	0.0	-	1.9	10.0	7.9	0.0	7.9	
2/2+2/1	904	904	-	-	-	5.0	2.1	-	7.1	28.3	6.9	2.1	9.0	
2/3	33	33	-	-	-	0.1	0.0	-	0.2	19.2	0.4	0.0	0.4	
3/1	198	198	-	-	-	0.6	0.0	-	0.6	10.4	1.7	0.0	1.7	
3/2+3/3	734	734	-	-	-	1.2	0.0	-	1.2	5.7	1.9	0.0	1.9	
4/2+4/1	990	990	-	-	-	4.6	3.0	-	7.6	27.5	10.2	3.0	13.2	
4/3	594	594	-	-	-	2.8	2.2	-	5.0	30.3	8.9	2.2	11.1	
5/1	671	671	-	-	-	2.6	0.0	-	2.6	14.1	8.6	0.0	8.6	
5/2	656	656	-	-	-	2.5	0.0	-	2.5	13.9	8.2	0.0	8.2	
6/2+6/1	1055	1055	-	-	-	3.6	1.5	-	5.1	17.3	7.5	1.5	9.0	
6/3	482	482	-	-	-	1.6	0.7	-	2.2	16.7	5.2	0.7	5.9	
7/1	595	595	-	-	-	1.0	0.0	-	1.0	6.0	2.3	0.0	2.3	
7/2+7/3	526	526	-	-	-	2.2	0.0	-	2.2	15.0	3.7	0.0	3.7	
8/1	676	676	-	-	-	2.4	2.0	-	4.4	23.2	8.3	2.0	10.2	
8/2	702	702	-	-	-	2.4	1.7	-	4.2	21.3	8.4	1.7	10.1	
8/3	676	676	-	-	-	2.4	2.0	-	4.4	23.2	8.3	2.0	10.2	
9/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

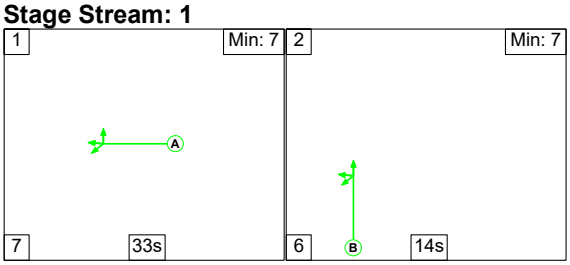
11/1	1098	1098	-	-	-	0.4	0.8	-	1.2	3.9	11.6	0.8	12.3
11/2	645	645	-	-	-	0.2	0.3	-	0.4	2.5	4.5	0.3	4.8
12/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	130	130	64	66	0	0.4	0.5	-	0.9	23.9	1.2	0.5	1.7
15/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	676	676	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	1378	1378	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	14.97	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	14.29	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	12.45	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	16.04	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	49.8	Total Delay for Signalled Lanes (pcuHr):	1.63	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	1.43	Cycle Time (s): 228
	PRC Over All Lanes (%):	4.4	Total Delay Over All Lanes(pcuHr):	61.67	

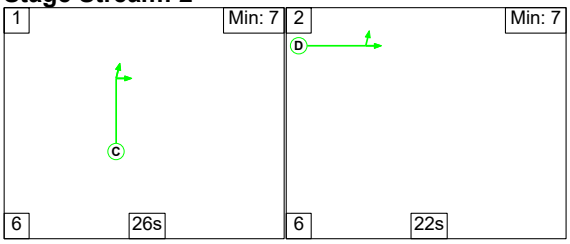
Scenario 7: '2030 Future Base AM Peak' (FG7: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	0	40

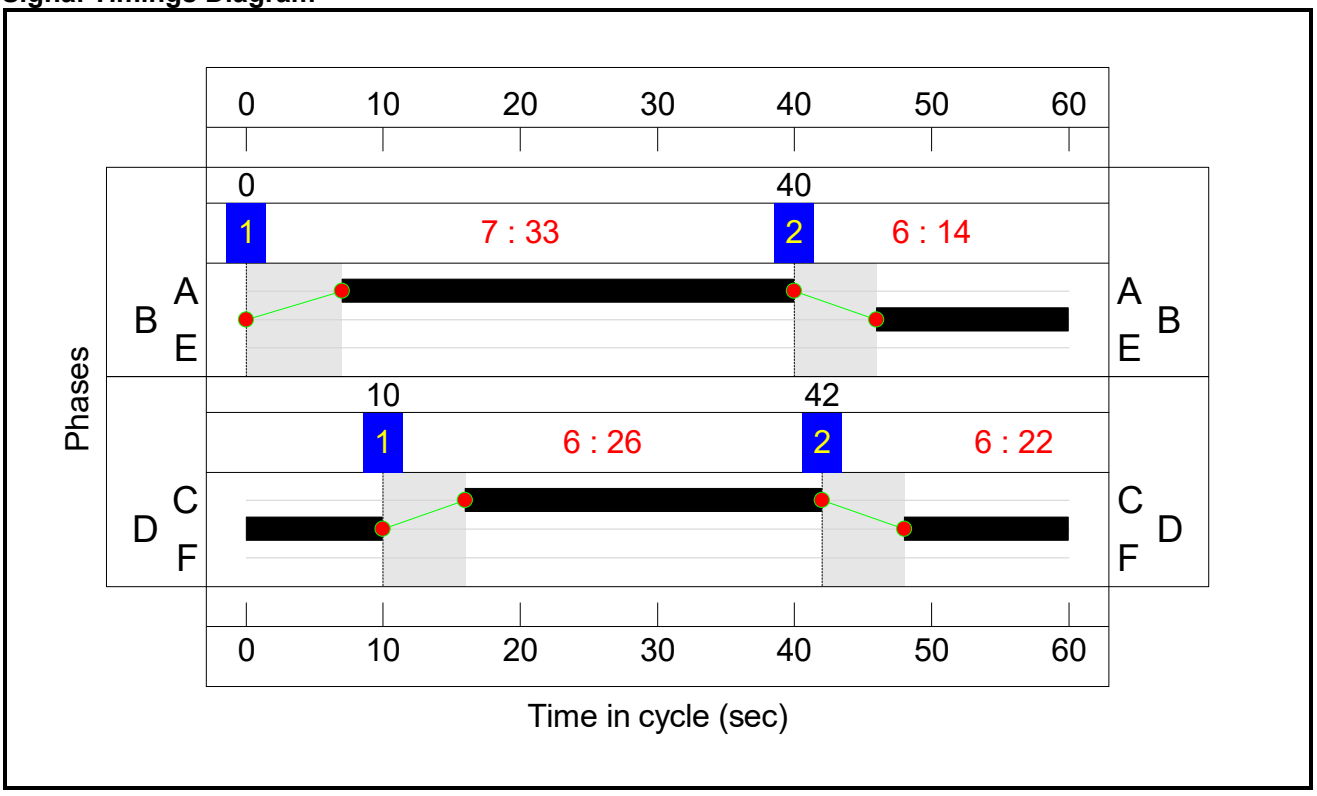
Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	10	42

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	33	7	40
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	14	46	0
C	Circ W Right Ahead	Traffic	2	26	16	42
D	A511 E/B Ahead Left	Traffic	2	22	48	10
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

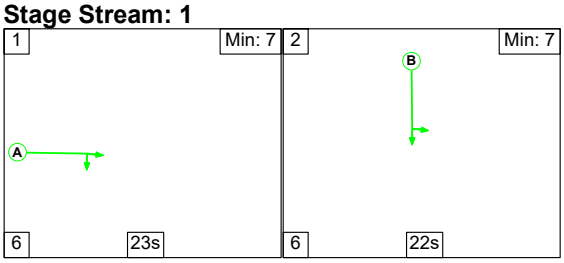
Signal Timings Diagram



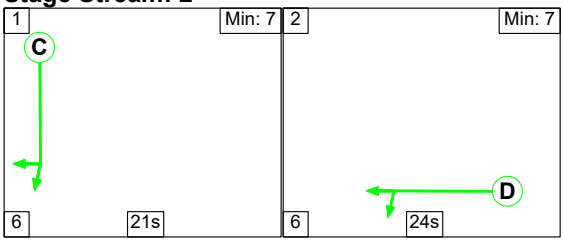
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	22
Change Point	34	6

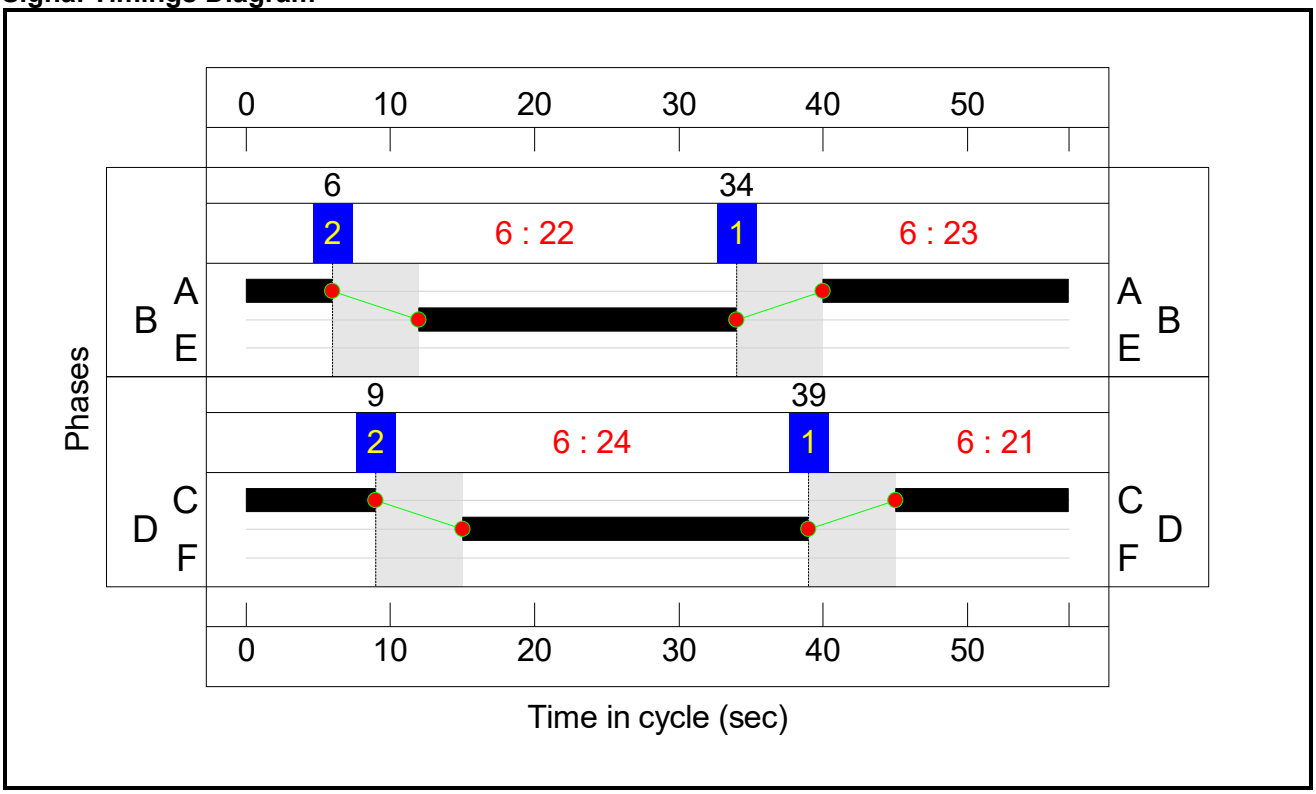
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	39	9

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	23	40	6
B	M1 S/B Off Slip Ahead Left	Traffic	1	22	12	34
C	Circ E Right Ahead	Traffic	2	21	45	9
D	A50 W/B Ahead Left	Traffic	2	24	15	39
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

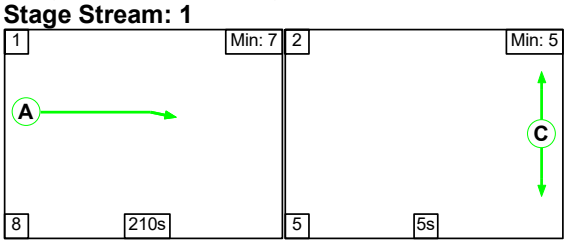
Signal Timings Diagram



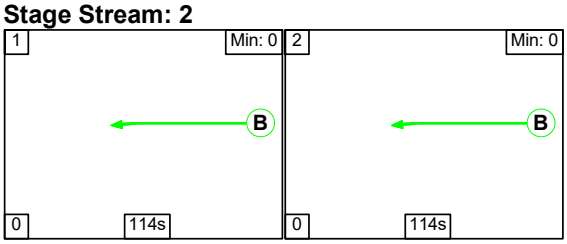
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

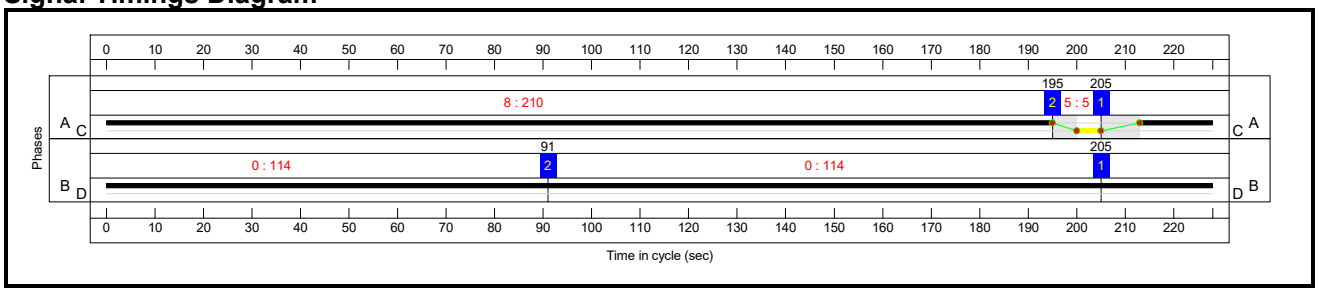
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	205	91

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	213	195
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2			

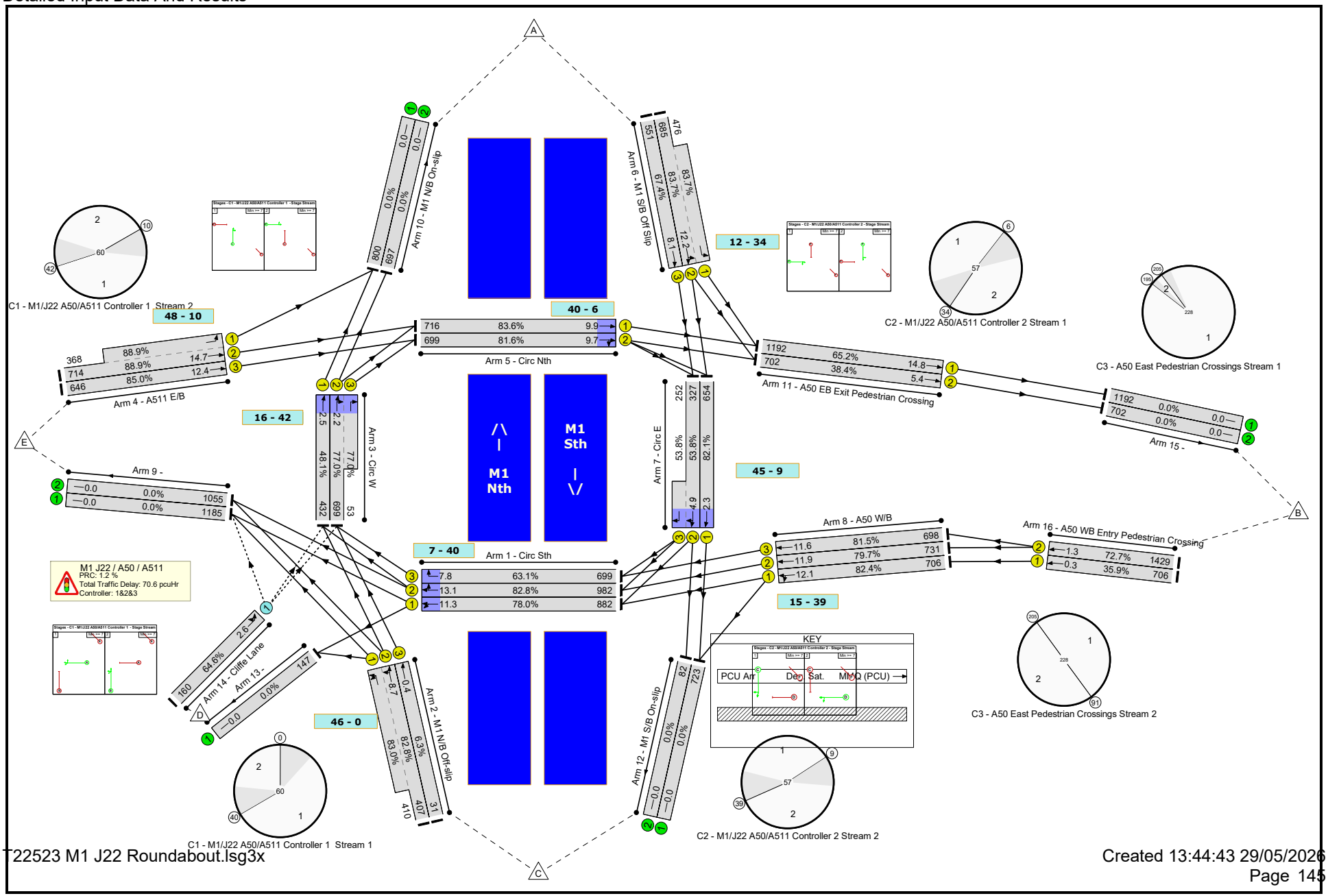
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	40
1/2	Circ Sth Right Ahead	U	A	7	40
1/3	Circ Sth Right	U	A	7	40
2/1	M1 N/B Off-slip Left Left2	U	B	46	0
2/2	M1 N/B Off-slip Ahead Left	U	B	46	0
2/3	M1 N/B Off-slip Ahead	U	B	46	0
3/1	Circ W Ahead	U	C	16	42
3/2	Circ W Right Ahead	U	C	16	42
3/3	Circ W Right	U	C	16	42
4/1	A511 E/B Left	U	D	48	10
4/2	A511 E/B Ahead	U	D	48	10
4/3	A511 E/B Ahead	U	D	48	10
5/1	Circ Nth Ahead	U	A	40	6
5/2	Circ Nth Right Ahead	U	A	40	6
6/1	M1 S/B Off Slip Left	U	B	12	34
6/2	M1 S/B Off Slip Ahead Left	U	B	12	34
6/3	M1 S/B Off Slip Ahead	U	B	12	34
7/1	Circ E Ahead	U	C	45	9
7/2	Circ E Right Ahead	U	C	45	9
7/3	Circ E Right	U	C	45	9
8/1	A50 W/B Ahead Left	U	D	15	39
8/2	A50 W/B Ahead	U	D	15	39
8/3	A50 W/B Ahead	U	D	15	39
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
M1 J22 / A50 / A511
PRC: 1.2 %
Total Traffic Delay: 70.6 pcuHr
Controller: 1&2&3
48 - 10
40 - 6
12 - 34
16 - 42
45 - 9
7 - 40
15 - 39
46 - 0
Arm 1 - Circ Sth
Arm 2 - M1 N/B Off-slip
Arm 3 - Circ W
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 7 - Circ E
Arm 8 - A50 W/B
Arm 9 -
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 12 - M1 S/B On-slip
Arm 13 -
Arm 14 - Cliffe Lane
Arm 15 -
Arm 16 - A50 WB Entry Pedestrian Crossing
M1 Nth
M1 Sth
KEY
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.9%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.9%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	882	1995	1131	78.0%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	982	2093	1186	82.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	699	1956	1108	63.1%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	14	-	-	817	1966:1977	492+494	82.8 : 83.0%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	14	-	-	31	1978	494	6.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	26	-	-	432	1995	898	48.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	752	2132:1995	907+69	77.0 : 77.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1082	2120:1966	803+414	88.9 : 88.9%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	646	1983	760	85.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	23	-	-	716	2034	856	83.6%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	23	-	-	699	2034	856	81.6%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	22	-	-	1161	2027:2027	818+568	83.7 : 83.7%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	22	-	-	551	2027	818	67.4%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	654	2065	797	82.1%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	579	2172:2025	608+468	53.8 : 53.8%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	706	1953	857	82.4%

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	731	2090	917	79.7%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	698	1953	857	81.5%
9/1		U	N/A	N/A	-		-	-	-	-	1185	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1055	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	697	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1192	1975	1828	65.2%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	702	1975	1828	38.4%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	723	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	82	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	147	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	160	2005	248	64.6%
15/1		U	N/A	N/A	-		-	-	-	-	1192	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	702	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	706	1965	1965	35.9%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1429	1965	1965	72.7%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**64**	**96**	**0**	**48.1**	**22.5**	**0.0**	**70.6**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**64**	**96**	**0**	**48.1**	**22.5**	**0.0**	**70.6**	**-**	**-**	**-**	**-**	
1/1	882	882	-	-	-	2.5	0.0	-	2.5	10.1	11.3	0.0	11.3	
1/2	982	982	-	-	-	2.9	0.0	-	2.9	10.6	13.1	0.0	13.1	
1/3	699	699	-	-	-	1.7	0.0	-	1.7	8.8	7.8	0.0	7.8	
2/2+2/1	817	817	-	-	-	4.8	2.4	-	7.2	31.7	6.4	2.4	8.7	
2/3	31	31	-	-	-	0.1	0.0	-	0.2	21.1	0.4	0.0	0.4	
3/1	432	432	-	-	-	1.0	0.0	-	1.0	8.5	2.5	0.0	2.5	
3/2+3/3	752	752	-	-	-	1.3	0.0	-	1.3	6.2	2.2	0.0	2.2	
4/2+4/1	1082	1082	-	-	-	4.8	3.8	-	8.7	28.8	10.9	3.8	14.7	
4/3	646	646	-	-	-	3.0	2.7	-	5.7	32.0	9.7	2.7	12.4	
5/1	716	716	-	-	-	2.9	0.0	-	2.9	14.7	9.9	0.0	9.9	
5/2	699	699	-	-	-	2.8	0.0	-	2.8	14.6	9.7	0.0	9.7	
6/2+6/1	1161	1161	-	-	-	4.7	2.5	-	7.2	22.3	9.7	2.5	12.2	
6/3	551	551	-	-	-	2.1	1.0	-	3.2	20.6	7.0	1.0	8.1	
7/1	654	654	-	-	-	0.9	0.0	-	0.9	5.2	2.3	0.0	2.3	
7/2+7/3	579	579	-	-	-	2.8	0.0	-	2.8	17.7	4.9	0.0	4.9	
8/1	706	706	-	-	-	2.8	2.3	-	5.0	25.7	9.8	2.3	12.1	
8/2	731	731	-	-	-	2.8	1.9	-	4.7	23.3	9.9	1.9	11.9	
8/3	698	698	-	-	-	2.7	2.1	-	4.9	25.0	9.5	2.1	11.6	
9/1	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

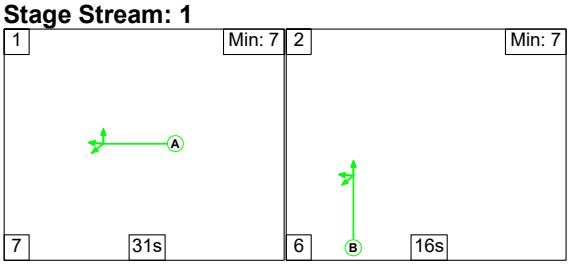
11/1	1192	1192	-	-	-	0.5	0.9	-	1.5	4.4	13.9	0.9	14.8
11/2	702	702	-	-	-	0.2	0.3	-	0.5	2.6	5.1	0.3	5.4
12/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	160	160	64	96	0	0.5	0.9	-	1.4	31.2	1.7	0.9	2.6
15/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	706	706	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	1429	1429	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.44	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	16.71	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	16.10	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	18.40	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	1.97	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	23.8	Total Delay for Signalled Lanes (pcuHr):	1.61	Cycle Time (s): 228
	PRC Over All Lanes (%):	1.2	Total Delay Over All Lanes(pcuHr):	70.62	

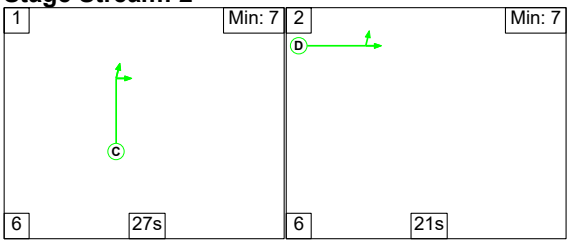
Scenario 8: '2030 Future Base PM Peak' (FG8: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	0	38

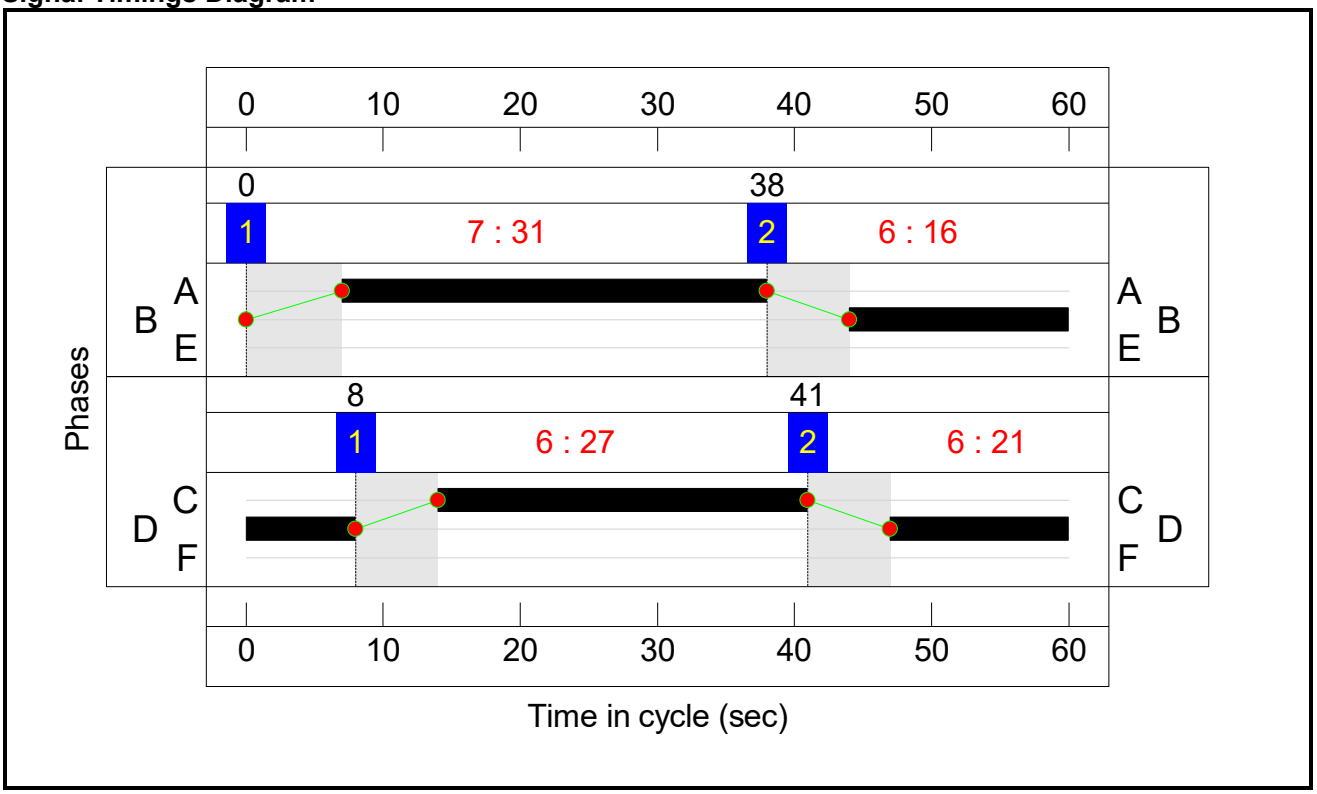
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	31	7	38
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	16	44	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

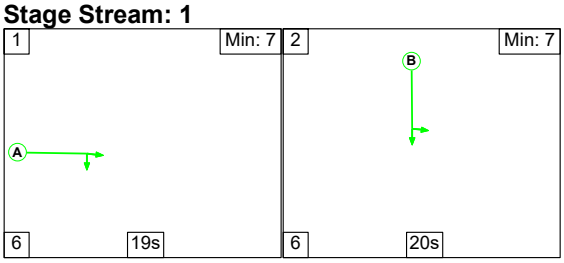
Signal Timings Diagram



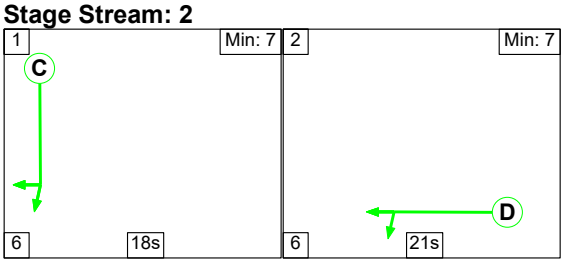
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

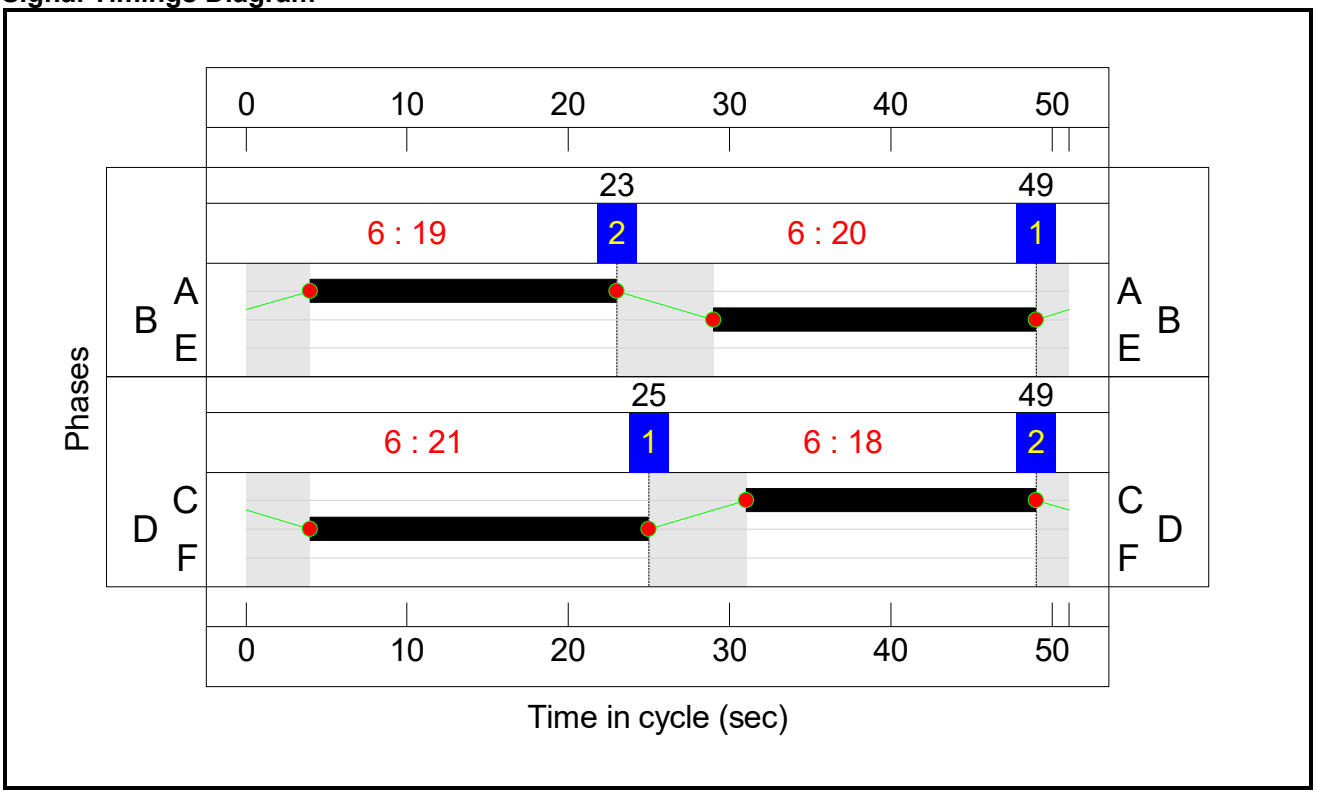
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	25	49

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	18	31	49
D	A50 W/B Ahead Left	Traffic	2	21	4	25
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

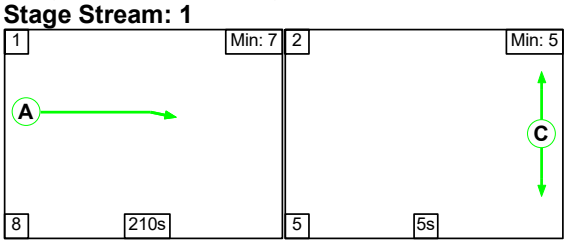
Signal Timings Diagram



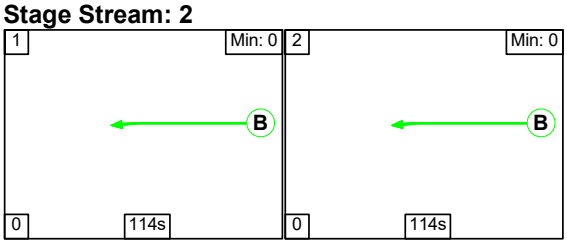
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	226	216

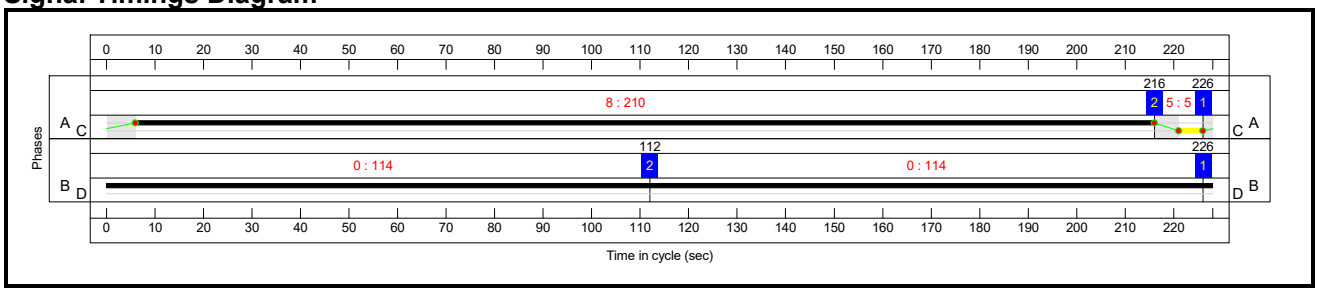
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	226	112

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	6	216
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	221	226
D	Pedestrians across	Pedestrian	2			

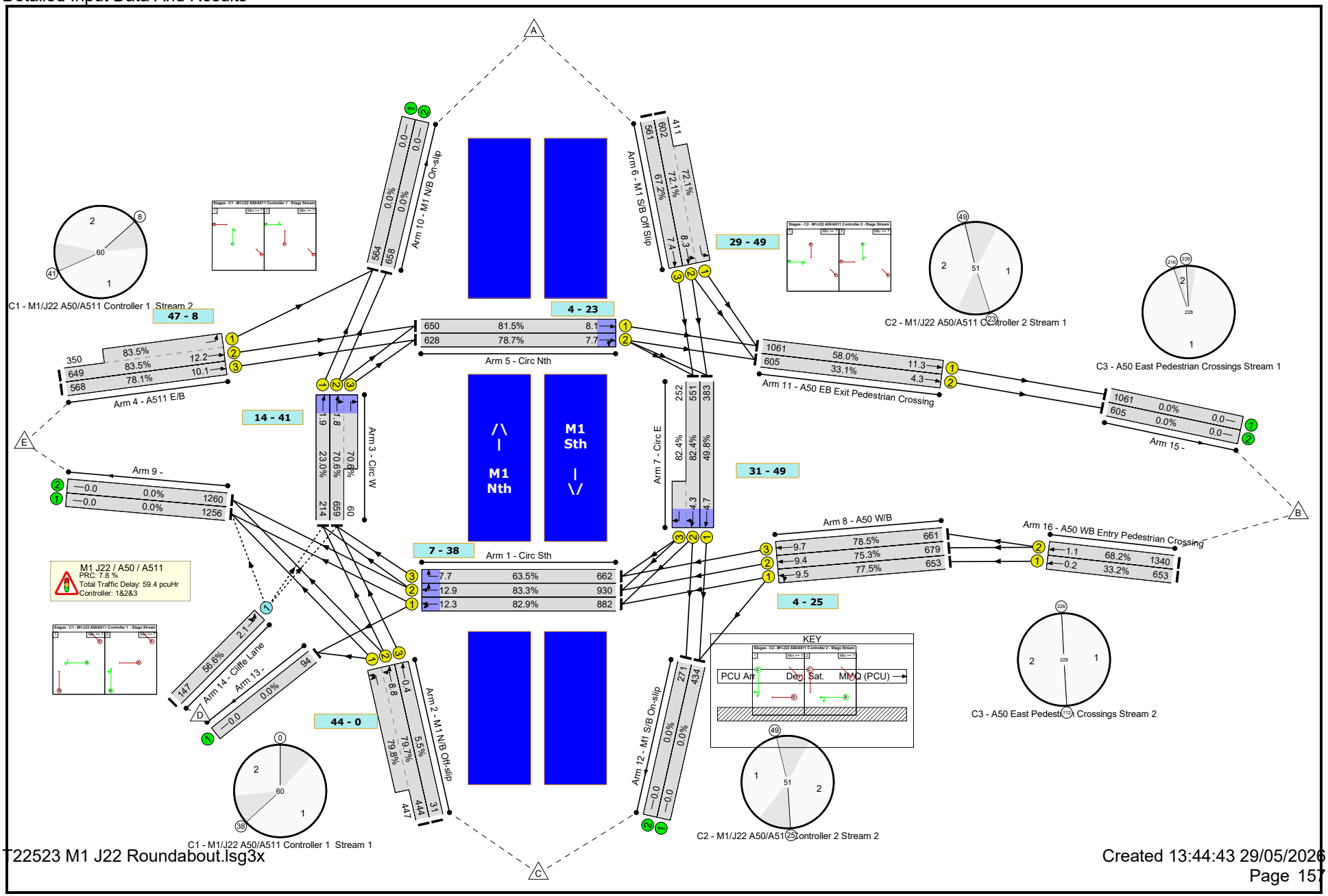
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	38
1/2	Circ Sth Right Ahead	U	A	7	38
1/3	Circ Sth Right	U	A	7	38
2/1	M1 N/B Off-slip Left Left2	U	B	44	0
2/2	M1 N/B Off-slip Ahead Left	U	B	44	0
2/3	M1 N/B Off-slip Ahead	U	B	44	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	31	49
7/2	Circ E Right Ahead	U	C	31	49
7/3	Circ E Right	U	C	31	49
8/1	A50 W/B Ahead Left	U	D	4	25
8/2	A50 W/B Ahead	U	D	4	25
8/3	A50 W/B Ahead	U	D	4	25
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	6	216
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	6	216
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 8
Arm 4 - A511 E/B
350 83.5% 12.2
649 83.5% 10.1
568 78.1%
Arm 10 - M1 N/B On-slip
564 658
0.0% 0.0%
Arm 6 - M1 S/B Off Slip
561 602 411
67.2% 72.1% 72.1%
7.4 8.3
29 - 49
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
4 - 23
650 81.5% 8.1
628 78.7% 7.7
Arm 5 - Circ Nth
1061 58.0% 11.3
605 33.1% 4.3
Arm 11 - A50 EB Exit Pedestrian Crossing
1061 0.0% 0.0
605 0.0% 0.0
Arm 15 -
14 - 41
Arm 3 - Circ W
1.9 1.8 70.6%
23.0% 70.6% 214 659 60
/\ | M1 Nth
M1 Sth | \/
Arm 7 - Circ E
252 551 383
82.4% 82.4% 49.8%
4.3 4.7
31 - 49
Arm 9 -
0.0 0.0% 1260
0.0 0.0% 1256
Arm 8 - A50 W/B
9.7 78.5% 661
9.4 75.3% 679
9.5 77.5% 653
Arm 16 - A50 WB Entry Pedestrian Crossing
1.1 68.2% 1340
0.2 33.2% 653
7 - 38
Arm 1 - Circ Sth
7.7 63.5% 662
12.9 83.3% 930
12.3 82.9% 882
4 - 25
M1 J22 / A50 / A511
PRC: 7.8 %
Total Traffic Delay: 59.4 pcuHr
Controller: 1&2&3
Arm 14 - Cliffe Lane
Arm 13 -
2.1
147 56.6%
0.0 0.0% 94
44 - 0
Arm 2 - M1 N/B Off-slip
8.8 0.4
79.8% 79.7% 5.5%
447 444 31
Arm 12 - M1 S/B On-slip
271 434
0.0% 0.0%
0.0 0.0
KEY
PCU Arr Dep Sat. MMQ (PCU)
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	-	882	1995	1064	82.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	-	930	2093	1116	83.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	-	662	1956	1043	63.5%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	-	891	1966:1977	557+560	79.7 : 79.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	-	31	1978	560	5.5%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	214	1995	931	23.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	719	2132:1995	933+85	70.6 : 70.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	999	2120:1966	777+419	83.5 : 83.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	568	1983	727	78.1%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	650	2034	798	81.5%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	628	2034	798	78.7%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1013	2027:2027	835+570	72.1 : 72.1%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	561	2027	835	67.2%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	383	2065	769	49.8%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	803	2183:2025	668+306	82.4 : 82.4%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	653	1953	842	77.5%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	679	2090	902	75.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	661	1953	842	78.5%
9/1		U	N/A	N/A	-		-	-	-	-	1256	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1260	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1061	1975	1828	58.0%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	605	1975	1828	33.1%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	434	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	94	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	147	2005	259	56.6%
15/1		U	N/A	N/A	-		-	-	-	-	1061	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	653	1965	1965	33.2%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1340	1965	1965	68.2%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**69**	**78**	**0**	**43.0**	**16.4**	**0.0**	**59.4**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**69**	**78**	**0**	**43.0**	**16.4**	**0.0**	**59.4**	**-**	**-**	**-**	**-**	
1/1	882	882	-	-	-	2.9	0.0	-	2.9	11.7	12.3	0.0	12.3	
1/2	930	930	-	-	-	3.0	0.0	-	3.0	11.8	12.9	0.0	12.9	
1/3	662	662	-	-	-	1.8	0.0	-	1.8	9.9	7.7	0.0	7.7	
2/2+2/1	891	891	-	-	-	4.9	1.9	-	6.9	27.7	6.8	1.9	8.8	
2/3	31	31	-	-	-	0.1	0.0	-	0.2	19.2	0.4	0.0	0.4	
3/1	214	214	-	-	-	0.6	0.0	-	0.6	10.9	1.9	0.0	1.9	
3/2+3/3	719	719	-	-	-	1.1	0.0	-	1.1	5.7	1.8	0.0	1.8	
4/2+4/1	999	999	-	-	-	4.6	2.5	-	7.0	25.3	9.7	2.5	12.2	
4/3	568	568	-	-	-	2.7	1.7	-	4.4	27.9	8.4	1.7	10.1	
5/1	650	650	-	-	-	2.5	0.0	-	2.5	13.9	8.1	0.0	8.1	
5/2	628	628	-	-	-	2.4	0.0	-	2.4	13.6	7.7	0.0	7.7	
6/2+6/1	1013	1013	-	-	-	3.4	1.3	-	4.6	16.5	7.0	1.3	8.3	
6/3	561	561	-	-	-	1.9	1.0	-	2.9	18.7	6.4	1.0	7.4	
7/1	383	383	-	-	-	1.4	0.0	-	1.4	13.0	4.7	0.0	4.7	
7/2+7/3	803	803	-	-	-	1.9	0.0	-	1.9	8.6	4.3	0.0	4.3	
8/1	653	653	-	-	-	2.2	1.7	-	3.9	21.7	7.8	1.7	9.5	
8/2	679	679	-	-	-	2.3	1.5	-	3.8	20.2	7.9	1.5	9.4	
8/3	661	661	-	-	-	2.3	1.8	-	4.1	22.2	7.9	1.8	9.7	
9/1	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

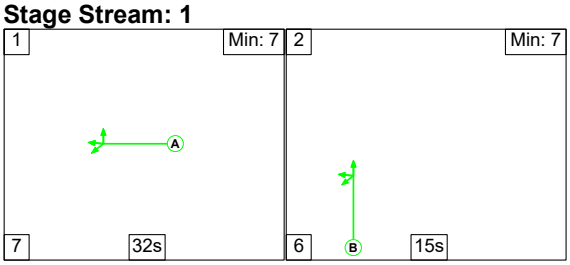
11/1	1061	1061	-	-	-	0.4	0.7	-	1.1	3.7	10.6	0.7	11.3
11/2	605	605	-	-	-	0.2	0.2	-	0.4	2.4	4.0	0.2	4.3
12/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	147	147	69	78	0	0.4	0.6	-	1.1	25.9	1.4	0.6	2.1
15/1	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	653	653	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
16/2	1340	1340	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%): 8.0	Total Delay for Signalled Lanes (pcuHr): 14.75	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%): 7.8	Total Delay for Signalled Lanes (pcuHr): 13.21	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%): 10.4	Total Delay for Signalled Lanes (pcuHr): 12.45	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%): 9.2	Total Delay for Signalled Lanes (pcuHr): 15.13	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%): 55.0	Total Delay for Signalled Lanes (pcuHr): 1.50	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%): 32.0	Total Delay for Signalled Lanes (pcuHr): 1.32	Cycle Time (s): 228
	PRC Over All Lanes (%): 7.8	Total Delay Over All Lanes(pcuHr): 59.41	

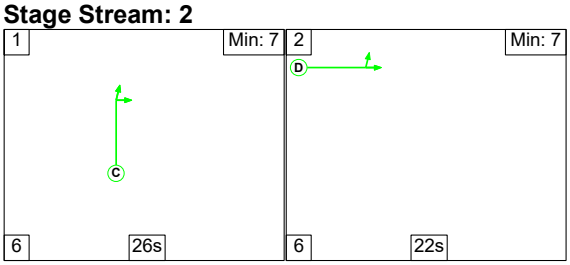
Scenario 9: '2030 Future Base + Proposed Development AM Peak' (FG9: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

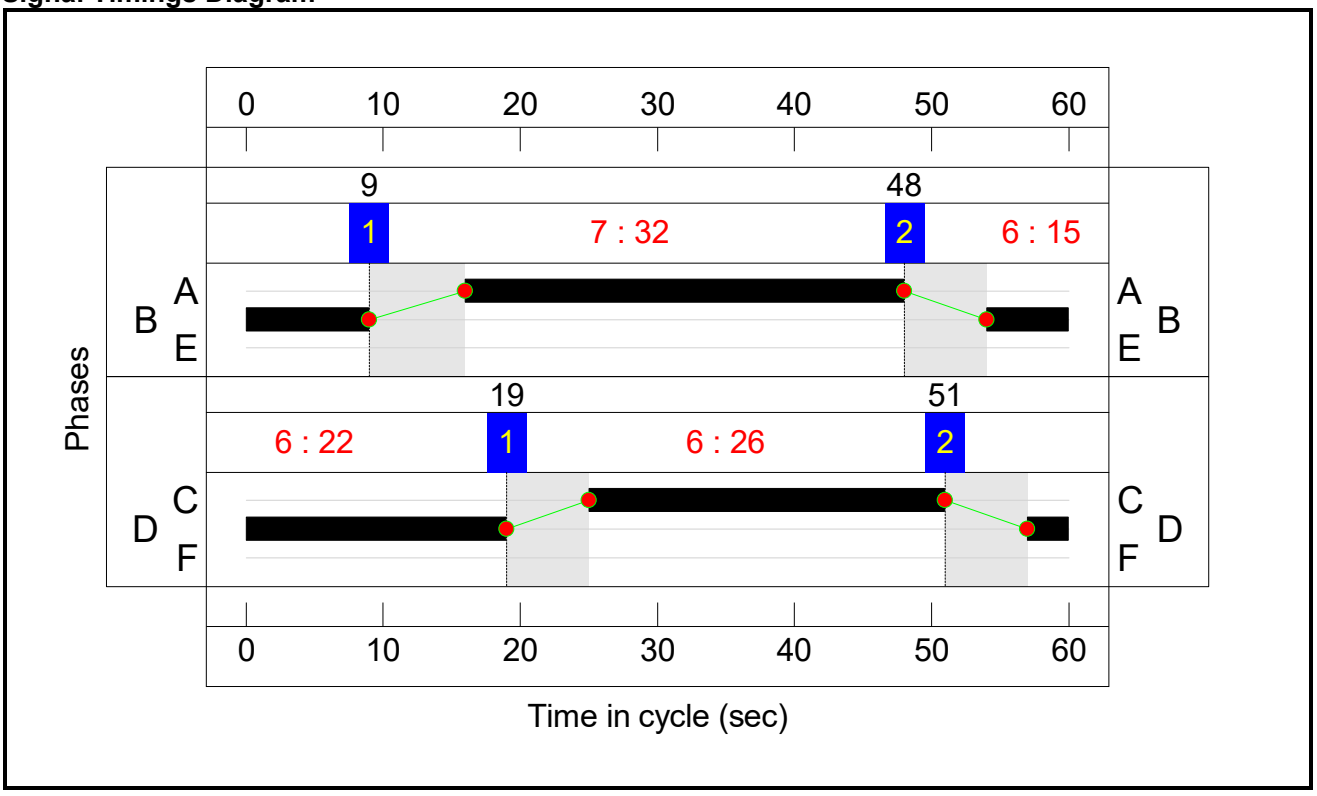
Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	19	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	32	16	48
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	54	9
C	Circ W Right Ahead	Traffic	2	26	25	51
D	A511 E/B Ahead Left	Traffic	2	22	57	19
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

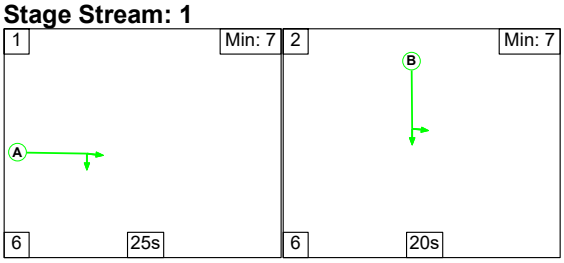
Signal Timings Diagram



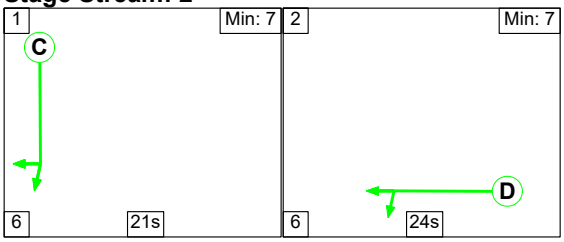
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	32	6

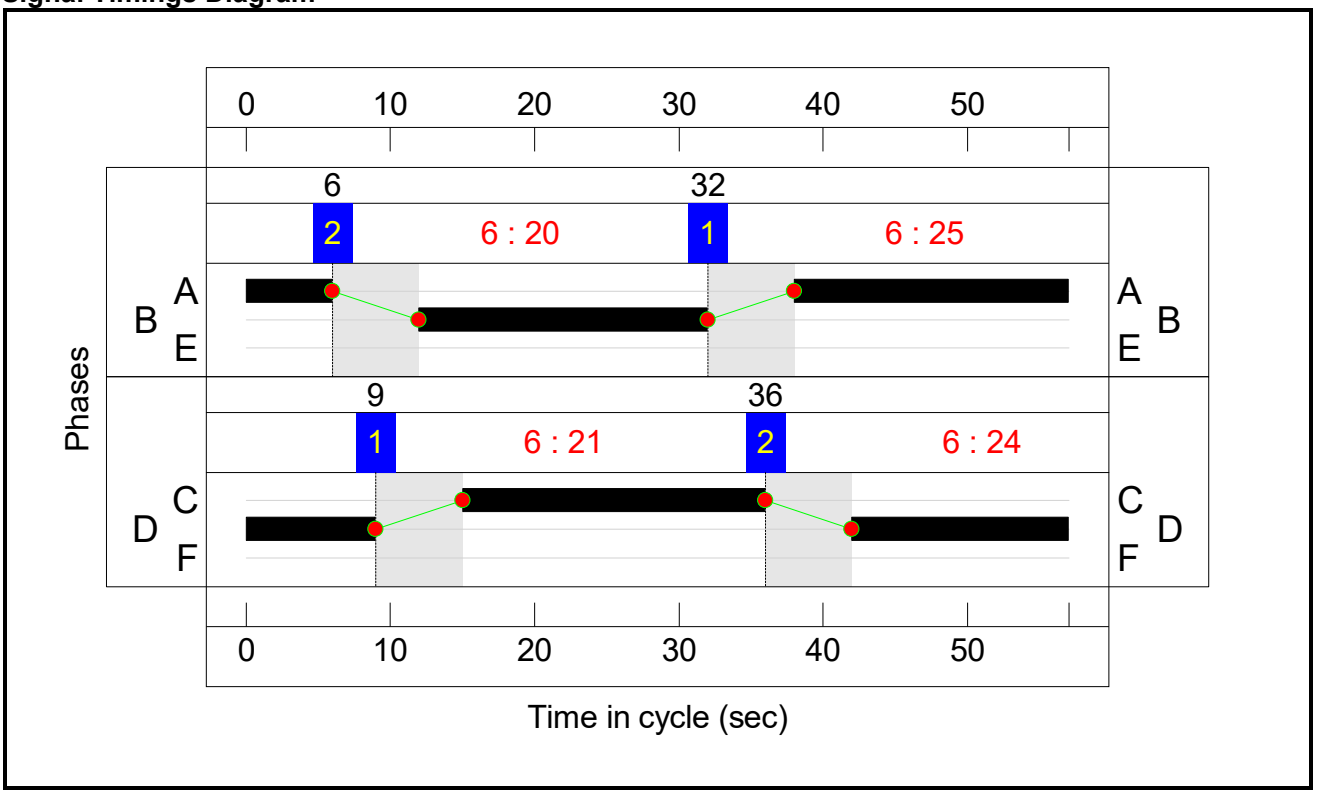
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	9	36

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	25	38	6
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	12	32
C	Circ E Right Ahead	Traffic	2	21	15	36
D	A50 W/B Ahead Left	Traffic	2	24	42	9
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

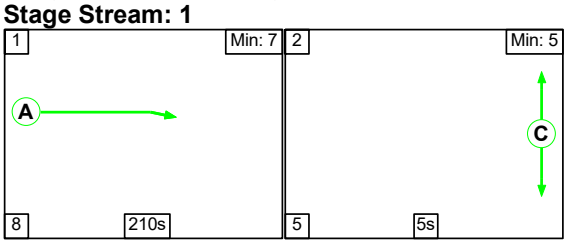
Signal Timings Diagram



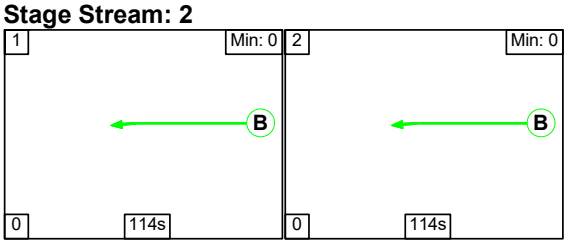
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

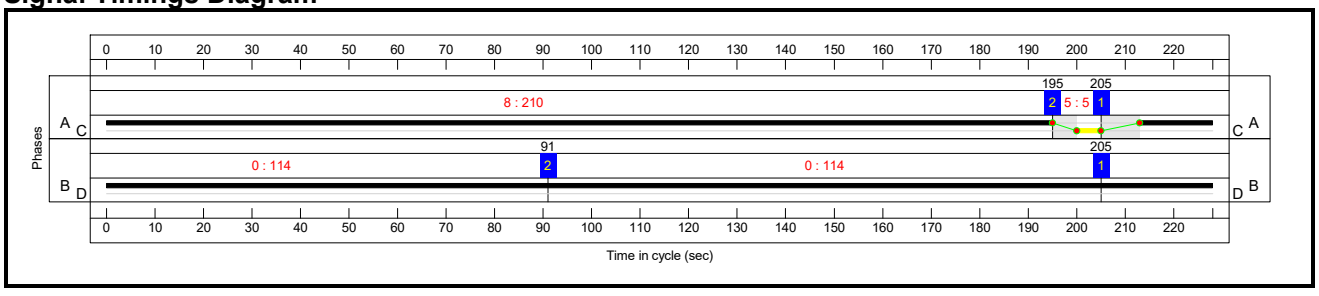
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	205	91

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	213	195
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2			

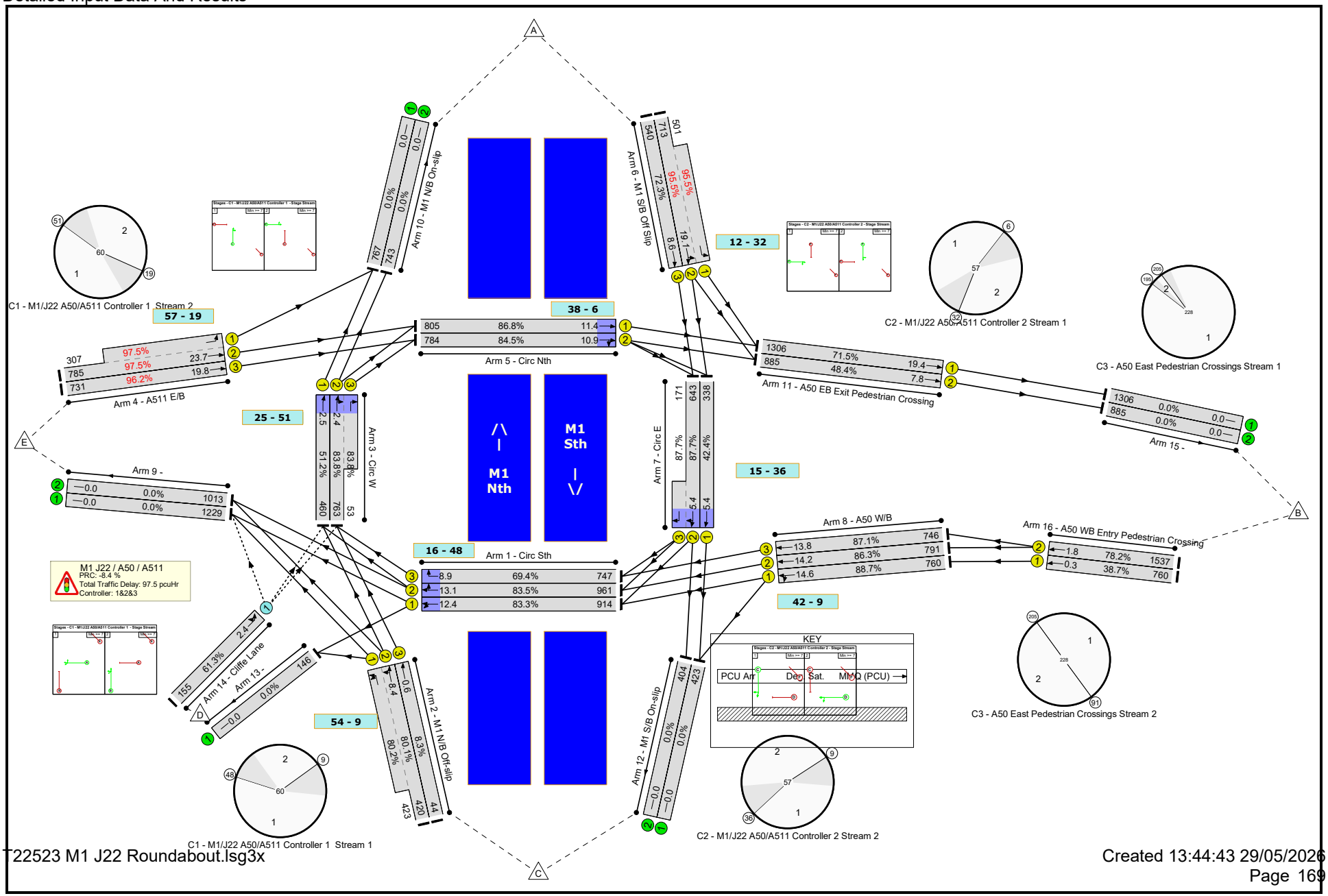
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	16	48
1/2	Circ Sth Right Ahead	U	A	16	48
1/3	Circ Sth Right	U	A	16	48
2/1	M1 N/B Off-slip Left Left2	U	B	54	9
2/2	M1 N/B Off-slip Ahead Left	U	B	54	9
2/3	M1 N/B Off-slip Ahead	U	B	54	9
3/1	Circ W Ahead	U	C	25	51
3/2	Circ W Right Ahead	U	C	25	51
3/3	Circ W Right	U	C	25	51
4/1	A511 E/B Left	U	D	57	19
4/2	A511 E/B Ahead	U	D	57	19
4/3	A511 E/B Ahead	U	D	57	19
5/1	Circ Nth Ahead	U	A	38	6
5/2	Circ Nth Right Ahead	U	A	38	6
6/1	M1 S/B Off Slip Left	U	B	12	32
6/2	M1 S/B Off Slip Ahead Left	U	B	12	32
6/3	M1 S/B Off Slip Ahead	U	B	12	32
7/1	Circ E Ahead	U	C	15	36
7/2	Circ E Right Ahead	U	C	15	36
7/3	Circ E Right	U	C	15	36
8/1	A50 W/B Ahead Left	U	D	42	9
8/2	A50 W/B Ahead	U	D	42	9
8/3	A50 W/B Ahead	U	D	42	9
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
57 - 19
Arm 4 - A511 E/B
307 97.5% 23.7
785 97.5%
731 96.2% 19.8
Arm 10 - M1 N/B On-slip
767 743
0.0 0.0 0.0% 0.0%
Arm 6 - M1 S/B Off Slip
540 713 501
72.3% 95.5% 95.5%
8.6 19.1
12 - 32
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
38 - 6
805 86.8% 11.4
784 84.5% 10.9
Arm 5 - Circ Nth
1306 71.5% 19.4
885 48.4% 7.8
Arm 11 - A50 EB Exit Pedestrian Crossing
1306 0.0% 0.0
885 0.0% 0.0
Arm 15 -
25 - 51
Arm 3 - Circ W
2.5 2.4 83.8%
51.2% 83.8%
460 763 53
/\ | M1 Nth
M1 Sth | \/
Arm 7 - Circ E
171 643 338
87.7% 87.7% 42.4%
5.4 5.4
15 - 36
Arm 9 -
0.0 0.0% 1013
0.0 0.0% 1229
16 - 48
Arm 1 - Circ Sth
8.9 69.4% 747
13.1 83.5% 961
12.4 83.3% 914
Arm 8 - A50 W/B
13.8 87.1% 746
14.2 86.3% 791
14.6 88.7% 760
Arm 16 - A50 WB Entry Pedestrian Crossing
1.8 78.2% 1537
0.3 38.7% 760
42 - 9
M1 J22 / A50 / A511
PRC: -8.4 %
Total Traffic Delay: 97.5 pcuHr
Controller: 1&2&3
Arm 14 - Cliffe Lane
155 61.3% 2.4
Arm 13 -
0.0 0.0% 146
54 - 9
Arm 2 - M1 N/B Off-slip
8.4 0.6
80.2% 80.1% 8.3%
423 420 44
Arm 12 - M1 S/B On-slip
0.0 0.0% 0.0%
0.0 0.0
404 423
KEY
PCU Ar Dep Sat. MMQ (PCU)
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	914	1995	1097	83.3%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	961	2093	1151	83.5%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	747	1956	1076	69.4%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	843	1966:1977	524+527	80.1 : 80.2%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	-	44	1978	527	8.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	26	-	-	460	1995	898	51.2%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	816	2132:1995	910+63	83.8 : 83.8%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1092	2120:1966	805+315	97.5 : 97.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	731	1983	760	96.2%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	805	2034	928	86.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	784	2034	928	84.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1214	2027:2027	747+525	95.5 : 95.5%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	540	2027	747	72.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	338	2065	797	42.4%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	814	2189:2025	733+195	87.7 : 87.7%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	760	1953	857	88.7%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	791	2090	917	86.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	746	1953	857	87.1%
9/1		U	N/A	N/A	-		-	-	-	-	1229	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1013	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	767	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	743	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1306	1975	1828	71.5%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	885	1975	1828	48.4%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	423	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	404	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	146	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	155	2005	253	61.3%
15/1		U	N/A	N/A	-		-	-	-	-	1306	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	760	1965	1965	38.7%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1537	1965	1965	78.2%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**64**	**91**	**0**	**52.5**	**45.0**	**0.0**	**97.5**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**64**	**91**	**0**	**52.5**	**45.0**	**0.0**	**97.5**	**-**	**-**	**-**	**-**	
1/1	914	914	-	-	-	2.8	0.0	-	2.8	11.2	12.4	0.0	12.4	
1/2	961	961	-	-	-	3.0	0.0	-	3.0	11.2	13.1	0.0	13.1	
1/3	747	747	-	-	-	2.0	0.0	-	2.0	9.8	8.9	0.0	8.9	
2/2+2/1	843	843	-	-	-	4.8	2.0	-	6.8	29.0	6.5	2.0	8.4	
2/3	44	44	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.6	
3/1	460	460	-	-	-	1.0	0.0	-	1.0	7.9	2.5	0.0	2.5	
3/2+3/3	816	816	-	-	-	1.4	0.0	-	1.4	6.1	2.4	0.0	2.4	
4/2+4/1	1092	1092	-	-	-	5.1	11.0	-	16.1	53.1	12.6	11.0	23.7	
4/3	731	731	-	-	-	3.7	8.1	-	11.7	57.8	11.8	8.1	19.8	
5/1	805	805	-	-	-	3.1	0.0	-	3.1	14.0	11.4	0.0	11.4	
5/2	784	784	-	-	-	3.0	0.0	-	3.0	13.7	10.9	0.0	10.9	
6/2+6/1	1214	1214	-	-	-	5.6	8.2	-	13.8	40.9	10.9	8.2	19.1	
6/3	540	540	-	-	-	2.3	1.3	-	3.6	24.1	7.4	1.3	8.6	
7/1	338	338	-	-	-	1.7	0.0	-	1.7	18.5	5.4	0.0	5.4	
7/2+7/3	814	814	-	-	-	2.0	0.0	-	2.0	8.7	5.4	0.0	5.4	
8/1	760	760	-	-	-	3.1	3.7	-	6.8	32.0	11.0	3.7	14.6	
8/2	791	791	-	-	-	3.2	3.0	-	6.2	28.1	11.2	3.0	14.2	
8/3	746	746	-	-	-	3.0	3.2	-	6.2	29.9	10.6	3.2	13.8	
9/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/1	1306	1306	-	-	-	0.7	1.2	-	1.9	5.3	18.1	1.2	19.4	
11/2	885	885	-	-	-	0.3	0.5	-	0.8	3.1	7.4	0.5	7.8	
12/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	155	155	64	91	0	0.5	0.8	-	1.2	28.9	1.6	0.8	2.4	
15/1	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	760	760	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/2	1537	1537	-	-	-	0.0	1.8	-	1.8	4.2	0.0	1.8	1.8	

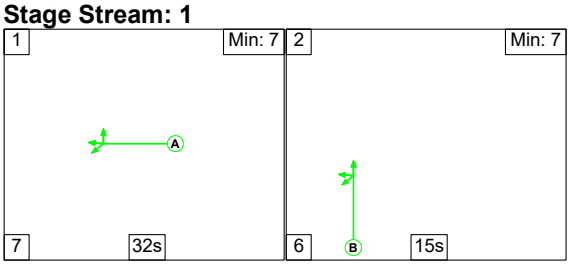
C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	14.92
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-8.4	Total Delay for Signalled Lanes (pcuHr):	30.24
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):	23.51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	22.84
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	2.68
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	2.10
	PRC Over All Lanes (%):	-8.4	Total Delay Over All Lanes(pcuHr):	97.52

Cycle Time (s):	60
Cycle Time (s):	60
Cycle Time (s):	57
Cycle Time (s):	57
Cycle Time (s):	228
Cycle Time (s):	228

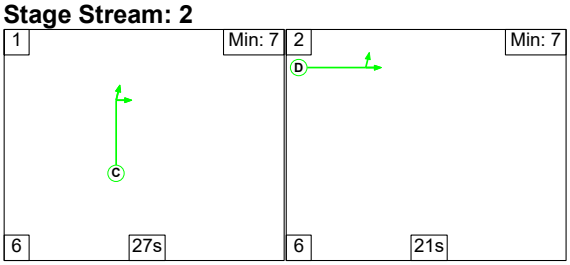
Scenario 10: '2030 Future Base + Proposed Development PM Peak' (FG10: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

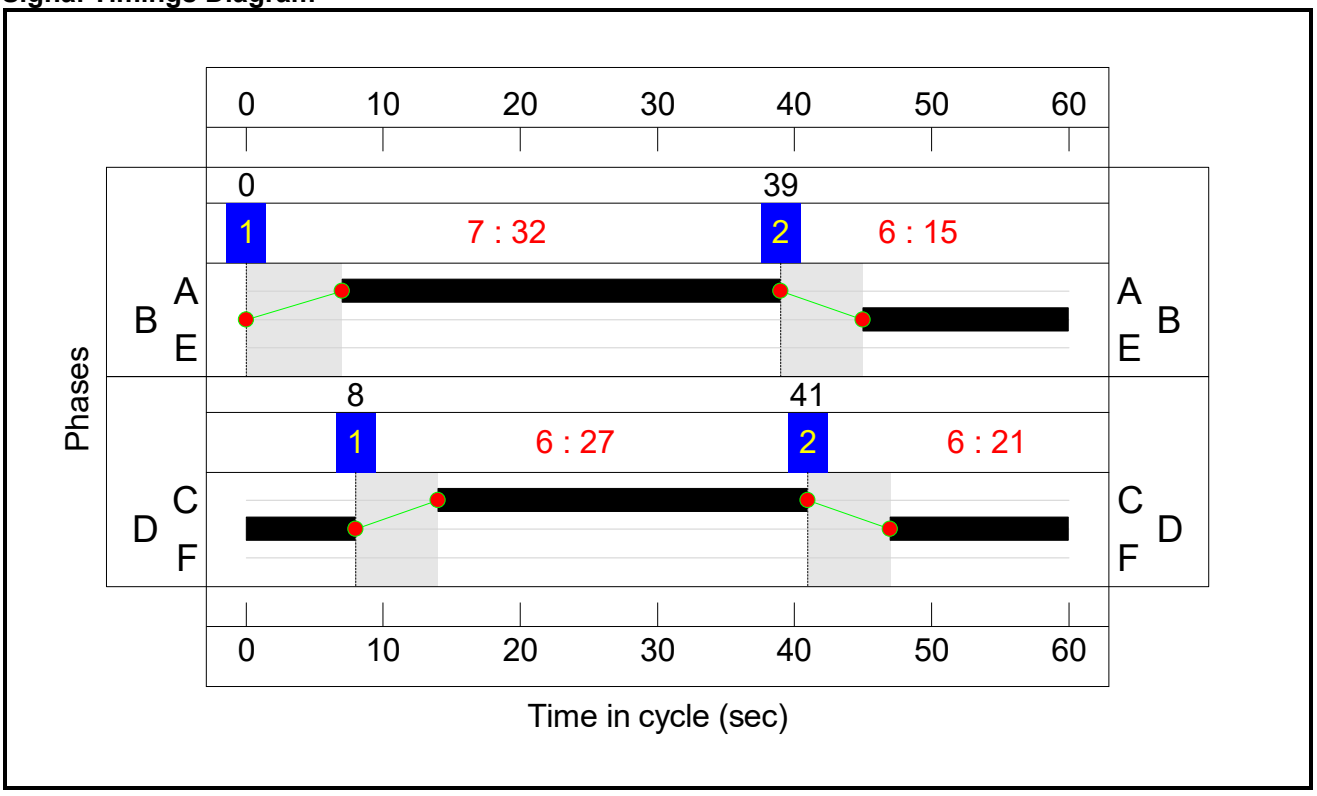
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	32	7	39
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	45	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

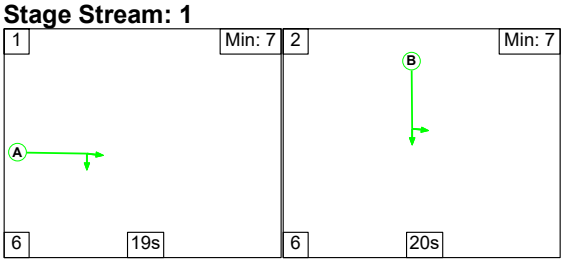
Signal Timings Diagram



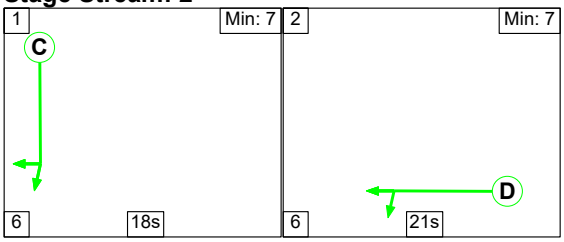
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

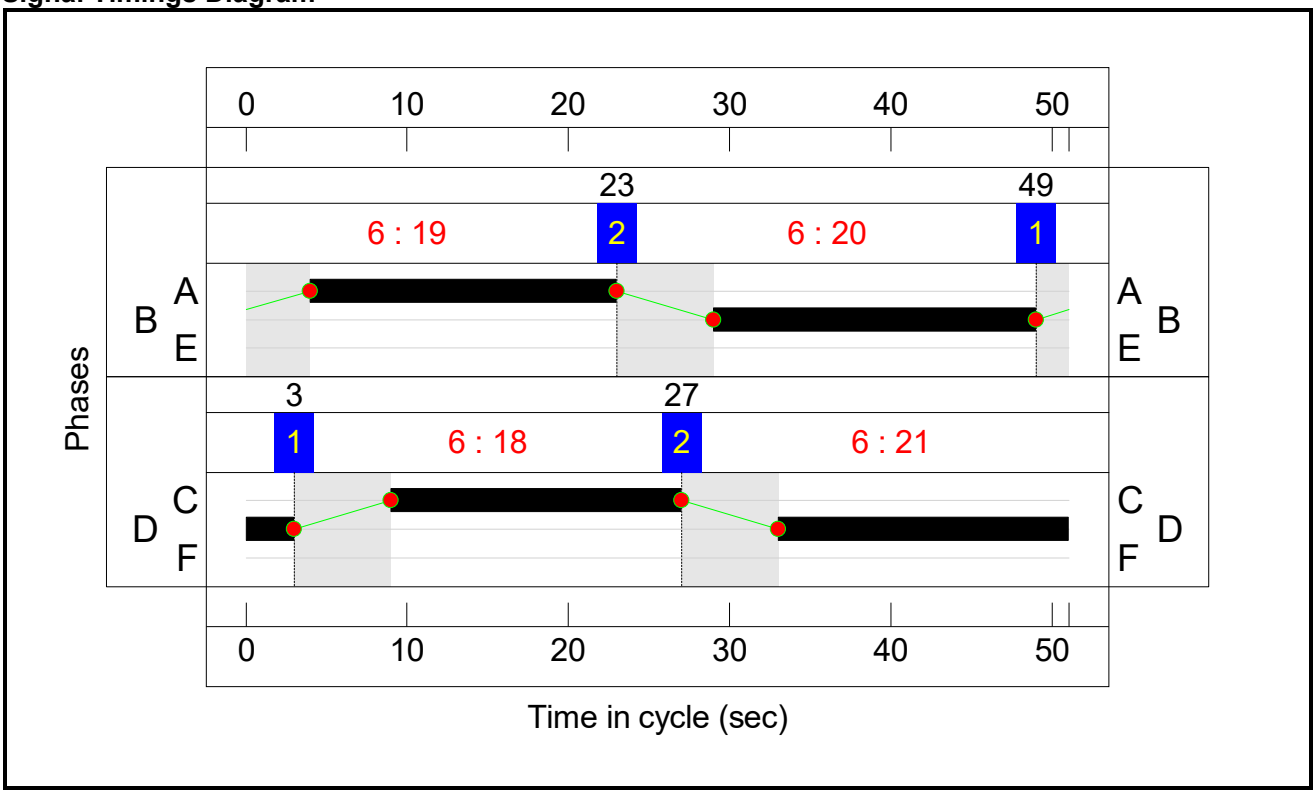
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	3	27

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	18	9	27
D	A50 W/B Ahead Left	Traffic	2	21	33	3
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

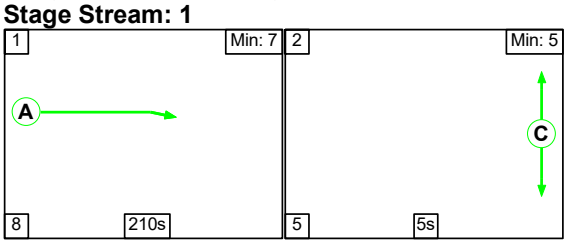
Signal Timings Diagram



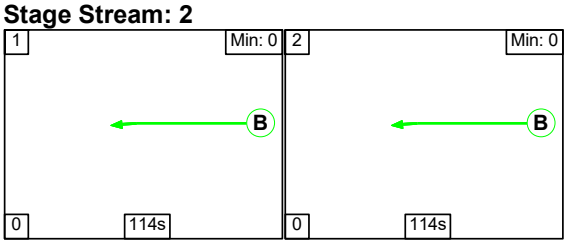
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	227	217

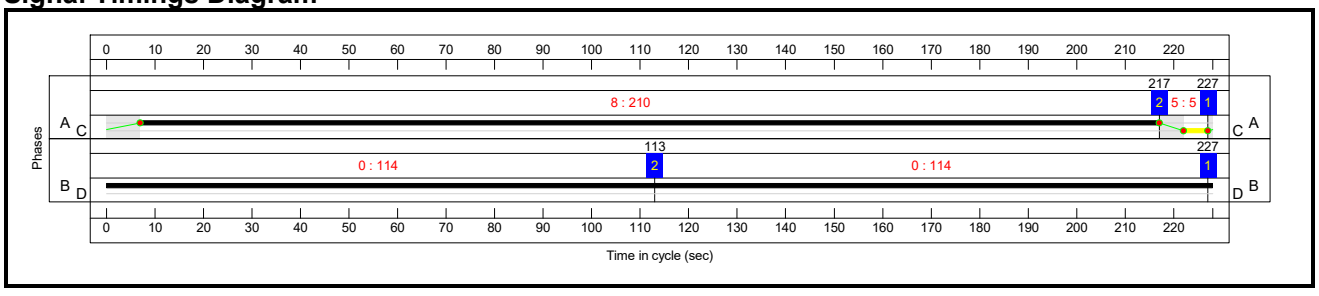
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	227	113

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	7	217
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	222	227
D	Pedestrians across	Pedestrian	2			

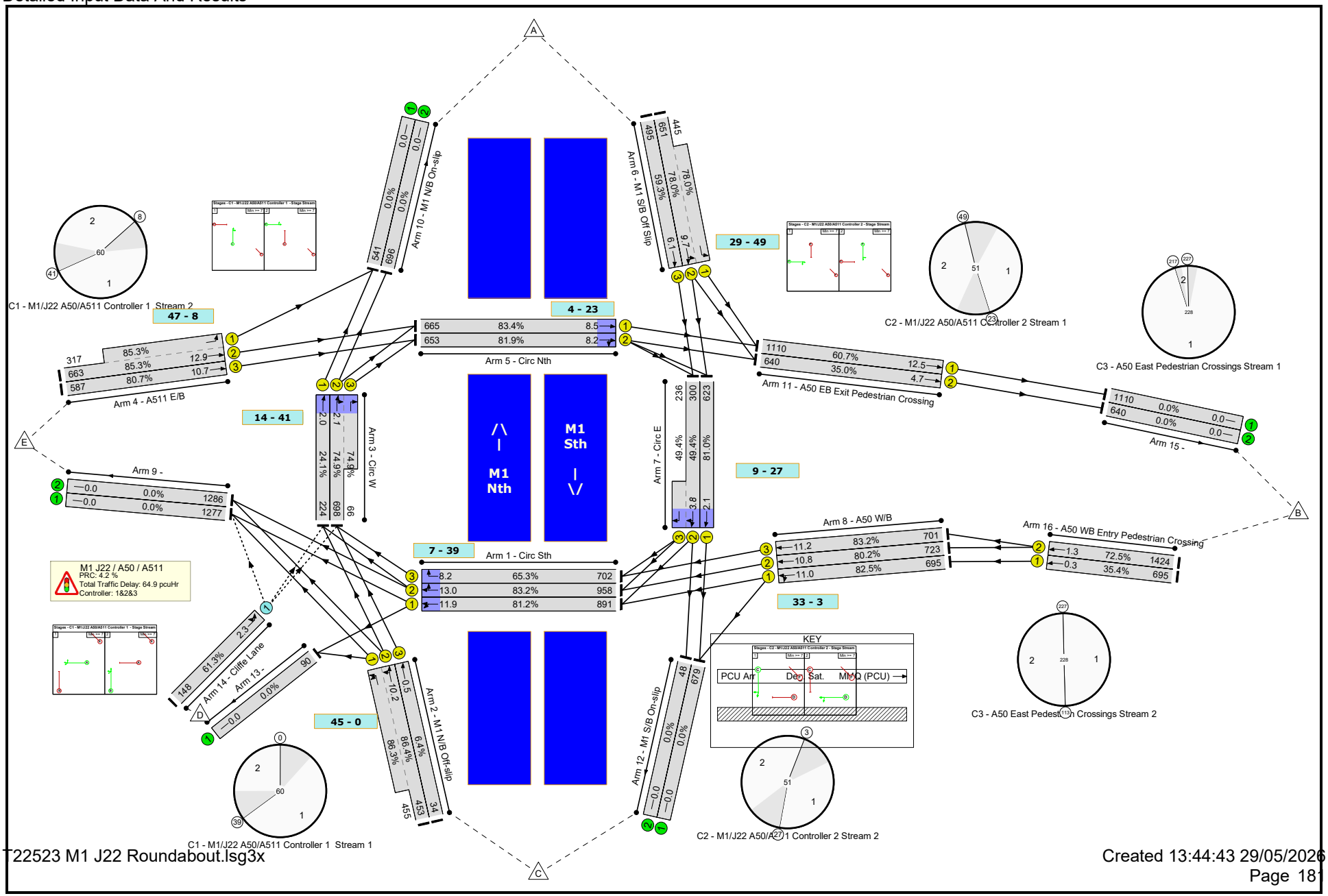
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	39
1/2	Circ Sth Right Ahead	U	A	7	39
1/3	Circ Sth Right	U	A	7	39
2/1	M1 N/B Off-slip Left Left2	U	B	45	0
2/2	M1 N/B Off-slip Ahead Left	U	B	45	0
2/3	M1 N/B Off-slip Ahead	U	B	45	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	9	27
7/2	Circ E Right Ahead	U	C	9	27
7/3	Circ E Right	U	C	9	27
8/1	A50 W/B Ahead Left	U	D	33	3
8/2	A50 W/B Ahead	U	D	33	3
8/3	A50 W/B Ahead	U	D	33	3
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	7	217
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	7	217
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 8
Arm 4 - A511 E/B
317 85.3% 12.9
663 85.3% 12.9
587 80.7% 10.7
Arm 10 - M1 N/B On-slip
541 698
0.0% 0.0%
0.0 0.0
4 - 23
665 83.4% 8.5
653 81.9% 8.2
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
495 651 445
59.3% 78.0% 78.0%
6.1 9.7
29 - 49
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
1110 60.7% 12.5
640 35.0% 4.7
Arm 11 - A50 EB Exit Pedestrian Crossing
1110 0.0% 0.0
640 0.0% 0.0
Arm 15 -
14 - 41
Arm 3 - Circ W
2.0 2.1
24.1% 74.9% 74.9%
224 698 66
/\ | M1 Nth
M1 Sth | \/
Arm 7 - Circ E
236 300 623
49.4% 49.4% 81.0%
3.8 2.1
9 - 27
Arm 9 -
0.0 0.0% 1286
0.0 0.0% 1277
7 - 39
Arm 1 - Circ Sth
8.2 65.3% 702
13.0 83.2% 958
11.9 81.2% 891
Arm 8 - A50 W/B
11.2 83.2% 701
10.8 80.2% 723
11.0 82.5% 695
Arm 16 - A50 WB Entry Pedestrian Crossing
1.3 72.5% 1424
0.3 35.4% 695
33 - 3
M1 J22 / A50 / A511
PRC: 4.2 %
Total Traffic Delay: 64.9 pcuHr
Controller: 1&2&3
Arm 14 - Cliffe Lane
Arm 13 -
148 61.3% 2.3
0.0 0.0% 90
Arm 2 - M1 N/B Off-slip
10.2 0.5
86.3% 6.4%
455 453 34
45 - 0
Arm 12 - M1 S/B On-slip
48 679
0.0% 0.0%
0.0 0.0
KEY
PCU Arr Dep Sat. MMQ (PCU)
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	891	1995	1097	81.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	958	2093	1151	83.2%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	702	1956	1076	65.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	908	1966:1977	524+527	86.4 : 86.3%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	-	34	1978	527	6.4%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	224	1995	931	24.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	764	2132:1995	932+88	74.9 : 74.9%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	980	2120:1966	777+372	85.3 : 85.3%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	587	1983	727	80.7%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	665	2034	798	83.4%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	653	2034	798	81.9%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1096	2027:2027	835+571	78.0 : 78.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	495	2027	835	59.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	623	2065	769	81.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	536	2169:2025	607+477	49.4 : 49.4%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	695	1953	842	82.5%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	723	2090	902	80.2%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	701	1953	842	83.2%
9/1		U	N/A	N/A	-		-	-	-	-	1277	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1286	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	696	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1110	1975	1828	60.7%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	640	1975	1828	35.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	48	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	90	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	148	2005	241	61.3%
15/1		U	N/A	N/A	-		-	-	-	-	1110	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	640	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	695	1965	1965	35.4%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1424	1965	1965	72.5%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**58**	**90**	**0**	**44.4**	**20.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**58**	**90**	**0**	**44.4**	**20.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	
1/1	891	891	-	-	-	2.7	0.0	-	2.7	11.0	11.9	0.0	11.9	
1/2	958	958	-	-	-	3.0	0.0	-	3.0	11.2	13.0	0.0	13.0	
1/3	702	702	-	-	-	1.8	0.0	-	1.8	9.5	8.2	0.0	8.2	
2/2+2/1	908	908	-	-	-	5.3	3.0	-	8.3	33.0	7.2	3.0	10.2	
2/3	34	34	-	-	-	0.2	0.0	-	0.2	20.1	0.4	0.0	0.5	
3/1	224	224	-	-	-	0.7	0.0	-	0.7	10.8	2.0	0.0	2.0	
3/2+3/3	764	764	-	-	-	1.3	0.0	-	1.3	6.1	2.1	0.0	2.1	
4/2+4/1	980	980	-	-	-	4.5	2.8	-	7.3	26.8	10.1	2.8	12.9	
4/3	587	587	-	-	-	2.8	2.0	-	4.8	29.6	8.6	2.0	10.7	
5/1	665	665	-	-	-	2.6	0.0	-	2.6	14.0	8.5	0.0	8.5	
5/2	653	653	-	-	-	2.5	0.0	-	2.5	13.9	8.2	0.0	8.2	
6/2+6/1	1096	1096	-	-	-	3.7	1.8	-	5.5	18.1	8.0	1.8	9.7	
6/3	495	495	-	-	-	1.6	0.7	-	2.3	17.0	5.4	0.7	6.1	
7/1	623	623	-	-	-	0.8	0.0	-	0.8	4.9	2.1	0.0	2.1	
7/2+7/3	536	536	-	-	-	2.4	0.0	-	2.4	15.8	3.8	0.0	3.8	
8/1	695	695	-	-	-	2.5	2.3	-	4.8	24.6	8.7	2.3	11.0	
8/2	723	723	-	-	-	2.5	2.0	-	4.5	22.5	8.8	2.0	10.8	
8/3	701	701	-	-	-	2.5	2.4	-	4.9	25.2	8.8	2.4	11.2	
9/1	1277	1277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1286	1286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

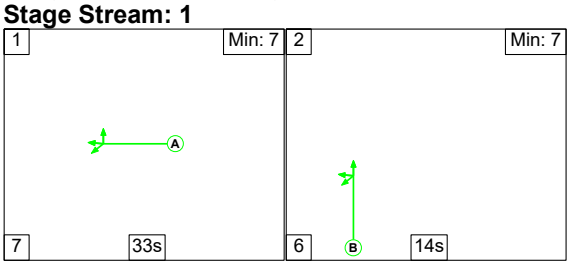
11/1	1110	1110	-	-	-	0.4	0.8	-	1.2	3.9	11.7	0.8	12.5
11/2	640	640	-	-	-	0.2	0.3	-	0.4	2.5	4.4	0.3	4.7
12/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	148	148	58	90	0	0.4	0.8	-	1.2	29.7	1.5	0.8	2.3
15/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	695	695	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	1424	1424	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%): 4.2	Total Delay for Signalled Lanes (pcuHr): 16.06	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%): 5.5	Total Delay for Signalled Lanes (pcuHr): 14.07	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%): 8.0	Total Delay for Signalled Lanes (pcuHr): 12.94	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%): 8.2	Total Delay for Signalled Lanes (pcuHr): 17.37	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%): 48.2	Total Delay for Signalled Lanes (pcuHr): 1.65	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%): 24.2	Total Delay for Signalled Lanes (pcuHr): 1.58	Cycle Time (s): 228
	PRC Over All Lanes (%): 4.2	Total Delay Over All Lanes(pcuHr): 64.91	

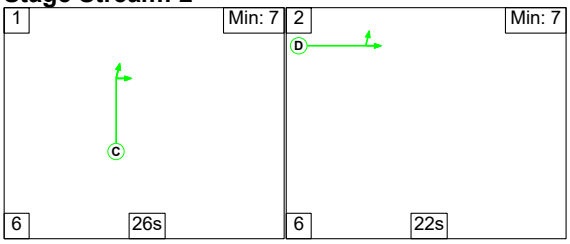
Scenario 11: '2036 Future Base AM Peak' (FG11: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	9	49

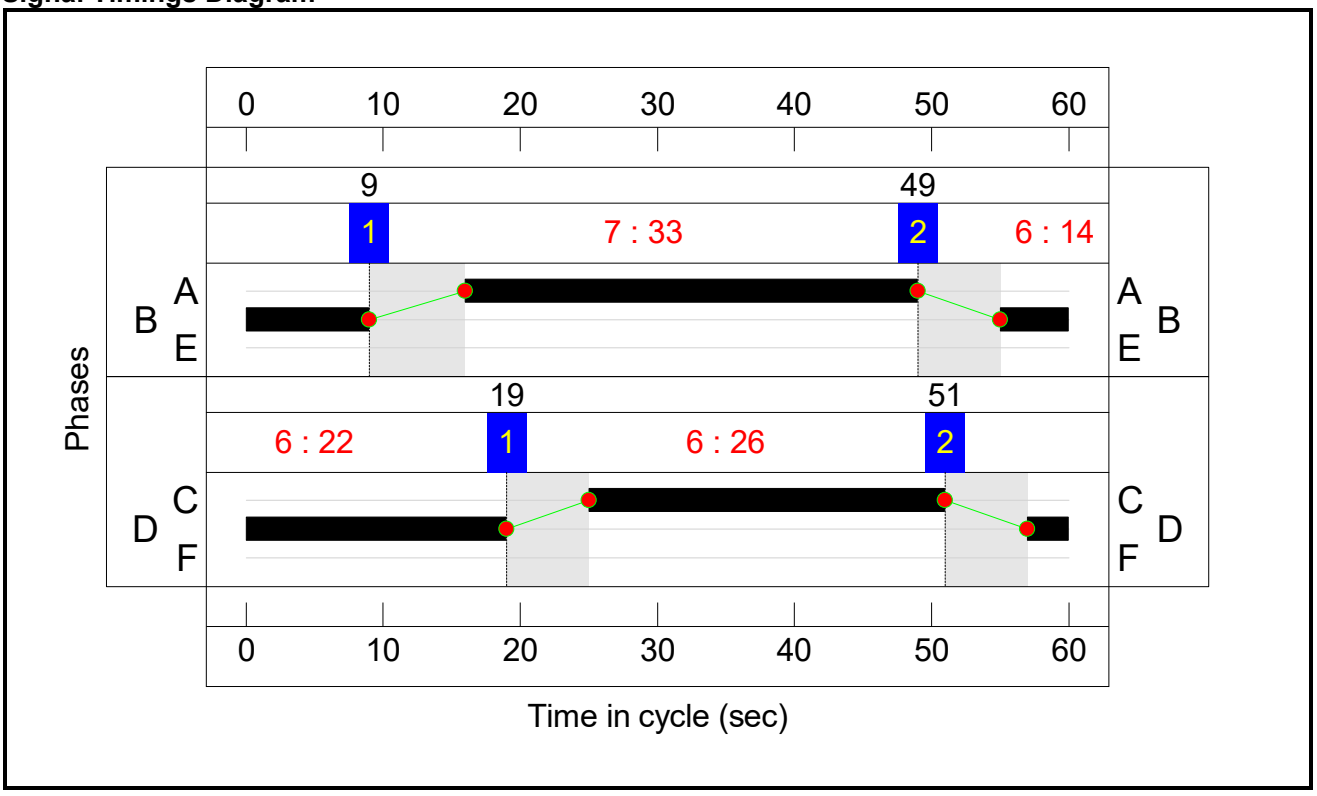
Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	19	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	33	16	49
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	14	55	9
C	Circ W Right Ahead	Traffic	2	26	25	51
D	A511 E/B Ahead Left	Traffic	2	22	57	19
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

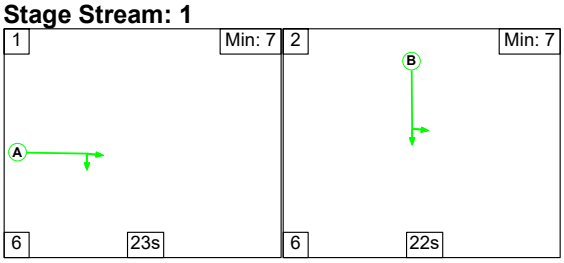
Signal Timings Diagram



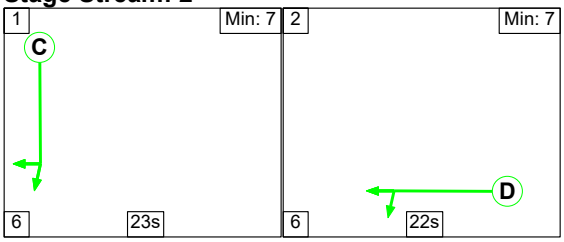
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	22
Change Point	5	34

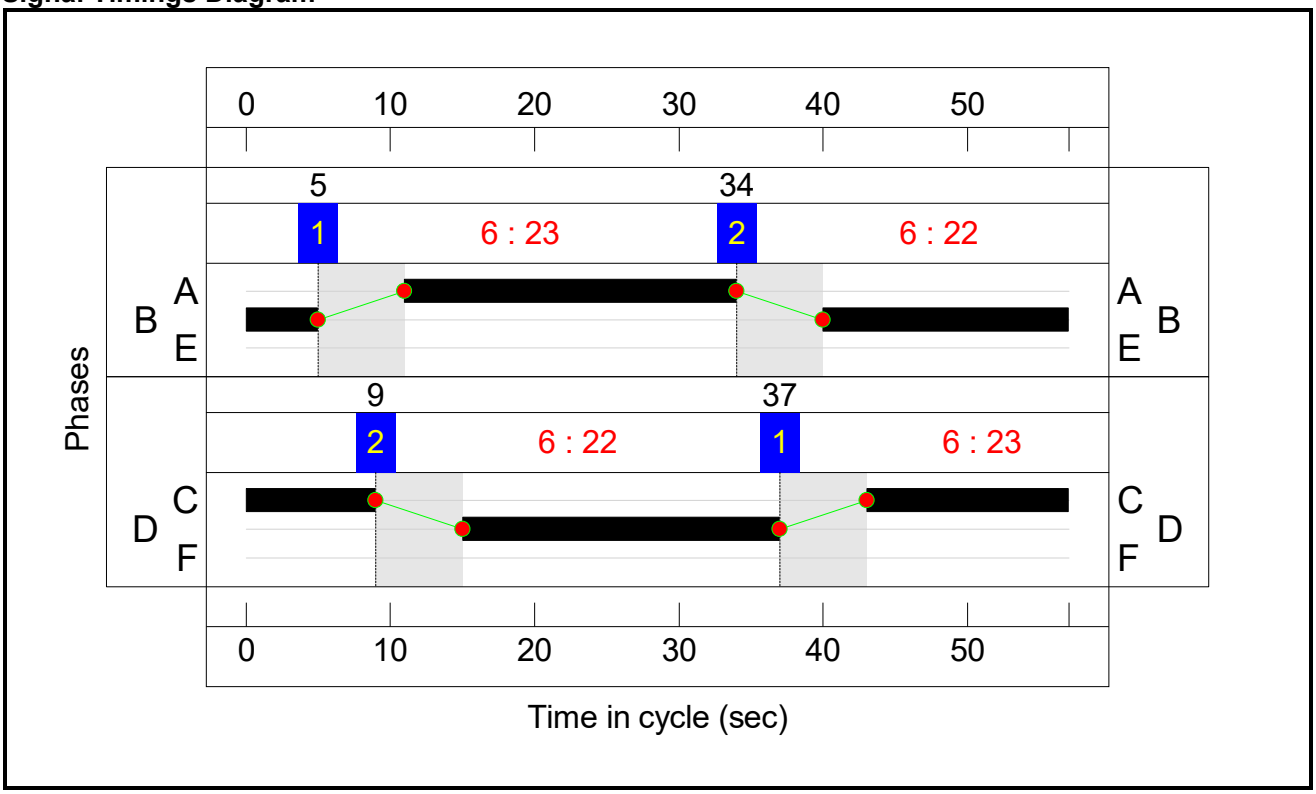
Stage Stream: 2

Stage	1	2
Duration	23	22
Change Point	37	9

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	23	11	34
B	M1 S/B Off Slip Ahead Left	Traffic	1	22	40	5
C	Circ E Right Ahead	Traffic	2	23	43	9
D	A50 W/B Ahead Left	Traffic	2	22	15	37
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

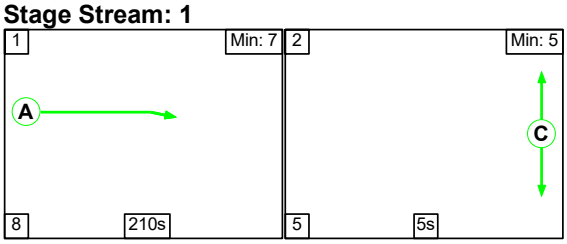
Signal Timings Diagram



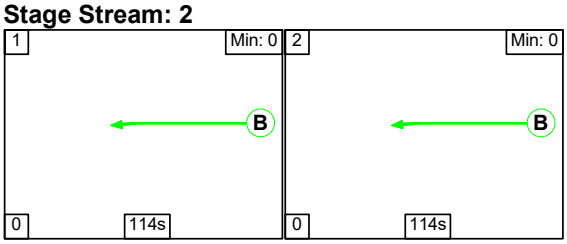
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	206	196

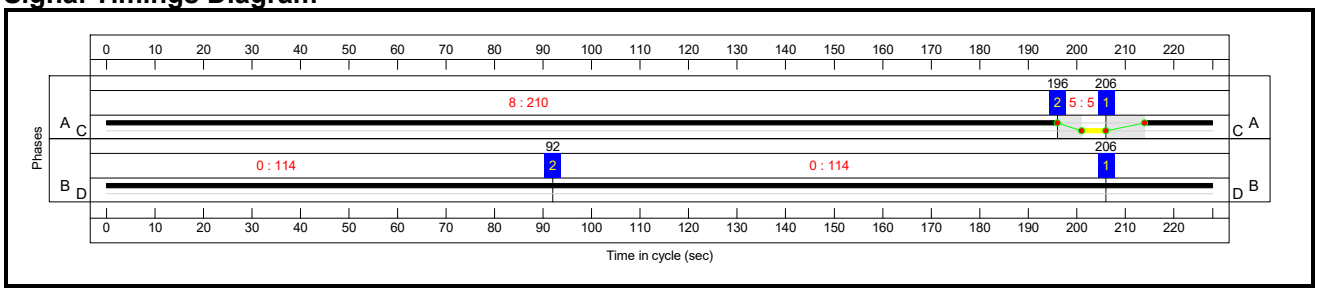
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	206	92

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	214	196
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	201	206
D	Pedestrians across	Pedestrian	2			

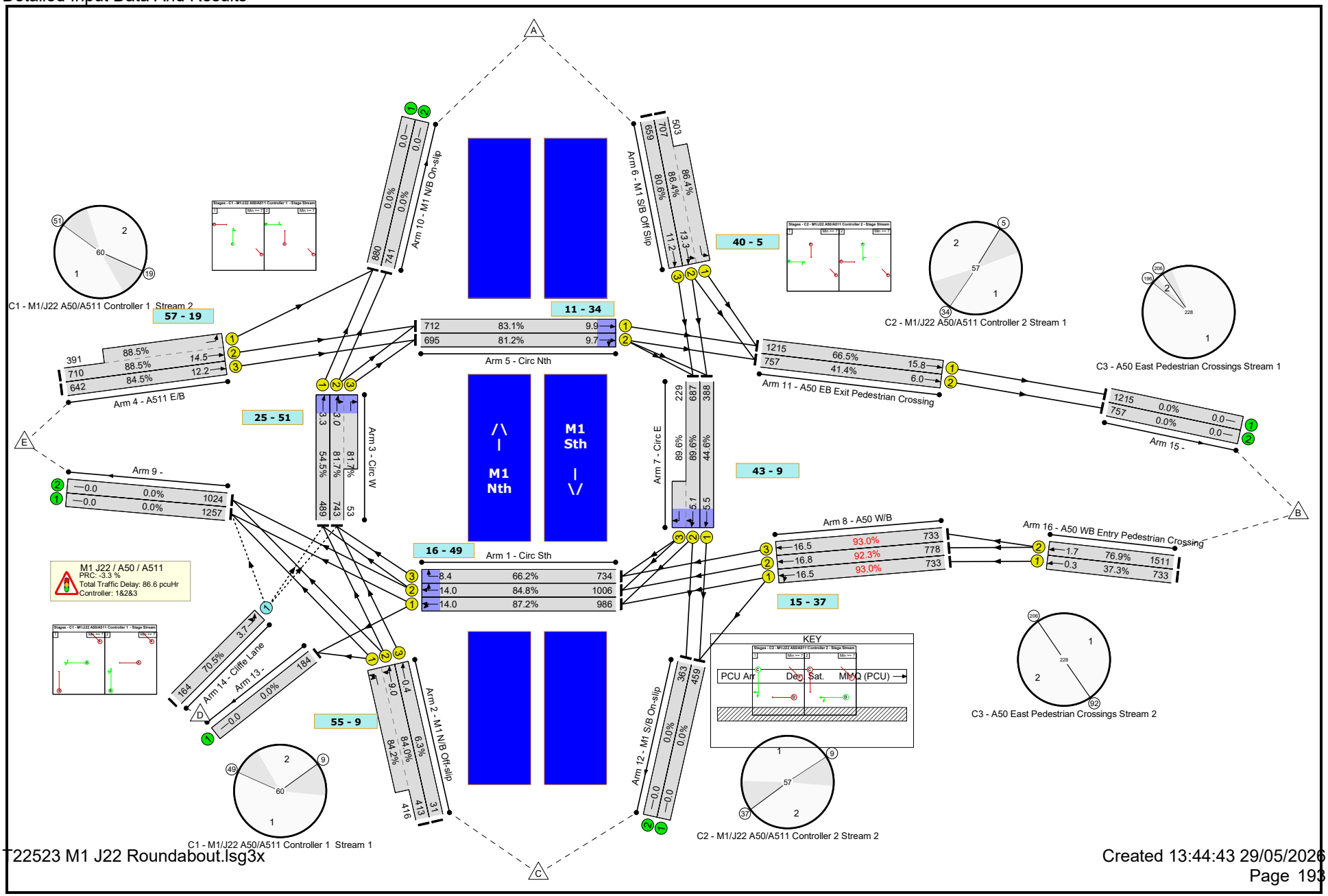
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	16	49
1/2	Circ Sth Right Ahead	U	A	16	49
1/3	Circ Sth Right	U	A	16	49
2/1	M1 N/B Off-slip Left Left2	U	B	55	9
2/2	M1 N/B Off-slip Ahead Left	U	B	55	9
2/3	M1 N/B Off-slip Ahead	U	B	55	9
3/1	Circ W Ahead	U	C	25	51
3/2	Circ W Right Ahead	U	C	25	51
3/3	Circ W Right	U	C	25	51
4/1	A511 E/B Left	U	D	57	19
4/2	A511 E/B Ahead	U	D	57	19
4/3	A511 E/B Ahead	U	D	57	19
5/1	Circ Nth Ahead	U	A	11	34
5/2	Circ Nth Right Ahead	U	A	11	34
6/1	M1 S/B Off Slip Left	U	B	40	5
6/2	M1 S/B Off Slip Ahead Left	U	B	40	5
6/3	M1 S/B Off Slip Ahead	U	B	40	5
7/1	Circ E Ahead	U	C	43	9
7/2	Circ E Right Ahead	U	C	43	9
7/3	Circ E Right	U	C	43	9
8/1	A50 W/B Ahead Left	U	D	15	37
8/2	A50 W/B Ahead	U	D	15	37
8/3	A50 W/B Ahead	U	D	15	37
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	214	196
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	214	196
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
57 - 19
11 - 34
40 - 5
25 - 51
43 - 9
16 - 49
15 - 37
55 - 9
Arm 1 - Circ Sth
Arm 2 - M1 N/B Off-slip
Arm 3 - Circ W
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 7 - Circ E
Arm 8 - A50 W/B
Arm 9 -
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 12 - M1 S/B On-slip
Arm 13 -
Arm 14 - Cliffe Lane
Arm 15 -
Arm 16 - A50 WB Entry Pedestrian Crossing
M1 / Nth
M1 Sth
M1 J22 / A50 / A511
PRC: -3.3 %
Total Traffic Delay: 86.6 pcuHr
Controller: 1&2&3
KEY
PCU Ar
Dep
Sat.
MMQ (PCU)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.0%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.0%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	986	1995	1131	87.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	1006	2093	1186	84.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	734	1956	1108	66.2%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	14	-	-	829	1966:1977	492+494	84.0 : 84.2%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	14	-	-	31	1978	494	6.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	26	-	-	489	1995	898	54.5%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	796	2132:1995	909+65	81.7 : 81.7%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1101	2120:1966	802+442	88.5 : 88.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	642	1983	760	84.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	23	-	-	712	2034	856	83.1%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	23	-	-	695	2034	856	81.2%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	22	-	-	1210	2027:2027	818+582	86.4 : 86.4%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	22	-	-	659	2027	818	80.6%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	23	-	-	388	2065	869	44.6%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	23	-	-	916	2184:2025	767+256	89.6 : 89.6%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	-	733	1953	788	93.0%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	778	2090	843	92.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	733	1953	788	93.0%
9/1		U	N/A	N/A	-		-	-	-	-	1257	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	880	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	741	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1215	1975	1828	66.5%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	757	1975	1828	41.4%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	459	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	363	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	184	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	164	2005	232	70.5%
15/1		U	N/A	N/A	-		-	-	-	-	1215	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	757	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	733	1965	1965	37.3%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1511	1965	1965	76.9%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**49**	**115**	**0**	**52.0**	**34.6**	**0.0**	**86.6**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**49**	**115**	**0**	**52.0**	**34.6**	**0.0**	**86.6**	**-**	**-**	**-**	**-**	
1/1	986	986	-	-	-	3.1	0.0	-	3.1	11.1	14.0	0.0	14.0	
1/2	1006	1006	-	-	-	3.0	0.0	-	3.0	10.8	14.0	0.0	14.0	
1/3	734	734	-	-	-	1.8	0.0	-	1.8	9.0	8.4	0.0	8.4	
2/2+2/1	829	829	-	-	-	4.9	2.6	-	7.5	32.5	6.5	2.6	9.0	
2/3	31	31	-	-	-	0.1	0.0	-	0.2	21.1	0.4	0.0	0.4	
3/1	489	489	-	-	-	1.2	0.0	-	1.2	8.7	3.3	0.0	3.3	
3/2+3/3	796	796	-	-	-	1.4	0.0	-	1.4	6.3	3.0	0.0	3.0	
4/2+4/1	1101	1101	-	-	-	4.9	3.7	-	8.6	28.1	10.8	3.7	14.5	
4/3	642	642	-	-	-	3.0	2.6	-	5.6	31.5	9.6	2.6	12.2	
5/1	712	712	-	-	-	2.9	0.0	-	2.9	14.7	9.9	0.0	9.9	
5/2	695	695	-	-	-	2.8	0.0	-	2.8	14.5	9.7	0.0	9.7	
6/2+6/1	1210	1210	-	-	-	4.9	3.1	-	8.0	23.9	10.2	3.1	13.3	
6/3	659	659	-	-	-	2.8	2.0	-	4.8	26.1	9.2	2.0	11.2	
7/1	388	388	-	-	-	1.7	0.0	-	1.7	16.1	5.5	0.0	5.5	
7/2+7/3	916	916	-	-	-	1.8	0.0	-	1.8	7.3	5.1	0.0	5.1	
8/1	733	733	-	-	-	3.3	5.5	-	8.8	43.5	11.0	5.5	16.5	
8/2	778	778	-	-	-	3.5	5.1	-	8.6	40.0	11.7	5.1	16.8	
8/3	733	733	-	-	-	3.3	5.5	-	8.8	43.5	11.0	5.5	16.5	
9/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

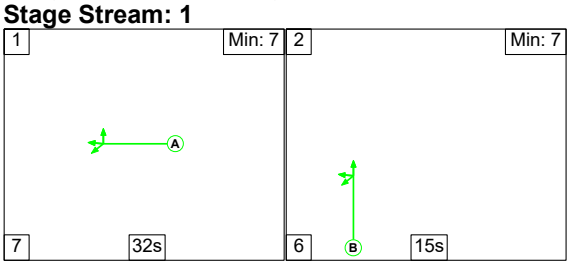
11/1	1215	1215	-	-	-	0.6	1.0	-	1.5	4.6	14.9	1.0	15.8	
11/2	757	757	-	-	-	0.2	0.4	-	0.6	2.7	5.7	0.4	6.0	
12/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	164	164	49	115	0	0.6	1.2	-	1.8	38.6	2.5	1.2	3.7	
15/1	1215	1215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	733	733	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/2	1511	1511	-	-	-	0.0	1.7	-	1.7	3.9	0.0	1.7	1.7	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	15.58	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	16.79	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	29.91	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	35.4	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	1.95	Cycle Time (s): 228
	PRC Over All Lanes (%):	-3.3	Total Delay Over All Lanes(pcuHr):	86.62	

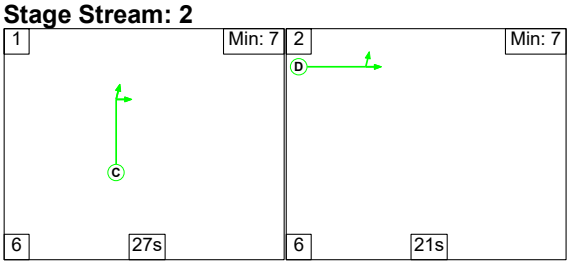
Scenario 12: '2036 Future Base PM Peak' (FG12: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

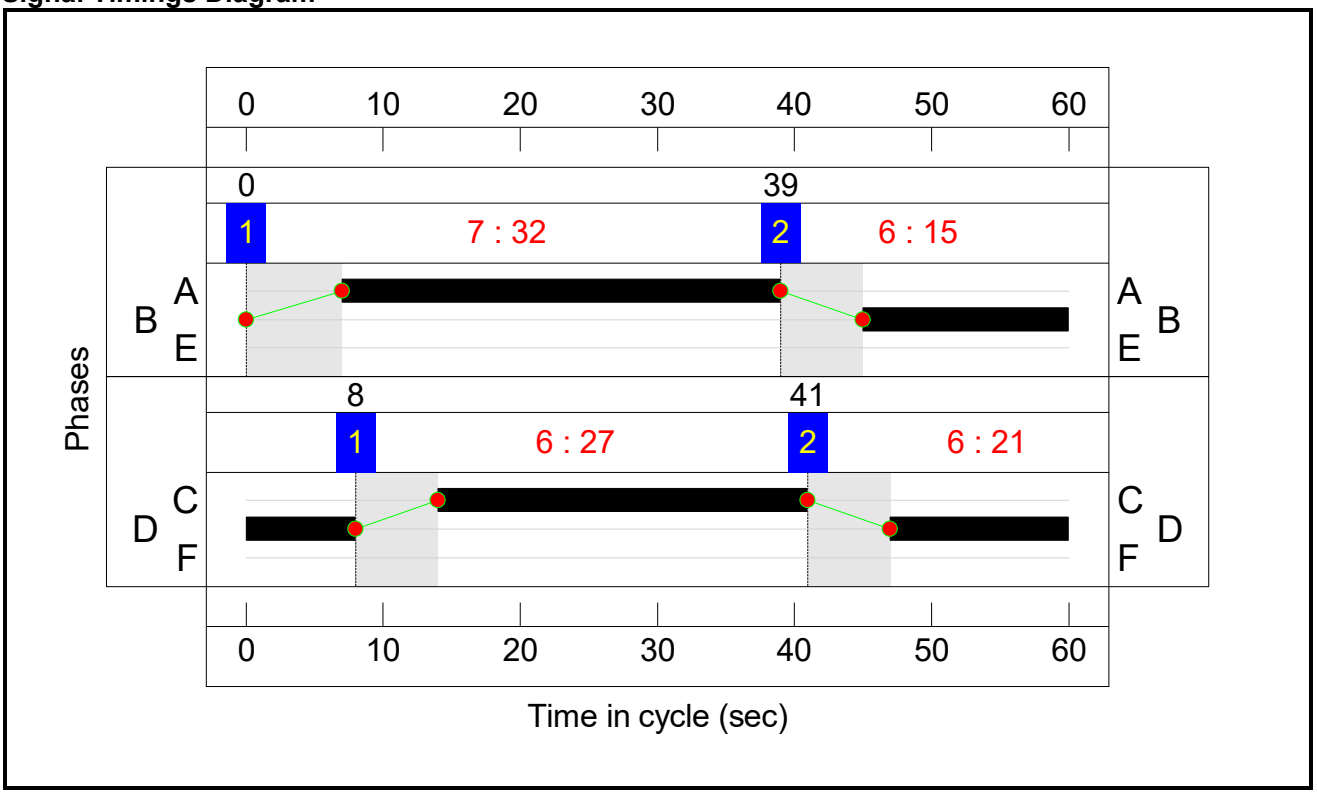
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	32	7	39
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	45	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

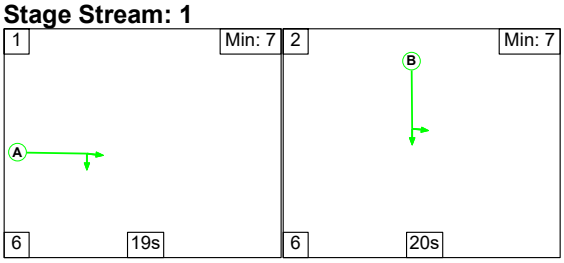
Signal Timings Diagram



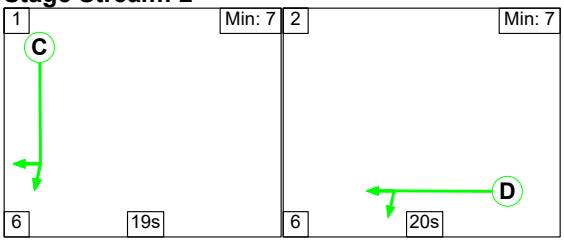
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

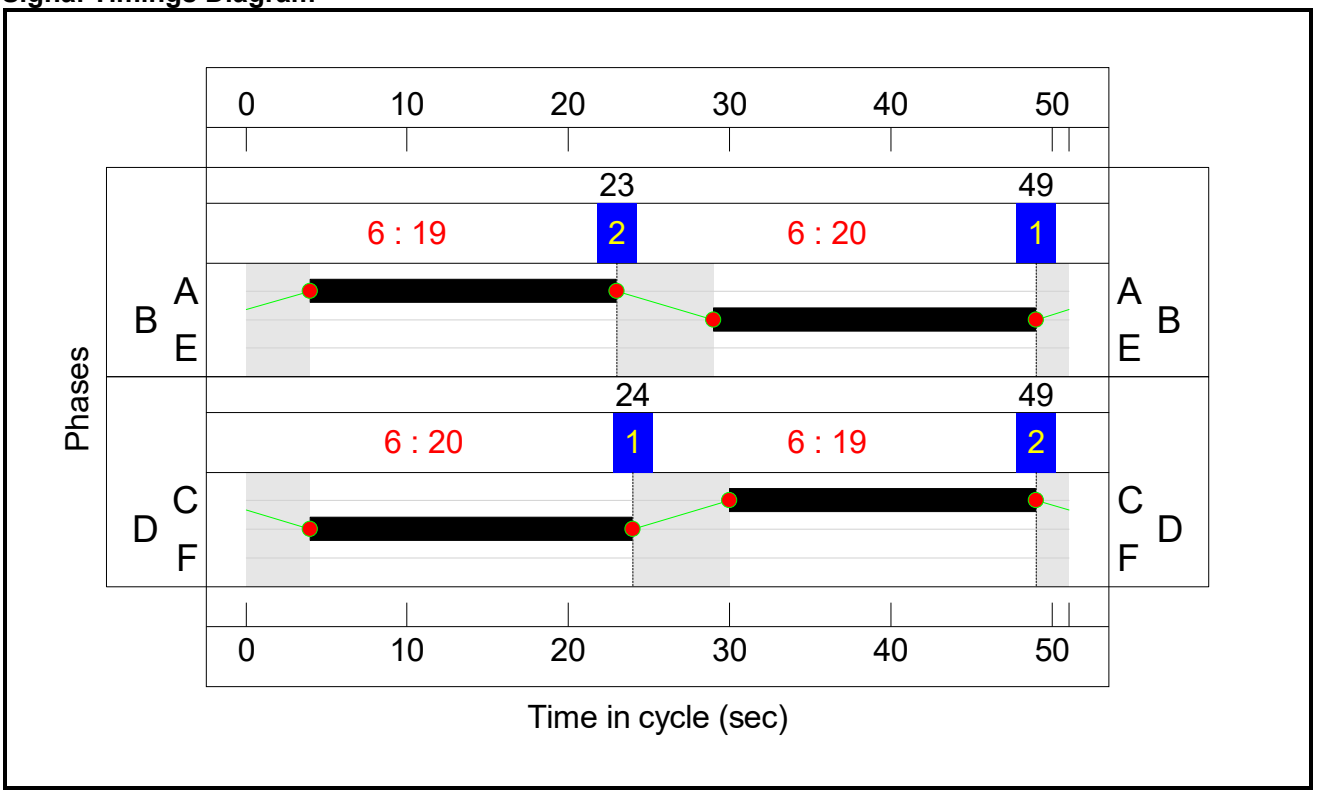
Stage Stream: 2

Stage	1	2
Duration	19	20
Change Point	24	49

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	19	30	49
D	A50 W/B Ahead Left	Traffic	2	20	4	24
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

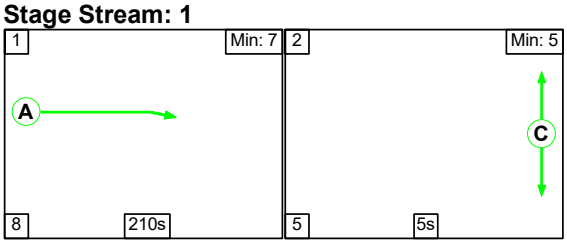
Signal Timings Diagram



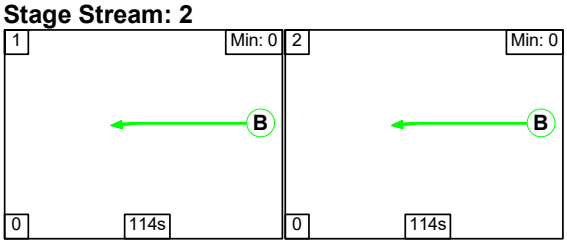
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	225	215

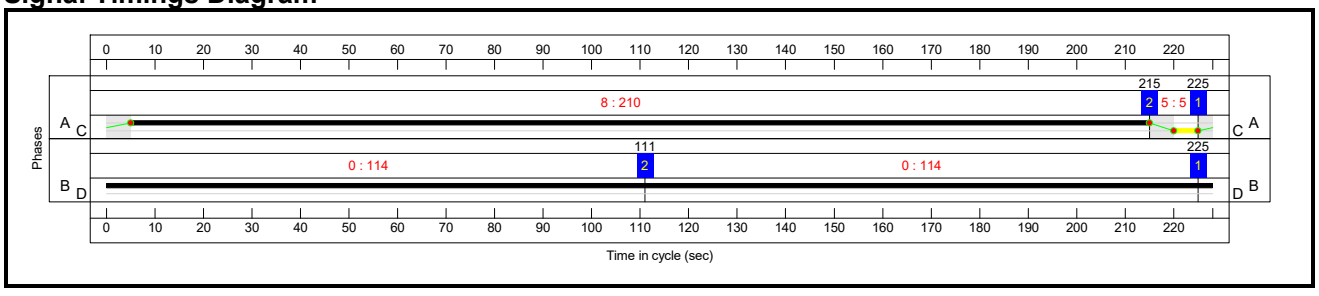
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	225	111

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	5	215
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	220	225
D	Pedestrians across	Pedestrian	2			

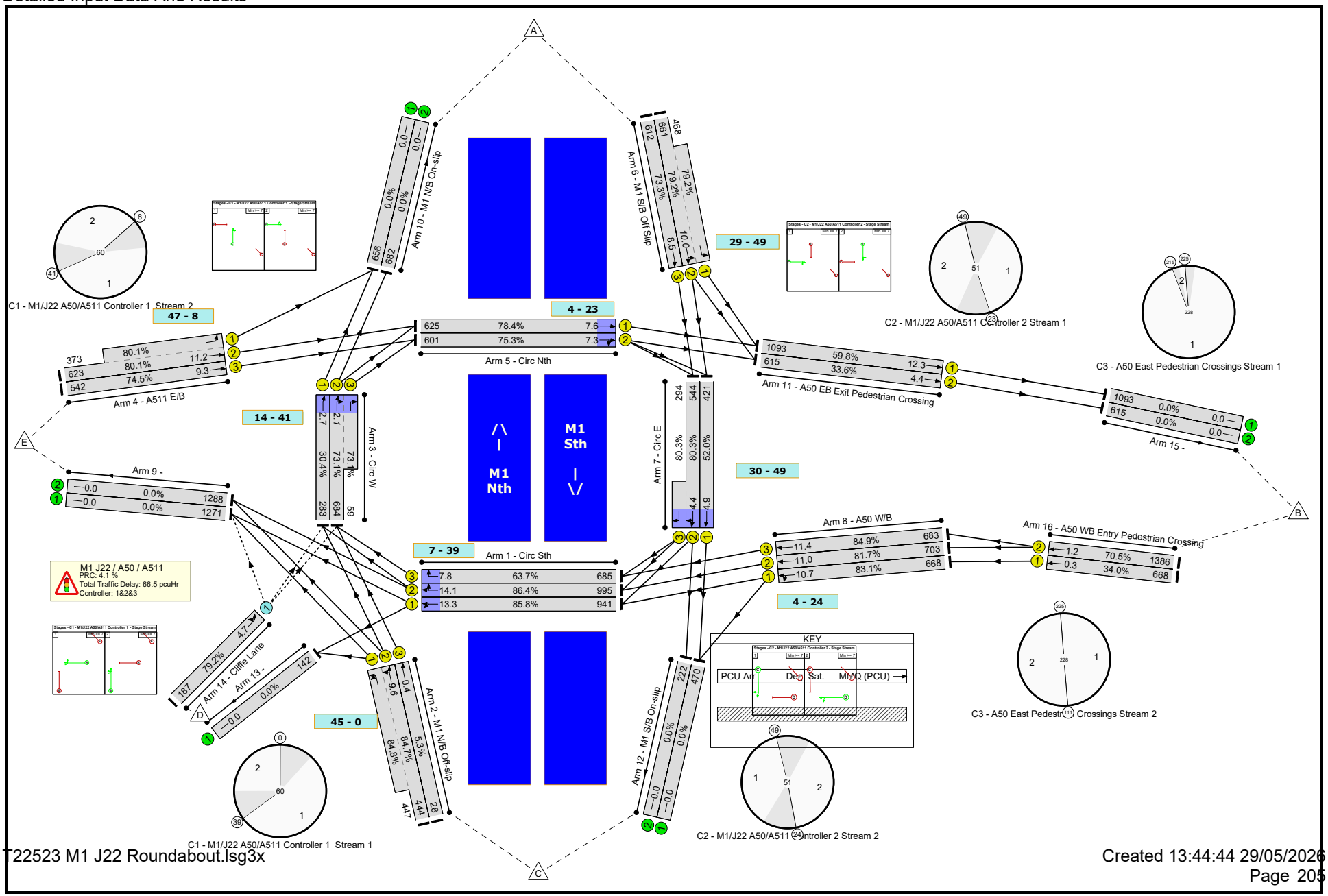
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	39
1/2	Circ Sth Right Ahead	U	A	7	39
1/3	Circ Sth Right	U	A	7	39
2/1	M1 N/B Off-slip Left Left2	U	B	45	0
2/2	M1 N/B Off-slip Ahead Left	U	B	45	0
2/3	M1 N/B Off-slip Ahead	U	B	45	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	30	49
7/2	Circ E Right Ahead	U	C	30	49
7/3	Circ E Right	U	C	30	49
8/1	A50 W/B Ahead Left	U	D	4	24
8/2	A50 W/B Ahead	U	D	4	24
8/3	A50 W/B Ahead	U	D	4	24
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	5	215
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	5	215
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
C3 - A50 East Pedestrian Crossings Stream 2
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
47 - 8
4 - 23
29 - 49
14 - 41
30 - 49
7 - 39
4 - 24
45 - 0
Arm 4 - A511 E/B
Arm 5 - Circ Nth
Arm 6 - M1 S/B Off Slip
Arm 10 - M1 N/B On-slip
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 1 - Circ Sth
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
M1 J22 / A50 / A511
PRC: 4.1 %
Total Traffic Delay: 66.5 pcuHr
Controller: 1&2&3
M1 Sth
M1 Nth
KEY
PCU Ar
Dem Sat.
M1Q (PCU)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	941	1995	1097	85.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	995	2093	1151	86.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	685	1956	1076	63.7%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	891	1966:1977	524+527	84.7 : 84.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	-	28	1978	527	5.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	283	1995	931	30.4%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	743	2132:1995	935+81	73.1 : 73.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	996	2120:1966	777+465	80.1 : 80.1%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	542	1983	727	74.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	625	2034	798	78.4%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	601	2034	798	75.3%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1129	2027:2027	835+591	79.2 : 79.2%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	612	2027	835	73.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	19	-	-	421	2065	810	52.0%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	19	-	-	838	2179:2025	677+366	80.3 : 80.3%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	20	-	-	668	1953	804	83.1%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	-	703	2090	861	81.7%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	20	-	-	683	1953	804	84.9%
9/1		U	N/A	N/A	-		-	-	-	-	1271	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1288	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1093	1975	1828	59.8%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	615	1975	1828	33.6%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	142	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	187	2005	236	79.2%
15/1		U	N/A	N/A	-		-	-	-	-	1093	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	668	1965	1965	34.0%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1386	1965	1965	70.5%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**53**	**134**	**0**	**45.7**	**20.8**	**0.0**	**66.5**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**53**	**134**	**0**	**45.7**	**20.8**	**0.0**	**66.5**	**-**	**-**	**-**	**-**	
1/1	941	941	-	-	-	3.0	0.0	-	3.0	11.5	13.3	0.0	13.3	
1/2	995	995	-	-	-	3.2	0.0	-	3.2	11.6	14.1	0.0	14.1	
1/3	685	685	-	-	-	1.8	0.0	-	1.8	9.4	7.8	0.0	7.8	
2/2+2/1	891	891	-	-	-	5.2	2.7	-	7.8	31.7	7.0	2.7	9.6	
2/3	28	28	-	-	-	0.1	0.0	-	0.2	20.1	0.3	0.0	0.4	
3/1	283	283	-	-	-	0.9	0.0	-	0.9	11.3	2.7	0.0	2.7	
3/2+3/3	743	743	-	-	-	1.2	0.0	-	1.2	6.0	2.1	0.0	2.1	
4/2+4/1	996	996	-	-	-	4.5	2.0	-	6.5	23.4	9.2	2.0	11.2	
4/3	542	542	-	-	-	2.5	1.4	-	3.9	26.1	7.8	1.4	9.3	
5/1	625	625	-	-	-	2.4	0.0	-	2.4	13.6	7.6	0.0	7.6	
5/2	601	601	-	-	-	2.2	0.0	-	2.2	13.4	7.3	0.0	7.3	
6/2+6/1	1129	1129	-	-	-	3.9	1.9	-	5.8	18.4	8.1	1.9	10.0	
6/3	612	612	-	-	-	2.1	1.4	-	3.5	20.6	7.1	1.4	8.5	
7/1	421	421	-	-	-	1.5	0.0	-	1.5	12.7	4.9	0.0	4.9	
7/2+7/3	838	838	-	-	-	2.2	0.0	-	2.2	9.6	4.4	0.0	4.4	
8/1	668	668	-	-	-	2.5	2.4	-	4.9	26.2	8.4	2.4	10.7	
8/2	703	703	-	-	-	2.6	2.2	-	4.8	24.4	8.8	2.2	11.0	
8/3	683	683	-	-	-	2.6	2.7	-	5.3	27.8	8.7	2.7	11.4	
9/1	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1288	1288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

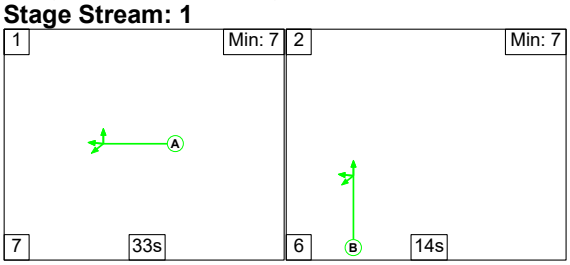
11/1	1093	1093	-	-	-	0.4	0.7	-	1.2	3.9	11.5	0.7	12.3
11/2	615	615	-	-	-	0.2	0.3	-	0.4	2.4	4.1	0.3	4.4
12/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	187	187	53	134	0	0.7	1.8	-	2.5	47.8	2.9	1.8	4.7
15/1	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	668	668	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	1386	1386	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	15.99	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	12.53	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	13.88	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	18.63	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	50.5	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	1.45	Cycle Time (s): 228
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	66.54	

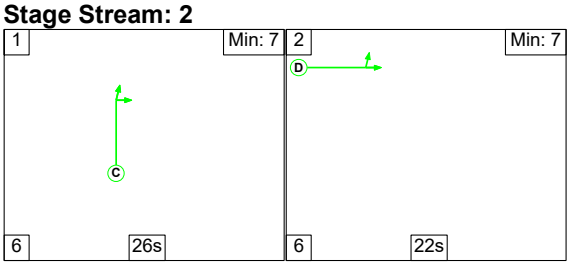
Scenario 13: '2036 Future Base + Proposed Development AM Peak' (FG13: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	9	49

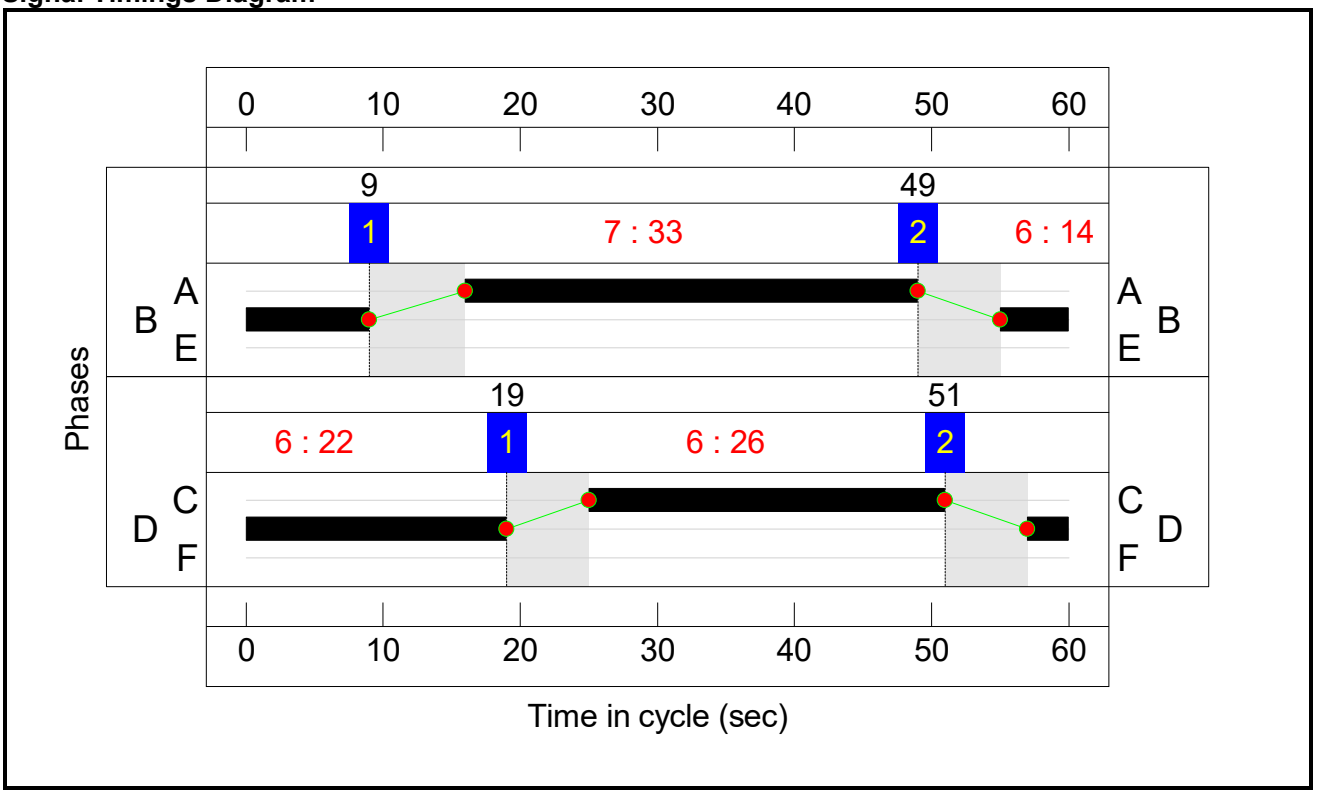
Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	19	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	33	16	49
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	14	55	9
C	Circ W Right Ahead	Traffic	2	26	25	51
D	A511 E/B Ahead Left	Traffic	2	22	57	19
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

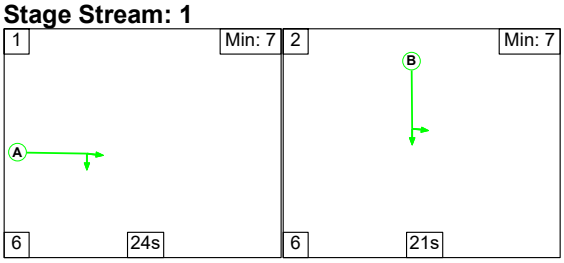
Signal Timings Diagram



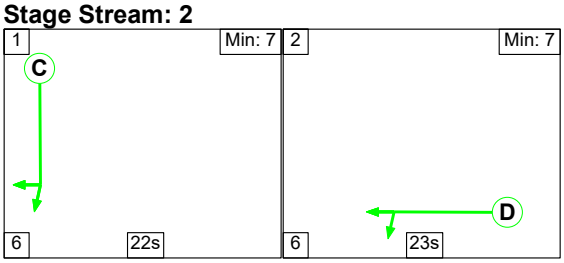
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	21
Change Point	32	5

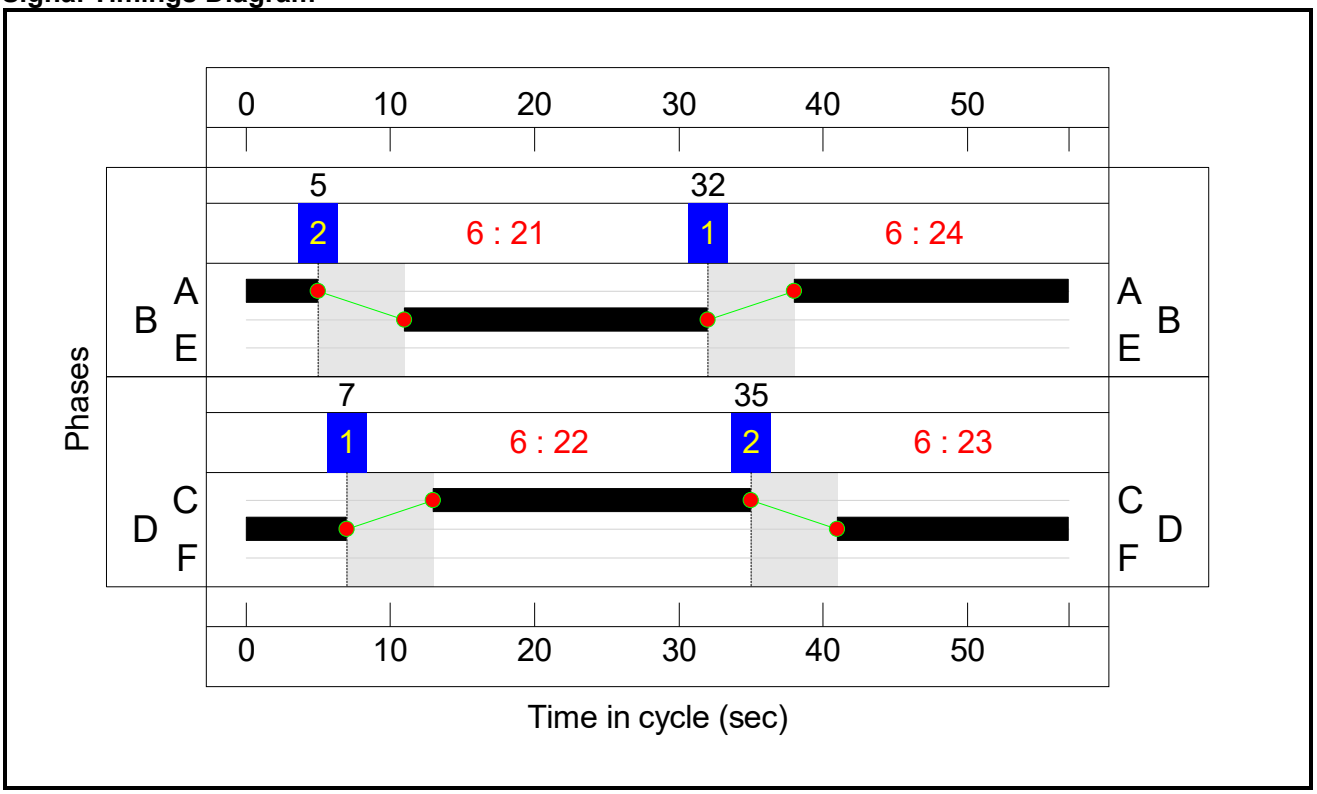
Stage Stream: 2

Stage	1	2
Duration	22	23
Change Point	7	35

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	24	38	5
B	M1 S/B Off Slip Ahead Left	Traffic	1	21	11	32
C	Circ E Right Ahead	Traffic	2	22	13	35
D	A50 W/B Ahead Left	Traffic	2	23	41	7
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

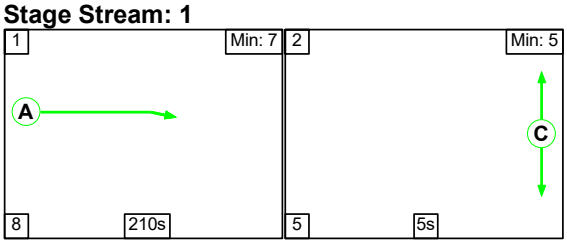
Signal Timings Diagram



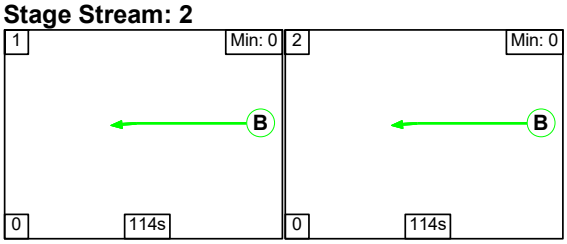
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

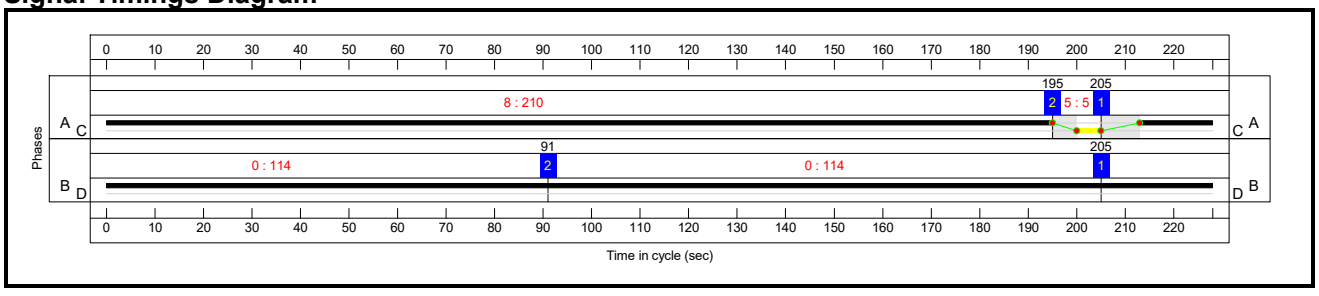
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	205	91

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	213	195
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2			

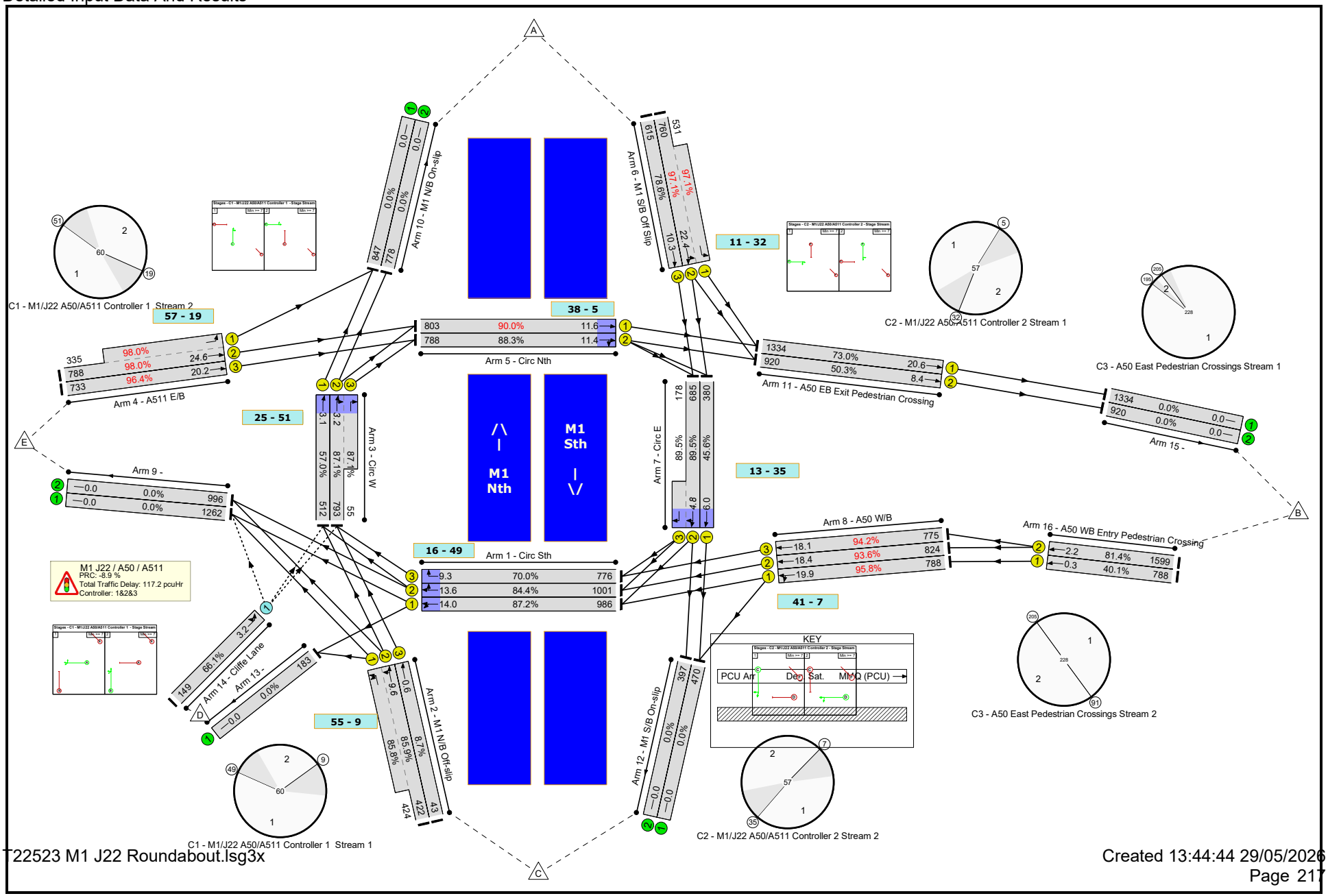
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	16	49
1/2	Circ Sth Right Ahead	U	A	16	49
1/3	Circ Sth Right	U	A	16	49
2/1	M1 N/B Off-slip Left Left2	U	B	55	9
2/2	M1 N/B Off-slip Ahead Left	U	B	55	9
2/3	M1 N/B Off-slip Ahead	U	B	55	9
3/1	Circ W Ahead	U	C	25	51
3/2	Circ W Right Ahead	U	C	25	51
3/3	Circ W Right	U	C	25	51
4/1	A511 E/B Left	U	D	57	19
4/2	A511 E/B Ahead	U	D	57	19
4/3	A511 E/B Ahead	U	D	57	19
5/1	Circ Nth Ahead	U	A	38	5
5/2	Circ Nth Right Ahead	U	A	38	5
6/1	M1 S/B Off Slip Left	U	B	11	32
6/2	M1 S/B Off Slip Ahead Left	U	B	11	32
6/3	M1 S/B Off Slip Ahead	U	B	11	32
7/1	Circ E Ahead	U	C	13	35
7/2	Circ E Right Ahead	U	C	13	35
7/3	Circ E Right	U	C	13	35
8/1	A50 W/B Ahead Left	U	D	41	7
8/2	A50 W/B Ahead	U	D	41	7
8/3	A50 W/B Ahead	U	D	41	7
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	213	195
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
57 - 19
Arm 4 - A511 E/B
335 98.0% 24.6
788 98.0% 20.2
733 96.4%
Arm 10 - M1 N/B On-slip
847 78.8 0.0 0.0 0.0% 0.0%
Arm 6 - M1 S/B Off Slip
615 760 531
78.6% 97.1% 97.1%
10.3 22.4
11 - 32
C2 - M1/J22 A50/A511 Controller 2 Stream 1
38 - 5
803 90.0% 11.6
788 88.3% 11.4
Arm 5 - Circ Nth
1334 73.0% 20.6
920 50.3% 8.4
Arm 11 - A50 EB Exit Pedestrian Crossing
C3 - A50 East Pedestrian Crossings Stream 1
1334 0.0% 0.0
920 0.0% 0.0
Arm 15 -
25 - 51
Arm 3 - Circ W
3.1 3.2 87.1%
57.0% 87.1%
512 793 55
/\ | M1 Nth
M1 Sth | \/
Arm 7 - Circ E
178 685 380
89.5% 89.5% 45.6%
4.8 6.0
13 - 35
Arm 9 -
0.0 0.0% 996
0.0 0.0% 1262
16 - 49
Arm 1 - Circ Sth
9.3 70.0% 776
13.6 84.4% 1001
14.0 87.2% 986
Arm 8 - A50 W/B
18.1 94.2% 775
18.4 93.6% 824
19.9 95.8% 788
Arm 16 - A50 WB Entry Pedestrian Crossing
2.2 81.4% 1599
0.3 40.1% 788
41 - 7
M1 J22 / A50 / A511
PRC: -8.9 %
Total Traffic Delay: 117.2 pcuHr
Controller: 1&2&3
KEY
PCU Arr Dep Sat. MMQ (PCU)
Arm 14 - Cliffe Lane
Arm 13 -
149 66.1% 3.2
0.0 0.0% 183
Arm 2 - M1 N/B Off-slip
9.6 0.6
85.8% 85.9% 8.7%
424 422 43
55 - 9
Arm 12 - M1 S/B On-slip
397 470
0.0% 0.0%
0.0 0.0
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.0%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	986	1995	1131	87.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	1001	2093	1186	84.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	776	1956	1108	70.0%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	14	-	-	846	1966:1977	492+494	85.9 : 85.8%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	14	-	-	43	1978	494	8.7%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	26	-	-	512	1995	898	57.0%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	848	2132:1995	910+63	87.1 : 87.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1123	2120:1966	804+342	98.0 : 98.0%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	733	1983	760	96.4%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	-	803	2034	892	90.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	-	788	2034	892	88.3%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	21	-	-	1291	2027:2027	782+547	97.1 : 97.1%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	-	615	2027	782	78.6%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	22	-	-	380	2065	833	45.6%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	22	-	-	863	2187:2025	765+199	89.5 : 89.5%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	23	-	-	788	1953	822	95.8%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	23	-	-	824	2090	880	93.6%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	23	-	-	775	1953	822	94.2%
9/1		U	N/A	N/A	-		-	-	-	-	1262	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	996	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	847	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1334	1975	1828	73.0%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	920	1975	1828	50.3%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	183	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	149	2005	225	66.1%
15/1		U	N/A	N/A	-		-	-	-	-	1334	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	788	1965	1965	40.1%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1599	1965	1965	81.4%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**42**	**107**	**0**	**55.6**	**61.5**	**0.0**	**117.2**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**42**	**107**	**0**	**55.6**	**61.5**	**0.0**	**117.2**	**-**	**-**	**-**	**-**	
1/1	986	986	-	-	-	3.1	0.0	-	3.1	11.1	14.0	0.0	14.0	
1/2	1001	1001	-	-	-	3.0	0.0	-	3.0	10.8	13.6	0.0	13.6	
1/3	776	776	-	-	-	2.0	0.0	-	2.0	9.3	9.3	0.0	9.3	
2/2+2/1	846	846	-	-	-	5.1	2.9	-	8.0	33.9	6.7	2.9	9.6	
2/3	43	43	-	-	-	0.2	0.0	-	0.3	21.2	0.5	0.0	0.6	
3/1	512	512	-	-	-	1.2	0.0	-	1.2	8.4	3.1	0.0	3.1	
3/2+3/3	848	848	-	-	-	1.5	0.0	-	1.5	6.6	3.2	0.0	3.2	
4/2+4/1	1123	1123	-	-	-	5.3	11.9	-	17.2	55.1	12.7	11.9	24.6	
4/3	733	733	-	-	-	3.7	8.4	-	12.0	59.1	11.8	8.4	20.2	
5/1	803	803	-	-	-	3.3	0.0	-	3.3	14.8	11.6	0.0	11.6	
5/2	788	788	-	-	-	3.2	0.0	-	3.2	14.7	11.4	0.0	11.4	
6/2+6/1	1291	1291	-	-	-	5.8	10.8	-	16.6	46.3	11.6	10.8	22.4	
6/3	615	615	-	-	-	2.6	1.8	-	4.4	26.0	8.5	1.8	10.3	
7/1	380	380	-	-	-	1.8	0.0	-	1.8	17.1	6.0	0.0	6.0	
7/2+7/3	863	863	-	-	-	1.8	0.0	-	1.8	7.7	4.8	0.0	4.8	
8/1	788	788	-	-	-	3.5	7.9	-	11.4	52.0	12.0	7.9	19.9	
8/2	824	824	-	-	-	3.6	6.0	-	9.7	42.2	12.4	6.0	18.4	
8/3	775	775	-	-	-	3.4	6.4	-	9.8	45.7	11.6	6.4	18.1	
9/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/1	1334	1334	-	-	-	0.7	1.3	-	2.1	5.6	19.3	1.3	20.6	
11/2	920	920	-	-	-	0.3	0.5	-	0.8	3.2	7.9	0.5	8.4	
12/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	149	149	42	107	0	0.5	1.0	-	1.5	35.4	2.2	1.0	3.2	
15/1	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	788	788	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/2	1599	1599	-	-	-	0.0	2.2	-	2.2	4.9	0.0	2.2	2.2	

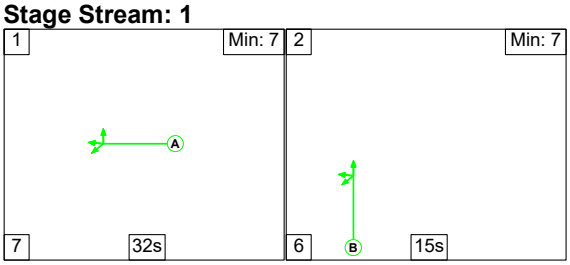
C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	16.28
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	31.97
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	27.56
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	34.54
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	2.88
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	2.49
	PRC Over All Lanes (%):	-8.9	Total Delay Over All Lanes(pcuHr):	117.18

Cycle Time (s):	60
Cycle Time (s):	60
Cycle Time (s):	57
Cycle Time (s):	57
Cycle Time (s):	228
Cycle Time (s):	228

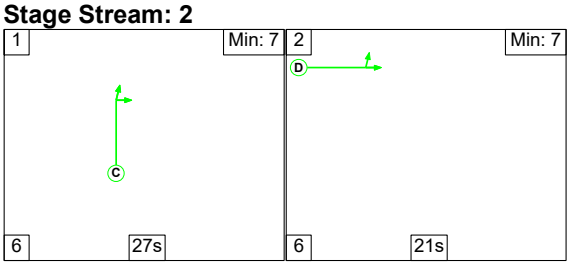
Scenario 14: '2036 Future Base + Proposed Development PM Peak' (FG14: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

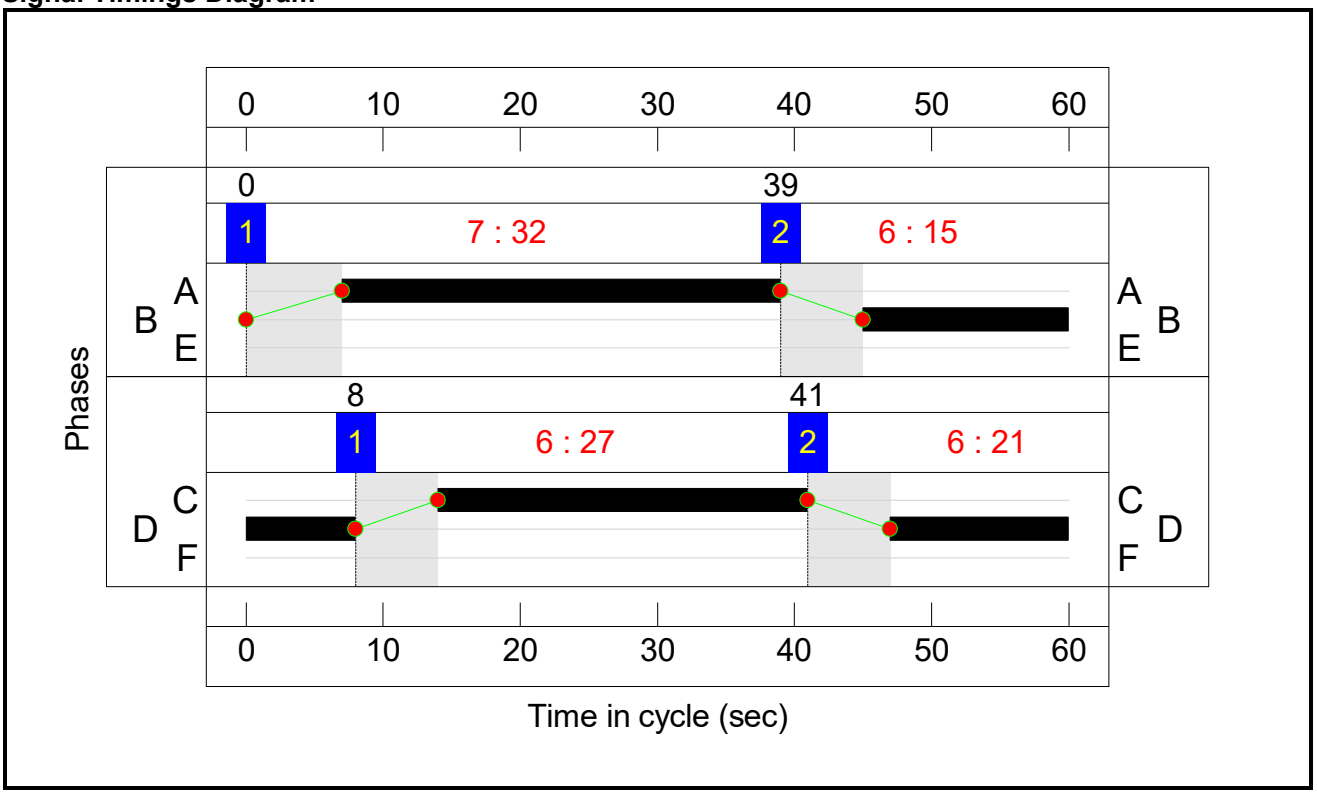
Stage Stream: 2

Stage	1	2
Duration	27	21
Change Point	8	41

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Sth Right Ahead Ahead2	Traffic	1	32	7	39
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	45	0
C	Circ W Right Ahead	Traffic	2	27	14	41
D	A511 E/B Ahead Left	Traffic	2	21	47	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

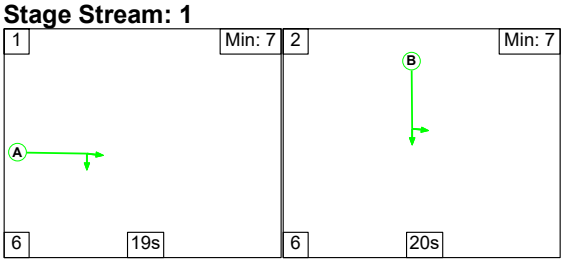
Signal Timings Diagram



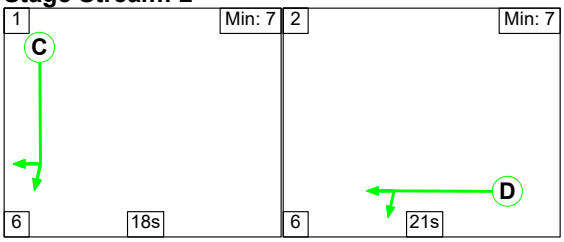
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

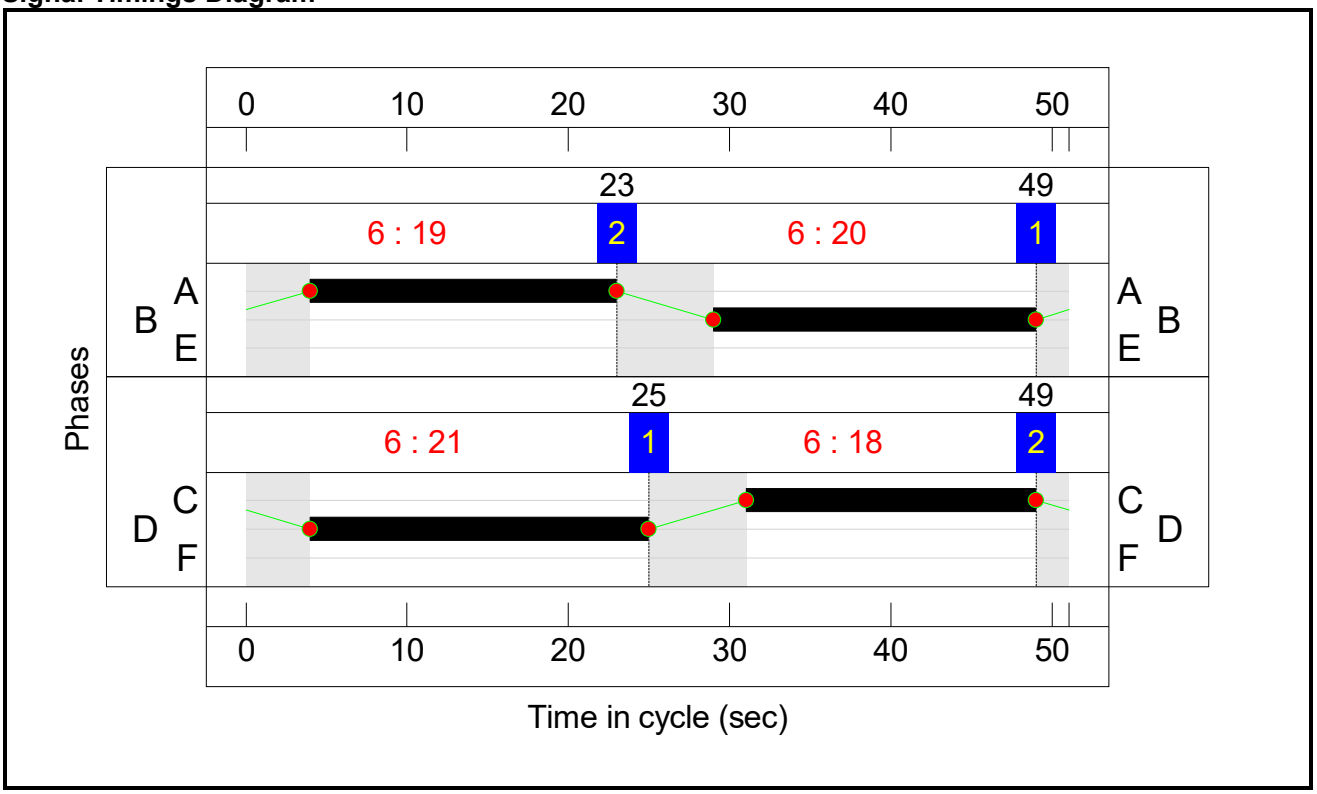
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	25	49

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	19	4	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	29	49
C	Circ E Right Ahead	Traffic	2	18	31	49
D	A50 W/B Ahead Left	Traffic	2	21	4	25
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

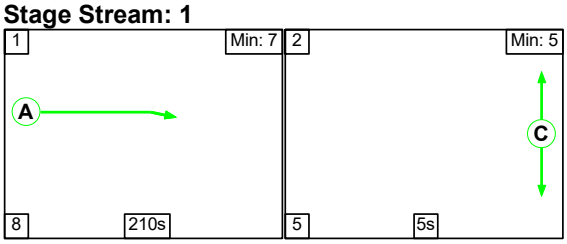
Signal Timings Diagram



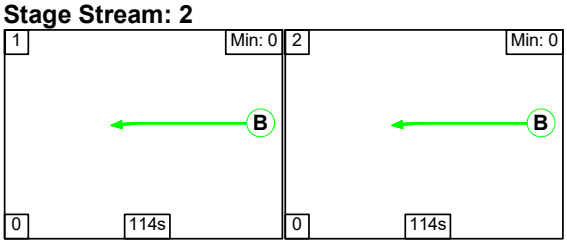
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	226	216

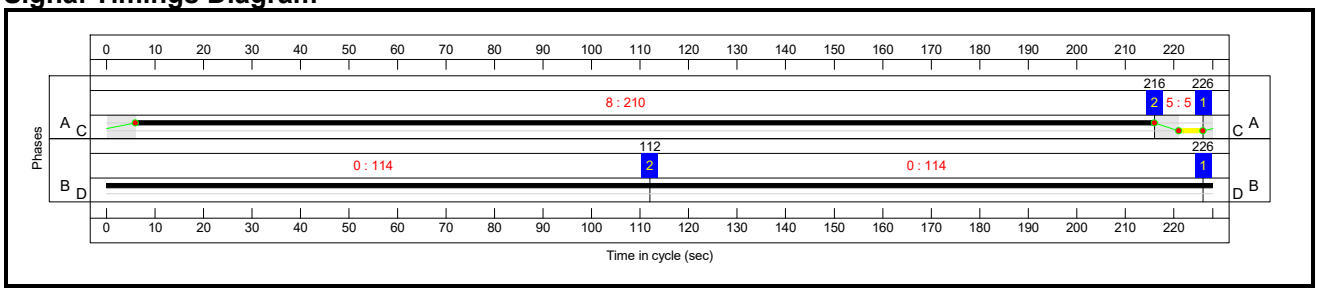
Stage Stream: 2

Stage	1	2
Duration	114	114
Change Point	226	112

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	A50 EB Exit Pedestrian Crossing Ahead	Traffic	1	210	6	216
B	A50 WB Entry Pedestrian Crossing Ahead	Traffic	2	228	0	0
C	Pedestrians across	Pedestrian	1	5	221	226
D	Pedestrians across	Pedestrian	2			

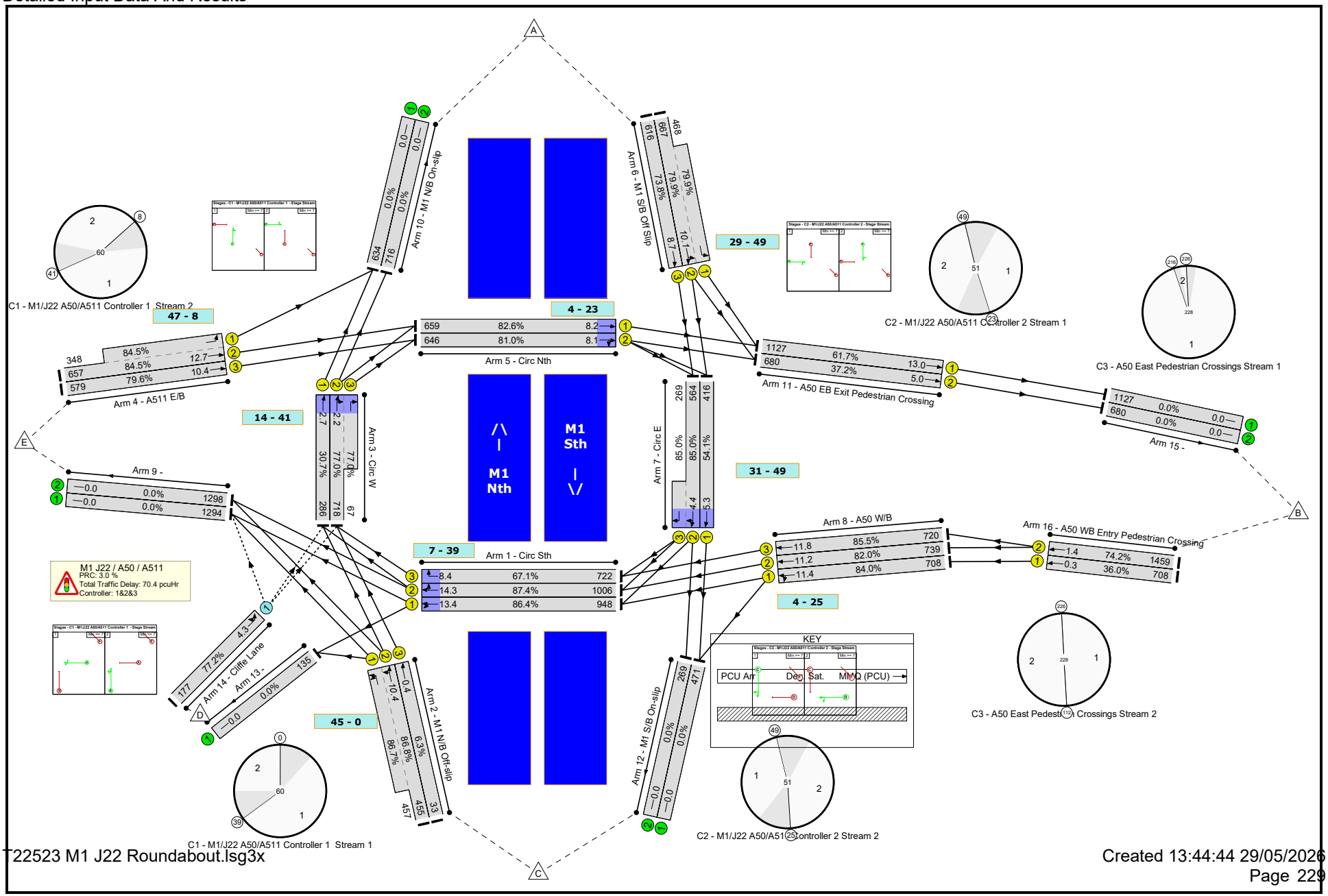
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	7	39
1/2	Circ Sth Right Ahead	U	A	7	39
1/3	Circ Sth Right	U	A	7	39
2/1	M1 N/B Off-slip Left Left2	U	B	45	0
2/2	M1 N/B Off-slip Ahead Left	U	B	45	0
2/3	M1 N/B Off-slip Ahead	U	B	45	0
3/1	Circ W Ahead	U	C	14	41
3/2	Circ W Right Ahead	U	C	14	41
3/3	Circ W Right	U	C	14	41
4/1	A511 E/B Left	U	D	47	8
4/2	A511 E/B Ahead	U	D	47	8
4/3	A511 E/B Ahead	U	D	47	8
5/1	Circ Nth Ahead	U	A	4	23
5/2	Circ Nth Right Ahead	U	A	4	23
6/1	M1 S/B Off Slip Left	U	B	29	49
6/2	M1 S/B Off Slip Ahead Left	U	B	29	49
6/3	M1 S/B Off Slip Ahead	U	B	29	49
7/1	Circ E Ahead	U	C	31	49
7/2	Circ E Right Ahead	U	C	31	49
7/3	Circ E Right	U	C	31	49
8/1	A50 W/B Ahead Left	U	D	4	25
8/2	A50 W/B Ahead	U	D	4	25
8/3	A50 W/B Ahead	U	D	4	25
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	A	6	216
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	A	6	216
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	0	228

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 8
Arm 4 - A511 E/B
348 84.5% 12.7
657 84.5% 10.4
579 79.6%
Arm 10 - M1 N/B On-slip
634 716
0.0 0.0 0.0% 0.0%
Arm 6 - M1 S/B Off Slip
616 667 468
73.8% 79.9% 79.9%
8.7 10.1
29 - 49
C2 - M1/J22 A50/A511 Controller 2 Stream 1
4 - 23
659 82.6% 8.2
646 81.0% 8.1
Arm 5 - Circ Nth
1127 61.7% 13.0
680 37.2% 5.0
Arm 11 - A50 EB Exit Pedestrian Crossing
C3 - A50 East Pedestrian Crossings Stream 1
1127 0.0% 0.0
680 0.0% 0.0
Arm 15 -
14 - 41
Arm 3 - Circ W
2.7 2.2 77.0%
30.7% 77.0% 718 67 286
/\ | M1 Nth
M1 Sth | \/
Arm 7 - Circ E
269 564 416
85.0% 85.0% 54.1%
4.4 5.3
31 - 49
Arm 9 -
0.0 0.0% 1298
0.0 0.0% 1294
7 - 39
Arm 1 - Circ Sth
8.4 67.1% 722
14.3 87.4% 1006
13.4 86.4% 948
Arm 8 - A50 W/B
11.8 85.5% 720
11.2 82.0% 739
11.4 84.0% 708
Arm 16 - A50 WB Entry Pedestrian Crossing
1.4 74.2% 1459
0.3 36.0% 708
4 - 25
M1 J22 / A50 / A511
PRC: 3.0 %
Total Traffic Delay: 70.4 pcuHr
Controller: 1&2&3
KEY
PCU Ar Dem Sat. MMQ (PCU)
Arm 14 - Cliffe Lane
Arm 13 -
177 77.2% 4.3
0.0 0.0% 135
Arm 2 - M1 N/B Off-slip
10.4 0.4
86.7% 86.8% 6.3%
457 455 33
45 - 0
Arm 12 - M1 S/B On-slip
269 471
0.0% 0.0%
0.0 0.0
C1 - M1/J22 A50/A511 Controller 1 Stream 1
C2 - M1/J22 A50/A511 Controller 2 Stream 2
C3 - A50 East Pedestrian Crossings Stream 2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	948	1995	1097	86.4%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	1006	2093	1151	87.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	722	1956	1076	67.1%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	912	1966:1977	524+527	86.8 : 86.7%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	15	-	-	33	1978	527	6.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	286	1995	931	30.7%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	785	2132:1995	932+87	77.0 : 77.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	1005	2120:1966	777+412	84.5 : 84.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	579	1983	727	79.6%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	659	2034	798	82.6%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	646	2034	798	81.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1135	2027:2027	835+586	79.9 : 79.9%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	616	2027	835	73.8%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	416	2065	769	54.1%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	833	2182:2025	664+317	85.0 : 85.0%
8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	708	1953	842	84.0%

Detailed Input Data And Results

8/2	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	739	2090	902	82.0%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	720	1953	842	85.5%
9/1		U	N/A	N/A	-		-	-	-	-	1294	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1298	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	634	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	716	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1127	1975	1828	61.7%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	680	1975	1828	37.2%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	269	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	-	135	Inf	Inf	0.0%
14/1	Cliffe Lane Left Left2	O	N/A	N/A	-		-	-	-	-	177	2005	229	77.2%
15/1		U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	708	1965	1965	36.0%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	228	-	-	1459	1965	1965	74.2%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**46**	**131**	**0**	**47.4**	**23.0**	**0.0**	**70.4**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**46**	**131**	**0**	**47.4**	**23.0**	**0.0**	**70.4**	**-**	**-**	**-**	**-**	
1/1	948	948	-	-	-	3.0	0.0	-	3.0	11.6	13.4	0.0	13.4	
1/2	1006	1006	-	-	-	3.3	0.0	-	3.3	11.7	14.3	0.0	14.3	
1/3	722	722	-	-	-	1.9	0.0	-	1.9	9.6	8.4	0.0	8.4	
2/2+2/1	912	912	-	-	-	5.3	3.1	-	8.4	33.3	7.2	3.1	10.4	
2/3	33	33	-	-	-	0.2	0.0	-	0.2	20.1	0.4	0.0	0.4	
3/1	286	286	-	-	-	0.9	0.0	-	0.9	11.2	2.7	0.0	2.7	
3/2+3/3	785	785	-	-	-	1.3	0.0	-	1.3	6.0	2.2	0.0	2.2	
4/2+4/1	1005	1005	-	-	-	4.6	2.7	-	7.2	26.0	10.0	2.7	12.7	
4/3	579	579	-	-	-	2.7	1.9	-	4.6	28.8	8.5	1.9	10.4	
5/1	659	659	-	-	-	2.6	0.0	-	2.6	13.9	8.2	0.0	8.2	
5/2	646	646	-	-	-	2.5	0.0	-	2.5	13.8	8.1	0.0	8.1	
6/2+6/1	1135	1135	-	-	-	3.9	2.0	-	5.9	18.7	8.2	2.0	10.1	
6/3	616	616	-	-	-	2.2	1.4	-	3.6	20.8	7.4	1.4	8.7	
7/1	416	416	-	-	-	1.6	0.0	-	1.6	13.8	5.3	0.0	5.3	
7/2+7/3	833	833	-	-	-	2.3	0.0	-	2.3	10.1	4.4	0.0	4.4	
8/1	708	708	-	-	-	2.5	2.5	-	5.1	25.8	8.9	2.5	11.4	
8/2	739	739	-	-	-	2.6	2.2	-	4.8	23.5	9.0	2.2	11.2	
8/3	720	720	-	-	-	2.6	2.8	-	5.4	27.1	9.0	2.8	11.8	
9/1	1294	1294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1298	1298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/1	1127	1127	-	-	-	0.5	0.8	-	1.3	4.0	12.2	0.8	13.0	
11/2	680	680	-	-	-	0.2	0.3	-	0.5	2.5	4.7	0.3	5.0	
12/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	177	177	46	131	0	0.7	1.6	-	2.3	45.8	2.8	1.6	4.3	
15/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	708	708	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/2	1459	1459	-	-	-	0.0	1.4	-	1.4	3.5	0.0	1.4	1.4	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	16.88	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	14.09	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	14.48	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	19.27	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	1.74	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	1.72	Cycle Time (s): 228
	PRC Over All Lanes (%):	3.0	Total Delay Over All Lanes(pcuHr):	70.43	

APPENDIX M A50 EASTBOUND VISIBILITY CALCULATIONS

T22523
Markfield B8

A50 Speed Survey
24-Hour Weekday

Direction	Volume	Speed	Wet Weather? *	Total
Eastbound				0.0
Thu 08-May-25	**17323**	38.8		672132.4
Fri 09-May-25	**16555**	39		645645.0
Mon 12-May-25	**18217**	38.1		694067.7
Tue 13-May-25	**19207**	38.2		733707.4
Wed 14-May-25	**19221**	38.3		736164.3
Total	90523			3481717

Average Dry Weather 85th Percentile Speed = 38.5

* If wet weather, add 2.5mph or 5mph to this column for the relevant day

T22523
Markfield B8

MfS Visibility Calculation

A50 EASTBOUND

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.5 MfS2

Calculation Params			Speed Survey Result	
v	17.09433		38.5	mph
t	2			
d	2.45			
a	1.13	(gradient)		

SSD =	91.2	m	**Vis required =**	**93.6 m**

Note 1: Above 60kph calculation shows ABSOLUTE MINIMUM SSD
Note 2: For DESIRABLE MINIMUM SSD, change 'd' value to 2.45

14393		MARKFIELD MAY 2025								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 14393001	A50 Eastbound Markfield (East of M1) 52.696190, -1.290851	Channel: Eastbound	Thu 08-May-25	Wed 14-May-25	50	115154	18105	16451	38.7	32.9

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 08-May-25															
00:00	**223**	1	173	12	4	0	0	0	7	1	9	16	0	0
01:00	**177**	1	128	9	2	1	4	0	6	0	12	14	0	0
02:00	**153**	0	111	16	3	2	1	0	2	1	6	11	0	0
03:00	**132**	2	94	12	3	2	1	0	1	0	8	9	0	0
04:00	**139**	0	102	11	1	2	2	0	5	0	4	12	0	0
05:00	**469**	2	391	29	2	5	2	0	13	1	11	13	0	0
06:00	**803**	7	602	91	4	10	11	7	19	3	28	21	0	0
07:00	**1568**	13	1276	167	5	10	23	13	29	4	13	13	2	0
08:00	**1413**	4	1136	152	2	9	27	21	31	4	9	17	1	0
09:00	**1008**	2	779	126	6	6	13	10	18	1	17	30	0	0
10:00	**801**	8	611	107	3	15	5	2	13	2	24	11	0	0
11:00	**785**	1	555	136	9	13	12	2	21	1	13	22	0	0
12:00	**754**	4	553	114	1	7	10	5	20	2	16	22	0	0
13:00	**808**	4	632	90	3	9	8	8	18	3	14	19	0	0
14:00	**994**	8	797	106	3	7	6	12	22	2	13	18	0	0
15:00	**1093**	8	869	138	4	4	19	10	17	1	14	9	0	0
16:00	**1256**	1	1058	112	1	4	20	14	21	1	15	6	3	0
17:00	**1397**	3	1214	95	0	2	18	17	35	0	5	8	0	0
18:00	**1124**	1	995	58	2	0	13	15	18	0	12	10	0	0
19:00	**666**	4	569	53	4	0	3	3	12	0	9	9	0	0
20:00	**518**	15	432	41	0	1	5	1	9	0	4	10	0	0
21:00	**354**	7	296	23	1	0	5	3	6	0	6	7	0	0
22:00	**398**	3	360	11	0	3	3	4	6	1	4	3	0	0
23:00	**290**	0	263	6	0	0	2	3	6	1	2	7	0	0
12H,7-19	**13001**	**57**	**10475**	**1401**	**39**	**86**	**174**	**129**	**263**	**21**	**165**	**185**	**6**	**0**
16H,6-22	**15342**	**90**	**12374**	**1609**	**48**	**97**	**198**	**143**	**309**	**24**	**212**	**232**	**6**	**0**
18H,6-24	**16030**	**93**	**12997**	**1626**	**48**	**100**	**203**	**150**	**321**	**26**	**218**	**242**	**6**	**0**
24H,0-24	**17323**	**99**	**13996**	**1715**	**63**	**112**	**213**	**150**	**355**	**29**	**268**	**317**	**6**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 09-May-25															
00:00	**141**	2	115	10	1	0	0	0	3	0	6	4	0	0
01:00	**134**	0	109	9	3	1	2	1	2	1	1	5	0	0
02:00	**113**	0	97	5	2	0	1	1	2	0	4	1	0	0
03:00	**79**	0	63	2	1	2	0	0	3	0	2	6	0	0
04:00	**150**	0	125	10	0	1	4	0	0	0	2	8	0	0
05:00	**460**	0	390	21	3	4	9	4	5	1	14	9	0	0
06:00	**785**	7	605	87	6	9	9	6	27	3	14	11	1	0
07:00	**1169**	11	912	144	7	8	24	8	21	5	10	19	0	0
08:00	**1172**	6	920	148	9	10	18	6	23	4	15	13	0	0
09:00	**873**	7	658	121	9	9	10	7	11	4	13	23	1	0
10:00	**733**	3	536	111	5	8	12	3	18	2	11	24	0	0
11:00	**816**	1	606	126	5	6	12	3	12	0	12	32	1	0
12:00	**862**	6	662	125	4	11	7	2	10	1	11	23	0	0
13:00	**897**	6	700	93	9	4	8	10	22	5	15	25	0	0
14:00	**1018**	9	814	107	3	5	5	9	31	2	13	20	0	0
15:00	**1118**	5	906	119	1	4	13	13	35	0	11	11	0	0
16:00	**1273**	13	1044	140	5	5	14	12	16	0	7	17	0	0
17:00	**1274**	2	1102	88	5	1	16	15	24	0	11	10	0	0
18:00	**1250**	7	1119	50	4	0	22	9	18	3	8	10	0	0
19:00	**698**	6	614	41	1	3	5	4	8	1	5	10	0	0
20:00	**474**	3	412	29	3	1	6	3	5	0	8	4	0	0
21:00	**357**	3	314	24	1	0	1	0	5	0	3	6	0	0
22:00	**390**	4	348	16	1	1	2	3	0	0	6	9	0	0
23:00	**319**	0	287	11	2	0	5	2	3	0	2	7	0	0
12H,7-19	**12455**	**76**	**9979**	**1372**	**66**	**71**	**161**	**97**	**241**	**26**	**137**	**227**	**2**	**0**
16H,6-22	**14769**	**95**	**11924**	**1553**	**77**	**84**	**182**	**110**	**286**	**30**	**167**	**258**	**3**	**0**
18H,6-24	**15478**	**99**	**12559**	**1580**	**80**	**85**	**189**	**115**	**289**	**30**	**175**	**274**	**3**	**0**
24H,0-24	**16555**	**101**	**13458**	**1637**	**90**	**93**	**205**	**121**	**304**	**32**	**204**	**307**	**3**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)				
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 10-May-25														
00:00	**161**	3	131	9	1	1	2	2	1	0	8	3	0	0
01:00	**120**	1	99	7	1	1	0	1	3	0	3	4	0	0
02:00	**110**	0	92	2	1	1	1	1	1	2	5	4	0	0
03:00	**91**	0	78	5	1	0	0	0	1	0	2	4	0	0
04:00	**107**	0	92	5	0	0	3	0	2	1	1	3	0	0
05:00	**312**	0	277	14	3	3	2	3	4	3	1	2	0	0
06:00	**329**	2	266	22	5	5	4	3	11	1	3	7	0	0
07:00	**436**	1	349	52	1	3	3	1	11	0	7	8	0	0
08:00	**642**	2	559	43	3	3	3	4	13	3	3	6	0	0
09:00	**774**	5	675	54	1	6	4	3	15	1	3	7	0	0
10:00	**845**	6	737	62	2	5	5	7	12	1	4	4	0	0
11:00	**973**	6	842	90	1	0	13	7	5	0	4	5	0	0
12:00	**996**	7	896	50	2	4	8	8	6	1	3	11	0	0
13:00	**942**	4	848	55	1	4	5	8	7	0	4	6	0	0
14:00	**898**	7	802	57	1	3	5	5	10	0	3	5	0	0
15:00	**827**	11	730	51	2	2	7	7	5	0	2	9	1	0
16:00	**833**	6	750	44	0	3	6	4	10	1	2	7	0	0
17:00	**887**	7	803	55	1	2	3	3	9	0	2	2	0	0
18:00	**952**	1	874	33	1	2	8	10	13	0	5	5	0	0
19:00	**612**	5	555	35	2	0	4	2	6	1	1	1	0	0
20:00	**431**	2	389	26	0	1	1	1	5	2	3	1	0	0
21:00	**372**	1	333	22	1	0	3	3	2	2	1	4	0	0
22:00	**326**	0	300	11	0	2	2	1	2	0	2	6	0	0
23:00	**264**	0	245	9	0	0	1	2	1	0	5	1	0	0
12H,7-19	**10005**	**63**	**8865**	**646**	**16**	**37**	**70**	**67**	**116**	**7**	**42**	**75**	**1**	**0**
16H,6-22	**11749**	**73**	**10408**	**751**	**24**	**43**	**82**	**76**	**140**	**13**	**50**	**88**	**1**	**0**
18H,6-24	**12339**	**73**	**10953**	**771**	**24**	**45**	**85**	**79**	**143**	**13**	**57**	**95**	**1**	**0**
24H,0-24	**13240**	**77**	**11722**	**813**	**31**	**51**	**93**	**86**	**155**	**19**	**77**	**115**	**1**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 11-May-25															
00:00	**186**	0	169	6	1	0	1	1	0	0	3	5	0	0
01:00	**105**	0	95	2	2	1	1	0	1	0	1	2	0	0
02:00	**82**	0	69	7	2	0	1	0	0	0	1	2	0	0
03:00	**87**	0	76	2	2	0	2	1	0	0	0	4	0	0
04:00	**77**	1	65	4	0	2	1	0	0	0	2	2	0	0
05:00	**227**	0	208	5	2	1	1	3	0	1	3	3	0	0
06:00	**229**	1	202	10	0	0	1	1	3	0	3	8	0	0
07:00	**301**	2	255	28	1	2	0	3	5	0	4	1	0	0
08:00	**414**	2	374	26	1	1	2	0	3	0	2	3	0	0
09:00	**597**	3	533	32	0	1	4	0	9	1	6	8	0	0
10:00	**758**	8	682	35	4	1	3	5	9	0	2	9	0	0
11:00	**869**	5	790	44	1	0	4	7	7	0	3	8	0	0
12:00	**958**	8	872	44	2	2	4	7	11	1	4	3	0	0
13:00	**819**	3	745	44	1	2	4	5	7	0	4	4	0	0
14:00	**780**	12	713	34	0	1	4	5	1	0	3	7	0	0
15:00	**780**	13	691	42	4	1	8	6	4	0	5	6	0	0
16:00	**711**	7	639	38	2	1	6	4	5	0	3	6	0	0
17:00	**755**	4	675	46	1	1	5	7	8	0	4	4	0	0
18:00	**885**	6	806	46	1	0	8	7	7	0	2	2	0	0
19:00	**547**	3	492	33	2	2	4	3	6	0	1	1	0	0
20:00	**465**	1	421	34	0	0	5	1	0	0	1	2	0	0
21:00	**361**	3	331	19	1	1	1	0	2	0	1	2	0	0
22:00	**250**	0	220	19	0	1	2	1	0	0	1	6	0	0
23:00	**148**	0	131	7	1	1	0	1	1	0	4	2	0	0
12H,7-19	**8627**	**73**	**7775**	**459**	**18**	**13**	**52**	**56**	**76**	**2**	**42**	**61**	**0**	**0**
16H,6-22	**10229**	**81**	**9221**	**555**	**21**	**16**	**63**	**61**	**87**	**2**	**48**	**74**	**0**	**0**
18H,6-24	**10627**	**81**	**9572**	**581**	**22**	**18**	**65**	**63**	**88**	**2**	**53**	**82**	**0**	**0**
24H,0-24	**11391**	**82**	**10254**	**607**	**31**	**22**	**72**	**68**	**89**	**3**	**63**	**100**	**0**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)				
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 12-May-25														
00:00	**89**	0	75	6	0	0	1	0	0	1	2	4	0	0
01:00	**60**	1	48	3	1	0	2	0	0	0	1	4	0	0
02:00	**44**	0	35	4	1	0	0	0	0	0	1	3	0	0
03:00	**71**	0	53	5	2	2	0	0	1	1	2	5	0	0
04:00	**132**	0	103	10	1	1	4	0	5	0	4	4	0	0
05:00	**432**	0	360	26	5	4	6	1	9	0	13	8	0	0
06:00	**978**	2	778	112	7	12	12	11	15	3	7	19	0	0
07:00	**1813**	14	1466	142	6	9	48	32	50	3	18	25	0	0
08:00	**1523**	4	1217	185	7	8	30	11	25	2	15	19	0	0
09:00	**1251**	6	954	178	7	15	30	6	14	3	20	18	0	0
10:00	**917**	3	666	149	5	15	13	6	14	0	15	31	0	0
11:00	**798**	5	573	130	6	13	11	3	15	1	21	20	0	0
12:00	**861**	4	640	127	13	8	6	2	23	2	14	22	0	0
13:00	**880**	6	634	128	4	15	13	11	22	0	18	29	0	0
14:00	**1160**	4	884	155	4	13	15	16	36	2	12	19	0	0
15:00	**1177**	7	925	156	4	3	14	8	21	7	16	15	1	0
16:00	**1378**	7	1160	110	4	7	23	12	32	2	7	14	0	0
17:00	**1589**	3	1377	93	1	5	29	19	33	0	13	14	2	0
18:00	**1165**	9	1007	84	1	2	15	16	9	1	6	15	0	0
19:00	**587**	2	507	42	1	1	2	4	13	1	8	6	0	0
20:00	**401**	2	337	40	1	1	4	1	5	0	2	8	0	0
21:00	**341**	0	301	18	1	1	3	2	8	0	4	3	0	0
22:00	**325**	3	287	4	1	1	4	0	8	1	7	9	0	0
23:00	**245**	0	212	9	2	0	3	1	8	2	6	2	0	0
12H,7-19	**14512**	**72**	**11503**	**1637**	**62**	**113**	**247**	**142**	**294**	**23**	**175**	**241**	**3**	**0**
16H,6-22	**16819**	**78**	**13426**	**1849**	**72**	**128**	**268**	**160**	**335**	**27**	**196**	**277**	**3**	**0**
18H,6-24	**17389**	**81**	**13925**	**1862**	**75**	**129**	**275**	**161**	**351**	**30**	**209**	**288**	**3**	**0**
24H,0-24	**18217**	**82**	**14599**	**1916**	**85**	**136**	**288**	**162**	**366**	**32**	**232**	**316**	**3**	**0**

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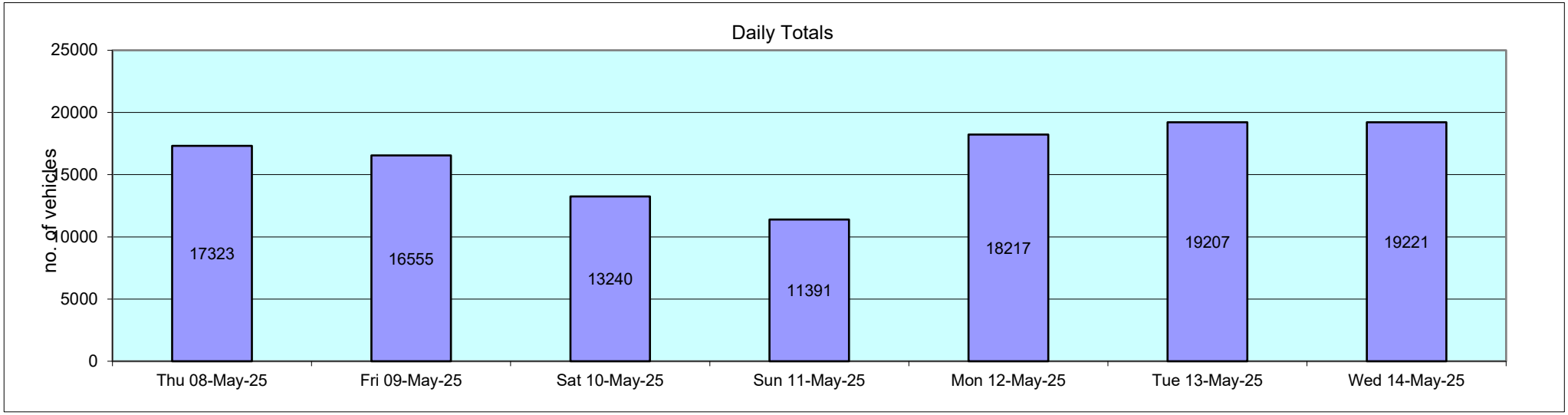
14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 13-May-25															
00:00	**120**	0	105	7	0	0	0	0	2	1	3	2	0	0
01:00	**90**	1	70	5	2	1	1	0	2	0	4	4	0	0
02:00	**93**	0	72	9	1	0	2	0	1	0	5	3	0	0
03:00	**82**	0	64	8	0	2	1	0	2	0	2	3	0	0
04:00	**140**	0	111	12	0	0	2	2	2	1	5	5	0	0
05:00	**461**	1	387	32	3	2	6	1	9	0	10	10	0	0
06:00	**1023**	7	822	89	6	11	15	3	31	2	15	22	0	0
07:00	**1759**	24	1403	151	7	2	53	29	47	4	23	16	0	0
08:00	**1508**	13	1273	110	4	7	32	16	17	11	17	8	0	0
09:00	**1168**	2	919	150	9	11	15	6	17	4	18	16	1	0
10:00	**884**	4	667	145	5	6	11	6	21	1	7	11	0	0
11:00	**840**	2	589	153	4	9	9	5	28	2	16	23	0	0
12:00	**938**	5	686	137	6	11	11	10	20	1	26	25	0	0
13:00	**928**	4	687	140	1	8	13	5	28	1	17	24	0	0
14:00	**1167**	7	895	136	8	6	28	13	25	0	32	17	0	0
15:00	**1284**	9	1013	161	5	10	12	12	27	0	16	19	0	0
16:00	**1626**	11	1342	134	6	5	29	33	38	2	12	13	1	0
17:00	**1717**	10	1469	110	1	5	41	33	29	1	8	10	0	0
18:00	**1316**	4	1149	78	3	5	12	21	26	0	10	8	0	0
19:00	**655**	4	564	50	2	0	2	2	17	1	7	6	0	0
20:00	**427**	4	356	41	0	1	1	7	7	0	5	5	0	0
21:00	**351**	2	304	24	1	2	3	1	4	1	1	8	0	0
22:00	**343**	2	313	7	0	3	4	1	6	0	6	1	0	0
23:00	**287**	0	257	10	0	1	3	3	6	2	2	3	0	0
12H,7-19	**15135**	**95**	**12092**	**1605**	**59**	**85**	**266**	**189**	**323**	**27**	**202**	**190**	**2**	**0**
16H,6-22	**17591**	**112**	**14138**	**1809**	**68**	**99**	**287**	**202**	**382**	**31**	**230**	**231**	**2**	**0**
18H,6-24	**18221**	**114**	**14708**	**1826**	**68**	**103**	**294**	**206**	**394**	**33**	**238**	**235**	**2**	**0**
24H,0-24	**19207**	**116**	**15517**	**1899**	**74**	**108**	**306**	**209**	**412**	**35**	**267**	**262**	**2**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD			Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 14-May-25															
00:00	**131**	0	108	7	1	0	0	1	3	0	6	5	0	0
01:00	**72**	1	58	4	2	0	1	0	1	0	1	4	0	0
02:00	**84**	0	72	6	2	1	0	0	1	0	0	2	0	0
03:00	**104**	1	91	5	0	0	0	1	1	0	1	4	0	0
04:00	**148**	1	122	11	0	1	1	0	2	1	4	5	0	0
05:00	**457**	1	387	23	5	5	12	1	8	2	8	5	0	0
06:00	**1076**	8	870	94	5	8	27	4	25	5	18	12	0	0
07:00	**1820**	14	1466	156	9	5	42	41	41	6	26	14	0	0
08:00	**1512**	4	1219	171	11	4	23	18	37	1	12	10	2	0
09:00	**1117**	1	886	139	7	11	13	12	18	2	12	16	0	0
10:00	**868**	3	663	120	4	10	13	6	21	4	15	9	0	0
11:00	**903**	3	656	156	2	13	10	7	16	1	14	24	1	0
12:00	**946**	5	724	112	8	10	9	1	24	1	22	30	0	0
13:00	**875**	3	678	114	6	10	9	5	21	1	10	18	0	0
14:00	**1172**	6	914	147	2	12	10	9	39	3	11	19	0	0
15:00	**1176**	5	917	146	4	5	18	18	24	0	16	22	1	0
16:00	**1553**	8	1276	132	6	9	29	23	45	0	9	15	1	0
17:00	**1647**	8	1418	100	4	4	34	25	30	0	12	12	0	0
18:00	**1363**	7	1201	88	1	1	11	19	20	0	11	4	0	0
19:00	**698**	8	600	47	0	2	8	2	14	4	6	7	0	0
20:00	**459**	1	387	38	1	2	3	4	6	0	12	5	0	0
21:00	**343**	4	304	19	1	2	1	2	3	0	1	6	0	0
22:00	**409**	3	375	8	1	0	1	2	8	1	5	5	0	0
23:00	**288**	1	257	11	1	1	1	0	6	0	2	8	0	0
12H,7-19	**14952**	**67**	**12018**	**1581**	**64**	**94**	**221**	**184**	**336**	**19**	**170**	**193**	**5**	**0**
16H,6-22	**17528**	**88**	**14179**	**1779**	**71**	**108**	**260**	**196**	**384**	**28**	**207**	**223**	**5**	**0**
18H,6-24	**18225**	**92**	**14811**	**1798**	**73**	**109**	**262**	**198**	**398**	**29**	**214**	**236**	**5**	**0**
24H,0-24	**19221**	**96**	**15649**	**1854**	**83**	**116**	**276**	**201**	**414**	**32**	**234**	**261**	**5**	**0**

Data produced by
Auto Surveys Ltd

14393		MARKFIELD				Site No: 14393001		Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25						Channel: Eastbound								
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID/BUSES**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Daily Totals														
Thu 08-May-25	**17323**	99	13996	1715	63	112	213	150	355	29	268	317	6	0
Fri 09-May-25	**16555**	101	13458	1637	90	93	205	121	304	32	204	307	3	0
Sat 10-May-25	**13240**	77	11722	813	31	51	93	86	155	19	77	115	1	0
Sun 11-May-25	**11391**	82	10254	607	31	22	72	68	89	3	63	100	0	0
Mon 12-May-25	**18217**	82	14599	1916	85	136	288	162	366	32	232	316	3	0
Tue 13-May-25	**19207**	116	15517	1899	74	108	306	209	412	35	267	262	2	0
Wed 14-May-25	**19221**	96	15649	1854	83	116	276	201	414	32	234	261	5	0
Total Vehicles														
[--]	**115154**	653	95195	10441	457	638	1453	997	2095	182	1345	1678	20	0



Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 08-May-25											
00:00	**223**	1	0.5	173	77.6	12	5.4	33	14.8	4	1.8
01:00	**177**	1	0.6	128	72.3	9	5.1	37	20.9	2	1.1
02:00	**153**	0	0.0	111	72.6	16	10.5	23	15.0	3	2.0
03:00	**132**	2	1.5	94	71.2	12	9.1	21	15.9	3	2.3
04:00	**139**	0	0.0	102	73.4	11	7.9	25	18.0	1	0.7
05:00	**469**	2	0.4	391	83.4	29	6.2	45	9.6	2	0.4
06:00	**803**	7	0.9	602	75.0	91	11.3	99	12.3	4	0.5
07:00	**1568**	13	0.8	1276	81.4	167	10.7	107	6.8	5	0.3
08:00	**1413**	4	0.3	1136	80.4	152	10.8	119	8.4	2	0.1
09:00	**1008**	2	0.2	779	77.3	126	12.5	95	9.4	6	0.6
10:00	**801**	8	1.0	611	76.3	107	13.4	72	9.0	3	0.4
11:00	**785**	1	0.1	555	70.7	136	17.3	84	10.7	9	1.2
12:00	**754**	4	0.5	553	73.3	114	15.1	82	10.9	1	0.1
13:00	**808**	4	0.5	632	78.2	90	11.1	79	9.8	3	0.4
14:00	**994**	8	0.8	797	80.2	106	10.7	80	8.1	3	0.3
15:00	**1093**	8	0.7	869	79.5	138	12.6	74	6.8	4	0.4
16:00	**1256**	1	0.1	1058	84.2	112	8.9	84	6.7	1	0.1
17:00	**1397**	3	0.2	1214	86.9	95	6.8	85	6.1	0	0.0
18:00	**1124**	1	0.1	995	88.5	58	5.2	68	6.1	2	0.2
19:00	**666**	4	0.6	569	85.4	53	8.0	36	5.4	4	0.6
20:00	**518**	15	2.9	432	83.4	41	7.9	30	5.8	0	0.0
21:00	**354**	7	2.0	296	83.6	23	6.5	27	7.6	1	0.3
22:00	**398**	3	0.8	360	90.5	11	2.8	24	6.0	0	0.0
23:00	**290**	0	0.0	263	90.7	6	2.1	21	7.2	0	0.0
12H,7-19	**13001**	**57**	**0.4**	**10475**	**80.6**	**1401**	**10.8**	**1029**	**7.9**	**39**	**0.3**
16H,6-22	**15342**	**90**	**0.6**	**12374**	**80.7**	**1609**	**10.5**	**1221**	**8.0**	**48**	**0.3**
18H,6-24	**16030**	**93**	**0.6**	**12997**	**81.1**	**1626**	**10.1**	**1266**	**7.9**	**48**	**0.3**
24H,0-24	**17323**	**99**	**0.6**	**13996**	**80.8**	**1715**	**9.9**	**1450**	**8.4**	**63**	**0.4**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 09-May-25											
00:00	**141**	2	1.4	115	81.6	10	7.1	13	9.2	1	0.7
01:00	**134**	0	0.0	109	81.3	9	6.7	13	9.7	3	2.2
02:00	**113**	0	0.0	97	85.8	5	4.4	9	8.0	2	1.8
03:00	**79**	0	0.0	63	79.8	2	2.5	13	16.5	1	1.3
04:00	**150**	0	0.0	125	83.3	10	6.7	15	10.0	0	0.0
05:00	**460**	0	0.0	390	84.8	21	4.6	46	10.0	3	0.7
06:00	**785**	7	0.9	605	77.1	87	11.1	80	10.2	6	0.8
07:00	**1169**	11	0.9	912	78.0	144	12.3	95	8.1	7	0.6
08:00	**1172**	6	0.5	920	78.5	148	12.6	89	7.6	9	0.8
09:00	**873**	7	0.8	658	75.4	121	13.9	78	8.9	9	1.0
10:00	**733**	3	0.4	536	73.1	111	15.1	78	10.6	5	0.7
11:00	**816**	1	0.1	606	74.3	126	15.4	78	9.6	5	0.6
12:00	**862**	6	0.7	662	76.8	125	14.5	65	7.5	4	0.5
13:00	**897**	6	0.7	700	78.0	93	10.4	89	9.9	9	1.0
14:00	**1018**	9	0.9	814	80.0	107	10.5	85	8.4	3	0.3
15:00	**1118**	5	0.5	906	81.0	119	10.6	87	7.8	1	0.1
16:00	**1273**	13	1.0	1044	82.0	140	11.0	71	5.6	5	0.4
17:00	**1274**	2	0.2	1102	86.5	88	6.9	77	6.0	5	0.4
18:00	**1250**	7	0.6	1119	89.5	50	4.0	70	5.6	4	0.3
19:00	**698**	6	0.9	614	88.0	41	5.9	36	5.2	1	0.1
20:00	**474**	3	0.6	412	86.9	29	6.1	27	5.7	3	0.6
21:00	**357**	3	0.8	314	88.0	24	6.7	15	4.2	1	0.3
22:00	**390**	4	1.0	348	89.2	16	4.1	21	5.4	1	0.3
23:00	**319**	0	0.0	287	90.0	11	3.5	19	6.0	2	0.6
12H,7-19	**12455**	**76**	**0.6**	**9979**	**80.1**	**1372**	**11.0**	**962**	**7.7**	**66**	**0.5**
16H,6-22	**14769**	**95**	**0.6**	**11924**	**80.7**	**1553**	**10.5**	**1120**	**7.6**	**77**	**0.5**
18H,6-24	**15478**	**99**	**0.6**	**12559**	**81.1**	**1580**	**10.2**	**1160**	**7.5**	**80**	**0.5**
24H,0-24	**16555**	**101**	**0.6**	**13458**	**81.3**	**1637**	**9.9**	**1269**	**7.7**	**90**	**0.5**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 10-May-25											
00:00	**161**	3	1.9	131	81.4	9	5.6	17	10.6	1	0.6
01:00	**120**	1	0.8	99	82.5	7	5.8	12	10.0	1	0.8
02:00	**110**	0	0.0	92	83.6	2	1.8	15	13.6	1	0.9
03:00	**91**	0	0.0	78	85.7	5	5.5	7	7.7	1	1.1
04:00	**107**	0	0.0	92	86.0	5	4.7	10	9.4	0	0.0
05:00	**312**	0	0.0	277	88.8	14	4.5	18	5.8	3	1.0
06:00	**329**	2	0.6	266	80.9	22	6.7	34	10.3	5	1.5
07:00	**436**	1	0.2	349	80.1	52	11.9	33	7.6	1	0.2
08:00	**642**	2	0.3	559	87.1	43	6.7	35	5.5	3	0.5
09:00	**774**	5	0.7	675	87.2	54	7.0	39	5.0	1	0.1
10:00	**845**	6	0.7	737	87.2	62	7.3	38	4.5	2	0.2
11:00	**973**	6	0.6	842	86.5	90	9.3	34	3.5	1	0.1
12:00	**996**	7	0.7	896	90.0	50	5.0	41	4.1	2	0.2
13:00	**942**	4	0.4	848	90.0	55	5.8	34	3.6	1	0.1
14:00	**898**	7	0.8	802	89.3	57	6.4	31	3.5	1	0.1
15:00	**827**	11	1.3	730	88.3	51	6.2	33	4.0	2	0.2
16:00	**833**	6	0.7	750	90.0	44	5.3	33	4.0	0	0.0
17:00	**887**	7	0.8	803	90.5	55	6.2	21	2.4	1	0.1
18:00	**952**	1	0.1	874	91.8	33	3.5	43	4.5	1	0.1
19:00	**612**	5	0.8	555	90.7	35	5.7	15	2.5	2	0.3
20:00	**431**	2	0.5	389	90.3	26	6.0	14	3.3	0	0.0
21:00	**372**	1	0.3	333	89.5	22	5.9	15	4.0	1	0.3
22:00	**326**	0	0.0	300	92.0	11	3.4	15	4.6	0	0.0
23:00	**264**	0	0.0	245	92.8	9	3.4	10	3.8	0	0.0
12H,7-19	**10005**	**63**	**0.6**	**8865**	**88.6**	**646**	**6.5**	**415**	**4.2**	**16**	**0.2**
16H,6-22	**11749**	**73**	**0.6**	**10408**	**88.6**	**751**	**6.4**	**493**	**4.2**	**24**	**0.2**
18H,6-24	**12339**	**73**	**0.6**	**10953**	**88.8**	**771**	**6.3**	**518**	**4.2**	**24**	**0.2**
24H,0-24	**13240**	**77**	**0.6**	**11722**	**88.5**	**813**	**6.1**	**597**	**4.5**	**31**	**0.2**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 11-May-25											
00:00	**186**	0	0.0	169	90.9	6	3.2	10	5.4	1	0.5
01:00	**105**	0	0.0	95	90.5	2	1.9	6	5.7	2	1.9
02:00	**82**	0	0.0	69	84.2	7	8.5	4	4.9	2	2.4
03:00	**87**	0	0.0	76	87.4	2	2.3	7	8.1	2	2.3
04:00	**77**	1	1.3	65	84.4	4	5.2	7	9.1	0	0.0
05:00	**227**	0	0.0	208	91.6	5	2.2	12	5.3	2	0.9
06:00	**229**	1	0.4	202	88.2	10	4.4	16	7.0	0	0.0
07:00	**301**	2	0.7	255	84.7	28	9.3	15	5.0	1	0.3
08:00	**414**	2	0.5	374	90.3	26	6.3	11	2.7	1	0.2
09:00	**597**	3	0.5	533	89.3	32	5.4	29	4.9	0	0.0
10:00	**758**	8	1.1	682	90.0	35	4.6	29	3.8	4	0.5
11:00	**869**	5	0.6	790	90.9	44	5.1	29	3.3	1	0.1
12:00	**958**	8	0.8	872	91.0	44	4.6	32	3.3	2	0.2
13:00	**819**	3	0.4	745	91.0	44	5.4	26	3.2	1	0.1
14:00	**780**	12	1.5	713	91.4	34	4.4	21	2.7	0	0.0
15:00	**780**	13	1.7	691	88.6	42	5.4	30	3.9	4	0.5
16:00	**711**	7	1.0	639	89.9	38	5.3	25	3.5	2	0.3
17:00	**755**	4	0.5	675	89.4	46	6.1	29	3.8	1	0.1
18:00	**885**	6	0.7	806	91.1	46	5.2	26	2.9	1	0.1
19:00	**547**	3	0.6	492	90.0	33	6.0	17	3.1	2	0.4
20:00	**465**	1	0.2	421	90.5	34	7.3	9	1.9	0	0.0
21:00	**361**	3	0.8	331	91.7	19	5.3	7	1.9	1	0.3
22:00	**250**	0	0.0	220	88.0	19	7.6	11	4.4	0	0.0
23:00	**148**	0	0.0	131	88.5	7	4.7	9	6.1	1	0.7
12H,7-19	**8627**	**73**	**0.9**	**7775**	**90.1**	**459**	**5.3**	**302**	**3.5**	**18**	**0.2**
16H,6-22	**10229**	**81**	**0.8**	**9221**	**90.2**	**555**	**5.4**	**351**	**3.4**	**21**	**0.2**
18H,6-24	**10627**	**81**	**0.8**	**9572**	**90.1**	**581**	**5.5**	**371**	**3.5**	**22**	**0.2**
24H,0-24	**11391**	**82**	**0.7**	**10254**	**90.0**	**607**	**5.3**	**417**	**3.7**	**31**	**0.3**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-May-25											
00:00	**89**	0	0.0	75	84.3	6	6.7	8	9.0	0	0.0
01:00	**60**	1	1.7	48	80.0	3	5.0	7	11.7	1	1.7
02:00	**44**	0	0.0	35	79.6	4	9.1	4	9.1	1	2.3
03:00	**71**	0	0.0	53	74.7	5	7.0	11	15.5	2	2.8
04:00	**132**	0	0.0	103	78.0	10	7.6	18	13.6	1	0.8
05:00	**432**	0	0.0	360	83.3	26	6.0	41	9.5	5	1.2
06:00	**978**	2	0.2	778	79.6	112	11.5	79	8.1	7	0.7
07:00	**1813**	14	0.8	1466	80.9	142	7.8	185	10.2	6	0.3
08:00	**1523**	4	0.3	1217	79.9	185	12.2	110	7.2	7	0.5
09:00	**1251**	6	0.5	954	76.3	178	14.2	106	8.5	7	0.6
10:00	**917**	3	0.3	666	72.6	149	16.3	94	10.3	5	0.6
11:00	**798**	5	0.6	573	71.8	130	16.3	84	10.5	6	0.8
12:00	**861**	4	0.5	640	74.3	127	14.8	77	8.9	13	1.5
13:00	**880**	6	0.7	634	72.1	128	14.6	108	12.3	4	0.5
14:00	**1160**	4	0.3	884	76.2	155	13.4	113	9.7	4	0.3
15:00	**1177**	7	0.6	925	78.6	156	13.3	85	7.2	4	0.3
16:00	**1378**	7	0.5	1160	84.2	110	8.0	97	7.0	4	0.3
17:00	**1589**	3	0.2	1377	86.7	93	5.9	115	7.2	1	0.1
18:00	**1165**	9	0.8	1007	86.4	84	7.2	64	5.5	1	0.1
19:00	**587**	2	0.3	507	86.4	42	7.2	35	6.0	1	0.2
20:00	**401**	2	0.5	337	84.0	40	10.0	21	5.2	1	0.3
21:00	**341**	0	0.0	301	88.3	18	5.3	21	6.2	1	0.3
22:00	**325**	3	0.9	287	88.3	4	1.2	30	9.2	1	0.3
23:00	**245**	0	0.0	212	86.5	9	3.7	22	9.0	2	0.8
12H,7-19	**14512**	**72**	**0.5**	**11503**	**79.3**	**1637**	**11.3**	**1238**	**8.5**	**62**	**0.4**
16H,6-22	**16819**	**78**	**0.5**	**13426**	**79.8**	**1849**	**11.0**	**1394**	**8.3**	**72**	**0.4**
18H,6-24	**17389**	**81**	**0.5**	**13925**	**80.1**	**1862**	**10.7**	**1446**	**8.3**	**75**	**0.4**
24H,0-24	**18217**	**82**	**0.5**	**14599**	**80.1**	**1916**	**10.5**	**1535**	**8.4**	**85**	**0.5**

Data produced by
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14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-May-25											
00:00	**120**	0	0.0	105	87.5	7	5.8	8	6.7	0	0.0
01:00	**90**	1	1.1	70	77.8	5	5.6	12	13.3	2	2.2
02:00	**93**	0	0.0	72	77.4	9	9.7	11	11.8	1	1.1
03:00	**82**	0	0.0	64	78.1	8	9.8	10	12.2	0	0.0
04:00	**140**	0	0.0	111	79.3	12	8.6	17	12.1	0	0.0
05:00	**461**	1	0.2	387	84.0	32	6.9	38	8.2	3	0.7
06:00	**1023**	7	0.7	822	80.4	89	8.7	99	9.7	6	0.6
07:00	**1759**	24	1.4	1403	79.8	151	8.6	174	9.9	7	0.4
08:00	**1508**	13	0.9	1273	84.4	110	7.3	108	7.2	4	0.3
09:00	**1168**	2	0.2	919	78.7	150	12.8	88	7.5	9	0.8
10:00	**884**	4	0.5	667	75.5	145	16.4	63	7.1	5	0.6
11:00	**840**	2	0.2	589	70.1	153	18.2	92	11.0	4	0.5
12:00	**938**	5	0.5	686	73.1	137	14.6	104	11.1	6	0.6
13:00	**928**	4	0.4	687	74.0	140	15.1	96	10.3	1	0.1
14:00	**1167**	7	0.6	895	76.7	136	11.7	121	10.4	8	0.7
15:00	**1284**	9	0.7	1013	78.9	161	12.5	96	7.5	5	0.4
16:00	**1626**	11	0.7	1342	82.5	134	8.2	133	8.2	6	0.4
17:00	**1717**	10	0.6	1469	85.6	110	6.4	127	7.4	1	0.1
18:00	**1316**	4	0.3	1149	87.3	78	5.9	82	6.2	3	0.2
19:00	**655**	4	0.6	564	86.1	50	7.6	35	5.3	2	0.3
20:00	**427**	4	0.9	356	83.4	41	9.6	26	6.1	0	0.0
21:00	**351**	2	0.6	304	86.6	24	6.8	20	5.7	1	0.3
22:00	**343**	2	0.6	313	91.3	7	2.0	21	6.1	0	0.0
23:00	**287**	0	0.0	257	89.6	10	3.5	20	7.0	0	0.0
12H,7-19	**15135**	**95**	**0.6**	**12092**	**79.9**	**1605**	**10.6**	**1284**	**8.5**	**59**	**0.4**
16H,6-22	**17591**	**112**	**0.6**	**14138**	**80.4**	**1809**	**10.3**	**1464**	**8.3**	**68**	**0.4**
18H,6-24	**18221**	**114**	**0.6**	**14708**	**80.7**	**1826**	**10.0**	**1505**	**8.3**	**68**	**0.4**
24H,0-24	**19207**	**116**	**0.6**	**15517**	**80.8**	**1899**	**9.9**	**1601**	**8.3**	**74**	**0.4**

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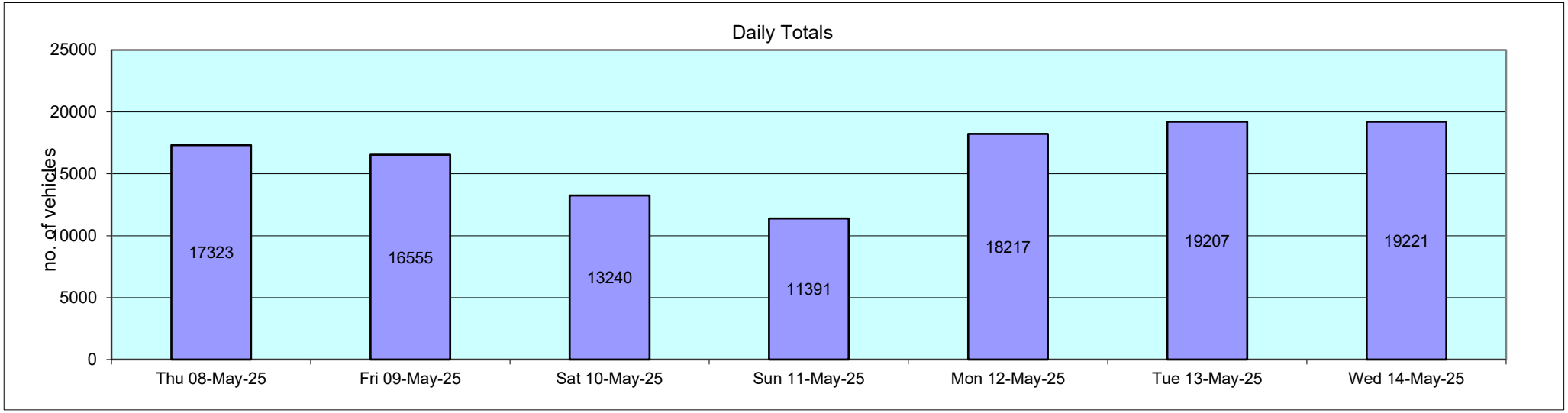
14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-May-25											
00:00	**131**	0	0.0	108	82.4	7	5.3	15	11.5	1	0.8
01:00	**72**	1	1.4	58	80.6	4	5.6	7	9.7	2	2.8
02:00	**84**	0	0.0	72	85.7	6	7.1	4	4.8	2	2.4
03:00	**104**	1	1.0	91	87.5	5	4.8	7	6.7	0	0.0
04:00	**148**	1	0.7	122	82.4	11	7.4	14	9.5	0	0.0
05:00	**457**	1	0.2	387	84.7	23	5.0	41	9.0	5	1.1
06:00	**1076**	8	0.7	870	80.9	94	8.7	99	9.2	5	0.5
07:00	**1820**	14	0.8	1466	80.6	156	8.6	175	9.6	9	0.5
08:00	**1512**	4	0.3	1219	80.6	171	11.3	107	7.1	11	0.7
09:00	**1117**	1	0.1	886	79.3	139	12.4	84	7.5	7	0.6
10:00	**868**	3	0.4	663	76.4	120	13.8	78	9.0	4	0.5
11:00	**903**	3	0.3	656	72.7	156	17.3	86	9.5	2	0.2
12:00	**946**	5	0.5	724	76.5	112	11.8	97	10.3	8	0.9
13:00	**875**	3	0.3	678	77.5	114	13.0	74	8.5	6	0.7
14:00	**1172**	6	0.5	914	78.0	147	12.5	103	8.8	2	0.2
15:00	**1176**	5	0.4	917	78.0	146	12.4	104	8.8	4	0.3
16:00	**1553**	8	0.5	1276	82.2	132	8.5	131	8.4	6	0.4
17:00	**1647**	8	0.5	1418	86.1	100	6.1	117	7.1	4	0.2
18:00	**1363**	7	0.5	1201	88.1	88	6.5	66	4.8	1	0.1
19:00	**698**	8	1.2	600	86.0	47	6.7	43	6.2	0	0.0
20:00	**459**	1	0.2	387	84.3	38	8.3	32	7.0	1	0.2
21:00	**343**	4	1.2	304	88.6	19	5.5	15	4.4	1	0.3
22:00	**409**	3	0.7	375	91.7	8	2.0	22	5.4	1	0.2
23:00	**288**	1	0.4	257	89.2	11	3.8	18	6.3	1	0.4
12H,7-19	**14952**	**67**	**0.5**	**12018**	**80.4**	**1581**	**10.6**	**1222**	**8.2**	**64**	**0.4**
16H,6-22	**17528**	**88**	**0.5**	**14179**	**80.9**	**1779**	**10.2**	**1411**	**8.1**	**71**	**0.4**
18H,6-24	**18225**	**92**	**0.5**	**14811**	**81.3**	**1798**	**9.9**	**1451**	**8.0**	**73**	**0.4**
24H,0-24	**19221**	**96**	**0.5**	**15649**	**81.4**	**1854**	**9.7**	**1539**	**8.0**	**83**	**0.4**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 08-May-25	**17323**	99	0.6	13996	80.8	1715	9.9	1450	8.4	63	0.4
Fri 09-May-25	**16555**	101	0.6	13458	81.3	1637	9.9	1269	7.7	90	0.5
Sat 10-May-25	**13240**	77	0.6	11722	88.5	813	6.1	597	4.5	31	0.2
Sun 11-May-25	**11391**	82	0.7	10254	90.0	607	5.3	417	3.7	31	0.3
Mon 12-May-25	**18217**	82	0.5	14599	80.1	1916	10.5	1535	8.4	85	0.5
Tue 13-May-25	**19207**	116	0.6	15517	80.8	1899	9.9	1601	8.3	74	0.4
Wed 14-May-25	**19221**	96	0.5	15649	81.4	1854	9.7	1539	8.0	83	0.4
Total Vehicles											
[--]	**115154**	653	0.6	95195	83.3	10441	8.8	8408	7.0	457	0.4



14393			MARKFIELD				Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 08-May-25																
00:00	**223**	38.9	32.3	6.2	0	1	86	71	53	10	2	0	0	0	0	0
01:00	**177**	38.7	31.8	6.4	0	1	78	49	40	6	3	0	0	0	0	0
02:00	**153**	39.3	33.2	6.1	0	0	47	61	33	10	1	1	0	0	0	0
03:00	**132**	37.4	31.6	5.9	0	1	53	52	21	4	1	0	0	0	0	0
04:00	**139**	38.7	32.9	5.7	0	0	42	58	33	5	1	0	0	0	0	0
05:00	**469**	39.4	33	6.2	0	0	156	171	105	29	8	0	0	0	0	0
06:00	**803**	39.3	33.3	5.9	0	0	232	320	198	45	7	1	0	0	0	0
07:00	**1568**	38.8	33	5.5	0	3	440	672	389	58	6	0	0	0	0	0
08:00	**1413**	38.6	32.9	5.5	0	3	393	628	342	41	6	0	0	0	0	0
09:00	**1008**	38.2	32.5	5.6	0	0	325	446	196	34	6	1	0	0	0	0
10:00	**801**	37.6	32.2	5.6	0	0	273	365	130	25	8	0	0	0	0	0
11:00	**785**	37.5	32.2	5.4	0	0	260	366	134	23	1	1	0	0	0	0
12:00	**754**	38	32.1	6	0	4	271	317	122	33	5	1	1	0	0	0
13:00	**808**	38.9	33	5.7	0	0	239	340	188	33	8	0	0	0	0	0
14:00	**994**	38.9	33	5.7	0	1	289	421	227	49	7	0	0	0	0	0
15:00	**1093**	38.7	33.2	5.5	0	2	283	512	245	43	7	1	0	0	0	0
16:00	**1256**	39.2	33.7	5.4	0	0	281	585	318	59	13	0	0	0	0	0
17:00	**1397**	38.9	33.1	5.8	0	6	391	595	333	61	9	1	1	0	0	0
18:00	**1124**	38.3	32.4	5.8	0	0	388	468	211	46	10	1	0	0	0	0
19:00	**666**	39.8	34	5.9	0	2	149	290	164	48	11	1	1	0	0	0
20:00	**518**	39.8	34	6.1	0	1	119	234	114	36	10	4	0	0	0	0
21:00	**354**	39.2	33.4	5.8	0	0	96	150	85	18	4	1	0	0	0	0
22:00	**398**	39.7	33.9	5.7	0	1	90	174	98	32	3	0	0	0	0	0
23:00	**290**	40.2	34.9	5.8	0	0	52	121	86	22	8	1	0	0	0	0
12H,7-19	**13001**	**38.6**	**32.9**	**5.6**	**0**	**19**	**3833**	**5715**	**2835**	**505**	**86**	**6**	**2**	**0**	**0**	**0**
16H,6-22	**15342**	**38.8**	**33**	**5.7**	**0**	**22**	**4429**	**6709**	**3396**	**652**	**118**	**13**	**3**	**0**	**0**	**0**
18H,6-24	**16030**	**38.8**	**33**	**5.7**	**0**	**23**	**4571**	**7004**	**3580**	**706**	**129**	**14**	**3**	**0**	**0**	**0**
24H,0-24	**17323**	**38.8**	**33**	**5.7**	**0**	**26**	**5033**	**7466**	**3865**	**770**	**145**	**15**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD				Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 09-May-25																
00:00	**141**	39.7	33.9	5.9	0	0	35	57	37	10	2	0	0	0	0	0
01:00	**134**	39.7	34.3	5.8	0	0	26	65	30	10	2	1	0	0	0	0
02:00	**113**	39.1	33.2	6.1	0	0	34	46	25	6	1	1	0	0	0	0
03:00	**79**	38.1	31.7	6.2	0	0	35	25	16	1	2	0	0	0	0	0
04:00	**150**	37.9	33.4	5	0	0	30	86	29	3	2	0	0	0	0	0
05:00	**460**	39.4	33.4	5.9	0	0	122	210	86	35	6	1	0	0	0	0
06:00	**785**	39.5	33.6	5.9	0	0	206	326	190	52	11	0	0	0	0	0
07:00	**1169**	38.9	32.9	5.8	0	2	361	463	286	51	5	1	0	0	0	0
08:00	**1172**	38.8	32.9	5.6	0	0	346	510	251	60	5	0	0	0	0	0
09:00	**873**	38.4	32.8	5.7	0	2	259	397	174	31	7	2	1	0	0	0
10:00	**733**	38.3	32.5	5.5	0	0	234	320	151	25	3	0	0	0	0	0
11:00	**816**	36.9	31.4	5.7	1	8	316	346	126	14	5	0	0	0	0	0
12:00	**862**	38.5	33	5.5	0	1	236	410	172	37	5	1	0	0	0	0
13:00	**897**	38.6	32.8	5.6	0	0	270	393	192	36	4	2	0	0	0	0
14:00	**1018**	39.3	33.3	5.9	0	2	280	440	218	62	16	0	0	0	0	0
15:00	**1118**	39.3	33.7	5.7	0	0	274	474	307	50	9	2	2	0	0	0
16:00	**1273**	39.1	33.7	5.6	0	1	282	606	308	56	14	6	0	0	0	0
17:00	**1274**	39.1	33.6	5.6	0	6	278	606	312	58	10	2	2	0	0	0
18:00	**1250**	39.3	34	5.5	0	1	251	610	301	70	14	3	0	0	0	0
19:00	**698**	38.6	32.9	5.9	0	1	203	321	132	31	6	3	0	1	0	0
20:00	**474**	39.5	33.7	6.5	0	1	127	202	104	22	10	6	2	0	0	0
21:00	**357**	39.5	33.4	6.2	0	0	101	154	68	25	7	2	0	0	0	0
22:00	**390**	39.6	33.6	6	0	0	102	171	81	28	7	1	0	0	0	0
23:00	**319**	40	33.8	6.5	0	0	91	114	83	23	5	2	1	0	0	0
12H,7-19	**12455**	**38.9**	**33.1**	**5.7**	**1**	**23**	**3387**	**5575**	**2798**	**550**	**97**	**19**	**5**	**0**	**0**	**0**
16H,6-22	**14769**	**38.9**	**33.2**	**5.7**	**1**	**25**	**4024**	**6578**	**3292**	**680**	**131**	**30**	**7**	**1**	**0**	**0**
18H,6-24	**15478**	**39**	**33.2**	**5.8**	**1**	**25**	**4217**	**6863**	**3456**	**731**	**143**	**33**	**8**	**1**	**0**	**0**
24H,0-24	**16555**	**39**	**33.2**	**5.8**	**1**	**25**	**4499**	**7352**	**3679**	**796**	**158**	**36**	**8**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD				Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 10-May-25																
00:00	**161**	38.9	32.8	6.3	0	5	40	74	30	12	0	0	0	0	0	0
01:00	**120**	39.2	32.9	6.2	0	1	39	40	34	5	1	0	0	0	0	0
02:00	**110**	37.4	31.7	6.1	0	1	43	45	14	6	1	0	0	0	0	0
03:00	**91**	40	33.2	7	0	0	34	26	21	5	5	0	0	0	0	0
04:00	**107**	39.5	33.5	6.2	0	0	31	40	28	5	3	0	0	0	0	0
05:00	**312**	40.1	34	5.9	0	0	75	131	72	31	3	0	0	0	0	0
06:00	**329**	40.2	34.3	6.1	0	0	80	123	90	28	8	0	0	0	0	0
07:00	**436**	39.5	33.7	5.8	0	0	106	191	104	31	3	0	1	0	0	0
08:00	**642**	39.6	34.3	5.5	0	1	110	327	149	45	7	2	1	0	0	0
09:00	**774**	39.3	33.3	5.9	1	2	209	325	182	50	5	0	0	0	0	0
10:00	**845**	39.1	33.9	5.4	0	2	163	440	182	47	9	1	1	0	0	0
11:00	**973**	38.7	33.4	5.6	0	2	231	496	183	46	12	1	1	1	0	0
12:00	**996**	38.9	33.6	5.4	0	0	219	494	226	42	14	1	0	0	0	0
13:00	**942**	38.8	33.2	5.6	0	2	247	443	196	44	7	3	0	0	0	0
14:00	**898**	38.8	33.7	5.3	0	0	185	467	197	39	8	1	1	0	0	0
15:00	**827**	39.2	33.8	5.6	0	1	174	409	188	36	16	3	0	0	0	0
16:00	**833**	38.7	33.2	5.6	0	1	214	394	182	33	5	3	1	0	0	0
17:00	**887**	39.3	33.8	5.7	0	0	201	413	210	46	14	1	2	0	0	0
18:00	**952**	38.1	32.8	5.4	0	0	261	473	182	28	4	3	1	0	0	0
19:00	**612**	39.6	34.2	5.7	0	1	125	271	171	34	8	1	1	0	0	0
20:00	**431**	38.9	33.2	5.9	0	1	122	186	98	16	5	3	0	0	0	0
21:00	**372**	39	33.4	5.9	0	0	98	171	77	19	4	2	1	0	0	0
22:00	**326**	39.3	33.5	6.1	0	0	88	146	64	19	7	1	1	0	0	0
23:00	**264**	38	32.6	5.8	0	0	83	124	42	9	6	0	0	0	0	0
12H,7-19	**10005**	**39**	**33.5**	**5.6**	**1**	**11**	**2320**	**4872**	**2181**	**487**	**104**	**19**	**9**	**1**	**0**	**0**
16H,6-22	**11749**	**39.1**	**33.6**	**5.6**	**1**	**13**	**2745**	**5623**	**2617**	**584**	**129**	**25**	**11**	**1**	**0**	**0**
18H,6-24	**12339**	**39.1**	**33.5**	**5.6**	**1**	**13**	**2916**	**5893**	**2723**	**612**	**142**	**26**	**12**	**1**	**0**	**0**
24H,0-24	**13240**	**39.1**	**33.5**	**5.7**	**1**	**20**	**3178**	**6249**	**2922**	**676**	**155**	**26**	**12**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

14393			MARKFIELD				Site No: 14393001			Location	A50 Eastbound, Markfield (East of M1)					
Thu 08-May-25 to Wed 14-May-25							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 11-May-25																
00:00	**186**	39.6	34	5.7	0	0	42	82	47	12	3	0	0	0	0	0
01:00	**105**	38.7	33.1	6	0	0	30	48	20	6	0	0	1	0	0	0
02:00	**82**	36.8	32.5	5.2	0	1	20	46	13	2	0	0	0	0	0	0
03:00	**87**	37.7	32.5	6.1	0	0	29	41	10	6	0	1	0	0	0	0
04:00	**77**	38.7	33	5.6	0	0	22	35	15	5	0	0	0	0	0	0
05:00	**227**	38.4	32.8	5.4	0	0	68	99	52	8	0	0	0	0	0	0
06:00	**229**	40.4	35	5.9	0	0	37	103	62	22	2	2	1	0	0	0
07:00	**301**	39.4	34	5.7	0	0	65	140	75	16	3	1	1	0	0	0
08:00	**414**	39.7	34.6	5.2	0	0	65	192	128	25	3	0	1	0	0	0
09:00	**597**	39.5	34	5.7	0	4	118	275	158	36	3	3	0	0	0	0
10:00	**758**	39	34	4.9	0	2	122	401	200	30	2	1	0	0	0	0
11:00	**869**	38.9	33.6	5.3	0	0	188	435	196	44	5	1	0	0	0	0
12:00	**958**	39.3	33.9	5.7	0	0	202	468	219	57	5	3	1	3	0	0
13:00	**819**	39.3	34.2	5.4	0	0	147	416	198	45	9	4	0	0	0	0
14:00	**780**	39	33.5	5.6	0	1	188	367	177	36	10	0	0	1	0	0
15:00	**780**	39.3	33.8	5.4	0	0	166	374	186	47	7	0	0	0	0	0
16:00	**711**	39.4	33.9	5.7	0	0	153	340	161	45	10	1	1	0	0	0
17:00	**755**	39.5	34.2	5.6	0	0	151	349	199	42	10	4	0	0	0	0
18:00	**885**	39.5	34.1	5.6	0	1	174	424	216	61	7	0	1	0	1	0
19:00	**547**	39.9	34.5	5.8	0	0	102	259	132	41	10	2	1	0	0	0
20:00	**465**	39.1	33.9	5.3	0	0	90	237	108	27	1	2	0	0	0	0
21:00	**361**	39.4	34	6	0	0	81	165	90	14	6	4	1	0	0	0
22:00	**250**	39.3	33.8	5.6	0	1	54	119	57	17	2	0	0	0	0	0
23:00	**148**	39.2	32.4	6.7	0	2	55	49	30	10	1	1	0	0	0	0
12H,7-19	**8627**	**39.3**	**34**	**5.5**	**0**	**8**	**1739**	**4181**	**2113**	**484**	**74**	**18**	**5**	**4**	**1**	**0**
16H,6-22	**10229**	**39.4**	**34**	**5.5**	**0**	**8**	**2049**	**4945**	**2505**	**588**	**93**	**28**	**8**	**4**	**1**	**0**
18H,6-24	**10627**	**39.4**	**34**	**5.6**	**0**	**11**	**2158**	**5113**	**2592**	**615**	**96**	**29**	**8**	**4**	**1**	**0**
24H,0-24	**11391**	**39.3**	**33.9**	**5.6**	**0**	**12**	**2369**	**5464**	**2749**	**654**	**99**	**30**	**9**	**4**	**1**	**0**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 12-May-25																
00:00	**89**	38.3	33.1	6.9	0	0	27	43	11	5	1	1	0	1	0	0
01:00	**60**	38.9	32.7	7	0	0	23	20	13	2	1	0	1	0	0	0
02:00	**44**	38	31.6	5.9	0	0	19	14	10	1	0	0	0	0	0	0
03:00	**71**	37.5	31.5	5.7	0	0	30	26	13	2	0	0	0	0	0	0
04:00	**132**	39.1	32.7	6.1	0	0	45	52	24	10	1	0	0	0	0	0
05:00	**432**	37.9	32.7	5.3	0	0	123	214	79	13	3	0	0	0	0	0
06:00	**978**	38.5	33.1	5.3	0	1	253	459	233	30	2	0	0	0	0	0
07:00	**1813**	35.4	27.7	8.5	148	148	698	626	176	16	1	0	0	0	0	0
08:00	**1523**	37.8	32.3	5.5	0	3	488	700	280	49	2	1	0	0	0	0
09:00	**1251**	37.2	31.7	5.5	0	3	482	528	207	26	5	0	0	0	0	0
10:00	**917**	36.1	31.3	5.5	0	2	377	397	123	13	2	2	1	0	0	0
11:00	**798**	37.7	32	5.6	0	1	291	339	134	32	1	0	0	0	0	0
12:00	**861**	37.7	32.1	5.7	0	1	305	374	147	28	3	3	0	0	0	0
13:00	**880**	38.1	32.1	5.8	0	0	322	357	167	26	6	2	0	0	0	0
14:00	**1160**	37.9	32.2	5.6	0	7	384	513	218	36	1	1	0	0	0	0
15:00	**1177**	38.2	32.3	5.7	0	7	385	507	234	38	5	1	0	0	0	0
16:00	**1378**	38.7	33.4	5.2	0	1	312	684	321	53	6	1	0	0	0	0
17:00	**1589**	38.6	33.1	5.5	0	6	404	767	337	61	9	5	0	0	0	0
18:00	**1165**	38.7	33.3	5.5	0	3	276	581	239	54	10	2	0	0	0	0
19:00	**587**	39.4	34	5.3	0	0	114	285	148	34	6	0	0	0	0	0
20:00	**401**	39.7	34	5.9	0	1	93	170	102	27	7	1	0	0	0	0
21:00	**341**	39.3	33.8	5.7	0	0	76	167	71	20	6	1	0	0	0	0
22:00	**325**	39.7	33.5	6.3	0	0	94	127	74	22	6	2	0	0	0	0
23:00	**245**	39	33.1	6.1	0	2	69	106	52	11	4	1	0	0	0	0
12H,7-19	**14512**	**37.8**	**31.9**	**6.2**	**148**	**182**	**4724**	**6373**	**2583**	**432**	**51**	**18**	**1**	**0**	**0**	**0**
16H,6-22	**16819**	**38**	**32.1**	**6.1**	**148**	**184**	**5260**	**7454**	**3137**	**543**	**72**	**20**	**1**	**0**	**0**	**0**
18H,6-24	**17389**	**38**	**32.1**	**6.1**	**148**	**186**	**5423**	**7687**	**3263**	**576**	**82**	**23**	**1**	**0**	**0**	**0**
24H,0-24	**18217**	**38.1**	**32.2**	**6.1**	**148**	**186**	**5690**	**8056**	**3413**	**609**	**88**	**24**	**2**	**1**	**0**	**0**

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14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 13-May-25																
00:00	**120**	39.7	33.8	5.7	0	0	28	55	25	11	1	0	0	0	0	0
01:00	**90**	40.4	34.6	6.5	0	0	21	32	26	9	0	2	0	0	0	0
02:00	**93**	36.6	31.5	5.4	0	0	37	40	14	2	0	0	0	0	0	0
03:00	**82**	38.2	33	6.1	0	0	24	39	14	2	2	1	0	0	0	0
04:00	**140**	39.5	32.3	6.7	0	0	59	45	21	12	3	0	0	0	0	0
05:00	**461**	39.2	33.6	5.7	0	0	114	208	107	26	4	2	0	0	0	0
06:00	**1023**	38.5	33	5.5	0	0	285	473	219	40	5	1	0	0	0	0
07:00	**1759**	35.7	26.8	9.6	187	281	477	581	208	25	0	0	0	0	0	0
08:00	**1508**	34.8	23.4	10.4	274	367	386	332	123	24	2	0	0	0	0	0
09:00	**1168**	38	32.5	5.7	0	2	371	535	210	37	11	1	1	0	0	0
10:00	**884**	37.8	32.5	5.5	0	1	274	420	154	28	6	1	0	0	0	0
11:00	**840**	36.9	31.7	5.6	0	1	326	366	115	25	6	1	0	0	0	0
12:00	**938**	36.9	31.2	5.8	0	4	413	354	139	23	3	1	1	0	0	0
13:00	**928**	38.4	32.5	5.6	0	0	310	382	200	35	1	0	0	0	0	0
14:00	**1167**	37.5	31.9	5.8	1	7	422	502	192	36	5	2	0	0	0	0
15:00	**1284**	38.8	33.2	5.5	0	0	334	595	292	53	9	1	0	0	0	0
16:00	**1626**	38.5	32.8	5.5	0	1	477	721	363	56	5	3	0	0	0	0
17:00	**1717**	39.2	33.8	5.4	0	1	368	812	437	81	14	4	0	0	0	0
18:00	**1316**	38.7	33.2	5.6	0	0	346	620	277	55	16	1	1	0	0	0
19:00	**655**	39.2	33.7	5.6	0	0	145	322	138	44	4	1	0	1	0	0
20:00	**427**	39.6	34.1	6.2	0	0	96	194	102	23	5	4	2	1	0	0
21:00	**351**	39.4	33.8	6.2	0	0	88	154	81	17	8	1	2	0	0	0
22:00	**343**	40.2	34.1	6.5	0	0	92	128	84	29	6	3	1	0	0	0
23:00	**287**	38.9	33.2	5.9	0	0	83	121	67	9	6	1	0	0	0	0
12H,7-19	**15135**	**37.9**	**31.1**	**7.5**	**462**	**665**	**4504**	**6220**	**2710**	**478**	**78**	**15**	**3**	**0**	**0**	**0**
16H,6-22	**17591**	**38.1**	**31.4**	**7.3**	**462**	**665**	**5118**	**7363**	**3250**	**602**	**100**	**22**	**7**	**2**	**0**	**0**
18H,6-24	**18221**	**38.1**	**31.5**	**7.3**	**462**	**665**	**5293**	**7612**	**3401**	**640**	**112**	**26**	**8**	**2**	**0**	**0**
24H,0-24	**19207**	**38.2**	**31.6**	**7.2**	**462**	**665**	**5576**	**8031**	**3608**	**702**	**122**	**31**	**8**	**2**	**0**	**0**

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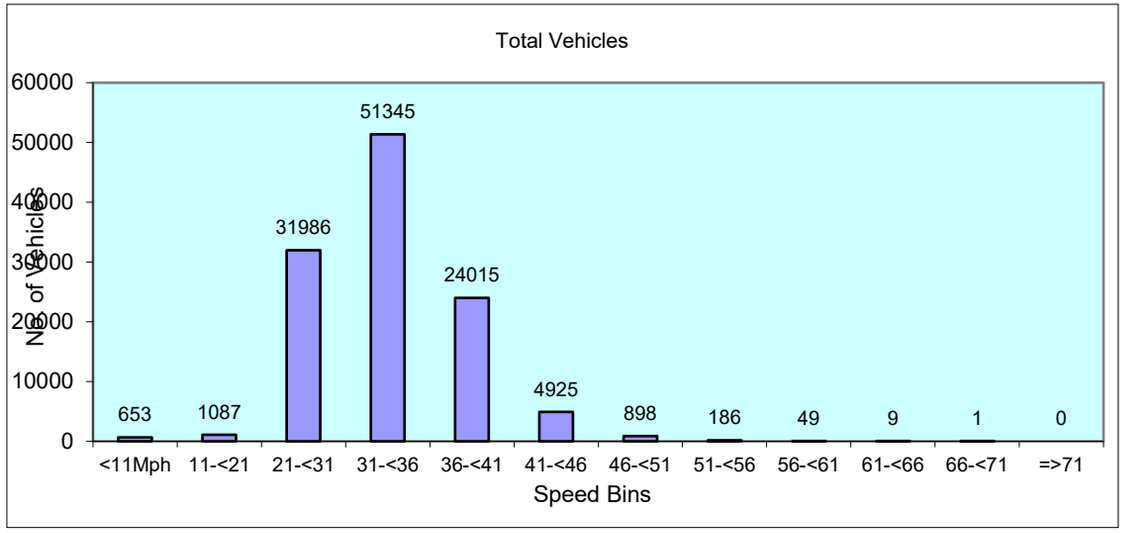
14393	MARKFIELD	Site No: 14393001	Location	A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound		

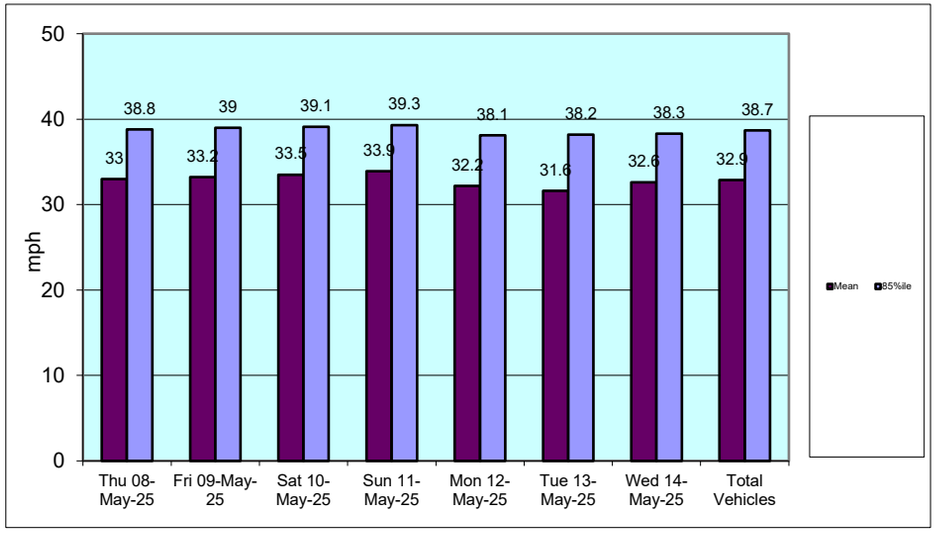
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 14-May-25																
00:00	**131**	38.9	33.1	6.2	0	0	39	57	26	6	1	2	0	0	0	0
01:00	**72**	38.6	32.5	6.6	0	1	24	31	9	6	0	1	0	0	0	0
02:00	**84**	39.5	34	6.7	0	1	19	35	23	3	1	1	1	0	0	0
03:00	**104**	35.9	31.7	6.2	0	0	43	46	6	6	3	0	0	0	0	0
04:00	**148**	38.6	32.3	6	0	0	55	56	28	8	1	0	0	0	0	0
05:00	**457**	39.4	33.9	5.8	0	0	103	213	106	24	10	0	1	0	0	0
06:00	**1076**	39.2	33.6	5.6	0	1	269	449	305	39	11	2	0	0	0	0
07:00	**1820**	36	30.5	6.7	30	91	622	808	242	25	2	0	0	0	0	0
08:00	**1512**	37.5	31.8	6	11	24	496	674	258	48	1	0	0	0	0	0
09:00	**1117**	37.3	32.4	5.2	0	2	330	565	195	22	3	0	0	0	0	0
10:00	**868**	37.5	32.2	5.7	0	2	294	402	134	27	7	2	0	0	0	0
11:00	**903**	36.6	31.6	5.7	0	6	345	402	123	19	6	0	2	0	0	0
12:00	**946**	37.9	32.1	5.7	0	6	323	416	156	41	4	0	0	0	0	0
13:00	**875**	37.6	32.2	5.5	0	2	285	408	148	30	2	0	0	0	0	0
14:00	**1172**	38.7	32.9	5.7	0	5	342	507	264	43	9	2	0	0	0	0
15:00	**1176**	38.6	33.3	5.4	0	0	285	590	238	50	13	0	0	0	0	0
16:00	**1553**	38.4	32.9	5.5	0	1	439	724	325	53	11	0	0	0	0	0
17:00	**1647**	38.8	33.2	5.6	0	3	422	767	376	62	13	4	0	0	0	0
18:00	**1363**	38.8	33.2	5.6	0	5	359	616	317	55	9	1	1	0	0	0
19:00	**698**	39.5	33.6	6	0	0	186	287	169	47	5	3	1	0	0	0
20:00	**459**	39.5	33.6	6	0	0	117	211	88	33	6	4	0	0	0	0
21:00	**343**	39.8	33.9	6	0	2	77	151	80	27	6	0	0	0	0	0
22:00	**409**	39.2	33.6	5.8	0	1	98	190	90	23	6	1	0	0	0	0
23:00	**288**	39.7	33.9	5.9	0	0	69	122	73	21	1	1	1	0	0	0
12H,7-19	**14952**	**38**	**32.3**	**5.8**	**41**	**147**	**4542**	**6879**	**2776**	**475**	**80**	**9**	**3**	**0**	**0**	**0**
16H,6-22	**17528**	**38.3**	**32.5**	**5.8**	**41**	**150**	**5191**	**7977**	**3418**	**621**	**108**	**18**	**4**	**0**	**0**	**0**
18H,6-24	**18225**	**38.3**	**32.6**	**5.8**	**41**	**151**	**5358**	**8289**	**3581**	**665**	**115**	**20**	**5**	**0**	**0**	**0**
24H,0-24	**19221**	**38.3**	**32.6**	**5.9**	**41**	**153**	**5641**	**8727**	**3779**	**718**	**131**	**24**	**7**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

14393	MARKFIELD	Site No: 14393001	Location A50 Eastbound, Markfield (East of M1)
Thu 08-May-25 to Wed 14-May-25		Channel: Eastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Daily Totals																
Thu 08-May-25	**17323**	38.8	33	5.7	0	26	5033	7466	3865	770	145	15	3	0	0	0
Fri 09-May-25	**16555**	39	33.2	5.8	1	25	4499	7352	3679	796	158	36	8	1	0	0
Sat 10-May-25	**13240**	39.1	33.5	5.7	1	20	3178	6249	2922	676	155	26	12	1	0	0
Sun 11-May-25	**11391**	39.3	33.9	5.6	0	12	2369	5464	2749	654	99	30	9	4	1	0
Mon 12-May-25	**18217**	38.1	32.2	6.1	148	186	5690	8056	3413	609	88	24	2	1	0	0
Tue 13-May-25	**19207**	38.2	31.6	7.2	462	665	5576	8031	3608	702	122	31	8	2	0	0
Wed 14-May-25	**19221**	38.3	32.6	5.9	41	153	5641	8727	3779	718	131	24	7	0	0	0
Total Vehicles																
[--]	**115154**	38.7	32.9	6.0	653	1087	31986	51345	24015	4925	898	186	49	9	1	0

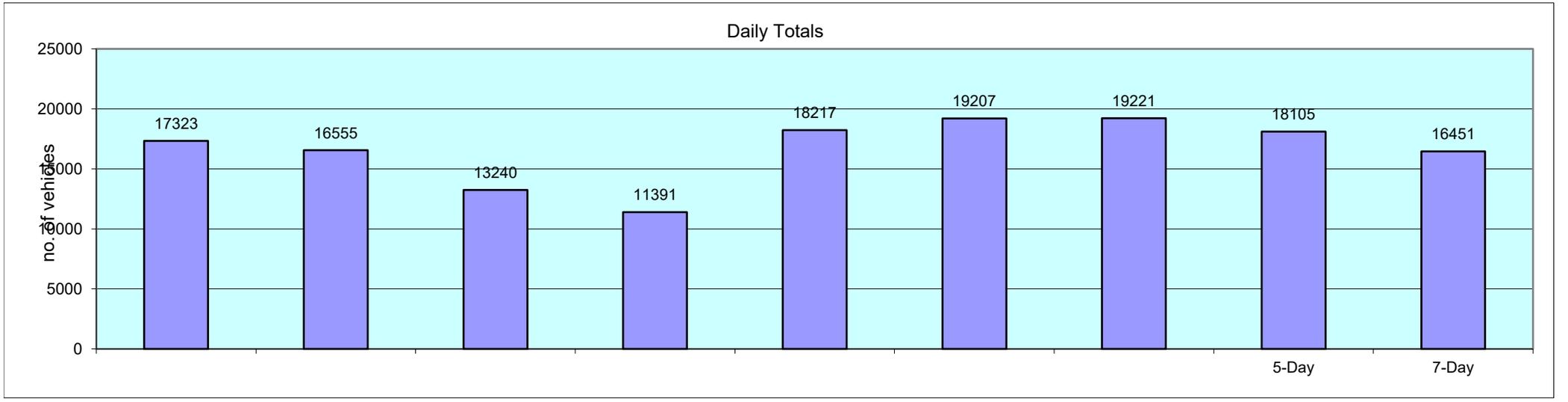




14393		MARKFIELD		Site No: 14393001 Channel: Eastbound		Location	A50 Eastbound, Markfield (East of M1)		
TIME PERIOD	Thu 08-May-25	Fri 09-May-25	Sat 10-May-25	Sun 11-May-25	Mon 12-May-25	Tue 13-May-25	Wed 14-May-25	5-Day Av	7-Day Av
Week Begin: 08-May-25									
00:00	**223**	141	161	186	89	120	131	141	150
01:00	**177**	134	120	105	60	90	72	107	108
02:00	**153**	113	110	82	44	93	84	97	97
03:00	**132**	79	91	87	71	82	104	94	92
04:00	**139**	150	107	77	132	140	148	142	128
05:00	**469**	460	312	227	432	461	457	456	403
06:00	**803**	785	329	229	978	1023	1076	933	746
07:00	**1568**	1169	436	301	1813	1759	1820	1626	1267
08:00	**1413**	1172	642	414	1523	1508	1512	1426	1169
09:00	**1008**	873	774	597	1251	1168	1117	1083	970
10:00	**801**	733	845	758	917	884	868	841	829
11:00	**785**	816	973	869	798	840	903	828	855
12:00	**754**	862	996	958	861	938	946	872	902
13:00	**808**	897	942	819	880	928	875	878	878
14:00	**994**	1018	898	780	1160	1167	1172	1102	1027
15:00	**1093**	1118	827	780	1177	1284	1176	1170	1065
16:00	**1256**	1273	833	711	1378	1626	1553	1417	1233
17:00	**1397**	1274	887	755	1589	1717	1647	1525	1324
18:00	**1124**	1250	952	885	1165	1316	1363	1244	1151
19:00	**666**	698	612	547	587	655	698	661	638
20:00	**518**	474	431	465	401	427	459	456	454
21:00	**354**	357	372	361	341	351	343	349	354
22:00	**398**	390	326	250	325	343	409	373	349
23:00	**290**	319	264	148	245	287	288	286	263
12H,7-19	**13001**	**12455**	**10005**	**8627**	**14512**	**15135**	**14952**	**14011**	**12670**
16H,6-22	**15342**	**14769**	**11749**	**10229**	**16819**	**17591**	**17528**	**16410**	**14861**
18H,6-24	**16030**	**15478**	**12339**	**10627**	**17389**	**18221**	**18225**	**17069**	**15473**
24H,0-24	**17323**	**16555**	**13240**	**11391**	**18217**	**19207**	**19221**	**18105**	**16451**
Am	**07:00**	**08:00**	**11:00**	**11:00**	**07:00**	**07:00**	**07:00**		
Peak	**1568**	**1172**	**973**	**869**	**1813**	**1759**	**1820**		
Pm	**17:00**	**17:00**	**12:00**	**12:00**	**17:00**	**17:00**	**17:00**		
Peak	**1397**	**1274**	**996**	**958**	**1589**	**1717**	**1647**		

Data produced by
Auto Surveys Ltd

14393		MARKFIELD		Site No: 14393001 Channel: Eastbound		Location	A50 Eastbound, Markfield (East of M1)		
TIME PERIOD	**Thu 08-May-25**	**Fri 09-May-25**	**Sat 10-May-25**	**Sun 11-May-25**	**Mon 12-May-25**	**Tue 13-May-25**	**Wed 14-May-25**	**5-Day Av**	**7-Day Av**



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					