

Technical Note

Project Number: T19595

Project: North Hinckley

Title: Junction Assessment Turning Matrices

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Distribution List: LCC, NH, Richborough Estates

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Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice to support the planning application for a residential development north of Hinckley. The land in question is predominantly located to the north of the A47, east of Stoke Road.
- 1.2 The outline planning application is for the erection of up to 475 dwelling, including public open space, land reserved for a primary school together with future expansion land (use Class F1(a)), landscaping, drainable, and associated infrastructure.
- 1.3 A meeting was held between Hub Transport Planning, National Highways (NH), Leicestershire County Council (LCC) and Warwickshire County Council (WCC) on Tuesday 18th April 2023 to discuss the technical inputs to inform the standalone junction modelling required following the forecast modelling undertaken using the Pan Regional Transport Model (PRTM). The requirements for the Dodwells/Longshoot VISSIM assessment were also discussed.
- 1.4 Following that meeting, this Technical Note has been produced to address the Local Highway Authorities comments regarding the methodology for factoring the observed counts based on the PRTM outputs for use in the standalone junction assessments.
- 1.5 LCC stated that both the multiplicative approach and additive approaches are acceptable, but engineering judgement has to be applied. Hub agreed to consider both approaches and present the results to LCC for comment. Further commentary on this is provided later in this note.
- 1.6 In addition, this note also sets out the cordon flow matrices to inform the VISSIM assessment at the Dodwells/Longshoot junctions using base flows derived from the Padge Hall Farm planning application.

Methodology for adjusting observed traffic flow based on PRTM outputs

- 1.7 Various methodologies for adjusting junction turning movements have been assessed to establish a reasonable set of flow matrices to be used in the standalone junction assessments. As the PRTM is not calibrated at junction turning level, it is not appropriate to simply use the extracted turning flows from the model. Rather, the PRTM flows have been used to understand the level of traffic growth that is likely to occur at each junction under assessment. This growth will then be applied to observed traffic data.
- 1.8 The methodologies that have been considered are as follows.
 - **Multiplicative approach (Method 1);** apply percentage change from the PRTM model scenarios to the 2021 observed flows for individual turning movements.

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- **Additive approach (Method 2);** add the absolute change in traffic flows from the PRTM model scenarios to the 2021 observed flows based on individual turning movements.
 - **Approach Flow (Method 3);** take the absolute or percentage difference between the PRTM scenarios on each approach arm and apply these to the observed counts proportionally based on existing turning proportions.
- 1.9 Method 3 described above would result in the same overall change in traffic flow as per methods 1 and 2. However, this would disregard any changes to the existing turning proportions. In reality, changes to turning proportions are likely to occur when committed development is added to the network, therefore, it is not considered appropriate to ignore such changes. As a result, no further consideration of method 3 has been carried out.
- 1.10 Further consideration of methods 1 and 2 has been undertaken for all junctions under assessed. When reviewing the two methodologies, in general both provided similar changes in flows between the various scenarios. However, in some instances, where the 2021 base PRTM flows were significantly lower than observed flows, applying the multiplicative approach resulted in the adjusted traffic flows being inflated well beyond what is considered reasonable.
- 1.11 It is agreed that when considering both methodologies a level of engineering judgement is required. However, it is also important to provide a consistent approach across the network to avoid significant amount of subjective decision making being applied. As a result, method 2 is considered the more appropriate methodology to apply as this can be used more consistently across the network. Nevertheless, each junction has been reviewed in turn, and where appropriate manual adjustments have been applied to ensure the flows assessed are robust.
- 1.12 The review process involved comparing the 2021 observed flows to the 2021 PRTM base flows and considering how the adjusted observed link flows compare to the PRTM link flows on a per arm basis for future year scenarios. As the PRTM is validated at a link flow level, such comparisons are considered appropriate. Where decreases in traffic were predicted to occur it was also noted if this was a result of the development traffic being introduced or if it was as a result of re-assignment in the base situation.
- 1.13 Commentary on each of the junctions under assessment has been provided in the following section. The resulting traffic flows for both methodologies are presented in **Appendix A**. Where manual adjustments have been made on particular movements these have been highlighted in yellow.

Method 1 and 2 Analysis

1 - Stoke Road/Site Access

- In the AM peak the 2021 PRTM base flows are considerably lower compared to observed flows. In the PM peak the PRTM flows are slightly higher.
- Both methods result in similar levels of traffic being added to the junction although method 2 provides a closer match to the PRTM link flows when compared to the adjusted observed link flows for the various scenarios.
- In future year scenarios, the adjusted observed link flows in the AM peak are higher compared to the PRTM link flows. In the PM peak the link flows compare favourably although the adjusted observed flows are slightly lower on the Stoke Road southern arm. The adjusted flows are generally considered to be robust.
- Conclusion - Method 2 to be adopted and no manual adjustments required. A sensitivity test is to be carried out for AM peak to assess the potential impact at this junction if the predicted reassignment of

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base traffic from Stoke Road to Wykin Road does not occur when the development is in place. An additional sensitivity test will also be carried out for the wider development proposals (not subject of this application) in the 2036 future year scenario.

2 - A47/Stoke Road Sword Drive

- 2021 PRTM base flows are considerably lower compared to observed flows particularly on Stoke Road and A47 east arm.
- Sword Drive arm is not included in PRTM turning flows. As a result, the observed flows to/from this arm have been applied, although no growth has been applied in future year scenarios.
- Method 1 results in significantly inflated traffic flows on Stoke Road and A47 East arm. These significantly exceed the predicted link flows when compared to the PRTM link flows. Method 2 results in more reasonable flows.
- Some decreases in flow predicted on A47 between 2021, 2026 and 2032 base scenarios. However, these are predicted to occur before development traffic is added to network and are a result of re-assignment in the base situation. Overall, the decreases in flow across both the A47 arms is relatively modest.
- When comparing link flows, the adjusted observed flows using method 2 compare relatively well to the PRTM link flows. Although on most arms the adjusted observed flows are higher, resulting in a robust assessment.
- Conclusion – Method 2 to be adopted, no manual adjustment required. A sensitivity test to be carried out for AM Peak on assumption re-routing of traffic to Wykin Road will not occur. An additional sensitivity test will also be carried out for the wider development proposals (not subject of this application) in the 2036 future year scenario.

3 - A47/Ashby Road Junction

- When comparing 2021 PRTM base flows to observed flows, the overall traffic through the junction compares well. However, in the PM peak, the PRTM assumes significantly higher flows on the Ashby Road south arm.
- Method 1 and 2 result in relatively similar increases in flow being applied to the junction.
- Some decrease in flow predicted on Ashby Road north and south arms between the 2021, 2026 and 2032 base scenarios. This is likely to be a result of the junction operating over capacity in the future year scenarios. As traffic on the A47 increases, side road traffic will likely get less green time and therefore re-routes away from the junction. Such reassignment is not a result of the proposed development as it is predicted to occur in the base scenarios.
- The link flow comparisons indicate that in the AM peak the flows for method 1 and 2 generally compare favourably, although observed flows on Ashby Road south are slightly lower compared to the PRTM flows. In the PM peak, the adjusted observed flows predict around 300 less vehicles on Ashby Road south and around 300 more vehicles on A47 west when compared to the PRTM link flows.
- The PRTM is overestimating traffic flows on Ashby Road south resulting in some decreases in flow as traffic attempts to avoid this arm of the junction. As a result, such decreases may not occur in reality.
- Conclusion: Method 2 to be applied but manual adjustments made to Ashby Road south arm in both peaks to remove predicted decreases in flow between scenarios.

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4 - A47/Wykin Road

- When comparing 2021 PRTM base flows to observed flows, the overall traffic through the junction compares well in both peak periods.
- Both methods result in similar changes in traffic being applied to observed flows.
- The only notable decreases in traffic between scenarios predicted to occur on A47 southern arm in the AM peak. These are predicted to occur in the base scenarios so are not a result of development traffic. Nevertheless, the adjusted observed link flows compare well to the PRTM link flows.
- Conclusion: Method 2 to be applied with no manual adjustments.

5 - A47/Roston Drive/Triumph Access

- When comparing 2021 PRTM base flows to observed flows, the overall traffic through the junction compares relatively well in both peak periods, although observed PM peak flows are marginally higher.
- Observed flows on the Triumph Site Access are lower in the AM peak and higher in the PM peak when compared to the PRTM base flows. The observed flows are considered a more accurate indication of the employment use accessed off this arm of the junction.
- No significant reductions in flow are predicted between base scenarios.
- The adjusted observed link flows generally compare well to PRTM link flows in the AM peak apart from the Triumph access which is considered to be represented better by observed flows. In the PM peak the PRTM flows on Roston Drive are predicted to be around 100 PCUs higher compared to observed flows however adjusted observed link flows are predicted to be around 100 PCUs higher on A47 southern arm.
- Conclusion: Method 2 to be applied with no manual adjustments.

6 - Stoke Road/Tudor Road

- When comparing 2021 PRTM base flows to observed flows, the observed flows are significantly higher in both periods suggesting the PRTM is underestimating the traffic flows along this corridor.
- Due to the significant difference between 2021 observed and PRTM flows, the application of method 1 results in significant over estimation of the future year traffic flows particularly on Stoke Road in the AM peak.
- Whilst method 2 still results in significantly higher flows compared to the PRTM predicted flows, they provide a closer match to the PRTM link flows compared to method 1.
- No significant decreases in flows are predicted between scenarios when adopting method 2.
- The observed adjusted flows are considered to provide a robust assessment.
- Conclusion: Method 2 to be used no manual adjustments required.

7 - Stoke Road/Holly Croft/Wykin Road

- The observed flows are significantly higher in both periods when compared to PRTM flows. This suggests the PRTM is underestimating the traffic flows along this corridor.
- Whilst method 2 still results in significantly higher flows compared to the PRTM predicted flows, they provide a closer match to the PRTM link flows compared to method 1.

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- No significant decreases in flows are predicted between scenarios when adopting method 2.
- The observed adjusted flows are considered to provide a robust assessment.
- Conclusion: Method 2 to be used no manual adjustments required.

8 - A47/B4668/The Common

- When comparing 2021 PRTM base flows to observed flows, the overall traffic through the junction compares well in both peak periods.
- The link flow comparisons indicate that in the AM and PM peaks the adjusted observed flows for method 1 and 2 compare favourably to the PRTM flows in all scenarios.
- Some reductions on certain movements are predicted to occur on the A47 eastern arm in the AM peak period in the baseline scenarios, however overall flows on this arm are predicted to increase as would be expected. The adjusted observed link flows also compare favourably to the PRTM link flows for all scenarios.
- Conclusion: Method 2 to be adopted and no manual adjustments required.

9 - A47/Station Road (B851)

- When comparing 2021 PRTM base flows to observed flows, the observed flows are marginally higher in both peak periods.
- Method 1 and 2 result in similar changes in traffic being applied to observed traffic flows.
- Both methods generally result in higher adjusted observed link flows compared to the PRTM link flows. Therefore, the adjusted flows are considered robust.
- Some reductions on certain movements are predicted to occur on the A47 west arm in the AM peak period in the baseline scenarios, however overall flows on this arm are predicted to increase as would be expected.
- Conclusion: Method 2 to be adopted and no manual adjustments required.

10 - Leicester Road (B590)/Leicester Road (B4668)/Spa Lane (B590)

- When comparing 2021 PRTM base flows to observed flows, the observed flows are marginally lower than the PRTM flows, particularly on the B4668 Leicester Road arm, in the AM peak.
- Some small reduction in flow is predicted on the Leicester Road (B4668) arm of the junction in the AM peak period.
- The observed adjusted link flows on the Leicester Road (B4668) arm of the junction are significantly lower compared to the PRTM flows. It is possible that the PRTM is predicting traffic will avoid this arm of the junction due to the flows being overestimated in the model.
- Conclusion: Method 2 to be adopted, manual adjustments undertaken to remove negative changes in flow in the AM peak on the Leicester Road (B4668) arm.

11 - London Road (B4669)/ Park Road (B590)/ London Road (B590)

- When comparing 2021 PRTM base flows to observed flows, the observed flows are marginally lower than the PRTM flows, particularly on the London Road south arm (B4669) in both peak periods.

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- Some small reduction in flow between scenarios are predicted on the London Road south arm (B4669) of the junction in the AM peak period.
- The observed adjusted link flows on the London Road south arm (B4669) of the junction are significantly lower compared to the PRTM flows. It is possible that the PRTM is predicting traffic will avoid this arm of the junction due to the flows being overestimated in the model.
- Conclusion: Method 2 to be adopted, manual adjustments undertaken to remove negative changes in flow on the London Road south arm (B4669).

12 - Burbage Road (B4669)/Brookside/Elm Tree Drive

- The 2021 PRTM base flows compare well to observed flows in both the AM and PM peak periods.
- Method 1 and 2 result in very similar changes in traffic flow at the junction.
- Some reductions in flow are predicted on Brookside in the AM peak period, however the overall adjusted observed link flows on this arm compare well with the PRTM link flows.
- Conclusion: Method 2 to be adopted and no manual adjustments required.

13 - Stoke Road/Hinckley Road

- It should be noted that this junction is coded as a priority junction in the base year network, and the change to a mini-roundabout around 2015 has not been captured in the forecast assumptions. However, the VoC for the junction are low therefore it is unlikely to cause delays on the approaches to the junction and has no material impact to routeing.
- When comparing 2021 PRTM base flows to observed flows, the observed flows are marginally lower than the PRTM flows in both peak periods.
- Methods 1 and 2 result in similar increases in flow between scenarios.
- No significant decreases in flow predicted between scenarios.
- Conclusion: Method 2 to be adopted and no manual adjustments required.

Dodwells/Longshoot Cordon Flows

1.14 At the meeting dated 18th April 2023, the following items were agreed in principle:

- The National Highways approved VISSIM model should be utilised for the purpose of the assessment.
- The proposed Padge Hall Farm development should be treated as committed.
- The assessment should treat the proposed mitigation put forward as part of the Padge Hall Farm development as committed.
- In principle, it was agreed that it would be suitable to use the cordoned traffic flows agreed as part of the Padge Hall Farm development as base flow scenarios for the assessment. However, it was agreed that checks should be carried out to ensure that committed development assumptions for the model were consistent between the Padge Hall Farm PRTM runs and the north Hinckley PRTM runs.

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- 1.15 A review of the Padge Hall Farm PRTM assessment has been undertaken. The review suggests that in general the committed development assumptions included in both PRTM assessments are relatively consistent. For example both assessments include the following key developments:
- Barwell SUE
 - Earl Shilton SUE
 - Land northeast of Triumph Motorcycles (Bloor Homes)
 - Mira, Watling Street (employment)
- 1.16 The PRTM forecast report provided as part of the Padge Hall Farm development did not provide details regarding assumptions on the proposed build-out rates for the committed developments. Nevertheless, the developments included seem to compare favourably.
- 1.17 To provide further comfort that the Padge Hall Farm cordon flows will provide an appropriate base a comparison has been carried out between the 2031 base flows included in the Padge Hall Farm PRTM assessment and the 2032 base flows for the north Hinckley site. The comparison is provided in **Appendix B**.
- 1.18 The results show that overall the two scenarios are very similar. In the AM peak the difference in light vehicles across the whole junction is 29 vehicles (0.75%) and in the PM peak it is 76 vehicles (1.8%). Such differences are considered negligible and certainly well within the widely accepted normal daily variations in traffic flow, of some 5% to 10%, that would be expected here. Nevertheless, for robustness and to provide consistency with the future year scenarios assessed as part of the north Hinckley PRTM assessment TEMPro growth has been applied to the 2031 Padge Hall Farm counts.
- 1.19 The TEMPro growth was calculated using the Hinckley and Bosworth 011 MSOA, the results are as follows:
- 2031 – 2032 AM Peak – 1.0075
 - 2031 – 2032 PM Peak – 1.0072
- 1.20 The benefit of using the Padge Hall Farm flows is that this will provide a consistent base between the two applications. Furthermore, it will allow the Padge Hall Farm development and mitigation to be included as a committed development. As the Padge Hall Farm PRTM assessment treated the proposed Dodwells mitigation as being embedded within the with development scenarios, the impact the mitigation scheme has on the network in terms of potential to attract more traffic through the junction, will also be taken into account.
- 1.21 The cordon flows which will be used to inform the VISSIM assessment at the Dodwells/Longshoot are presented in **Appendix C** for the following scenarios:
- 2023 Base
 - 2032 Base
 - 2032 Base + PHF Development and Mitigation
 - 2032 Base + PHF Development and Mitigation + Development
- 1.22 It should be noted that development traffic for the north Hinckley development has been calculated by taking difference between the 2032 with and without development scenarios. This has then been matched to the VISSIM cordon.

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Summary and Conclusion

- 1.23 The purpose of this Technical Note is to address the Local Highway Authorities comments regarding the methodology for factoring the observed counts based on the PRTM outputs for use in the junction assessments.
- 1.24 Various methodologies to adjust the observed traffic flows based on outputs from the PRTM have been considered. It is concluded that the additive approach (method 2) is the most appropriate and will provide the most consistent approach across all junctions. Engineering judgement has been used to determine where manual adjustments are required to ensure a robust assessment is carried out. The standalone junction assessments will be based on the traffic flow matrices included in this note.
- 1.25 This note has also set out an appropriate methodology for assessing the development impacts at the Longshoot/Dodwells junctions using cordon flows from the Padge Hall Farm application. The VISSIM assessment will be carried out using the cordon flows presented in this note.

Appendix A

Adjusted Observed Flows and Comparisons

Stoke Road Proposed Site Access

A Site Access
B Stoke Rd (S)
C Stoke Rd (N)

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	0	0
B	0	0	391
C	0	529	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	0	0
B	0	0	327
C	0	243	0

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	304
C	0	379	0

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	409
C	0	244	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	302
C	0	382	0

PM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	407
C	0	241	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	384
C	0	523	0

PM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	490
C	0	359	0

PRTM Change in Flow**AM Peak (%)**

PRTM 2021/2022 Differences			
From/To	A	B	C
A			
B			-1%
C		1%	

PM Peak (%)

PRTM 2021/2022 Differences			
From/To	A	B	C
A			
B			0%
C		-1%	

AM Peak (%)

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			26%
C		38%	

PM Peak (%)

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			20%
C		47%	

Method 1: Multiplicative Approach**AM Peak (PCUs)**

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	388
C	0	533	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	325
C	0	240	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	494
C	0	730	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	392
C	0	358	0

Stoke Road Proposed Site Access

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	200	36
B	89	0	362
C	16	446	0

PM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	106	21
B	172	0	451
C	34	327	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	428
C	0	608	0

PM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	556
C	0	418	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	201	37
B	88	0	421
C	17	504	0

PM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	106	20
B	169	0	507
C	37	361	0

AM Peak (PCUs)

2036 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	448
C	0	638	0

PM Peak (PCUs)

2036 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	585
C	0	465	0

AM Peak (PCUs)

2036 Base + Development PRTM Model			
From/To	A	B	C
A	0	541	37
B	446	0	241
C	21	469	0

PM Peak (PCUs)

2036 Base + Development PRTM Model			
From/To	A	B	C
A	0	308	29
B	404	0	518
C	24	373	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A			
B			19%
C		18%	

PM Peak (%)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A			
B			10%
C		34%	

AM Peak (%)

PRTM 2021/2032 Differences			
From/To	A	B	C
A			
B			41%
C		60%	

PM Peak (%)

PRTM 2021/2032 Differences			
From/To	A	B	C
A			
B			36%
C		71%	

AM Peak (%)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A			
B			38%
C		33%	

PM Peak (%)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A			
B			24%
C		48%	

AM Peak (%)

PRTM 2021/2036 Differences			
From/To	A	B	C
A			
B			47%
C		68%	

PM Peak (%)

PRTM 2021/2036 Differences			
From/To	A	B	C
A			
B			43%
C		91%	

AM Peak (%)

PRTM 2021/2036 + Dev Differences			
From/To	A	B	C
A			
B			-21%
C		24%	

PM Peak (%)

PRTM 2021/2036 + Dev Differences			
From/To	A	B	C
A			
B			27%
C		53%	

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	200	36
B	89	0	466
C	16	623	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	106	21
B	172	0	361
C	34	326	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	550
C	0	849	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	445
C	0	416	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	201	37
B	88	0	541
C	17	703	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	106	20
B	169	0	405
C	37	360	0

AM Peak (PCUs)

2036 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	576
C	0	891	0

PM Peak (PCUs)

2036 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	468
C	0	463	0

AM Peak (PCUs)

2036 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	541	37
B	446	0	310
C	21	655	0

PM Peak (PCUs)

2036 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	308	29
B	404	0	414
C	24	371	0

Stoke Road Proposed Site Access

A Site Access
 B Stoke Rd (S)
 C Stoke Rd (N)

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	0	0
B	0	0	391
C	0	529	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift			
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AM Peak (PCUs)

2021 Base PRTM Model			
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A	0	0	0
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PM Peak (PCUs)

2021 Base PRTM Model			
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B	0	0	409
C	0	244	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	302
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PM Peak (PCUs)

2022 Base PRTM Model			
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AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	384
C	0	523	0

PM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	490
C	0	359	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	-2
C	0	3	0

PM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	-2
C	0	-3	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	80
C	0	144	0

PM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	81
C	0	115	0

Method 2: Additive Approach**AM Peak (PCUs)**

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	389
C	0	532	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	325
C	0	240	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	471
C	0	673	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	408
C	0	358	0

Stoke Road Proposed Site Access**AM Peak (PCUs)**

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	200	36
B	89	0	362
C	16	446	0

PM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	106	21
B	172	0	451
C	34	327	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	428
C	0	608	0

PM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	556
C	0	418	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	201	37
B	88	0	421
C	17	504	0

PM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	106	20
B	169	0	507
C	37	361	0

AM Peak (PCUs)

2036 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	448
C	0	638	0

PM Peak (PCUs)

2036 Base PRTM Model			
From/To	A	B	C
A	0	0	0
B	0	0	585
C	0	465	0

AM Peak (PCUs)

2036 Base + Development PRTM Model			
From/To	A	B	C
A	0	541	37
B	446	0	241
C	21	469	0

PM Peak (PCUs)

2036 Base + Development PRTM Model			
From/To	A	B	C
A	0	308	29
B	404	0	518
C	24	373	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	200	36
B	89	0	58
C	16	67	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	106	21
B	172	0	42
C	34	83	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	124
C	0	229	0

PM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	147
C	0	174	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	201	37
B	88	0	117
C	17	125	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	106	20
B	169	0	98
C	37	117	0

AM Peak (PCUs)

PRTM 2021/2036 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	144
C	0	259	0

PM Peak (PCUs)

PRTM 2021/2036 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	176
C	0	221	0

AM Peak (PCUs)

PRTM 2021/2036 + Dev Differences			
From/To	A	B	C
A	0	541	37
B	446	0	-63
C	21	90	0

PM Peak (PCUs)

PRTM 2021/2036 + Dev Differences			
From/To	A	B	C
A	0	308	29
B	404	0	109
C	24	129	0

Method 2: Additive Approach**AM Peak (PCUs)**

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	200	36
B	89	0	449
C	16	596	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	106	21
B	172	0	369
C	34	326	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	515
C	0	758	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	474
C	0	417	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	201	37
B	88	0	508
C	17	654	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	106	20
B	169	0	425
C	37	360	0

AM Peak (PCUs)

2036 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	535
C	0	788	0

PM Peak (PCUs)

2036 Base Adjusted Flows			
From/To	A	B	C
A	0	0	0
B	0	0	503
C	0	464	0

AM Peak (PCUs)

2036 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	541	37
B	446	0	328
C	21	619	0

PM Peak (PCUs)

2036 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	308	29
B	404	0	436
C	24	372	0

Stoke Road Proposed Site Access

- A Site Access
- B Stoke Rd (S)
- C Stoke Rd (N)

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	0	0	0	0	0	0
B	304	391	391	409	327	327
C	379	529	529	244	243	243

2022 Base PRTM Model

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	0	0	0	0	0	0
B	302	388	389	407	325	325
C	382	533	532	241	240	240

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	0	0	0	0	0	0
B	384	494	471	490	392	408
C	523	730	673	359	358	358

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	236	236	236	127	127	127
B	451	555	538	623	533	541
C	462	639	612	361	360	360

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	0	0	0	0	0	0
B	428	550	515	556	445	474
C	608	849	758	418	416	417

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	238	238	238	126	126	126
B	509	629	596	676	574	594
C	521	720	671	398	397	397

2036 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	0	0	0	0	0	0
B	448	576	535	585	468	503
C	638	891	788	465	463	464

2036 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	578	578	578	337	337	337
B	687	756	774	922	818	840
C	490	676	640	397	395	396

Method 2: Wykin Road Re-Routing Sensitivity Test

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	200	36
B	89	0	449
C	16	650	0

Diverted Trips

54

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To			
A	0	201	37
B	88	0	508
C	17	707	0

Diverted Trips

53

AM Peak (PCUs)

2036 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	541	37
B	446	0	328
C	21	672	0

Diverted Trips

53

Stoke Road/A47/Sword Drive Roundabout

- AStoke Rd North
- BA47 East
- CStoke Rd South
- DSword Drive
- EA47 West

AM Peak (PCUs)

2021 Observed AM Peak					
From/To	A	B	C	D	E
A	0	249	185	12	83
B	171	87	195	34	651
C	147	231	0	24	65
D	4	32	34	0	32
E	79	644	56	17	0

PM Peak (PCUs)

2021 Observed PM Peak					
From/To	A	B	C	D	E
A	0	99	91	8	45
B	163	262	254	33	605
C	99	205	0	42	48
D	9	37	35	0	19
E	59	685	97	35	0

AM Peak (PCUs)

2021 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	65	223	0	90
B	49	0	35	0	663
C	114	84	0	0	35
D	0	0	0	0	0
E	143	718	44	0	0

PM Peak (PCUs)

2021 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	40	100	0	104
B	105	0	97	0	689
C	199	64	0	0	43
D	0	0	0	0	0
E	105	668	27	0	0

AM Peak (PCUs)

2022 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	65	225		91
B	49	0	35		673
C	114	84	0		35
D					
E	140	715	43		0

PM Peak (PCUs)

2022 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	40	100		102
B	105	0	97		690
C	198	64	0		45
D					
E	104	669	27		0

AM Peak (PCUs)

2026 Base PRTM Model					
From/To	A	B	C	D	E
A	0	124	216		184
B	90	0	65		671
C	130	101	0		27
D					
E	167	660	15		0

PM Peak (PCUs)

2026 Base PRTM Model					
From/To	A	B	C	D	E
A	0	58	122		178
B	158	0	85		608
C	199	77	0		33
D					
E	132	696	22		0

PRTM Change in Flow

AM Peak (%)

2021/2022 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	0%	1%	0%	1%
B	0%	0%	0%	0%	2%
C	0%	0%	0%	0%	0%
D	0%	0%	0%	0%	0%
E	-2%	0%	-2%	0%	0%

PM Peak (%)

2021/2022 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	0%	0%	0%	-2%
B	0%	0%	0%	0%	0%
C	-1%	0%	0%	0%	5%
D	0%	0%	0%	0%	0%
E	-1%	0%	0%	0%	0%

AM Peak (%)

2021/2026 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	91%	-3%	0%	104%
B	84%	0%	86%	0%	1%
C	14%	20%	0%	0%	-23%
D	0%	0%	0%	0%	0%
E	17%	-8%	-66%	0%	0%

PM Peak (%)

2021/2026 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	45%	22%	0%	71%
B	50%	0%	-12%	0%	-12%
C	0%	20%	0%	0%	-23%
D	0%	0%	0%	0%	0%
E	26%	4%	-19%	0%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted PRTM Flows					
From/To	A	B	C	D	E
A	0	249	187	12	84
B	171	87	195	34	661
C	147	231	0	24	65
D	4	32	34	0	32
E	77	641	55	17	0

PM Peak (PCUs)

2022 Base Adjusted PRTM Flows					
From/To	A	B	C	D	E
A	0	99	91	8	44
B	163	262	254	33	606
C	99	205	0	42	50
D	9	37	35	0	19
E	58	686	97	35	0

AM Peak (PCUs)

2026 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	475	179	12	170
B	314	87	362	34	659
C	168	278	0	24	50
D	4	32	34	0	32
E	92	592	19	17	0

PM Peak (PCUs)

2026 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	144	111	8	77
B	245	262	223	33	534
C	99	247	0	42	37
D	9	37	35	0	19
E	74	714	79	35	0

Stoke Road/A47/Sword Drive Roundabout

AM Peak (PCUs)

2026 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	214	220		214
B	128	0	65		664
C	140	94	0		27
D					
E	182	649	18		0

PM Peak (PCUs)

2026 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	91	133		210
B	218	0	86		610
C	231	77	0		31
D					
E	175	692	22		0

AM Peak (PCUs)

2032 Base PRTM Model					
From/To	A	B	C	D	E
A	0	130	223		257
B	105	0	59		671
C	137	90	0		30
D					
E	188	655	14		0

PM Peak (PCUs)

2032 Base PRTM Model					
From/To	A	B	C	D	E
A	0	64	137		217
B	197	0	80		582
C	206	78	0		35
D					
E	153	790	23		0

AM Peak (PCUs)

2032 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	219	228		259
B	145	0	62		681
C	150	83	0		30
D					
E	215	637	17		0

PM Peak (PCUs)

2032 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	91	141		236
B	246	0	82		601
C	238	79	0		34
D					
E	191	775	27		0

AM Peak (PCUs)

2036 Base PRTM Model					
From/To	A	B	C	D	E
A	0	139	228		272
B	107	0	58		698
C	145	85	0		32
D					
E	198	667	13		0

PM Peak (PCUs)

2036 Base PRTM Model					
From/To	A	B	C	D	E
A	0	80	140		245
B	215	0	79		563
C	209	85	0		38
D					
E	161	791	22		0

AM Peak (PCUs)

2036 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	225	273		513
B	120	0	56		578
C	159	82	0		30
D					
E	408	526	14		0

PM Peak (PCUs)

2036 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	66	185		431
B	238	0	79		503
C	263	70	0		30
D					
E	421	645	16		0

PRTM Change in Flow

AM Peak (%)

2021/2026 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	229%	-1%	0%	138%
B	161%	0%	86%	0%	0%
C	23%	12%	0%	0%	-23%
D	0%	0%	0%	0%	0%
E	27%	-10%	-59%	0%	0%

PM Peak (%)

2021/2026 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	128%	33%	0%	102%
B	108%	0%	-11%	0%	-11%
C	16%	20%	0%	0%	-28%
D	0%	0%	0%	0%	0%
E	67%	4%	-19%	0%	0%

AM Peak (%)

2021/2032 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	100%	0%	0%	186%
B	114%	0%	69%	0%	1%
C	20%	7%	0%	0%	-14%
D	0%	0%	0%	0%	0%
E	31%	-9%	-68%	0%	0%

PM Peak (%)

2021/2032 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	60%	37%	0%	109%
B	88%	0%	-18%	0%	-16%
C	4%	22%	0%	0%	-19%
D	0%	0%	0%	0%	0%
E	46%	18%	-15%	0%	0%

AM Peak (%)

2021/2032 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	237%	2%	0%	188%
B	196%	0%	77%	0%	3%
C	32%	-1%	0%	0%	-14%
D	0%	0%	0%	0%	0%
E	50%	-11%	-61%	0%	0%

PM Peak (%)

2021/2032 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	128%	41%	0%	127%
B	134%	0%	-15%	0%	-13%
C	20%	23%	0%	0%	-21%
D	0%	0%	0%	0%	0%
E	82%	16%	0%	0%	0%

AM Peak (%)

2021/2036 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	114%	2%	0%	202%
B	118%	0%	66%	0%	5%
C	27%	1%	0%	0%	-9%
D	0%	0%	0%	0%	0%
E	38%	-7%	-70%	0%	0%

PM Peak (%)

2021/2036 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	100%	40%	0%	136%
B	105%	0%	-19%	0%	-18%
C	5%	33%	0%	0%	-12%
D	0%	0%	0%	0%	0%
E	53%	18%	-19%	0%	0%

AM Peak (%)

2021/2036 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	246%	22%	0%	470%
B	145%	0%	60%	0%	-13%
C	39%	-2%	0%	0%	-14%
D	0%	0%	0%	0%	0%
E	185%	-27%	-68%	0%	0%

PM Peak (%)

2021/2036 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0%	65%	85%	0%	314%
B	127%	0%	-19%	0%	-27%
C	32%	9%	0%	0%	-30%
D	0%	0%	0%	0%	0%
E	301%	-3%	-41%	0%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	820	183	12	197
B	447	87	362	34	652
C	181	259	0	24	50
D	4	32	34	0	32
E	101	582	23	17	0

PM Peak (PCUs)

2026 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	225	121	8	91
B	338	262	225	33	536
C	115	247	0	42	35
D	9	37	35	0	19
E	98	710	79	35	0

AM Peak (PCUs)

2032 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	498	185	12	237
B	366	87	329	34	659
C	177	248	0	24	56
D	4	32	34	0	32
E	104	587	18	17	0

PM Peak (PCUs)

2032 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	158	125	8	94
B	306	262	209	33	511
C	102	250	0	42	39
D	9	37	35	0	19
E	86	810	83	35	0

AM Peak (PCUs)

2032 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	839	189	12	239
B	506	87	345	34	669
C	193	228	0	24	56
D	4	32	34	0	32
E	119	571	22	17	0

PM Peak (PCUs)

2032 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	225	128	8	102
B	382	262	215	33	528
C	118	253	0	42	38
D	9	37	35	0	19
E	107	795	97	35	0

AM Peak (PCUs)

2036 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	532	189	12	251
B	373	87	323	34	685
C	187	234	0	24	59
D	4	32	34	0	32
E	109	598	17	17	0

PM Peak (PCUs)

2036 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	198	127	8	106
B	334	262	207	33	494
C	104	272	0	42	42
D	9	37	35	0	19
E	90	811	79	35	0

AM Peak (PCUs)

2036 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	862	226	12	473
B	419	87	312	34	568
C	205	226	0	24	56
D	4	32	34	0	32
E	225	472	18	17	0

PM Peak (PCUs)

2036 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	163	168	8	186
B	369	262	207	33	442
C	131	224	0	42	33
D	9	37	35	0	19
E	237	661	57	35	0

Stoke Road/A47/Sword Drive Roundabout

- AStoke Rd North
- BA47 East
- CStoke Rd South
- DSword Drive
- EA47 West

AM Peak (PCUs)

2021 Observed AM Peak					
From/To	A	B	C	D	E
A	0	249	185	12	83
B	171	87	195	34	651
C	147	231	0	24	65
D	4	32	34	0	32
E	79	644	56	17	0

PM Peak (PCUs)

2021 Observed PM Peak					
From/To	A	B	C	D	E
A	0	99	91	8	45
B	163	262	254	33	605
C	99	205	0	42	48
D	9	37	35	0	19
E	59	685	97	35	0

AM Peak (PCUs)

2021 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	65	223	0	90
B	49	0	35	0	663
C	114	84	0	0	35
D	0	0	0	0	0
E	143	718	44	0	0

PM Peak (PCUs)

2021 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	40	100	0	104
B	105	0	97	0	689
C	199	64	0	0	43
D	0	0	0	0	0
E	105	668	27	0	0

AM Peak (PCUs)

2022 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	65	225		91
B	49	0	35		673
C	114	84	0		35
D					
E	140	715	43		0

PM Peak (PCUs)

2022 Base PRTM Flows					
From/To	A	B	C	D	E
A	0	40	100		102
B	105	0	97		690
C	198	64	0		45
D					
E	104	669	27		0

AM Peak (PCUs)

2026 Base PRTM Model					
From/To	A	B	C	D	E
A	0	124	216		184
B	90	0	65		671
C	130	101	0		27
D					
E	167	660	15		0

PM Peak (PCUs)

2026 Base PRTM Model					
From/To	A	B	C	D	E
A	0	58	122		178
B	158	0	85		608
C	199	77	0		33
D					
E	132	696	22		0

PRTM Change in Flow

AM Peak (PCUs)

2021/2022 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	0	2	0	1
B	0	0	0	0	10
C	0	0	0	0	0
D	0	0	0	0	0
E	-3	-3	-1	0	0

PM Peak (PCUs)

2021/2022 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	0	0	0	-2
B	0	0	0	0	1
C	-1	0	0	0	2
D	0	0	0	0	0
E	-1	1	0	0	0

AM Peak (PCUs)

2021/2026 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	59	-7	0	94
B	41	0	30	0	8
C	16	17	0	0	-8
D	0	0	0	0	0
E	24	-58	-29	0	0

PM Peak (PCUs)

2021/2026 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	18	22	0	74
B	53	0	-12	0	-81
C	0	13	0	0	-10
D	0	0	0	0	0
E	27	28	-5	0	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted PRTM Flows					
From/To	A	B	C	D	E
A	0	249	187	12	84
B	171	87	195	34	661
C	147	231	0	24	65
D	4	32	34	0	32
E	76	641	55	17	0

PM Peak (PCUs)

2022 Base Adjusted PRTM Flows					
From/To	A	B	C	D	E
A	0	99	91	8	43
B	163	262	254	33	606
C	98	205	0	42	50
D	9	37	35	0	19
E	58	686	97	35	0

AM Peak (PCUs)

2026 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	308	178	12	177
B	212	87	225	34	659
C	163	248	0	24	57
D	4	32	34	0	32
E	103	586	27	17	0

PM Peak (PCUs)

2026 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	117	113	8	119
B	216	262	242	33	524
C	99	218	0	42	38
D	9	37	35	0	19
E	86	713	92	35	0

Stoke Road/A47/Sword Drive Roundabout

AM Peak (PCUs)

2026 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	214	220		214
B	128	0	65		664
C	140	94	0		27
D					
E	182	649	18		0

PM Peak (PCUs)

2026 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	91	133		210
B	218	0	86		610
C	231	77	0		31
D					
E	175	692	22		0

AM Peak (PCUs)

2032 Base PRTM Model					
From/To	A	B	C	D	E
A	0	130	223		257
B	105	0	59		671
C	137	90	0		30
D					
E	188	655	14		0

PM Peak (PCUs)

2032 Base PRTM Model					
From/To	A	B	C	D	E
A	0	64	137		217
B	197	0	80		582
C	206	78	0		35
D					
E	153	790	23		0

AM Peak (PCUs)

2032 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	219	228		259
B	145	0	62		681
C	150	83	0		30
D					
E	215	637	17		0

PM Peak (PCUs)

2032 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	91	141		236
B	246	0	82		601
C	238	79	0		34
D					
E	191	775	27		0

AM Peak (PCUs)

2036 Base PRTM Model					
From/To	A	B	C	D	E
A	0	139	228		272
B	107	0	58		698
C	145	85	0		32
D					
E	198	667	13		0

PM Peak (PCUs)

2036 Base PRTM Model					
From/To	A	B	C	D	E
A	0	80	140		245
B	215	0	79		563
C	209	85	0		38
D					
E	161	791	22		0

AM Peak (PCUs)

2036 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	225	273		513
B	120	0	56		578
C	159	82	0		30
D					
E	408	526	14		0

PM Peak (PCUs)

2036 Base + Development PRTM Model					
From/To	A	B	C	D	E
A	0	66	185		431
B	238	0	79		503
C	263	70	0		30
D					
E	421	645	16		0

Stoke Road/A47/Sword Drive Roundabout

PRTM Change in Flow

AM Peak (PCUs)

2021/2026 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	149	-3	0	124
B	79	0	30	0	1
C	26	10	0	0	-8
D	0	0	0	0	0
E	39	-69	-26	0	0

PM Peak (PCUs)

2021/2026 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	51	33	0	106
B	113	0	-11	0	-79
C	32	13	0	0	-12
D	0	0	0	0	0
E	70	24	-5	0	0

AM Peak (PCUs)

2021/2032 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	65	0	0	167
B	56	0	24	0	8
C	23	6	0	0	-5
D	0	0	0	0	0
E	45	-63	-30	0	0

PM Peak (PCUs)

2021/2032 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	24	37	0	113
B	92	0	-17	0	-107
C	7	14	0	0	-8
D	0	0	0	0	0
E	48	122	-4	0	0

AM Peak (PCUs)

2021/2032 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	154	5	0	169
B	96	0	27	0	18
C	36	-1	0	0	-5
D	0	0	0	0	0
E	72	-81	-27	0	0

PM Peak (PCUs)

2021/2032 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	51	41	0	132
B	141	0	-15	0	-88
C	39	15	0	0	-9
D	0	0	0	0	0
E	86	107	0	0	0

AM Peak (PCUs)

2021/2036 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	74	5	0	182
B	58	0	23	0	35
C	31	1	0	0	-3
D	0	0	0	0	0
E	55	-51	-31	0	0

PM Peak (PCUs)

2021/2036 Base PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	40	40	0	141
B	110	0	-18	0	-126
C	10	21	0	0	-5
D	0	0	0	0	0
E	56	123	-5	0	0

AM Peak (PCUs)

2021/2036 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	160	50	0	423
B	71	0	21	0	-85
C	45	-2	0	0	-5
D	0	0	0	0	0
E	265	-192	-30	0	0

PM Peak (PCUs)

2021/2036 Base + Development PRTM Flows Differences					
From/To	A	B	C	D	E
A	0	26	85	0	327
B	133	0	-18	0	-186
C	64	6	0	0	-13
D	0	0	0	0	0
E	316	-23	-11	0	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	398	182	12	207
B	250	87	225	34	652
C	173	241	0	24	57
D	4	32	34	0	32
E	118	575	30	17	0

PM Peak (PCUs)

2026 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	150	124	8	151
B	276	262	243	33	526
C	131	218	0	42	36
D	9	37	35	0	19
E	129	709	92	35	0

AM Peak (PCUs)

2032 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	314	185	12	250
B	227	87	219	34	659
C	170	237	0	24	60
D	4	32	34	0	32
E	124	581	26	17	0

PM Peak (PCUs)

2032 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	123	128	8	158
B	255	262	237	33	498
C	106	219	0	42	40
D	9	37	35	0	19
E	107	807	93	35	0

AM Peak (PCUs)

2032 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	403	190	12	252
B	267	87	222	34	669
C	183	230	0	24	60
D	4	32	34	0	32
E	151	563	29	17	0

PM Peak (PCUs)

2032 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	150	132	8	177
B	304	262	239	33	517
C	138	220	0	42	39
D	9	37	35	0	19
E	145	792	97	35	0

AM Peak (PCUs)

2036 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	323	190	12	265
B	229	87	218	34	686
C	178	232	0	24	62
D	4	32	34	0	32
E	134	593	25	17	0

PM Peak (PCUs)

2036 Base Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	139	131	8	186
B	273	262	236	33	479
C	109	226	0	42	43
D	9	37	35	0	19
E	115	808	92	35	0

AM Peak (PCUs)

2036 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	409	235	12	506
B	242	87	216	34	566
C	192	229	0	24	60
D	4	32	34	0	32
E	344	452	26	17	0

PM Peak (PCUs)

2036 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	125	176	8	372
B	296	262	236	33	419
C	163	211	0	42	35
D	9	37	35	0	19
E	375	662	86	35	0

Stoke Road/A47/Sword Drive Roundabout

- AStoke Rd North
- BA47 East
- CStoke Rd South
- DSword Drive
- EA47 West

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	378	529	529	244	243	243
B	747	1138	1138	891	1317	1317
C	233	467	467	306	394	394
D	0	102	102	0	100	100
E	905	796	796	800	876	876

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	381	532	532	242	242	241
B	757	1148	1148	892	1318	1318
C	233	467	467	307	396	395
D	0	102	102	0	100	100
E	898	790	789	800	876	876

2026 base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	524	836	675	358	340	357
B	826	1456	1217	851	1297	1277
C	258	520	492	309	424	397
D	0	102	102	0	100	100
E	842	720	733	850	902	926

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	648	1212	799	434	445	433
B	857	1582	1248	914	1394	1340
C	261	513	495	339	438	427
D	0	102	102	0	100	100
E	849	723	740	889	922	965

2032 base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	610	932	761	418	385	417
B	835	1475	1226	859	1321	1285
C	257	504	491	319	433	407
D	0	102	102	0	100	100
E	857	726	748	966	1014	1042

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	706	1279	857	468	464	467
B	888	1641	1279	929	1419	1355
C	263	501	497	351	451	439
D	0	102	102	0	100	100
E	869	729	760	993	1034	1069

2036 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	639	984	790	465	439	464
B	863	1503	1254	857	1330	1283
C	262	504	496	332	461	420
D	0	102	102	0	100	100
E	878	741	769	974	1016	1050

2036 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1011	1574	1162	682	526	681
B	754	1419	1145	820	1313	1246
C	271	510	505	363	431	451
D	0	102	102	0	100	100
E	948	732	839	1082	990	1158

Method 2: Wykin Road Re-Routing Sensitivity Test
AM Peak (PCUs)

2026 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	398	182	12	261
B	250	87	225	34	652
C	173	241	0	24	57
D	4	32	34	0	32
E	118	575	30	17	0

Diverted Trips 54

AM Peak (PCUs)

2032 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	403	190	12	305
B	267	87	222	34	669
C	183	230	0	24	60
D	4	32	34	0	32
E	151	563	29	17	0

Diverted Trips 53

AM Peak (PCUs)

2036 Base + Development Adjusted PRTM Model					
From/To	A	B	C	D	E
A	0	409	235	12	558
B	242	87	216	34	566
C	192	229	0	24	60
D	4	32	34	0	32
E	344	452	26	17	0

Diverted Trips 52

A47/Ashby Road Signal Junction

- A
- Ashby Rd North
- B
- A47 East
- C
- Ashby Rd South
- D
- A47 West

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	35	379	327
B	43	0	145	644
C	259	120	0	164
D	234	484	117	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	44	340	251
B	31	0	146	464
C	319	165	0	109
D	285	663	105	0

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	24	535	323
B	15	0	191	560
C	357	190	0	68
D	194	479	59	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	28	439	250
B	41	0	156	533
C	543	274	0	95
D	121	568	58	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	24	530	325
B	15	0	198	559
C	355	189	0	68
D	197	475	60	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	28	437	252
B	42	0	155	532
C	542	273	0	94
D	121	568	57	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	20	458	211
B	29	0	119	780
C	322	140	0	68
D	152	517	122	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	16	383	120
B	46	0	146	622
C	517	240	0	121
D	115	628	91	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	0%	-1%	1%
B	0%	0%	4%	0%
C	-1%	-1%	0%	0%
D	2%	-1%	2%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	0%	0%	1%
B	2%	0%	-1%	0%
C	0%	0%	0%	-1%
D	0%	0%	-2%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-17%	-14%	-35%
B	93%	0%	-38%	39%
C	-10%	-26%	0%	0%
D	-22%	8%	107%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-43%	-13%	-52%
B	12%	0%	-6%	17%
C	-5%	-12%	0%	27%
D	-5%	11%	57%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	35	375	329
B	43	0	150	643
C	258	119	0	164
D	238	480	119	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	44	338	253
B	32	0	145	463
C	318	164	0	108
D	285	663	103	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	29	324	214
B	83	0	90	897
C	234	88	0	164
D	183	522	242	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	25	297	120
B	35	0	137	541
C	304	145	0	139
D	271	733	165	0

A47/Ashby Road Signal Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	20	469	210
B	29	0	119	811
C	327	139	0	71
D	178	569	127	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	25	395	121
B	46	0	140	671
C	520	235	0	129
D	124	646	92	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	40	537	189
B	54	0	117	813
C	375	94	0	70
D	164	530	115	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	39	424	99
B	73	0	135	618
C	589	224	0	120
D	196	653	89	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	38	539	213
B	54	0	117	839
C	377	95	0	73
D	181	576	120	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	48	433	106
B	70	0	133	686
C	603	220	0	126
D	202	661	88	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-17%	-12%	-35%
B	93%	0%	-38%	45%
C	-8%	-27%	0%	4%
D	-8%	19%	115%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-11%	-10%	-52%
B	12%	0%	-10%	26%
C	-4%	-14%	0%	36%
D	2%	14%	59%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	67%	0%	-41%
B	260%	0%	-39%	45%
C	5%	-51%	0%	3%
D	-15%	11%	95%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	39%	-3%	-60%
B	78%	0%	-13%	16%
C	8%	-18%	0%	26%
D	62%	15%	53%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	58%	1%	-34%
B	260%	0%	-39%	50%
C	6%	-50%	0%	7%
D	-7%	20%	103%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	71%	-1%	-58%
B	71%	0%	-15%	29%
C	11%	-20%	0%	33%
D	67%	16%	52%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	29	332	213
B	83	0	90	933
C	237	88	0	171
D	215	575	252	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	39	306	121
B	35	0	131	584
C	305	142	0	148
D	292	754	167	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	58	380	191
B	155	0	89	935
C	272	59	0	169
D	198	536	228	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	61	328	99
B	55	0	126	538
C	346	135	0	138
D	462	762	161	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	55	382	216
B	155	0	89	965
C	274	60	0	176
D	218	582	238	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	75	335	106
B	53	0	124	597
C	354	132	0	145
D	476	772	159	0

A47/Ashby Road Signal Junction

- A
- Ashby Rd North
- B
- A47 East
- C
- Ashby Rd South
- D
- A47 West

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	35	379	327
B	43	0	145	644
C	259	120	0	164
D	234	484	117	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	44	340	251
B	31	0	146	464
C	319	165	0	109
D	285	663	105	0

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	24	535	323
B	15	0	191	560
C	357	190	0	68
D	194	479	59	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	28	439	250
B	41	0	156	533
C	543	274	0	95
D	121	568	58	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	24	530	325
B	15	0	198	559
C	355	189	0	68
D	197	475	60	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	28	437	252
B	42	0	155	532
C	542	273	0	94
D	121	568	57	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	20	458	211
B	29	0	119	780
C	322	140	0	68
D	152	517	122	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	16	383	120
B	46	0	146	622
C	517	240	0	121
D	115	628	91	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	0	-5	2
B	0	0	7	-1
C	-2	-1	0	0
D	3	-4	1	0

PM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	0	-2	2
B	1	0	-1	-1
C	-1	-1	0	-1
D	0	0	-1	0

AM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-4	-77	-112
B	14	0	-72	220
C	-35	-50	0	0
D	-42	38	63	0

PM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-12	-56	-130
B	5	0	-10	89
C	-26	-34	0	26
D	-6	60	33	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	35	374	329
B	43	0	152	643
C	257	119	0	164
D	237	480	118	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	44	338	253
B	32	0	145	463
C	318	164	0	108
D	285	663	104	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	31	302	215
B	57	0	73	864
C	224	70	0	164
D	192	522	180	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	32	284	121
B	36	0	136	553
C	293	131	0	135
D	279	723	138	0

A47/Ashby Road Signal Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	20	469	210
B	29	0	119	811
C	327	139	0	71
D	178	569	127	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	25	395	121
B	46	0	140	671
C	520	235	0	129
D	124	646	92	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	40	537	189
B	54	0	117	813
C	375	94	0	70
D	164	530	115	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	39	424	99
B	73	0	135	618
C	589	224	0	120
D	196	653	89	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	38	539	213
B	54	0	117	839
C	377	95	0	73
D	181	576	120	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	48	433	106
B	70	0	133	686
C	603	220	0	126
D	202	661	88	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-4	-66	-113
B	14	0	-72	251
C	-30	-51	0	3
D	-16	90	68	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-3	-44	-129
B	5	0	-16	138
C	-23	-39	0	34
D	3	78	34	0

AM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	16	2	-134
B	39	0	-74	253
C	18	-96	0	2
D	-30	51	56	0

PM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	11	-15	-151
B	32	0	-21	85
C	46	-50	0	25
D	75	85	31	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	14	4	-110
B	39	0	-74	279
C	20	-95	0	5
D	-13	97	61	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	20	-6	-144
B	29	0	-23	153
C	60	-54	0	31
D	81	93	30	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	31	313	214
B	57	0	73	895
C	229	69	0	167
D	218	574	185	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	41	296	122
B	36	0	130	602
C	296	126	0	143
D	288	741	139	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	51	381	193
B	82	0	71	897
C	277	24	0	166
D	204	535	173	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	55	325	100
B	63	0	125	549
C	365	115	0	134
D	360	748	136	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	49	383	217
B	82	0	71	923
C	279	25	0	169
D	221	581	178	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	64	334	107
B	60	0	123	617
C	379	111	0	140
D	366	756	135	0

A47/Ashby Road Signal Junction

- A
- Ashby Rd North
- B
- A47 East
- C
- Ashby Rd South
- D
- A47 West

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	882	741	741	717	635	635
B	766	832	832	730	641	641
C	615	543	543	912	593	593
D	732	835	835	747	1053	1053

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	879	739	738	717	635	635
B	772	836	838	729	640	640
C	612	541	540	909	591	590
D	732	837	835	746	1051	1052

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	689	567	548	519	442	437
B	928	1070	994	814	713	725
C	530	486	458	878	587	559
D	791	948	894	834	1169	1140

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	699	574	558	541	467	459
B	959	1106	1025	857	750	768
C	537	496	465	884	595	565
D	874	1041	977	862	1213	1168

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	766	630	625	562	489	480
B	984	1179	1050	826	720	737
C	539	500	467	933	619	614
D	809	961	912	938	1385	1244

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	790	653	649	587	517	505
B	1010	1208	1076	889	775	800
C	545	510	473	949	631	630
D	877	1038	980	951	1407	1257

A47/Ashby Road Signal Junction

- A
- Ashby Rd North
- B
- A47 East
- C
- Ashby Rd South
- D
- A47 West

Method 2: Additive Approach - Manual Adjustment

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	35	374	329
B	43	0	152	643
C	259	120	0	164
D	237	480	118	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	31	302	215
B	57	0	73	864
C	259	120	0	164
D	192	522	180	0

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	31	313	214
B	57	0	73	895
C	259	120	0	167
D	218	574	185	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	51	381	193
B	82	0	71	897
C	277	120	0	166
D	204	535	173	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	49	383	217
B	82	0	71	923
C	279	120	0	169
D	221	581	178	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	44	338	253
B	32	0	145	463
C	319	165	0	109
D	285	663	104	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	32	284	121
B	36	0	136	553
C	319	165	0	135
D	279	723	138	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	41	296	122
B	36	0	130	602
C	319	165	0	143
D	288	741	139	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	55	325	100
B	63	0	125	549
C	365	165	0	134
D	360	748	136	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	64	334	107
B	60	0	123	617
C	379	165	0	140
D	366	756	135	0

Wykin Road/A47 Rounbaout

- AWykin Road East
- BA47 South
- CWykin Road West
- DA47 North

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	107	31	83
B	61	0	53	630
C	70	61	0	73
D	54	718	67	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	56	40	47
B	90	0	57	778
C	58	41	0	89
D	90	562	54	2

AM Peak (PCUs)

2021 Base PRTM Model (arm conversion)				
From/To	A	B	C	D
A	0	66	36	108
B	56	0	26	677
C	50	51	0	118
D	85	573	130	0

PM Peak (PCUs)

2021 Base PRTM Model (arm conversion)				
From/To	A	B	C	D
A	0	44	38	66
B	58	0	67	607
C	57	15	0	128
D	104	556	166	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	67	34	108
B	56	0	25	671
C	48	48	0	118
D	85	596	117	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	45	37	65
B	58	0	66	610
C	55	15	0	125
D	103	561	161	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	65	36	108
B	52	0	36	576
C	45	58	0	156
D	86	721	75	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	39	44	66
B	58	0	78	588
C	52	29	0	196
D	103	525	190	0

PRTM Change in Flow

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	2%	-6%	0%
B	0%	0%	-4%	-1%
C	-4%	-6%	0%	0%
D	0%	4%	-10%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	2%	-3%	-2%
B	0%	0%	-1%	0%
C	-4%	0%	0%	-2%
D	-1%	1%	-3%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-2%	0%	0%
B	-7%	0%	38%	-15%
C	-10%	14%	0%	32%
D	1%	26%	-42%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-11%	16%	0%
B	0%	0%	16%	-3%
C	-9%	93%	0%	53%
D	-1%	-6%	14%	0%

Method 1: Multiplicative Approach

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	109	29	83
B	61	0	51	624
C	67	57	0	73
D	54	747	60	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	57	39	46
B	90	0	56	782
C	56	41	0	87
D	89	567	52	2

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	105	31	83
B	57	0	73	536
C	63	69	0	97
D	55	903	39	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	50	46	47
B	90	0	66	754
C	53	79	0	136
D	89	531	62	2

Wykin Road/A47 Rounabout

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	65	37	110
B	52	0	36	593
C	46	110	0	156
D	93	732	80	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	39	45	70
B	58	0	78	618
C	53	31	0	199
D	104	546	201	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	62	48	103
B	51	0	55	605
C	42	67	0	147
D	93	750	114	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	38	46	71
B	58	0	87	655
C	84	40	0	239
D	100	534	200	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	62	49	105
B	51	0	54	617
C	43	119	0	146
D	100	755	115	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	38	47	74
B	58	0	87	692
C	86	43	0	227
D	101	563	205	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-2%	3%	2%
B	-7%	0%	38%	-12%
C	-8%	116%	0%	32%
D	9%	28%	-38%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-11%	18%	6%
B	0%	0%	16%	2%
C	-7%	107%	0%	55%
D	0%	-2%	21%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	-6%	33%	-5%
B	-9%	0%	112%	-11%
C	-16%	31%	0%	25%
D	9%	31%	-12%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	-14%	21%	8%
B	0%	0%	30%	8%
C	47%	167%	0%	87%
D	-4%	-4%	20%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-6%	36%	-3%
B	-9%	0%	108%	-9%
C	-14%	133%	0%	24%
D	18%	32%	-12%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-14%	24%	12%
B	0%	0%	30%	14%
C	51%	187%	0%	77%
D	-3%	1%	23%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	105	32	85
B	57	0	73	552
C	64	132	0	97
D	59	917	41	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	50	47	50
B	90	0	66	792
C	54	85	0	138
D	90	552	65	2

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	101	41	79
B	56	0	112	563
C	59	80	0	91
D	59	940	59	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	48	48	51
B	90	0	74	840
C	85	109	0	166
D	87	540	65	2

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	101	42	81
B	56	0	110	574
C	60	142	0	90
D	64	946	59	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	48	49	53
B	90	0	74	887
C	88	118	0	158
D	87	569	67	0

Wykin Road/A47 Rounbaout

- AWykin Road East
- BA47 South
- CWykin Road West
- DA47 North

AM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	107	31	83
B	61	0	53	630
C	70	61	0	73
D	54	718	67	0

PM Peak (PCUs)

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	56	40	47
B	90	0	57	778
C	58	41	0	89
D	90	562	54	2

AM Peak (PCUs)

2021 Base PRTM Model (arm conversion)				
From/To	A	B	C	D
A	0	66	36	108
B	56	0	26	677
C	50	51	0	118
D	85	573	130	0

PM Peak (PCUs)

2021 Base PRTM Model (arm conversion)				
From/To	A	B	C	D
A	0	44	38	66
B	58	0	67	607
C	57	15	0	128
D	104	556	166	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	67	34	108
B	56	0	25	671
C	48	48	0	118
D	85	596	117	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	45	37	65
B	58	0	66	610
C	55	15	0	125
D	103	561	161	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	65	36	108
B	52	0	36	576
C	45	58	0	156
D	86	721	75	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	39	44	66
B	58	0	78	588
C	52	29	0	196
D	103	525	190	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	1	-2	0
B	0	0	-1	-6
C	-2	-3	0	0
D	0	23	-13	0

PM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	1	-1	-1
B	0	0	-1	3
C	-2	0	0	-3
D	-1	5	-5	0

AM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-1	0	0
B	-4	0	10	-101
C	-5	7	0	38
D	1	148	-55	0

PM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-5	6	0
B	0	0	11	-19
C	-5	14	0	68
D	-1	-31	24	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	108	29	83
B	61	0	52	624
C	68	58	0	73
D	54	741	54	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	57	39	46
B	90	0	56	781
C	56	41	0	86
D	89	567	49	2

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	106	31	83
B	57	0	63	529
C	65	68	0	111
D	55	866	12	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	51	46	47
B	90	0	68	759
C	53	55	0	157
D	89	531	78	2

Wykin Road/A47 Rounbaut

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	65	37	110
B	52	0	36	593
C	46	110	0	156
D	93	732	80	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	39	45	70
B	58	0	78	618
C	53	31	0	199
D	104	546	201	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	62	48	103
B	51	0	55	605
C	42	67	0	147
D	93	750	114	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	38	46	71
B	58	0	87	655
C	84	40	0	239
D	100	534	200	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	62	49	105
B	51	0	54	617
C	43	119	0	146
D	100	755	115	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	38	47	74
B	58	0	87	692
C	86	43	0	227
D	101	563	205	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-1	1	2
B	-4	0	10	-84
C	-4	59	0	38
D	8	159	-50	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-5	7	4
B	0	0	11	11
C	-4	16	0	71
D	0	-10	35	0

AM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	-4	12	-5
B	-5	0	29	-72
C	-8	16	0	29
D	8	177	-16	0

PM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	-6	8	5
B	0	0	20	48
C	27	25	0	111
D	-4	-22	34	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	-4	13	-3
B	-5	0	28	-60
C	-7	68	0	28
D	15	182	-15	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	-6	9	8
B	0	0	20	85
C	29	28	0	99
D	-3	7	39	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	106	32	85
B	57	0	63	546
C	66	120	0	111
D	62	877	17	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	51	47	51
B	90	0	68	789
C	54	57	0	160
D	90	552	89	2

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	103	43	78
B	56	0	82	558
C	62	77	0	102
D	62	895	51	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	50	48	52
B	90	0	77	826
C	85	66	0	200
D	86	540	88	2

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	103	44	80
B	56	0	81	570
C	63	129	0	101
D	69	900	52	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	50	49	55
B	90	0	77	863
C	87	69	0	188
D	87	569	93	2

Wykin Road/A47 Rounbaout

- AWykin Road East
- BA47 South
- CWykin Road West
- DA47 North

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	210	221	221	148	143	143
B	759	744	744	732	925	925
C	219	204	204	200	188	188
D	788	839	839	826	708	708

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	209	221	220	147	143	142
B	752	736	737	734	928	927
C	214	198	199	195	184	183
D	798	861	849	825	711	707

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	209	219	220	149	143	144
B	664	666	649	724	910	917
C	259	229	244	277	268	265
D	882	997	933	818	684	700

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	212	222	223	154	147	149
B	681	682	666	754	948	947
C	312	292	297	283	277	271
D	905	1018	956	851	709	733

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	213	221	224	155	147	150
B	711	731	696	800	1004	993
C	256	230	241	363	361	351
D	957	1058	1008	834	693	716

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	216	223	227	159	151	154
B	722	740	707	837	1051	1030
C	308	293	293	356	363	344
D	970	1069	1021	869	723	751

A47/Roston Drive/Triumph Access Rounabout

- A
- Roston Drive
- B
- A47 South
- C
- Triumph Access
- D
- A47 North

AM Peak PCUs

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	105	4	234
B	50	0	20	456
C	2	22	0	2
D	177	664	24	0

PM Peak PCUs

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	75	2	200
B	154	4	4	675
C	47	70	0	81
D	173	425	9	0

AM Peak PCUs

PRTM Model AM Peak				
From/To	A	B	C	D
A	0	84	12	267
B	96	0	5	408
C	50	45	0	83
D	93	625	16	0

PM Peak PCUs

PRTM Model PM Peak				
From/To	A	B	C	D
A	0	122	46	208
B	181	0	40	522
C	21	12	0	23
D	152	407	48	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	85	12	256
B	94	0	5	411
C	49	46	0	82
D	85	672	16	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	127	46	207
B	181	0	40	526
C	21	13	0	23
D	147	419	47	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	87	12	208
B	89	0	6	365
C	49	43	0	83
D	136	749	16	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	108	49	239
B	184	0	36	481
C	21	11	0	24
D	162	376	47	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	1%	0%	-4%
B	-2%	0%	0%	1%
C	-2%	2%	0%	-1%
D	-9%	8%	0%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	4%	0%	0%
B	0%	0%	0%	1%
C	0%	8%	0%	0%
D	-3%	3%	-2%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	4%	0%	-22%
B	-7%	0%	20%	-11%
C	-2%	-4%	0%	0%
D	46%	20%	0%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-11%	7%	15%
B	2%	0%	-10%	-8%
C	0%	-8%	0%	4%
D	7%	-8%	-2%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	106	4	224
B	49	0	20	459
C	2	22	0	2
D	162	714	24	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	78	2	199
B	154	4	4	680
C	47	76	0	81
D	167	438	9	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	109	4	182
B	46	0	24	408
C	2	21	0	2
D	259	796	24	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	66	2	230
B	157	4	4	622
C	47	64	0	85
D	184	393	9	0

A47/Roston Drive/Triumph Access Rounabout

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	87	12	213
B	89	0	6	367
C	50	43	0	83
D	184	763	16	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	113	50	256
B	184	0	35	493
C	21	11	0	25
D	164	395	47	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	88	11	231
B	85	0	5	389
C	48	45	0	80
D	151	765	16	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	111	49	270
B	173	0	36	535
C	19	11	0	26
D	168	387	45	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	87	11	239
B	85	0	5	393
C	46	48	0	80
D	205	768	16	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	110	49	292
B	173	0	35	547
C	19	11	0	26
D	174	411	46	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	4%	0%	-20%
B	-7%	0%	20%	-10%
C	0%	-4%	0%	0%
D	98%	22%	0%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-7%	9%	23%
B	2%	0%	-13%	-6%
C	0%	-8%	0%	9%
D	8%	-3%	-2%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	5%	-8%	-13%
B	-11%	0%	0%	-5%
C	-4%	0%	0%	-4%
D	62%	22%	0%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	-9%	7%	30%
B	-4%	0%	-10%	2%
C	-10%	-8%	0%	13%
D	11%	-5%	-6%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	4%	-8%	-10%
B	-11%	0%	0%	-4%
C	-8%	7%	0%	-4%
D	120%	23%	0%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-10%	7%	40%
B	-4%	0%	-13%	5%
C	-10%	-8%	0%	13%
D	14%	1%	-4%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	109	4	187
B	46	0	24	410
C	2	21	0	2
D	350	811	24	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	69	2	246
B	157	4	4	638
C	47	64	0	88
D	187	412	9	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	110	4	202
B	44	0	20	435
C	2	22	0	2
D	287	813	24	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	68	2	260
B	147	4	4	692
C	43	64	0	92
D	191	404	8	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	109	4	209
B	44	0	20	439
C	2	23	0	2
D	390	816	24	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	68	2	281
B	147	4	4	707
C	43	64	0	92
D	198	429	9	0

A47/Roston Drive/Triumph Access Rounabout

A Roston Drive
B A47 South
C Triumph Access
D A47 North

AM Peak PCUs

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	105	4	234
B	50	0	20	456
C	2	22	0	2
D	177	664	24	0

PM Peak PCUs

2021 Base Observed Flows + Covid Uplift				
From/To	A	B	C	D
A	0	75	2	200
B	154	4	4	675
C	47	70	0	81
D	173	425	9	0

AM Peak PCUs

PRTM Model AM Peak				
From/To	A	B	C	D
A	0	84	12	267
B	96	0	5	408
C	50	45	0	83
D	93	625	16	0

PM Peak PCUs

PRTM Model PM Peak				
From/To	A	B	C	D
A	0	122	46	208
B	181	0	40	522
C	21	12	0	23
D	152	407	48	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	85	12	256
B	94	0	5	411
C	49	46	0	82
D	85	672	16	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	127	46	207
B	181	0	40	526
C	21	13	0	23
D	147	419	47	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	87	12	208
B	89	0	6	365
C	49	43	0	83
D	136	749	16	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	108	49	239
B	184	0	36	481
C	21	11	0	24
D	162	376	47	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	1	0	-11
B	-2	0	0	3
C	-1	1	0	-1
D	-8	47	0	0

PM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	5	0	-1
B	0	0	0	4
C	0	1	0	0
D	-5	12	-1	0

AM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	3	0	-59
B	-7	0	1	-43
C	-1	-2	0	0
D	43	124	0	0

PM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-14	3	31
B	3	0	-4	-41
C	0	-1	0	1
D	10	-31	-1	0

Method 2: Additive Approach**AM Peak (PCUs)**

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	106	4	223
B	48	0	20	459
C	1	23	0	1
D	169	711	24	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	80	2	199
B	154	4	4	679
C	47	71	0	81
D	168	437	8	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	108	4	175
B	43	0	21	413
C	1	20	0	2
D	220	788	24	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	61	5	231
B	157	4	0	634
C	47	69	0	82
D	183	394	8	0

A47/Roston Drive/Triumph Access Roundabout**AM Peak (PCUs)**

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	87	12	213
B	89	0	6	367
C	50	43	0	83
D	184	763	16	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	113	50	256
B	184	0	35	493
C	21	11	0	25
D	164	395	47	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	88	11	231
B	85	0	5	389
C	48	45	0	80
D	151	765	16	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	111	49	270
B	173	0	36	535
C	19	11	0	26
D	168	387	45	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	87	11	239
B	85	0	5	393
C	46	48	0	80
D	205	768	16	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	110	49	292
B	173	0	35	547
C	19	11	0	26
D	174	411	46	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	3	0	-54
B	-7	0	1	-41
C	0	-2	0	0
D	91	138	0	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-9	4	48
B	3	0	-5	-29
C	0	-1	0	2
D	12	-12	-1	0

AM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	4	-1	-36
B	-11	0	0	-19
C	-2	0	0	-3
D	58	140	0	0

PM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	-11	3	62
B	-8	0	-4	13
C	-2	-1	0	3
D	16	-20	-3	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	3	-1	-28
B	-11	0	0	-15
C	-4	3	0	-3
D	112	143	0	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	-12	3	84
B	-8	0	-5	25
C	-2	-1	0	3
D	22	4	-2	0

Method 2: Additive Approach**AM Peak (PCUs)**

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	108	4	180
B	43	0	21	415
C	2	20	0	2
D	268	802	24	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	66	6	248
B	157	4	-1	646
C	47	69	0	83
D	185	413	8	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	109	3	198
B	39	0	20	437
C	0	22	0	-1
D	235	804	24	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	64	5	262
B	146	4	0	688
C	45	69	0	84
D	189	405	6	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	108	3	206
B	39	0	20	441
C	-2	25	0	-1
D	289	807	24	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	63	5	284
B	146	4	-1	700
C	45	69	0	84
D	195	429	7	0

A47/Roston Drive/Triumph Access Rounabout

- A Roston Drive
- B A47 South
- C Triumph Access
- D A47 North

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	363	343	343	376	277	277
B	509	526	526	743	837	837
C	178	26	26	56	198	198
D	734	865	865	607	607	607

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	353	335	333	380	279	281
B	510	528	527	747	842	841
C	177	26	25	57	204	199
D	773	900	904	613	614	613

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	307	295	287	396	298	297
B	460	478	477	701	786	795
C	175	25	23	56	196	198
D	901	1079	1032	585	586	585

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	312	299	292	419	318	320
B	462	481	479	712	802	806
C	176	25	24	57	199	199
D	963	1185	1094	606	608	606

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	330	316	310	430	330	331
B	479	499	496	744	847	838
C	173	26	21	56	198	198
D	932	1124	1063	600	604	600

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	337	322	317	451	351	352
B	483	504	500	755	862	849
C	174	27	22	56	198	198
D	989	1230	1120	631	636	631

Stoke Road/Tudor Road Priority Junction

- A Stoke Road North
- B Tudor Road
- C Stoke Road South

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	158	371
B	187	0	127
C	343	116	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	192	358
B	128	0	103
C	309	123	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	269	33
B	102	0	59
C	131	29	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	135	89
B	144	0	29
C	163	24	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	258	45
B	102	0	59
C	131	29	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	135	89
B	144	0	29
C	163	23	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	226	69
B	114	0	30
C	144	27	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	134	96
B	131	0	27
C	178	22	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	-4%	36%
B	0%	0%	0%
C	0%	0%	0%

PM Peak (PCUs)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	-4%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	152	506
B	187	0	127
C	343	116	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	192	358
B	128	0	103
C	309	118	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	133	776
B	209	0	65
C	377	108	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	191	386
B	116	0	96
C	337	113	0

Stoke Road/Tudor Road Priority Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	235	68
B	120	0	30
C	142	33	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	142	99
B	151	0	27
C	188	22	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	221	75
B	117	0	28
C	140	25	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	137	103
B	142	0	25
C	178	21	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	230	78
B	125	0	28
C	138	30	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	153	97
B	159	0	26
C	192	22	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	-13%	106%
B	18%	0%	-49%
C	8%	14%	0%

PM Peak (PCUs)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	5%	11%
B	5%	0%	-7%
C	15%	-8%	0%

AM Peak (PCUs)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	-18%	127%
B	15%	0%	-53%
C	7%	-14%	0%

PM Peak (PCUs)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	1%	16%
B	-1%	0%	-14%
C	9%	-13%	0%

AM Peak (PCUs)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	-14%	136%
B	23%	0%	-53%
C	5%	3%	0%

PM Peak (PCUs)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	13%	9%
B	10%	0%	-10%
C	18%	-8%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	138	764
B	220	0	65
C	372	132	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	202	398
B	134	0	96
C	356	113	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	130	843
B	215	0	60
C	367	100	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	195	414
B	126	0	89
C	337	108	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	135	877
B	229	0	60
C	361	120	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	218	390
B	141	0	92
C	364	113	0

Stoke Road/Tudor Road Priority Junction

A Stoke Road North
B Tudor Road
C Stoke Road South

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	158	371
B	187	0	127
C	343	116	0

*Growth from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	192	358
B	128	0	103
C	309	123	0

*Growth from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	269	33
B	102	0	59
C	131	29	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	135	89
B	144	0	29
C	163	24	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	258	45
B	102	0	59
C	131	29	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	135	89
B	144	0	29
C	163	23	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	226	69
B	114	0	30
C	144	27	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	134	96
B	131	0	27
C	178	22	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-11	12
B	0	0	0
C	0	0	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	-1	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-43	36
B	12	0	-29
C	13	-2	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-1	7
B	-13	0	-2
C	15	-2	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	147	383
B	187	0	127
C	343	116	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	192	358
B	128	0	103
C	309	122	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	115	407
B	199	0	98
C	356	114	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	191	365
B	115	0	101
C	324	121	0

Stoke Road/Tudor Road Priority Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	235	68
B	120	0	30
C	142	33	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	142	99
B	151	0	27
C	188	22	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	221	75
B	117	0	28
C	140	25	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	137	103
B	142	0	25
C	178	21	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	230	78
B	125	0	28
C	138	30	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	153	97
B	159	0	26
C	192	22	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	-34	35
B	18	0	-29
C	11	4	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	7	10
B	7	0	-2
C	25	-2	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	-48	42
B	15	0	-31
C	9	-4	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	2	14
B	-2	0	-4
C	15	-3	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	-39	45
B	23	0	-31
C	7	1	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	18	8
B	15	0	-3
C	29	-2	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	124	406
B	205	0	98
C	354	120	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	199	368
B	135	0	101
C	334	121	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	110	413
B	202	0	96
C	352	112	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	194	372
B	126	0	99
C	324	120	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	119	416
B	210	0	96
C	350	117	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	210	366
B	143	0	100
C	338	121	0

Stoke Road/Tudor Road Priority Junction

- AStoke Road North
- BTudor Road
- CStoke Road South

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	302	529	529	224	550	550
B	161	314	314	173	231	231
C	160	459	459	187	432	432

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	303	657	530	224	550	550
B	161	314	314	173	231	231
C	160	459	459	186	427	431

2026 base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	295	908	522	230	577	556
B	144	274	297	158	212	216
C	171	485	470	200	450	445

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	303	903	530	241	600	567
B	150	285	303	178	230	236
C	175	504	474	210	469	455

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	296	973	523	240	609	566
B	145	275	298	167	215	225
C	165	467	464	199	445	444

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	308	1012	535	250	608	576
B	153	289	306	185	234	243
C	168	481	467	214	477	459

Stoke Road/Hollycroft/Wykin Road Mini Rounabout

- AStoke Rd
- BHollycroft
- CWykin Rd

AM Peak (PCUs)

2021 Baseline AM Peak			
From/To	A	B	C
A	1	357	127
B	301	0	99
C	153	177	0

PM Peak (PCUs)

2021 Baseline PM Peak			
From/To	A	B	C
A	3	351	91
B	295	0	122
C	137	130	0

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	25	68
B	77	0	58
C	84	85	0

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	21	97
B	136	0	113
C	51	79	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	37	67
B	77	0	57
C	84	84	0

PM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	21	97
B	136	0	112
C	51	77	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	32	67
B	90	0	55
C	81	78	0

PM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	29	94
B	150	0	110
C	50	71	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	48%	-1%
B	0%	0%	-2%
C	0%	-1%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	-1%
C	0%	-3%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	28%	-1%
B	17%	0%	-5%
C	-4%	-8%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	38%	-3%
B	10%	0%	-3%
C	-2%	-10%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	1	528	125
B	301	0	97
C	153	175	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	3	351	91
B	295	0	121
C	137	127	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	1	457	125
B	352	0	94
C	148	162	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	3	485	88
B	325	0	119
C	134	117	0

Stoke Road/Hollycroft/Wykin Road Mini Rounabout

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	30	68
B	93	0	56
C	81	80	0

PM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	30	96
B	158	0	111
C	51	72	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	36	67
B	88	0	49
C	76	76	0

PM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	36	92
B	148	0	103
C	51	94	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	38	68
B	91	0	50
C	77	79	0

PM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	29	94
B	162	0	104
C	52	95	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	20%	0%
B	21%	0%	-3%
C	-4%	-6%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	43%	-1%
B	16%	0%	-2%
C	0%	-9%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	44%	-1%
B	14%	0%	-16%
C	-10%	-11%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	71%	-5%
B	9%	0%	-9%
C	0%	19%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	52%	0%
B	18%	0%	-14%
C	-8%	-7%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	38%	-3%
B	19%	0%	-8%
C	2%	20%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	1	428	127
B	364	0	96
C	148	167	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	3	501	90
B	343	0	120
C	137	118	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	1	514	125
B	344	0	84
C	138	158	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	3	602	86
B	321	0	111
C	137	155	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	1	543	127
B	356	0	85
C	140	165	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	3	485	88
B	351	0	112
C	140	156	0

Stoke Road/Hollycroft/Wykin Road Mini Rounabout

A Stoke Rd
B Hollycroft
C Wykin Rd

AM Peak (PCUs)

2021 Baseline AM Peak			
From/To	A	B	C
A	1	357	127
B	301	0	99
C	153	177	0

PM Peak (PCUs)

2021 Baseline PM Peak			
From/To	A	B	C
A	3	351	91
B	295	0	122
C	137	130	0

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	25	68
B	77	0	58
C	84	85	0

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	21	97
B	136	0	113
C	51	79	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	37	67
B	77	0	57
C	84	84	0

PM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	21	97
B	136	0	112
C	51	77	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	32	67
B	90	0	55
C	81	78	0

PM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	29	94
B	150	0	110
C	50	71	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	12	-1
B	0	0	-1
C	0	-1	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	-1
C	0	-2	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	7	-1
B	13	0	-3
C	-3	-7	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	8	-3
B	14	0	-3
C	-1	-8	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	1	369	126
B	301	0	98
C	153	176	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	3	351	91
B	295	0	121
C	137	128	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	1	364	126
B	314	0	96
C	150	170	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	3	359	88
B	309	0	119
C	136	122	0

Stoke Road/Hollycroft/Wykin Road Mini Rounabout

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	30	68
B	93	0	56
C	81	80	0

PM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	30	96
B	158	0	111
C	51	72	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	36	67
B	88	0	49
C	76	76	0

PM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	36	92
B	148	0	103
C	51	94	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	38	68
B	91	0	50
C	77	79	0

PM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	29	94
B	162	0	104
C	52	95	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	5	0
B	16	0	-2
C	-3	-5	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	9	-1
B	22	0	-2
C	0	-7	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	11	-1
B	11	0	-9
C	-8	-9	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	15	-5
B	12	0	-10
C	0	15	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	13	0
B	14	0	-8
C	-7	-6	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	8	-3
B	26	0	-9
C	1	16	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	1	362	127
B	317	0	97
C	150	172	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	3	360	90
B	317	0	120
C	137	123	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	1	368	126
B	312	0	90
C	145	168	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	3	366	86
B	307	0	112
C	137	145	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	1	370	127
B	315	0	91
C	146	171	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	3	359	88
B	321	0	113
C	138	146	0

Stoke Road/Hollycroft/Wykin Road Mini Rounabout

- AStoke Rd
- BHollycroft
- CWykin Rd

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	93	485	485	118	445	445
B	135	400	400	249	417	417
C	169	330	330	130	267	267

2022 Base

At	M Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	104	654	496	118	445	445
B	134	398	399	248	416	416
C	168	328	329	128	264	265

2026 Base

At	M Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	99	583	491	123	576	450
B	145	446	410	260	444	428
C	159	310	320	121	251	258

2026 Base + Development

At	M Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	98	556	490	126	594	453
B	149	459	414	269	463	437
C	161	314	322	123	255	260

2032 Base

At	M Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	103	640	495	128	691	455
B	137	428	402	251	432	419
C	152	297	313	145	292	282

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	106	671	498	123	576	450
B	141	441	406	266	464	434
C	156	305	317	147	296	284

A47/The Common/B4668

- A
- A47 East
- B
- B4668
- C
- A47 West
- D
- The Common

AM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	1	608	805	85
B	318	0	56	143
C	581	50	3	49
D	90	203	44	0

PM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	4	440	736	126
B	506	1	46	213
C	787	26	1	80
D	64	94	36	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	669	746	138
B	375	0	0	165
C	648	0	0	43
D	47	196	20	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	458	712	120
B	615	0	0	249
C	774	0	0	95
D	66	167	16	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	659	754	137
B	374	0	0	165
C	645	0	0	43
D	47	196	20	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	457	712	119
B	614	0	0	248
C	775	0	0	95
D	64	168	16	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	616	909	96
B	394	0	0	161
C	628	0	0	48
D	45	233	21	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	486	796	115
B	635	0	0	247
C	773	0	0	112
D	63	151	17	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	-1%	1%	-1%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	0%	0%	-1%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	-3%	1%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-8%	22%	-30%
B	5%	0%	0%	-2%
C	-3%	0%	0%	12%
D	-4%	19%	5%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	6%	12%	-4%
B	3%	0%	0%	-1%
C	0%	0%	0%	18%
D	-5%	-10%	6%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	1	599	814	84
B	317	0	56	143
C	578	50	3	49
D	90	203	44	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	4	439	736	125
B	505	1	46	212
C	788	26	1	80
D	62	95	36	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	1	560	981	59
B	334	0	56	140
C	563	50	3	55
D	86	241	46	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	4	467	823	121
B	522	1	46	211
C	786	26	1	94
D	61	85	38	0

A47/The Common/B4668

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	618	939	96
B	392	0	0	161
C	677	0	0	51
D	45	233	22	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	491	838	113
B	635	0	0	252
C	792	0	0	116
D	63	152	18	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	616	962	98
B	382	0	0	160
C	619	0	0	44
D	62	257	21	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	489	808	122
B	639	0	0	269
C	807	0	0	110
D	66	148	17	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	616	988	98
B	378	0	0	160
C	661	0	0	47
D	63	260	22	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	488	857	119
B	641	0	0	271
C	815	0	0	113
D	66	150	31	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-8%	26%	-30%
B	5%	0%	0%	-2%
C	4%	0%	0%	19%
D	-4%	19%	10%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	7%	18%	-6%
B	3%	0%	0%	1%
C	2%	0%	0%	22%
D	-5%	-9%	13%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	-8%	29%	-29%
B	2%	0%	0%	-3%
C	-4%	0%	0%	2%
D	32%	31%	5%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	7%	13%	2%
B	4%	0%	0%	8%
C	4%	0%	0%	16%
D	0%	-11%	6%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-8%	32%	-29%
B	1%	0%	0%	-3%
C	2%	0%	0%	9%
D	34%	33%	10%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	7%	20%	-1%
B	4%	0%	0%	9%
C	5%	0%	0%	19%
D	0%	-10%	94%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	1	562	1013	59
B	332	0	56	140
C	607	50	3	58
D	86	241	48	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	4	472	866	119
B	522	1	46	216
C	805	26	1	98
D	61	86	41	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	1	560	1038	60
B	324	0	56	139
C	555	50	3	50
D	119	266	46	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	4	470	835	128
B	526	1	46	230
C	821	26	1	93
D	64	83	38	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	1	560	1066	60
B	321	0	56	139
C	593	50	3	54
D	121	269	48	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	4	469	886	125
B	527	1	46	232
C	829	26	1	95
D	64	84	70	0

A47/The Common/B4668

A A47 East
 B B4668
 C A47 West
 D The Common

AM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	1	608	805	85
B	318	0	56	143
C	581	50	3	49
D	90	203	44	0

PM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	4	440	736	126
B	506	1	46	213
C	787	26	1	80
D	64	94	36	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	669	746	138
B	375	0	0	165
C	648	0	0	43
D	47	196	20	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	458	712	120
B	615	0	0	249
C	774	0	0	95
D	66	167	16	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	659	754	137
B	374	0	0	165
C	645	0	0	43
D	47	196	20	0

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	457	712	119
B	614	0	0	248
C	775	0	0	95
D	64	168	16	0

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	616	909	96
B	394	0	0	161
C	628	0	0	48
D	45	233	21	0

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	486	796	115
B	635	0	0	247
C	773	0	0	112
D	63	151	17	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	-10	8	-1
B	-1	0	0	0
C	-3	0	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	-1	0	-1
B	-1	0	0	-1
C	1	0	0	0
D	-2	1	0	0

AM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-53	163	-42
B	19	0	0	-4
C	-20	0	0	5
D	-2	37	1	0

PM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	28	84	-5
B	20	0	0	-2
C	-1	0	0	17
D	-3	-16	1	0

Method 2: Additive Approach**AM Peak (PCUs)**

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	1	598	813	84
B	317	0	56	143
C	578	50	3	49
D	90	203	44	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	4	439	736	125
B	505	1	46	212
C	788	26	1	80
D	62	95	36	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	1	555	968	43
B	337	0	56	139
C	561	50	3	54
D	88	240	45	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	4	468	820	121
B	526	1	46	211
C	786	26	1	97
D	61	78	37	0

A47/The Common/B4668**AM Peak (PCUs)**

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	618	939	96
B	392	0	0	161
C	677	0	0	51
D	45	233	22	0

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	491	838	113
B	635	0	0	252
C	792	0	0	116
D	63	152	18	0

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	616	962	98
B	382	0	0	160
C	619	0	0	44
D	62	257	21	0

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	489	808	122
B	639	0	0	269
C	807	0	0	110
D	66	148	17	0

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	616	988	98
B	378	0	0	160
C	661	0	0	47
D	63	260	22	0

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	488	857	119
B	641	0	0	271
C	815	0	0	113
D	66	150	31	0

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-51	193	-42
B	17	0	0	-4
C	29	0	0	8
D	-2	37	2	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	33	126	-7
B	20	0	0	3
C	18	0	0	21
D	-3	-15	2	0

AM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	-53	216	-40
B	7	0	0	-5
C	-29	0	0	1
D	15	61	1	0

PM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	31	96	2
B	24	0	0	20
C	33	0	0	15
D	0	-19	1	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	-53	242	-40
B	3	0	0	-5
C	13	0	0	4
D	16	64	2	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	30	145	-1
B	26	0	0	22
C	41	0	0	18
D	0	-17	15	0

Method 2: Additive Approach**AM Peak (PCUs)**

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	1	557	998	43
B	335	0	56	139
C	610	50	3	57
D	88	240	46	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	4	473	862	119
B	526	1	46	216
C	805	26	1	101
D	61	79	38	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	1	555	1021	45
B	325	0	56	138
C	552	50	3	50
D	105	264	45	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	4	471	832	128
B	530	1	46	233
C	820	26	1	95
D	64	75	37	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	1	555	1047	45
B	321	0	56	138
C	594	50	3	53
D	106	267	46	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	4	470	881	125
B	532	1	46	235
C	828	26	1	98
D	64	77	51	0

A47/The Common/B4668

A A47 East
 B B4668
 C A47 West
 D The Common

Approach Flows**2021 Base**

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1553	1499	1499	1290	1306	1306
B	540	517	517	864	766	766
C	691	683	683	869	894	894
D	263	337	337	249	194	194

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1550	1498	1496	1288	1304	1304
B	539	516	516	862	764	764
C	688	680	680	870	895	895
D	263	337	337	248	193	193

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1621	1601	1567	1397	1414	1413
B	555	530	532	882	781	784
C	676	671	668	885	907	910
D	299	374	373	231	184	176

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1653	1635	1599	1442	1461	1458
B	553	528	530	887	785	789
C	728	718	720	908	930	933
D	300	376	374	233	187	178

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1676	1659	1622	1419	1437	1435
B	542	519	519	908	803	810
C	663	658	655	917	940	942
D	340	431	414	231	186	176

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1702	1687	1648	1464	1484	1480
B	538	515	515	912	806	814
C	708	699	700	928	951	953
D	345	438	419	247	218	192

Stoke Road/Tudor Road Priority Junction

- A A47 East
- B B581 Station Rd
- C A47 West

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	131	700
B	120	0	402
C	549	369	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	123	629
B	205	0	604
C	605	399	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	186	507
B	104	0	469
C	534	287	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	136	477
B	130	0	527
C	531	349	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	184	512
B	104	0	468
C	533	286	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	136	475
B	130	0	525
C	531	349	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	165	579
B	90	0	459
C	472	335	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	127	506
B	129	0	524
C	533	349	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	-1%	1%
B	0%	0%	0%
C	0%	0%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	-11%	14%
B	-13%	0%	-2%
C	-12%	17%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	-7%	6%
B	-1%	0%	-1%
C	0%	0%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	130	707
B	120	0	401
C	548	368	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	123	626
B	205	0	602
C	605	399	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	116	799
B	104	0	393
C	485	431	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	115	667
B	203	0	601
C	607	399	0

Stoke Road/Tudor Road Priority Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	165	584
B	88	0	475
C	485	357	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	126	520
B	129	0	547
C	539	358	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	200	598
B	95	0	494
C	454	382	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	126	501
B	126	0	587
C	556	392	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	199	599
B	91	0	505
C	459	399	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	125	514
B	127	0	600
C	563	398	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	-11%	15%
B	-15%	0%	1%
C	-9%	24%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	-7%	9%
B	-1%	0%	4%
C	2%	3%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	8%	18%
B	-9%	0%	5%
C	-15%	33%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	-7%	5%
B	-3%	0%	11%
C	5%	12%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	7%	18%
B	-13%	0%	8%
C	-14%	39%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	-8%	8%
B	-2%	0%	14%
C	6%	14%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	116	806
B	102	0	407
C	499	459	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	114	686
B	203	0	627
C	614	409	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	141	826
B	110	0	423
C	467	491	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	114	661
B	199	0	673
C	633	448	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	140	827
B	105	0	433
C	472	513	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	113	678
B	200	0	688
C	641	455	0

Stoke Road/Tudor Road Priority Junction

A A47 East
B B581 Station Rd
C A47 West

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	131	700
B	120	0	402
C	549	369	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	123	629
B	205	0	604
C	605	399	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	186	507
B	104	0	469
C	534	287	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	136	477
B	130	0	527
C	531	349	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	184	512
B	104	0	468
C	533	286	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	136	475
B	130	0	525
C	531	349	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	165	579
B	90	0	459
C	472	335	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	127	506
B	129	0	524
C	533	349	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-2	5
B	0	0	-1
C	-1	-1	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	-2
B	0	0	-2
C	0	0	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-21	72
B	-14	0	-10
C	-62	48	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-9	29
B	-1	0	-3
C	2	0	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	129	705
B	120	0	401
C	548	368	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	123	627
B	205	0	602
C	605	399	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	110	772
B	106	0	392
C	487	417	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	114	658
B	204	0	601
C	607	399	0

Stoke Road/Tudor Road Priority Junction

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	165	584
B	88	0	475
C	485	357	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	126	520
B	129	0	547
C	539	358	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	200	598
B	95	0	494
C	454	382	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	126	501
B	126	0	587
C	556	392	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	199	599
B	91	0	505
C	459	399	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	125	514
B	127	0	600
C	563	398	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	-21	77
B	-16	0	6
C	-49	70	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	-10	43
B	-1	0	20
C	8	9	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	14	91
B	-9	0	25
C	-80	95	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	-10	24
B	-4	0	60
C	25	43	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	13	92
B	-13	0	36
C	-75	112	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	-11	37
B	-3	0	73
C	32	49	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	110	777
B	104	0	408
C	500	439	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	113	672
B	204	0	624
C	613	408	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	145	791
B	111	0	427
C	469	464	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	113	653
B	201	0	664
C	630	442	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	144	792
B	107	0	438
C	474	481	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	112	666
B	202	0	677
C	637	448	0

Stoke Road/Tudor Road Priority Junction

- A A47 East
- B B581 Station Rd
- C A47 West

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	693	831	831	613	752	752
B	573	522	522	657	809	809
C	821	918	918	880	1004	1004

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	696	836	834	611	749	750
B	572	521	521	655	807	807
C	819	916	916	880	1004	1004

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	744	916	882	633	782	772
B	549	497	498	653	804	805
C	807	916	904	882	1006	1006

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	749	923	887	646	800	785
B	563	509	512	676	830	828
C	842	958	939	897	1023	1021

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	798	967	936	627	775	766
B	589	533	538	713	871	865
C	836	958	933	948	1082	1072

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	798	967	936	639	791	778
B	596	538	545	727	888	879
C	858	985	955	961	1096	1085

Leicester Rd/Spa La

- A B4668 Leicester Rd
- B B590 Spa La
- C B590 Leicester Rd

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	367	164
B	306	0	184
C	127	193	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	327	163
B	480	0	154
C	156	158	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	690	203
B	387	0	0
C	106	113	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	443	124
B	624	0	0
C	174	117	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	686	195
B	387	0	0
C	104	114	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	442	124
B	624	0	0
C	172	117	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	670	168
B	386	0	0
C	99	121	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	484	96
B	624	0	0
C	175	114	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	-1%	-4%
B	0%	0%	0%
C	-2%	1%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	-1%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	-3%	-17%
B	0%	0%	0%
C	-7%	7%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	9%	-23%
B	0%	0%	0%
C	1%	-3%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	365	158
B	306	0	184
C	125	195	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	326	163
B	480	0	154
C	154	158	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	356	136
B	305	0	184
C	119	207	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	357	126
B	480	0	154
C	157	154	0

Leicester Rd/Spa La

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	670	171
B	387	0	0
C	100	126	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	485	101
B	628	0	0
C	177	114	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	720	174
B	385	0	0
C	94	122	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	475	101
B	631	0	0
C	198	129	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	723	175
B	385	0	0
C	94	124	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	478	102
B	632	0	0
C	206	129	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	-3%	-16%
B	0%	0%	0%
C	-6%	12%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	9%	-19%
B	1%	0%	0%
C	2%	-3%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	4%	-14%
B	-1%	0%	0%
C	-11%	8%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	7%	-19%
B	1%	0%	0%
C	14%	10%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	5%	-14%
B	-1%	0%	0%
C	-11%	10%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	8%	-18%
B	1%	0%	0%
C	18%	10%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	356	138
B	306	0	184
C	120	215	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	358	133
B	483	0	154
C	159	154	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	383	141
B	304	0	184
C	113	208	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	351	133
B	485	0	154
C	178	174	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	385	141
B	304	0	184
C	113	212	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	353	134
B	486	0	154
C	185	174	0

Leicester Rd/Spa La

A B4668 Leicester Rd
B B590 Spa La
C B590 Leicester Rd

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	367	164
B	306	0	184
C	127	193	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	327	163
B	480	0	154
C	156	158	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	690	203
B	387	0	0
C	106	113	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	443	124
B	624	0	0
C	174	117	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	686	195
B	387	0	0
C	104	114	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	442	124
B	624	0	0
C	172	117	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	670	168
B	386	0	0
C	99	121	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	484	96
B	624	0	0
C	175	114	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-4	-8
B	0	0	0
C	-2	1	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-1	0
B	0	0	0
C	-2	0	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-20	-35
B	-1	0	0
C	-7	8	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	41	-28
B	0	0	0
C	1	-3	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	363	156
B	306	0	184
C	125	194	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	326	163
B	480	0	154
C	154	158	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	347	129
B	305	0	184
C	120	201	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	368	135
B	480	0	154
C	157	155	0

Leicester Rd/Spa La

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	670	171
B	387	0	0
C	100	126	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	485	101
B	628	0	0
C	177	114	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	720	174
B	385	0	0
C	94	122	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	475	101
B	631	0	0
C	198	129	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	723	175
B	385	0	0
C	94	124	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	478	102
B	632	0	0
C	206	129	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	-20	-32
B	0	0	0
C	-6	13	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	42	-23
B	4	0	0
C	3	-3	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	30	-29
B	-2	0	0
C	-12	9	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	32	-23
B	7	0	0
C	24	12	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	33	-28
B	-2	0	0
C	-12	11	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	35	-22
B	8	0	0
C	32	12	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	347	132
B	306	0	184
C	121	206	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	369	140
B	484	0	154
C	159	155	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	397	135
B	304	0	184
C	115	202	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	359	140
B	487	0	154
C	180	170	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	400	136
B	304	0	184
C	115	204	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	362	141
B	488	0	154
C	188	170	0

Leicester Rd/Spa La

- A B4668 Leicester Rd
- B B590 Spa La
- C B590 Leicester Rd

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	893	531	531	567	490	490
B	387	490	490	624	634	634
C	219	320	320	291	314	314

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	881	522	519	566	489	489
B	387	490	490	624	634	634
C	218	319	319	289	312	312

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	838	492	476	580	483	503
B	386	489	489	624	634	634
C	220	325	321	289	311	312

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	841	495	479	586	491	509
B	387	490	490	628	637	638
C	226	335	327	291	313	314

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	894	524	532	576	483	499
B	385	488	488	631	639	641
C	216	321	317	327	352	350

2032 Base + Development PRTM Model

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	898	526	536	580	487	503
B	385	488	488	632	640	642
C	218	324	319	335	359	358

Leicester Rd/Spa La

- A B4668 Leicester Rd
- B B590 Spa La
- C B590 Leicester Rd

Method 2: Additive Approach - Manual Adjustment

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	367	164
B	306	0	184
C	125	194	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	326	163
B	480	0	154
C	154	158	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	367	164
B	305	0	184
C	120	201	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	368	135
B	480	0	154
C	157	155	0

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	367	164
B	306	0	184
C	121	206	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	369	140
B	484	0	154
C	159	155	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	397	164
B	304	0	184
C	115	202	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	359	140
B	487	0	154
C	180	170	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	400	164
B	304	0	184
C	115	204	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	362	141
B	488	0	154
C	188	170	0

London Rd/Park Rd

- A B4669 London Rd South
- B B590 Park Rd
- C B590 London Rd North

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	317	637
B	201	0	80
C	613	91	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	226	688
B	305	0	115
C	553	67	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	286	813
B	204	0	22
C	766	27	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	183	914
B	203	0	29
C	657	19	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	283	808
B	206	0	21
C	763	25	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	183	914
B	203	0	29
C	656	19	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	239	759
B	230	0	29
C	750	34	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	198	867
B	220	0	52
C	673	42	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	-1%	-1%
B	1%	0%	-5%
C	0%	-7%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	0%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	-16%	-7%
B	13%	0%	32%
C	-2%	26%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	8%	-5%
B	8%	0%	79%
C	2%	121%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	314	633
B	203	0	76
C	611	84	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	226	688
B	305	0	115
C	552	67	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	265	595
B	227	0	105
C	600	115	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	245	653
B	331	0	206
C	566	148	0

London Rd/Park Rd

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	242	763
B	231	0	29
C	768	34	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	197	871
B	223	0	53
C	679	43	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	247	777
B	232	0	27
C	809	35	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	185	896
B	221	0	64
C	698	39	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	249	784
B	233	0	27
C	826	35	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	180	908
B	221	0	64
C	708	40	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	-15%	-6%
B	13%	0%	32%
C	0%	26%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	8%	-5%
B	10%	0%	83%
C	3%	126%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	-14%	-4%
B	14%	0%	23%
C	6%	30%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	1%	-2%
B	9%	0%	121%
C	6%	105%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	-13%	-4%
B	14%	0%	23%
C	8%	30%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	-2%	-1%
B	9%	0%	121%
C	8%	111%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	268	598
B	228	0	105
C	615	115	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	243	656
B	335	0	210
C	572	152	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	274	609
B	229	0	98
C	647	118	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	228	674
B	332	0	254
C	588	138	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	276	614
B	230	0	98
C	661	118	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	222	683
B	332	0	254
C	596	141	0

London Rd/Park Rd

A B4669 London Rd South
B B590 Park Rd
C B590 London Rd North

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	317	637
B	201	0	80
C	613	91	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	226	688
B	305	0	115
C	553	67	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	286	813
B	204	0	22
C	766	27	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	183	914
B	203	0	29
C	657	19	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	283	808
B	206	0	21
C	763	25	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	183	914
B	203	0	29
C	656	19	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	239	759
B	230	0	29
C	750	34	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	198	867
B	220	0	52
C	673	42	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-3	-5
B	2	0	-1
C	-3	-2	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	-1	0	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	-47	-54
B	26	0	7
C	-16	7	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	15	-47
B	17	0	23
C	16	23	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	314	632
B	203	0	79
C	610	89	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	226	688
B	305	0	115
C	552	67	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	270	583
B	227	0	87
C	597	98	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	241	641
B	322	0	138
C	569	90	0

London Rd/Park Rd

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	242	763
B	231	0	29
C	768	34	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	197	871
B	223	0	53
C	679	43	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	247	777
B	232	0	27
C	809	35	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	185	896
B	221	0	64
C	698	39	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	249	784
B	233	0	27
C	826	35	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	180	908
B	221	0	64
C	708	40	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	-44	-50
B	27	0	7
C	2	7	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	14	-43
B	20	0	24
C	22	24	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	-39	-36
B	28	0	5
C	43	8	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	2	-18
B	18	0	35
C	41	20	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	-37	-29
B	29	0	5
C	60	8	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	-3	-6
B	18	0	35
C	51	21	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	273	587
B	228	0	87
C	615	98	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	240	645
B	325	0	139
C	575	91	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	278	601
B	229	0	85
C	656	99	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	228	670
B	323	0	150
C	594	87	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	280	608
B	230	0	85
C	673	99	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	223	682
B	323	0	150
C	604	88	0

London Rd/Park Rd

- A B4669 London Rd South
- B B590 Park Rd
- C B590 London Rd North

Approach Flows

2021 Base PRTM Model

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1099	954	954	1097	914	914
B	226	281	281	232	420	420
C	793	704	704	676	620	620

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1091	947	946	1097	914	914
B	227	279	282	232	420	420
C	788	695	699	675	619	619

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	998	860	853	1065	897	882
B	259	332	314	272	537	460
C	784	715	695	715	715	659

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1005	866	860	1068	899	885
B	260	333	315	276	545	464
C	802	729	713	722	723	666

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1024	883	879	1081	903	898
B	259	327	314	285	586	473
C	844	765	755	737	725	681

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	1033	890	888	1088	906	905
B	260	328	315	285	586	473
C	861	779	772	748	737	692

London Rd/Park Rd

- A B4669 London Rd South
- B B590 Park Rd
- C B590 London Rd North

Method 2: Additive Approach - Manual Adjustment

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	317	637
B	203	0	79
C	610	89	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	226	688
B	305	0	115
C	552	67	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	317	637
B	227	0	87
C	597	98	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	241	688
B	322	0	138
C	569	90	0

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	317	637
B	228	0	87
C	615	98	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	240	688
B	325	0	139
C	575	91	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	317	637
B	229	0	85
C	656	99	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	228	688
B	323	0	150
C	594	87	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	317	637
B	230	0	85
C	673	99	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	223	688
B	323	0	150
C	604	88	0

Burbadge Rd/Brookside/Elm Tree Dr

- A B4669 Burbadge Rd South
- B Brookside
- C B4669 Burbadge Rd Nouth
- D Elm Tree Dr*
- *Elm Tree Dr not included in PRTM model outputs

AM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	0	31	703	1
B	68	0	306	3
C	776	211	0	4
D	3	4	8	0

PM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	0	15	605	3
B	47	0	417	3
C	716	217	0	8
D	2	1	5	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	43	698	0
B	17	0	363	0
C	791	286	0	0
D	0	0	0	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	0	790	0
B	0	0	438	0
C	652	222	0	0
D	0	0	0	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	46	700	
B	17	0	354	
C	790	284	0	
D				

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	0	790	
B	0	0	437	
C	649	223	0	
D				

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	34	693	
B	17	0	265	
C	801	283	0	
D				

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	0	773	
B	0	0	422	
C	678	225	0	
D				

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	7%	0%	0%
B	0%	0%	-2%	0%
C	0%	-1%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change				
From/To	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	-21%	-1%	0%
B	0%	0%	-27%	0%
C	1%	-1%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change				
From/To	A	B	C	D
A	0%	0%	-2%	0%
B	0%	0%	-4%	0%
C	4%	1%	0%	0%
D	0%	0%	0%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	33	705	1
B	68	0	298	3
C	775	210	0	4
D	3	4	8	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	605	3
B	47	0	416	3
C	713	218	0	8
D	2	1	5	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	25	698	1
B	68	0	223	3
C	786	209	0	4
D	3	4	8	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	592	3
B	47	0	402	3
C	745	220	0	8
D	2	1	5	0

Burbadge Rd/Brookside/Elm Tree Dr

AM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	33	697	
B	17	0	266	
C	819	283	0	
D				

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	0	776	
B	0	0	422	
C	685	225	0	
D				

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	32	719	
B	18	0	267	
C	864	278	0	
D				

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	0	788	
B	0	0	423	
C	711	220	0	
D				

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	32	725	
B	18	0	268	
C	881	278	0	
D				

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	0	794	
B	0	0	424	
C	721	219	0	
D				

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-23%	0%	0%
B	0%	0%	-27%	0%
C	4%	-1%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	0%	-2%	0%
B	0%	0%	-4%	0%
C	5%	1%	0%	0%
D	0%	0%	0%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	-26%	3%	0%
B	6%	0%	-26%	0%
C	9%	-3%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change				
From/To	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	-3%	0%
C	9%	-1%	0%	0%
D	0%	0%	0%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	-26%	4%	0%
B	6%	0%	-26%	0%
C	11%	-3%	0%	0%
D	0%	0%	0%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change				
From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	-3%	0%
C	11%	-1%	0%	0%
D	0%	0%	0%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	24	702	1
B	68	0	224	3
C	803	209	0	4
D	3	4	8	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	15	594	3
B	47	0	402	3
C	752	220	0	8
D	2	1	5	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	23	724	1
B	72	0	225	3
C	848	205	0	4
D	3	4	8	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	603	3
B	47	0	403	3
C	781	215	0	8
D	2	1	5	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	23	730	1
B	72	0	226	3
C	864	205	0	4
D	3	4	8	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	15	608	3
B	47	0	404	3
C	792	214	0	8
D	2	1	5	0

Burbadge Rd/Brookside/Elm Tree Dr

A B4669 Burbadge Rd South
B Brookside
C B4669 Burbadge Rd Nouth
D Elm Tree Dr*

*Elm Tree Dr not included in PRTM model outputs

AM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	0	31	703	1
B	68	0	306	3
C	776	211	0	4
D	3	4	8	0

PM Peak (PCUs)

2021 Observed Flows AM Peak*				
From/To	A	B	C	D
A	0	15	605	3
B	47	0	417	3
C	716	217	0	8
D	2	1	5	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	43	698	0
B	17	0	363	0
C	791	286	0	0
D	0	0	0	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	0	790	0
B	0	0	438	0
C	652	222	0	0
D	0	0	0	0

AM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	46	700	
B	17	0	354	
C	790	284	0	
D				

PM Peak (PCUs)

2022 Base PRTM Model				
From/To	A	B	C	D
A	0	0	790	
B	0	0	437	
C	649	223	0	
D				

AM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	34	693	
B	17	0	265	
C	801	283	0	
D				

PM Peak (PCUs)

2026 Base PRTM Model				
From/To	A	B	C	D
A	0	0	773	
B	0	0	422	
C	678	225	0	
D				

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	3	2	0
B	0	0	-9	0
C	-1	-2	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2022 Difference				
From/To	A	B	C	D
A	0	0	0	0
B	0	0	-1	0
C	-3	1	0	0
D	0	0	0	0

AM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	-9	-5	0
B	0	0	-98	0
C	10	-3	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2026 Difference				
From/To	A	B	C	D
A	0	0	-17	0
B	0	0	-16	0
C	26	3	0	0
D	0	0	0	0

Method 2: Additive Approach**AM Peak (PCUs)**

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	34	705	1
B	68	0	297	3
C	775	209	0	4
D	3	4	8	0

PM Peak (PCUs)

2022 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	605	3
B	47	0	416	3
C	713	218	0	8
D	2	1	5	0

AM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	22	698	1
B	68	0	208	3
C	786	208	0	4
D	3	4	8	0

PM Peak (PCUs)

2026 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	588	3
B	47	0	401	3
C	742	220	0	8
D	2	1	5	0

Burbadge Rd/Brookside/Elm Tree Dr**AM Peak (PCUs)**

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	33	697	
B	17	0	266	
C	819	283	0	
D				

PM Peak (PCUs)

2026 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	0	776	
B	0	0	422	
C	685	225	0	
D				

AM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	32	719	
B	18	0	267	
C	864	278	0	
D				

PM Peak (PCUs)

2032 Base PRTM Model				
From/To	A	B	C	D
A	0	0	788	
B	0	0	423	
C	711	220	0	
D				

AM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	32	725	
B	18	0	268	
C	881	278	0	
D				

PM Peak (PCUs)

2032 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	0	794	
B	0	0	424	
C	721	219	0	
D				

PRTM Change in Flow**AM Peak (PCUs)**

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	-10	-1	0
B	0	0	-97	0
C	28	-3	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2026 + Dev Difference				
From/To	A	B	C	D
A	0	0	-14	0
B	0	0	-16	0
C	33	3	0	0
D	0	0	0	0

AM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	-11	21	0
B	1	0	-96	0
C	73	-8	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2032 Base Difference				
From/To	A	B	C	D
A	0	0	-2	0
B	0	0	-15	0
C	59	-2	0	0
D	0	0	0	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	-11	27	0
B	1	0	-95	0
C	90	-8	0	0
D	0	0	0	0

PM Peak (PCUs)

PRTM 2021/2032 + Dev Difference				
From/To	A	B	C	D
A	0	0	4	0
B	0	0	-14	0
C	69	-3	0	0
D	0	0	0	0

Method 2: Additive Approach**AM Peak (PCUs)**

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	21	702	1
B	68	0	209	3
C	804	208	0	4
D	3	4	8	0

PM Peak (PCUs)

2026 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	15	591	3
B	47	0	401	3
C	749	220	0	8
D	2	1	5	0

AM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	20	724	1
B	69	0	210	3
C	849	203	0	4
D	3	4	8	0

PM Peak (PCUs)

2032 Base Adjusted Flows				
From/To	A	B	C	D
A	0	15	603	3
B	47	0	402	3
C	775	215	0	8
D	2	1	5	0

AM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	20	730	1
B	69	0	211	3
C	866	203	0	4
D	3	4	8	0

PM Peak (PCUs)

2032 Base + Development Adjusted Flows				
From/To	A	B	C	D
A	0	15	609	3
B	47	0	403	3
C	785	214	0	8
D	2	1	5	0

Burbadge Rd/Brookside/Elm Tree Dr

- A

B4669 Burbadge Rd South
- B

Brookside
- C

B4669 Burbadge Rd Nouth
- D

Elm Tree Dr*
- *Elm Tree Dr not included in PRTM model outputs

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	741	735	735	790	623	623
B	380	377	377	438	467	467
C	1077	991	991	874	941	941
D	0	15	15	0	8	8

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	746	739	740	790	623	623
B	371	369	368	437	466	466
C	1074	989	988	872	939	939
D	0	15	15	0	8	8

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	727	723	721	773	610	606
B	282	294	279	422	452	451
C	1084	999	998	903	972	970
D	0	15	15	0	8	8

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	730	727	724	776	612	609
B	283	295	280	422	452	451
C	1102	1016	1016	910	980	977
D	0	15	15	0	8	8

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	751	748	745	788	621	621
B	285	300	282	423	453	452
C	1142	1057	1056	931	1004	998
D	0	15	15	0	8	8

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	757	754	751	794	626	627
B	286	301	283	424	454	453
C	1159	1073	1073	940	1014	1007
D	0	15	15	0	8	8

Stoke Rd/Hinckley Rd

- A Hinckley Rd East
- B Stoke Rd
- C Hinckley Rd West

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	194	43
B	123	0	152
C	39	176	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	118	41
B	171	0	190
C	24	153	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	252	6
B	132	0	100
C	81	156	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	110	64
B	274	0	173
C	7	87	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	251	6
B	129	0	99
C	81	157	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	108	64
B	273	0	172
C	7	87	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	349	7
B	196	0	133
C	77	162	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	214	48
B	316	0	241
C	8	73	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	0%	0%
B	-2%	0%	-1%
C	0%	1%	0%

PM Peak (%)

PRTM 2021/2022 Percentage Change			
From/To	A	B	C
A	0%	-2%	0%
B	0%	0%	-1%
C	0%	0%	0%

AM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	38%	17%
B	48%	0%	33%
C	-5%	4%	0%

PM Peak (%)

PRTM 2021/2026 Percentage Change			
From/To	A	B	C
A	0%	95%	-25%
B	15%	0%	39%
C	14%	-16%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	193	43
B	120	0	150
C	39	177	0

PM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	116	41
B	170	0	189
C	24	153	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	269	50
B	183	0	202
C	37	183	0

PM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	230	31
B	197	0	265
C	27	128	0

Stoke Rd/Hinckley Rd

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	298	7
B	203	0	135
C	82	156	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	209	62
B	315	0	224
C	8	75	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	358	7
B	233	0	180
C	69	170	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	238	45
B	376	0	259
C	8	99	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	306	7
B	256	0	187
C	75	167	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	239	56
B	361	0	250
C	8	108	0

PRTM Change in Flow

AM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	18%	17%
B	54%	0%	35%
C	1%	0%	0%

PM Peak (%)

PRTM 2021/2026 + Dev Percentage Change			
From/To	A	B	C
A	0%	90%	-3%
B	15%	0%	29%
C	14%	-14%	0%

AM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	42%	17%
B	77%	0%	80%
C	-15%	9%	0%

PM Peak (%)

PRTM 2021/2032 Base Percentage Change			
From/To	A	B	C
A	0%	116%	-30%
B	37%	0%	50%
C	14%	14%	0%

AM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	21%	17%
B	94%	0%	87%
C	-7%	7%	0%

PM Peak (%)

PRTM 2021/2032 + Dev Percentage Change			
From/To	A	B	C
A	0%	117%	-13%
B	32%	0%	45%
C	14%	24%	0%

Method 1: Multiplicative Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	229	50
B	189	0	205
C	39	176	0

PM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	224	40
B	197	0	246
C	27	132	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	276	50
B	217	0	274
C	33	192	0

PM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	255	29
B	235	0	284
C	27	174	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	236	50
B	239	0	284
C	36	188	0

PM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	256	36
B	225	0	275
C	27	190	0

Stoke Rd/Hinckley Rd

- AHinckley Rd East
- BStoke Rd
- CHinckley Rd West

AM Peak (PCUs)

2021 Observed Flows AM Peak*			
From/To	A	B	C
A	0	194	43
B	123	0	152
C	39	176	0

*Growthed from 2018 base data

PM Peak

2021 Observed Flows PM Peak*			
From/To	A	B	C
A	0	118	41
B	171	0	190
C	24	153	0

*Growthed from 2018 base data

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	252	6
B	132	0	100
C	81	156	0

PM Peak

2021 Base PRTM Model			
From/To	A	B	C
A	0	110	64
B	274	0	173
C	7	87	0

AM Peak (PCUs)

2022 Base PRTM Model			
From/To	A	B	C
A	0	251	6
B	129	0	99
C	81	157	0

PM Peak

2022 Base PRTM Model			
From/To	A	B	C
A	0	108	64
B	273	0	172
C	7	87	0

AM Peak (PCUs)

2026 Base PRTM Model			
From/To	A	B	C
A	0	349	7
B	196	0	133
C	77	162	0

PM Peak

2026 Base PRTM Model			
From/To	A	B	C
A	0	214	48
B	316	0	241
C	8	73	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-1	0
B	-3	0	-1
C	0	1	0

PM Peak

PRTM 2021/2022 Differences			
From/To	A	B	C
A	0	-2	0
B	-1	0	-1
C	0	0	0

AM Peak (PCUs)

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	97	1
B	64	0	33
C	-4	6	0

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	104	-16
B	42	0	68
C	1	-14	0

Method 2: Additive Approach

AM Peak (PCUs)

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	193	43
B	120	0	151
C	39	177	0

PM Peak

2022 Base Adjusted Flows			
From/To	A	B	C
A	0	116	41
B	170	0	189
C	24	153	0

AM Peak (PCUs)

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	291	44
B	187	0	185
C	35	182	0

PM Peak

2026 Base Adjusted Flows			
From/To	A	B	C
A	0	222	25
B	213	0	258
C	25	139	0

Stoke Rd/Hinckley Rd

AM Peak (PCUs)

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	298	7
B	203	0	135
C	82	156	0

PM Peak

2026 Base + Development PRTM Model			
From/To	A	B	C
A	0	209	62
B	315	0	224
C	8	75	0

AM Peak (PCUs)

2032 Base PRTM Model			
From/To	A	B	C
A	0	358	7
B	233	0	180
C	69	170	0

PM Peak

2032 Base PRTM Model			
From/To	A	B	C
A	0	238	45
B	376	0	259
C	8	99	0

AM Peak (PCUs)

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	306	7
B	256	0	187
C	75	167	0

PM Peak

2032 Base + Development PRTM Model			
From/To	A	B	C
A	0	239	56
B	361	0	250
C	8	108	0

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	46	1
B	71	0	35
C	1	0	0

PM Peak

PRTM 2021/2026 + Dev Differences			
From/To	A	B	C
A	0	99	-2
B	41	0	51
C	1	-12	0

AM Peak (PCUs)

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	106	1
B	101	0	80
C	-12	14	0

PM Peak

PRTM 2021/2032 Differences			
From/To	A	B	C
A	0	128	-19
B	102	0	86
C	1	12	0

AM Peak (PCUs)

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	54	1
B	124	0	87
C	-6	11	0

PM Peak

PRTM 2021/2032 + Dev Differences			
From/To	A	B	C
A	0	129	-8
B	87	0	77
C	1	21	0

Method 2: Additive Approach

AM Peak (PCUs)

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	240	44
B	194	0	187
C	40	176	0

PM Peak

2026 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	217	39
B	212	0	241
C	25	141	0

AM Peak (PCUs)

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	300	44
B	224	0	232
C	27	190	0

PM Peak

2032 Base Adjusted Flows			
From/To	A	B	C
A	0	246	22
B	273	0	276
C	25	165	0

AM Peak (PCUs)

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	248	44
B	247	0	239
C	33	187	0

PM Peak

2032 Base + Dev Adjusted Flows			
From/To	A	B	C
A	0	247	33
B	258	0	267
C	25	174	0

Stoke Rd/Hinckley Rd

- AHinckley Rd East
- BStoke Rd
- CHinckley Rd West

Approach Flows

2021 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	258	237	237	174	159	159
B	232	275	275	447	361	361
C	237	215	215	94	177	177

2022 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	257	236	236	172	157	157
B	228	271	271	445	359	359
C	238	216	216	94	177	177

2026 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	356	319	335	262	260	247
B	329	385	372	557	462	471
C	239	220	217	81	156	164

2026 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	305	280	284	271	264	256
B	338	394	381	539	443	453
C	238	215	216	83	159	166

2032 Base

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	365	326	344	283	284	268
B	413	491	456	635	519	549
C	239	225	217	107	202	190

2032 Base + Development

At	AM Peak (PCUs)			PM Peak (PCUs)		
	PRTM	M1	M2	PRTM	M1	M2
A	313	286	292	295	292	280
B	443	523	486	611	500	525
C	242	225	220	116	217	199

Appendix B

Padge Hall Farm/North Hinckley PRTM Comparison

A5 Dodwells and Longshoot
Cordon Demand Matrices (in veh)

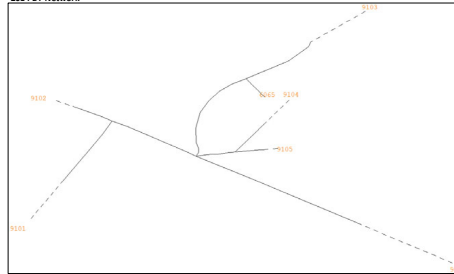
AM Peak Hour

2032 WoDev									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	10	5	27	6	2	11	61	
9101	18	0	0	218	90	191	118	635	
9102	13	0	0	13	88	187	409	710	
9103	55	287	15	0	228	20	182	787	
9104	5	73	36	31	0	81	88	314	
9105	2	342	132	0	169	0	80	725	
9106	23	138	274	80	137	12	0	664	
	116	850	462	369	718	493	888	3896	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	0	1	0	0	0	1	2	
9101	0	0	2	11	5	3	7	28	
9102	0	0	0	30	9	7	93	139	
9103	0	24	15	0	3	3	10	55	
9104	0	3	7	1	0	0	6	17	
9105	0	3	9	1	1	0	1	15	
9106	0	6	108	9	9	3	0	135	
	0	36	142	52	27	16	118	391	
PHF 2031 Core Scenario									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	9	4	27	5	2	11	58	
9101	18	0	0	224	76	207	99	624	
9102	11	0	0	10	72	208	379	680	
9103	52	307	0	0	213	23	183	778	
9104	4	67	38	32	0	75	82	298	
9105	1	343	132	0	152	0	79	707	
9106	23	137	297	145	109	11	0	722	
	109	863	471	438	627	526	833	3867	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	0	1	0	0	0	1	2	
9101	0	0	2	10	5	6	7	30	
9102	0	0	0	36	8	16	104	164	
9103	0	23	18	0	4	5	15	65	
9104	0	2	5	1	0	0	6	14	
9105	0	5	16	2	1	0	1	25	
9106	0	4	106	11	5	3	0	129	
	0	34	148	60	23	30	134	429	
PHF Comparison with Stoke Road PRTM Outputs (2032-2031)									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	1	1	0	1	0	0	3	
9101	0	0	0	-6	14	-16	19	11	
9102	2	0	0	3	16	-21	30	30	
9103	3	-20	15	0	15	-3	-1	9	
9104	1	6	-2	-1	0	6	6	16	
9105	1	-1	0	0	17	0	1	18	
9106	0	1	-23	-65	28	1	0	-58	
	7	-13	-9	-69	91	-33	55	29	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	0	0	0	0	0	0	0	
9101	0	0	0	1	0	-3	0	-2	
9102	0	0	0	-6	1	-9	-11	-25	
9103	0	1	-3	0	-1	-2	-5	-10	
9104	0	1	2	0	0	0	0	3	
9105	0	-2	-7	-1	0	0	0	-10	
9106	0	2	2	-2	4	0	0	6	
	0	2	-6	-8	4	-14	-16	-38	

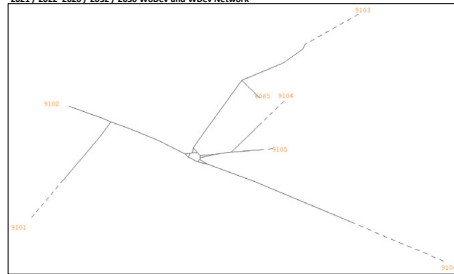
PM Peak Hour

2032 WoDev									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	15	8	74	5	2	22	126	
9101	10	0	0	294	48	292	184	828	
9102	7	0	0	30	40	179	374	630	
9103	68	188	0	0	70	42	86	454	
9104	6	106	70	197	0	202	234	815	
9105	1	240	150	28	53	0	29	501	
9106	10	326	351	62	49	23	0	821	
	102	875	579	685	265	740	929	4175	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	1	1	1	0	0	1	4	
9101	0	0	0	7	2	1	4	14	
9102	0	0	0	17	3	4	66	90	
9103	0	7	15	0	0	1	3	26	
9104	0	3	9	1	0	0	6	19	
9105	0	1	3	1	0	0	0	5	
9106	0	6	69	5	2	0	0	82	
	0	18	97	32	7	6	80	240	
PHF 2031 Core Scenario									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	14	7	69	5	3	21	119	
9101	9	0	0	286	45	286	188	814	
9102	5	0	0	28	36	176	398	643	
9103	69	187	0	0	67	41	75	439	
9104	5	93	54	174	0	176	202	704	
9105	1	263	153	20	54	0	29	520	
9106	11	324	351	106	46	22	0	860	
	100	881	565	683	253	704	913	4099	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	1	1	1	0	0	0	3	
9101	0	0	0	2	6	1	3	16	
9102	0	0	0	16	2	10	68	96	
9103	0	8	16	0	1	1	3	29	
9104	0	3	7	1	0	0	5	16	
9105	0	2	8	1	0	0	0	11	
9106	0	6	76	6	1	0	0	89	
	0	20	110	31	5	14	80	260	
PHF Comparison with Stoke Road PRTM Outputs (2032-2031)									
Lights	6065	9101	9102	9103	9104	9105	9106		
6065	0	1	1	5	0	-1	1	7	
9101	1	0	0	8	3	6	-4	14	
9102	2	0	0	2	4	3	-24	-13	
9103	-1	1	0	0	3	1	11	15	
9104	1	13	16	23	0	26	32	111	
9105	0	-23	-3	8	-1	0	0	-19	
9106	-1	2	0	-44	3	1	0	-39	
	2	-6	14	2	12	36	16	76	
Heavies	6065	9101	9102	9103	9104	9105	9106		
6065	0	0	0	0	0	0	1	1	
9101	0	0	-2	1	1	-2	0	-2	
9102	0	0	0	1	1	-6	-2	-6	
9103	0	-1	-1	0	-1	0	0	-3	
9104	0	0	2	0	0	0	1	3	
9105	0	-1	-5	0	0	0	0	-6	
9106	0	0	-7	-1	1	0	0	-7	
	0	-2	-13	1	2	-8	0	-20	

2014 BY Network

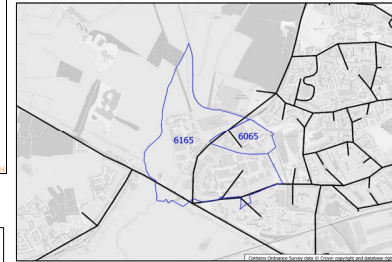


2021 / 2022 / 2026 / 2032 / 2036 WoDev and WDev Network



Zone

- Description
- 6065 Traffic to/from PRTM zone 6065 (see zone figure below)
 - 9101 A47 Longshoot
 - 9102 AS (North-West)
 - 9103 A47 Hinckley
 - 9104 Traffic to/from PRTM zone 6105 (see zone figure below - note that zone 6105 includes sites west of A47).
 - 9105 B4666 Coventry Road
 - 9106 AS (South-East)



Appendix C

Dodwells/Longshoot Proposed Cordon Flows

2023 PRTM base flows - AM Peak (Extracted from PHF Application)

07:15 - 08:15	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	sum
LV	A5 NW	1	10	63	6	13	36	169	259	46	45	647
	A47 Longshoot	2	48	22	12	19	36	298	77	164	49	725
	Aldi	3	1	1	0	2	0	5	1	3	1	14
	PFS	4	2	3	0	0	3	16	11	12	4	51
	C	5	6	5	0	0	0	7	0	20	1	39
	B4666 Coventry Rd	6	213	240	6	2	26	2	15	25	148	677
	A5 SW	7	304	71	4	0	5	10	8	151	7	560
	A47 Hinckley	8	39	310	6	2	103	57	124	39	65	745
	Harrowbrook Estate	9	13	12	0	0	1	20	0	12	0	58
		sum	636	727	34	38	210	584	495	472	320	3516

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	2	11	0	0	4	2	50	12	0	81
A47 Longshoot	2	11	1	0	0	0	6	7	8	0	33
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	2	0	0	0	0	0	7	0	11
B4666 Coventry Rd	6	2	8	0	0	0	0	0	1	10	21
A5 SW	7	56	9	0	0	1	1	8	12	0	87
A47 Hinckley	8	23	11	0	0	2	2	27	12	0	77
Harrowbrook Estate	9	0	0	0	0	0	9	0	0	0	9
	sum	96	42	0	0	7	20	92	52	10	319

2031 PRTM base flows - AM Peak (Extracted from PHF Application)

07:15 - 08:15	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	sum
LV	A5 NW	1	10	63	6	13	38	162	278	44	48	662
	A47 Longshoot	2	48	22	12	19	36	316	70	184	51	758
	Aldi	3	1	1	0	2	0	5	1	3	1	14
	PFS	4	2	3	0	0	3	16	11	12	4	51
	C	5	6	5	0	0	0	7	0	20	1	39
	B4666 Coventry Rd	6	207	245	6	2	24	2	16	13	137	652
	A5 SW	7	285	59	4	0	5	9	8	161	6	537
	A47 Hinckley	8	31	343	6	2	123	68	153	39	77	842
	Harrowbrook Estate	9	13	12	0	0	1	19	0	13	0	58
		sum	603	753	34	38	230	604	537	489	325	3613

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	2	0	0	0	4	2	54	22	0	84
A47 Longshoot	2	11	1	0	0	0	6	9	10	0	37
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	2	0	0	0	0	0	7	0	11
B4666 Coventry Rd	6	3	8	0	0	0	0	0	1	10	22
A5 SW	7	63	9	0	0	1	1	8	12	0	94
A47 Hinckley	8	26	12	0	0	4	2	30	12	0	86
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0
	sum	107	32	0	0	9	11	101	64	10	334

2023 PRTM base flows - PM Peak (Extracted from PHF Application)

16:00 - 17:00	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	sum
LV	A5 NW	1	9	53	19	12	7	144	386	44	9	683
	A47 Longshoot	2	102	23	33	22	8	248	106	228	10	780
	Aldi	3	1	2	0	4	1	24	27	27	2	88
	PFS	4	4	5	0	0	0	9	9	11	0	38
	C	5	29	26	2	0	0	25	6	141	2	231
	B4666 Coventry Rd	6	171	246	18	0	9	3	28	57	42	574
	A5 SW	7	301	79	13	0	0	20	7	113	0	533
	A47 Hinckley	8	44	208	20	0	28	45	116	0	11	472
	Harrowbrook Estate	9	55	55	4	0	1	131	8	49	0	303
		sum	716	697	109	38	54	649	693	670	76	3702

16:00 - 17:00
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	3	5	0	0	5	2	45	14	0	74
A47 Longshoot	2	8	2	0	0	0	3	3	16	0	32
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	0	0	0	0	0	4	5	0	11
B4666 Coventry Rd	6	2	1	0	0	0	0	0	0	9	12
A5 SW	7	59	1	0	0	3	0	7	5	0	75
A47 Hinckley	8	23	5	0	0	3	0	45	0	0	76
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0
	sum	97	14	0	0	11	5	104	40	9	280

2031 PRTM base flows - PM Peak (Extracted from PHF Application)

16:00 - 17:00	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour LV		Zones	1	2	3	4	5	6	7	8	9	sum
	A5 NW	1	9	53	19	12	7	131	366	53	10	660
	A47 Longshoot	2	102	23	33	22	8	275	126	193	10	792
	Aldi	3	1	2	0	4	1	24	27	27	2	88
	PFS	4	4	5	0	0	0	9	9	11	0	38
	C	5	30	28	2	0	0	23	6	169	2	260
	B4666 Coventry Rd	6	132	275	18	0	9	3	26	54	42	559
	A5 SW	7	328	129	13	0	0	21	7	118	0	616
	A47 Hinckley	8	44	197	20	0	29	47	116	0	12	465
	Harrowbrook Estate	9	55	59	4	0	1	120	8	58	0	305
	sum	705	771	109	38	55	653	691	683	78	3783	

16:00 - 17:00
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	3	0	0	0	5	2	53	16	0	79
A47 Longshoot	2	8	2	0	0	0	3	4	16	0	33
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	0	0	0	0	0	4	5	0	11
B4666 Coventry Rd	6	2	1	0	0	0	0	0	0	9	12
A5 SW	7	76	2	0	0	3	0	7	5	0	93
A47 Hinckley	8	23	5	0	0	3	0	45	0	0	76
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0
	sum	114	10	0	0	11	5	113	42	9	304

2032 PRTM base flows - AM Peak (Extracted from PHF Application) + TEMPro Growth

07:15 - 08:15	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	sum
LV	A5 NW	1	10	63	6	13	38	163	280	44	48	667
	A47 Longshoot	2	48	22	12	19	36	318	71	185	51	764
	Aldi	3	1	1	0	2	0	5	1	3	1	14
	PFS	4	2	3	0	0	3	16	11	12	4	51
	C	5	6	5	0	0	0	7	0	20	1	39
	B4666 Coventry Rd	6	209	247	6	2	24	2	16	13	138	657
	A5 SW	7	287	59	4	0	5	9	8	162	6	541
	A47 Hinckley	8	31	346	6	2	124	69	154	39	78	848
	Harrowbrook Estate	9	13	12	0	0	1	19	0	13	0	58
		sum	608	759	34	38	232	609	541	493	327	3640

2032 PRTM base flows - PM Peak (Extracted from PHF Application) + TEMPro Growth

07:15 - 08:15	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	sum
LV	A5 NW	1	9	53	19	12	7	132	369	53	10	665
	A47 Longshoot	2	103	23	33	22	8	277	127	194	10	798
	Aldi	3	1	2	0	4	1	24	27	27	2	89
	PFS	4	4	5	0	0	0	9	9	11	0	38
	C	5	30	28	2	0	0	23	6	170	2	262
	B4666 Coventry Rd	6	133	277	18	0	9	3	26	54	42	563
	A5 SW	7	330	130	13	0	0	21	7	119	0	620
	A47 Hinckley	8	44	198	20	0	29	47	117	0	12	468
	Harrowbrook Estate	9	55	59	4	0	1	121	8	58	0	307
		sum	710	777	110	38	55	658	696	688	79	3810

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	2	0	0	0	4	2	54	22	0	85
A47 Longshoot	2	11	1	0	0	0	6	9	10	0	37
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	2	0	0	0	0	0	7	0	11
B4666 Coventry Rd	6	3	8	0	0	0	0	0	1	10	22
A5 SW	7	63	9	0	0	1	1	8	12	0	95
A47 Hinckley	8	26	12	0	0	4	2	30	12	0	87
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0
	sum	108	32	0	0	9	11	102	64	10	337

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	
	Zones	1	2	3	4	5	6	7	8	9	sum
A5 NW	1	3	0	0	0	5	2	53	16	0	80
A47 Longshoot	2	8	2	0	0	0	3	4	16	0	33
Aldi	3	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0
C	5	2	0	0	0	0	0	4	5	0	11
B4666 Coventry Rd	6	2	1	0	0	0	0	0	0	9	12
A5 SW	7	77	2	0	0	3	0	7	5	0	94
A47 Hinckley	8	23	5	0	0	3	0	45	0	0	77
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0
	sum	115	10	0	0	11	5	114	42	9	306

2031 PRTM base flows + Pudge Hall Farm Dev and Mitigation - AM Peak (Extracted from PHF Application)

07:15 - 08:15	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	10	sum
LV	A5 NW	1	10	63	6	13	37	155	264	44	48	24	664
	A47 Longshoot	2	48	22	12	19	36	311	67	176	49	29	769
	Aldi	3	1	1	0	2	0	5	1	3	1	0	14
	PFS	4	2	3	0	0	3	16	11	12	4	0	51
	C	5	6	5	0	0	0	7	0	21	1	1	41
	B4666 Coventry Rd	6	201	244	6	2	26	2	15	13	148	5	662
	A5 SW	7	273	54	4	0	4	9	8	146	6	121	625
	A47 Hinckley	8	31	340	6	2	117	68	140	39	73	62	878
	Harrowbrook Estate	9	13	12	0	0	1	20	0	13	0	1	60
	PHF	10	6	11	0	0	0	9	19	15	0	0	60
		sum	591	755	34	38	224	602	525	482	330	243	3824

2031 PRTM base flows + Pudge Hall Farm Dev and Mitigation - PM Peak (Extracted from PHF Application)

16:00 - 17:00	Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
Peak Hour		Zones	1	2	3	4	5	6	7	8	9	10	sum
LV	A5 NW	1	9	53	19	12	7	129	358	55	10	7	659
	A47 Longshoot	2	102	23	33	22	8	263	122	202	10	4	789
	Aldi	3	1	2	0	4	1	24	27	27	2	0	88
	PFS	4	4	5	0	0	0	9	9	11	0	0	38
	C	5	29	29	2	0	0	23	6	169	2	0	260
	B4666 Coventry Rd	6	122	267	18	0	9	3	24	47	40	1	531
	A5 SW	7	312	123	13	0	0	21	7	77	0	31	584
	A47 Hinckley	8	44	188	20	0	30	47	101	0	12	13	455
	Harrowbrook Estate	9	55	59	4	0	1	122	7	58	0	0	306
	PHF	10	26	35	0	0	1	19	72	72	1	0	226
		sum	704	784	109	38	57	660	733	718	77	56	3936

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	2	0	0	0	4	2	53	20	0	10	91
A47 Longshoot	2	11	1	0	0	0	6	6	10	0	1	35
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	2	2	0	0	0	0	0	7	0	0	11
B4666 Coventry Rd	6	2	8	0	0	0	0	0	1	10	0	21
A5 SW	7	61	9	0	0	1	1	8	12	0	15	107
A47 Hinckley	8	26	12	0	0	4	2	30	12	0	2	88
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	8	3	0	0	0	0	13	5	0	0	29
	sum	112	35	0	0	9	11	110	67	10	28	382

16:00 - 17:00
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	3	0	0	0	5	2	52	16	0	3	81
A47 Longshoot	2	8	2	0	0	0	3	4	18	0	0	35
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	2	0	0	0	0	0	4	5	0	0	11
B4666 Coventry Rd	6	2	1	0	0	0	0	0	0	9	0	12
A5 SW	7	74	2	0	0	3	0	7	5	0	5	96
A47 Hinckley	8	23	5	0	0	3	0	45	0	0	0	76
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	3	1	0	0	0	0	5	2	0	0	11
	sum	115	11	0	0	11	5	117	46	9	8	322

07:15 - 08:15
Peak Hour
LV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	10	63	6	13	37	156	266	44	48	24	669
A47 Longshoot	2	48	22	12	19	36	313	68	177	49	29	775
Aldi	3	1	1	0	2	0	5	1	3	1	0	14
PFS	4	2	3	0	0	3	16	11	12	4	0	51
C	5	6	5	0	0	0	7	0	21	1	1	41
B4666 Coventry Rd	6	203	246	6	2	26	2	15	13	149	5	667
A5 SW	7	275	54	4	0	4	9	8	147	6	122	630
A47 Hinckley	8	31	343	6	2	118	69	141	39	74	62	885
Harrowbrook Estate	9	13	12	0	0	1	20	0	13	0	1	60
PHF	10	6	11	0	0	0	9	19	15	0	0	60
	sum	595	761	34	38	226	607	529	486	332	245	3853

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	2	0	0	0	4	2	53	20	0	10	92
A47 Longshoot	2	11	1	0	0	0	6	6	10	0	1	35
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	2	2	0	0	0	0	0	7	0	0	11
B4666 Coventry Rd	6	2	8	0	0	0	0	0	1	10	0	21
A5 SW	7	61	9	0	0	1	1	8	12	0	15	108
A47 Hinckley	8	26	12	0	0	4	2	30	12	0	2	89
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	8	3	0	0	0	0	13	5	0	0	29
	sum	113	35	0	0	9	11	111	68	10	28	385

07:15 - 08:15
Peak Hour
LV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	0	0	0	0	0	-1	-1	0	0	0	-2
A47 Longshoot	2	0	0	0	0	0	0	1	2	0	0	3
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	0	0	0	0	0	0	0	0	0	0	0
B4666 Coventry Rd	6	0	1	0	0	3	0	0	0	2	0	6
A5 SW	7	0	-1	0	0	0	0	0	5	0	0	4
A47 Hinckley	8	0	-5	0	0	-2	1	11	0	-1	0	4
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	0	0	0	0	0	0	0	0	0	0	0
	sum	0	-5	0	0	1	0	11	7	1	0	15

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	0	0	0	0	0	0	0	0	0	0	0
A47 Longshoot	2	0	0	0	0	0	0	0	-1	0	0	-1
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	0	0	0	0	0	0	0	0	0	0	0
B4666 Coventry Rd	6	0	0	0	0	0	0	0	0	0	0	0
A5 SW	7	-1	0	0	0	0	0	0	0	0	0	-1
A47 Hinckley	8	0	0	0	0	0	0	0	0	0	0	0
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	0	0	0	0	0	0	0	0	0	0	0
	sum	-1	0	0	0	0	0	0	-1	0	0	-2

07:15 - 08:15
Peak Hour
LV

Names		A5 NW	A47 Longshot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbr ook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	9	53	19	12	7	130	361	55	10	7	664
A47 Longshot	2	103	23	33	22	8	265	123	203	10	4	795
Aldi	3	1	2	0	4	1	24	27	27	2	0	89
PFS	4	4	5	0	0	0	9	9	11	0	0	38
C	5	29	29	2	0	0	23	6	170	2	0	262
B4666 Coventry Rd	6	123	269	18	0	9	3	24	47	40	1	535
A5 SW	7	314	124	13	0	0	21	7	78	0	31	588
A47 Hinckley	8	44	189	20	0	30	47	102	0	12	13	458
Harrowbrook Estate	9	55	59	4	0	1	123	7	58	0	0	308
PHF	10	26	35	0	0	1	19	73	73	1	0	228
	sum	709	790	110	38	57	665	738	723	78	56	3964

07:15 - 08:15
Peak Hour
HV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hincley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	3	0	0	0	5	2	52	16	0	3	82
A47 Longshoot	2	8	2	0	0	0	3	4	18	0	0	35
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	2	0	0	0	0	0	4	5	0	0	11
B4666 Coventry Rd	6	2	1	0	0	0	0	0	9	0	0	12
A5 SW	7	75	2	0	0	3	0	7	5	0	5	97
A47 Hincley	8	23	5	0	0	3	0	45	0	0	0	77
Harrowbrook Estate	9	0	0	0	0	0	0	0	0	0	0	0
PHF	10	3	1	0	0	0	0	5	2	0	0	11
	sum	116	11	0	0	11	5	118	46	9	8	324

16:00 - 17:00
Peak Hour
LV

Names		A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinkley	Harrowbrook Estate	PHF	
	Zones	1	2	3	4	5	6	7	8	9	10	sum
A5 NW	1	0	0	0	0	0	0	-1	0	0	0	-1
A47 Longshoot	2	0	0	0	0	0	0	0	1	0	0	1
Aldi	3	0	0	0	0	0	0	0	0	0	0	0
PFS	4	0	0	0	0	0	0	0	0	0	0	0
C	5	1	0	0	0	0	2	-2	0	0	0	1
B4666 Coventry Rd	6	3	0	0	0	0	0	0	0	0	0	3
A5 SW	7	-3	1	0	0	0	0	0	12	0	0	10
A47 Hinkley	8	1	0	0	0	1	-1	25	0	1	0	27
Harrowbrook Estate	9	1	0	0	0	0	2	-2	0	0	0	1
PHF	10	0	0	0	0	0	0	0	0	0	0	0
	sum	3	1	0	0	1	2	20	13	1	0	41

16:00 - 17:00
Peak Hour
HV

[illegible]

2032 Base + PHF Dev & Mitigation + Development - AM Peak

07:15 - 08:15	Names												
Peak Hour													
LV													
	A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF			
Zones	1	2	3	4	5	6	7	8	9	10	sum		
1	10	63	6	13	37	155	265	44	48	24	667		
2	48	22	12	19	36	313	69	179	49	29	778		
3	1	1	0	2	0	5	1	3	1	0	14		
4	2	3	0	0	3	16	11	12	4	0	51		
5	6	5	0	0	0	7	0	21	1	1	41		
6	203	247	6	2	29	2	15	13	151	5	672		
7	275	53	4	0	4	9	8	152	6	122	634		
8	31	338	6	2	116	70	152	39	73	62	889		
9	13	12	0	0	1	20	0	13	0	1	60		
10	6	11	0	0	0	9	19	15	0	0	60		
sum	595	756	34	38	227	607	540	493	333	245	3867		

2032 Base + PHF Dev & Mitigation + Development - PM Peak

16:00 - 17:00	Names												
Peak Hour													
LV													
	A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF			
Zones	1	2	3	4	5	6	7	8	9	10	sum		
1	9	53	19	12	7	130	360	55	10	7	663		
2	103	23	33	22	8	265	123	204	10	4	796		
3	1	2	0	4	1	24	27	27	2	0	89		
4	4	5	0	0	0	9	9	11	0	0	38		
5	30	29	2	0	0	25	4	170	2	0	262		
6	126	269	18	0	9	3	24	47	40	1	538		
7	311	125	13	0	0	21	7	90	0	31	598		
8	45	189	20	0	31	46	127	0	13	13	485		
9	56	59	4	0	1	124	5	58	0	0	309		
10	26	35	0	0	1	19	73	73	1	0	228		
sum	712	791	110	38	58	667	758	736	78	56	4005		

07:15 - 08:15	Names												
Peak Hour													
HV													
	A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF			
Zones	1	2	3	4	5	6	7	8	9	10	sum		
1	2	0	0	0	4	2	53	20	0	10	92		
2	11	1	0	0	0	6	6	9	0	1	34		
3	0	0	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0	0	0		
5	2	2	0	0	0	0	0	7	0	0	11		
6	2	8	0	0	0	0	0	1	10	0	21		
7	60	9	0	0	1	1	8	12	0	15	107		
8	26	12	0	0	4	2	30	12	0	2	89		
9	0	0	0	0	0	0	0	0	0	0	0		
10	8	3	0	0	0	0	13	5	0	0	29		
sum	112	35	0	0	9	11	111	67	10	28	383		

16:00 - 17:00	Names												
Peak Hour													
HV													
	A5 NW	A47 Longshoot	Aldi	PFS	C	B4666 Coventry Rd	A5 SW	A47 Hinckley	Harrowbrook Estate	PHF			
Zones	1	2	3	4	5	6	7	8	9	10	sum		
1	3	0	0	0	5	2	52	16	0	3	82		
2	8	2	0	0	0	3	4	18	0	0	35		
3	0	0	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0	0	0		
5	2	0	0	0	0	0	4	5	0	0	11		
6	2	1	0	0	0	0	0	0	9	0	12		
7	75	2	0	0	3	0	7	5	0	5	97		
8	23	5	0	0	3	0	45	0	0	0	77		
9	0	0	0	0	0	0	0	0	0	0	0		
10	3	1	0	0	0	0	5	2	0	0	11		
sum	116	11	0	0	11	5	118	46	9	8	324		