

ADVISORY

SEGRO PROPERTIES LTD AND SEGRO (EMG) LTD
East Midlands Gateway 2
VISSIM Additional Mezzanine Sensitivity Test
Modelling Report

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1. INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Segro Properties Ltd and Segro (EMG) Ltd (together the Applicant, or Segro) to provide highways and transportation advice in support of a second phase of its East Midlands Gateway Logistics Park (EMG1), which is a Strategic Rail Freight Interchange located to the north of East Midlands Airport.

Background Information

- 1.2 A Transport Assessment (TA), document reference EMG2-BWB-GEN-XX-RP-TR-0002 Revision P4 (DCO 6.6A), has been produced to support an application for a Development Consent Order (DCO). The transport modelling in the TA was undertaken using the 2019 East Midlands Freeport Model (EMFM 2019), which is a cordoned part of the larger Pan Regional Transport Model (PRTM) and was the relevant model when discussions began on the Proforma in July 2022 before the modelling was commissioned in October 2024. This forms the core assessment for the TA.
- 1.3 A comprehensive mitigation scheme has been proposed using outputs from EMFM 2019 and further detailed VISSIM modelling, which includes significant works at M1 Junction 24, including a new free flow link between M1 northbound and A50 westbound, as well as other more minor works at M1 Junction 24, improvements to the A453/A6 Kegworth Bypass roundabout, and M1 Junction 23A (Finger Farm). The EMFM 2019 core modelling was agreed with National Highways (NH) by email on 5 January 2026 who confirmed *"Jacobs have completed their review of both the PRTM 2019 and VISSIM modelling and we are now content that the proposed scheme appropriately mitigates the impacts of EMG2 on the SRN"*. This was subject to completion of the Stage 1 Road Safety Audits and Departures from Standard processes, which have since also been successfully completed, with all highway's matters, aside from that the subject of this report, formally signed off by NH.
- 1.4 In December 2024, Leicestershire County Council (LCC) advised that an updated version of the EMFM 2019 model became available to use, known as PRTM 2023. This was signed off by NH for use for this DCO on 20 May 2025.
- 1.5 It was agreed with the Transport Working Group (TWG), including NH and LCC's Highways Development Management (HDM) team, that a sensitivity test is carried out using PRTM 2023 to confirm whether the proposed mitigation scheme continues to provide the correct strategic solution to accommodate EMG2 using outputs from the new model.
- 1.6 In March 2026, the 2023 PRTM VISSIM model and outputs was also signed off by NH who are content that the proposed mitigation scheme continues to provide significant benefits to the highway network.

Purpose of Technical Note

- 1.7 The purpose of this report is to present the results of the PRTM 2023 sensitivity test modelling, including for a further 100,000sqm gross floor area (GFA) of mezzanine floor space as set out above, and confirm whether the proposed highway mitigation, as presented in the TA, remains suitable.
- 1.8 The production of this report was suggested by NH (and LCC) because of the deliberation at the recent DCO Examination in relation to the wording of Requirement 27 in relation to the use of the additional 100,000sqm GFA of mezzanine floor space, which is proposed over and above that formally assessed in the EMFM and associated VISSIM modelling undertaken to date. Hence if the total 200,000sqm GFA is modelled in VISSIM and provides an acceptable outcome, then Requirement 27 in effect becomes obsolete.

Technical Note Structure

- 1.9 Following this introduction, the remainder of this report is structured as follows:
- **Section 2:** considers the traffic generation of the 100,000sqm GFA of additional Mezzanine
 - **Section 3:** summarises the VISSIM modelling using outputs from PRTM 2023 with the additional 100,000sqm GFA of Mezzanine floor space.
 - **Section 4:** provides a comparison between the 'without additional Mezzanine' and 'with additional Mezzanine' VISSIM modelling results to show the impact of the additional 100,000sqm GFA of Mezzanine floor space.
 - **Section 5:** sets out the summary and conclusions.

2. MEZZANINE TRIP GENERATION

Deriving Trip Rates

- 2.1 BWB produced a Transport Scoping Note (report ref: EMG2-BWB-GEN-XX-TR-TR-0001_Transport Scoping Note) dated 31 May 2022 proposing an initial set of B2 and B8 trip rates using the latest version of the TRICS database at that time. It also compared these against the previously agreed B8 trip rates used to assess the EMG1 development, which were based on surveyed information from the Swan Valley development from 2007. The TWG insisted that the original EMG1 trip rates, ~~which be used because they were higher than those suggested obtained from the TRICS database, be used to inform and would provide~~ a robust assessment, ~~hence these~~. Therefore, the B8 trip rates used for the assessment of EMG1 have been used in all EMFM modelling and are referred to as the 'core' trip rates.

Mezzanine Floorspace

- 2.2 ~~Originally,~~ Discussions were also held with the TWG as to whether a reduced trip rate ~~can/could~~ be applied to the mezzanine floorspace on the basis that mezzanines do not

generate the same volume of activity as ground floorspace. This is because they are often used for ancillary purposes to enhance access to existing high level storage areas, or to house automated operations. HGV generations are also related to the number of loading bays, which would not increase as a result of mezzanines being introduced. At this time, there was only 100,000sqm of B8 mezzanine floorspace being proposed at EMG2, resulting in a total B8 floorspace of 340,000sqm (240,000sqm of ground floorspace and 100,000sqm of mezzanine, excluding the 60,000sqm of B2 floorspace).

Proposed Trip Rates & Traffic Generation

2.3 Whilst ~~the above~~this approach was considered reasonable, for robustness it was agreed, ~~for ease~~ with the TWG, that the ~~full original~~core B8 ~~EMG1~~ trip rates were applied to all of the initial 100,000sqm GFA mezzanine floorspace of development considered in the EMFM work. After the EMFM modelling had been undertaken, the Applicant decided to increase the amount of B8 mezzanine floorspace to 200,000sqm, resulting in a total B8 development of 440,000sqm at EMG2. However, BWB were reluctant to adopt the ~~same methodology~~core trip rates for all of the proposed 200,000sqm ~~GFA~~ of B8 mezzanine ~~floor space~~floorspace for the PRTM 2023 sensitivity test because it would result in an unrealistic assessment.

2.4 This is because ~~an assessment of the:~~

- The surveys undertaken at EMG1 in September 2024 showed that actual traffic flows recorded by trip rates at EMG 1 are significantly lower than the core trip rates adopted in the TA for EMG 1 and utilised as the core trip rates for EMG 2.
- This meant the traffic generation for the entire 440,000sqm B8 development based on the EMG1 surveyed trip rates was undertaken in March 2025 and included in Appendix 35 of the TA. This set out that, when considering 200,000sqm GFA of additional mezzanine floor space at the EMG2 Main Site versus the 100,000sqm GFA originally proposed, and the recorded EMG1 2024 trip rates, the proposed development, totalling 430,000sqm GFA, including for 100,000sqm GFA of mezzanine floor space, would generate 33% less B8 trips versus significantly lower than that which had already been assessed in the TA in EMFM modelling based on a 340,000sqm development using the core B8 trip rates (33% lower in the morning peak hour and 48% less trips lower in the PM evening peak hour-).
- Therefore, BWB concluded that the transport modelling work had already been carried out on a highly robust basis and the additional 100,000sqm of B8 mezzanine floorspace introduced later on would not compromise the assessment, based on evidence from surveys undertaken at EMG1.

2.4 ~~As a result of the above, when including for a further 100,000sqm GFA of B8 floor space, using the recorded 2024 EMG1 trip rates, the traffic generated by a total 530,000sqm GFA of development would generate a lot less traffic than 330,000sqm GFA of development would, based on the agreed, far higher, trip rates, assessed in the TA.~~

2.5 Without prejudice to ~~this~~the above, and to undertake this stress test assessment for the purposes of this exercise (which does not include for any benefits which will be provided

by the Travel Plan) to seek to simply remove the need for Requirement 27, the proposed trip rates per 100sqm GFA B8 land uses and associated traffic generation, based on the originally agreed trip rates, are presented in **Table 1**.

Table 1: Agreed B8 Trip Rates

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates (Per 100sqm)						
Light Vehicles	0.121	0.013	0.135	0.040	0.140	0.180
HGVs	0.0189	0.023	0.041	0.025	0.015	0.040
Total	0.140	0.036	0.176	0.065	0.155	0.220

- 2.6 Using the trip rates set out in the table above, **Table 2** ~~sets out~~ calculates the ~~proposed~~ trip generation ~~effor~~ for the 100,000sqm GFA of additional mezzanine. The trip rates are based on a 'per 100sqm unit', so to give an example the total two tway traffic generation in the morning peak hour is calculated by ((100,000 / 100) * 0.176).

Table 2: Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates (Per 100sqm)						
Light Vehicles	121	13	135	40	140	180
HGVs	19	23	41	25	15	40
Total	140	36	176	65	155	220

- 2.7 The proposed trip generation has then been distributed against the agreed distribution pattern and then applied into matrices to input into the VISSIM models, which already includes for the development traffic assessed in the TA related work to date based on a total 430,000sqm GFA of development (370,000sqm GFA of B8 use, including for 100,000sqm GFA of mezzanine floor space already, and 60,000sqm of B2 use).

3. VISSIM MODELLING

VISSIM Modelling Results

- 3.1 The primary measurement of capacity in VISSIM is to conduct a journey time analysis between the without development and with development scenarios along with a comparison of predicted queues and a series of network performance indicators such as average delays, average speeds, number of vehicles entering the network, and latent demand. Judgement is then required as to where significant impacts are occurring and subsequently where mitigation needs to be focussed.

Journey Time Routes

- 3.2 To determine the impact of the Additional Mezzanine on the highway network, journey time routes utilised for the TA have been retained to provide a comparison between the

2038 “without development” and “With Development + Mitigation + Additional Mezzanine” scenarios.

3.3 **Figures 1 and 2** show the routes utilised for journey time results.

Figure 1: Journey Time Routes (1 - 10)

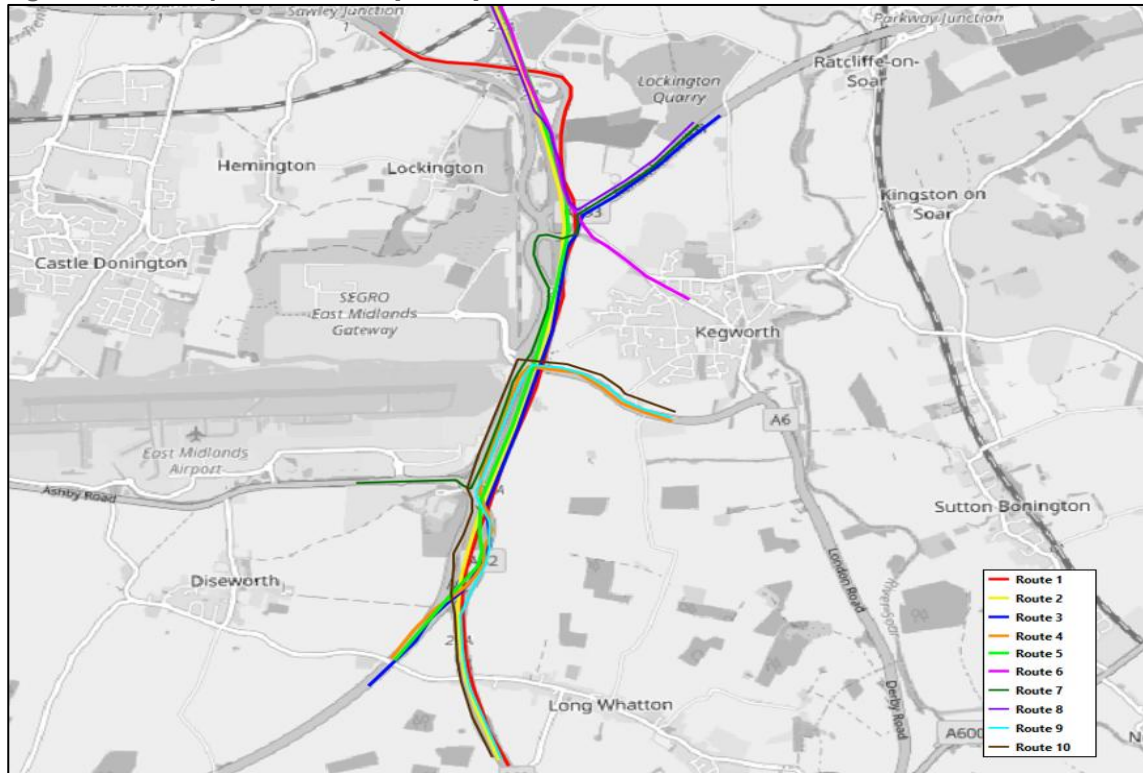
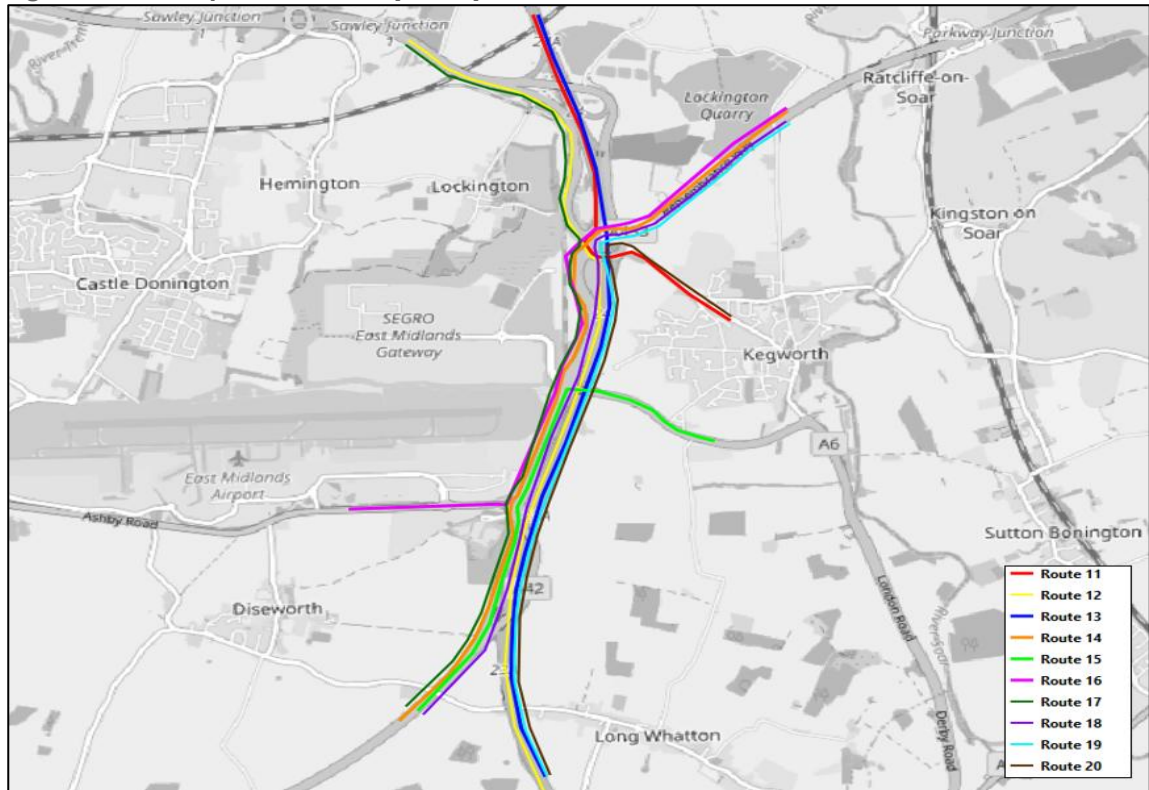


Figure 2: Journey Time Routes (10-20)



3.4 Details of the origin and destination of the routes identified above is provided below:

- Route 1 – A50 to M1 South
- Route 2 – M1 North to M1 South
- Route 3 – A453 Remembrance Way to A42
- Route 4 – Kegworth Bypass to A42
- Route 5 - M1 North to A42
- Route 6 – M1 North to Derby Road
- Route 7 – A453 Remembrance Way to A453 EMA
- Route 8 – M1 North to A453 Remembrance Way
- Route 9 – Kegworth Bypass to M1 South
- Route 10 - M1 South to Kegworth Bypass
- Route 11 – Derby Road to M1 North
- Route 12 – M1 South to A50
- Route 13 – M1 South to M1 North
- Route 14 – A42 to A453 Remembrance Way via A453
- Route 15 - A42 to Kegworth Bypass
- Route 16 – A453 EMA to A453 Remembrance Way
- Route 17 – A42 to A50 via A453
- Route 18 – A42 to A453 Remembrance Way via M1

- Route 19 – M1 South to A453 Remembrance Way via M1
- Route 20 - M1 South to Derby Road via M1

Convergence

3.5 In VISSIM, convergence is the process of repeatedly running a dynamic assignment model until the path costs, travel times, and volumes become stable and do not change significantly between runs. This is a crucial step to ensure the model's results are consistent and reliable for analysis. To achieve convergence, the model is run multiple times with a fixed random seed until the values stabilize.

3.6 For a model to be considered as converged, the following criteria must be met:

- 95% of all path traffic volumes change by less than 5% for at least four consecutive iterations; and
- 95% of travel times on all paths change by less than 20% for at least four consecutive iterations

3.7 This process has been undertaken for each scenario and the summaries are included within **Appendix 1**. Furthermore, traffic flows have been extracted from the converged models and presented in **Appendix 2**.

VISSIM Results

Journey Time Comparison and Queue Results

3.8 **Table 3** shows the journey time comparison between the “without development” and “with development + Mitigation + Additional Mezzanine” i.e. excluding mitigation scenarios for the forecast year 2038 respectively (NB WoD = without development and WD = with development in all relevant tables).

Table 3: 2038 Journey Time Comparison (Seconds)

Route	AM				PM			
	2024 Base	2038 WoD	2038 WD + Miti + Mezz	WD + Mit + Mezz Minus WoD	2024 Base	2038 WoD	2038 WD + Miti + Mezz	WD + Mit + Mezz - WoD
Route 1	353	405	640	235	331	355	393	38
Route 2	339	389	436	47	317	330	328	-2
Route 3	308	609	565	-44	317	916	760	-156
Route 4	306	409	308	-101	293	292	305	13
Route 5	323	363	420	57	310	317	320	3
Route 6	272	410	600	190	292	269	293	24
Route 7	400	684	607	-77	381	976	789	-187
Route 8	278	420	608	188	270	272	295	23
Route 9	316	425	319	-106	297	300	312	12
Route 10	355	459	325	-134	315	329	341	12
Route 11	349	372	412	40	341	364	377	13

Route	AM				PM			
	2024 Base	2038 WoD	2038 WD + Miti + Mezz	WD + Mit + Mezz Minus WoD	2024 Base	2038 WoD	2038 WD + Miti + Mezz	WD + Mit + Mezz - WoD
Route 12	354	718	347	-371	348	399	328	-71
Route 13	337	518	391	-127	349	375	414	39
Route 14	423	730	587	-143	402	403	413	10
Route 15	333	521	294	-227	282	283	286	3
Route 16	397	711	567	-144	376	376	516	140
Route 17	354	608	392	-216	337	339	349	10
Route 18	357	1091	558	-533	347	363	378	15
Route 19	375	817	571	-246	380	410	448	38
Route 20	377	813	613	-200	408	416	486	70

3.9 **Tables 3** show that there are reductions in journey times between scenario 2038 'without development' and 2038 'with development + mitigation + Mezzanine', particularly at Finger Farm roundabout, EMG1 Gyratory, and M1 J24, in the morning peak hour, which is the busier of the two peak hours.

3.10 A review of the VISSIM simulation indicates that the M1 southbound off-slip and A50 approach have increased journey times. There is also an increase on the A453 eastbound in the PM; this is due to the increase in exiting traffic from the site. However, it is worth noting that the model accounts for large committed developments and the associated traffic but **not** the mitigation strategies (i.e. only Scenario A set out in the TA has been assessed for the purposes of this exercise). Therefore the increased journey times would reduce if the committed developments mitigation were accounted for.

3.11 **Table 4** and **5** sets out the mean maximum, and maximum queues, respectively, for the 2038 'without' and 'with' development scenarios.

Table 4: 2038 Mean Maximum Queue Comparison (Metres)

Mean Max Queues (m)			2038 AM				2038 PM			
	Junction	Approach	Base	WoD	WD Mit + Mezz	Mit + Mezz - WoD	Base	WoD	WD Mit + Mezz	Mit + Mezz - WoD
1	Finger Farm	A453 W	25	340	39	-301	22	20	21	1
2	Finger Farm	A453 N	20	33	50	17	13	15	25	10
3	Finger Farm	M1/A42 S	40	74	53	-21	19	28	20	-8
11	M1 J24	M1/A50	169	431	434	3	91	193	223	30
12	M1 J24	Remembrance Way	90	1106	857	-249	95	2505	1599	-906
13	M1 J24	Deby Road	41	48	118	70	33	44	50	6
15	M1 J24	A453 S	39	77	203	126	68	109	116	7
16	M1 J24	Hilton Hotel Lane	23	100	211	111	15	34	33	-1
17	M1 J24	M1 NB South of Slip	0	2406	87	-2319	0	0	0	0
20	M1 J24	M1 NB Off Slip	79	608	205	-403	52	84	52	-32
24	EMG1 Gyratory	Kegworth By-Pass	197	947	336	-611	131	161	167	6
25	EMG1 Gyratory	A453 S	129	967	95	-872	101	97	67	-30
26	EMG1 Gyratory	Wilders Way L-Turn	7	1	4	3	7	5	8	3
27	EMG1 Gyratory	Wilders Way Ahead	3	2	5	3	6	5	7	2
28	EMG1 Gyratory	A453 S Left turn	63	202	64	-138	37	35	37	2
29	EMG1 Gyratory	Kegworth By-Pass Left Turn	124	915	307	-608	79	120	138	18
30	EMG1 Gyratory	A453 N	113	64	62	-2	36	31	37	6
31	M1 J24	M1 SB Offlip (M1)	0	851	1141	290	0	0	0	0
32	M1 J24	M1 SB Offlip (A50)	0	931	2303	1372	0	0	0	0

Table 5: 2038 Maximum Queue Comparison (Metres)

Maximum Queues (m)			2038 AM				2038 PM			
	Junction	Approach	Base	WoD	WD Mit + Mezz	Mit + Mezz - WoD	Base	WoD	WD Mit + Mezz	Mit + Mezz - WoD
1	Finger Farm	A453 W	39	616	66	-550	30	24	26	2
2	Finger Farm	A453 N	48	39	62	23	20	21	31	10
3	Finger Farm	M1/A42 S	49	110	71	-39	27	41	26	-15
11	M1 J24	M1/A50	279	433	435	2	114	226	247	21
12	M1 J24	Remembrance Way	126	1516	1180	-336	145	2776	2540	-236
13	M1 J24	Deby Road	55	60	198	138	39	50	56	6
15	M1 J24	A453 S	53	92	315	223	98	152	127	-25
16	M1 J24	Hilton Hotel Lane	34	120	272	152	25	39	37	-2
17	M1 J24	M1 NB South of Slip	0	3010	391	-2619	0	0	0	0
20	M1 J24	M1 NB Off Slip	109	609	295	-314	62	124	56	-68
24	EMG1 Gyratory	Kegworth By-Pass	423	1138	546	-592	182	239	217	-22
25	EMG1 Gyratory	A453 S	197	1104	111	-993	118	130	85	-45
26	EMG1 Gyratory	Wilders Way L-Turn	16	3	6	3	16	10	17	7
27	EMG1 Gyratory	Wilders Way Ahead	6	4	8	4	10	8	10	2
28	EMG1 Gyratory	A453 S Left turn	105	262	83	-179	47	43	50	7
29	EMG1 Gyratory	Kegworth By-Pass Left Turn	255	1138	467	-671	146	170	194	24
30	EMG1 Gyratory	A453 N	202	72	66	-6	52	38	44	6
31	M1 J24	M1 SB Offlip (M1)	0	1140	1268	128	0	0	0	0
32	M1 J24	M1 SB Offlip (A50)	0	1143	2308	1165	0	0	0	0

- 3.12 The tables above shows that the proposed mitigation provides a general reduction in both the mean maximum and maximum queues for both 2028 and 2038. That is apart from the M1/A50 approach, which increases in the PM.
- 3.13 This is a result of the proposed mitigation allowing more circulating traffic into J24 which in turn allows more traffic to access the A453 Remembrance Way resulting in more green time to the circulatory. Furthermore, it is worth reminding that the model accounts for large committed developments and the associated traffic but **not** the mitigation strategies (Uniper in this case).
- 3.14 A copy of the full VISSIM outputs are included within **Appendix 3**.

Network Performance

- 3.15 **Table 6** sets out the network performance comparison for all scenarios at the 2038 forecast year.

Table 6: 2038 Network Performance Comparison

Peak Hour	Scenario	Delay (s)	Speed (mph)	Veh Arr (Veh)	Latent Delay (s)	Latent Demand (Veh)
AM	2024 Base	52	48.6	18740	1401	1
	2038 WoD	213	32.2	21597	312850	444
	2038 WD + Mit + Mezz	185	33.9	22752	1057566	598
	WD + Mit + Mezz - WoD	-28	1.7	1155	744717	154
PM	2024 Base	42	51	18534	2354	1
	2038 WoD	128	40.3	21810	627581	498
	2038 WD + Mit + Mezz	125	39.9	23182	1232998	641
	WD + Mit + Mezz - WoD	-3	-0.3	1372	605417	143

- 3.16 When comparing the results of the 'with development' scenario including for mitigation against the 'without development' scenario, the average delay reduces in the morning

peak hour (28 seconds), and the average speed and vehicles arriving to their destination increases (+1.7mph and 1155 vehicles respectively).

- 3.17 In the evening peak hour, the average delay reduces (3 seconds), and vehicles arriving to their destination increases (1372 vehicles respectively).

4. DCO VS ADDITIONAL MEZZANINE VISSIM MODELLING COMPARISON

Introduction

- 4.1 This section provides a comparison of the network performance of the DCO VISSIM modelling outputs against the additional mezzanine model assessment. This section mainly focuses on the comparison of the network performance between the two models; however, full comparison spreadsheets are provided within **Appendix 3**.

Network Performance

- 4.2 **Table 7** below shows the network performance comparison for the 2038 future year assessment between the DCO level of development + mitigation and with the 100,000sqm additional mezzanine.

Table 7: Network Performance Comparison (DCO Vs DCO + Mezz)

Peak Hour	Scenario	Delay (s)	Speed (mph)	Veh Arr (Veh)	Latent Delay (s)	Latent Demand (Veh)
AM	WoD	213	32.2	21597	312850	444
	DCO WD + Miti	135	38.6	23317	3503	1
	WD + Miti + Mezz	185	33.9	22752	1057566	598
	(DCO WD + Miti) - WoD	-78	6.4	1720	-309347	-443
	(WD + Miti + Mezz) - WoD	-28	1.7	1155	744717	154
PM	WoD	128	40.3	21810	627581	498
	DCO WD + Miti	98	43.4	22930	296406	146
	WD + Miti + Mezz	125	39.9	23182	1232998	641
	(DCO WD + Miti) - WoD	-30	3.1	1120	-331176	-352
	(WD + Miti + Mezz) - WoD	-3	-0.3	1372	605417	143

- 4.3 The network performance comparisons indicates that with the additional mezzanine, the model shows lower average network delays compared to WoD, but higher than the DCO level of development, as expected. The models still also show that there is a large increase in vehicles arriving at their destination when compared to the WoD scenario.
- 4.4 There is a slight increase in latent demand in both scenarios; this is tied mainly to the A50 and M1 southbound, due to background growth including committed development which do not include for any mitigation in combination with the proposed mitigation allowing more circulating traffic at M1 J24.

- 4.5 This therefore shows that if the additional mezzanine was to be included for, the current proposed mitigation scheme would be suitable and no further mitigation would be required.

5. SUMMARY & CONCLUSIONS

- 5.1 BWB Consulting Ltd (BWB) has been appointed by Segro Properties Ltd and Segro (EMG) Ltd (together the Applicant or Segro) (the Applicant) to provide highways and transportation advice in support of a second phase of its East Midlands Gateway Logistics Park (EMG1), which is a Strategic Rail Freight Interchange located to the north of East Midlands Airport
- 5.2 The purpose of this report is to present the results of the PRTM 2023 sensitivity test modelling, including for a further 100,000sqm GFA of mezzanine floor space as set out above, and confirm whether the proposed highway mitigation, as presented in the TA, remains suitable.
- 5.3 To determine the impact of the Additional Mezzanine on the highway network, journey time routes utilised for the TA have been retained to provide a comparison between the 2038 "without development" and "With Development + Mitigation + Additional Mezzanine" scenarios.
- 5.4 To conclude, the PRTM 2023 additional mezzanine test modelling confirms that the proposed mitigation will still provide significant benefits to the SRN. This will allow for greater levels of capacity and more traffic to use the SRN, whilst reducing queues and delays at key nodes, that will have both a benefit on journeys times and safety. As a result, together with the details in the TA for the core scenario, this demonstrates how the impacts of EMG2 with the additional mezzanine can be mitigated so that the development can be accommodated, whilst ensuring overall improvements to the operation of the surrounding highway network

APPENDICES

APPENDIX 1: Convergence Summary

	AM		PM	
Latest Runs	Travel Time On Path	Volume on Path	Travel Time On Path	Volume on Path
1	95%	98%	99%	99%
2	96%	98%	99%	97%
3	96%	99%	95%	96%
4	98%	98%	99%	98%

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000001\M1_J24_WMit_Model - 2038 AM Stage 2A AM.dummyExtension

Comment: 2038 WD + Mezz AM

Date: 03/06/2026 15:07:43

Application: PTV Vissim 2024.00-13 [293670]

From time (Class from)	To time	Volume Di																
(Class to)		0	1	3	6	11	26	51	101	251	501							
Edges:		0	2	5	10	25	50	100	250	500	~							
0	1800	93	47	37	36	11	0	0	0	0	0							
1800	3600	79	43	43	24	22	11	2	0	0	0							
3600	5400	71	51	27	13	28	16	8	10	0	0							
Paths:																		
0	1800	162	2	2	3	0	0	0	0	0	0							
1800	3600	152	9	3	2	3	0	0	0	0	0							
3600	5400	155	8	4	0	0	0	0	2	0	0							
From time (Class from)	To time	Travel Time																
(Class to)		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%			
Edges:		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New		
0	1800	117	18	15	9	8	6	0	1	1	0	1	0	0	0	0		
1800	3600	119	20	15	4	10	7	3	1	3	0	1	0	1	0	0		
3600	5400	105	28	13	12	13	8	3	0	1	1	0	0	0	0	0		
Paths:																		
0	1800	125	22	4	0	1	0	0	0	0	0	0	0	0	0	0		
1800	3600	78	35	25	11	13	1	0	2	0	0	0	0	0	0	0		
3600	5400	76	34	28	6	5	0	1	0	0	0	0	0	0	0	0		
Sh	Wgh	Sh	Wgh	Sh	AssignConv													
			95%	98%														

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000001\M1_J24_WMit_Model - 2038 AM Stage 2A AM.dummyExtension

Comment: 2038 WD + Mezz AM

Date: 03/06/2026 15:04:32

Application: PTV Vissim 2024.00-13 [293670]

From time	To time	Volume Di																	
(Class from)		0	1	3	6	11	26	51	101	251	501								
(Class to)		0	2	5	10	25	50	100	250	500	~								
Edges:																			
0	1800	88	60	36	25	15	0	0	0	0	0								
1800	3600	74	36	32	19	30	15	6	12	0	0								
3600	5400	68	41	21	24	22	22	17	9	0	0								
Paths:																			
0	1800	160	5	2	2	0	0	0	0	0	0								
1800	3600	155	5	7	0	0	0	0	2	0	0								
3600	5400	150	9	2	3	3	2	0	0	0	0								
From time	To time	Travel Time																	
(Class from)		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%				
(Class to)		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New			
Edges:																			
0	1800	121	22	11	8	7	2	0	2	0	0	1	2	0	0	0	0		
1800	3600	104	27	19	11	10	5	2	2	1	1	1	0	1	0	0	0		
3600	5400	108	18	15	14	13	14	2	0	0	0	0	0	0	0	0	0		
Paths:																			
0	1800	124	15	4	6	3	0	0	0	0	0	0	0	0	0	0	0		
1800	3600	88	50	16	8	3	1	0	0	0	0	0	0	0	0	0	0		
3600	5400	64	25	24	25	10	1	0	0	0	0	0	0	0	1	0	0		
Sh	Wgh	Sh	Wgh	Sh	AssignConv														
		96%	98%																

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000001\M1_J24_WMit_Model - 2038 AM Stage 2A AM.dummyExtension

Comment: 2038 WD + Mezz AM

Date: 03/06/2026 15:01:23

Application: PTV Vissim 2024.00-13 [293670]

From time (Class from)	To time	Volume Di																
(Class to)		0	1	3	6	11	26	51	101	251	501							
Edges:		0	2	5	10	25	50	100	250	500	~							
0	1800	88	47	53	22	12	2	0	0	0	0							
1800	3600	73	59	28	31	18	13	2	0	0	0							
3600	5400	77	45	32	36	11	5	5	13	0	0							
Paths:																		
0	1800	158	5	6	0	0	0	0	0	0	0							
1800	3600	157	9	3	0	0	0	0	0	0	0							
3600	5400	154	10	1	1	3	0	0	0	0	0							
From time (Class from)	To time	Travel Time																
(Class to)		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%			
Edges:		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New		
0	1800	113	23	16	7	10	0	3	0	1	0	1	2	0	0	0		
1800	3600	122	21	14	11	3	8	3	0	1	0	0	0	0	1	0		
3600	5400	110	22	14	10	14	7	1	2	0	0	0	1	3	0	0		
Paths:																		
0	1800	123	18	8	3	0	0	0	0	0	0	0	0	0	0	0		
1800	3600	109	30	18	4	1	1	0	1	0	2	0	0	0	0	0		
3600	5400	70	25	18	21	12	1	1	0	1	0	0	0	0	0	0		
Sh	Wgh	Sh	Wgh	Sh	AssignConv													
			96%	99%														

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000001\M1_J24_WMit_Model - 2038 AM Stage 2A AM.dummyExtension

Comment: 2038 WD + Mezz AM

Date: 03/06/2026 14:52:47

Application: PTV Vissim 2024.00-13 [293670]

From time (Class from)	To time (Class to)	Volume Di	0	1	3	6	11	26	51	101	251	501						
			0	2	5	10	25	50	100	250	500	~						
Edges:																		
0	1800	109	72	26	12	5	0	0	0	0	0	0						
1800	3600	68	48	27	22	39	15	5	0	0	0	0						
3600	5400	72	29	28	21	29	16	19	10	0	0	0						
Paths:																		
0	1800	157	10	2	0	0	0	0	0	0	0	0						
1800	3600	148	8	6	4	3	0	0	0	0	0	0						
3600	5400	152	10	3	1	1	0	0	2	0	0	0						
From time (Class from)	To time (Class to)	Travel Time	0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%		
			5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New	
Edges:																		
0	1800	107	35	16	9	6	0	1	0	1	0	0	0	1	0	0	0	
1800	3600	109	30	16	10	8	8	1	1	1	0	0	0	0	0	0	0	
3600	5400	115	24	13	7	13	6	1	1	2	1	0	0	1	0	0	0	
Paths:																		
0	1800	128	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	
1800	3600	85	59	12	5	4	1	0	0	0	0	0	0	0	0	0	0	
3600	5400	95	34	12	7	3	0	0	0	0	0	0	0	0	0	0	0	
Sh	Wgh	Sh	Wgh	Sh	AssignConv													
			98%	98%														

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000002\M1_J24_WMit_Model - 2038 PM Stage 2A PM.dummyExtension

Comment: 2038 WD + Mezz PM

Date: 03/06/2026 16:05:47

Application: PTV Vissim 2024.00-13 [293670]

From time	To time	Volume Di															
(Class from)		0	1	3	6	11	26	51	101	251	501						
(Class to)		0	2	5	10	25	50	100	250	500	~						
Edges:																	
0	1800	105	57	32	14	10	6	0	0	0	0						
1800	3600	102	46	30	25	15	6	0	0	0	0						
3600	5400	88	47	21	21	15	2	5	15	10	0						
Paths:																	
0	1800	144	4	5	1	0	0	0	0	0	0						
1800	3600	140	12	0	2	0	0	0	0	0	0						
3600	5400	121	24	6	1	0	0	0	0	2	0						
From time	To time	Travel Time															
(Class from)		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%		
(Class to)		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New	
Edges:																	
0	1800	129	26	12	4	3	2	0	1	0	0	0	0	0	0	0	
1800	3600	107	32	12	9	9	5	3	0	0	0	0	0	0	0	0	
3600	5400	121	25	10	8	7	1	4	0	0	0	0	0	1	0	0	
Paths:																	
0	1800	134	10	5	0	0	0	0	0	0	0	0	0	0	0	0	
1800	3600	101	42	7	2	0	0	0	0	0	0	0	0	0	0	0	
3600	5400	117	20	8	4	3	1	0	0	0	0	0	0	0	0	0	
Sh	Wgh	Sh	Wgh	Sh	AssignConv												
			99%	99%													

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000002\M1_J24_WMit_Model - 2038 PM Stage 2A PM.dummyExtension

Comment: 2038 WD + Mezz PM

Date: 03/06/2026 16:02:43

Application: PTV Vissim 2024.00-13 [293670]

From time	To time	Volume Di																
(Class from)		0	1	3	6	11	26	51	101	251	501							
(Class to)		0	2	5	10	25	50	100	250	500	~							
Edges:																		
0	1800	98	64	24	19	12	5	2	0	0	0							
1800	3600	81	38	29	16	19	12	4	17	8	0							
3600	5400	76	39	38	19	20	7	1	0	24	0							
Paths:																		
0	1800	146	5	2	0	0	0	0	0	0	0							
1800	3600	125	18	6	2	0	1	0	0	1	0							
3600	5400	109	26	7	8	1	0	1	0	1	0							
From time	To time	Travel Time																
(Class from)		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%			
(Class to)		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New		
Edges:																		
0	1800	127	22	13	6	4	4	0	1	0	0	0	0	0	0	0		
1800	3600	121	24	12	12	5	1	0	2	0	0	0	0	0	0	0		
3600	5400	120	25	12	8	5	5	1	1	0	0	0	0	0	0	0		
Paths:																		
0	1800	123	20	4	2	0	0	0	0	0	0	0	0	0	0	0		
1800	3600	102	33	9	7	1	0	0	0	0	0	0	0	0	0	0		
3600	5400	101	35	10	4	1	0	1	0	0	0	0	0	0	0	0		
Sh	Wgh	Sh	Wgh	Sh	AssignConv													
			99%	97%														

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000002\M1_J24_WMit_Model - 2038 PM Stage 2A PM.dummyExtension

Comment: 2038 WD + Mezz PM

Date: 03/06/2026 15:59:46

Application: PTV Vissim 2024.00-13 [293670]

From time (Class from)	To time (Class to)	Volume Di	0	1	3	6	11	26	51	101	251	501						
			0	2	5	10	25	50	100	250	500	~						
Edges:																		
0	1800	112	59	32	9	10	2	0	0	0	0							
1800	3600	76	41	23	21	22	13	4	15	9	0							
3600	5400	77	37	29	25	17	12	3	0	24	0							
Paths:																		
0	1800	152	2	2	0	0	0	0	0	0	0							
1800	3600	129	18	3	1	0	3	0	0	2	0							
3600	5400	106	26	12	5	2	3	0	0	2	0							
From time (Class from)	To time (Class to)	Travel Time	0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%		
			5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New	
Edges:																		
0	1800	129	16	18	6	3	4	0	1	0	0	0	0	0	0	0	0	
1800	3600	119	23	10	7	3	5	3	1	1	0	1	0	4	0	0	0	
3600	5400	112	25	13	6	8	1	6	0	0	0	3	1	2	0	0	0	
Paths:																		
0	1800	118	20	7	2	1	1	0	0	0	0	0	0	0	0	0	0	
1800	3600	97	31	9	10	2	2	2	2	0	0	0	0	0	0	0	0	
3600	5400	90	30	16	5	2	5	1	0	2	1	1	0	0	0	0	0	
Sh	Wgh	Sh	Wgh	Sh	AssignConv													
			95%	96%														

Convergence Evaluation

File: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\VISSIM\14 Forecast Model\06 Mezz Models\02 Stage 2A_B\Scenarios\S000002\M1_J24_WMit_Model - 2038 PM Stage 2A PM.dummyExtension

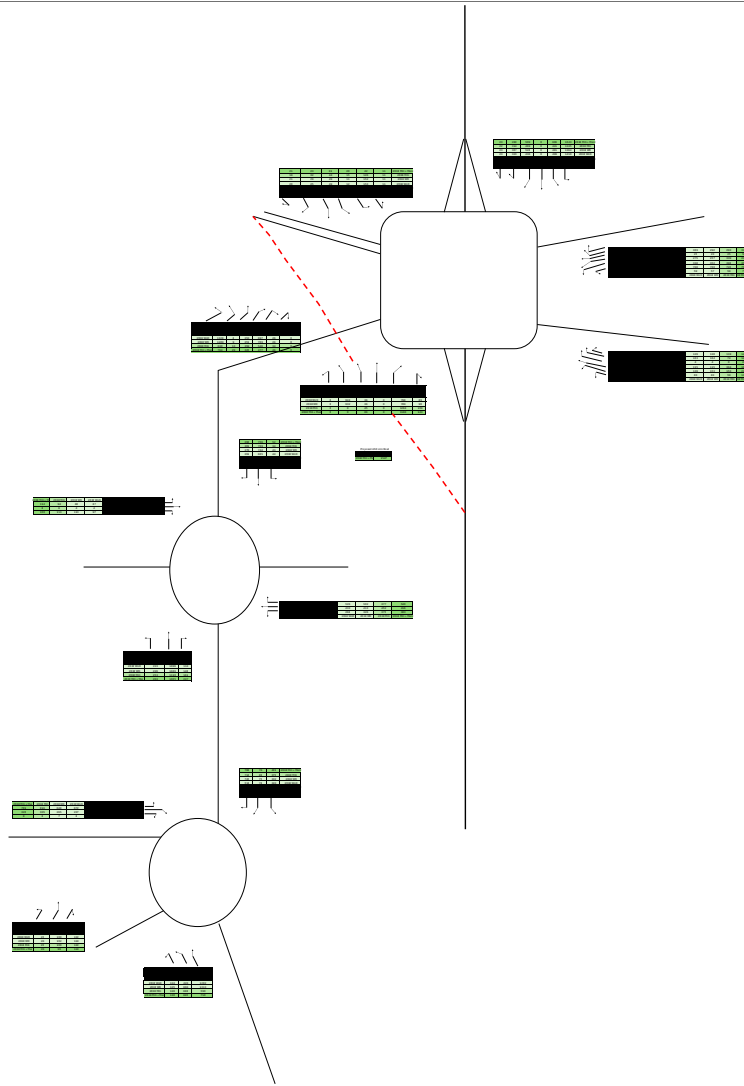
Comment: 2038 WD + Mezz PM

Date: 03/06/2026 15:56:53

Application: PTV Vissim 2024.00-13 [293670]

From time (Class from)	To time	Volume Di																	
		0	1	3	6	11	26	51	101	251	501								
(Class to)		0	2	5	10	25	50	100	250	500	~								
Edges:																			
0	1800	103	47	39	18	12	5	0	0	0	0								
1800	3600	80	48	46	31	15	4	0	0	0	0								
3600	5400	83	57	35	29	16	4	0	0	0	0								
Paths:																			
0	1800	142	9	1	0	1	0	0	0	0	0								
1800	3600	135	10	6	2	0	0	0	0	0	0								
3600	5400	126	17	6	2	2	0	0	0	0	0								
From time (Class from)	To time	Travel Time																	
		0%	5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%				
(Class to)		5%	10%	15%	20%	30%	40%	50%	60%	70%	80%	90%	100%	200%	~	New			
Edges:																			
0	1800	134	19	11	6	3	1	2	0	0	0	0	1	0	0	0			
1800	3600	111	26	13	7	9	7	1	1	0	0	0	1	1	0	0			
3600	5400	112	32	17	3	9	4	0	0	0	0	0	0	0	0	0			
Paths:																			
0	1800	121	24	3	1	0	0	0	0	0	0	0	0	0	0	0			
1800	3600	110	29	7	3	3	0	0	0	0	0	0	0	0	0	0			
3600	5400	87	47	12	4	1	0	0	0	0	0	0	0	0	0	0			
Sh	Wgh	Sh	Wgh	Sh	AssignConv														
Travel Time Travel Time																			
99% 98%																			

APPENDIX 2: Traffic Flows



Birmingham

Livery Place, 35 Livery Street,
Colmore Business District,
Birmingham, B3 2PB
T: 0121 233 3322

Leeds

Whitehall Waterfront, 2 Riverside
Way, Leeds LS1 4EH
T: 0113 233 8000

London

11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester

4th Floor Carvers Warehouse, 77
Dale Street Manchester, M1 2HG
T: 0161 233 4260

Nottingham

Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project

East Midlands Gateway Phase 2

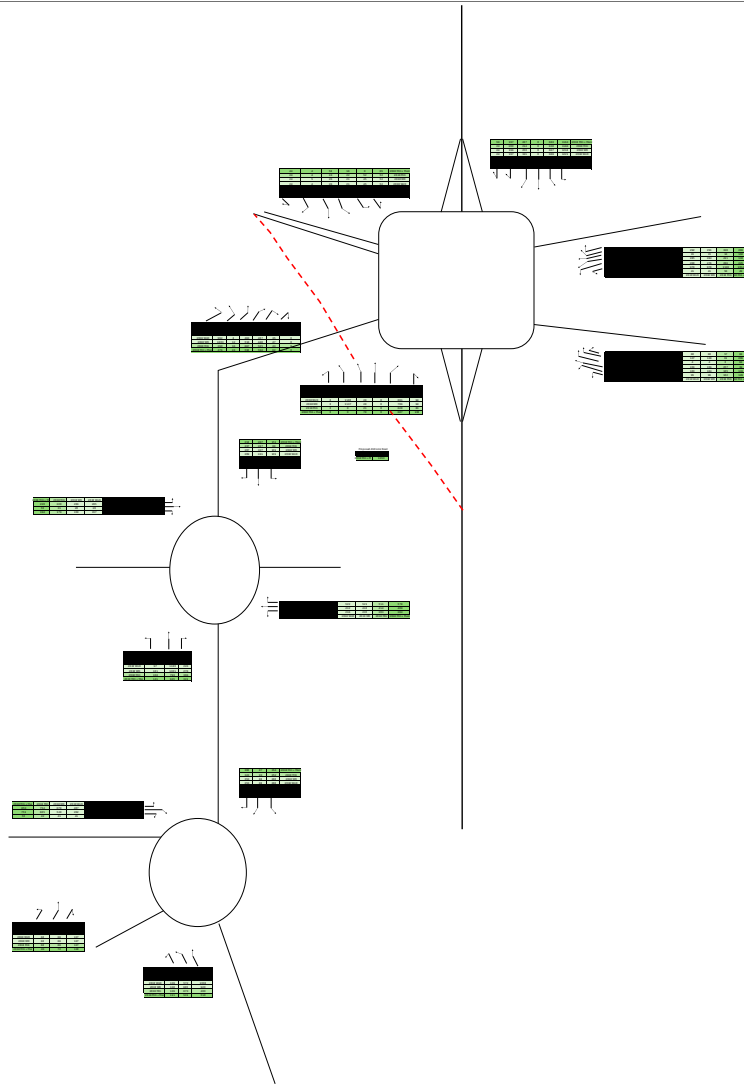
Drawing Title

Additional Mezzanine Stage A Flow Comparison AM

Drawn	CC	Approved	VD
Checked	CC	Date	11.06.26

Project Number

220500



Birmingham
Livery Place, 35 Livery Street,
Calmore Business District,
Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside
Way, Leeds LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 020 7407 3879

Manchester
4th Floor Carvers Warehouse, 77
Dale Street Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street,
Nottingham NG2 3DQ
T: 0115 924 1100

Project

East Midlands Gateway Phase 2

Drawing Title

Additional Mezzanine Stage A Flow Comparison PM

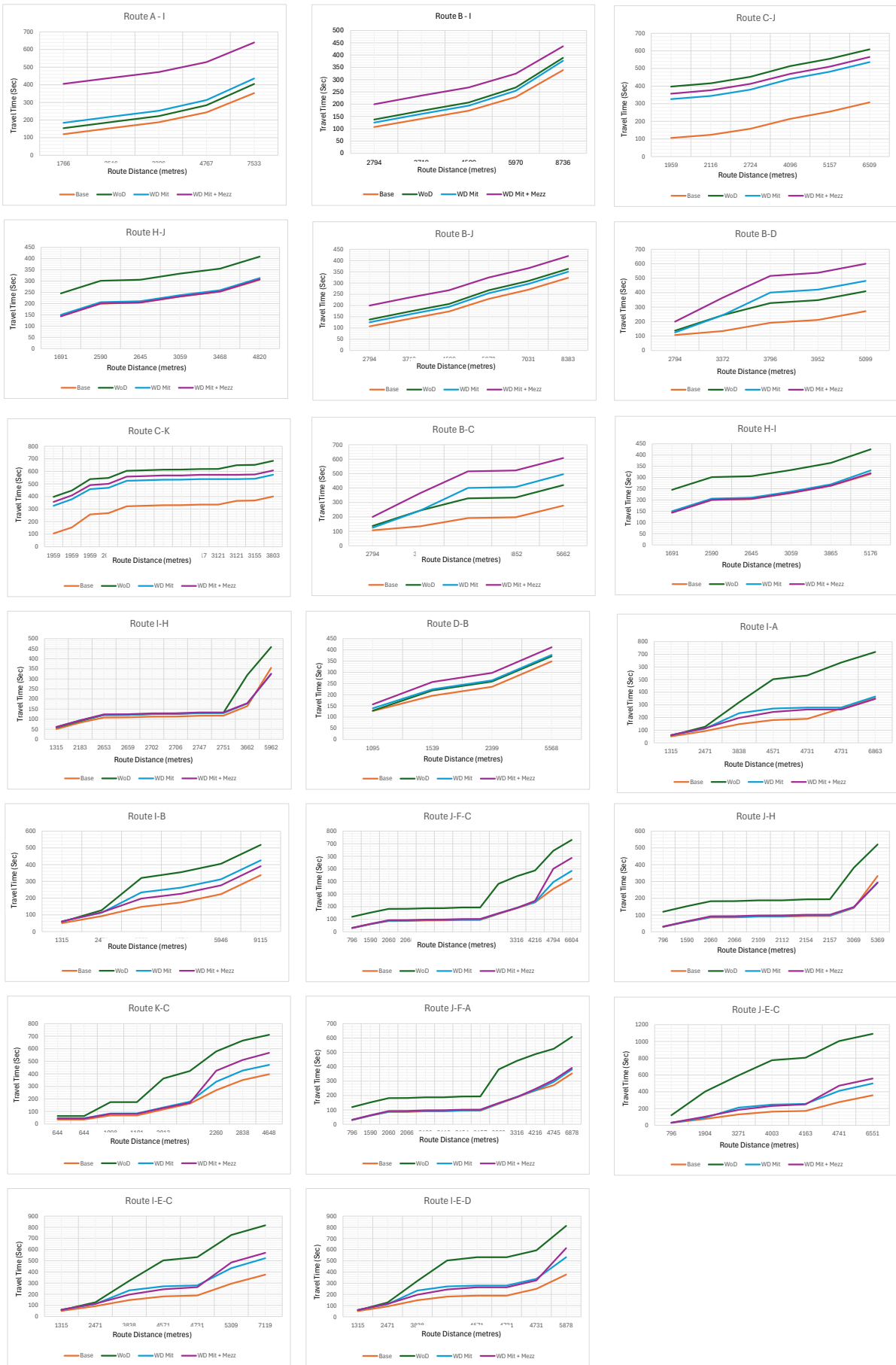
Drawn	CC	Approved	VD
Checked	CC	Date	11.06.26

Project Number

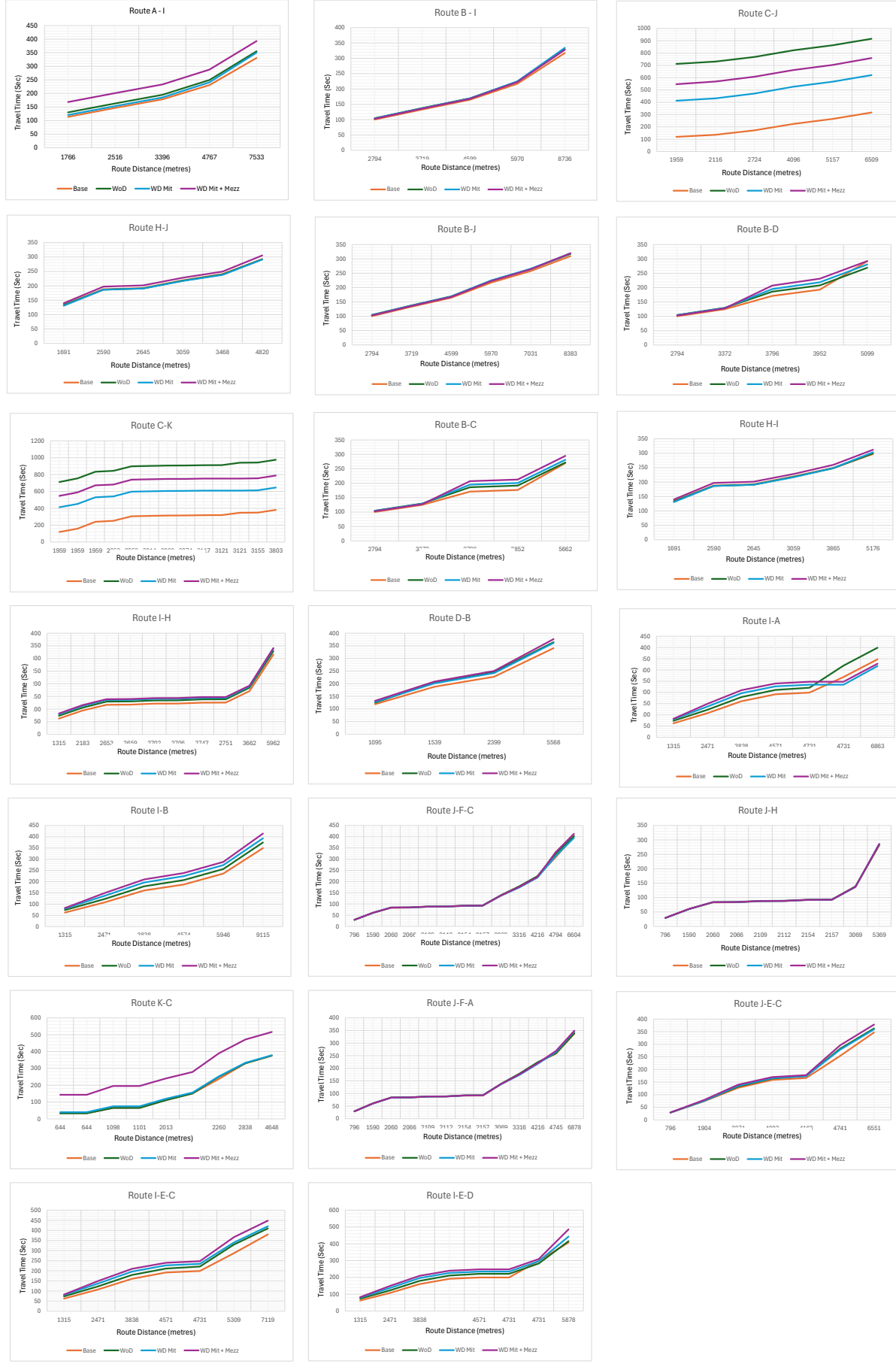
220500

APPENDIX 3: Detailed VISSIM Outputs

2038 Morning Peak Hour Graphs



2038 Evening Peak Hour Graphs



		AM								PM							
IDs	Route	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD-WoD	WD Miti - WoD	Mit + Mezz - WoD	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD-WoD	WD Miti - WoD	Mit + Mezz - WoD
A-I	Route 1	353	405	470	436	640	65	31	235	331	355	384	350	393	29	-5	38
B-I	Route 2	339	389	432	377	436	44	-12	47	317	330	345	334	328	15	4	-2
C-J	Route 3	308	609	753	536	565	144	-73	-44	317	916	925	621	760	9	-295	-156
H-J	Route 4	306	409	504	314	308	95	-95	-101	293	292	325	291	305	33	-1	13
B-J	Route 5	323	363	408	350	420	45	-13	57	310	317	327	319	320	9	2	3
B-D	Route 6	272	410	463	481	600	53	71	190	292	269	276	281	293	7	12	24
C-K	Route 7	400	684	804	573	607	120	-111	-77	381	976	969	646	789	-7	-330	-187
B-C	Route 8	278	420	483	496	608	62	76	188	270	272	292	281	295	20	9	23
H-I	Route 9	316	425	524	331	319	99	-94	-106	297	300	354	303	312	54	3	12
I-H	Route 10	355	459	505	325	325	46	-134	-134	315	329	382	339	341	53	10	12
D-B	Route 11	349	372	375	377	412	3	5	40	341	364	397	361	377	32	-3	13
I-A	Route 12	354	718	709	366	347	-10	-352	-371	348	399	455	317	328	56	-82	-71
I-B	Route 13	337	518	515	426	391	-4	-92	-127	349	375	397	393	414	23	18	39
J-F-C	Route 14	423	730	757	484	587	27	-246	-143	402	403	468	395	413	65	-8	10
J-H	Route 15	333	521	546	292	294	25	-229	-227	282	283	336	286	286	53	3	3
K-C	Route 16	397	711	963	472	567	251	-239	-144	376	376	469	378	516	93	2	140
J-F-A	Route 17	354	608	637	382	392	29	-226	-216	337	339	408	347	349	68	8	10
J-E-C	Route 18	357	1091	1039	499	558	-51	-592	-533	347	363	404	359	378	41	-4	15
I-E-C	Route 19	375	817	816	522	571	-1	-295	-246	380	410	451	420	448	41	10	38
I-E-D	Route 20	377	813	805	532	613	-8	-281	-200	408	416	441	443	486	25	27	70

Maximum Queues (m)			2038 AM								2038 PM							
	Junction	Approach	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD - WoD	WD Mit - WoD	Mit + Mezz - WoD	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD - WoD	WD Mit - WoD	Mit + Mezz - WoD
1	Finger Farm	A453 W	39	616	1135	65	66	519	-551	-550	30	24	69	69	26	45	45	2
2	Finger Farm	A453 N	48	39	48	47	62	9	8	23	20	21	34	34	31	13	13	10
3	Finger Farm	M1/A42 S	49	110	274	48	71	164	-62	-39	27	41	45	45	26	4	4	-15
11	M1 J24	M1/A50	279	433	432	435	435	-1	2	2	114	226	232	232	247	6	6	21
12	M1 J24	Remembrance Way	126	1516	2354	1015	1180	838	-501	-336	145	2776	2779	2779	2540	3	3	-236
13	M1 J24	Deby Road	55	60	58	95	198	-2	35	138	39	50	53	53	56	3	3	6
15	M1 J24	A453 S	53	92	90	113	315	-2	21	223	98	152	270	270	127	118	118	-25
16	M1 J24	Hilton Hotel Lane	34	120	136	272	1163	16	152	1043	25	39	43	43	37	4	4	-2
17	M1 J24	M1 NB South of Slip	0	3010	3010	155	391	0	-2855	-2619	0	0	140	140	0	140	140	0
20	M1 J24	M1 NB Off Slip	109	609	610	104	295	1	-505	-314	62	124	303	303	56	179	179	-68
24	EMG1 Gyratory	Kegworth By-Pass	423	1138	1680	441	546	542	-697	-592	182	239	317	317	217	78	78	-22
25	EMG1 Gyratory	A453 S	197	1104	1241	169	111	137	-935	-993	118	130	164	164	85	34	34	-45
26	EMG1 Gyratory	Wilders Way L-Turn	16	3	7	5	6	4	2	3	16	10	11	11	17	1	1	7
27	EMG1 Gyratory	Wilders Way Ahead	6	4	6	4	8	2	0	4	10	8	9	9	10	1	1	2
28	EMG1 Gyratory	A453 S Left turn	105	262	192	83	83	-70	-179	-179	47	43	45	45	50	2	2	7
29	EMG1 Gyratory	Kegworth By-Pass Left Turn	255	1138	1679	422	467	541	-716	-671	146	170	234	234	194	64	64	24
30	EMG1 Gyratory	A453 N	202	72	81	64	66	9	-8	-6	52	38	52	52	44	14	14	6
31	M1 J24	M1 SB Offlip (M1)	0	1140	1268	957	1268	128	-183	128	0	0	3	3	0	3	3	0
32	M1 J24	M1 SB Offlip (A50)	0	1143	1630	1619	2308	487	476	1165	0	0	2	2	0	2	2	0

Mean Max Queues (m)			2038 AM								2038 PM							
	Junction	Approach	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD - WoD	WD Mit - WoD	Mit + Mezz - WoD	Base	WoD	WD	WD Mit	WD Mit + Mezz	WD - WoD	WD Mit - WoD	Mit + Mezz - WoD
1	Finger Farm	A453 W	25	340	956	38	39	616	-302	-301	22	20	47	47	21	27	27	1
2	Finger Farm	A453 N	20	33	35	37	50	2	4	17	13	15	27	27	25	12	12	10
3	Finger Farm	M1/A42 S	40	74	167	38	53	93	-36	-21	19	28	31	31	20	3	3	-8
11	M1 J24	M1/A50	169	431	430	432	434	-1	1	3	91	193	200	200	223	7	7	30
12	M1 J24	Remembrance Way	90	1106	1553	744	857	447	-362	-249	95	2505	2557	2557	1599	52	52	-906
13	M1 J24	Deby Road	41	48	51	71	118	3	23	70	33	44	46	46	50	2	2	6
15	M1 J24	A453 S	39	77	79	94	203	2	17	126	68	109	190	190	116	81	81	7
16	M1 J24	Hilton Hotel Lane	23	100	120	211	712	20	111	612	15	34	36	36	33	2	2	-1
17	M1 J24	M1 NB South of Slip	0	2406	2321	29	87	-85	-2377	-2319	0	0	39	39	0	39	39	0
20	M1 J24	M1 NB Off Slip	79	608	607	94	205	-1	-514	-403	52	84	162	162	52	78	78	-32
24	EMG1 Gyratory	Kegworth By-Pass	197	947	1587	344	336	640	-603	-611	131	161	198	198	167	37	37	6
25	EMG1 Gyratory	A453 S	129	967	1124	125	95	157	-842	-872	101	97	120	120	67	23	23	-30
26	EMG1 Gyratory	Wilders Way L-Turn	7	1	2	2	4	1	1	3	7	5	8	8	8	3	3	3
27	EMG1 Gyratory	Wilders Way Ahead	3	2	2	2	5	0	0	3	6	5	7	7	7	2	2	2
28	EMG1 Gyratory	A453 S Left turn	63	202	149	61	64	-53	-141	-138	37	35	34	34	37	-1	-1	2
29	EMG1 Gyratory	Kegworth By-Pass Left Turn	124	915	1582	306	307	667	-609	-608	79	120	143	143	138	23	23	18
30	EMG1 Gyratory	A453 N	113	64	69	56	62	5	-8	-2	36	31	41	41	37	10	10	6
31	M1 J24	M1 SB Offlip (M1)	0	851	1123	571	1141	272	-280	290	0	0	0	0	0	0	0	0
32	M1 J24	M1 SB Offlip (A50)	0	931	1349	1001	2303	418	70	1372	0	0	0	0	0	0	0	0

