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CHANGE OF USE OF SITE TO RETAIN MATERIALS RECOVERY FACILITY UNITS 1, 2 AND 3, ASHTREE LANE SPALDING, LINCOLNSHIRE

TRANSPORT STATEMENT

June 2020
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CHANGE OF USE OF SITE TO RETAIN MATERIALS RECOVERY FACILITY UNITS 1, 2 AND 3, ASHTREE LANE SPALDING, LINCOLNSHIRE

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1 INTRODUCTION

1.1 Introduction

1.1.1 This report considers the transport implications of the proposed retention of an existing Materials Recovery Centre (MRC) at Units 1, 2 and 3 at Ashtree Lane, Spalding, Lincolnshire. The site is located off Stumps Lane in the north-eastern outskirts of Spalding, between the River Welland and the A16 Spalding bypass, as shown in figure 1. The site extends to some 0.75 hectares and contains three units each of around 650sqm (gross external area), with access via Ashtree Lane, as shown in the location plan included as figure 2.

1.1.2 The units at Ashtree Lane have been in use for materials recovery purposes, operated by Harkenn Recycling Ltd, since 2016 and retrospective consent is now sought to regularise this use. Harkenn collect cardboard, plastic and related packaging used in the local vegetable industry from locations within a 30 mile radius of the application site, with processed materials then transported to other locations for re-use. The site does not accept contaminated materials, general household waste or food waste.

1.1.3 Substantial hard surfaced areas are available around the units which provide for car parking, loading and unloading of goods vehicles, turning space and outdoor storage. The current application proposes rationalisation and improvement of the site layout with more clearly defined car parking and servicing facilities to be provided as shown in figure 3. The site layout provides a 24 metre diameter turning circle for goods vehicles, with 15 car parking spaces, with operational space retained fronting each unit.

1.1.4 The Materials Recovery Centre currently has a throughput of approximately 1500 tonnes of cardboard and 1500 tonnes of plastics annually. On arrival at the MRC materials are unloaded, sorted and processed. Baled materials are then transported to centres in the UK, Belgium and Germany for re-use with granulated materials going locations in the UK and Belgium. The MRC is therefore an essential part of the local agri- business infrastructure of South Holland.

1.2 Information

1.2.1 The application site was originally used for storage of agricultural products by Myers Farms, who have significant land holdings around Spalding. Large agribusinesses now generally require larger storage facilities for agricultural products, with Myers Farms now using larger shared facilities elsewhere in South Holland. Construction of the A16 bypass in 1995, also effectively separates the units from the remainder of the land holdings such that the storage buildings at Ashtree Lane are now not conveniently located for use by Myers Farms. The location of the units at Ashtree Lane and changes in the agricultural market are such that the units at Ashtree Lane are no longer fit for their original purpose of storing agricultural products.

1.3 Scope of this Report

1.3.1 Subsequent sections of this report consider the following matters:

- Section Two – deals with transport related policy considerations
- Section Three - considers existing traffic conditions in the vicinity of the site
- Section Four - considers the traffic implication of the proposed development
- Section Five - provides a summary and conclusion to the report

2 TRANSPORT RELATED POLICY CONSIDERATIONS

2.1 Introduction

2.1.1 This section of the report considers transport policy issues relevant to the proposed development.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) published by Government in February 2019 establishes a presumption in favour of sustainable development (paragraph 10), advising (in paragraph 11) that for decision-taking this means:

- *approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
    - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
    - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

2.2.2 With regard to transport related matters paragraph 108 of the Framework indicates that when assessing sites that may be allocated for development in Plans, or specific applications for development, it should be ensured that safe and suitable access to the site can be achieved and that any significant impacts arising from the development can be cost effectively mitigated to an acceptable degree. Paragraph 109 continues indicating:

- *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 would be severe.*

2.2.3 The proposed development at Ashtree Lane is considered consistent with the criteria set out in Paragraph 108 of NPPF, with the units at Ashtree Lane already used for materials recovery. Satisfactory operation of the site since 2016 demonstrates that suitable access to the MRC is already available and that generated traffic can be safely and adequately accommodated on the local highway network.

2.2.4 Government policies for waste are set out in the National Planning Policy for Waste document published by Government in October 2014. This document recognises the importance of recycling as part of a comprehensive waste hierarchy, which seeks a more sustainable use of resources by enabling waste materials to be reprocessed into products, materials, or substances for reuse. The MRC at Ashtree Lane satisfies an established need for the recovery of cardboard, plastics and other materials, generated primarily by local agri-businesses consistent with this policy.

2.3 Development Plan Policies

2.3.1 The site is not allocated for development, or subject to any site specific policies in the South East Lincolnshire Local Plan adopted in March 2019 or the Lincolnshire Minerals and Waste Local Plan adopted in December 2017. The MRC location however satisfies the locational criteria provided in policy W4 of the Minerals and Waste Local Plan, set out below, in relation to new waste facilities in that the site is located in the outskirts of Spalding (a main urban area) and is previously developed.

> ***Policy W4: Locational Criteria for New Waste Facilities in and around main urban areas.***
> *Proposals for new waste facilities, including extensions to existing waste facilities, in and around the main urban areas set out in Policy W3 will be permitted provided that they would be located on:*
>
> - *previously developed and/ or contaminated land; or*
> - *existing or planned industrial/ employment land and buildings; or*
> - *land already in waste management use; or*
> - *sites allocated in the Site locations Document; or*
> - *in the case of biological treatment the land identified in Policy WS.*
>
> *Proposals for the recycling of construction and demolition waste and/or the production of recycled aggregates in and around the main urban areas set out in Policy W3 will also be permitted at existing Active Mining Sites.*
> *In the case of large extensions to existing waste facilities, where the proposals do not accord with the main urban areas set out in Policy W31 proposals will be permitted where they can demonstrate they have met the above criteria. Small scale facilities that are not in and around the main urban areas will be considered under Policy W7.*
> *Proposals must accord with all relevant Development Management Policies set out in the Plan.*

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section of the report considers existing traffic conditions in the vicinity of the site.

3.2 The Local Highway Network

3.2.1 Operation of the Materials Recovery Centre (MRC) at Ashtree Lane involves the collection of cardboard, plastic and related packaging used in the local vegetable industry from local agri-businesses with the collected materials then sorted and processed on-site prior to onward transportation for re-use. Suitable access to the local and strategic highway networks is clearly required and with the site having been in operation for 4 years without complaint or incident it may be concluded that suitable access is available.

3.2.2 Access to the A16 Spalding Bypass is available at the roundabout junction with A151 Holbeach Road, approximately 1.1km from the MRC. The route is therefore short, less than 5 minute drive-time and does not pass through any residential areas. Access to local and strategic highway networks is available from the A16/A151 roundabout.

3.2.3 The access route to the site from the A16/A151 roundabout involves use of a short section of Holbeach Road to the west of the roundabout, prior to turning onto Camel Gate at a subsequent roundabout. Camel Gate provides a carriageway generally at least 7.3 metres in width. Camel Gate continues for a distance of some 450 metres to the junction with Roman Bank, passing the Springfield Shopping Centre and Garden Centre; this section of the route being widely used by all categories of vehicular traffic. The route to the MRC continues through the priority junction with Roman Bank, onto Marsh Road. An initial 100 metre length of Marsh Road, to beyond the access to new fronting employment units has been widened to 7.3 metres.

3.2.4 The final 300 metre length of the access route involves use of Marsh Road and then Stumps Lane. This section of the route provides a carriageway generally 5.0 metres in width, flanked by a grass verge and undeveloped land in agricultural use to each side. Observations on site indicate this section of the route to be lightly trafficked with traffic speeds at modest levels. The route is flat and almost straight with slight bends which provide road users with good visibility of approaching traffic. A carriageway width of 5.0 metres is sufficient for a car and goods vehicle to pass. As indicated previously, the access route has been in operation for 4 years without complaint or incident such that it may be concluded that suitable access to the MRC is available.

3.2.5 Ashtree Lane provides a wide bell-mouth at the junction with Stumps Lane to assist turning manoeuvres into and out of the site. After a distance of around 30 metres the Ashtree Lane widens to provide access to Units 1, 2 and 3. Stumps Lane continues beyond Ashtree Lane as a 'no through road', being very lightly trafficked and used primarily for agricultural access. Marsh Road continues north from the junction with Stumps Lane, being lightly trafficked serving only a nursery unit and a small number of houses and farms.

3.3 Existing Traffic Flows

3.3.1 Existing traffic flows in the vicinity of the site have been established by classified traffic counts undertaken at the junction of Marsh Road and Stumps Lane, also including traffic movements into and out of the application site on Ashtree Lane and the adjacent employment building. The survey took place on Monday 16 March 2020 during the morning peak period from 07:00-09:00, an off-peak hour from 10:00-11:00 and the evening peak period from 16:00-18:00. The survey was completed prior to the coronavirus lockdown and is considered representative and reliable.

3.3.2 The survey found roads in the immediate vicinity of the site to be lightly trafficked, The MRC was found to generate only a small volume of traffic; 9 vehicle movements recorded in the morning peak hour and 10 vehicle movements in the evening peak hour. Marsh Road is also lightly trafficked with a total of 54 vehicle movements on the section south of Stumps Lane in the morning peak hour and 52 vehicle movements in the evening peak hour. Results of the survey are summarised in figures 4-6 and in table 3.1 below, with full survey results presented in full in Appendix A. The morning and evening peak hours were found to be from 07:15-08:15 hours and 16:30-17:30 hours respectively.

Location	Direction	Morning Peak (07:15-08:15)	Off-Peak (10:00-11:00)	Evening Peak (16:30-17:30)
Marsh Road, South of Stumps Lane	Northbound - from Spalding	31	21	28
	Southbound - towards Spalding	23	16	24
Ashtree Lane (Application Site)	Arrivals	3	2	2
	Departures	6	2	8
Marsh Road, North of Stumps Lane	Northbound - from Spalding	20	12	18
	Southbound - towards Spalding	14	6	9

Table 3.1 Existing Traffic Flows

3.3.3 The traffic surveys have been used to establish the composition of traffic flows generated by the Materials Recovery Centre on Ashtree Lane, as indicated in table 3.2 below. Total traffic movements were at a low level, split between cars and light vans and goods vehicles. Vehicles within the OGV1 category (defined below) were 7.5 tonne 2-axle rigid vehicle with the OGV2 vehicle an articulated heavy goods vehicle. The OGV1 and OGV2 categories are defined below:

- **Other Goods Vehicles (OGV 1)** - Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. This category includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing and larger vans. A two or three axle motor tractive unit without a trailer is also included.
- **Other Goods Vehicles (OGV 2)** - This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Direction	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOTAL
Morning Peak Hour	5	3	1	0	0	0	9
Off-Peak Hour	2	2	0	0	0	0	4
Evening Peak Hour	8	2	0	0	0	0	10

Table 3.2 Composition of Traffic Flows Generated by the Materials Recovery Centre

3.4 Road Safety

3.4.1 Details of road traffic accidents involving injury, recorded in the 5 year period to 31 December 2019 on the adjacent highway network have been obtained, with no accidents recorded within 500 metres of the application site during this period.

3.4.2 During this 5 year period, three accidents were recorded on Camel Gate which is part of the access route to the application site from the A16, fronting the Springfield Shopping Centre and Garden Centre, however there was no goods vehicle involvement in these incidents and they are considered unrelated to operation of the Materials Recovery Centre.

3.4.3 Having regard to the number and location of recorded road traffic accidents, it is considered that there are no factors that would justify withholding planning permission for the proposed development.

4 TRAFFIC IMPLICATIONS OF DEVELOPMENT

4.1 Introduction

4.1.1 This section of the report considers the traffic implications of the proposed residential development.

4.2 Traffic Generation

4.2.1 The Materials Recovery Centre is operation from 07;00-17:00 hours, 7-days a week. 13 full time and 3 part time staff are employed at the MRC, although normally no more than 9 staff are working on any one day. Journeys to and from work would therefore generate a maximum of 9 vehicle movements at the beginning and end of the working per day.

4.2.2 The main traffic generating activity of the MRC is the collection and subsequent transportation for re-use of materials used in local agri-businesses. Harkenn Recycling Ltd who operate the site have indicated that these activities attract the following traffic, spread over a 10-hour working day:

- 15-20 7.5 tonne lorries per day (2-axle rigid vehicles within the OGV1 classification); and
- 3-4 articulated goods vehicles per day (vehicles within the OGV2 category), with around 75% of such vehicles owned and operated by Harkenn.

4.2.3 There could also be a small number of other traffic movements such as occasional visits to the site by car or small van in connection with the maintenance of plant and machinery and the delivery of post by Royal Mail or courier companies. Harkenn have indicated that they do not anticipate any material change in traffic generation in the immediate future as the main purpose of the planning application is to authorise the existing use of the site in planning terms.

4.2.4 The indications of traffic generation provided by the site operator are generally consistent with the results of the traffic survey undertaken on site in March 2020, the results of which are provided in section 3.3 above. The survey indicates traffic generation at a modest level with 9 generated vehicle movements in the morning peak hour, 4 vehicle movements in an off-peak hour and 10 vehicle movements in the evening peak hour.

4.3 Site Layout

4.3.1 Rationalisation and improvement of the site layout is proposed in the current planning application, as shown in the site layout plan included as figure 3 with more clearly defined car parking and servicing facilities to be provided. The majority of goods vehicles attending the site would be 7.5 tonne 2-axle rigid vehicles, typically around 7.5 metres in length. To ensure robustness of the proposals however, use of the site access and the proposed 24 metre diameter turning circle has been tested with a 16.5 metre maximum legal articulated.

4.3.2 It can be seen from the swept path analysis provided in figure 7 using the Auotrack computer program that the site access and proposed turning circle can suitably accommodate a 16.5 metre articulated vehicle. All categories of vehicle would be able to enter and leave the site in forward gear and by using the turning circle provided drivers would then be able to access the operational space provided fronting each unit for loading and unloading.

4.4 Parking

4.4.1 Parking standards for new development are set out in the South East Lincolnshire Local Plan adopted in March 2019. The Local Plan however does not provide parking standards applicable to the proposed Materials Recovery Centre (or similar land uses), indicating in such circumstances that parking requirements should be considered on a site by site basis.

4.4.2 As indicated on the site layout plan included as figure 3, 15 car parking spaces (each 2.5 x 5.0 metres) are proposed within the site. With no more than 9 staff normally working on any one day and only occasional visitors, this level of provision is considered robust and will ensure that parking demands are met appropriately within the application site. Whilst most staff are likely to travel to work by car, cycling would be an option for employees based in the Spalding area and cycle parking space would be available within the units if required.

5 SUMMARY AND CONCLUSION

5.1 Introduction

5.1.1 This report considers the transport implications of the proposed retention of an existing Materials Recovery Centre (MRC) at Units 1, 2 and 3 at Ashtree Lane, Spalding, Lincolnshire. The site extends to some 0.75 hectares and contains three units each of around 650sqm (gross external area), with access via Ashtree Lane.

5.1.2 The units at Ashtree Lane have been in use for materials recovery purposes, operated by Harkenn Recycling Ltd, since 2016 and retrospective consent is now sought to regularise this use. Harkenn collect cardboard, plastic and related packaging used in the local vegetable industry from locations within a 30 mile radius of the application site, with processed materials then transported to other locations for re-use. The site does not accept contaminated materials, general household waste or food waste.

5.2 Transport Related Policy Considerations

5.2.1 The MRC at Ashtree Lane satisfies an established need for the recovery of cardboard, plastics and other materials, generated primarily by local agri-businesses, consistent with Government guidance. The MRC location also satisfies the locational criteria provided in Lincolnshire Minerals and Waste Local Plan, with the site is located in the outskirts of Spalding being previously developed.

5.3 Existing Conditions

5.3.1 The MRC at Ashtree Lane benefits from suitable access to the local and strategic highway networks having been in operation for 4 years without complaint or incident. Access to the A16 Spalding Bypass is available at the junction with A151 Holbeach Road roundabout approximately 1.1km from the MRC. The route is therefore short, less than 5 minute drive-time and does not pass through any residential areas.

5.3.2 Traffic surveys have found roads in the immediate vicinity of the site to be lightly trafficked, with the MRC generating only a small volume of traffic; 9 vehicle movements in the morning peak hour, 4 vehicle movements in an off-peak hour and 10 vehicle movements in the evening peak hour. The road safety record of local highways has also been examined and it is considered that there are no factors that would justify withholding planning permission for the proposed development.

5.4 Traffic Implications of Development

5.4.1 As indicated in the paragraph above, traffic surveys demonstrate that the MRC generates only a small volume of traffic. The site is operational from 07;00-17:00 hours, 7-days a week. 16 full and part time staff are employed, although normally no more than 9 staff are working on any one day. The site attracts 15-20 7.5 tonne lorries and 3-4 articulated goods vehicles, spread over the 10-hour working day. Harkenn have indicated that they do not anticipate any material change in traffic generation in the immediate future as the main purpose of the planning application is to authorise the existing use of the site, in planning terms.

5.4.2 The majority of goods vehicles attending the site would be 7.5 tonne 2-axle rigid vehicles, typically around 7.5 metres in length. To ensure robustness of the proposals however, provision of a turning circle is proposed to ensure that all vehicles up to the size of a 16.5 metre articulated good vehicle can enter and leave the site in forward gear. The proposed site layout provides 15 car parking spaces. With no more than 9 staff normally working on any one day and only occasional visitors, this level of provision is considered robust and will ensure that parking demands are met appropriately within the application site.

5.5 Overall Conclusion

5.5.1 Having regard to the above, it is considered that the proposed Materials Recovery Centre (MRC) at Units 1, 2 and 3 at Ashtree Lane, Spalding, Lincolnshire is acceptable from a transport viewpoint.

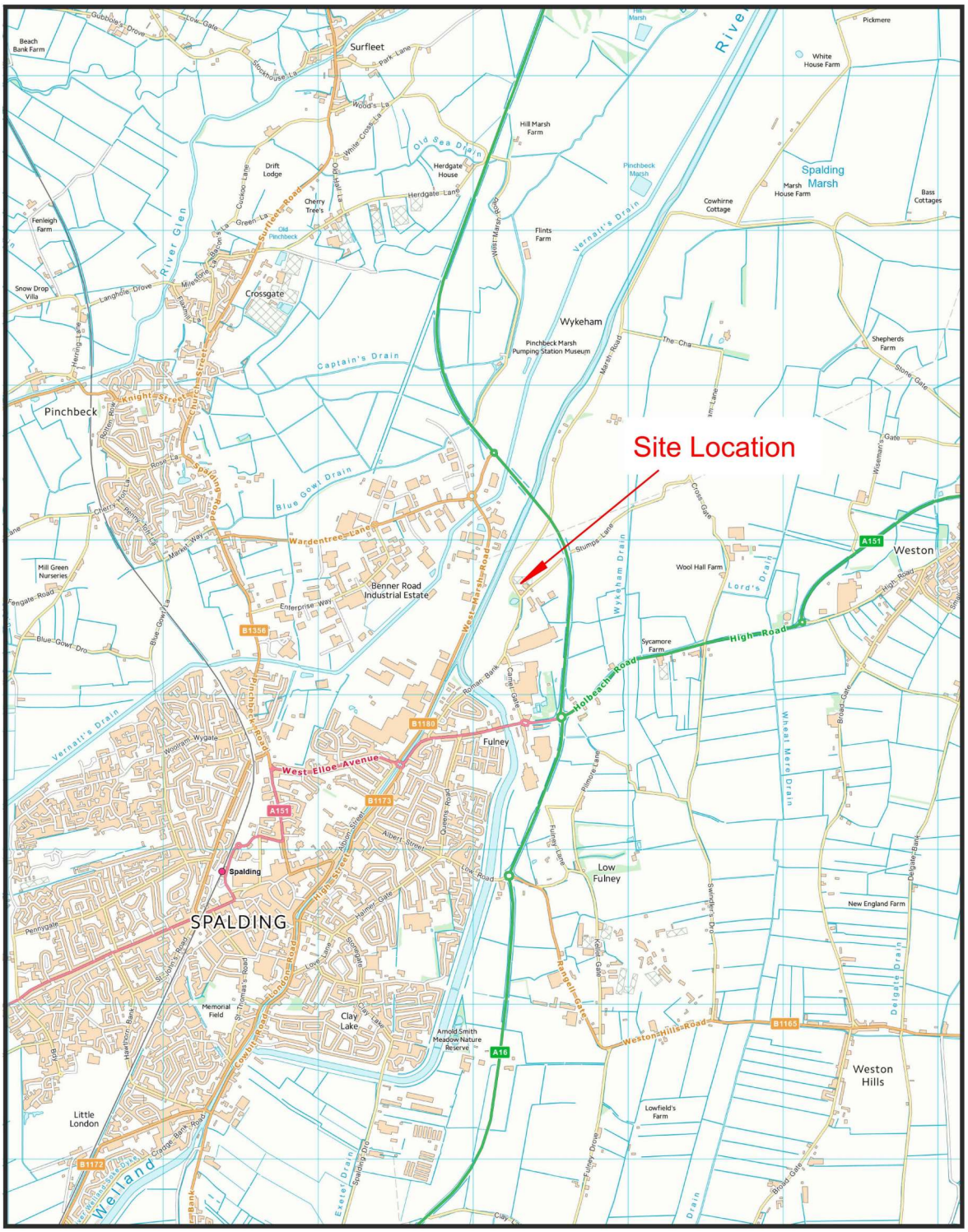
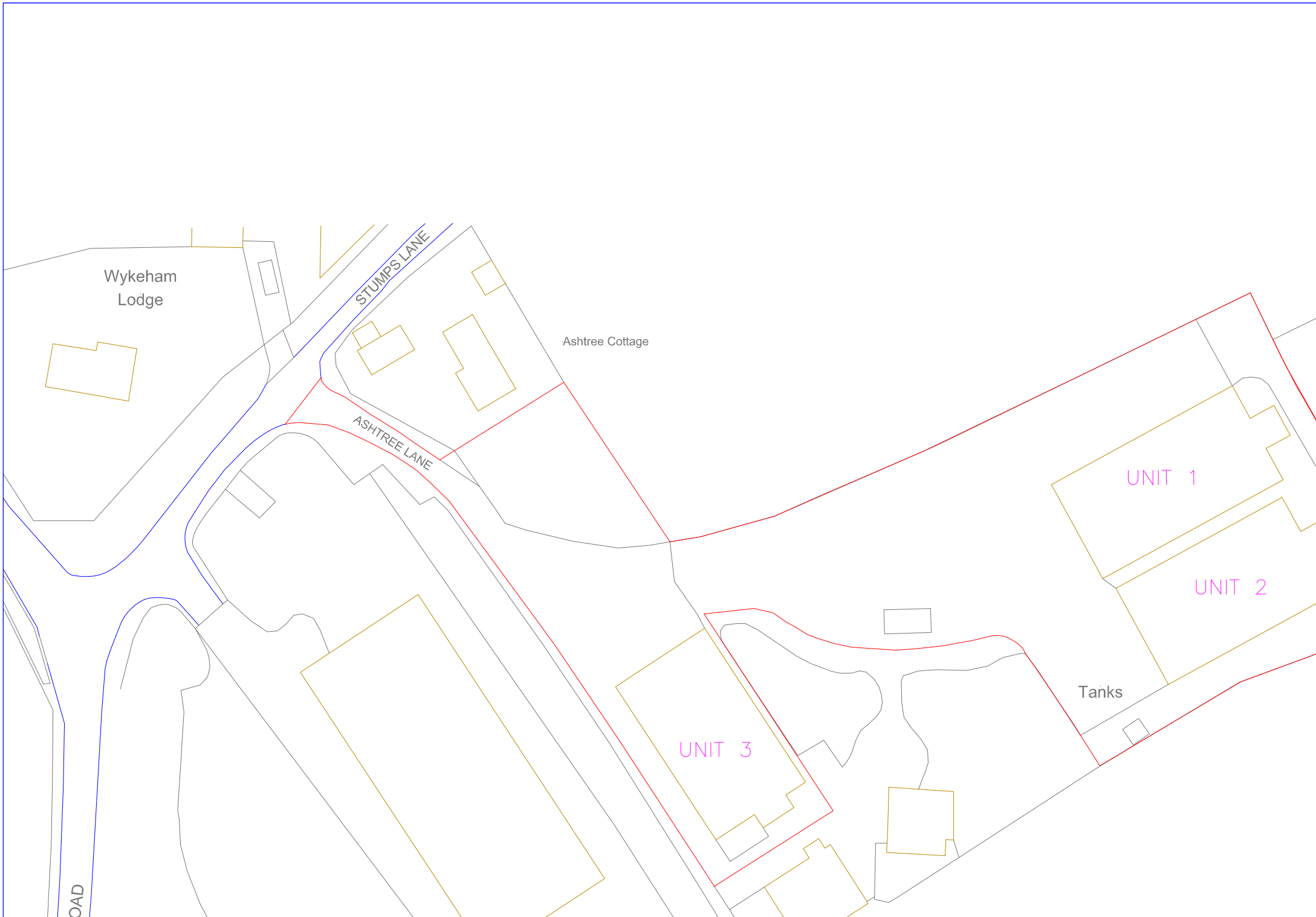
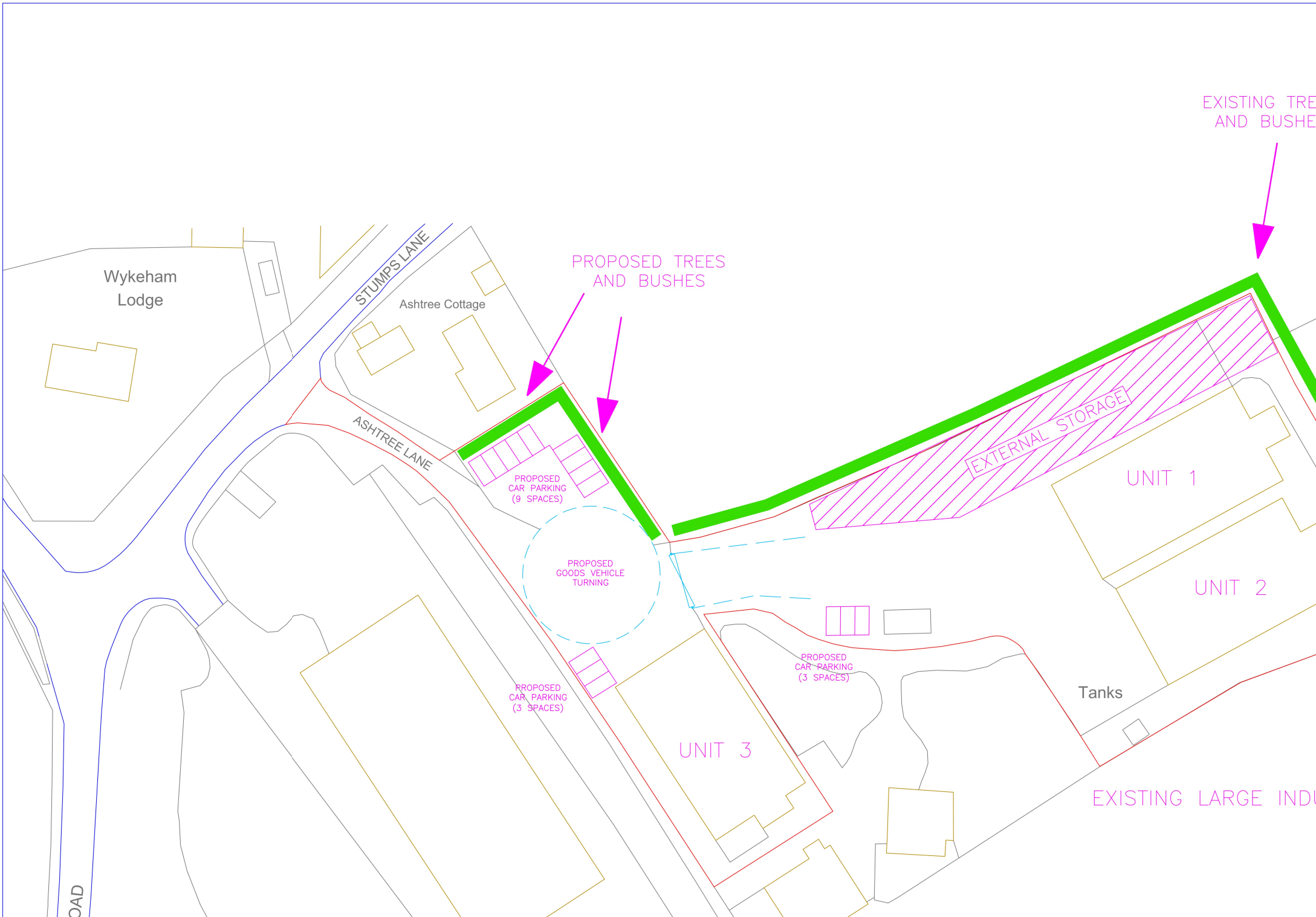


Figure 1
Site Location

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Wykeham
Lodge
STUMPS LANE
Ashtree Cottage
ASHTREE LANE
UNIT 1
UNIT 2
UNIT 3
Tanks
OAD


EXISTING TRE
AND BUSHE
PROPOSED TREES
AND BUSHES
Wykeham
Lodge
STUMPS LANE
Ashtree Cottage
ASHTREE LANE
EXTERNAL STORAGE
UNIT 1
UNIT 2
PROPOSED
CAR PARKING
(9 SPACES)
PROPOSED
GOODS VEHICLE
TURNING
PROPOSED
CAR PARKING
(3 SPACES)
PROPOSED
CAR PARKING
(3 SPACES)
Tanks
UNIT 3
EXISTING LARGE INDU
OAD

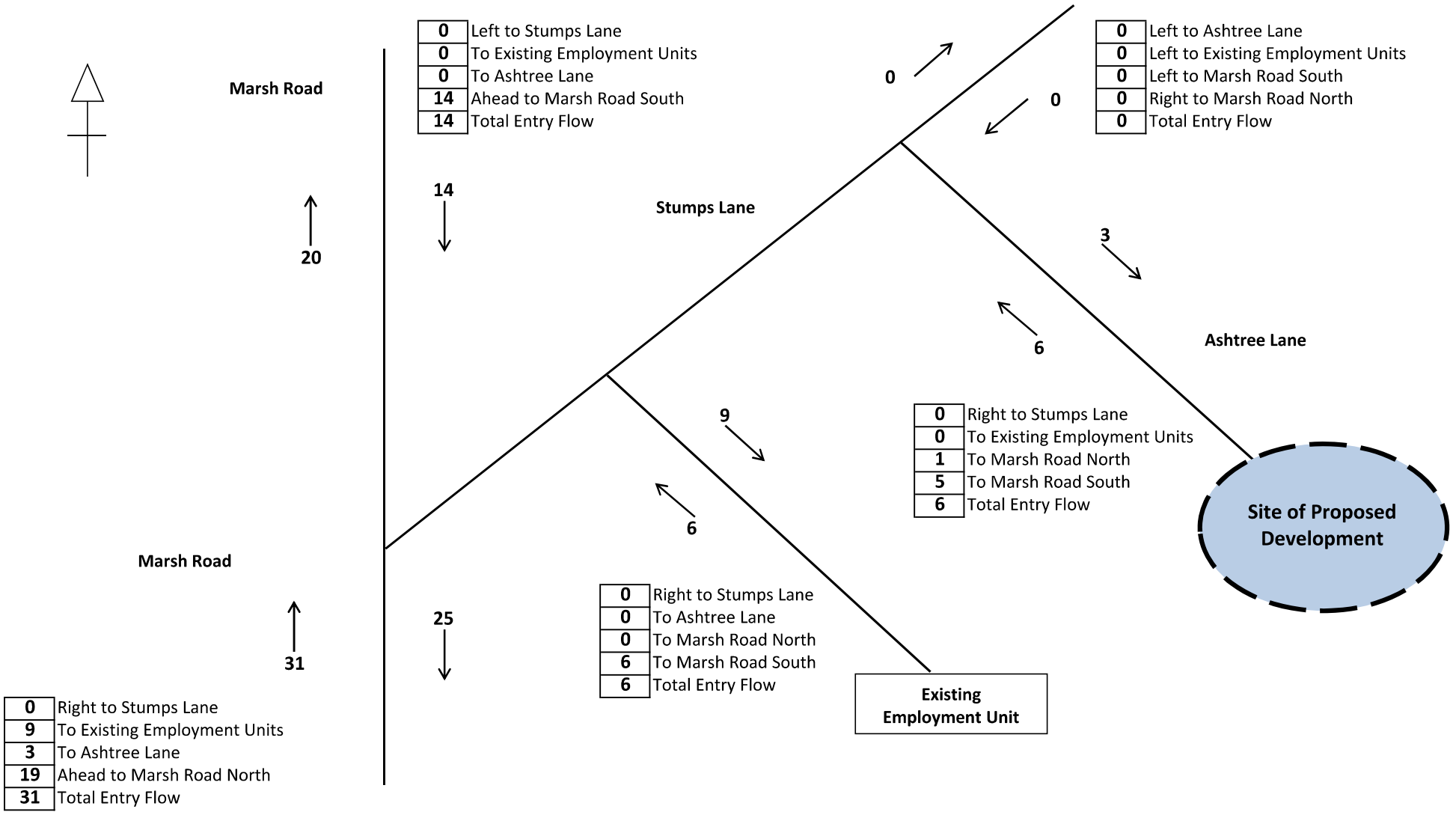


Figure 4
Existing Morning Peak Hour Traffic
(0715-0815 hours)

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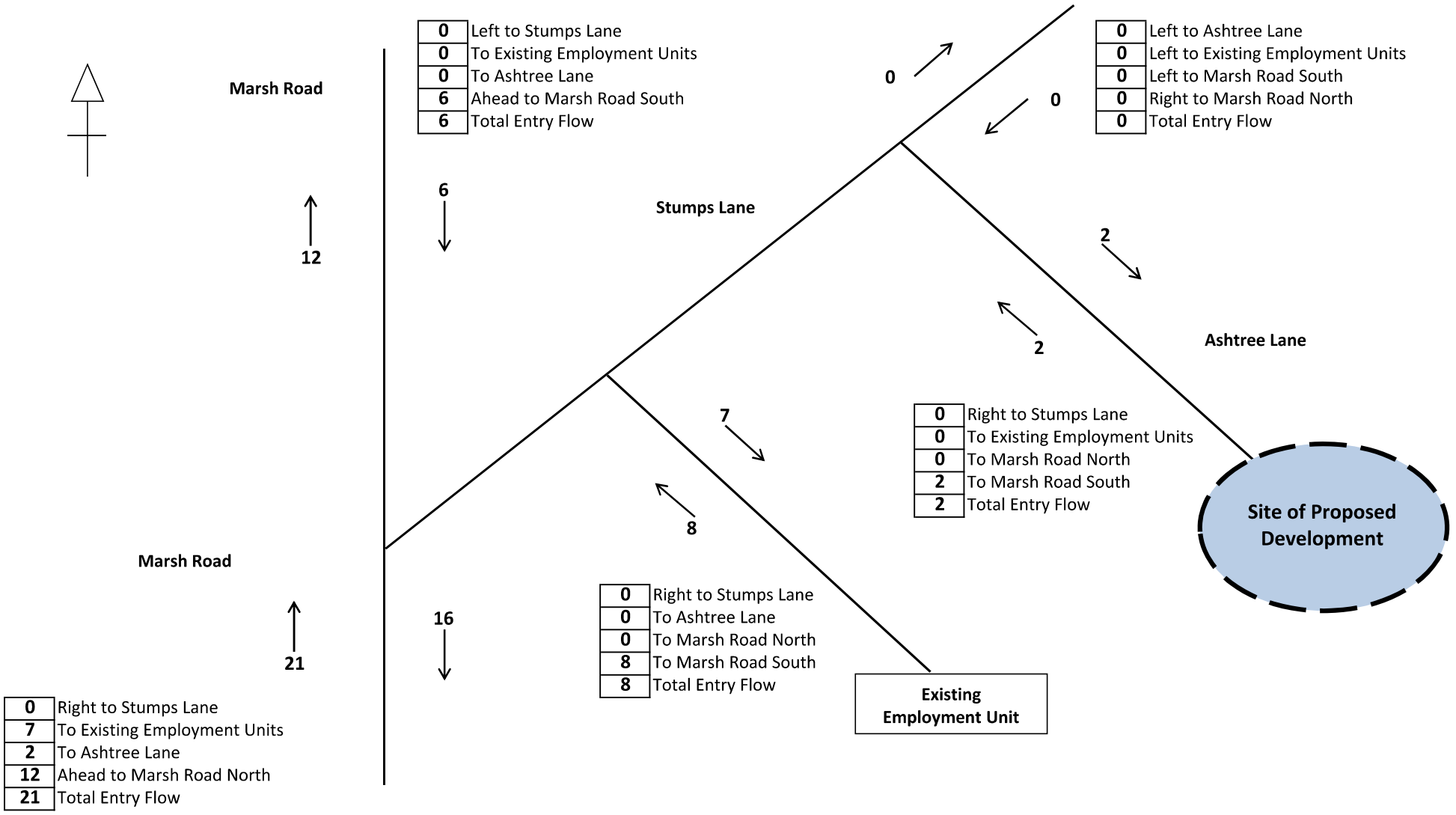


Figure 5
Existing Off-Peak Traffic
(1000-1100 hours)

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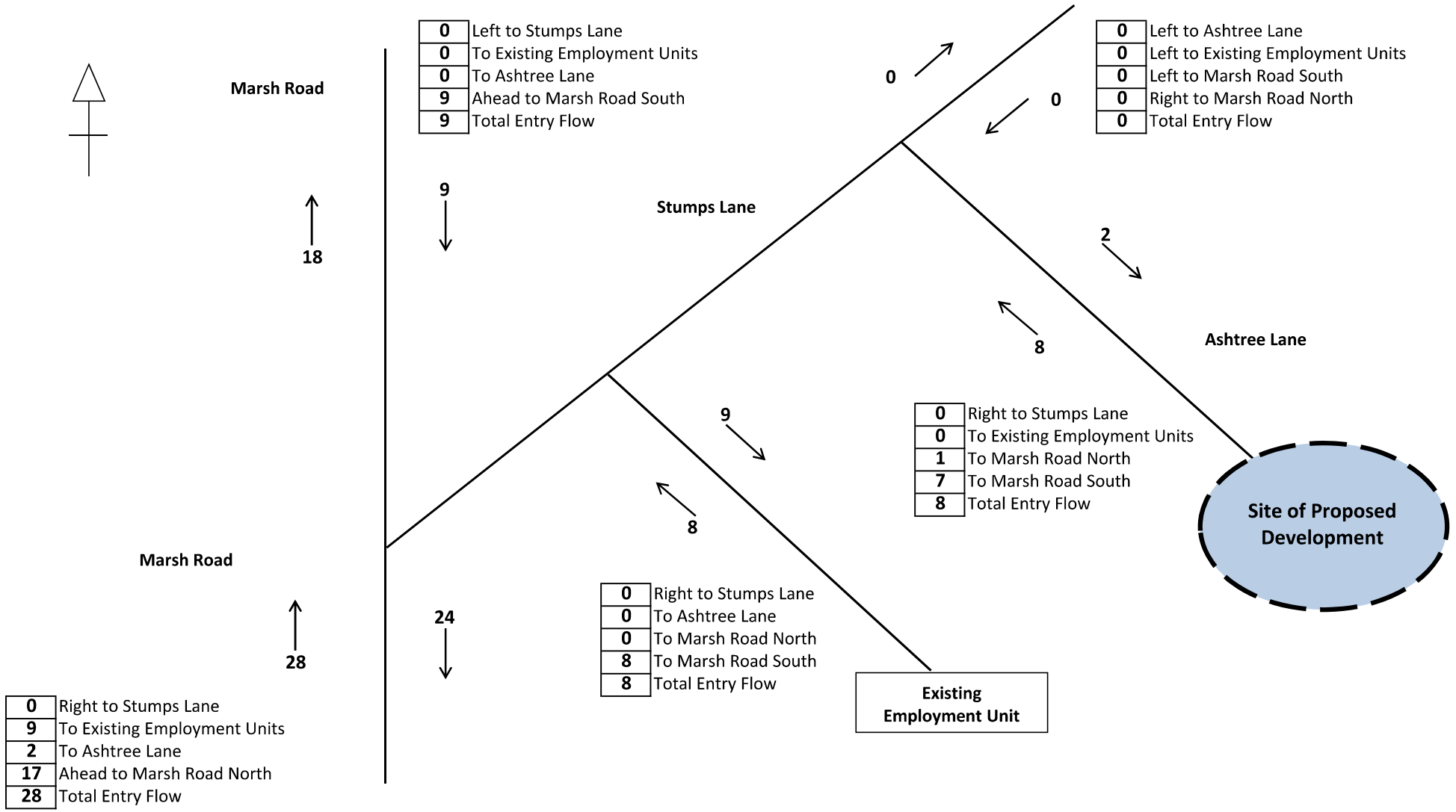
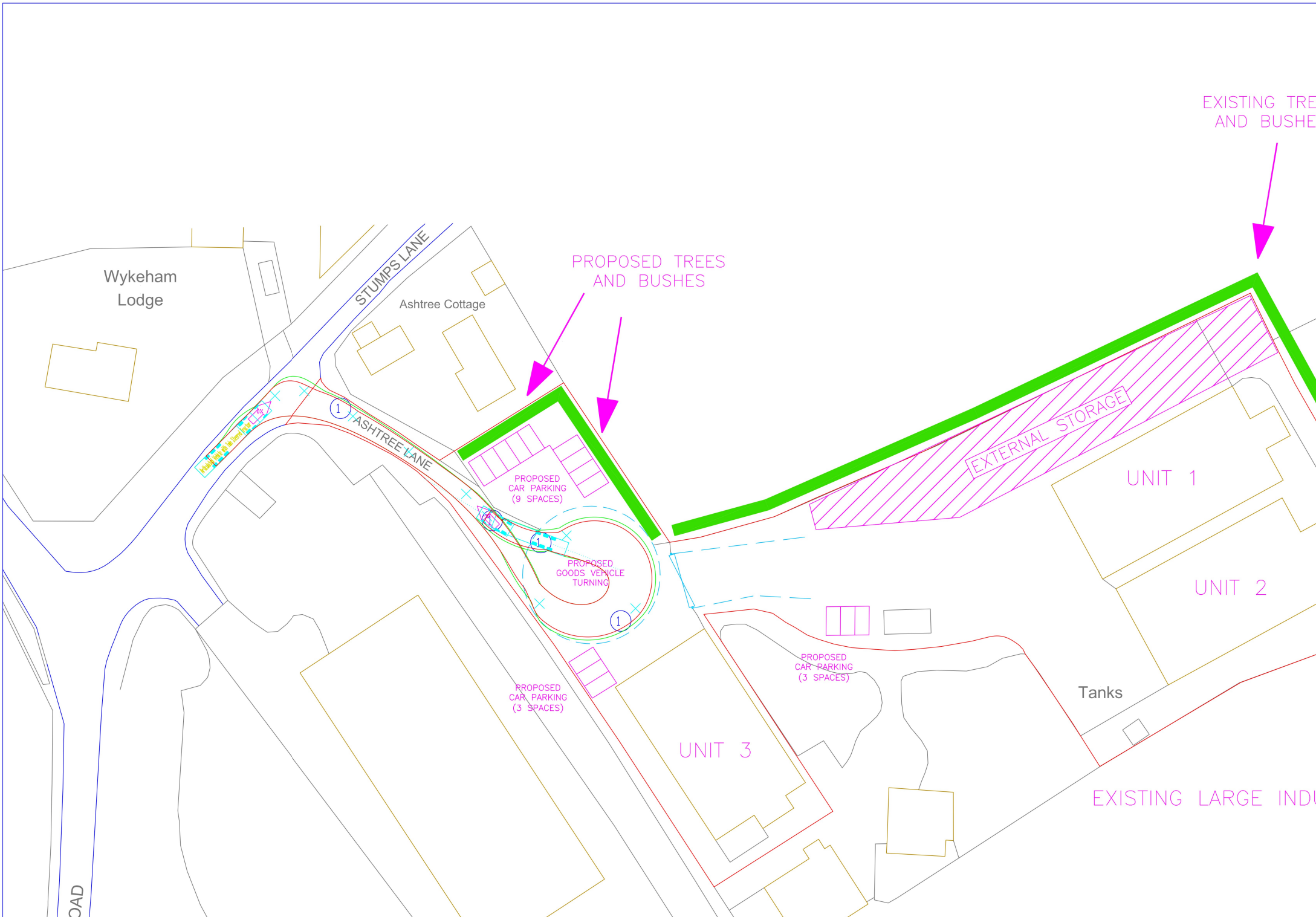


Figure 6
Existing Evening Peak Hour Traffic
(1630-1730 hours)

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EXISTING TRE
AND BUSHE
PROPOSED TREES
AND BUSHES
Wykeham
Lodge
STUMPS LANE
Ashtree Cottage
ASHTREE LANE
EXTERNAL STORAGE
UNIT 1
UNIT 2
PROPOSED
CAR PARKING
(9 SPACES)
PROPOSED
GOODS VEHICLE
TURNING
PROPOSED
CAR PARKING
(3 SPACES)
PROPOSED
CAR PARKING
(3 SPACES)
Tanks
UNIT 3
EXISTING LARGE INDU
OAD

Appendix A

Ashtree Lane, Spalding Traffic Survey
Monday 16 March 2020

0700-0715 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	2	0	0	0	0	0	2
Ahead to Marsh Road North	1	0	0	0	0	0	1
Total Entry Flow	3	0	0	0	0	0	3
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	3	0	0	0	0	0	3
Total Entry Flow	3	0	0	0	0	0	3

0715-0730 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	1	0	0	0	0	0	1
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	2	0	0	0	0	1	3
Total Entry Flow	3	0	0	0	0	1	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	4	0	0	0	0	0	4
Total Entry Flow	4	0	0	0	0	0	4
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	1	0	0	0	2
Total Entry Flow	0	1	1	0	0	0	2
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	3	0	0	0	0	0	3
Total Entry Flow	3	0	0	0	0	0	3

0730-0745 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	3	0	0	0	0	0	3
To Ashtree Lane	0	1	0	0	0	0	1
Ahead to Marsh Road North	5	0	0	0	0	0	5
Total Entry Flow	8	1	0	0	0	0	9
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	6	0	0	0	0	0	6
Total Entry Flow	6	0	0	0	0	0	6
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	1	0	0	0	0	0	1
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	3	0	0	0	0	0	3
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	1	0	0	0	0	2
Total Entry Flow	1	1	0	0	0	0	2

0745-0800 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	1	0	0	0	0	0	1
To Ashtree Lane	1	0	0	0	0	0	1
Ahead to Marsh Road North	6	0	0	0	0	0	6
Total Entry Flow	8	0	0	0	0	0	8
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	3	0	0	0	0	0	3
Total Entry Flow	3	0	0	0	0	0	3
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1

0800-0815 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	4	0	0	0	0	0	4
To Ashtree Lane	0	1	0	0	0	0	1
Ahead to Marsh Road North	5	0	0	0	0	0	5
Total Entry Flow	9	1	0	0	0	0	10
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0

0815-0830 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	1	0	0	0	0	0	1
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	2	0	0	0	0	0	2
Total Entry Flow	3	0	0	0	0	0	3
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	5	0	0	0	0	0	5
Total Entry Flow	5	0	0	0	0	0	5
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	1	0	0	0	0	2
Total Entry Flow	1	1	0	0	0	0	2
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0

0830-0845 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	3	0	0	0	0	0	3
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	3	0	0	0	0	0	3
Total Entry Flow	6	0	0	0	0	0	6
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	4	0	0	0	0	0	4
Total Entry Flow	4	0	0	0	0	0	4
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	2	0	0	0	0	3
Total Entry Flow	1	2	0	0	0	0	3
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	1	0	0	0	0	3
Total Entry Flow	2	1	0	0	0	0	3

0845-0900 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	2	0	0	0	0	0	2
To Ashtree Lane	1	0	0	0	0	0	1
Ahead to Marsh Road North	1	0	0	0	0	0	1
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	1	0	0	0	0	0	1
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	1	0	0	0	0	0	1
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1

Peak Hour 0715-0815 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	9	0	0	0	0	0	9
To Ashtree Lane	1	2	0	0	0	0	3
Ahead to Marsh Road North	18	0	0	0	0	1	19
Total Entry Flow	28	2	0	0	0	1	31
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	14	0	0	0	0	0	14
Total Entry Flow	14	0	0	0	0	0	14
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	1	0	0	0	0	0	1
To Marsh Road South	2	2	1	0	0	0	5
Total Entry Flow	3	2	1	0	0	0	6
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	4	2	0	0	0	0	6
Total Entry Flow	4	2	0	0	0	0	6

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1600-1615 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	2	0	0	0	0	0	2
Ahead to Marsh Road North	2	0	0	0	0	0	2
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1

1615-1630 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	1	0	0	0	0	0	1
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	3	0	0	0	0	0	3
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2

1630-1645 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	3	0	0	0	0	0	3
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	5	0	0	0	0	0	5
Total Entry Flow	8	0	0	0	0	0	8
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	4	0	0	0	0	0	4
Total Entry Flow	4	0	0	0	0	0	4
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	1	0	0	0	0	0	1
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	3	0	0	0	0	0	3
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	1	0	0	0	0	3
Total Entry Flow	2	1	0	0	0	0	3

1645-1700 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	1	0	0	0	0	0	1
To Ashtree Lane	1	0	0	0	0	0	1
Ahead to Marsh Road North	4	0	0	0	0	0	4
Total Entry Flow	6	0	0	0	0	0	6
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	1	0	0	0	0	2
Total Entry Flow	1	1	0	0	0	0	2
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	1	0	0	0	0	3
Total Entry Flow	2	1	0	0	0	0	3

1700-1715 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	4	0	0	0	0	0	4
To Ashtree Lane	0	1	0	0	0	0	1
Ahead to Marsh Road North	5	0	0	0	0	0	5
Total Entry Flow	9	1	0	0	0	0	10
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	3	0	0	0	0	0	3
Total Entry Flow	3	0	0	0	0	0	3
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0

1715-1730 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	2	0	0	0	0	0	2
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	2	0	0	0	0	0	2
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	4	0	0	0	0	0	4
Total Entry Flow	4	0	0	0	0	0	4
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2

1730-1745 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	4	0	0	0	0	0	4
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	3	0	0	0	0	0	3
Total Entry Flow	3	0	0	0	0	0	3
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	1	0	0	0	0	3
Total Entry Flow	2	1	0	0	0	0	3

1745-1800 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2

Peak Hour 1630-1730 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	9	0	0	0	0	0	9
To Ashtree Lane	1	1	0	0	0	0	2
Ahead to Marsh Road North	17	0	0	0	0	0	17
Total Entry Flow	27	1	0	0	0	0	28
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	9	0	0	0	0	0	9
Total Entry Flow	9	0	0	0	0	0	9
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	1	0	0	0	0	0	1
To Marsh Road South	6	1	0	0	0	0	7
Total Entry Flow	7	1	0	0	0	0	8
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	6	2	0	0	0	0	8
Total Entry Flow	6	2	0	0	0	0	8

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1000-1015 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	1	0	0	0	0	0	1
Ahead to Marsh Road North	0	0	0	0	0	2	2
Total Entry Flow	1	0	0	0	0	2	3
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	5	0	0	0	0	0	5
Total Entry Flow	5	0	0	0	0	0	5

1015-1030 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	3	0	0	0	0	0	3
To Ashtree Lane	0	1	0	0	0	0	1
Ahead to Marsh Road North	4	1	0	0	0	0	5
Total Entry Flow	7	2	0	0	0	0	9
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0

1030-1045 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	2	0	0	0	0	0	2
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	2	0	0	0	0	0	2
Total Entry Flow	4	0	0	0	0	0	4
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	1	0	0	0	0	1
Total Entry Flow	0	1	0	0	0	0	1
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	0	0	0	0	0	1
Total Entry Flow	1	0	0	0	0	0	1

1045-1100 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	2	0	0	0	0	0	2
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road North	3	0	0	0	0	0	3
Total Entry Flow	5	0	0	0	0	0	5
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	2	0	0	0	0	0	2
Total Entry Flow	2	0	0	0	0	0	2

1000-1100 hours	Cars and Light Vans	OGV1	OGV2	PSV	MC	PC	TOT
Marsh Lane South							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	7	0	0	0	0	0	7
To Ashtree Lane	1	1	0	0	0	0	2
Ahead to Marsh Road North	9	1	0	0	0	2	12
Total Entry Flow	17	2	0	0	0	2	21
Marsh Lane North							
Left to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
Ahead to Marsh Road South	6	0	0	0	0	0	6
Total Entry Flow	6	0	0	0	0	0	6
Stumps Lane							
Left to Ashtree Lane	0	0	0	0	0	0	0
Left to Existing Employment Units	0	0	0	0	0	0	0
Left to Marsh Road South	0	0	0	0	0	0	0
Right to Marsh Road North	0	0	0	0	0	0	0
Total Entry Flow	0	0	0	0	0	0	0
Ashtree Lane							
Right to Stumps Lane	0	0	0	0	0	0	0
To Existing Employment Units	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	1	1	0	0	0	0	2
Total Entry Flow	1	1	0	0	0	0	2
Access to Existing Employment Units							
Right to Stumps Lane	0	0	0	0	0	0	0
To Ashtree Lane	0	0	0	0	0	0	0
To Marsh Road North	0	0	0	0	0	0	0
To Marsh Road South	8	0	0	0	0	0	8
Total Entry Flow	8	0	0	0	0	0	8