RIDGE

Technical Note 6

Land at Junction 22 of the M1, Cliffe Hill Farm

July 2026

TECHNICAL NOTE 6

LAND AT JUNCTION 22 OF THE M1, CLIFFE HILL FARM

Prepared For

Caddick Developments
Limited
The Lewis Building
Bull Street
Birmingham
B4 6EQ

Prepared by

Ridge and Partners LLP
Floor 1B
4 Temple Row
Birmingham
B2 5HG
Tel: 0121 454 5530

Contact

Mark Fleming
Associate Director
markfleming@ridge.co.uk

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1 Introduction

1.1 Background

1.1.1 Ridge and Partners LLP (formerly Hub Transport Planning Ltd) have been commissioned by Caddick Developments Limited to provide transport advice for a proposed commercial development on land at Cliffe Hill Farm, Markfield.

1.1.2 A Transport Assessment Addendum (TAA) report was submitted in June 2026 to respond to the comments raised by LCC in their formal consultation response dated April 2026 and to also provide the traffic impact assessment following receipt of the PRTM outputs.

1.1.3 Since this submission, National Highways provided a formal consultation response to the application (dated 14th July 2026) requesting further information from the applicant and providing comments on the M1 Junction 22 LinSig model outputs. The response from National Highways is provided in **Appendix A**.

1.2 Purpose of this Note

1.2.1 The purpose of this Technical Note is to provide a formal response to National Highways.

1.3 Structure of this Note

1.3.1 Following this introduction, the note is set out as follows:

- Section 2.0 – National Highways Comments;
- Section 3.0 – Updated M1 Junction 22 LinSig Modelling; and
- Section 4.0 – Summary.

1.4 Limitations of the Report

1.4.1 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 and Partners LLP. 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 and Partners LLP.

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

2 NATIONAL HIGHWAYS COMMENTS

2.1.1 The comments made by National Highways are presented alongside the applicant's response in **Table 2.1**.

Table 2.1 – National Highways comments and applicant response

National Highways Comment	Applicant Response
Furnessing and Forecasting Methodology	
National Highways is content, in principle, with the methodology adopted whereby the observed Manual Classified Turning Count (MCTC) data has been used in conjunction with the forecast PRTM flows to derive future year turning movements for the assessed scenarios.	Noted, no further action required.
We are also satisfied that the survey data presented in Appendix A has been consistently reflected within the furnessing calculations presented in Appendix B. However, to facilitate our independent review we request that the calculation spreadsheets used to derive the future year turning flows for all the scenarios, from the 2025 base year traffic flows, are provided.	Noted, the traffic flow diagram will be appended in excel format to the covering email that accompanies this technical note.
We note that the traffic flow diagrams presented in Figures 3.1 and 3.2 appropriately present the 2025 base year traffic flows in Passenger Car Units (PCUs) for both the AM and PM peak periods. National Highways will be able to provide further comments on the future year traffic flow diagrams following receipt and review of the requested furnessing calculations.	Noted, no further action from the applicant is required.
In addition, we would welcome the opportunity to review the supporting PRTM documentation, including the Base Year Model Review and the Uncertainty Log, to enable a comprehensive review of the forecasting methodology and modelling assumptions.	Noted, the Base Year Model Review and Uncertainty Log is provided in **Appendix B** and **Appendix C** respectively.
M1 Junction 22 Model	
To allow us to do a full review of the modelling work, please can you supply us with the LinSig models that have been used in your analysis as it is not possible for us to view all input parameters via a LinSig Report.	Noted, the LinSig models will be appended to the covering email that accompanies this technical note.
It should be confirmed what validation data is available to demonstrate that the results of the 2025 Baseline tests accurately replicate the observed behaviour at the time of the survey.	Queue length survey data for M1 J22 is provided in **Appendix D**, which shows that queues generally align well with observed data.
Current signal controller information should be supplied to demonstrate the model replicates how the junction currently operates. Additionally, it should be confirmed whether any observed signal timing data has been analysed to confirm the cycle times and stage lengths that operate on the roundabout.	As the model was provided by LCC, no signal controller information is available. Given that the model was recently used to support recent developments in the area, which was also agreed by National Highways, the configuration of the model is presumed to be appropriate.

National Highways Comment	Applicant Response
	No observed signal timing data has been analysed to confirm cycle times and stage lengths.
The LinSig model output includes the two proposed crossings to the east of the roundabout. These crossings should not be included in the base model as they were not present at the time of the surveys and are being proposed as part of your development. These crossings should be added to your proposed layout LinSig model.	Agree, a base model and proposed layout model have been produced. The base model utilises the model structure, geometries, phases, stages, Intergreens etc provided by LCC and shows the baseline and all future 'without development' scenarios. The proposed layout LinSig model includes the proposed toucan crossing and all the 'with development' scenarios. The outputs of both models are provided in **Section 3.0**.
To aid our review of the model, traffic flow spreadsheets that were used to determine the flows inputted into the model should be provided.	Noted, the traffic flow diagram will be appended in excel format to the covering email that accompanies this technical note.
To allow us to review the measurements used in the LinSig model (i.e. lane lengths and saturation flows), an AutoCAD drawing of the junction which includes the measurements inputted into the model should be provided.	LCC provided the model for use and the saturation flows, staging, phase minimum green times, Intergreens etc have not been edited for the roundabout. Only the parameters associated with modelling the proposed toucan crossing on the A50 to the east of the junction have been adjusted in the proposed layout model. A drawing showing lane widths and lane lengths is provided in **Section 3.0**.
Arm 8 (the A50 Westbound approach) should be modelled as two long lanes and a flare, rather than three long lanes. The change will allow more accurate modelling of how the flare is used if queues in the adjacent lane block back to the flare point. The proposed layout drawing shows that the third lane does not start straight after the pedestrian crossing, so your submitted model allows for free entry into the third lane from the crossing, which is not realistic. Furthermore, the flare is placed on the wrong side of the approach as the model shows it on the offside, but lane markings at the roundabout suggests it is on the nearside of the approach.	Arm 8's link structure has been updated to provide two 'long' lanes and a 'short' lane as requested. The length of the nearside flare has been modelled as 76.0m, which was measured from the AutoCAD drawing (output shown in **Appendix F**).
Lane markings on the M1 Southbound slip road indicate that the middle lane is for A50 (East) traffic, but the model has a connector from lane 2 onto the roundabout circulatory. There is a similar situation on the M1 Northbound slip road whereby the middle lane is signed for the A511 exit, but the model allows traffic from this lane to go onto the western circulatory. Evidence to support this use of the middle lane of these approaches should be provided for review.	While the applicant accepts that lane 2 on both slip roads have left turn only markings, they both direct traffic into lanes on the circulatory that allow for both the exit and continuing around the circulatory. Additionally, the LinSig model was provided by LCC and modelled ahead and left movements in lane 2, which would have been based on observations when the model was set up and calibrated/validated originally (and agreed with National Highways). Therefore, no changes have been made.

National Highways Comment	Applicant Response
The new westbound pedestrian crossing (Controller 3, Stream 2) has the traffic phase running in both stages with the pedestrian phase not running at all. It should be confirmed whether this staging is correct.	Noted, this has been corrected in the updated model with the pedestrian stage now running in Stage 2.

3 UPDATED M1 JUNCTION 22 LINSIG MODELLING

3.1.1 This section presents the results for the existing and proposed junction layouts for the M1 Junction 22 Roundabout using LinSig. As noted in **Section 2.0**, the only changes made between the two models is the inclusion of the proposed toucan crossing on the A50 to the east of the junction. No changes to other model parameters have been made.

3.1.2 To keep the tables as concise as possible, the link with the highest Degree of Saturation (DoS) on each approach has been reported.

3.2 Existing Layout

3.2.1 The existing layout for the M1 Junction 22 signalised roundabout has been assessed using LinSig; detailed input data and results is included in **Appendix E**, and the results are summarised in **Table 3.1**.

Table 3.1 - M1 Junction 22 Roundabout LinSig Results – Base

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2025 Baseline						
Southern Circulatory	79.2	11	12	68.0	9	10
M1 NB Off-Slip	60.7	6	21	70.9	7	25
Western Circulatory	77.6	2	6	65.4	2	7
A511	75.0	10	19	80.1	12	22
Northern Circulatory	68.5	8	12	64.3	7	9
M1 SB Off-Slip	83.0	11	24	81.0	8	25
Eastern Circulatory	66.8	3	5	51.9	6	6
A50 WB	85.6	11	23	82.4	9	22
Cliffe Lane	40.9	2	16	31.0	1	12
Cycle Time (s) (C1 and C2)	60/57			60/51		
PRC (%)	5.1			9.2		

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Delay (PCU/Hr)	52.48			49.89		
2028 Future Base						
Southern Circulatory	78.9	12	10	80.7	12	11
M1 NB Off-Slip	82.8	9	32	83.8	9	31
Western Circulatory	81.7	3	7	70.7	2	7
A511	86.6	14	26	79.8	12	22
Northern Circulatory	77.3	9	13	75.3	8	12
M1 SB Off-Slip	79.5	10	22	66.7	7	17
Eastern Circulatory	86.8	4	7	67.5	4	12
A50 WB	90.3	14	25	80.1	9	17
Cliffe Lane	59.4	2	27	49.5	2	23
Cycle Time (s) (C1 and C2)	60/57			60/51		
PRC (%)	-0.4			7.3		
Delay (PCU/Hr)	63.74			51.45		
2030 Future Base						
Southern Circulatory	80.1	12	10	80.8	12	11
M1 NB Off-Slip	83.0	9	32	84.8	10	32
Western Circulatory	84.5	3	7	70.6	2	6
A511	87.2	14	26	84.5	13	26
Northern Circulatory	78.0	10	13	75.2	8	12

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
M1 SB Off-Slip	81.4	11	23	69.7	7	18
Eastern Circulatory	88.6	7	8	80.0	4	8
A50 WB	89.8	14	24	85.7	11	20
Cliffe Lane	64.0	3	30	58.4	2	27
Cycle Time (s) (C1 and C2)	60/57			60/51		
PRC (%)	0.2			5.0		
Delay (PCU/Hr)	64.95			56.77		
2036 Future Base						
Southern Circulatory	83.0	13	11	85.3	14	11
M1 NB Off-Slip	84.2	9	33	84.8	10	32
Western Circulatory	88.6	3	6	74.1	2	6
A511	89.4	15	29	81.6	12	24
Northern Circulatory	80.8	10	14	72.7	7	12
M1 SB Off-Slip	84.6	12	23	80.2	10	26
Eastern Circulatory	87.7	6	12	83.2	5	12
A50 WB	97.7	25	45	88.2	12	22
Cliffe Lane	69.5	4	37	79.2	5	48
Cycle Time (s) (C1 and C2)	60/57			60/51		
PRC (%)	-8.6			2.0		

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Delay (PCU/Hr)	83.07			62.67		

3.2.2 The results show that the existing layout would operate within theoretical capacity during all assessed scenarios.

3.3 Proposed Layout

3.3.1 The proposed layout for the M1 Junction 22 signalised roundabout, which incorporates the proposed toucan crossing on the A50 to the east of the junction, has been assessed using LinSig; detailed input data and results is included in **Appendix F**, and the results are summarised in **Table 3.2**. A drawing is also included in **Appendix F** showing the length of the flare on the A50 westbound approach.

Table 3.2 - M1 Junction 22 Roundabout LinSig Results – Proposed Layout

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
2028 Future Base + Proposed Development						
Southern Circulatory	80.8	12	11	83.6	13	12
M1 NB Off-Slip	80.2	8	29	81.0	9	28
Western Circulatory	86.2	2	7	72.0	2	6
A511	94.3	19	39	86.1	13	27
Northern Circulatory	85.6	11	14	84.4	9	14
M1 SB Off-Slip	92.0	16	32	74.5	9	17
Eastern Circulatory	86.5	5	8	77.5	2	6
A50 WB	88.4	15	23	80.0	10	23
Cliffe Lane	59.2	2	27	50.6	2	24
A50 EB Exit	70.4	18	5	60.5	13	4

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	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 (%)	-4.8			4.6		
Delay (PCU/Hr)	84.44			61.23		
2030 Future Base + Proposed Development						
Southern Circulatory	82.4	13	11	83.2	13	11
M1 NB Off-Slip	80.2	8	29	86.4	10	33
Western Circulatory	85.9	2	6	74.7	2	6
A511	97.7	24	54	85.3	13	27
Northern Circulatory	86.1	11	14	83.5	9	14
M1 SB Off-Slip	95.2	19	40	77.8	10	18
Eastern Circulatory	88.9	6	9	81.9	2	5
A50 WB	90.5	16	25	82.5	11	25
Cliffe Lane	61.3	2	29	61.3	2	30
A50 EB Exit	71.1	19	5	61.3	13	4
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-8.5			4.2		
Delay (PCU/Hr)	98.14			64.39		
2036 Future Base + Proposed Development						
Southern Circulatory	87.2	15	11	86.5	14	12
M1 NB Off-Slip	85.9	10	34	86.7	10	33

APPROACH	AM PEAK 08:00 – 09:00			PM PEAK 17:00 – 18:00		
	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)	DOS (%)	QUEUE (PCU)	DELAY (S/PCU)
Western Circulatory	87.1	3	7	77.2	2	6
A511	98.0	25	55	84.6	13	26
Northern Circulatory	89.1	12	15	83.0	8	14
M1 SB Off-Slip	96.0	21	41	79.4	10	19
Eastern Circulatory	87.5	5	8	84.3	4	10
A50 WB	99.5	30	54	84.9	12	27
Cliffe Lane	66.1	3	35	77.6	4	47
A50 EB Exit	72.9	21	6	62.1	13	4
Cycle Time (s) (C1, C2 and C3)	60/57/228			60/51/228		
PRC (%)	-10.5			2.5		
Delay (PCU/Hr)	125.96			69.81		

3.3.2 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.

3.3.3 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.

3.3.4 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 AM peak 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.

3.3.5 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

4.1.1 Ridge and Partners LLP (formerly Hub Transport Planning Ltd) have been commissioned by Caddick Developments Limited to provide transport advice for a proposed commercial development on land at Cliffe Hill Farm, Markfield.

4.1.2 A Transport Assessment Addendum (TAA) report was submitted in June 2026 to respond to the comments raised by LCC in their formal consultation response dated April 2026 and to also provide the traffic impact assessment following receipt of the PRTM outputs.

4.1.3 This technical note has responded to formal comments and requests for information by National Highways. It has also presented an updated traffic impact assessment for M1 Junction 22 taking into account the changes requested to the modelling by National Highways.

4.1.4 This assessment demonstrates that the impact of the proposed development on the operation of the M1 Junction 22 roundabout would not be severe in line with the NPPF.

APPENDIX A NATIONAL HIGHWAYS CONSULTATION RESPONSE

National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley and Bosworth Borough Council (FAO Emma Baumber)
Planning@hinckley-bosworth.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 25/00931/FUL

Location: Cliffe Hill Farm, Little Shaw Lane, Markfield, Leicestershire, LE67 9PP

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

National Highways Ref: NH/25/13260

Referring to the consultation on a planning application dated 30th September 2025 referenced above, in the vicinity of the M1 J22 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

~~a) **No Objection:** see reasons at Annex A.~~

~~b) **Conditional Approval:** National Highways recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~

c) **Deferral:** National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.

d) ~~**Refusal:** recommend that the application be refused for the reasons set out in Annex A.~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: Adrian Chadha	**Date:** 14 July 2026
Name: Adrian Chadha	**Position:** Assistant Spatial Planner
National Highways Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA adrian.chadha@nationalhighways.co.uk	

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current

[1] Where relevant, further information will be provided within Annex A.

activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Deferral

National Highways has reviewed the Transport Assessment Addendum (TAA), dated June 2026, prepared by Ridge LLP. This is in relation to a planning application for the redevelopment of a logistics park for 64,794 sqm of storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure on Land at Junction 22, Cliffe Hill Farm (ref: 25/00931/FUL).

Our primary interest relating this application is the M1 which is part of the SRN in the area. The site is located in the northeast quadrant of M1 Junction 22 and shares a boundary with the junction to the west and south.

Based on our review we have set out our comments below.

Trip Generation

National Highways is content that the trip rates used within the PRTM are consistent with what was agreed during pre-application discussions.

PRTM Modelling Comments

PRTM Proforma

National Highways is content with the PRTM Proforma submitted in response to our previous comments dated 11 May 2026.

Furnessing and Forecasting Methodology

National Highways is content, in principle, with the methodology adopted whereby the observed Manual Classified Turning Count (MCTC) data has been used in conjunction with the forecast PRTM flows to derive future year turning movements for the assessed scenarios.

We are also satisfied that the survey data presented in Appendix A has been consistently reflected within the furnessing calculations presented in Appendix B. However, to facilitate our independent review we request that the calculation spreadsheets used to derive the future year turning flows for all the scenarios, from the 2025 base year traffic flows, are provided.

We note that the traffic flow diagrams presented in Figures 3.1 and 3.2 appropriately present the 2025 base year traffic flows in Passenger Car Units (PCUs) for both the AM and PM peak periods. National Highways will be able to provide further comments on the future year traffic flow diagrams following receipt and review of the requested furnessing calculations.

Outstanding Information

In addition, we would welcome the opportunity to review the supporting PRTM documentation, including the Base Year Model Review and the Uncertainty Log, to enable a comprehensive review of the forecasting methodology and modelling assumptions.

M1 Junction 22 Model

Based on this review of the M1 Junction 22 modelling information provided, the comments are set out below.

Model File

To allow us to do a full review of the modelling work, please can you supply us with the LinSig models that have been used in your analysis as it is not possible for us to view all input parameters via a LinSig Report.

Validation

It should be confirmed what validation data is available to demonstrate that the results of the 2025 Baseline tests accurately replicate the observed behaviour at the time of the survey.

Signal Controller

Current signal controller information should be supplied to demonstrate the model replicates how the junction currently operates. Additionally, it should be confirmed whether any observed signal timing data has been analysed to confirm the cycle times and stage lengths that operate on the roundabout.

Pedestrian Crossings

The LinSig model output includes the two proposed crossings to the east of the roundabout. These crossings should not be included in the base model as they were not present at the time of the surveys and are being proposed as part of your development. These crossings should be added to your proposed layout LinSig model.

Traffic Flow Diagrams

To aid our review of the model, traffic flow spreadsheets that were used to determine the flows inputted into the model should be provided.

Model Geometries

To allow us to review the measurements used in the LinSig model (i.e. lane lengths and saturation flows), an AutoCAD drawing of the junction which includes the measurements inputted into the model should be provided.

Model Set-up

Arm 8 (the A50 Westbound approach) should be modelled as two long lanes and a flare, rather than three long lanes. The change will allow more accurate modelling of how the flare is used if queues in the adjacent lane block back to the flare point. The

proposed layout drawing shows that the third lane does not start straight after the pedestrian crossing, so your submitted model allows for free entry into the third lane from the crossing, which is not realistic. Furthermore, the flare is placed on the wrong side of the approach as the model shows it on the offside, but lane markings at the roundabout suggests it is on the nearside of the approach.

Lane markings on the M1 Southbound slip road indicate that the middle lane is for A50 (East) traffic, but the model has a connector from lane 2 onto the roundabout circulatory. There is a similar situation on the M1 Northbound slip road whereby the middle lane is signed for the A511 exit, but the model allows traffic from this lane to go onto the western circulatory. Evidence to support this use of the middle lane of these approaches should be provided for review.

The new westbound pedestrian crossing (Controller 3, Stream 2) has the traffic phase running in both stages with the pedestrian phase not running at all. It should be confirmed whether this staging is correct.

Traffic Impact

Once the above information has been addressed and submitted for our review, National Highways will be in a better position to comment on the potential impact on the SRN from this proposal.

It is recommended that the application should not be approved for a period of three months from the date of this response. This will allow sufficient time for the applicant to provide further information and for National Highways to review and respond to the information provided.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

APPENDIX B PRTM BASE YEAR MODEL REVIEW NOTE



PRTM23 Applications

Cliffe Hill Farm, Markfield
Base Year Model Review

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Quality Information

Prepared by	Checked by	Approved by
Olivia Fox	Mark Chadwick	Mark Dazeley
Graduate Consultant	Associate Director	Regional Director

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AECOM Limited
Marlborough Court
10 Bricket Road
St Albans
Hertfordshire
AL1 3JX

aecom.com

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Section 1 – Overview

1.1 Introduction

1.1.1 Cliffe Hill Farm is a proposed development located to the north-west of Markfield, in Hinckley & Bosworth District, 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 13,000m^2 B2 Industrial Estate and 52,000m^2 B8 Commercial Warehousing units.

1.1.2 The indicative location of the site is shown in Figure 1.1, along with the highway network represented within the 2023 base year version of the Pan-Regional Transport Model (PRTM23), and the district boundaries. The proposed development will access the site is via a left-in only diverge lane from the A50 (eastbound carriageway), with an egress only priority junction onto Whitwick Road.

1.1.3 The 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.

1.1.4 A strategic traffic modelling assessment of the proposed development has been requested, for which it is proposed to use PRTM23. The base year of the PRTM23 is 2023, and it features a highway assignment model for the AM Peak (08:00 to 09:00), Interpeak (09:00 to 16:00 average hour) and PM Peak (17:00 to 18:00). This review is focussed on the AM Peak and PM Peak models as modelling of the development site impacts is not required for the interpeak period. The latest version of the PRTM23 uses the November 2024 v1.24 version of the DfT's TAG data book.

Figure 1.1: Location of the Proposed Development and Site Access



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1.1.5 This document is the Base Year Model Review which summarises the key characteristics of the PRTM23 and presents the results of the base year calibration and validation performance in the vicinity of the proposed development site.

1.2 Report Structure

1.2.1 Following this introduction, this report contains the following sections:

- Section 2 details the review of the PRTM23 zone system and network structure in the vicinity of the proposed development;
- Section 3 details the review of the PRTM23 base year model performance in the vicinity of the proposed development, compared with observed data;
- Section 4 provides a summary of the base year model review; and
- Appendix A provides journey time validation graphs for routes in the vicinity of the development.

Section 2 – Zone System and Network Structure

2.1 Introduction

2.1.1 This section details the review of the PRTM23 2023 base year highway model in the vicinity of the development, which includes:

- a review of the model zone system in the vicinity of the proposed development; and
- a review of the base year highway network coding in the vicinity of the proposed development, including junctions that the developer listed in the Application Proforma, these being:
  - the proposed A50 Site access and 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; and
  - A50/Leicester Road/Markfield Lane/Launde Road (Field Head) roundabout.

2.2 Zone System

2.2.1 The PRTM23 zone system builds on that defined for the previous version of Pan-Regional Transport Model (PRTM19); however, the zone system has been remapped to 2021 Census geographies and additional detail has been included. Additional zone detail has been added in areas outside Leicestershire to reflect the expanded geographical scope of the model, and within Leicestershire in response to expected developments within the county and locations with relatively high modelled trip ends.

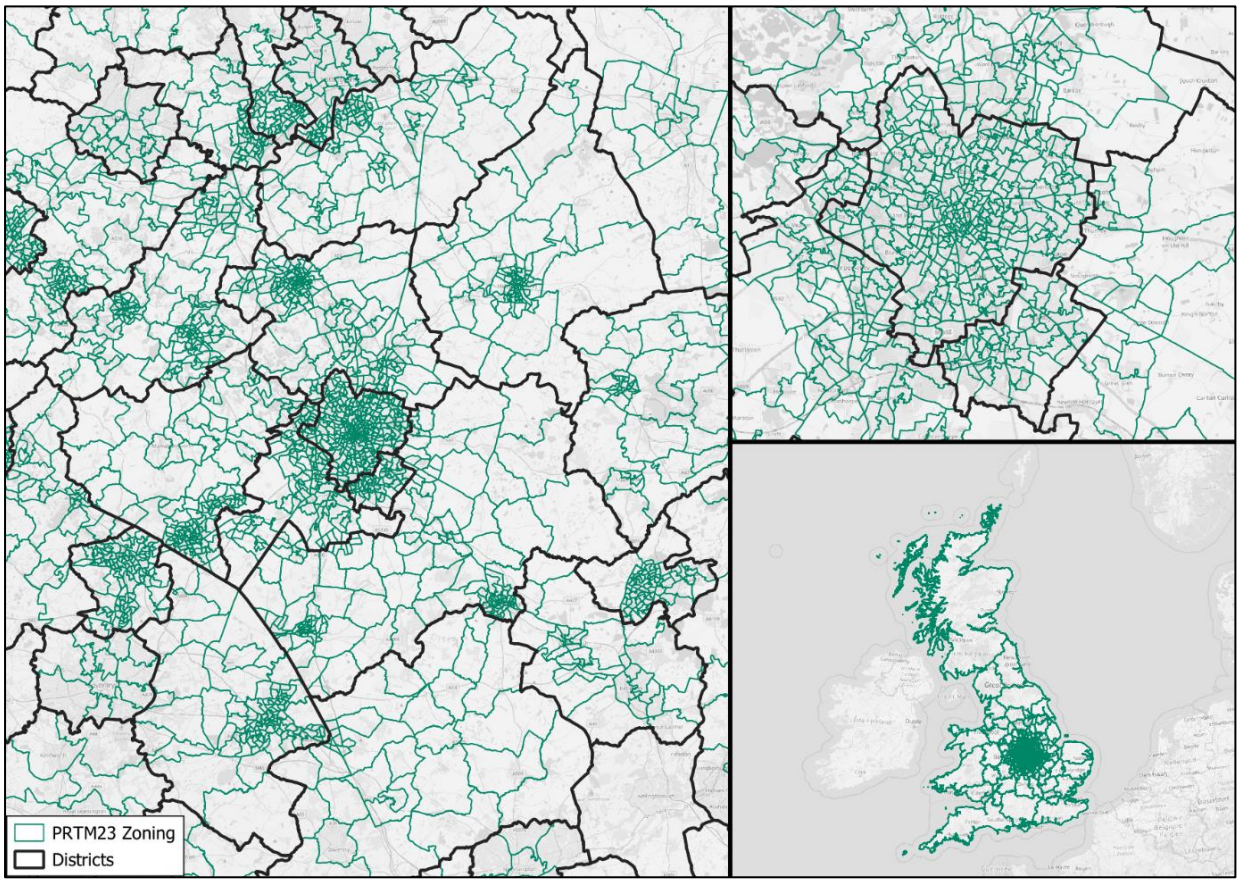
2.2.2 In developing the zone system, consideration was given not just to its application within the highway model, but also to the highway model's interaction with the other elements of the model suite. The zone system covers all Great Britain to include a representation of varying trip lengths between zones in the external area of the model. All model components share the same zone system.

2.2.3 The PRTM23 zone system includes a total of 2,439 geographical zones, with the addition of 60 'development zones' for use in forecasting, resulting in a total of 2,499 model zones. Figure 2.1 provides an overview of the PRTM23 zone system for Leicestershire, Leicester, and Great Britain.

2.2.4 Figure 2.2 shows the highway model zone system in the area that the proposed development is located, with the proposed development site indicated. The development site is within the Hinckley and Bosworth District of Leicestershire but is close to both the North West Leicestershire and Charnwood district boundaries. The zonal detail in the area is considered suitable for this application of the PRTM23, considering the existing underlying land-use.

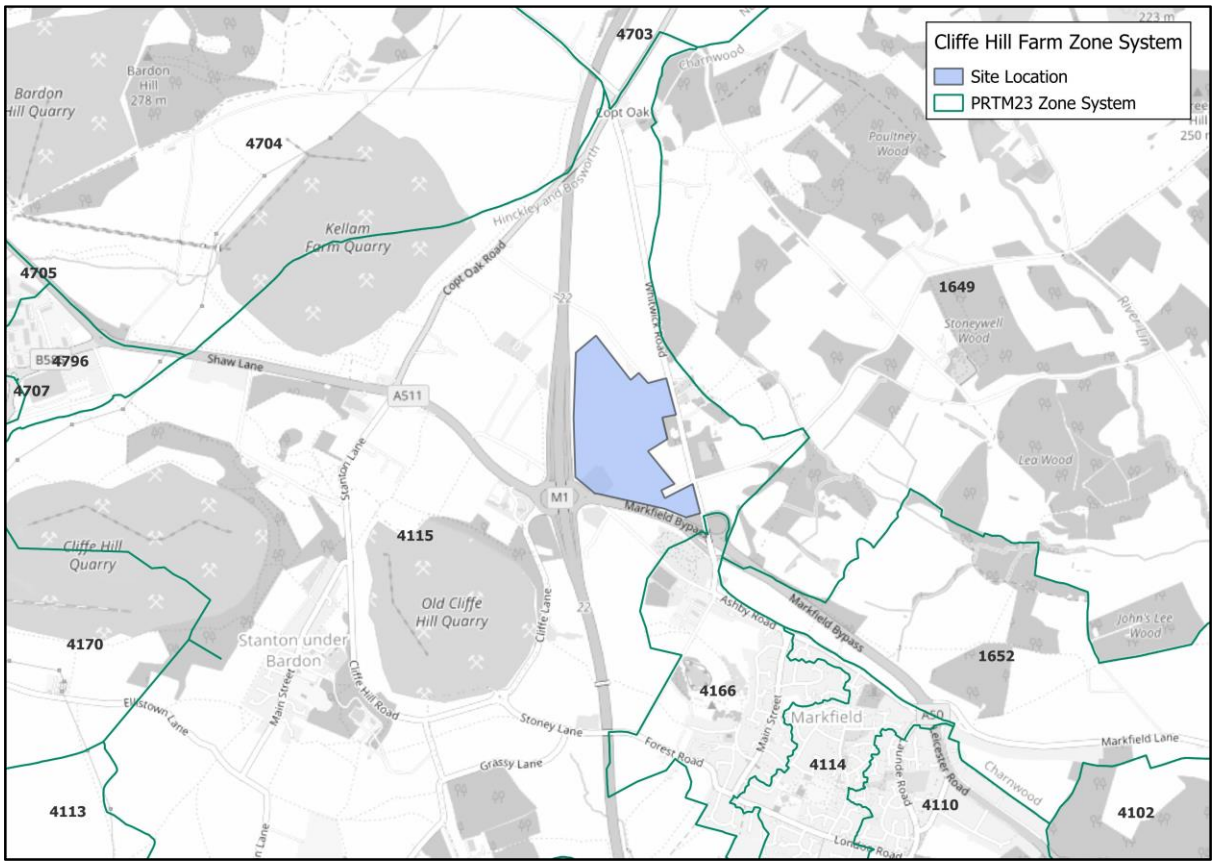
2.2.5 The proposed development is within the existing Zone 4115 but as this encompasses other established developments west of the M1, for forecasting purposes, the proposed Cliffe Hill Farm development will be represented by a separate development zone.

Figure 2.1: PRTM23 Model Zone System



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Figure 2.2: PRTM23 Model Zone System in the vicinity of Cliffe Hill Farm



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2.3 PRTM23 Highway Base Year Model Network Coding

2.3.1 Figure 2.3 shows the 2023 base year highway network extents of PRTM23. The PRTM23 highway network has been coded using the standards set out in the PRTM23 Highway Coding Manual. It shows the network coverage across Great Britain, with greater levels of network density in the simulation area, and decreasing network detail with increasing distance from Leicestershire. The review of the existing base year network coding has been focussed on the proposed development site area, and specifically the roads and junctions that are likely to be most affected by the proposed development.

2.3.2 Figure 2.4 shows the highway network extent near the proposed development. All strategic links and junctions near the proposed development are simulated and the network detail in the base year model is considered appropriate for the purpose of a strategic assessment of the proposed development.

2.3.3 The highway network in the vicinity of the proposed development has been reviewed. Figure 2.5 shows the extent of the network coding review.

2.3.4 The review of the base year network coding has focussed on the highway network in the vicinity of the proposed development, shown in Figure 2.5, which includes the following junctions that were identified as within the Development Testing Proforma:

- proposed A50 Site Access and 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; and
- A50/Leicester Road/Markfield Lane/Launde Road (Field Head) roundabout.

2.3.5 The junctions in the vicinity of the proposed development have mostly been found to be representative of the 2023 road configurations. Junctions are coded using a single node or a series of nodes for the larger roundabouts, and the junction type, the number of lanes, turning movements and flare lengths are, on the whole, satisfactory in terms of their accuracy and consistency with the PRTM23 Coding Manual.

2.3.6 The three roundabouts listed above have been coded as ‘exploded’ roundabouts which provide a more detailed representation of the junctions, in terms of number of lanes and capacity, than a single roundabout node. Most roundabouts larger than mini-roundabouts are represented as a series of individual junctions within the OS Open Roads dataset and are therefore coded with reference to the assumptions defined for priority and signal junctions, depending on the operation of the roundabout, with adjustments to the standard saturation flows to reflect the presence of flared approaches to roundabouts.

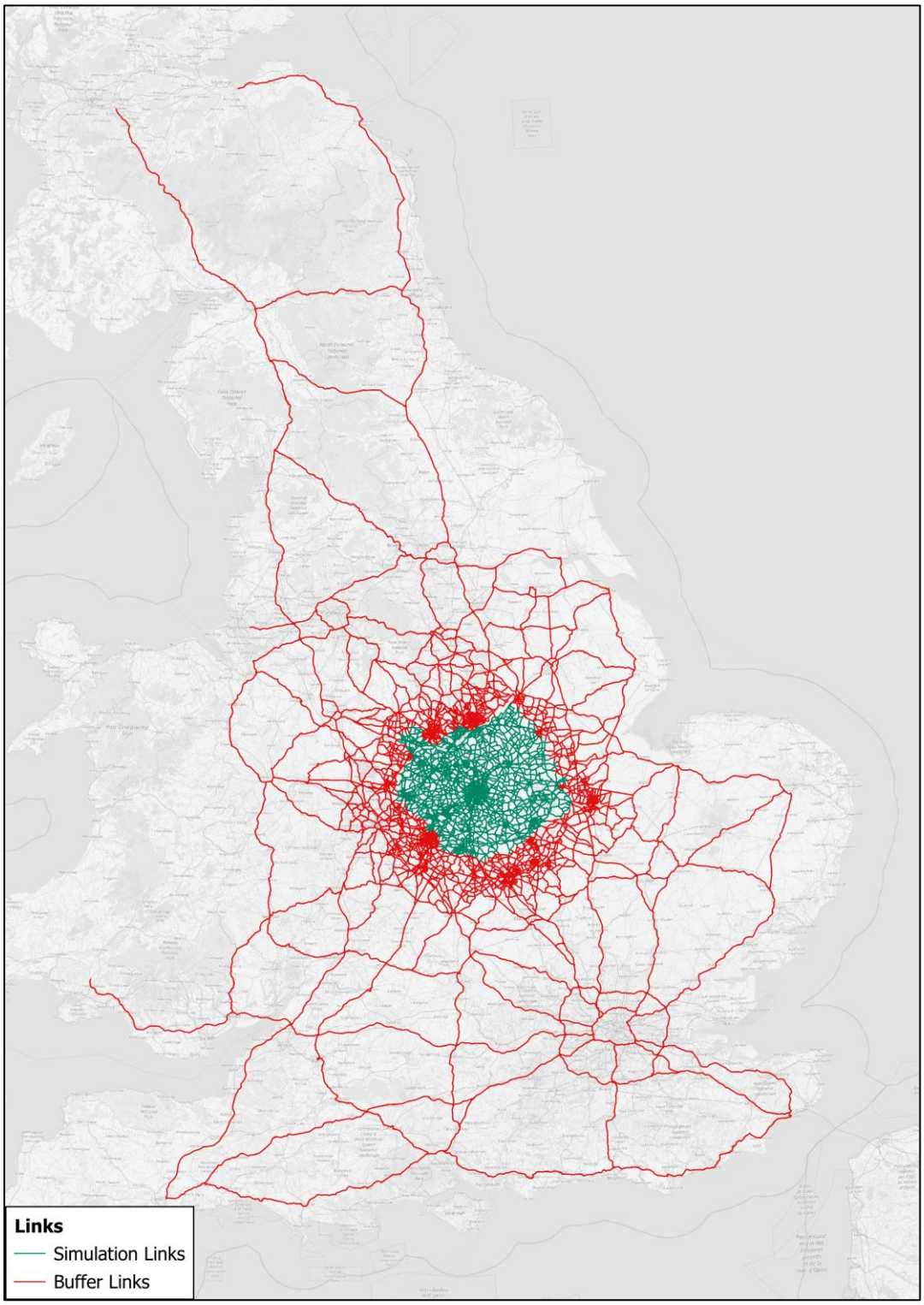
2.3.7 Figure 2.6 details a junction where a relatively minor issue was identified during the network review. In Thornton, at the Stanton Lane and Main Street junction, the saturation flows have been incorrectly coded in the model for the ‘straight ahead’ movements on both of the major arms at this junction. This issue will be resolved before forecasting begins but is not expected to materially affect the performance of the model.

2.3.8 Figure 2.7 shows the links where minor issues with speed-flow curves were identified during the network review. There are several links where the speed-flow curve will be changed (for forecasting purposes) to more accurately reflect the width and / or speed of the road, these being Priory Lane, Ulverscroft Lane, Beveridge Lane, and westbound along the A50 Markfield Road (between the Markfield Road on-slip and Lena Drive).

2.3.9 Figure 2.8 shows links coded with HGV penalties in the vicinity of Cliffe Hill Farm, to represent roads where lower vehicle weight limits apply. Rather than barring HGVs absolutely, distance-based penalties have been applied to allow access but these penalties also ensure that through routeing of HGVs does not occur. These have been reviewed and found to be mostly accurate for the 2023 base year. Many residential roads in Markfield have HGV penalties in place which have been represented in PRTM23. However, penalties have been incorrectly applied on Launde Road in Markfield and these will be removed for forecasting purposes.

2.3.10 All other coding within the review was found to be appropriate in reflecting 2023 road conditions.

Figure 2.3: PRTM23 Highway Network (Great Britain)



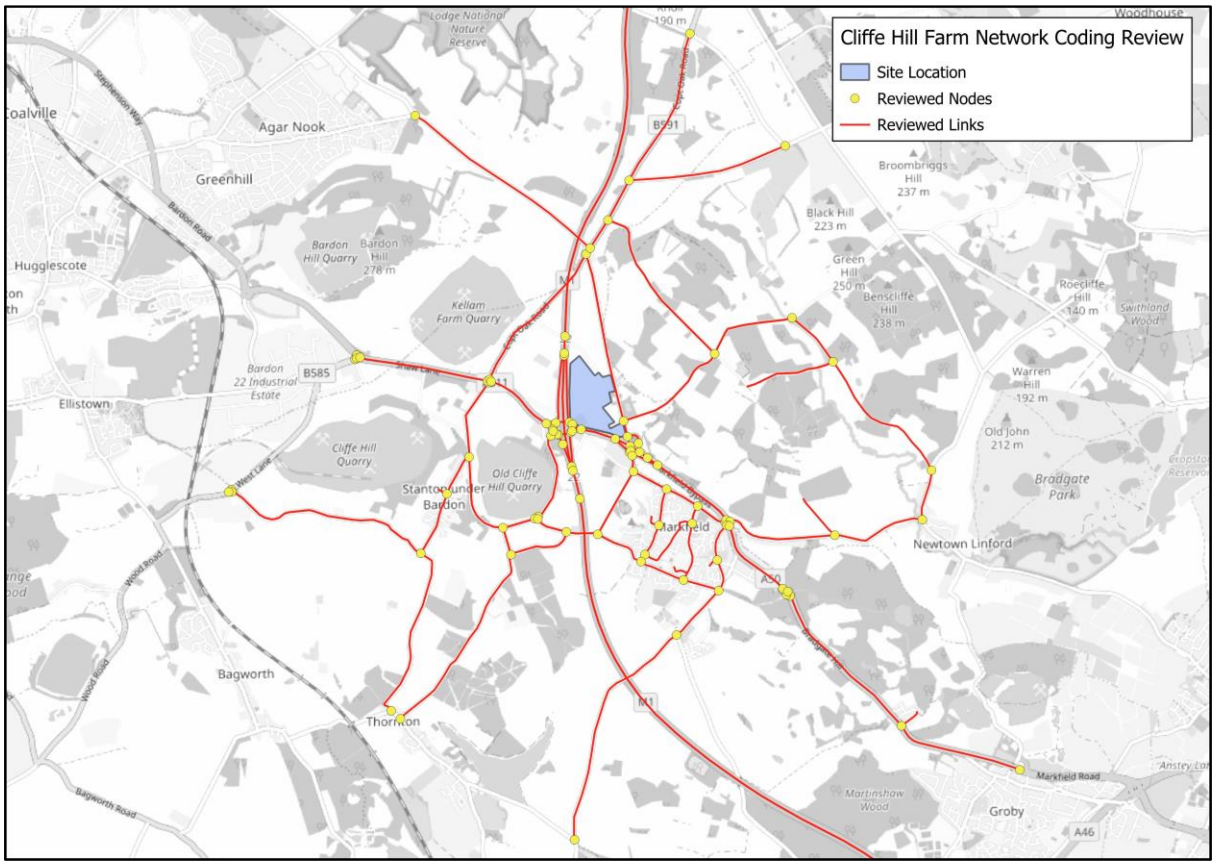
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Figure 2.4: PRTM23 Highway Network (Cliffe Hill Farm vicinity)



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Figure 2.5: Extent of the Local Area Network Review



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Figure 2.6: Junctions Identified for Minor Updates

Stanton Lane / Bagworth Lane / Main Street

The saturation flows have been incorrectly coded at both the Bagworth Lane and Main Street major arm approaches to the junction for the two 'ahead' movements. The two 'ahead' movements have incorrectly been coded with lower left or right-turn saturation flows, and both should be adjusted to 1500 PCUs.

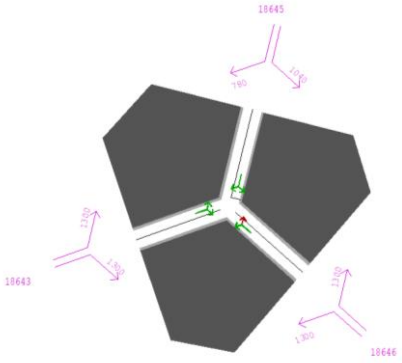
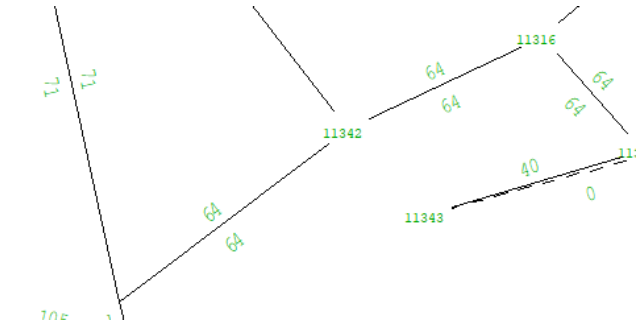




Figure 2.7: Link Speed-Flow Curves Identified for Minor Updates

Priory Lane / Ulverscroft Lane

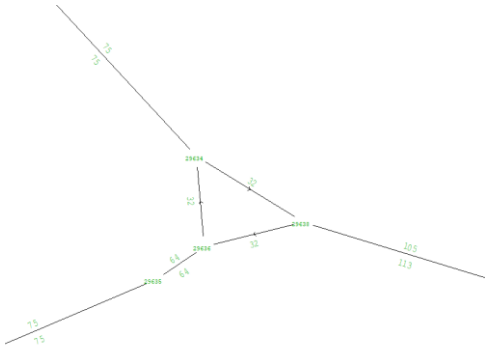
Priory Lane and Ulverscroft Lane have been coded with a speed flow curve for a Single Carriageway S6.5. This could be lowered to S5 as the roads generally measure between 5m and 5.5m at various points along the roads. In the case of Priory Lane, this speed flow curve should be applied to the whole of Priory Lane up to the Benscliffe Road junction. In the case of Ulverscroft Lane, the speed flow curve should be applied between Priory Lane down to Main Street.





Bardon Road / Beveridge Lane / A511 Shaw Lane roundabout

A 50mph speed flow curve has been applied along Beveridge Lane west of the A511 and this requires changing to a 70mph SFC as Beveridge Lane is derestricted.





A50 Markfield Road Westbound (between the Markfield Road on-slip and Lena Drive)

The A50 Markfield Road westbound has a 40mph speed limit between the Markfield Road on-slip and Lena Drive, however, the speed flow curve along this section of road has been incorrectly coded as an All-Purpose Dual Carriageway (2 lanes) with 70mph speed flow curve (SFC). The coding should be amended to apply a Dual Carriageway (2 lanes) with a 55kph (40mph limit) speed flow curve to this section of road. In addition, the SFC for the 40mph sections should be changed to a 2-lane All-Purpose Dual Carriageway that will result in higher model speeds along the 40mph section of the A50 east of Field Head junction.



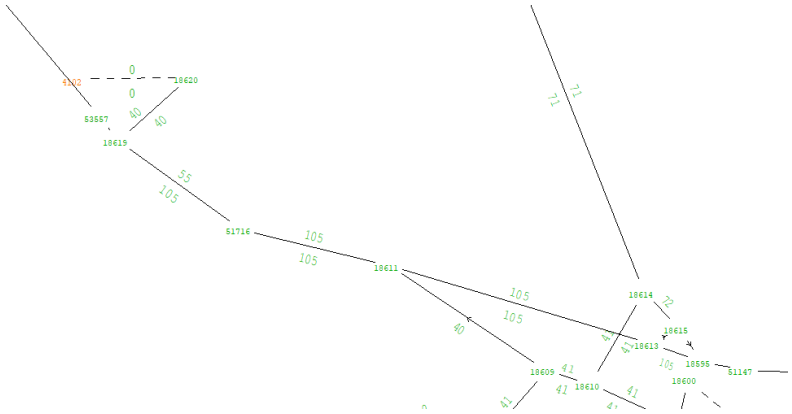


Figure 2.8: Coded HGV Penalties in the vicinity of Cliffe Hill Farm



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Section 3 – Base Year Model Performance

3.1 Introduction

3.1.1 This section presents a summary of the performance of the PRTM23 base year model against the observed traffic counts and journey times in the area around the Cliffe Hill Farm development site.

3.2 PRTM23 Highway Base Year Model Screenline and Cordon Performance

3.2.1 Guidelines set out in Table 1 of TAG Unit M3.1 on highway assignment modelling state that a modelled screenline meets TAG criteria if the differences between modelled flows and observed counts are less than 5% of the counts and that this should be true for 'all or nearly all screenlines'.

3.2.2 Screenlines are normally made up of five or more links. Within the vicinity of the study area, there is one screenline with fewer than five count locations. It has been noted that such screenlines and cordons tend to fail the 5% TAG criterion for screenline, and cordon flows even when all individual links are within the TAG criteria. For this reason, the flow criterion has been adjusted for screenlines and cordons with fewer than five counts and/or low observed flows.

3.2.3 This revised criterion has been based on the individual link flow acceptability criteria and is given in Table 3.1. This uses the individual link flow TAG criteria for screenlines with one count, and the standard screenline criterion for screenlines with five or more counts. Between these values interpolation is used to set the acceptability criteria. These revised criteria have been used in the assessment of the modelled screenline flows against observed data.

Table 3.1: Revised Screenline Flow Acceptability Criteria

Number of Counts on Screenline	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 ±12.5% or ±100 vehicles of observed count
1	Within ±15% or ±100 vehicles of observed count

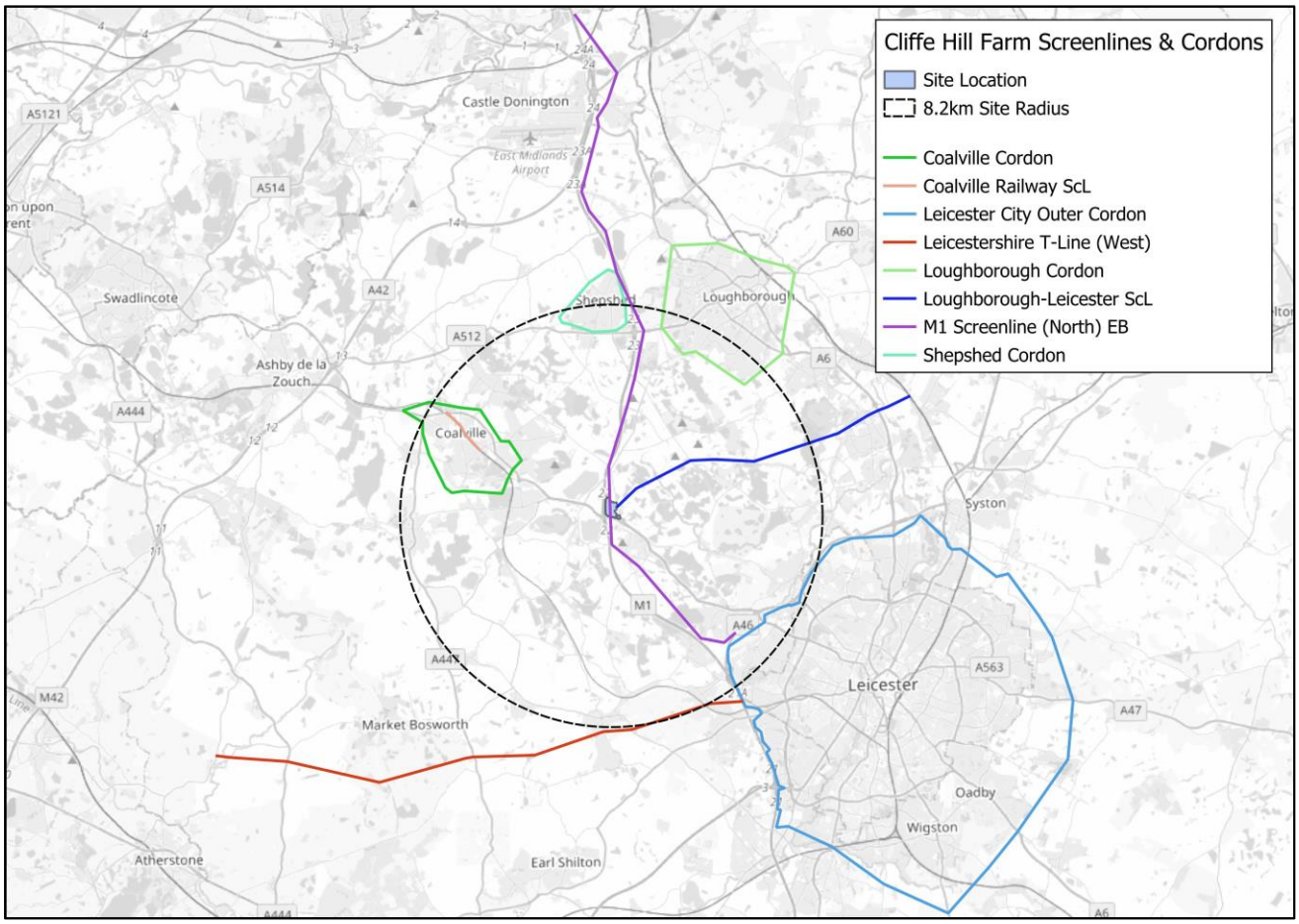
3.2.4 Figure 3.1 shows the screenlines and cordons in the vicinity of the proposed development – in this case defined as within around 8km of the site. Table 3.2 provides a summary of the base year model performance by geographic area. For the 'North-West Leicestershire' reporting area, where the proposed development site is located, all screenlines pass in the AM and PM Peak hour. The performance across the other areas is also very good with all screenlines and cordons attaining the required TAG performance criteria.

Table 3.2: Area Screenline and Cordon Performance

Area	Number of Screenlines	All Vehicles		Car		LGV		HGV	
		AM	PM	AM	PM	AM	PM	AM	PM
North-West Leicestershire	16	100%	100%	100%	100%	100%	100%	100%	100%
Leicester City	16	100%	100%	100%	100%	100%	100%	100%	100%
North Leicestershire	16	94%	100%	94%	100%	100%	100%	100%	100%
South-West Leicestershire	18	100%	100%	100%	100%	100%	100%	100%	100%
Total	**66**	**98%**	**100%**	**98%**	**100%**	**100%**	**100%**	**100%**	**100%**

3.2.5 The performance of the 16 directional screenlines and cordons within about 8km of the development site is provided in Table 3.3. This also demonstrates a very good performance locally given that all screenlines and cordons meet the TAG acceptability criteria.

Figure 3.1: Screenlines and Cordons in vicinity of Cliffe Hill Farm



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Table 3.3: Screenline and Cordon Performance in the vicinity of Cliffe Hill Farm

Screenline / Cordon	Direction	Number of Counts	AM Peak					PM Peak				
			Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	Pass?
Loughborough-Leicester Screenline	Northbound	10	3,596	3,563	-32	-1%	✓	3,116	3,132	16	1%	✓
Loughborough-Leicester Screenline	Southbound	10	3,552	3,547	-6	-0%	✓	3,395	3,362	-32	-1%	✓
M1 Screenline (North)	Eastbound	18	12,852	12,735	-117	-1%	✓	11,996	12,036	40	0%	✓
M1 Screenline (North)	Westbound	18	11,275	11,276	1	0%	✓	12,150	12,155	5	0%	✓
Leicester City Outer Cordon	Inbound	27	20,855	20,587	-268	-1%	✓	17,962	17,914	-48	-0%	✓
Leicester City Outer Cordon	Outbound	27	16,371	16,479	108	1%	✓	20,327	20,581	254	1%	✓
Loughborough Cordon	Inbound	7	6,614	6,647	33	1%	✓	4,456	4,464	8	0%	✓
Loughborough Cordon	Outbound	7	3,981	3,988	7	0%	✓	5,770	5,764	-6	-0%	✓
Shepshed Cordon	Inbound	5	1,280	1,256	-25	-2%	✓	1,651	1,642	-9	-1%	✓
Shepshed Cordon	Outbound	5	1,665	1,617	-47	-3%	✓	1,321	1,318	-3	-0%	✓
Coalville Cordon	Inbound	13	5,071	5,075	4	0%	✓	5,185	5,200	15	0%	✓
Coalville Cordon	Outbound	13	4,865	4,862	-3	-0%	✓	4,964	4,981	17	0%	✓
Coalville Railway Screenline	Eastbound	4	2,111	2,105	-5	-0%	✓	1,976	1,977	1	0%	✓
Coalville Railway Screenline	Westbound	4	1,839	1,826	-14	-1%	✓	2,188	2,193	6	0%	✓
Leicestershire T-line (West)	Northbound	11	7,870	7,903	33	0%	✓	8,852	8,944	92	1%	✓
Leicestershire T-line (West)	Southbound	11	8,605	8,652	47	1%	✓	7,629	7,754	125	2%	✓

3.3 PRTM23 Highway Base Year Model Link Flow Performance

3.3.1 Guidelines set out in Table 2 of TAG Unit 3.1 on highway assignment modelling state that a modelled link flow meets TAG criteria if at least one of the following two conditions is met:

- Flow criteria:
  - modelled flow is within 100 vehicles for counts with an observed flow of less than 700 vehicles;
  - modelled flow is within 15% vehicles for counts with an observed flow between 700 and 2,700 vehicles; or
  - modelled flow is within 400 vehicles for counts with an observed flow greater than 2,700 vehicles.
- GEH criteria:
  - a GEH[1] value of less than 5.

3.3.2 Table 3.4 provides a summary of the base year model link flow performance by area. It shows that the pass rates for all vehicles across the five reporting areas combined are 93% in the AM Peak and 94% in the PM Peak hour, both exceeding the 85% TAG criteria guidelines. In the 'North-West Leicestershire' reporting area, where the proposed development site is located, the modelled flows exceed the required TAG criteria during both the AM and PM Peak hours for all vehicle types, with pass rates of 96% and 97% respectively. The link flow performance on the SRN is also very strong for all vehicle types with a pass rate of 99% for both the AM Peak and PM Peak hour.

Table 3.4: Area Link Flow Performance

Area	Number of Counts	All Vehicles		Car		LGV		HGV	
		AM	PM	AM	PM	AM	PM	AM	PM
North-West Leicestershire	112	96%	97%	96%	97%	100%	100%	100%	100%
SRN	238	99%	99%	98%	100%	100%	100%	99%	100%
Leicester City	301	88%	88%	89%	90%	100%	100%	100%	100%
North Leicestershire	132	90%	93%	92%	92%	100%	100%	100%	100%
South-West Leicestershire	130	93%	92%	94%	92%	100%	100%	100%	100%
Total	**913**	**93%**	**94%**	**94%**	**94%**	**100%**	**100%**	**100%**	**100%**

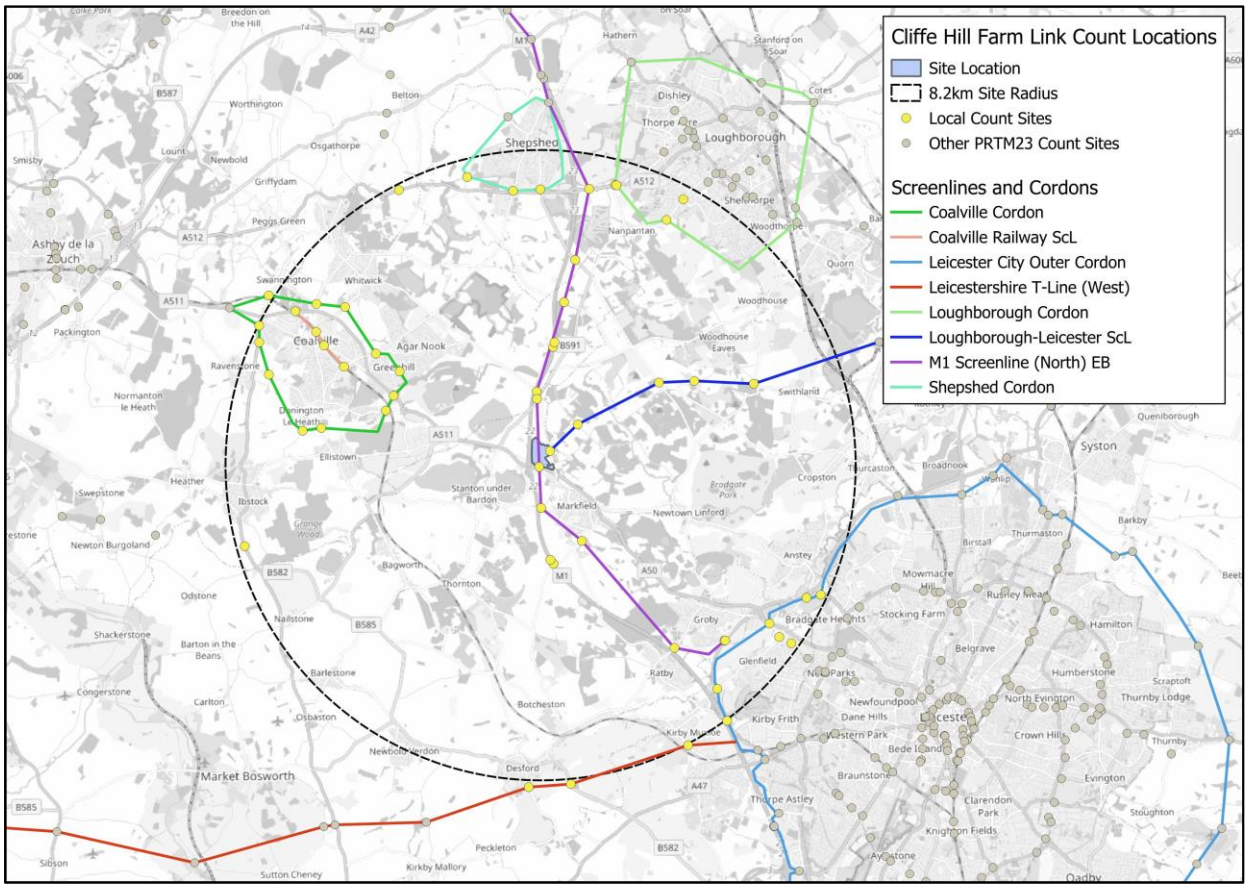
3.3.3 On roads within about 8 km of the development site, the 104 directional counts as shown in Figure 3.2 perform well in the model calibration. Table 3.5 shows that most counts pass the acceptability criteria in both directions for the AM Peak and PM Peak hour, with 93% and 97% of links for each time period respectively, which exceeds the 85% TAG criteria guidelines.

3.3.4 The performance at count locations within about 8km of the development site is indicated in Figure 3.3 and Figure 3.4 for the AM and PM respectively. For roads closest to Cliffe Hill Farm site, the calibration performance is very good, with all passing in both directions in both the AM Peak and PM Peak. In the AM Peak, the count sites which did not pass in both directions are mostly located in Shepshed near the M1 Junction 23, which is situated within Charnwood district. Overall, the flows on the south side of Shepshed match observed data and the issue is due to routeing of traffic. In addition, the other sites which did not pass in one direction are located further south, closer to Leicester, in villages such as Glenfield and Desford. In the PM Peak, only three count sites did not pass in one direction; one count is located in Coalville, and the other two are located further south, close to Leicester, in the small villages of Desford and Kirby Muxloe.

3.3.5 Overall, in both the AM and PM Peak, the directional counts perform well close to the development site and around Markfield, with those not passing the acceptability criteria being located at the periphery of the assessment area and hence some distance from the development site.

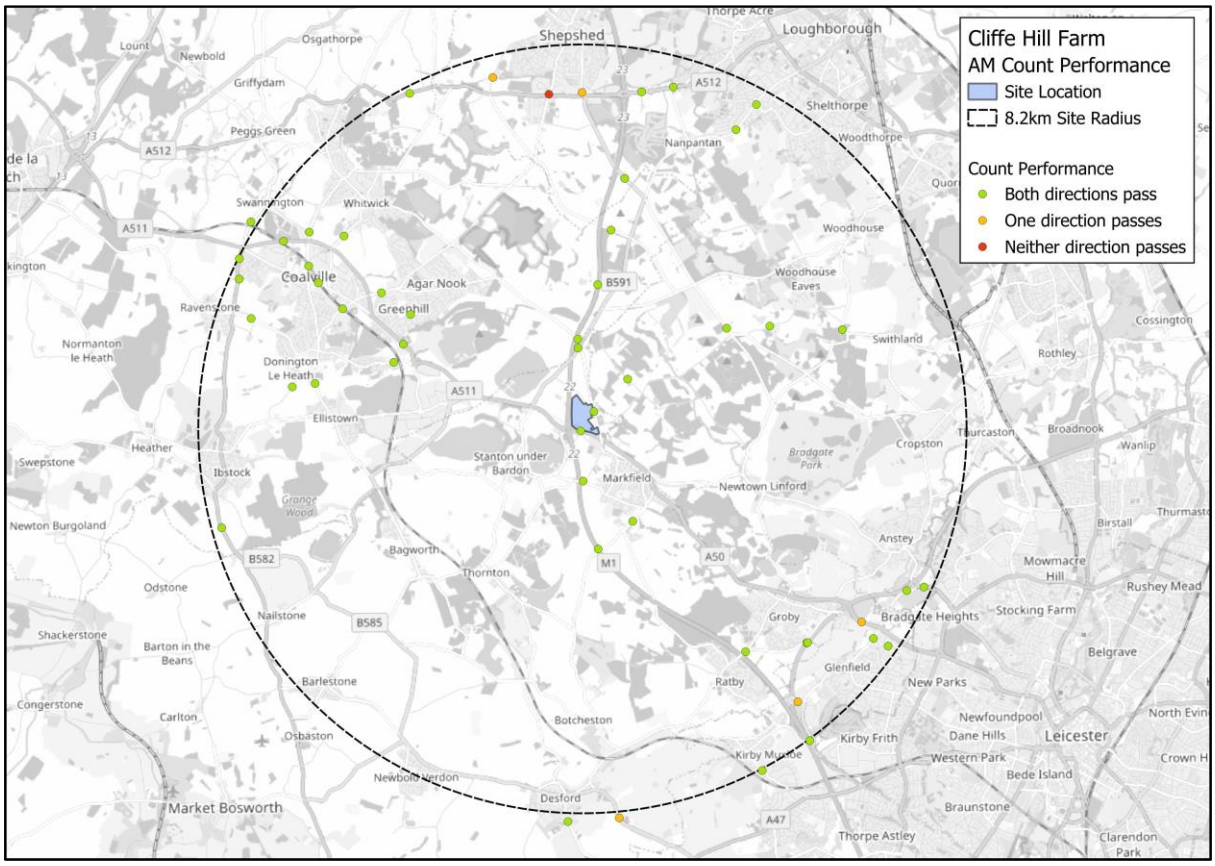
[1] $GEH = \sqrt{\frac{(M-O)^2}{(M+O)/2}}$, where M is the modelled flow and O is the observed flow

Figure 3.2: Link Count Locations in the vicinity of Cliffe Hill Farm



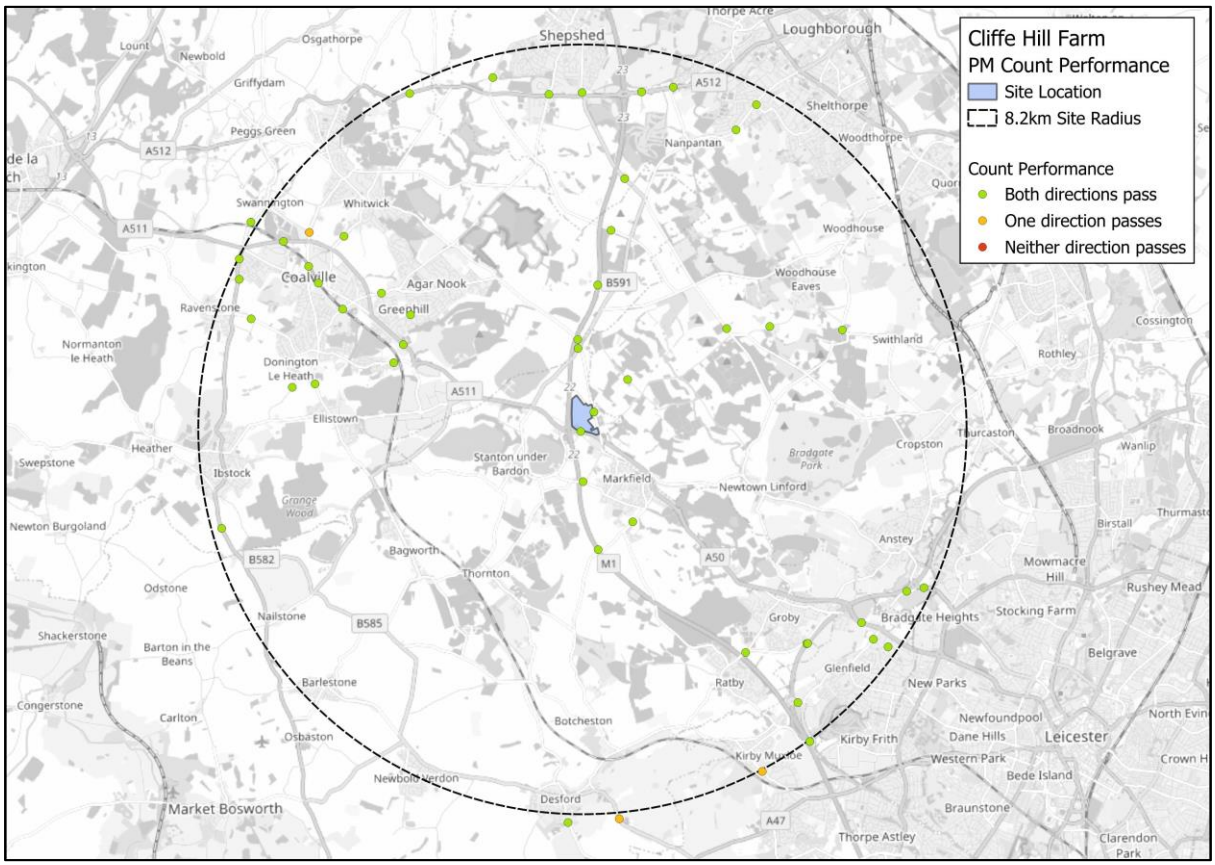
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Figure 3.3: AM Peak Calibration Performance in the vicinity of Cliffe Hill Farm



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Figure 3.4: PM Peak Calibration Performance in the vicinity of Cliffe Hill Farm



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Table 3.5: Local Road Link Flow Performance in the vicinity of Cliffe Hill Farm

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Leicester Road; E of M1; Markfield Eastbound	1543	1533	-10	-1%	0.3	✓	1612	1590	-22	-1%	0.5	✓
Leicester Road; E of M1; Markfield Westbound	1625	1632	8	0%	0.2	✓	1607	1597	-10	-1%	0.2	✓
Station Hill; Swannington; Coalville Southbound	203	134	-69	-34%	5.3	✓	199	167	-32	-16%	2.4	✓
Station Hill; Swannington; Coalville Northbound	217	170	-47	-22%	3.4	✓	178	94	-83	-47%	7.1	✓
Hermitage Road; N of A511; Coalville Southbound	309	264	-45	-15%	2.7	✓	212	157	-56	-26%	4.1	✓
Hermitage Road; N of A511; Coalville Northbound	174	122	-53	-30%	4.3	✓	280	183	-97	-35%	6.4	✓
Broom Leys Road; E of A511; Coalville Westbound	479	552	73	15%	3.2	✓	550	642	91	17%	3.7	✓
Broom Leys Road; E of A511; Coalville Eastbound	534	582	48	9%	2.0	✓	534	566	33	6%	1.4	✓
Leicester Road; W of St Marys Ln; Coalville Eastbound	216	250	33	15%	2.2	✓	276	298	22	8%	1.3	✓
Leicester Road; W of St Marys Ln; Coalville Westbound	254	274	20	8%	1.2	✓	263	296	33	13%	2.0	✓
Bardon Road; SE of Bardon Cl; Coalville Northbound	778	851	73	9%	2.6	✓	1036	1044	9	1%	0.3	✓
Bardon Road; SE of Bardon Cl; Coalville Southbound	949	887	-62	-7%	2.1	✓	782	688	-94	-12%	3.5	✓
Swannington Road; S of Ashby Rd; Ravenstone Northbound	580	556	-25	-4%	1.0	✓	429	377	-52	-12%	2.6	✓
Swannington Road; S of Ashby Rd; Ravenstone Southbound	349	301	-48	-14%	2.7	✓	522	474	-48	-9%	2.1	✓
Whitwick Road; N of Cottage Lane; Markfield Northbound	227	233	5	2%	0.3	✓	379	333	-46	-12%	2.4	✓
Whitwick Road; N of Cottage Lane; Markfield Southbound	362	398	35	10%	1.8	✓	276	299	23	8%	1.3	✓
Gynsill Lane; Glenfield, Southbound	527	525	-1	0%	0.0	✓	417	415	-3	-1%	0.1	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Gynsill Lane; Glenfield, Northbound	417	419	2	0%	0.1	✓	458	460	2	0%	0.1	✓
Nanpantan Road; Loughborough Northbound	649	655	5	1%	0.2	✓	639	637	-1	0%	0.1	✓
Nanpantan Road; Loughborough Southbound	649	654	5	1%	0.2	✓	631	634	3	0%	0.1	✓
Ashby Road (A512); Loughborough Eastbound	1713	1755	42	2%	1.0	✓	872	880	7	1%	0.2	✓
Ashby Road (A512); Loughborough Westbound	710	703	-6	-1%	0.2	✓	1228	1226	-2	0%	0.1	✓
Peckleton Lane Northbound	229	225	-4	-2%	0.3	✓	249	249	-1	0%	0.0	✓
Peckleton Lane Southbound	283	278	-5	-2%	0.3	✓	194	198	4	2%	0.3	✓
B582 Leicester Lane Northbound	455	349	-106	-23%	5.3	×	563	468	-95	-17%	4.2	✓
B582 Leicester Lane Southbound	553	526	-28	-5%	1.2	✓	510	340	-170	-33%	8.3	×
Station Road Northbound	310	402	92	30%	4.9	✓	323	418	94	29%	4.9	✓
Station Road Southbound	405	420	15	4%	0.8	✓	402	557	155	39%	7.1	×
Whitwick Road Southbound	580	582	2	0%	0.1	✓	399	430	30	8%	1.5	✓
Whitwick Road Northbound	346	411	65	19%	3.3	✓	587	594	7	1%	0.3	✓
B591 Copt Oak Road Northbound	365	347	-18	-5%	0.9	✓	433	417	-16	-4%	0.8	✓
B591 Copt Oak Road Southbound	323	254	-69	-21%	4.1	✓	283	258	-25	-9%	1.5	✓
Forest Road Eastbound	196	151	-46	-23%	3.5	✓	130	149	19	15%	1.6	✓
Forest Road Westbound	193	137	-57	-29%	4.4	✓	132	146	13	10%	1.1	✓
Charley Road Eastbound	274	373	99	36%	5.5	✓	209	212	3	1%	0.2	✓
Charley Road Westbound	198	205	7	4%	0.5	✓	235	249	14	6%	0.9	✓
B591 Ingleberry Road Southbound	224	218	-5	-2%	0.4	✓	263	262	-1	0%	0.1	✓
B591 Ingleberry Road Northbound	314	302	-12	-4%	0.7	✓	347	346	-1	0%	0.0	✓
Ratby Lane Northbound	349	352	3	1%	0.1	✓	331	366	35	11%	1.9	✓
Ratby Lane Southbound	336	414	79	23%	4.1	✓	409	390	-19	-5%	1.0	✓
A512 Eastbound	1690	1719	29	2%	0.7	✓	1024	1017	-7	-1%	0.2	✓
A512 Westbound	788	837	49	6%	1.7	✓	1156	1165	9	1%	0.3	✓
Groby Road Eastbound	530	571	42	8%	1.8	✓	427	405	-21	-5%	1.0	✓
Groby Road Westbound	452	431	-21	-5%	1.0	✓	462	484	21	5%	1.0	✓
Valley Road Northbound	389	487	98	25%	4.7	✓	242	285	44	18%	2.7	✓
Valley Road Southbound	262	303	40	15%	2.4	✓	430	539	109	25%	5.0	✓
Coalville Lane Eastbound	145	138	-7	-5%	0.6	✓	148	179	31	21%	2.4	✓
Coalville Lane Westbound	123	155	32	26%	2.7	✓	138	157	19	14%	1.6	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Richmond Road Northbound	128	159	31	24%	2.6	✓	135	164	29	21%	2.4	✓
Richmond Road Southbound	122	169	47	39%	3.9	✓	87	159	72	83%	6.5	✓
Thornborough Road Southbound	583	703	120	21%	4.7	✓	372	460	87	24%	4.3	✓
Thornborough Road Northbound	364	458	94	26%	4.6	✓	450	636	186	41%	8.0	×
Midlands Road Northbound	252	221	-31	-12%	2.0	✓	309	278	-30	-10%	1.8	✓
Midlands Road Southbound	235	183	-52	-22%	3.6	✓	262	190	-72	-27%	4.8	✓
Grange Road Westbound	229	160	-69	-30%	4.9	✓	475	476	1	0%	0.0	✓
Grange Road Eastbound	395	462	66	17%	3.2	✓	196	270	73	37%	4.8	✓
Cropston Drive Westbound	261	181	-80	-31%	5.4	✓	194	105	-89	-46%	7.3	✓
Cropston Drive Eastbound	250	202	-48	-19%	3.2	✓	230	216	-14	-6%	0.9	✓
A511 Stephenson Way Eastbound	1026	1028	2	0%	0.1	✓	878	882	4	0%	0.1	✓
A511 Stephenson Way Westbound	801	801	0	0%	0.0	✓	1024	1034	9	1%	0.3	✓
Mantle Lane Northbound	287	322	35	12%	2.0	✓	307	357	50	16%	2.8	✓
Mantle Lane Southbound	292	192	-100	-34%	6.4	✓	304	242	-62	-20%	3.8	✓
High Street Southbound	367	362	-5	-1%	0.2	✓	421	415	-6	-1%	0.3	✓
High Street Northbound	398	397	-2	0%	0.1	✓	380	379	-1	0%	0.1	✓
Forest Road Northbound	431	393	-38	-9%	1.9	✓	370	323	-48	-13%	2.6	✓
Forest Road Southbound	348	436	88	25%	4.4	✓	480	539	60	12%	2.6	✓
Tickow Lane Northbound	128	165	38	30%	3.1	✓	157	161	4	2%	0.3	✓
Tickow Lane Southbound	142	335	194	136%	12.5	×	98	100	3	3%	0.3	✓
Charnwood Road Northbound	533	384	-150	-28%	7.0	×	437	450	12	3%	0.6	✓
Charnwood Road Southbound	386	266	-120	-31%	6.6	×	507	534	28	5%	1.2	✓
Leicester Road Northbound	265	363	98	37%	5.5	✓	460	440	-20	-4%	0.9	✓
Leicester Road Southbound	517	406	-111	-21%	5.2	×	323	288	-35	-11%	2.0	✓
B5380 Eastbound	945	857	-88	-9%	2.9	✓	973	875	-98	-10%	3.2	✓
B5380 Westbound	814	972	158	19%	5.3	×	865	919	53	6%	1.8	✓
Ratby Lane Eastbound	814	735	-80	-10%	2.9	✓	472	521	49	10%	2.2	✓
Ratby Lane Westbound	406	313	-93	-23%	4.9	✓	869	763	-106	-12%	3.7	✓
A50 Groby Road Eastbound	1557	1618	60	4%	1.5	✓	861	961	100	12%	3.3	✓
A50 Groby Road Westbound	774	611	-163	-21%	6.2	×	1320	1268	-51	-4%	1.4	✓
A5630 Anstey Lane Eastbound	1534	1539	4	0%	0.1	✓	1298	1331	33	3%	0.9	✓
A5630 Anstey Lane Westbound	1074	1064	-10	-1%	0.3	✓	1624	1607	-17	-1%	0.4	✓
A447 Hinckley Road Northbound	481	448	-33	-7%	1.5	✓	630	596	-34	-5%	1.4	✓
A447 Hinckley Road Southbound	589	585	-3	-1%	0.1	✓	450	416	-33	-7%	1.6	✓
Whitcroft's Lane Northbound	11	3	-8	-73%	3.1	✓	18	46	28	156%	5.0	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Whitcroft's Lane Southbound	26	3	-22	-87%	5.9	✓	13	4	-9	-69%	3.0	✓
Shepshed Road Northbound	313	304	-9	-3%	0.5	✓	287	309	23	8%	1.3	✓
Shepshed Road Southbound	405	402	-3	-1%	0.1	✓	323	324	0	0%	0.0	✓
Maplewell Road Eastbound	80	61	-19	-24%	2.3	✓	37	66	28	75%	3.9	✓
Maplewell Road Westbound	57	57	0	0%	0.0	✓	23	37	13	57%	2.4	✓
Main Street Northbound	178	198	21	12%	1.5	✓	126	101	-24	-19%	2.3	✓
Main Street Southbound	132	129	-3	-2%	0.2	✓	133	121	-13	-9%	1.1	✓
Station Road Northbound	572	561	-11	-2%	0.5	✓	480	483	3	1%	0.1	✓
Station Road Southbound	537	536	-1	0%	0.0	✓	611	610	0	0%	0.0	✓
Faire Road Northbound	146	159	13	9%	1.1	✓	83	99	17	20%	1.7	✓
Faire Road Southbound	39	0	-39	-100%	8.9	✓	29	0	-29	-100%	7.6	✓
A512 Ashby Road Eastbound	421	401	-21	-5%	1.0	✓	366	327	-39	-11%	2.1	✓
A512 Ashby Road Westbound	397	332	-66	-17%	3.4	✓	441	415	-25	-6%	1.2	✓
A46 between B5380 and A50 Northbound	2572	2518	-54	-2%	1.1	✓	3012	2985	-28	-1%	0.5	✓
A46 between A50 and B5380 Southbound	2863	2842	-21	-1%	0.4	✓	2602	2599	-3	0%	0.1	✓
M1/3655B priority 1 on link 107008102 Southbound	3087	3182	95	3%	1.7	✓	3085	3101	16	1%	0.3	✓
M1/3656A priority 1 on link 107030702 Northbound	3574	3517	-56	-2%	0.9	✓	3625	3606	-19	-1%	0.3	✓
M1/3713A priority 1 on link 107030401 Northbound	4054	4024	-29	-1%	0.5	✓	3958	3936	-22	-1%	0.4	✓
M1/3714B priority 1 on link 126024001 Southbound	3638	3659	21	1%	0.3	✓	3670	3671	2	0%	0.0	✓

3.4 PRTM23 Base Year Model Journey Time Performance

3.4.1 The TAG criteria for journey time routes are for the modelled journey time to be within ±15% (or ±1 minute) of the observed journey time.

3.4.2 Table 3.6 provides a summary of the journey time performance by area and shows that across these reporting areas that the TAG performance criteria are met. The overall pass rates for the reporting areas are 93% and 88% for the AM Peak hour and PM Peak hour respectively.

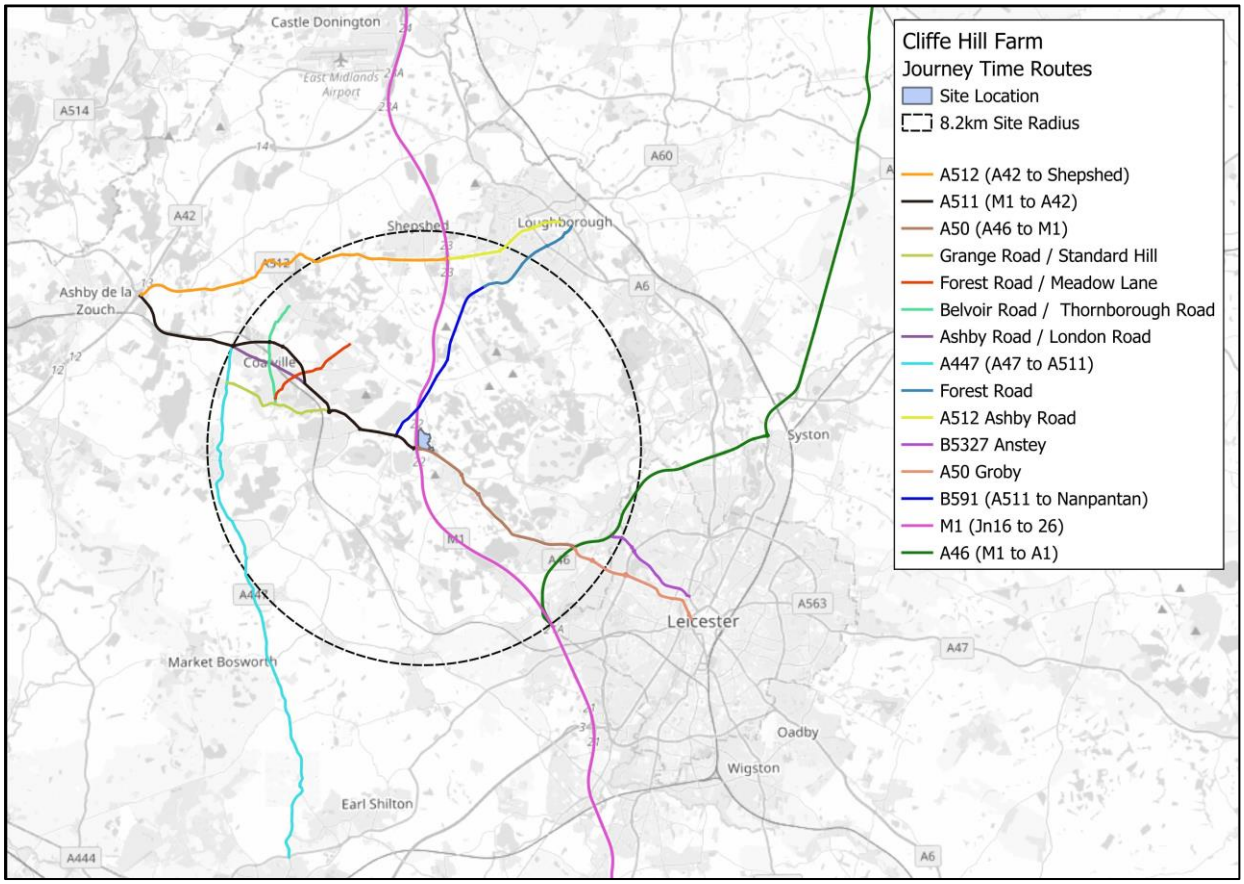
3.4.3 Table 3.7 displays the detail journey time performance in the vicinity of the proposed development of which there are 15 routes (30 by direction) in the general vicinity of Cliffe Hill Farm. The pass rates are 100% and 90% for the AM Peak hour and PM Peak hour respectively. All routes pass in the AM Peak, and only three fail to meet TAG criteria in the PM Peak. The three not meeting TAG criteria in the PM Peak are the B5327 Anstey Inbound (Leicester), Forest Road Eastbound (Loughborough), and Forest Road / Meadow Lane Eastbound (Coalville).

3.4.4 Appendix A shows the comparison of modelled and observed journey times for these routes in distance-time graph format.

Table 3.6: Journey Time Performance in Areas covered by Journey Time Routes

Area	Number of Routes	AM Peak	PM Peak
North-West Leicestershire	28	93%	86%
SRN	26	96%	89%
Leicester City	32	91%	91%
North Leicestershire	20	90%	85%
South-West Leicestershire	26	96%	89%
Total	**132**	**93%**	**88%**

Figure 3.5: Journey Time Routes in the vicinity of Cliffe Hill Farm



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Table 3.7: Journey Time Performance in the vicinity of Cliffe Hill Farm

Route	AM Peak					PM Peak				
	Observed	Modelled	Abs Diff	% Diff	Pass	Observed	Modelled	Abs Diff	% Diff	Pass
A50 (A46 to M1) Northbound	07:21	07:11	-00:10	-2.3%	✓	06:57	07:41	00:44	10.6%	✓
A50 (A46 to M1) Southbound	07:28	08:15	00:47	10.5%	✓	06:36	07:25	00:49	12.3%	✓
M1 (Jn16 to 26) Northbound	51:55	53:51	01:56	3.7%	✓	52:33	54:48	02:15	4.3%	✓
M1 (Jn16 to 26) Southbound	58:15	54:44	-03:31	-6.0%	✓	52:42	53:08	00:26	0.8%	✓
B591 (A511 to Nanpantan) Northbound	07:48	08:01	00:13	2.8%	✓	07:15	07:35	00:20	4.6%	✓
B591 (A511 to Nanpantan) Southbound	07:15	06:34	-00:41	-9.4%	✓	06:59	06:28	-00:32	-7.6%	✓
A511 (M1 to A42) Westbound	15:32	16:18	00:46	4.9%	✓	15:31	17:25	01:54	12.3%	✓
A511 (M1 to A42) Eastbound	15:39	16:08	00:29	3.1%	✓	15:04	16:58	01:54	12.6%	✓
Grange Road / Standard Hill Eastbound	06:52	06:40	-00:13	-3.1%	✓	06:17	06:21	00:04	1.0%	✓
Grange Road / Standard Hill Westbound	07:35	07:13	-00:23	-5.0%	✓	07:54	07:35	-00:19	-4.0%	✓
Ashby Road / London Road Eastbound	06:24	07:07	00:43	11.3%	✓	06:10	06:34	00:24	6.5%	✓
Ashby Road / London Road Westbound	06:07	06:46	00:38	10.4%	✓	06:45	07:07	00:21	5.3%	✓
Forest Road / Meadow Lane Eastbound	07:38	08:15	00:37	8.0%	✓	07:03	08:11	01:08	16.0%	×
Forest Road / Meadow Lane Westbound	07:40	07:29	-00:11	-2.4%	✓	07:03	07:06	00:02	0.6%	✓
Belvoir Road / Thornborough Road Northbound	07:15	08:12	00:57	13.1%	✓	07:44	08:06	00:22	4.8%	✓
Belvoir Road / Thornborough Road Southbound	08:55	09:00	00:04	0.8%	✓	08:55	08:40	-00:15	-2.8%	✓
A512 (A42 to Shepshed) Eastbound	14:22	15:40	01:18	9.0%	✓	13:42	14:24	00:42	5.1%	✓
A512 (A42 to Shepshed) Westbound	13:11	13:01	-00:11	-1.4%	✓	13:11	13:32	00:20	2.6%	✓
A46 (M1 to A1) Northbound	40:55	42:17	01:22	3.3%	✓	38:13	43:44	05:31	14.4%	✓
A46 (M1 to A1) Southbound	40:37	43:55	03:17	8.1%	✓	39:01	42:03	03:01	7.7%	✓
A447 (A47 to A511) Northbound	20:57	20:25	-00:33	-2.6%	✓	20:25	20:27	00:02	0.1%	✓
A447 (A47 to A511) Southbound	22:19	21:17	-01:02	-4.6%	✓	21:23	20:47	-00:36	-2.8%	✓
Forest Road, Loughborough Eastbound,	06:41	07:39	00:58	14.4%	✓	06:29	07:53	01:24	21.6%	×
Forest Road, Loughborough Westbound	06:45	07:38	00:53	13.0%	✓	07:11	07:46	00:35	8.2%	✓
A512 Ashby Road Eastbound	07:56	08:55	00:59	12.4%	✓	08:15	07:59	-00:16	-3.1%	✓
A512 Ashby Road Westbound	07:15	07:57	00:42	9.6%	✓	07:45	08:06	00:21	4.6%	✓
A50 Groby Road Inbound	11:28	11:57	00:29	4.2%	✓	10:41	11:20	00:39	6.1%	✓
A50 Groby Road Outbound	09:30	10:49	01:20	14.0%	✓	10:24	11:13	00:50	8.0%	✓
B5327 Anstey Inbound	08:16	09:03	00:47	9.4%	✓	07:07	08:24	01:17	18.0%	×
B5327 Anstey Outbound	07:00	07:54	00:54	12.9%	✓	07:25	08:17	00:52	11.7%	✓

Section 4 – Summary

4.1.1 The PRTM23 highway model includes representation of an average weekday from April to June in 2023 for the AM and PM peak hours. This review is focused on the suitability of the model for the use in the strategic assessment of the development.

4.1.2 The review of the base year highway model has considered the zone system and network structure in the vicinity of the proposed development at Cliffe Hill Farm, and the network coding for a number of key routes and junctions in the area. It has also considered the performance of the base year model against the observed counts and journey time data collated as part of the model development.

4.1.3 In terms of the model zone system, the PRTM23 is considered to contain sufficient detail for a strategic assessment of the proposed development. The proposed development is located in an area represented by an existing zone. To be able to accurately represent development traffic loading to and from the network, and to isolate the trips generated by the development within the assignment, it is recommended that a development zone is used to represent the proposed development.

4.1.4 A review of the PRTM23 highway network near the proposed development has shown the coding of the base year model is considered to be of a suitable and consistent standard. It is considered that adjustment of saturation flows at one junction in Thornborough should be made. Speed-flow curves on Priory Lane, Ulverscroft Lane, Beveridge Lane, and along the A50 east of Field Head junction will be amended. Given the limited number modifications required, the zone and network amendments will only be made for forecasting purposes.

4.1.5 A review of the performance of the base year highway model against observed counts and journey time data collated as part of the model development for PRTM23 has also been undertaken. This has demonstrated that in the vicinity of Cliffe Hill Farm, PRTM23 performs well and meets TAG acceptability guidelines in terms of screenline and cordon performance, link flow performance, and journey time validation performance.

4.1.6 16 directional screenlines and cordons in the vicinity of the proposed development were reviewed in greater detail. Of these, all meet the acceptability criteria in both peak hours and both directions. For the North-West Leicestershire reporting area, where the proposed development site is located, all vehicle types, both overall and by individual vehicle type, pass in both the AM and PM Peak hours.

4.1.7 In terms of individual link flow performance, 104 observed counts in the vicinity of the proposed development have been reviewed and the pass rates for all vehicles are 93% and 97% for the AM Peak and the PM Peak respectively, exceeding the 85% TAG criteria guidelines. In the North-West Leicestershire reporting area, the modelled flows exceed the required TAG criteria for both the AM and PM Peak hours, for all vehicle types.

4.1.8 In terms of the journey time validation performance, there are 30 directional journey time routes in the vicinity of the proposed development PRTM23, and the pass rates are 100% and 90% for the AM Peak and PM Peak respectively.

4.1.9 In summary, based on this base year model review, the PRTM23 is considered suitable for the strategic assessment of the proposed Cliffe Hill Farm development.

Appendix A Journey Time Route Performance

Figure A.1: A50 (A46 to M1)

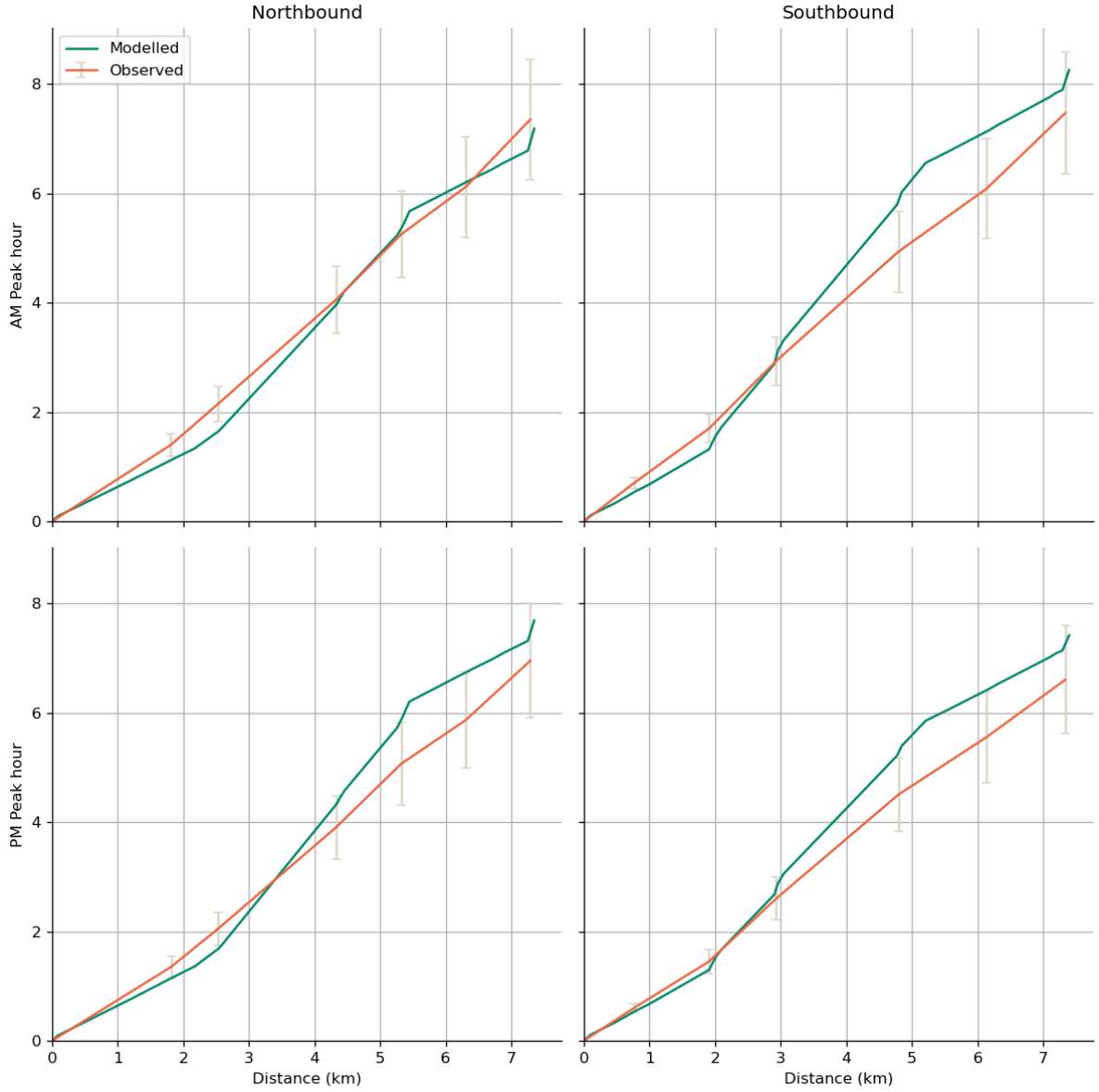


Figure A.2: M1 (Jn16 to 26)

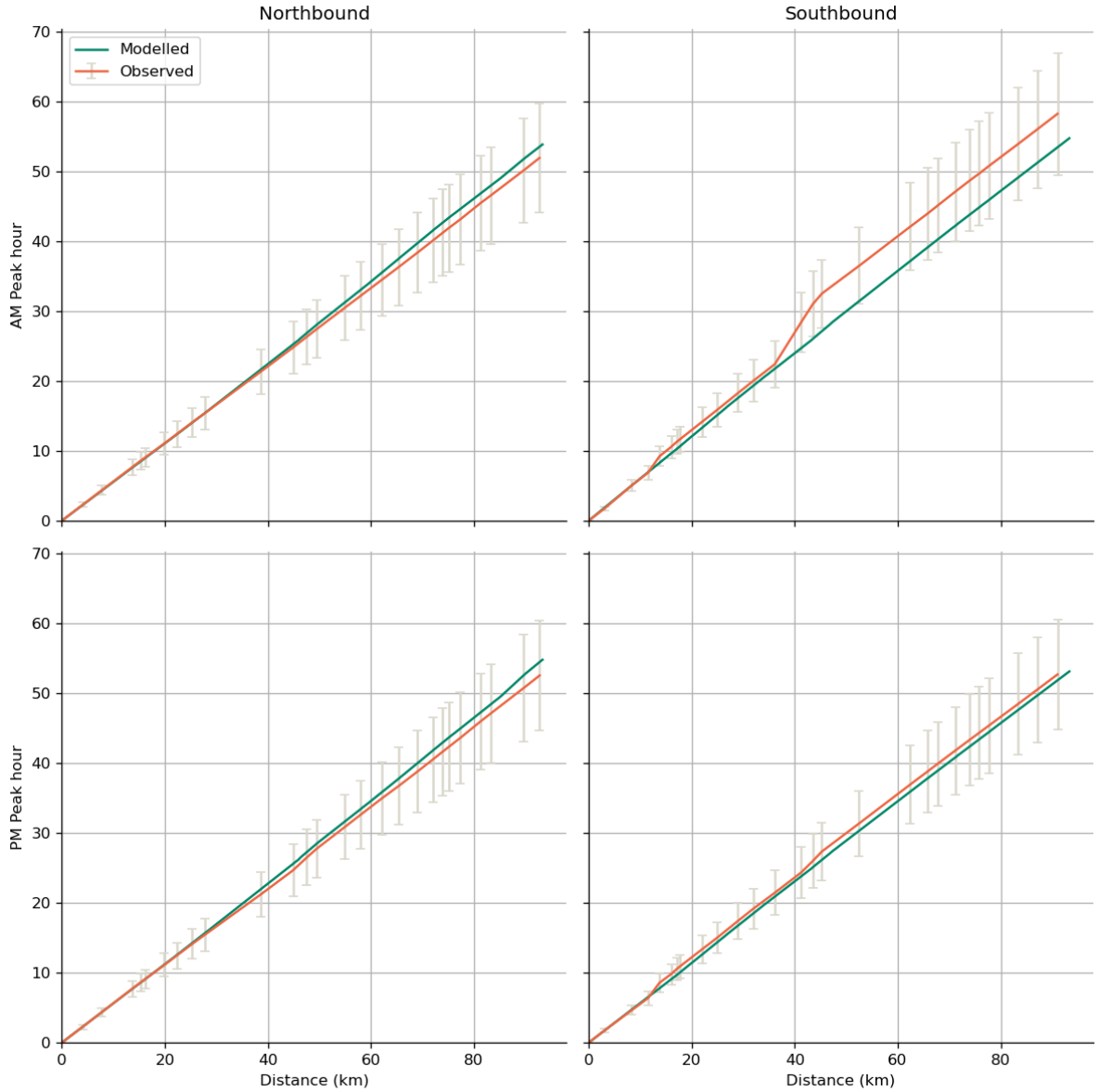


Figure A.3: B591 (A511 to Nanpantan)

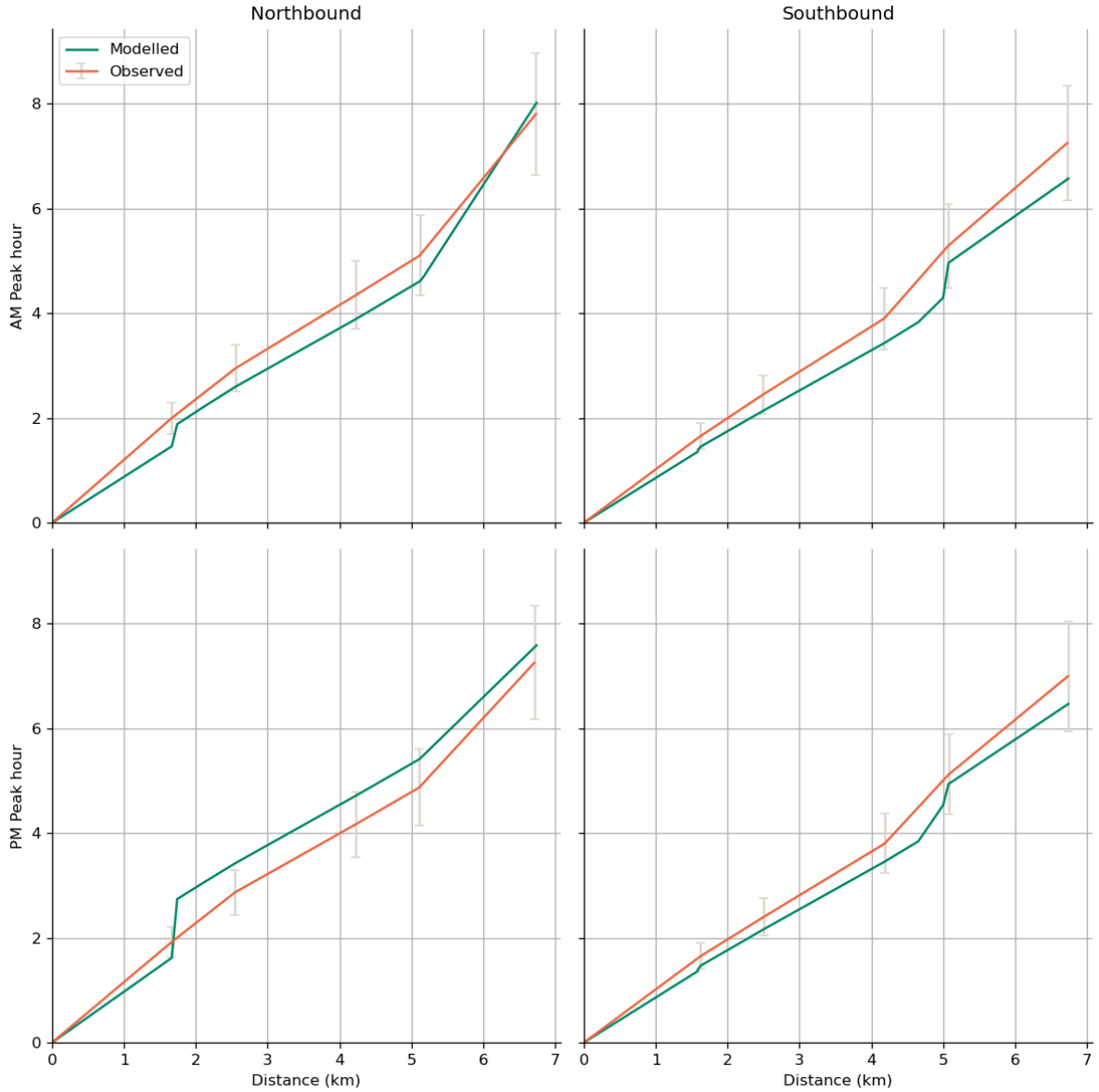


Figure A.4: A511 (M1 to A42)

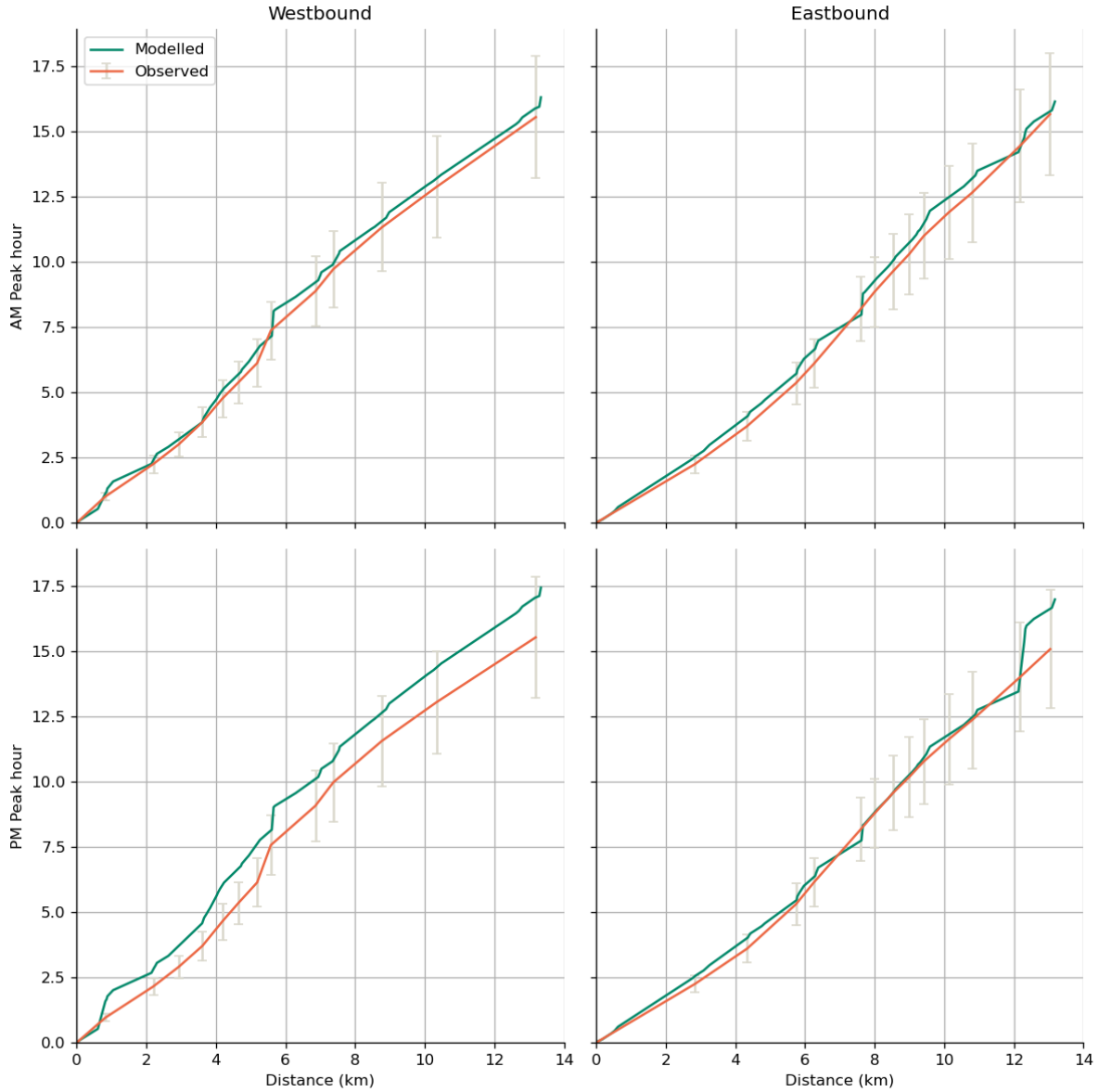


Figure A.5: Grange Road / Standard Hill, Coalville

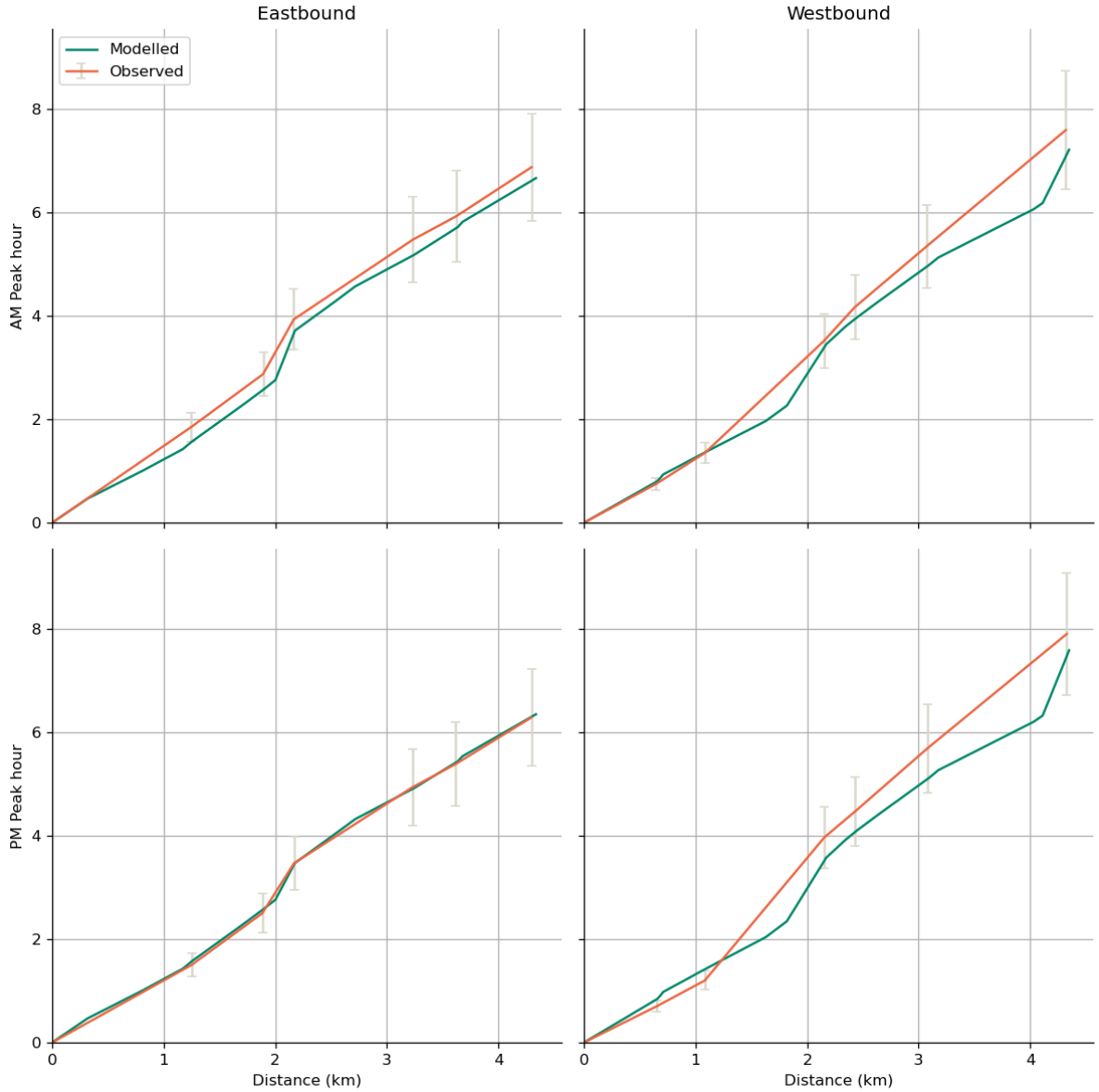


Figure A.6: Ashby Road / London Road, Coalville

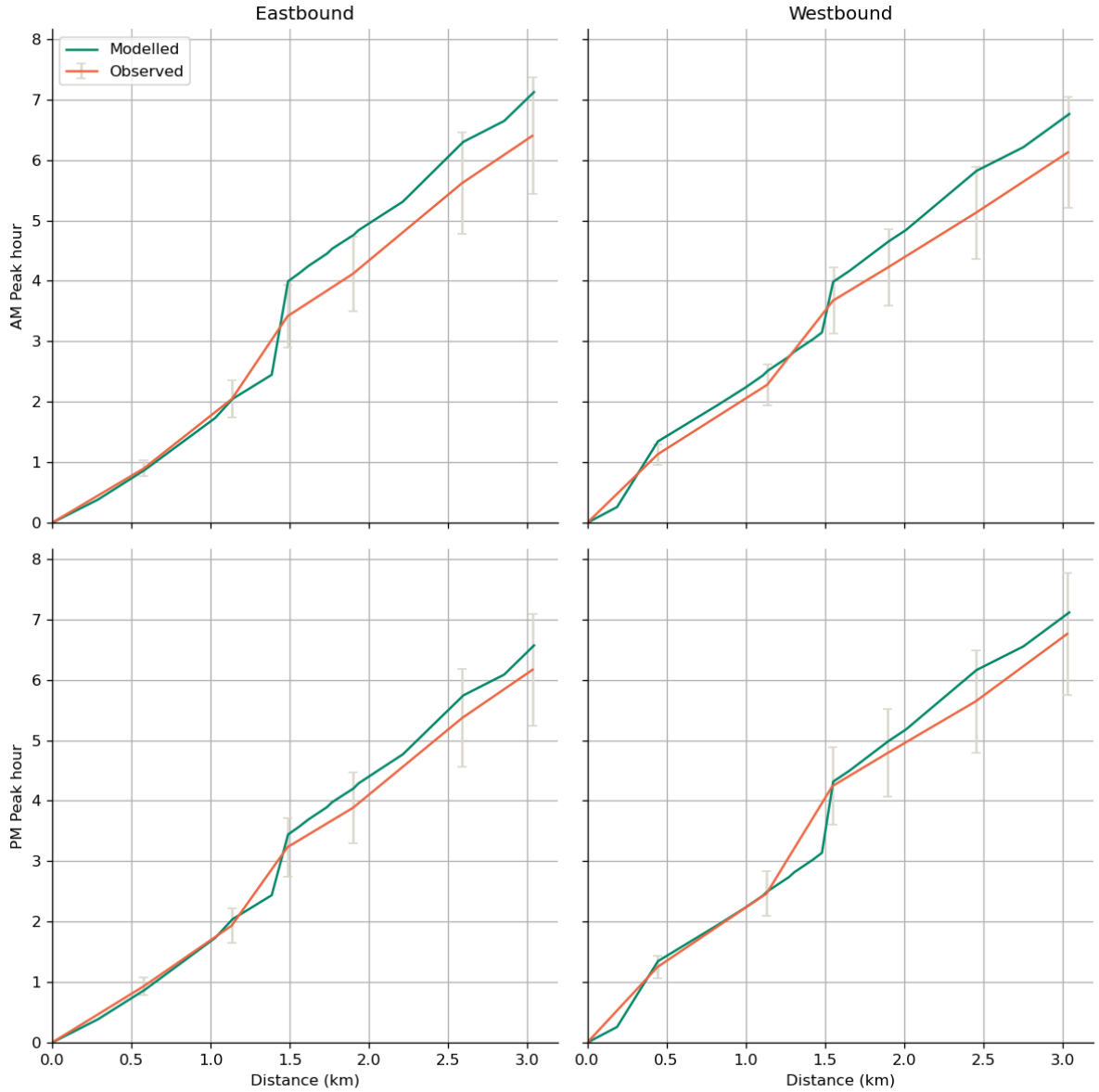


Figure A.7: Forest Road / Meadow Lane, Coalville

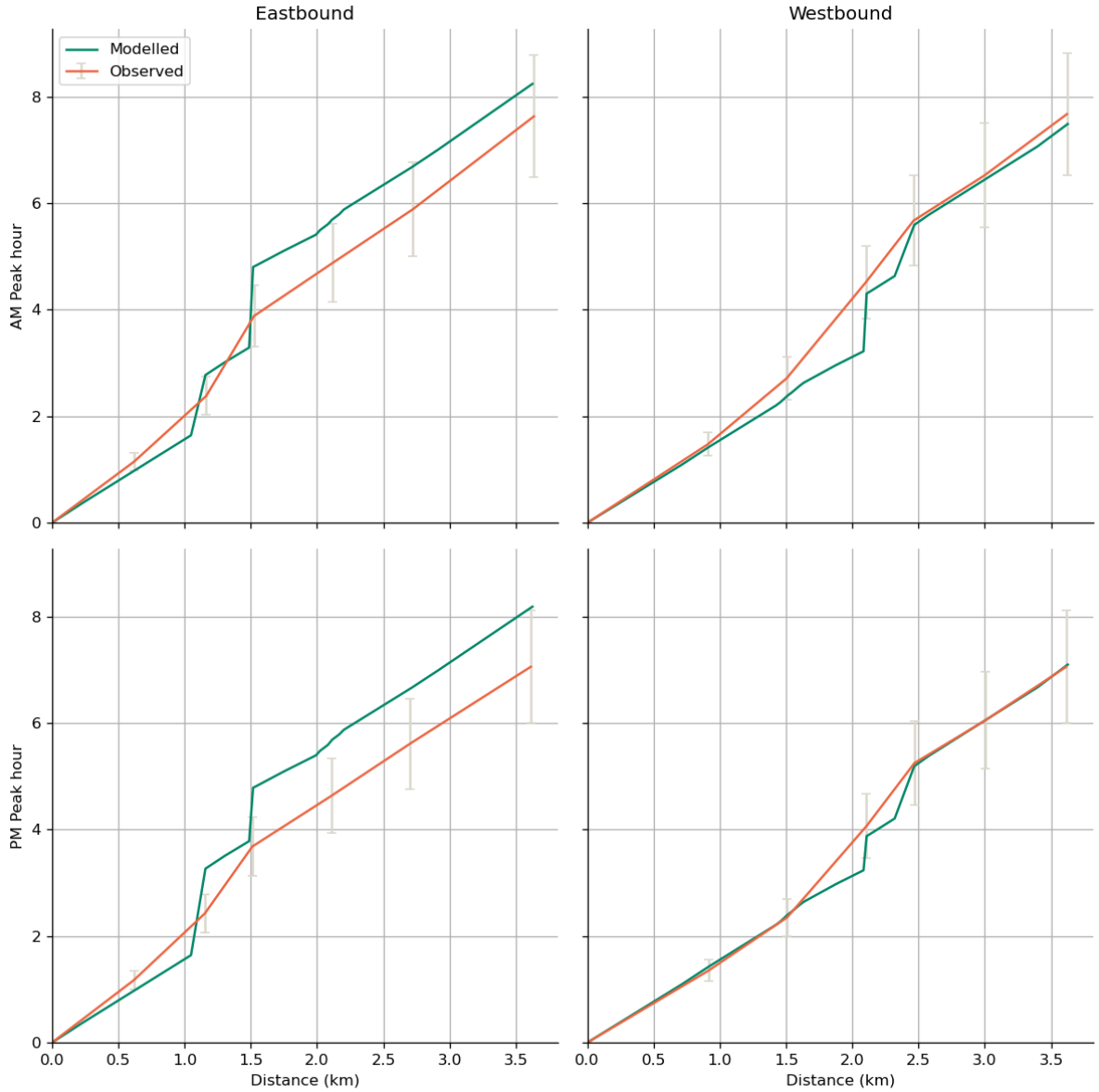


Figure A.8: Belvoir Road / Thornborough Road, Coalville

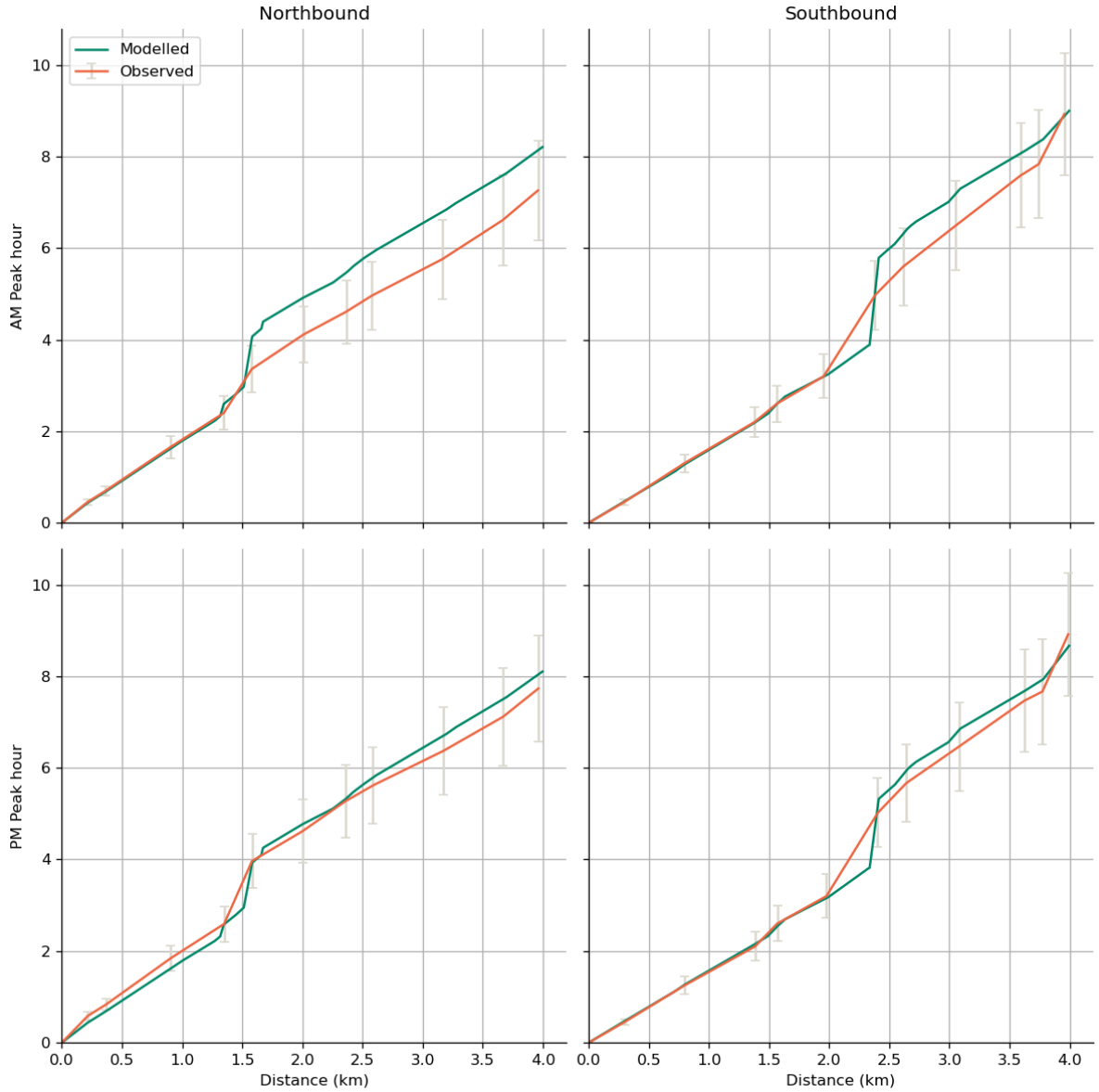


Figure A.9: A512 (A42 to Shepshed)

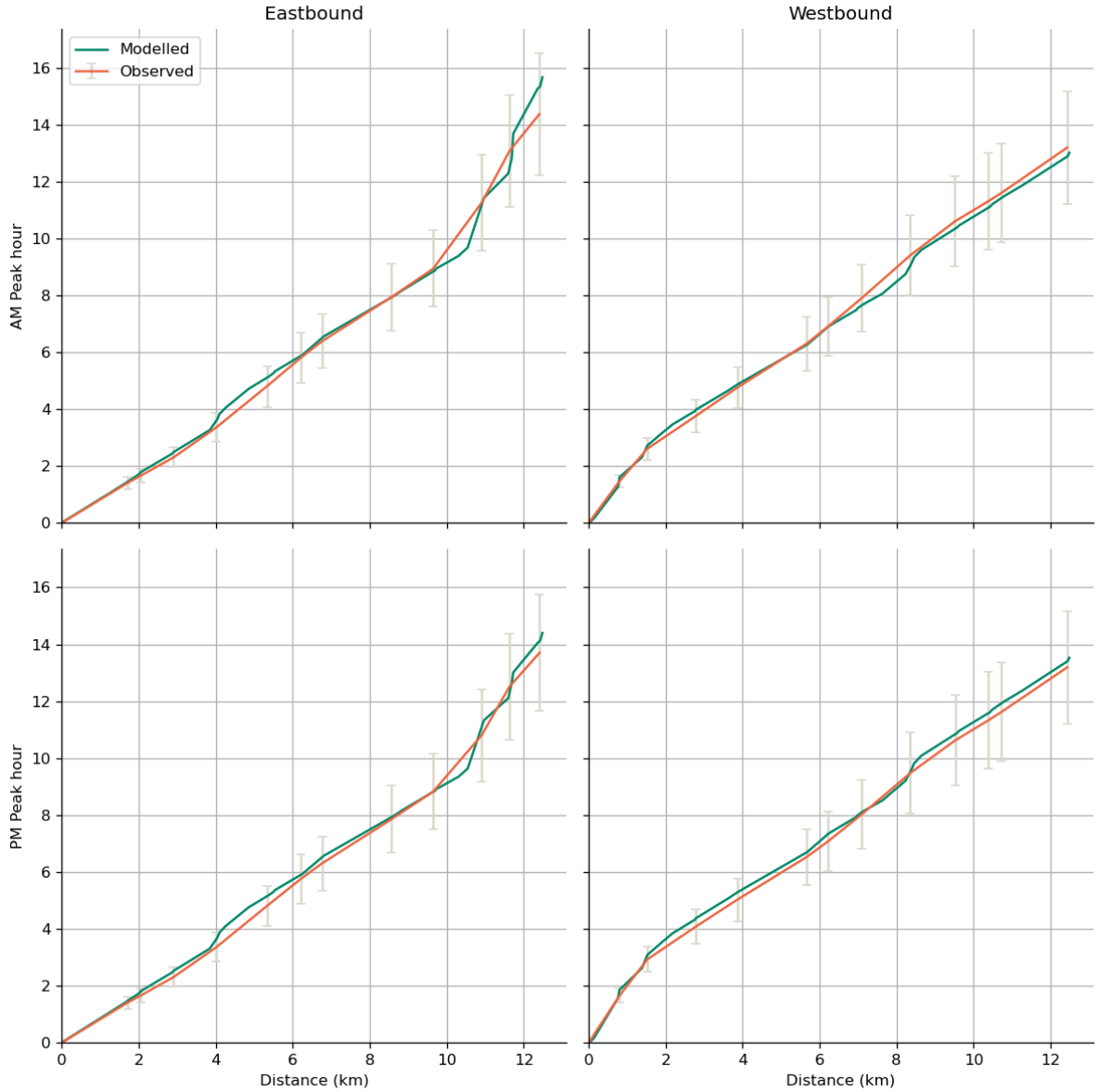


Figure A.10: A46 (M1 to A1)

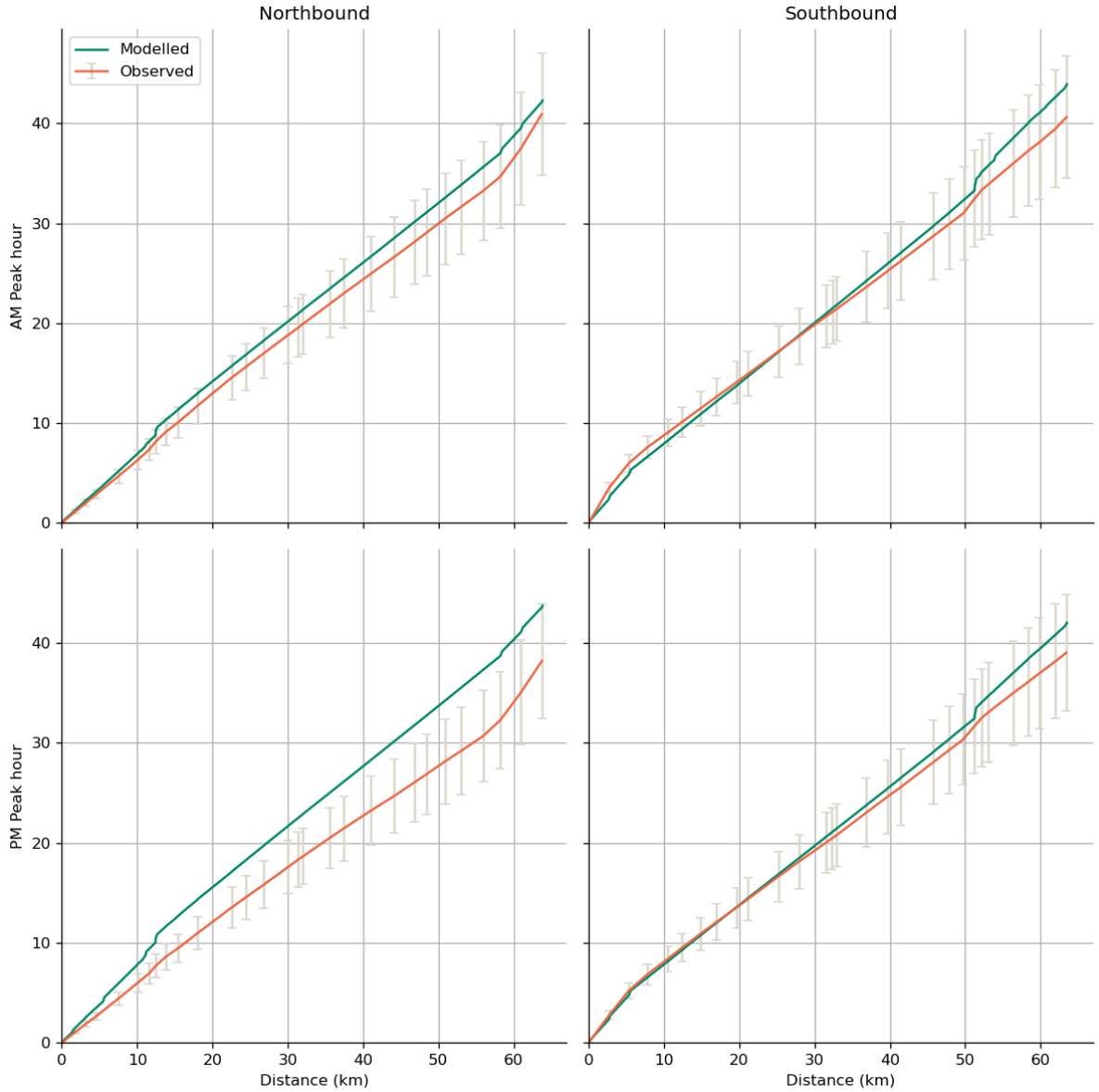


Figure A.11: A447 (A47 to A511)

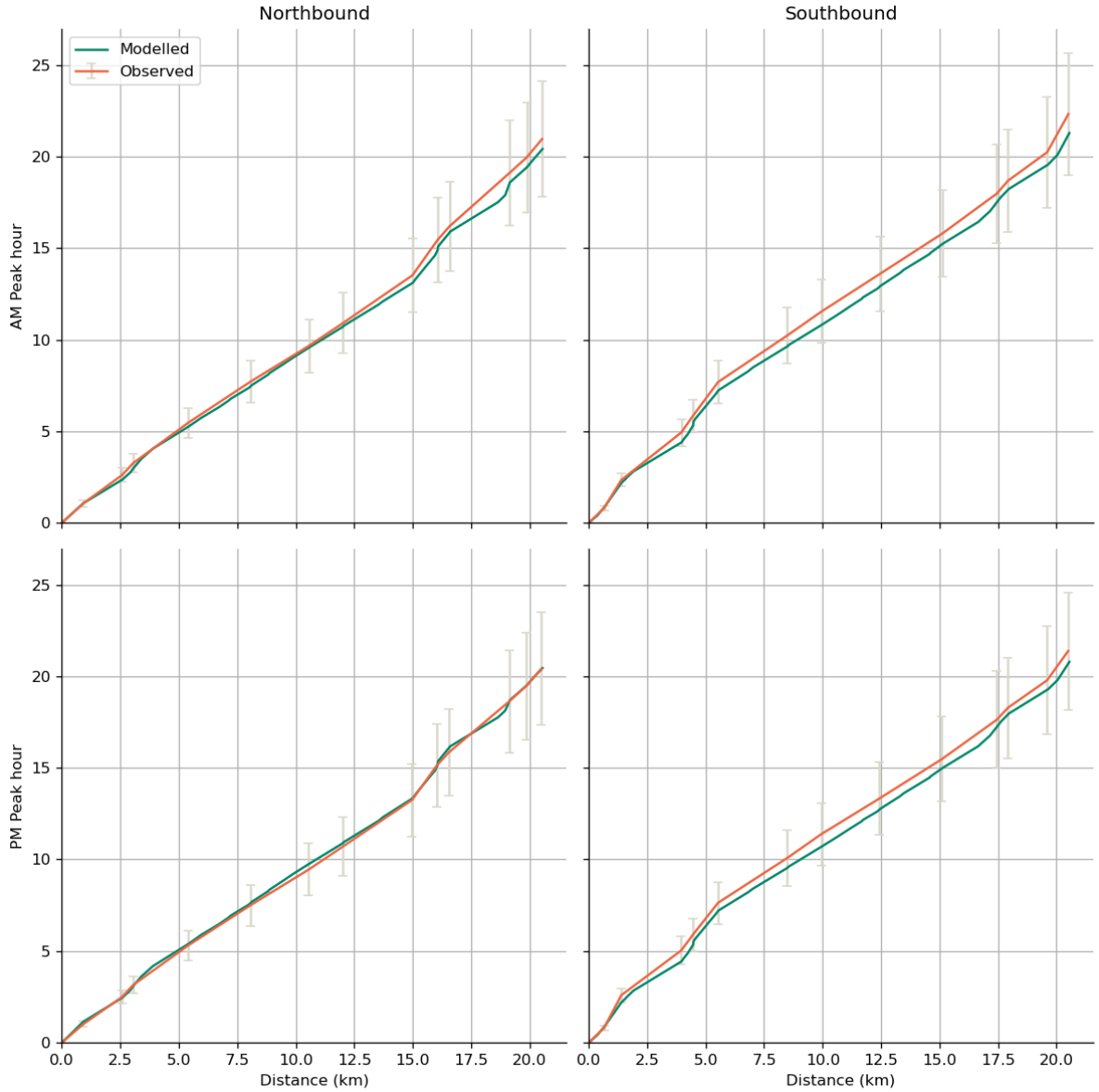


Figure A.12: Forest Road, Loughborough

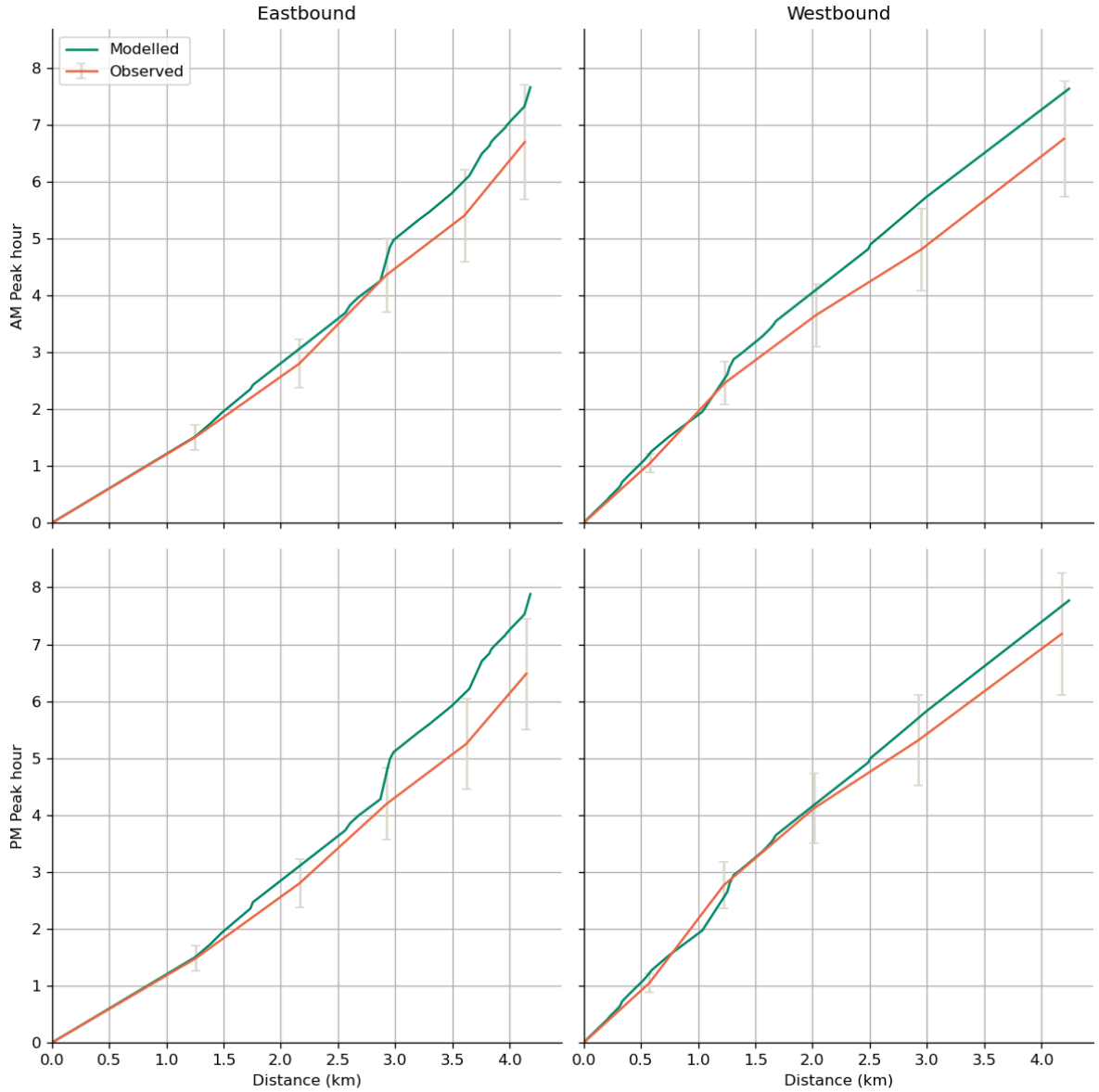


Figure A.13: A512 Ashby Road, Loughborough

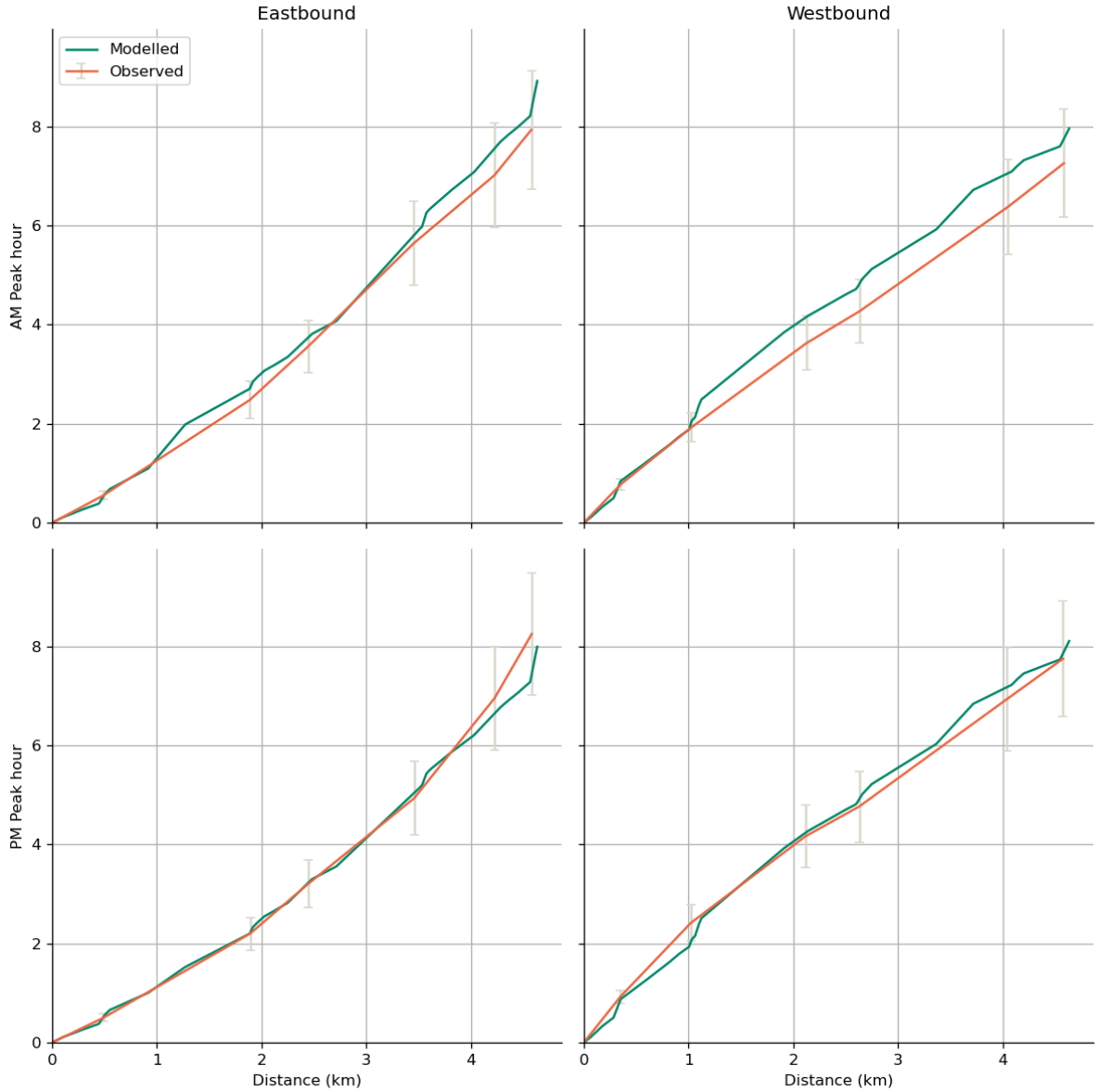


Figure A.14: A50 Groby Road, Leicester

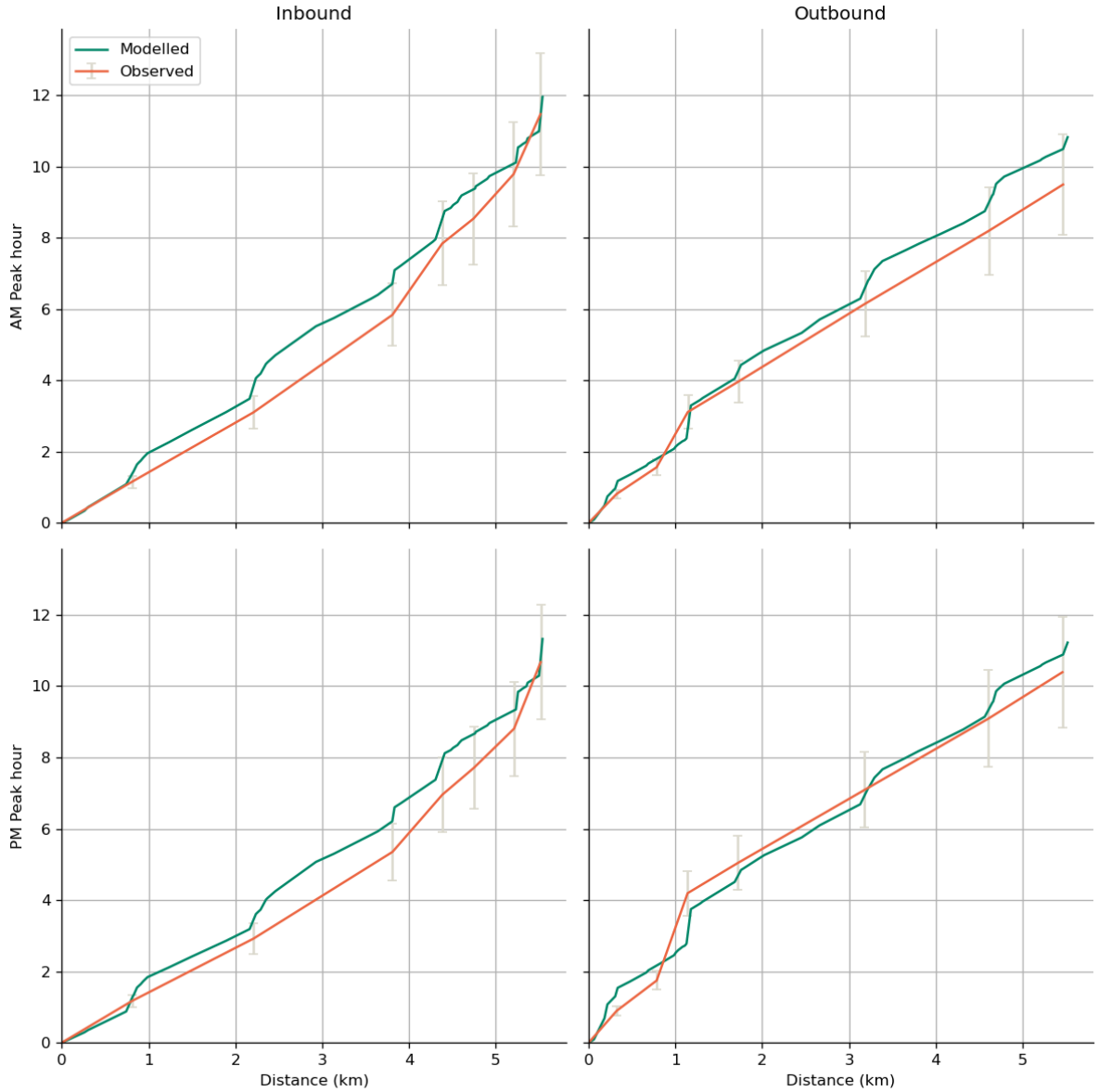
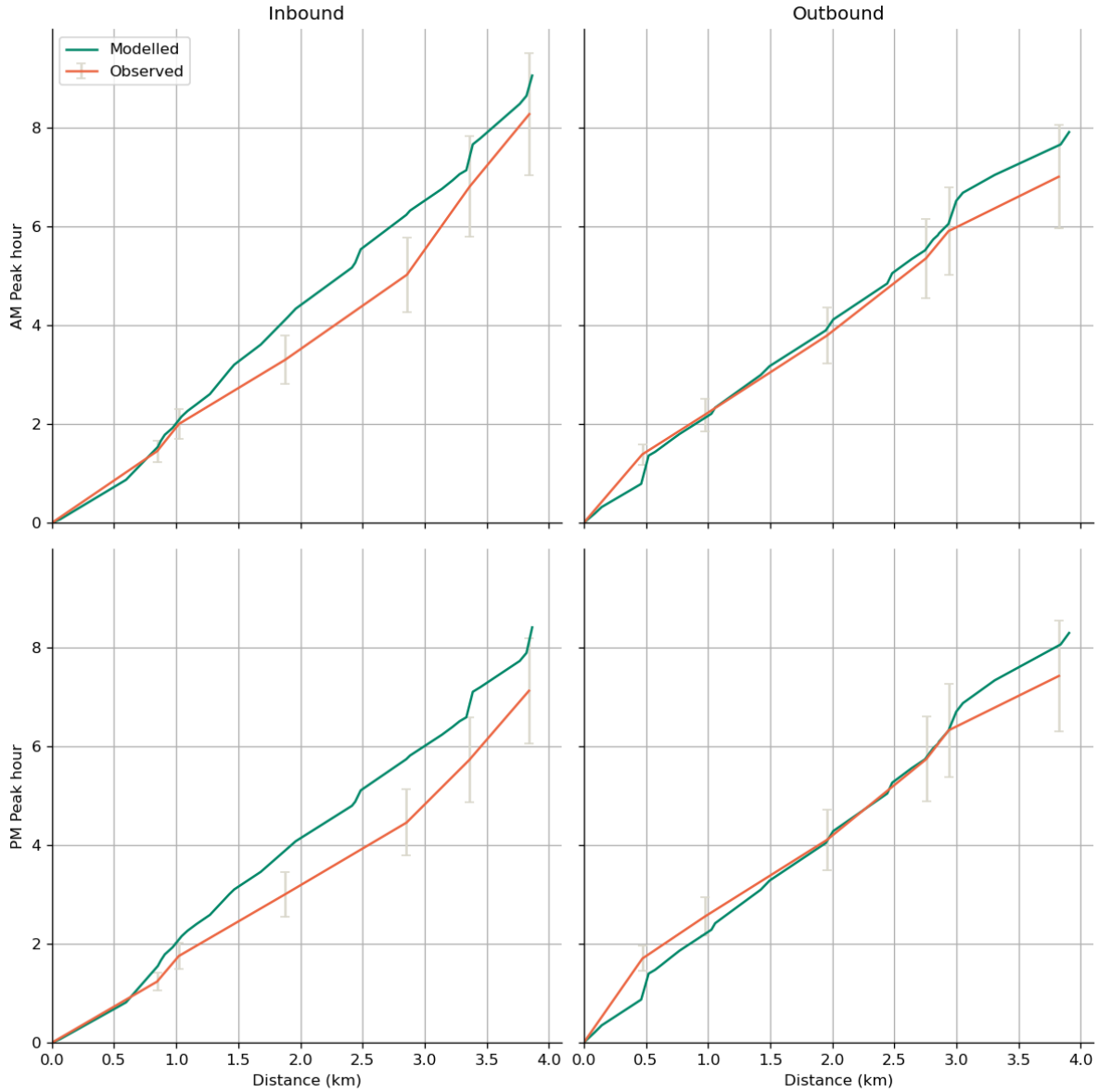


Figure A.15: A5630 / B5327 Anstey Lane, Leicester



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APPENDIX C UNCERTAINTY LOG

Version Control

Project	Cliffe Hill Farm development application - Markfield
Document Title	Uncertainty Log

Revision History

Revision	Details	Date
1.0	Housing data for the Districts of Hinckley & Bosworth, North West Leicestershire and Charnwood based on PRTM23 planning data version 1.6 Employment data for the Districts of Hinckley & Bosworth, North West Leicestershire and Charnwood based on PRTM23 planning data version 1.5 Highway network assumptions: Based on PRTM23 v5.3.0 Further changes made to reflect recent comments from stakeholders w.r.t. other Applications	22/08/2025

PlanID	Authority	District	Settlement	Location	Source	PlanningApplicationNumber	Description	Notes
HH_Charnwood_1	Leicestershire	Charnwood	Anstey	5 Latimer Street, Anstey, Leicestershire, LE7 7AW	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/2425/2	Residential development for 11 apartments and associated parking	
HH_Charnwood_2	Leicestershire	Charnwood	Barrow Upon Soar	Residual of Allocation LAND OFF NOTTINGHAM ROAD	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		LOCAL PLAN ALLOCATION	
HH_Charnwood_3	Leicestershire	Charnwood	Barrow Upon Soar	Land at Melton Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/10/1518/2,P/15/0229/2	Erection of 291 dwellings - (Reserved matters - Outline application P/10/1518/2 refers)	
HH_Charnwood_4	Leicestershire	Charnwood	Burton on the Wolds	Loughborough Road, Burton On The Wolds	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/1105/2	Outline for residential development of 56 dwellings	
HH_Charnwood_5	Leicestershire	Charnwood	Burton on the Wolds	Land off Melton Road, Burton On The Wolds	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/2028/2	Erection of 70 homes	
HH_Charnwood_6	Leicestershire	Charnwood	Burton on the Wolds	Sturdee Poultry Farm, Sowters Lane	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0615/2	Outline for erection of up to 60 residential dwellings	
HH_Charnwood_7	Leicestershire	Charnwood	Cossington	102 Main Street, Cossington	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/1446/2	Erection of 57 dwellings, alterations to existing access and associated works.	
HH_Charnwood_8	Leicestershire	Charnwood	Loughborough	LAND AT EMPRESS ROAD	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		OH LOCAL PLAN ALLOCATION	
HH_Charnwood_9	Leicestershire	Charnwood	Loughborough	1 Morley Street Loughborough Leicestershire LE11 1EP	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/17/2604/2 , P/20/0770/2	Variation of condition 1 (approved drawings) of planning permission P/18/2343/2 to amend external scale, appearance, internal layout and distribution of 203 one and two bedroom apartments (reduction to 195 apartments).	
HH_Charnwood_10	Leicestershire	Charnwood	Loughborough	Land off Leconfield Road, Nanpantan	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2199/2	Outline for residential development with associated infrastructure for up to 30 dwellings	
HH_Charnwood_11	Leicestershire	Charnwood	Loughborough	144 Nottingham Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0171/2	Construction of new four/five storey apartment building comprising of 16 No. one and two bedroom flats	
HH_Charnwood_12	Leicestershire	Charnwood	Loughborough	Radmoor House, Radmoor Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/0155/2	Erection of two managed student accommodation buildings to form 31 studio flats and 9 x one bed apartments	
HH_Charnwood_13	Leicestershire	Charnwood	Markfield (within Newtown Linford Parish)	Land at Ashby Road, Markfield	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/1260/2	Outline for residential development of up to 93 dwellings	
HH_Charnwood_14	Leicestershire	Charnwood	Mountsorrel	Land at Halstead Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/15/1024/2	Site for residential development of up to 200 houses with associated roads, landscaping, sports pitch and landscaped bund	
HH_Charnwood_15	Leicestershire	Charnwood	Mountsorrel	Land adjacent Granite Way Mountsorrel Leicestershire	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/19/1363/2	Erection of 9 dwellings and 2 commercial offices	
HH_Charnwood_16	Leicestershire	Charnwood	Mountsorrel	Land off Halstead Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2361/2	Residential Development of 50 dwellings and associated infrastructure	
HH_Charnwood_17	Leicestershire	Charnwood	Queniborough	Barkby Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2380/2	Outline for up to 150 dwellings	
HH_Charnwood_18	Leicestershire	Charnwood	Queniborough	Land off Boonton Meadow Way including No. 65 Glebe Road, Queniborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2349/2	Outline for up to 50 dwellings. Reserved matters submitted for 47 dwellings.	
HH_Charnwood_19	Leicestershire	Charnwood	Rearsby	Sacred Heart Convent 61 Station Road Rearsby Leicestershire LE7 4YY	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/16/0987/2	Conversion of nunnery to 8 dwellings, erection of 3 bungalows and 5 houses with associated access, parking and landscaping. P/20/0674/2 Revisions to convert three dwellings previously approved (P/16/0987/2 refers) to create five dwellings	
HH_Charnwood_20	Leicestershire	Charnwood	Rothley	Land to the South of Farmers Way/Brookfield Road, Rothley	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2140/2	Outline for up to 70 dwellings	
HH_Charnwood_21	Leicestershire	Charnwood	Shepshed	Land at Oakley Road & Hallamford Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/17/0246/2, P/20/1952/2	Site for the erection of approximately 33 dwellings with associated. P/20/1952/2 partial re-design of layout approved under P/17/0246 with addition of 4 plots (37 total). 25 homes remaining	
HH_Charnwood_22	Leicestershire	Charnwood	Shepshed	Land West of Iveshead Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0027/2	Outline planning application (with all matters reserved except for access) for the erection of up to 50 dwellings with internal access roads, public open space, landscaping, surface water attenuation and associated infrastructure.	
HH_Charnwood_23	Leicestershire	Charnwood	Shepshed	Land East of Iveshead Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/22/2229/2	Outline for up to 53 dwellings	
HH_Charnwood_24	Leicestershire	Charnwood	Shepshed	Land off Tickow Lane	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/16/2056/2	Application for up to 180 dwellings with associated access	
HH_Charnwood_25	Leicestershire	Charnwood	Shepshed	Land off Tickow Lane	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/13/1826/2	Site for the erection of 380 dwellings with associated landscaping, public open space and access from Tickow Lane	
HH_Charnwood_26	Leicestershire	Charnwood	Sileby	Former Waste Site, Cemetery Road, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0549/2	Persimmon Homes Erection of 108 dwellings with access served off Cemetery Road	
HH_Charnwood_27	Leicestershire	Charnwood	Sileby	Peashill Farm Ratcliffe Road Sileby Leicestershire LE12 7QB	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/17/1578/2, P/19/1683/2, P/19/2162/2	Reserved matters (appearance, scale, layout and landscaping) in respect of Outline Application P/17/1578/2 for the demolition of one dwelling and Erection of 170 dwellings plus P/19/2162/2 erection of 31 dwellings. Net total 200 dwellings.	
HH_Charnwood_28	Leicestershire	Charnwood	Sileby	Peashill Farm, Ratcliffe Road, Sileby LE12 7QB	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/2131/2	Outline for up to 175 dwellings	
HH_Charnwood_29	Leicestershire	Charnwood	Sileby	Land east of Seagrave Road LE12 7NJ	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/15/0047/2 , P/19/1215/2	Site for the erection of up to 195 dwellings, together with public open space, landscaping, access and surface water attenuation	
HH_Charnwood_30	Leicestershire	Charnwood	Sileby	Land East of Cossington Road, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0491/2, P/22/2309/2	Outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure	
HH_Charnwood_31	Leicestershire	Charnwood	Thurmaston	157 Humberstone Lane Thurmaston LE4 8HN	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/18/0985/2, P/20/0181/2	Demolition of existing commercial buildings and redevelopment of the site to provide 30 dwellings	
HH_Charnwood_32	Leicestershire	Charnwood	Woodhouse Eaves	Land at Maplewell Road, Woodhouse Eaves LE12 8RA	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2107/2	Outline for up to 36 dwellings	
HH_Charnwood_33	Leicestershire	Charnwood	Wymeswold	Land South of East Road, Wymeswold	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/22/0647/2	Reserved Matters of permission P/20/2427/2 for 65 residential dwellings (Use Class C3) and associated works and the discharge of condition 17 (tree protection) and condition 22 (biodiversity) of outline permission P/20/2427/2	
HH_Charnwood_34	Leicestershire	Charnwood	Wymeswold	Land off East Road, Wymeswold	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2044/2	Outline for 45 dwellings	
HH_Charnwood_35	Leicestershire	Charnwood	Rothley	Direction of Growth North of Birstall		P/16/1660/2	Hybrid planning application comprising: Outline application (with all matters reserved on those areas not subject to the detailed proposals) for erection of 1,950 residential dwellings (Use Class C3)	Co-ordinates given are in zone 1699. Re-assigned to zone 1625.
HH_Charnwood_36	Leicestershire	Charnwood	Thurcaston & Cropston	Direction of Growth North of Birstall		P/16/1660/2	Hybrid planning application comprising: Outline application (with all matters reserved on those areas not subject to the detailed proposals) for erection of 1,950 residential dwellings (Use Class C3)	Co-ordinates given are in zone 1621. Re-assigned to zone 1625.
HH_Charnwood_37	Leicestershire	Charnwood	Wanlip	Direction of Growth North of Birstall		P/16/1660/2	Hybrid planning application comprising: Outline application (with all matters reserved on those areas not subject to the detailed proposals) for erection of 1,950 residential dwellings (Use Class C3)	Co-ordinates given are in zone 1622. Re-assigned to zone 1625.
HH_Charnwood_38	Leicestershire	Charnwood	Thurmaston	North-East of Leicester SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/13/2498/2, P/19/1457/2, P/19/1479/2, P/19/1374/2	Outline permission for Sustainable Urban Extension (SUE) of up to 4500 dwellings. Reserved Matters submitted	Co-ordinates given are in zone 1603. Re-assigned to zone 1602.
HH_Charnwood_39	Leicestershire	Charnwood	Thurmaston	North-East of Leicester SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/13/2498/2, P/19/1457/2, P/19/1479/2, P/19/1374/3	Outline permission for Sustainable Urban Extension (SUE) of up to 4500 dwellings. Reserved Matters submitted	
HH_Charnwood_40	Leicestershire	Charnwood	Thurmaston	North-East of Leicester SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/13/2498/2, P/19/1457/2, P/19/1479/2, P/19/1374/3	Outline permission for Sustainable Urban Extension (SUE) of up to 4500 dwellings. Reserved Matters submitted	
HH_Charnwood_41	Leicestershire	Charnwood	Thurmaston	North-East of Leicester SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/13/2498/2, P/19/1457/2, P/19/1479/2, P/19/1374/4	Outline permission for Sustainable Urban Extension (SUE) of up to 4500 dwellings. Reserved Matters submitted	Co-ordinates given are in zone 1603. Re-assigned to zone 1604.
HH_Charnwood_42	Leicestershire	Charnwood	New - Stonebow Parish	West of Loughborough SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/14/1833/2	Outline planning permission for residential development up to 3,200 dwellings	Co-ordinates given are in zone 1684. Re-assigned to zone 1703.
HH_Charnwood_43	Leicestershire	Charnwood	New - Stonebow Parish	West of Loughborough SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/14/1833/2	Outline planning permission for residential development up to 3,200 dwellings	Co-ordinates given are in zone 1690. Re-assigned to zone 1589.
HH_Charnwood_44	Leicestershire	Charnwood	New - Stonebow Parish	West of Loughborough SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/14/1833/2, P/20/2187/2, P/20/0515/2	Outline planning permission for residential development up to 3,200 dwellings. Reserved Matters P/20/2187/2 & P/20/0515/2 granted for 468 dwellings	
HH_Charnwood_45	Leicestershire	Charnwood	New - Stonebow Parish	West of Loughborough SUE	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/14/1833/2	Outline planning permission for residential development up to 3,200 dwellings	Co-ordinates given are in zone 1690. Re-assigned to zone 1703.
HH_Charnwood_46	Leicestershire	Charnwood	Syston	Land South East of Syston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA01	
HH_Charnwood_47	Leicestershire	Charnwood	Glenfield	Land at Gynsill Lane & Anstey Lane, Glenfield	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA12	
HH_Charnwood_48	Leicestershire	Charnwood	Thurmaston	Land off Barkby Thorpe Lane, Thurmaston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA07	
HH_Charnwood_49	Leicestershire	Charnwood	Syston	Queniborough Lodge	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA04	
HH_Charnwood_50	Leicestershire	Charnwood	Thurmaston	Rear of Manor Medical Centre, Melton Road, Thurmaston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA11	
HH_Charnwood_51	Leicestershire	Charnwood	Syston	Land at Melton Road, Syston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA05	
HH_Charnwood_52	Leicestershire	Charnwood	Thurmaston	Works opposite 46 Brook Street, Thurmaston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA09	
HH_Charnwood_53	Leicestershire	Charnwood	Thurmaston	Works adjacent 46 Brook Street, Thurmaston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA10	
HH_Charnwood_54	Leicestershire	Charnwood	Syston	Brook Street, Syston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA06	
HH_Charnwood_55	Leicestershire	Charnwood	Glenfield	Park View Nursery Site off Gynsill Lane, Glenfield	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0869/2	ALLOCATION HA13. Outline application for up to 40 dwellings with all matters reserved except access	
HH_Charnwood_56	Leicestershire	Charnwood	Birstall	Land off Cliffe Road/Henson Close, Birstall	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA14	
HH_Charnwood_57	Leicestershire	Charnwood	Syston	Barkby Road, Syston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA02	
HH_Charnwood_58	Leicestershire	Charnwood	Syston	Land north of Barkby Road Syston	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/2639/2	ALLOCATION HA03	
HH_Charnwood_59	Leicestershire	Charnwood	Thurmaston	Woodgate Nurseries, Barkby Lane	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA08	
HH_Charnwood_60	Leicestershire	Charnwood	Loughborough	Southfields Road Car Park, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA29	
HH_Charnwood_61	Leicestershire	Charnwood	Loughborough	Land off Derby Square	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA28	
HH_Charnwood_62	Leicestershire	Charnwood	Loughborough	Part of Baxter Gate Opportunity Site, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA21	
HH_Charnwood_63	Leicestershire	Charnwood	Loughborough	Market Street	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA23	
HH_Charnwood_64	Leicestershire	Charnwood	Loughborough	Southfields Council Offices, Southfield Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA24	
HH_Charnwood_65	Leicestershire	Charnwood	Loughborough	Former Limehurst Depot	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA26	
HH_Charnwood_66	Leicestershire	Charnwood	Loughborough	Laburnum Way, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA16	
HH_Charnwood_67	Leicestershire	Charnwood	Loughborough	Moat Farm, Land south west of Loughborough.	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA17	
HH_Charnwood_68	Leicestershire	Charnwood	Loughborough	Land to r/o Snells Nook Lane, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA18	
HH_Charnwood_69	Leicestershire	Charnwood	Loughborough	Land south of Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA15 (remainder)	
HH_Charnwood_70	Leicestershire	Charnwood	Loughborough	Land south of Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0550/2	ALLOCATION HA15 (part). Outline application with all matters reserved (except for access) for development of up to 120 new dwellings with access from Main Street, Woodthorpe, Loughborough	
HH_Charnwood_71	Leicestershire	Charnwood	Loughborough	Land off Parklands Drive	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA20	
HH_Charnwood_72	Leicestershire	Charnwood	Loughborough	Park Grange Farm, Newstead Way	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/18/0431/2	ALLOCATION HA19. Conversion, alterations and extensions to farmhouse and outbuildings to create 13 dwellings and construction of two dwellings. (Revised scheme - P/17/0550/2 refers)	
HH_Charnwood_73	Leicestershire	Charnwood	Loughborough	138-144 Knighthorpe Road, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA25	
HH_Charnwood_74	Leicestershire	Charnwood	Loughborough	Former Main Post Office, Sparrow Hill, Loughborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA27	
HH_Charnwood_75	Leicestershire	Charnwood	Loughborough	Devonshire Square	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA22	
HH_Charnwood_76	Leicestershire	Charnwood	Shepshed	Land off Tickow Lane (north), Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA34	
HH_Charnwood_77	Leicestershire	Charnwood	Shepshed	32 Charnwood Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA42	
HH_Charnwood_78	Leicestershire	Charnwood	Shepshed	Land off Fairway Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA30	
HH_Charnwood_79	Leicestershire	Charnwood	Shepshed	Land fronting Ashby Road & Ingleberry Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA39	
HH_Charnwood_80	Leicestershire	Charnwood	Shepshed	Land North of Hallamford Road and West of Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA35	
HH_Charnwood_81	Leicestershire	Charnwood	Shepshed	Land off Tickow Lane (south)	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA32	
HH_Charnwood_82	Leicestershire	Charnwood	Shepshed	Land to the west of the B591/Ingleberry Rd & north of Iveshead Lane	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2162/2	ALLOCATION HA40. Residential development of up to 200 dwellings with associated access, landscaping, open space and drainage infrastructure (Outline - access to be considered)	
HH_Charnwood_83	Leicestershire	Charnwood	Shepshed	Land south of Ashby Road Central	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/2045/2	ALLOCATION HA41. Outline application for residential development of up to 50 dwellings with all matters reserved except for access	
HH_Charnwood_84	Leicestershire	Charnwood	Shepshed	Land north of Ashby Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/22/1524/2	ALLOCATION HA31. Residential development for the erection of up to 210 dwellings with associated access, landscaping, open space and sustainable drainage. (Outline - Access only to be considered) (Ref. P/19/2436/2 refers)	
HH_Charnwood_85	Leicestershire	Charnwood	Shepshed	20 Moscow Lane, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA36	
HH_Charnwood_86	Leicestershire	Charnwood	Shepshed	Land at Oakley Road, Shepshed	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA33	
HH_Charnwood_87	Leicestershire	Charnwood	Shepshed	Land rear of 62 Iveshead Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/1347/2	ALLOCATION HA37. Erection of 63 dwellings following the demolition of 62 Iveshead Road (Now Demolished); to include associated vehicular access, open space, landscaping and drainage infrastructure. (Revised scheme: P/17/1935/2 refers).	
HH_Charnwood_88	Leicestershire	Charnwood	Shepshed	Land to rear of 54 Iveshead Road	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA38	
HH_Charnwood_89	Leicestershire	Charnwood	Anstey	Fairhaven Farm, Anstey	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA44	
HH_Charnwood_90	Leicestershire	Charnwood	Anstey	West of Anstey	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA43	
HH_Charnwood_91	Leicestershire	Charnwood	Barrow upon Soar	Land adjoining 84 Melton Road, Barrow	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA47	
HH_Charnwood_92	Leicestershire	Charnwood	Barrow upon Soar	Land to south of Melton Road, Barrow	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0760/2	ALLOCATION HA45. Outline application for up to 130 new dwellings, with all matters reserved except access	
HH_Charnwood_93	Leicestershire	Charnwood	Barrow upon Soar	Land off Melton Road, Barrow	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0759/2	ALLOCATION HA46. Outline application for up to 135 new dwellings, with all matters reserved except access	
HH_Charnwood_94	Leicestershire	Charnwood	Barrow upon Soar	Land off Willow Road, Barrow	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA48	
HH_Charnwood_95	Leicestershire	Charnwood	Barrow upon Soar	Land off Cotes Road, Barrow	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA49	
HH_Charnwood_96	Leicestershire	Charnwood	Quorn	East of Loughborough Road, Quorn	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/19/2139/2	ALLOCATION HA50. Erection of 105 dwellings with associated infrastructure, landscaping and public open space to include engineering works to un-named watercourse to permanently remove 450mm culvert to be replaced by open channel and re-profiling of existing watercourse to provide additional flood storage	
HH_Charnwood_97	Leicestershire	Charnwood	Sileby	Rear of the The Maltings site High Street, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA55	
HH_Charnwood_98	Leicestershire	Charnwood	Sileby	Land off Barnards Drive, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA53	
HH_Charnwood_99	Leicestershire	Charnwood	Sileby	Land off Kendal Road (South of Butler Way and Gray Lane), Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA56	
HH_Charnwood_100	Leicestershire	Charnwood	Sileby	36 Charles Street, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA57	
HH_Charnwood_101	Leicestershire	Charnwood	Sileby	9 King Street, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/19/0218/2	ALLOCATION HA58	
HH_Charnwood_102	Leicestershire	Charnwood	Sileby	Homefield Road, Sileby	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/0535/2	ALLOCATION HA54	
HH_Charnwood_103	Leicestershire	Charnwood	Rothley	Land south of Rothley	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA51	
HH_Charnwood_104	Leicestershire	Charnwood	Rothley	971 Loughborough Road, Rothley	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA52	
HH_Charnwood_105	Leicestershire	Charnwood	Cossington	Land to rear of Derry's Garden Centre, Cossington	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2393/2	ALLOCATION HA59. Development of up to 130 dwellings, provision of land for school expansion, open space and children's play area. Outline application with all matters reserved except access	
HH_Charnwood_106	Leicestershire	Charnwood	East Goscote	Land off Melton Road, East Goscote	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/20/2383/2	ALLOCATION HA60. Outline planning application for the erection of up to 270 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Melton Road. All matters reserved except for means of access	
HH_Charnwood_107	Leicestershire	Charnwood	Hathern	Land to the rear of 89 Loughborough Road, Hathern	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA61	
HH_Charnwood_108	Leicestershire	Charnwood	Hathern	Land off Zouch Road, Hathern	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/21/1797/2	ALLOCATION HA63. Erection of 56 no. dwellings and associated landscaping and infrastructure	
HH_Charnwood_109	Leicestershire	Charnwood	Hathern	The Leys, Hathern	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA62	
HH_Charnwood_110	Leicestershire	Charnwood	Queniborough	Land at Threeways Farm, Queniborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]	P/23/1235/2	ALLOCATION HA64	
HH_Charnwood_111	Leicestershire	Charnwood	Queniborough	Land off Melton Road, Queniborough	Appendix A - Housing Input Spreadsheet (update December 2024).xlsx [Large Sites]		ALLOCATION HA65	

PlanID	Certainty	Include	MapEasting	MapNorthing	PRTM23 ModelZone	Site Total	Pre-2024	Year_2024	Year_2025	Year_2026	Year_2027	Year_2028	Year_2029	Year_2030	Year_2031	Year_2032	Year_2033	Year_2034	Year_2035	Year_2036	Year_2037	Year_2038	Year_2039	Year_2040	Year_2041	Year_2042	Year_2043	Year_2044	Year_2045	Year_2046	Year_2047	Year_2048	Year_2049	Year_2050	Year_2051
HH_Charnwood_1	Reasonably Foreseeable		455035	308567	1611	11				11																									
HH_Charnwood_2	Reasonably Foreseeable		458084	317943	1671	10					10																								
HH_Charnwood_3	Near Certain		458346	317242	1673	291	205	41	35	10																									
HH_Charnwood_4	Reasonably Foreseeable		457865	320847	1676	56					21	35																							
HH_Charnwood_5	Reasonably Foreseeable		464402	320825	1676	70		17	40	13																									
HH_Charnwood_6	Reasonably Foreseeable		459262	321286	1676	60					30	30																							
HH_Charnwood_7	Near Certain		460624	460624	7041	57				5	35	17																							
HH_Charnwood_8	Reasonably Foreseeable		454630	319441	1512	30					30																								
HH_Charnwood_9	Complete		454287	320212	1527	195	140	55																											
HH_Charnwood_10	Near Certain		451558	317868	1517	30								15	15																				
HH_Charnwood_11	Near Certain		454294	320326	1558	16				16																									
HH_Charnwood_12	Near Certain		452939	319556	1544	40				40																									
HH_Charnwood_13	Near Certain		448640	310694	4166	93					35	35	23																						
HH_Charnwood_14	Complete		457415	314489	1655	200	184	16																											
HH_Charnwood_15	Near Certain		457810	316207	1662	9		9																											
HH_Charnwood_16	Near Certain		458269	314359	1656	50			24	26																									
HH_Charnwood_17	Near Certain		464315	312470	1644	150					15	35	35	35	30																				
HH_Charnwood_18	Near Certain		464455	312186	1688	47					2	36	9																						
HH_Charnwood_19	Complete		465135	314914	1665	18	14	4																											
HH_Charnwood_20	Near Certain		458556	312213	1699	70					38	32																							
HH_Charnwood_21	Near Certain		447563	320062	1692	37	12		10	15																									
HH_Charnwood_22	Near Certain		447520	318272	1679	50					25	25																							
HH_Charnwood_23	Near Certain		447520	318272	1679	53								27	26																				
HH_Charnwood_24	Near Certain		447373	319879	1691	180	94	33	26	27																									
HH_Charnwood_25	Complete		446516	318760	1678	154	123	31																											
HH_Charnwood_26	Near Certain		460764	314938	1664	108		13	50	31	14																								
HH_Charnwood_27	Near Certain		461106	314869	1658	200	105	46	49																										
HH_Charnwood_28	Near Certain		461221	314904	1658	175					25	40	40	40	30																				
HH_Charnwood_29	Complete		461100	316373	1667	195	146	49																											
HH_Charnwood_30	Near Certain		460177	315075	1664	170			15	35	35	35	35	15																					
HH_Charnwood_31	Complete		461590	308487	1698	30		30																											
HH_Charnwood_32	Near Certain		453080	314217	1661	36								36																					
HH_Charnwood_33	Near Certain		460392	323540	1683	65		4	52	9																									
HH_Charnwood_34	Near Certain		460594	323575	1683	45								45																					
HH_Charnwood_35	Near Certain		458019	311247	1625	728				98	222	250	158																						
HH_Charnwood_36	Near Certain		457856	310853	1625	601							91	170	150	120	69																		
HH_Charnwood_37	Near Certain		458625	310973	1625	622			106	93							51	100	100	90	82														
HH_Charnwood_38	Near Certain		463543	308257	1602	1609			30	54	96	96	96	96	96	97	97	95	89	88	74	74	74	74	74	74	74	61							
HH_Charnwood_39	Near Certain		462099	309381	1617	967			30	28	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	42							
HH_Charnwood_40	Near Certain		463499	308257	1603	1192		112	90	68	53	53	53	53	53	52	52	54	54	38	52	52	52	52	52	52	52	43							
HH_Charnwood_41	Near Certain		463543	308206	1604	732	32												56	73	73	73	73	73	73	73	73	60							
HH_Charnwood_42	Near Certain		449437	319976	1703	1393					51	125	125	125	125	150	150	125	100	100	100	80	38												
HH_Charnwood_43	Near Certain		449629	321236	1589	1250			9	19	84	125	125	125	125	100	100	100	100	75	75	60	28												
HH_Charnwood_44	Near Certain		450501	321125	1589	244	14	65	43	47	75																								
HH_Charnwood_45	Near Certain		449699	321277	1703	313												25	50	75	75	60	28												
HH_Charnwood_46	Near Certain		462925	310532	1677	1160						25	75	100	100	100	100	100	100	100	100	100	100	60											
HH_Charnwood_47	Near Certain		455284	307563	1609	260							40	40	40	40	40	40	20																
HH_Charnwood_48	Near Certain		461913	310196	1612	180							40	40	40	40	20																		
HH_Charnwood_49	Near Certain		463089	312360	1644	125					40	40	40	5																					
HH_Charnwood_50	Near Certain		460774	308681	1610	20									20																				
HH_Charnwood_51	Near Certain		462040	310772	1631	26			5	11	10																								
HH_Charnwood_52	Near Certain		461035	309131	1696	7									7																				
HH_Charnwood_53	Near Certain		461088	309162	1696	5									5																				
HH_Charnwood_54	Near Certain		462406	311730	1647	15									15																				
HH_Charnwood_55	Near Certain		454940	307338	1609	40					20	20																							
HH_Charnwood_56	Near Certain		458517	309156	1606	35								10	25																				
HH_Charnwood_57	Near Certain		463629	311433	1643	200							10	40	40	40	40	30																	
HH_Charnwood_58	Near Certain		463743	311126	1660	195				15	40	40	40	40	20																				
HH_Charnwood_59	Near Certain		462556	310058	1677	46							12	24	10																				
HH_Charnwood_60	Near Certain		453653	319288	1531	33									33																				
HH_Charnwood_61	Near Certain		453495	319686	1543	43														43															
HH_Charnwood_62	Near Certain		453828	319627	1540	210									100	110																			
HH_Charnwood_63	Near Certain		453551	319550	1548	72				7				50	15																				
HH_Charnwood_64	Near Certain		453789	319349	1531	163										53	110																		
HH_Charnwood_65	Near Certain		453399	320019	1563	216							216																						
HH_Charnwood_66	Near Certain		452593	316541	1503	422					33	50	50	50	50	50	50	50	39																
HH_Charnwood_67	Near Certain		452245	317242	1505	205									25	40	40	40	40	20															
HH_Charnwood_68	Near Certain		450548	317553	1680	120						40	40	40																					
HH_Charnwood_69	Near Certain		454330	317007	1501	603								90	90	90	90	90	90	63															
HH_Charnwood_70	Near Certain		454481	317649	1674	120					25	50	45																						
HH_Charnwood_71	Near Certain		453144	317999	1510	30							20	10																					
HH_Charnwood_72	Near Certain		453105	316617	1503	15					15																								
HH_Charnwood_73	Near Certain		452103	320135	1570	15								15																					
HH_Charnwood_74	Near Certain		453939	319849	1542	16												16																	
HH_Charnwood_75	Near Certain		453557	319450	1536	39								39																					
HH_Charnwood_76	Near Certain		446940	319623	1691	394						44	44	44	44	44	44	44	44	42															
HH_Charnwood_77	Near Certain		447949	319460	1685	15							15																						
HH_Charnwood_78	Near Certain		448760	319002	1681	100							40	40	20																				
HH_Charnwood_79	Near Certain		447958	318014	1679	151										25	40	40	40	6															
HH_Charnwood_80	Near Certain		447367	320551	1692	250								10	40	40	40	40	40	40															
HH_Charnwood_81	Near Certain		446267	319024	1691	325						44	44	44	44	44	44	44	17																
HH_Charnwood_82	Near Certain		448181	317804	1679	200				31	50	50	50	19																					
HH_Charnwood_83	Near Certain		447753	318198	1679	50					16	34																							
HH_Charnwood_84	Near Certain		446448	318488	1682	210			50	50	50	50	10																						
HH_Charnwood_85	Near Certain		447247	317926	1682	49							25	24																					
HH_Charnwood_86	Near Certain		447704	320282	1692	204								30	40	40	40	40	14																
HH_Charnwood_87	Complete		447500	317797	1679	63	15	48																											
HH_Charnwood_88	Near Certain		447459	317914	1679	5								5																					
HH_Charnwood_89	Near Certain		455312	309771	1704	47					22	25																							
HH_Charnwood_90	Near Certain		453895	308794	1619	714						65	90	90	90	90	90	90	90	19															
HH_Charnwood_91	Near Certain		458331	317525	1673	18								18																					
HH_Charnwood_92	Near Certain		458648	317555	1673	130						40	40	40	10																				
HH_Charnwood_93	Near Certain		458430	317898	1671	135						40	40	40	15																				
HH_Charnwood_94	Near Certain		457264	318589	1671	220					10	40	40	40	40	40	10																		
HH_Charnwood_95	Near Certain		456757	318156	1671	220						65	75	50	30																				
HH_Charnwood_96	Complete		455285	317272	1669	105	41	64																											
HH_Charnwood_97	Near Certain		460034	315047	1664	13						13																							
HH_Charnwood_98	Near Certain		461304	315702	1658	228					20	40	40	40	40	40	8																		
HH_Charnwood_99	Near Certain		460753	314661	1664	24									5	19																			
HH_Charnwood_100	Near Certain		460436	314577	1664	11											11																		
HH_Charnwood_101	Complete		460123	315276	1702	9		8						1																					
HH_Charnwood_102	Complete		460111	315529	1667	55		55																											
HH_Charnwood_103	Near Certain		459162	312613	1641	40						25	15																						
HH_Charnwood_104	Near Certain		459154	313040	1641	9														9															
HH_Charnwood_105	Near Certain		460788	313830	1646	130					25	40	40	25																					
HH_Charnwood_106	Near Certain		464849	313525	1657	256							36	60	60	60	40																		
HH_Charnwood_107	Near Certain		450164	321821	1694	25					25																								
HH_Charnwood_108	Near Certain		450028	322838	1693	56			4	40	11																								
HH_Charnwood_109	Near Certain		450419	321894	1693	6										6																			
HH_Charnwood_110	Near Certain		463699	312673	1644	160						40	40	40	40																				
HH_Charnwood_111	Near Certain		463982	312842	1644	85						40	40	5																					

HYL/Charnwood_212	Leicestershire	Charnwood	Newsby	Land off Godkirby Lane, Newsby	Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Large Sites]	R21/0348/3	45.2797979797979 -0.9			New Centure	600138	314532	1600	45					5	40	20										
HYL/Charnwood_213	Leicestershire	Charnwood	Thrusghton	Land off Old Gate Road, Thrusghton	Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Large Sites]		45.2797979797979 -0.9			New Centure	600782	314232	1600	40					25	15										
HYL/Charnwood_214	Leicestershire	Charnwood	Thrusghton	65 Holly Road, Thrusghton	Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Large Sites]		45.0567326 -464.7			New Centure	600386	316160	1608	20						20										
HYL/Charnwood_215	Leicestershire	Charnwood	Thurcaston	The Hunter Rimmins & Lonehair Thurcaston	Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Large Sites]		45.0567326 -464.7			New Centure	600089	316500	1615	19					5	14										
HYL/Charnwood_216	Leicestershire	Charnwood	Loughborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_217	Leicestershire	Charnwood	Loughborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_218	Leicestershire	Charnwood	Loughborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_219	Leicestershire	Charnwood	Loughborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_220	Leicestershire	Charnwood	Birstall		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_221	Leicestershire	Charnwood	Thurcaston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_222	Leicestershire	Charnwood	Anstey		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_223	Leicestershire	Charnwood	Thurcaston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_224	Leicestershire	Charnwood	Birstall		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_225	Leicestershire	Charnwood	Barkby		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_226	Leicestershire	Charnwood	Thurcaston & Cropston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_227	Leicestershire	Charnwood	Barkby/Beeby		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_228	Leicestershire	Charnwood	Newtown Linford		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_229	Leicestershire	Charnwood	Ratcliffe		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_230	Leicestershire	Charnwood	Quenibborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_231	Leicestershire	Charnwood	Ratcliffe		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_232	Leicestershire	Charnwood	Cossington		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_233	Leicestershire	Charnwood	Syston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_234	Leicestershire	Charnwood	Swithland		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_235	Leicestershire	Charnwood	Ulverscroft		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_236	Leicestershire	Charnwood	Newtown Linford		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_237	Leicestershire	Charnwood	Woodhouse		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_238	Leicestershire	Charnwood	East Goscote		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_239	Leicestershire	Charnwood	Sileby		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_240	Leicestershire	Charnwood	Woodhouse		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_241	Leicestershire	Charnwood	Sileby		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_242	Leicestershire	Charnwood	Rearsby		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_243	Leicestershire	Charnwood	Ratcliffe Open Soar		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_244	Leicestershire	Charnwood	Thrussington		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_245	Leicestershire	Charnwood	Quorn		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_246	Leicestershire	Charnwood	Quorn		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_247	Leicestershire	Charnwood	Seagrave		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_248	Leicestershire	Charnwood	Ratcliffe Open Soar		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_249	Leicestershire	Charnwood	Burton on the Wolds		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_250	Leicestershire	Charnwood	Burton on the Wolds		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_251	Leicestershire	Charnwood	Shepshed		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_252	Leicestershire	Charnwood	Wymeswold		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_253	Leicestershire	Charnwood	Shepshed		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_254	Leicestershire	Charnwood	Quenibborough		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_255	Leicestershire	Charnwood	Hathern		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_256	Leicestershire	Charnwood	Woodhouse		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_257	Leicestershire	Charnwood	Syston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_258	Leicestershire	Charnwood	Anstey		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											
HYL/Charnwood_259	Leicestershire	Charnwood	Thurcaston & Cropston		Appendix A - Housing Input Spreadsheet (update December 2016).xlsx [Small Sites]	Small Sites Total																											

HH_Hinckley and Bosworth_1	Leicestershire	Hinckley and Bosworth	Earl Shilton	Westfield Farm, Keats Lane	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	19/01442/REM	Approval of reserved matters (appearance, landscaping, layout and scale) for residential development of 322 dwellings of outline planning permission 14/01228/OUT)		Near certain
HH_Hinckley and Bosworth_2	Leicestershire	Hinckley and Bosworth	Hinckley	Land North East of Triumph Motorcycles (Hinckley West site)	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	15/00188/OUT/18/00563/REM	Erection of up to 850 dwellings, 500m2 of retail units, a primary school, community facilities including sports pitches, parkland, children's play areas, allotments, sustainable urban drainage systems, a new access and associated infrastructure (outline - access only)		Near certain
HH_Hinckley and Bosworth_3	Leicestershire	Hinckley and Bosworth	Hinckley	Former Brick Pit, Land Rear of 44-78 Ashby Road	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	17/00765/FUL	Erection of 60 dwellings including engineering infill operation and associated works	Trajectory ammended based on HBBC - 2021-22 RLA Appendices.xlsx sent by Patrick Brooke	Near certain
HH_Hinckley and Bosworth_4	Leicestershire	Hinckley and Bosworth	Hinckley	Leisure Centre, Coventry Road/Trinity Lane	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	18/01237/FUL	Erection of 66 apartments within two apartment blocks and 7 houses, including the provision of access, open space and associated infrastructure		Near certain
HH_Hinckley and Bosworth_5	Leicestershire	Hinckley and Bosworth	Market Bosworth	Sedgemere, Station Road	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	12/00597/FUL	DEMOLITION OF EXISTING BUNGALOW AND ASSOCIATED OUTBUILDINGS AND ERECTION OF 57 NO. DWELLINGS AND ASSOCIATED WORKS, CONVERSION OF ENGINE SHED INTO VISITOR CENTRE AND FORMATION OF 10 NO. ALLOTMENTS AND AN ECOLOGICAL MITIGATION AREA		Near certain
HH_Hinckley and Bosworth_6	Leicestershire	Hinckley and Bosworth	Desford	Land East of Peckleton Lane	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	18/01252/OUT	Residential development up to 80 dwellings with associated works (Outline - access only)		Near certain
HH_Hinckley and Bosworth_7	Leicestershire	Hinckley and Bosworth	Barlestone	Garden Farm, Bagworth Road	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	20/00470/FUL	Residential development of 99 dwellings with associated infrastructure, vehicular accesses and areas of open space		Near certain
HH_Hinckley and Bosworth_8	Leicestershire	Hinckley and Bosworth	Newbold Verdon	Land South of Bosworth Lane	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	20/00143/FUL	Residential Development of 116 Dwellings		Near certain
HH_Hinckley and Bosworth_9	Leicestershire	Hinckley and Bosworth	Ratby	Springfield Riding School, Groby Road	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	20/00711/REM	Approval of Reserved Matters (appearance, landscaping, layout and scale) of application 19/00690/OUT for erection of 168 dwellings		Near certain
HH_Hinckley and Bosworth_10	Leicestershire	Hinckley and Bosworth	Market Bosworth	Land South Of Station Road and Heath Road	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	24/00560/HYB	Residential development of 138 dwellings along with new access following demolition of two existing dwellinghouses. Outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8)	Updated based on planning app. Need to make sure it's inculded in the employment log	More than likely
HH_Hinckley and Bosworth_11	Leicestershire	Hinckley and Bosworth	Earl Shilton	Earl Shilton Sustainable Urban Extension	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	23/00330/OUT	Allocation - 1500 dwellings and 5.3 ha of employment		More than likely
HH_Hinckley and Bosworth_12	Leicestershire	Hinckley and Bosworth	Earl Shilton	Earl Shilton Sustainable Urban Extension	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	21/01511/OUT	Allocation - 1500 dwellings and 5.3 ha of employment		More than likely
HH_Hinckley and Bosworth_13	Leicestershire	Hinckley and Bosworth	Barwell	Barwell Sustainable Urban Extension	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	12/00295/OUT	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industrial buildings (use class B2) and storage and distribution warehouses (use class) B8) providing up to 24,800 sqm, sports pitches, pavilion building and changing rooms (use class D2), areas of formal and informal open space, children's play areas, landscaping, allotments and public realm works, provision of hydrological attenuation features, pedestrians and cyclists connections, new infrastructure and services as necessary to serve the development and a new community hub area comprising a primary school (use class D1), a local health care facility (use class D2) or, in the alternate, a family public house/restaurant (use class A3/A4) and local retail and commercial units (use class A1, A2, A3, A4 and A5) up to a maximum floor space of 1,000 sqm (EIA development)	Zonal split assumption made by NDI	More than likely
HH_Hinckley and Bosworth_14	Leicestershire	Hinckley and Bosworth	Barwell	Barwell Sustainable Urban Extension	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	12/00295/OUT	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industrial buildings (use class B2) and storage and distribution warehouses (use class) B8) providing up to 24,800 sqm, sports pitches, pavilion building and changing rooms (use class D2), areas of formal and informal open space, children's play areas, landscaping, allotments and public realm works, provision of hydrological attenuation features, pedestrians and cyclists connections, new infrastructure and services as necessary to serve the development and a new community hub area comprising a primary school (use class D1), a local health care facility (use class D2) or, in the alternate, a family public house/restaurant (use class A3/A4) and local retail and commercial units (use class A1, A2, A3, A4 and A5) up to a maximum floor space of 1,000 sqm (EIA development)	Zonal split assumption made by NDI	More than likely
HH_Hinckley and Bosworth_15	Leicestershire	Hinckley and Bosworth	Barwell	Barwell Sustainable Urban Extension	v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Large Sites]	12/00295/OUT	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industrial buildings (use class B2) and storage and distribution warehouses (use class) B8) providing up to 24,800 sqm, sports pitches, pavilion building and changing rooms (use class D2), areas of formal and informal open space, children's play areas, landscaping, allotments and public realm works, provision of hydrological attenuation features, pedestrians and cyclists connections, new infrastructure and services as necessary to serve the development and a new community hub area comprising a primary school (use class D1), a local health care facility (use class D2) or, in the alternate, a family public house/restaurant (use class A3/A4) and local retail and commercial units (use class A1, A2, A3, A4 and A5) up to a maximum floor space of 1,000 sqm (EIA development)	Zonal split assumption made by NDI	More than likely
HH_Hinckley and Bosworth_16	Leicestershire	Hinckley and Bosworth	Barwell		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_17	Leicestershire	Hinckley and Bosworth	Barwell		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_18	Leicestershire	Hinckley and Bosworth	Barwell		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_19	Leicestershire	Hinckley and Bosworth	Kirby Muxloe		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]				More than Likely
HH_Hinckley and Bosworth_20	Leicestershire	Hinckley and Bosworth	Fenny Drayton		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]				More than Likely
HH_Hinckley and Bosworth_21	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_22	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_23	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_24	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_25	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_26	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_27	Leicestershire	Hinckley and Bosworth	Hinckley		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]		Small sites spread across zones outside of town centre and where there are no large housing or employment sites		More than Likely
HH_Hinckley and Bosworth_28	Leicestershire	Hinckley and Bosworth	Market Bosworth		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]				More than Likely
HH_Hinckley and Bosworth_29	Leicestershire	Hinckley and Bosworth	Markfield		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]				More than Likely
HH_Hinckley and Bosworth_30	Leicestershire	Hinckley and Bosworth	Twycross		v2 Appendix A - Housing Input Spreadsheet - LCC Edit [Small Sites (2)]				More than Likely
HH_Hinckley and Bosworth_31	Leicestershire	Hinckley and Bosworth	Hinckley	Land East of Stoke Road, Phase 1	Planning portal	22/00318/OUT	Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure.		Near certain
HH_Hinckley and Bosworth_32	Leicestershire	Hinckley and Bosworth	Hinckley	Land East of Stoke Road, Phase 2	Planning portal	24/00264/OUT	Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only)		More than likely
HH_Hinckley and Bosworth_33	Leicestershire	Hinckley and Bosworth	Hinckley	Land East of Stoke Road, Phase 3	Planning portal	23/01082/EAS	Proposed residential development of up to 460 dwellings and associated works and infrastructure on a development area of 11.5ha		Reasonably foreseeable
HH_Hinckley and Bosworth_34	Leicestershire	Hinckley and Bosworth	Burbage	Land North Of Deepdale Farm Lutterworth Road	Planning portal	22/00636/REM	Residential development of up to 135 dwellings		Near certain
HH_Hinckley and Bosworth_35	Leicestershire	Hinckley and Bosworth	Burbage	Land West Of Workhouse Lane Burbage	Planning portal	20/01012/OUT	Residential development of up to 40 dwellings, public open space and associated infrastructure		Near certain
HH_Hinckley and Bosworth_36	Leicestershire	Hinckley and Bosworth	Ratby	Land South Of Markfield Road	Planning portal	22/00648/OUT	Erection of 75 dwellings		Near certain
HH_Hinckley and Bosworth_37	Leicestershire	Hinckley and Bosworth	Ratby	Land South Of 295 Main Street	Planning portal	22/00527/OUT	Erection of 50 dwellings		Near certain
HH_Hinckley and Bosworth_38	Leicestershire	Hinckley and Bosworth	Barwell	Land At Crabtree Farm Hinckley Road	Planning portal	23/01184/FUL, 23/01186/FUL, 23/01177/FUL, 23/01175/FUL	4 phases combined - erection of 126 dwellings		More than likely
HH_Hinckley and Bosworth_39	Leicestershire	Hinckley and Bosworth	Barlestone	Land north of Barton Road	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - FULOUT]	21/00096/OUT	Residential development for up to 55 dwellings (Outline- access only)		Near certain
HH_Hinckley and Bosworth_40	Leicestershire	Hinckley and Bosworth	Burbage	Land off Sketchley Lane	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - FULOUT]	21/01131/OUT 23/01204/REM	Demolition of existing poultry and cattle buildings and residential development of up to 150 dwellings with vehicular access from Sketchley Lane (outline - vehicular access only)		Near certain
HH_Hinckley and Bosworth_41	Leicestershire	Hinckley and Bosworth	Earl Shilton	Land north of Hill Top Farm	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - FULOUT]	21/00135/OUT 24/00496/REM	Residential development for up to 140 dwellings, with public open space, landscaping and sustainable drainage system (SuDS) (Outline- access only)		Near certain
HH_Hinckley and Bosworth_42	Leicestershire	Hinckley and Bosworth	Higham on the Hill	Land off Wood Lane	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - FULOUT]	21/01147/OUT	Residential development for up to 61 dwellings, including a shop, open space, new access and associated works (Outline - access only)		Near certain
HH_Hinckley and Bosworth_43	Leicestershire	Hinckley and Bosworth	Earl Shilton	Ashby House, Hill Top Farm	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - FULOUT]	20/00916/FUL	Demolition of farm buildings and Ashby House and development of 50 dwellings comprising 49 no. affordable houses and 1no. bungalow to replace Ashby House, with access road off Leicester Road, open space, landscaping, drainage basin, and foul pumping station		Near certain
HH_Hinckley and Bosworth_44	Leicestershire	Hinckley and Bosworth	Stoke Golding	Stoke Fields Farm	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - REM]	21/00656/OUT 22/00391/REM	Erection of 70 dwellings and associated open space, drainage and infrastructure		Near certain
HH_Hinckley and Bosworth_45	Leicestershire	Hinckley and Bosworth	Stoke Golding	Land east of Roseway	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - REM]	20/00779/OUT 21/01413/REM	Residential development of up to 65 dwellings including public open space, landscaping and associated infrastructure (Outline- access only)		Near certain
HH_Hinckley and Bosworth_46	Leicestershire	Hinckley and Bosworth	Stoke Golding	Land south of Wykin Lane	HBBC - Updated 2022-2023 housing and employment.xlsx [Resi - REM]	19/01324/OUT 22/00845/REM	Residential development of up to 55 dwellings (Outline - access only)		Near certain
HH_Hinckley and Bosworth_47	Leicestershire	Hinckley and Bosworth	Burbage	Land Off Brookfield Road Burbage LE10 2LL	FW 360.170 - FW Committed Developments in Hinckley.msg from Patrick Brooke (Nov 27th 23)	21/00225/FUL	Residential Development of 40 dwellings and associated infrastructure	committed	Near certain
HH_Hinckley and Bosworth_48	Leicestershire	Hinckley and Bosworth	Burbage	Land Opposite Spring Acre Lychgate Lane Burbage Leicestershire	FW 360.170 - FW Committed Developments in Hinckley.msg from Patrick Brooke (Nov 27th 23)	24/00179/REM	Application for approval of reserved matters of appeal decision APP/K2420/W/23/3321670 (outline planning application 22/00192/OUT) for the provision of 79 dwellings, car parking, open space, children's play area and associated infrastructure. | Land Opposite Spring Acre Lychgate Lane Burbage Leicestershire	committed	Near certain
HH_Hinckley and Bosworth_49	Leicestershire	Hinckley and Bosworth	Bagworth	Behind Station Road	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site). Reason states "current local plan allocation", is this current adopted local plan or recently submitted draft plan? E/N is 443993/309363		Reasonably foreseeable
HH_Hinckley and Bosworth_50	Leicestershire	Hinckley and Bosworth	Bagworth	Land off Murphy Drive and Chestnut Drive	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site). Reason states "current local plan allocation", is this current adopted local plan or recently submitted draft plan? E/N is 444004/308840		Reasonably foreseeable
HH_Hinckley and Bosworth_51	Leicestershire	Hinckley and Bosworth	Barwell	Land at The Common	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	22/00309/OUT	Proposed erection of up to 110 dwellings, together with associated access, open space and landscaping (Outline Application - Access Only)		More than likely
HH_Hinckley and Bosworth_52	Leicestershire	Hinckley and Bosworth	Burbage	Land South of Sapcote Road / Land Opposite And South Of Pumping Station Aston Flamvil	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	23/00673/OUT	Local plan allocation (Reg19 site). Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters (access only) (re-submission of 22/01037/OUT)		Near certain
HH_Hinckley and Bosworth_53	Leicestershire	Hinckley and Bosworth	Desford	Land East of Barns Way / Land opposite Bosworth College	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	19/00149/OUT 19/01416/REM	Residential development of up to 80 dwellings and associated works (Outline- access only)		Complete
HH_Hinckley and Bosworth_54	Leicestershire	Hinckley and Bosworth	Hinckley	Land at junction of Normandy Way and Triumph access Road	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site)		Reasonably foreseeable
HH_Hinckley and Bosworth_55	Leicestershire	Hinckley and Bosworth	Hinckley	West of 'Hinckley West'	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site)		Reasonably foreseeable
HH_Hinckley and Bosworth_56	Leicestershire	Hinckley and Bosworth	Market Bosworth	Phase 2 South of Station Road	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site)		Reasonably foreseeable
HH_Hinckley and Bosworth_57	Leicestershire	Hinckley and Bosworth	Newbold Verdon	Land East of The Windmill Inn, Brascote Lane	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	22/00277/OUT 24/00854/REM	Proposed development of up to 239 dwellings (Outline Application - Access Only)		Near certain
HH_Hinckley and Bosworth_58	Leicestershire	Hinckley and Bosworth	Sheepy Magna	Land adjacent to 152 Main Road	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site)		Reasonably foreseeable
HH_Hinckley and Bosworth_59	Leicestershire	Hinckley and Bosworth	Thornton	Land rear of Sharps Close	All Proposed Sites for Optioneering - v1.1.xlsx (Core planning data update) [Sites]	Awaiting application	Local plan allocation (Reg19 site)		Reasonably foreseeable
HH_North West Leicestershire_1	Leicestershire	North West Leicestershire	Ashby de la Zouch	Holywell Spring Farm Burton Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	15/00738/REMM 15/00465/VCUM 16/01069/REMM	Proposed residential development (400 Dwellings) formation of access to Burton Road, A1 Shop, D1 Medical centre, C2 Residential care home, Single form entry primary school, Pumping Station infrastructure and open space provision (Resubmission)		Near certain
HH_North West Leicestershire_2	Leicestershire	North West Leicestershire	Ashby de la Zouch	Money Hill - Arla Dairies ONLY	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	16/00275/OUTM	Erection of up to 153 dwellings with associated car parking, landscaping, open space and access roads (Outline - all matters other than part access reserved)		Near certain
HH_North West Leicestershire_3	Leicestershire	North West Leicestershire	Ashby de la Zouch	Money Hill - Phase 1 Nottingham Rd access ONLY	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	15/00512/OUTM 20/00865/VCUM	Development of 605 residential dwellings including a 60 unit extra care centre (C2), a new primary school (D1), a new nursery school (D1), a new community hall (D1), new neighbourhood retail use (A1), new public open space and vehicular access from the A511 and Nottingham Road (outline - all matters other than part access reserved)		Near certain
HH_North West Leicestershire_4	Leicestershire	North West Leicestershire	Ashby de la Zouch	Money Hill - Phase 1 A511 access ONLY	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	15/00512/OUTM 20/00865/VCUM	Development of 605 residential dwellings including a 60 unit extra care centre (C2), a new primary school (D1), a new nursery school (D1), a new community hall (D1), new neighbourhood retail use (A1), new public open space and vehicular access from the A511 and Nottingham Road (outline - all matters other than part access reserved)		Near certain
HH_North West Leicestershire_5	Leicestershire	North West Leicestershire	Ashby de la Zouch	Money Hill - Phase 2 Bloors and Taylor Wimpey ONLY	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	24/01617/OUTM	Local Plan allocation - 1200 dwellings, employment and school		More than likely
HH_North West Leicestershire_6	Leicestershire	North West Leicestershire	Ashby de la Zouch	Money Hill - Phase 2 Miller Homes/Northwest parcel ONLY	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	Awaiting application	Local Plan allocation - 1200 dwellings, employment and school		Reasonably foreseeable
HH_North West Leicestershire_7	Leicestershire	North West Leicestershire	Castle Donington	Land at The Spittal	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	16/00027/FULM	Erection of 13 dwellings along with vehicular access, landscaping and car parking		Near certain
HH_North West Leicestershire_8	Leicestershire	North West Leicestershire	Coalville	Land South of Greenhill Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	17/01326/REMM	Erection of 166 dwellings with associated public open space, infrastructure and National Forest planting approved under reserved matters approval 17/01326/REMM (outline planning permission 17/00423/VCUM) without complying with condition nos. 2, 3 and 8 so as to allow for a revised scheme of landscaping and retained trees		Near certain
HH_North West Leicestershire_9	Leicestershire	North West Leicestershire	Coalville	Former Snibston Discovery Park, Ashby Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	17/01424/FULM	Residential development of up to 144 dwellings and erection of an extension to existing theatre to provide a cafe/visitor centre/rangers' office, installation of a play area, public realm works, landscaping and car parks approved under planning permission ref. 17/01424/FULM without complying with Condition nos. 5, 10 and 15 so as to allow for provision of a bin store, additional and amended car parking, installation of automatic car park barriers, construction of a car port for charging of electric vehicles and amended landscaping		Near certain
HH_North West Leicestershire_10	Leicestershire	North West Leicestershire	Hugglescote	Land off Grange Road (South East Coalville)	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	13/00956	Development of up to 2,700 dwellings, up to 2 Ha for a new local centre including up to 2,000 sqm for A1, A2, A3, and A5 uses, up to 499 sqm for public house restaurant, up to 400 sqm for children's day nursery and up to 500 sqm for new medical centre; new primary school, on-site National Forest planting and areas of public open spaces, new bus routes and bus infrastructure and associated highways and drainage infrastructure. (Outline - all matters reserved)	Split across 3 zones	Near certain
HH_North West Leicestershire_11	Leicestershire	North West Leicestershire	Hugglescote	Land off Grange Road (South East Coalville)	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	13/00956/OUTM	Development of up to 2,700 dwellings, up to 2 Ha for a new local centre including up to 2,000 sqm for A1, A2, A3, and A5 uses, up to 499 sqm for public house restaurant, up to 400 sqm for children's day nursery and up to 500 sqm for new medical centre; new primary school, on-site National Forest planting and areas of public open spaces, new bus routes and bus infrastructure and associated highways and drainage infrastructure. (Outline - all matters reserved)	Split across 3 zones	Near certain
HH_North West Leicestershire_12	Leicestershire	North West Leicestershire	Hugglescote	Land off Grange Road (South East Coalville)	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	12/00376	Residential development of up to 800 dwellings with associated highway works, including demolition of existing buildings, drainage infrastructure, formation of two new accesses onto Grange Road, a local centre (comprising uses within classes A1-A5, B1, C2, C3 and D1 of the Use Classes Order), new primary school, public open space, play areas and landscaping (outline all matters (other than part access) reserved)	Split across 3 zones	Near certain
HH_North West Leicestershire_13	Leicestershire	North West Leicestershire	Coalville	224a Bardon Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/01615/REMM	Demolition of existing dwelling and erection of 10 dwellings (Reserved matters to outline planning permission 15/00504/OUTM)		Near certain
HH_North West Leicestershire_14	Leicestershire	North West Leicestershire	Coalville	Wolsey Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	21/00596/FULM	Erection of 77 dwellings with associated works		Near certain
HH_North West Leicestershire_15	Leicestershire	North West Leicestershire	Coalville	34A Ashby Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	21/02338/FULM	Erection of a block of 15 no. 1 bedroom apartments for Supported Living (Use Class C3b) together with staff facilities, communal open space, site access, car parking and associated external works		Near certain
HH_North West Leicestershire_16	Leicestershire	North West Leicestershire	Coalville	Land Rear of 80 Forest Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	20/02040/FULM	Proposed residential development of single storey dwellings with associated off street parking and infrastructure		Near certain
HH_North West Leicestershire_17	Leicestershire	North West Leicestershire	Coalville	Land North of Standard Hill and west of Highfield Street	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/00707/REMM	Erection of up to 400 dwellings with associated roads and service infrastructure, drainage ponds, landscaping and open spaces (outline- all matters other than part access reserved) approved under planning permission 16/01200/VCUM without complying with Condition numbers 4, 7, 9, 10, 15, 17, 27 and 28, so as to allow for a maximum of 150 dwellings to be accessed via Highfield Street, an amended access design to Highfield Street, amendments to proposed culverts, non-compliance with the Code for Sustainable Homes, and removal of the requirement to submit a Design Code		Near certain
HH_North West Leicestershire_18	Leicestershire	North West Leicestershire	Coalville	Waterworks Road/Cropston Drive	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	20/00831/OUTM	Residential development for up to 101 new dwellings (outline - all matters other than part access reserved)		More than likely
HH_North West Leicestershire_19	Leicestershire	North West Leicestershire	Coalville	Smiths Farm, Farm Lane, Donington le Heath	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/00185/FUL 15/00091/FUL 14/00831/FUL	Erection of three terraced dwellings in position of one dwelling previously approved under application reference 14/00831/FUL, along with associated off street parking		Near certain
HH_North West Leicestershire_20	Leicestershire	North West Leicestershire	Kegworth	Slack and Parr Long Lane	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	14/01132/FULM	Demolition of existing commercial building and erection of 188 dwellings, B2 manufacturing unit and associated development including vehicular access, pedestrian and cycle links, public open space, car parking, landscaping and drainage		Near certain
HH_North West Leicestershire_21	Leicestershire	North West Leicestershire	Kegworth	Site Adjacent Computer Centre and Jct 24 Packington Hill	RE: EXTERNAL: NWL Planning Data Queries Email from Ian Nelson [Large Sites]	19/01757/REMM	Erection of 104 dwellings (phase 2) and sports pavilion (reserved matters of appearance, landscaping, layout and scale to outline planning permission 14/00541/OUTM)		Near certain
HH_North West Leicestershire_22	Leicestershire	North West Leicestershire	Kegworth	118 Station Road 449180	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	20/00688/REMM	Reserved matters application for the erection of 13 dwellings (outline permission 17/01576/OUTM)		Near certain
HH_North West Leicestershire_23	Leicestershire	North West Leicestershire	Measham	Land at Measham Waterside Burton Road	RE: EXTERNAL: NWL Planning Data Queries Email from Ian Nelson [Large Sites]	13/00141/OUTM	Development of up to 450 residential dwellings and reinstatement of 1.1km of associated canal, provision of public open space and vehicular, emergency and footpath access (Outline application - All matters reserved except access)		Near certain
HH_North West Leicestershire_24	Leicestershire	North West Leicestershire	Blackfordby	Land north east of Butt Lane and east of Hepworth Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	15/01078/OUTM	Residential development (up to 91 dwellings) and associated infrastructure (outline - access only) Re-submission of 15/00306/OUTM		Near certain
HH_North West Leicestershire_25	Leicestershire	North West Leicestershire	Blackfordby	Butt Lane	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	17/01556/REMM 18/01973/FULM 18/01975/FULM	Erection of 71 dwellings, internal access roads, landscaping, open space and woodland planting (Reserved Matters to Outline Planning Permission Reference APP/G2435/W/15/3137258		Near certain
HH_North West Leicestershire_26	Leicestershire	North West Leicestershire	Blackfordby	31 Main Street	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	24/00841/FULM	Neighbourhood Plan allocation - 14 units of residential accomodation		More than likely
HH_North West Leicestershire_27	Leicestershire	North West Leicestershire	Breedon on the Hill	Priory Nursery garden centre Ashby Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/02198/FULM	Demolition of existing buildings and redevelopment for 43 dwellings, a new village hall, formation of vehicular and pedestrian access points and associated infrastructure		Near certain
HH_North West Leicestershire_28	Leicestershire	North West Leicestershire	Ellistown	St Christopher's Park , St Christopher's Road	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	20/01896/FULM	Extension to existing caravan park to include the siting of 13 park homes, off-street parking and associated works		Near certain
HH_North West Leicestershire_29	Leicestershire	North West Leicestershire	Heather	MTS Logistics Mill Lane	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	19/00824/FULM	Re-development of existing site (including demolition) to provide 14 residential dwellings with associated off-street parking and landscaping.		Near certain
HH_North West Leicestershire_30	Leicestershire	North West Leicestershire	Oakthorpe	Home Farm 25 Main Street	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/01383/REMM	Erection of 28 dwellings, garages and associated works (Reserved matters to outline planning permission reference 14/00244/OUTM)		Near certain
HH_North West Leicestershire_31	Leicestershire	North West Leicestershire	Ravenstone	Former Garden Centre Heather Lane	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	16/01151/OUTM	Outline application for up to 37 dwellings together with associated public open space, surface water attenuation and access (details of part access included)		Near certain
HH_North West Leicestershire_32	Leicestershire	North West Leicestershire	Ravenstone	11 Fosbrook Close	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	18/01428/OUTM	Demolition of existing bungalow so as to facilitate residential development (outline - part access included)		Near certain
HH_North West Leicestershire_33	Leicestershire	North West Leicestershire	Swannington	St Georges Hill	Housing data for transport model V3 (April 23 base).xlsx [Large Sites]	23/01390/OUTM	Neighbourhood plan allocation - 12 units of residential development. Development of site to provide up to 14 dwellings with associated works (outline - means of part access for approval)		More than likely
HH_North West Leicestershire_34	Leicestershire	North West Leicestershire	Ashby-de-la-Zouch	The Royal Hotel, Station Road	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	22/01552/FULM	Erection of 17 townhouses with associated car parking access, landscaping and car park to hotel and associated access amendments.		More than likely
HH_North West Leicestershire_35	Leicestershire	North West Leicestershire	Coalville	Workspace 17, Highfield Street	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	22/01513/FULM	Erection of 22 dwellings		Near certain
HH_North West Leicestershire_36	Leicestershire	North West Leicestershire	Donisthorpe	Masons Arms, 1 Church Street	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	23/01558/REMM	Demolition of existing public house and erection of 11 dwellings		Near certain
HH_North West Leicestershire_37	Leicestershire	North West Leicestershire	Kegworth	Land adjoining 90 Ashby Road	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	16/00394/REMM	Erection of 110 dwellings with associated landscaping infrastrucure, earthworks and open space provision		Near certain
HH_North West Leicestershire_38	Leicestershire	North West Leicestershire	Coalville	Land Off Belvoir Road	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	22/00819/FULM	Construction of 28 1-bedroom residential apartments with associated communal areas, parking and bin storage. Construction of leisure building to include a bowling alley, restaurant with second floor terrace area, mini golf and gaming areas. Part demolition of 75-81 Belvoir Road and change of use for retail including associated external alteration and parking, dmeolition of 83 Belvoir Road, alterations to Emporium nightclub including part demolition to the rear, together with new access onto Belvoir Road and creation of associated public amenity areas.		Near certain
HH_North West Leicestershire_39	Leicestershire	North West Leicestershire	Coalville	Land off Standard Hill	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	23/00173/FULM	Demolition of existing buildings and erection of 100 dwellings, with access, foul pumping station and associaed landscaping and infrastructure.		Near certain
HH_North West Leicestershire_40	Leicestershire	North West Leicestershire	Castle Donington	Land north and south of park Lane	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	09/01226/OUTM	Residential development of up to 895 dwellings with associated highway works, including a new western relief road linking Back Lans with Hill Top, 6.07ha of employment uses (B1: 7,613m; B2/B8: 24,546sqm), new primary school (1.1ha); a public house (Use Class A4: 0.2ha), public open space, play area and strategic landscaping (Outlin - all matters reserved other than access in respect of the proposed relief road and proposed junctions serving the remainder of the development.		Near certain
HH_North West Leicestershire_41	Leicestershire	North West Leicestershire	Castle Donington	Land north and south of park Lane	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	09/01226/OUTM	Residential development of up to 895 dwellings with associated highway works, including a new western relief road linking Back Lans with Hill Top, 6.07ha of employment uses (B1: 7,613m; B2/B8: 24,546sqm), new primary school (1.1ha); a public house (Use Class A4: 0.2ha), public open space, play area and strategic landscaping (Outlin - all matters reserved other than access in respect of the proposed relief road and proposed junctions serving the remainder of the development.		Near certain
HH_North West Leicestershire_42	Leicestershire	North West Leicestershire	Castle Donington	Land north and south of park Lane	NWLDC Reised Appendix A - Housing Input Spreadsheet (Sept 2024)	09/01226/OUTM	Residential development of up to 895 dwellings with associated highway works, including a new western relief road linking Back Lans with Hill Top, 6.07ha of employment uses (B1: 7,613m; B2/B8: 24,546sqm), new primary school (1.1ha); a public house (Use Class A4: 0.2ha), public open space, play area and strategic landscaping (Outlin - all matters reserved other than access in respect of the proposed relief road and proposed junctions serving the remainder of the development.		Near certain

HH_Hinckley and Bosworth_1	446153	298069	4127	350	194	64	64	28																									
HH_Hinckley and Bosworth_2	440673	294547	4173	850	140	60	60	60	60	60	60	60	60	60	60	60	50																
HH_Hinckley and Bosworth_3	443149	294954	4004	60						22	38																						
HH_Hinckley and Bosworth_4	442373	293763	4040	73	33	40																											
HH_Hinckley and Bosworth_5	439222	303126	4142	57	42	15																											
HH_Hinckley and Bosworth_6	448012	302811	4112	80	52	28																											
HH_Hinckley and Bosworth_7	443016	305818	4140	99	22	42	35																										
HH_Hinckley and Bosworth_8	444307	304379	4123	116	22	47	47																										
HH_Hinckley and Bosworth_9	451354	306331	4108	168	47	47	47	27																									
HH_Hinckley and Bosworth_10	439471	302955	4142	138						42	42	42	12																				
HH_Hinckley and Bosworth_11	447813	297660	4176	500							10	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	10						
HH_Hinckley and Bosworth_12	447813	297660	4130	1000							22	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	18						
HH_Hinckley and Bosworth_13	443435	297487	4149	700						10	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
HH_Hinckley and Bosworth_14	443435	297487	4152	700						10	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
HH_Hinckley and Bosworth_15	443435	297487	4146	1100						42	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
HH_Hinckley and Bosworth_16	444932	297105	4144	33	28	5																											
HH_Hinckley and Bosworth_17	443969	297150	4148	33	27	6																											
HH_Hinckley and Bosworth_18	445206	298481	4136	33	27	6																											
HH_Hinckley and Bosworth_19	449062	303221	4109	18	1			17																									
HH_Hinckley and Bosworth_20	434317	298365	4178	15	4	11																											
HH_Hinckley and Bosworth_21	444478	294044	4002	23	17	6																											
HH_Hinckley and Bosworth_22	443492	295502	4004	23	17	6																											
HH_Hinckley and Bosworth_23	443614	295238	4005	23	17	6																											
HH_Hinckley and Bosworth_24	444649	292916	4008	23	17	6																											
HH_Hinckley and Bosworth_25	443627	293248	4016	23	17	6																											
HH_Hinckley and Bosworth_26	441476	293267	4055	23	17	6																											
HH_Hinckley and Bosworth_27	442316	292209	4039	23	17	6																											
HH_Hinckley and Bosworth_28	440850	302825	4124	33	10	23																											
HH_Hinckley and Bosworth_29	448939	310308	4166	43	33	10																											
HH_Hinckley and Bosworth_30	432706	305788	4167	21	1	20																											
HH_Hinckley and Bosworth_31	441980	295600	9004	475			118	119	119	119																							
HH_Hinckley and Bosworth_32	441980	295600	9007	415						50	50	50	50	50	50	50	50	15															
HH_Hinckley and Bosworth_33	441980	295600	9007	460						20	60	60	60	60	60	60	60	20															
HH_Hinckley and Bosworth_34	444650	291974	4014	135			25	25	25	25	25	10																					
HH_Hinckley and Bosworth_35	444291	291942	4014	40			4	4	4	4	4	4	4	4	4	4																	
HH_Hinckley and Bosworth_36	450505	306380	4108	75				25	25	25																							
HH_Hinckley and Bosworth_37	446302	309972	4115	50				25	25																								
HH_Hinckley and Bosworth_38	443609	296214	4116	126			16	16	16	16	16	16	16	14																			
HH_Hinckley and Bosworth_39	441990	305673	4141	55	6	6	6	6	6	6	6	6	6																				
HH_Hinckley and Bosworth_40	442424	291802	4039	127	15	17	17	17	17	17	17	10																					
HH_Hinckley and Bosworth_41	446571	298444	4127	140	16	16	16	16	16	16	16	16	16																				
HH_Hinckley and Bosworth_42	437761	295325	4161	61	7	7	7	7	7	7	7	7	7																				
HH_Hinckley and Bosworth_43	446806	298322	4127	50	6	6	6	6	6	6	6	6	6																				
HH_Hinckley and Bosworth_44	440543	297042	4172	70	8	8	8	8	8	8	8	8	8																				
HH_Hinckley and Bosworth_45	440244	297419	4156	65	7	7	7	7	7	7	7	7	7																				
HH_Hinckley and Bosworth_46	440067	296802	4172	55	6	6	6	6	6	6	6	6	6																				
HH_Hinckley and Bosworth_47	442259	293078	4048	40	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2											
HH_Hinckley and Bosworth_48	444845	292273	4014	79				16	16	16	16	15																					
HH_Hinckley and Bosworth_49	443993	309363	4104	50									50																				
HH_Hinckley and Bosworth_50	444004	308840	4104	70									70																				
HH_Hinckley and Bosworth_51	445046	296403	4145	110				10	30	30	30	10																					
HH_Hinckley and Bosworth_52	444914	293256	4008	343			43	60	60	60	60	60																					
HH_Hinckley and Bosworth_53	448481	303564	4109	80	80																												
HH_Hinckley and Bosworth_54	440663	294276	4173	100								50	50																				
HH_Hinckley and Bosworth_55	440120	294514	4173	500							100	100	100	100	100																		
HH_Hinckley and Bosworth_56	439765	302823	4142	180								90	90																				
HH_Hinckley and Bosworth_57	444688	303055	4131	239			39	100	100																								
HH_Hinckley and Bosworth_58	432062	300861	4169	18									18																				
HH_Hinckley and Bosworth_59	446636	307470	4113	53									53																				
HH_North West Leicestershire_1	434912	317536	4615	264	262	2																											
HH_North West Leicestershire_2	436327	317691	4629	153	53	50	50																										
HH_North West Leicestershire_3	436327	317691	4606	98		42	56																										
HH_North West Leicestershire_4	436327	317691	4608	505		15	100	100	150	140																							
HH_North West Leicestershire_5	436327	317691	4608	975							98	101	101	101	102	102	62	62	62	62	61	61											
HH_North West Leicestershire_6	436327	317691	4608	225											125	100																	
HH_North West Leicestershire_7	444200	327825	4792	13	11	2																											
HH_North West Leicestershire_8	446038	314135	4706	134	112	22																											
HH_North West Leicestershire_9	441540	314362	4519	144		18	24	24	24	24	24	6																					
HH_North West Leicestershire_10	443498	312250	4717	662	175	44	46	64	69	56	58	45	47	47	11																		
HH_North West Leicestershire_11	443498	312250	4763	2038	538	136	141	197	212	171	178	139	146	146	34																		
HH_North West Leicestershire_12	443498	312250	4759	800	211	53	56	77	83	67	70	54	57	57	15																		
HH_North West Leicestershire_13	444032	313041	4713	10		10																											
HH_North West Leicestershire_14	442266	314572	4515	77			77																										
HH_North West Leicestershire_15	441837	313498	4730	15			15																										
HH_North West Leicestershire_16	442785	313249	4501	24					12	12																							
HH_North West Leicestershire_17	441768	313553	4502	400			66	85	88	40	37	43	41																				
HH_North West Leicestershire_18	444339	313782	4718	101					30	30	30	11																					
HH_North West Leicestershire_19	441846	312557	4731	7	5	2																											
HH_North West Leicestershire_20	448547	327291	4754	188	150	20	18																										
HH_North West Leicestershire_21	447775	327283	4749	141							30	30	30	30	21																		
HH_North West Leicestershire_22	449180	327199	4754	13		13																											
HH_North West Leicestershire_23	432833	312284	4774	426							40	40	40	40	40	40	40	40	40	40	26												
HH_North West Leicestershire_24	432214	318662	4785	91	36			20	20	15																							
HH_North West Leicestershire_25	432574	318240	4785	74	67				7																								
HH_North West Leicestershire_26	432745	317634	4785	10				10																									
HH_North West Leicestershire_27	440219	322965	4750	43	33	10																											
HH_North West Leicestershire_28	443649	311004	4711	13		7	6																										
HH_North West Leicestershire_29	439623	310638	4786	14							7	7																					
HH_North West Leicestershire_30	432225	313042	4775	28	12	4	4	4	4																								
HH_North West Leicestershire_31	440106	313411	4741	35	24	11																											
HH_North West Leicestershire_32	439995	313657	4741	10					5	5																							
HH_North West Leicestershire_33	441509	317017	4746	12						12																							
HH_North West Leicestershire_34	435603	316437	4612	17					7	10																							
HH_North West Leicestershire_35	442261	313475	4507	22						22																							
HH_North West Leicestershire_36	432073	314089	4776	11					5	6																							
HH_North West Leicestershire_37	447624	326845	4749	110							30	30	30	20																			
HH_North West Leicestershire_38	442409	314123	4509	28					28																								
HH_North West Leicestershire_39	441653	313381	4730	100					25	50	25																						
HH_North West Leicestershire_40	443513	326920	4793	256	183	31	33	9																									
HH_North West Leicestershire_41	443513	326920	4780	255	182	31	33	9																									
HH_North West Leicestershire_42	443513	326920	4773	255	182	31	33	9																									

Emp_North West Leicestershire_19	Leicestershire	North West Leicestershire	Appleby Magna		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/00269/FUL	Redhill Farm, Top Street, Appleby Magna		Near certain	431773	309074	4766	Warehousing	FloorspaceM2	128		128							
Emp_North West Leicestershire_20	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	17/01081/OUTM; 22/00691/REMM	Land North Of Lountside Flagstaff Island		Near certain	437340	317258	4797	Warehousing	FloorspaceM2	3600				3600					
Emp_North West Leicestershire_21	Leicestershire	North West Leicestershire	Coalville		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	19/01721/OUTM; 22/00153/REMM	Heather Brickworks Newton Road Heather Coalville Leicestershire LE67 2RD		Near certain	439453	310343	4786	Industry	FloorspaceM2	2497	861		775		861				
Emp_North West Leicestershire_22	Leicestershire	North West Leicestershire	Coalville		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	19/01721/OUTM; 22/00153/REMM	Heather Brickworks Newton Road Heather Coalville Leicestershire LE67 2RD		Near certain	439453	310343	4786	Warehousing	FloorspaceM2	3627		810		2007		810			
Emp_North West Leicestershire_23	Leicestershire	North West Leicestershire	Coalville		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	19/01721/OUTM; 22/00153/REMM	Heather Brickworks Newton Road Heather Coalville Leicestershire LE67 2RD	office is ancillary	Near certain	439453	310343	4786	Office	FloorspaceM2	400				400					
Emp_North West Leicestershire_24	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/00863/FULM	Ivanhoe College North Street Ashby De La Zouch Leicestershire LE65 1HX (assume 10 jobs AD - 01/02/2024)		Reasonably foreseeable	435891	317010	4622	PSEducation	Jobs	10	10								
Emp_North West Leicestershire_25	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	13/00956/OUTM; 22/01499/REMM	Bardon Grange Beveridge Lane Hugglescote Coalville		Reasonably foreseeable	443699	311507	4763	Retail	FloorspaceM2	1000									1000
Emp_North West Leicestershire_26	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	13/00956/OUTM; 22/00841/REMM	Land Off Beveridge Lane Coalville (assume 30 jobs AD - 01/02/2024)		Reasonably foreseeable	443975	311644	4763	PSEducation	Jobs	30				30					
Emp_North West Leicestershire_27	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	13/00956/OUTM	Land Off Grange Road Grange Road Hugglescote Leicestershire		Reasonably foreseeable	443699	311507	4763	Leisure	FloorspaceM2	499					499				
Emp_North West Leicestershire_28	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	13/00956/OUTM	Land Off Grange Road Grange Road Hugglescote Leicestershire (assume 30 jobs AD - 01/02/2024)		Reasonably foreseeable	443699	311507	4763	PSEducation	Jobs	30					30				
Emp_North West Leicestershire_29	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	13/00956/OUTM	Land Off Grange Road Grange Road Hugglescote Leicestershire		Reasonably foreseeable	443699	311507	4763	Health	FloorspaceM2	500					500				
Emp_North West Leicestershire_30	Leicestershire	North West Leicestershire	Breedon		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	18/02198/FULM	Priory Nursery Garden Centre Ashby Road Breedon On The Hill Derby DE73 8AZ		Reasonably foreseeable	440309	323014	4750	Leisure	FloorspaceM2	175	175								
Emp_North West Leicestershire_31	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/01735/FUL	Castle Donington High School And College Mount Pleasant Castle Donington Derby DE74 2LN (assume 10 jobs AD - 01/02/2024)		Reasonably foreseeable	444895	327140	4791	PSEducation	Jobs	10		10							
Emp_North West Leicestershire_32	Leicestershire	North West Leicestershire	Heather		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/01075/FUL	Thorntree Farm Ravenstone Road Heather Coalville Leicestershire LE67 2QJ		Complete	439130	311642	4786	Warehousing	FloorspaceM2	499	499								
Emp_North West Leicestershire_33	Leicestershire	North West Leicestershire	Sawley		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/02490/FUL	Walker Movements Ltd Tamworth Road Sawley Long Eaton Nottingham NG10 3AE		Complete	446841	330707	4768	Office	FloorspaceM2	327	327								
Emp_North West Leicestershire_35	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/00824/FULM	MTS Logistics Mill Lane Heather Coalville Leicestershire LE67 2QE		Near certain	439626	310662	4786	Industry	FloorspaceM2	-1388			-1388						
Emp_North West Leicestershire_36	Leicestershire	North West Leicestershire	Coleorton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00901/FUL	Rowell And Son Anchor Lane Coleorton Coalville Leicestershire LE67 8HA		Near certain	441510	317873	4745	Industry	FloorspaceM2	-147			-147						
Emp_North West Leicestershire_37	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00094/FUL	Kilwardby House 6 - 8 Kilwardby Street Ashby De La Zouch Leicestershire LE65 2FU		Near certain	435582	316697	4614	Office	FloorspaceM2	-677		-677							
Emp_North West Leicestershire_38	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/00791/FULM	Donington Hall Park Lane Castle Donington Derby DE74 2SG		Near certain	442010	326925	4780	Office	FloorspaceM2	-2675			-2675						
Emp_North West Leicestershire_39	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/00791/FULM	Donington Hall Park Lane Castle Donington Derby DE74 2SG		Near certain	442010	326925	4780	Industry	FloorspaceM2	-738			-738						
Emp_North West Leicestershire_40	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/01107/FUL	60 Market Street Ashby De La Zouch Leicestershire LE65 1AN		Near certain	435828	316757	4612	Office	FloorspaceM2	-70		-70							
Emp_North West Leicestershire_41	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00147/FUL	2 Franks Road Bardon Coalville Leicestershire LE67 1TT		Complete	445018	311744	4758	Warehousing	FloorspaceM2	517	517								
Emp_North West Leicestershire_42	Leicestershire	North West Leicestershire	Kegworth		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/01610/FUL, 23/01174/DIS	2 London Road Kegworth Derby DE74 2EU		Near certain	448804	326631	4744	Office	FloorspaceM2	13			13						
Emp_North West Leicestershire_43	Leicestershire	North West Leicestershire	Measham		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00288/FUL	65 Atherstone Road Measham Swadlincote Derby DE12 7EG		Near certain	433237	311540	4755	Warehousing	FloorspaceM2	29		29							
Emp_North West Leicestershire_44	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00939/FUL	94 Bondgate Castle Donington Derby DE74 2NR		Near certain	444706	327608	4792	Office	FloorspaceM2	102			102						
Emp_North West Leicestershire_46	Leicestershire	North West Leicestershire	Ibstock		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/00980/FULM	Blackberry Farm Blackberry Lane Ibstock LE67 6HD		Near certain	441254	311607	4708	Industry	FloorspaceM2	1004					1004				
Emp_North West Leicestershire_47	Leicestershire	North West Leicestershire	Ibstock		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/00980/FULM	Blackberry Farm Blackberry Lane Ibstock LE67 6HD		Near certain	441254	311607	4708	Warehousing	FloorspaceM2	1004					1004				
Emp_North West Leicestershire_48	Leicestershire	North West Leicestershire	Belton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/01917/FUL	Bottom Merrell Grange Mill Lane Belton Loughborough Leicestershire LE12 9UJ		Near certain	444588	321744	4734	Office	FloorspaceM2	188				188					
Emp_North West Leicestershire_49	Leicestershire	North West Leicestershire	Belton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/01917/FUL	Bottom Merrell Grange Mill Lane Belton Loughborough Leicestershire LE12 9UJ		Near certain	444588	321744	4734	Industry	FloorspaceM2	188				188					
Emp_North West Leicestershire_50	Leicestershire	North West Leicestershire	Belton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/01917/FUL	Bottom Merrell Grange Mill Lane Belton Loughborough Leicestershire LE12 9UJ		Near certain	444588	321744	4734	Warehousing	FloorspaceM2	1092					1092				
Emp_North West Leicestershire_51	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	18/02227/FULM	EM Point Finger Farm Site J23A M1 Castle Donington		Near certain	447034	325487	4749	Office	FloorspaceM2	6523							6523		
Emp_North West Leicestershire_52	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/02382/FUL	Heritage House Talbot Lane Whitwick Coalville Leicestershire LE67 8QT		Reasonably foreseeable	442011	316919	4746	Industry	FloorspaceM2	38		38							
Emp_North West Leicestershire_53	Leicestershire	North West Leicestershire	Sawley		Land South of A453 Uncertainty Log v3.0	22/00954/REMM	Land At Netherfields Lane Sawley		More than likely	446744	329520	4781	Warehousing	FloorspaceM2	72785			24262	24262	24261				
Emp_North West Leicestershire_54	Leicestershire	North West Leicestershire	Sawley		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	22/00954/REMM	Land At Netherfields Lane Sawley	office is ancillary	More than likely	446744	329520	4781	Office	FloorspaceM2	4645			1548	1548	1549				
Emp_North West Leicestershire_55	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/00330/FULM	Land At Stephenson Way Coalville Leicestershire		Near certain	441242	315010	4508	Office	FloorspaceM2	1950		650	650	650					
Emp_North West Leicestershire_56	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/00330/FULM	Land At Stephenson Way Coalville Leicestershire		Near certain	441242	315010	4508	Industry	FloorspaceM2	5022	5022								
Emp_North West Leicestershire_57	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/00330/FULM	Land At Stephenson Way Coalville Leicestershire		Near certain	441242	315010	4508	Warehousing	FloorspaceM2	1500		500	500	500					
Emp_North West Leicestershire_58	Leicestershire	North West Leicestershire	Coleorton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	22/00356/FUL	Land South Of A512 Between Loughborough Road And Moor Lane Coleorton Coalville Leicestershire LE67 8FQ		Near certain	441077	317354	4746	Office	FloorspaceM2	149				149					
Emp_North West Leicestershire_59	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/01496/OUTM	Land South Of Junction 1 Of The A50 Castle Donington Leicestershire		Near certain	445468	329066	9001	Industry	FloorspaceM2	18500				18500					
Emp_North West Leicestershire_60	Leicestershire	North West Leicestershire	Castle Donington		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	19/01496/OUTM	Land South Of Junction 1 Of The A50 Castle Donington Leicestershire		Near certain	445468	329066	9001	Warehousing	FloorspaceM2	74000				24666	24667	24667			
Emp_North West Leicestershire_61	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/02345/FUL	Mies International Unit C Norman Court		Complete	435175	318199	4630	Industry	FloorspaceM2	487	487								
Emp_North West Leicestershire_62	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/02345/FUL	Mies International Unit C Norman Court		Complete	435175	318199	4630	Warehousing	FloorspaceM2	487	487								
Emp_North West Leicestershire_63	Leicestershire	North West Leicestershire	Coleorton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/01102/PNF	Pastures Farm Farm Town Lane Farm Town Coleorton Coalville Leicestershire LE67 8FH		Near certain	439171	316564	4745	Warehousing	FloorspaceM2	197			197						
Emp_North West Leicestershire_64	Leicestershire	North West Leicestershire	Coleorton		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/01102/PNF	Pastures Farm Farm Town Lane Farm Town Coleorton Coalville Leicestershire LE67 8FH		Near certain	439171	316564	4745	Industry	FloorspaceM2	197			197						
Emp_North West Leicestershire_66	Leicestershire	North West Leicestershire	Coalville		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00493/FULM	Quarry Manufacturing And Supplies Ltd Grange Road Bardon Coalville Leicestershire LE67 1TH		Near certain	444504	312687	4713	Industry	FloorspaceM2	4371				4371					
Emp_North West Leicestershire_67	Leicestershire	North West Leicestershire	Appleby Magna		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/00134/FUL	Redhill Farm 97 Top Street Appleby Magna Swadlincote Derby DE12 7AH		Near certain	431735	308989	4766	Office	FloorspaceM2	172			172						
Emp_North West Leicestershire_68	Leicestershire	North West Leicestershire	Sawley		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	18/01115/FUL, 22/01159/CLP	Site Of Former Sawley Crossroads Service Station London Road		Near certain	445417	329608	4781	Industry	FloorspaceM2	448					224	224			
Emp_North West Leicestershire_69	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	20/00471/FUL	The Hood Building South Street Ashby De La Zouch Leicestershire LE65 1BR		Complete	436007	316739	4611	Office	FloorspaceM2	640	640								
Emp_North West Leicestershire_70	Leicestershire	North West Leicestershire	Ashby		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	24/00179/FULM	The Snack Factory Smisby Road Ashby De La Zouch Leicestershire LE65 2BS	20/00955/FULM - Planning app expired	Near certain	435255	317810	4631	Industry	FloorspaceM2	2500					2500				
Emp_North West Leicestershire_71	Leicestershire	North West Leicestershire	Ashby		NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	24/00179/FULM	The Snack Factory Smisby Road Ashby De La Zouch Leicestershire LE65 2BS	20/00955/FULM - Planning app expired	Near certain	435255	317810	4631	Warehousing	FloorspaceM2	-500					-500				
Emp_North West Leicestershire_72	Leicestershire	North West Leicestershire	Ashby		Employment (incl retail; education; leisure) for transport model (April 23 base).xlsx [April 23 base]	21/01861/FUL	Unit B1 Norman Court Ashby De La Zouch Leicestershire LE65 2UZ		Near certain	435185	318282	4630	Warehousing	FloorspaceM2	650			650						
Emp_North West Leicestershire_73	Leicestershire	North West Leicestershire	Castle Donington	SEGRO EMG Phase 2	PRTM Proforma (-)				More than Likely	445979	325186	4798	Industry	FloorspaceM2	60000		9290	13006	9290	9290	9290	9832		
Emp_North West Leicestershire_74	Leicestershire	North West Leicestershire	Castle Donington	SEGRO EMG Phase 2	PRTM Proforma (-)				More than Likely	445979	325186	4798	Warehousing	FloorspaceM2	240000		37161	52026	37161	37161	37161	39330		
Emp_North West Leicestershire_75	Leicestershire	North West Leicestershire	EMA Aviation expansion	EMA Aviation expansion	EMF_Modelling_Assumptions_v3 (Employment Data)		Freeport status expansion	Site phasing based on other Freeports, size of development and likelihood.	More than Likely	443377	325700	4765	Industry	Jobs	938			313	313	312				
Emp_North West Leicestershire_76	Leicestershire	North West Leicestershire	Coalville	Land west of Rees Way	Land South of A453 Uncertainty Log v3.0	21/02281/FULM	6.919 sqm B2/B8 with consent 21/02281/FULM		Near certain	444466	312514	4705	Industry	FloorspaceM2	3460			3460						
Emp_North West Leicestershire_77	Leicestershire	North West Leicestershire	Coalville	Land west of Rees Way	Land South of A453 Uncertainty Log v3.0	21/02281/FULM	6.919 sqm B2/B8 with consent 21/02281/FULM		Near certain	444466	312514	4705	Warehousing	FloorspaceM2	3460			3460						
Emp_North West Leicestershire_78	Leicestershire	North West Leicestershire	Coalville	10 Bakewell Street Coalville Leicestershire LE67 3BA	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00381/FUL	Change of use from business use (Class E) to a single dwellinghouse (Class C3)		Near certain	443139	314045	4525	Office	FloorspaceM2	-100			-100						
Emp_North West Leicestershire_79	Leicestershire	North West Leicestershire	Measham	41-43 High Street Measham Swadlincote Derby DE12 7HR	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01421/FUL	Change of use of ground floor of No. 41 High Street for use as a shop (Class E) and No. 43 for use as a shop (Class E), change of use of basement level of No. 41 and 43 for office use (Class E) and change of use of first floor of Nos. 41 and 43 to 1 no. flat (Class C3) and associated external alterations (part-retrospective)		Near certain	443309	312042	4763	Office	FloorspaceM2	76					76				
Emp_North West Leicestershire_80	Leicestershire	North West Leicestershire	Castle Donington	44C-44D Borough Street Castle Donington Derby DE74 2LB	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01545/FUL	Change of use of first and second floors offices (Class E) to 4 no. 1 bedroom flats (Class C3) including replacement upvc windows		Near certain	444733	327422	4791	Office	FloorspaceM2	-160		-160							
Emp_North West Leicestershire_81	Leicestershire	North West Leicestershire	Ashby de la Zouch	47 Market Street Ashby De La Zouch Leicestershire LE65 1AG	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00376/PNR	Change of use of first and second floors of No. 47 to 2 no. flats (Prior notification)		Near certain	435888	316797	4613	Office	FloorspaceM2	-132				-132					
Emp_North West Leicestershire_82	Leicestershire	North West Leicestershire	Ashby de la Zouch	49, 49A Market Street Ashby De La Zouch Leicestershire LE65 1AG	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00377/PNR	Change of use of first and second floors of No. 49 and 49A to 2 no. flats (Prior notification)		Near certain	435787	316760	4616	Office	FloorspaceM2	-117				-117					
Emp_North West Leicestershire_83	Leicestershire	North West Leicestershire	Shardlow	British Waterways Yard, Kristian Thomas Co Ltd Cavendish Bridge Shardlow Leicestershire DE72 2HL	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00338/FUL	Change of use from general industrial (Class B2) to performing arts studio (Class E) (Retrospective)		Complete	444639	329842	4794	Industry	FloorspaceM2	-144	-144								
Emp_North West Leicestershire_84	Leicestershire	North West Leicestershire	Ellistown	Emerson Yard Moore Road South Leicester Industrial Estate Ellistown Leicestershire LE67 1FH	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01217/FUL	Erection of two B2 class industrial units		Near certain	443073	311893	4712	Industry	FloorspaceM2	616		616							
Emp_North West Leicestershire_85	Leicestershire	North West Leicestershire	Appleby Magna	Jubilee Business Park Snarestone Road Appleby Magna Derby	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00222/FULM	Demolition of existing stables and erection of three detached buildings to provide five units for Light Industrial (Use Class E(g)(iii)), Research and Development (Use Class E(g)(ii)) and Storage or Distribution (Use Class B8)		Near certain	431919	309683	4766	Industry	FloorspaceM2	743					743				
Emp_North West Leicestershire_86	Leicestershire	North West Leicestershire	Appleby Magna	Jubilee Business Park Snarestone Road Appleby Magna Derby	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00222/FULM	Demolition of existing stables and erection of three detached buildings to provide five units for Light Industrial (Use Class E(g)(iii)), Research and Development (Use Class E(g)(ii)) and Storage or Distribution (Use Class B8)		Near certain	431919	309683	4766	Warehousing	FloorspaceM2	744					744				
Emp_North West Leicestershire_87	Leicestershire	North West Leicestershire	Ibstock	Land to the rear of 37 Copson Street Ibstock Coalville LE67 6LD	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00678/FUL	Demolition of building and the erection of a two storey dwelling and associated alterations. Erection of building for a dog grooming business (amended siting and materials following approval of 22/00920/FUL)		Near certain	441081	310249	4708	Industry	FloorspaceM2	-105		-105							
Emp_North West Leicestershire_88	Leicestershire	North West Leicestershire	Moira	Machine House Newfields Moira Swadlincote Derby DE12 6EG (Logicool air Conditioning)	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	21/01740/FUL	Change of use of one building to fitness use (Use Class E (d)), removal of existing timber structure and erection of new single storey office extension (Use Class E (c))		Near certain	431975	315678	4783	Office	FloorspaceM2	48			48						
Emp_North West Leicestershire_89	Leicestershire	North West Leicestershire	Heather	Old Thorntree Farm Ravenstone Road Heather Coalville Leicestershire LE67 2QJ	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01211/FUL	Extension to existing commercial unit and change of use to joinery workshop		Near certain	439173	311635	4786	Industry	FloorspaceM2	111		111							
Emp_North West Leicestershire_90	Leicestershire	North West Leicestershire	Coalville	R D Moore Brunel Way Coalville Leicestershire LE67 3HF	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01600/FUL	Erection of side extension to industrial unit		Near certain	441714	315026	4508	Industry	FloorspaceM2	140					140				
Emp_North West Leicestershire_91	Leicestershire	North West Leicestershire	Worthington	Ropers Hill Farm Nottingham Road Worthington Ashby De La Zouch Leicestershire LE65 1SE	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00698/PNF	Notification submission under Class R of the GDPO in order to allow a change of use of an agricultural building to a flexible commercial use		Near certain	439305	320443	4762	Office	FloorspaceM2	135				135					
Emp_North West Leicestershire_92	Leicestershire	North West Leicestershire	Coalville	Stephenson House Ashby Road Coalville LE67 3LA	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	20/00966/OUTM	Demolition of existing structures and the change of use of the land to residential with the erection of up to 8 dwellings and 6 flats (Outline - All Matters reserved)		Near certain	441929	314557	4517	Industry	FloorspaceM2	-245					-245				
Emp_North West Leicestershire_93	Leicestershire	North West Leicestershire	Ashby	T H Archer And Son 86 Leicester Road New Packington Ashby De La Zouch Leicestershire LE65 1TQ	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00866/FUL	Change of use to offices (class E (g)(i)) and ancillary storage, retention of outbuilding along with other external alterations		Near certain	437004	315916	4751	Office	FloorspaceM2	317				317					
Emp_North West Leicestershire_94	Leicestershire	North West Leicestershire	Ashby	TruNet House Norman Court Ashby De La Zouch Leicestershire LE65 2UZ	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01190/FUL	Erection of a two-storey ancillary office building (use class E (g)(i) - Office) within Plot D, Ivanhoe Business Park		Near certain	435067	318217	4630	Office	FloorspaceM2	222			222						
Emp_North West Leicestershire_95	Leicestershire	North West Leicestershire	Coalville	Units 18A To 18C Snibston Drive The Oaks Industrial Estate Coalville Leicestershire LE67 3NQ	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01052/FULM	Change of use from paper recycling waste centre (sui generis) to general industrial and distribution (use classes B2 and B8)		Near certain	441443	314393	4510	Industry	FloorspaceM2	3568				3568					
Emp_North West Leicestershire_96	Leicestershire	North West Leicestershire	Coalville	Units 18A To 18C Snibston Drive The Oaks Industrial Estate Coalville Leicestershire LE67 3NQ	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/01052/FULM	Change of use from paper recycling waste centre (sui generis) to general industrial and distribution (use classes B2 and B8)		Near certain	441443	314393	4510	Warehousing	FloorspaceM2	1043				1043					
Emp_North West Leicestershire_97	Leicestershire	North West Leicestershire	Coalville	Whitwick Community Enterprises Market Street Coalville Leicestershire LE67 3DX	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00496/FUL	Change of use from learning institution (Use Class F1) to flexible industrial/storage use (Use Classes E(g)(iii), B2 and B8)		Near certain	442257	314515	4515	Industry	FloorspaceM2	144		144							
Emp_North West Leicestershire_98	Leicestershire	North West Leicestershire	Coalville	Whitwick Community Enterprises Market Street Coalville Leicestershire LE67 3DX	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00496/FUL	Change of use from learning institution (Use Class F1) to flexible industrial/storage use (Use Classes E(g)(iii), B2 and B8)		Near certain	442257	314516	4515	Warehousing	FloorspaceM2	144		144							
Emp_North West Leicestershire_99	Leicestershire	North West Leicestershire	Ibstock	Wilson House Leicester Road Ibstock Coalville Leicestershire LE67 6HP	NWL Employment Monitoring at April 2024 for KCC Highways (sent 10 Jan 2025)	23/00288/FUL	Erection of ground floor extension below existing first floor link and other external alterations to building including windows, doors, fascias and rainwater goods (Resubmission of 20/00240/FUL)		Near certain	441329	311275	4770	Office	FloorspaceM2	75			75						

Highway Network Scheme Assumptions

Scheme No.	Location	Scheme Name	Uncertainty	Included from...	Included	Notes
16	Barwell	Access arrangements for Earl Shilton SUE and highway improvements for SUE	More than likely	2027	Y	
17	Barwell	Barwell SUE and Improvements	More than likely	2027	Y	
23	Coalville	Bardon Hill Link Southern Section	Near certain	2025	Y	
25	Blaby	Link across M69 to join North and South of the Lubbesthorpe development.	Near certain	2031	Y	
26	Earl Shilton & Barwell	Highway improvements for SUE	More than likely	2028	Y	
30	Loughborough	Garendon Park Link	More than likely	2031	Y	
36	A47/A582	Desford Crossroads	Reasonably foreseeable		N	Request from LCC HDM to exclude this scheme for other recent applications but should be confirmed by HDM.
37	Harborough	Harborough Strategic Development Area	Complete	2024	Y	
38	Charnwood	Broadnook SUE	Complete	2024	Y	
46	Charnwood	North of East Leicester Develooment Network - Thorpebury (oreviously Thurmaston) SUE	Near certain	2026	Y	
63	Leicester City	Waterside Development	Near certain	2027	Y	
71	Hinckley	Land East of Stoke Road. Phase 1 access	More than likely	2025	Y	
72	Hinckley	Land East of Stoke Road, Phases 2 & 3 access arrangements	Reasonably foreseeable	2027	Y	
73	Hinckley	Land East of Stoke Road, wider site connectivity	Reasonably foreseeable	2032	Y	
74	AS	MIRA South-Phase 1	Near certain	2025	Y	
75	AS	MIRA South-Phase 2	Near certain	2031	Y	
76	Hinckley and Bosworth	Burroughs Road	More than likely	2028	Y	
77	Blaby	Lubbesthorpe SUE mitigation: A47/A563	Near certain	2027	Y	
78	Blaby	Lubbesthorpe SUE mitigation: Meridian South	Near certain	2027	Y	
104	Melton Mowbray	MMDR Northern Section	Near certain	2026	Y	
105	Melton Mowbray	MMDR Eastern Section	Near certain	2026	Y	
106.3	Melton Mowbray	MMDR Southern Section	Reasonably foreseeable	2028	Y	
119	Coalville	Bardon Hill Link Northern Section	Reasonably foreseeable	2028	Y	This is eart of the A511 Growth Corridor Scheme - also referred to as the Bardon Link Road
120	**North West Leicestershire**	**Schemes 120-129 (ex. 127). A511 Schemes.**	**Reasonably foreseeable**	**2028**	**Y**	**This is the main A511 Growth Corridor Scheme**
137	AS	Padge Hall Development Access	Near certain	2026	Y	
144.1	Leicester City	A50 Northgate St / Frog Island / Woodgate	Complete	2024	Y	
151	Harborough	Magna Park Extension access - A5, Lutterworth	Near certain	2027	Y	
155	Harborough	Mill-on-the-Soar Staggered Signalised Junctions	Near certain	2026	Y	
157	Blaby	Hastings Fields Access	Near certain	2027	Y	
158	Blaby	Enderby Hub Site Access	Near certain	2027	Y	
159	Wigston	Wigston Direction for Growth Site Access, Phase 2	Near certain	2027	Y	
161	Loughborough	LUSEP. Access connection for the Science Park via the A512 roundabout	Reasonably foreseeable	2031	Y	
163	North West Leicestershire	Money Hill Site Access A511	Complete	2024	Y	
164	South Derbyshire	Wragley Way SUE Access to A50	More than likely	2031	Y	
167	South Derbyshire	EMIP A50 (Freeport)	Reasonably foreseeable	2030	Y	
170	Rushcliffe	Uniper. Ratcliffe Power Station A453 (Freeport)	Reasonably foreseeable	2026	Y	
179	Hinckley & Bosworth	A47/Dans Lane	Near certain	2031	Y	
182	North West Leicestershire	Land South of A50 J1, Development Access	Complete	2024	Y	
186	East Midland Airport	EMA GIC Segro EMG Phase 2 Access	Reasonably foreseeable	2027	Y	
187	North West Leicestershire	A50 J1	Near certain	2025	Y	
190	Nottinghamshire	A52 Wheatcroft junction	More than likely	2028	Y	
191	Nottinghamshire	A52 Nottingham Knight junction	More than likely	2028	Y	
202	Nuneaton and Bedworth	A4254b Eastboro Way P1	Complete	2024	Y	
204	Nuneaton ad Bedworth	Transforming Nuneaton	More than likely	2026	Y	
206	Nuneaton and Bedworth	A47 Old Hinckley Road	Near certain	2028	Y	
207	Nuneaton and Bedworth	Coventry Road / Gipsy Lane	More than likely	2026	Y	
208	Nuneaton & Bedworth	A4254 / B4114 / Eastboro Way			N	
209	Nuneaton & Bedworth	Nuneaton Northern Sites Link Road	Near certain	2031	Y	
210	North Warwickshire	Market street/Bridge Street	More than likely	2031	Y	
213	Rugby	Avon Mill Roundabout	Near certain	2027	Y	
216	Rugby	AS/A428 Halfway House Roundabout	Complete	2024	Y	
217	Rugby	M1 Junction 18	More than likely	2031	Y	
223	Coventry	M6 J2 Signalisation	Complete	2024	Y	
250	Nuneaton & Bedworth	Callendar Farm Phase 2	More than likely	20317	Y	
251	Nuneaton & Bedworth	Bermuda Triangle Project	Complete	2024	Y	
307	Leicester City	Dover Street (Granby Street J.ct)	More than likely	2031	Y	
516.1	Coventry	Grade separation of Binley Woods roundabout	Complete	2024	Y	
516.2	Coventry	Grade separation of Walgrave roundabout	Near certain	2026	Y	
516	Coventry	Grade separation of Binley Woods and Walgrove roundabouts	Near certain	2031	Y	
526	Newark	A1-A46 link 5 of Newark; part constructed. Not in MRTM list	More than likely	2031	Y	
601(1)	Lutterworth	Lutterworth East Development (Development Access (A4304. Gilmorton Road and A426))	Reasonably foreseeable	2031	Y	
601(3)	Lutterworth	M1 Junction 20	Reasonably foreseeable	2031	Y	
602	Lutterworth	Lutterworth Development Mitigation	Reasonably foreseeable	2031	Y	
603	Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	Reasonably foreseeable	2031	Y	
604	Harborough	Lutterworth East Development (Gilmorton Road bridge bus restriction)	Reasonably foreseeable	2031	Y	
605	Leicester City	Ashton Green - A6/Greengate Lane junction modifications	More than likely	20317	Y	When is the opening year likely to be?

APPENDIX D M1 JUNCTION 22 CLASSIFIED TURNING COUNT DATA AND QUEUE LENGTH SURVEYS

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO A FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)								A TO B FROM M1 SLIP ROADS (N) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	98	57	7	12	0	1	0	175
07:15	0	0	0	0	0	0	0	0	171	47	7	14	0	0	0	239
07:30	0	0	0	1	0	0	0	1	182	47	12	8	0	0	0	249
07:45	0	0	0	0	0	0	0	0	187	39	8	7	0	1	0	242
H/TOT	0	0	0	1	0	0	0	1	638	190	34	41	0	2	0	905
08:00	0	0	0	0	0	0	0	0	191	47	9	10	0	0	0	257
08:15	0	0	0	0	0	0	0	0	186	48	14	12	0	1	0	261
08:30	1	0	0	0	0	0	0	1	167	37	8	13	0	0	0	225
08:45	0	0	0	0	0	0	0	0	185	58	11	9	0	0	0	263
H/TOT	1	0	0	0	0	0	0	1	729	190	42	44	0	1	0	1006
09:00	0	0	0	0	0	0	0	0	178	44	10	14	1	0	0	247
09:15	0	0	0	0	0	0	0	0	109	40	8	14	0	0	0	171
09:30	0	0	0	0	0	0	0	0	82	23	7	11	0	0	0	123
09:45	0	0	0	0	0	0	0	0	91	19	5	9	2	0	0	126
H/TOT	0	0	0	0	0	0	0	0	460	126	30	48	3	0	0	667
P/TOT	1	0	0	1	0	0	0	2	1827	506	106	133	3	3	0	2578

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO A FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)								A TO B FROM M1 SLIP ROADS (N) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	125	25	5	6	0	0	0	161
16:15	0	0	0	0	0	0	0	0	136	47	4	11	1	1	0	200
16:30	1	0	0	0	0	0	0	1	165	36	1	10	0	0	0	212
16:45	0	0	0	0	0	0	0	0	159	38	1	6	0	0	0	204
H/TOT	1	0	0	0	0	0	0	1	585	146	11	33	1	1	0	777
17:00	1	0	0	0	0	0	0	1	185	34	4	9	0	0	0	232
17:15	0	0	0	0	0	0	0	0	220	36	2	4	0	1	0	263
17:30	0	0	0	0	0	0	0	0	159	32	1	6	2	0	0	200
17:45	0	0	0	0	0	0	0	0	157	15	0	5	0	1	0	178
H/TOT	1	0	0	0	0	0	0	1	721	117	7	24	2	2	0	873
18:00	0	0	0	0	0	0	0	0	145	23	1	5	1	0	0	175
18:15	0	0	0	0	0	0	0	0	171	21	1	5	1	0	0	199
18:30	0	0	0	0	0	0	0	0	138	9	1	3	0	0	0	151
18:45	0	0	0	0	0	0	0	0	142	13	1	6	0	0	0	162
H/TOT	0	0	0	0	0	0	0	0	596	66	4	19	2	0	0	687
P/TOT	2	0	0	0	0	0	0	2	1902	329	22	76	5	3	0	2337

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO C FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)								A TO D FROM M1 SLIP ROADS (N) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	18	1	0	4	0	0	0	23	4	4	0	0	0	0	0	8
07:15	28	2	1	0	0	0	0	31	9	1	0	2	0	1	0	13
07:30	20	2	0	0	0	0	0	22	8	6	1	0	0	0	0	15
07:45	28	5	2	0	0	0	0	35	14	4	2	0	0	0	0	20
H/TOT	94	10	3	4	0	0	0	111	35	15	3	2	0	1	0	56
08:00	26	9	0	1	0	0	0	36	24	1	0	0	0	0	0	25
08:15	32	3	2	1	0	0	0	38	20	8	0	0	0	0	0	28
08:30	21	2	1	2	0	0	0	26	5	6	0	1	0	0	0	12
08:45	16	9	0	0	0	0	0	25	9	4	0	0	0	0	0	13
H/TOT	95	23	3	4	0	0	0	125	58	19	0	1	0	0	0	78
09:00	15	0	0	1	0	0	0	16	1	2	1	0	0	0	0	4
09:15	5	1	0	0	0	0	0	6	5	2	0	0	0	0	0	7
09:30	8	0	0	0	0	0	0	8	2	0	1	0	0	0	0	3
09:45	4	0	0	1	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	32	1	0	2	0	0	0	35	12	4	2	0	0	0	0	18
P/TOT	221	34	6	10	0	0	0	271	105	38	5	3	0	1	0	152

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO C FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)								A TO D FROM M1 SLIP ROADS (N) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	0	3	0	0	0	11	9	2	0	0	0	0	0	11
16:15	29	5	0	0	0	0	0	34	9	0	0	1	0	0	0	10
16:30	29	2	2	0	0	0	0	33	10	4	0	0	0	0	0	14
16:45	19	2	0	0	0	0	0	21	11	2	1	0	0	0	0	14
H/TOT	84	10	2	3	0	0	0	99	39	8	1	1	0	0	0	49
17:00	16	3	2	1	0	0	0	22	7	2	0	0	0	1	0	10
17:15	19	1	1	0	0	0	0	21	14	4	0	1	0	0	0	19
17:30	16	1	1	0	0	0	0	18	10	2	0	0	0	0	0	12
17:45	14	1	2	1	0	0	0	18	13	1	0	0	0	0	0	14
H/TOT	65	6	6	2	0	0	0	79	44	9	0	1	0	1	0	55
18:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:15	9	0	0	0	0	0	0	9	5	1	0	0	0	0	0	6
18:30	4	0	1	0	0	0	0	5	4	0	0	0	0	0	0	4
18:45	2	0	1	1	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	17	0	2	1	0	0	0	20	17	1	0	0	0	0	0	18
P/TOT	166	16	10	6	0	0	0	198	100	18	1	2	0	1	0	122

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO E FROM M1 SLIP ROADS (N) TO A511								B TO A FROM A50 TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	22	4	9	0	0	0	56	130	41	1	11	0	1	0	184
07:15	36	23	2	9	0	0	0	70	154	53	0	9	0	0	0	216
07:30	45	26	4	8	0	0	0	83	181	54	1	5	0	0	0	241
07:45	48	17	3	16	0	1	0	85	160	24	0	16	1	1	0	202
H/TOT	150	88	13	42	0	1	0	294	625	172	2	41	1	2	0	843
08:00	47	9	4	5	0	0	0	65	228	27	3	10	1	0	0	269
08:15	40	11	1	7	0	0	0	59	179	22	3	15	0	0	0	219
08:30	55	21	5	7	0	0	0	88	159	37	0	19	2	0	0	217
08:45	40	12	1	9	3	0	0	65	140	22	3	14	1	1	0	181
H/TOT	182	53	11	28	3	0	0	277	706	108	9	58	4	1	0	886
09:00	26	12	2	12	0	0	0	52	60	41	1	14	0	1	0	117
09:15	16	11	2	10	0	0	0	39	93	22	2	16	2	0	0	135
09:30	10	7	4	23	0	0	0	44	84	17	1	22	0	0	0	124
09:45	18	10	5	12	0	1	0	46	72	31	0	15	0	0	0	118
H/TOT	70	40	13	57	0	1	0	181	309	111	4	67	2	1	0	494
P/TOT	402	181	37	127	3	2	0	752	1640	391	15	166	7	4	0	2223

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	A TO E FROM M1 SLIP ROADS (N) TO A511								B TO A FROM A50 TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	4	1	10	1	0	0	40	113	50	0	11	0	0	0	174
16:15	20	8	3	24	0	0	0	55	133	36	8	0	0	1	0	178
16:30	33	11	1	10	0	1	0	56	177	38	5	6	0	0	0	226
16:45	33	14	4	11	0	1	0	63	134	24	3	5	1	0	0	167
H/TOT	110	37	9	55	1	2	0	214	557	148	16	22	1	1	0	745
17:00	53	14	0	6	1	0	0	74	137	15	4	3	0	0	0	159
17:15	48	9	2	6	0	1	0	66	153	22	0	8	0	1	0	184
17:30	39	1	2	10	0	0	0	52	169	9	0	1	0	0	0	179
17:45	44	8	2	11	0	0	0	65	161	20	2	4	0	0	0	187
H/TOT	184	32	6	33	1	1	0	257	620	66	6	16	0	1	0	709
18:00	34	5	0	6	0	0	0	45	134	16	2	2	1	1	0	156
18:15	21	2	1	12	0	1	0	37	98	7	0	6	1	0	0	112
18:30	23	6	1	4	0	0	0	34	101	7	2	8	0	0	0	118
18:45	22	2	1	5	0	0	0	30	85	5	0	4	0	0	0	94
H/TOT	100	15	3	27	0	1	0	146	418	35	4	20	2	1	0	480
P/TOT	394	84	18	115	2	4	0	617	1595	249	26	58	3	3	0	1934

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	B TO B FROM A50 TO A50								B TO C FROM A50 TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	15	3	0	2	0	0	0	20
07:15	0	0	0	0	0	0	0	0	7	3	0	2	0	1	0	13
07:30	1	0	0	0	0	0	0	1	14	5	0	1	0	0	0	20
07:45	2	0	0	0	0	0	0	2	8	3	0	2	0	0	0	13
H/TOT	3	0	0	0	0	0	0	3	44	14	0	7	0	1	0	66
08:00	0	0	0	0	0	0	0	0	7	5	0	2	0	0	0	14
08:15	2	0	0	0	0	0	0	2	7	0	0	1	0	0	0	8
08:30	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11
08:45	0	1	0	0	0	0	0	1	18	3	0	1	0	0	0	22
H/TOT	3	1	0	0	0	0	0	4	42	9	0	4	0	0	0	55
09:00	1	0	0	0	0	0	0	1	10	0	0	2	0	0	0	12
09:15	0	0	0	0	0	0	0	0	17	0	0	5	0	0	0	22
09:30	0	0	0	0	0	0	0	0	19	4	1	5	0	0	0	29
09:45	0	0	0	0	0	0	0	0	11	0	0	5	0	0	0	16
H/TOT	1	0	0	0	0	0	0	1	57	4	1	17	0	0	0	79
P/TOT	7	1	0	0	0	0	0	8	143	27	1	28	0	1	0	200

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	B TO B FROM A50 TO A50								B TO C FROM A50 TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	11	3	1	2	0	0	0	17
16:15	1	0	0	0	0	0	0	1	20	5	1	0	0	0	0	26
16:30	2	0	0	0	0	0	0	2	21	5	0	0	0	1	0	27
16:45	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
H/TOT	3	0	0	0	0	0	0	3	58	14	3	2	0	1	0	78
17:00	0	0	0	0	0	0	0	0	11	6	0	0	0	0	0	17
17:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
17:30	2	0	1	0	0	0	0	3	11	3	0	0	0	0	0	14
17:45	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
H/TOT	2	0	1	0	0	0	0	3	38	14	0	0	0	0	0	52
18:00	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13
18:15	1	0	0	0	0	0	0	1	13	2	0	0	0	0	0	15
18:30	1	0	0	0	0	0	0	1	18	0	0	1	0	0	0	19
18:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	2	0	0	0	0	0	0	2	52	3	1	1	0	0	0	57
P/TOT	7	0	1	0	0	0	0	8	148	31	4	3	0	1	0	187

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	B TO D FROM A50 TO CLIFFE LANE								B TO E FROM A50 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	157	27	2	4	1	0	0	191
07:15	2	2	0	0	0	0	0	4	165	27	5	6	1	0	0	204
07:30	2	0	0	0	0	0	0	2	203	19	2	12	0	1	0	237
07:45	2	0	0	0	0	0	0	2	203	26	5	9	0	0	0	243
H/TOT	6	2	0	0	0	0	0	8	728	99	14	31	2	1	0	875
08:00	0	0	0	0	0	0	0	0	152	29	6	9	0	1	0	197
08:15	2	0	0	0	0	0	0	2	176	28	5	5	1	1	0	216
08:30	1	2	0	0	0	0	0	3	116	24	5	12	0	1	0	158
08:45	2	1	0	0	0	0	0	3	146	28	10	4	1	0	0	189
H/TOT	5	3	0	0	0	0	0	8	590	109	26	30	2	3	0	760
09:00	0	0	0	0	0	0	0	0	123	27	6	11	0	0	0	167
09:15	2	2	1	0	0	0	0	5	69	25	7	10	1	1	0	113
09:30	1	1	1	0	0	0	0	3	84	14	2	6	0	1	0	107
09:45	0	0	0	0	0	0	0	0	69	20	6	3	2	0	0	100
H/TOT	3	3	2	0	0	0	0	8	345	86	21	30	3	2	0	487
P/TOT	14	8	2	0	0	0	0	24	1663	294	61	91	7	6	0	2122

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	B TO D FROM A50 TO CLIFFE LANE								B TO E FROM A50 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	145	43	5	5	2	0	0	200
16:15	6	2	0	0	0	0	0	8	162	30	3	11	0	1	0	207
16:30	0	0	0	0	0	0	0	0	170	41	1	12	0	2	0	226
16:45	1	0	0	0	0	0	0	1	206	27	2	5	2	1	0	243
H/TOT	8	2	0	0	0	0	0	10	683	141	11	33	4	4	0	876
17:00	7	0	0	0	0	0	0	7	184	15	2	8	2	4	0	215
17:15	2	3	0	0	0	0	0	5	174	30	3	3	3	1	0	214
17:30	1	2	0	0	0	0	0	3	206	13	2	3	1	0	0	225
17:45	7	1	0	0	0	0	0	8	181	16	2	5	2	1	0	207
H/TOT	17	6	0	0	0	0	0	23	745	74	9	19	8	6	0	861
18:00	2	0	0	0	0	0	0	2	160	10	1	2	0	0	0	173
18:15	4	0	0	0	0	0	0	4	124	11	2	3	2	1	0	143
18:30	3	0	0	0	0	0	0	3	157	8	0	4	0	1	0	170
18:45	2	0	0	0	0	0	0	2	101	15	2	1	1	0	0	120
H/TOT	11	0	0	0	0	0	0	11	542	44	5	10	3	2	0	606
P/TOT	36	8	0	0	0	0	0	44	1970	259	25	62	15	12	0	2343

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO A FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)								C TO B FROM M1 SLIP ROADS (S) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	4	2	0	1	0	1	0	8
07:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	9	5	0	2	0	1	0	17
08:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	12
08:30	1	0	0	0	0	0	0	1	9	2	0	0	0	0	0	11
08:45	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3
H/TOT	1	1	0	0	0	0	0	2	21	9	1	0	0	0	0	31
09:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	14	3	3	0	0	0	0	20
P/TOT	1	1	0	0	0	0	0	2	44	17	4	2	0	1	0	68

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO A FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)								C TO B FROM M1 SLIP ROADS (S) TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
16:15	1	0	0	0	0	0	0	1	8	2	0	1	0	0	0	11
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	6	1	1	1	0	0	0	9
H/TOT	1	0	0	0	0	0	0	1	23	5	2	2	0	0	0	32
17:00	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	30	5	1	0	0	0	0	36
18:00	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	25	6	1	0	0	0	0	32
P/TOT	1	0	0	0	0	0	0	1	78	16	4	2	0	0	0	100

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO C FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)								C TO D FROM M1 SLIP ROADS (S) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16
08:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
09:00	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	3	0	0	0	0	0	0	3	10	3	0	0	0	0	0	13
P/TOT	3	0	0	0	0	0	0	3	38	8	1	0	0	0	0	47

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO C FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)								C TO D FROM M1 SLIP ROADS (S) TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	7
16:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
16:45	0	0	0	1	0	0	0	1	8	1	1	1	0	0	0	11
H/TOT	0	0	0	1	0	0	0	1	22	4	1	2	0	2	0	31
17:00	1	1	0	0	0	0	0	2	8	1	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
17:30	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	8	2	0	0	0	0	0	10
H/TOT	3	1	0	0	0	0	0	4	27	6	0	0	0	0	0	33
18:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
P/TOT	3	1	0	1	0	0	0	5	70	13	1	2	0	2	0	88

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO E FROM M1 SLIP ROADS (S) TO A511								D TO A FROM CLIFFE LANE TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	84	18	3	23	0	0	0	128	16	4	0	1	0	0	0	21
07:15	95	23	1	28	0	0	0	147	20	8	2	0	0	0	0	30
07:30	102	35	4	22	0	0	0	163	20	1	0	0	0	0	0	21
07:45	106	17	4	22	0	0	0	149	21	1	1	0	0	0	0	23
H/TOT	387	93	12	95	0	0	0	587	77	14	3	1	0	0	0	95
08:00	91	28	4	23	0	1	0	147	31	4	0	0	0	0	0	35
08:15	107	23	7	22	2	0	0	161	17	3	2	1	0	0	0	23
08:30	111	19	5	23	0	0	0	158	11	1	0	0	0	0	0	12
08:45	107	17	6	26	0	0	0	156	12	3	0	0	0	0	0	15
H/TOT	416	87	22	94	2	1	0	622	71	11	2	1	0	0	0	85
09:00	82	16	6	28	0	1	0	133	7	4	0	0	0	0	0	11
09:15	75	21	6	29	0	0	0	131	7	0	0	0	0	0	0	7
09:30	70	19	4	26	0	1	0	120	9	3	0	0	0	0	0	12
09:45	58	20	9	28	1	0	0	116	9	0	0	0	0	0	0	9
H/TOT	285	76	25	111	1	2	0	500	32	7	0	0	0	0	0	39
P/TOT	1088	256	59	300	3	3	0	1709	180	32	5	2	0	0	0	219

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	C TO E FROM M1 SLIP ROADS (S) TO A511								D TO A FROM CLIFFE LANE TO M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	84	40	4	24	0	0	0	152	8	5	1	0	0	0	0	14
16:15	90	30	2	32	1	0	0	155	10	5	0	0	0	2	0	17
16:30	125	33	5	24	0	0	0	187	11	3	0	1	0	0	0	15
16:45	104	27	4	25	0	0	0	160	17	2	0	0	0	0	0	19
H/TOT	403	130	15	105	1	0	0	654	46	15	1	1	0	2	0	65
17:00	116	22	1	18	0	0	0	157	10	1	0	0	0	0	0	11
17:15	151	23	3	14	0	0	0	191	26	0	0	0	0	0	0	26
17:30	147	12	3	21	1	1	0	185	13	3	0	1	0	2	0	19
17:45	105	14	3	20	0	0	0	142	11	4	0	0	0	0	0	15
H/TOT	519	71	10	73	1	1	0	675	60	8	0	1	0	2	0	71
18:00	88	15	1	15	0	0	0	119	9	0	0	0	0	0	0	9
18:15	103	9	1	15	0	0	0	128	4	1	0	0	0	0	0	5
18:30	101	8	4	14	1	1	0	129	5	0	0	0	0	0	0	5
18:45	67	10	2	10	0	0	0	89	6	0	0	0	0	0	0	6
H/TOT	359	42	8	54	1	1	0	465	24	1	0	0	0	0	0	25
P/TOT	1281	243	33	232	3	2	0	1794	130	24	1	2	0	4	0	161

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	D TO B FROM CLIFFE LANE TO A50								D TO C FROM CLIFFE LANE TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	2	0	1	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30	2	1	0	1	0	0	0	4	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	12	2	0	1	0	0	0	15	5	0	1	0	0	0	0	6
08:00	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
H/TOT	8	1	1	0	0	0	0	10	6	1	0	0	0	0	0	7
09:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:15	2	2	1	0	0	0	0	5	1	0	0	0	0	0	0	1
09:30	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2
09:45	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	12	4	1	0	0	0	0	17	5	1	0	0	0	0	0	6
P/TOT	32	7	2	1	0	0	0	42	16	2	1	0	0	0	0	19

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	D TO B FROM CLIFFE LANE TO A50								D TO C FROM CLIFFE LANE TO M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:30	4	2	0	0	0	0	0	6	3	1	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	6	3	0	0	0	0	0	9	7	1	0	0	0	0	0	8
17:00	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
17:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	13	2	0	0	0	0	0	15	7	1	0	0	0	0	0	8
18:00	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
18:15	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1
18:45	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0	2
H/TOT	11	2	0	0	0	0	0	13	4	2	0	3	0	0	0	9
P/TOT	30	7	0	0	0	0	0	37	18	4	0	3	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	D TO D FROM CLIFFE LANE TO CLIFFE LANE								D TO E FROM CLIFFE LANE TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
H/TOT	1	0	0	0	0	0	0	1	10	4	1	1	0	0	0	16
08:00	0	1	0	0	0	0	0	1	5	2	0	0	0	0	0	7
08:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	11	2	0	0	1	0	0	14
08:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
H/TOT	0	1	0	0	0	0	0	1	23	5	1	0	1	0	0	30
09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
09:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	14	3	0	1	0	0	0	18
P/TOT	1	1	0	0	0	0	0	2	47	12	2	2	1	0	0	64

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	D TO D FROM CLIFFE LANE TO CLIFFE LANE								D TO E FROM CLIFFE LANE TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	12
18:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
18:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	8	2	0	1	0	0	0	11
P/TOT	1	0	0	0	0	0	0	1	27	5	0	2	0	1	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO A FROM A511 TO M1 SLIP ROADS (N)								E TO B FROM A511 TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	9	0	7	0	0	0	42	146	34	8	16	1	0	0	205
07:15	39	6	2	14	0	0	0	61	175	31	4	6	1	5	0	222
07:30	35	8	0	12	0	0	0	55	170	24	12	11	0	1	0	218
07:45	42	12	4	12	0	1	0	71	171	17	6	5	3	1	0	203
H/TOT	142	35	6	45	0	1	0	229	662	106	30	38	5	7	0	848
08:00	56	4	5	13	0	0	0	78	168	17	10	6	0	1	0	202
08:15	53	15	2	15	0	2	0	87	114	20	7	10	1	0	0	152
08:30	34	9	4	14	0	0	0	61	117	25	6	8	2	1	0	159
08:45	32	6	1	9	0	1	0	49	98	23	11	6	0	0	0	138
H/TOT	175	34	12	51	0	3	0	275	497	85	34	30	3	2	0	651
09:00	25	5	5	10	0	0	0	45	98	19	11	18	0	0	0	146
09:15	15	3	3	9	0	0	0	30	103	21	12	13	1	0	0	150
09:30	21	13	1	12	0	0	0	47	82	15	2	5	1	1	0	106
09:45	16	7	6	20	0	0	0	49	56	23	3	9	1	0	0	92
H/TOT	77	28	15	51	0	0	0	171	339	78	28	45	3	1	0	494
P/TOT	394	97	33	147	0	4	0	675	1498	269	92	113	11	10	0	1993

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO A FROM A511 TO M1 SLIP ROADS (N)								E TO B FROM A511 TO A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	61	18	4	9	1	0	0	93	133	27	3	4	0	0	0	167
16:15	52	21	2	12	1	0	0	88	181	20	3	6	0	1	0	211
16:30	54	9	1	8	0	1	0	73	158	20	3	10	0	0	0	191
16:45	48	12	2	7	0	0	0	69	152	13	3	7	2	1	0	178
H/TOT	215	60	9	36	2	1	0	323	624	80	12	27	2	2	0	747
17:00	55	8	1	12	0	0	0	76	172	15	2	5	1	0	0	195
17:15	54	7	2	12	0	0	0	75	200	10	2	7	1	0	0	220
17:30	48	5	3	8	0	0	0	64	159	24	0	3	1	0	0	187
17:45	34	4	0	4	0	1	0	43	102	9	0	6	0	0	0	117
H/TOT	191	24	6	36	0	1	0	258	633	58	4	21	3	0	0	719
18:00	54	8	0	4	0	0	0	66	181	14	2	2	1	0	0	200
18:15	44	5	1	7	0	0	0	57	134	16	2	5	0	1	0	158
18:30	29	7	1	6	0	0	0	43	153	8	1	4	0	0	0	166
18:45	26	1	1	11	0	0	0	39	120	8	1	5	1	2	0	137
H/TOT	153	21	3	28	0	0	0	205	588	46	6	16	2	3	0	661
P/TOT	559	105	18	100	2	2	0	786	1845	184	22	64	7	5	0	2127

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO C FROM A511 TO M1 SLIP ROADS (S)								E TO D FROM A511 TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	90	15	7	40	1	0	0	153	0	0	0	0	0	0	0	0
07:15	80	26	3	36	1	0	0	146	0	0	0	0	0	0	0	0
07:30	47	12	4	36	0	0	0	99	0	0	0	0	0	0	0	0
07:45	50	11	3	41	0	1	0	106	0	0	0	0	0	0	0	0
H/TOT	267	64	17	153	2	1	0	504	0	0	0	0	0	0	0	0
08:00	45	21	1	28	0	0	0	95	0	0	0	0	0	0	0	0
08:15	49	15	1	31	0	0	0	96	0	0	0	0	0	0	0	0
08:30	57	17	5	41	0	0	0	120	0	0	0	0	0	0	0	0
08:45	28	7	6	18	0	0	0	59	0	0	0	0	0	0	0	0
H/TOT	179	60	13	118	0	0	0	370	0	0	0	0	0	0	0	0
09:00	37	6	5	23	0	0	0	71	0	0	0	0	0	0	0	0
09:15	37	14	2	22	0	0	0	75	0	0	0	0	0	0	0	0
09:30	32	19	7	29	0	0	0	87	0	0	0	0	0	0	0	0
09:45	56	18	4	31	1	0	0	110	0	0	1	0	0	0	0	1
H/TOT	162	57	18	105	1	0	0	343	0	0	1	0	0	0	0	1
P/TOT	608	181	48	376	3	1	0	1217	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO C FROM A511 TO M1 SLIP ROADS (S)								E TO D FROM A511 TO CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	78	21	4	14	0	0	0	117	0	0	0	0	0	0	0	0
16:15	108	21	2	10	0	0	0	141	0	0	0	0	0	0	0	0
16:30	99	12	3	14	0	0	0	128	0	1	0	0	0	0	0	1
16:45	96	10	4	12	0	1	0	123	0	0	0	0	0	0	0	0
H/TOT	381	64	13	50	0	1	0	509	0	1	0	0	0	0	0	1
17:00	81	9	4	14	0	0	0	108	0	0	0	0	0	0	0	0
17:15	84	11	1	13	0	0	0	109	0	0	0	0	0	0	0	0
17:30	80	7	2	17	0	0	0	106	1	0	0	0	0	0	0	1
17:45	80	12	0	7	0	0	0	99	0	0	0	0	0	0	0	0
H/TOT	325	39	7	51	0	0	0	422	1	0	0	0	0	0	0	1
18:00	74	7	1	9	0	0	0	91	0	0	0	0	0	0	0	0
18:15	58	17	0	7	0	0	0	82	0	0	0	0	0	0	0	0
18:30	56	8	1	10	0	0	0	75	0	0	0	0	0	0	0	0
18:45	67	9	4	7	0	0	0	87	0	0	0	0	0	0	0	0
H/TOT	255	41	6	33	0	0	0	335	0	0	0	0	0	0	0	0
P/TOT	961	144	26	134	0	1	0	1266	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO E FROM A511 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	3	0	0	0	0	0	5
07:15	1	0	0	1	0	0	0	2
07:30	0	1	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
H/TOT	4	4	0	1	0	0	0	9
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4
09:00	1	0	0	0	0	0	0	1
09:15	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5
P/TOT	12	5	0	1	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	E TO E FROM A511 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT

TIME	E TO E FROM A511 TO A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2
16:30	3	0	0	1	0	0	0	4
16:45	0	1	0	0	0	0	0	1
H/TOT	4	2	0	1	0	0	0	7
17:00	1	1	0	1	0	0	0	3
17:15	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	1	0	0	0	6
18:00	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	0	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	1	0	0	0	4
P/TOT	11	3	0	3	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM A M1 SLIP ROADS (N)								FROM ARM A M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	172	54	1	19	0	1	0	247	141	84	11	25	0	1	0	262
07:15	213	67	4	23	0	0	0	307	244	73	10	25	0	1	0	353
07:30	236	63	1	18	0	0	0	318	255	81	17	17	0	0	0	370
07:45	223	37	5	28	1	2	0	296	277	65	15	23	0	2	0	382
H/TOT	844	221	11	88	1	3	0	1168	917	303	53	90	0	4	0	1367
08:00	315	35	8	23	1	0	0	382	288	66	13	16	0	0	0	383
08:15	249	40	7	31	0	2	0	329	278	70	17	20	0	1	0	386
08:30	206	47	4	33	2	0	0	292	249	66	14	23	0	0	0	352
08:45	184	32	4	23	1	2	0	246	250	83	12	18	3	0	0	366
H/TOT	954	154	23	110	4	4	0	1249	1065	285	56	77	3	1	0	1487
09:00	92	50	6	24	0	1	0	173	220	58	13	27	1	0	0	319
09:15	115	25	5	25	2	0	0	172	135	54	10	24	0	0	0	223
09:30	114	33	2	34	0	0	0	183	102	30	12	34	0	0	0	178
09:45	97	38	6	35	0	0	0	176	117	29	10	22	2	1	0	181
H/TOT	418	146	19	118	2	1	0	704	574	171	45	107	3	1	0	901
P/TOT	2216	521	53	316	7	8	0	3121	2556	759	154	274	6	6	0	3755

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM A M1 SLIP ROADS (N)								FROM ARM A M1 SLIP ROADS (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	182	73	5	20	1	0	0	281	165	32	6	19	1	0	0	223
16:15	196	62	10	12	1	3	0	284	194	60	7	36	1	1	0	299
16:30	243	50	6	15	0	1	0	315	238	53	4	20	0	1	0	316
16:45	199	38	5	12	1	0	0	255	222	56	6	17	0	1	0	302
H/TOT	820	223	26	59	3	4	0	1135	819	201	23	92	2	3	0	1140
17:00	203	24	5	15	0	0	0	247	262	53	6	16	1	1	0	339
17:15	233	29	2	20	0	1	0	285	301	50	5	11	0	2	0	369
17:30	230	17	3	10	0	2	0	262	224	36	4	16	2	0	0	282
17:45	206	28	2	8	0	1	0	245	228	25	4	17	0	1	0	275
H/TOT	872	98	12	53	0	4	0	1039	1015	164	19	60	3	4	0	1265
18:00	197	24	2	6	1	1	0	231	187	28	1	11	1	0	0	228
18:15	146	13	1	13	1	0	0	174	206	24	2	17	1	1	0	251
18:30	135	14	3	14	0	0	0	166	169	15	3	7	0	0	0	194
18:45	117	6	1	15	0	0	0	139	168	15	3	12	0	0	0	198
H/TOT	595	57	7	48	2	1	0	710	730	82	9	47	2	1	0	871
P/TOT	2287	378	45	160	5	9	0	2884	2564	447	51	199	7	8	0	3276

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM B A50								FROM ARM B A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	251	93	15	28	1	1	0	389	302	71	3	17	1	1	0	395
07:15	351	79	11	20	1	5	0	467	328	85	5	17	1	1	0	437
07:30	359	74	24	21	0	2	0	480	401	78	3	18	0	1	0	501
07:45	363	57	14	13	3	2	0	452	375	53	5	27	1	1	0	462
H/TOT	1324	303	64	82	5	10	0	1788	1406	287	16	79	3	4	0	1795
08:00	363	66	20	16	0	1	0	466	387	61	9	21	1	1	0	480
08:15	309	72	22	22	1	1	0	427	366	50	8	21	1	1	0	447
08:30	298	65	14	21	2	1	0	401	287	64	5	31	2	1	0	390
08:45	288	83	22	15	0	0	0	408	306	55	13	19	2	1	0	396
H/TOT	1258	286	78	74	3	3	0	1702	1346	230	35	92	6	4	0	1713
09:00	282	64	22	32	1	0	0	401	194	68	7	27	0	1	0	297
09:15	216	64	21	27	1	0	0	329	181	49	10	31	3	1	0	275
09:30	174	40	10	16	1	1	0	242	188	36	5	33	0	1	0	263
09:45	154	43	9	18	3	0	0	227	152	51	6	23	2	0	0	234
H/TOT	826	211	62	93	6	1	0	1199	715	204	28	114	5	3	0	1069
P/TOT	3408	800	204	249	14	14	0	4689	3467	721	79	285	14	11	0	4577

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM B A50								FROM ARM B A50							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	266	54	9	10	0	0	0	339	270	96	6	18	2	0	0	392
16:15	327	69	7	18	1	2	0	424	322	73	12	11	0	2	0	420
16:30	331	59	4	20	0	0	0	414	370	84	6	18	0	3	0	481
16:45	317	52	5	14	2	1	0	391	347	52	6	10	3	1	0	419
H/TOT	1241	234	25	62	3	3	0	1568	1309	305	30	57	5	6	0	1712
17:00	367	51	7	14	1	0	0	440	339	36	6	11	2	4	0	398
17:15	432	47	4	11	1	1	0	496	336	57	3	11	3	2	0	412
17:30	329	58	2	9	3	0	0	401	389	27	3	4	1	0	0	424
17:45	271	26	0	11	0	1	0	309	358	40	4	9	2	1	0	414
H/TOT	1399	182	13	45	5	2	0	1646	1422	160	16	35	8	7	0	1648
18:00	340	40	3	7	2	0	0	392	307	27	4	4	1	1	0	344
18:15	311	40	4	10	1	1	0	367	240	20	2	9	3	1	0	275
18:30	302	17	2	7	0	0	0	328	280	15	2	13	0	1	0	311
18:45	269	23	2	11	1	2	0	308	198	20	2	5	1	0	0	226
H/TOT	1222	120	11	35	4	3	0	1395	1025	82	10	31	5	3	0	1156
P/TOT	3862	536	49	142	12	8	0	4609	3756	547	56	123	18	16	0	4516

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM C M1 SLIP ROADS (S)								FROM ARM C M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	125	19	8	46	1	0	0	199	88	20	4	23	0	0	0	135
07:15	116	31	4	38	1	1	0	191	100	24	1	28	0	0	0	153
07:30	82	19	4	37	0	0	0	142	110	37	4	23	0	1	0	175
07:45	87	19	5	43	0	1	0	155	110	20	4	23	0	0	0	157
H/TOT	410	88	21	164	2	2	0	687	408	101	13	97	0	1	0	620
08:00	79	35	1	31	0	0	0	146	96	31	4	23	0	1	0	155
08:15	89	18	3	33	0	0	0	143	120	27	8	22	2	0	0	179
08:30	91	20	6	43	0	0	0	160	128	22	5	23	0	0	0	178
08:45	63	20	6	19	0	0	0	108	110	19	6	26	0	0	0	161
H/TOT	322	93	16	126	0	0	0	557	454	99	23	94	2	1	0	673
09:00	64	6	5	26	0	0	0	101	90	18	7	28	0	1	0	144
09:15	60	15	2	27	0	0	0	104	78	23	6	29	0	0	0	136
09:30	60	24	8	34	0	0	0	126	75	21	5	26	0	1	0	128
09:45	75	18	4	37	1	0	0	135	69	20	10	28	1	0	0	128
H/TOT	259	63	19	124	1	0	0	466	312	82	28	111	1	2	0	536
P/TOT	991	244	56	414	3	2	0	1710	1174	282	64	302	3	4	0	1829

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM C M1 SLIP ROADS (S)								FROM ARM C M1 SLIP ROADS (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	96	25	5	19	0	0	0	145	96	44	5	24	0	0	0	169
16:15	160	31	3	10	0	0	0	204	104	32	2	33	1	2	0	174
16:30	152	20	5	14	0	1	0	192	131	34	5	25	0	0	0	195
16:45	122	13	5	13	0	1	0	154	118	29	6	28	0	0	0	181
H/TOT	530	89	18	56	0	2	0	695	449	139	18	110	1	2	0	719
17:00	113	19	6	15	0	0	0	153	130	25	2	18	0	0	0	175
17:15	111	14	2	13	0	0	0	140	166	25	3	14	0	0	0	208
17:30	110	12	3	17	0	0	0	142	160	15	3	21	1	1	0	201
17:45	104	16	2	8	0	0	0	130	123	18	3	20	0	0	0	164
H/TOT	438	61	13	53	0	0	0	565	579	83	11	73	1	1	0	748
18:00	91	9	2	9	0	0	0	111	104	18	1	15	0	0	0	138
18:15	80	20	0	7	0	0	0	107	111	13	2	15	0	0	0	141
18:30	78	8	2	12	0	0	0	100	112	8	4	14	1	1	0	140
18:45	79	9	5	10	0	0	0	103	78	12	2	10	0	0	0	102
H/TOT	328	46	9	38	0	0	0	421	405	51	9	54	1	1	0	521
P/TOT	1296	196	40	147	0	2	0	1681	1433	273	38	237	3	4	0	1988

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM D CLIFFE LANE								FROM ARM D CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	5	1	0	0	0	0	13	26	5	1	1	0	0	0	33
07:15	13	3	0	2	0	1	0	19	26	10	3	1	0	0	0	40
07:30	14	6	1	0	0	0	0	21	25	2	0	1	0	0	0	28
07:45	20	6	2	0	0	0	0	28	28	3	1	0	0	0	0	32
H/TOT	54	20	4	2	0	1	0	81	105	20	5	3	0	0	0	133
08:00	26	3	0	0	0	0	0	29	38	7	1	0	0	0	0	46
08:15	28	8	0	0	0	0	0	36	23	4	2	1	0	0	0	30
08:30	13	9	0	1	0	0	0	23	29	4	0	0	1	0	0	34
08:45	12	5	0	0	0	0	0	17	18	4	1	0	0	0	0	23
H/TOT	79	25	0	1	0	0	0	105	108	19	4	1	1	0	0	133
09:00	5	4	1	0	0	0	0	10	14	5	0	0	0	0	0	19
09:15	8	5	1	0	0	0	0	14	13	4	1	0	0	0	0	18
09:30	3	1	2	0	0	0	0	6	21	5	0	0	0	0	0	26
09:45	9	0	1	0	0	0	0	10	15	1	0	1	0	0	0	17
H/TOT	25	10	5	0	0	0	0	40	63	15	1	1	0	0	0	80
P/TOT	158	55	9	3	0	1	0	226	276	54	10	5	1	0	0	346

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM D CLIFFE LANE								FROM ARM D CLIFFE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	5	0	0	0	0	0	20	12	7	1	0	0	0	0	20
16:15	20	2	0	1	0	2	0	25	15	5	0	1	0	2	0	23
16:30	14	5	0	1	0	0	0	20	21	6	0	1	0	0	0	28
16:45	20	3	2	1	0	0	0	26	20	3	0	0	0	0	0	23
H/TOT	69	15	2	3	0	2	0	91	68	21	1	2	0	2	0	94
17:00	22	3	0	0	0	1	0	26	23	2	0	0	0	0	0	25
17:15	23	9	0	1	0	0	0	33	33	2	0	0	0	0	0	35
17:30	16	5	0	0	0	0	0	21	17	4	0	1	0	2	0	24
17:45	28	4	0	0	0	0	0	32	17	4	0	0	0	1	0	22
H/TOT	89	21	0	1	0	1	0	112	90	12	0	1	0	3	0	106
18:00	16	1	0	0	0	0	0	17	21	3	0	0	0	0	0	24
18:15	14	2	0	0	0	0	0	16	9	2	0	1	0	0	0	12
18:30	11	0	0	0	0	0	0	11	11	1	0	1	0	0	0	13
18:45	9	1	0	0	0	0	0	10	7	1	0	2	0	0	0	10
H/TOT	50	4	0	0	0	0	0	54	48	7	0	4	0	0	0	59
P/TOT	208	40	2	4	0	3	0	257	206	40	1	7	0	5	0	259

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM E A511								FROM ARM E A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	266	70	9	36	1	0	0	382	264	61	15	63	2	0	0	405
07:15	300	75	9	45	1	0	0	430	295	63	9	57	2	5	0	431
07:30	352	81	10	42	0	1	0	486	252	45	16	59	0	1	0	373
07:45	361	62	12	47	0	1	0	483	264	40	13	58	3	3	0	381
H/TOT	1279	288	40	170	2	2	0	1781	1075	209	53	237	7	9	0	1590
08:00	296	68	14	37	0	2	0	417	270	42	16	47	0	1	0	376
08:15	329	63	13	34	3	1	0	443	217	50	10	56	1	2	0	336
08:30	295	66	15	42	1	1	0	420	210	51	15	63	2	1	0	342
08:45	295	57	18	39	4	0	0	413	158	36	18	33	0	1	0	246
H/TOT	1215	254	60	152	8	4	0	1693	855	179	59	199	3	5	0	1300
09:00	236	55	14	51	0	1	0	357	161	30	21	51	0	0	0	263
09:15	165	59	15	49	1	1	0	290	157	38	17	44	1	0	0	257
09:30	170	41	10	55	0	2	0	278	135	47	10	46	1	1	0	240
09:45	147	51	20	44	3	1	0	266	129	49	14	60	2	0	0	254
H/TOT	718	206	59	199	4	5	0	1191	582	164	62	201	4	1	0	1014
P/TOT	3212	748	159	521	14	11	0	4665	2512	552	174	637	14	15	0	3904

MANUAL CLASSIFIED COUNTS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3 **DATE:** 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511 **DAY:** WEDNESDAY

TIME	TO ARM E A511								FROM ARM E A511							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	256	88	10	39	3	0	0	396	272	66	11	27	1	0	0	377
16:15	274	69	8	68	1	1	0	421	342	63	7	28	1	1	0	442
16:30	334	85	7	47	0	3	0	476	314	42	7	33	0	1	0	397
16:45	345	70	10	41	2	2	0	470	296	36	9	26	2	2	0	371
H/TOT	1209	312	35	195	6	6	0	1763	1224	207	34	114	4	4	0	1587
17:00	358	52	3	33	3	4	0	453	309	33	7	32	1	0	0	382
17:15	376	63	8	23	3	2	0	475	339	28	5	32	1	0	0	405
17:30	394	26	7	34	2	1	0	464	289	36	5	28	1	0	0	359
17:45	334	38	7	36	2	2	0	419	217	25	0	17	0	1	0	260
H/TOT	1462	179	25	126	10	9	0	1811	1154	122	17	109	3	1	0	1406
18:00	285	31	2	23	0	0	0	341	310	29	3	15	1	0	0	358
18:15	253	22	4	31	2	2	0	314	238	38	3	19	0	1	0	299
18:30	284	23	5	23	1	2	0	338	238	23	3	21	0	0	0	285
18:45	190	27	5	16	1	0	0	239	213	18	6	23	1	2	0	263
H/TOT	1012	103	16	93	4	4	0	1232	999	108	15	78	2	3	0	1205
P/TOT	3683	594	76	414	20	19	0	4806	3377	437	66	301	9	8	0	4198

QUEUE LENGTHS

JOB REF: 14903

JOB NAME: MARKFIELD

SITE: 3

DATE: 15/10/2025

LOCATION: M1 SLIP ROADS (N) / A50 / M1 SLIP ROADS (S) / CLIFFE LANE / A511

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A M1 SLIP ROADS (N)			ARM B A50			ARM C M1 SLIP ROADS (S)			ARM D CLIFFE LANE		ARM E A511		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
07:00	7	3	6	7	5	7	3	1	1	2	0	7	13	12
07:05	9	6	11	11	4	13	5	4	0	3	0	7	17+	17+
07:10	10	10	10	9	6	16	5	8	0	4	1	5	15	13
07:15	7	11	6	10	6	7	6	7	1	6	1	3	15	17+
07:20	12	9	11	11	11	5	8	10	1	9	1	3	14	15
07:25	10	7	13	10	10	11	4	6	2	5	0	4	14	15
07:30	10	9	8	8	8	14	6	5	1	3	0	2	13	14
07:35	9	7	10	10	7	17	6	6	1	4	1	4	17+	17+
07:40	11	7	10	13	10	11	6	5	1	3	1	6	15	13
07:45	8	9	9	9	8	11	6	7	1	3	0	2	10	9
07:50	9	8	14+	8	6	8	6	6	0	4	1	3	16	14
07:55	13	6	11	9	10	6	6	8	2	8	1	5	12	13
08:00	12	4	13	8	8	12	5	3	1	5	0	4	12	11
08:05	9	10	10	8	7	12	6	5	1	6	1	3	10	12
08:10	14+	7	7	6	6	10	5	8	1	3	1	10	15	11
08:15	9	4	10	5	7	10	5	8	1	5	1	10	9	10
08:20	5	5	6	8	7	14	6	6	1	4	1	4	11	10
08:25	14	14	7	8	3	8	6	8	1	2	0	6	10	12
08:30	10	6	11	9	8	12	5	6	1	2	0	2	8	13
08:35	14+	10	10	10	8	9	7	5	1	3	0	5	11	15
08:40	6	6	8	5	6	8	8	6	1	3	1	1	9	10
08:45	8	4	8	6	5	7	5	5	1	2	0	5	5	3
08:50	9	9	6	5	5	4	5	5	1	3	0	3	9	6
08:55	9	7	3	8	6	12	5	8	0	2	0	1	6	5
09:00	8	8	10	5	5	10	7	8	1	3	0	3	9	2
09:05	14+	7	7	6	3	5	4	4	1	2	0	3	12	14
09:10	9	4	4	5	4	5	3	5	1	2	0	3	8	4
09:15	10	6	1	6	5	5	5	1	0	1	0	2	11	9
09:20	11	3	5	4	5	3	5	8	0	2	0	1	11	8
09:25	7	4	3	4	3	3	3	3	1	1	0	1	8	5
09:30	6	3	3	7	4	6	4	4	0	2	0	2	6	5
09:35	6	1	3	5	6	5	3	2	0	2	0	3	6	9
09:40	5	3	2	4	3	7	6	5	1	1	0	4	4	9
09:45	9	5	5	4	4	4	3	4	1	3	0	2	5	8
09:50	6	3	4	5	4	4	6	4	1	1	0	2	7	6
09:55	5	3	4	4	3	3	5	4	1	0	0	7	9	7

TIME	ARM A M1 SLIP ROADS (N)			ARM B A50			ARM C M1 SLIP ROADS (S)			ARM D CLIFFE LANE		ARM E A511		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
16:00	5	2	7	8	9	10	4	5	1	4	0	5	8	11
16:05	3	3	5	7	8	6	6	5	2	2	0	9	11	7
16:10	14+	7	5	8	6	9	4	5	1	1	0	4	6	9
16:15	12	11	5	12	7	11	7	9	2	4	1	3	15	17+
16:20	14+	9	13	5	7	10	6	5	1	1	0	2	7	11
16:25	4	5	12	11	9	9	4	5	1	5	0	6	14	17+
16:30	8	7	13	11	8	16	5	8	1	3	0	3	12	14
16:35	7	5	10	8	7	18	4	11	0	2	0	7	15	12
16:40	8	7	4	13	9	15	4	8	2	5	0	7	11	13
16:45	6	6	9	8	6	7	7	9	2	1	1	3	7	7
16:50	6	6	10	9	8	17	5	9	2	2	0	4	9	17+
16:55	10	8	7	8	7	9	3	7	1	3	0	2	12	8
17:00	5	5	6	7	5	7	3	6	1	3	1	3	12	15
17:05	5	10	9	9	7	11	4	5	2	2	0	4	7	9
17:10	9	7	6	7	6	9	7	11	3	3	1	4	10	6
17:15	9	11	12	8	10	9	6	10	1	6	0	7	11	11
17:20	6	10	8	6	5	10	5	12	2	2	1	3	15	10
17:25	7	9	7	8	5	8	4	8	1	4	1	7	6	15
17:30	7	8	9	4	8	9	4	11	1	5	1	3	10	7
17:35	6	4	7	10	7	11	8	7	2	4	0	7	8	6
17:40	8	2	5	7	6	8	6	12	1	1	0	2	6	13
17:45	6	2	6	10	5	8	4	4	2	1	0	4	7	7
17:50	5	4	10	7	5	7	3	6	1	2	0	2	5	9
17:55	6	3	7	7	6	8	5	6	1	1	0	2	6	7
18:00	3	3	2	5	5	8	4	5	0	3	1	5	7	6
18:05	6	7	4	8	6	5	2	6	2	1	0	2	9	6
18:10	6	7	8	4	3	5	3	3	2	2	0	2	13	8
18:15	5	6	2	4	6	5	3	4	0	2	0	4	3	4
18:20	7	4	5	5	3	2	3	2	0	1	0	2	8	4
18:25	3	3	2	3	6	4	3	4	2	1	0	4	5	4
18:30	5	3	2	9	9	4	4	5	1	1	0	3	5	6
18:35	4	2	3	6	6	3	2	4	2	1	0	2	4	3
18:40	5	3	2	2	3	1	3	2	1	1	0	2	6	4
18:45	7	5	9	5	9	4	4	2	0	2	0	2	9	7
18:50	8	8	1	4	5	5	2	2	1	0	0	2	5	6
18:55	3	2	1	3	4	5	3	3	1	0	0	2	5	3

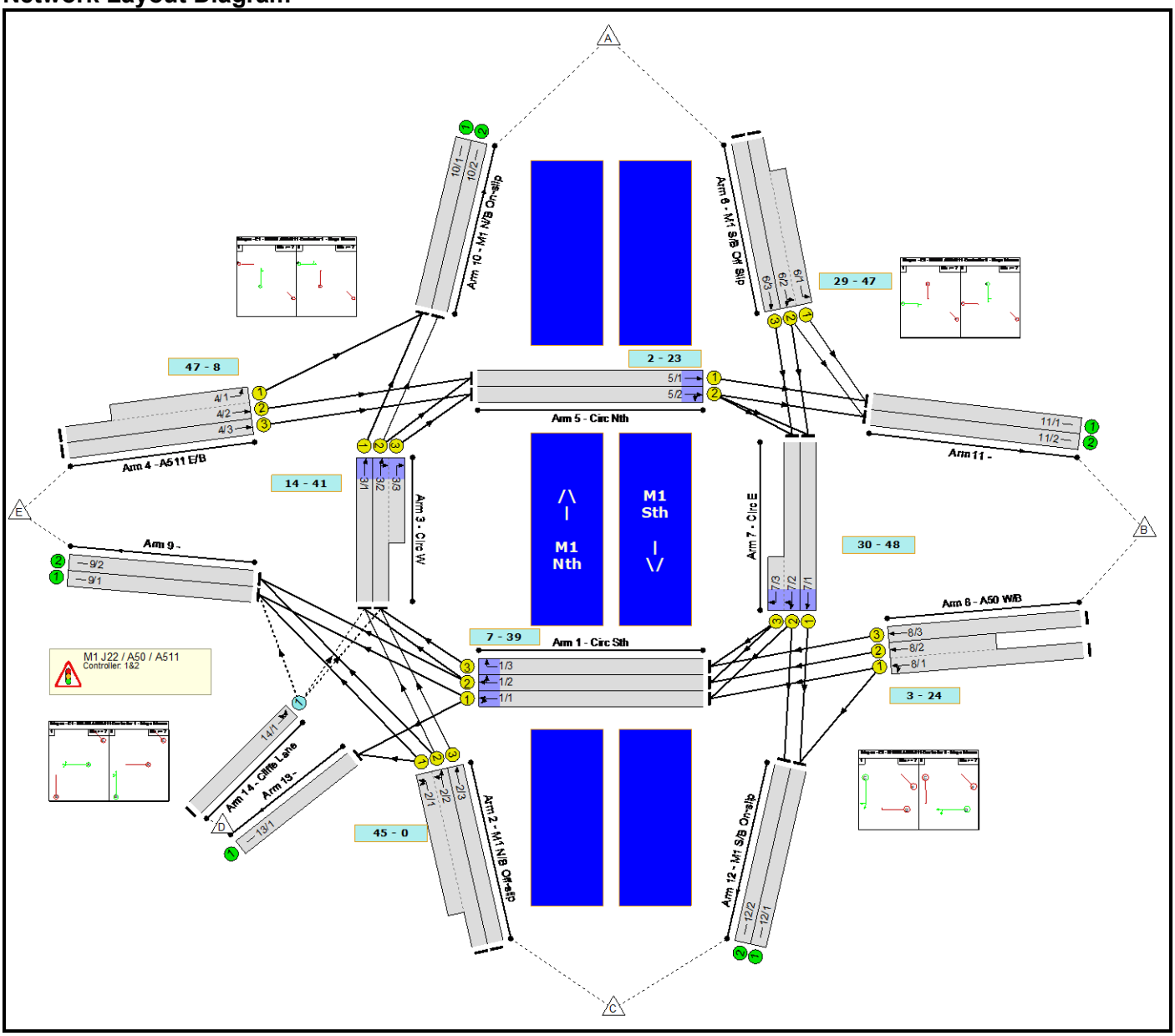
APPENDIX E M1 JUNCTION 22 – EXISTING LAYOUT LINSIG MODEL OUTPUT

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	M1 J22 / A50
Additional detail:	
File name:	T22523 M1 J22 Roundabout Base.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



Scenarios

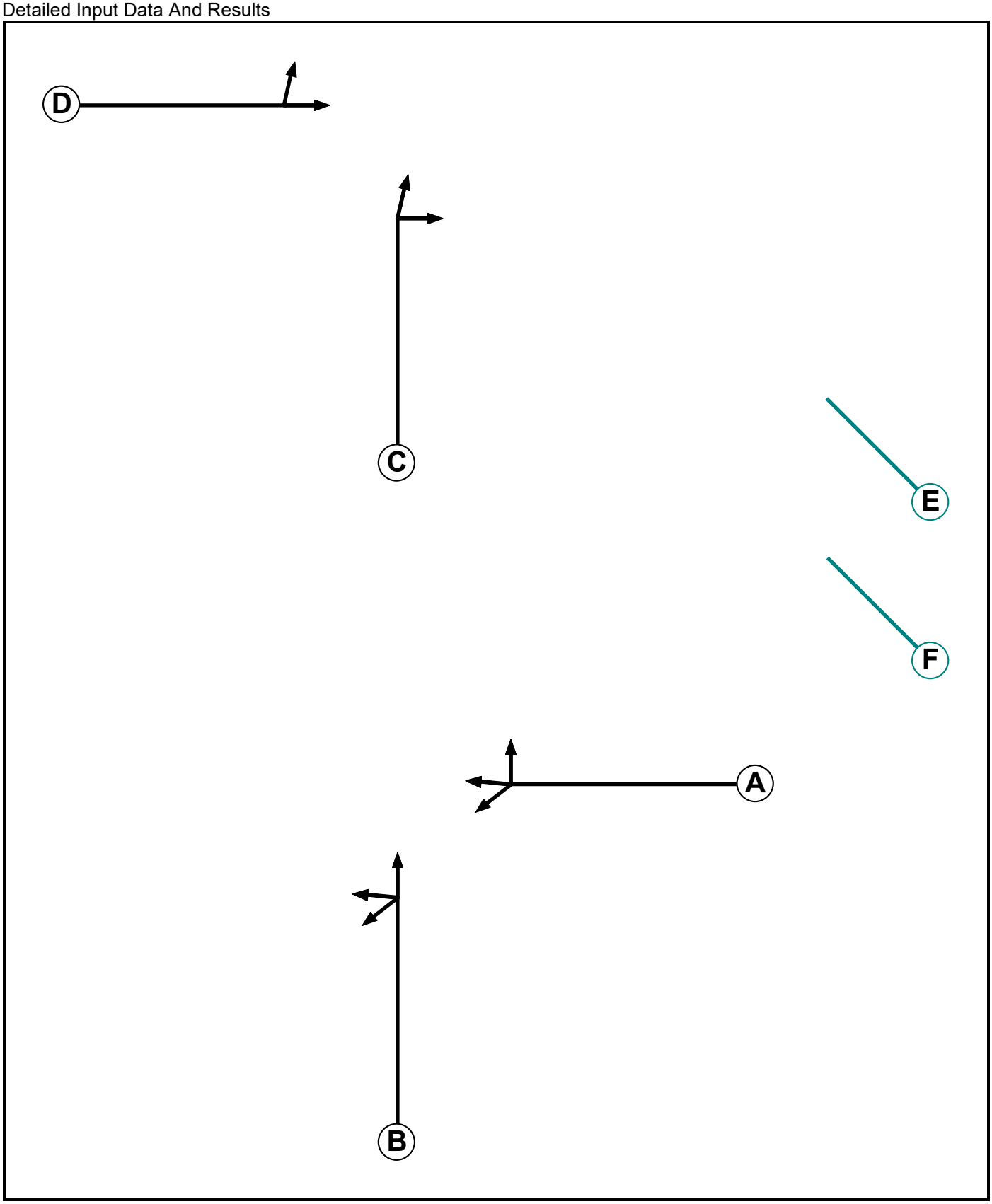
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Baseline AM Peak	2025 Baseline AM Peak	Network Control Plan 1	08:00 - 09:00	60/57	5.1	52.48
2	2025 Baseline PM Peak	2025 Baseline PM Peak	Network Control Plan 1	17:00 - 18:00	60/51	9.2	49.89
3	2028 Future Base AM Peak	2028 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57	-0.4	63.74
4	2028 Future Base PM Peak	2028 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51	7.3	51.45
5	2030 Future Base AM Peak	2030 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57	0.2	64.95
6	2030 Future Base PM Peak	2030 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51	5.0	56.77
7	2036 Future Base AM Peak	2036 Future Base AM Peak	Network Control Plan 1	08:00 - 09:00	60/57	-8.6	83.07
8	2036 Future Base PM Peak	2036 Future Base PM Peak	Network Control Plan 1	17:00 - 18:00	60/51	2.0	62.67

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	

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

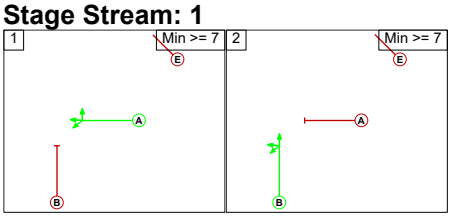
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	7		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

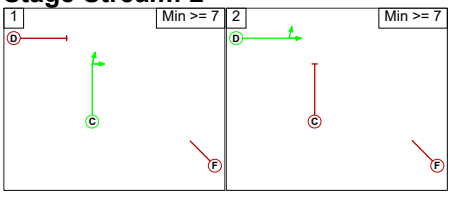
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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

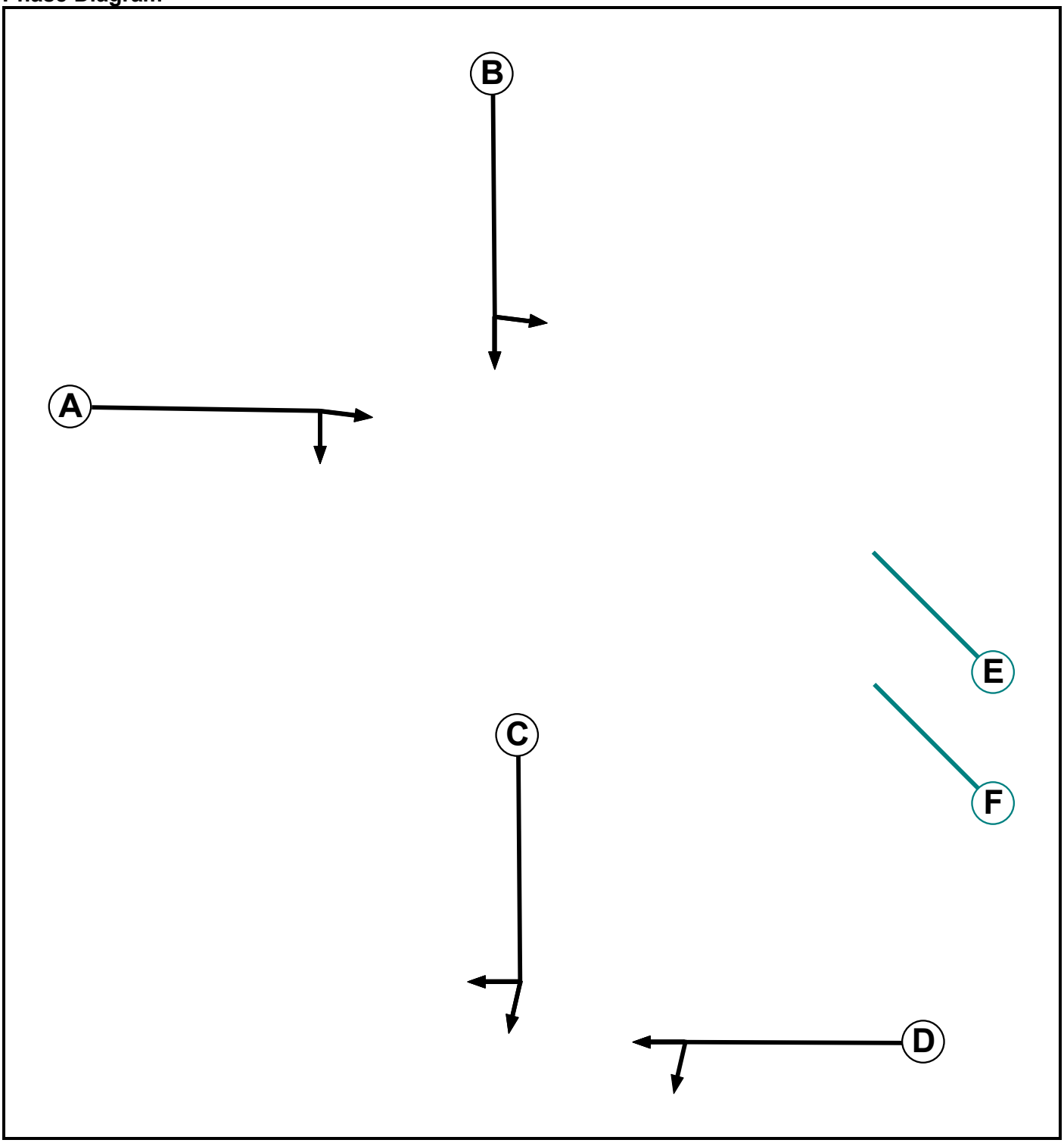
	To Stage		
From Stage		1	2
	1		6
	2	7	

Stage Stream: 2

	To Stage		
From 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

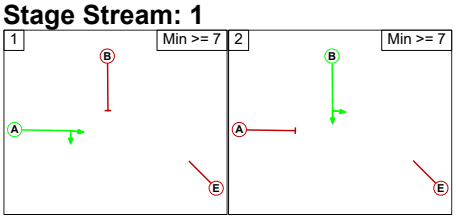
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

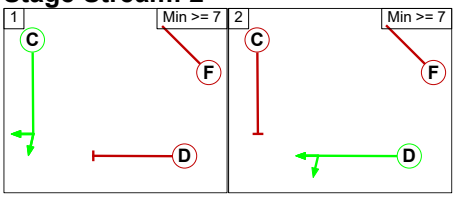
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

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	60.0	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	10.0	Geom	-	3.80	0.00	N	Arm 1 Ahead	70.00
8/3 (A50 W/B)	U	D	2	3	60.0	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	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	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

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	5	35
5/2	7/1	Internal	9	N/A
5/2	7/2	Internal	9	N/A
5/2	11/2	Internal	5	35
6/1	11/1	Internal	5	35
6/2	7/1	Internal	10	N/A
6/2	11/2	Internal	5	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
14/1	3/1	Internal	7	N/A
14/1	3/2	Internal	7	N/A
14/1	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: 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	88.4 %	1995	1995
				Arm 13 Ahead	Inf	11.6 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	42.9 %	2093	2093
				Arm 9 Ahead	75.00	57.1 %		
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	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	1.1 %	2132	2132
				Arm 10 Ahead	75.00	98.9 %		
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	83.0 %	2034	2034
				Arm 11 Ahead	75.00	17.0 %		
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	14.9 %	2027	2027
				Arm 11 Left	80.00	85.1 %		
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	77.1 %	2172	2172
				Arm 12 Ahead	Inf	22.9 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

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	88.6 %	1995	1995
				Arm 13 Ahead	Inf	11.4 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	23.6 %	2093	2093
				Arm 9 Ahead	75.00	76.4 %		
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	0.7 %	2132	2132
				Arm 10 Ahead	75.00	99.3 %		
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	78.6 %	2034	2034
				Arm 11 Ahead	75.00	21.4 %		
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	12.4 %	2027	2027
				Arm 11 Left	80.00	87.6 %		
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
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	65.8 %	2176	2176
				Arm 12 Ahead	Inf	34.2 %		

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	90.8 %	1953	1953
				Arm 12 Left	70.00	9.2 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

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	86.4 %	1995	1995
				Arm 13 Ahead	Inf	13.6 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	29.7 %	2093	2093
				Arm 9 Ahead	75.00	70.3 %		
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	0.3 %	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	85.2 %	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	23.4 %	2027	2027
				Arm 11 Left	80.00	76.6 %		
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
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	90.3 %	2166	2166
				Arm 12 Ahead	Inf	9.7 %		

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	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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

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	92.8 %	1995	1995
				Arm 13 Ahead	Inf	7.2 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	11.7 %	2093	2093
				Arm 9 Ahead	75.00	88.3 %		
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	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	0.5 %	2132	2132
				Arm 10 Ahead	75.00	99.5 %		
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	86.6 %	2034	2034
				Arm 11 Ahead	75.00	13.4 %		
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	19.4 %	2027	2027
				Arm 11 Left	80.00	80.6 %		
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
7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	63.6 %	2177	2177
				Arm 12 Ahead	Inf	36.4 %		

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	93.3 %	1953	1953
				Arm 12 Left	70.00	6.7 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

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: 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	31.6 %	2093	2093
				Arm 9 Ahead	75.00	68.4 %		
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	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	0.5 %	2132	2132
				Arm 10 Ahead	75.00	99.5 %		
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	86.0 %	2034	2034
				Arm 11 Ahead	75.00	14.0 %		
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	23.5 %	2027	2027
				Arm 11 Left	80.00	76.5 %		
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	80.7 %	2170	2170
				Arm 12 Ahead	Inf	19.3 %		

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	90.0 %	1953	1953
				Arm 12 Left	70.00	10.0 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

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: 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	91.9 %	1995	1995
				Arm 13 Ahead	Inf	8.1 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	12.5 %	2093	2093
				Arm 9 Ahead	75.00	87.5 %		
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	0.5 %	2132	2132
				Arm 10 Ahead	75.00	99.5 %		
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	89.6 %	2034	2034
				Arm 11 Ahead	75.00	10.4 %		
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	20.9 %	2027	2027
				Arm 11 Left	80.00	79.1 %		
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	54.7 %	2181	2181
				Arm 12 Ahead	Inf	45.3 %		

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	92.0 %	1953	1953
				Arm 12 Left	70.00	8.0 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2036 Future Base AM Peak' (FG7: '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	83.4 %	1995	1995
				Arm 13 Ahead	Inf	16.6 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	33.5 %	2093	2093
				Arm 9 Ahead	75.00	66.5 %		
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	0.5 %	2132	2132
				Arm 10 Ahead	75.00	99.5 %		
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	86.6 %	2034	2034
				Arm 11 Ahead	75.00	13.4 %		
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	24.8 %	2027	2027
				Arm 11 Left	80.00	75.2 %		
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	53.8 %	2182	2182
				Arm 12 Ahead	Inf	46.2 %		

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	89.6 %	1953	1953
				Arm 12 Left	70.00	10.4 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2036 Future Base PM Peak ' (FG8: '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	88.3 %	1995	1995
				Arm 13 Ahead	Inf	11.7 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	15.0 %	2093	2093
				Arm 9 Ahead	75.00	85.0 %		
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	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	0.6 %	2132	2132
				Arm 10 Ahead	75.00	99.4 %		
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	91.0 %	2034	2034
				Arm 11 Ahead	75.00	9.0 %		
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	20.8 %	2027	2027
				Arm 11 Left	80.00	79.2 %		
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	63.0 %	2178	2178
				Arm 12 Ahead	Inf	37.0 %		

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	92.5 %	1953	1953
				Arm 12 Left	70.00	7.5 %		
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	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
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 %		

Bonus Green Times

No Bonus Greens are defined For Scenario 8

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: '2030 Future Base AM Peak'	08:00	09:00	01:00	
6: '2030 Future Base PM Peak'	17:00	18:00	01:00	
7: '2036 Future Base AM Peak'	08:00	09:00	01:00	
8: '2036 Future Base 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: '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

FG6: '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

FG7: '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

FG8: '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

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.
	A	1	906	87	56	297	1347
	B	731	4	52	23	897	1707
Origin	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.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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.
	A	1	1049	142	106	383	1681
	B	985	4	65	11	1021	2086
Origin	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: '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	E	Tot.
	A	1	1073	149	110	379	1712
	B	1028	4	69	12	1022	2135
Origin	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.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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: '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	E	Tot.
	A	1	942	110	54	467	1574
	B	771	4	51	17	1150	1993
Origin	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 7: '2036 Future Base AM Peak' (FG7: '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 8: '2036 Future Base PM Peak ' (FG8: '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

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: 2030 Future Base AM Peak	Scenario 6: 2030 Future Base PM Peak
Junction: M1 J22 / A50 / A511						
1/1	756	701	870	858	880	884
1/2	829	759	936	929	950	930
1/3	606	557	712	616	733	660
2/1 (short)	380	397	410	442	410	447
2/2 (with short)	758(In) 378(Out)	792(In) 395(Out)	817(In) 407(Out)	881(In) 439(Out)	817(In) 407(Out)	891(In) 444(Out)
2/3	34	41	30	28	31	31
3/1	428	245	367	195	392	215
3/2 (with short)	675(In) 627(Out)	627(In) 563(Out)	766(In) 716(Out)	666(In) 617(Out)	792(In) 741(Out)	718(In) 660(Out)
3/3 (short)	48	64	50	49	51	58
4/1 (short)	338	300	363	363	368	350
4/2 (with short)	991(In) 653(Out)	963(In) 663(Out)	1078(In) 715(Out)	1021(In) 658(Out)	1088(In) 720(Out)	1007(In) 657(Out)
4/3	570	572	637	561	640	560
5/1	660	667	717	661	724	660
5/2	618	636	687	610	691	618
6/1 (short)	590	483	594	503	608	526
6/2 (with short)	1180(In) 590(Out)	966(In) 483(Out)	1188(In) 594(Out)	1007(In) 504(Out)	1216(In) 608(Out)	1052(In) 526(Out)
6/3	443	381	493	523	496	522
7/1	581	483	692	468	674	411
7/2 (with short)	463(In) 258(Out)	458(In) 281(Out)	525(In) 289(Out)	681(In) 404(Out)	559(In) 321(Out)	775(In) 537(Out)
7/3 (short)	205	177	236	277	238	238
8/1 (with short)	1241(In) 616(Out)	1151(In) 568(Out)	1375(In) 674(Out)	1297(In) 644(Out)	1403(In) 690(Out)	1334(In) 641(Out)
8/2 (short)	625	583	701	653	713	693
8/3	605	556	711	615	732	659
9/1	1062	997	1179	1239	1183	1258
9/2	851	975	1065	1259	1057	1258
10/1	766	545	730	558	760	565
10/2	620	559	714	614	737	657
11/1	1250	1150	1311	1164	1332	1186
11/2	607	559	557	488	562	480
12/1	640	535	757	511	743	462
12/2	59	96	28	147	62	243

13/1	106	113	140	80	147	94
14/1	139	107	152	127	160	147

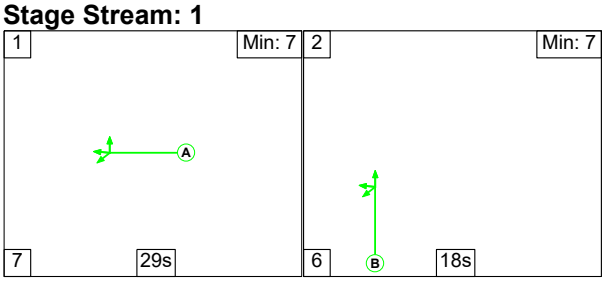
Lane	Scenario 7: 2036 Future Base AM Peak	Scenario 8: 2036 Future Base PM Peak
Junction: M1 J22 / A50 / A511		
1/1	942	950
1/2	985	982
1/3	799	689
2/1 (short)	416	447
2/2 (with short)	829(In) 413(Out)	891(In) 444(Out)
2/3	31	28
3/1	425	274
3/2 (with short)	860(In) 809(Out)	752(In) 695(Out)
3/3 (short)	51	57
4/1 (short)	391	373
4/2 (with short)	1108(In) 717(Out)	1007(In) 634(Out)
4/3	635	531
5/1	721	638
5/2	686	588
6/1 (short)	661	567
6/2 (with short)	1323(In) 662(Out)	1135(In) 568(Out)
6/3	546	606
7/1	467	440
7/2 (with short)	837(In) 615(Out)	819(In) 549(Out)
7/3 (short)	222	270
8/1 (with short)	1446(In) 682(Out)	1367(In) 653(Out)
8/2 (short)	764	714
8/3	798	687
9/1	1213	1280
9/2	1068	1279
10/1	816	647
10/2	805	691
11/1	1382	1205
11/2	590	503
12/1	538	489
12/2	284	203
13/1	184	142

14/1	164	187

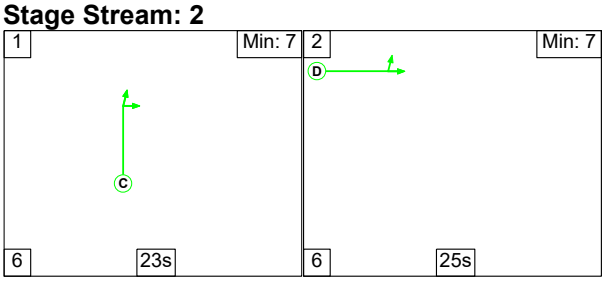
Scenario 1: '2025 Baseline AM Peak' (FG1: '2025 Baseline AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	18
Change Point	25	1

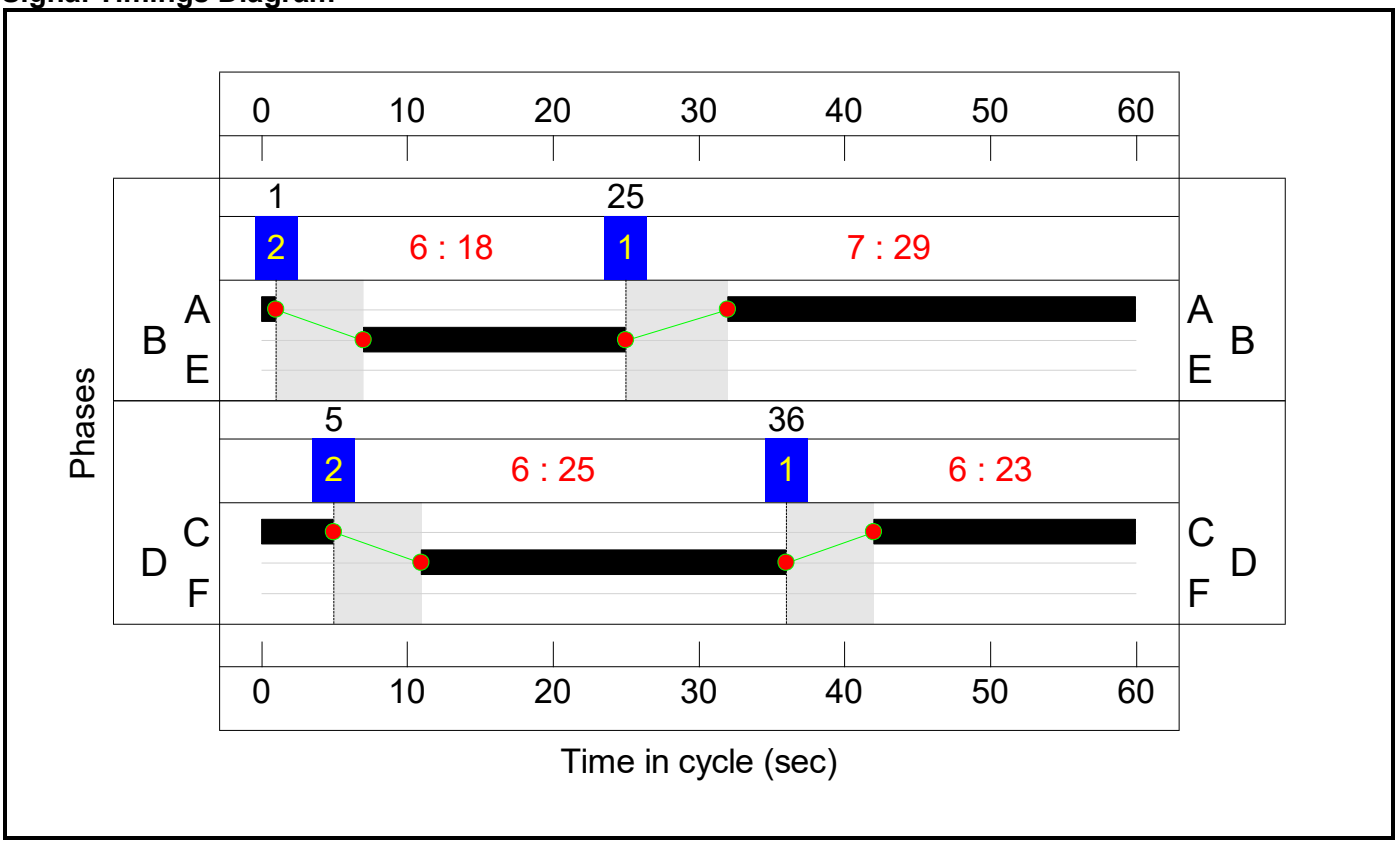
Stage Stream: 2

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			

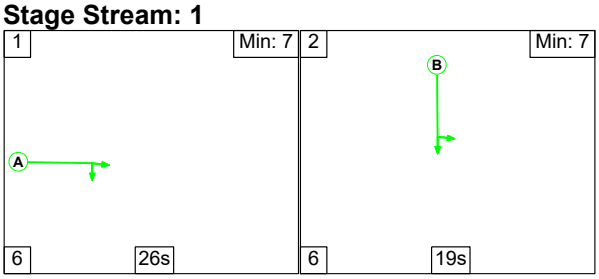
Signal Timings Diagram



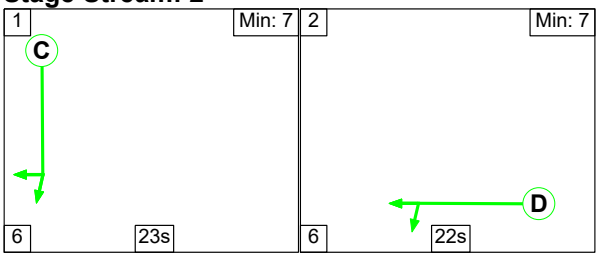
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	19
Change Point	30	5

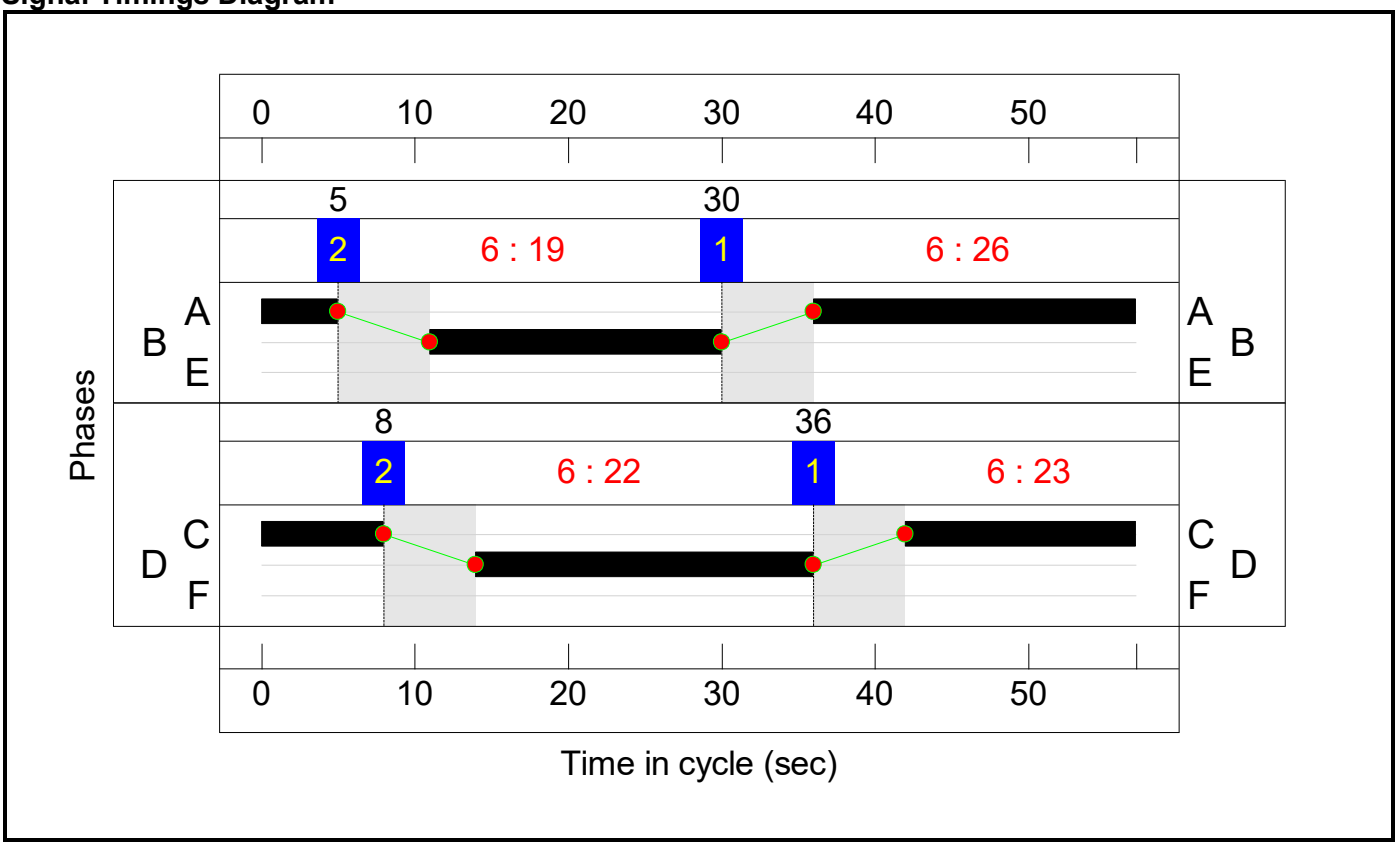
Stage Stream: 2

Stage	1	2
Duration	23	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	26	36	5
B	M1 S/B Off Slip Ahead Left	Traffic	1	19	11	30
C	Circ E Right Ahead	Traffic	2	23	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			

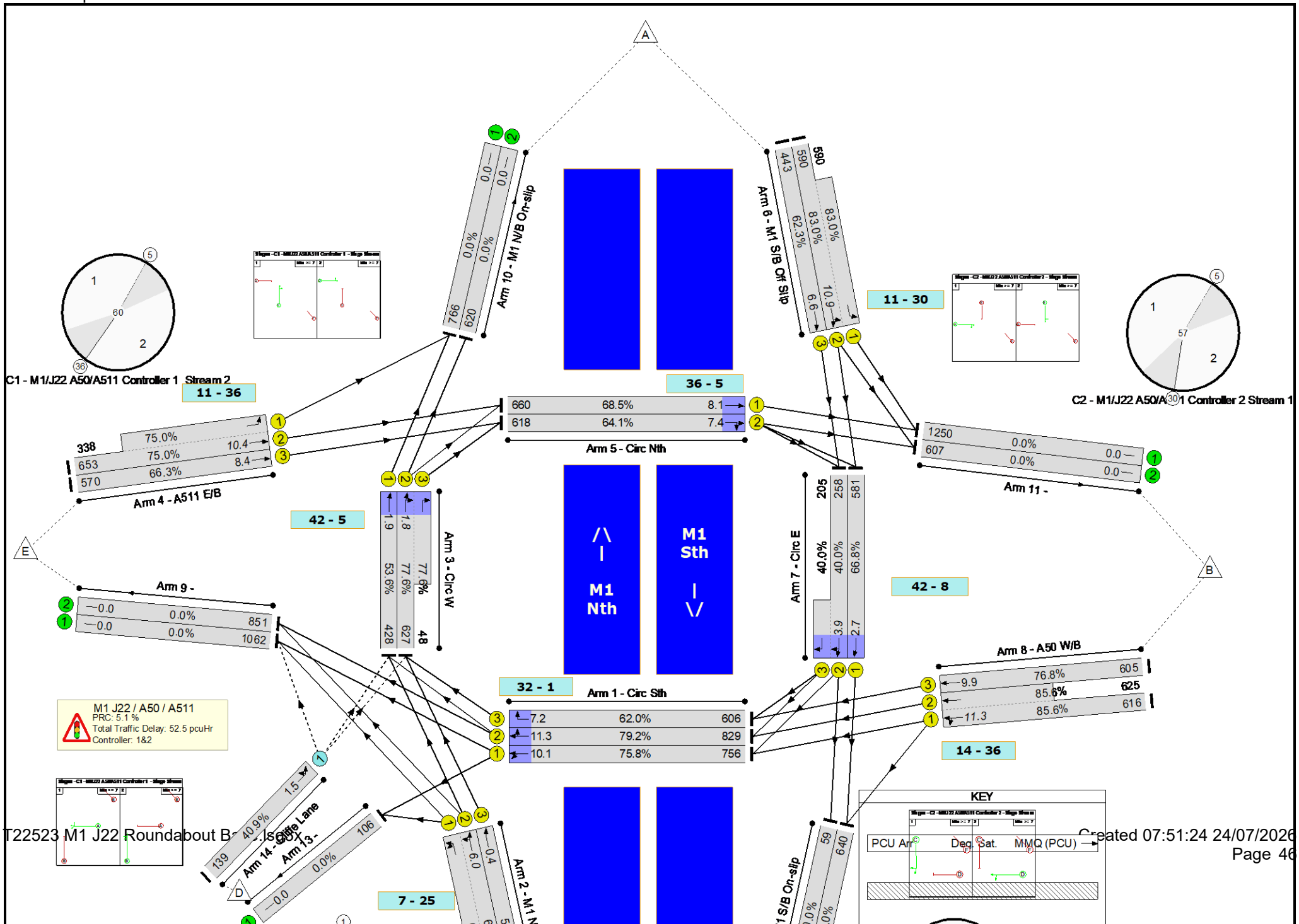
Signal Timings Diagram



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

Network Layout Diagram


A
B
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
11 - 36
Arm 10 - M1 N/B On-slip
766
620
0.0
0.0
0.0%
0.0%
Arm 6 - M1 S/B Off Slip
590
443
590
62.3%
83.0%
83.0%
10.9
6.6
11 - 30
C2 - M1/J22 A50/A511 Controller 2 Stream 1
36 - 5
660
68.5%
8.1
618
64.1%
7.4
Arm 5 - Circ Nth
338
75.0%
653
75.0%
10.4
570
66.3%
8.4
Arm 4 - A511 E/B
1250
0.0%
0.0
607
0.0%
0.0
Arm 11 -
42 - 5
1.9
1.8
53.6%
77.6%
77.6%
428
627
48
Arm 3 - Circ W
/\
|
M1
Nth
M1
Sth
|
\/
205
258
581
40.0%
40.0%
66.8%
3.9
2.7
Arm 7 - Circ E
42 - 8
Arm 9 -
0.0
0.0%
851
0.0
0.0%
1062
Arm 8 - A50 W/B
9.9
76.8%
605
85.6%
625
11.3
85.6%
616
32 - 1
Arm 1 - Circ Sth
7.2
62.0%
606
11.3
79.2%
829
10.1
75.8%
756
14 - 36
M1 J22 / A50 / A511
PRC: 5.1 %
Total Traffic Delay: 52.5 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. Sat.
MMQ (PCU)
139
40.9%
1.5
Arm 14 - Cliffe Lane
Arm 13 -
106
0.0%
0.0
7 - 25
Arm 2 - M1 N
59
640
S/B On-slip

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**	-	-		-	-	-	-	-	-	-	**85.6%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.6%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	29	-	-	756	1995	998	75.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	29	-	-	829	2093	1047	79.2%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	29	-	-	606	1956	978	62.0%
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	-	-	428	1995	798	53.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	23	-	-	675	2132:1995	808+62	77.6 : 77.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	25	-	-	991	2120:1966	871+451	75.0 : 75.0%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	25	-	-	570	1983	859	66.3%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	26	-	-	660	2034	963	68.5%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	26	-	-	618	2034	963	64.1%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	19	-	-	1180	2027:2027	711+711	83.0 : 83.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	19	-	-	443	2027	711	62.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	23	-	-	581	2065	869	66.8%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	23	-	-	463	2172:2025	645+512	40.0 : 40.0%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	-	1241	1953:2090	720+730	85.6 : 85.6%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	605	1953	788	76.8%
9/1		U	N/A	N/A	-		-	-	-	-	1062	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	766	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1250	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	607	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	640	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	59	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	40.9%

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**	**41.1**	**11.3**	**0.0**	**52.5**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**90**	**49**	**0**	**41.1**	**11.3**	**0.0**	**52.5**	**-**	**-**	**-**	**-**	
1/1	756	756	-	-	-	2.5	0.0	-	2.5	12.1	10.1	0.0	10.1	
1/2	829	829	-	-	-	2.9	0.0	-	2.9	12.4	11.3	0.0	11.3	
1/3	606	606	-	-	-	1.8	0.0	-	1.8	10.9	7.2	0.0	7.2	
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	428	428	-	-	-	0.9	0.0	-	0.9	7.4	1.9	0.0	1.9	
3/2+3/3	675	675	-	-	-	1.2	0.0	-	1.2	6.4	1.8	0.0	1.8	
4/2+4/1	991	991	-	-	-	3.6	1.5	-	5.1	18.5	8.9	1.5	10.4	
4/3	570	570	-	-	-	2.1	1.0	-	3.1	19.7	7.4	1.0	8.4	
5/1	660	660	-	-	-	2.1	0.0	-	2.1	11.7	8.1	0.0	8.1	
5/2	618	618	-	-	-	1.9	0.0	-	1.9	11.3	7.4	0.0	7.4	
6/2+6/1	1180	1180	-	-	-	5.6	2.4	-	7.9	24.2	8.5	2.4	10.9	
6/3	443	443	-	-	-	1.9	0.8	-	2.7	22.0	5.8	0.8	6.6	
7/1	581	581	-	-	-	0.8	0.0	-	0.8	5.1	2.7	0.0	2.7	
7/2+7/3	463	463	-	-	-	2.1	0.0	-	2.1	16.6	3.9	0.0	3.9	
8/1+8/2	1241	1241	-	-	-	5.0	2.9	-	7.9	23.0	8.4	2.9	11.3	
8/3	605	605	-	-	-	2.5	1.6	-	4.1	24.4	8.2	1.6	9.9	
9/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1250	1250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

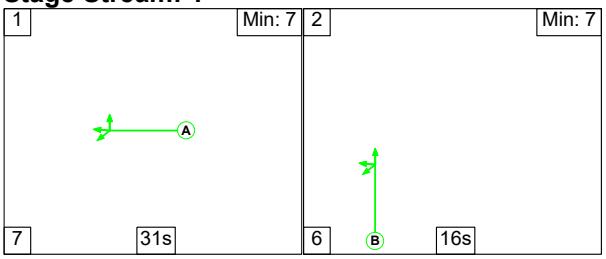
11/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	139	139	90	49	0	0.3	0.3	-	0.6	15.9	1.2	0.3	1.5	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	11.81	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	10.31	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.74	Cycle Time (s):	57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	15.00	Cycle Time (s):	57
	PRC Over All Lanes (%):	5.1	Total Delay Over All Lanes(pcuHr):	52.48		

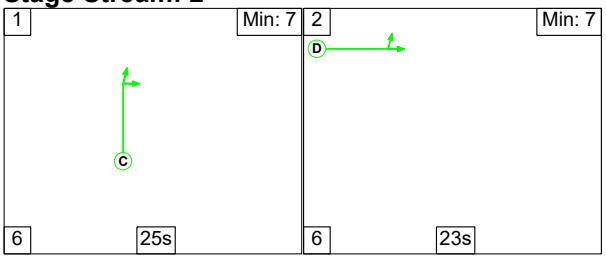
Scenario 2: '2025 Baseline PM Peak ' (FG2: '2025 Baseline PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	4	42

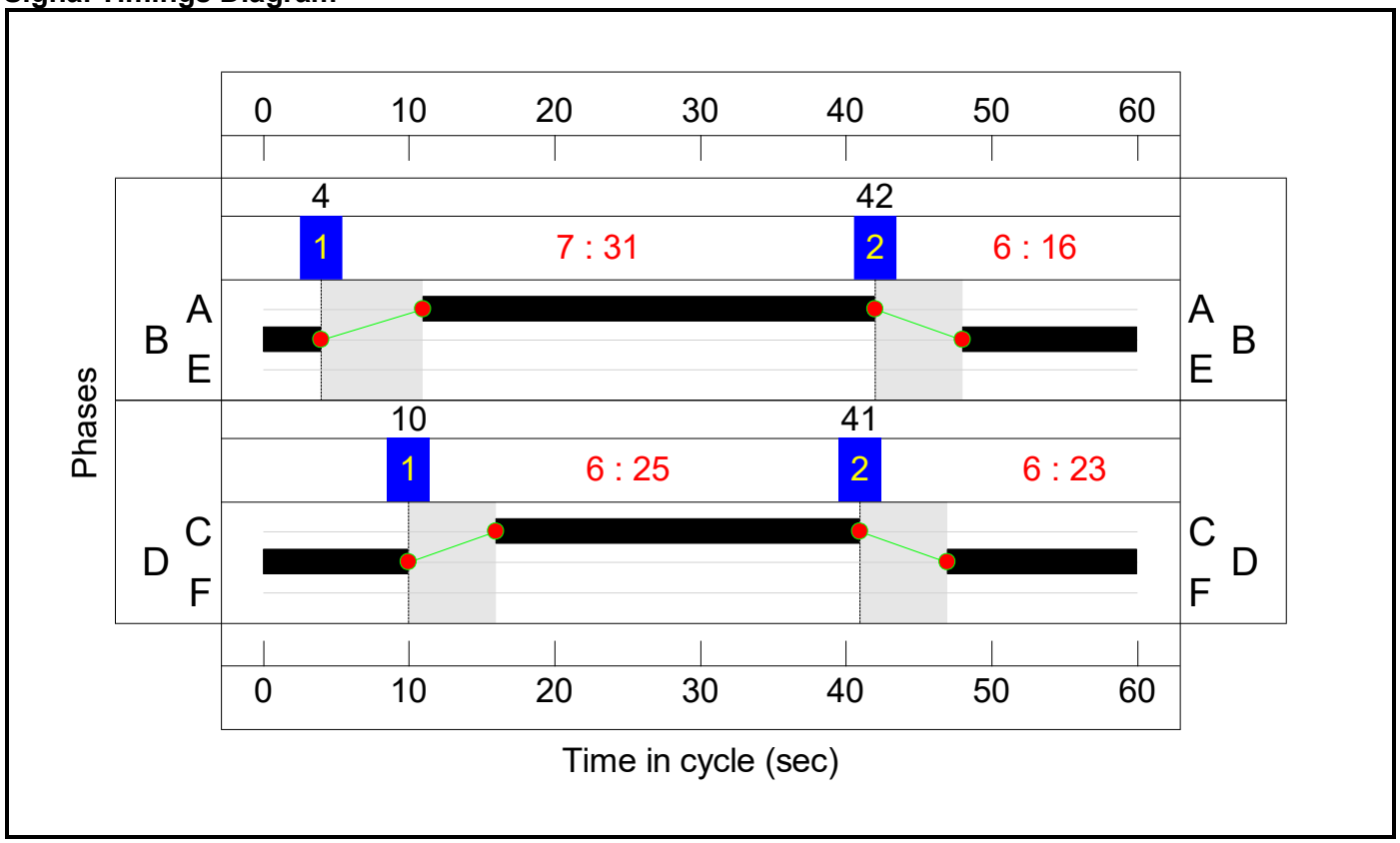
Stage Stream: 2

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	31	11	42
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	16	48	4
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			

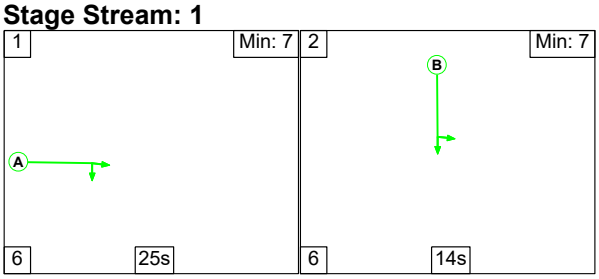
Signal Timings Diagram



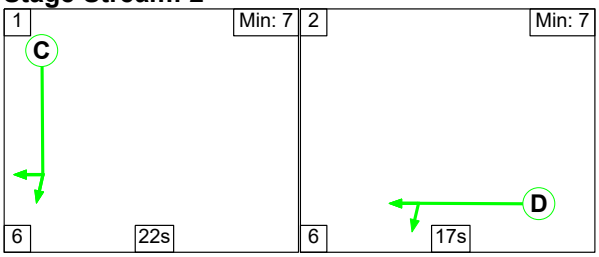
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	14
Change Point	37	17

Detailed Input Data And Results

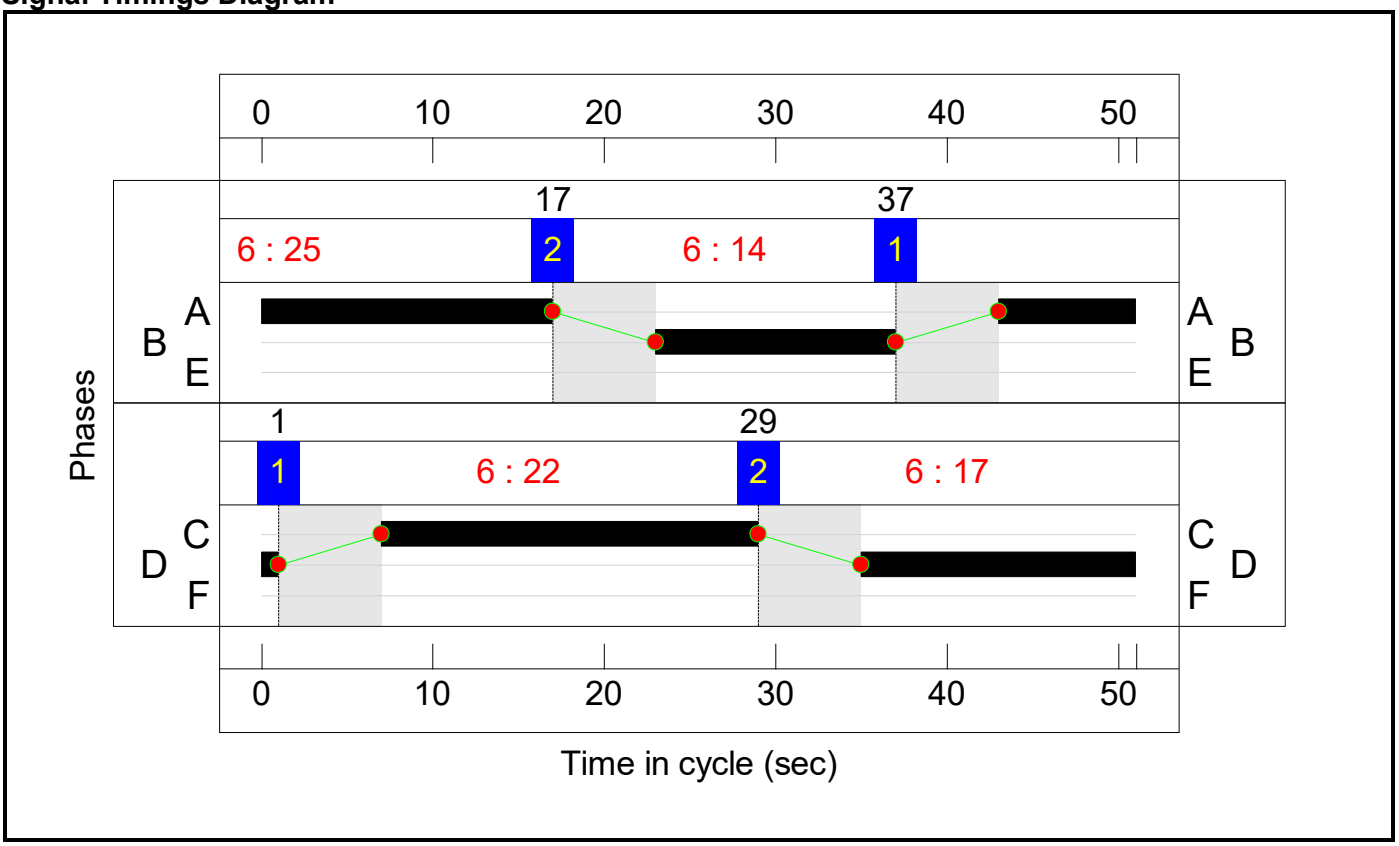
Stage Stream: 2

Stage	1	2
Duration	22	17
Change Point	1	29

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	43	17
B	M1 S/B Off Slip Ahead Left	Traffic	1	14	23	37
C	Circ E Right Ahead	Traffic	2	22	7	29
D	A50 W/B Ahead Left	Traffic	2	17	35	1
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

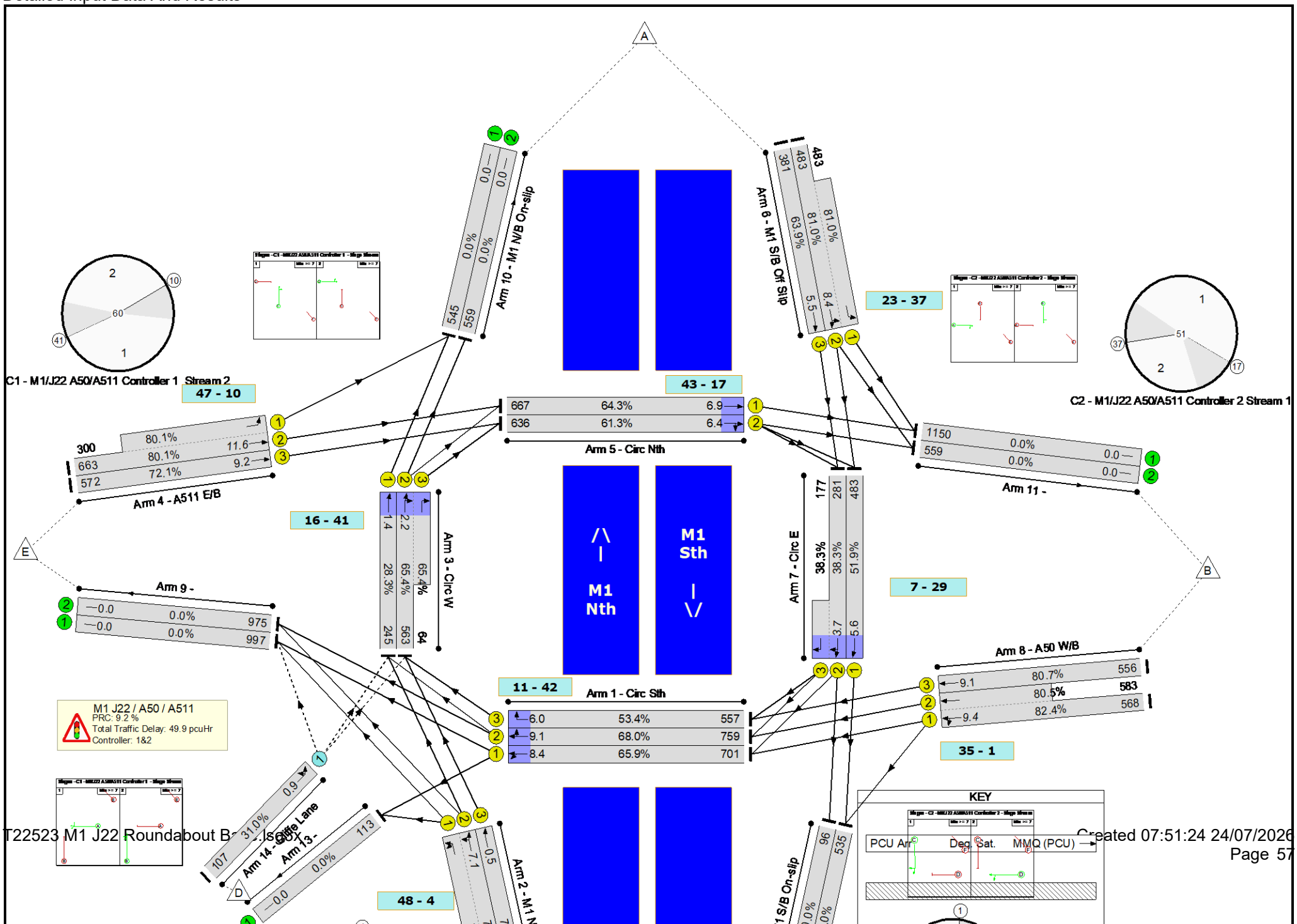
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	11	42
1/2	Circ Sth Right Ahead	U	A	11	42
1/3	Circ Sth Right	U	A	11	42
2/1	M1 N/B Off-slip Left Left2	U	B	48	4
2/2	M1 N/B Off-slip Ahead Left	U	B	48	4
2/3	M1 N/B Off-slip Ahead	U	B	48	4
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	43	17
5/2	Circ Nth Right Ahead	U	A	43	17
6/1	M1 S/B Off Slip Left	U	B	23	37
6/2	M1 S/B Off Slip Ahead Left	U	B	23	37
6/3	M1 S/B Off Slip Ahead	U	B	23	37
7/1	Circ E Ahead	U	C	7	29
7/2	Circ E Right Ahead	U	C	7	29
7/3	Circ E Right	U	C	7	29
8/1	A50 W/B Ahead Left	U	D	35	1
8/2	A50 W/B Ahead	U	D	35	1
8/3	A50 W/B Ahead	U	D	35	1

Network Layout Diagram


A
B
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
47 - 10
43 - 17
23 - 37
16 - 41
7 - 29
11 - 42
35 - 1
48 - 4
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cycle Lane
Arm 13 -
Arm 2 - M1 N/B
M1 S/B On-slip
M1 Nth
M1 Sth
M1 J22 / A50 / A511
PRC: 9.2 %
Total Traffic Delay: 49.9 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**82.4%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**82.4%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	-	701	1995	1064	65.9%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	-	759	2093	1116	68.0%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	-	557	1956	1043	53.4%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	16	-	-	792	1966:1977	557+560	70.9 : 70.9%
2/3	M1 N/B Off-slip Ahead	U	1:1	N/A	C1:B		1	16	-	-	41	1978	560	7.3%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	25	-	-	245	1995	865	28.3%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	627	2132:1995	860+98	65.4 : 65.4%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	963	2120:1966	827+374	80.1 : 80.1%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	572	1983	793	72.1%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	667	2034	1037	64.3%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	636	2034	1037	61.3%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	-	966	2027:2027	596+596	81.0 : 81.0%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	14	-	-	381	2027	596	63.9%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	22	-	-	483	2065	931	51.9%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	22	-	-	458	2176:2025	735+463	38.3 : 38.3%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	17	-	-	1151	1953:2090	689+725	82.4 : 80.5%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	17	-	-	556	1953	689	80.7%
9/1		U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	975	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	545	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1150	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	535	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	96	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	345	31.0%

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**	**38.0**	**11.9**	**0.0**	**49.9**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**87**	**20**	**0**	**38.0**	**11.9**	**0.0**	**49.9**	**-**	**-**	**-**	**-**	
1/1	701	701	-	-	-	2.0	0.0	-	2.0	10.1	8.4	0.0	8.4	
1/2	759	759	-	-	-	2.2	0.0	-	2.2	10.3	9.1	0.0	9.1	
1/3	557	557	-	-	-	1.4	0.0	-	1.4	9.1	6.0	0.0	6.0	
2/2+2/1	792	792	-	-	-	4.2	1.2	-	5.5	24.8	5.8	1.2	7.1	
2/3	41	41	-	-	-	0.2	0.0	-	0.2	19.2	0.5	0.0	0.5	
3/1	245	245	-	-	-	0.5	0.0	-	0.5	7.8	1.4	0.0	1.4	
3/2+3/3	627	627	-	-	-	1.3	0.0	-	1.3	7.4	2.2	0.0	2.2	
4/2+4/1	963	963	-	-	-	4.0	2.0	-	5.9	22.2	9.6	2.0	11.6	
4/3	572	572	-	-	-	2.4	1.3	-	3.7	23.2	7.9	1.3	9.2	
5/1	667	667	-	-	-	1.7	0.0	-	1.7	9.1	6.9	0.0	6.9	
5/2	636	636	-	-	-	1.6	0.0	-	1.6	8.9	6.4	0.0	6.4	
6/2+6/1	966	966	-	-	-	4.5	2.1	-	6.6	24.5	6.3	2.1	8.4	
6/3	381	381	-	-	-	1.7	0.9	-	2.5	24.0	4.7	0.9	5.5	
7/1	483	483	-	-	-	0.8	0.0	-	0.8	6.0	5.6	0.0	5.6	
7/2+7/3	458	458	-	-	-	2.4	0.0	-	2.4	19.1	3.7	0.0	3.7	
8/1+8/2	1151	1151	-	-	-	4.8	2.2	-	6.9	21.7	7.3	2.2	9.4	
8/3	556	556	-	-	-	2.3	2.0	-	4.3	28.0	7.1	2.0	9.1	
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

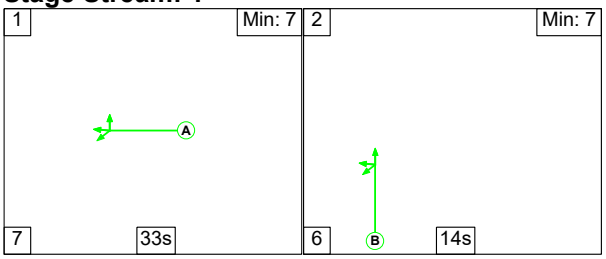
11/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	107	107	87	20	0	0.1	0.2	-	0.4	11.9	0.7	0.2	0.9	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	11.21	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):	11.46	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):	12.37	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):	14.50	Cycle Time (s): 51
	PRC Over All Lanes (%):	9.2	Total Delay Over All Lanes(pcuHr):	49.89	

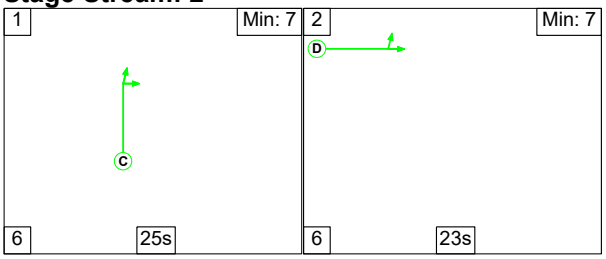
Scenario 3: '2028 Future Base AM Peak' (FG3: '2028 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	12	52

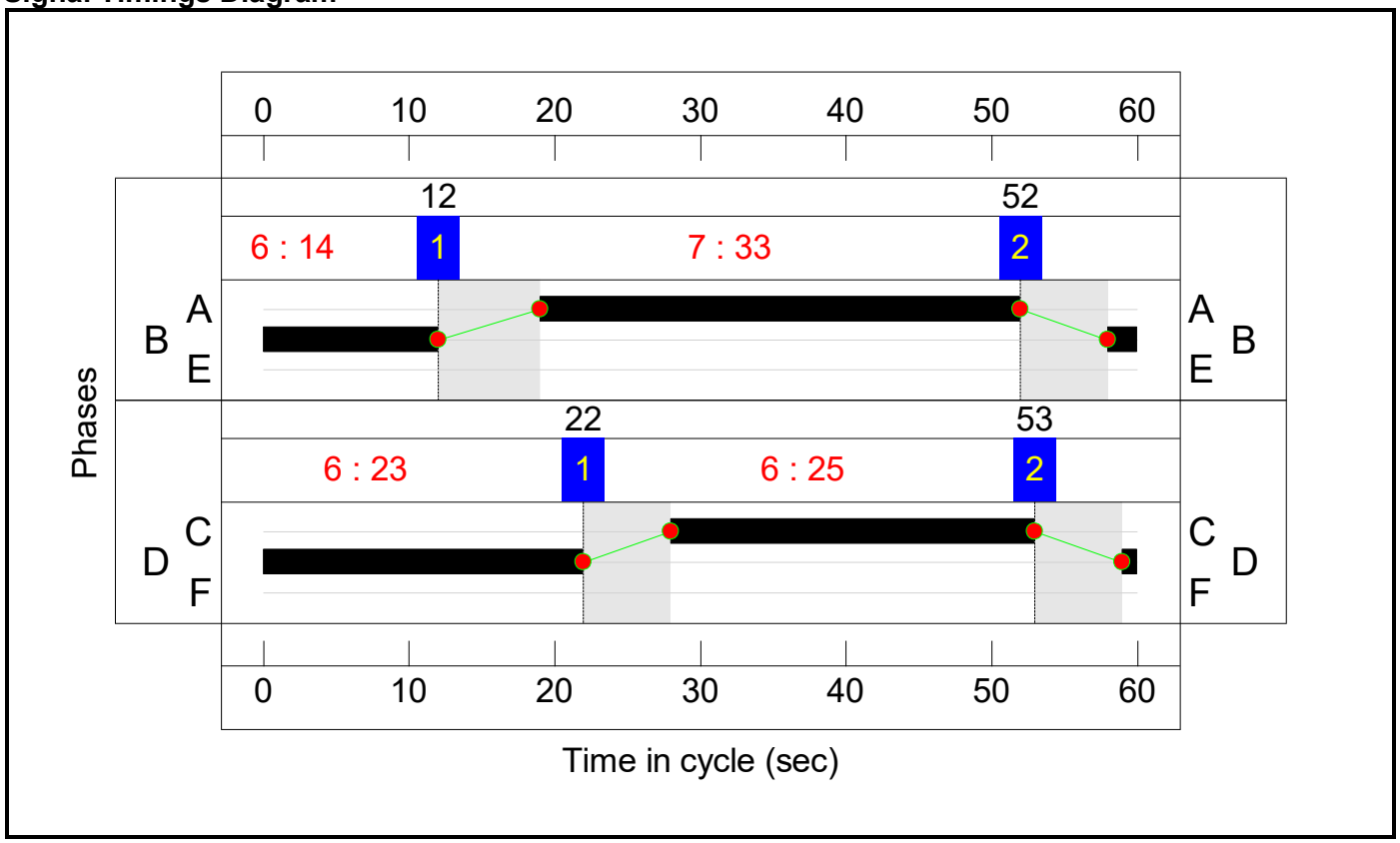
Stage Stream: 2

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			

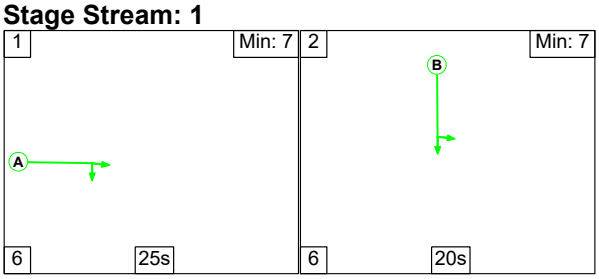
Signal Timings Diagram



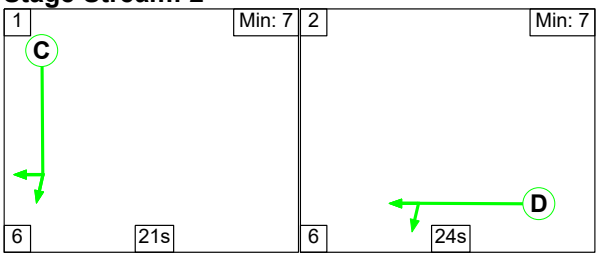
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	20	51

Detailed Input Data And Results

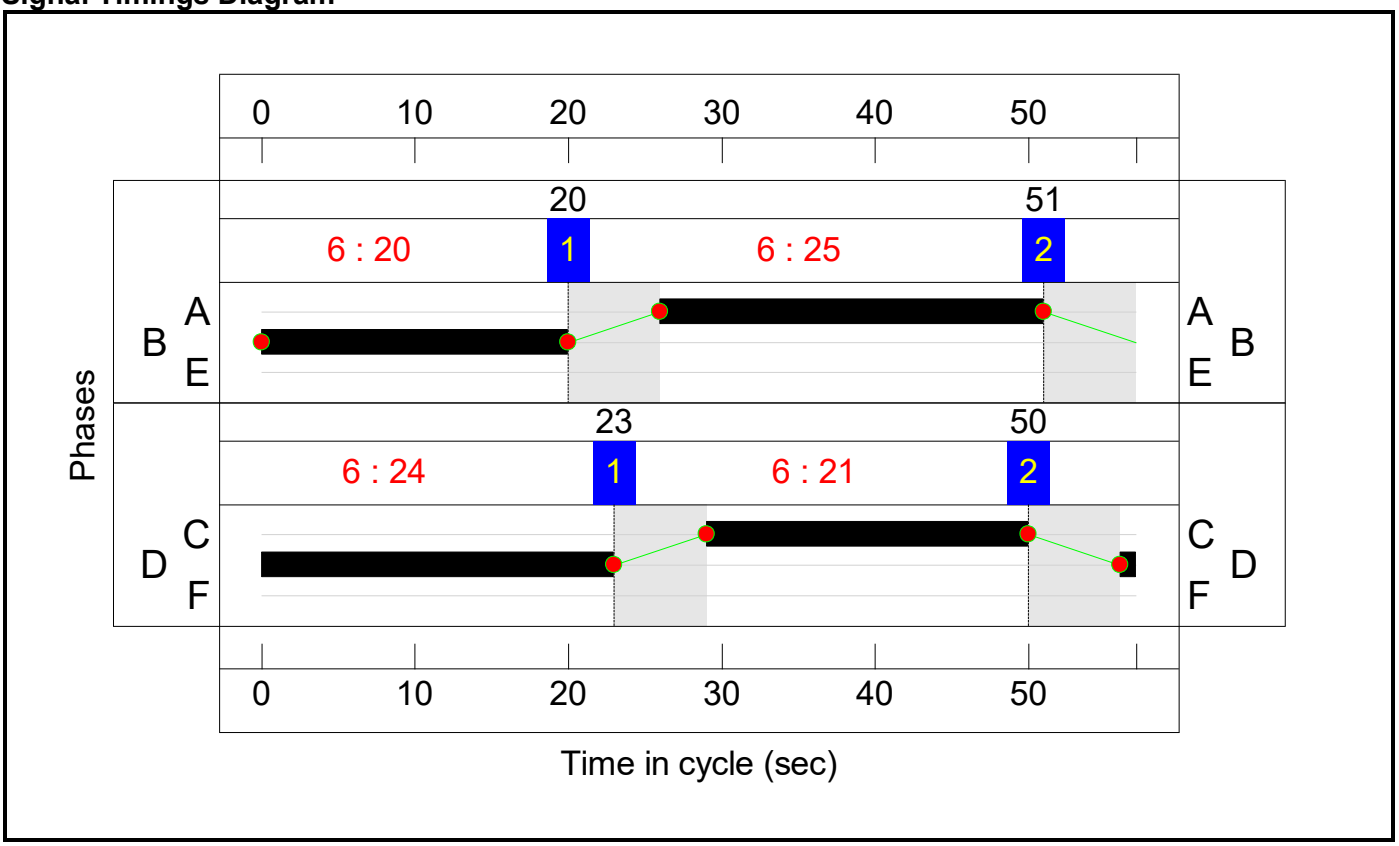
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	23	50

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	26	51
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	0	20
C	Circ E Right Ahead	Traffic	2	21	29	50
D	A50 W/B Ahead Left	Traffic	2	24	56	23
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

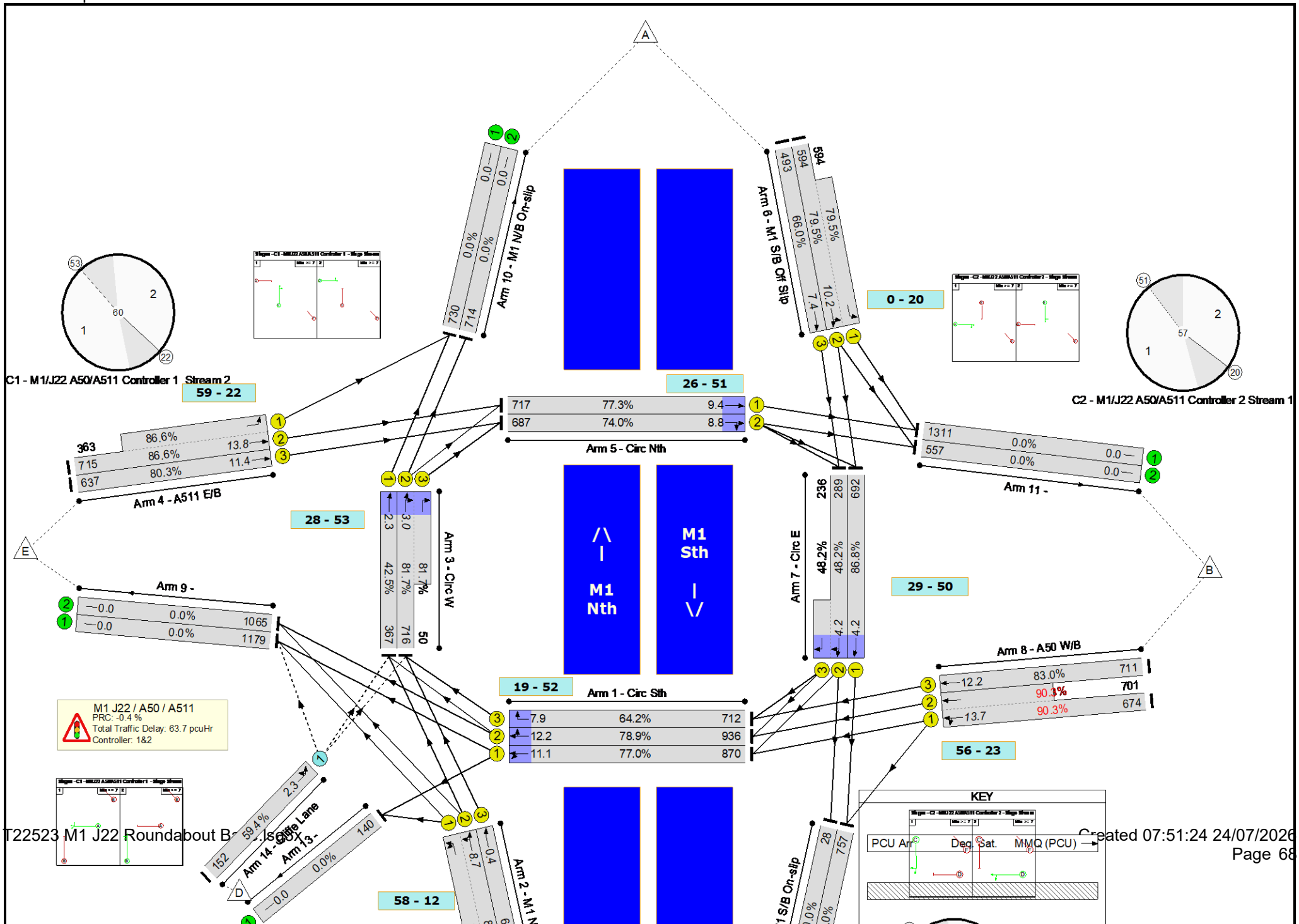
Signal Timings Diagram



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	26	51
5/2	Circ Nth Right Ahead	U	A	26	51
6/1	M1 S/B Off Slip Left	U	B	0	20
6/2	M1 S/B Off Slip Ahead Left	U	B	0	20
6/3	M1 S/B Off Slip Ahead	U	B	0	20
7/1	Circ E Ahead	U	C	29	50
7/2	Circ E Right Ahead	U	C	29	50
7/3	Circ E Right	U	C	29	50
8/1	A50 W/B Ahead Left	U	D	56	23
8/2	A50 W/B Ahead	U	D	56	23
8/3	A50 W/B Ahead	U	D	56	23

Network Layout Diagram


A
B
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
59 - 22
0 - 20
26 - 51
28 - 53
29 - 50
19 - 52
56 - 23
58 - 12
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B On-slip
M1 S/B On-slip
M1 Nth
M1 Sth
M1 J22 / A50 / A511
PRC: -0.4 %
Total Traffic Delay: 63.7 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**90.3%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.3%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	870	1995	1131	77.0%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	936	2093	1186	78.9%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	712	1956	1108	64.2%
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	-	-	367	1995	865	42.5%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	766	2132:1995	877+61	81.7 : 81.7%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1078	2120:1966	826+419	86.6 : 86.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	637	1983	793	80.3%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	717	2034	928	77.3%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	687	2034	928	74.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1188	2027:2027	747+747	79.5 : 79.5%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	493	2027	747	66.0%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	692	2065	797	86.8%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	525	2166:2025	600+490	48.2 : 48.2%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	1375	1953:2090	746+776	90.3 : 90.3%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	711	1953	857	83.0%
9/1		U	N/A	N/A	-		-	-	-	-	1179	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1065	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	714	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1311	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	557	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	757	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	28	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	256	59.4%

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	**-**	**-**	**72**	**80**	**0**	**45.9**	**17.9**	**0.0**	**63.7**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**72**	**80**	**0**	**45.9**	**17.9**	**0.0**	**63.7**	**-**	**-**	**-**	**-**	
1/1	870	870	-	-	-	2.4	0.0	-	2.4	10.0	11.1	0.0	11.1	
1/2	936	936	-	-	-	2.6	0.0	-	2.6	10.2	12.2	0.0	12.2	
1/3	712	712	-	-	-	1.8	0.0	-	1.8	8.9	7.9	0.0	7.9	
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	367	367	-	-	-	0.9	0.0	-	0.9	9.0	2.3	0.0	2.3	
3/2+3/3	766	766	-	-	-	1.4	0.0	-	1.4	6.8	3.0	0.0	3.0	
4/2+4/1	1078	1078	-	-	-	4.6	3.1	-	7.7	25.7	10.7	3.1	13.8	
4/3	637	637	-	-	-	2.8	2.0	-	4.8	27.1	9.4	2.0	11.4	
5/1	717	717	-	-	-	2.6	0.0	-	2.6	13.0	9.4	0.0	9.4	
5/2	687	687	-	-	-	2.4	0.0	-	2.4	12.7	8.8	0.0	8.8	
6/2+6/1	1188	1188	-	-	-	5.3	1.9	-	7.2	21.9	8.2	1.9	10.2	
6/3	493	493	-	-	-	2.1	1.0	-	3.0	22.1	6.4	1.0	7.4	
7/1	692	692	-	-	-	1.4	0.0	-	1.4	7.4	4.2	0.0	4.2	
7/2+7/3	525	525	-	-	-	2.1	0.0	-	2.1	14.3	4.2	0.0	4.2	
8/1+8/2	1375	1375	-	-	-	5.2	4.4	-	9.6	25.1	9.3	4.4	13.7	
8/3	711	711	-	-	-	2.8	2.4	-	5.2	26.1	9.9	2.4	12.2	
9/1	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

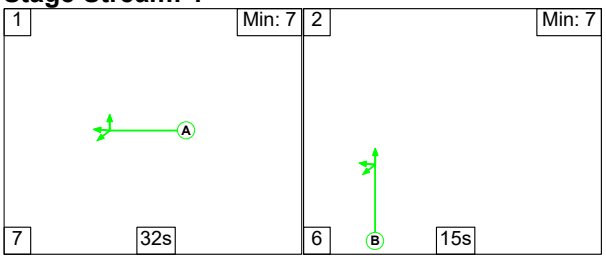
11/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	152	152	72	80	0	0.4	0.7	-	1.2	27.3	1.6	0.7	2.3	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.18	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	14.85	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	18.28	Cycle Time (s):	57
	PRC Over All Lanes (%):	-0.4	Total Delay Over All Lanes(pcuHr):	63.74		

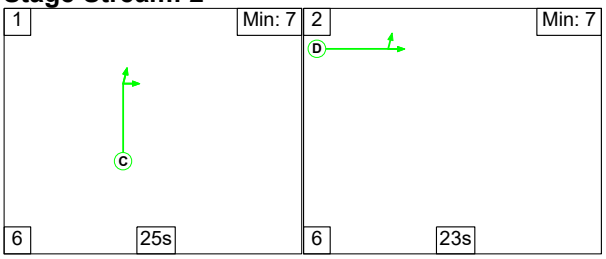
Scenario 4: '2028 Future Base PM Peak' (FG4: '2028 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	59	38

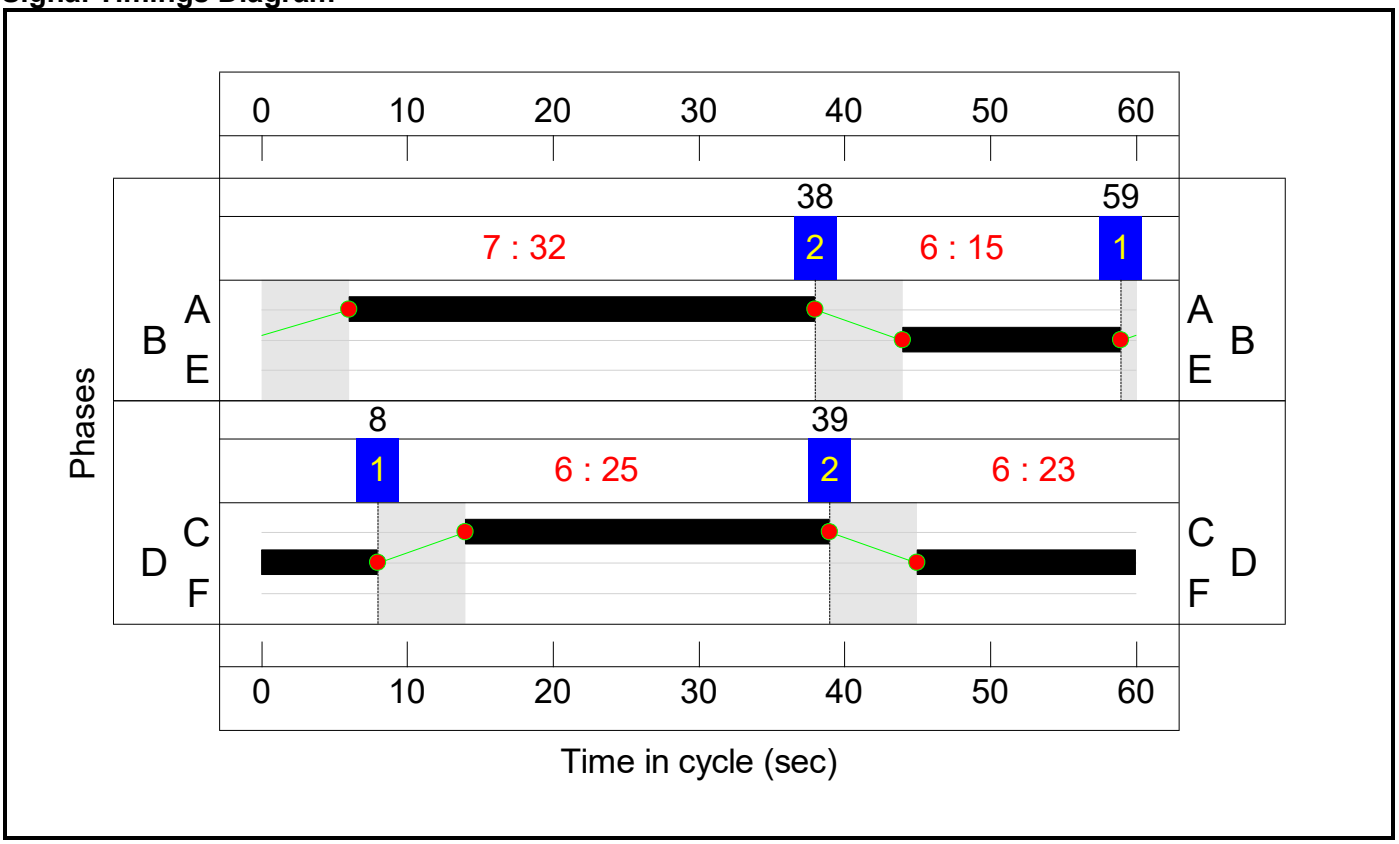
Stage Stream: 2

Stage	1	2
Duration	25	23
Change Point	8	39

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	6	38
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	44	59
C	Circ W Right Ahead	Traffic	2	25	14	39
D	A511 E/B Ahead Left	Traffic	2	23	45	8
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

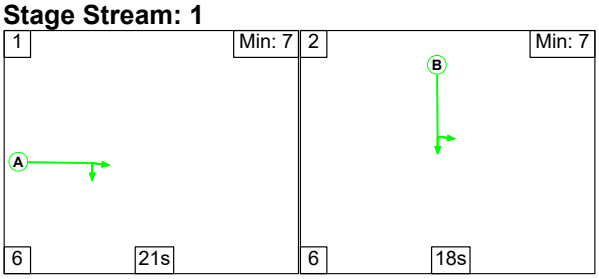
Signal Timings Diagram



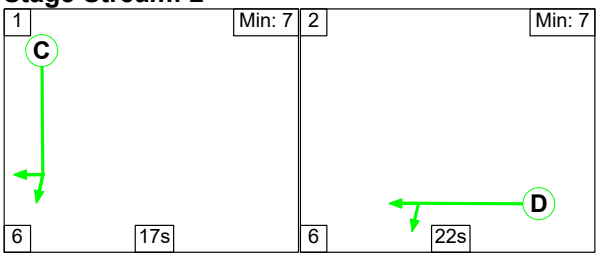
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	47	23

Detailed Input Data And Results

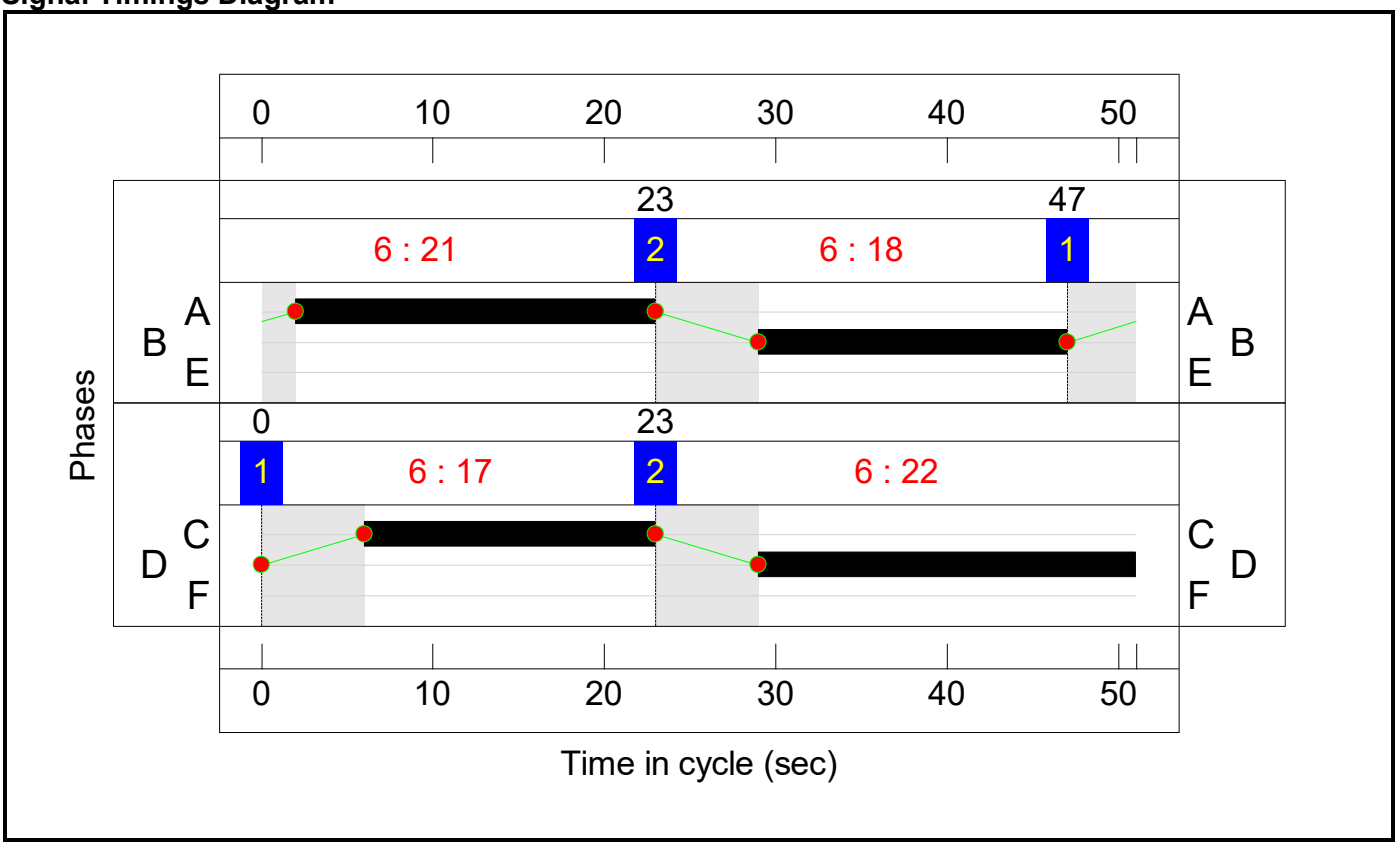
Stage Stream: 2

Stage	1	2
Duration	17	22
Change Point	0	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	21	2	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	18	29	47
C	Circ E Right Ahead	Traffic	2	17	6	23
D	A50 W/B Ahead Left	Traffic	2	22	29	0
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

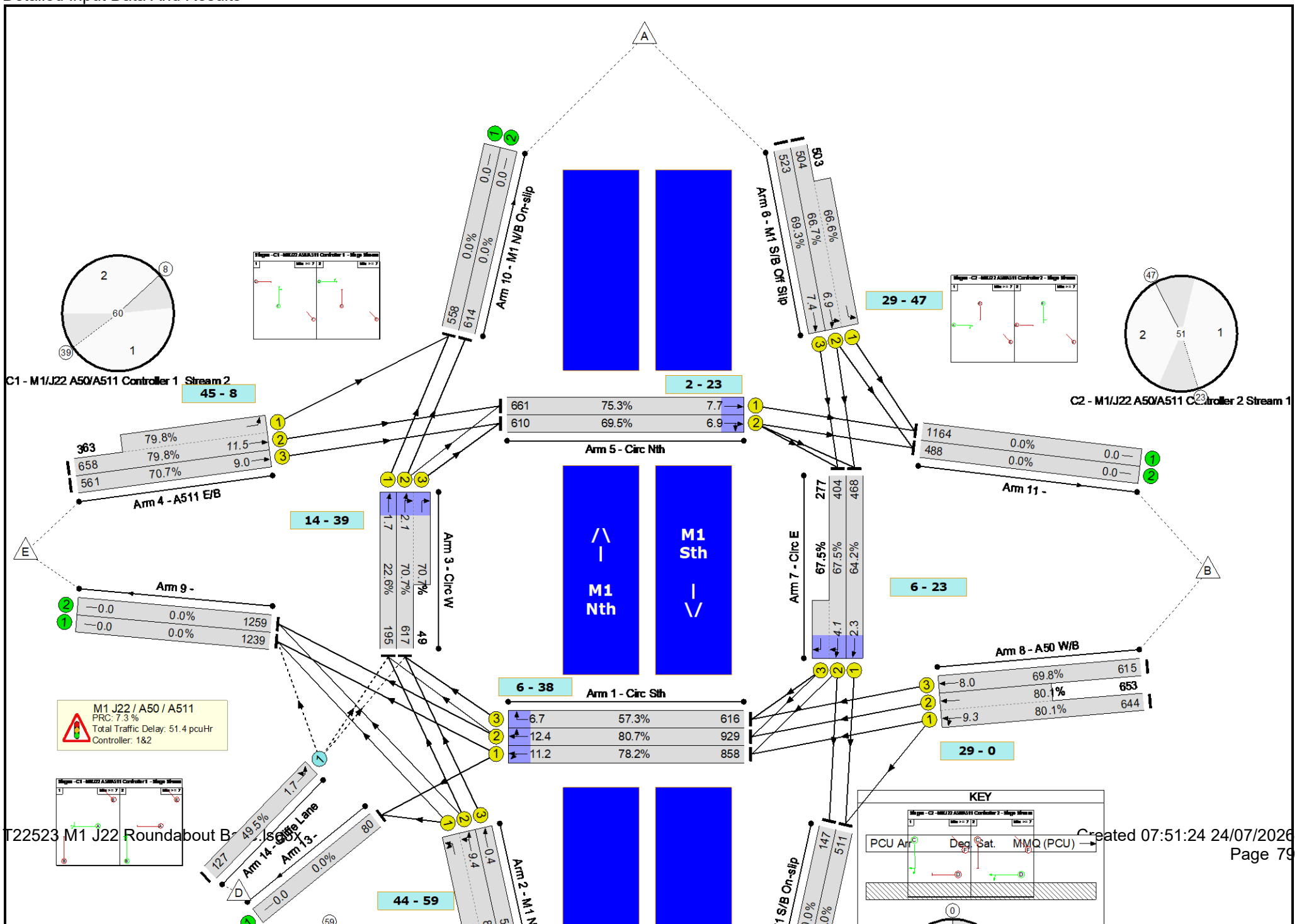
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	6	38
1/2	Circ Sth Right Ahead	U	A	6	38
1/3	Circ Sth Right	U	A	6	38
2/1	M1 N/B Off-slip Left Left2	U	B	44	59
2/2	M1 N/B Off-slip Ahead Left	U	B	44	59
2/3	M1 N/B Off-slip Ahead	U	B	44	59
3/1	Circ W Ahead	U	C	14	39
3/2	Circ W Right Ahead	U	C	14	39
3/3	Circ W Right	U	C	14	39
4/1	A511 E/B Left	U	D	45	8
4/2	A511 E/B Ahead	U	D	45	8
4/3	A511 E/B Ahead	U	D	45	8
5/1	Circ Nth Ahead	U	A	2	23
5/2	Circ Nth Right Ahead	U	A	2	23
6/1	M1 S/B Off Slip Left	U	B	29	47
6/2	M1 S/B Off Slip Ahead Left	U	B	29	47
6/3	M1 S/B Off Slip Ahead	U	B	29	47
7/1	Circ E Ahead	U	C	6	23
7/2	Circ E Right Ahead	U	C	6	23
7/3	Circ E Right	U	C	6	23
8/1	A50 W/B Ahead Left	U	D	29	0
8/2	A50 W/B Ahead	U	D	29	0
8/3	A50 W/B Ahead	U	D	29	0

Network Layout Diagram


A
B
E
D
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
45 - 8
2 - 23
29 - 47
14 - 39
6 - 23
6 - 38
29 - 0
44 - 59
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 S/B On-slip
M1 Sth
M1 Nth
M1 J22 / A50 / A511
PRC: 7.3 %
Total Traffic Delay: 51.4 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**83.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**83.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	858	1995	1097	78.2%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	929	2093	1151	80.7%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	616	1956	1076	57.3%
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	1:1	N/A	C1:B		1	15	-	-	881	1966:1977	524+527	83.7 : 83.8%
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	25	-	-	195	1995	865	22.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	666	2132:1995	873+69	70.7 : 70.7%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1021	2120:1966	824+455	79.8 : 79.8%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	561	1983	793	70.7%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	21	-	-	661	2034	877	75.3%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	21	-	-	610	2034	877	69.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	18	-	-	1007	2027:2027	755+755	66.7 : 66.6%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	18	-	-	523	2027	755	69.3%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	17	-	-	468	2065	729	64.2%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	17	-	-	681	2177:2025	599+410	67.5 : 67.5%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	-	1297	1953:2090	804+815	80.1 : 80.1%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	615	1953	881	69.8%
9/1		U	N/A	N/A	-		-	-	-	-	1239	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1259	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	558	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	614	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1164	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	488	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	147	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	257	49.5%

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	**-**	**-**	**72**	**55**	**0**	**40.0**	**11.4**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**72**	**55**	**0**	**40.0**	**11.4**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	
1/1	858	858	-	-	-	2.5	0.0	-	2.5	10.7	11.2	0.0	11.2	
1/2	929	929	-	-	-	2.8	0.0	-	2.8	10.9	12.4	0.0	12.4	
1/3	616	616	-	-	-	1.5	0.0	-	1.5	8.9	6.7	0.0	6.7	
2/2+2/1	881	881	-	-	-	5.1	2.5	-	7.6	31.0	6.9	2.5	9.4	
2/3	28	28	-	-	-	0.1	0.0	-	0.2	20.1	0.3	0.0	0.4	
3/1	195	195	-	-	-	0.6	0.0	-	0.6	11.5	1.7	0.0	1.7	
3/2+3/3	666	666	-	-	-	1.3	0.0	-	1.3	6.8	2.1	0.0	2.1	
4/2+4/1	1021	1021	-	-	-	4.2	1.9	-	6.1	21.7	9.5	1.9	11.5	
4/3	561	561	-	-	-	2.3	1.2	-	3.5	22.7	7.8	1.2	9.0	
5/1	661	661	-	-	-	2.2	0.0	-	2.2	12.2	7.7	0.0	7.7	
5/2	610	610	-	-	-	2.0	0.0	-	2.0	11.8	6.9	0.0	6.9	
6/2+6/1	1007	1007	-	-	-	3.7	1.0	-	4.7	16.9	5.9	1.0	6.9	
6/3	523	523	-	-	-	2.0	1.1	-	3.1	21.2	6.2	1.1	7.4	
7/1	468	468	-	-	-	0.9	0.0	-	0.9	7.0	2.3	0.0	2.3	
7/2+7/3	681	681	-	-	-	2.3	0.0	-	2.3	12.3	4.1	0.0	4.1	
8/1+8/2	1297	1297	-	-	-	4.1	2.0	-	6.1	16.8	7.3	2.0	9.3	
8/3	615	615	-	-	-	1.9	1.1	-	3.1	17.9	6.8	1.1	8.0	
9/1	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1164	1164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

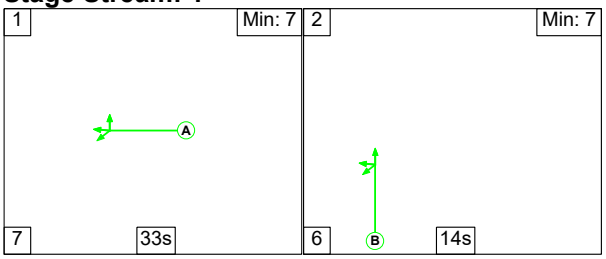
11/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	127	127	72	55	0	0.3	0.5	-	0.8	23.2	1.2	0.5	1.7	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	14.63	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	11.57	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):	12.06	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	12.37	Cycle Time (s): 51
	PRC Over All Lanes (%):	7.3	Total Delay Over All Lanes(pcuHr):	51.45	

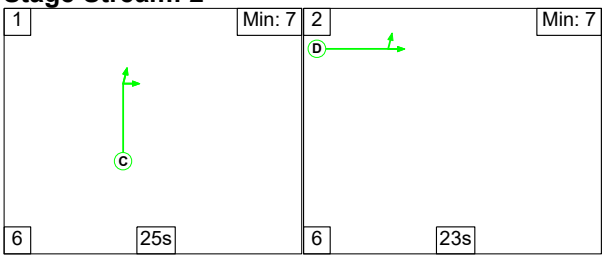
Scenario 5: '2030 Future Base AM Peak' (FG5: '2030 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	0	40

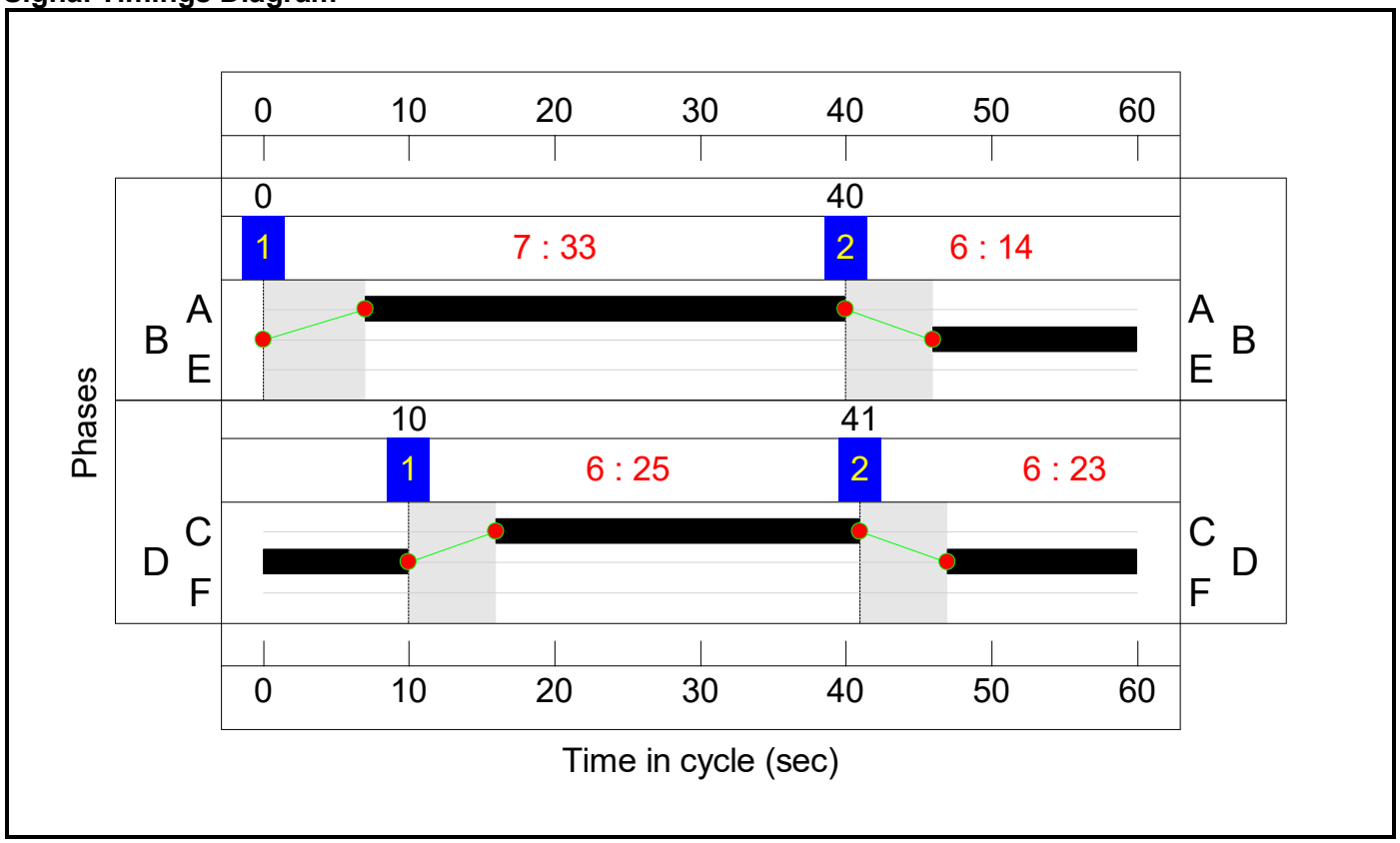
Stage Stream: 2

Stage	1	2
Duration	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	33	7	40
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	14	46	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			

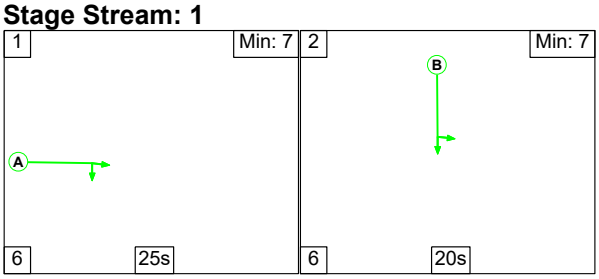
Signal Timings Diagram



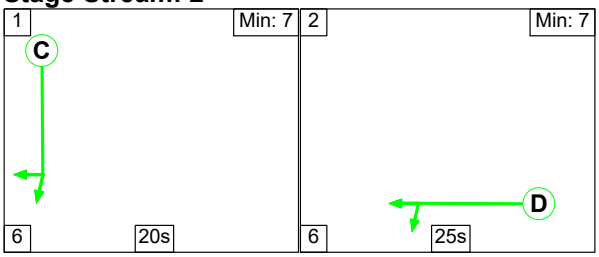
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	34	8

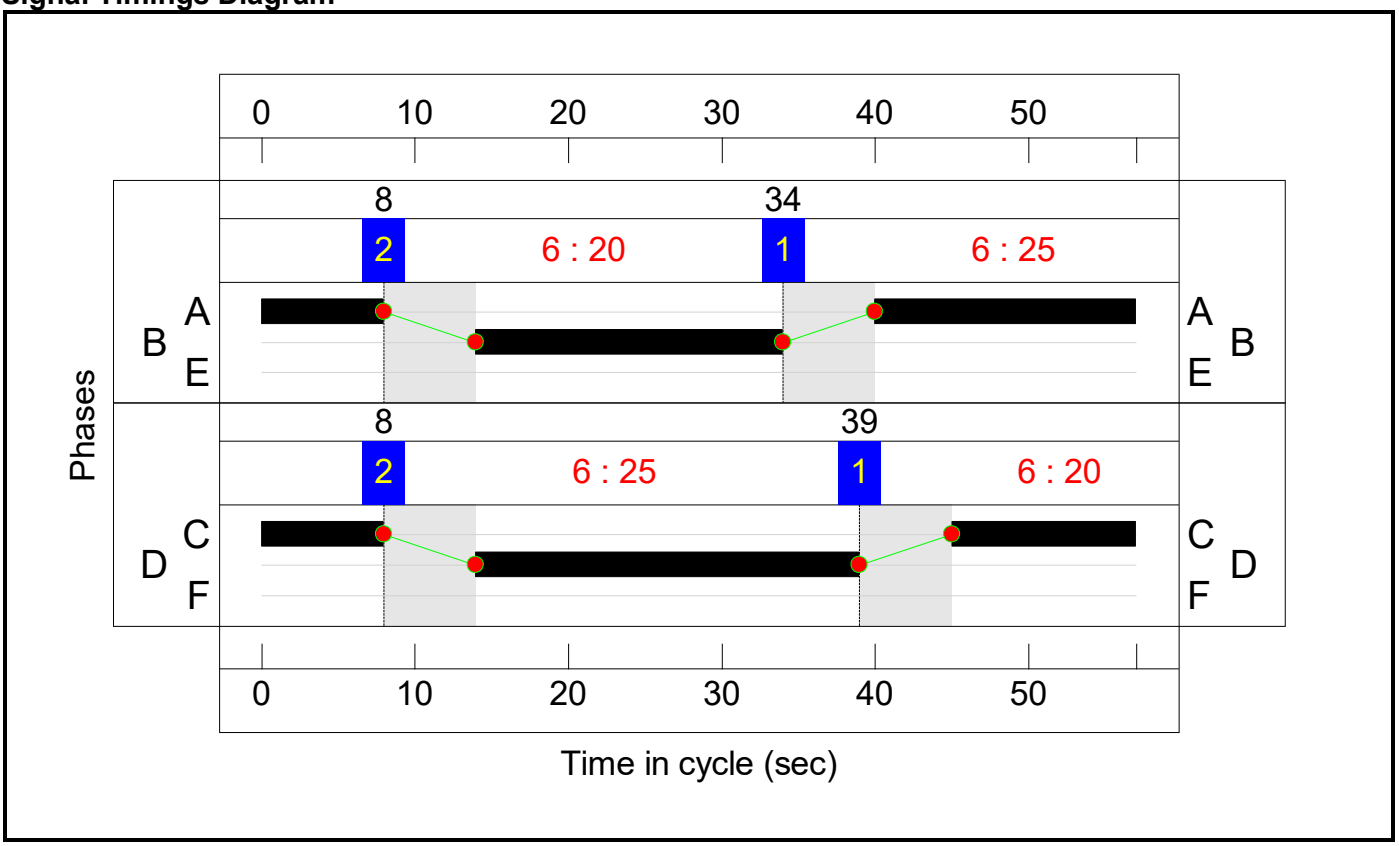
Stage Stream: 2

Stage	1	2
Duration	20	25
Change Point	39	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	25	40	8
B	M1 S/B Off Slip Ahead Left	Traffic	1	20	14	34
C	Circ E Right Ahead	Traffic	2	20	45	8
D	A50 W/B Ahead Left	Traffic	2	25	14	39
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

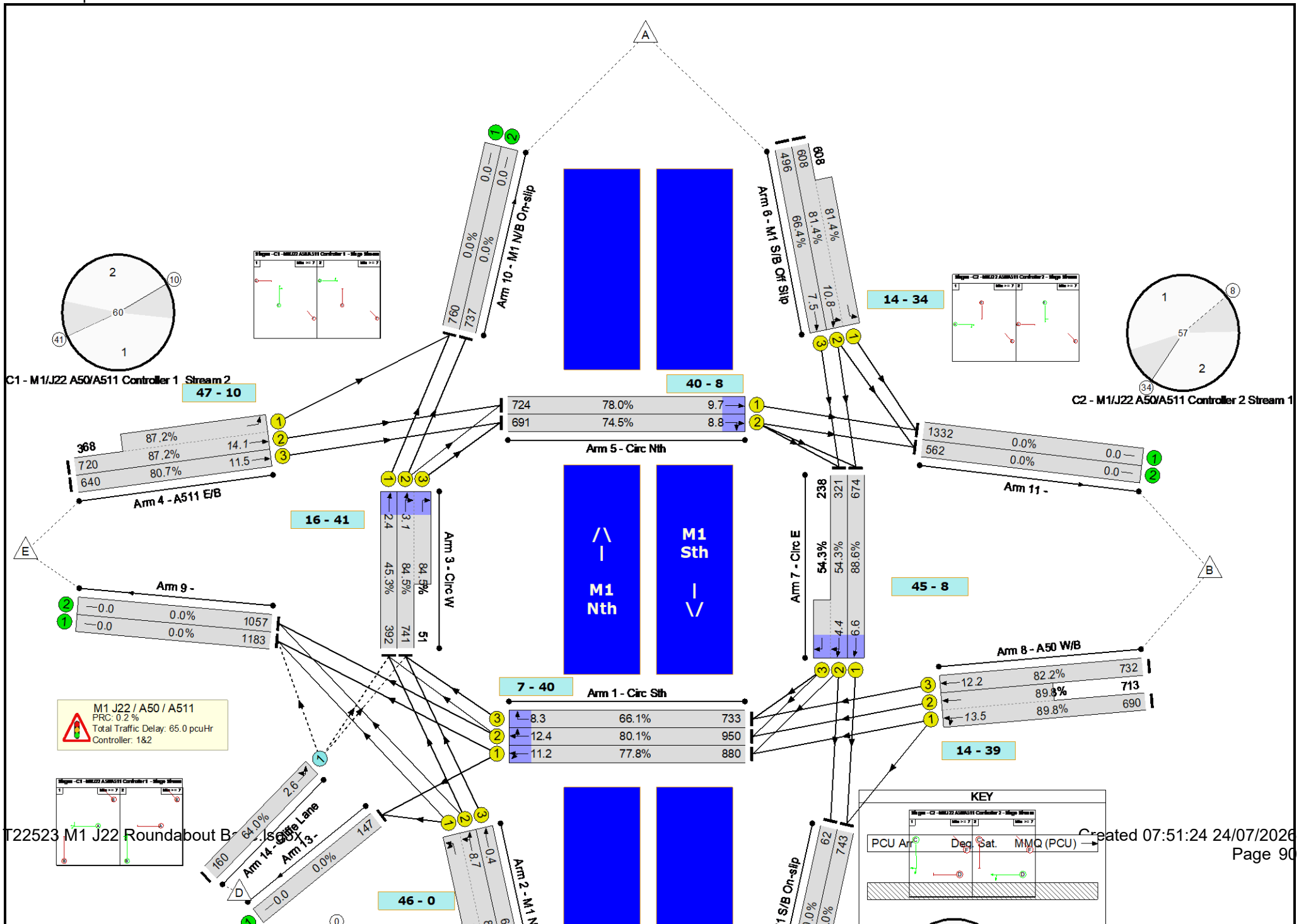
Signal Timings Diagram



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	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	40	8
5/2	Circ Nth Right Ahead	U	A	40	8
6/1	M1 S/B Off Slip Left	U	B	14	34
6/2	M1 S/B Off Slip Ahead Left	U	B	14	34
6/3	M1 S/B Off Slip Ahead	U	B	14	34
7/1	Circ E Ahead	U	C	45	8
7/2	Circ E Right Ahead	U	C	45	8
7/3	Circ E Right	U	C	45	8
8/1	A50 W/B Ahead Left	U	D	14	39
8/2	A50 W/B Ahead	U	D	14	39
8/3	A50 W/B Ahead	U	D	14	39

Network Layout Diagram


A
B
E
D
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 10
C2 - M1/J22 A50/A511 Controller 2 Stream 1
14 - 34
40 - 8
16 - 41
45 - 8
7 - 40
14 - 39
46 - 0
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cuttle Lane
Arm 13 -
Arm 2 - M1 N/B On-slip
M1 Nth
M1 Sth
M1 J22 / A50 / A511
PRC: 0.2 %
Total Traffic Delay: 65.0 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**89.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	880	1995	1131	77.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	950	2093	1186	80.1%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	733	1956	1108	66.1%
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	25	-	-	392	1995	865	45.3%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	792	2132:1995	877+60	84.5 : 84.5%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1088	2120:1966	826+422	87.2 : 87.2%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	640	1983	793	80.7%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	724	2034	928	78.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	691	2034	928	74.5%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1216	2027:2027	747+747	81.4 : 81.4%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	496	2027	747	66.4%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	20	-	-	674	2065	761	88.6%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	20	-	-	559	2170:2025	592+439	54.3 : 54.3%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	25	-	-	1403	1953:2090	768+794	89.8 : 89.8%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	25	-	-	732	1953	891	82.2%
9/1		U	N/A	N/A	-		-	-	-	-	1183	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1057	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	760	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1332	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	743	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	62	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	250	64.0%

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	**-**	**-**	**67**	**93**	**0**	**46.8**	**18.1**	**0.0**	**65.0**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**67**	**93**	**0**	**46.8**	**18.1**	**0.0**	**65.0**	**-**	**-**	**-**	**-**	
1/1	880	880	-	-	-	2.5	0.0	-	2.5	10.1	11.2	0.0	11.2	
1/2	950	950	-	-	-	2.7	0.0	-	2.7	10.3	12.4	0.0	12.4	
1/3	733	733	-	-	-	1.8	0.0	-	1.8	9.0	8.3	0.0	8.3	
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	392	392	-	-	-	1.0	0.0	-	1.0	9.1	2.4	0.0	2.4	
3/2+3/3	792	792	-	-	-	1.5	0.0	-	1.5	6.9	3.1	0.0	3.1	
4/2+4/1	1088	1088	-	-	-	4.6	3.3	-	7.9	26.2	10.8	3.3	14.1	
4/3	640	640	-	-	-	2.8	2.0	-	4.9	27.4	9.4	2.0	11.5	
5/1	724	724	-	-	-	2.6	0.0	-	2.6	13.1	9.7	0.0	9.7	
5/2	691	691	-	-	-	2.5	0.0	-	2.5	12.8	8.8	0.0	8.8	
6/2+6/1	1216	1216	-	-	-	5.5	2.2	-	7.6	22.6	8.6	2.2	10.8	
6/3	496	496	-	-	-	2.1	1.0	-	3.1	22.2	6.5	1.0	7.5	
7/1	674	674	-	-	-	1.5	0.0	-	1.5	8.0	6.6	0.0	6.6	
7/2+7/3	559	559	-	-	-	2.4	0.0	-	2.4	15.6	4.4	0.0	4.4	
8/1+8/2	1403	1403	-	-	-	5.0	4.2	-	9.2	23.7	9.3	4.2	13.5	
8/3	732	732	-	-	-	2.7	2.2	-	5.0	24.5	10.0	2.2	12.2	
9/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

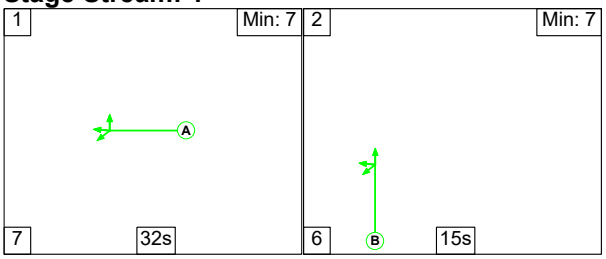
11/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	160	160	67	93	0	0.5	0.9	-	1.4	30.4	1.7	0.9	2.6	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.39	Cycle Time (s):	60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	15.28	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	15.78	Cycle Time (s):	57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	18.14	Cycle Time (s):	57
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	64.95		

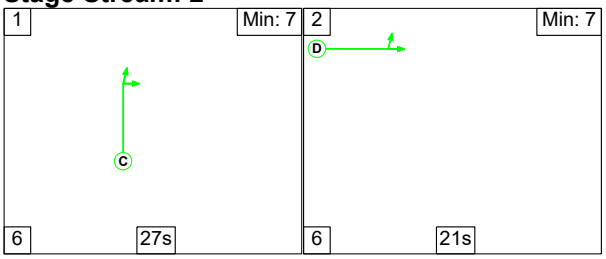
Scenario 6: '2030 Future Base PM Peak ' (FG6: '2030 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	59	38

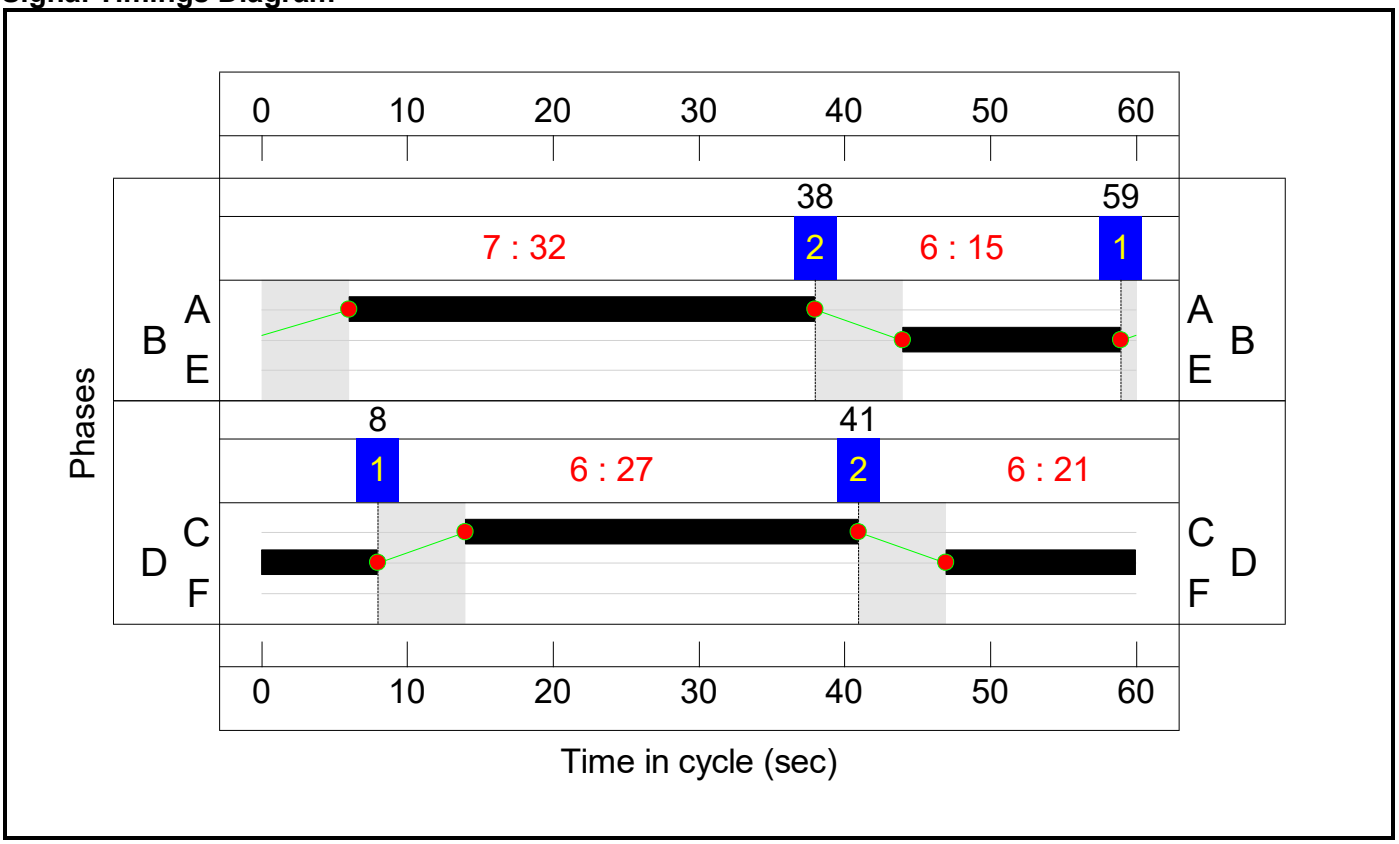
Stage Stream: 2

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	32	6	38
B	M1 N/B Off-slip Ahead Left Left2	Traffic	1	15	44	59
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			

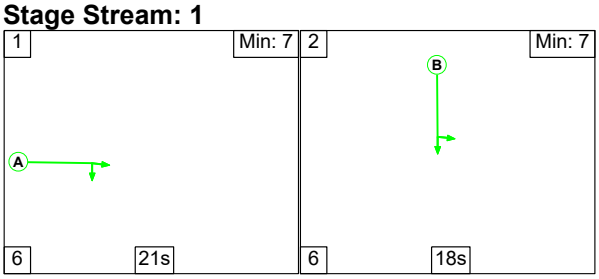
Signal Timings Diagram



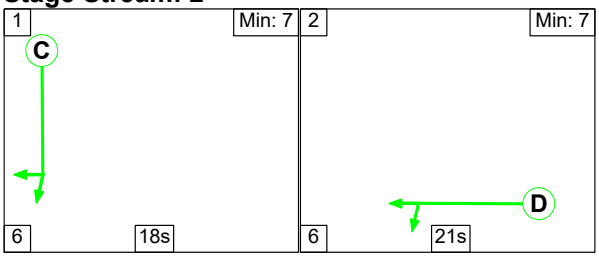
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	47	23

Detailed Input Data And Results

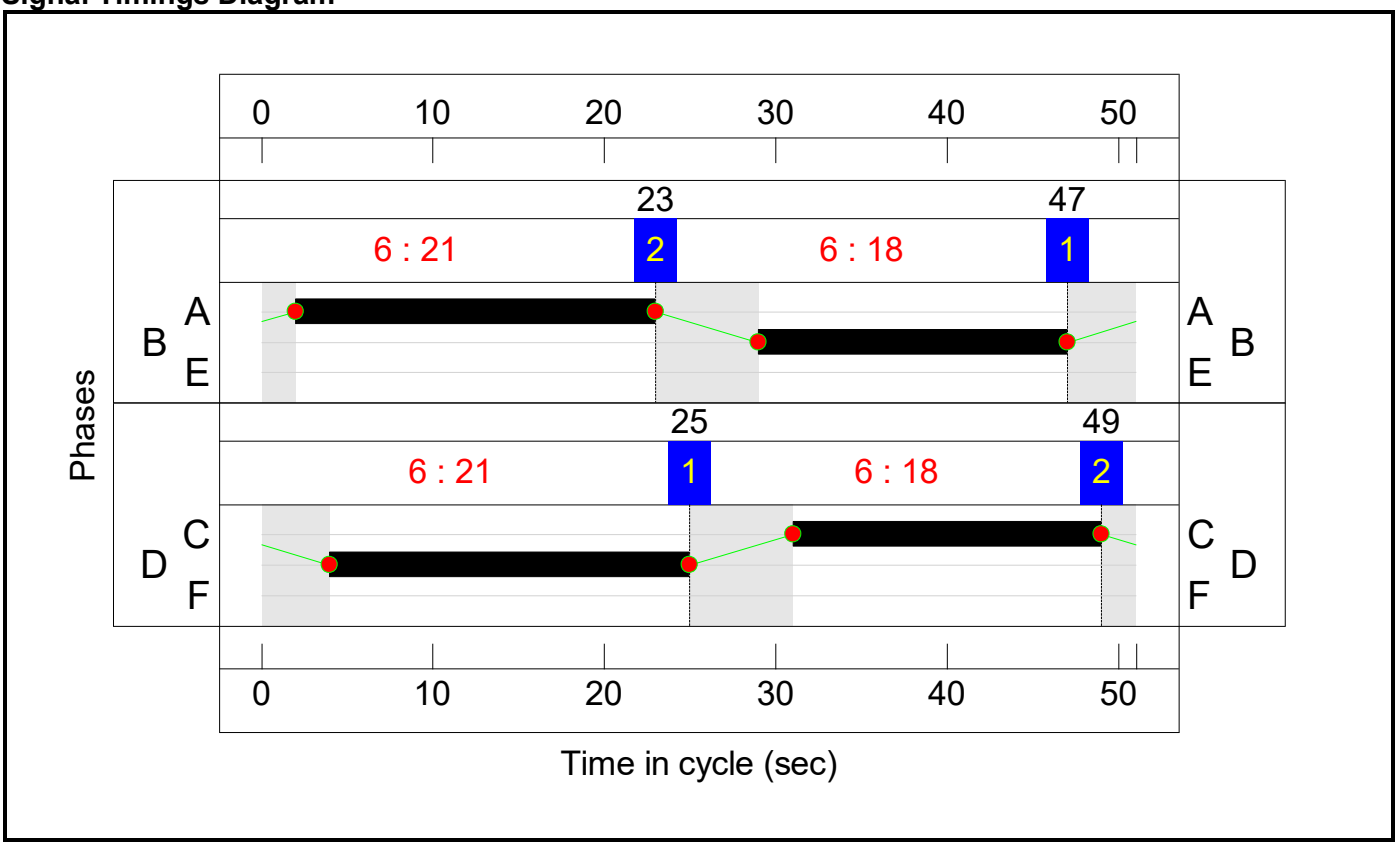
Stage Stream: 2

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	21	2	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	18	29	47
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			

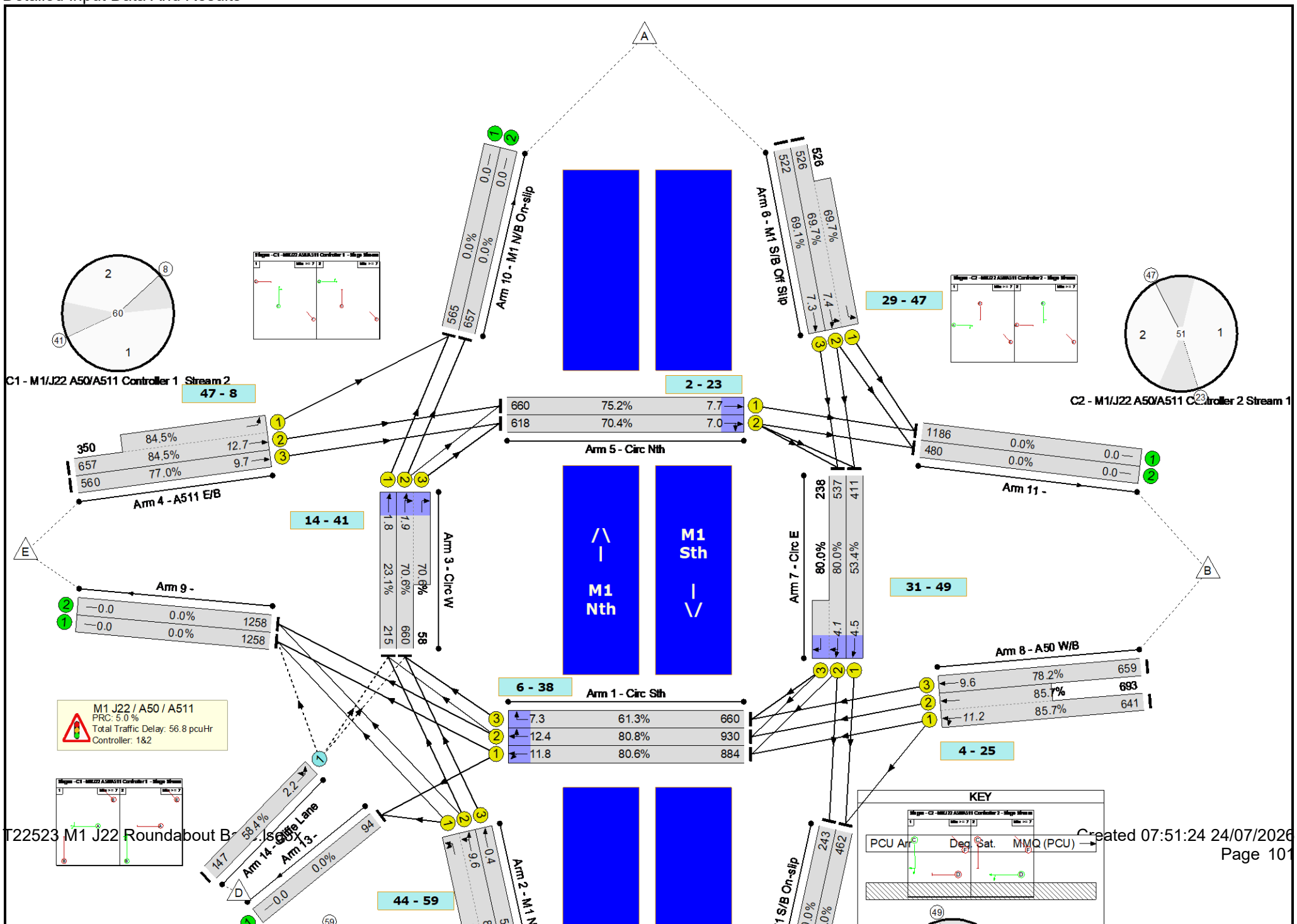
Signal Timings Diagram



Lane Green Times

Junction: M1 J22 / A50 / A511					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Circ Sth Ahead Ahead2	U	A	6	38
1/2	Circ Sth Right Ahead	U	A	6	38
1/3	Circ Sth Right	U	A	6	38
2/1	M1 N/B Off-slip Left Left2	U	B	44	59
2/2	M1 N/B Off-slip Ahead Left	U	B	44	59
2/3	M1 N/B Off-slip Ahead	U	B	44	59
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	2	23
5/2	Circ Nth Right Ahead	U	A	2	23
6/1	M1 S/B Off Slip Left	U	B	29	47
6/2	M1 S/B Off Slip Ahead Left	U	B	29	47
6/3	M1 S/B Off Slip Ahead	U	B	29	47
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

Network Layout Diagram


A
B
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
47 - 8
2 - 23
29 - 47
14 - 41
31 - 49
6 - 38
4 - 25
44 - 59
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cycle Lane
Arm 13 -
Arm 2 - M1 N/B On-slip
M1 S/B On-slip
M1 Nth
M1 Sth
M1 J22 / A50 / A511
PRC: 5.0 %
Total Traffic Delay: 56.8 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**85.7%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.7%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	884	1995	1097	80.6%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	930	2093	1151	80.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	660	1956	1076	61.3%
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	-	-	31	1978	527	5.9%
3/1	Circ W Ahead	U	1:2	N/A	C1:C		1	27	-	-	215	1995	931	23.1%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	718	2132:1995	935+82	70.6 : 70.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	1007	2120:1966	777+414	84.5 : 84.5%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	560	1983	727	77.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	21	-	-	660	2034	877	75.2%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	21	-	-	618	2034	877	70.4%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	18	-	-	1052	2027:2027	755+755	69.7 : 69.7%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	18	-	-	522	2027	755	69.1%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	411	2065	769	53.4%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	775	2181:2025	671+298	80.0 : 80.0%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	1334	1953:2090	748+809	85.7 : 85.7%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	659	1953	842	78.2%
9/1		U	N/A	N/A	-		-	-	-	-	1258	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1258	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	565	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	657	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	462	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	243	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	252	58.4%

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**	**79**	**0**	**42.1**	**14.6**	**0.0**	**56.8**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**68**	**79**	**0**	**42.1**	**14.6**	**0.0**	**56.8**	**-**	**-**	**-**	**-**	
1/1	884	884	-	-	-	2.7	0.0	-	2.7	10.9	11.8	0.0	11.8	
1/2	930	930	-	-	-	2.8	0.0	-	2.8	10.9	12.4	0.0	12.4	
1/3	660	660	-	-	-	1.7	0.0	-	1.7	9.2	7.3	0.0	7.3	
2/2+2/1	891	891	-	-	-	5.2	2.7	-	7.8	31.7	7.0	2.7	9.6	
2/3	31	31	-	-	-	0.1	0.0	-	0.2	20.1	0.4	0.0	0.4	
3/1	215	215	-	-	-	0.6	0.0	-	0.6	10.3	1.8	0.0	1.8	
3/2+3/3	718	718	-	-	-	1.1	0.0	-	1.1	5.7	1.9	0.0	1.9	
4/2+4/1	1007	1007	-	-	-	4.6	2.7	-	7.3	26.0	10.0	2.7	12.7	
4/3	560	560	-	-	-	2.6	1.6	-	4.3	27.3	8.1	1.6	9.7	
5/1	660	660	-	-	-	2.2	0.0	-	2.2	12.2	7.7	0.0	7.7	
5/2	618	618	-	-	-	2.0	0.0	-	2.0	11.8	7.0	0.0	7.0	
6/2+6/1	1052	1052	-	-	-	4.0	1.1	-	5.1	17.5	6.3	1.1	7.4	
6/3	522	522	-	-	-	2.0	1.1	-	3.1	21.2	6.2	1.1	7.3	
7/1	411	411	-	-	-	1.5	0.0	-	1.5	12.9	4.5	0.0	4.5	
7/2+7/3	775	775	-	-	-	1.8	0.0	-	1.8	8.2	4.1	0.0	4.1	
8/1+8/2	1334	1334	-	-	-	4.6	2.9	-	7.5	20.2	8.3	2.9	11.2	
8/3	659	659	-	-	-	2.3	1.8	-	4.0	22.1	7.9	1.8	9.6	
9/1	1258	1258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1258	1258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

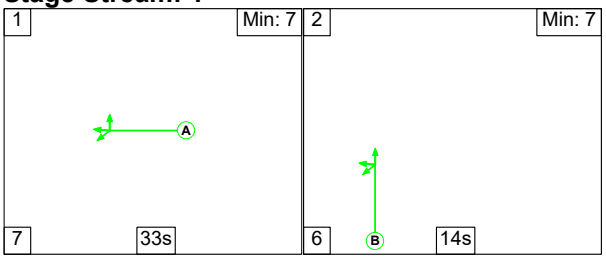
11/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	147	147	68	79	0	0.4	0.7	-	1.1	27.1	1.5	0.7	2.2	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	15.21	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):	13.26	Cycle Time (s):	60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	19.6	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 (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	51
	PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	56.77		

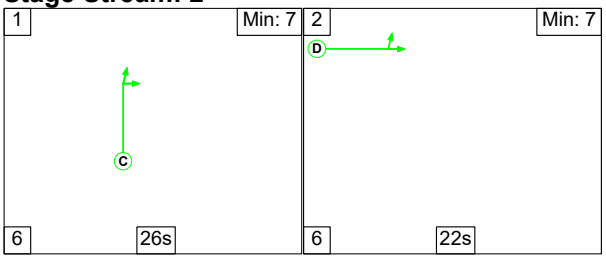
Scenario 7: '2036 Future Base AM Peak' (FG7: '2036 Future Base AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	9	49

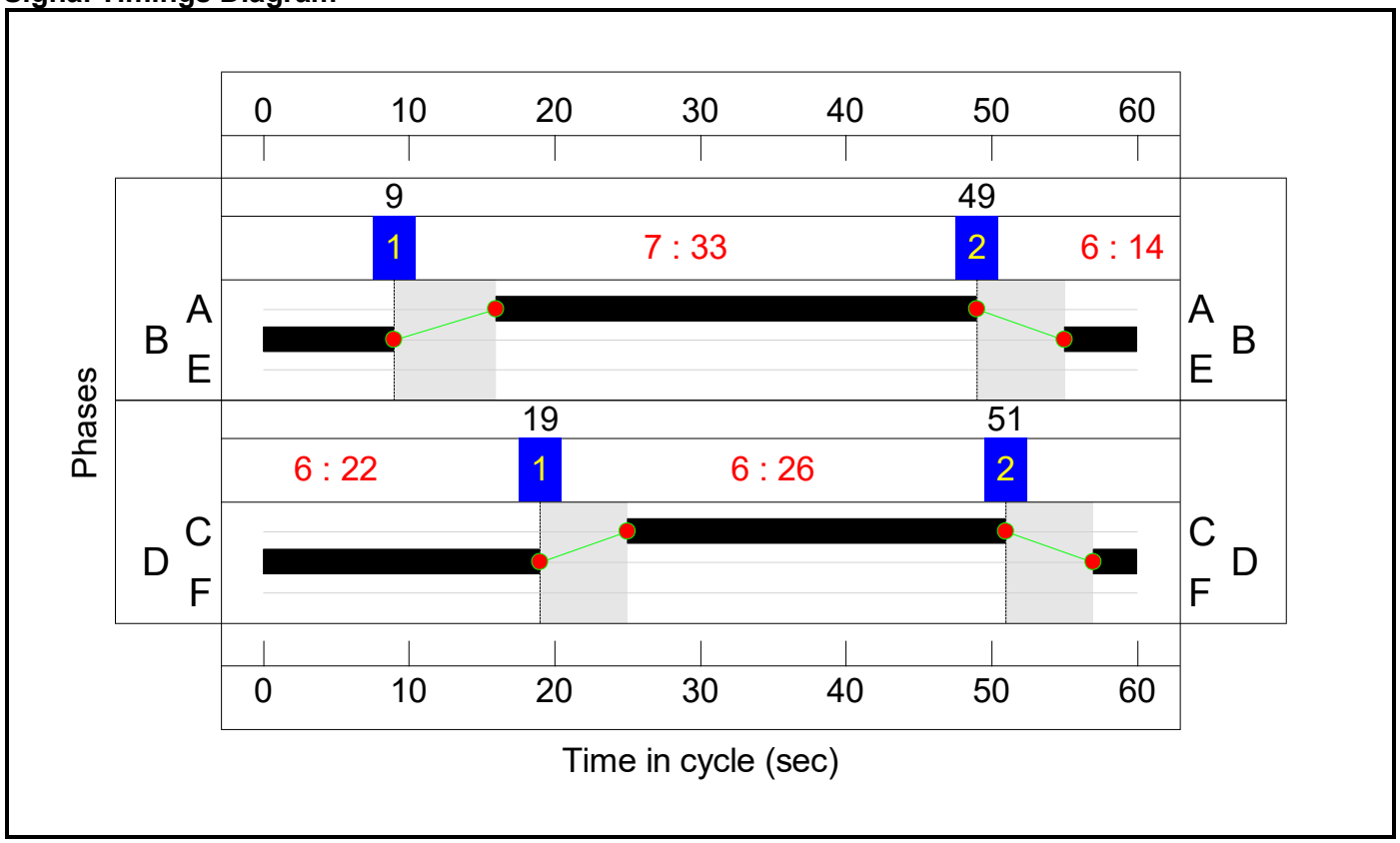
Stage Stream: 2

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			

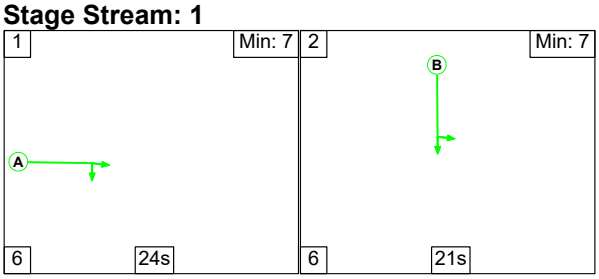
Signal Timings Diagram



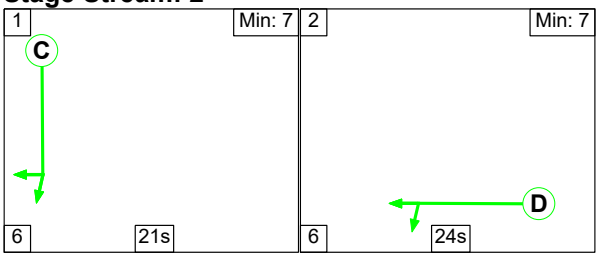
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	21
Change Point	4	34

Detailed Input Data And Results

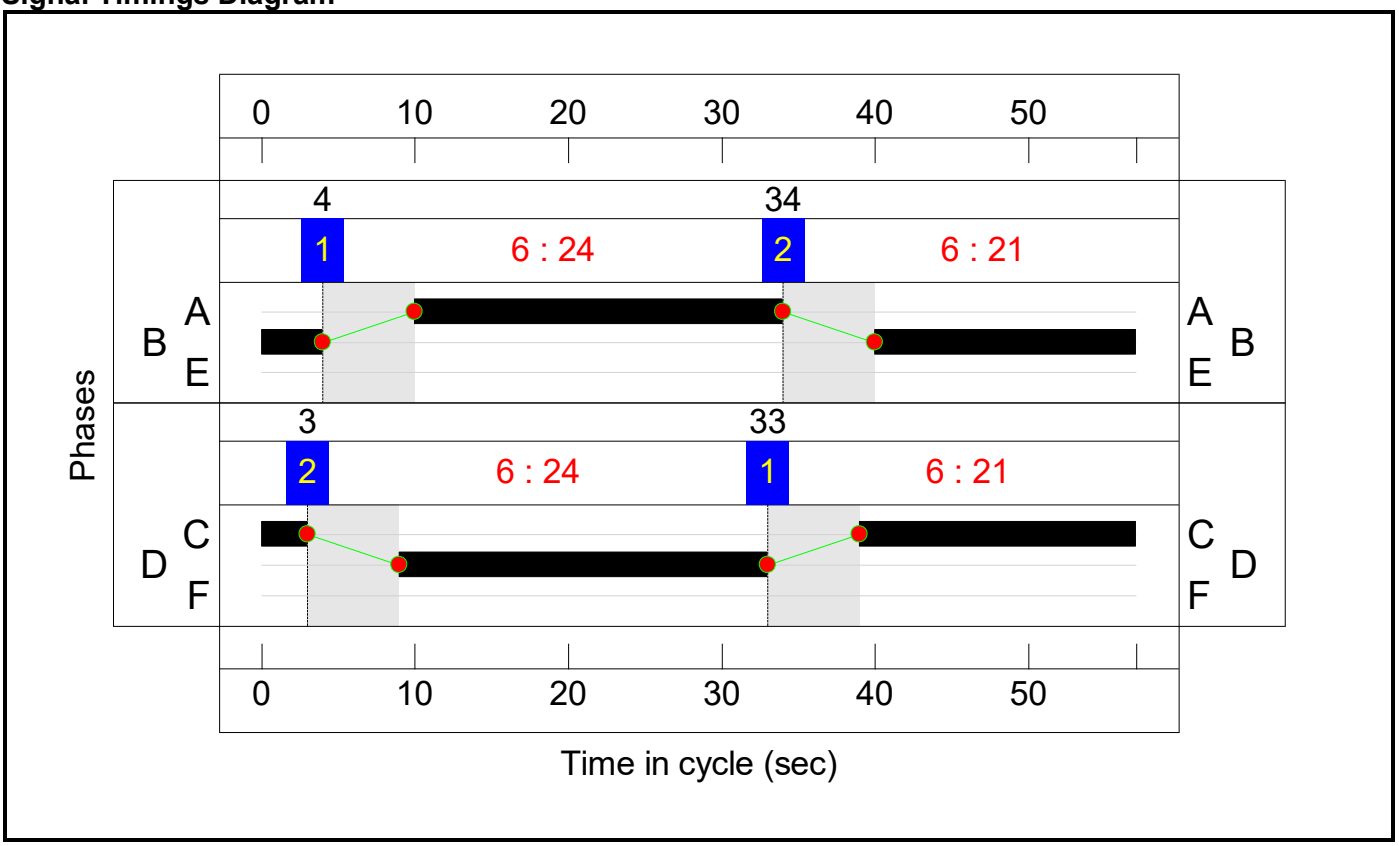
Stage Stream: 2

Stage	1	2
Duration	21	24
Change Point	33	3

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	10	34
B	M1 S/B Off Slip Ahead Left	Traffic	1	21	40	4
C	Circ E Right Ahead	Traffic	2	21	39	3
D	A50 W/B Ahead Left	Traffic	2	24	9	33
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

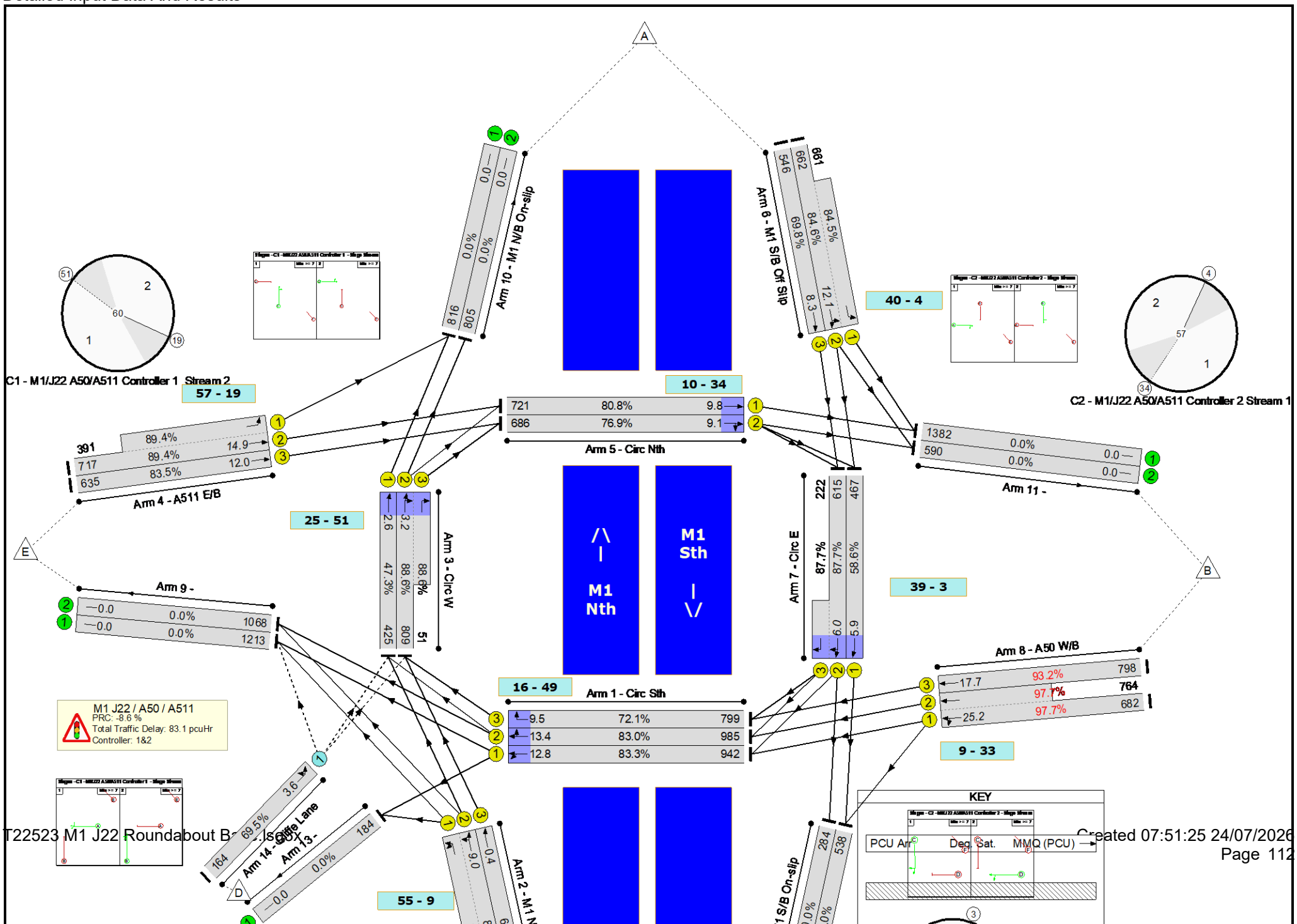
Signal Timings Diagram



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	10	34
5/2	Circ Nth Right Ahead	U	A	10	34
6/1	M1 S/B Off Slip Left	U	B	40	4
6/2	M1 S/B Off Slip Ahead Left	U	B	40	4
6/3	M1 S/B Off Slip Ahead	U	B	40	4
7/1	Circ E Ahead	U	C	39	3
7/2	Circ E Right Ahead	U	C	39	3
7/3	Circ E Right	U	C	39	3
8/1	A50 W/B Ahead Left	U	D	9	33
8/2	A50 W/B Ahead	U	D	9	33
8/3	A50 W/B Ahead	U	D	9	33

Network Layout Diagram


A
B
E
D
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
57 - 19
10 - 34
40 - 4
25 - 51
39 - 3
16 - 49
9 - 33
55 - 9
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B On-slip
M1 Nth
M1 Sth
M1 J22 / A50 / A511
PRC: -8.6 %
Total Traffic Delay: 83.1 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**97.7%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.7%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	942	1995	1131	83.3%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	985	2093	1186	83.0%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	799	1956	1108	72.1%
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	-	-	425	1995	898	47.3%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	860	2132:1995	913+58	88.6 : 88.6%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1108	2120:1966	802+437	89.4 : 89.4%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	635	1983	760	83.5%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	24	-	-	721	2034	892	80.8%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	-	686	2034	892	76.9%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	21	-	-	1323	2027:2027	782+782	84.6 : 84.5%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	21	-	-	546	2027	782	69.8%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	21	-	-	467	2065	797	58.6%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	837	2182:2025	702+253	87.7 : 87.7%

8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	1446	1953:2090	698+782	97.7 : 97.7%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	798	1953	857	93.2%
9/1		U	N/A	N/A	-		-	-	-	-	1213	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1068	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	816	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1382	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	284	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	236	69.5%

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	**-**	**-**	**52**	**112**	**0**	**51.0**	**32.1**	**0.0**	**83.1**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**52**	**112**	**0**	**51.0**	**32.1**	**0.0**	**83.1**	**-**	**-**	**-**	**-**	
1/1	942	942	-	-	-	2.8	0.0	-	2.8	10.7	12.8	0.0	12.8	
1/2	985	985	-	-	-	2.9	0.0	-	2.9	10.6	13.4	0.0	13.4	
1/3	799	799	-	-	-	2.1	0.0	-	2.1	9.5	9.5	0.0	9.5	
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	425	425	-	-	-	1.0	0.0	-	1.0	8.5	2.6	0.0	2.6	
3/2+3/3	860	860	-	-	-	1.5	0.0	-	1.5	6.3	3.2	0.0	3.2	
4/2+4/1	1108	1108	-	-	-	5.0	4.0	-	8.9	29.1	11.0	4.0	14.9	
4/3	635	635	-	-	-	3.0	2.4	-	5.4	30.6	9.5	2.4	12.0	
5/1	721	721	-	-	-	2.8	0.0	-	2.8	13.9	9.8	0.0	9.8	
5/2	686	686	-	-	-	2.6	0.0	-	2.6	13.6	9.1	0.0	9.1	
6/2+6/1	1323	1323	-	-	-	5.9	2.7	-	8.5	23.2	9.4	2.7	12.1	
6/3	546	546	-	-	-	2.2	1.1	-	3.4	22.3	7.1	1.1	8.3	
7/1	467	467	-	-	-	1.9	0.0	-	1.9	14.9	5.9	0.0	5.9	
7/2+7/3	837	837	-	-	-	2.7	0.0	-	2.7	11.5	6.0	0.0	6.0	
8/1+8/2	1446	1446	-	-	-	5.6	12.4	-	18.1	45.0	12.8	12.4	25.2	
8/3	798	798	-	-	-	3.4	5.7	-	9.1	40.9	12.0	5.7	17.7	
9/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1382	1382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

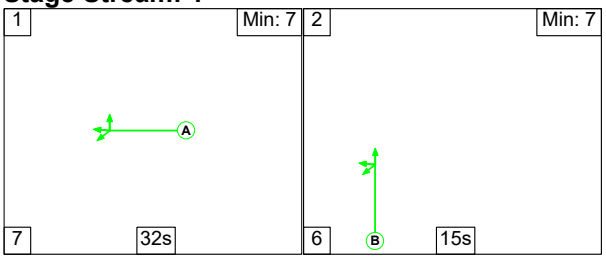
11/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	164	164	52	112	0	0.6	1.1	-	1.7	36.9	2.5	1.1	3.6	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	16.86	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	17.29	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	31.76	Cycle Time (s): 57
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	83.07	

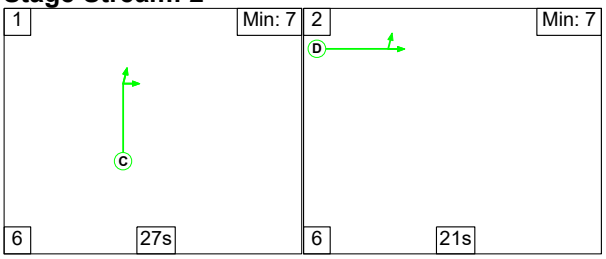
Scenario 8: '2036 Future Base PM Peak ' (FG8: '2036 Future Base PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

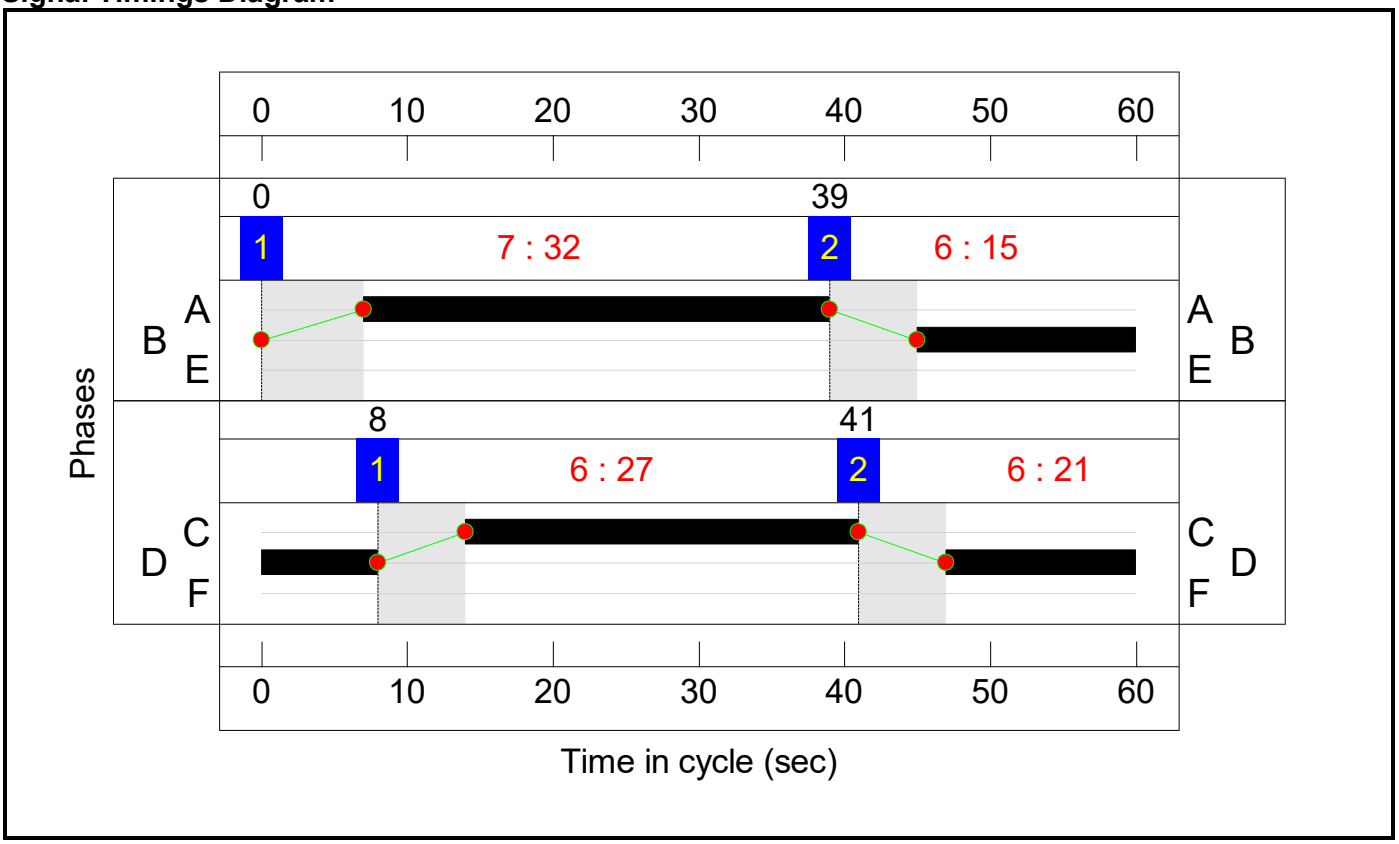
Stage Stream: 2

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			

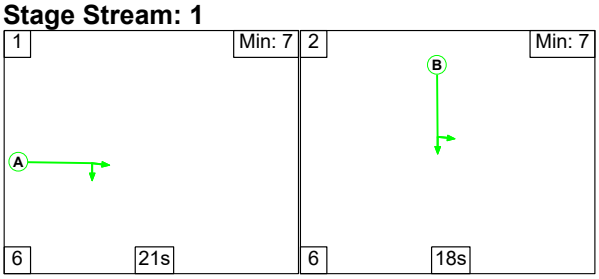
Signal Timings Diagram



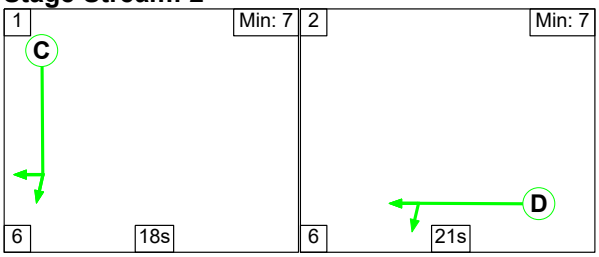
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	47	23

Detailed Input Data And Results

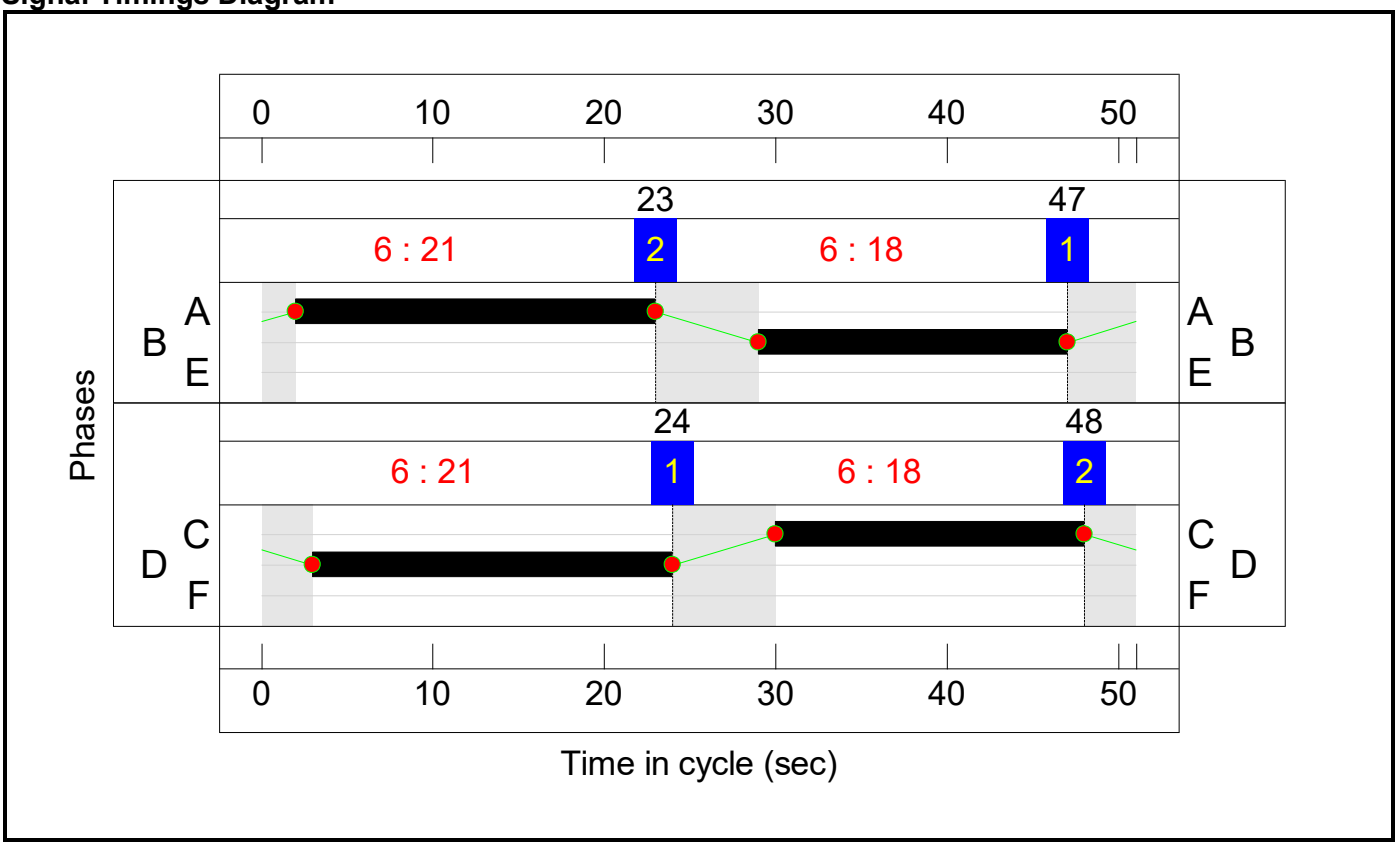
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	24	48

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Circ Nth Right Ahead	Traffic	1	21	2	23
B	M1 S/B Off Slip Ahead Left	Traffic	1	18	29	47
C	Circ E Right Ahead	Traffic	2	18	30	48
D	A50 W/B Ahead Left	Traffic	2	21	3	24
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

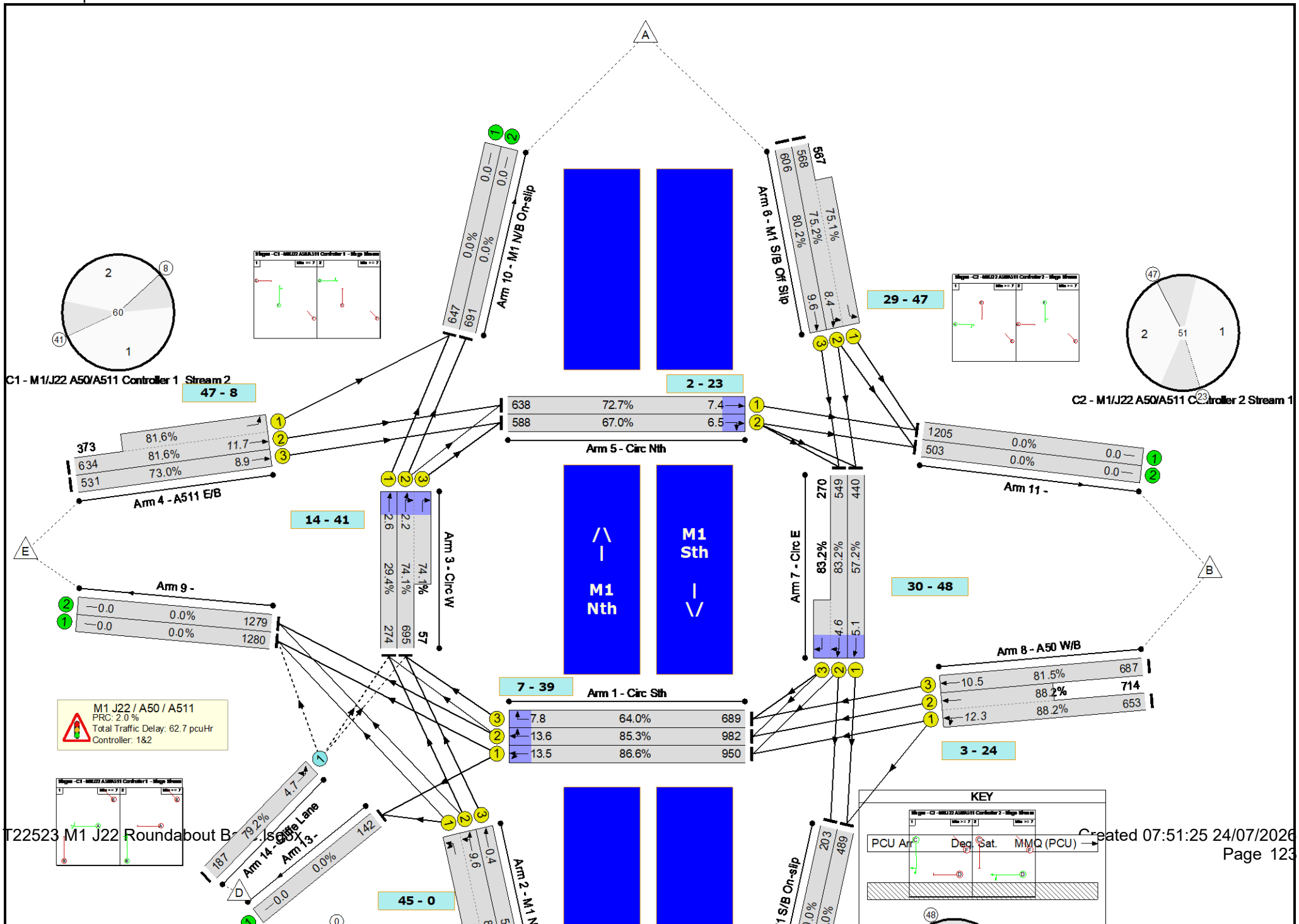
Signal Timings Diagram



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	2	23
5/2	Circ Nth Right Ahead	U	A	2	23
6/1	M1 S/B Off Slip Left	U	B	29	47
6/2	M1 S/B Off Slip Ahead Left	U	B	29	47
6/3	M1 S/B Off Slip Ahead	U	B	29	47
7/1	Circ E Ahead	U	C	30	48
7/2	Circ E Right Ahead	U	C	30	48
7/3	Circ E Right	U	C	30	48
8/1	A50 W/B Ahead Left	U	D	3	24
8/2	A50 W/B Ahead	U	D	3	24
8/3	A50 W/B Ahead	U	D	3	24

Network Layout Diagram


A
B
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
C2 - M1/J22 A50/A511 Controller 2 Stream 1
47 - 8
29 - 47
2 - 23
14 - 41
30 - 48
7 - 39
3 - 24
45 - 0
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
Arm 5 - Circ Nth
Arm 4 - A511 E/B
Arm 11 -
Arm 3 - Circ W
Arm 7 - Circ E
Arm 9 -
Arm 8 - A50 W/B
Arm 1 - Circ Sth
Arm 14 - Cliffe Lane
Arm 13 -
Arm 2 - M1 N/B On-slip
M1 Sth
M1 Nth
M1 J22 / A50 / A511
PRC: 2.0 %
Total Traffic Delay: 62.7 pcuHr
Controller: 1&2
KEY
PCU Arr
Deg. 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**	-	-		-	-	-	-	-	-	-	**88.2%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.2%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	950	1995	1097	86.6%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	982	2093	1151	85.3%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	689	1956	1076	64.0%
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	-	-	274	1995	931	29.4%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	752	2132:1995	937+77	74.1 : 74.1%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	1007	2120:1966	777+457	81.6 : 81.6%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	531	1983	727	73.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	21	-	-	638	2034	877	72.7%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	21	-	-	588	2034	877	67.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	18	-	-	1135	2027:2027	755+755	75.2 : 75.1%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	18	-	-	606	2027	755	80.2%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	440	2065	769	57.2%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	819	2178:2025	660+325	83.2 : 83.2%

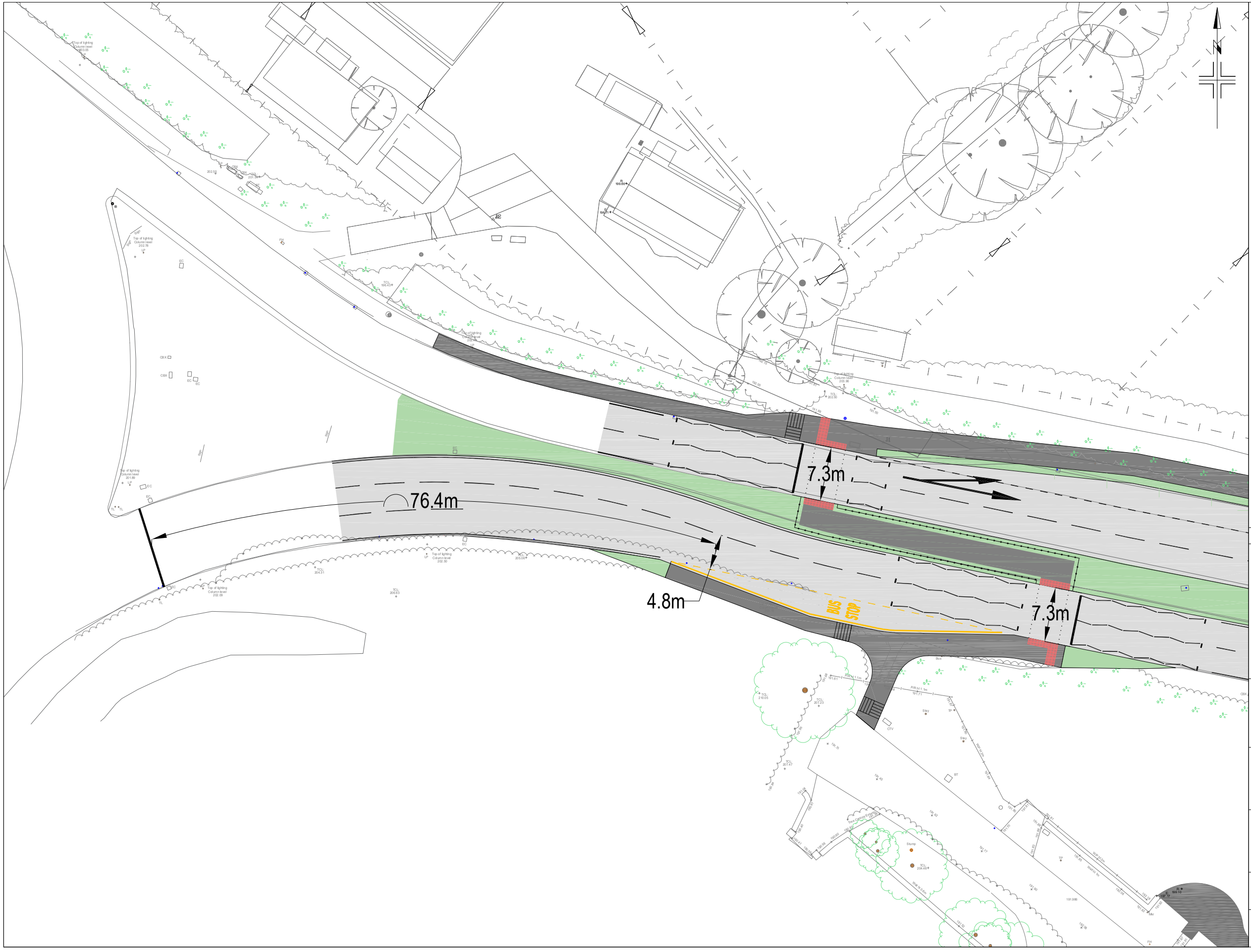
8/1+8/2	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	1367	1953:2090	740+809	88.2 : 88.2%
8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	687	1953	842	81.5%
9/1		U	N/A	N/A	-		-	-	-	-	1280	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1279	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	-	1205	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	503	Inf	Inf	0.0%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	489	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	203	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%

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**	**45.4**	**17.2**	**0.0**	**62.7**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**53**	**134**	**0**	**45.4**	**17.2**	**0.0**	**62.7**	**-**	**-**	**-**	**-**	
1/1	950	950	-	-	-	3.1	0.0	-	3.1	11.6	13.5	0.0	13.5	
1/2	982	982	-	-	-	3.1	0.0	-	3.1	11.4	13.6	0.0	13.6	
1/3	689	689	-	-	-	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	274	274	-	-	-	0.8	0.0	-	0.8	11.1	2.6	0.0	2.6	
3/2+3/3	752	752	-	-	-	1.3	0.0	-	1.3	6.0	2.2	0.0	2.2	
4/2+4/1	1007	1007	-	-	-	4.6	2.2	-	6.7	24.1	9.5	2.2	11.7	
4/3	531	531	-	-	-	2.4	1.3	-	3.8	25.5	7.5	1.3	8.9	
5/1	638	638	-	-	-	2.1	0.0	-	2.1	12.0	7.4	0.0	7.4	
5/2	588	588	-	-	-	1.9	0.0	-	1.9	11.6	6.5	0.0	6.5	
6/2+6/1	1135	1135	-	-	-	4.4	1.5	-	5.9	18.7	6.9	1.5	8.4	
6/3	606	606	-	-	-	2.4	2.0	-	4.4	26.1	7.6	2.0	9.6	
7/1	440	440	-	-	-	1.7	0.0	-	1.7	13.9	5.1	0.0	5.1	
7/2+7/3	819	819	-	-	-	2.7	0.0	-	2.7	11.8	4.6	0.0	4.6	
8/1+8/2	1367	1367	-	-	-	4.7	3.6	-	8.3	21.9	8.7	3.6	12.3	
8/3	687	687	-	-	-	2.4	2.1	-	4.6	24.0	8.4	2.1	10.5	
9/1	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1279	1279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

11/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	203	203	-	-	-	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	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	12.60	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	14.31	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	17.30	Cycle Time (s): 51
	PRC Over All Lanes (%):	2.0	Total Delay Over All Lanes(pcuHr):	62.67	

APPENDIX F M1 JUNCTION 22 – PROPOSED LAYOUT LINSIG MODEL OUTPUT



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
M1 J22 A50 WESTBOUND APPROACH DIMENSIONS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:500	A3	24.07.26

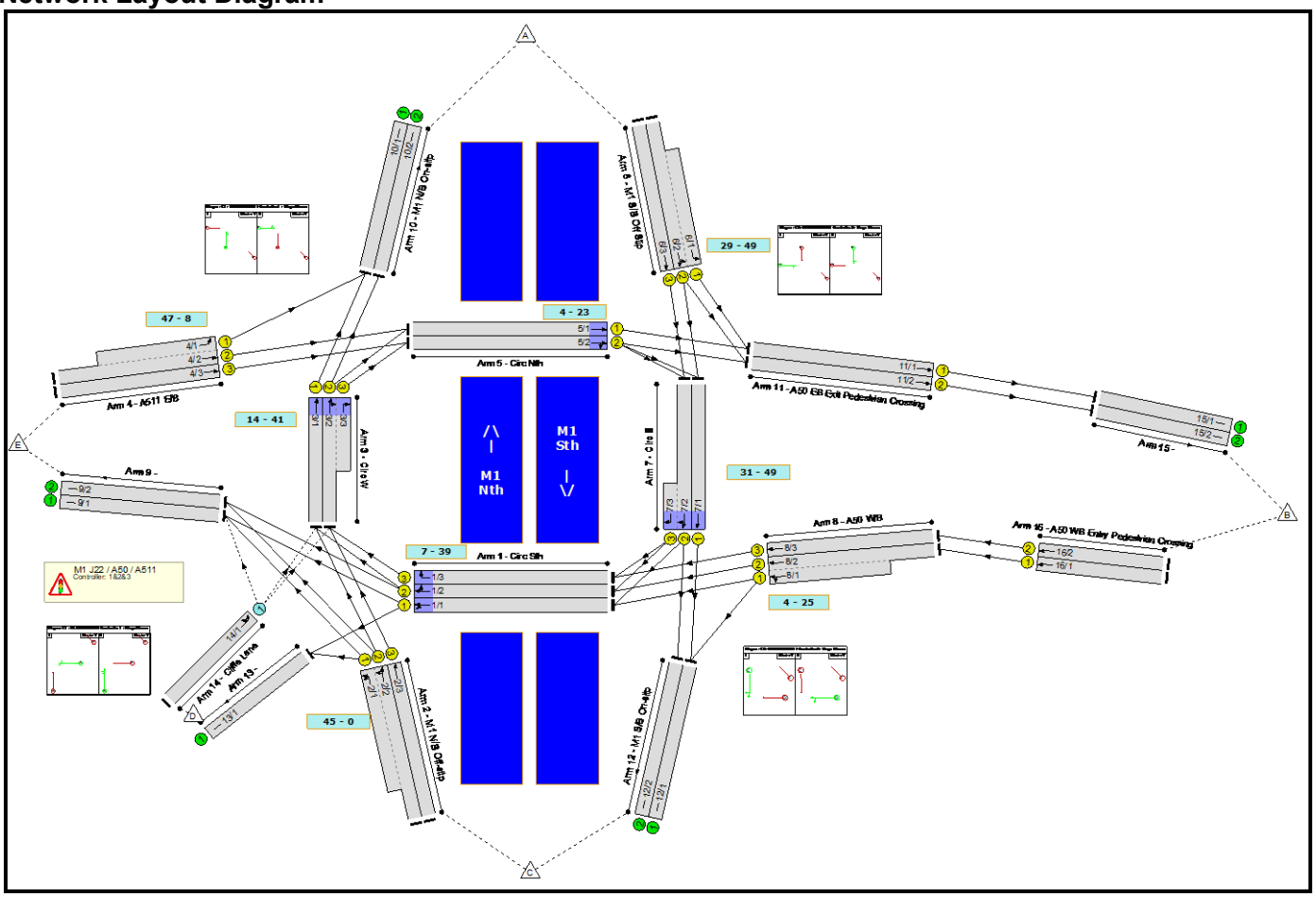
PROJECT NO.	DRAWING NO.	REV
T22523	APP F	-

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	M1 J22 / A50
Additional detail:	
File name:	T22523 M1 J22 Roundabout Proposed.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



Scenarios

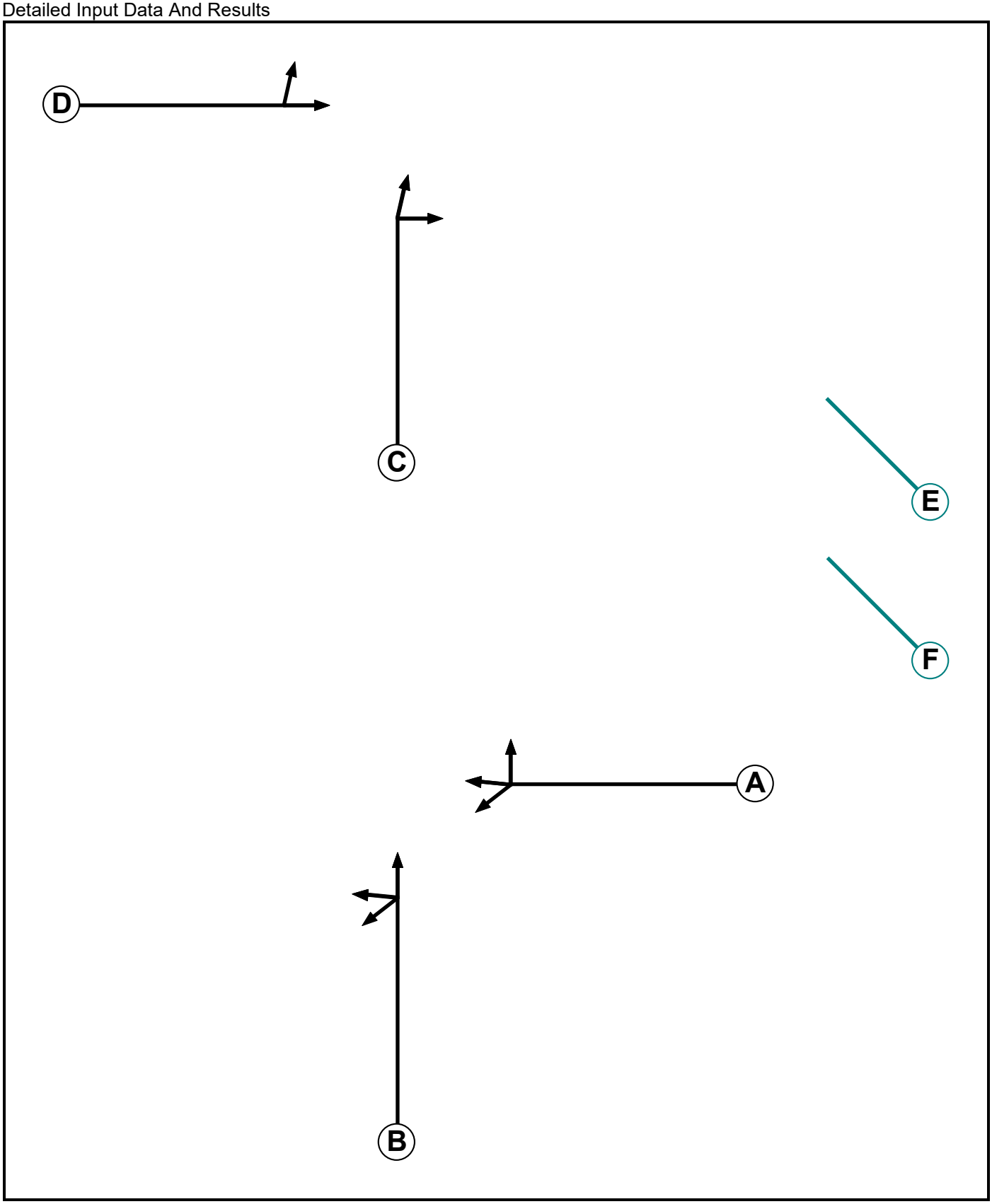
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2028 Future Base + Proposed Development AM Peak	2028 Future Base + Proposed Development AM Peak	Network Control Plan 1	08:00 - 09:00	60/57/228	-4.8	84.44
2	2028 Future Base + Proposed Development PM Peak	2028 Future Base + Proposed Development PM Peak	Network Control Plan 1	17:00 - 18:00	60/51/228	4.6	61.23
3	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	-8.5	98.14
4	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	64.39
5	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	-10.5	125.96
6	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	2.5	69.81

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

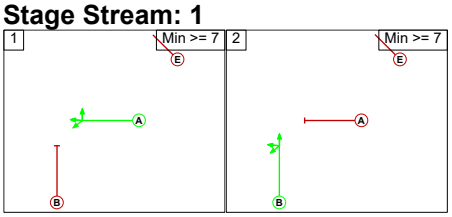
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	7		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

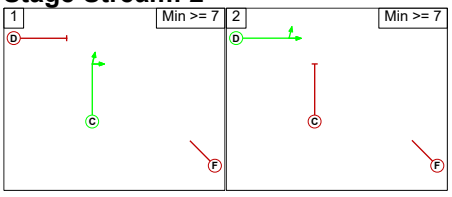
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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

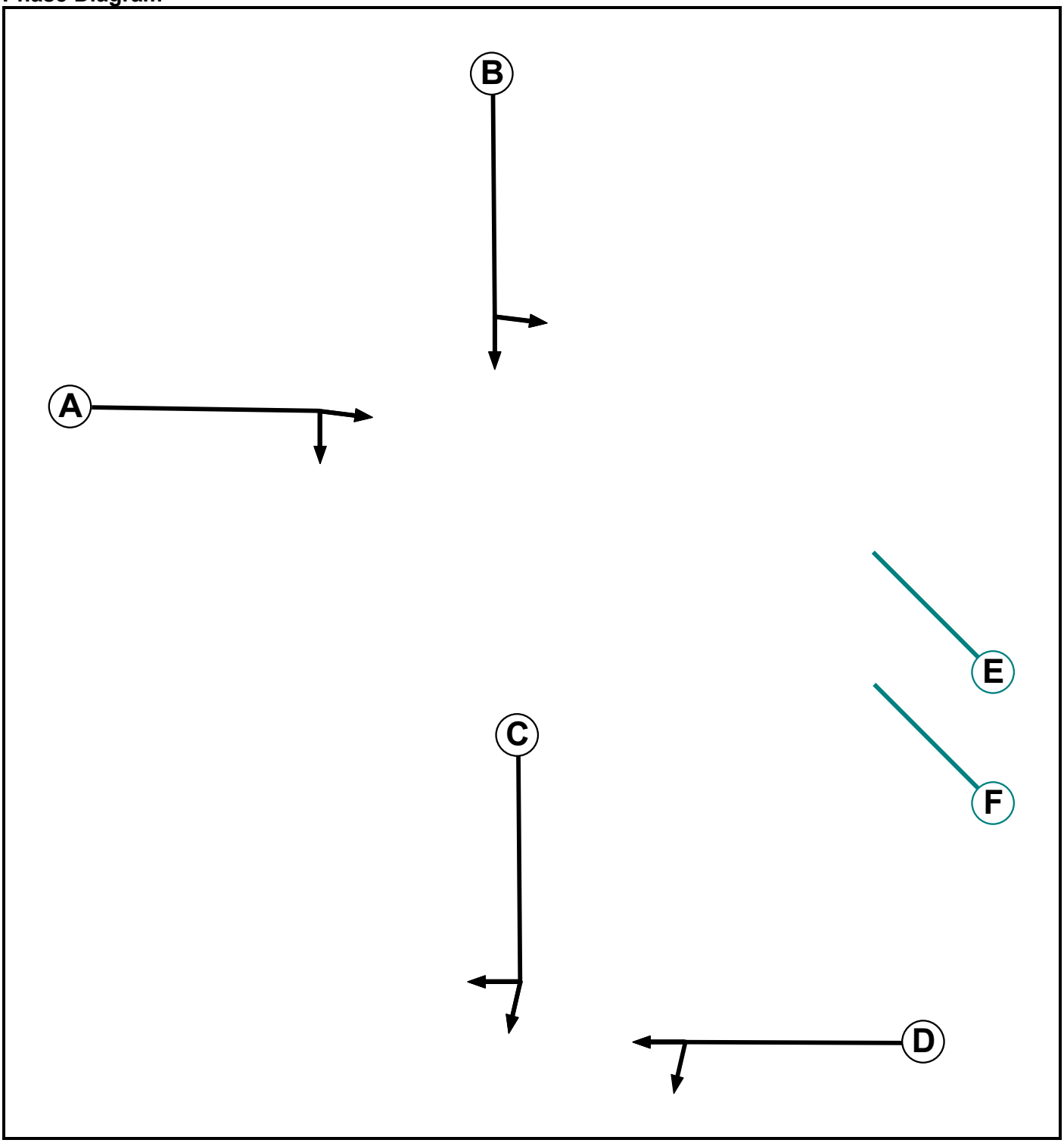
	To Stage		
From Stage		1	2
	1		6
	2	7	

Stage Stream: 2

	To Stage		
From 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

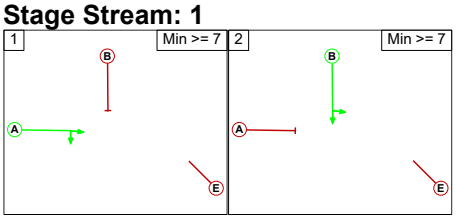
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	3	-
	B	6		-	-	3	-
	C	-	-		6	-	3
	D	-	-	6		-	3
	E	2	2	-	-		-
	F	-	-	2	2	-	

Phases in Stage

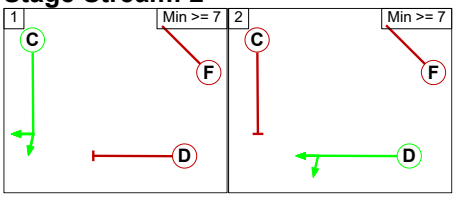
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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

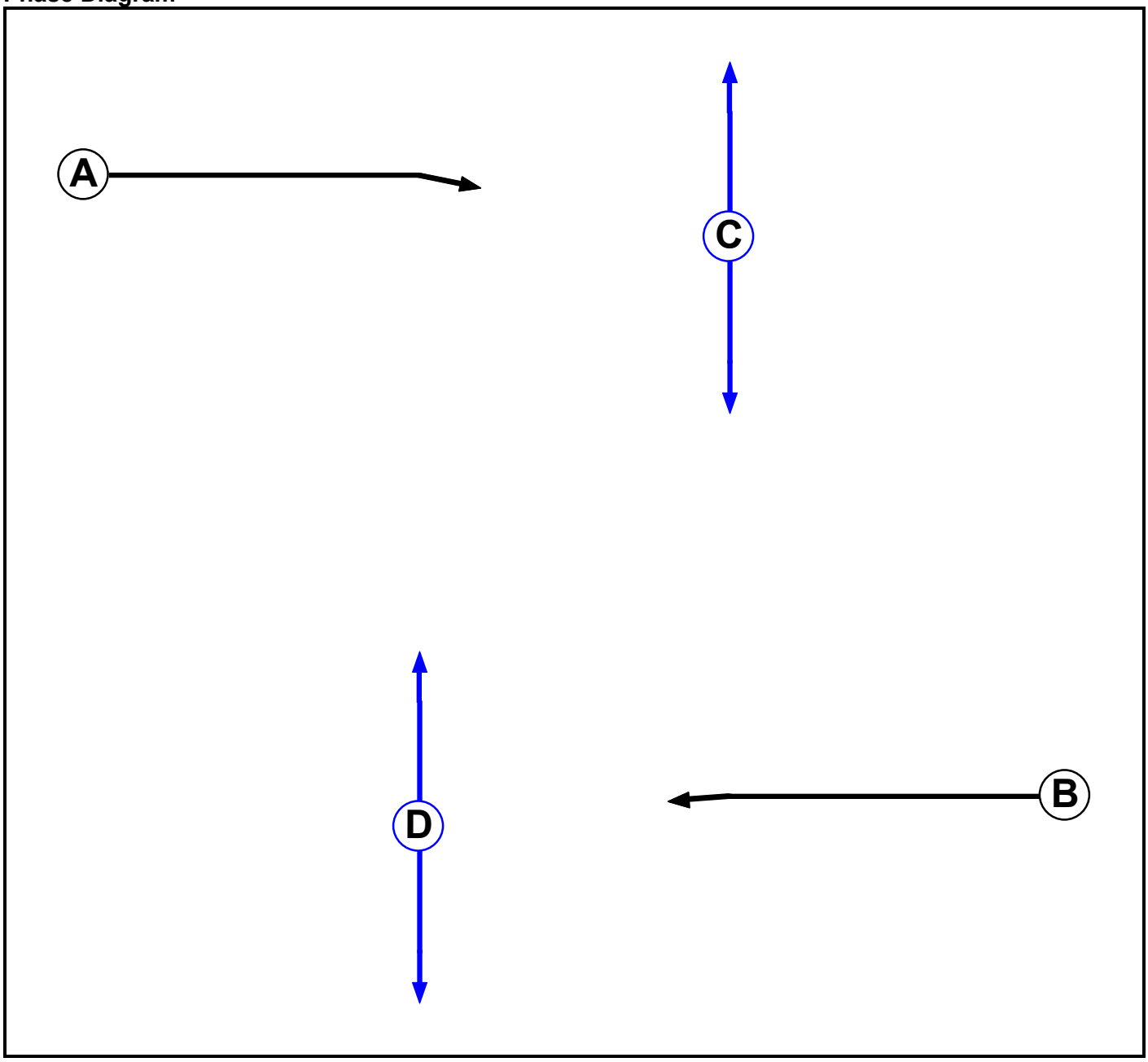
	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From 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

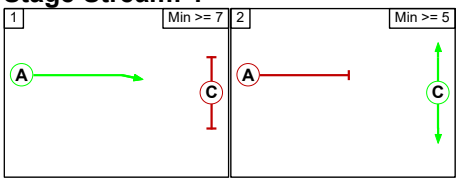
Terminating Phase	Starting Phase			
	A	B	C	D
A		-	5	-
B	-		-	5
C	8	-		-
D	-	8	-	

Phases in Stage

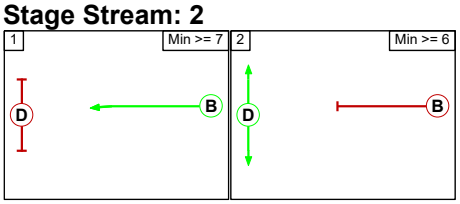
Stream	Stage No.	Phases in Stage
1	1	A
1	2	C
2	1	B
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage	
	1	2
1		5
2	8	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	8	

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	13.2	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	21.7	Geom	-	3.80	0.00	N	Arm 1 Ahead	70.00
8/3 (A50 W/B)	U	D	2	3	21.7	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	-	3.65	0.00	Y	Arm 15 Ahead	Inf
11/2 (A50 EB Exit Pedestrian Crossing)	U	A	2	3	29.6	Geom	-	3.65	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	-	3.65	0.00	Y	Arm 8 Ahead	Inf
16/2 (A50 WB Entry Pedestrian Crossing)	U	B	2	3	60.0	Geom	-	3.65	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	8/2	Internal	9	35
16/2	8/3	Internal	9	35

Scenario 1: '2028 Future Base + Proposed Development AM Peak' (FG1: '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	35.2 %	2093	2093
				Arm 9 Ahead	75.00	64.8 %		
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	93.6 %	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	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	76.3 %	2034	2034
				Arm 11 Ahead	75.00	23.7 %		
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	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	4.50	0.00	N	Arm 1 Right	75.00	39.8 %	2188	2188

(Circ E)				Arm 12 Ahead	Inf	60.2 %		
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 Arm 12 Left	70.00 70.00	88.4 % 11.6 %	1953	1953
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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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 Arm 9 Left	Inf Inf	74.5 % 25.5 %	2005	2005
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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 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	12.1 %	2093	2093
				Arm 9 Ahead	75.00	87.9 %		
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	0.6 %	2132	2132
				Arm 10 Ahead	75.00	99.4 %		
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	84.4 %	2034	2034
				Arm 11 Ahead	75.00	15.6 %		
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	14.3 %	2027	2027
				Arm 11 Left	80.00	85.7 %		
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 (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	92.4 %	1953	1953
				Arm 12 Left	70.00	7.6 %		
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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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 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	87.0 %	1995	1995
				Arm 13 Ahead	Inf	13.0 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	36.9 %	2093	2093
				Arm 9 Ahead	75.00	63.1 %		
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	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	1.7 %	2132	2132
				Arm 10 Ahead	75.00	98.3 %		
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	77.5 %	2034	2034
				Arm 11 Ahead	75.00	22.5 %		
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	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	39.6 %	2188	2188
				Arm 12 Ahead	Inf	60.4 %		
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	88.4 %	1953	1953
				Arm 12 Left	70.00	11.6 %		
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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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 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	13.7 %	2093	2093
				Arm 9 Ahead	75.00	86.3 %		
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	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	0.4 %	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	86.7 %	2034	2034
				Arm 11 Ahead	75.00	13.3 %		
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	16.8 %	2027	2027
				Arm 11 Left	80.00	83.2 %		
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	86.3 %	2168	2168
				Arm 12 Ahead	Inf	13.7 %		
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	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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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 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	41.7 %	2093	2093
				Arm 9 Ahead	75.00	58.3 %		
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	0.9 %	2132	2132
				Arm 10 Ahead	75.00	99.1 %		
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	78.9 %	2034	2034
				Arm 11 Ahead	75.00	21.1 %		
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	38.5 %	2188	2188
				Arm 12 Ahead	Inf	61.5 %		
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	88.5 %	1953	1953
				Arm 12 Left	70.00	11.5 %		
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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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 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	89.1 %	1995	1995
				Arm 13 Ahead	Inf	10.9 %		
1/2 (Circ Sth)	3.80	0.00	N	Arm 3 Right	75.00	16.9 %	2093	2093
				Arm 9 Ahead	75.00	83.1 %		
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	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	0.6 %	2132	2132
				Arm 10 Ahead	75.00	99.4 %		
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	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	10.6 %	2027	2027
				Arm 11 Left	80.00	89.4 %		
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

7/2 (Circ E)	4.50	0.00	N	Arm 1 Right	75.00	57.1 %	2180	2180
				Arm 12 Ahead	Inf	42.9 %		
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	92.1 %	1953	1953
				Arm 12 Left	70.00	7.9 %		
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)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
11/2 (A50 EB Exit Pedestrian Crossing)	3.65	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1980	1980
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)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
16/2 (A50 WB Entry Pedestrian Crossing)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980

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	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

FG2: '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

FG3: '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

FG4: '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

FG5: '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

FG6: '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: '2028 Future Base + Proposed Development AM Peak' (FG1: '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 2: '2028 Future Base + Proposed Development PM Peak' (FG2: '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 3: '2030 Future Base + Proposed Development AM Peak' (FG3: '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 4: '2030 Future Base + Proposed Development PM Peak' (FG4: '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 5: '2036 Future Base + Proposed Development AM Peak' (FG5: '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 6: '2036 Future Base + Proposed Development PM Peak' (FG6: '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

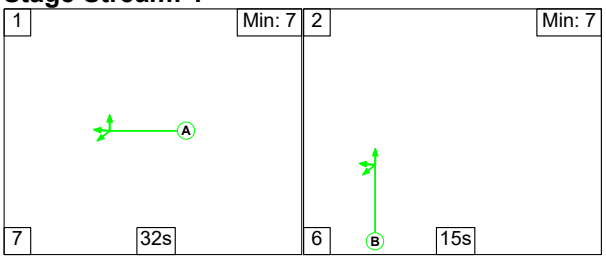
Lane	Scenario 1: 2028 Future Base + Proposed Development AM Peak	Scenario 2: 2028 Future Base + Proposed Development PM Peak	Scenario 3: 2030 Future Base + Proposed Development AM Peak	Scenario 4: 2030 Future Base + Proposed Development PM Peak	Scenario 5: 2036 Future Base + Proposed Development AM Peak	Scenario 6: 2036 Future Base + Proposed Development PM Peak
Junction: M1 J22 / A50 / A511						
1/1	890	865	909	897	957	963
1/2	930	933	948	958	1034	996
1/3	746	675	765	696	772	717
2/1 (short)	423	453	423	455	424	457
2/2 (with short)	843(In) 420(Out)	904(In) 451(Out)	843(In) 420(Out)	908(In) 453(Out)	846(In) 422(Out)	912(In) 455(Out)
2/3	41	33	44	34	43	33
3/1	414	200	437	227	508	285
3/2 (with short)	814(In) 751(Out)	732(In) 673(Out)	839(In) 779(Out)	761(In) 696(Out)	852(In) 789(Out)	786(In) 721(Out)
3/3 (short)	63	59	60	65	63	65
4/1 (short)	300	320	307	317	335	348
4/2 (with short)	1083(In) 783(Out)	989(In) 669(Out)	1093(In) 786(Out)	980(In) 663(Out)	1123(In) 788(Out)	1006(In) 658(Out)
4/3	731	595	730	587	733	578
5/1	789	673	799	666	795	662
5/2	794	654	790	652	796	643
6/1 (short)	501	435	503	457	540	476
6/2 (with short)	1188(In) 687(Out)	1057(In) 622(Out)	1214(In) 711(Out)	1106(In) 649(Out)	1291(In) 751(Out)	1139(In) 663(Out)
6/3	526	480	540	485	615	612
7/1	339	596	339	630	357	440
7/2 (with short)	793(In) 646(Out)	525(In) 291(Out)	813(In) 667(Out)	529(In) 299(Out)	886(In) 683(Out)	809(In) 571(Out)
7/3 (short)	147	234	146	230	203	238
8/1 (short)	716	680	730	695	784	692
8/2 (with short)	1500(In) 784(Out)	1380(In) 700(Out)	1533(In) 803(Out)	1424(In) 729(Out)	1616(In) 832(Out)	1452(In) 760(Out)
8/3	745	674	764	695	771	715
9/1	1210	1260	1224	1283	1233	1309
9/2	1023	1271	1018	1280	1025	1283
10/1	714	520	744	544	843	633
10/2	745	669	766	693	782	717
11/1	1290	1108	1302	1123	1335	1138
11/2	875	635	889	627	919	669
12/1	422	648	424	686	447	495

12/2	389	54	403	41	420	245
13/1	142	77	146	90	183	135
14/1	153	130	155	148	149	177
15/1	1290	1108	1302	1123	1335	1138
15/2	875	635	889	627	919	669
16/1	1500	1380	1533	1424	1616	1452
16/2	745	674	764	695	771	715

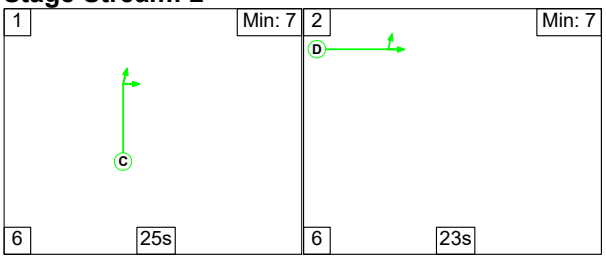
Scenario 1: '2028 Future Base + Proposed Development AM Peak' (FG1: '2028 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

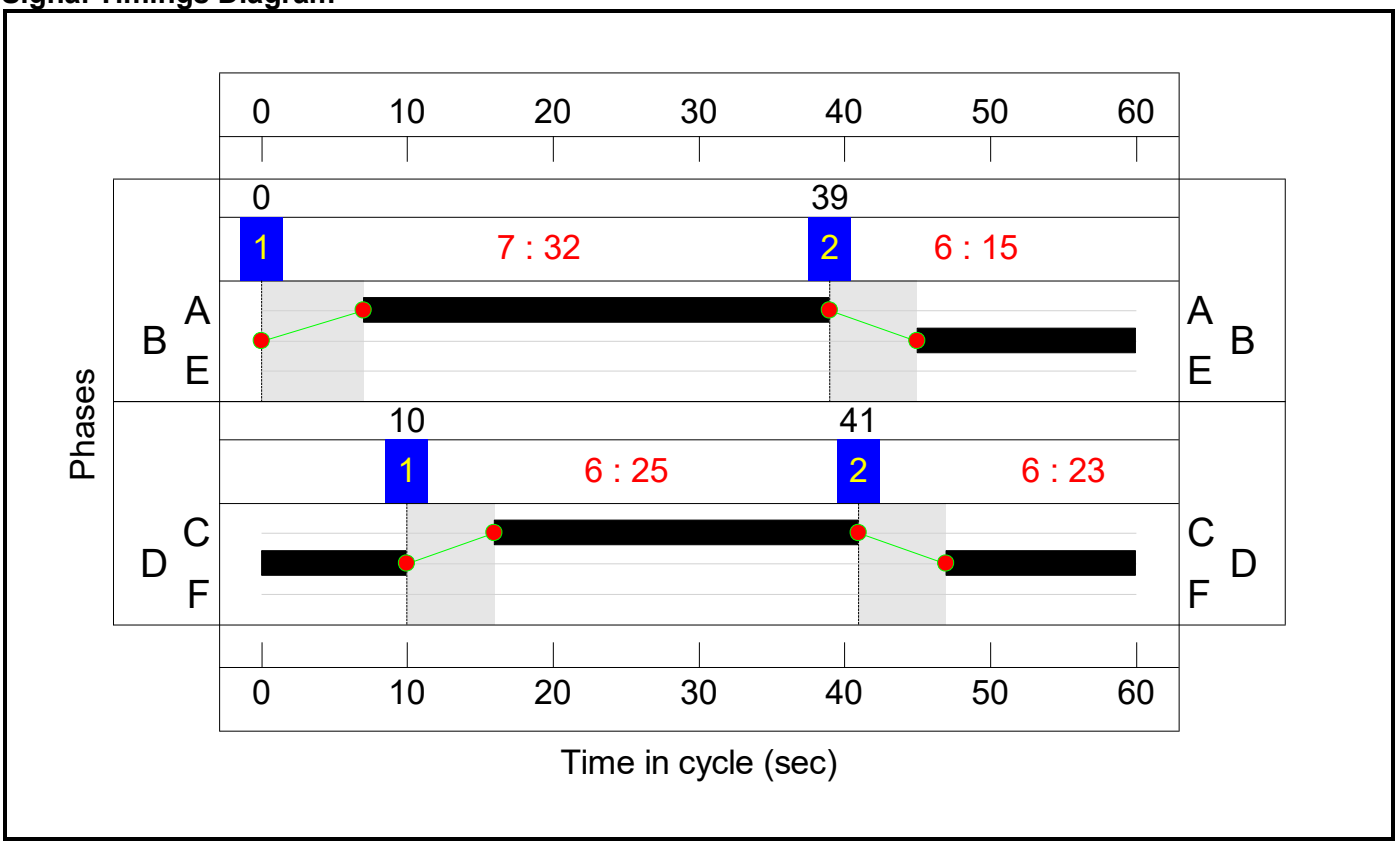
Stage Stream: 2

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			

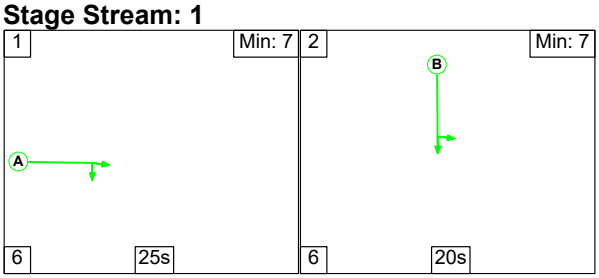
Signal Timings Diagram



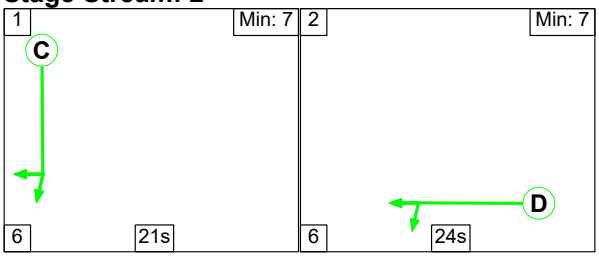
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	31	5

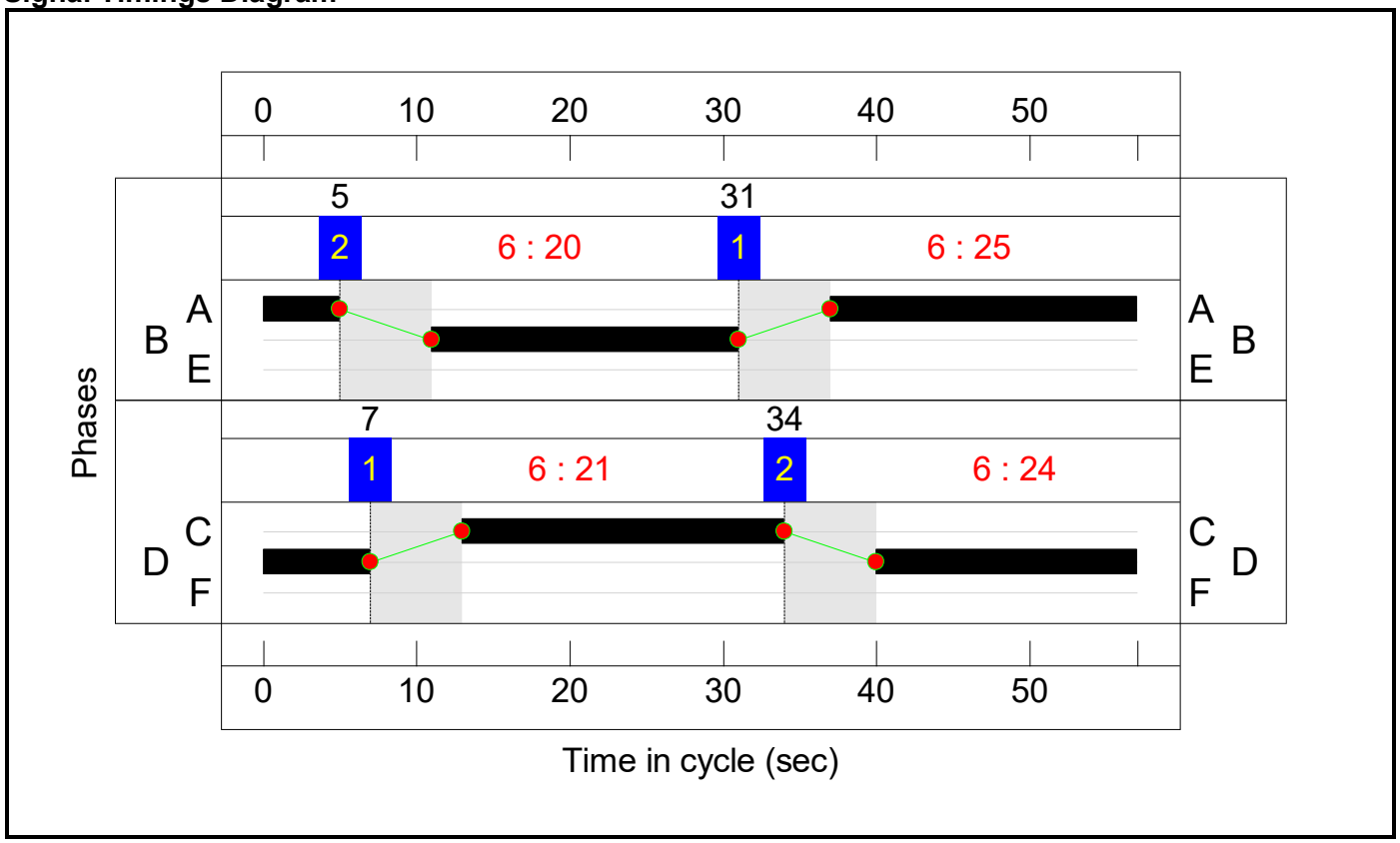
Stage Stream: 2

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			

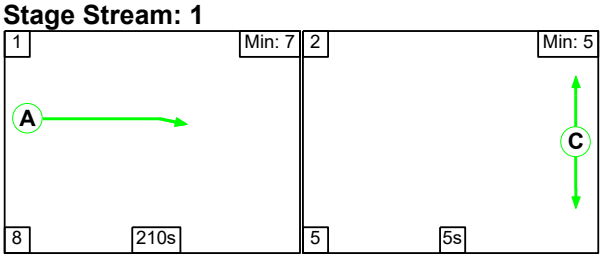
Signal Timings Diagram



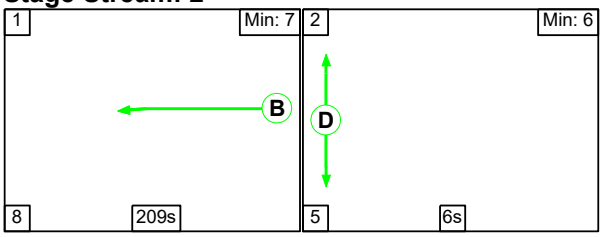
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

Detailed Input Data And Results

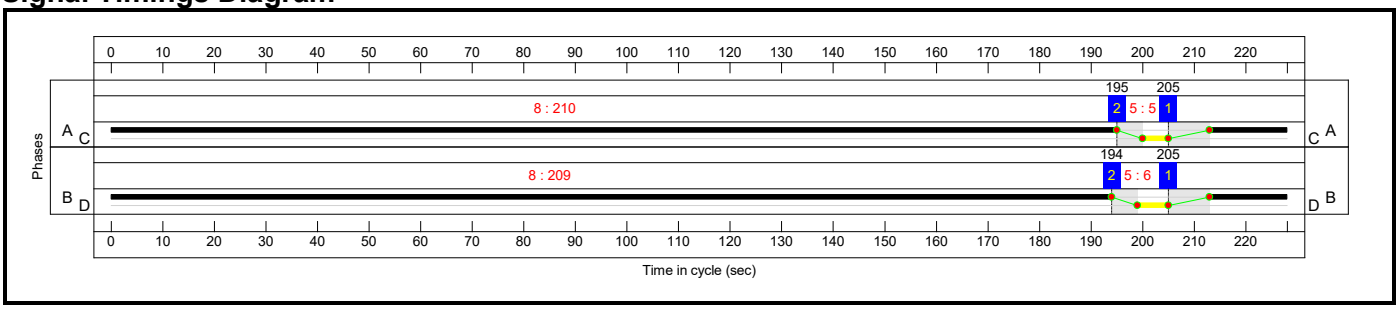
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	205	194

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	209	213	194
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2	6	199	205

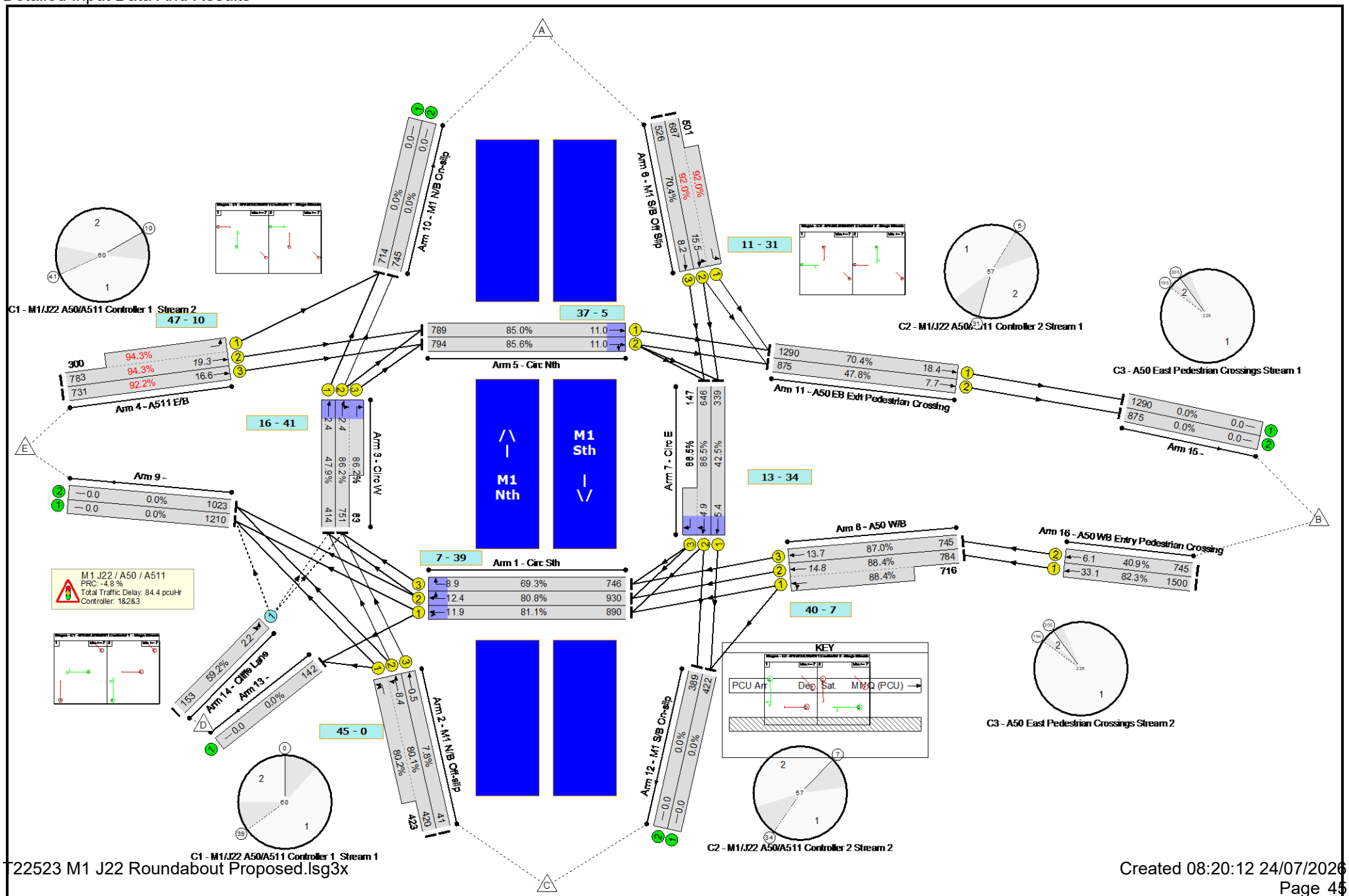
Signal Timings Diagram



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	213	194
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	213	194

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 10
Arm 4 - A511 E/B
Arm 10 - M1 N/B On-slip
Arm 6 - M1 S/B Off Slip
11 - 31
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
37 - 5
Arm 5 - Circ Nth
Arm 11 - A50 EB Exit Pedestrian Crossing
Arm 15 -
16 - 41
Arm 3 - Circ W
M1 Nth
M1 Sth
Arm 7 - Circ E
13 - 34
Arm 9 -
Arm 8 - A50 W/B
Arm 16 - A50 WB Entry Pedestrian Crossing
7 - 39
Arm 1 - Circ Sth
M1 J22 / A50 / A511
PRC: -4.8 %
Total Traffic Delay: 84.4 pcuHr
Controller: 1&2&3
40 - 7
KEY
PCU Arr
Dep
Sat.
MaxQ (PCU)
Arm 14 - Cliffe Lane
Arm 13 -
45 - 0
Arm 2 - M1 N/B Off-slip
Arm 12 - M1 S/B On-slip
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**	-	-		-	-	-	-	-	-	-	**94.3%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.3%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	890	1995	1097	81.1%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	930	2093	1151	80.8%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	746	1956	1076	69.3%
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	-	-	414	1995	865	47.9%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	25	-	-	814	2132:1995	871+73	86.2 : 86.2%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	23	-	-	1083	2120:1966	830+318	94.3 : 94.3%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	23	-	-	731	1983	793	92.2%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	789	2034	928	85.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	794	2034	928	85.6%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1188	2027:2027	747+545	92.0 : 92.0%
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	-	-	339	2065	797	42.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	793	2188:2025	747+170	86.5 : 86.5%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	1500	2090:1953	887+810	88.4 : 88.4%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	745	1953	857	87.0%
9/1		U	N/A	N/A	-		-	-	-	-	1210	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1023	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	714	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	745	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1290	1980	1832	70.4%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	875	1980	1832	47.8%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	389	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	259	59.2%
15/1		U	N/A	N/A	-		-	-	-	-	1290	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1500	1980	1824	82.3%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	745	1980	1824	40.9%

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**	**84**	**0**	**52.3**	**32.2**	**0.0**	**84.4**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**69**	**84**	**0**	**52.3**	**32.2**	**0.0**	**84.4**	**-**	**-**	**-**	**-**	
1/1	890	890	-	-	-	2.7	0.0	-	2.7	11.0	11.9	0.0	11.9	
1/2	930	930	-	-	-	2.8	0.0	-	2.8	10.9	12.4	0.0	12.4	
1/3	746	746	-	-	-	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	41	41	-	-	-	0.2	0.0	-	0.2	20.2	0.5	0.0	0.5	
3/1	414	414	-	-	-	1.0	0.0	-	1.0	8.5	2.4	0.0	2.4	
3/2+3/3	814	814	-	-	-	1.5	0.0	-	1.5	6.6	2.4	0.0	2.4	
4/2+4/1	1083	1083	-	-	-	4.8	6.9	-	11.7	38.8	12.4	6.9	19.3	
4/3	731	731	-	-	-	3.5	5.1	-	8.5	42.0	11.6	5.1	16.6	
5/1	789	789	-	-	-	3.0	0.0	-	3.0	13.8	11.0	0.0	11.0	
5/2	794	794	-	-	-	3.1	0.0	-	3.1	13.8	11.0	0.0	11.0	
6/2+6/1	1188	1188	-	-	-	5.4	5.2	-	10.6	32.1	10.3	5.2	15.5	
6/3	526	526	-	-	-	2.2	1.2	-	3.4	23.4	7.0	1.2	8.2	
7/1	339	339	-	-	-	1.6	0.0	-	1.6	17.4	5.4	0.0	5.4	
7/2+7/3	793	793	-	-	-	1.9	0.0	-	1.9	8.4	4.9	0.0	4.9	
8/2+8/1	1500	1500	-	-	-	6.0	3.7	-	9.6	23.1	11.1	3.7	14.8	
8/3	745	745	-	-	-	3.0	3.2	-	6.2	29.8	10.6	3.2	13.7	
9/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1290	1290	-	-	-	0.7	1.2	-	1.8	5.1	17.2	1.2	18.4	

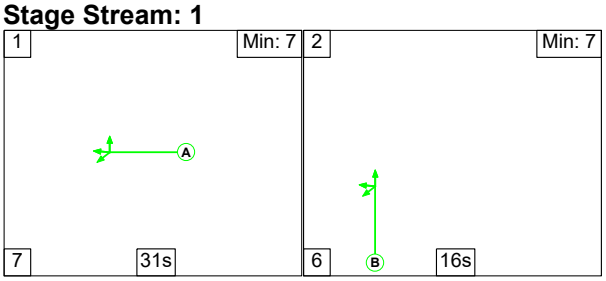
11/2	875	875	-	-	-	0.3	0.5	-	0.7	3.0	7.3	0.5	7.7	
12/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	153	153	69	84	0	0.4	0.7	-	1.2	27.2	1.5	0.7	2.2	
15/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1500	1500	-	-	-	1.2	2.3	-	3.5	8.4	30.8	2.3	33.1	
16/2	745	745	-	-	-	0.2	0.3	-	0.6	2.8	5.8	0.3	6.1	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	14.59	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	22.66	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):	20.09	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	19.27	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	2.57	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s): 228
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	84.44	

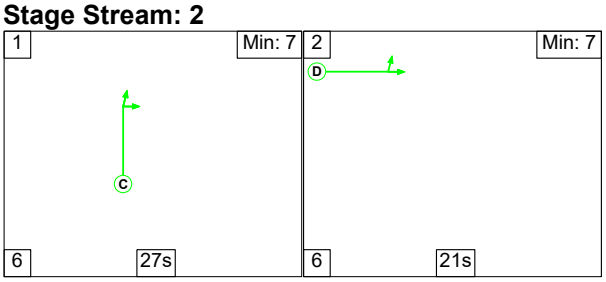
Scenario 2: '2028 Future Base + Proposed Development PM Peak' (FG2: '2028 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	0	38

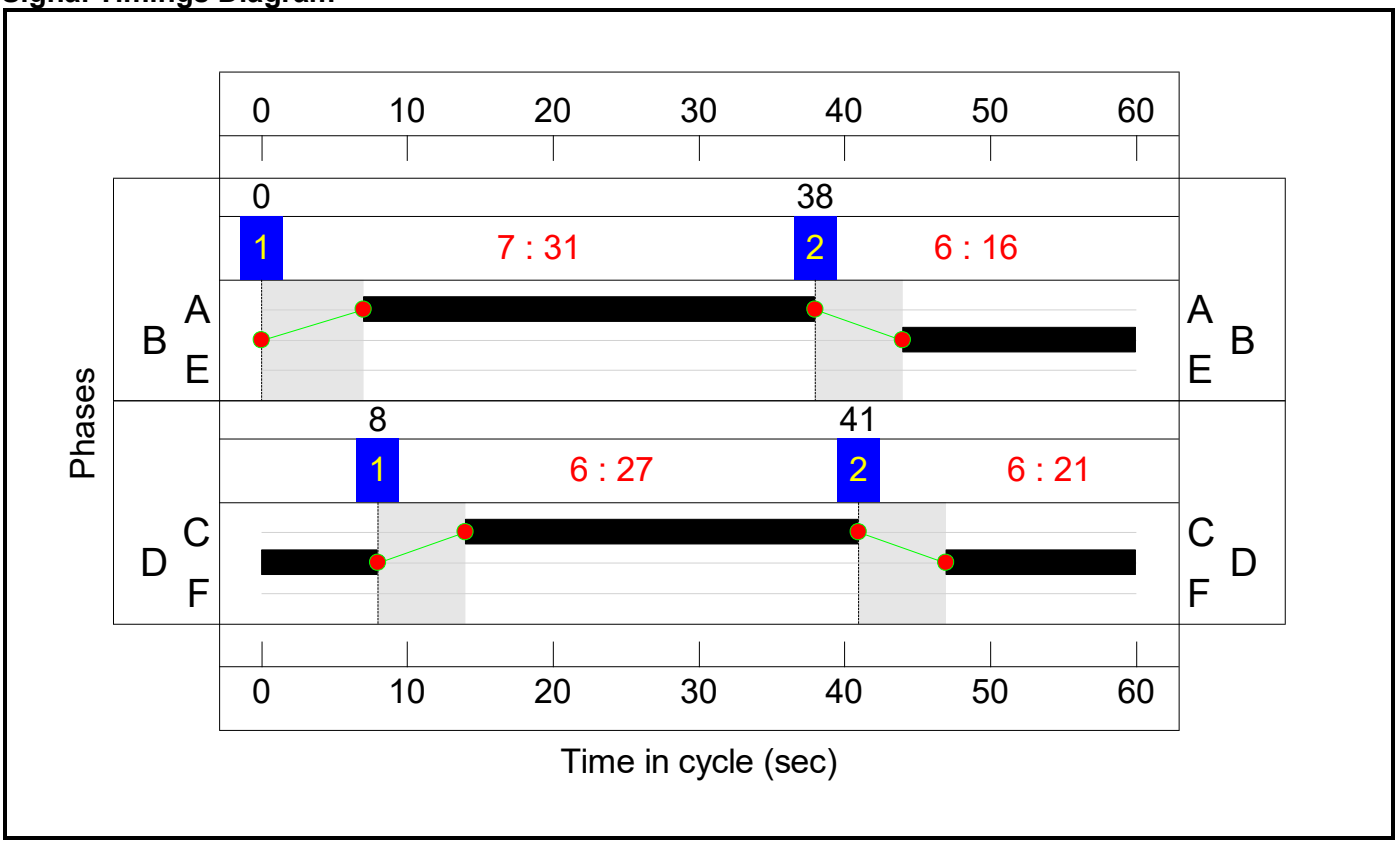
Stage Stream: 2

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			

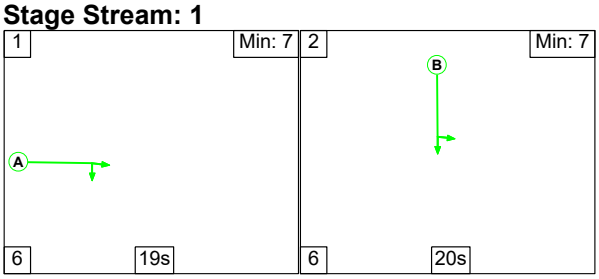
Signal Timings Diagram



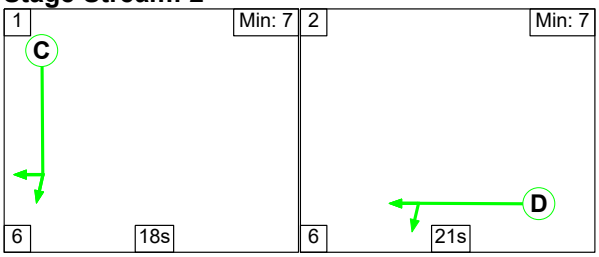
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

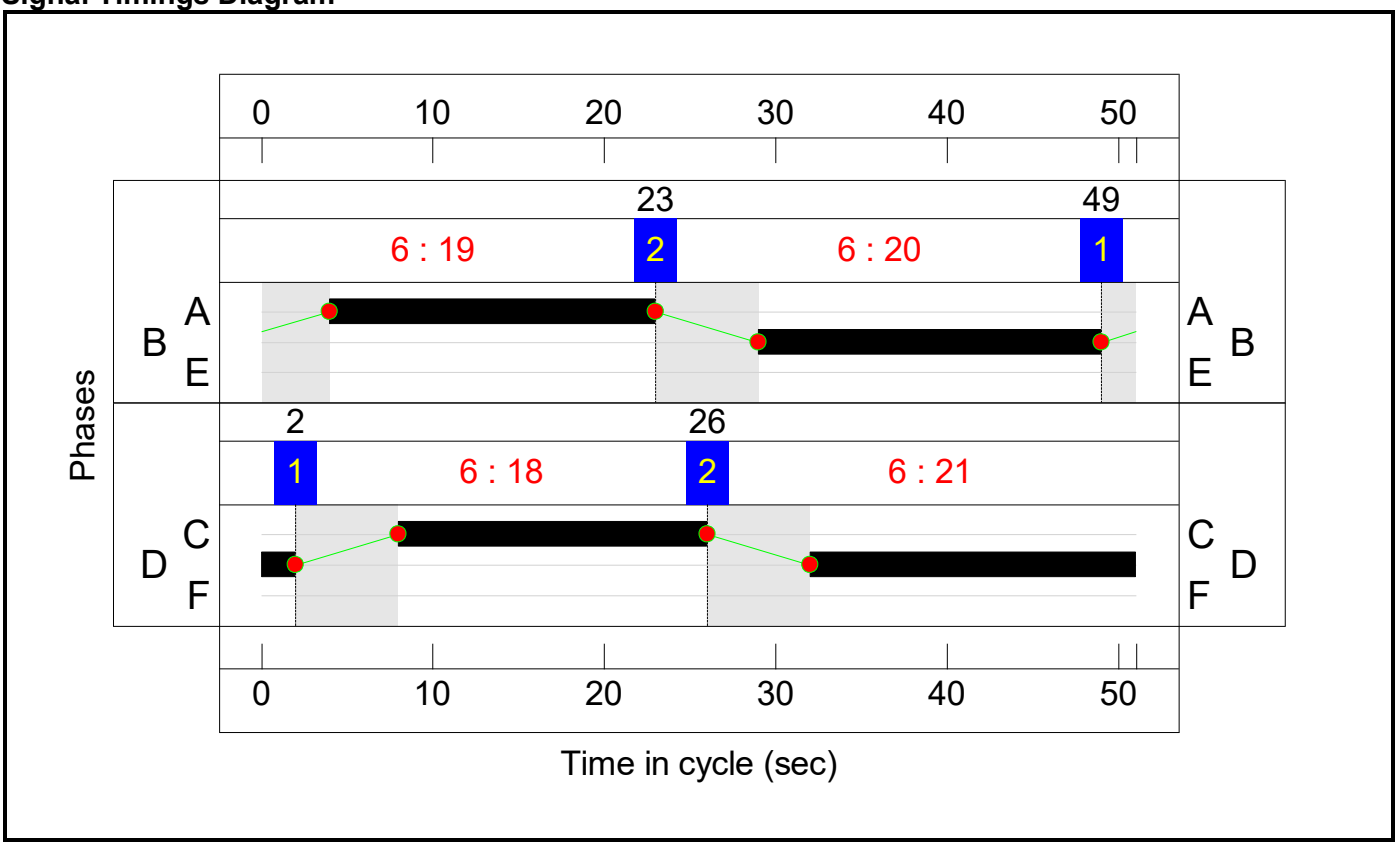
Stage Stream: 2

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			

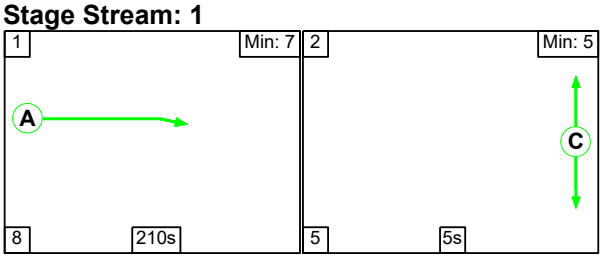
Signal Timings Diagram



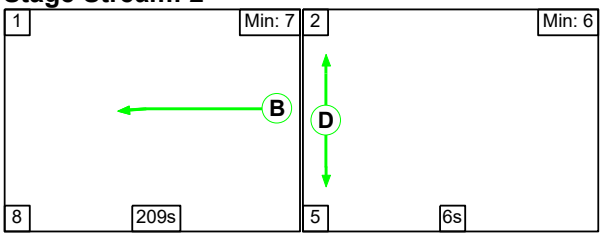
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	179	169

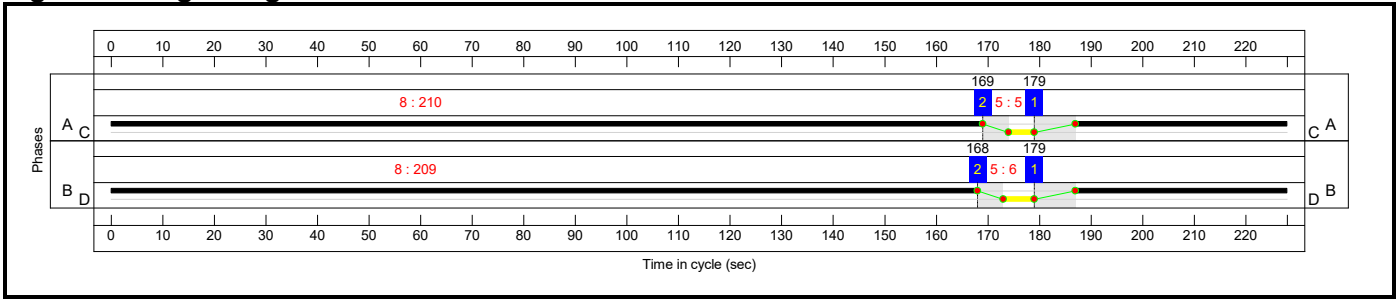
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	179	168

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	209	187	168
C	Pedestrians across	Pedestrian	1	5	174	179
D	Pedestrians across	Pedestrian	2	6	173	179

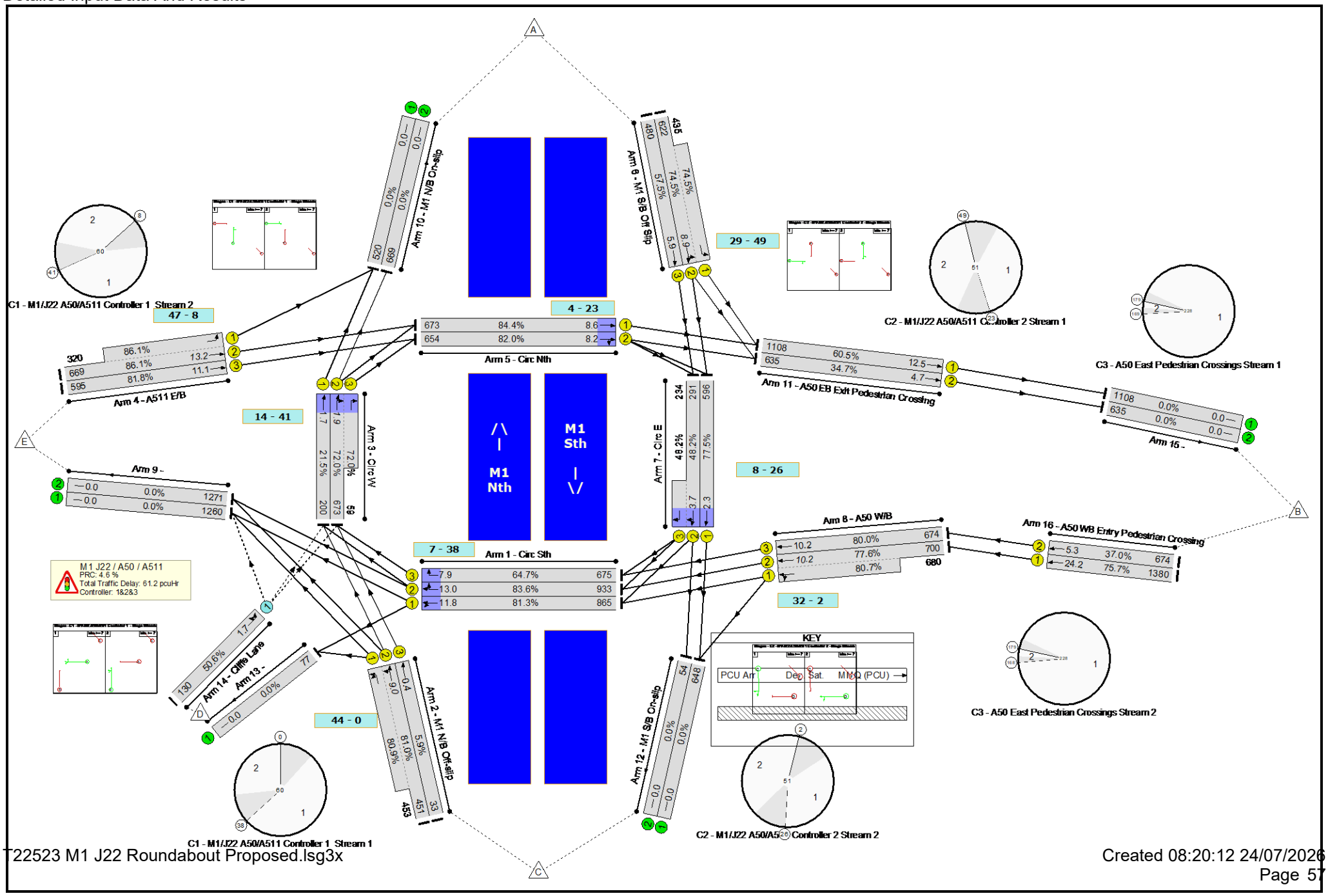
Signal Timings Diagram



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	187	168
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	187	168

Network Layout Diagram


A
B
C
D
E
47 - 8
4 - 23
29 - 49
14 - 41
8 - 26
7 - 38
32 - 2
44 - 0
M1 Nth
M1 Sth
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 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
Arm 8 - M1 S/B Off Slip
M1 J22 / A50 / A511
PRC: 4.6 %
Total Traffic Delay: 61.2 pcuHr
Controller: 1&2&3
KEY
PCU Arr
Dep
Sat.
MMQ (PCU)
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
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**	-	-		-	-	-	-	-	-	-	**86.1%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.1%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	31	-	-	865	1995	1064	81.3%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	31	-	-	933	2093	1116	83.6%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	31	-	-	675	1956	1043	64.7%
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	-	-	200	1995	931	21.5%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	732	2132:1995	935+82	72.0 : 72.0%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	989	2120:1966	777+372	86.1 : 86.1%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	21	-	-	595	1983	727	81.8%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	19	-	-	673	2034	798	84.4%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	654	2034	798	82.0%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1057	2027:2027	835+584	74.5 : 74.5%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	480	2027	835	57.5%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	596	2065	769	77.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	525	2170:2025	604+486	48.2 : 48.2%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	1380	2090:1953	902+842	77.6 : 80.7%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	674	1953	842	80.0%
9/1		U	N/A	N/A	-		-	-	-	-	1260	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1271	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1108	1980	1832	60.5%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	635	1980	1832	34.7%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	54	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	-		-	-	-	-	1108	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	635	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1380	1980	1824	75.7%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	674	1980	1824	37.0%

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**	**44.6**	**16.6**	**0.0**	**61.2**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**64**	**66**	**0**	**44.6**	**16.6**	**0.0**	**61.2**	**-**	**-**	**-**	**-**	
1/1	865	865	-	-	-	2.8	0.0	-	2.8	11.5	11.8	0.0	11.8	
1/2	933	933	-	-	-	3.1	0.0	-	3.1	11.8	13.0	0.0	13.0	
1/3	675	675	-	-	-	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	200	200	-	-	-	0.6	0.0	-	0.6	10.4	1.7	0.0	1.7	
3/2+3/3	732	732	-	-	-	1.2	0.0	-	1.2	5.7	1.9	0.0	1.9	
4/2+4/1	989	989	-	-	-	4.5	3.0	-	7.5	27.4	10.2	3.0	13.2	
4/3	595	595	-	-	-	2.8	2.2	-	5.0	30.4	8.9	2.2	11.1	
5/1	673	673	-	-	-	2.6	0.0	-	2.6	14.1	8.6	0.0	8.6	
5/2	654	654	-	-	-	2.5	0.0	-	2.5	13.9	8.2	0.0	8.2	
6/2+6/1	1057	1057	-	-	-	3.6	1.5	-	5.0	17.1	7.4	1.5	8.9	
6/3	480	480	-	-	-	1.5	0.7	-	2.2	16.6	5.2	0.7	5.9	
7/1	596	596	-	-	-	1.0	0.0	-	1.0	6.0	2.3	0.0	2.3	
7/2+7/3	525	525	-	-	-	2.2	0.0	-	2.2	14.9	3.7	0.0	3.7	
8/2+8/1	1380	1380	-	-	-	4.8	1.9	-	6.7	17.4	8.4	1.9	10.2	
8/3	674	674	-	-	-	2.4	2.0	-	4.3	23.0	8.2	2.0	10.2	
9/1	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1271	1271	-	-	-	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	
10/2	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1108	1108	-	-	-	0.4	0.8	-	1.2	3.9	11.7	0.8	12.5	

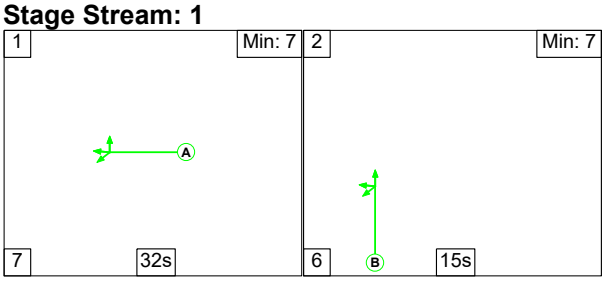
11/2	635	635	-	-	-	0.2	0.3	-	0.4	2.4	4.4	0.3	4.7	
12/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	130	130	64	66	0	0.4	0.5	-	0.9	23.9	1.2	0.5	1.7	
15/1	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1380	1380	-	-	-	0.9	1.5	-	2.4	6.4	22.6	1.5	24.2	
16/2	674	674	-	-	-	0.2	0.3	-	0.5	2.6	5.1	0.3	5.3	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	14.98	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	14.28	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	6.7	Total Delay for Signalled Lanes (pcuHr):	12.38	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	14.16	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	48.8	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	2.94	Cycle Time (s): 228
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	61.23	

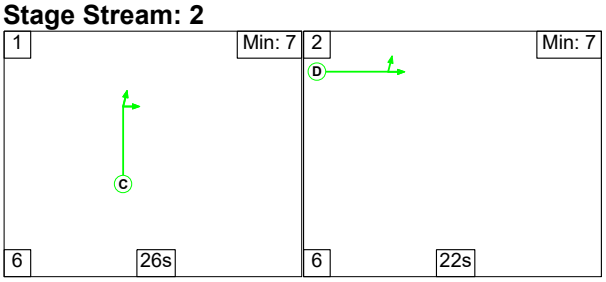
Scenario 3: '2030 Future Base + Proposed Development AM Peak' (FG3: '2030 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	9	48

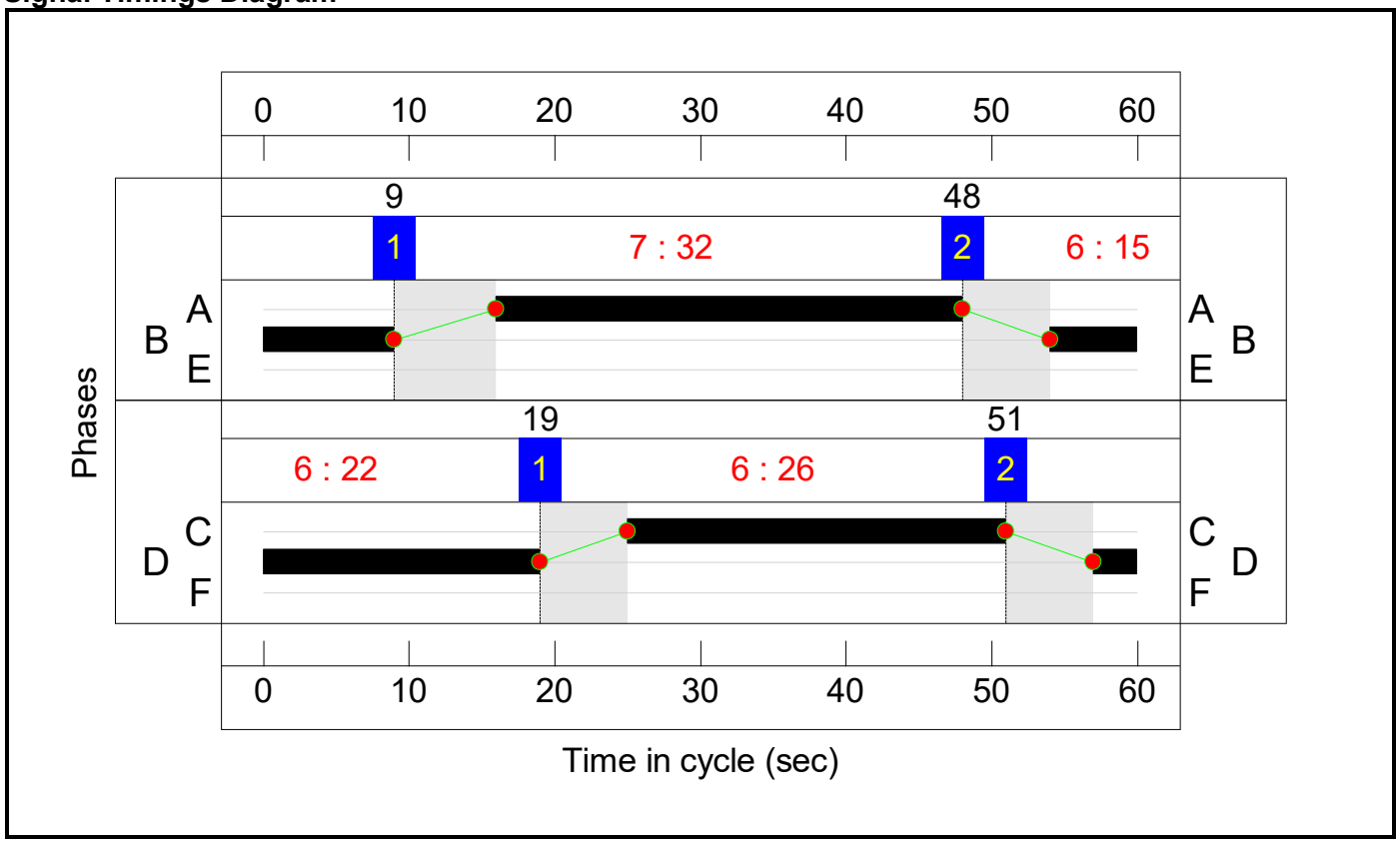
Stage Stream: 2

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			

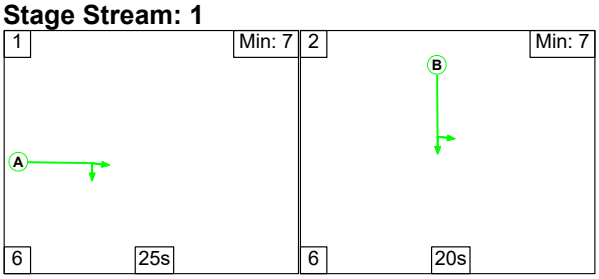
Signal Timings Diagram



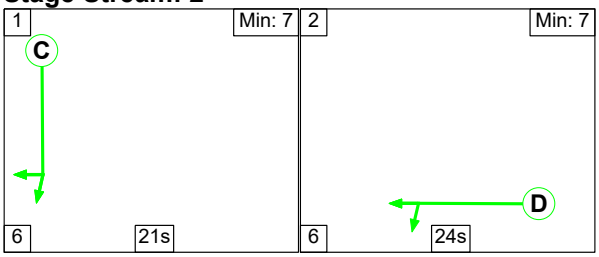
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	20
Change Point	32	6

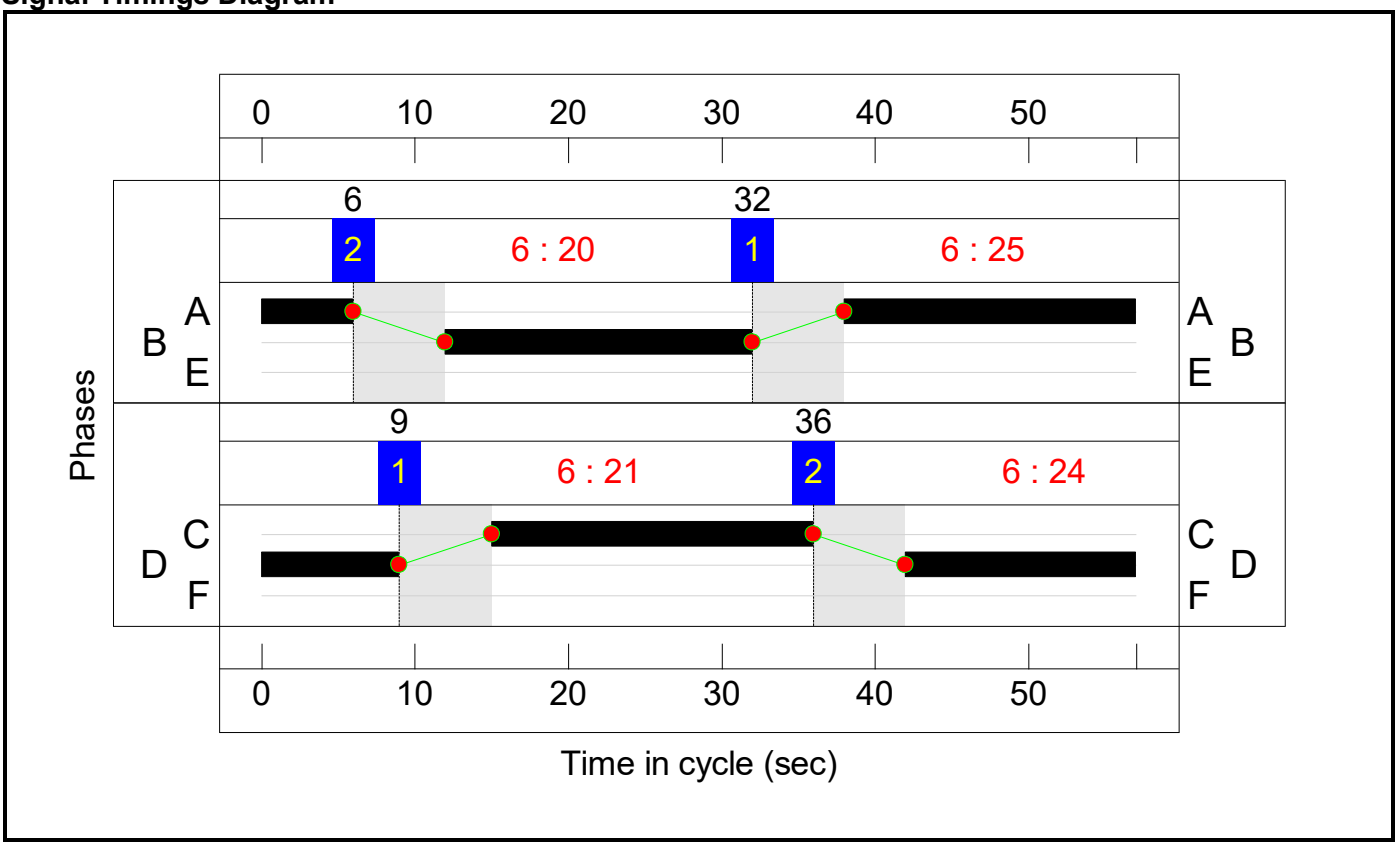
Stage Stream: 2

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			

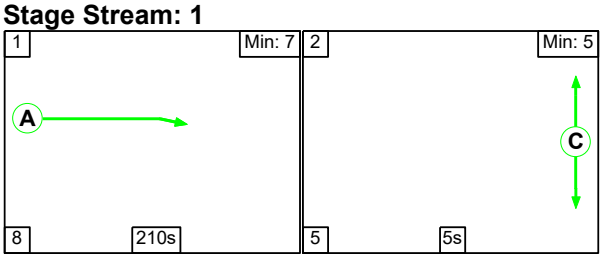
Signal Timings Diagram



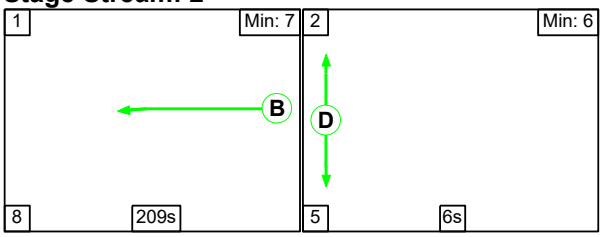
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

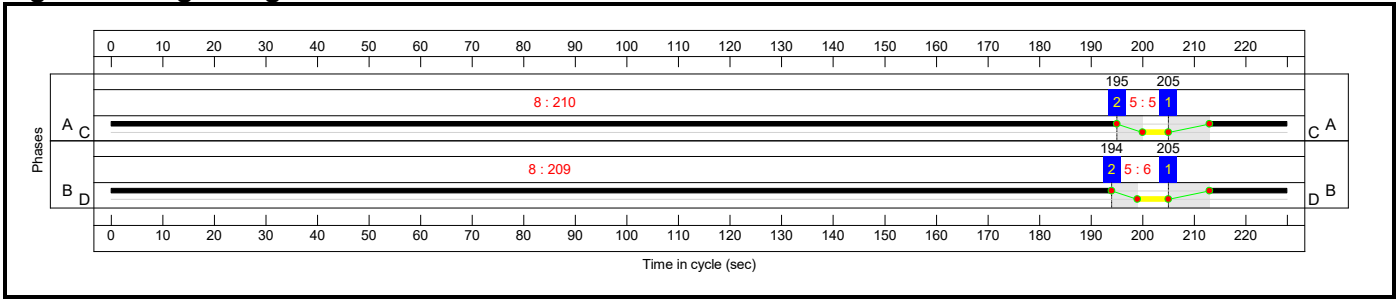
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	205	194

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	209	213	194
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2	6	199	205

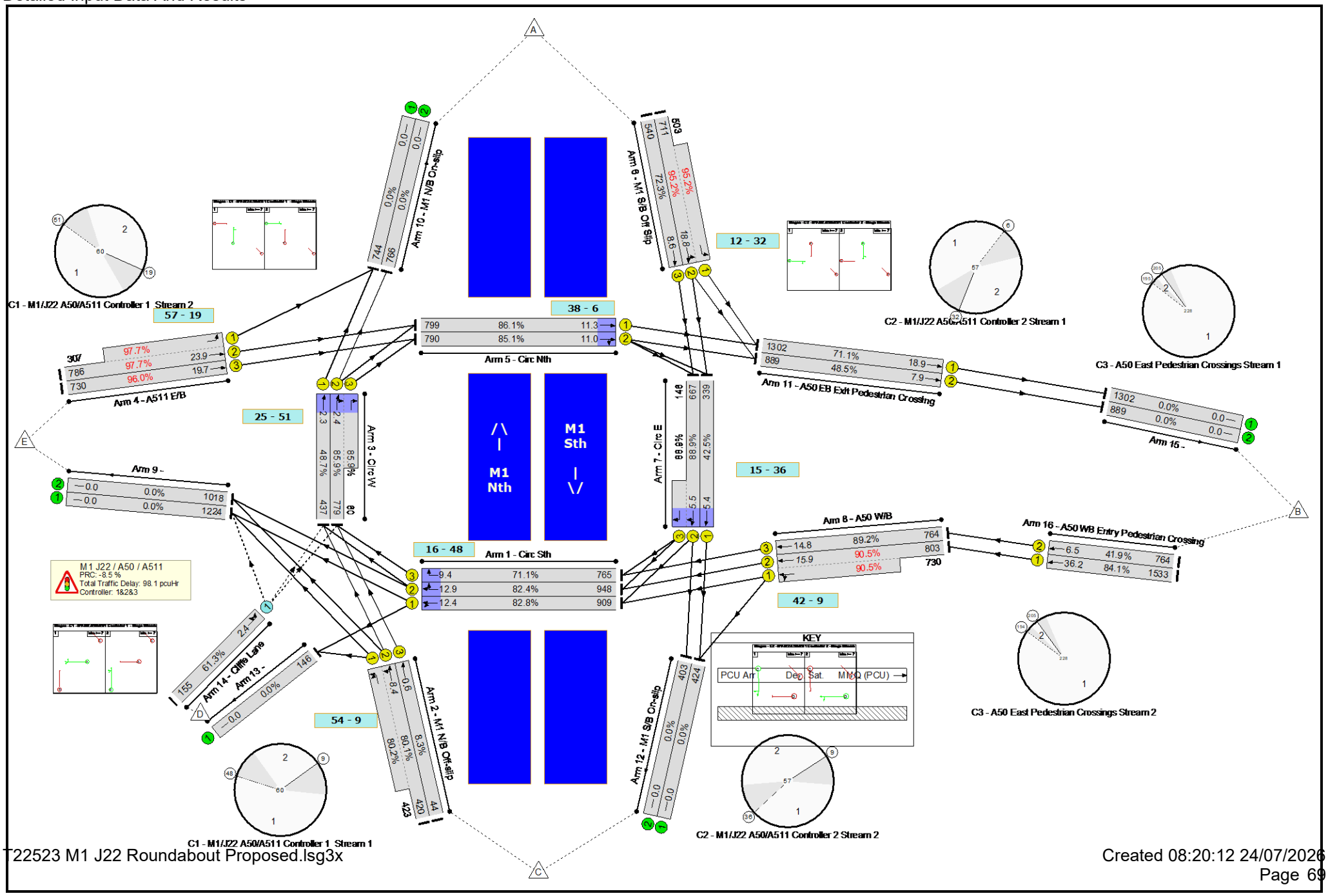
Signal Timings Diagram



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	213	194
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	213	194

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
97.7%
97.7%
96.0%
786
730
23.9
19.7
Arm 10 - M1 N/B On-slip
744
786
0.0
0.0
0.0%
0.0%
Arm 6 - M1 S/B Off Slip
503
540
711
72.3%
95.2%
95.2%
8.6
18.8
12 - 32
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
38 - 6
Arm 5 - Circ Nth
799
790
86.1%
85.1%
11.3
11.0
Arm 11 - A50 EB Exit Pedestrian Crossing
1302
889
71.1%
48.5%
18.9
7.9
Arm 15 -
1302
889
0.0%
0.0%
0.0
0.0
25 - 51
Arm 3 - Circ W
2.3
2.4
48.7%
85.9%
85.9%
437
779
60
M1 Nth
M1 Sth
Arm 7 - Circ E
148
667
339
88.9%
88.9%
42.5%
5.5
5.4
15 - 36
Arm 9 -
0.0
0.0
0.0%
0.0%
1018
1224
16 - 48
Arm 1 - Circ Sth
9.4
12.9
12.4
71.1%
82.4%
82.8%
765
948
909
Arm 8 - A50 W/B
14.8
15.9
89.2%
90.5%
90.5%
764
803
730
Arm 16 - A50 WB Entry Pedestrian Crossing
6.5
36.2
41.9%
84.1%
764
1533
42 - 9
M1 J22 / A50 / A511
PRC: -8.5 %
Total Traffic Delay: 98.1 pcuHr
Controller: 1&2&3
Arm 14 - Cliffe Lane
Arm 13 -
155
61.3%
2.4
0.0
0.0%
146
54 - 9
Arm 2 - M1 N/B Off-slip
8.4
0.8
80.2%
80.1%
8.3%
423
420
44
Arm 12 - M1 S/B On-slip
403
424
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**	-	-		-	-	-	-	-	-	-	**97.7%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.7%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	909	1995	1097	82.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	948	2093	1151	82.4%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	765	1956	1076	71.1%
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	-	-	437	1995	898	48.7%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	839	2132:1995	907+70	85.9 : 85.9%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	22	-	-	1093	2120:1966	805+314	97.7 : 97.7%
4/3	A511 E/B Ahead	U	1:2	N/A	C1:D		1	22	-	-	730	1983	760	96.0%
5/1	Circ Nth Ahead	U	2:1	N/A	C2:A		1	25	-	-	799	2034	928	86.1%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	25	-	-	790	2034	928	85.1%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1214	2027:2027	747+528	95.2 : 95.2%
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	-	-	339	2065	797	42.5%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	21	-	-	813	2188:2025	750+164	88.9 : 88.9%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	24	-	-	1533	2090:1953	887+807	90.5 : 90.5%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	24	-	-	764	1953	857	89.2%
9/1		U	N/A	N/A	-		-	-	-	-	1224	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1018	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	744	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	766	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1302	1980	1832	71.1%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	889	1980	1832	48.5%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	424	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	403	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	-		-	-	-	-	1302	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	889	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1533	1980	1824	84.1%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	764	1980	1824	41.9%

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**	**54.0**	**44.1**	**0.0**	**98.1**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**64**	**91**	**0**	**54.0**	**44.1**	**0.0**	**98.1**	**-**	**-**	**-**	**-**	
1/1	909	909	-	-	-	2.8	0.0	-	2.8	11.2	12.4	0.0	12.4	
1/2	948	948	-	-	-	2.9	0.0	-	2.9	11.1	12.9	0.0	12.9	
1/3	765	765	-	-	-	2.1	0.0	-	2.1	10.0	9.4	0.0	9.4	
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	437	437	-	-	-	1.0	0.0	-	1.0	7.8	2.3	0.0	2.3	
3/2+3/3	839	839	-	-	-	1.4	0.0	-	1.4	6.1	2.4	0.0	2.4	
4/2+4/1	1093	1093	-	-	-	5.1	11.2	-	16.3	53.8	12.7	11.2	23.9	
4/3	730	730	-	-	-	3.7	7.9	-	11.6	57.2	11.8	7.9	19.7	
5/1	799	799	-	-	-	3.1	0.0	-	3.1	13.9	11.3	0.0	11.3	
5/2	790	790	-	-	-	3.0	0.0	-	3.0	13.8	11.0	0.0	11.0	
6/2+6/1	1214	1214	-	-	-	5.6	7.9	-	13.5	39.9	10.9	7.9	18.8	
6/3	540	540	-	-	-	2.3	1.3	-	3.6	24.1	7.4	1.3	8.6	
7/1	339	339	-	-	-	1.7	0.0	-	1.7	18.4	5.4	0.0	5.4	
7/2+7/3	813	813	-	-	-	2.0	0.0	-	2.0	8.7	5.5	0.0	5.5	
8/2+8/1	1533	1533	-	-	-	6.2	4.5	-	10.7	25.1	11.4	4.5	15.9	
8/3	764	764	-	-	-	3.1	3.8	-	6.9	32.7	11.0	3.8	14.8	
9/1	1224	1224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1302	1302	-	-	-	0.7	1.2	-	1.9	5.2	17.7	1.2	18.9	

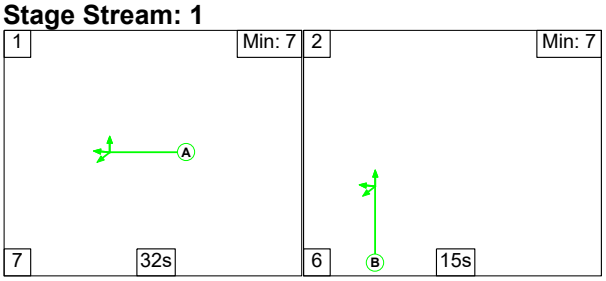
11/2	889	889	-	-	-	0.3	0.5	-	0.8	3.1	7.4	0.5	7.9	
12/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	155	155	64	91	0	0.5	0.8	-	1.2	28.9	1.6	0.8	2.4	
15/1	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1533	1533	-	-	-	1.3	2.6	-	3.9	9.2	33.6	2.6	36.2	
16/2	764	764	-	-	-	0.2	0.4	-	0.6	2.9	6.2	0.4	6.5	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	14.90	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	30.32	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):	23.19	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	21.31	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	2.65	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	4.54	Cycle Time (s): 228
	PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	98.14	

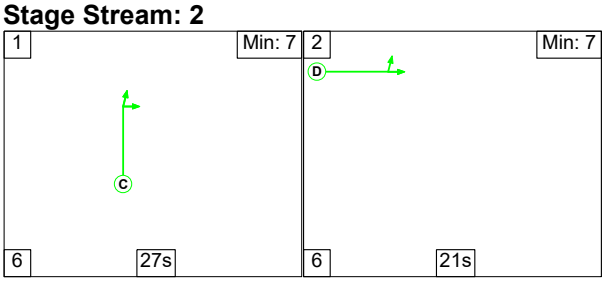
Scenario 4: '2030 Future Base + Proposed Development PM Peak' (FG4: '2030 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

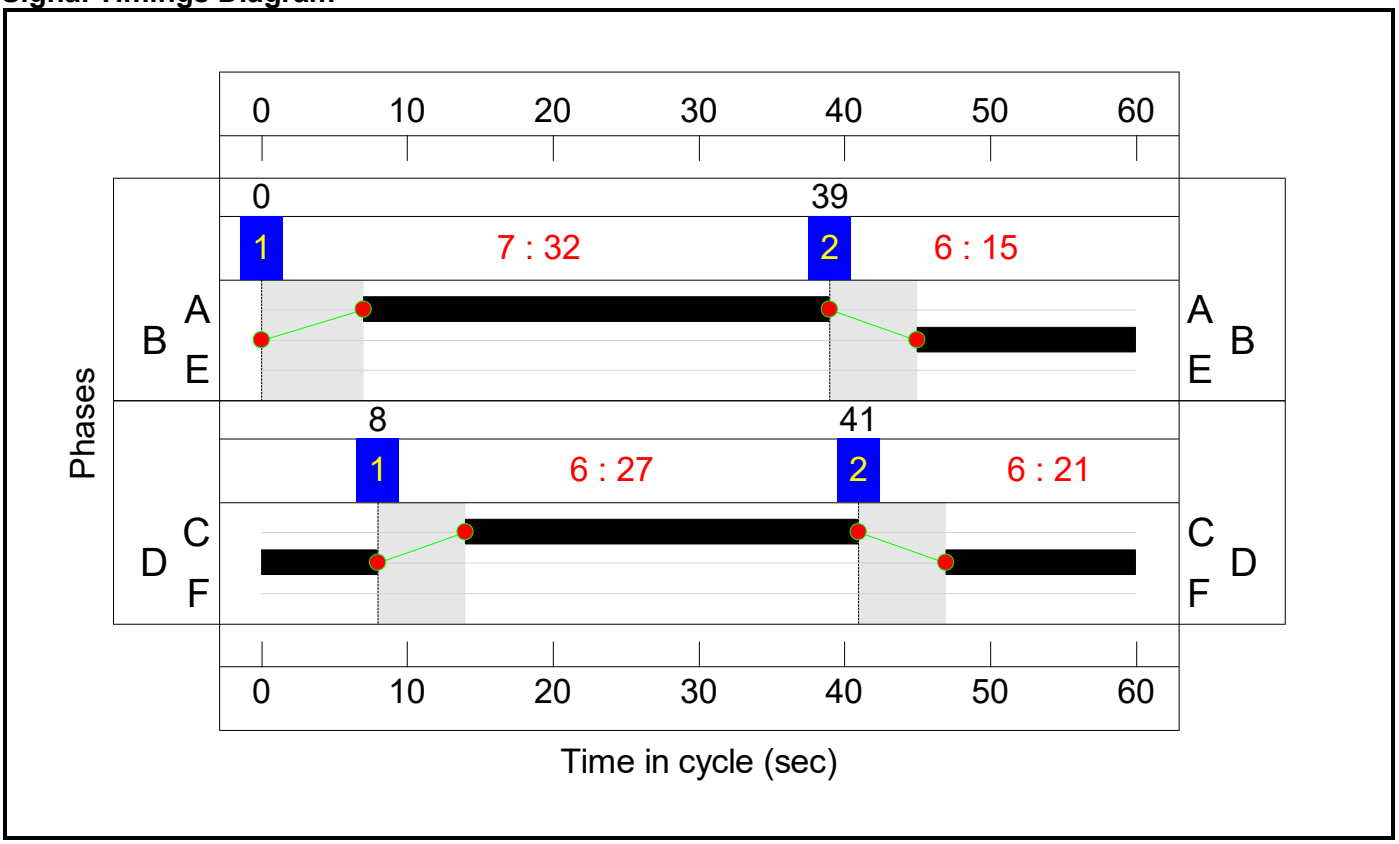
Stage Stream: 2

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			

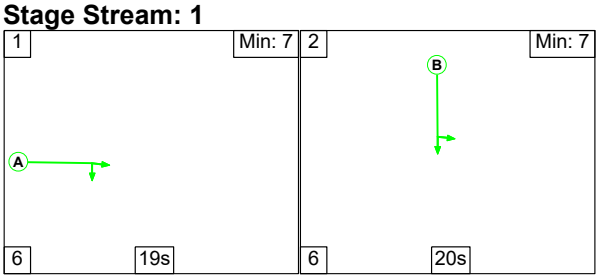
Signal Timings Diagram



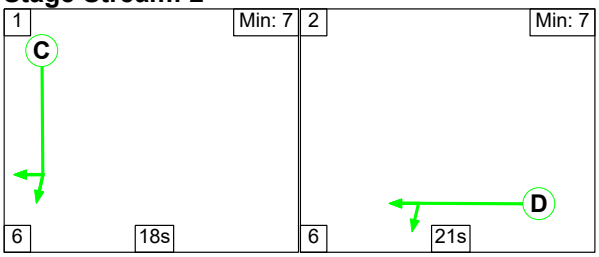
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

Detailed Input Data And Results

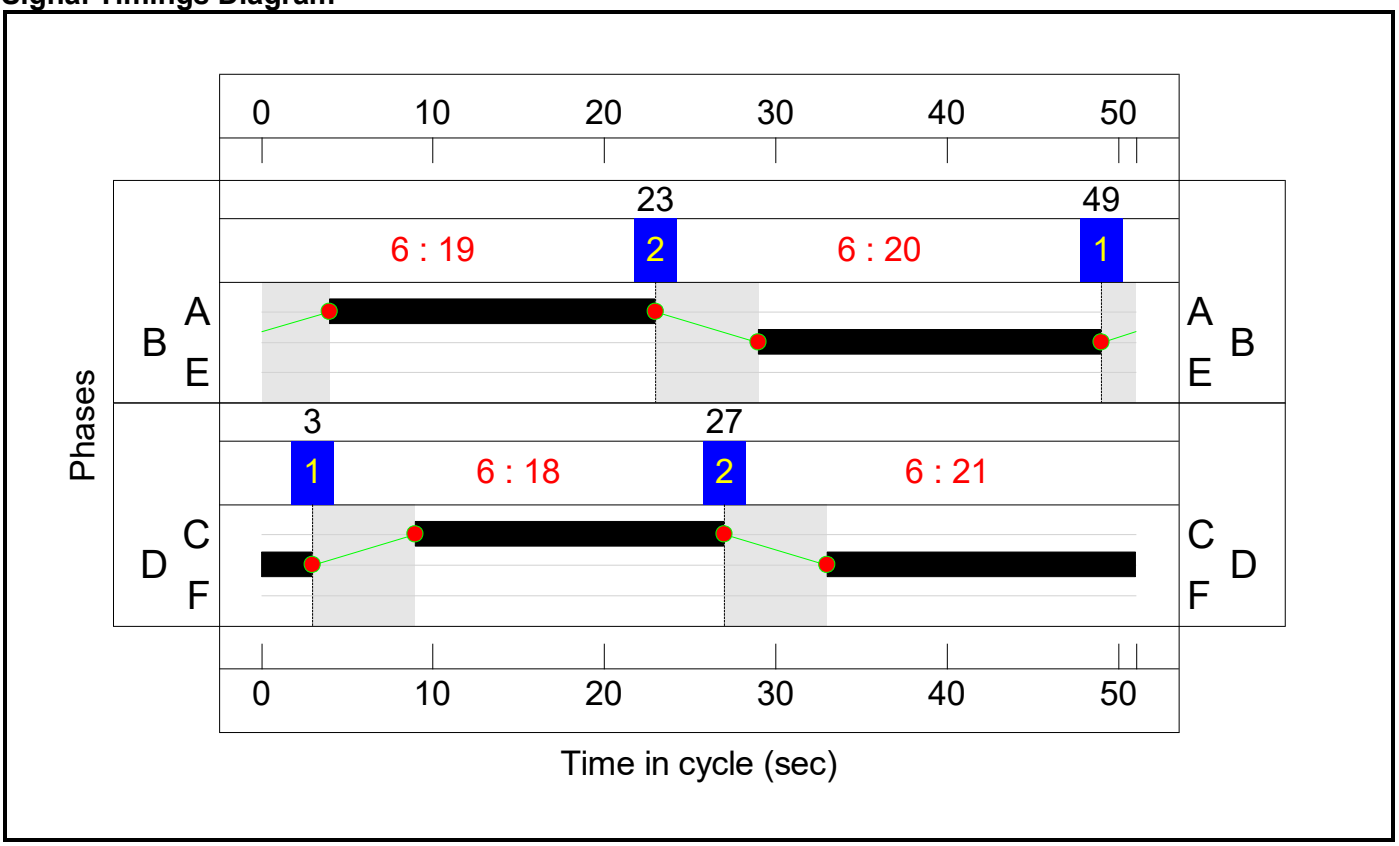
Stage Stream: 2

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			

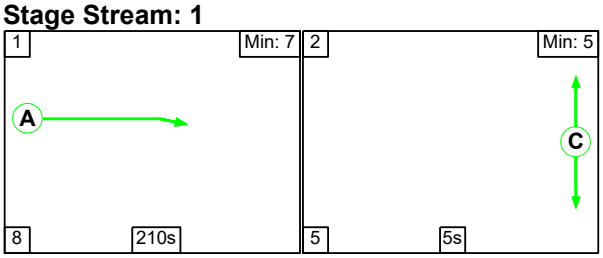
Signal Timings Diagram



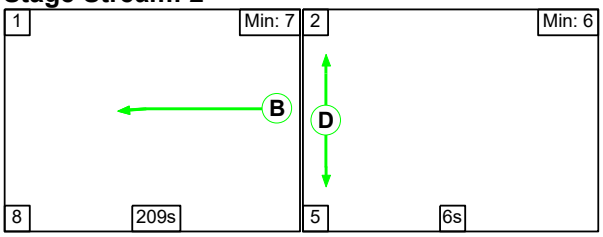
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	227	217

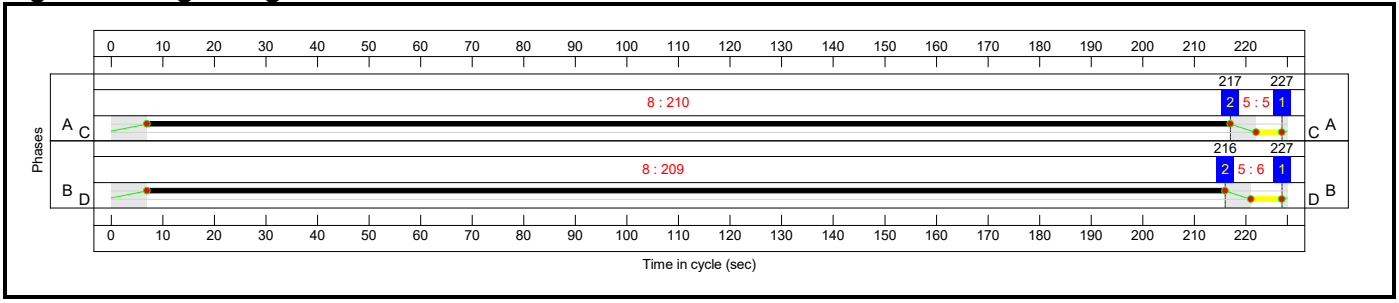
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	227	216

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	209	7	216
C	Pedestrians across	Pedestrian	1	5	222	227
D	Pedestrians across	Pedestrian	2	6	221	227

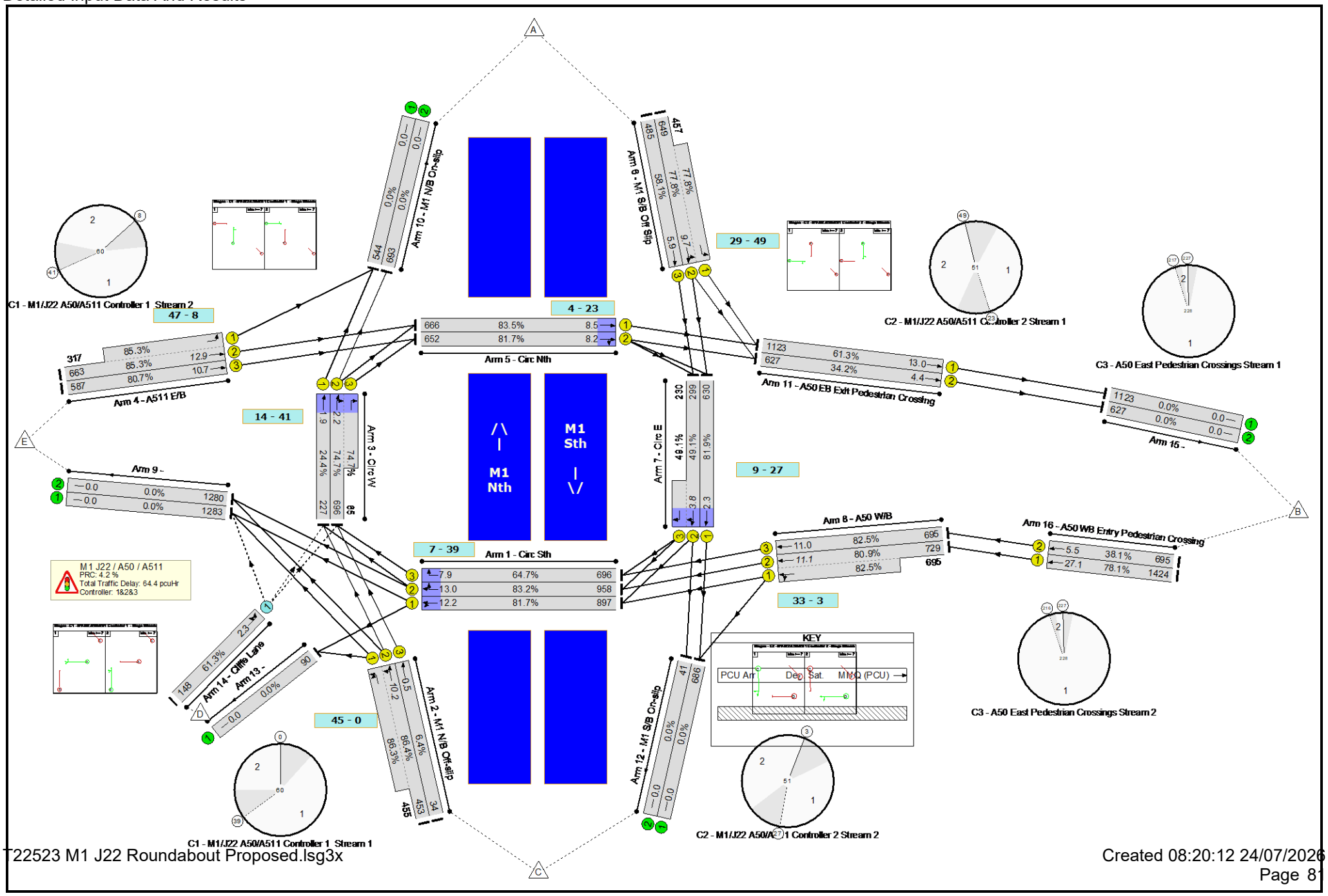
Signal Timings Diagram



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	7	216
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	7	216

Network Layout Diagram


A
B
C
D
E
C1 - M1/J22 A50/A511 Controller 1 Stream 2
47 - 8
317 85.3% 12.9
663 85.3% 10.7
587 80.7%
Arm 4 - A511 E/B
Arm 10 - M1 N/B On-slip
544 693
0.0% 0.0% 0.0% 0.0%
Arm 6 - M1 S/B Off Slip
485 649 457
58.1% 77.8% 77.8% 5.9 9.7
29 - 49
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
4 - 23
666 83.5% 8.5
652 81.7% 8.2
Arm 5 - Circ Nth
1123 61.3% 13.0
627 34.2% 4.4
Arm 11 - A50 EB Exit Pedestrian Crossing
1123 0.0% 0.0
627 0.0% 0.0
Arm 15 -
14 - 41
Arm 3 - Circ W
1.9 2.2 74.7% 74.7%
24.4% 74.7% 696 65
227
M1 Nth
M1 Sth
Arm 7 - Circ E
230 299 630
49.1% 49.1% 81.9%
3.8 2.3
9 - 27
Arm 9 -
0.0 0.0% 1280
0.0 0.0% 1283
Arm 8 - A50 W/B
11.0 82.5% 695
11.1 80.9% 729
82.5% 695
Arm 16 - A50 WB Entry Pedestrian Crossing
5.5 38.1% 695
27.1 78.1% 1424
7 - 39
Arm 1 - Circ Sth
7.9 64.7% 696
13.0 83.2% 958
12.2 81.7% 897
33 - 3
M1 J22 / A50 / A511
PRC: 4.2 %
Total Traffic Delay: 64.4 pcuHr
Controller: 1&2&3
148 61.3% 2.3
Arm 14 - Cliffe Lane
Arm 13 -
0.0 0.0% 90
45 - 0
Arm 2 - M1 N/B Off-slip
0.5 10.2 6.4% 86.4%
86.3% 455 453 34
Arm 12 - M1 S/B On-slip
41 686
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	-	-	897	1995	1097	81.7%
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	-	-	696	1956	1076	64.7%
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	-	-	227	1995	931	24.4%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	761	2132:1995	932+87	74.7 : 74.7%
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	-	-	666	2034	798	83.5%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	652	2034	798	81.7%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1106	2027:2027	835+588	77.8 : 77.8%
6/3	M1 S/B Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	-	485	2027	835	58.1%
7/1	Circ E Ahead	U	2:2	N/A	C2:C		1	18	-	-	630	2065	769	81.9%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	529	2168:2025	609+469	49.1 : 49.1%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	1424	2090:1953	902+842	80.9 : 82.5%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	695	1953	842	82.5%
9/1		U	N/A	N/A	-		-	-	-	-	1283	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1280	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	544	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1123	1980	1832	61.3%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	627	1980	1832	34.2%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	41	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	-		-	-	-	-	1123	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1424	1980	1824	78.1%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	695	1980	1824	38.1%

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**	**45.7**	**18.7**	**0.0**	**64.4**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**58**	**90**	**0**	**45.7**	**18.7**	**0.0**	**64.4**	**-**	**-**	**-**	**-**	
1/1	897	897	-	-	-	2.8	0.0	-	2.8	11.0	12.2	0.0	12.2	
1/2	958	958	-	-	-	3.0	0.0	-	3.0	11.2	13.0	0.0	13.0	
1/3	696	696	-	-	-	1.8	0.0	-	1.8	9.4	7.9	0.0	7.9	
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	227	227	-	-	-	0.7	0.0	-	0.7	10.5	1.9	0.0	1.9	
3/2+3/3	761	761	-	-	-	1.3	0.0	-	1.3	6.1	2.2	0.0	2.2	
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	666	666	-	-	-	2.6	0.0	-	2.6	14.0	8.5	0.0	8.5	
5/2	652	652	-	-	-	2.5	0.0	-	2.5	13.9	8.2	0.0	8.2	
6/2+6/1	1106	1106	-	-	-	3.8	1.7	-	5.5	18.0	7.9	1.7	9.7	
6/3	485	485	-	-	-	1.6	0.7	-	2.3	16.7	5.3	0.7	5.9	
7/1	630	630	-	-	-	0.9	0.0	-	0.9	5.1	2.3	0.0	2.3	
7/2+7/3	529	529	-	-	-	2.3	0.0	-	2.3	15.8	3.8	0.0	3.8	
8/2+8/1	1424	1424	-	-	-	5.0	2.2	-	7.2	18.3	8.9	2.2	11.1	
8/3	695	695	-	-	-	2.5	2.3	-	4.8	24.6	8.7	2.3	11.0	
9/1	1283	1283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1123	1123	-	-	-	0.5	0.8	-	1.2	4.0	12.2	0.8	13.0	

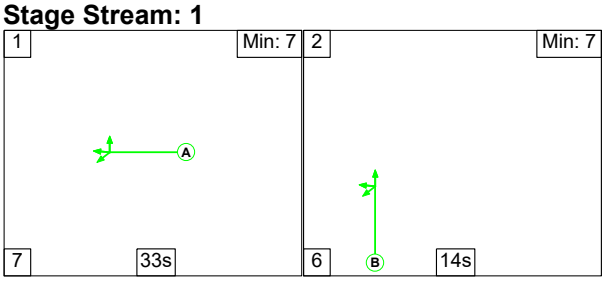
11/2	627	627	-	-	-	0.2	0.3	-	0.4	2.4	4.2	0.3	4.4	
12/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	148	148	58	90	0	0.4	0.8	-	1.2	29.7	1.5	0.8	2.3	
15/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1424	1424	-	-	-	1.0	1.8	-	2.8	7.0	25.3	1.8	27.1	
16/2	695	695	-	-	-	0.2	0.3	-	0.5	2.7	5.2	0.3	5.5	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	16.07	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):	14.08	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	12.87	Cycle Time (s): 51
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	15.19	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	46.9	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	3.29	Cycle Time (s): 228
	PRC Over All Lanes (%):	4.2	Total Delay Over All Lanes(pcuHr):	64.39	

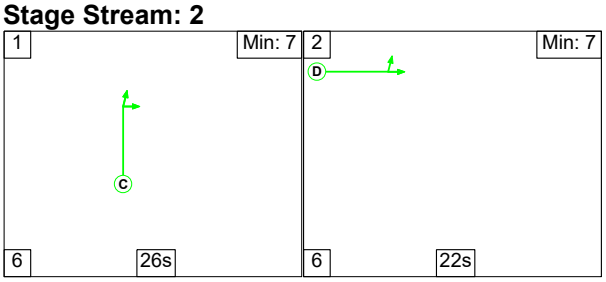
Scenario 5: '2036 Future Base + Proposed Development AM Peak' (FG5: '2036 Future Base + Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	14
Change Point	9	49

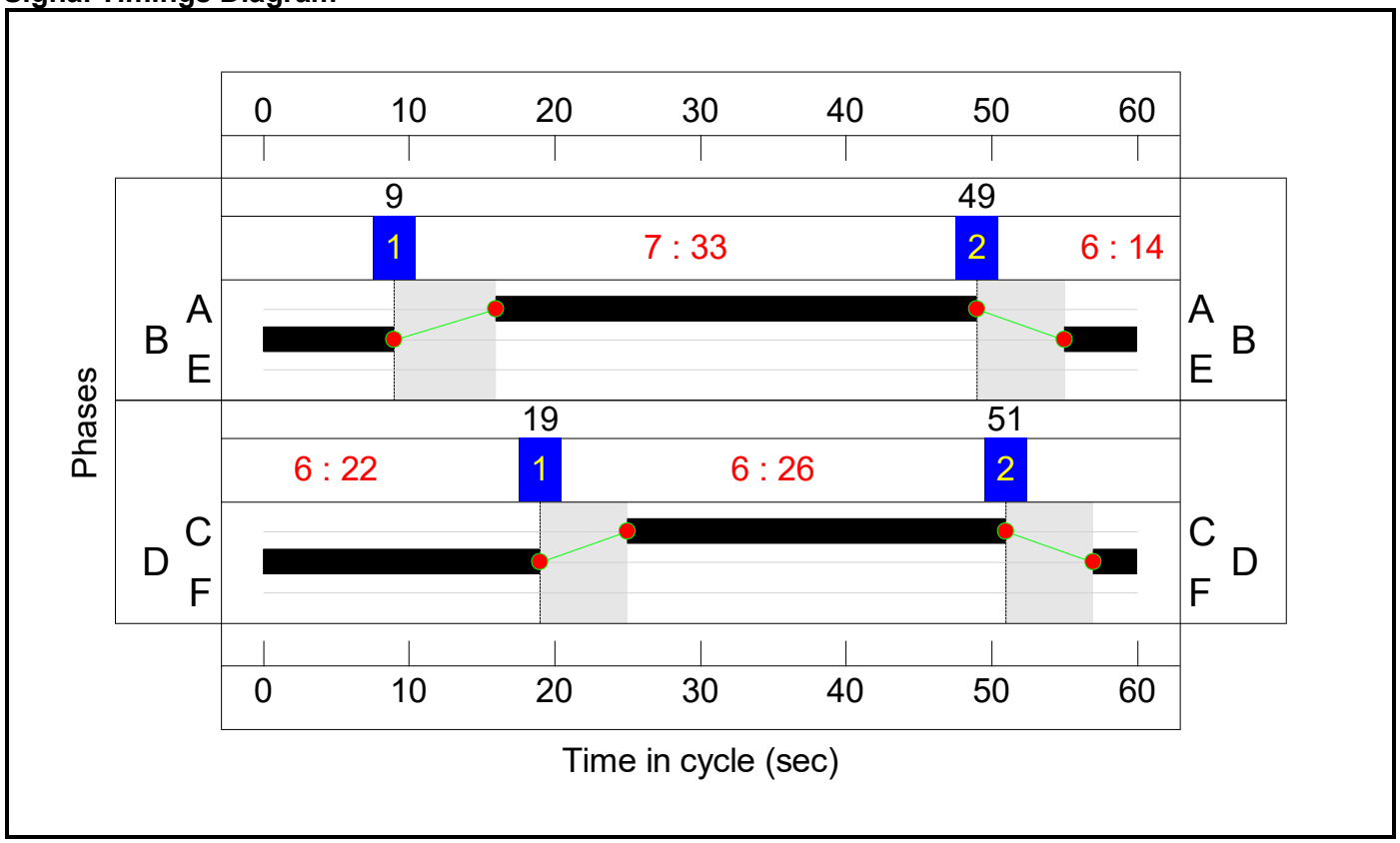
Stage Stream: 2

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			

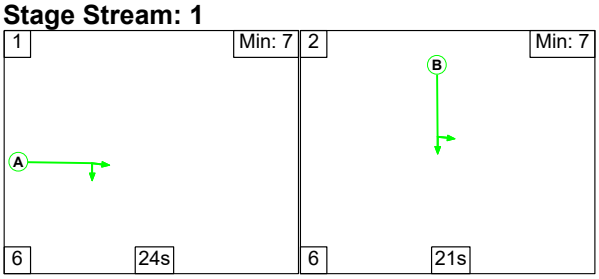
Signal Timings Diagram



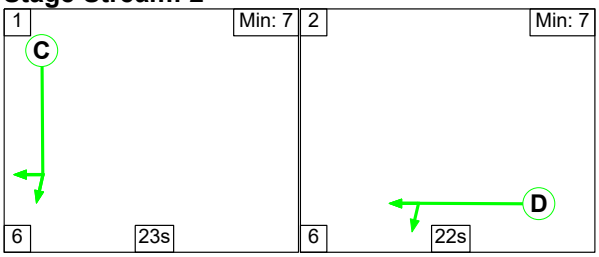
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	21
Change Point	32	5

Detailed Input Data And Results

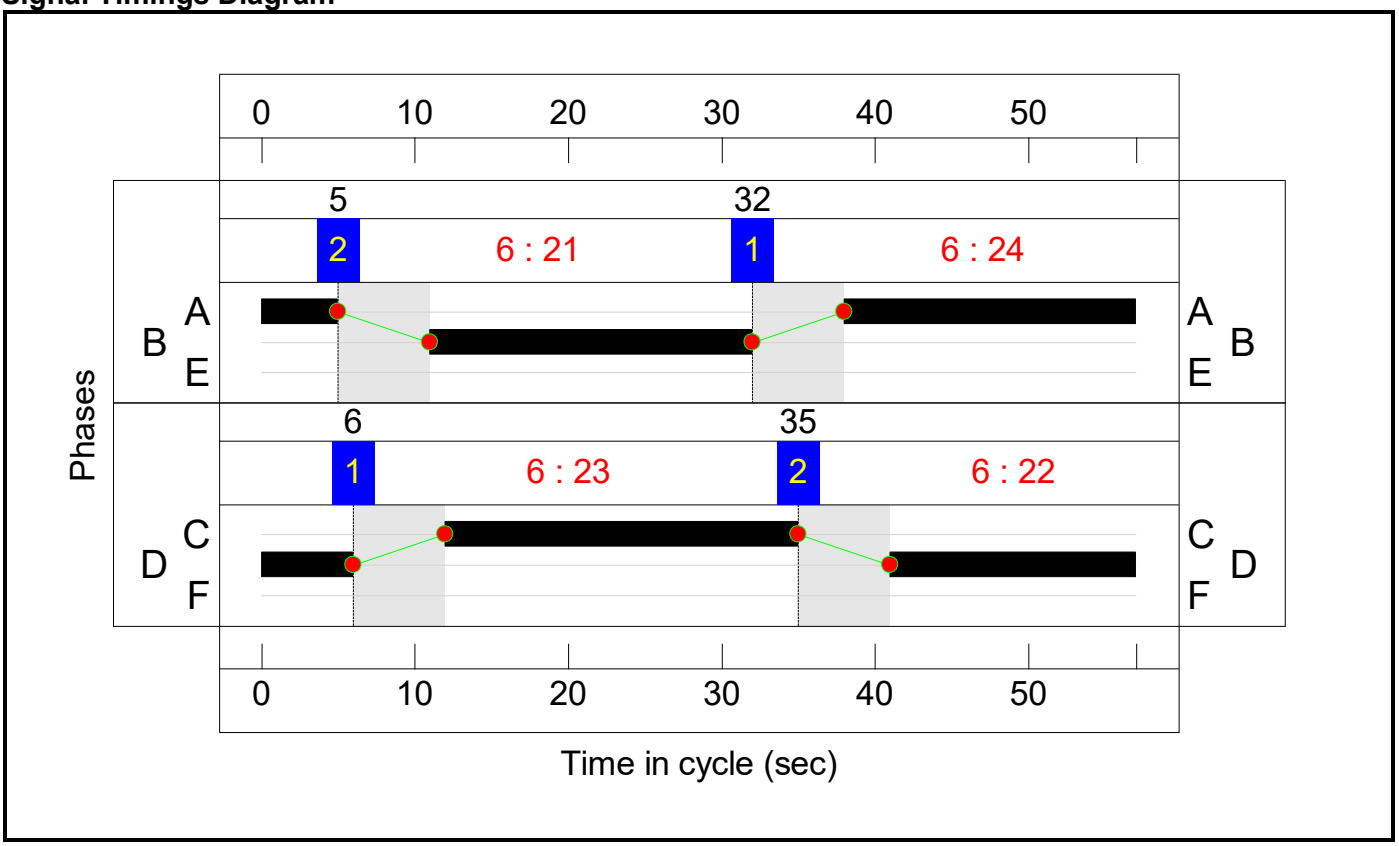
Stage Stream: 2

Stage	1	2
Duration	23	22
Change Point	6	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	23	12	35
D	A50 W/B Ahead Left	Traffic	2	22	41	6
E	Dummy Dummy O/N revert Stream 1	Dummy	1			
F	Dummy Dummy O/N revert Stream 2	Dummy	2			

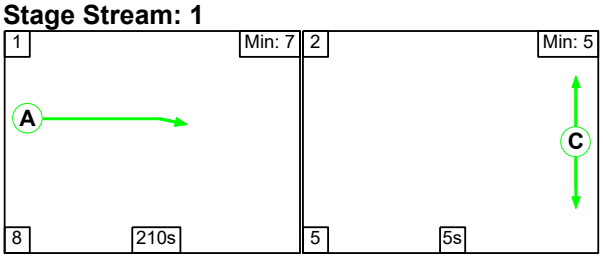
Signal Timings Diagram



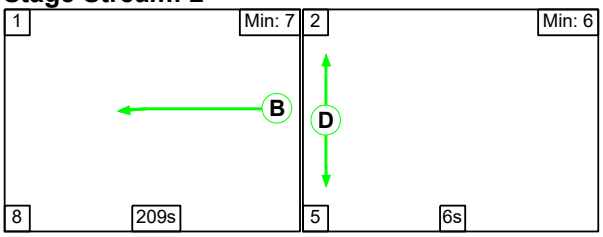
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	205	195

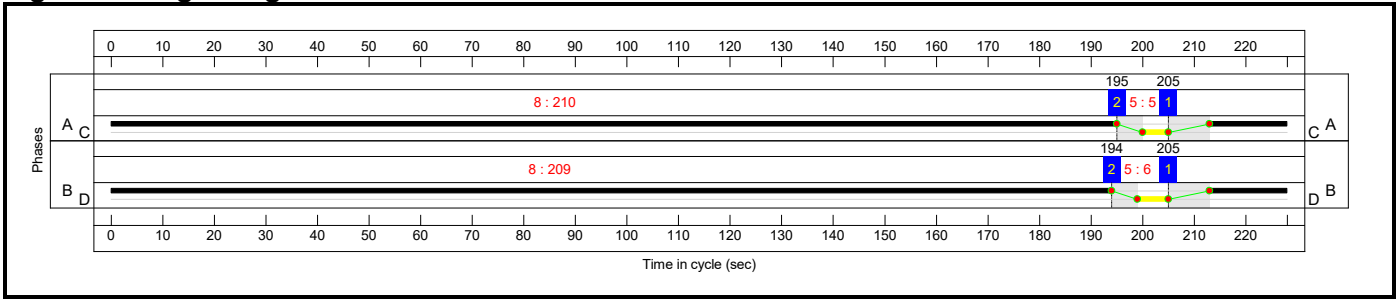
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	205	194

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	209	213	194
C	Pedestrians across	Pedestrian	1	5	200	205
D	Pedestrians across	Pedestrian	2	6	199	205

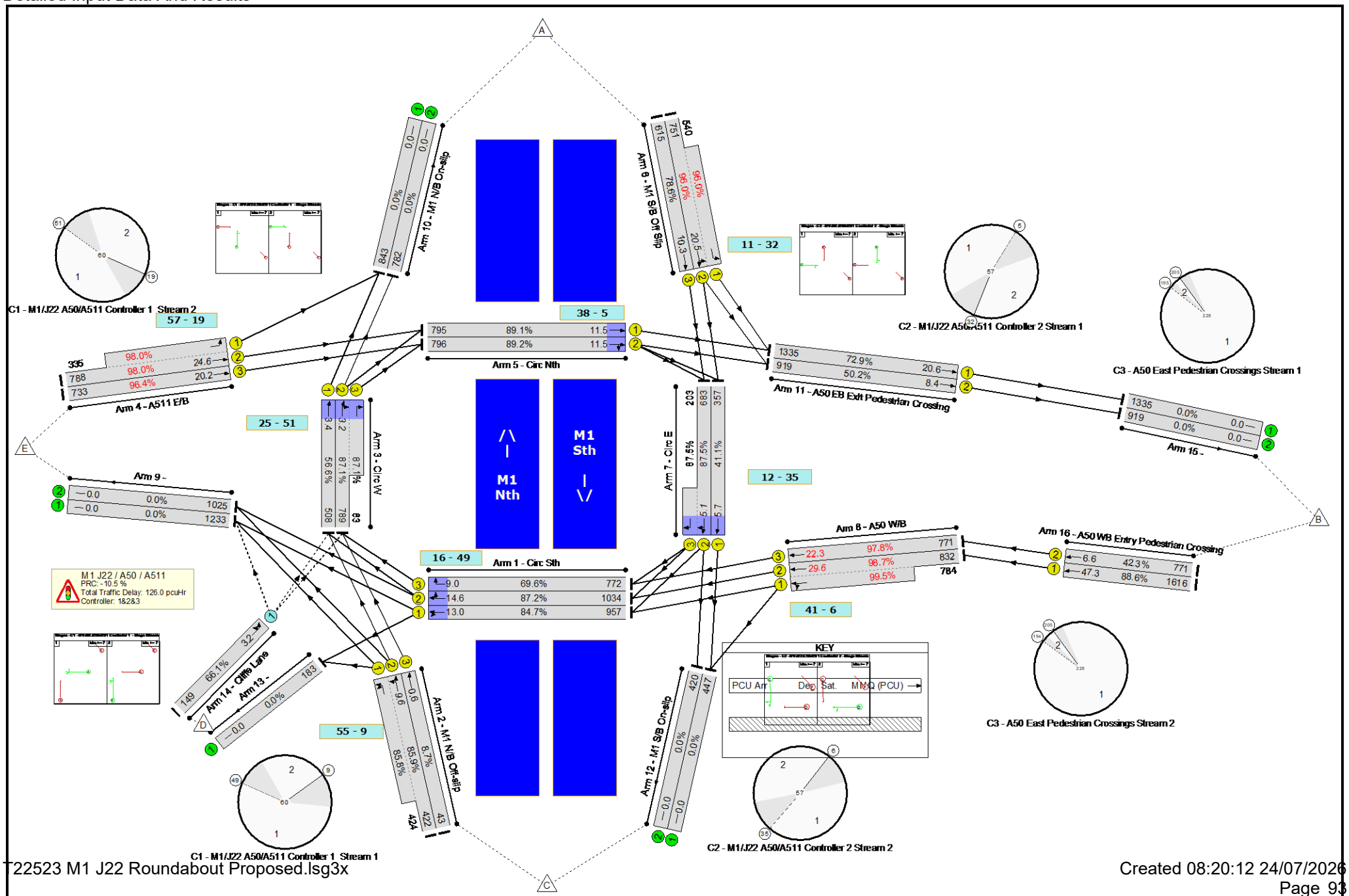
Signal Timings Diagram



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	12	35
7/2	Circ E Right Ahead	U	C	12	35
7/3	Circ E Right	U	C	12	35
8/1	A50 W/B Ahead Left	U	D	41	6
8/2	A50 W/B Ahead	U	D	41	6
8/3	A50 W/B Ahead	U	D	41	6
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	213	194
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	213	194

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
843
782
0.0
0.0%
Arm 6 - M1 S/B Off Slip
540
751
615
78.6%
96.0%
10.3
20.5
11 - 32
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
38 - 5
Arm 5 - Circ Nth
795
89.1%
11.5
796
89.2%
11.5
Arm 11 - A50 EB Exit Pedestrian Crossing
1335
72.9%
20.6
919
50.2%
8.4
Arm 15 -
1335
0.0%
0.0
919
0.0%
0.0
25 - 51
Arm 3 - Circ W
Arm 7 - Circ E
M1 Nth
M1 Sth
12 - 35
Arm 9 -
1025
1233
Arm 8 - A50 W/B
771
832
784
Arm 16 - A50 WB Entry Pedestrian Crossing
6.6
42.3%
771
47.3
88.6%
1616
16 - 49
Arm 1 - Circ Sth
9.0
69.6%
772
14.6
87.2%
1034
13.0
84.7%
957
41 - 6
M1 J22 / A50 / A511
PRC: -10.5 %
Total Traffic Delay: 126.0 pcuHr
Controller: 1&2&3
KEY
PCU Arr
Dep
Sat.
MaxQ (PCU)
Arm 14 - Cliffe Lane
Arm 13 -
149
66.1%
32
183
0.0%
Arm 2 - M1 N/B Off-slip
55 - 9
424
422
43
Arm 12 - M1 S/B On-slip
420
447
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**	-	-		-	-	-	-	-	-	-	**99.5%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	33	-	-	957	1995	1131	84.7%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	33	-	-	1034	2093	1186	87.2%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	33	-	-	772	1956	1108	69.6%
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	-	-	508	1995	898	56.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	26	-	-	852	2132:1995	906+72	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	-	-	795	2034	892	89.1%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	24	-	-	796	2034	892	89.2%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	21	-	-	1291	2027:2027	782+563	96.0 : 96.0%
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	23	-	-	357	2065	869	41.1%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	23	-	-	886	2188:2025	781+232	87.5 : 87.5%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	22	-	-	1616	2090:1953	843+788	98.7 : 99.5%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	22	-	-	771	1953	788	97.8%
9/1		U	N/A	N/A	-		-	-	-	-	1233	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1025	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	782	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1335	1980	1832	72.9%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	919	1980	1832	50.2%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	447	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	420	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	-		-	-	-	-	1335	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	919	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1616	1980	1824	88.6%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	771	1980	1824	42.3%

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**	**58.1**	**67.8**	**0.0**	**126.0**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**42**	**107**	**0**	**58.1**	**67.8**	**0.0**	**126.0**	**-**	**-**	**-**	**-**	
1/1	957	957	-	-	-	2.9	0.0	-	2.9	10.8	13.0	0.0	13.0	
1/2	1034	1034	-	-	-	3.2	0.0	-	3.2	11.1	14.6	0.0	14.6	
1/3	772	772	-	-	-	2.0	0.0	-	2.0	9.3	9.0	0.0	9.0	
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	508	508	-	-	-	1.3	0.0	-	1.3	8.9	3.4	0.0	3.4	
3/2+3/3	852	852	-	-	-	1.6	0.0	-	1.6	6.7	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	795	795	-	-	-	3.3	0.0	-	3.3	14.7	11.5	0.0	11.5	
5/2	796	796	-	-	-	3.3	0.0	-	3.3	14.8	11.5	0.0	11.5	
6/2+6/1	1291	1291	-	-	-	5.8	9.0	-	14.7	41.1	11.5	9.0	20.5	
6/3	615	615	-	-	-	2.6	1.8	-	4.4	26.0	8.5	1.8	10.3	
7/1	357	357	-	-	-	1.6	0.0	-	1.6	15.7	5.7	0.0	5.7	
7/2+7/3	886	886	-	-	-	1.9	0.0	-	1.9	7.6	5.1	0.0	5.1	
8/2+8/1	1616	1616	-	-	-	7.6	16.6	-	24.2	53.9	12.9	16.6	29.6	
8/3	771	771	-	-	-	3.6	10.3	-	13.8	64.7	12.0	10.3	22.3	
9/1	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1335	1335	-	-	-	0.7	1.3	-	2.1	5.5	19.3	1.3	20.6	

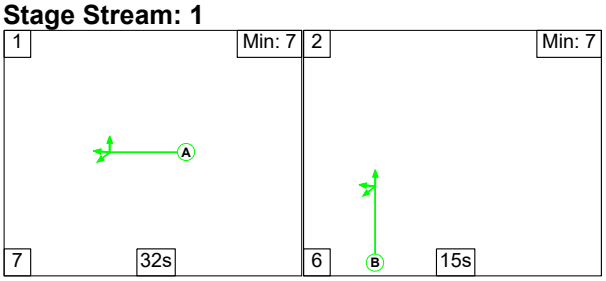
11/2	919	919	-	-	-	0.3	0.5	-	0.8	3.2	7.9	0.5	8.4	
12/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	149	149	42	107	0	0.5	1.0	-	1.5	35.4	2.2	1.0	3.2	
15/1	1335	1335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1616	1616	-	-	-	1.7	3.8	-	5.5	12.2	43.5	3.8	47.3	
16/2	771	771	-	-	-	0.2	0.4	-	0.6	2.9	6.2	0.4	6.6	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	16.28	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	32.08	Cycle Time (s): 60
C2 - M1/J22 A50/A511 Controller 2	Stream: 1 PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	25.70	Cycle Time (s): 57
C2 - M1/J22 A50/A511 Controller 2	Stream: 2 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	41.47	Cycle Time (s): 57
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	23.5	Total Delay for Signalled Lanes (pcuHr):	2.86	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	6.11	Cycle Time (s): 228
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	125.96	

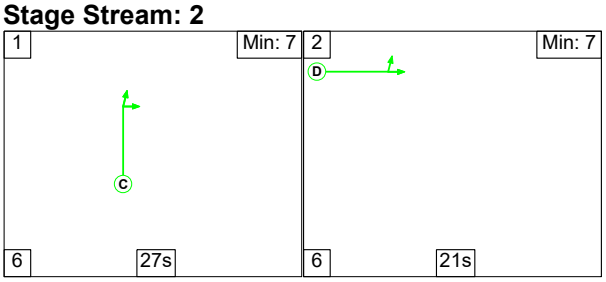
Scenario 6: '2036 Future Base + Proposed Development PM Peak' (FG6: '2036 Future Base + Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1 - M1/J22 A50/A511 Controller 1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	15
Change Point	0	39

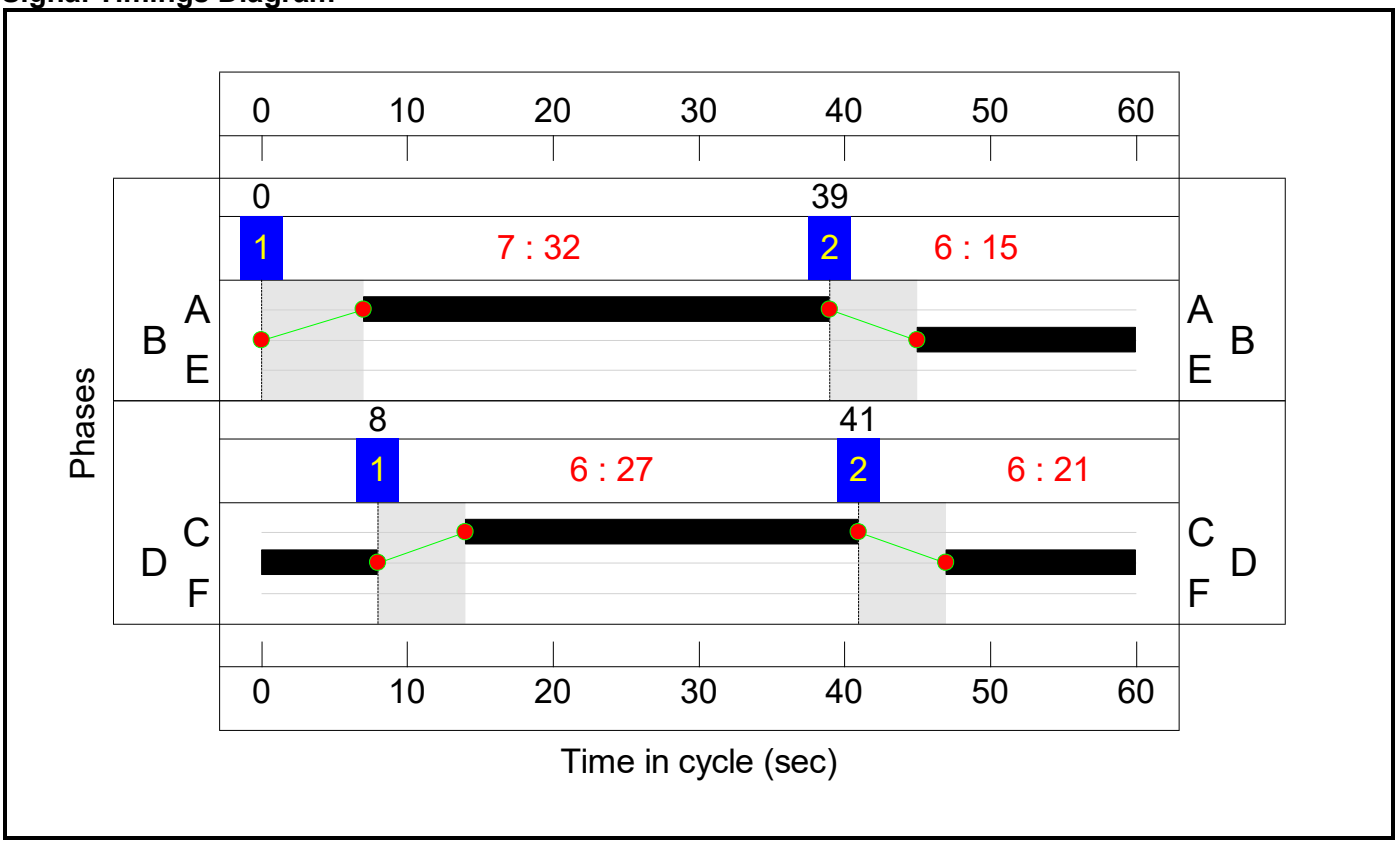
Stage Stream: 2

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			

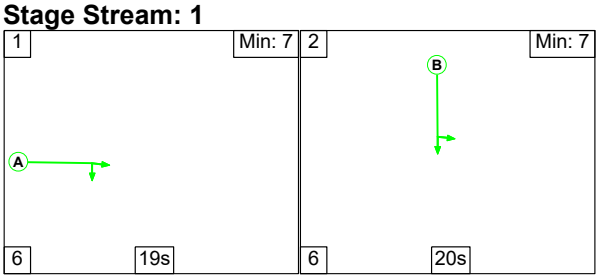
Signal Timings Diagram



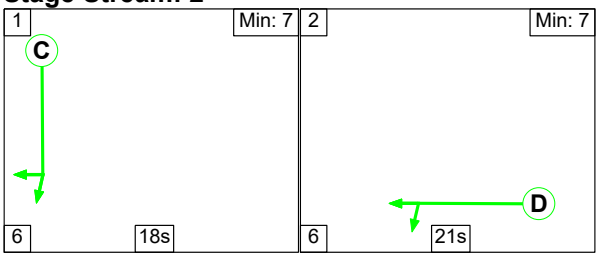
Controller :C2 - M1/J22 A50/A511 Controller 2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	20
Change Point	49	23

Detailed Input Data And Results

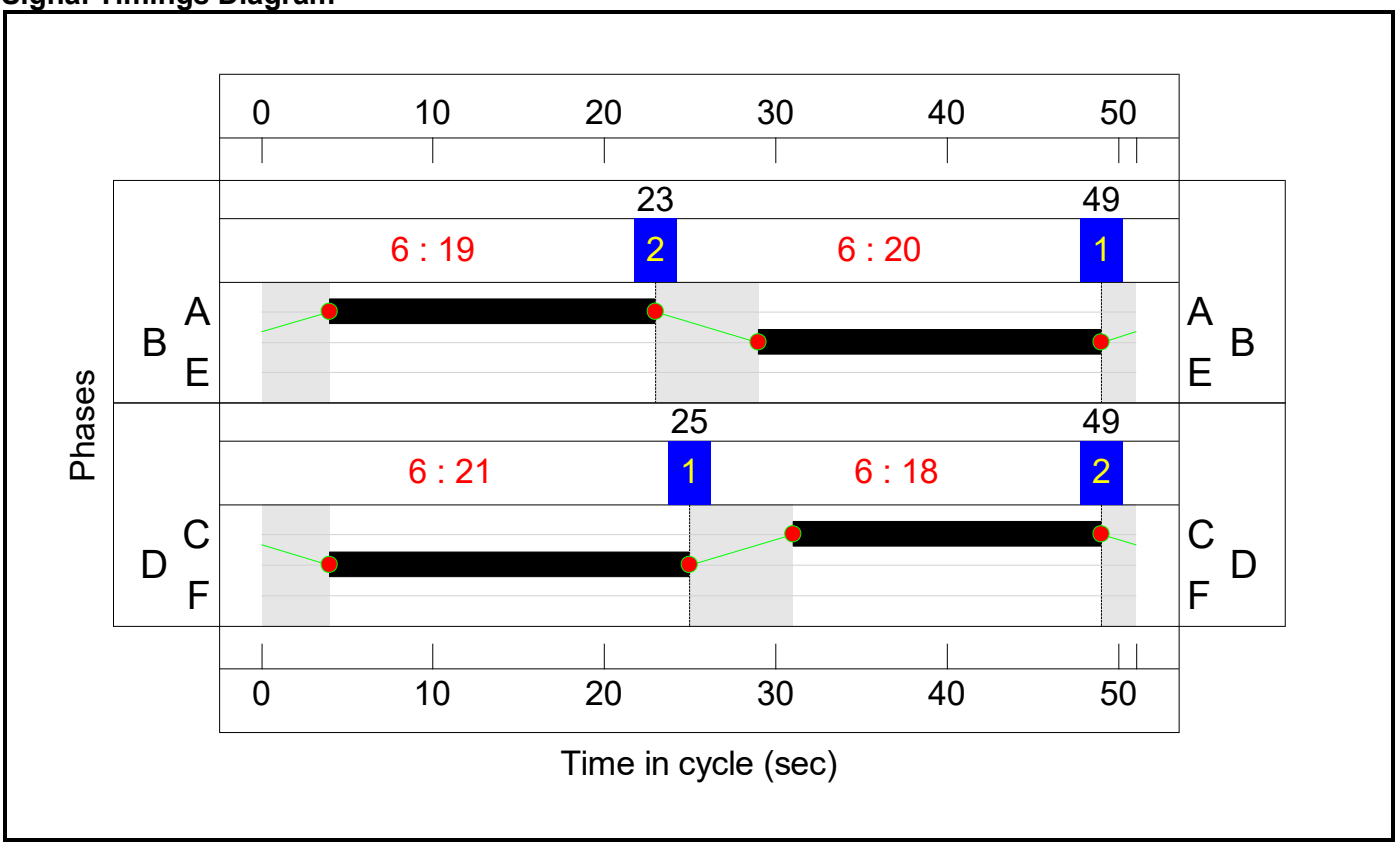
Stage Stream: 2

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			

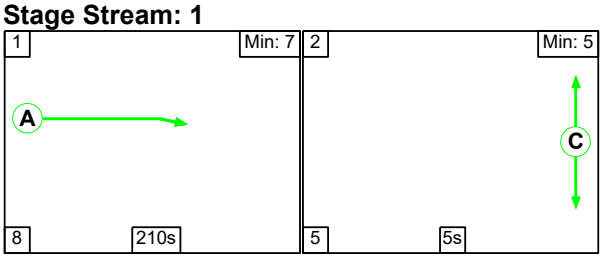
Signal Timings Diagram



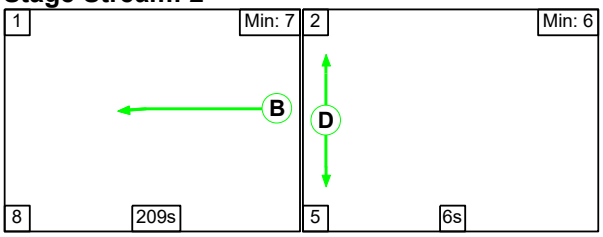
Controller :C3 - A50 East Pedestrian Crossings

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	210	5
Change Point	226	216

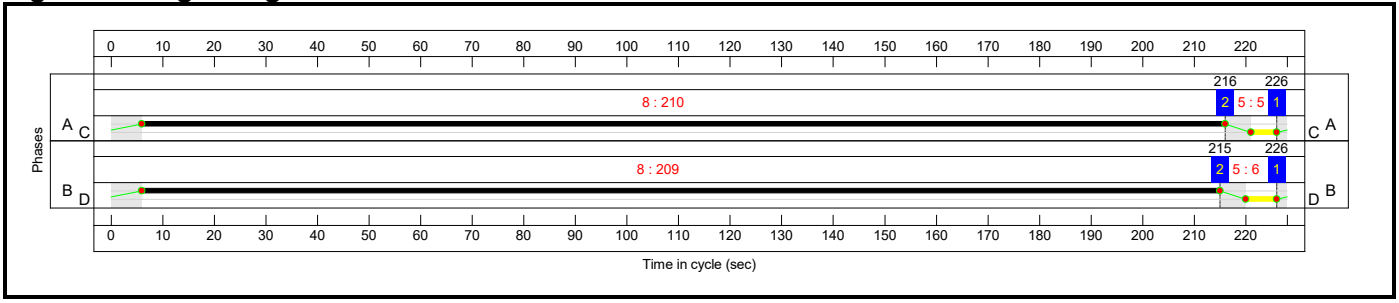
Stage Stream: 2

Stage	1	2
Duration	209	6
Change Point	226	215

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	209	6	215
C	Pedestrians across	Pedestrian	1	5	221	226
D	Pedestrians across	Pedestrian	2	6	220	226

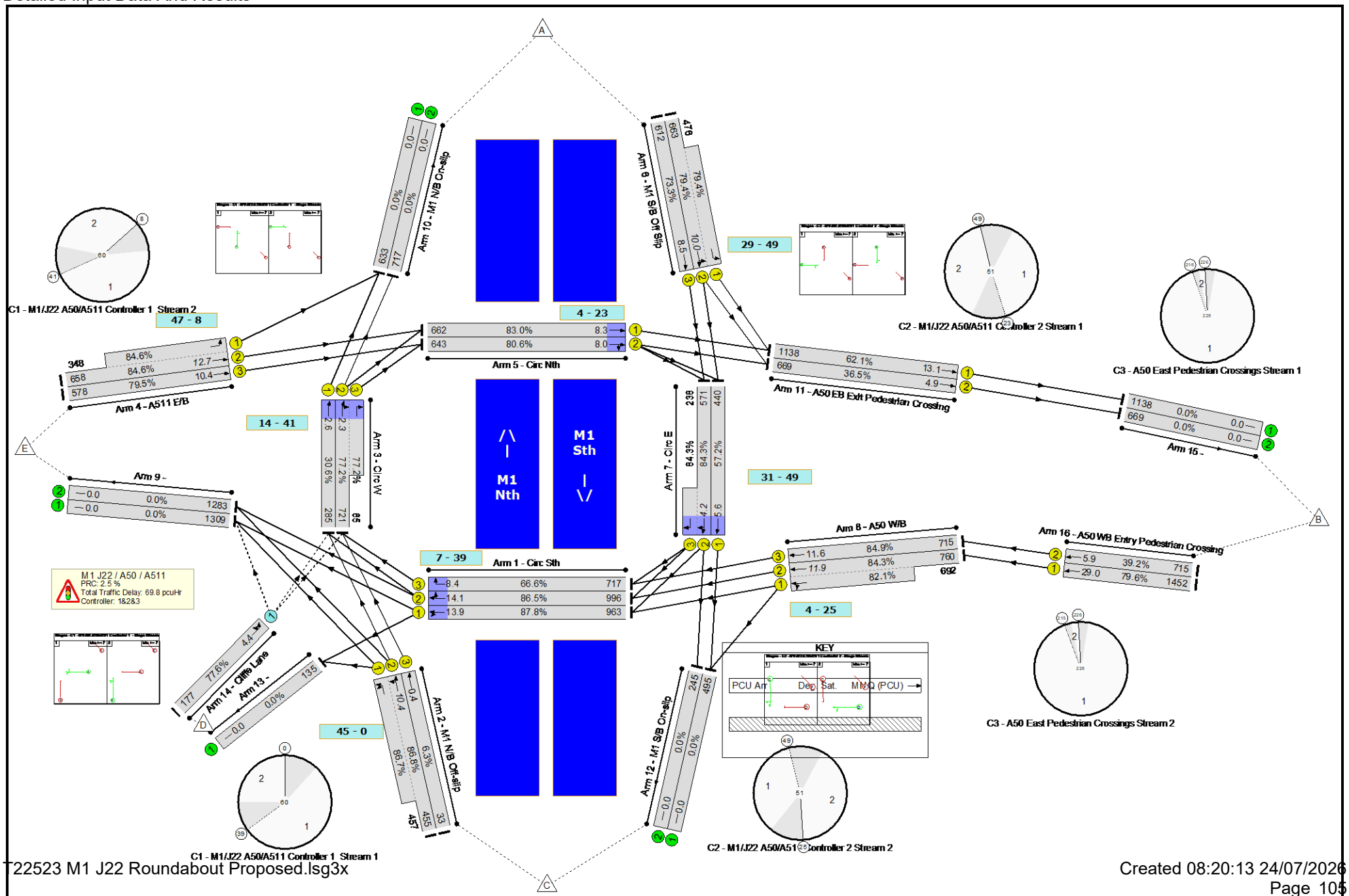
Signal Timings Diagram



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	6	215
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	B	6	215

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
658
578
84.6%
84.6%
79.5%
12.7
10.4
Arm 10 - M1 N/B On-slip
633
717
0.0
0.0%
Arm 6 - M1 S/B Off Slip
612
663
478
73.3%
79.4%
8.5
10.0
29 - 49
C2 - M1/J22 A50/A511 Controller 2 Stream 1
C3 - A50 East Pedestrian Crossings Stream 1
4 - 23
662
643
83.0%
80.6%
8.3
8.0
Arm 5 - Circ Nth
1138
669
62.1%
36.5%
13.1
4.9
Arm 11 - A50 EB Exit Pedestrian Crossing
1138
669
0.0%
0.0%
Arm 15 -
14 - 41
Arm 3 - Circ W
Arm 9 -
1283
1309
M1 Nth
M1 Sth
Arm 7 - Circ E
238
571
440
84.3%
57.2%
31 - 49
Arm 8 - A50 W/B
715
760
692
11.6
11.9
84.9%
84.3%
82.1%
Arm 16 - A50 WB Entry Pedestrian Crossing
5.9
29.0
39.2%
79.6%
715
1452
7 - 39
Arm 1 - Circ Sth
8.4
14.1
13.9
66.6%
86.5%
87.8%
717
996
963
4 - 25
M1 J22 / A50 / A511
PRC: 2.5 %
Total Traffic Delay: 69.8 pcuHr
Controller: 1&2&3
KEY
PCU Arr
Dep
Sat.
MMQ (PCU)
Arm 14 - Cliffe Lane
Arm 13 -
177
77.6%
44
135
0.0%
Arm 2 - M1 N/B Off-slip
45 - 0
457
455
33
86.8%
6.3%
Arm 12 - M1 S/B On-slip
245
495
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**	-	-		-	-	-	-	-	-	-	**87.8%**
M1 J22 / A50 / A511	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**87.8%**
1/1	Circ Sth Ahead Ahead2	U	1:1	N/A	C1:A		1	32	-	-	963	1995	1097	87.8%
1/2	Circ Sth Right Ahead	U	1:1	N/A	C1:A		1	32	-	-	996	2093	1151	86.5%
1/3	Circ Sth Right	U	1:1	N/A	C1:A		1	32	-	-	717	1956	1076	66.6%
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	-	-	285	1995	931	30.6%
3/2+3/3	Circ W Right Ahead	U	1:2	N/A	C1:C		1	27	-	-	786	2132:1995	934+84	77.2 : 77.2%
4/2+4/1	A511 E/B Ahead Left	U	1:2	N/A	C1:D		1	21	-	-	1006	2120:1966	777+411	84.6 : 84.6%
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	19	-	-	662	2034	798	83.0%
5/2	Circ Nth Right Ahead	U	2:1	N/A	C2:A		1	19	-	-	643	2034	798	80.6%
6/2+6/1	M1 S/B Off Slip Ahead Left	U	2:1	N/A	C2:B		1	20	-	-	1139	2027:2027	835+599	79.4 : 79.4%
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	18	-	-	440	2065	769	57.2%
7/2+7/3	Circ E Right Ahead	U	2:2	N/A	C2:C		1	18	-	-	809	2180:2025	678+282	84.3 : 84.3%
8/2+8/1	A50 W/B Ahead Left	U	2:2	N/A	C2:D		1	21	-	-	1452	2090:1953	902+842	84.3 : 82.1%

8/3	A50 W/B Ahead	U	2:2	N/A	C2:D		1	21	-	-	715	1953	842	84.9%
9/1		U	N/A	N/A	-		-	-	-	-	1309	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	-	1283	Inf	Inf	0.0%
10/1	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
10/2	M1 N/B On-slip	U	N/A	N/A	-		-	-	-	-	717	Inf	Inf	0.0%
11/1	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	1138	1980	1832	62.1%
11/2	A50 EB Exit Pedestrian Crossing Ahead	U	3:1	N/A	C3:A		1	210	-	-	669	1980	1832	36.5%
12/1	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
12/2	M1 S/B On-slip	U	N/A	N/A	-		-	-	-	-	245	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	228	77.6%
15/1		U	N/A	N/A	-		-	-	-	-	1138	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
16/1	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	1452	1980	1824	79.6%
16/2	A50 WB Entry Pedestrian Crossing Ahead	U	3:2	N/A	C3:B		1	209	-	-	715	1980	1824	39.2%

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	**-**	**-**	**45**	**132**	**0**	**48.7**	**21.1**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
M1 J22 / A50 / A511	**-**	**-**	**45**	**132**	**0**	**48.7**	**21.1**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
1/1	963	963	-	-	-	3.1	0.0	-	3.1	11.7	13.9	0.0	13.9	
1/2	996	996	-	-	-	3.2	0.0	-	3.2	11.6	14.1	0.0	14.1	
1/3	717	717	-	-	-	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	285	285	-	-	-	0.9	0.0	-	0.9	10.9	2.6	0.0	2.6	
3/2+3/3	786	786	-	-	-	1.3	0.0	-	1.3	6.1	2.3	0.0	2.3	
4/2+4/1	1006	1006	-	-	-	4.6	2.7	-	7.3	26.1	10.1	2.7	12.7	
4/3	578	578	-	-	-	2.7	1.9	-	4.6	28.8	8.5	1.9	10.4	
5/1	662	662	-	-	-	2.6	0.0	-	2.6	14.0	8.3	0.0	8.3	
5/2	643	643	-	-	-	2.5	0.0	-	2.5	13.8	8.0	0.0	8.0	
6/2+6/1	1139	1139	-	-	-	3.9	1.9	-	5.8	18.5	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	440	440	-	-	-	1.7	0.0	-	1.7	14.1	5.6	0.0	5.6	
7/2+7/3	809	809	-	-	-	2.2	0.0	-	2.2	9.8	4.2	0.0	4.2	
8/2+8/1	1452	1452	-	-	-	5.2	2.4	-	7.6	18.9	9.5	2.4	11.9	
8/3	715	715	-	-	-	2.6	2.7	-	5.3	26.6	8.9	2.7	11.6	
9/1	1309	1309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	1283	1283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	1138	1138	-	-	-	0.5	0.8	-	1.3	4.1	12.3	0.8	13.1	

11/2	669	669	-	-	-	0.2	0.3	-	0.5	2.5	4.6	0.3	4.9	
12/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	245	245	-	-	-	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	45	132	0	0.7	1.6	-	2.3	46.6	2.8	1.6	4.4	
15/1	1138	1138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1452	1452	-	-	-	1.1	1.9	-	3.0	7.5	27.0	1.9	29.0	
16/2	715	715	-	-	-	0.2	0.3	-	0.5	2.7	5.6	0.3	5.9	

C1 - M1/J22 A50/A511 Controller 1	Stream: 1 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s): 60
C1 - M1/J22 A50/A511 Controller 1	Stream: 2 PRC for Signalled Lanes (%):	6.3	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 (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	14.38	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):	16.85	Cycle Time (s): 51
C3 - A50 East Pedestrian Crossings	Stream: 1 PRC for Signalled Lanes (%):	44.9	Total Delay for Signalled Lanes (pcuHr):	1.75	Cycle Time (s): 228
C3 - A50 East Pedestrian Crossings	Stream: 2 PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	3.55	Cycle Time (s): 228
	PRC Over All Lanes (%):	2.5	Total Delay Over All Lanes(pcuHr):	69.81	