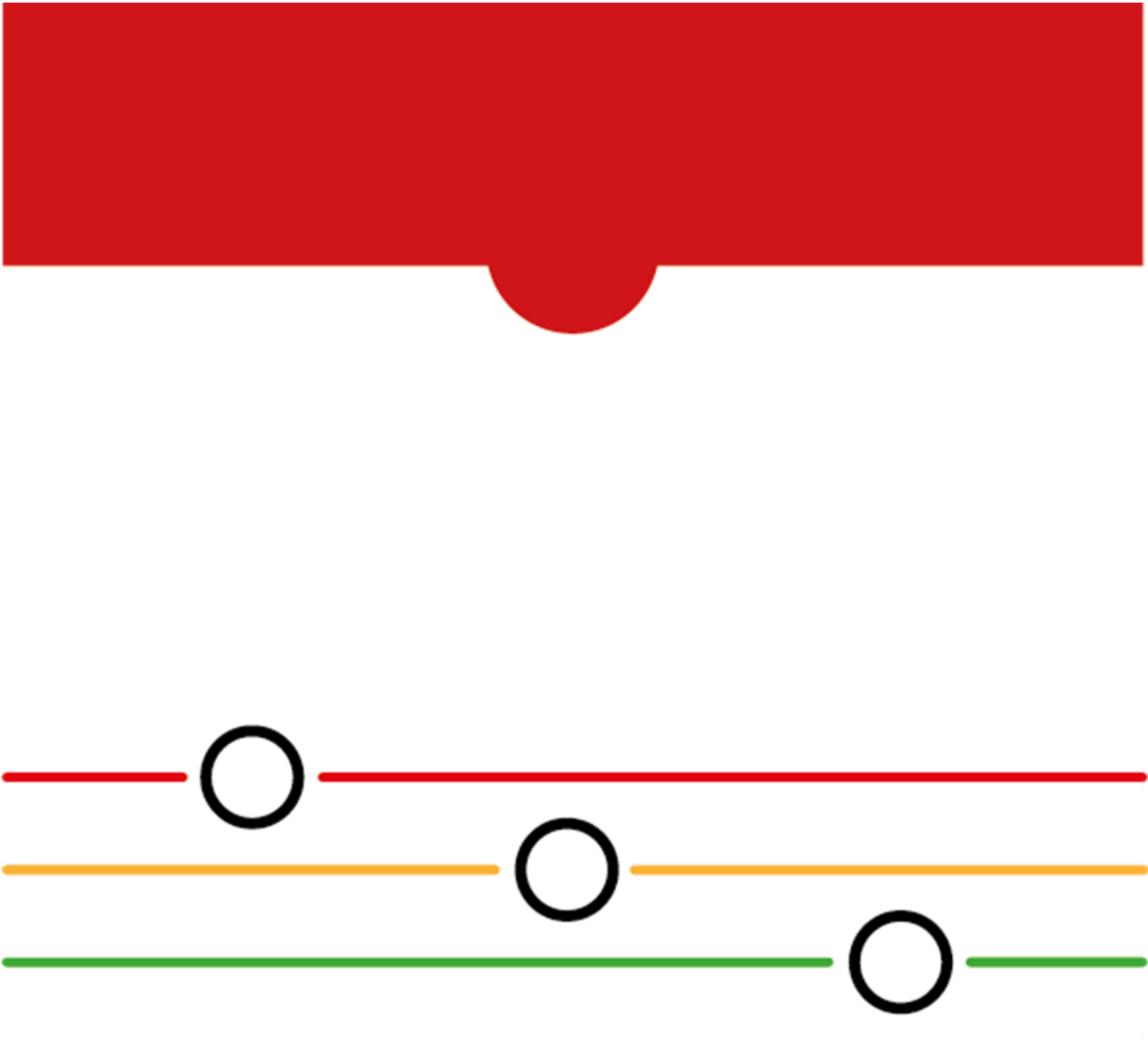




EG On The Move Ltd

Proposed Roadside Services Facilities Development,
A551 Little Shaw Lane, M1 J22, Markfield

Transport Assessment

3704926



JUNE 2026

Report Details

Report Number:	3704926-TA
Report Title:	Transport Assessment, Proposed Roadside Services Facilities Development, A551 Little Shaw Lane, M1 J22, Markfield
Client:	EG On The Move Ltd
Date:	11 June 2026
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG On The Move Ltd to report on the anticipated highways and transportation considerations related with the proposed development of new Roadside Service Facilities, on the site of a former Roadside Service Area, off the A511 Little Shaw Lane, adjacent to the M1 J22, Markfield.

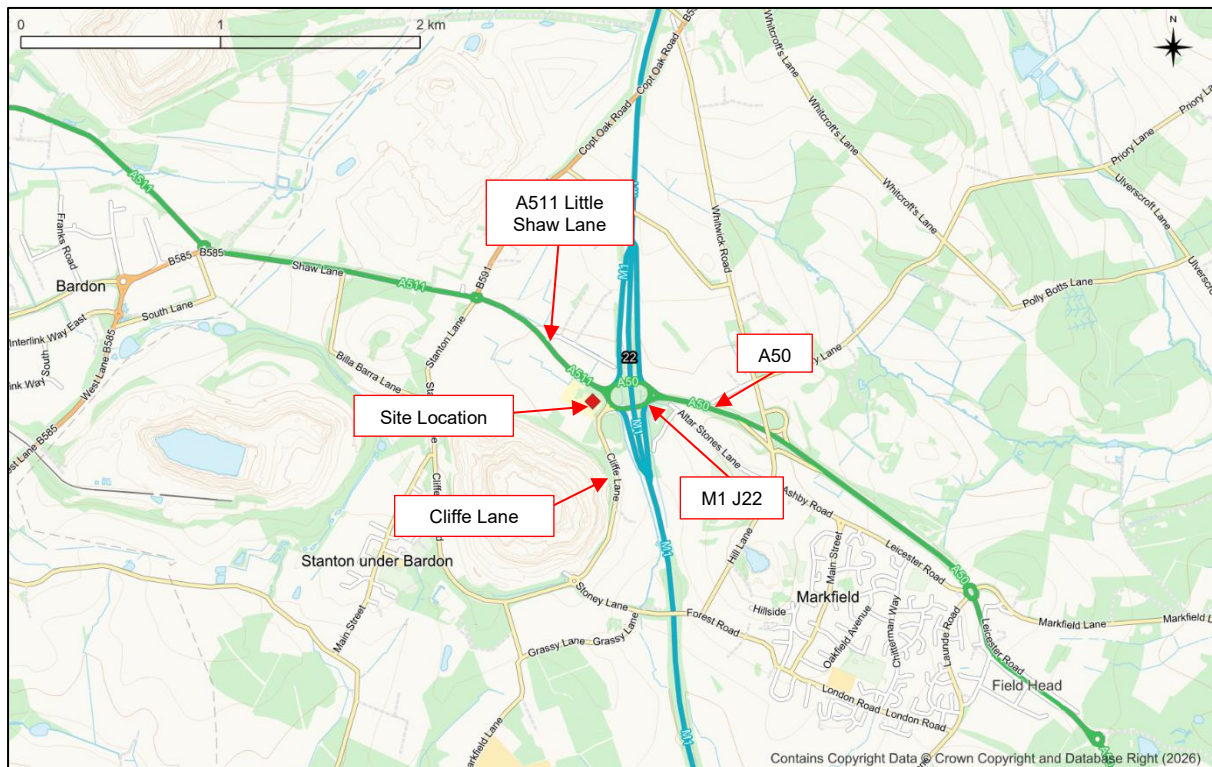
This Transport Assessment (TA) has been produced to advise Hinckley and Bosworth Borough Council (HBBC) as the Local Planning Authority and Leicestershire County Council (LCC) as the Local Highway Authority and National Highways (NH) on the transport planning considerations associated with the proposed development.

1.2 Site Location

The application site is located to the south of the A511 Little Shaw Lane, to the west off the M1 J22 roundabout junction. Situated around 1.5km to the north-west of Markfield Town Centre and 12.5km north-west of Leicester City Centre.

The location of the site is illustrated at **Figure 1.1:**

Figure 1.1: Site Location Plan



1.3 Site History and Context

The application site formerly operated as a roadside service area, comprising a hotel, an eight-filling bay Petrol Filling Station (PFS) with four HGV fuelling bays, an amenity building and associated parking provisions.

The amenity building at the site closed in around 2014, with the building still in place on the site. The PFS remained open until 2020, and the hotel unit remains operational, served by the existing access and egress only junctions off the A511 and Cliffe Lane, respectively.

An outline planning application has been submitted to the south/west of the site (Application Reference: 23/01091/OUT) for the construction of employment units (Use Class E(g)(i), E(g)(ii), B2 and B8) with all matters reserved except for access.

It is noted that as part of this application a LINSIG model for J22 of the M1 was provided to the applicant and was used to assess the development traffic.

The application was supported on highways grounds by Edwards and Edwards Consultancy. Access to the site was proposed to be taken off Cliffe Lane, to the south of the current application site egress junction. The application was subsequently approved on 21st November 2025.

1.4 Pre-Application Discussions

A highways pre-application scoping note (Document Reference: DTP-3717925-L01) was submitted to NH via email, on 16th December 2025, regarding the development of a Roadside Service Area.

NH provided consultation comments via email, dated 19th December 2025, was summarised below:

- Details of trip generation/distribution will need to be provided;
- At this stage no detailed designs have been presented;
- It is understood that a TA will be submitted as part of any application; and
- NH requested that a Construction Traffic Managements Plan (CTMP) also forms part of any application.

A planning pre-application was submitted to HBBC, who provided consultation comments, dated 20th February 2026 (Pre-application Reference) 25/10190/PREHMO). It is noted that HBBC shared the pre-application with LCC and no comments were received.

NH provided separate consultation comments to the pre-application, with NH and HBBC comments relating highways summarised below:

- A formal pre-application should include land use classification and total Gross Floor Area (GFA) for each land use;
- Details of parking provisions, including Electric Vehicle (EV) charging points and HGV parking bays;
- The proposed development would need to comply with DfT Circular 01/2022 and associated requirements to qualify for Trunk Road Service Signage;
- It is anticipated that the proposals will exceed the DfT trip generation thresholds;
- Noted that the A511 is not part of the NH network and is under the jurisdiction of the LHA;
- It is proposed that Turn in Rates will be used to estimate the anticipated number of vehicle trips to the site alongside TRICS trip generations assessments of the proposed uses at the site. This approach is welcomed, with the AM and PM (08:00-09:00 and 17:00-18:00) periods to be assessed; and
- NH note that based on the above trip generation assessments, junction capacity assessments may be required. It is recommended that an evidence-based approach is used with turning proportions to inform trip distributions.

It is noted that NH appear to have misunderstood the pre-application Scoping Note, which did not propose to use turning rates to calculate trip generation, given the site is not a signposted service area.

This TA has been produced to support a new planning application for a roadside service area development, reinstating the former use of the currently vacant site.

1.5 Purpose and Structure of Report

Therefore, the purpose of this report is to examine the redevelopment proposals in the context of the application site, with regard to the pre-application comments, review the layout proposals including swept-path analysis and set out the trip generating potential of the proposed redevelopment.

In accordance with best practice, this Transport Assessment (TA) has been prepared in reference to the Department for Transport (DfTs) '*Guidance on Transport Assessment*' document.

This report is structured as follows:

- Section 2 provides a reference to relevant planning policy;
- Section 3 sets out the existing conditions of and around the application site;
- Section 4 provides a description of the proposed redevelopment;
- Section 5 details sustainable access opportunities;

- Section 6 assesses the trip generating potential of the development proposals;
- Section 7 details the assessment methodology;
- Section 8 provides the junction capacity assessments; and
- Section 9 presents the summary and conclusions.

2 Policy Context

2.1 General

It is necessary to understand the national and local transport-related planning policies applicable to the development proposals. Therefore, the following chapter sets out key policies and demonstrates how the proposals accord with them.

2.2 National Policy

2.2.1 National Planning Policy Framework (NPPF), 2024

In December 2024, the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF since it was first published in 2012. The NPPF sets out the government's planning policies for England and how the policies should be applied to various developments, providing a framework for localised plans to be created.

Paragraph 109 of the latest NPPF discusses the key link between new developments and the transport network. It is stated that transport issues should be considered from the earliest stages of the planning process, *"using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places"*, involving;

- *"Making transport consideration an important part of early engagement with local communities;*
- *Ensuring patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, contributing to making high quality places;*
- *Understanding and addressing the potential impacts of development on transport networks;*
- *Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Identifying and pursuing opportunities to promote walking, cycling and public transport use are identified and pursued; and*
- *Identifying and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

Sustainability of developments is discussed in paragraph 110; whereby new developments should be centred around existing infrastructure. The NPPF also acknowledges that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, which should be taken into account during the planning process, ensuring appropriate infrastructure is applied to all projects.

The NPPF discusses spatial planning in paragraph 111, where planning policies should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other uses. Providing attractive and well-designed walking and cycling networks supported by associated facilities such as secure cycle parking.

Paragraph 114 of the NPPF highlights that planning policies and decisions should recognise the importance of providing adequate overnight HGV parking, taking into account any local shortages.

Paragraph 115 of the new NPPF states that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree, through a vision-led approach.”*

Paragraph 116 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios ”.*

Paragraph 117 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Paragraph 118 states that all developments that “*generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a ‘vision-led’ Transport Statement or Transport Assessment*”.

Furthermore, Section 11 of the NPPF discusses making effective use of land, where in paragraph 124 it states, “*Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land*”.

2.2.2 DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development

This document sets out the way in which the Highways Agency will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network (SRN).

The document defines sustainable development as “encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations”. Additionally, the circular document identifies that NH play an important role in driving towards zero emission transport through its commitment to net zero road user emissions by 2050.

The NH also recognises the importance of supporting local authorities in helping to move away from transport planning based on the traditional ‘predict and provide’ approach to vision-led planning (i.e., ‘decide and provide’) that establishes desirable outcomes and sustainable transport solutions that deliver those outcomes.

The primary function of roadside facilities along the SRN is to support the safety and welfare of road users, where service areas should be sympathetic to the character of the site, creating a safe, inclusive and accessible area for all users, that meets the needs of people in the area.

Following the DfT Circular guidance, LPAs are to ensure planning applications address the shortage of HGV parking on or near the SRN. Where the maximum distance between motorway facilities should be no more than 14 miles, and the maximum distance between All Purpose Trunk Road (APTR) service areas should be equivalent of 20 minutes driving time. Both type of service area should provide overnight parking and an adequate level of welfare facilities.

In line with the NH and the Rapid Charging Fund, (which aims to ensure there is a high-powered and open-access charging network ready to meet future demand for Electric Vehicles (EV)), operators/developers of roadside service areas are encouraged to install EV charging facilities at their site.

2.3 Local Policy

2.3.1 Hinckley & Bosworth Borough Council: Local Plan (2006 – 2026)

The Local Plan aims to achieve the following:

- To have the right facilities, housing, and infrastructure in the right places;
- To support the local communities by addressing the needs and opportunities of an area; and
- To help to support the growth of the local economy and tourism.

The Local Plan consists of four Development Plan Documents (DPDs), including the Site Allocations and Development Management Policies DPD and the Hinckley Town Centre Area Action Plan (AAP), which outline the council's policies for development within the borough.

The Site Allocations and Development Management Policies DPD (2016), includes development management policies which apply across the borough, and which will be used when determining planning applications. Policy DM17 (Highways and Transportation) states that development proposals will be supported where they:

- Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;
- Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
- Demonstrate that there is not a significant adverse impact upon highway safety;
- That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and
- Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Policy DM18 (Parking Standards) requires that new development should provide an appropriate level of parking provision justified by an assessment of the site location, other modes of available transport and appropriate design together with mobility standard parking provision.

The DPD also iterates that where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development. The appropriate parking standards are presented within the Leicestershire Highway Design Guide (2018), with a parking assessment undertaken within Section 4 of this report.

The Hinckley Town Centre AAP recognises that the town is well located in recognition of its links to the SRN and public transport facilities, however it is noted that rail station facilities could be subject to improvement. The 'vision' includes improved accessibility within, to and from the town centre for pedestrians and cyclists, with improvements to the bus/rail stations and car parking facilities over the timeframe of the Local Plan.

2.3.2 Emerging Hinckley & Bosworth Borough Council Local Plan (2020-2039)

Hinckley and Bosworth Borough Council (HBBC) are currently putting forward a new local plan as the successor to the currently adopted LP for the Hinckley and Bosworth District. The new LP will set out land allocations and updated planning policies to guide planning decision-making for the 2020 to 2041 period.

2.3.3 Hinckley & Bosworth Borough Council: The Good Design Guide (Supplementary Planning Document), 2020

The Good Design Guide supplementary planning document (SPD) aspires to encourage high quality design and ensure that consistent rules are applied to the assessment of design by Hinckley and Bosworth Borough. The document provides use-specific design principles on key development types including commercial/mixed-use developments.

It recognises that good commercial developments play a vital role in enhancing the economic prosperity, vitality and quality of life in urban and rural centres, and when designed well, can create attractive and comfortable places to live and work.

The following layout considerations are identified within the SPD with reference to commercial/mixed-use developments:

- Careful consideration should be given to car parking. Car parking should be well integrated into a scheme and not the main visual element;
- Servicing is also a major consideration for commercial developments including loading bays, delivery spaces, bins, and storage spaces;
- Schemes should enhance the potential for sustainable and active transport modes providing safe and secure cycle storage, and should be located within easy reach of public transport;
- The movement network through a site should be logical and coherent with continuous pedestrian routes orientated on desire lines. The design and orientation of buildings should contribute to overall legibility; and
- The relationship between pedestrians and cars should be addressed where appropriate.

2.3.4 Leicestershire's Forth Local Transport Plan (2025 – 2040)

Leicestershire's Local Fourth Transport Plan (LTP) was adopted in November 2024, forming the key mechanism for delivering integrated transport at a local level, helping to promote transport as an enabler to address existing and future challenges.

The LTP is formed around six Core Policies (CP):

- CP1: Delivering the Vision;
- CP2: Managing Demand;
- CP3: Enabling Travel Choice;
- CP4: Delivering Solutions;
- CP5: Embracing Innovation; and
- CP6: Evaluating Progress.

The strategic vision of the LTP will be delivered using five core themes:

- Enabling Health and Wellbeing;
- Protecting the Environment;
- Delivering Economic Growth;
- Enhancing the Transport Network's Resilience; and
- Embracing Innovation.

It is noted in the LTP that "*the demand for EV's is expected to grow significantly*" where around 11,400 charging points across the county will be required to meet anticipated demand.

2.4 Consideration of the Application Site against Policy Background

In general, the relevant transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design.

Sustainable development in this context is the provision of roadside facility/amenity adjacent to the highway network for motorists, as well as the increased provision of EV charging facilities, in line with local and national policy.

Notwithstanding the primary function of the proposed development, as a roadside service area, the above review of relevant national and local transport policies confirms that the proposed development are compliant with relevant transport planning policies as set out within this Transport Assessment, particularly for staff journeys to and from work and in light of the proposed EV charging bays.

3 Existing Conditions

3.1 General

The application site currently comprises the former 'Markfield Services' site, formed of a disused PFS, including HGV provision, retail store, a disused amenity building and associated parking area, located to the south-west of the M1 J22 roundabout junction.

The existing hotel unit has an approximate Gross Floor Area (GFA) of 1,888m² with the former amenity building of around 1,000m² GFA and the associated PFS retail building of around 130m² GFA. The GFA of the former roadside service area, therefore, totals around 3,018m².

A hotel unit is located to the south-west of the site, which is still operational. Access to the site is taken via an access only junction along the northern boundary of the site, off the A511 Little Shaw Lane, with egress taken via an egress only junction to the south-east of the site, onto Cliffe Lane.

It is also noted that a portion of the existing car parking area is still used informally for HGV parking.

3.2 Surrounding Highway Network

3.2.1 Cliffe Lane

Cliffe Lane is formed of a single carriageway which runs in an overall north-east/south-west orientation to the south/east of the site. To the south of the site, the road meets Cliffe Hill Road / Stoney Lane / Old Cliffe Hill Quarry Access Road at a four-armed roundabout. To the north of the site, the road meets Little Shaw Lane / A50 / M1 at the M1 J22 five-armed roundabout.

The road is approximately 6.7m in width, subject to the national speed limit and supported by streetlighting. An existing pedestrian footway runs along the western edge of the road.

The site egress junction is located to the western edge of the road and is currently operational, having previously supported the services site and continues to serve the hotel.

3.2.2 A511 Little Shaw Lane

The A511 Little Shaw Lane is a two-lane dual carriageway, separated by a central reserve island, which runs along the northern boundary of the site. To the north-east of the site, the road connects to the M1 J22 roundabout junction and to the north-west of the site the road meets Copt Oak Road / Shaw Lane / Stanton Lane at a four-armed roundabout junction.

Each carriageway on the road has an approximate width of 6.7m, with the eastbound lane flaring to three lanes on the approach to the M1 J22 junction. The A511 is subject to a 50mph speed limit and benefits from streetlighting.

Pedestrian footways run along both sides of the road, with an uncontrolled pedestrian crossing point located to the north of the site, providing access to the adjacent westbound and eastbound bus stops.

3.2.3 M1 J22

The M1 J22 roundabout junction is located to the north-east of the site, with both northbound and southbound on-/off-slips, to the M1. The northern, eastern, southern and north-western arms of the junction are signalised, where it is noted that the Cliffe Lane (southern-western) arm of the junction is not signal controlled.

A pedestrian footway runs along the northern edge of the junction, connecting the footways along A511 Little Shaw Lane to the footways along the A50 to the east of the site. Pedestrian crossing points with dropped kerbs and tactile paving are provided across the M1 northbound on-slip and the M1 southbound off-slip.

3.3 Accessibility by Non-Car Modes

Due to the nature and location of the site, adjacent to the M1 and off the A511 Little Shaw, access by foot, cycle or public transport is limited. Sustainability in this context relates to the provision of services adjacent to the A511 and M1, to allow passing vehicles to rest, refuel and use other amenities as required.

However, it is noted that there are existing footways and an uncontrolled crossing point to the north of the site, along the A511, facilitating access to existing bus stops adjacent to the site.

The nearest bus stops are located to the north of the site, along the eastbound and westbound lanes of the A511 Little Shaw Lane.

7A summary of the available bus services operating at the above stops is provided in **Table 3.1**:

Table 3.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
29	Leicester – Coalville – Swadlincote	Hourly
29A	Leicester – Coalville – Swadlincote	Hourly
X29	Leicester – Coalville – Swadlincote	Morning Services

Source: Traveline

3.4 Existing Traffic Flows

Classified Turning Count Surveys were undertaken of the M1 J22 roundabout junction, the A511 Little Shaw Lane / Site Access junction and the Cliffe Lane / Site Egress junction, on Thursday 23rd April 2026, between of 07:00 – 09:00 and 16:00 – 18:00 and on Saturday 26th April 2026, between of 11:00 – 14:00.

Analysis of the data identified the peak hours across the network, as detailed below:

- AM Peak Hour Period: 08:00 – 09:00 (10,075 PCUs);
- PM Peak Hour Period: 16:00 – 17:00 (9,664 PCUs); and
- SAT Peak Hour Period: 11:15 – 12:15 (5,707 PCUs).

The full survey data is provided at **Appendix 1**.

3.5 Road Safety

It is noted that the last element of the former roadside services site ceased operating in 2020. Therefore, to provide a robust assessment of the local highway network when the site was previously operational, the accident statistics have been obtained within the vicinity of the application site, for the latest available eight years data (2017 – 2024, inclusive) from the Department for Transport (DfT) for the study area.

It is noted that during the assessment period no incidents were reported along Cliffe Lane, within the vicinity of the site. **Figure 3.1** shows the accidents reported during the assessment period.

Figure 3.1: Accident Plot (2017 – 2024, inclusive)



Table 3.1 provides a summary of the accidents recorded at the junction.

Table 3.1: Personal Injury Accident Summary

Accident Location	Year	Severity	Description
Eastbound A511 M1 J22 Approach (West of M1 J22)	2018	Slight	Involved two cars and what the data classifies as a young driver
Eastbound A511 (West of M1 J22)	2018	Slight	Involved a car and motorcycle
Eastbound A511 (East of M1 J22)	2018	Slight	Involved an HGV and a car
North of the circulatory carriageway of M1 J22	2020	Slight	The incident involved two cars
South of the circulatory carriageway of M1 J22	2020	Slight	Between an HGV and car
Southbound M1 off-slip	2020	Slight	The incident involved two cars
M1 J22 circulatory carriageway, adjacent to M1 southbound off-slip and A50 exit	2020	Slight	The incident involved two cars
M1 J22 circulatory carriageway, adjacent to A511 exit/entrance	2022	Slight	Involved a car and an HGV
Southbound M1 off-slip	2024	Slight	The incident involved two cars

On review of the data and given the nature of the local highway network and associated traffic volumes it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals and the reinstatement of the former roadside service site.

4 Proposed Development

4.1 General

The proposed development would consist of an eight-filling bay PFS, with an associated retail unit and two HGV fuelling pumps, a drive-thru coffee shop unit and a drive-thru restaurant unit, Electric Vehicle (EV) charging provision, and associated HGV/car parking provision.

As part of the proposals, the PFS retail unit will have an approximate Gross Floor Area (GFA) of 737m², with the drive-thru coffee shop around 172m² and the drive-thru restaurant around 290m². Therefore, the proposed site will have a total GFA of around 3,087m² (including the retained hotel facility), representing a minor uplift in floor area compared to the previously operational service area (69m²).

As part of the proposals, the existing access and egress only arrangements off the A511 Little Shaw Lane and Cliffe Lane to the north and south of the site, respectively, will be retained to serve the development. It is noted that the existing hotel unit at the site will be retained as existing. The proposed layout of the site can be found at **Appendix 2** of this report.

4.2 Proposed Site Access and Internal Arrangements

The existing access only and egress only junctions located to the north and south of the site, off A511 Little Shaw Lane and Cliffe Lane will be retained to serve the site, as previously used to serve the former roadside services area.

As part of the proposals the PFS facility will be located to the east of the site, located similarly to the previous operation of the site, with HGV parking bays within the vicinity of the PFS.

It is proposed that the drive-thru coffee unit will be located to the west of the PFS unit, with the drive-thru restaurant located to the north-west of the site. The existing hotel unit will be retained to the south-west of the site, with the proposed parking provision, including EV charging bays located on the western portion of the site.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for an oil tanker as the largest anticipated vehicle to access the site PFS element of the site and a 16.5m articulated vehicle for use of the HGV filling pumps and parking bays, as shown in **Appendix 3**.

A swept path analysis has also been undertaken for a 16.5m articulated vehicle as the largest anticipated vehicle to serve the drive-thru restaurant, with a 10m rigid vehicle as the largest anticipated vehicle to service the drive-thru coffee shop. A swept path analysis for a large car has been undertaken along both of the drive-thru lanes, also shown at **Appendix 3**.

Pedestrian connections will be provided connecting the proposed elements throughout the site. It is noted that the internal footways will connect to the existing external footways to the north of the site, along the A511, connecting to the local bus stops adjacent to the site.

4.3 Parking Provision

It is proposed that the existing 69 parking bays serving the hotel site are retained as part of the development. A total of 137 parking bays is proposed across the site, inclusive of nine mobility impaired accessible bays, 12 HGV parking bays, 12 EV charging bays and two servicing/valet bays. Therefore, there will be a total of 206 parking spaces across the wider site, including the retained hotel provision.

The Leicestershire Highway Design Guide (LHDG) provides parking standards for non-residential developments; it is noted that the proposed PFS has been assessed using the most analogous land use category of 'E(a) Non-Food Retail' in **Table 4.1**:

Table 4.1 – Local Parking Standards

Land Use	Parking Standard	Required Number of bays	Proposed Number of bays
PFS with retail	1 space per 9m ² GFA	46	42
Drive-thru coffee	1 customer space per 3m ² public area and 1 staff space per 40m ²	66 (+12 staff)	95
Drive-thru restaurant			
Hotel	1 space per bedroom (plus additional conference/restaurant etc. space based on need)	67	69 (retained as existing)
Total	-	179 (191 including staff)	206

Therefore, the proposed parking provision broadly aligns with local standards. It is noted that the above proposals include the provision of HGV parking bays and EV charging facilities.

The proposals would also reinstate HGV parking previously provided as part of the former roadside service site, aiming to address the shortage of suitable HGV parking near the Strategic Road Network (SRN).

5 Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed development on the adjacent highway network.

The development proposals would see an overall modernisation and upgrade of the former roadside service area, including the introduction of EV charging bays.

It is also noted that the proposed development does not seek to alter the existing hotel facility, where the number of trips to the hotel would remain as per the current operation.

5.1.1 Existing Site – Roadside Service Area

The TRICS Database has been used to estimate the number of trips associated with the former use of the site. Although it is noted that the former use of the site, as a roadside service area, was not signposted from the adjacent motorway, the most analogous category in the TRICS Database is Motorway Service Areas (MSA). The selection criteria for the comparative sites are listed below:

- Land Use – ‘Hotel, Food & Drink’, sub-category – ‘Motorway Service Areas’;
- London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate);
- Town Centre, Edge of Town Centre and Suburban sites removed; and
- Selection by GFA.

It is noted that the most recent survey in the TRICS database was undertaken in 2018 and in order to allow a comparable number of sites to be selected, the data range has been extended to 2007. It is also noted that there are only three comparable sites in the TRICS database with Saturday surveys.

A summary of trip rates is shown below in **Table 5.1**, with the full TRICS outputs included at **Appendix 4**.

Table 5.1: MSA Trip Rates (per 100m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Motorway Service Areas	5.511	5.138	5.302	5.494	13.639	13.757

The above trip rates have been applied to the total GFA of the former site (including the existing hotel unit), to provide the anticipated vehicle movements as shown in **Table 5.2**:

Table 5.2: Former Service Area Trip Generation (3,018m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Former Roadside Service Area	166	155	160	166	412	415

The above table shows that the former use of the site has the potential to generate around 321, 326 and 827 two-way trips during the traditional highway weekday AM, PM and Saturday peak hour periods, respectively.

5.1.2 Proposed Development – Roadside Service Area

As the proposed development seeks to reinstate the former use of the site, providing a modernised roadside facility, the above MSA trip rates have been applied to the overall GFA of the proposed scheme (including the retained hotel unit).

Table 5.3: Proposed Service Area Trip Generation (3,087m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Former Roadside Service Area	170	159	164	170	421	425

The above table shows that the proposed development has the potential to generate around 329, 334 and 846 two-way trips during the traditional highway weekday AM, PM and Saturday peak hour periods, respectively.

The above assessment shows that the proposed reinstatements/modernisation of the former roadside service area would result in around seven additional two-way vehicle movements during the weekday AM/PM peak hour periods and around 19 additional two-way movements during the Saturday peak hour period.

This equates to around one additional vehicle either accessing or egressing the site every three minutes, during the busiest peak hour at the site, compared to the former use at the site.

5.1.3 Proposed Development – HGVs

It is noted that the above includes HGV trip rates, which are shown in isolation in **Table 5.4**.

Table 5.4: MSA - HGV Trip Rates (per 100m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
HGV - Motorway Service Areas	0.833	0.891	0.655	0.744	1.048	1.145

The above trip rates have been applied to the total GFA of the proposed site (including the existing hotel unit), to provide the anticipated vehicle movements as shown in **Table 5.5**:

Table 5.5: MSA- HGV Trip Rates (3,087m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
HGV - Motorway Service Areas	26	28	20	23	32	35

The TRICS trip generation assessment shows that the proposed site would generate around 54, 43 and 67 two-way HGV movements during the weekday AM, PM and Saturday peak periods. Equating to around one HGV movement each minute during the busiest peak hour of the site.

5.2 Proposed Development – Use Class Assessment

Notwithstanding the above TRICS MSA trip generation comparison between the former site and currently proposed reinstatement, given that the site is not a sign posted MSA, nor is it intended to be, the TRICS database has also been used to assess the proposed development as individual units.

5.2.1 Proposed PFS

The TRICS Database has been used to estimate the number of trips associated with the proposed development of a PFS, with retail provision. The selection criteria for the comparative sites are listed below:

- Land Use – ‘Petrol Filling Station’, sub-category – ‘Petrol Filling Station, with Retail’;
- London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate);
- Town Centre, Edge of Town Centre and Suburban sites removed; and
- Selection by number of filling bays.

A summary of trip rates is shown below in **Table 5.6**, with the full TRICS outputs included at **Appendix 4**.

Table 5.6: PFS with Retail Trip Rates (per filling bay)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
PFS with Retail	9.273	9.172	11.051	10.990	7.568	7.321

The above trip rates have been applied to the proposed number of filling bays to provide the anticipated vehicle movements as shown in **Table 5.7**:

Table 5.7: PFS with retail Trip Generation (eight filling bays)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
PFS with Retail	74	73	88	88	61	59

The above table shows that the proposed development has the potential to generate around 147, 176 and 120 two-way trips during the traditional highway weekday AM, PM and Saturday peak hour periods, respectively.

5.2.2 Proposed Drive-Thru Coffee Shop

The TRICS Database has been used to estimate the number of trips associated with the proposed development of a drive-thru coffee shop. The selection criteria for the comparative sites are listed below:

- Land Use – ‘Hotel, Food & Drink’, sub-category – ‘Drive-Through Coffee Shop’;
- London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate);
- Town Centre, Edge of Town Centre and Suburban sites removed; and
- Selection by number of GFA.

A summary of trip rates is shown below in **Table 5.8**, with the full TRICS outputs included at **Appendix 4**.

Table 5.8: Drive-Thru Coffee Shop Trip Rates (per 100m²)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Drive-Through Coffee Shop	15.796	14.450	6.809	8.195	20.675	21.034

The above trip rates have been applied to the proposed GFA, to provide the anticipated vehicle movements as shown in **Table 5.9**:

Table 5.9: Drive-Thru Coffee Shop Trip Generation (172m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Drive-Through Coffee Shop	27	25	12	14	36	36

The above table shows that the proposed development has the potential to generate around 52, 26 and 72 two-way trips during the traditional highway weekday AM, PM and Saturday peak hour periods, respectively.

5.2.3 Proposed Drive-Thru Restaurant

The TRICS Database has been used to estimate the number of trips associated with the proposed development of a drive-thru restaurant. The selection criteria for the comparative sites are listed below:

- Land Use – ‘Hotel, Food & Drink’, sub-category – ‘Fast Food Drive-Through’;
- London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate);
- Town Centre, Edge of Town Centre and Suburban sites removed; and
- Selection by number of GFA.

A summary of trip rates is shown below in **Table 5.1.0**, with the full TRICS outputs included at **Appendix 4**.

Table 5.1.0: Drive-Thru Restaurant Trip Rates (per 100m²)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Drive-Through Restaurant	15.876	15.112	19.528	18.961	20.189	18.502

The above trip rates have been applied to the proposed GFA, to provide the anticipated vehicle movements as shown in **Table 5.1.1**:

Table 5.1.1: Drive-Thru Restaurant Trip Generation (290m² GFA)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Drive-Through Restaurant	46	44	57	55	60	54

The above table shows that the proposed development has the potential to generate around 90, 112 and 114 two-way trips during the traditional highway weekday AM, PM and Saturday peak hour periods, respectively. This equates to less than two vehicles, either arriving or departing the site, every minute during the busiest peak hour.

5.2.4 Existing Hotel Unit

It is also noted that during the classified turning count surveys undertaken at the site, the existing use of the hotel unit was observed, with a summary of the AM, PM and Saturday peak hours shown below.

Table 5.1.2: Existing Trip Generation – Hotel Unit

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Sat Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel Unit	20	24	21	7	12	13

The above data shows that during the weekday AM, PM and Saturday peak hour periods the existing site generates around 44, 28 and 25 two-way trips.

5.3 Total Trip Generation

The table below provides the total trip generation for the proposed site, including the existing hotel unit and HGV trip generation.

Table 5.1.3: Total Proposed Trip Generation

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		SAT Peak Hour (1200-1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Hotel	20	24	21	7	12	13
Drive-Thru Coffee Shop	27	25	12	14	36	36
Drive-Thru Restaurant	46	44	57	55	60	54
PFS Unit	74	73	88	88	61	59
HGVs	26	28	20	23	32	35
Total	193	194	198	187	201	197

The above table shows that the proposed development would result in around 387, 385 and 398 two-way vehicle movements during the weekday AM, PM and Saturday peak hours.

Whilst it is noted that the proposed development would be a modernisation of an existing services site and that the trip generation uplift can be determined by the small increase in floor area for MSA trip rates, the above Use Class assessment has been carried forward in the remainder of the TA to form a robust assessment.

5.4 Trip Types

Given the nature and location of the proposed development site, it would primarily draw upon vehicles already routing along the highway network, therefore, the following trip type distribution assumptions have been applied to the anticipated vehicle trip generation:

Table 5.1.1: Proposed Trip Type Distribution

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		SAT Peak Hour (1200-1300)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
New (20%)	39	39	40	37	40	39
Pass-by (30%)	58	58	59	56	60	59
Divert (40%)	77	78	79	75	80	79
Linked (10%)	19	19	20	19	20	20
Total	193	194	198	187	201	197

The above data shows that the proposed development would result in around 77, 77 and 80 new two-way vehicle trips, during the weekday AM, PM and Saturday peak hours, respectively. Therefore, this equates to just over one additional new trip every minute at the site, during the busiest peak hour.

5.5 Summary

Overall, the above trip generation assessment shows that the proposed development would not have a significant material impact on the local highway network, compared to the former use of the site.

Notwithstanding the above, the development proposals have been carried forward as part of an operational assessment, to further understand the impact of the proposals on the local highway network.

6 Assessment Methodology

6.1 Study Area

The study area has been identified as the junction and the M1 J22 signalised roundabout junction.

An existing approved model of the M1 J22 roundabout junction was provided to the applicant by NH. The model included assessment flows associated with an approved employment development, on land to the west of the site (Application Reference: 23/01091/OUT). It is noted that two scenarios were included as part of the approved model, where in order to provide a robust assessment, scenario two has been carried forward in the below assessment as this scenario included the highest traffic volumes.

It is also noted that the above approved LINSIG model did not include Saturday assessment scenarios, therefore, the below Saturday assessment scenarios have been based on traffic surveys undertaken in 2026, as detailed in **Chapter 3**.

6.2 Assessment Scenarios

Capacity assessments have been undertaken for the following scenarios to ensure that the surrounding highway network can operate with the proposed development in place at opening in 2026 as well as in 2031 to consider the +5 years post-application scenario, and also includes the 2023 base from the previously approved model:

- 2023 approved model base;
- 2026 base;
- 2026 base + committed employment development + proposed development;
- 2031 base; and
- 2031 base + committed employment development + proposed development.

All assessment scenarios consider the weekday AM, PM and Saturday peak hour scenarios.

To account for background traffic growth, the observed traffic flows are typically factored using the DfT's TEMPRO 8.1 computer program using the National Trip End Model (NTEM) dataset 8.1 and the National Travel Model (NTM).

For the interrogation of the TEMPRO database the growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination', for the Middle-layer Super Output Area (MSOA) Hinckley and Bosworth 001.

An NTM growth calculation for 'All' roads was weighted to each TEMPRO growth rate using the NTM dataset.

The flows included within the approved LINSIG model have been growthed using the TEMPRO factors in order to establish the 2026 and 2031 base scenarios, with the Saturday data growthed from the 2026 survey.

The growth factors are summarised in **Table 7.1**:

Table 7.1 – TEMPRO Growth Factors

	TEMPRO Growth Factors		
	AM	PM	SAT
2026 – 2031	-	-	1.0615
2024 – 2026	1.0142	1.0143	-
2029 – 2031	1.0202	1.0209	-

6.3 Development Distribution

Developments of this nature are likely to generate relatively low levels of new or primary trips, where majority of trips would be drawn from traffic already routing along the local highway network. The trip types for the proposed development are detailed below, with the distribution of the committed employment development trips based on the approved model:

- 'New' – (20%) development trip distribution has been based on the proportions recorded at the M1 J22 roundabout, where trips have been assigned to return to their origin;
- 'Pass-by' – (30%) development trip distribution has been based on the proportions recorded along the westbound lane of the A511 Little Shaw Lane, with vehicles continuing on to their original destination;
- 'Diverted' – (40%) trip distribution has been based on the proportions recorded at the M1 J22 roundabout, with departures continuing to their original destination; and
- 'Linked' – (10%) – internally linked trips between the various proposed uses and the existing use on the site.

The development distribution is shown on the Traffic Figures included at **Appendix 5**.

7 Anticipated Highway Impacts

7.1 General

This chapter will describe the impact of the trips generated by the proposed development on the operation of the surrounding highway network.

It is noted that NH provided a copy of an existing, approved LINSIG model for M1 J22, which has been used as the base for the below assessment.

7.2 Assessment Methodology

The LINSIG software package has been used to analyse capacity of the traffic signal-controlled junctions. The LINSIG software package has been used to assess the available capacity at the traffic signal-controlled junctions. Within LINSIG, junction performance is commonly expressed in terms of **Practical Reserve Capacity (PRC)**, which indicates the proportion of additional traffic demand that can be accommodated before an approach reaches practical operating limits.

A PRC value approaching **0%** signifies that an approach is operating close to its practical capacity, with minimal spare green time available to absorb fluctuations in traffic flow. Negative PRC values indicate that the modelled demand exceeds the practical capacity of the approach, suggesting that lanes are likely to perform less reliably and may experience increased queuing. LINSIG also provides **Mean Maximum Queue (MMQ)** estimates, expressed in PCUs, for each signalised approach.

The following provides a summary of the operational analysis results of the assessed scenarios, with a full copy of the model outputs contained within **Appendix 6**.

7.3 M1 J22 Roundabout Junction

The approved LINSIG model for the M1 J22 roundabout junction, provided by NH has been used to assess the highway impact of the proposals.

The results all scenarios are summarised in **Table 8.1**, with the full results, including for all scenarios, included at **Appendix 6**.

Table 8.1 – M1 J22 roundabout

Scenario	PRC (%)
2023 Base AM	26.5
2023 Base PM	33.8
2026 Base AM	24.4
2026 Base PM	28.0
2026 Base SAT	68.5
2026 With Development AM	12.4
2026 With Development PM	18.0
2026 With Development SAT	72.6
2031 Base AM	24.1
2031 Base PM	27.7
2031 Base SAT	69.8
2031 With Development AM	12.0
2031 With Development PM	20.9
2031 With Development SAT	61.0

The results of the modelling show that the addition of traffic associated with the development would have a negligible impact on the operation of the junction, as demonstrated by the uplift between the base and with development scenarios.

7.4 Summary

Overall, the model results show that the M1 J22 roundabout would continue to operate with spare capacity with the addition of development related traffic as well as the committed development traffic.

8 Summary and Conclusions

Dynamic Transport Planning is instructed by EG on The Move to report on the anticipated highways and transportation considerations related with the proposed development of a new Roadside Service Area, on the site of a former Roadside Service Area, off the A511 Little Shaw Lane, adjacent to the M1 J22, Markfield.

Pre-application enquiries were submitted to NH and HBBC regarding the proposed development, which requested further trip generation assessments to demonstrate the any access arrangements would not impact the operation of the local highway network.

The proposed development would see an overall modernisation of the former roadside service area. The development scheme consists of an eight-filling bay PFS, with an associated retail unit and two HGV fuelling pumps, a drive-thru coffee shop unit and a drive-thru restaurant unit, Electric Vehicle (EV) charging provision, and associated HGV/car parking provision.

The highway accident data has been reviewed for the most recently available five-year road safety record for the area within the vicinity of the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

Notwithstanding the use of the site as a PFS facility, a review of site accessibility has identified that the site provides some potential for access by sustainable modes of travel, particularly for staff.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for an oil tanker, 16.5m articulated vehicle and a 10m rigid vehicle as the largest anticipated vehicles to service the site, as well as a large car through both drive-thru lanes.

It is proposed that a total of 137 parking bays, inclusive of nine mobility impaired bays and 12 EV charging bays and 12 HGV parking bays will be provided to support the site as well as the filling bays.

The TRICS database has been used to assess the trip generating potential of the proposed development, which found that the proposals are anticipated result in around 62 and 64 new two-way vehicles trips during the traditional AM and PM highway peak hours, respectively. This equates to around two additional vehicles either accessing or egressing the site every minute during the busiest peak hour of the site.

The approved LINSIG model for the M1 J22 roundabout junction, provided by NH has been used to assess the highway impact of the proposals, which found that the junction would continue to operate with spare capacity with the addition of development related traffic as well as the committed development traffic.

Overall, on the basis of the above, it is concluded that there are no outstanding reasons why the proposed redevelopment should not be granted planning permission on highways grounds.

Appendix 1

Survey Data

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: M1 (NORTH)

TIME / CLASS	TO A50										TO M1 (SOUTH)										TO CLIFFE LANE										TO A511 LITTLE SHAW LANE										U-TURN TO M1 (NORTH)						TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL											
7:00 - 7:15	0	0	114	1	47	13	8	0	183	0	0	0	0	0	0	0	0	0	21	0	0	46	0	22	6	17	0	91	0	0	0	0	0	0	0	0	0	0	0	295							
7:15 - 7:30	0	1	135	0	42	1	17	0	196	0	0	0	6	1	0	0	0	26	0	0	61	0	15	3	13	0	92	0	0	0	0	0	0	0	0	0	0	0	0	314							
7:30 - 7:45	0	0	178	1	47	4	13	0	243	0	0	0	1	13	0	0	0	19	0	0	37	4	14	2	14	0	71	0	0	0	0	0	0	0	0	0	0	0	0	333							
7:45 - 8:00	0	0	169	1	61	8	13	1	253	0	0	0	0	3	0	0	0	27	0	1	52	1	27	0	15	0	96	0	0	0	0	0	0	0	0	0	0	0	0	376							
HOURLY TOTAL	0	1	596	3	197	26	51	1	875	0	0	0	22	1	0	0	0	93	0	1	196	5	78	11	59	0	350	0	0	0	0	0	0	0	0	0	0	0	0	1318							
8:00 - 8:15	0	0	240	0	72	4	16	0	332	0	0	0	15	1	9	0	0	25	0	0	48	0	23	2	7	0	80	0	0	0	0	0	0	0	0	0	0	0	0	437							
8:15 - 8:30	0	0	214	1	77	9	22	1	324	0	0	0	18	0	0	0	0	63	0	0	74	1	17	4	5	0	101	0	0	0	0	0	0	0	0	0	0	0	0	489							
8:30 - 8:45	0	0	196	0	52	10	17	0	275	0	0	1	0	46	0	0	0	59	0	0	80	0	15	0	13	2	110	0	0	0	0	0	0	0	0	0	0	0	0	0	445						
8:45 - 9:00	0	0	194	0	45	8	20	1	268	0	0	0	15	2	1	0	0	67	0	0	53	1	21	5	10	3	93	0	0	0	0	0	0	0	0	0	0	0	0	0	428						
HOURLY TOTAL	0	0	844	1	246	31	75	2	1199	0	0	1	54	3	1	0	0	214	0	0	255	2	76	11	35	5	384	0	0	0	0	0	0	0	0	0	0	0	0	0	1799						
PERIOD TOTAL	0	1	1440	4	443	57	126	3	2074	0	0	1	76	4	1	0	0	307	0	1	451	7	154	22	94	5	734	0	0	0	0	0	0	0	0	0	0	0	0	0	3117						
16:00 - 16:15	0	2	112	0	48	1	5	0	168	0	0	0	4	0	0	0	0	16	0	0	20	3	11	3	15	0	52	0	0	0	0	0	0	0	0	0	0	0	0	236							
16:15 - 16:30	0	2	151	0	46	4	7	0	210	0	0	0	3	0	0	0	0	22	0	0	47	1	15	2	24	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	321						
16:30 - 16:45	0	0	166	1	50	6	8	0	231	0	0	0	15	0	0	0	0	21	0	0	43	1	9	0	18	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	323						
16:45 - 17:00	0	1	193	0	50	1	6	0	251	0	0	0	0	5	1	0	0	36	0	0	51	0	18	4	16	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	376						
HOURLY TOTAL	0	5	622	1	194	12	26	0	860	0	0	0	17	2	0	0	0	95	0	0	161	5	53	9	73	0	301	0	0	0	0	0	0	0	0	0	0	0	0	0	1256						
17:00 - 17:15	0	0	208	0	43	1	13	0	265	0	0	0	4	0	2	0	0	22	0	1	55	0	5	1	8	0	70	0	0	0	0	0	0	0	0	0	0	0	0	1	359						
17:15 - 17:30	0	1	249	0	38	2	3	0	293	0	0	0	5	0	0	0	0	31	0	1	54	0	7	5	13	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	404						
17:30 - 17:45	0	1	201	1	22	2	5	0	232	0	0	0	2	0	0	0	0	26	0	0	39	0	2	0	11	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	310						
17:45 - 18:00	0	0	186	1	27	1	4	0	219	0	0	1	0	0	0	0	0	20	0	0	42	1	8	0	11	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	302						
HOURLY TOTAL	0	2	844	2	130	6	25	0	1009	0	0	1	12	0	2	0	0	99	0	2	190	1	22	6	43	0	264	0	0	0	1	0	0	0	0	0	0	0	1	1	1375						
PERIOD TOTAL	0	7	1466	3	324	18	51	0	1869	0	0	1	29	2	2	0	0	194	0	2	351	6	75	15	116	0	565	0	0	0	1	0	0	0	0	0	0	0	1	1	2631						

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: M1 (SOUTH)

TIME / CLASS	TO CLIFFE LANE										TO A511 LITTLE SHAW LANE										TO M1 (NORTH)										TO A50										U-TURN TO M1 (SOUTH)										TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL															
7:00 - 7:15	0	0	0	0	2	0	0	0	2	0	0	67	1	21	6	25	0	120	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125			
7:15 - 7:30	0	0	3	0	1	0	0	0	4	0	0	68	0	22	5	13	0	108	0	0	0	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118			
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	29	1	14	5	13	0	62	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66			
7:45 - 8:00	0	0	1	0	2	0	0	0	3	0	0	34	0	10	1	8	0	53	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58			
HOURLY TOTAL	0	0	4	0	5	0	0	0	9	0	0	198	2	67	17	59	0	343	0	0	0	10	0	5	0	0	0	0	0	0	10	0	5	0	0	0	0	0	15	0	0	0	0	0	0	0	367				
8:00 - 8:15	0	0	1	0	0	0	0	0	1	0	1	30	0	11	3	20	0	65	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
8:15 - 8:30	0	0	0	0	1	0	0	0	1	0	0	49	2	7	3	12	0	73	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76			
8:30 - 8:45	0	0	0	0	0	1	0	0	1	0	0	45	1	10	4	30	1	91	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94			
8:45 - 9:00	0	0	0	0	2	0	0	0	2	0	0	87	2	17	2	21	0	129	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135			
HOURLY TOTAL	0	0	1	0	4	0	0	0	5	0	1	211	5	45	12	83	1	358	0	0	0	5	0	4	0	0	0	0	0	5	0	4	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	372		
PERIOD TOTAL	0	0	5	0	9	0	0	0	14	0	1	409	7	112	29	142	1	701	0	0	0	0	9	0	0	0	0	0	0	15	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	739		
16:00 - 16:15	0	0	10	0	1	0	0	0	11	0	0	73	0	25	2	26	1	127	0	0	0	0	2	0	0	0	0	0	0	8	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	148		
16:15 - 16:30	0	0	7	0	1	0	1	0	9	0	2	103	1	33	3	21	0	163	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	177		
16:30 - 16:45	0	0	6	0	4	1	0	0	11	0	1	104	0	31	5	16	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	176		
16:45 - 17:00	0	0	3	0	2	0	0	0	5	0	2	106	0	15	3	24	0	150	0	0	1	0	2	1	0	0	0	0	0	8	1	2	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	168		
HOURLY TOTAL	0	0	26	0	8	1	1	0	36	0	5	386	1	104	13	87	1	597	0	0	1	0	4	1	0	0	0	0	0	26	1	4	1	0	0	32	0	0	0	3	0	0	0	0	0	0	0	0	669		
17:00 - 17:15	0	0	9	0	3	0	1	0	13	0	0	103	0	20	1	18	0	142	0	0	1	0	1	0	0	0	0	0	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	165		
17:15 - 17:30	0	0	9	0	1	0	0	0	10	0	0	94	0	19	4	15	2	134	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	150			
17:30 - 17:45	0	0	7	0	1	0	0	0	8	0	1	102	0	23	0	13	1	140	0	0	0	7	0	1	1	0	0	0	7	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	158			
17:45 - 18:00	0	0	10	0	1	0	0	0	11	0	0	122	0	28	3	17	1	171	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	189			
HOURLY TOTAL	0	0	35	0	6	0	1	0	42	0	1	421	0	90	8	63	4	587	0	0	1	0	2	2	1	0	0	0	1	28	0	2	1	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	662		
PERIOD TOTAL	0	0	61	0	14	1	2	0	78	0	6	807	1	194	21	150	5	1184	0	0	2	0	6	2	0	0	0	0	54	1	6	2	0	0	0	64	0	0	3	0	0	0	0	0	0	0	3	1331			

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: CLIFFE LANE

TIME / CLASS	TO A511 LITTLE SHAW LANE										TO M1 (NORTH)										TO A50										TO M1 (SOUTH)										U-TURN TO CLIFFE LANE										TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL															
7:00 - 7:15	0	0	1	0	0	0	0	0	1	0	0	12	0	6	0	2	1	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31												
7:15 - 7:30	0	0	2	0	0	0	0	0	2	0	0	13	0	8	0	1	1	0	6	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34													
7:30 - 7:45	0	0	2	0	1	1	0	0	4	0	0	27	0	2	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40													
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	31	1	5	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40													
HOURLY TOTAL	0	0	5	0	1	1	0	0	7	0	0	83	1	21	0	3	2	0	22	0	0	6	0	1	1	2	0	0	10	0	0	0	0	0	0	0	0	145													
8:00 - 8:15	0	0	3	0	2	0	3	0	8	0	0	46	0	5	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63													
8:15 - 8:30	0	0	2	0	1	0	0	0	3	0	0	39	0	14	0	2	0	4	0	0	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	66													
8:30 - 8:45	0	0	4	0	0	0	0	0	4	0	0	49	0	7	1	0	0	3	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	65													
8:45 - 9:00	0	0	2	0	0	0	1	0	3	0	0	24	0	6	0	1	0	6	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40													
HOURLY TOTAL	0	0	11	0	3	0	4	0	18	0	0	158	0	32	2	2	0	16	0	0	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	234													
PERIOD TOTAL	0	0	16	0	4	1	4	0	25	0	0	241	1	53	2	3	0	38	0	0	11	0	2	1	2	0	0	16	0	0	0	0	0	0	0	0	0	379													
16:00 - 16:15	0	0	1	0	3	0	1	0	5	0	0	20	0	8	0	0	0	5	0	0	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	41													
16:15 - 16:30	0	0	2	0	0	0	0	0	2	0	0	15	0	6	0	0	0	4	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28													
16:30 - 16:45	0	0	1	0	1	0	0	0	2	0	0	20	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34													
16:45 - 17:00	0	0	3	0	0	0	0	0	3	0	0	13	0	8	1	0	0	5	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32													
HOURLY TOTAL	0	0	7	0	4	0	1	0	12	0	0	68	0	29	1	0	0	18	0	0	4	0	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	135													
17:00 - 17:15	0	0	2	0	0	0	1	0	3	0	1	19	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	30													
17:15 - 17:30	0	0	1	0	0	0	0	0	1	0	2	13	0	8	1	0	0	7	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33													
17:30 - 17:45	0	0	7	0	0	1	1	0	9	0	1	17	0	6	0	0	1	2	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	37													
17:45 - 18:00	0	0	5	0	1	0	0	0	6	0	0	9	0	2	0	0	0	5	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	24													
HOURLY TOTAL	0	0	15	0	1	1	2	0	19	0	4	58	0	19	1	0	1	16	0	0	4	0	2	0	1	0	1	7	0	0	0	0	0	0	0	0	0	0	124												
PERIOD TOTAL	0	0	22	0	5	1	3	0	31	0	4	126	0	48	2	0	1	34	0	0	8	0	5	0	1	0	1	14	0	0	0	0	0	0	0	0	0	259													

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: A511 LITTLE SHAW LANE

TIME / CLASS	TO M1 (NORTH)										TO A50										TO M1 (SOUTH)										TO CLIFFE LANE										A511 LITTLE SHAW LANE										TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	BUS COACH	TOTAL											
7:00 - 7:15	0	0	35	0	11	2	13	0	61	0	0	186	2	31	3	13	1	236	0	0	52	0	24	3	38	0	117	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415			
7:15 - 7:30	0	0	38	0	4	1	21	0	64	0	3	180	0	16	5	12	2	218	0	0	81	0	25	1	36	1	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	427		
7:30 - 7:45	0	0	39	0	8	4	12	0	63	0	4	177	3	23	5	8	1	221	0	1	39	0	21	6	31	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	384		
7:45 - 8:00	0	0	44	0	9	2	22	0	77	1	1	170	2	24	6	10	2	216	0	0	30	0	21	6	26	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	379		
HOURLY TOTAL	0	0	156	0	32	9	68	0	265	1	8	713	7	94	19	43	6	891	0	1	202	0	91	12	131	1	438	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1605			
8:00 - 8:15	0	0	38	0	10	1	6	0	55	0	1	160	2	28	9	16	1	217	0	0	26	0	13	3	28	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342			
8:15 - 8:30	0	1	48	0	11	2	18	0	80	0	0	133	2	20	11	18	2	186	0	0	18	0	8	1	21	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	319		
8:30 - 8:45	0	0	54	0	8	2	9	0	73	0	0	87	4	21	6	12	1	131	0	0	29	0	3	2	14	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	255		
8:45 - 9:00	0	0	42	1	14	7	8	0	72	0	1	110	1	16	7	12	1	148	0	0	30	0	4	3	21	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	279		
HOURLY TOTAL	0	1	182	1	43	12	41	0	280	0	2	490	9	85	33	58	5	682	0	0	103	0	28	9	84	0	224	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1195			
PERIOD TOTAL	0	1	338	1	75	21	109	0	545	1	10	1203	16	179	52	101	11	1573	0	1	305	0	119	21	215	1	662	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2800			
16:00 - 16:15	0	0	57	0	21	1	6	0	85	0	1	177	3	28	1	4	1	215	0	0	93	1	18	7	15	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	437		
16:15 - 16:30	0	1	56	0	12	1	7	0	77	0	1	175	7	26	3	5	0	217	0	0	58	0	9	2	17	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	382		
16:30 - 16:45	0	0	49	0	14	3	7	0	73	0	0	151	3	19	2	5	0	180	0	1	72	0	13	2	11	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	353		
16:45 - 17:00	0	0	39	0	13	2	12	0	66	0	3	160	1	24	0	2	0	190	0	0	59	0	6	1	13	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	336		
HOURLY TOTAL	0	1	201	0	60	7	32	0	301	0	5	663	14	97	6	16	1	802	0	1	282	0	46	12	56	0	398	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1508			
17:00 - 17:15	0	0	60	0	8	2	8	0	78	0	1	186	2	18	0	4	1	212	0	1	48	0	4	0	10	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	358		
17:15 - 17:30	0	0	63	0	12	2	10	0	87	0	3	196	3	19	1	6	1	229	0	1	64	0	2	3	12	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	400		
17:30 - 17:45	0	1	70	0	11	1	7	0	90	0	1	180	1	22	0	2	0	206	0	0	53	0	5	2	4	1	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362	400		
17:45 - 18:00	0	1	45	0	8	0	5	0	59	0	1	119	1	15	0	2	1	139	0	2	70	0	7	3	12	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	294		
HOURLY TOTAL	0	2	238	0	39	5	30	0	314	0	6	681	7	74	1	14	3	786	0	4	235	0	18	8	38	1	304	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1414			
PERIOD TOTAL	0	3	439	0	99	12	62	0	615	0	11	1344	21	171	7	30	4	1588	0	5	517	1	64	20	94	1	702	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	2922		

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: A511 LITTLE SHAW LANE / SERVICES ROAD

ARM: A511 LITTLE SHAW LANE (EAST)

TIME / CLASS	LEFT TO SERVICES ROAD									STRAIGHT TO A511 LITTLE SHAW LANE (WEST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	3	0	0	0	0	0	3	0	0	262	1	67	17	44	2	393	396
7:15 - 7:30	0	0	2	0	1	1	0	0	4	0	0	246	4	77	13	35	0	375	379
7:30 - 7:45	0	0	1	0	0	0	1	0	2	0	1	260	5	64	12	31	0	373	375
7:45 - 8:00	0	0	0	0	1	0	1	0	2	0	1	250	9	63	9	31	0	363	365
HOURLY TOTAL	0	0	6	0	2	1	2	0	11	0	2	1018	19	271	51	141	2	1504	1515
8:00 - 8:15	0	0	0	0	0	0	3	0	3	0	3	245	2	70	9	36	1	366	369
8:15 - 8:30	0	0	3	0	0	0	0	0	3	0	1	292	5	52	9	24	0	383	386
8:30 - 8:45	0	0	1	0	0	0	2	0	3	0	0	283	1	56	10	50	2	402	405
8:45 - 9:00	0	0	0	0	2	0	1	0	3	0	0	265	5	65	13	46	7	401	404
HOURLY TOTAL	0	0	4	0	2	0	6	0	12	0	4	1085	13	243	41	156	10	1552	1564
PERIOD TOTAL	0	0	10	0	4	1	8	0	23	0	6	2103	32	514	92	297	12	3056	3079
16:00 - 16:15	0	0	2	0	2	0	0	0	4	0	0	217	3	66	8	60	2	356	360
16:15 - 16:30	0	0	2	0	1	0	1	0	4	0	4	276	2	67	5	50	1	405	409
16:30 - 16:45	0	0	3	0	0	0	1	0	4	0	1	320	1	86	7	40	0	455	459
16:45 - 17:00	0	0	3	0	1	0	1	0	5	0	2	318	3	60	6	50	0	439	444
HOURLY TOTAL	0	0	10	0	4	0	3	0	17	0	7	1131	9	279	26	200	3	1655	1672
17:00 - 17:15	0	0	1	0	3	0	0	0	4	0	2	314	2	41	6	32	7	404	408
17:15 - 17:30	0	0	1	0	0	1	0	0	2	0	1	302	0	41	8	30	3	385	387
17:30 - 17:45	0	0	8	0	0	0	0	0	8	1	2	337	0	40	1	34	1	416	424
17:45 - 18:00	0	0	3	0	1	0	0	0	4	0	3	308	1	49	4	33	2	400	404
HOURLY TOTAL	0	0	13	0	4	1	0	0	18	1	8	1261	3	171	19	129	13	1605	1623
PERIOD TOTAL	0	0	23	0	8	1	3	0	35	1	15	2392	12	450	45	329	16	3260	3295

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Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: A511 LITTLE SHAW LANE / SERVICES ROAD

ARM: A511 LITTLE SHAW LANE (WEST)

TIME / CLASS	STRAIGHT TO A511 LITTLE SHAW LANE (EAST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	265	1	64	7	64	2	403	403
7:15 - 7:30	0	3	300	0	47	7	69	2	428	428
7:30 - 7:45	0	5	272	4	51	16	53	2	403	403
7:45 - 8:00	1	1	233	1	57	10	56	1	360	360
HOURLY TOTAL	1	9	1070	6	219	40	242	7	1594	1594
8:00 - 8:15	0	1	242	3	49	13	50	1	359	359
8:15 - 8:30	0	1	186	1	42	14	57	2	303	303
8:30 - 8:45	0	0	172	4	29	11	37	1	254	254
8:45 - 9:00	0	1	195	3	35	17	39	1	291	291
HOURLY TOTAL	0	3	795	11	155	55	183	5	1207	1207
PERIOD TOTAL	1	12	1865	17	374	95	425	12	2801	2801
16:00 - 16:15	0	1	320	4	65	9	25	1	425	425
16:15 - 16:30	0	2	291	8	48	6	29	0	384	384
16:30 - 16:45	0	1	290	2	45	7	24	0	369	369
16:45 - 17:00	0	3	241	2	45	3	27	0	321	321
HOURLY TOTAL	0	7	1142	16	203	25	105	1	1499	1499
17:00 - 17:15	0	2	312	1	30	3	22	1	371	371
17:15 - 17:30	0	5	310	4	34	5	29	1	388	388
17:30 - 17:45	0	1	304	0	37	4	12	1	359	359
17:45 - 18:00	0	4	245	1	31	2	19	1	303	303
HOURLY TOTAL	0	12	1171	6	132	14	82	4	1421	1421
PERIOD TOTAL	0	19	2313	22	335	39	187	5	2920	2920

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: CLIFFE LANE / SERVICES ROAD

ARM: CLIFFE LANE (NORTH)

TIME / CLASS	STRAIGHT TO CLIFFE LANE (SOUTH)								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	
7:00 - 7:15	0	2	14	0	10	0	0	0	26
7:15 - 7:30	0	0	18	0	7	1	0	0	26
7:30 - 7:45	0	1	17	0	4	0	0	0	22
7:45 - 8:00	0	1	21	0	8	0	0	0	30
HOURLY TOTAL	0	4	70	0	29	1	0	0	104
8:00 - 8:15	0	0	26	1	8	0	0	0	35
8:15 - 8:30	0	0	45	0	21	0	0	0	66
8:30 - 8:45	0	0	52	0	14	2	0	0	68
8:45 - 9:00	0	0	50	0	18	2	1	0	71
HOURLY TOTAL	0	0	173	1	61	4	1	0	240
PERIOD TOTAL	0	4	243	1	90	5	1	0	344
16:00 - 16:15	0	0	31	0	6	0	0	0	37
16:15 - 16:30	0	0	29	0	3	0	1	0	33
16:30 - 16:45	0	0	32	0	10	2	0	0	44
16:45 - 17:00	0	0	36	0	7	1	0	0	44
HOURLY TOTAL	0	0	128	0	26	3	1	0	158
17:00 - 17:15	0	0	36	0	8	0	3	0	47
17:15 - 17:30	0	0	37	0	7	0	0	0	44
17:30 - 17:45	0	0	42	0	4	0	0	0	46
17:45 - 18:00	0	0	31	0	2	0	0	0	33
HOURLY TOTAL	0	0	146	0	21	0	3	0	170
PERIOD TOTAL	0	0	274	0	47	3	4	0	328

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Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: CLIFFE LANE / SERVICES ROAD

ARM: CLIFFE LANE (SOUTH)

TIME / CLASS	STRAIGHT TO CLIFFE LANE (NORTH)								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	
7:00 - 7:15	0	0	14	0	6	1	1	0	22
7:15 - 7:30	0	0	25	0	8	1	1	0	35
7:30 - 7:45	0	0	24	0	2	1	0	0	27
7:45 - 8:00	0	0	41	1	5	0	1	0	48
HOURLY TOTAL	0	0	104	1	21	3	3	0	132
8:00 - 8:15	0	0	43	0	10	1	1	0	55
8:15 - 8:30	0	0	51	1	12	0	2	0	66
8:30 - 8:45	0	0	47	0	6	1	0	0	54
8:45 - 9:00	0	0	34	0	5	0	0	0	39
HOURLY TOTAL	0	0	175	1	33	2	3	0	214
PERIOD TOTAL	0	0	279	2	54	5	6	0	346
16:00 - 16:15	0	0	21	1	12	0	0	0	34
16:15 - 16:30	0	0	24	0	9	0	0	0	33
16:30 - 16:45	0	0	20	0	7	0	0	0	27
16:45 - 17:00	0	0	25	0	8	1	0	0	34
HOURLY TOTAL	0	0	90	1	36	1	0	0	128
17:00 - 17:15	0	1	19	0	3	0	1	0	24
17:15 - 17:30	0	2	27	0	9	1	0	0	39
17:30 - 17:45	0	1	18	0	6	0	1	0	26
17:45 - 18:00	0	0	18	0	4	0	0	0	22
HOURLY TOTAL	0	4	82	0	22	1	2	0	111
PERIOD TOTAL	0	4	172	1	58	2	2	0	239

survey and presentation by traffic**sense** Ltd.

Manual Classified Turning Counts, Markfield

DATE: THURSDAY 23rd APRIL 2026

LOCATION: CLIFFE LANE / SERVICES ROAD

ARM: SERVICES ROAD

TIME / CLASS	LEFT TO CLIFFE LANE (NORTH)									RIGHT TO CLIFFE LANE (SOUTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	3	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	5
7:15 - 7:30	0	0	4	0	2	1	0	0	7	0	0	0	0	0	0	0	0	0	7
7:30 - 7:45	0	0	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	5
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	11	0	5	1	0	0	17	0	0	0	0	0	0	0	0	0	17
8:00 - 8:15	0	0	1	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	3
8:15 - 8:30	0	0	2	0	1	0	0	0	3	0	0	1	0	1	0	0	0	2	5
8:30 - 8:45	0	0	3	0	1	0	1	0	5	0	0	0	0	0	0	0	0	0	5
8:45 - 9:00	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	6	0	4	0	5	0	15	0	0	1	0	1	0	0	0	2	17
PERIOD TOTAL	0	0	17	0	9	1	5	0	32	0	0	1	0	1	0	0	0	2	34
16:00 - 16:15	0	0	2	0	1	0	1	0	4	0	0	0	0	0	0	0	0	0	4
16:15 - 16:30	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
16:30 - 16:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45 - 17:00	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	7	0	2	0	1	0	10	0	0	1	0	0	0	0	0	1	11
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	2	0	0	1	2	0	5	0	0	0	0	0	0	0	0	0	5
17:45 - 18:00	0	0	2	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	4	0	2	1	2	0	9	0	0	0	0	0	0	0	0	0	9
PERIOD TOTAL	0	0	11	0	4	1	3	0	19	0	0	1	0	0	0	0	0	1	20

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Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: M1 (NORTH)

TIME / CLASS	TO A50										TO M1 (SOUTH)										TO CLIFFE LANE										TO A511 LITTLE SHAW LANE										U-TURN TO M1 (NORTH)										TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL															
11:00 - 11:15	0	1	144	0	11	2	0	0	158	0	0	1	0	0	0	0	0	13	0	0	10	0	3	0	0	0	0	13	0	0	21	0	7	0	2	0	30	0	0	1	203										
11:15 - 11:30	0	0	97	0	9	2	5	0	113	0	1	9	0	3	0	0	0	13	0	1	23	0	4	5	4	0	37	0	0	0	0	0	0	0	0	0	0	0	163												
11:30 - 11:45	0	0	105	1	12	0	5	0	123	0	0	0	0	1	0	0	0	5	0	1	22	0	8	1	2	0	34	0	0	0	0	0	0	0	0	0	0	0	162												
11:45 - 12:00	0	0	112	1	8	1	2	0	124	0	0	13	0	2	0	0	0	15	0	0	31	1	5	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	177												
HOURLY TOTAL	0	1	458	2	40	5	12	0	518	0	1	36	0	9	0	0	0	46	0	2	97	1	24	6	8	0	138	0	0	1	0	0	0	0	0	1	0	1	705												
12:00 - 12:15	0	0	88	0	13	0	3	0	104	0	1	9	0	1	0	0	0	11	0	1	32	1	3	1	3	0	40	0	0	0	0	0	0	0	0	0	0	0	156												
12:15 - 12:30	0	0	113	0	16	1	2	0	132	0	0	12	0	1	0	0	0	13	0	1	18	0	0	1	4	0	24	0	0	0	0	0	0	0	0	0	0	0	170												
12:30 - 12:45	0	0	120	1	14	1	5	0	141	0	0	10	0	0	0	0	0	9	0	1	6	0	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	160												
12:45 - 13:00	0	0	116	0	17	1	4	1	139	0	0	10	0	3	0	0	0	13	0	0	10	0	1	1	0	0	12	0	1	0	0	0	0	0	0	0	0	1	166												
HOURLY TOTAL	0	0	437	1	60	3	14	1	516	0	2	39	0	5	0	0	0	46	0	2	66	1	5	4	8	0	86	0	1	0	0	0	0	0	0	0	1	652													
13:00 - 13:15	0	1	103	2	5	3	3	0	117	0	1	5	0	6	0	0	0	12	0	0	29	1	0	4	0	0	34	0	0	0	0	0	0	0	0	0	0	0	163												
13:15 - 13:30	0	0	95	2	12	0	2	1	112	0	0	6	0	1	0	1	0	8	0	0	21	0	1	1	1	0	24	0	0	0	0	0	0	0	0	0	0	0	144												
13:30 - 13:45	0	0	63	0	2	1	3	0	69	0	0	4	0	1	0	0	0	5	0	0	8	0	1	0	3	0	12	0	0	0	0	0	0	0	0	0	0	0	87												
13:45 - 14:00	0	1	71	1	14	1	3	0	91	0	0	14	0	1	0	0	0	14	0	0	11	0	5	1	2	0	19	0	0	1	0	0	0	0	0	0	1	125													
HOURLY TOTAL	0	2	332	5	33	5	11	1	389	0	1	29	0	8	0	1	0	39	0	0	69	1	7	2	10	0	89	0	0	1	0	0	0	0	0	1	0	1	519												
TOTAL	0	3	1227	8	133	13	37	2	1423	0	4	104	0	22	0	1	0	131	0	4	232	3	36	12	26	0	313	0	1	2	0	0	0	0	0	3	0	3	1876												

Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: A50

TIME / CLASS	TO M1 (SOUTH)										TO CLIFFE LANE										TO A511 LITTLE SHAW LANE										TO M1 (NORTH)										U-TURN TO A50							TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL												
11:00 - 11:15	0	0	21	0	0	0	0	0	21	0	0	1	0	0	0	0	0	1	0	1	98	0	14	1	1	1	0	115	0	1	101	0	6	0	3	0	111	0	0	0	1	249						
11:15 - 11:30	0	0	16	0	1	0	0	0	17	0	0	2	0	0	0	0	0	2	0	113	1	18	1	1	1	3	0	139	0	0	131	0	14	1	3	0	149	0	0	0	0	307						
11:30 - 11:45	0	0	15	0	1	1	0	0	17	0	0	7	0	0	0	0	0	7	0	93	2	14	2	0	0	7	0	113	0	0	126	0	19	3	7	0	155	0	0	0	1	293						
11:45 - 12:00	0	0	16	0	3	1	0	0	20	0	0	2	0	0	0	0	0	2	0	107	0	21	2	2	1	1	0	135	0	0	91	0	1	1	1	0	94	0	0	0	1	252						
HOURLY TOTAL	0	0	68	0	5	2	0	0	75	0	0	12	0	67	6	4	3	502	0	1	449	0	40	5	14	0	0	509	0	0	1	0	2	0	0	0	509	0	0	0	0	1101						
12:00 - 12:15	0	0	25	0	1	0	0	0	26	0	0	3	0	1	0	0	0	4	0	93	1	16	3	2	0	3	0	115	0	2	97	0	11	0	3	0	113	0	0	0	0	258						
12:15 - 12:30	0	0	18	0	2	0	0	0	20	0	0	4	0	11	2	2	0	135	0	0	132	0	9	3	2	0	0	146	0	0	132	0	9	3	2	0	146	0	0	0	0	307						
12:30 - 12:45	0	2	16	0	0	0	0	0	18	0	0	1	0	108	2	3	1	126	0	0	124	0	8	1	3	1	137	0	0	1	0	0	0	0	0	137	0	0	0	0	283							
12:45 - 13:00	0	1	26	0	1	0	0	0	28	0	0	0	0	1	0	0	0	130	0	0	107	0	12	2	2	0	123	0	0	2	0	0	0	0	0	123	0	0	0	0	284							
HOURLY TOTAL	0	3	85	0	4	0	0	0	92	0	0	8	0	49	9	9	1	506	0	2	460	0	40	6	10	0	1	519	0	0	5	0	0	0	0	0	519	0	0	0	0	1132						
13:00 - 13:15	0	1	15	0	3	0	0	0	19	0	0	0	0	106	0	2	0	125	0	0	94	0	9	2	6	0	111	0	0	1	0	0	0	0	0	111	0	0	0	0	1	256						
13:15 - 13:30	0	0	21	0	0	0	0	0	21	0	0	1	0	120	1	8	0	130	0	0	104	0	5	1	2	0	112	0	0	1	0	0	0	0	0	112	0	0	0	0	0	264						
13:30 - 13:45	0	0	18	0	3	0	0	0	21	0	0	2	0	113	3	14	0	142	0	1	89	0	9	0	2	0	101	0	0	2	0	0	0	0	0	101	0	0	0	0	2	268						
13:45 - 14:00	0	0	16	0	0	0	0	0	16	0	0	0	0	132	0	6	1	144	0	0	88	0	5	1	4	0	98	0	0	0	0	0	0	0	0	98	0	0	0	0	0	258						
HOURLY TOTAL	0	1	70	0	6	0	0	0	77	0	0	3	0	44	1	7	1	541	0	1	375	0	28	4	14	0	0	422	0	0	3	0	0	0	0	0	422	0	0	0	0	3	1046					
TOTAL	0	4	223	0	15	2	0	0	244	0	0	23	0	2	0	0	0	1549	0	4	1284	0	108	15	38	1	1450	0	0	9	0	2	0	0	0	1450	0	0	0	0	11	3279						

Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: M1 (SOUTH)

TIME / CLASS	TO CLIFFE LANE									TO A511 LITTLE SHAW LANE									TO M1 (NORTH)									TO A50									U-TURN TO M1 (SOUTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL		PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL		PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL		PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL								
11:00 - 11:15	0	0	0	0	0	0	0	2		0	0	66	0	7	1	7	0	81		0	0	1	0	0	0	0	0	0	1		0	0	11	0	3	0	0	0	0	1						
11:15 - 11:30	0	3	0	0	0	0	0	3		0	2	66	0	12	0	11	0	91		0	0	9	0	0	0	0	0	0	9		0	0	0	0	0	0	0	0	0	0						
11:30 - 11:45	0	2	1	2	0	0	0	5		0	0	86	1	13	0	7	0	107		0	0	11	0	0	0	0	1	0	12		0	0	0	0	0	0	0	0	0	0	0					
11:45 - 12:00	0	2	0	0	0	0	0	2		0	3	73	1	7	1	4	0	89		0	0	1	0	0	0	0	0	0	1		0	0	12	0	0	0	0	0	0	0	0	0				
HOURLY TOTAL	0	9	1	2	0	0	0	12		0	5	291	2	39	2	29	0	368		0	0	2	0	0	3	0	1	0	47		0	0	43	0	3	0	0	0	0	0	0	1				
12:00 - 12:15	0	4	0	1	0	0	0	5		0	0	70	0	16	1	5	1	93		0	1	11	0	0	0	0	0	0	1		0	0	10	0	0	0	0	0	0	0	0	0				
12:15 - 12:30	0	2	0	0	0	0	0	2		0	0	78	0	6	0	3	0	87		0	0	0	0	0	0	0	0	0	10		0	0	0	0	0	0	0	0	0	0	0	0				
12:30 - 12:45	0	6	0	0	0	0	0	6		0	0	68	0	4	1	8	0	81		0	0	0	0	1	0	0	0	0	12		0	0	11	0	1	0	0	0	0	0	0	0				
12:45 - 13:00	0	6	0	1	0	0	0	7		0	0	74	0	6	2	8	0	90		0	0	0	0	0	0	0	0	0	9		0	0	8	0	1	0	0	0	0	0	0	0				
HOURLY TOTAL	0	18	0	2	0	0	0	20		0	0	290	0	32	4	24	1	351		0	1	40	0	2	0	0	0	0	43		0	0	40	0	2	0	0	0	0	0	0	0				
13:00 - 13:15	0	5	0	0	0	0	0	5		0	0	82	2	8	2	7	0	101		0	0	9	0	1	0	0	0	0	10		0	0	0	0	1	0	0	0	0	0	0	0	0			
13:15 - 13:30	0	5	0	0	0	0	0	5		0	1	62	0	11	1	8	0	83		0	0	11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 - 13:45	0	2	0	0	0	0	0	2		0	0	75	0	7	1	4	0	88		0	0	11	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0			
13:45 - 14:00	0	2	1	0	0	0	0	3		0	1	76	1	5	1	7	0	91		0	0	9	0	0	0	0	0	0	10		0	0	0	0	0	0	0	0	0	0	0	0	0			
HOURLY TOTAL	0	14	1	0	0	0	0	15		0	3	295	3	31	5	26	0	363		0	0	2	0	2	0	0	0	0	42		0	0	40	0	2	0	0	0	0	0	0	0	0			
TOTAL	0	41	2	4	0	0	0	47		0	8	876	5	102	11	79	1	1082		0	0	4	0	7	0	1	0	1	132		0	0	1	123	0	7	0	1	0	0	0	0	1			

Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: M1 / A50 / CLIFFE LANE / A511 LITTLE SHAW LANE

ARM: CLIFFE LANE

TIME / CLASS	TO A511 LITTLE SHAW LANE										TO M1 (NORTH)										TO A50										TO M1 (SOUTH)										U-TURN TO CLIFFE LANE										TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL															
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	0	0	2	0	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	0	0	19										
11:15 - 11:30	0	1	3	0	0	0	0	0	4	0	0	6	0	1	0	0	0	0	7	0	0	2	0	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	0	17											
11:30 - 11:45	0	2	0	0	0	0	0	0	2	0	0	12	0	1	0	0	0	13	0	0	3	0	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	21												
11:45 - 12:00	0	0	2	0	0	0	0	0	2	0	0	6	0	2	0	0	0	10	0	0	9	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	22												
HOURLY TOTAL	0	1	7	0	0	0	0	0	8	0	0	37	0	4	0	0	0	41	0	0	16	0	3	0	0	0	0	19	0	0	11	0	0	0	0	11	0	0	0	79											
12:00 - 12:15	0	0	2	0	0	0	0	0	2	0	0	16	0	0	2	1	0	7	0	0	4	0	2	0	1	0	4	0	0	2	0	0	0	1	0	4	0	0	29												
12:15 - 12:30	0	0	1	0	0	0	0	0	1	0	0	10	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	5	0	0	0	0	6	0	0	0	19												
12:30 - 12:45	0	0	4	0	0	0	0	0	4	0	0	13	0	1	0	0	0	14	0	0	6	0	0	0	0	0	6	0	0	3	0	1	0	0	4	0	0	0	28												
12:45 - 13:00	0	0	3	0	1	0	0	0	4	0	0	10	0	0	0	0	0	2	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	17												
HOURLY TOTAL	0	0	10	0	1	0	0	0	11	0	0	49	0	2	0	1	0	16	0	0	12	0	2	0	1	0	0	16	0	0	11	0	3	0	1	0	15	0	0	93											
13:00 - 13:15	0	0	1	0	1	0	0	0	2	0	0	4	0	2	0	0	0	4	0	0	3	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	13												
13:15 - 13:30	0	0	1	0	0	0	0	0	1	0	0	11	0	1	0	0	0	5	0	0	2	0	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	20												
13:30 - 13:45	0	0	3	0	0	0	0	0	3	0	0	8	0	0	0	0	0	8	0	0	4	0	1	0	0	0	5	0	0	1	0	0	0	0	2	0	0	0	18												
13:45 - 14:00	0	0	3	0	0	0	0	0	3	0	0	5	0	0	0	0	0	6	0	0	3	0	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	14												
HOURLY TOTAL	0	0	8	0	1	0	0	0	9	0	0	28	0	3	0	1	0	17	0	0	14	0	3	0	0	0	0	17	0	0	6	0	1	0	0	7	0	0	0	65											
TOTAL	0	1	25	0	2	0	0	0	28	0	0	114	0	9	0	1	0	52	0	0	42	0	8	1	0	0	1	0	0	28	0	4	0	1	0	33	0	0	0	237											

Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: A511 LITTLE SHAW LANE / SERVICES ROAD

ARM: A511 LITTLE SHAW LANE (EAST)

TIME / CLASS	LEFT TO SERVICES ROAD									STRAIGHT TO A511 LITTLE SHAW LANE (WEST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
11:00 - 11:15	0	0	4	0	1	0	0	0	5	0	1	187	0	29	2	11	0	230	235
11:15 - 11:30	0	0	4	0	0	0	1	0	5	0	7	191	0	32	5	15	2	252	257
11:30 - 11:45	0	0	1	0	1	0	0	0	2	0	4	215	4	37	4	9	0	273	275
11:45 - 12:00	0	0	0	0	1	0	0	0	1	0	5	214	2	31	3	6	1	262	263
HOURLY TOTAL	0	0	9	0	3	0	1	0	13	0	17	807	6	129	14	41	3	1017	1030
12:00 - 12:15	0	0	3	0	0	0	0	0	3	0	0	184	2	37	4	10	1	238	241
12:15 - 12:30	0	0	1	0	0	0	0	0	1	0	1	226	2	14	4	9	0	256	257
12:30 - 12:45	0	0	2	0	0	0	0	0	2	0	2	172	0	18	4	11	1	208	210
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	4	209	2	20	5	10	0	250	250
HOURLY TOTAL	0	0	6	0	0	0	0	0	6	0	7	791	6	89	17	40	2	952	958
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	1	219	3	23	2	14	0	262	262
13:15 - 13:30	0	0	6	0	1	0	0	0	7	0	2	189	1	21	2	9	0	224	231
13:30 - 13:45	0	0	2	0	0	0	0	0	2	0	8	207	3	22	1	11	1	253	255
13:45 - 14:00	0	0	1	0	0	0	0	0	1	0	5	216	1	15	3	9	0	249	250
HOURLY TOTAL	0	0	9	0	1	0	0	0	10	0	16	831	8	81	8	43	1	988	998
TOTAL	0	0	24	0	4	0	1	0	29	0	40	2429	20	299	39	124	6	2957	2986

Manual Classified Turning Counts, Markfield

DATE: SATURDAY 25th APRIL 2026

LOCATION: A511 LITTLE SHAW LANE / SERVICES ROAD

ARM: A511 LITTLE SHAW LANE (WEST)

TIME / CLASS	STRAIGHT TO A5.11 LITTLE SHAW LANE (EAST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
11:00 - 11:15	0	1	190	1	36	1	6	1	236	236
11:15 - 11:30	0	3	224	0	42	2	6	2	279	279
11:30 - 11:45	0	4	207	3	46	1	7	2	270	270
11:45 - 12:00	0	4	202	1	25	4	8	1	245	245
HOURLY TOTAL	0	12	823	5	149	8	27	6	1030	1030
12:00 - 12:15	0	1	192	1	36	3	5	1	239	239
12:15 - 12:30	0	2	215	0	29	3	15	1	265	265
12:30 - 12:45	0	2	235	0	23	3	3	0	266	266
12:45 - 13:00	0	11	187	1	27	3	7	1	237	237
HOURLY TOTAL	0	16	829	2	115	12	30	3	1007	1007
13:00 - 13:15	0	3	225	2	26	2	4	2	264	264
13:15 - 13:30	0	1	229	2	19	2	6	0	259	259
13:30 - 13:45	0	1	232	2	17	1	6	1	260	260
13:45 - 14:00	0	2	212	2	26	7	2	1	252	252
HOURLY TOTAL	0	7	898	8	88	12	18	4	1035	1035
TOTAL	0	35	2550	15	352	32	75	13	3072	3072

Appendix 2

Proposed Development

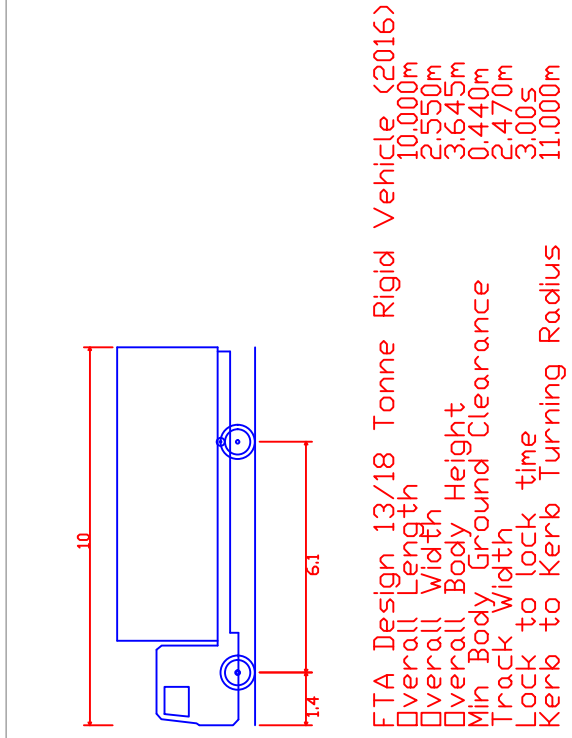
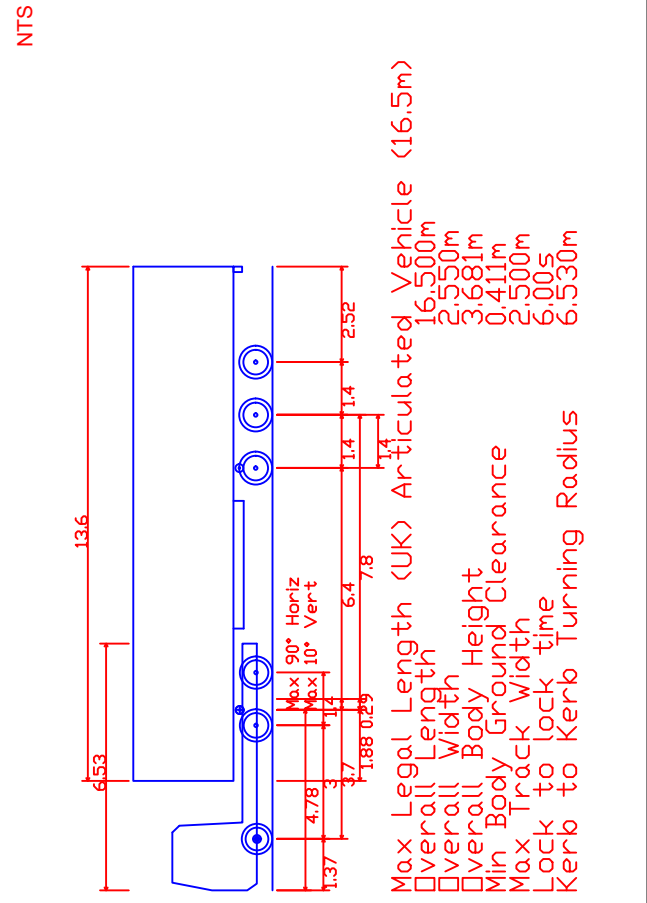
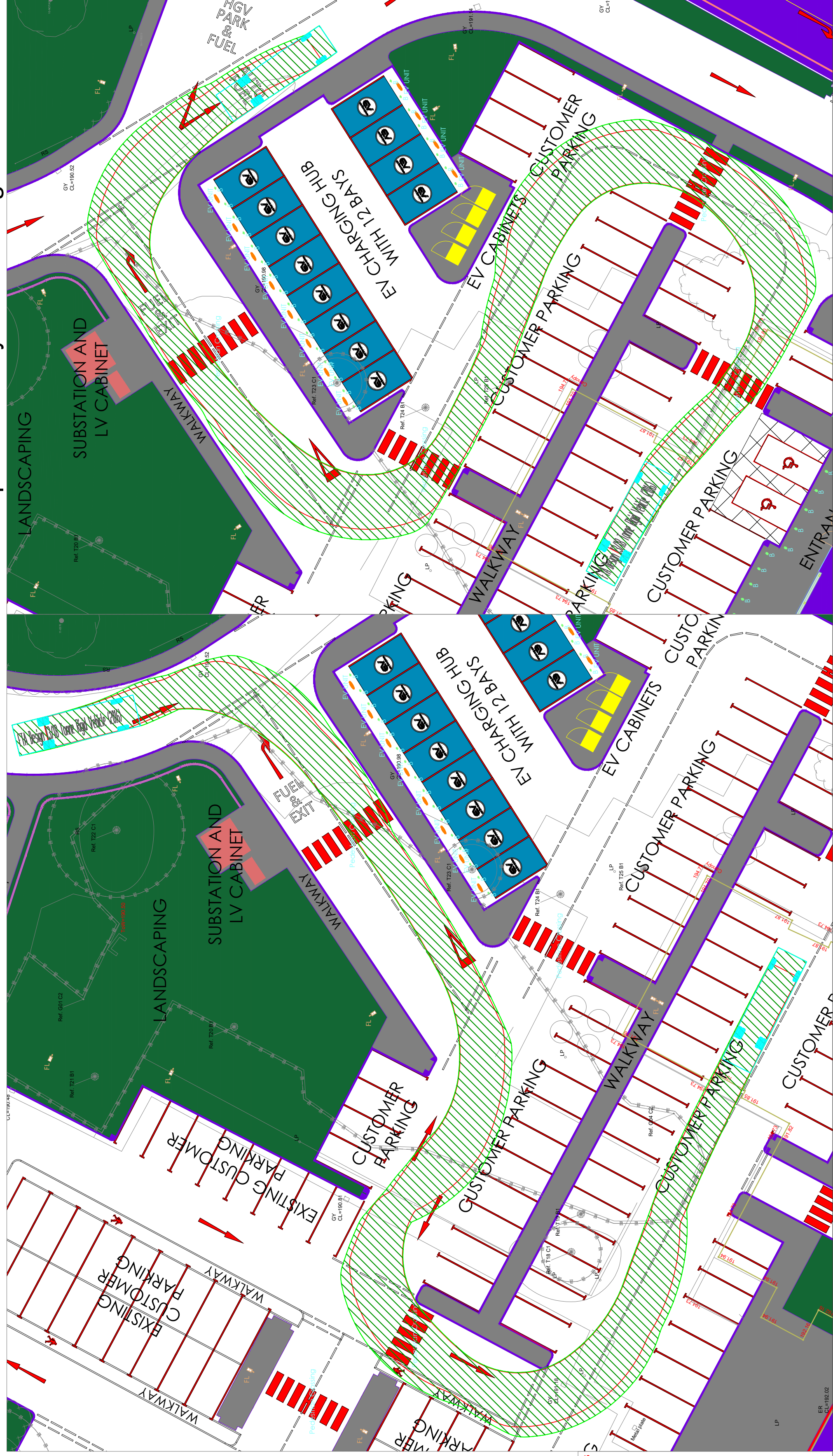
Appendix 3

Swept Path Analysis



Swept Path Analysis - 16.5m Artic - Scale 1/250

Swept Path Analysis - 10m Rigid - Scale 1/250



Notes
All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval. NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
-	06/05/26	First Issue	SA



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Client	EG On The Move		
Project	Proposed Roadside Development, A511 Little Shaw Lane, Markfield, Leicestershire		
Drawing Title	Swept Path Analysis 16.5m Artic & 10m Rigid		
Date	May 2026	Scale	As Specified @ A1
Drawn	SA	Approved	GS
Drawing Number	DTP/3704926/ATR002		
Rev.	-		

Appendix 4

TRICS Output Report

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK
Category: F - MOTORWAY SERVICE AREAS (res./PFS/motel)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
02	SOUTH EAST		
	KC	KENT	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day
09	NORTH		
	DH	DURHAM	1 day
11	SCOTLAND		
	SR	STIRLING	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	2500 to 6700 (units:sqm)
Range Selected by User:	200 to 6700 (units:sqm)
Parking Spaces Range:	109 - 610

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/07 to 27/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Thursday	1 days
Tuesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	1 days
Free Standing	6 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1 days
Out of Town	6 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	7 days
----------------------------	--------

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

Secondary Filtering Selection:

Use Class:

N/A	7 surveys
-----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 354

Population within 1 mile:

1,000 or Less	5 surveys
1,001 to 5,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	4 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

1	AK-06-F-01	MOTO	WAKEFIELD
JUNCTION 38/39 M1 WAKEFIELD NEAR WEST BRETTON Free Standing Out of Town Gross floor area: 3600.00 sqm Survey date: Thursday 13/09/2007			
			Survey Type: Unknown
2	CA-06-F-01	SERVICE STATION	CAMBRIDGESHIRE
A14 CAMBRIDGE BOXWORTH Free Standing Out of Town Gross floor area: 6000.00 sqm Survey date: Friday 12/10/2012			
			Survey Type: Unknown
3	DH-06-F-02	ROAD CHEF	DURHAM
TURSDALE ROAD NEAR DURHAM BOWBURN Free Standing Out of Town Gross floor area: 2500.00 sqm Survey date: Tuesday 20/11/2012			
			Survey Type: Unknown
4	DV-06-F-02	MOTO	DEVON
M5 MOTORWAY EXETER SANDYGATE Edge of Town Industrial Zone Gross floor area: 6700.00 sqm Survey date: Tuesday 18/09/2007			
			Survey Type: Unknown
5	KC-06-F-01	ROADCHEF	KENT
M20 (JUNCTION 8) NEAR MAIDSTONE EYHORNE STREET Free Standing Out of Town Gross floor area: 4069.00 sqm Survey date: Tuesday 22/05/2018			
			Survey Type: Unknown
6	LN-06-F-01	MOTO	LINCOLNSHIRE
A1/GREAT NORTH ROAD NEAR GRANTHAM GONERBY MOOR Free Standing Out of Town Gross floor area: 3058.00 sqm Survey date: Friday 06/10/2017			
			Survey Type: Unknown
7	SR-06-F-01	MOTO	STIRLING
JUNC.9 M9/M80 STIRLING PIRNHILL Free Standing Out of Town Gross floor area: 3250.00 sqm Survey date: Tuesday 01/05/2007			
			Survey Type: Unknown



Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DH-06-F-01 17-09-2007	17-09-2007	Removed: Site re-surveyed by DH-06-F-02

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/F - MOTORWAY SERVICE AREAS (res./PFS/motel)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	3058	1.766	1.995	3.761
07:00-08:00	7	4168	4.079	4.082	8.161
08:00-09:00	7	4168	5.511	5.138	10.649
09:00-10:00	7	4168	5.936	5.751	11.687
10:00-11:00	7	4168	6.526	6.296	12.822
11:00-12:00	7	4168	7.667	6.834	14.501
12:00-13:00	7	4168	8.568	8.054	16.622
13:00-14:00	7	4168	7.821	8.346	16.167
14:00-15:00	7	4168	6.392	7.105	13.497
15:00-16:00	7	4168	5.782	6.169	11.951
16:00-17:00	7	4168	6.450	6.087	12.537
17:00-18:00	7	4168	5.302	5.494	10.796
18:00-19:00	7	4168	5.025	5.100	10.125
19:00-20:00	7	4168	3.588	3.839	7.427
20:00-21:00	7	4168	2.440	2.533	4.973
21:00-22:00	1	4069	1.868	1.868	3.736
22:00-23:00					
23:00-00:00					
Total Rates:			84.721	84.691	169.412

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

Parameter Summary:

Trip rate parameter range selected:	200 - 6700 (units: sqm)
Survey date date range:	01/05/2007 - 22/05/2018
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/F - MOTORWAY SERVICE AREAS (res./PFS/motel)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	3058	0.818	1.014	1.832
07:00-08:00	7	4168	0.761	0.908	1.669
08:00-09:00	7	4168	0.833	0.891	1.724
09:00-10:00	7	4168	0.953	0.819	1.772
10:00-11:00	7	4168	1.097	1.035	2.132
11:00-12:00	7	4168	1.354	1.179	2.533
12:00-13:00	7	4168	1.354	1.323	2.677
13:00-14:00	7	4168	1.182	1.124	2.306
14:00-15:00	7	4168	1.090	1.062	2.152
15:00-16:00	7	4168	0.847	0.960	1.807
16:00-17:00	7	4168	0.922	0.888	1.810
17:00-18:00	7	4168	0.655	0.744	1.399
18:00-19:00	7	4168	0.644	0.648	1.292
19:00-20:00	7	4168	0.446	0.521	0.967
20:00-21:00	7	4168	0.298	0.264	0.562
21:00-22:00	1	4069	0.270	0.295	0.565
22:00-23:00					
23:00-00:00					
Total Rates:			13.524	13.675	27.199

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 65b3268d-cb87-40fa-9169-5d0927dd55b8

Parameter Summary:

Trip rate parameter range selected:	200 - 6700 (units: sqm)
Survey date date range:	01/05/2007 - 22/05/2018
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK
Category: F - MOTORWAY SERVICE AREAS (res./PFS/motel)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
03	SOUTH WEST	
	DV	DEVON 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	200 to 6700 (units:sqm)
Range Selected by User:	200 to 6700 (units:sqm)
Parking Spaces Range:	109 - 610

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/07 to 27/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Saturday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	1 days
Free Standing	1 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
No Sub Category	1 days
Out of Town	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	3 days

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

Secondary Filtering Selection:

Use Class:

N/A	3 surveys
-----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 2087

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
------------	-----------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

1	DV-06-F-03	MOTORWAY SERVICES	DEVON
HONITON ROAD CULLOMPTON Neighbourhood Centre Village Gross floor area: 950.00 sqm Survey date:			
Survey Type: Unknown			
2	LS-06-F-01	MOTO	LEEDS
A1(M) WETHERBY Free Standing Out of Town Gross floor area: 6398.00 sqm Survey date:			
Survey Type: Unknown			
3	TW-06-F-01	MOTO	TYNE & WEAR
A1(M) WASHINGTON BIRTLEY Edge of Town No Sub Category Gross floor area: 2000.00 sqm Survey date:			
Survey Type: Unknown			

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/F - MOTORWAY SERVICE AREAS (res./PFS/motel)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	3	3116	4.044	3.744	7.788
07:00-08:00	3	3116	5.830	5.381	11.211
08:00-09:00	3	3116	7.039	6.739	13.778
09:00-10:00	3	3116	8.387	7.199	15.586
10:00-11:00	3	3116	9.093	8.815	17.908
11:00-12:00	3	3116	12.869	11.639	24.508
12:00-13:00	3	3116	13.639	13.757	27.396
13:00-14:00	3	3116	13.447	14.014	27.461
14:00-15:00	3	3116	12.505	13.222	25.727
15:00-16:00	3	3116	10.216	11.297	21.513
16:00-17:00	3	3116	9.852	10.291	20.143
17:00-18:00	3	3116	10.259	10.430	20.689
18:00-19:00	3	3116	9.820	9.617	19.437
19:00-20:00	3	3116	7.766	8.184	15.950
20:00-21:00	3	3116	4.311	4.001	8.312
21:00-22:00	3	3116	3.059	3.284	6.343
22:00-23:00					
23:00-00:00					
Total Rates:			142.136	141.614	283.750

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

Parameter Summary:

Trip rate parameter range selected:	200 - 6700 (units: sqm)
Survey date date range:	29/03/2014 - 27/10/2018
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/F - MOTORWAY SERVICE AREAS (res./PFS/motel)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	3	3116	1.027	0.973	2.000
07:00-08:00	3	3116	1.166	1.155	2.321
08:00-09:00	3	3116	1.220	1.038	2.258
09:00-10:00	3	3116	1.016	0.941	1.957
10:00-11:00	3	3116	1.273	1.177	2.450
11:00-12:00	3	3116	1.177	1.209	2.386
12:00-13:00	3	3116	1.048	1.145	2.193
13:00-14:00	3	3116	1.006	0.813	1.819
14:00-15:00	3	3116	0.941	0.941	1.882
15:00-16:00	3	3116	0.653	0.824	1.477
16:00-17:00	3	3116	0.685	0.663	1.348
17:00-18:00	3	3116	0.588	0.663	1.251
18:00-19:00	3	3116	0.610	0.471	1.081
19:00-20:00	3	3116	0.374	0.513	0.887
20:00-21:00	3	3116	0.257	0.300	0.557
21:00-22:00	3	3116	0.289	0.257	0.546
22:00-23:00					
23:00-00:00					
Total Rates:			13.330	13.083	26.413

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d3b3f392-b346-4a2c-8f3f-0c28ddeea1c6

Parameter Summary:

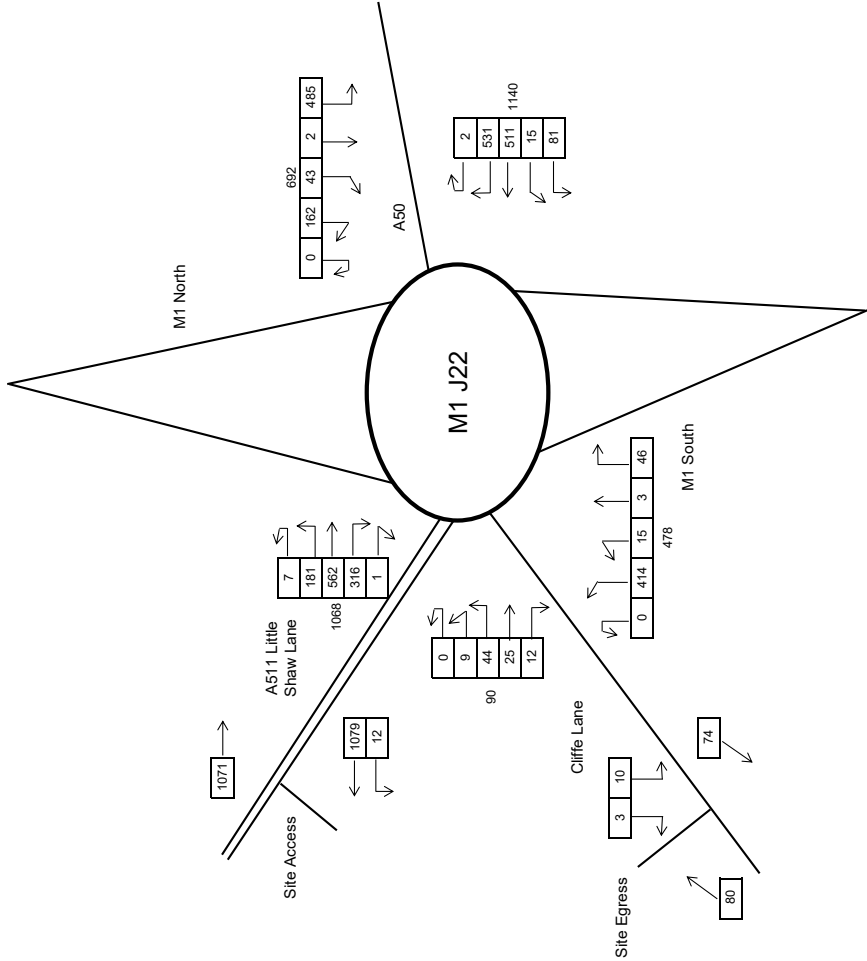
Trip rate parameter range selected:	200 - 6700 (units: sqm)
Survey date date range:	29/03/2014 - 27/10/2018
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 5

Traffic Figures

Saturday Peak
11:15 - 12:15



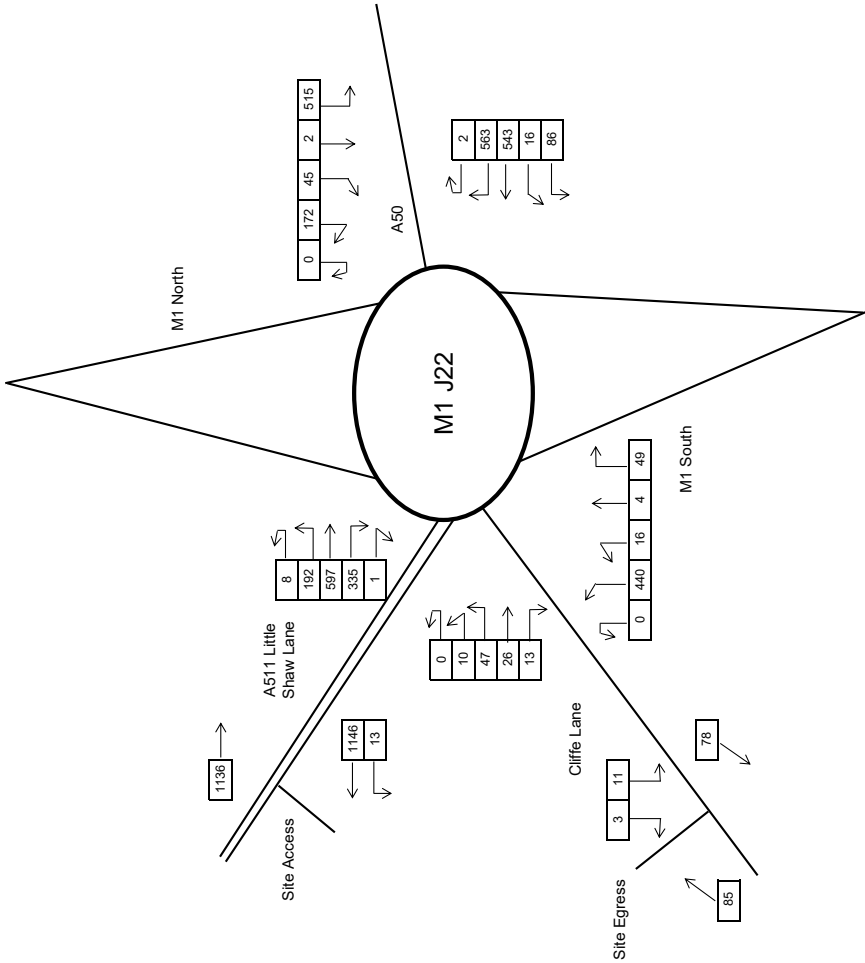
Survey Flows 2026 : Saturday

Job Number:
3704926

11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 2



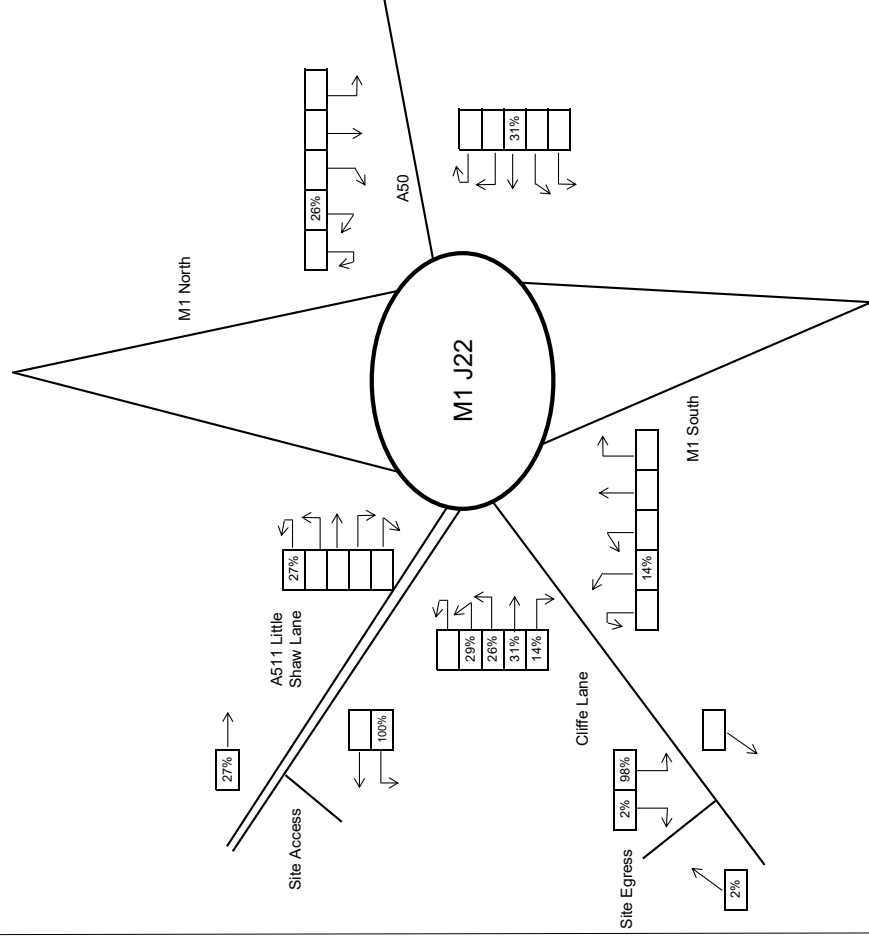
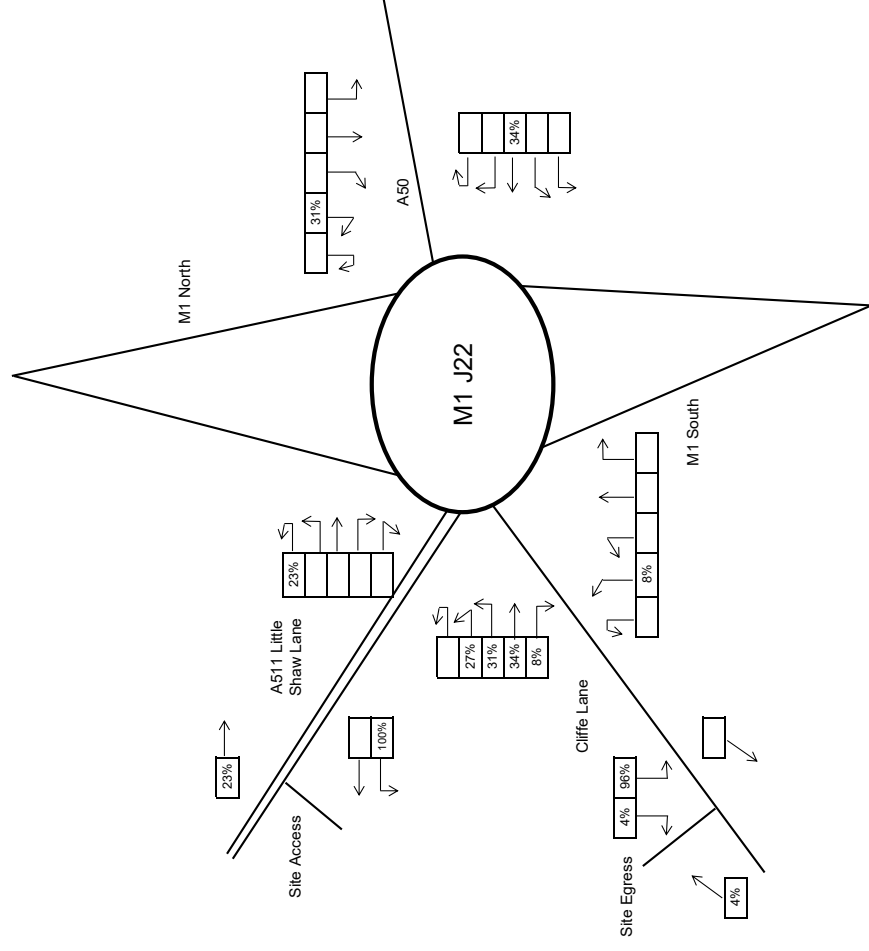
Base Flows 2031: Saturday

Job Number:
3704926

11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 4



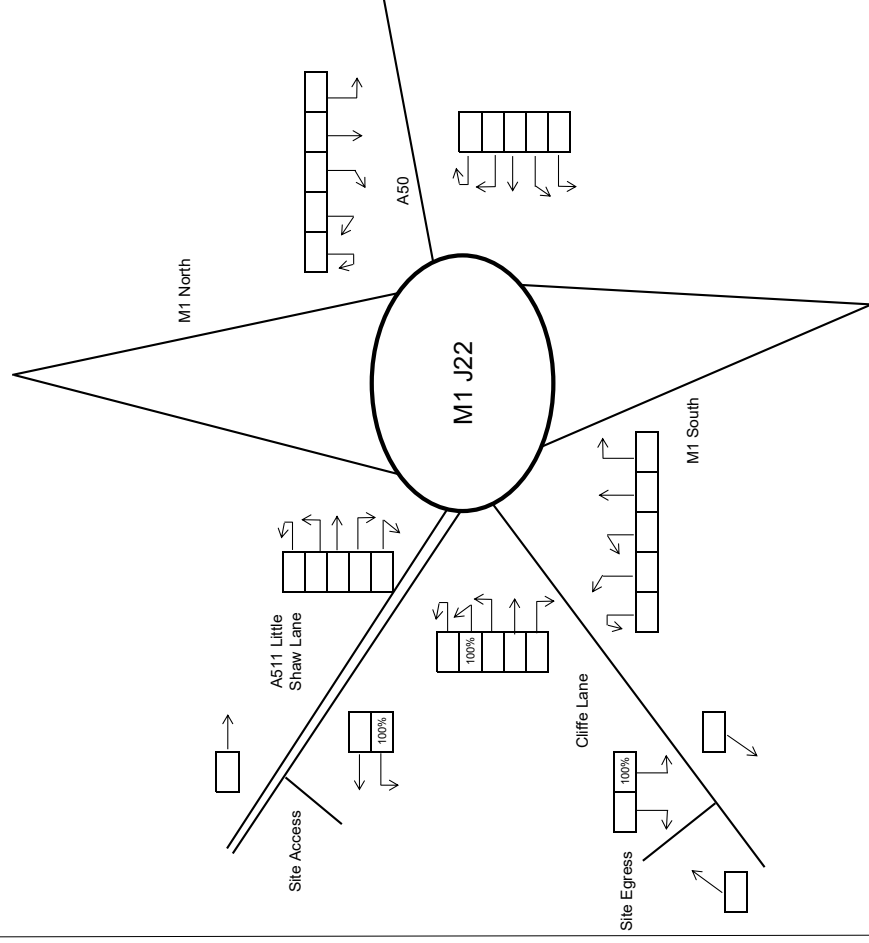
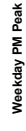
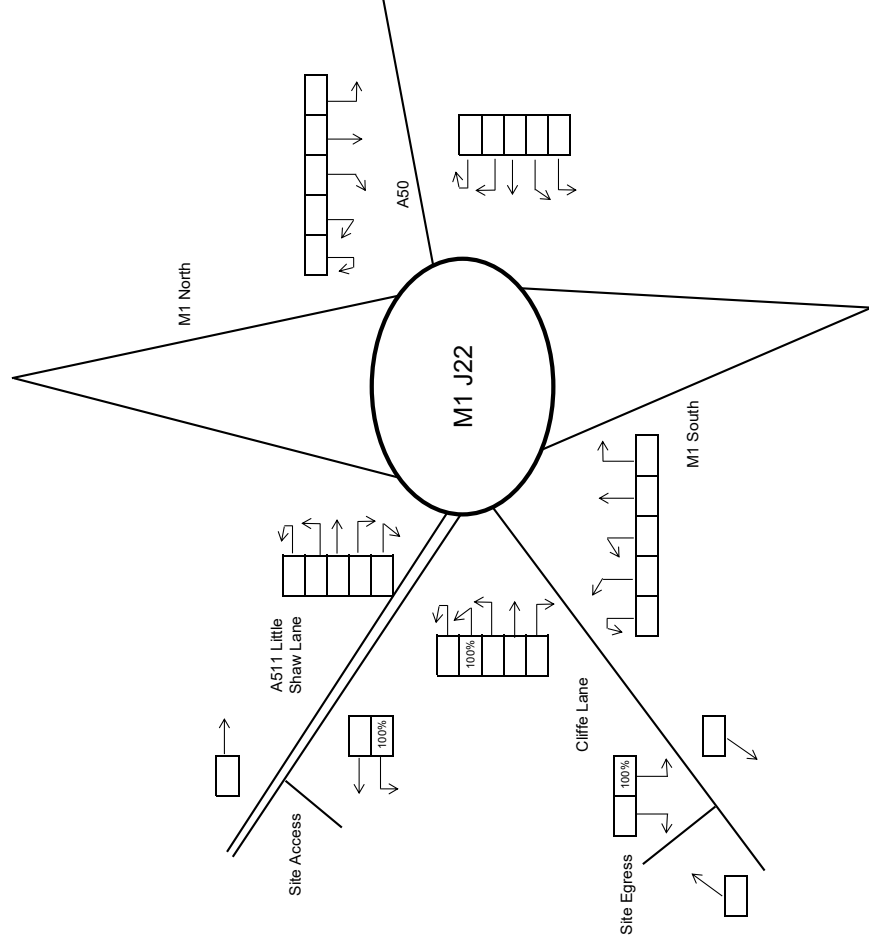
The diagram illustrates the traffic flow and accident data for M1 J22. The central node is labeled "M1 J22". The approaches and their respective data are as follows:

- M1 North:**
 - Approach A50: 20% accident rate, 4 lanes.
 - Approach A511 Little Shaw Lane: 31% accident rate, 4 lanes.
 - Approach Site Access: 31% accident rate, 1 lane.
 - Approach Site Egress: 3% accident rate, 1 lane.
- M1 South:**
 - Approach Cliffes Lane: 3% accident rate, 1 lane.
 - Approach Site Egress: 3% accident rate, 1 lane.
 - Approach Site Access: 100% accident rate, 1 lane.
 - Approach A511 Little Shaw Lane: 33% accident rate, 20% accident rate, 33% accident rate, 14% accident rate, 4 lanes.
 - Approach A50: 33% accident rate, 4 lanes.



11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester



Pass-by Trip Distribution : Weekday

11/06/2026	Job Number: 3704926
------------	------------------------

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 7

The diagram illustrates the M1 J22 interchange and its surrounding roads. The central feature is the M1 J22 interchange, labeled 'M1 J22'. Roads radiating from the interchange include:

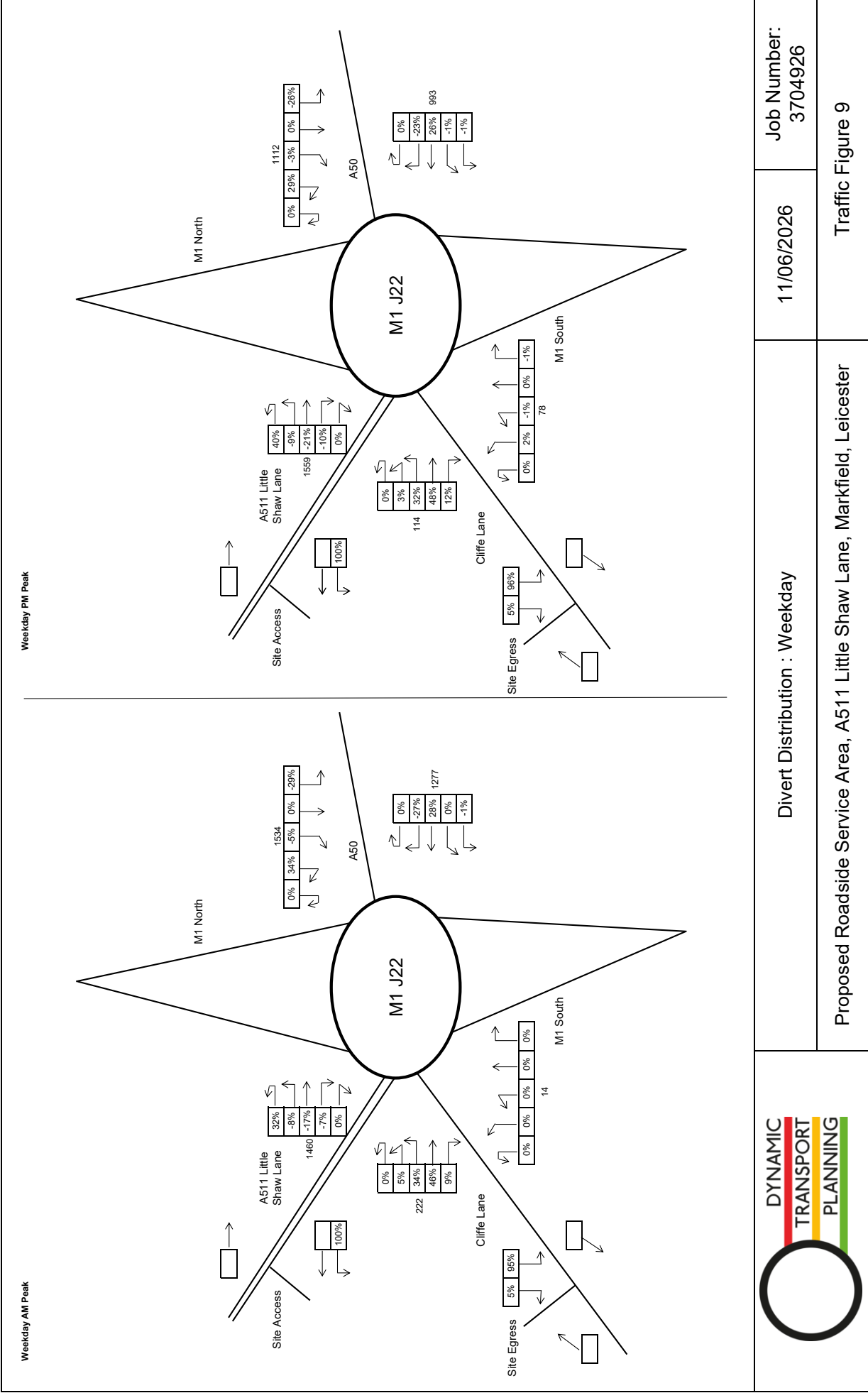
- M1 North:** The road heading north from the interchange.
- M1 South:** The road heading south from the interchange.
- A50:** A road branching off to the west from the M1 North.
- A511 Little Shaw Lane:** A road branching off to the west from the M1 South.
- Cliffe Lane:** A road branching off to the east from the M1 South.
- Site Access:** A road branching off to the west from the A511 Little Shaw Lane.
- Site Egress:** A road branching off to the east from the Cliffe Lane.

Traffic flow is indicated by arrows. The diagram shows the current traffic flow and the proposed changes, which include the addition of a new lane on the A511 Little Shaw Lane and the removal of a lane on the Cliffe Lane. The '100%' labels indicate the percentage of traffic flow that is maintained or improved by the proposed changes.



11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester



The diagram illustrates the M1 J22 interchange, a central oval junction with five main approaches. Each approach is associated with a table of accident data (percentage of accidents by severity) and a total accident count. Arrows indicate the direction of traffic flow.

- M1 North Approach:**
 - Accident Data Table:

0%	22%	-2%	0%	-21%
----	-----	-----	----	------
 - Total Accidents: 530
- A50 Approach:**
 - Accident Data Table:

0%	-22%	27%	-1%	-3%
----	------	-----	-----	-----
 - Total Accidents: 629
- M1 South Approach:**
 - Accident Data Table:

0%	3%	-1%	0%	-2%
----	----	-----	----	-----
 - Total Accidents: 64
- Cliffe Lane Approach:**
 - Accident Data Table:

0%	3%	30%	46%	17%
----	----	-----	-----	-----
 - Total Accidents: 81
- A511 Little Shaw Lane Approach:**
 - Accident Data Table:

45%	-8%	-24%	-13%	0%
-----	-----	------	------	----
 - Total Accidents: 1080

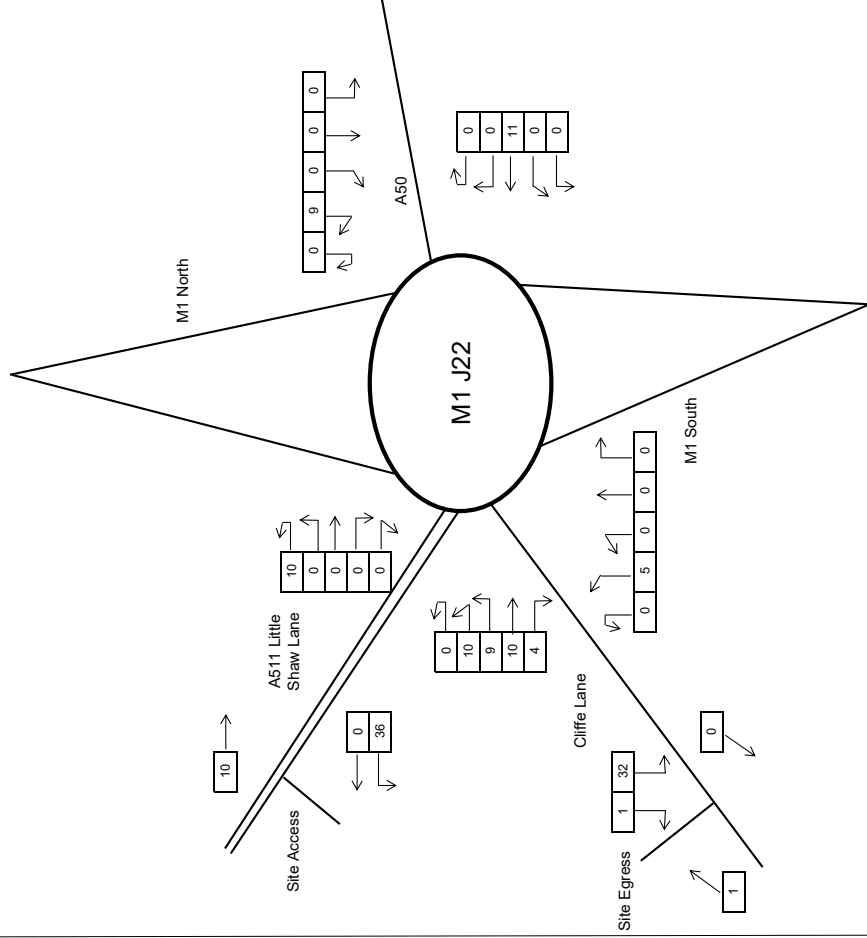
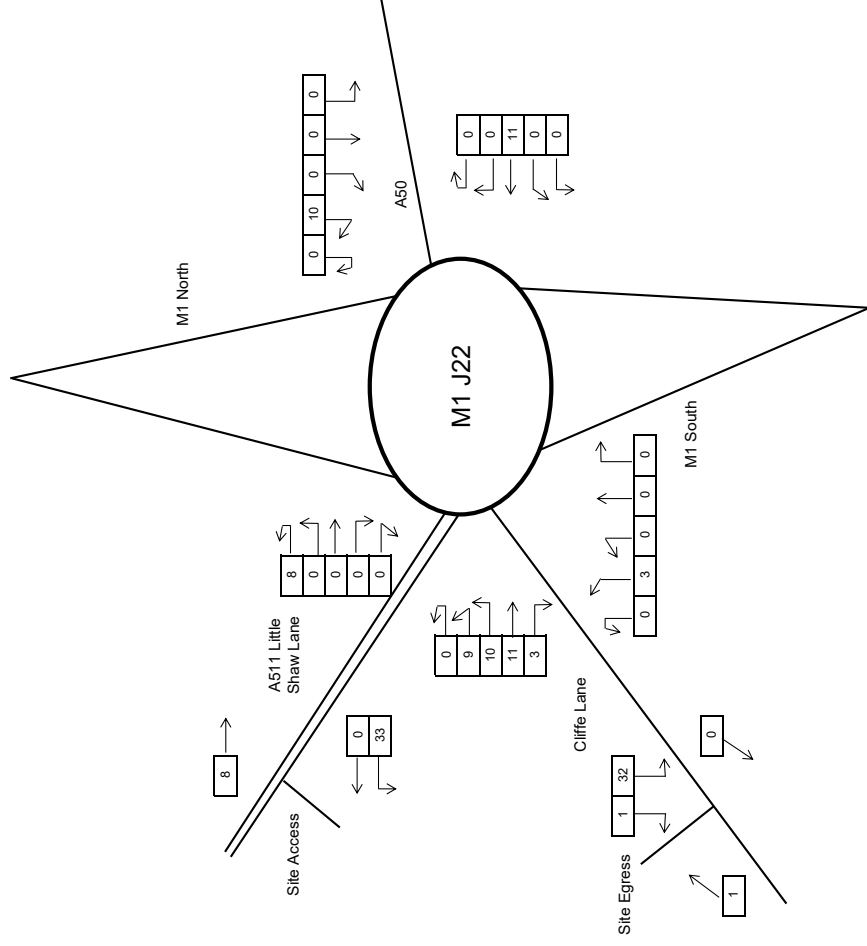
Additional features include a 'Site Access' on the left side of the A511 Little Shaw Lane approach and a 'Site Egress' on the right side of the Cliffe Lane approach, both with associated accident data tables.



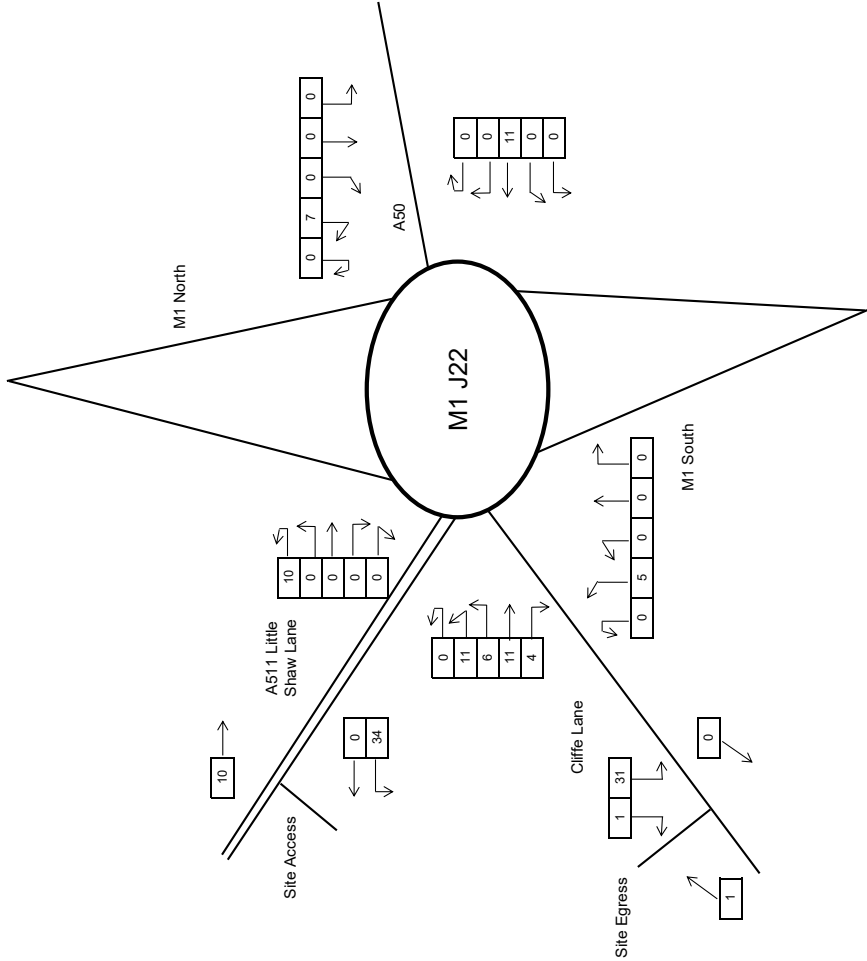
11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 10



Saturday Peak
Ari Dep
34 32



New Trip Assignment : Saturday

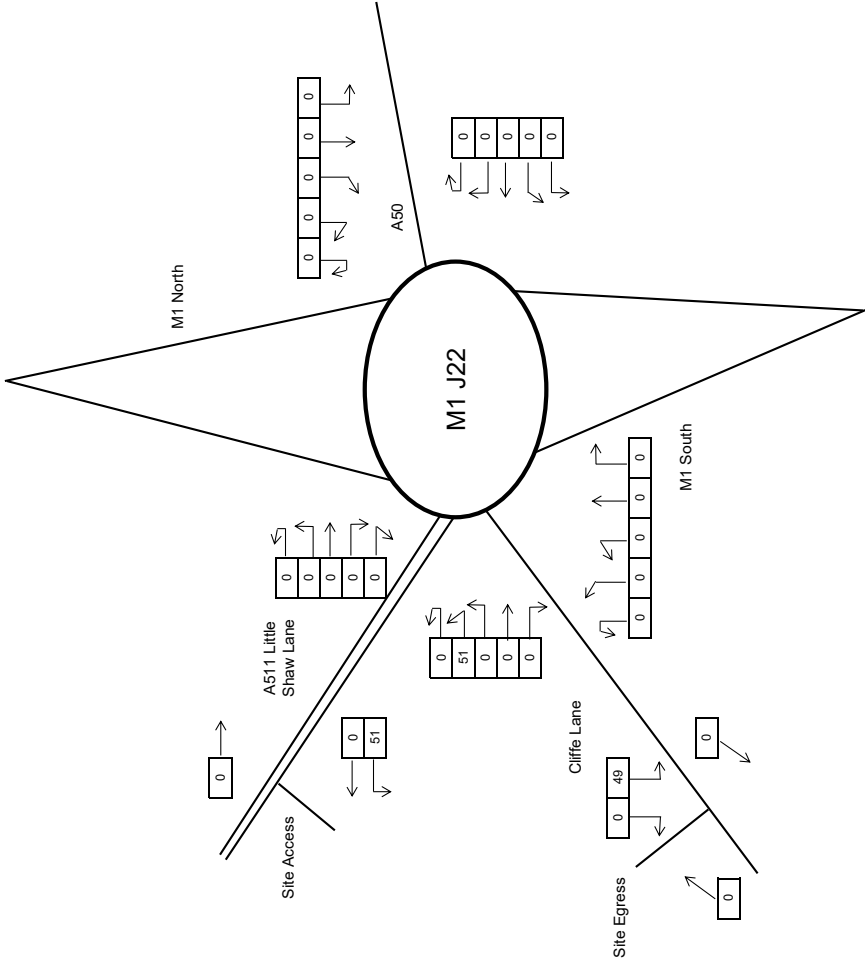
Job Number:
3704926

11/06/2026

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 12

Saturday Peak
Arr 51
Dep 49

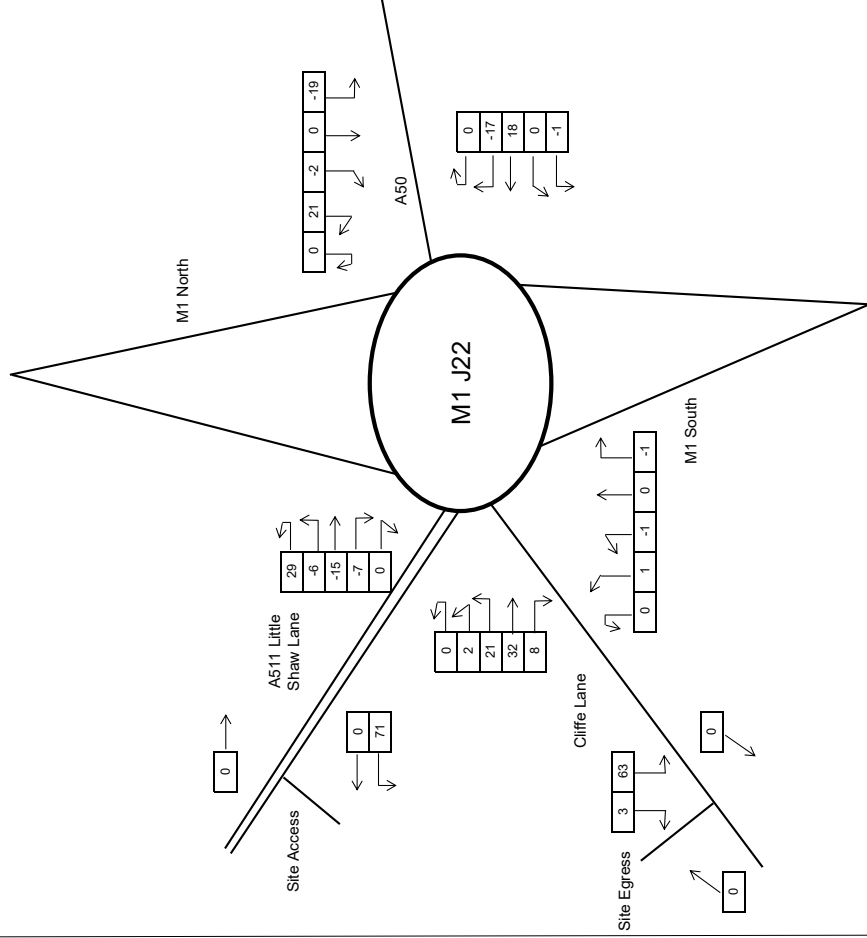
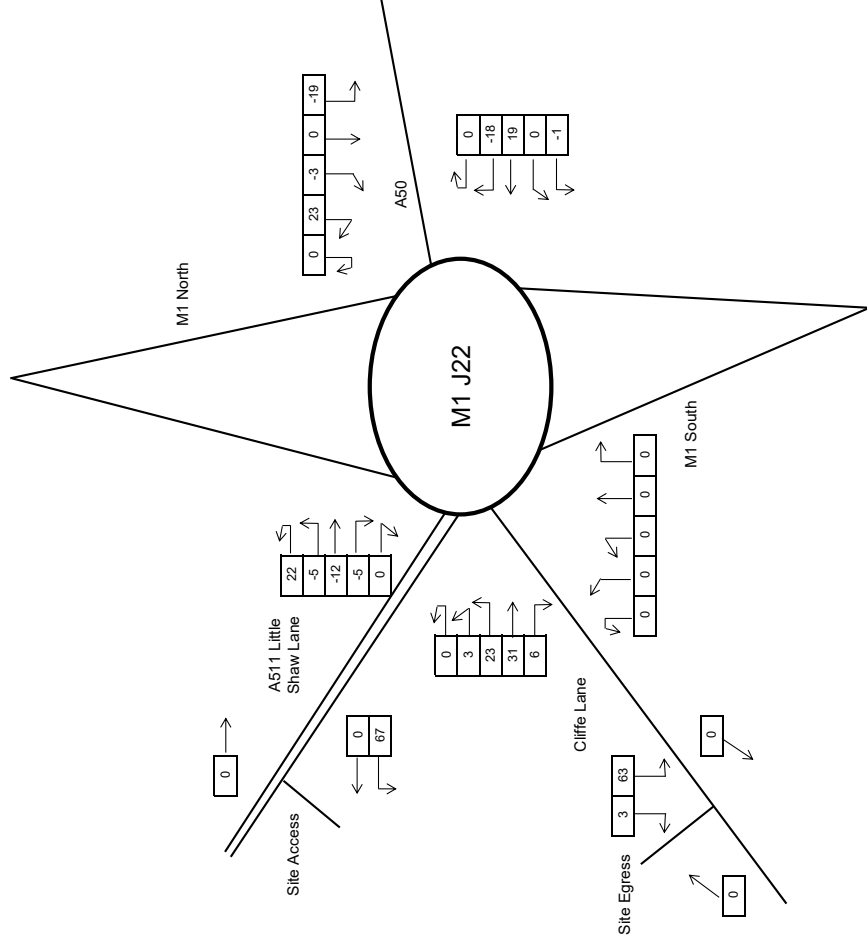


Pass-by Trip Assignment : Saturday

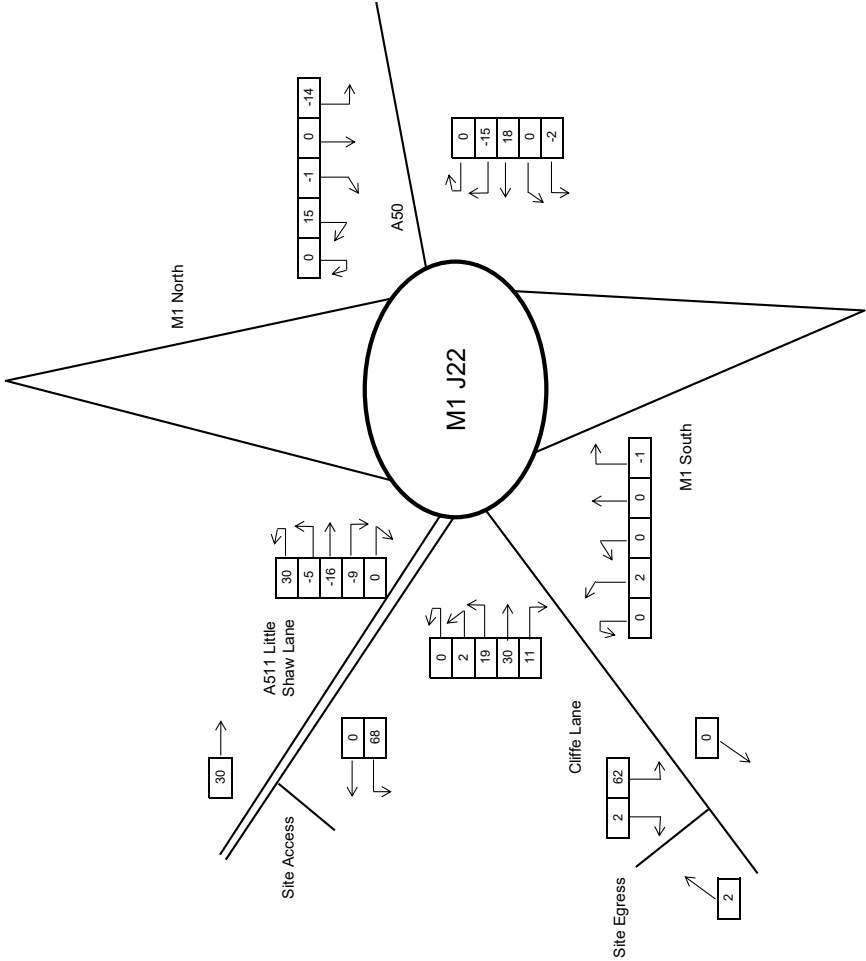
11/06/2026
Job Number:
3704926

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 14



Saturday Peak
Ari Dep
68 65

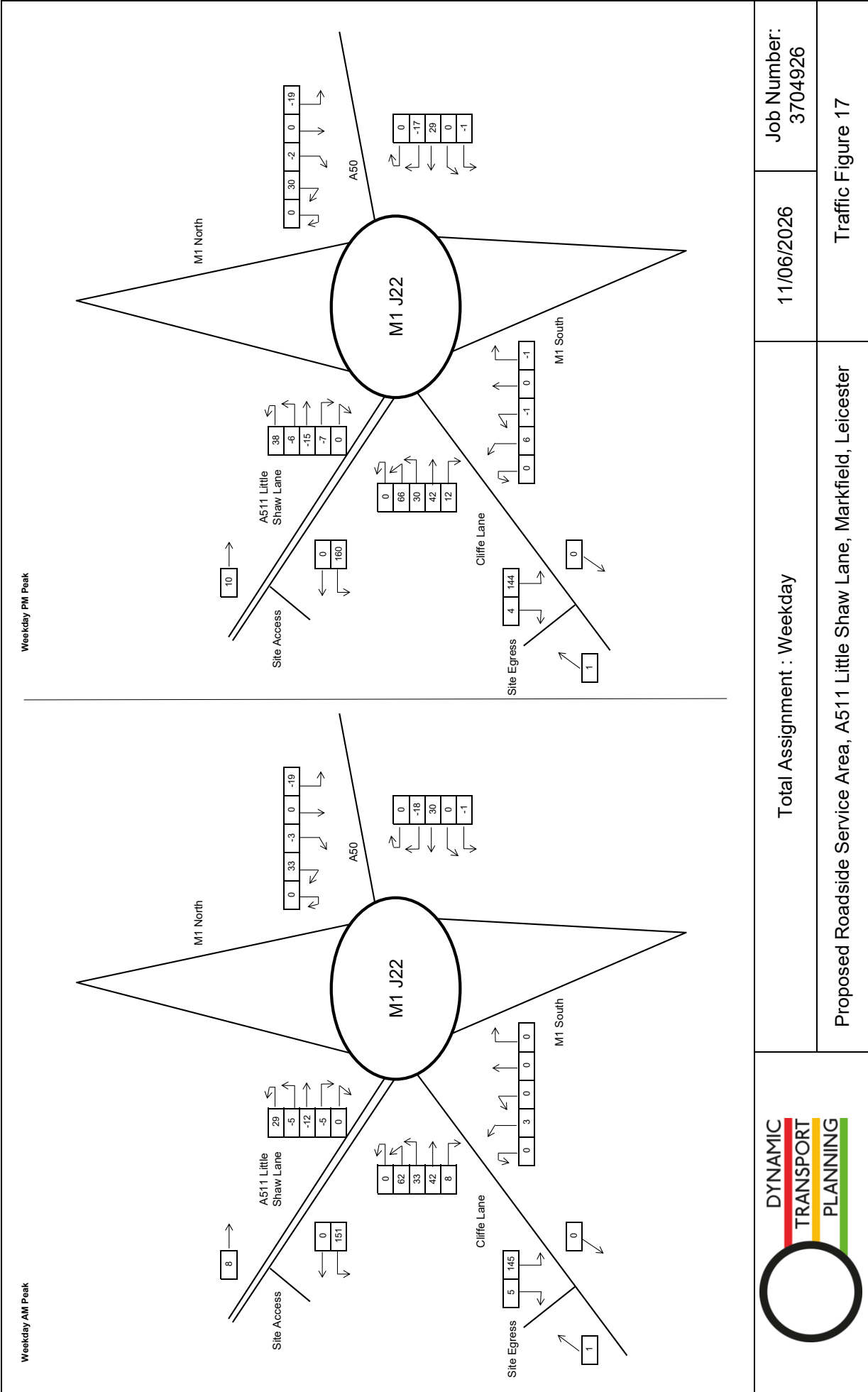


Diverted Trip Assignment : Saturday

11/06/2026
Job Number:
3704926

Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 16



The diagram illustrates the M1 J22 interchange, a central roundabout with five main approaches. Each approach is represented by a box containing vehicle counts for different lanes, with arrows indicating the direction of traffic flow.

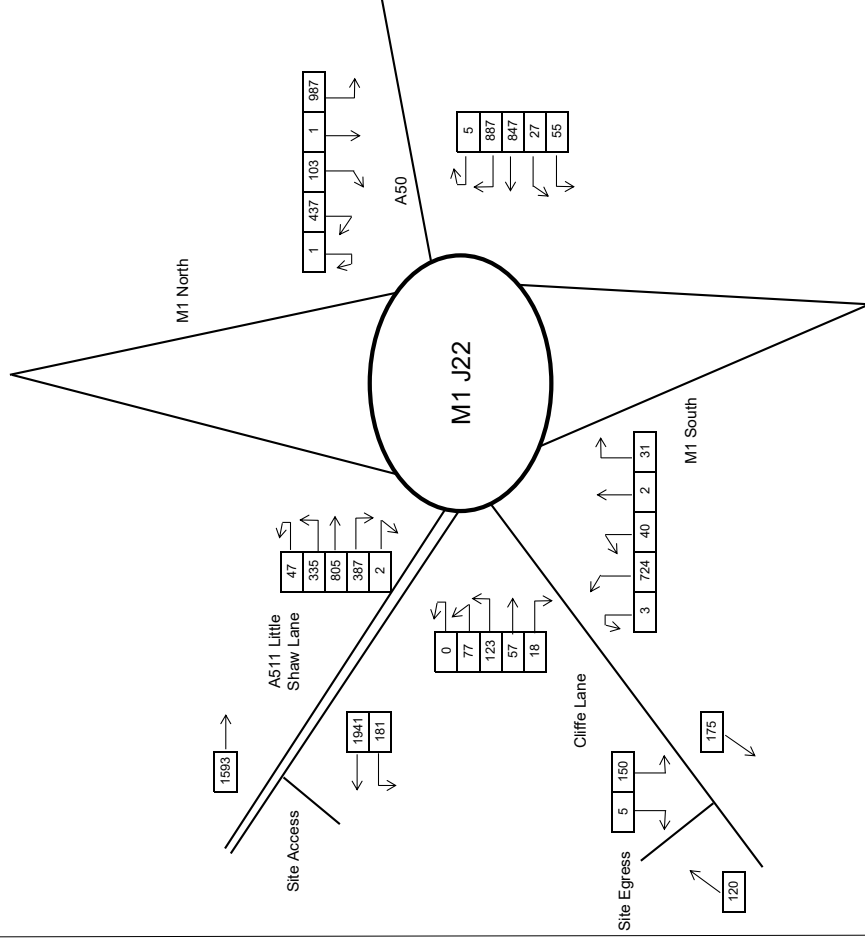
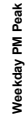
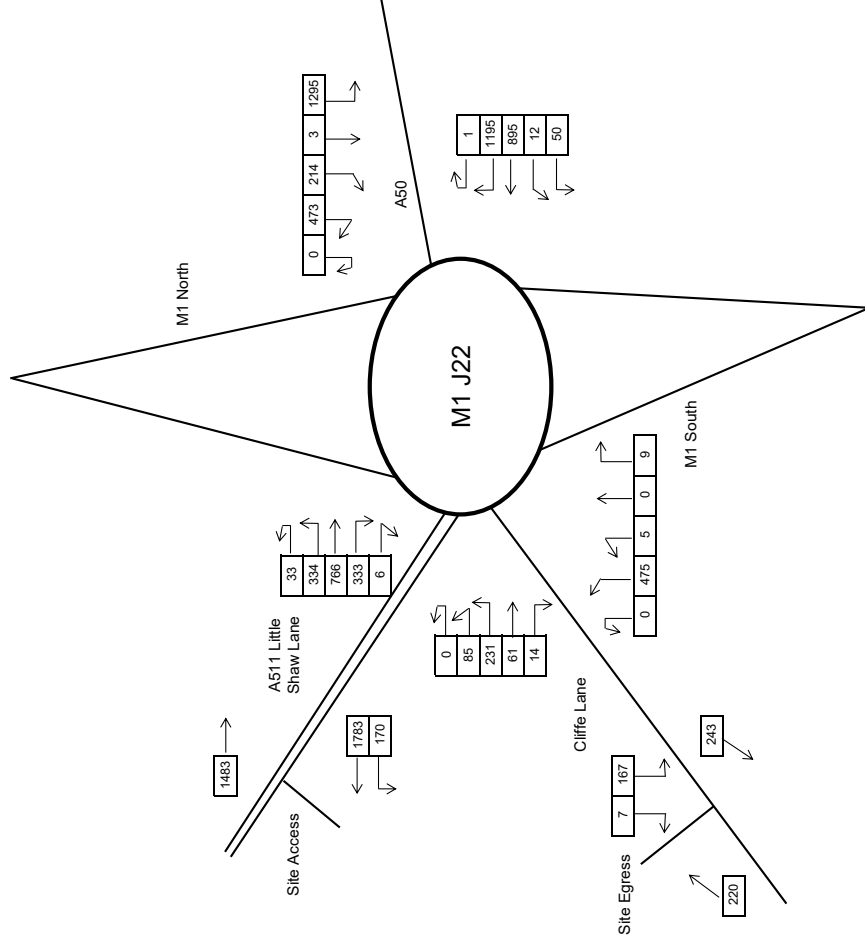
- M1 North Approach:** A box with counts [0, 22, 0, 0, -14] and arrows indicating flow towards the interchange.
- M1 South Approach:** A box with counts [0, 6, 0, 0, -1] and arrows indicating flow away from the interchange.
- Cliffe Lane Approach:** A box with counts [3, 142] and arrows indicating flow towards the interchange.
- Site Egress Approach:** A box with counts [3, 0] and arrows indicating flow away from the interchange.
- A511 Little Shaw Lane Approach:** A box with counts [41, -5, -16, -9, 0] and arrows indicating flow towards the interchange.

Additional details include a 'Site Access' box with counts [0, 152] and arrows indicating flow towards the interchange, and a 'Site Egress' box with counts [3, 0] and arrows indicating flow away from the interchange. The central roundabout is labeled 'M1 J22'.

Total Trip Assignment : Saturday

11/06/2026

Traffic Figure 18



Assessment Flows 2026 : Weekday

11/06/2026
Job Number: 3704926

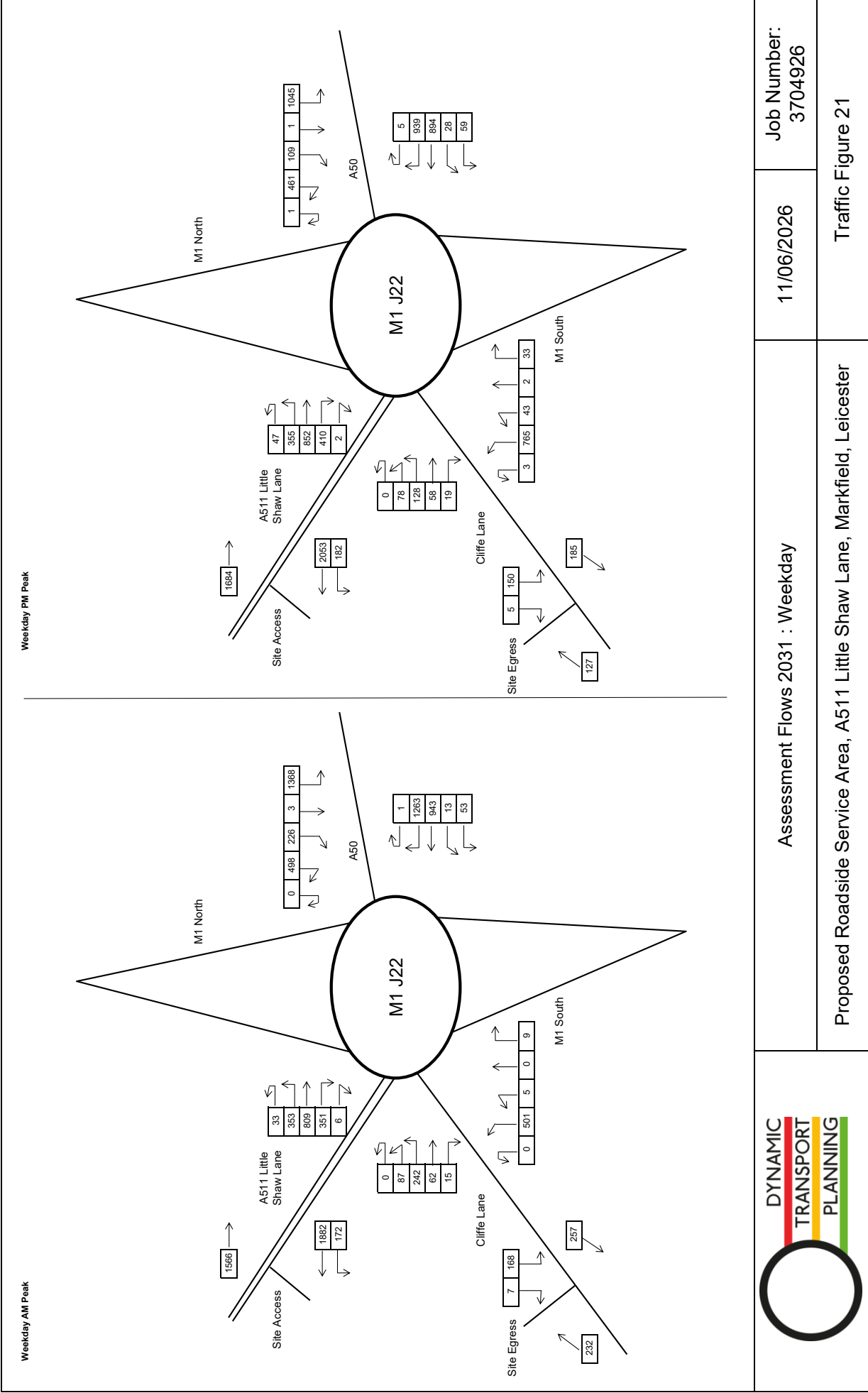
Proposed Roadside Service Area, A511 Little Shaw Lane, Markfield, Leicester

Traffic Figure 19



11/06/2026	Job Number: 3704926
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Traffic Figure 20



Appendix 6

Model Outputs

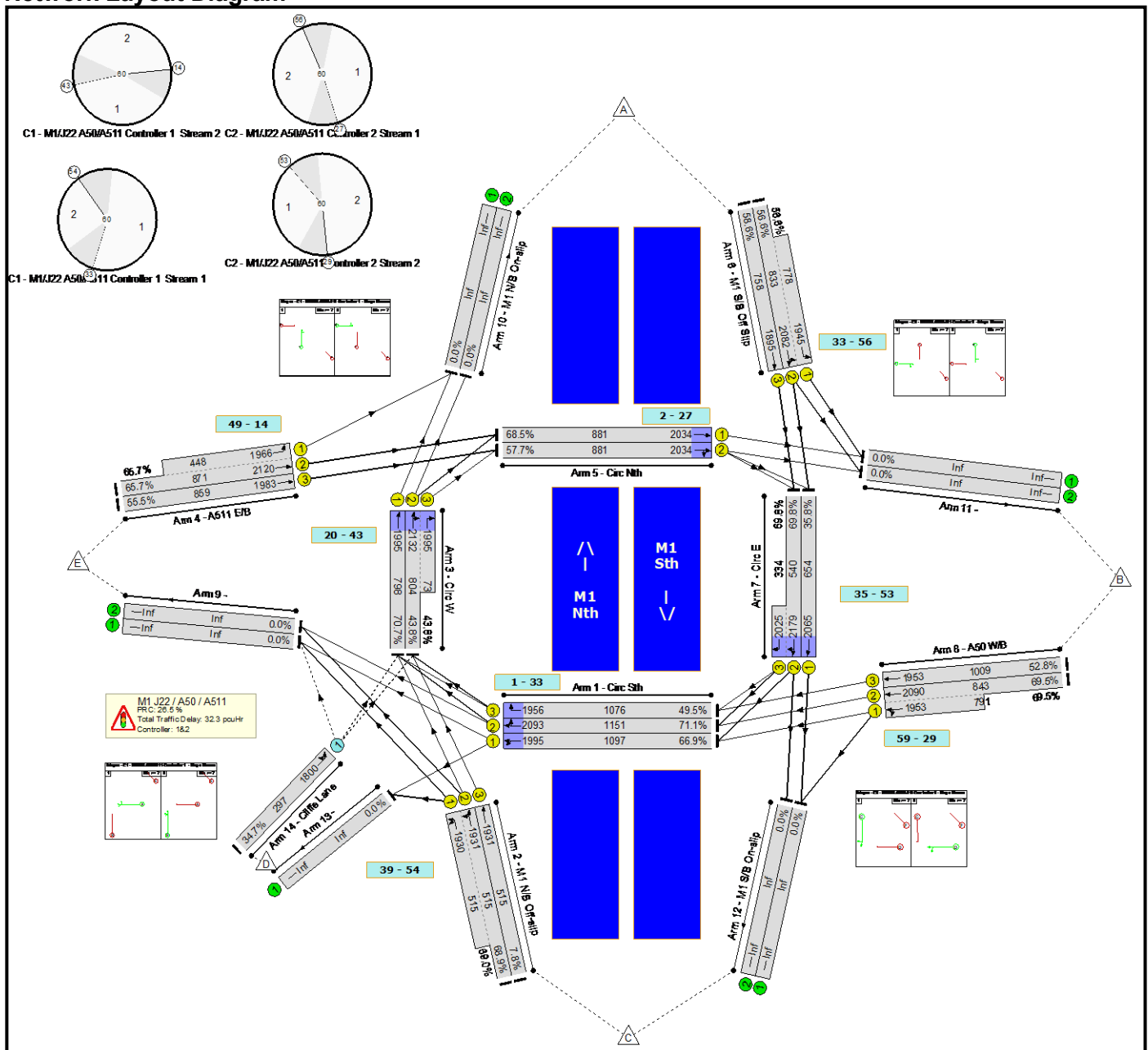
Basic Results Summary

User and Project Details

Project:	Proposed Services Redevelopment, Markfield
Title:	Approved Model From NH
Location:	M1 J22 / A50
Additional detail:	
File name:	M1 J22 Roundabout - Proposed Development.lsg3x
Author:	
Company:	Update by DTP – no changes to model, flow groups only
Address:	

Scenario 1: '2023 - AM Peak' (FG1: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.1%	78	25	0	32.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	71.1%	78	25	0	32.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	32	-	734	1995	1097	66.9%	-	-	-	1.0	5.1	4.9
1/2	Circ Sth Right Ahead	U	C1:A		1	32	-	819	2093	1151	71.1%	-	-	-	1.1	4.8	5.2
1/3	Circ Sth Right	U	C1:A		1	32	-	533	1956	1076	49.5%	-	-	-	0.5	3.2	1.2
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	15	-	710	1931:1930	515+515	68.9 : 69.0%	-	-	-	5.0	25.4	6.3
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	15	-	40	1931	515	7.8%	-	-	-	0.2	20.3	0.5
3/1	Circ W Ahead	U	C1:C		1	23	-	564	1995	798	70.7%	-	-	-	0.5	3.4	2.1
3/2+3/3	Circ W Right Ahead	U	C1:C		1	23	-	384	2132:1995	804+73	43.8 : 43.8%	-	-	-	0.6	5.9	1.6
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	25	-	866	2120:1966	871+448	65.7 : 65.7%	-	-	-	4.0	16.5	8.3
4/3	A511 E/B Ahead	U	C1:D		1	25	-	477	1983	859	55.5%	-	-	-	2.3	17.4	6.5
5/1	Circ Nth Ahead	U	C2:A		1	25	-	604	2034	881	68.5%	-	-	-	0.5	2.7	0.9
5/2	Circ Nth Right Ahead	U	C2:A		1	25	-	509	2034	881	57.7%	-	-	-	0.4	2.6	0.8
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	23	-	911	2082:1945	833+778	56.6 : 56.6%	-	-	-	4.2	16.5	6.7
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	23	-	444	1895	758	58.6%	-	-	-	2.4	19.8	6.5
7/1	Circ E Ahead	U	C2:C		1	18	-	234	2065	654	35.8%	-	-	-	1.2	18.0	3.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	610	2179:2025	540+334	69.8 : 69.8%	-	-	-	1.8	10.4	3.5
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	1136	2090:1953	843+791	69.5 : 69.5%	-	-	-	4.2	13.3	7.6

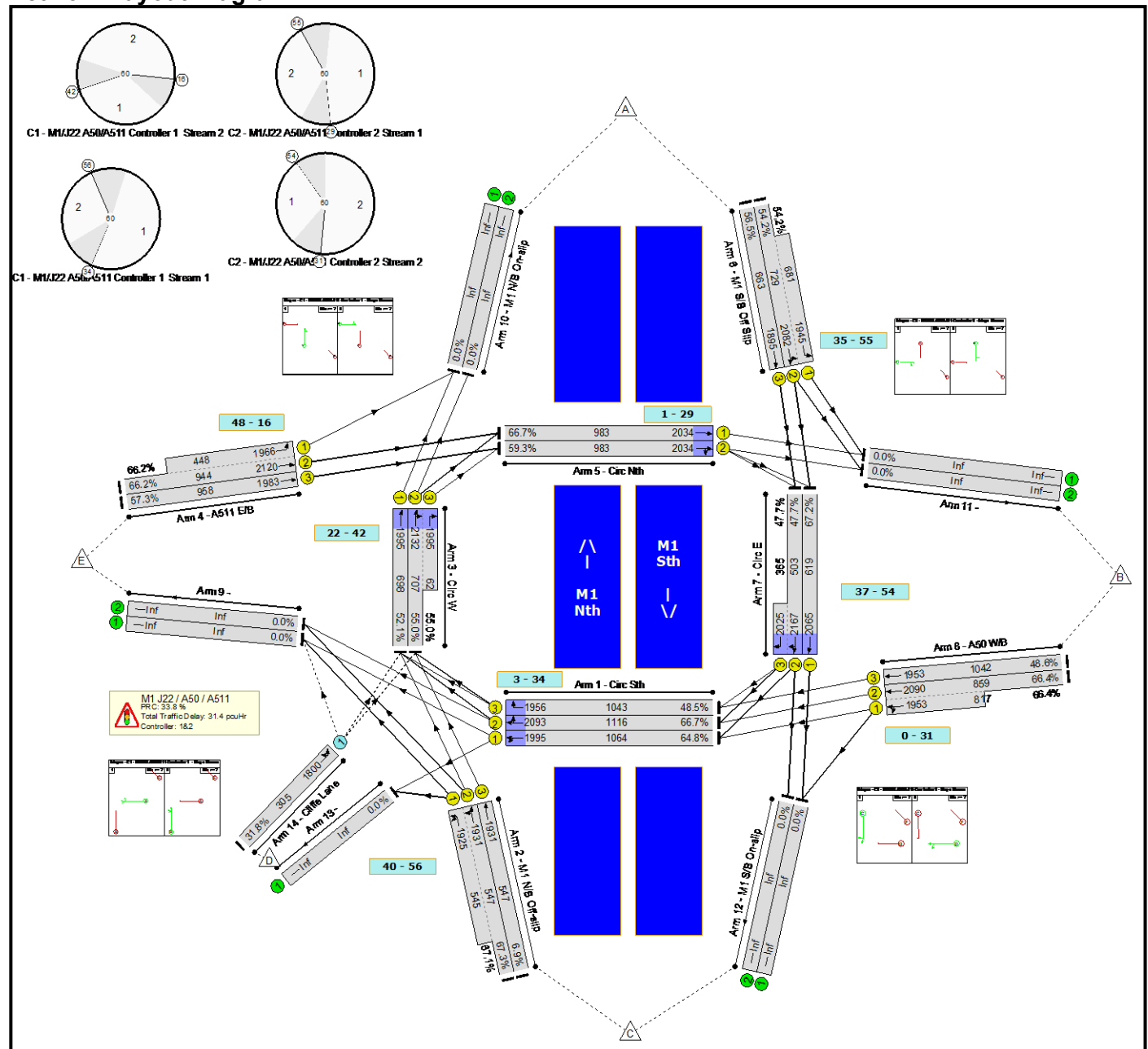
Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D	1	30	-	533	1953	1009	52.8%	-	-	-	2.0	13.4	6.3
14/1	Cliffe Lane Left Left2	O	-	-	-	-	103	1800	297	34.7%	78	25	0	0.4	13.7	1.2
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 26.5 27.3 31.3 28.9 26.5 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 7.83 7.44 7.46 9.13 32.26 Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) 60 60 60 60 																

Basic Results Summary

Scenario 2: '2023 - PM Peak ' (FG2: '2023 PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

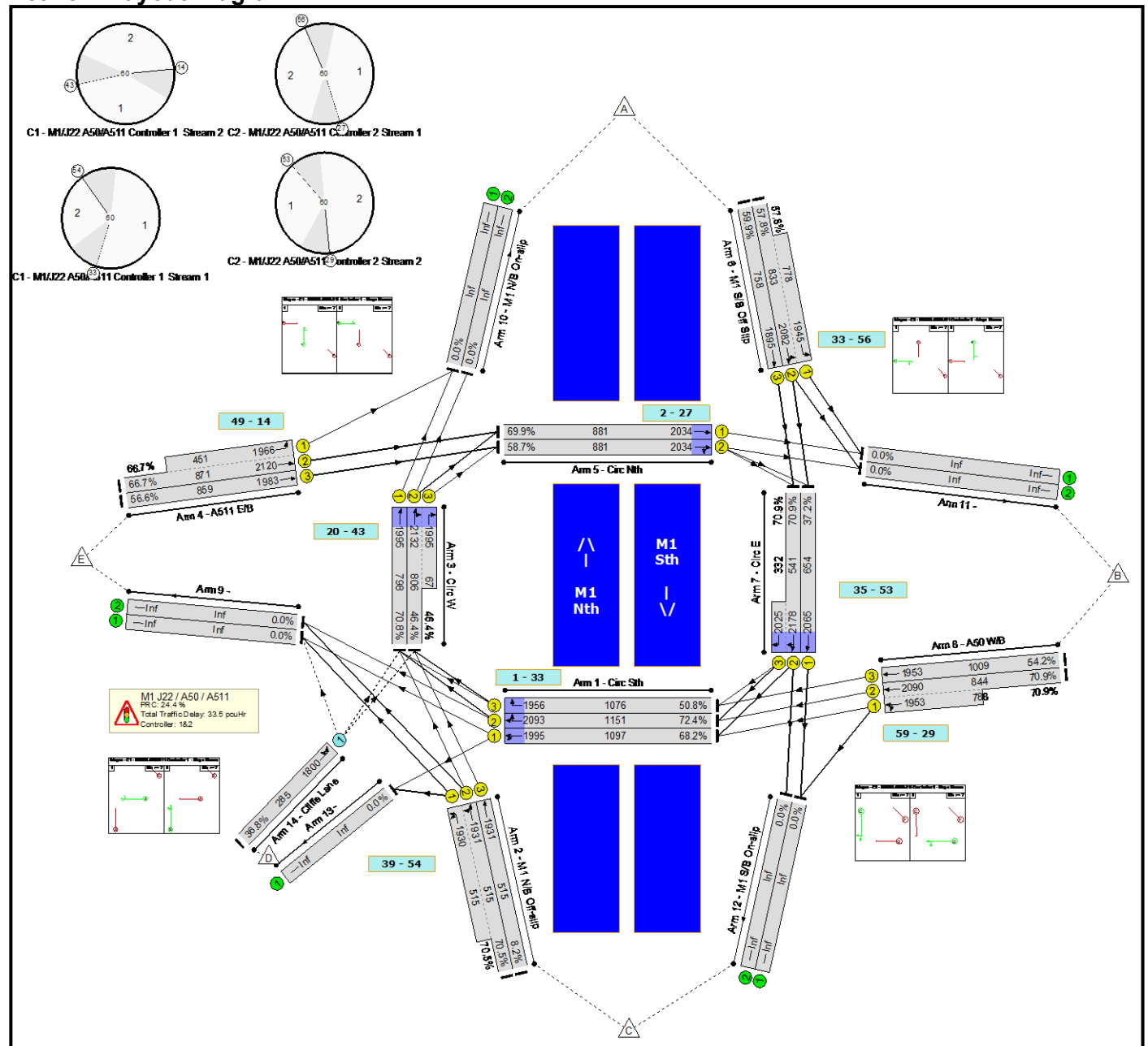
Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.3%	79	18	0	31.4	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	67.3%	79	18	0	31.4	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	689	1995	1064	64.8%	-	-	-	1.0	5.3	4.7
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	744	2093	1116	66.7%	-	-	-	1.0	4.8	4.3
1/3	Circ Sth Right	U	C1:A		1	31	-	506	1956	1043	48.5%	-	-	-	0.5	3.7	1.3
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	734	1931:1925	547+545	67.3 : 67.1%	-	-	-	4.9	24.0	6.4
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	38	1931	547	6.9%	-	-	-	0.2	19.3	0.5
3/1	Circ W Ahead	U	C1:C		1	20	-	364	1995	698	52.1%	-	-	-	0.5	4.7	1.6
3/2+3/3	Circ W Right Ahead	U	C1:C		1	20	-	423	2132:1995	707+62	55.0 : 55.0%	-	-	-	0.9	7.3	2.0
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	28	-	922	2120:1966	944+448	66.2 : 66.2%	-	-	-	3.7	14.6	8.4
4/3	A511 E/B Ahead	U	C1:D		1	28	-	549	1983	958	57.3%	-	-	-	2.4	15.5	7.1
5/1	Circ Nth Ahead	U	C2:A		1	28	-	656	2034	983	66.7%	-	-	-	0.4	2.3	0.9
5/2	Circ Nth Right Ahead	U	C2:A		1	28	-	583	2034	983	59.3%	-	-	-	0.4	2.4	0.9
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	20	-	764	2082:1945	729+681	54.2 : 54.2%	-	-	-	3.9	18.4	5.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	20	-	375	1895	663	56.5%	-	-	-	2.3	22.0	5.6
7/1	Circ E Ahead	U	C2:C		1	17	-	416	2065	619	67.2%	-	-	-	2.6	22.2	6.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	17	-	414	2167:2025	503+365	47.7 : 47.7%	-	-	-	0.9	7.8	1.3
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	31	-	1112	2090:1953	859+817	66.4 : 66.4%	-	-	-	3.8	12.2	7.0

Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D	1	31	-	506	1953	1042	48.6%	-	-	-	1.7	12.2	5.7
14/1	Cliffe Lane Left Left2	O	-	-	-	-	97	1800	305	31.8%	79	18	0	0.4	13.3	1.1
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%) 33.8 Total Delay for Signalled Lanes (pcuHr) 7.64 Cycle Time (s) 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%) 35.9 Total Delay for Signalled Lanes (pcuHr) 7.42 Cycle Time (s) 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) 34.9 Total Delay for Signalled Lanes (pcuHr) 7.00 Cycle Time (s) 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%) 34.0 Total Delay for Signalled Lanes (pcuHr) 8.94 Cycle Time (s) 60 PRC Over All Lanes (%) 33.8 Total Delay Over All Lanes(pcuHr) 31.36																

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.4%	73	32	0	33.5	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	72.4%	73	32	0	33.5	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	32	-	748	1995	1097	68.2%	-	-	-	1.1	5.2	5.1
1/2	Circ Sth Right Ahead	U	C1:A		1	32	-	833	2093	1151	72.4%	-	-	-	1.1	4.9	5.2
1/3	Circ Sth Right	U	C1:A		1	32	-	547	1956	1076	50.8%	-	-	-	0.5	3.2	1.2
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	15	-	726	1931:1930	515+515	70.5 : 70.5%	-	-	-	5.2	25.8	6.6
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	15	-	42	1931	515	8.2%	-	-	-	0.2	20.3	0.6
3/1	Circ W Ahead	U	C1:C		1	23	-	565	1995	798	70.8%	-	-	-	0.6	3.6	2.1
3/2+3/3	Circ W Right Ahead	U	C1:C		1	23	-	405	2132:1995	806+67	46.4 : 46.4%	-	-	-	0.6	5.7	1.6
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	25	-	882	2120:1966	871+451	66.7 : 66.7%	-	-	-	4.1	16.7	8.4
4/3	A511 E/B Ahead	U	C1:D		1	25	-	486	1983	859	56.6%	-	-	-	2.4	17.6	6.7
5/1	Circ Nth Ahead	U	C2:A		1	25	-	616	2034	881	69.9%	-	-	-	0.5	2.8	0.9
5/2	Circ Nth Right Ahead	U	C2:A		1	25	-	517	2034	881	58.7%	-	-	-	0.4	2.5	0.8
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	23	-	931	2082:1945	833+778	57.8 : 57.8%	-	-	-	4.3	16.7	6.8
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	23	-	454	1895	758	59.9%	-	-	-	2.5	20.1	6.7
7/1	Circ E Ahead	U	C2:C		1	18	-	243	2065	654	37.2%	-	-	-	1.2	18.1	4.0
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	618	2178:2025	541+332	70.9 : 70.9%	-	-	-	1.9	10.9	3.6
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	1156	2090:1953	844+788	70.9 : 70.9%	-	-	-	4.4	13.6	7.9

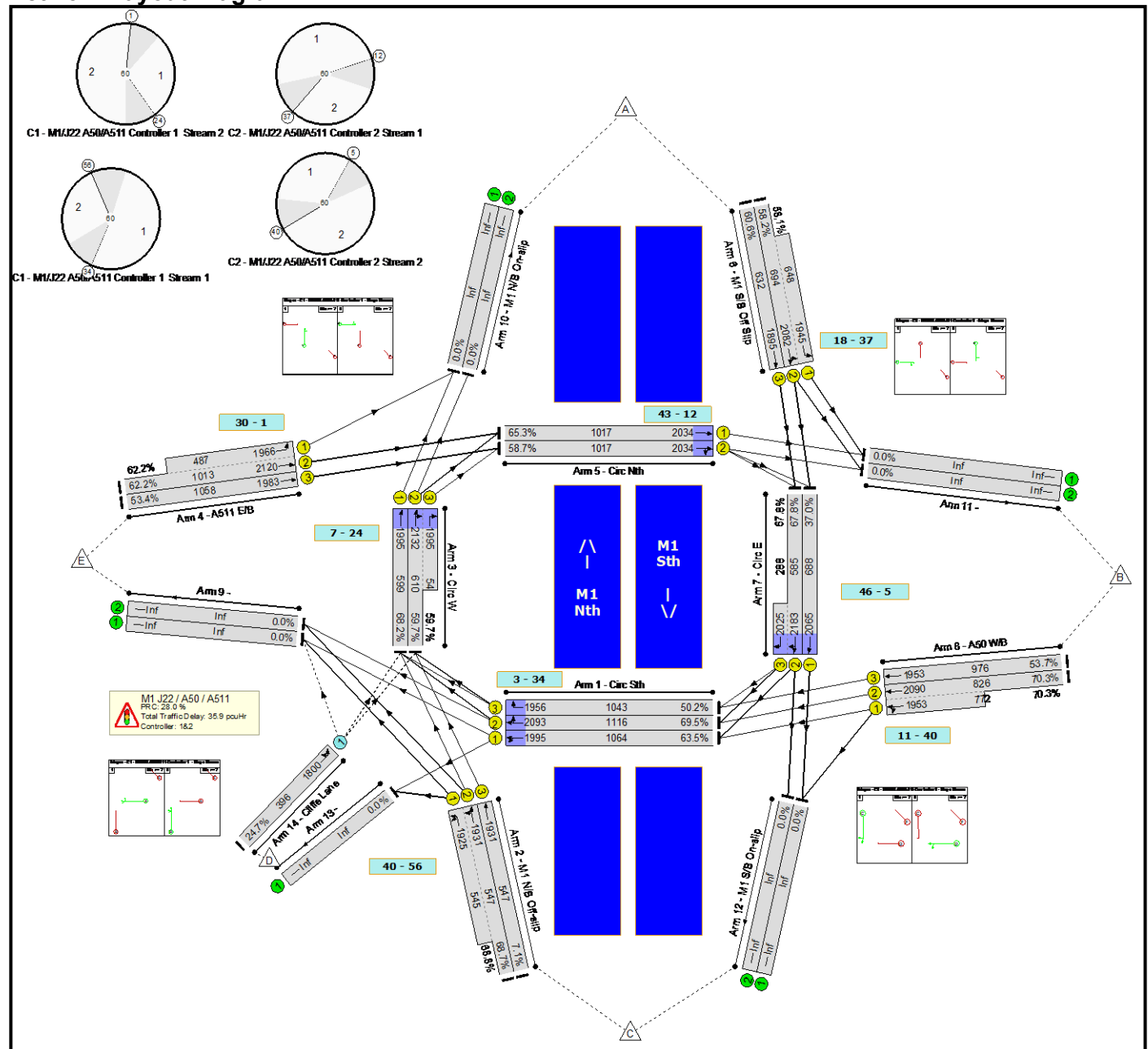
Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D		1	30	-	547	1953	1009	54.2%	-	-	-	2.1	13.6	6.7
14/1	Cliffe Lane Left Left2	O	-		-	-	-	105	1800	285	36.8%	73	32	0	0.4	15.4	1.3
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) 24.4 27.1 28.8 27.0 24.4 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 8.13 7.66 7.70 9.52 33.46 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 																	

Basic Results Summary

Scenario 4: '2026 - PM Peak ' (FG4: '2026 PM Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.3%	60	38	0	35.9	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	70.3%	60	38	0	35.9	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	676	1995	1064	63.5%	-	-	-	1.3	6.8	5.6
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	776	2093	1116	69.5%	-	-	-	1.6	7.3	6.2
1/3	Circ Sth Right	U	C1:A		1	31	-	524	1956	1043	50.2%	-	-	-	0.9	6.4	2.6
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	751	1931:1925	547+545	68.7 : 68.8%	-	-	-	5.1	24.4	6.6
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	39	1931	547	7.1%	-	-	-	0.2	19.3	0.5
3/1	Circ W Ahead	U	C1:C		1	17	-	408	1995	599	68.2%	-	-	-	2.3	20.2	4.8
3/2+3/3	Circ W Right Ahead	U	C1:C		1	17	-	396	2132:1995	610+54	59.7 : 59.7%	-	-	-	2.1	19.1	4.4
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	31	-	933	2120:1966	1013+487	62.2 : 62.2%	-	-	-	3.1	12.0	7.6
4/3	A511 E/B Ahead	U	C1:D		1	31	-	565	1983	1058	53.4%	-	-	-	2.0	12.8	6.7
5/1	Circ Nth Ahead	U	C2:A		1	29	-	664	2034	1017	65.3%	-	-	-	0.6	3.0	1.9
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	597	2034	1017	58.7%	-	-	-	0.5	3.0	1.7
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	781	2082:1945	694+648	58.2 : 58.1%	-	-	-	4.3	19.7	6.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	383	1895	632	60.6%	-	-	-	2.5	23.9	6.1
7/1	Circ E Ahead	U	C2:C		1	19	-	255	2065	688	37.0%	-	-	-	0.6	8.5	1.1
7/2+7/3	Circ E Right Ahead	U	C2:C		1	19	-	592	2183:2025	585+288	67.8 : 67.8%	-	-	-	2.1	12.6	4.3

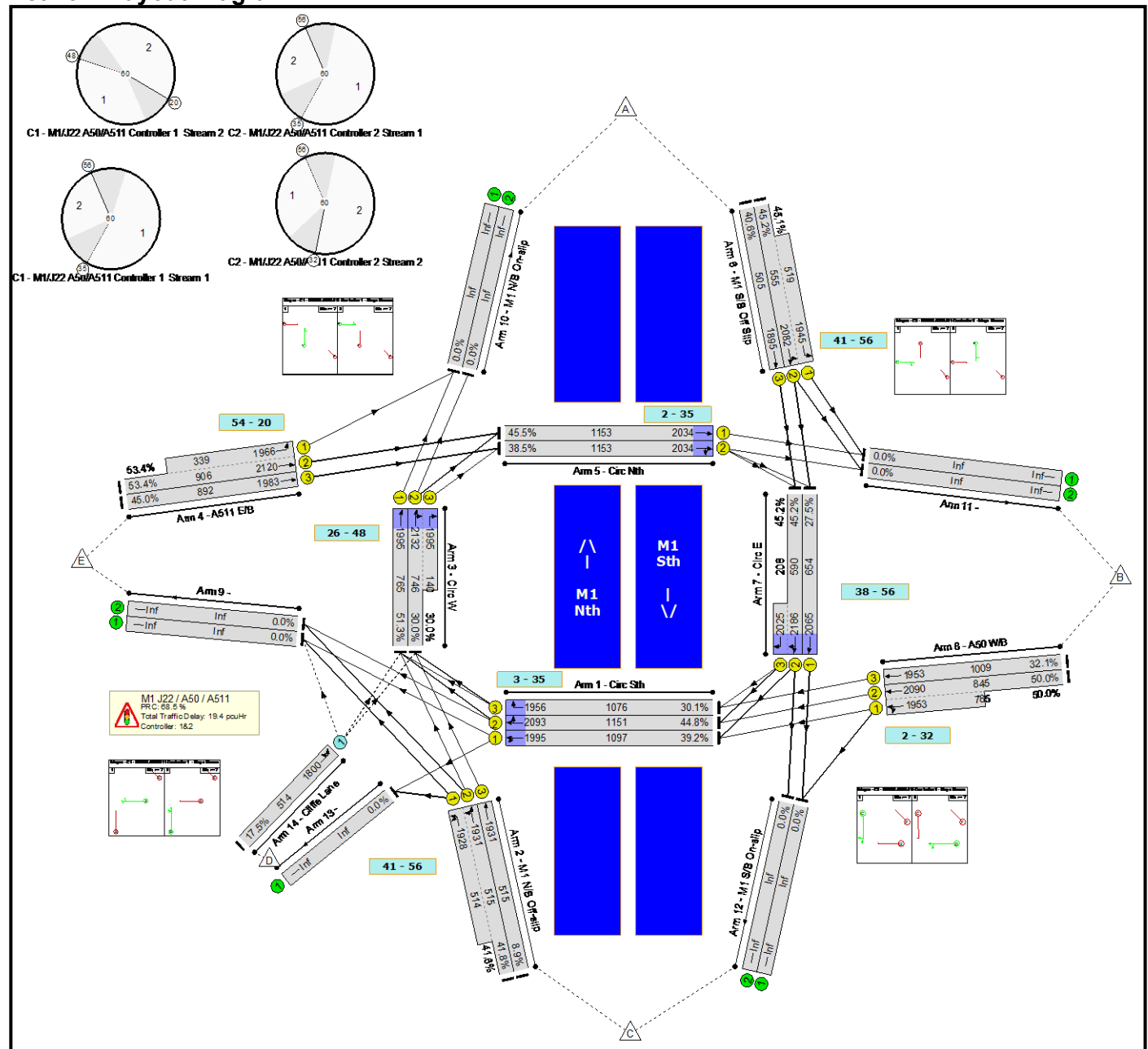
Basic Results Summary

8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	29	-	1124	2090:1953	826+772	70.3 : 70.3%	-	-	-	4.4	14.2	7.8
8/3	A50 W/B Ahead	U	C2:D		1	29	-	524	1953	976	53.7%	-	-	-	2.1	14.2	6.5
14/1	Cliffe Lane Left Left2	O	-		-	-	-	98	1800	396	24.7%	60	38	0	0.3	9.7	0.5
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 9.09 Cycle Time (s): 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%): 32.0 Total Delay for Signalled Lanes (pcuHr): 9.50 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 37.8 Total Delay for Signalled Lanes (pcuHr): 7.88 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%): 28.0 Total Delay for Signalled Lanes (pcuHr): 9.17 Cycle Time (s): 60 PRC Over All Lanes (%): 28.0 Total Delay Over All Lanes(pcuHr): 35.90																	

Basic Results Summary

Scenario 5: '2026 - SAT Peak ' (FG5: '2026 SAT Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	53.4%	74	17	0	19.4	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	53.4%	74	17	0	19.4	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	32	-	430	1995	1097	39.2%	-	-	-	0.4	3.5	2.3
1/2	Circ Sth Right Ahead	U	C1:A		1	32	-	516	2093	1151	44.8%	-	-	-	0.5	3.5	2.1
1/3	Circ Sth Right	U	C1:A		1	32	-	324	1956	1076	30.1%	-	-	-	0.3	3.5	0.8
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	15	-	429	1931:1928	515+514	41.8 : 41.6%	-	-	-	2.5	21.2	3.3
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	15	-	46	1931	515	8.9%	-	-	-	0.3	20.4	0.6
3/1	Circ W Ahead	U	C1:C		1	22	-	392	1995	765	51.3%	-	-	-	0.3	3.0	5.0
3/2+3/3	Circ W Right Ahead	U	C1:C		1	22	-	266	2132:1995	746+140	30.0 : 30.0%	-	-	-	0.6	8.5	1.5
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	26	-	665	2120:1966	906+339	53.4 : 53.4%	-	-	-	2.7	14.4	6.2
4/3	A511 E/B Ahead	U	C1:D		1	26	-	402	1983	892	45.0%	-	-	-	1.7	15.1	5.0
5/1	Circ Nth Ahead	U	C2:A		1	33	-	525	2034	1153	45.5%	-	-	-	0.3	1.9	0.7
5/2	Circ Nth Right Ahead	U	C2:A		1	33	-	444	2034	1153	38.5%	-	-	-	0.2	1.9	0.7
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	15	-	485	2082:1945	555+519	45.2 : 45.1%	-	-	-	2.9	21.4	3.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	15	-	205	1895	505	40.6%	-	-	-	1.4	24.1	3.1
7/1	Circ E Ahead	U	C2:C		1	18	-	180	2065	654	27.5%	-	-	-	0.7	14.9	2.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	361	2186:2025	590+208	45.2 : 45.2%	-	-	-	1.0	9.8	2.7
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	814	2090:1953	845+785	50.0 : 50.0%	-	-	-	2.5	11.0	4.7

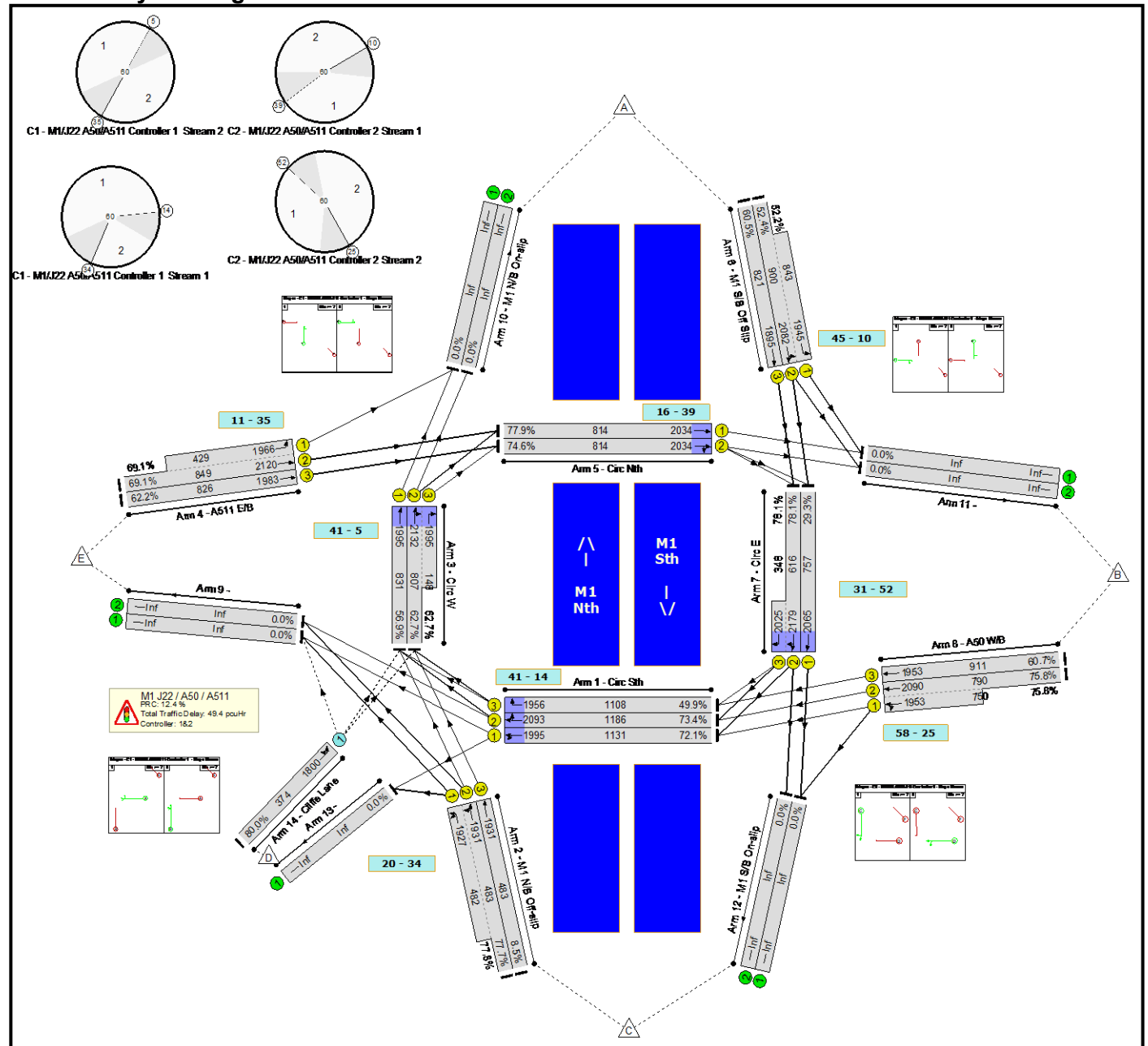
Basic Results Summary

Basic Results Summary																	
8/3	A50 W/B Ahead	U	C2:D		1	30	-	324	1953	1009	32.1%	-	-	-	1.0	11.0	3.3
14/1	Cliffe Lane Left Left2	O	-		-	-	-	90	1800	514	17.5%	74	17	0	0.1	5.5	0.3
C1 - M1/J22 A50/A511 Controller 1		Stream: 1 PRC for Signalled Lanes (%)		100.8		Total Delay for Signalled Lanes (pcuHr):		4.02		Cycle Time (s):		60					
C1 - M1/J22 A50/A511 Controller 1		Stream: 2 PRC for Signalled Lanes (%)		68.5		Total Delay for Signalled Lanes (pcuHr):		5.29		Cycle Time (s):		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 1 PRC for Signalled Lanes (%)		97.6		Total Delay for Signalled Lanes (pcuHr):		4.76		Cycle Time (s):		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 2 PRC for Signalled Lanes (%)		80.1		Total Delay for Signalled Lanes (pcuHr):		5.20		Cycle Time (s):		60					
		PRC Over All Lanes (%)		68.5		Total Delay Over All Lanes(pcuHr):		19.40									

Basic Results Summary

Scenario 6: '2026 - AM Peak - Scenario 2 +Dev' (FG6: '2026 - AM Peak - Scenario 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

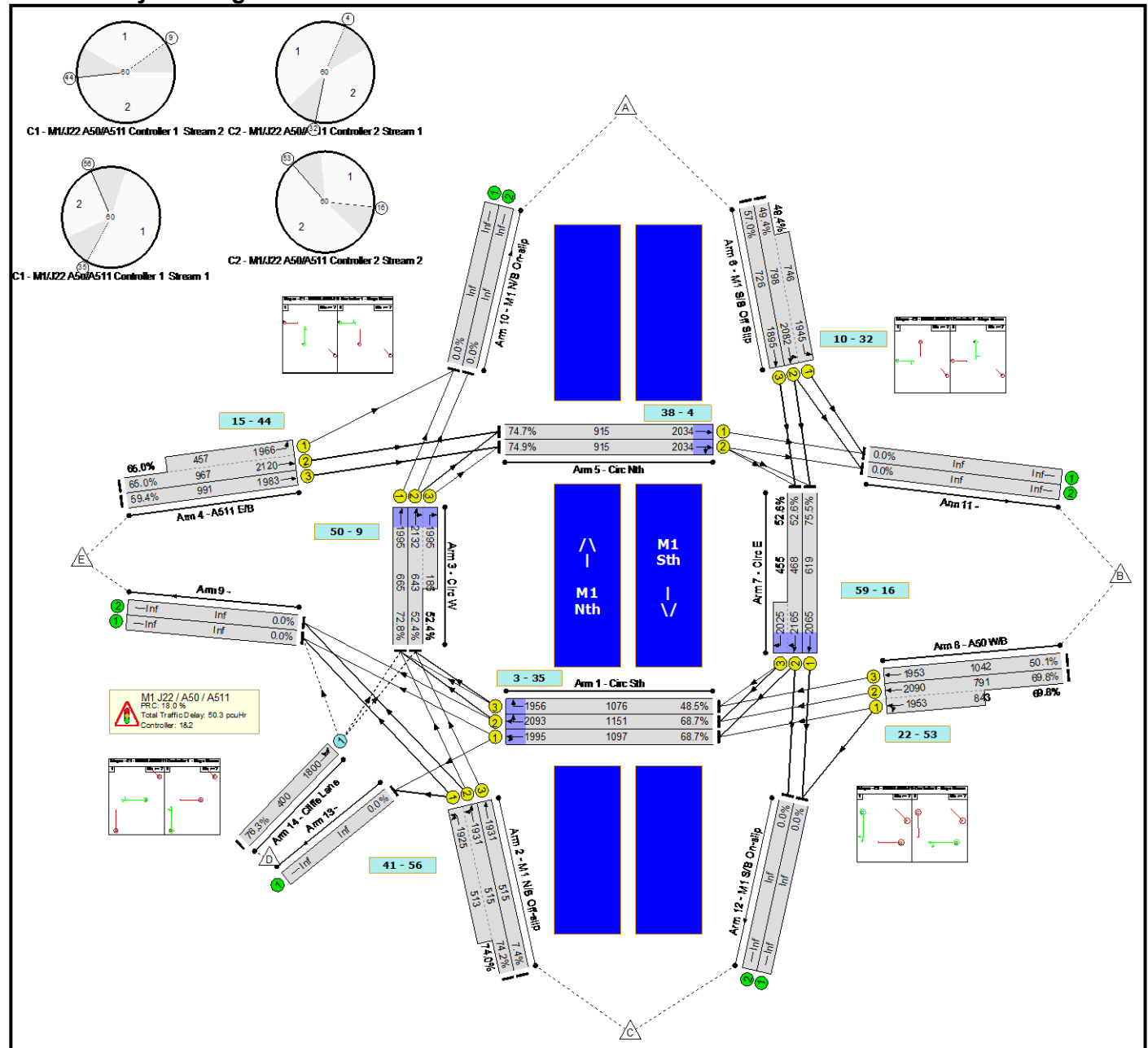
Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.0%	185	114	0	49.4	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	80.0%	185	114	0	49.4	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	33	-	815	1995	1131	72.1%	-	-	-	3.2	14.1	11.1
1/2	Circ Sth Right Ahead	U	C1:A		1	33	-	871	2093	1186	73.4%	-	-	-	3.6	14.8	11.6
1/3	Circ Sth Right	U	C1:A		1	33	-	553	1956	1108	49.9%	-	-	-	2.6	16.9	6.5
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	14	-	750	1931:1927	483+482	77.7 : 77.8%	-	-	-	6.1	29.2	7.4
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	14	-	41	1931	483	8.5%	-	-	-	0.2	21.3	0.6
3/1	Circ W Ahead	U	C1:C		1	24	-	473	1995	831	56.9%	-	-	-	0.9	6.7	2.8
3/2+3/3	Circ W Right Ahead	U	C1:C		1	24	-	599	2132:1995	807+148	62.7 : 62.7%	-	-	-	1.5	8.9	3.7
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	24	-	882	2120:1966	849+429	69.1 : 69.1%	-	-	-	4.4	17.9	8.9
4/3	A511 E/B Ahead	U	C1:D		1	24	-	514	1983	826	62.2%	-	-	-	2.8	19.5	7.5
5/1	Circ Nth Ahead	U	C2:A		1	23	-	634	2034	814	77.9%	-	-	-	1.3	7.6	2.7
5/2	Circ Nth Right Ahead	U	C2:A		1	23	-	607	2034	814	74.6%	-	-	-	1.5	8.7	3.1
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	25	-	912	2082:1945	900+843	52.4 : 52.2%	-	-	-	3.7	14.6	6.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	25	-	497	1895	821	60.5%	-	-	-	2.6	18.6	7.1
7/1	Circ E Ahead	U	C2:C		1	21	-	222	2065	757	29.3%	-	-	-	0.1	1.1	0.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	21	-	753	2179:2025	616+348	78.1 : 78.1%	-	-	-	4.5	21.4	6.9
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	27	-	1168	2090:1953	790+750	75.8 : 75.8%	-	-	-	5.4	16.8	8.9

Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D		1	27	-	553	1953	911	60.7%	-	-	-	2.6	16.9	7.5
14/1	Cliffe Lane Left Left2	O	-		-	-	-	299	1800	374	80.0%	185	114	0	2.5	29.8	4.2
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) 15.6 30.3 15.5 15.3 12.4 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 15.70 9.53 9.07 12.59 49.37 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60																	

Network Layout Diagram



Network Results

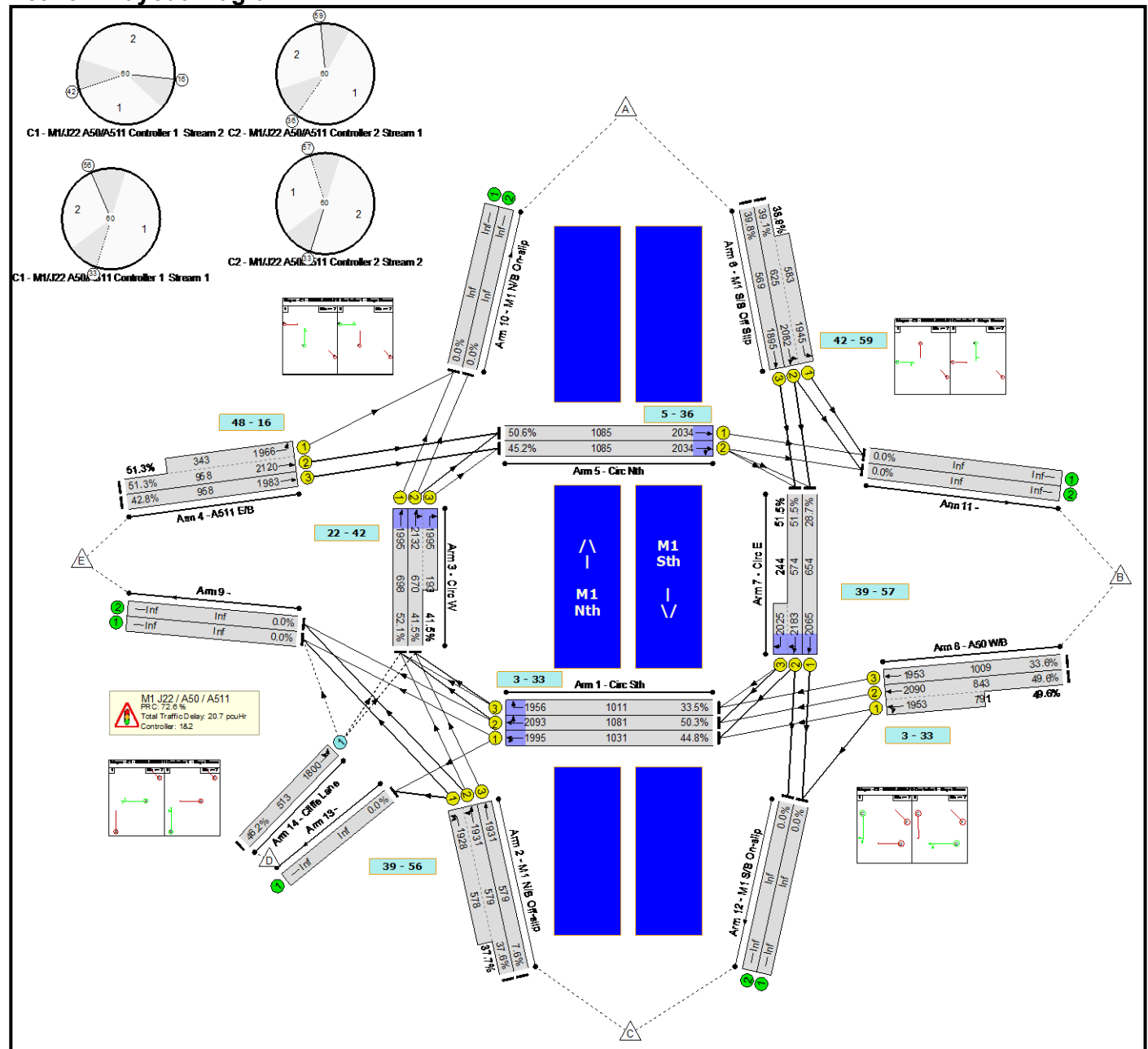
Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.3%	208	97	0	50.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	76.3%	208	97	0	50.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	32	-	754	1995	1097	68.7%	-	-	-	3.4	16.4	11.6
1/2	Circ Sth Right Ahead	U	C1:A		1	32	-	791	2093	1151	68.7%	-	-	-	3.5	16.1	12.0
1/3	Circ Sth Right	U	C1:A		1	32	-	522	1956	1076	48.5%	-	-	-	3.0	20.7	7.6
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	15	-	762	1931:1925	515+513	74.2 : 74.0%	-	-	-	5.7	26.8	7.1
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	15	-	38	1931	515	7.4%	-	-	-	0.2	20.3	0.5
3/1	Circ W Ahead	U	C1:C		1	19	-	484	1995	665	72.8%	-	-	-	3.7	27.8	7.7
3/2+3/3	Circ W Right Ahead	U	C1:C		1	19	-	434	2132:1995	643+185	52.4 : 52.4%	-	-	-	2.4	20.0	5.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	29	-	926	2120:1966	967+457	65.0 : 65.0%	-	-	-	3.5	13.7	8.3
4/3	A511 E/B Ahead	U	C1:D		1	29	-	589	1983	991	59.4%	-	-	-	2.5	15.1	7.6
5/1	Circ Nth Ahead	U	C2:A		1	26	-	684	2034	915	74.7%	-	-	-	1.8	9.6	10.9
5/2	Circ Nth Right Ahead	U	C2:A		1	26	-	686	2034	915	74.9%	-	-	-	1.5	8.1	9.8
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	22	-	762	2082:1945	798+746	49.4 : 49.4%	-	-	-	3.5	16.4	5.4
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	22	-	414	1895	726	57.0%	-	-	-	2.3	20.3	6.1
7/1	Circ E Ahead	U	C2:C		1	17	-	468	2065	619	75.5%	-	-	-	1.0	8.0	7.3
7/2+7/3	Circ E Right Ahead	U	C2:C		1	17	-	485	2165:2025	468+455	52.6 : 52.6%	-	-	-	4.1	30.6	4.1
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	31	-	1140	2090:1953	791+843	69.8 : 69.8%	-	-	-	4.0	12.7	7.7

8/3	A50 W/B Ahead	U	C2:D		1	31	-	522	1953	1042	50.1%	-	-	-	1.8	12.4	6.0
14/1	Cliffe Lane Left Left2	O	-		-	-	-	305	1800	400	76.3%	208	97	0	2.2	25.6	4.1
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 15.86 Cycle Time (s): 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 20.1 Total Delay for Signalled Lanes (pcuHr): 9.17 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%): 19.1 Total Delay for Signalled Lanes (pcuHr): 10.98 Cycle Time (s): 60 PRC Over All Lanes (%): 18.0 Total Delay Over All Lanes(pcuHr): 50.33																	

8/3	A50 W/B Ahead	U	C2:D		1	31	-	522	1953	1042	50.1%	-	-	-	1.8	12.4	6.0
14/1	Cliffe Lane Left Left2	O	-		-	-	-	305	1800	400	76.3%	208	97	0	2.2	25.6	4.1
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 21.3 23.7 20.1 19.1 18.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 15.86 12.14 9.17 10.98 50.33 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 																	

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	52.1%	194	43	0	20.7	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	52.1%	194	43	0	20.7	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	30	-	462	1995	1031	44.8%	-	-	-	0.6	4.9	3.0
1/2	Circ Sth Right Ahead	U	C1:A		1	30	-	544	2093	1081	50.3%	-	-	-	0.8	5.0	3.1
1/3	Circ Sth Right	U	C1:A		1	30	-	339	1956	1011	33.5%	-	-	-	0.5	4.8	1.1
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	17	-	436	1931:1928	579+578	37.6 : 37.7%	-	-	-	2.3	19.1	3.1
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	17	-	44	1931	579	7.6%	-	-	-	0.2	18.4	0.6
3/1	Circ W Ahead	U	C1:C		1	20	-	364	1995	698	52.1%	-	-	-	0.6	5.5	2.0
3/2+3/3	Circ W Right Ahead	U	C1:C		1	20	-	358	2132:1995	670+193	41.5 : 41.5%	-	-	-	0.9	9.5	1.9
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	28	-	668	2120:1966	958+343	51.3 : 51.3%	-	-	-	2.4	12.8	6.0
4/3	A511 E/B Ahead	U	C1:D		1	28	-	410	1983	958	42.8%	-	-	-	1.5	13.4	4.8
5/1	Circ Nth Ahead	U	C2:A		1	31	-	549	2034	1085	50.6%	-	-	-	0.3	2.0	6.1
5/2	Circ Nth Right Ahead	U	C2:A		1	31	-	490	2034	1085	45.2%	-	-	-	0.3	2.2	5.2
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	17	-	471	2082:1945	625+583	39.1 : 38.9%	-	-	-	2.5	19.1	3.5
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	17	-	226	1895	569	39.8%	-	-	-	1.4	21.9	3.3
7/1	Circ E Ahead	U	C2:C		1	18	-	188	2065	654	28.7%	-	-	-	0.9	17.6	2.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	422	2183:2025	574+244	51.5 : 51.5%	-	-	-	1.5	12.4	3.2
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	810	2090:1953	843+791	49.6 : 49.6%	-	-	-	2.5	11.0	4.7

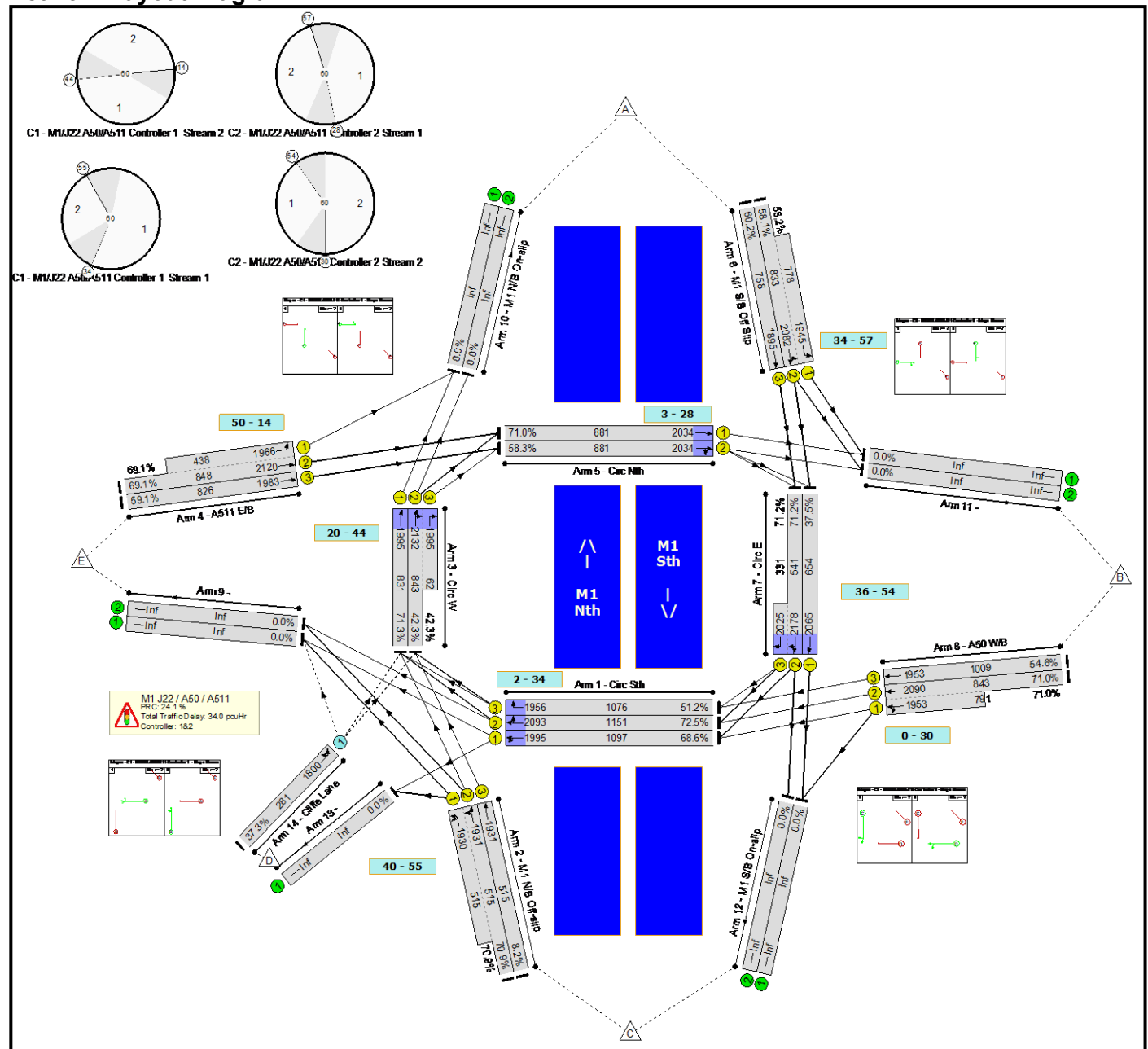
Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D		1	30	-	339	1953	1009	33.6%	-	-	-	1.1	11.2	3.5
14/1	Cliffe Lane Left Left2	O	-		-	-	-	237	1800	513	46.2%	194	43	0	0.6	8.4	1.4
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) 78.9 72.6 77.8 74.6 72.6 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 4.37 5.40 4.48 5.89 20.70 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 60																	

Basic Results Summary

Scenario 9: '2031 - AM Peak' (FG9: '2031 AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.5%	71	34	0	34.0	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	72.5%	71	34	0	34.0	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	32	-	753	1995	1097	68.6%	-	-	-	1.1	5.2	5.1
1/2	Circ Sth Right Ahead	U	C1:A		1	32	-	835	2093	1151	72.5%	-	-	-	1.1	4.9	5.3
1/3	Circ Sth Right	U	C1:A		1	32	-	551	1956	1076	51.2%	-	-	-	0.5	3.2	1.2
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	15	-	730	1931:1930	515+515	70.9 : 70.9%	-	-	-	5.2	25.9	6.7
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	15	-	42	1931	515	8.2%	-	-	-	0.2	20.3	0.6
3/1	Circ W Ahead	U	C1:C		1	24	-	593	1995	831	71.3%	-	-	-	0.5	3.3	2.2
3/2+3/3	Circ W Right Ahead	U	C1:C		1	24	-	382	2132:1995	843+62	42.3 : 42.3%	-	-	-	0.6	5.6	1.6
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	24	-	889	2120:1966	848+438	69.1 : 69.1%	-	-	-	4.4	17.9	8.9
4/3	A511 E/B Ahead	U	C1:D		1	24	-	488	1983	826	59.1%	-	-	-	2.6	18.8	7.0
5/1	Circ Nth Ahead	U	C2:A		1	25	-	626	2034	881	71.0%	-	-	-	0.4	2.6	0.8
5/2	Circ Nth Right Ahead	U	C2:A		1	25	-	514	2034	881	58.3%	-	-	-	0.3	1.8	0.6
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	23	-	937	2082:1945	833+778	58.1 : 58.2%	-	-	-	4.4	16.7	6.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	23	-	456	1895	758	60.2%	-	-	-	2.6	20.2	6.7
7/1	Circ E Ahead	U	C2:C		1	18	-	245	2065	654	37.5%	-	-	-	1.2	17.9	4.1
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	621	2178:2025	541+331	71.2 : 71.2%	-	-	-	1.9	10.9	3.6
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	1161	2090:1953	843+791	71.0 : 71.0%	-	-	-	4.4	13.6	7.9

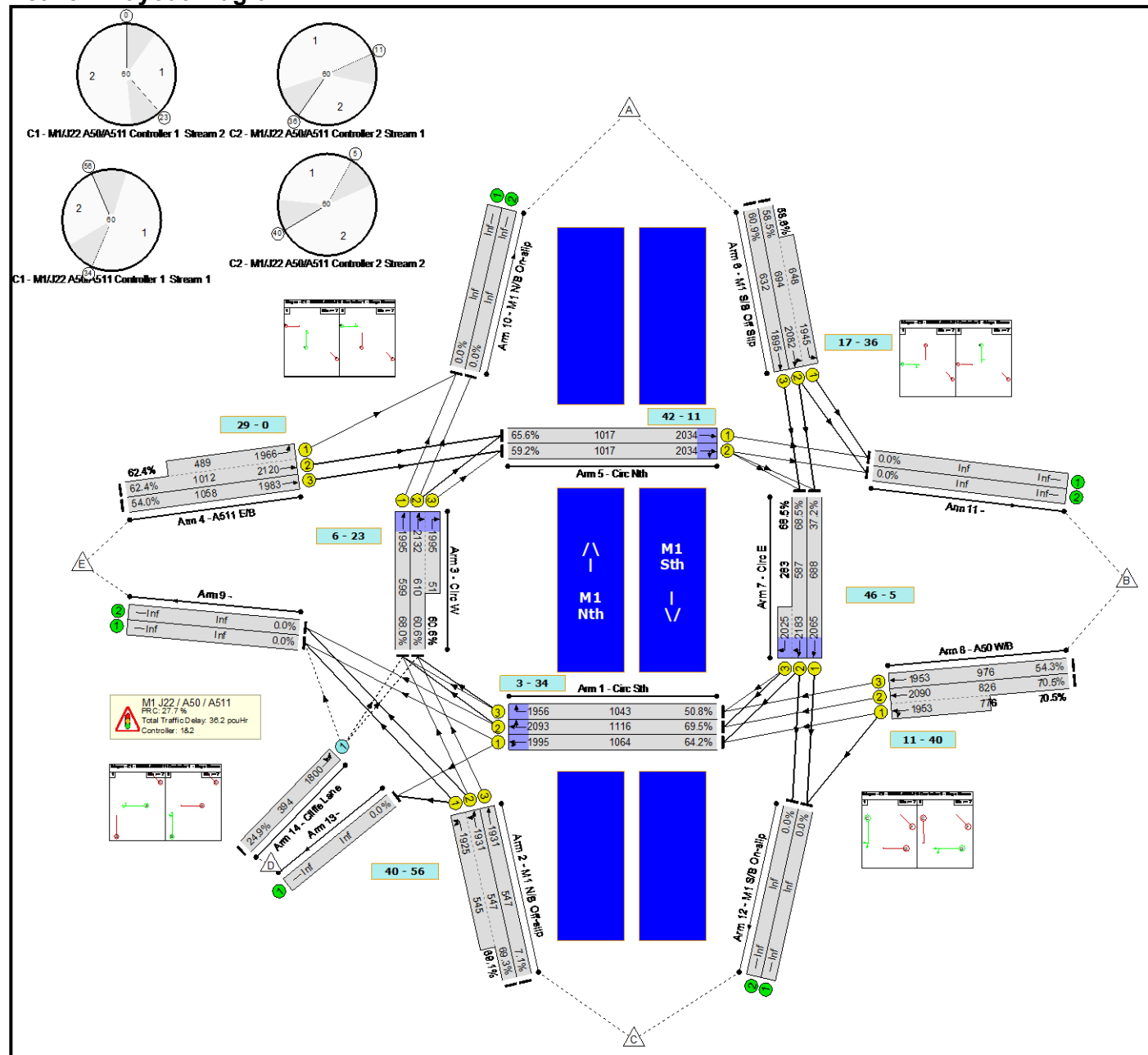
Basic Results Summary

Basic Results Summary																	
8/3	A50 W/B Ahead	U	C2:D		1	30	-	551	1953	1009	54.6%	-	-	-	2.1	13.7	6.7
14/1	Cliffe Lane Left Left2	O	-		-	-	-	105	1800	281	37.3%	71	34	0	0.5	16.0	1.3
C1 - M1/J22 A50/A511 Controller 1		Stream: 1 PRC for Signalled Lanes (%)		24.1		Total Delay for Signalled Lanes (pcuHr)		8.20		Cycle Time (s)		60					
C1 - M1/J22 A50/A511 Controller 1		Stream: 2 PRC for Signalled Lanes (%)		26.2		Total Delay for Signalled Lanes (pcuHr)		8.11		Cycle Time (s)		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 1 PRC for Signalled Lanes (%)		26.7		Total Delay for Signalled Lanes (pcuHr)		7.61		Cycle Time (s)		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 2 PRC for Signalled Lanes (%)		26.4		Total Delay for Signalled Lanes (pcuHr)		9.59		Cycle Time (s)		60					
		PRC Over All Lanes (%)		24.1		Total Delay Over All Lanes(pcuHr)		33.98									

Basic Results Summary

Scenario 10: '2031 - PM Peak' (FG10: '2031 PM Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.5%	60	38	0	36.2	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	70.5%	60	38	0	36.2	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	683	1995	1064	64.2%	-	-	-	1.3	6.9	5.7
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	776	2093	1116	69.5%	-	-	-	1.6	7.3	6.1
1/3	Circ Sth Right	U	C1:A		1	31	-	530	1956	1043	50.8%	-	-	-	0.9	6.4	2.6
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	756	1931:1925	547+545	69.3 : 69.1%	-	-	-	5.1	24.5	6.7
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	39	1931	547	7.1%	-	-	-	0.2	19.3	0.5
3/1	Circ W Ahead	U	C1:C		1	17	-	407	1995	599	68.0%	-	-	-	2.2	19.7	4.8
3/2+3/3	Circ W Right Ahead	U	C1:C		1	17	-	401	2132:1995	610+51	60.6 : 60.6%	-	-	-	2.1	18.6	4.5
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	31	-	937	2120:1966	1012+489	62.4 : 62.4%	-	-	-	3.1	12.0	7.7
4/3	A511 E/B Ahead	U	C1:D		1	31	-	571	1983	1058	54.0%	-	-	-	2.0	12.9	6.8
5/1	Circ Nth Ahead	U	C2:A		1	29	-	667	2034	1017	65.6%	-	-	-	0.6	3.1	1.9
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	602	2034	1017	59.2%	-	-	-	0.5	2.9	1.7
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	786	2082:1945	694+648	58.5 : 58.6%	-	-	-	4.3	19.8	6.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	385	1895	632	60.9%	-	-	-	2.6	24.0	6.1
7/1	Circ E Ahead	U	C2:C		1	19	-	256	2065	688	37.2%	-	-	-	0.6	8.1	1.0
7/2+7/3	Circ E Right Ahead	U	C2:C		1	19	-	596	2183:2025	587+283	68.5 : 68.5%	-	-	-	2.2	13.1	4.3

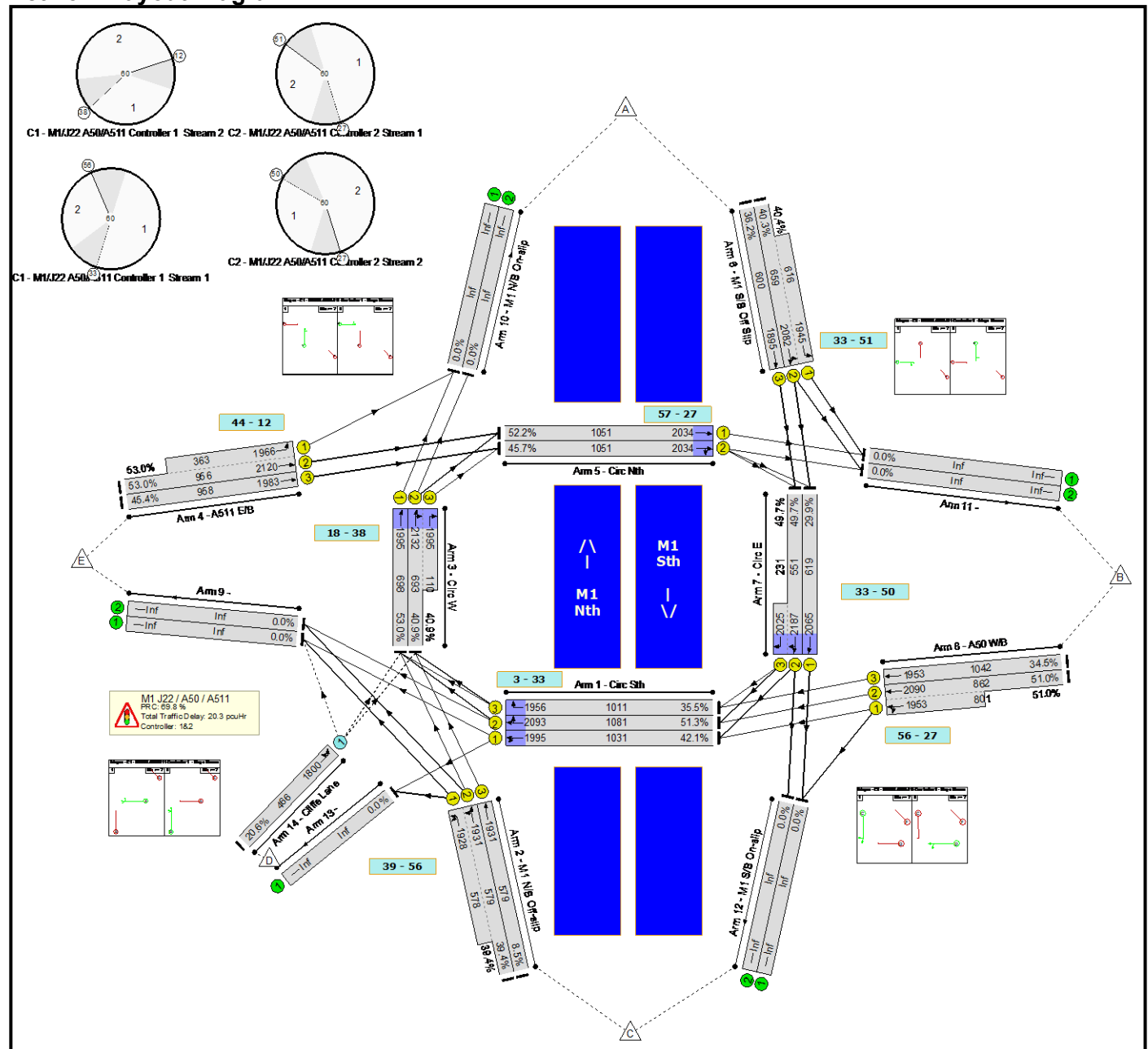
Basic Results Summary

8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	29	-	1129	2090:1953	826+776	70.5 : 70.5%	-	-	-	4.5	14.2	7.8
8/3	A50 W/B Ahead	U	C2:D		1	29	-	530	1953	976	54.3%	-	-	-	2.1	14.3	6.6
14/1	Cliffe Lane Left Left2	O	-		-	-	-	98	1800	394	24.9%	60	38	0	0.3	9.7	0.5
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 29.5 32.3 37.2 27.7 27.7 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 9.18 9.45 7.95 9.31 36.15 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 																	

Basic Results Summary

Scenario 11: '2031 - SAT Peak' (FG11: '2031 SAT Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	53.0%	78	18	0	20.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	53.0%	78	18	0	20.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	30	-	434	1995	1031	42.1%	-	-	-	0.6	4.6	2.4
1/2	Circ Sth Right Ahead	U	C1:A		1	30	-	555	2093	1081	51.3%	-	-	-	0.7	4.3	2.7
1/3	Circ Sth Right	U	C1:A		1	30	-	359	1956	1011	35.5%	-	-	-	0.3	2.7	0.6
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	17	-	456	1931:1928	579+578	39.4 : 39.4%	-	-	-	2.4	19.2	3.3
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	17	-	49	1931	579	8.5%	-	-	-	0.3	18.5	0.6
3/1	Circ W Ahead	U	C1:C		1	20	-	370	1995	698	53.0%	-	-	-	0.6	5.5	1.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	20	-	328	2132:1995	693+110	40.9 : 40.9%	-	-	-	0.9	9.7	1.7
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	28	-	698	2120:1966	956+363	53.0 : 53.0%	-	-	-	2.5	13.0	6.2
4/3	A511 E/B Ahead	U	C1:D		1	28	-	435	1983	958	45.4%	-	-	-	1.7	13.7	5.1
5/1	Circ Nth Ahead	U	C2:A		1	30	-	549	2034	1051	52.2%	-	-	-	0.3	2.0	0.7
5/2	Circ Nth Right Ahead	U	C2:A		1	30	-	480	2034	1051	45.7%	-	-	-	0.3	2.2	0.7
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	18	-	515	2082:1945	659+616	40.3 : 40.4%	-	-	-	2.6	18.4	3.8
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	18	-	217	1895	600	36.2%	-	-	-	1.2	20.5	3.1
7/1	Circ E Ahead	U	C2:C		1	17	-	185	2065	619	29.9%	-	-	-	1.0	18.9	3.1
7/2+7/3	Circ E Right Ahead	U	C2:C		1	17	-	389	2187:2025	551+231	49.7 : 49.7%	-	-	-	1.3	12.1	3.1
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	31	-	849	2090:1953	862+801	51.0 : 51.0%	-	-	-	2.5	10.5	4.8

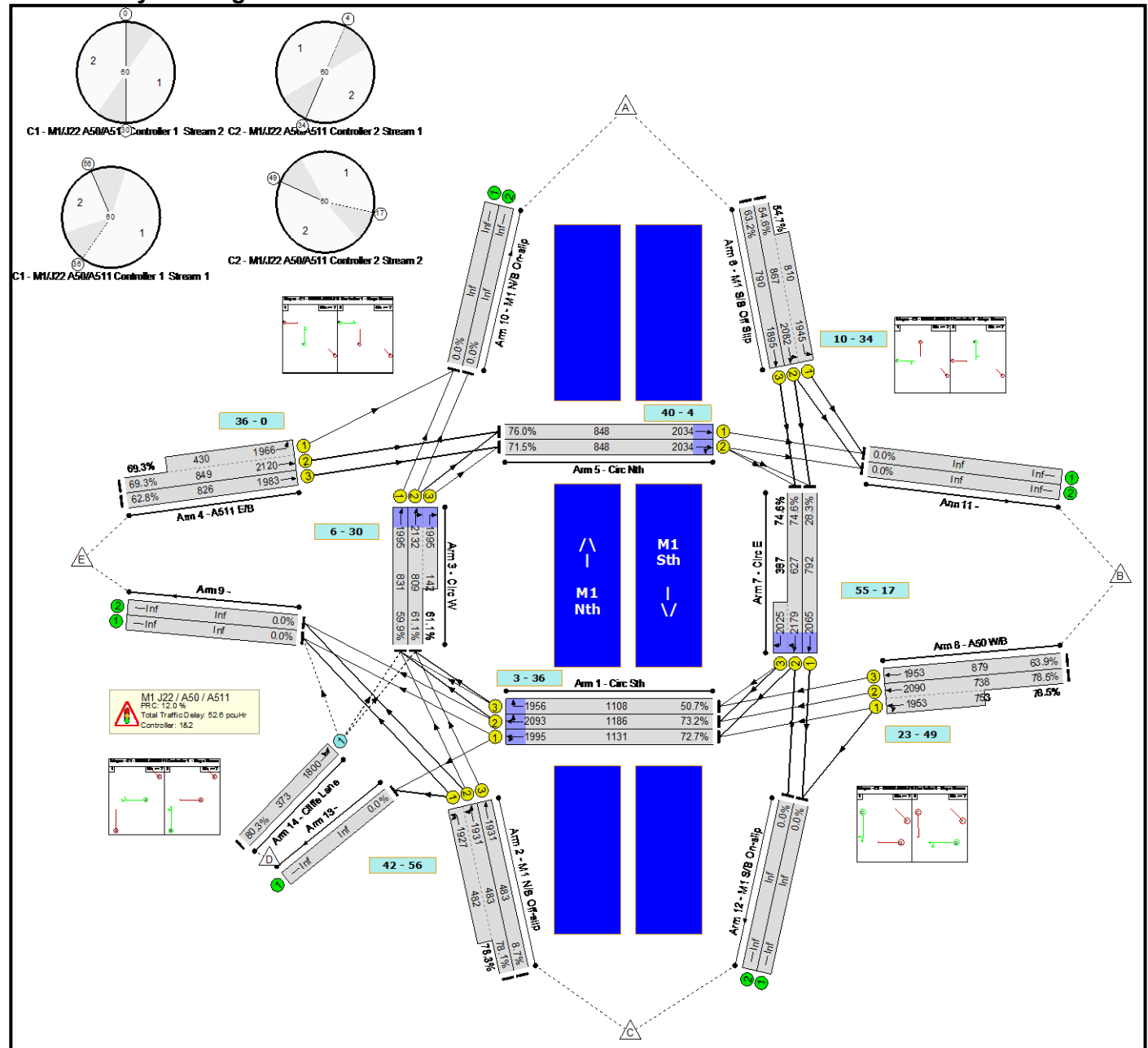
8/3	A50 W/B Ahead	U	C2:D		1	31	-	359	1953	1042	34.5%	-	-	-	1.1	10.6	3.7																																								
14/1	Cliffe Lane Left Left2	O	-		-	-	-	96	1800	466	20.6%	78	18	0	0.2	6.8	0.6																																								
<table><tr><td>C1 - M1/J22 A50/A511 Controller 1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>75.4</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>4.18</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C1 - M1/J22 A50/A511 Controller 1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>69.8</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>5.62</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C2 - M1/J22 A50/A511 Controller 2</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>72.3</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>4.47</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C2 - M1/J22 A50/A511 Controller 2</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>76.3</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>5.81</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%)</td><td>69.8</td><td>Total Delay Over All Lanes(pcuHr):</td><td>20.26</td><td></td><td></td></tr></table>																		C1 - M1/J22 A50/A511 Controller 1	Stream: 1	PRC for Signalled Lanes (%)	75.4	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	60	C1 - M1/J22 A50/A511 Controller 1	Stream: 2	PRC for Signalled Lanes (%)	69.8	Total Delay for Signalled Lanes (pcuHr):	5.62	Cycle Time (s):	60	C2 - M1/J22 A50/A511 Controller 2	Stream: 1	PRC for Signalled Lanes (%)	72.3	Total Delay for Signalled Lanes (pcuHr):	4.47	Cycle Time (s):	60	C2 - M1/J22 A50/A511 Controller 2	Stream: 2	PRC for Signalled Lanes (%)	76.3	Total Delay for Signalled Lanes (pcuHr):	5.81	Cycle Time (s):	60			PRC Over All Lanes (%)	69.8	Total Delay Over All Lanes(pcuHr):	20.26		
C1 - M1/J22 A50/A511 Controller 1	Stream: 1	PRC for Signalled Lanes (%)	75.4	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	60																																																		
C1 - M1/J22 A50/A511 Controller 1	Stream: 2	PRC for Signalled Lanes (%)	69.8	Total Delay for Signalled Lanes (pcuHr):	5.62	Cycle Time (s):	60																																																		
C2 - M1/J22 A50/A511 Controller 2	Stream: 1	PRC for Signalled Lanes (%)	72.3	Total Delay for Signalled Lanes (pcuHr):	4.47	Cycle Time (s):	60																																																		
C2 - M1/J22 A50/A511 Controller 2	Stream: 2	PRC for Signalled Lanes (%)	76.3	Total Delay for Signalled Lanes (pcuHr):	5.81	Cycle Time (s):	60																																																		
		PRC Over All Lanes (%)	69.8	Total Delay Over All Lanes(pcuHr):	20.26																																																				

8/3	A50 W/B Ahead	U	C2:D		1	31	-	359	1953	1042	34.5%	-	-	-	1.1	10.6	3.7
14/1	Cliffe Lane Left Left2	O	-		-	-	-	96	1800	466	20.6%	78	18	0	0.2	6.8	0.6
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 75.4 Stream: 2 PRC for Signalled Lanes (%): 69.8 Stream: 1 PRC for Signalled Lanes (%): 72.3 Stream: 2 PRC for Signalled Lanes (%): 76.3 PRC Over All Lanes (%): 69.8 Total Delay for Signalled Lanes (pcuHr): 4.18 Total Delay for Signalled Lanes (pcuHr): 5.62 Total Delay for Signalled Lanes (pcuHr): 4.47 Total Delay for Signalled Lanes (pcuHr): 5.81 Total Delay Over All Lanes(pcuHr): 20.26 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 12: '2031 - AM Peak - Scenario 2 +Dev' (FG12: '2031 - AM Peak - Scenario 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.3%	190	110	0	52.6	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	80.3%	190	110	0	52.6	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	33	-	822	1995	1131	72.7%	-	-	-	4.1	17.8	12.7
1/2	Circ Sth Right Ahead	U	C1:A		1	33	-	868	2093	1186	73.2%	-	-	-	4.3	17.8	13.3
1/3	Circ Sth Right	U	C1:A		1	33	-	562	1956	1108	50.7%	-	-	-	3.4	21.9	8.3
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	14	-	754	1931:1927	483+482	78.1 : 78.3%	-	-	-	6.2	29.4	7.5
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	14	-	42	1931	483	8.7%	-	-	-	0.2	21.3	0.6
3/1	Circ W Ahead	U	C1:C		1	24	-	498	1995	831	59.9%	-	-	-	0.6	4.6	2.0
3/2+3/3	Circ W Right Ahead	U	C1:C		1	24	-	581	2132:1995	809+142	61.1 : 61.1%	-	-	-	1.1	7.0	2.4
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	24	-	886	2120:1966	849+430	69.3 : 69.3%	-	-	-	4.4	18.0	9.0
4/3	A511 E/B Ahead	U	C1:D		1	24	-	519	1983	826	62.8%	-	-	-	2.8	19.7	7.6
5/1	Circ Nth Ahead	U	C2:A		1	24	-	644	2034	848	76.0%	-	-	-	1.4	7.7	2.8
5/2	Circ Nth Right Ahead	U	C2:A		1	24	-	606	2034	848	71.5%	-	-	-	1.4	8.3	3.0
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	24	-	917	2082:1945	867+810	54.6 : 54.7%	-	-	-	4.0	15.6	6.5
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	24	-	499	1895	790	63.2%	-	-	-	2.8	20.0	7.4
7/1	Circ E Ahead	U	C2:C		1	22	-	224	2065	792	28.3%	-	-	-	0.1	1.2	1.0
7/2+7/3	Circ E Right Ahead	U	C2:C		1	22	-	757	2179:2025	627+387	74.6 : 74.6%	-	-	-	4.3	20.7	5.9
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	26	-	1170	2090:1953	738+753	78.5 : 78.5%	-	-	-	6.0	18.3	9.5

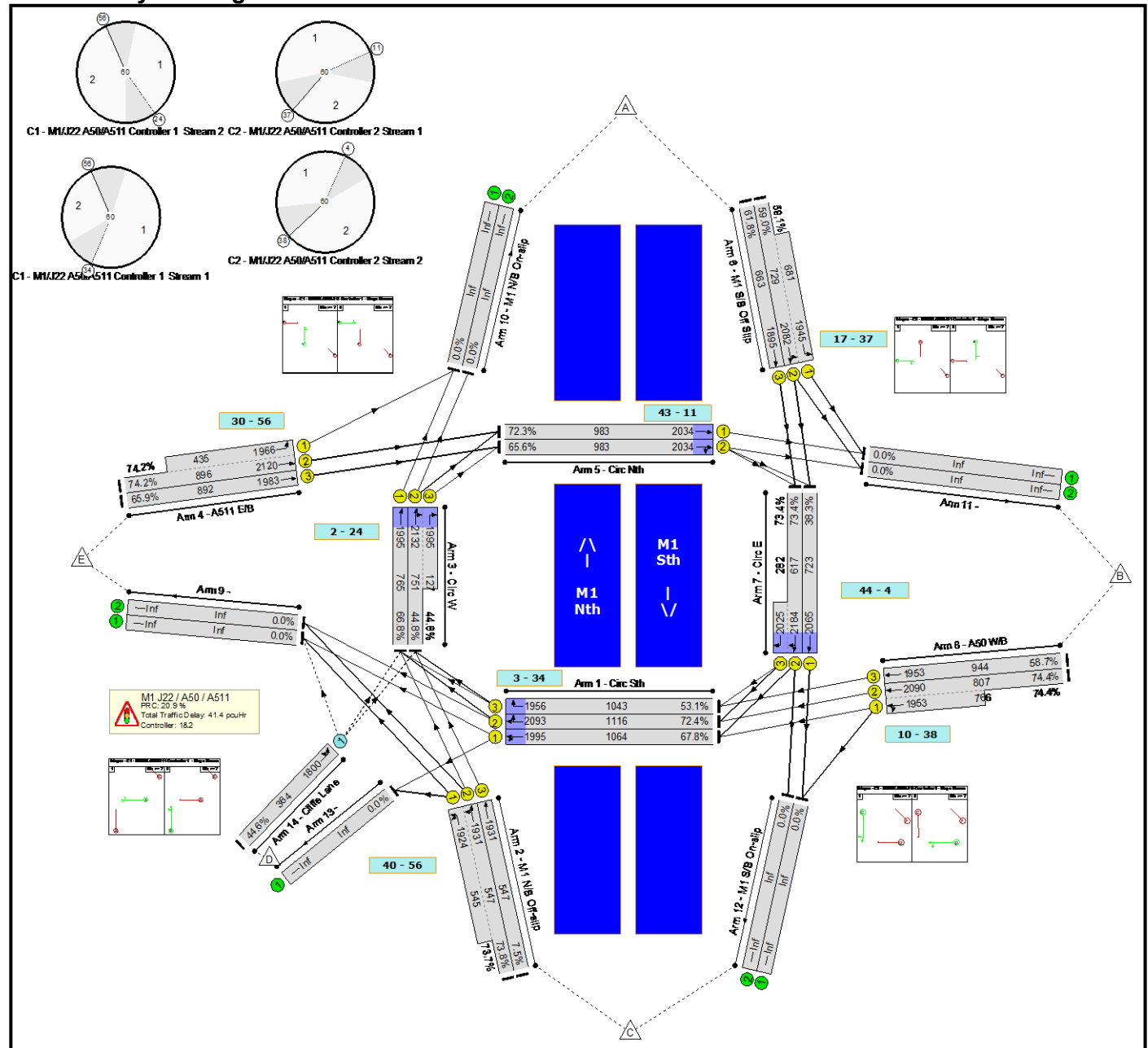
Basic Results Summary

Basic Results Summary																	
8/3	A50 W/B Ahead	U	C2:D		1	26	-	562	1953	879	63.9%	-	-	-	2.9	18.4	8.1
14/1	Cliffe Lane Left Left2	O	-		-	-	-	300	1800	373	80.3%	190	110	0	2.6	31.5	4.9
C1 - M1/J22 A50/A511 Controller 1		Stream: 1 PRC for Signalled Lanes (%)		15.0		Total Delay for Signalled Lanes (pcuHr)		18.18		Cycle Time (s)		60					
C1 - M1/J22 A50/A511 Controller 1		Stream: 2 PRC for Signalled Lanes (%)		29.9		Total Delay for Signalled Lanes (pcuHr)		9.02		Cycle Time (s)		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 1 PRC for Signalled Lanes (%)		18.4		Total Delay for Signalled Lanes (pcuHr)		9.52		Cycle Time (s)		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 2 PRC for Signalled Lanes (%)		14.7		Total Delay for Signalled Lanes (pcuHr)		13.25		Cycle Time (s)		60					
		PRC Over All Lanes (%)		12.0		Total Delay Over All Lanes(pcuHr)		52.59									

Basic Results Summary

Scenario 13: '2031 - PM Peak - Scenario 2 +Dev' (FG13: '2031 - PM Peak - Scenario 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	74.4%	97	65	0	41.4	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	74.4%	97	65	0	41.4	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	721	1995	1064	67.8%	-	-	-	1.3	6.7	5.8
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	808	2093	1116	72.4%	-	-	-	1.7	7.4	6.1
1/3	Circ Sth Right	U	C1:A		1	31	-	554	1956	1043	53.1%	-	-	-	0.9	5.9	2.5
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	806	1931:1924	547+545	73.8 : 73.7%	-	-	-	5.8	25.7	7.5
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	41	1931	547	7.5%	-	-	-	0.2	19.3	0.5
3/1	Circ W Ahead	U	C1:C		1	22	-	511	1995	765	66.8%	-	-	-	2.6	18.4	6.3
3/2+3/3	Circ W Right Ahead	U	C1:C		1	22	-	393	2132:1995	751+127	44.8 : 44.8%	-	-	-	1.7	15.8	4.3
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	26	-	988	2120:1966	896+435	74.2 : 74.2%	-	-	-	4.8	17.7	10.3
4/3	A511 E/B Ahead	U	C1:D		1	26	-	588	1983	892	65.9%	-	-	-	3.1	18.8	8.5
5/1	Circ Nth Ahead	U	C2:A		1	28	-	711	2034	983	72.3%	-	-	-	0.3	1.6	0.8
5/2	Circ Nth Right Ahead	U	C2:A		1	28	-	645	2034	983	65.6%	-	-	-	0.4	2.1	1.0
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	20	-	832	2082:1945	729+681	59.0 : 59.1%	-	-	-	4.4	19.1	6.6
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	20	-	410	1895	663	61.8%	-	-	-	2.6	23.2	6.4
7/1	Circ E Ahead	U	C2:C		1	20	-	277	2065	723	38.3%	-	-	-	0.9	11.6	1.6
7/2+7/3	Circ E Right Ahead	U	C2:C		1	20	-	660	2184:2025	617+282	73.4 : 73.4%	-	-	-	2.5	13.6	4.9
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	28	-	1171	2090:1953	807+766	74.4 : 74.4%	-	-	-	5.1	15.7	8.6

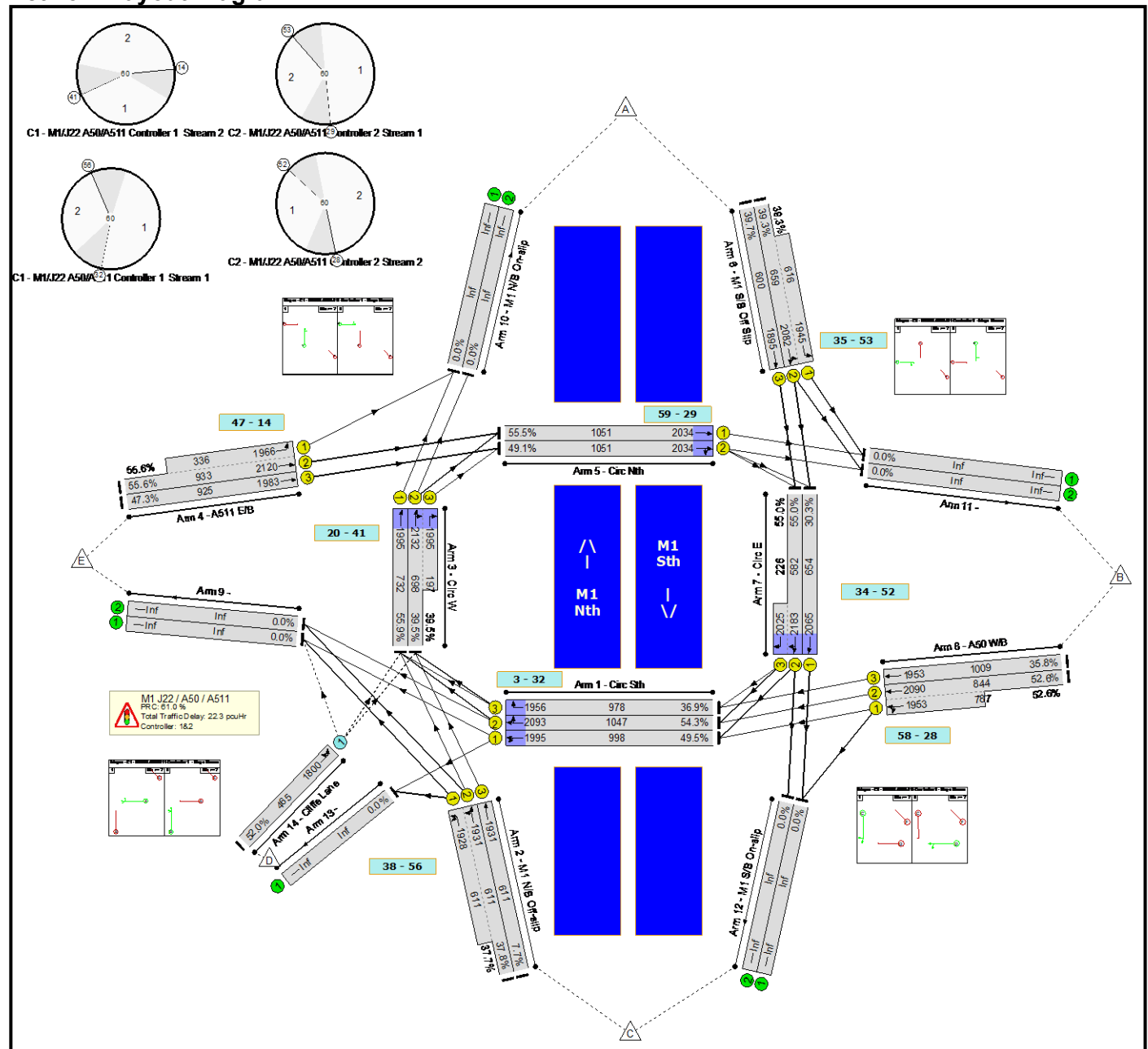
Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D	1	28	-	554	1953	944	58.7%	-	-	-	2.4	15.8	7.3
14/1	Cliffe Lane Left Left2	O	-	-	-	-	162	1800	364	44.6%	97	65	0	0.6	13.5	1.1
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 21.9 21.3 24.4 20.9 20.9 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 9.89 12.24 7.76 10.93 41.42 Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) 60 60 60 60																

Basic Results Summary

Scenario 14: '2031 - SAT Peak +Dev' (FG14: '2031 - SAT Peak - With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.9%	197	45	0	22.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	55.9%	197	45	0	22.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	29	-	494	1995	998	49.5%	-	-	-	0.8	5.7	3.5
1/2	Circ Sth Right Ahead	U	C1:A		1	29	-	568	2093	1047	54.3%	-	-	-	0.8	5.4	3.1
1/3	Circ Sth Right	U	C1:A		1	29	-	361	1956	978	36.9%	-	-	-	0.4	3.6	0.8
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	18	-	461	1931:1928	611+611	37.8 : 37.7%	-	-	-	2.3	18.3	3.3
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	18	-	47	1931	611	7.7%	-	-	-	0.2	17.6	0.6
3/1	Circ W Ahead	U	C1:C		1	21	-	409	1995	732	55.9%	-	-	-	0.5	4.4	1.7
3/2+3/3	Circ W Right Ahead	U	C1:C		1	21	-	354	2132:1995	698+197	39.5 : 39.5%	-	-	-	0.9	9.1	1.6
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	27	-	706	2120:1966	933+336	55.6 : 55.6%	-	-	-	2.7	14.0	6.7
4/3	A511 E/B Ahead	U	C1:D		1	27	-	438	1983	925	47.3%	-	-	-	1.8	14.6	5.4
5/1	Circ Nth Ahead	U	C2:A		1	30	-	583	2034	1051	55.5%	-	-	-	0.4	2.7	1.1
5/2	Circ Nth Right Ahead	U	C2:A		1	30	-	516	2034	1051	49.1%	-	-	-	0.5	3.2	1.3
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	18	-	501	2082:1945	659+616	39.3 : 39.3%	-	-	-	2.6	18.3	3.6
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	18	-	238	1895	600	39.7%	-	-	-	1.4	21.0	3.4
7/1	Circ E Ahead	U	C2:C		1	18	-	198	2065	654	30.3%	-	-	-	1.0	18.0	3.3
7/2+7/3	Circ E Right Ahead	U	C2:C		1	18	-	444	2183:2025	582+226	55.0 : 55.0%	-	-	-	1.4	11.5	3.3
8/2+8/1	A50 W/B Ahead Left	U	C2:D		1	30	-	858	2090:1953	844+787	52.6 : 52.6%	-	-	-	2.7	11.2	5.0

Basic Results Summary

8/3	A50 W/B Ahead	U	C2:D	1	30	-	361	1953	1009	35.8%	-	-	-	1.1	11.4	3.8
14/1	Cliffe Lane Left Left2	O	-	-	-	-	242	1800	465	52.0%	197	45	0	0.8	11.4	2.6
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 65.8 61.0 62.2 63.8 61.0 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 4.56 5.92 4.83 6.23 22.31 Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) 60 60 60 60																