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# Growth, Environment and Transport Modelling Services Contract

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## Land South of Desford

### Base Year Model Review

August 2026  
3851.256

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# Document Sign-off

## Control Details

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## Model Version

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| <b>Constrained / Unconstrained:</b> | NTEM Minimum  |
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# Contents

|           |                                                                     |           |
|-----------|---------------------------------------------------------------------|-----------|
| <b>1.</b> | <b>Overview .....</b>                                               | <b>3</b>  |
| 1.1.      | Introduction .....                                                  | 3         |
| <b>2.</b> | <b>PRTM Base Year Model Structure.....</b>                          | <b>5</b>  |
| 2.1.      | Zone System.....                                                    | 5         |
| 2.2.      | Highway Network Structure .....                                     | 6         |
| <b>3.</b> | <b>Journey Time, Link Flow and Screenline Flow Validation .....</b> | <b>8</b>  |
| 3.1.      | Link Flow Validation .....                                          | 8         |
| 3.2.      | Journey Time Validation .....                                       | 11        |
| 3.3.      | Screenline Flow Validation .....                                    | 15        |
| <b>4.</b> | <b>Summary.....</b>                                                 | <b>18</b> |
| <b>5.</b> | <b>Contact Details .....</b>                                        | <b>19</b> |
| <b>6.</b> | <b>Appendix A – Link Flow Performance .....</b>                     | <b>20</b> |
| <b>7.</b> | <b>Appendix B – Journey Time Route Performance .....</b>            | <b>23</b> |

## Table of Figures

|                                                                                  |    |
|----------------------------------------------------------------------------------|----|
| Figure 1.1: Location of the Proposed Development .....                           | 3  |
| Figure 1.2: Proposed Development Access Strategy .....                           | 4  |
| Figure 2.1: Highway Model Zone System .....                                      | 5  |
| Figure 2.2: PRTM2023 Highway Network .....                                       | 6  |
| Figure 3.1: Link Validation - AM Peak Hour.....                                  | 9  |
| Figure 3.2: Link Validation - PM Peak Hour.....                                  | 10 |
| Figure 3.3: Journey Route Time Validation - AM Peak Hour .....                   | 12 |
| Figure 3.4: Journey Time Route Validation - PM Peak Hour .....                   | 13 |
| Figure 3.5: 2023 Base Screenlines and Cordons .....                              | 17 |
| Figure 6.1: Link Validation - Non-TAG Compliant Links (AM & PM Peak Hours) ..... | 22 |
| Figure 7.1: A5460 Enderby Outbound Journey Time Graph .....                      | 23 |

## Table of Tables

|                                                                                                      |    |
|------------------------------------------------------------------------------------------------------|----|
| Table 2.1: Highway Network Link Coding Review .....                                                  | 7  |
| Table 2.2: Junction Coding Review .....                                                              | 7  |
| Table 3.1: TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines ..... | 8  |
| Table 3.2: Link Validation.....                                                                      | 11 |
| Table 3.3: TAG Journey Time Validation Criterion and Guideline.....                                  | 11 |
| Table 3.4: Journey Time Route Validation in the Vicinity of the Proposed Developments .....          | 14 |
| Table 3.5: Journey Time Route Validation.....                                                        | 14 |
| Table 3.6: TAG Screenline Flow Validation Criterion and Guideline .....                              | 15 |
| Table 3.7: Adjusted Screenline Flow Acceptability Guidelines.....                                    | 15 |
| Table 3.8: Screenline Flow Validation in the Vicinity of the Proposed Developments .....             | 15 |
| Table 3.9: Screenline Validation .....                                                               | 16 |
| Table 6.1: PRTM2023 Highway Model Link Flow Performance .....                                        | 20 |
| Table 6.2: PRTM2023 Highway Model Link Flow Performance .....                                        | 21 |

# 1. Overview

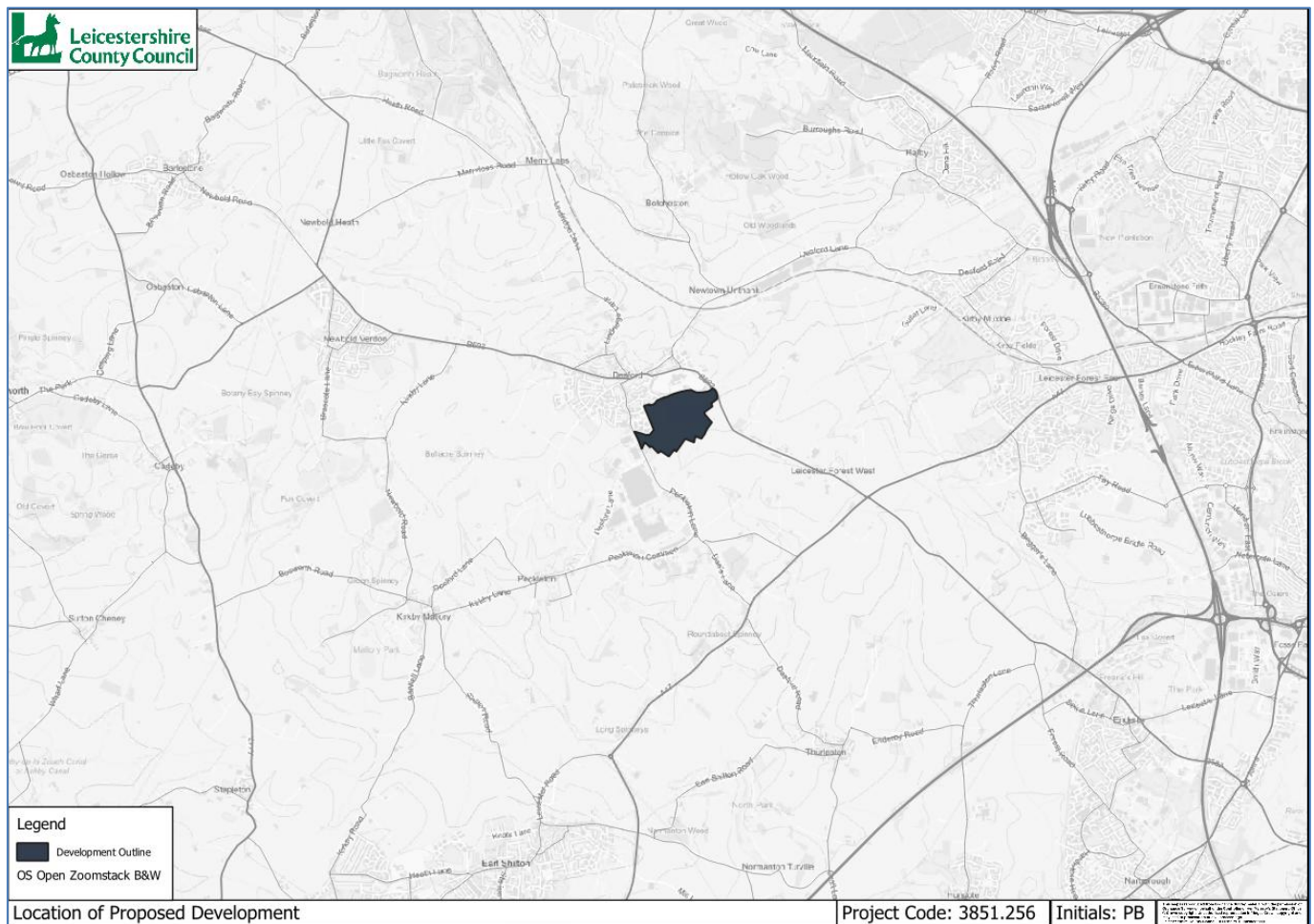
## 1.1. Introduction

1.1.1. This Base Year Model Review details the latest Pan Regional Transport Model's performance for the assessment of the Land South of Desford development. The proposed development is for up to 550 dwellings, located to the South of Desford.

1.1.2. It should be noted that the outline application is envisaged to consist of 550 dwellings, however an upper limit of proposed development will be tested which consists of:

- 600 dwellings,
- GP Surgery (1,000sqm),
- E-use Class Employment (500sqm).

1.1.3. Figure 1.1 shows the location of the proposed development.



**Figure 1.1: Location of the Proposed Development**

1.1.4. The proposed developed will be accessed via two new priority-controlled ghost island T-junctions on Peckleton Lane and Leicester Lane.

1.1.5. It is envisaged that the primary development access will be Peckleton Lane, with Leicester Lane serving as a secondary development access. The proposed accesses will be connected via an internal spine road with an assumed design speed of 20mph.

1.1.6. The development's proposed access strategy, and corresponding internal network, is shown in Figure 1.2.

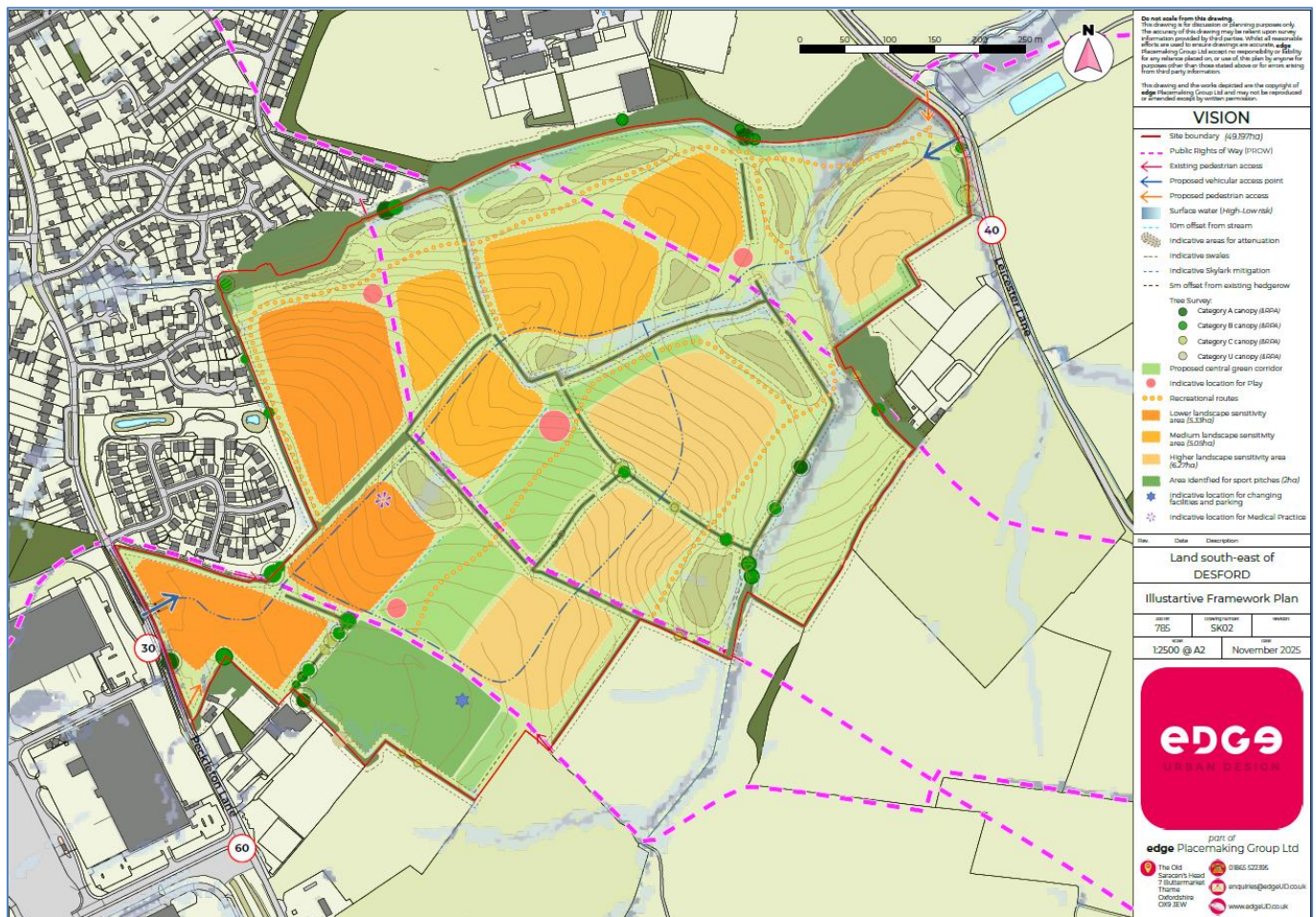


Figure 1.2: Proposed Development Access Strategy

- 1.1.7. Leicestershire County Council (Network and Data Intelligence Team) have been commissioned to undertake a strategic assessment of the development using the latest version of the Pan Regional Transport Model (PRTM2023 v1.0).
- 1.1.8. PRTM2023 is a strategic model which validates well to Government Transport Analysis Guidance (TAG) over the wider area. Despite this, and as TAG makes clear, it is necessary to review model validation in the context of the specific project being undertaken to ensure its suitability.
- 1.1.9. This document is the Base Year Model Review of the PRTM2023 base year of 2023. It presents the results of the base year calibration and validation performance in the vicinity of the proposed development.

## 2. PRTM Base Year Model Structure

### 2.1. Zone System

- 2.1.1. The PRTM2023 v1.0 zoning system is based on existing, and expected future, land-use and 2021 Census Geography.
- 2.1.2. Figure 2.1 shows the PRTM2023 zoning system and the location of the proposed development.
- 2.1.3. The existing zone network in the vicinity of the proposed development is deemed suitable for this application of the PRTM2023. The development will be contained within a development zone which will be connected to the existing highway network via the proposed access strategy shown in Figure 1.2.

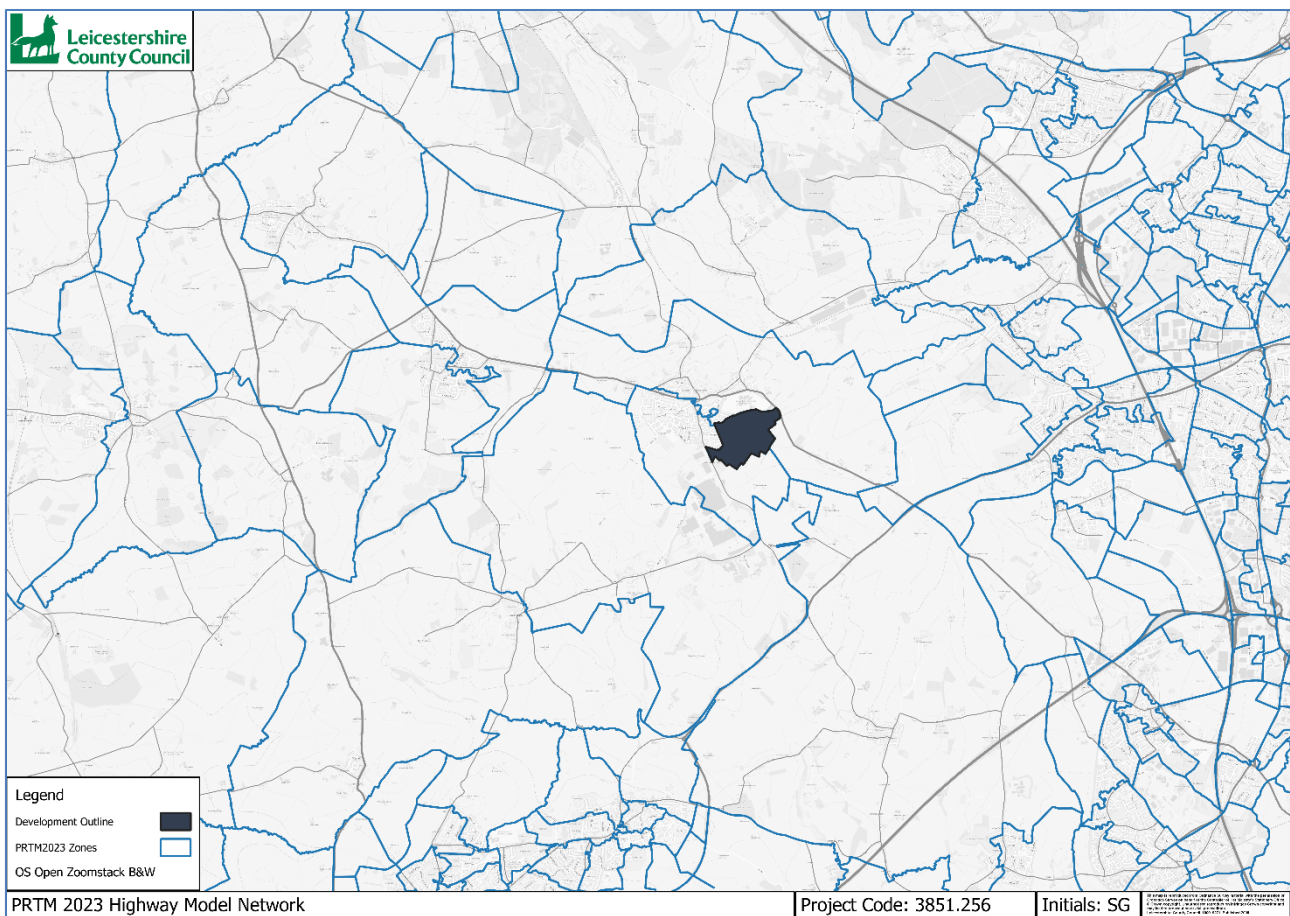


Figure 2.1: Highway Model Zone System

## 2.2. Highway Network Structure

- 2.2.1. The highway network has been reviewed within the vicinity of the proposed development.
- 2.2.2. Figure 2.2 shows the extent of the highway network close to the proposed development. As the PRTM is a strategic transport model not all links are included, with the more minor residential and rural links omitted.
- 2.2.3. Key roads and junctions close to the development have been reviewed in detail and compared to the PRTM Highway Coding Manual<sup>1</sup>. The link review included the coded distances, saturation flows and speed-flow curves (SFC, determining the speed on a link for a given traffic volume). The junction review included the number of lanes, turning movements, flare length (where applicable) and saturation flow for the key junctions in the vicinity of the proposed development.
- 2.2.4. Table 2.1 and Table 2.2 show the results of this review.
- 2.2.5. On review it was identified that Barns Way, located north of the development between the B582 Leicester Lane and Station Road, is not included within the PRTM2023 base network. For the purposes of this assessment, Barns Way will be added into the PRTM network alongside the Barns Way / B582 Leicester Lane mini-roundabout and the Barns Way / Station Road priority junction.
- 2.2.6. Aside from the absence of Barns Way, the coding of the network was found to be satisfactory, in line with the PRTM Highway Coding Manual and a good representation of the local network.

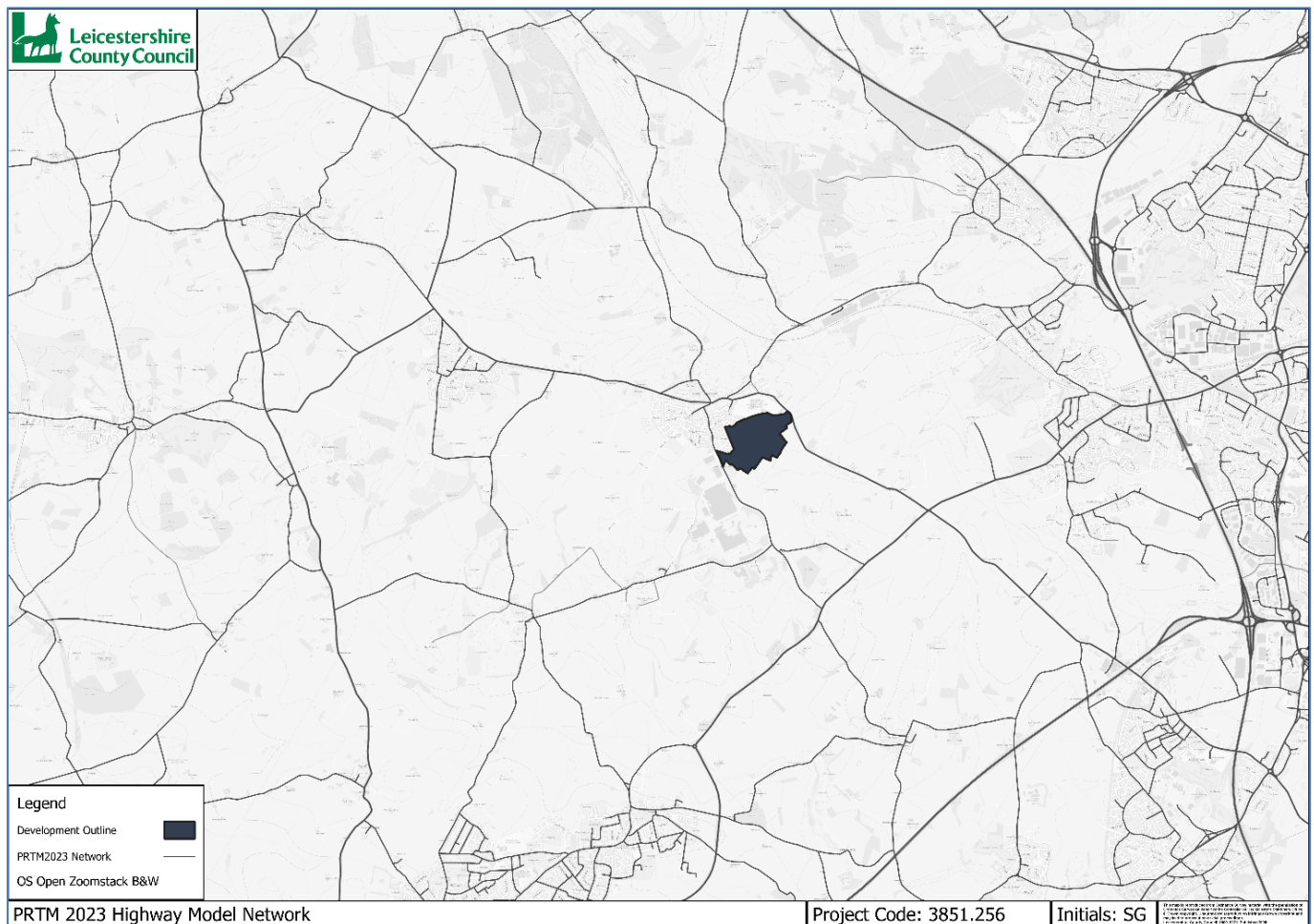


Figure 2.2: PRTM2023 Highway Network

<sup>1</sup> PRTM2023 Highway Coding Manual (June 2023)

| Links                              | Distance | Speed Flow<br>Curves | Capacity |
|------------------------------------|----------|----------------------|----------|
| Peckleton Lane                     | ✓        | ✓                    | ✓        |
| Dan's Lane                         | ✓        | ✓                    | ✓        |
| B582 Leicester Lane / Desford Road | ✓        | ✓                    | ✓        |
| High Street                        | ✓        | ✓                    | ✓        |
| Manor Road                         | ✓        | ✓                    | ✓        |
| Main Street                        | ✓        | ✓                    | ✓        |
| A47 Hinckley Road                  | ✓        | ✓                    | ✓        |

Table 2.1: Highway Network Link Coding Review

| Junctions                                                   | Lanes | Turning<br>Movements | Flare<br>Length | Saturation<br>Flows |
|-------------------------------------------------------------|-------|----------------------|-----------------|---------------------|
| Peckleton Common / Peckleton Lane                           | ✓     | ✓                    | ✓               | ✓                   |
| Peckleton Lane / High Street / Kirby Road                   | ✓     | ✓                    | ✓               | ✓                   |
| B582 Manor Road / Main Street/ High Street                  | ✓     | ✓                    | ✓               | ✓                   |
| B582 Hunts Lane / Manor Lane / Newbold Road                 | ✓     | ✓                    | ✓               | ✓                   |
| B582 Leicester Lane / Barns Way                             | x     | x                    | x               | x                   |
| Botcheston Road / Desford Lane                              | ✓     | ✓                    | ✓               | ✓                   |
| A47 Hinckley Road / B582 Leicester Lane / B582 Desford Road | ✓     | ✓                    | ✓               | ✓                   |
| A47 Hinckley Road / Dan's Lane                              | ✓     | ✓                    | ✓               | ✓                   |
| A47 Hinckley Road / Desford Road                            | ✓     | ✓                    | ✓               | ✓                   |
| A47 Leicester Road / A47 Hinckley Road / A47 Roundabout     | ✓     | ✓                    | ✓               | ✓                   |

Table 2.2: Junction Coding Review

### 3. Journey Time, Link Flow and Screenline Flow Validation

#### 3.1. Link Flow Validation

3.1.1. TAG compliance for traffic flows is governed by meeting the acceptability rules, displayed in Table 3.1, in at least 85% of cases:

| Criteria | Description of Criteria                                                     | Acceptability Guidelines |
|----------|-----------------------------------------------------------------------------|--------------------------|
| 1        | Individual flows within 100 veh/h of counts for flows less than 700 veh/h   | > 85% of cases           |
|          | Individual flows within 15% of counts for flows from 700 to 2,700 veh/h     | > 85% of cases           |
|          | Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h | > 85% of cases           |
| 2        | GEH < 5 for individual flows                                                | > 85% of cases           |

**Table 3.1: TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines**

3.1.2. A local area review of the 2023 base year highway model for the AM and PM peak hours is shown in Figure 3.1 and Figure 3.2. Green represents those links where the modelled flow passes TAG acceptability guidelines, blue represents links where the model is under assigning and red represents links where the model is over assigning.

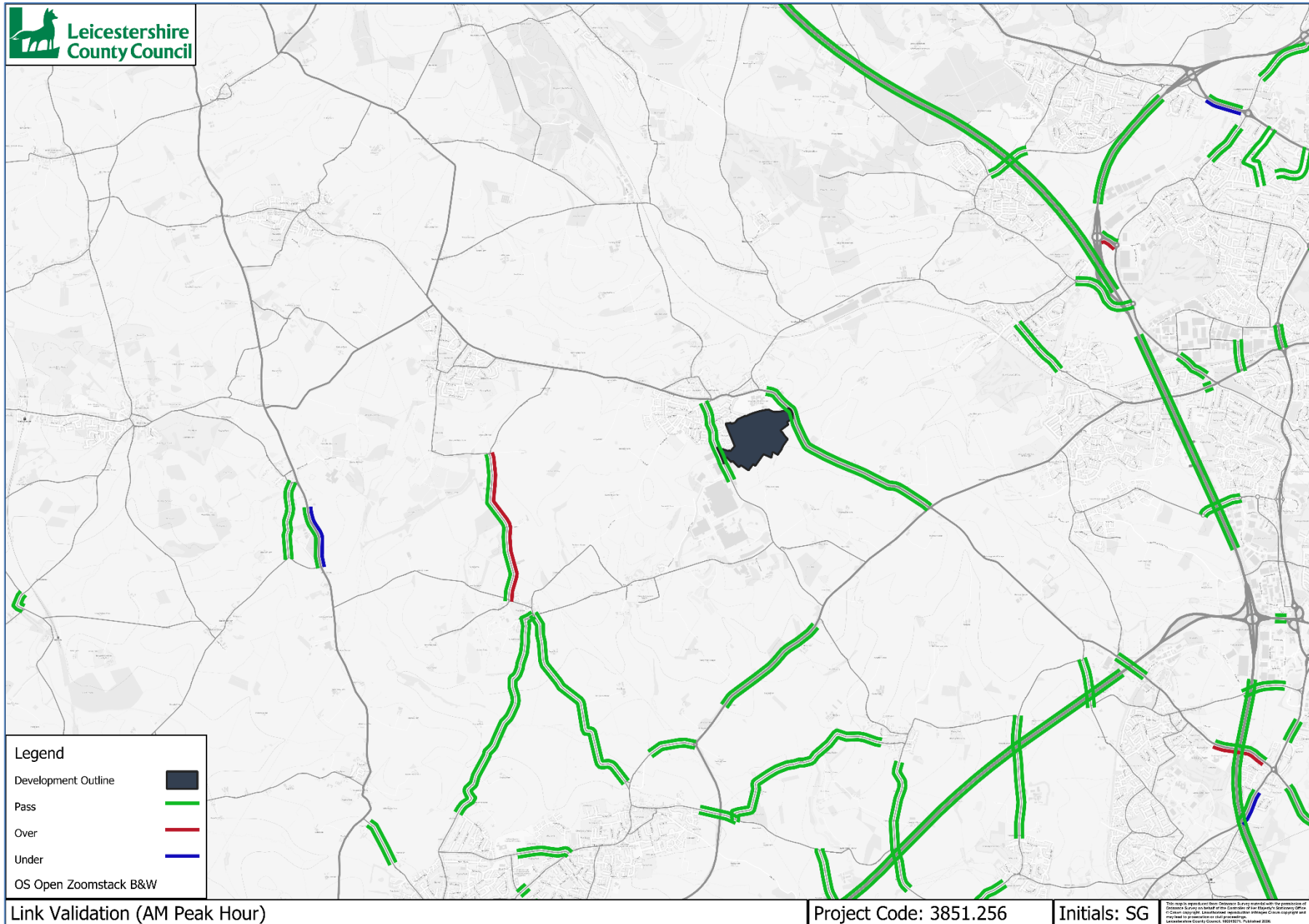


Figure 3.1: Link Validation - AM Peak Hour

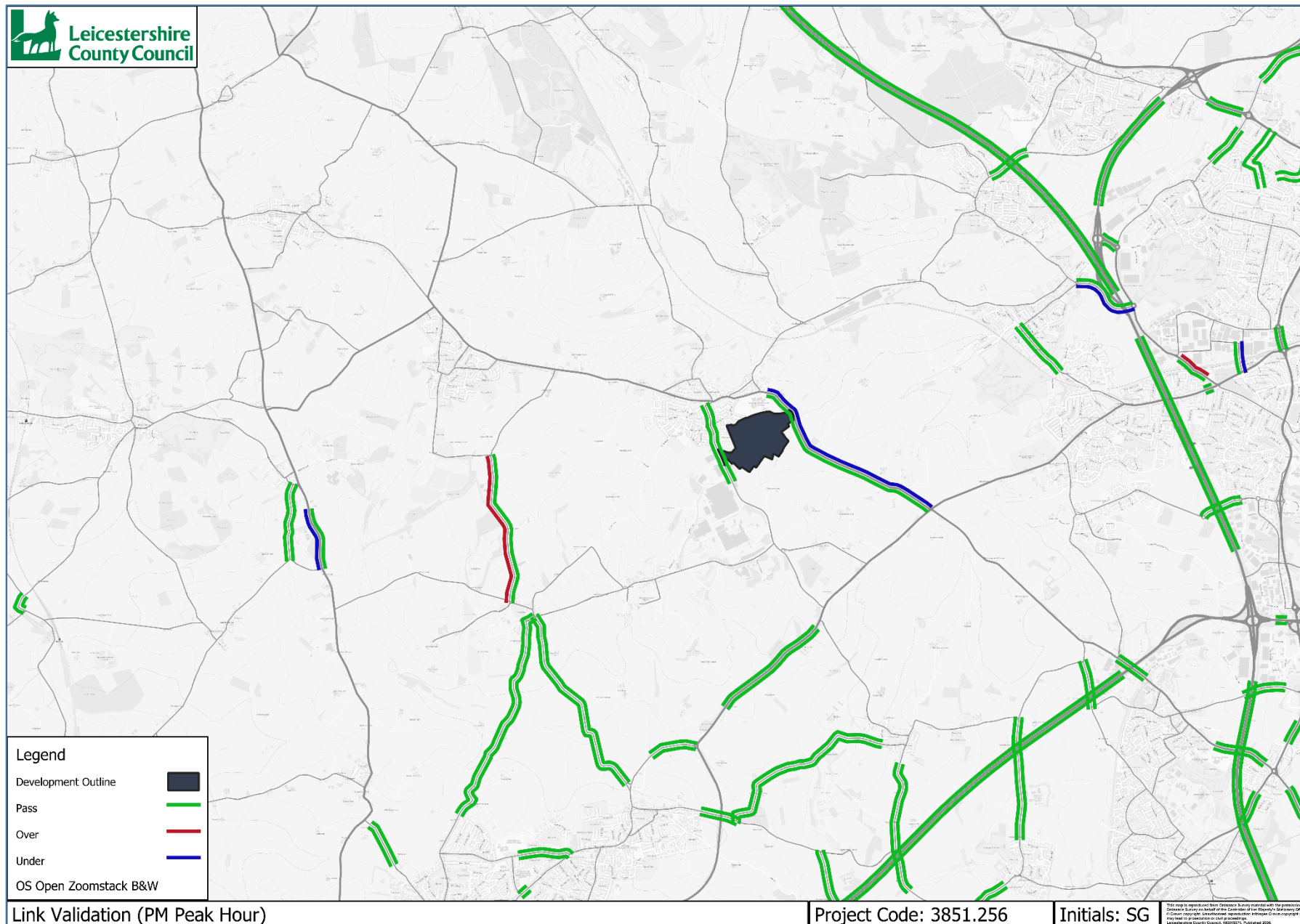


Figure 3.2: Link Validation - PM Peak Hour

3.1.3. Table 3.2 shows how PRTM2023 performs with respect to TAG on modelled versus observed link flows in the vicinity of the proposed development.

3.1.4. In both the AM and PM peak hours 94% of links meet the validation criteria.

|                 |                | AM  | PM  |
|-----------------|----------------|-----|-----|
| Number of Links | Pass           | 88  | 88  |
|                 | Over Assigned  | 3   | 2   |
|                 | Under Assigned | 3   | 4   |
| Percentage      | Pass           | 94% | 94% |
|                 | Over Assigned  | 3%  | 2%  |
|                 | Under Assigned | 3%  | 4%  |

Table 3.2: Link Validation

3.1.5. In the PM peak hour, the B582 Leicester Lane east of the development shows an under assignment of trips travelling south. This is likely in part due to the absence of Barns Way in the model network. However, when considering the quantum of network trips across the B582 Leicester Lane and Peckleton Lane, to the west of the development, together the TAG criteria is exceeded in both directions of travel in both the AM and PM peak hours.

3.1.6. Overall, the link flow performance meets and exceeds, in both the AM and PM Peak, the 85% threshold of counts required to pass against TAG guidance. Therefore, the link flow performance in the vicinity of the proposed development is satisfactory.

3.1.7. A table comparing observed and modelled link flow is included in Appendix A – Link Flow Performance.

## 3.2. Journey Time Validation

3.2.1. TAG compliance for modelled journey times is governed by meeting the acceptability criteria in Table 3.3:

| Criteria                                                                                                                          | Acceptability Guideline |
|-----------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Modelled times along routes should be within 15% of surveyed times (or within 1 minute of the observed times, if higher than 15%) | > 85% of routes         |

Table 3.3: TAG Journey Time Validation Criterion and Guideline

3.2.2. Figure 3.3 and Figure 3.4 show the journey time routes in the vicinity of the proposed development and whether they pass (green), are faster (blue) or slower (red) in the model than observed.

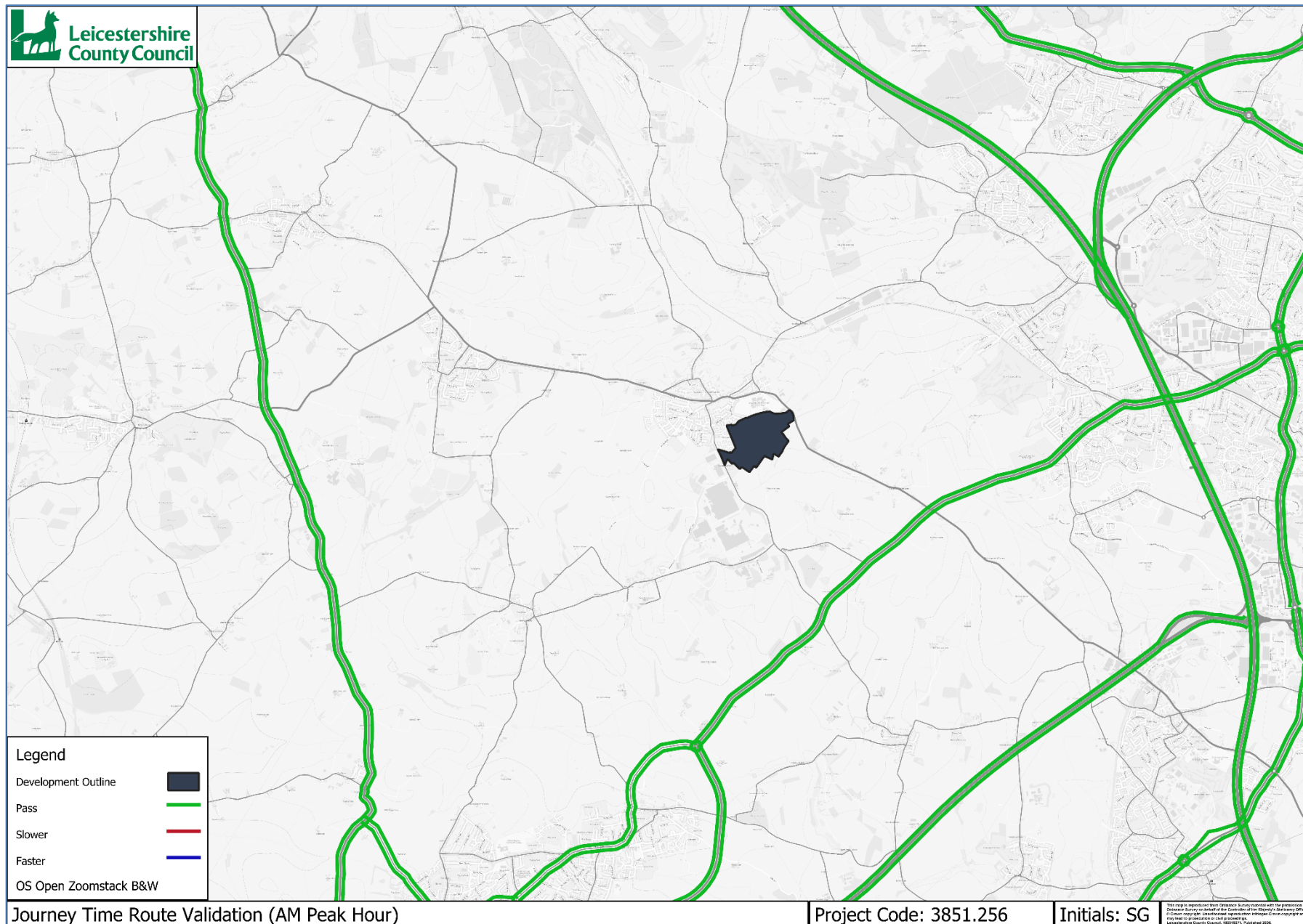


Figure 3.3: Journey Route Time Validation - AM Peak Hour

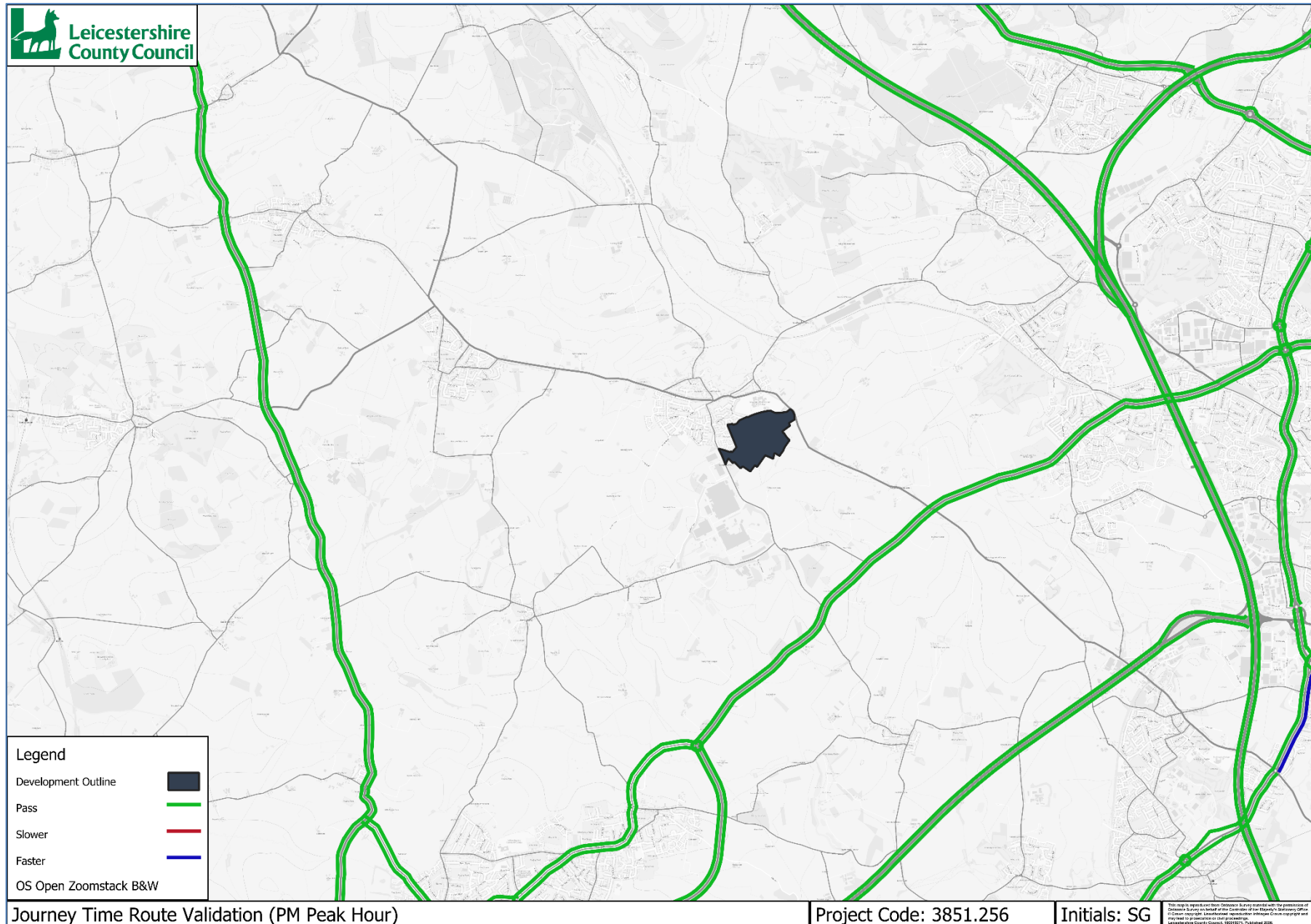


Figure 3.4: Journey Time Route Validation - PM Peak Hour

3.2.3. Table 3.4 shows the journey time performance in the 2023 base year model for the journey time routes in the vicinity of the proposed development.

| Route Name                              | Location               | Distance (km) |       | AM Peak Hour |       |        |        |      | PM Peak Hour |       |        |        |      |
|-----------------------------------------|------------------------|---------------|-------|--------------|-------|--------|--------|------|--------------|-------|--------|--------|------|
|                                         |                        | Obs.          | Mod.  | Obs.         | Mod.  | Diff   | %Diff  | TAG? | Obs.         | Mod.  | Diff   | %Diff  | TAG? |
| A447 (A47 to A511) Northbound           | Hinckley Borough       | 20.52         | 20.55 | 20:57        | 20:24 | -00:33 | -2.7%  | ✓    | 20:25        | 20:26 | 00:01  | 0.1%   | ✓    |
| A447 (A47 to A511) Southbound           | Hinckley Borough       | 20.50         | 20.55 | 22:19        | 21:17 | -01:02 | -4.6%  | ✓    | 21:23        | 20:48 | -00:35 | -2.8%  | ✓    |
| A46 (M1 to A1) Northbound               | Strategic              | 63.75         | 63.83 | 40:55        | 42:21 | 01:25  | 3.5%   | ✓    | 38:13        | 43:52 | 05:39  | 14.8%  | ✓    |
| A46 (M1 to A1) Southbound               | Strategic              | 63.42         | 63.51 | 40:37        | 43:55 | 03:18  | 8.1%   | ✓    | 39:01        | 42:03 | 03:02  | 7.8%   | ✓    |
| A47 (A5 to Leicester) Eastbound         | Hinckley Borough       | 17.62         | 17.81 | 20:15        | 21:16 | 01:00  | 4.9%   | ✓    | 19:44        | 21:58 | 02:14  | 11.3%  | ✓    |
| A47 (A5 to Leicester) Westbound         | Hinckley Borough       | 17.58         | 17.73 | 21:12        | 23:08 | 01:56  | 9.1%   | ✓    | 19:32        | 21:17 | 01:45  | 8.9%   | ✓    |
| A47 Leicester Forest East Inbound       | Leicester City         | 6.54          | 6.56  | 15:16        | 16:22 | 01:05  | 7.1%   | ✓    | 14:10        | 13:50 | -00:21 | -2.4%  | ✓    |
| A47 Leicester Forest East Outbound      | Leicester City         | 6.55          | 6.57  | 13:44        | 14:34 | 00:50  | 6.1%   | ✓    | 14:57        | 15:14 | 00:17  | 1.9%   | ✓    |
| A50 (A46 to M1) Northbound              | NW Leics               | 7.29          | 7.35  | 07:21        | 07:00 | -00:21 | -4.9%  | ✓    | 06:57        | 07:18 | 00:21  | 5.1%   | ✓    |
| A50 (A46 to M1) Southbound              | NW Leics               | 7.33          | 7.39  | 07:28        | 07:34 | 00:06  | 1.4%   | ✓    | 06:36        | 07:00 | 00:24  | 6.1%   | ✓    |
| A50 Groby Inbound                       | Leicester City         | 5.51          | 5.54  | 11:28        | 12:02 | 00:34  | 5.0%   | ✓    | 10:41        | 11:21 | 00:41  | 6.4%   | ✓    |
| A50 Groby Outbound                      | Leicester City         | 5.47          | 5.52  | 09:30        | 10:50 | 01:20  | 14.1%  | ✓    | 10:24        | 11:16 | 00:52  | 8.4%   | ✓    |
| A5460 Enderby Inbound                   | Leicester City         | 6.50          | 6.52  | 13:47        | 13:07 | -00:40 | -4.9%  | ✓    | 14:36        | 13:05 | -01:31 | -10.3% | ✓    |
| A5460 Enderby Outbound                  | Leicester City         | 6.41          | 6.43  | 12:48        | 13:17 | 00:28  | 3.7%   | ✓    | 15:36        | 13:12 | -02:24 | -15.4% | ✗    |
| A563 ORR1 Anti-Clockwise                | Leicester City         | 7.22          | 7.29  | 14:55        | 16:37 | 01:42  | 11.4%  | ✓    | 17:31        | 17:08 | -00:23 | -2.2%  | ✓    |
| A563 ORR1 Clockwise                     | Leicester City         | 7.26          | 7.30  | 16:55        | 16:37 | -00:18 | -1.7%  | ✓    | 15:11        | 16:06 | 00:54  | 6.0%   | ✓    |
| A563 ORR2 Anti-Clockwise                | Leicester City         | 8.40          | 8.51  | 14:01        | 15:38 | 01:37  | 11.5%  | ✓    | 14:29        | 15:02 | 00:33  | 3.8%   | ✓    |
| A563 ORR2 Clockwise                     | Leicester City         | 8.39          | 8.52  | 14:28        | 15:16 | 00:48  | 5.5%   | ✓    | 14:18        | 16:06 | 01:48  | 12.6%  | ✓    |
| B4114 (A5 to Leicester) Northbound      | Hinckley Borough       | 13.22         | 13.31 | 14:18        | 15:14 | 00:56  | 6.5%   | ✓    | 13:35        | 14:39 | 01:04  | 7.8%   | ✓    |
| B4114 (A5 to Leicester) Southbound      | Hinckley Borough       | 13.17         | 13.24 | 14:33        | 14:02 | -00:31 | -3.6%  | ✓    | 13:33        | 14:26 | 00:53  | 6.5%   | ✓    |
| B582 (A447 to B4114) Eastbound          | Hinckley Borough       | 15.75         | 15.79 | 23:19        | 22:26 | -00:53 | -3.8%  | ✓    | 21:46        | 23:09 | 01:23  | 6.3%   | ✓    |
| B582 (A447 to B4114) Westbound          | Hinckley Borough       | 15.74         | 15.79 | 20:32        | 21:24 | 00:52  | 4.2%   | ✓    | 20:15        | 21:04 | 00:49  | 4.0%   | ✓    |
| Leicester Road Northbound               | Barwell / Earl Shilton | 3.99          | 4.01  | 06:06        | 06:28 | 00:22  | 6.1%   | ✓    | 05:59        | 06:31 | 00:32  | 8.9%   | ✓    |
| Leicester Road Southbound               | Barwell / Earl Shilton | 3.99          | 4.01  | 05:55        | 06:46 | 00:51  | 14.5%  | ✓    | 06:06        | 06:43 | 00:36  | 9.9%   | ✓    |
| M1 (Jn16 to 26) Northbound              | Strategic              | 92.73         | 93.31 | 51:55        | 53:51 | 01:56  | 3.7%   | ✓    | 52:33        | 54:48 | 02:14  | 4.3%   | ✓    |
| M1 (Jn16 to 26) Southbound              | Strategic              | 91.02         | 93.31 | 58:15        | 54:42 | -03:33 | -6.1%  | ✓    | 52:42        | 53:07 | 00:25  | 0.8%   | ✓    |
| M69 / A46 (Kenilworth to M1) Northbound | Strategic              | 42.15         | 42.63 | 27:13        | 25:43 | -01:30 | -5.5%  | ✓    | 29:21        | 25:54 | -03:27 | -11.8% | ✓    |
| M69 / A46 (Kenilworth to M1) Southbound | Strategic              | 41.83         | 42.28 | 28:47        | 25:39 | -03:09 | -10.9% | ✓    | 25:17        | 25:10 | -00:07 | -0.5%  | ✓    |
| Mill Street / Shilton Road Eastbound    | Barwell / Earl Shilton | 2.66          | 2.67  | 04:47        | 04:32 | -00:15 | -5.3%  | ✓    | 04:17        | 04:33 | 00:16  | 6.4%   | ✓    |
| Mill Street / Shilton Road Westbound    | Barwell / Earl Shilton | 2.65          | 2.67  | 04:39        | 04:33 | -00:06 | -2.0%  | ✓    | 04:24        | 04:33 | 00:08  | 3.2%   | ✓    |
| Stapleton Lane / The Common Northbound  | Barwell / Earl Shilton | 2.49          | 2.51  | 03:45        | 04:03 | 00:18  | 7.9%   | ✓    | 03:42        | 04:04 | 00:22  | 10.0%  | ✓    |
| Stapleton Lane / The Common Southbound  | Barwell / Earl Shilton | 3.02          | 3.04  | 04:45        | 04:57 | 00:12  | 4.3%   | ✓    | 04:46        | 04:57 | 00:11  | 3.8%   | ✓    |

Table 3.4: Journey Time Route Validation in the Vicinity of the Proposed Developments

3.2.4. Table 3.5 shows the number of routes that pass the TAG criteria in the AM and PM peak hours. In the AM peak hour 100% of journey time routes meet the TAG criteria, with 97% passing in the PM peak hour.

|      | AM |      | PM |     |
|------|----|------|----|-----|
| Pass | 32 | 100% | 31 | 97% |
| Fail | 0  | 0%   | 1  | 3%  |

Table 3.5: Journey Time Route Validation

3.2.5. Graphs comparing observed and modelled journey times for the routes which fail are included in Appendix B – Journey Time Route Performance.

3.2.6. In the PM Peak hour this includes:

- A5460 Enderby Outbound (-15.4%, -2:24 minutes),

3.2.7. In the PM peak hour, the A5460 Enderby Outbound modelled journey time fails by 4 seconds. Due to the low magnitude of time in which the journey time route fails, alongside its proximity from the development, the modelled journey time route is not deemed to be detrimental to the assessment of the proposed development.

3.2.8. Overall, the journey time performance in the vicinity of the proposed development is considered satisfactory.

### 3.3. Screenline Flow Validation

3.3.1. TAG compliance for screenline flows is governed by meeting the acceptability criteria in Table 3.6:

| Criteria                                                                           | Acceptability Guideline                  |
|------------------------------------------------------------------------------------|------------------------------------------|
| Differences between modelled flows and counts should be less than 5% of the counts | All or nearly all screenlines (i.e. 95%) |

Table 3.6: TAG Screenline Flow Validation Criterion and Guideline

3.3.2. Screenlines are normally made up of 5 or more links. Within the PRTM2023, there are several screenlines / cordons with fewer than 5 count locations. It has been noted that such screenlines tend to fail the TAG acceptability guideline above, even when all the individual links meet TAG criteria. As a result, the guidelines have been adjusted for screenlines / cordons with fewer than 5 counts, see Table 3.7.

| Number of Counts | Acceptability Guidelines                      |
|------------------|-----------------------------------------------|
| 5 or more        | Within 5% or 100 vehicles of observed count   |
| 4                | Within 7.5% or 100 vehicles of observed count |
| 3                | Within 10% or 100 vehicles of observed count  |
| 2                | Within 12% or 100 vehicles of observed count  |
| 1                | Within 15% or 100 vehicles of observed count  |

Table 3.7: Adjusted Screenline Flow Acceptability Guidelines

3.3.3. For the purposes of this assessment, the criteria in Table 3.7 will be used in this review.

3.3.4. The PRTM2023 highway assignment model screenlines and cordons are shown in Figure 3.5.

3.3.5. Table 3.8 shows the screenline performance of the 2023 base year model in the vicinity of the proposed development.

| Screenline UID                                    | AM Peak Hour |       |      |       |      | PM Peak Hour |       |      |       |      |
|---------------------------------------------------|--------------|-------|------|-------|------|--------------|-------|------|-------|------|
|                                                   | Obs.         | Mod.  | Diff | %Diff | TAG? | Obs.         | Mod.  | Diff | %Diff | TAG? |
| Leicester-Hinckley ScL Northbound                 | 4458         | 4353  | -105 | -2%   | ✓    | 3938         | 3928  | -10  | 0%    | ✓    |
| Leicester-Hinckley ScL Southbound                 | 3638         | 3618  | -19  | -1%   | ✓    | 4500         | 4499  | 0    | 0%    | ✓    |
| Barwell-Earl Shilton Cordon Inbound               | 1614         | 1619  | 4    | 0%    | ✓    | 2386         | 2397  | 11   | 0%    | ✓    |
| Barwell-Earl Shilton Cordon Outbound              | 2376         | 2370  | -5   | 0%    | ✓    | 1642         | 1655  | 13   | 1%    | ✓    |
| Leicester City Outer Cordon Inbound               | 20855        | 20604 | -251 | -1%   | ✓    | 17962        | 17887 | -75  | 0%    | ✓    |
| Leicester City Outer Cordon Outbound              | 16371        | 16494 | 123  | 1%    | ✓    | 20327        | 20559 | 232  | 1%    | ✓    |
| Leicestershire T-Line (West) Northbound           | 7870         | 7828  | -42  | -1%   | ✓    | 8852         | 8834  | -18  | 0%    | ✓    |
| Leicestershire T-Line (West) Southbound           | 8605         | 8602  | -3   | 0%    | ✓    | 7629         | 7718  | 89   | 1%    | ✓    |
| Leicestershire T-Line (Leicester City) Northbound | 14899        | 14810 | -89  | -1%   | ✓    | 13425        | 13535 | 110  | 1%    | ✓    |
| Leicestershire T-Line (Leicester City) Southbound | 13713        | 13727 | 14   | 0%    | ✓    | 14846        | 14861 | 15   | 0%    | ✓    |
| Leicestershire S-Line (South) Eastbound           | 7036         | 6712  | -324 | -5%   | ✓    | 7019         | 6776  | -243 | -3%   | ✓    |
| Leicestershire S-Line (South) Westbound           | 6625         | 6594  | -31  | 0%    | ✓    | 7375         | 7118  | -257 | -3%   | ✓    |
| M1 Screenline (North) Eastbound                   | 12852        | 12933 | 81   | 1%    | ✓    | 11996        | 12065 | 69   | 1%    | ✓    |
| M1 Screenline (North) Westbound                   | 11275        | 11338 | 62   | 1%    | ✓    | 12150        | 12183 | 33   | 0%    | ✓    |
| M1 Screenline (South) Eastbound                   | 6196         | 6090  | -107 | -2%   | ✓    | 7087         | 7033  | -54  | -1%   | ✓    |
| M1 Screenline (South) Westbound                   | 6860         | 6870  | 11   | 0%    | ✓    | 6664         | 6779  | 116  | 2%    | ✓    |
| Barwell-Earl Shilton ScL Eastbound                | 474          | 461   | -13  | -3%   | ✓    | 566          | 566   | 0    | 0%    | ✓    |
| Barwell-Earl Shilton ScL Westbound                | 609          | 637   | 28   | 5%    | ✓    | 463          | 472   | 9    | 2%    | ✓    |
| Leicester West ScL Northbound                     | 5263         | 5092  | -171 | -3%   | ✓    | 5227         | 5177  | -50  | -1%   | ✓    |
| Leicester West ScL Southbound                     | 5557         | 5425  | -131 | -2%   | ✓    | 5176         | 5204  | 28   | 1%    | ✓    |
| M69 East - ScL Northbound                         | 3101         | 3068  | -34  | -1%   | ✓    | 2991         | 2910  | -81  | -3%   | ✓    |
| M69 East - ScL Southbound                         | 2823         | 2795  | -28  | -1%   | ✓    | 3343         | 3291  | -52  | -2%   | ✓    |

Table 3.8: Screenline Flow Validation in the Vicinity of the Proposed Developments

3.3.6. Table 3.9 shows the number of routes that pass the TAG criteria; 100% of screenlines meet the TAG criteria in both the AM and PM peak hours. Therefore, the screenline performance in the vicinity of the proposed development is considered satisfactory.

|      | AM |      | PM |      |
|------|----|------|----|------|
| Pass | 22 | 100% | 22 | 100% |
| Fail | 0  | 0%   | 0  | 0%   |

**Table 3.9: Screenline Validation**

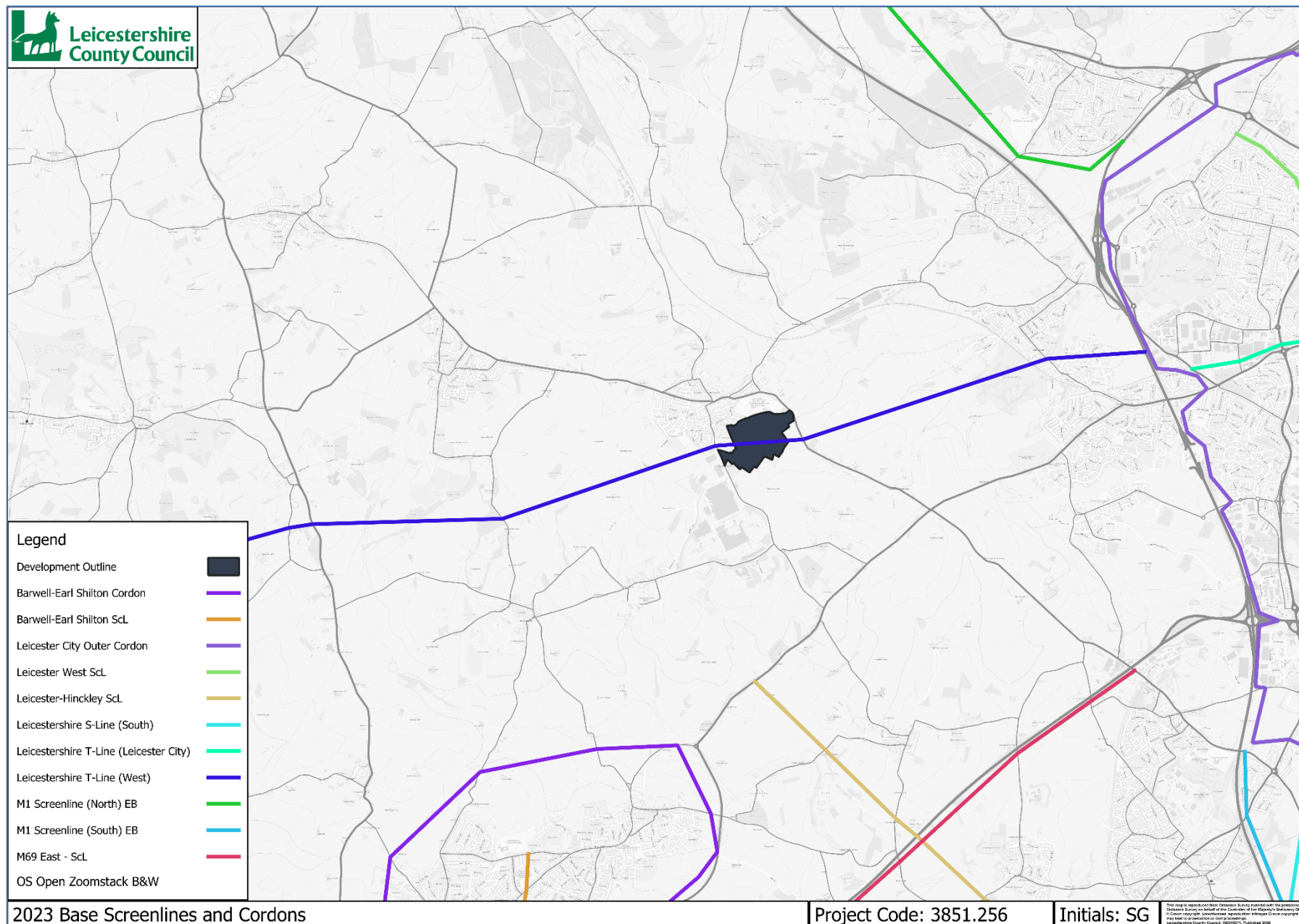


Figure 3.5: 2023 Base Screenlines and Cords

## 4. Summary

- 4.1.1. This base year highway model review is focused on assessing the suitability of the PRTM for the assessment of the Land South of Desford development in the AM and PM peak hours.
- 4.1.2. The review has considered many elements of the model, including modelled link flow and journey time against data collected as part of the model development; zone system; network structure; and coding in the vicinity of the proposed development.
- 4.1.3. The model zone system is considered to contain sufficient detail for a strategic assessment of the proposed development. It is suggested that the proposed development is contained within a new development zone to allow for detailed analysis and reporting of development trips. This development zone will be connected to the existing highway network via the proposed access strategy outlined in Figure 1.2.
- 4.1.4. The highway network close to the proposed development, including key junctions, have been reviewed. Barns Way was noted as missing from the PRTM2023 base network. This link alongside its junctions with the B582 Leicester Lane and Station Road will be included within the network for the purposes of this assessment.
- 4.1.5. Overall, aside from the noted network discrepancy, the network is considered suitable for the assessment.
- 4.1.6. In the link flow performance, 94 counts were considered in the vicinity of the proposed development. In both the AM and PM peak hours, 94% of links pass therefore both time periods exceed the 85% TAG criterion. The link flow performance in the vicinity of the proposed development is satisfactory.
- 4.1.7. In respect of journey time routes, in the AM peak hour 100% of routes pass the TAG criterion and in the PM peak hour 97% of routes pass. As both peak hours exceed the 85% TAG criterion the journey time performance in the vicinity of the proposed development is considered satisfactory.
- 4.1.8. In the screenline performance, in the AM and PM peak hours, 100% of screenlines meet the TAG criterion. Therefore, the screenline performance in the vicinity of the proposed development is considered satisfactory.
- 4.1.9. Based on this base year model review the PRTM is considered suitable for the strategic assessment of the proposed Land South of Desford development.

## 5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Environment & Transport Department Commissioning Framework  
Network Data & Intelligence  
Growth, Environment & Transport Department  
Leicestershire County Council

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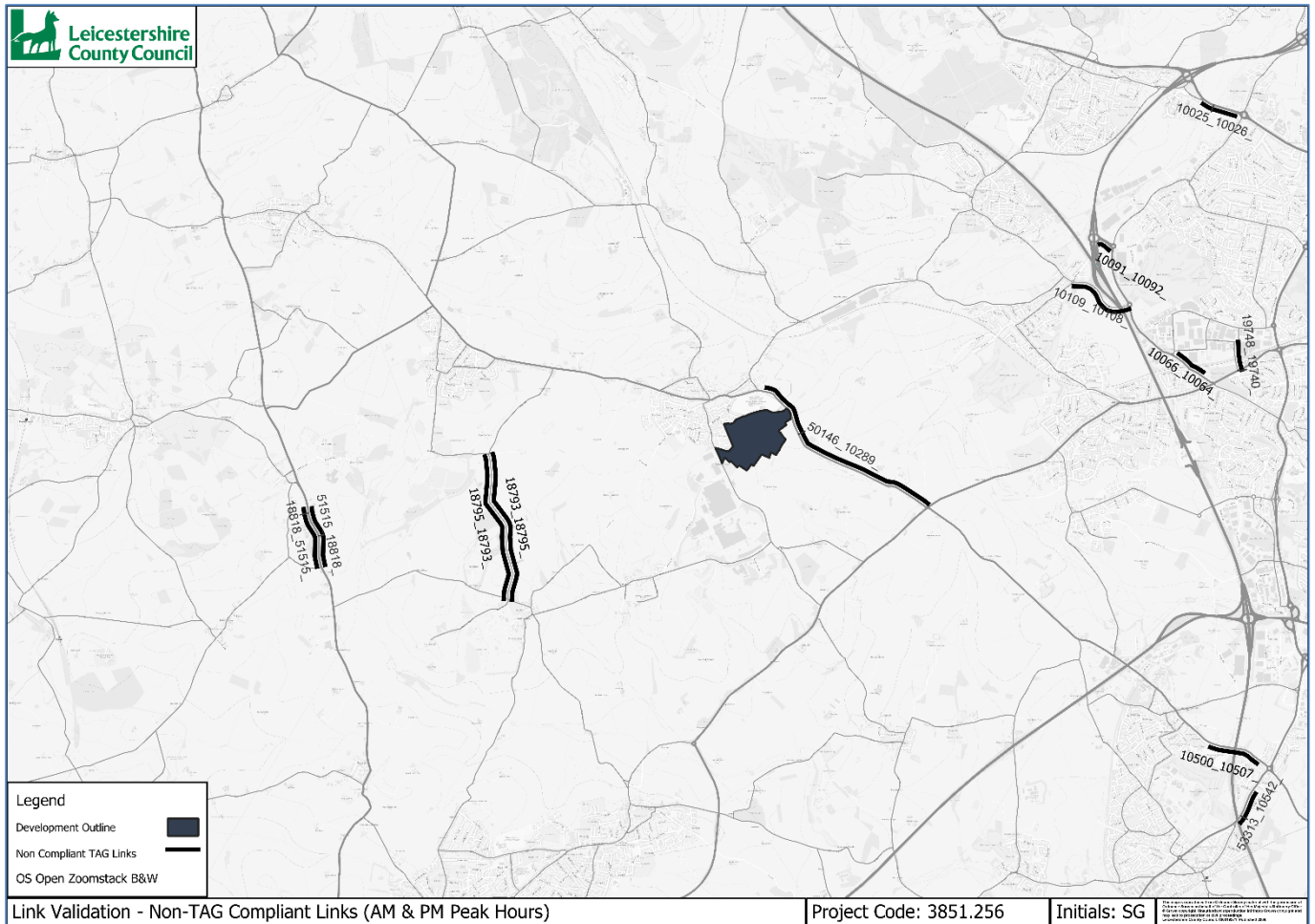
## 6. Appendix A – Link Flow Performance

| A-Node | B-Node | AM Peak Hour |      |      |         |     |      | PM Peak Hour |      |      |         |      |      |
|--------|--------|--------------|------|------|---------|-----|------|--------------|------|------|---------|------|------|
|        |        | Obs.         | Mod. | Diff | %Diff   | GEH | TAG? | Obs.         | Mod. | Diff | %Diff   | GEH  | TAG? |
| 10091  | 10092  | 814          | 973  | 159  | 19.5%   | 5   | x    | 865          | 992  | 126  | 14.6%   | 4.1  | ✓    |
| 10500  | 10507  | 682          | 830  | 148  | 21.8%   | 5   | x    | 600          | 608  | 7    | 1.2%    | 0.3  | ✓    |
| 18793  | 18795  | 96           | 227  | 131  | 136.9%  | 10  | x    | 67           | 132  | 65   | 96.8%   | 6.5  | ✓    |
| 10049  | 10002  | 146          | 159  | 13   | 8.9%    | 1   | ✓    | 83           | 100  | 17   | 21.1%   | 1.8  | ✓    |
| 10006  | 10005  | 79           | 114  | 35   | 43.7%   | 4   | ✓    | 87           | 113  | 25   | 28.9%   | 2.5  | ✓    |
| 10005  | 10006  | 77           | 62   | -15  | -19.5%  | 2   | ✓    | 37           | 20   | -17  | -46.8%  | 3.3  | ✓    |
| 51140  | 10021  | 527          | 525  | -1   | -0.3%   | 0   | ✓    | 417          | 414  | -3   | -0.8%   | 0.2  | ✓    |
| 10059  | 10023  | 572          | 559  | -13  | -2.3%   | 1   | ✓    | 480          | 483  | 3    | 0.6%    | 0.1  | ✓    |
| 10026  | 10025  | 1557         | 1640 | 83   | 5.3%    | 2   | ✓    | 861          | 973  | 112  | 13.0%   | 3.7  | ✓    |
| 10002  | 10049  | 39           | 0    | -39  | -100.0% | 9   | ✓    | 29           | 0    | -29  | -100.0% | 7.6  | ✓    |
| 10023  | 10059  | 537          | 539  | 2    | 0.3%    | 0   | ✓    | 611          | 610  | -1   | -0.1%   | 0.0  | ✓    |
| 10066  | 10064  | 645          | 647  | 2    | 0.3%    | 0   | ✓    | 462          | 591  | 129  | 27.9%   | 5.6  | x    |
| 10064  | 10066  | 565          | 623  | 58   | 10.3%   | 2   | ✓    | 533          | 613  | 80   | 15.1%   | 3.4  | ✓    |
| 10096  | 10093  | 945          | 856  | -89  | -9.4%   | 3   | ✓    | 973          | 864  | -108 | -11.1%  | 3.6  | ✓    |
| 51083  | 10107  | 3087         | 3157 | 70   | 2.3%    | 1   | ✓    | 3085         | 3082 | -3   | -0.1%   | 0.1  | ✓    |
| 10109  | 10108  | 406          | 307  | -100 | -24.5%  | 5   | ✓    | 869          | 660  | -209 | -24.0%  | 7.6  | x    |
| 10108  | 10109  | 814          | 689  | -126 | -15.4%  | 5   | ✓    | 472          | 469  | -2   | -0.5%   | 0.1  | ✓    |
| 10126  | 10115  | 405          | 372  | -33  | -8.1%   | 2   | ✓    | 402          | 441  | 39   | 9.7%    | 1.9  | ✓    |
| 10115  | 10126  | 310          | 304  | -6   | -2.1%   | 0   | ✓    | 323          | 352  | 29   | 9.0%    | 1.6  | ✓    |
| 10248  | 10216  | 189          | 247  | 58   | 30.8%   | 4   | ✓    | 116          | 168  | 52   | 44.4%   | 4.3  | ✓    |
| 10238  | 10236  | 701          | 797  | 96   | 13.7%   | 4   | ✓    | 905          | 931  | 25   | 2.8%    | 0.8  | ✓    |
| 10236  | 10238  | 855          | 899  | 44   | 5.2%    | 1   | ✓    | 825          | 818  | -7   | -0.8%   | 0.2  | ✓    |
| 10216  | 10248  | 103          | 96   | -7   | -6.9%   | 1   | ✓    | 182          | 264  | 81   | 44.7%   | 5.5  | ✓    |
| 50146  | 10289  | 553          | 524  | -29  | -5.3%   | 1   | ✓    | 510          | 394  | -117 | -22.9%  | 5.5  | x    |
| 50627  | 10381  | 3128         | 2981 | -147 | -4.7%   | 3   | ✓    | 3082         | 2952 | -130 | -4.2%   | 2.4  | ✓    |
| 10419  | 10408  | 644          | 626  | -18  | -2.8%   | 1   | ✓    | 659          | 695  | 37   | 5.6%    | 1.4  | ✓    |
| 10478  | 10414  | 267          | 277  | 10   | 3.7%    | 1   | ✓    | 164          | 179  | 15   | 9.1%    | 1.1  | ✓    |
| 10408  | 10419  | 755          | 750  | -4   | -0.5%   | 0   | ✓    | 652          | 636  | -15  | -2.4%   | 0.6  | ✓    |
| 50068  | 10421  | 158          | 127  | -31  | -19.4%  | 3   | ✓    | 65           | 42   | -23  | -35.4%  | 3.1  | ✓    |
| 10458  | 10442  | 1928         | 2014 | 86   | 4.5%    | 2   | ✓    | 1362         | 1514 | 152  | 11.1%   | 4.0  | ✓    |
| 10470  | 10456  | 623          | 568  | -55  | -8.8%   | 2   | ✓    | 626          | 701  | 75   | 12.0%   | 2.9  | ✓    |
| 10442  | 10458  | 1441         | 1516 | 75   | 5.2%    | 2   | ✓    | 2097         | 2228 | 131  | 6.3%    | 2.8  | ✓    |
| 10456  | 10470  | 436          | 471  | 36   | 8.2%    | 2   | ✓    | 427          | 395  | -33  | -7.7%   | 1.6  | ✓    |
| 10414  | 10478  | 207          | 245  | 38   | 18.4%   | 3   | ✓    | 429          | 440  | 11   | 2.6%    | 0.5  | ✓    |
| 10507  | 10500  | 448          | 424  | -24  | -5.3%   | 1   | ✓    | 486          | 497  | 12   | 2.4%    | 0.5  | ✓    |
| 51398  | 10511  | 1034         | 1052 | 18   | 1.7%    | 1   | ✓    | 998          | 1000 | 2    | 0.2%    | 0.0  | ✓    |
| 10616  | 10590  | 212          | 204  | -7   | -3.5%   | 1   | ✓    | 188          | 175  | -13  | -7.1%   | 1.0  | ✓    |
| 10639  | 10598  | 64           | 60   | -4   | -6.0%   | 0   | ✓    | 69           | 76   | 7    | 10.0%   | 0.8  | ✓    |
| 50069  | 10598  | 59           | 28   | -31  | -52.8%  | 5   | ✓    | 67           | 49   | -19  | -27.6%  | 2.4  | ✓    |
| 10590  | 10616  | 142          | 126  | -16  | -11.5%  | 1   | ✓    | 211          | 228  | 16   | 7.7%    | 1.1  | ✓    |
| 18861  | 10637  | 105          | 25   | -80  | -76.0%  | 10  | ✓    | 76           | 12   | -64  | -84.6%  | 9.7  | ✓    |
| 10598  | 10639  | 68           | 63   | -5   | -6.8%   | 1   | ✓    | 80           | 70   | -10  | -13.0%  | 1.2  | ✓    |
| 18739  | 18617  | 530          | 549  | 19   | 3.6%    | 1   | ✓    | 427          | 374  | -53  | -12.4%  | 2.6  | ✓    |
| 50067  | 18726  | 229          | 231  | 2    | 0.9%    | 0   | ✓    | 249          | 219  | -30  | -12.0%  | 1.9  | ✓    |
| 18617  | 18739  | 452          | 408  | -44  | -9.8%   | 2   | ✓    | 462          | 497  | 35   | 7.6%    | 1.6  | ✓    |
| 18795  | 18793  | 67           | 143  | 76   | 114.1%  | 7   | ✓    | 85           | 224  | 140  | 164.7%  | 11.2 | x    |
| 18816  | 18815  | 24           | 65   | 41   | 167.7%  | 6   | ✓    | 32           | 99   | 67   | 209.1%  | 8.3  | ✓    |

Table 6.1: PRTM2023 Highway Model Link Flow Performance

| A-Node | B-Node | AM Peak Hour |      |      |        |     |      | PM Peak Hour |      |      |        |     |      |
|--------|--------|--------------|------|------|--------|-----|------|--------------|------|------|--------|-----|------|
|        |        | Obs.         | Mod. | Diff | %Diff  | GEH | TAG? | Obs.         | Mod. | Diff | %Diff  | GEH | TAG? |
| 18815  | 18816  | 31           | 118  | 87   | 278.8% | 10  | ✓    | 50           | 50   | 0    | -0.2%  | 0.0 | ✓    |
| 18848  | 18823  | 48           | 110  | 62   | 127.7% | 7   | ✓    | 49           | 73   | 24   | 48.9%  | 3.1 | ✓    |
| 18912  | 18835  | 93           | 74   | -19  | -20.5% | 2   | ✓    | 88           | 54   | -34  | -38.9% | 4.1 | ✓    |
| 18940  | 18836  | 87           | 115  | 28   | 32.5%  | 3   | ✓    | 39           | 77   | 38   | 97.6%  | 5.0 | ✓    |
| 18823  | 18848  | 54           | 106  | 52   | 96.7%  | 6   | ✓    | 27           | 67   | 40   | 145.6% | 5.8 | ✓    |
| 50080  | 18859  | 496          | 523  | 26   | 5.3%   | 1   | ✓    | 800          | 798  | -2   | -0.2%  | 0.1 | ✓    |
| 50070  | 18860  | 13           | 11   | -2   | -15.0% | 1   | ✓    | 17           | 30   | 13   | 78.6%  | 2.7 | ✓    |
| 51520  | 18860  | 120          | 120  | 1    | 0.5%   | 0   | ✓    | 74           | 67   | -7   | -9.4%  | 0.8 | ✓    |
| 10637  | 18861  | 54           | 23   | -31  | -57.3% | 5   | ✓    | 99           | 37   | -61  | -62.2% | 7.4 | ✓    |
| 18877  | 18862  | 304          | 302  | -1   | -0.5%  | 0   | ✓    | 207          | 220  | 13   | 6.3%   | 0.9 | ✓    |
| 18862  | 18877  | 185          | 182  | -2   | -1.3%  | 0   | ✓    | 327          | 320  | -7   | -2.2%  | 0.4 | ✓    |
| 18919  | 18904  | 168          | 162  | -6   | -3.9%  | 1   | ✓    | 126          | 127  | 1    | 0.9%   | 0.1 | ✓    |
| 18835  | 18912  | 114          | 74   | -39  | -34.7% | 4   | ✓    | 121          | 75   | -47  | -38.3% | 4.7 | ✓    |
| 51463  | 18914  | 375          | 315  | -60  | -16.0% | 3   | ✓    | 285          | 253  | -32  | -11.1% | 1.9 | ✓    |
| 18904  | 18919  | 146          | 143  | -3   | -1.8%  | 0   | ✓    | 127          | 126  | -1   | -1.0%  | 0.1 | ✓    |
| 18943  | 18936  | 147          | 210  | 63   | 43.0%  | 5   | ✓    | 212          | 237  | 25   | 12.0%  | 1.7 | ✓    |
| 18836  | 18940  | 53           | 97   | 44   | 83.5%  | 5   | ✓    | 63           | 117  | 54   | 86.2%  | 5.7 | ✓    |
| 18936  | 18943  | 252          | 255  | 3    | 1.1%   | 0   | ✓    | 165          | 227  | 62   | 37.5%  | 4.4 | ✓    |
| 19728  | 19709  | 1309         | 1286 | -22  | -1.7%  | 1   | ✓    | 1295         | 1297 | 2    | 0.2%   | 0.1 | ✓    |
| 19709  | 19728  | 1153         | 1141 | -12  | -1.1%  | 0   | ✓    | 1208         | 1182 | -26  | -2.1%  | 0.8 | ✓    |
| 19748  | 19740  | 155          | 159  | 4    | 2.9%   | 0   | ✓    | 247          | 130  | -117 | -47.2% | 8.5 | x    |
| 19740  | 19748  | 119          | 119  | 0    | 0.0%   | 0   | ✓    | 87           | 63   | -23  | -27.1% | 2.7 | ✓    |
| 18726  | 50067  | 283          | 281  | -1   | -0.5%  | 0   | ✓    | 194          | 231  | 37   | 18.9%  | 2.5 | ✓    |
| 10421  | 50068  | 77           | 26   | -51  | -66.1% | 7   | ✓    | 164          | 91   | -73  | -44.4% | 6.4 | ✓    |
| 10598  | 50069  | 70           | 30   | -39  | -56.7% | 6   | ✓    | 63           | 42   | -21  | -32.8% | 2.8 | ✓    |
| 18860  | 50070  | 18           | 55   | 37   | 202.5% | 6   | ✓    | 12           | 31   | 19   | 154.9% | 4.0 | ✓    |
| 18859  | 50080  | 688          | 676  | -12  | -1.7%  | 0   | ✓    | 535          | 562  | 27   | 5.0%   | 1.1 | ✓    |
| 10289  | 50146  | 455          | 360  | -95  | -20.9% | 5   | ✓    | 563          | 475  | -88  | -15.6% | 3.9 | ✓    |
| 10381  | 50627  | 2716         | 2870 | 154  | 5.7%   | 3   | ✓    | 3318         | 3481 | 163  | 4.9%   | 2.8 | ✓    |
| 10107  | 51083  | 3574         | 3512 | -62  | -1.7%  | 1   | ✓    | 3625         | 3591 | -34  | -0.9%  | 0.6 | ✓    |
| 10021  | 51140  | 417          | 420  | 4    | 0.9%   | 0   | ✓    | 458          | 461  | 3    | 0.7%   | 0.2 | ✓    |
| 51153  | 51150  | 2572         | 2511 | -60  | -2.3%  | 1   | ✓    | 3012         | 3054 | 42   | 1.4%   | 0.8 | ✓    |
| 51150  | 51153  | 2863         | 2848 | -15  | -0.5%  | 0   | ✓    | 2602         | 2586 | -15  | -0.6%  | 0.3 | ✓    |
| 51157  | 51155  | 5574         | 5566 | -8   | -0.1%  | 0   | ✓    | 6150         | 6160 | 10   | 0.2%   | 0.1 | ✓    |
| 51155  | 51157  | 5730         | 5665 | -65  | -1.1%  | 1   | ✓    | 5189         | 5310 | 120  | 2.3%   | 1.7 | ✓    |
| 52069  | 51163  | 3098         | 3215 | 117  | 3.8%   | 2   | ✓    | 3514         | 3523 | 9    | 0.3%   | 0.2 | ✓    |
| 51688  | 51254  | 2410         | 2410 | 0    | 0.0%   | 0   | ✓    | 2567         | 2579 | 13   | 0.5%   | 0.2 | ✓    |
| 10511  | 51398  | 1043         | 1028 | -15  | -1.4%  | 0   | ✓    | 1257         | 1217 | -40  | -3.2%  | 1.1 | ✓    |
| 18914  | 51463  | 270          | 272  | 2    | 0.8%   | 0   | ✓    | 354          | 338  | -16  | -4.6%  | 0.9 | ✓    |
| 18818  | 51515  | 550          | 477  | -72  | -13.2% | 3   | ✓    | 668          | 515  | -153 | -22.9% | 6.3 | x    |
| 18860  | 51520  | 65           | 69   | 4    | 6.3%   | 1   | ✓    | 101          | 104  | 3    | 3.0%   | 0.3 | ✓    |
| 51254  | 51688  | 2556         | 2513 | -43  | -1.7%  | 1   | ✓    | 2414         | 2392 | -23  | -0.9%  | 0.5 | ✓    |
| 51163  | 52069  | 3417         | 3306 | -111 | -3.2%  | 2   | ✓    | 3065         | 3014 | -50  | -1.6%  | 0.9 | ✓    |
| 10542  | 53313  | 1459         | 1409 | -51  | -3.5%  | 1   | ✓    | 1123         | 1074 | -49  | -4.4%  | 1.5 | ✓    |
| 10025  | 10026  | 774          | 616  | -158 | -20.4% | 6   | x    | 1320         | 1286 | -33  | -2.5%  | 0.9 | ✓    |
| 53313  | 10542  | 820          | 656  | -164 | -20.0% | 6   | x    | 1360         | 1283 | -76  | -5.6%  | 2.1 | ✓    |
| 51515  | 18818  | 692          | 560  | -132 | -19.1% | 5   | x    | 591          | 530  | -61  | -10.3% | 2.6 | ✓    |

Table 6.2: PRTM2023 Highway Model Link Flow Performance



**Figure 6.1: Link Validation - Non-TAG Compliant Links (AM & PM Peak Hours)**

## 7. Appendix B – Journey Time Route Performance

### A5460 Enderby Outbound

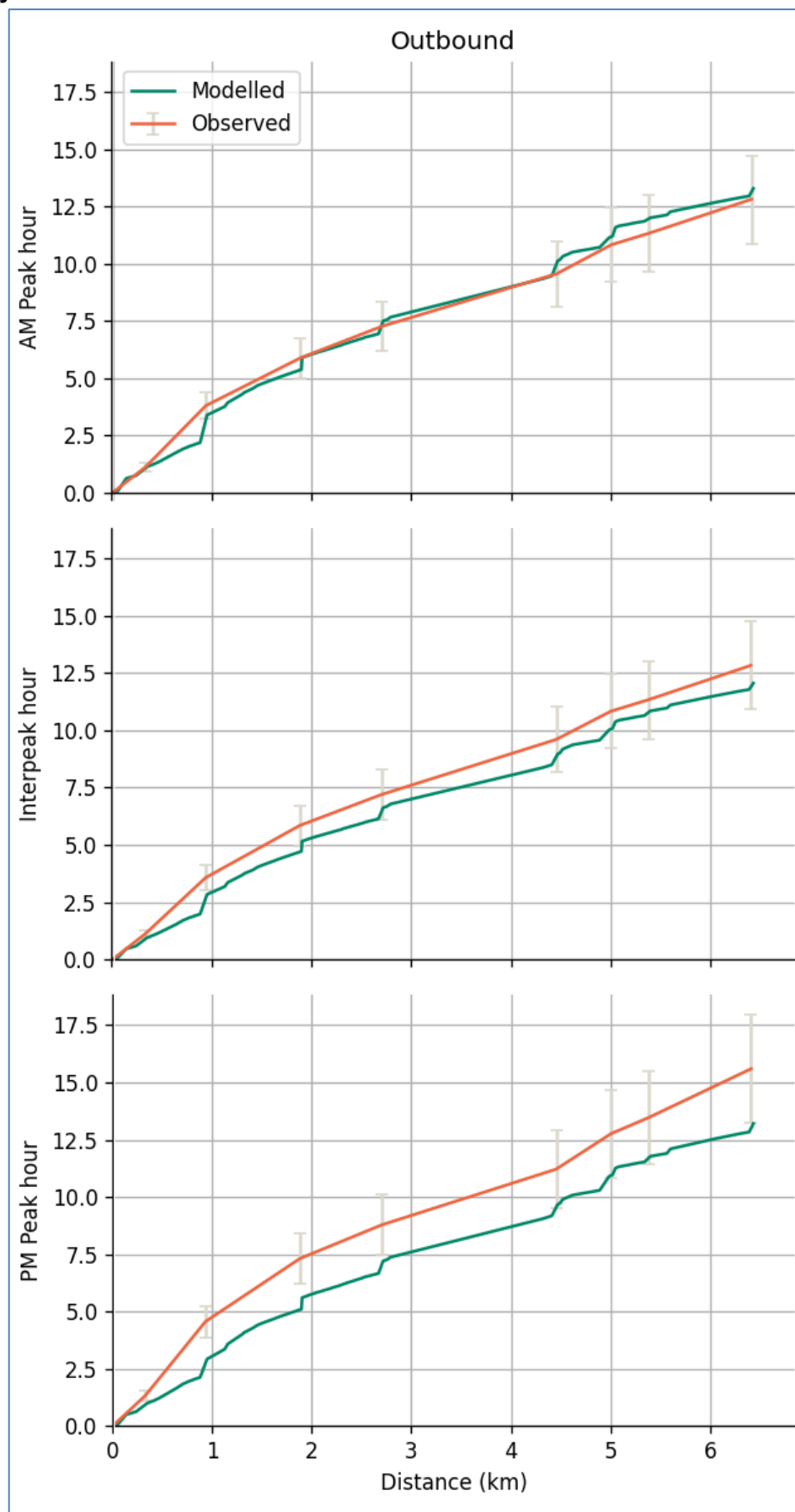


Figure 7.1: A5460 Enderby Outbound Journey Time Graph