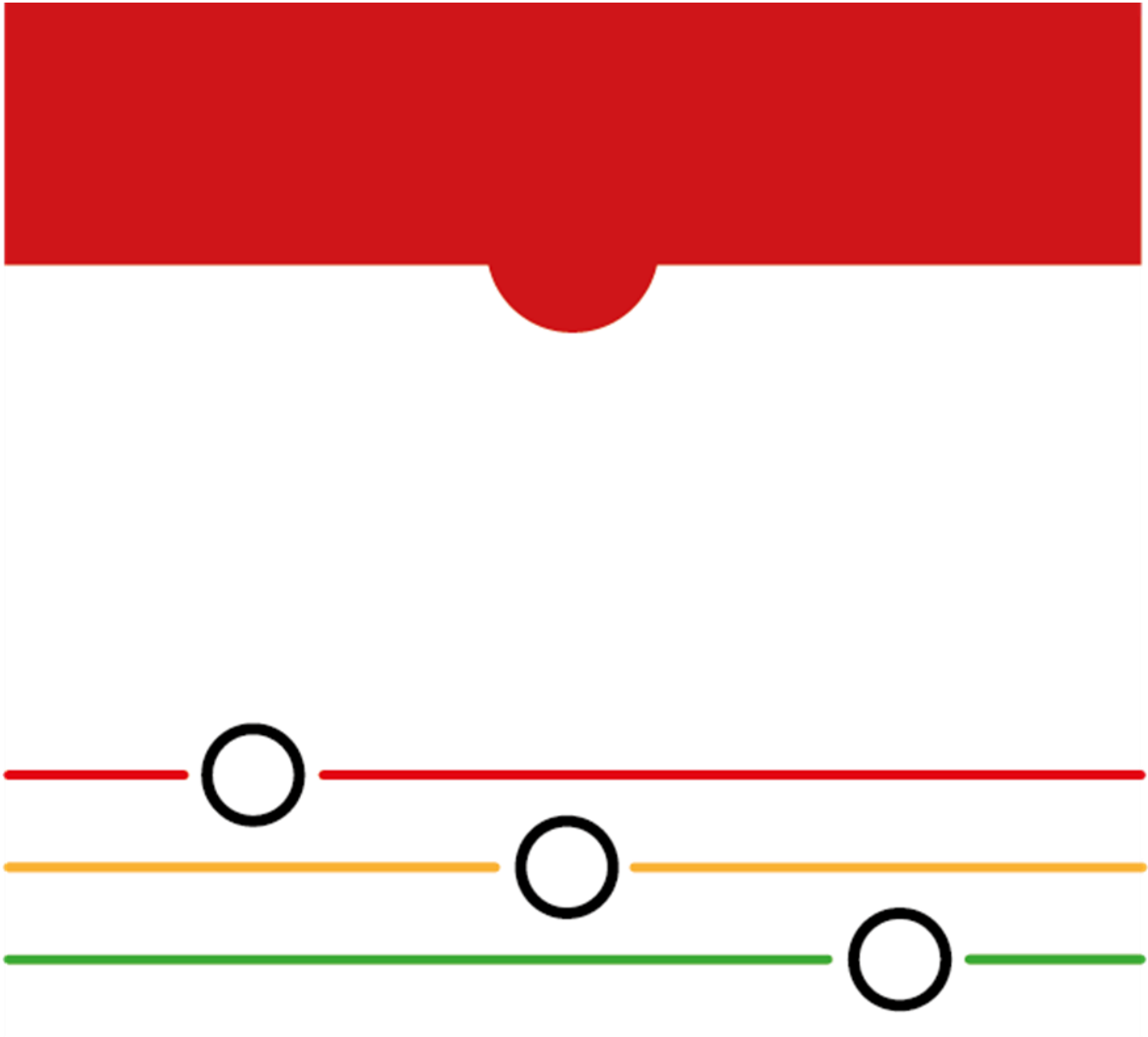




Welcome Break

Proposed Motorway Service Area Development,  
M69 Junction 1, Hinckley

## Transport Assessment

3711622



AUGUST 2023

## Report Details

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**Report Number:** 3711622-TA-RevA

**Report Title:** Transport Assessment, Proposed Motorway Service Area Development, M69 Junction 1, Hinckley

**Client:** Welcome Break

**Date:** 21 August 2023

**Status:**

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# Contents

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|          |                                                                                                                           |           |
|----------|---------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>1</b> | <b>Introduction</b>                                                                                                       | <b>3</b>  |
| 1.1      | <i>General</i>                                                                                                            | 3         |
| 1.2      | <i>Site Location</i>                                                                                                      | 3         |
| 1.3      | <i>Planning History and Pre-Application Discussions</i>                                                                   | 4         |
| 1.4      | <i>Purpose and Structure of Report</i>                                                                                    | 5         |
| <b>2</b> | <b>Policy Context</b>                                                                                                     | <b>6</b>  |
| 2.1      | <i>General</i>                                                                                                            | 6         |
| 2.2      | <i>National Policy</i>                                                                                                    | 6         |
| 2.2.1    | National Planning Policy Framework (NPPF), 2021                                                                           | 6         |
| 2.2.2    | DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development                                  | 7         |
| 2.2.3    | The Strategic Road Network: Planning for the Future – A Guide to Working with Highways England on Planning Matters (2015) | 8         |
| 2.3      | <i>Local Policy</i>                                                                                                       | 9         |
| 2.3.1    | Leicestershire's Third Local Transport Plan (2011 – 2026)                                                                 | 9         |
| 2.3.2    | Hinckley & Bosworth Borough Council: Local Plan (2006 – 2026)                                                             | 9         |
| 2.3.3    | Emerging Hinckley & Bosworth Borough Council Local Plan (2020-2039)                                                       | 10        |
| 2.3.4    | Hinckley & Bosworth Borough Council: The Good Design Guide (Supplementary Planning Document), 2020                        | 10        |
| <b>3</b> | <b>Existing Conditions</b>                                                                                                | <b>12</b> |
| 3.1      | <i>General</i>                                                                                                            | 12        |
| 3.2      | <i>Surrounding Highway Network</i>                                                                                        | 12        |
| 3.2.1    | Wolvey Road (North and South)                                                                                             | 12        |
| 3.2.2    | A5 Watling Street                                                                                                         | 13        |
| 3.2.3    | M69 J1 (Stretton Baskerville Interchange)                                                                                 | 13        |
| 3.3      | <i>Baseline Traffic Data</i>                                                                                              | 14        |
| 3.4      | <i>Road Safety</i>                                                                                                        | 14        |
| <b>4</b> | <b>Proposed Development</b>                                                                                               | <b>16</b> |
| 4.1      | <i>General</i>                                                                                                            | 16        |
| 4.2      | <i>Proposed Site Access and Servicing Arrangements</i>                                                                    | 16        |
| 4.2.1    | Pedestrian and Cycle Access                                                                                               | 16        |
| 4.2.2    | Vehicular Access                                                                                                          | 17        |
| 4.3      | <i>Parking Provision</i>                                                                                                  | 18        |
| <b>5</b> | <b>Access by Non-Car Modes</b>                                                                                            | <b>19</b> |
| 5.1      | <i>General</i>                                                                                                            | 19        |
| 5.2      | <i>Pedestrian Access</i>                                                                                                  | 19        |
| 5.3      | <i>Cycle Access</i>                                                                                                       | 21        |
| 5.4      | <i>Public Transport Access</i>                                                                                            | 22        |
| <b>6</b> | <b>Trip Generation</b>                                                                                                    | <b>24</b> |
| 6.1      | <i>General</i>                                                                                                            | 24        |
| 6.2      | <i>Trip Generation</i>                                                                                                    | 24        |
| 6.2.1    | Motorway Service Area – Weekday                                                                                           | 24        |
| 6.2.2    | Motorway Service Area – Saturday                                                                                          | 25        |
| 6.2.3    | Existing Permitted Development                                                                                            | 27        |
| 6.3      | <i>Trip Types &amp; Distribution</i>                                                                                      | 27        |
| <b>7</b> | <b>Anticipated Highway Impacts</b>                                                                                        | <b>29</b> |
| 7.1      | <i>Baseline Traffic Data</i>                                                                                              | 29        |

|          |                                                    |           |
|----------|----------------------------------------------------|-----------|
| 7.2      | <i>Assessment Scenarios</i>                        | 29        |
| 7.3      | <i>Assessment Methodology</i>                      | 30        |
| 7.4      | <i>Modelling Results</i>                           | 30        |
| 7.4.1    | Site Access / A5 Watling Street and M69 Junction 1 | 30        |
| 7.4.2    | M69 Merge / Diverge Assessments                    | 33        |
| <b>8</b> | <b>Summary and Conclusions</b>                     | <b>34</b> |
|          | <b>Appendix 1 Proposed Site Layout</b>             | <b>3</b>  |
|          | <b>Appendix 2 Swept Path Assessment</b>            | <b>4</b>  |
|          | <b>Appendix 3 TRICS Output Report</b>              | <b>5</b>  |
|          | <b>Appendix 4 Traffic Figures</b>                  | <b>6</b>  |
|          | <b>Appendix 5 Traffic Survey Data</b>              | <b>7</b>  |
|          | <b>Appendix 6 Model Output Reports</b>             | <b>8</b>  |
|          | <b>Appendix 7 Merge / Diverge Assessments</b>      | <b>9</b>  |

# 1 Introduction

## 1.1 General

Dynamic Transport Planning Ltd is instructed by Welcome Break to report on the anticipated highways and transportation considerations related with the proposals for a Motorway Service Area (MSA) development off M69 Junction 1, Stretton Point, Hinckley.

The proposed development will incorporate roadside facilities, comprising a 10-pump Petrol Filling Station (PFS) with separate HGV filling pumps and sales unit, associated amenity building and drive-thru coffee shop. The proposals include the formation of a new access junction at A5(T) Watling Street, partnered with improvements along A5 Watling Street between the M69 J1 and Wolvey Road.

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

## 1.2 Site Location

The proposed site comprises undeveloped land situated to the west of the M69 J1 'Stretton Baskerville' Interchange. The site is located approximately 3km south of Hinckley Town Centre and 7km east of Nuneaton Town Centre. The M69 motorway runs along the southern boundary of the site, with the A5 routing in an east/west orientation to the north. The location of the site is illustrated at **Figure 1.1**:

**Figure 1.1 – Site Location Plan**



### 1.3 Planning History and Pre-Application Discussions

The development site has been subject to various historical planning applications and benefits from the previous planning approval in 2013 (reserved matters approval: R16/1255) for a mixed-use development including employment and leisure uses, which had been implemented as works commenced on site but was not developed out.

The 2013 approval had an agreed access from Wolvey Road (south), supported by construction of a new roundabout at Wolvey Road/A5 Watling Street. Whilst the proposals formed an upgrade to the existing junction, through traffic on the A5 would then be subject to a level of delay, which it does not currently face in its existing priority format.

The site currently benefits from planning approval for a mixed-use development including employment uses and a roadside services facility comprising a PFS, drive-thru restaurant and a new vehicular access (Application Ref. 20/00531/HYB), which was approved by Hinckley and Bosworth Borough Council in 2020.

However, the site is now under new ownership, who are preparing to bring forward a new planning application relating to revised proposals for the site, of which forms the subject of this TA.

The development site is situated on the boundary of two neighbouring local planning authorities (Rugby Borough in Warwickshire and Hinckley & Bosworth, Leicestershire), and subsequently two local Highway Authorities LCC and Warwickshire County Council (WCC). Pre-application discussions had been held with LCC and National Highways (NH) in cognisance of the adjacent highway network and access location.

Key points of the extensive pre-application scoping discussions undertaken with NH for the previous planning consent (Ref: 20/00531/HYB) are summarised below:

- National Highways in principle has no objections to the proposals, provided it can be demonstrated that the site access, associated works and development traffic can be delivered to a safe level without adversely impacting the adjacent signalised roundabout (M69 J1 – ‘Stretton Baskerville’ Interchange);
- Consideration should be given to extending the 40mph speed-limit through the proposed site access junction (at the A5 Watling Street), up to the edge of the Stretton Baskerville roundabout;
- The scheme should include linking to the M69 J1 traffic signals to facilitate coordination as required; and
- The planning application for the development proposals (and associated works), should be supported by the following:
  - Walking, Cycling and Horse Riding Assessment (WCHAR); and
  - Road Safety Audit Brief (RSA), Stage 1.

Key points of the scoping discussions undertaken with NH for the current proposals are summarised below:

- Traffic surveys to be undertaken at the M69 J1 Interchange on Thursday 18<sup>th</sup> and Saturday 20<sup>th</sup> May;
- The trip generation of the proposals would be determined by use of the MSA TRICs category alone; and
- A combined LINSIG model assessment of the M69 J1 and the proposed MSA access off A5 Watling Street, as part of the TA, to model any interaction and querying between both junctions and demonstrate any traffic impacts of the development and its associated works on the M69 J1.

## 1.4 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed development and review the accessibility of the site by all modes of transport.

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

Due to the site's proximity to the SRN, the TA will also consider DfT Circular 01/2022 '*The Strategic Road Network and the Delivery of Sustainable Development*' and National Highways' '*The Strategic Road Network – Planning for the Future*' (2015).

This report is structured as follows:

- Section 2 provides a reference to relevant planning policy;
- Section 3 sets out the existing conditions of and around the application site;
- Section 4 provides a description of the proposed development;
- Section 5 details sustainable access opportunities;
- Section 6 assesses the trip generating potential of the development proposals;
- Section 7 details the trip distribution methodology and trip assignment;
- Section 8 provides a junction capacity assessments and;
- Section 9 presents the summary and conclusions.

The Transport Assessment report should be read in conjunction with the full package of planning application documents on transport matters, including:

- Travel Plan;
- Stage 1 Road Safety Audit Brief, and
- Walking, Cycling and Horse-riding Assessment Report (WCHAR).

## 2 Policy Context

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### 2.1 General

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

### 2.2 National Policy

#### 2.2.1 National Planning Policy Framework (NPPF), 2021

In 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF. The NPPF sets out the government's planning policies for England and how the policies should be applied to various developments, providing a framework for localised plans to be provided.

Paragraph 104 of the latest NPPF discusses the key link between new developments and the transport network, stating that transport issues should be considered from the earliest stages of the planning process so that:

- The potential impacts of any development can be assessed;
- Opportunities for changing transport technologies and usage are realised - with particular relation to scale;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- Environmental impacts of traffic and transport infrastructure can be identified and assessed – allowing time to mitigate, manage and improve; and
- Patterns of movement – streets, parking and other transport consideration are integral to the design of schemes and contribute to making high quality places.

Paragraph 110 of the revised NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and*

- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Paragraph 111 of the NPPF states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Paragraph 112 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- *Allow for the efficient delivery of good, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Furthermore, Paragraph 113 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

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

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

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

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

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

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

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

### **2.2.3 The Strategic Road Network: Planning for the Future – A Guide to Working with Highways England on Planning Matters (2015)**

The NH guidance states that development proposals are likely to be wholly acceptable if they can be accommodated within the existing capacity of a section of the SRN or they do not increase demand for use of section that is already at full capacity taking into account any Travel Plan, traffic management and / or capacity enhancement measures that may be agreed.

Where the tests are not satisfied, additional assessment will be required. This assessment should:

- Demonstrate how the proposals will reduce the need to travel, especially by car;
- Demonstrate how the proposals will improve accessibility by all modes of travel; and influence travel behaviours;
- Assess the likely impact of residual trips;
- Identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

NH state that their planning response to applications for new roadside facilities will be limited to the initial development only. Further consultation would thus be required for any subsequent expansions or redevelopment at the site or new development on adjacent land.

The development of roadside facilities will be a matter of consideration by the relevant LPA. LPAs should have overall regard to the primary function of roadside facilities which is to support the safety and welfare of the road user. Therefore, it should be ensured that:

- There will be no adverse impact on safety and/or operation of the SRN or the roadside facility; and
- There is no risk of the sites becoming retail destinations in their own right.

## 2.3 Local Policy

### 2.3.1 Leicestershire's Third Local Transport Plan (2011 – 2026)

The LTP3 was published in 2011 and subsequently reviewed/updated in 2014. The long-term vision of the LTP sets out the following vision for transport up to 2026:

*“Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first-class transport system that enables economic and social travel in ways that improve people’s health, safety and prosperity, as well as their environment and their quality of life.”*

The LTP3 aims to work through the planning system to seek to encourage the delivery of sustainable development that helps grow the economy of Leicestershire but that also ensures that the transport system continues to operate as efficiently and reliably as possible. The approach to this includes:

- Maximising the use of the existing transport system by encouraging new development to be located in areas that are already able to be well served by walking, cycling and public transport; and
- Encouraging high quality, safe facilities in new developments for pedestrians, cyclists and public transport users.

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

The Local Plan aims to achieve the following:

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

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

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

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

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

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

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

### **2.3.3 Emerging Hinckley & Bosworth Borough Council Local Plan (2020-2039)**

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

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

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

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

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

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

## 3 Existing Conditions

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### 3.1 General

The proposed development site is currently undeveloped land situated on the boundary of two neighbouring LPAs (Rugby Borough in Warwickshire and Hinckley & Bosworth, Leicestershire), and subsequently two LHAs (LCC and WCC). Two informal maintenance access points are currently provided into the site; one from the A5 Watling Street and one to the west from Wolvey Road.

The A5 Watling Street runs along the north-eastern aspect of the site, with Wolvey Road (south) to the west. The M69 Junction 1 (Stretton Baskerville Interchange) is situated to the east/south-east with the northbound off-slip forming the site's southern boundary. The small residential development of 'Stretton Croft' is situated directly to the north, which does not form part of the site's red-line boundary.

The majority of land within the vicinity of the development site is rural in nature, with some individual residential units and commercial uses along the A5 Watling Street. The predominantly residential areas of Sketchley and Burbage are located to the north-west. Hinckley Town Centre is situated a further 3km north-west of the site.

### 3.2 Surrounding Highway Network

#### 3.2.1 Wolvey Road (North and South)

Wolvey Road (south) is a relatively narrow (adopted) highway, which runs for approximately 100m south from its junction with the A5 Watling Street. Access to a further 150m of highway is restricted by gating which spans across the highway extents. It is currently absent of footways, street-lighting and road-markings along its length although (faded) give-way/centreline markings are present at the A5 Watling Street junction.

Wolvey Road (south) provides access to a small number of residential dwellings to its western aspect, whilst an unmarked priority junction enables access to a small number of residential units housed within 'Stretton Croft', approximately 80m south of the A5 Watling Street junction. An informal vehicular access point into the development site is situated another 60m to the south.

A right-turn pocket is provided at the A5 Watling Street for vehicles turning into Wolvey Road (north) which is a 30mph carriageway, supported by street-lighting and footways (primarily to its western aspect). Give-way road markings are present within the vicinity of the junction, although the route is largely absent of any further road-marking (with the exception of some faded carriageway cycle symbols).

Wolvey Road (north) routes through the residential areas of Burbage and connecting residential highway network. Access to the B4109 Rugby Road is also provided to the north-east via Three Pots Road. Access to commercial premises is provided within the vicinity of the A5 Watling Street junction.

### 3.2.2 A5 Watling Street

The A5(T) (London Holyhead Trunk Road), is a route of around 400km between London and the port of Holyhead. Within the vicinity of the proposed site access, the A5 Watling Street is a single carriageway, subject to the National Speed Limit (60mph). The speed limit changes to 40mph directly to the west. A lay-by is provided to the north-westbound carriageway, located adjacent to the development site frontage.

Shared footways/cycleways are provided to both aspects of the carriageway within the vicinity of the site, supported by uncontrolled crossing facilities and street-lighting.

Vehicular access points are provided to a small number of properties located directly to the north of the site, including an ESSO PFS, business premises and individual housing units.

The A5 Watling Street meets the Stretton Baskerville Interchange (M61 J1) approximately 200m to the south-east. To the north-west, the route continues towards the M42 (J10), along the northern fringes of Nuneaton and Tamworth.

### 3.2.3 M69 J1 (Stretton Baskerville Interchange)

The M69 is a 25km motorway which connects the M1 (J21) at Leicester to the M6 (J2) near Coventry and the M40 (J15) via the A46.

Access to/from the M69 northbound and southbound is facilitated at J1 where both on- and off-slips are provided to both directions. The M69 mainline carriageway operates above the three/four-lane roundabout interchange which also comprises approaches from the A5 (north), B4109 Rugby Road, A5 (south) and B4109 Hinkley Road. Access to the M69 (northbound on-slip and southbound off-slip only) is also provided at J2 ('Hinkley Interchange'), situated to the east of the outskirts of Hinckley.

All approaches to the Stretton Baskerville Interchange are signalised, with the exception of the B4109 Hinkley Road. Footways and crossing facilities are provided which link the A5 Watling Street to the A5 (south).

The northern arm of the roundabout (B4109 Rugby Road) is a single-lane carriageway along the majority of its length, where it passes through the residential areas of Burbage and Sketchley towards Hinckley. It terminates at the B590/Westfield Road roundabout, close to Hinckley Railway Station. Within the vicinity of the interchange, it consists of a three-lane flared approach, with dedicated left-turn lane onto the M69 northbound on-slip.

Locally, the A5 (south) passes through the rural areas of Smockington and High Cross, towards Magna Park and Lutterworth via the A4303. Access to Hinckley Hotel and Leisure Complex is provided approximately 300m south of the interchange where a three-lane flared approach is also provided.

The B4109 Hinckley Road passes through predominately rural areas towards Wolvey Village, which then routes south-west towards Ryton and Coventry. A two-lane flared approach is provided at Stretton Baskerville Interchange.

### 3.3 Baseline Traffic Data

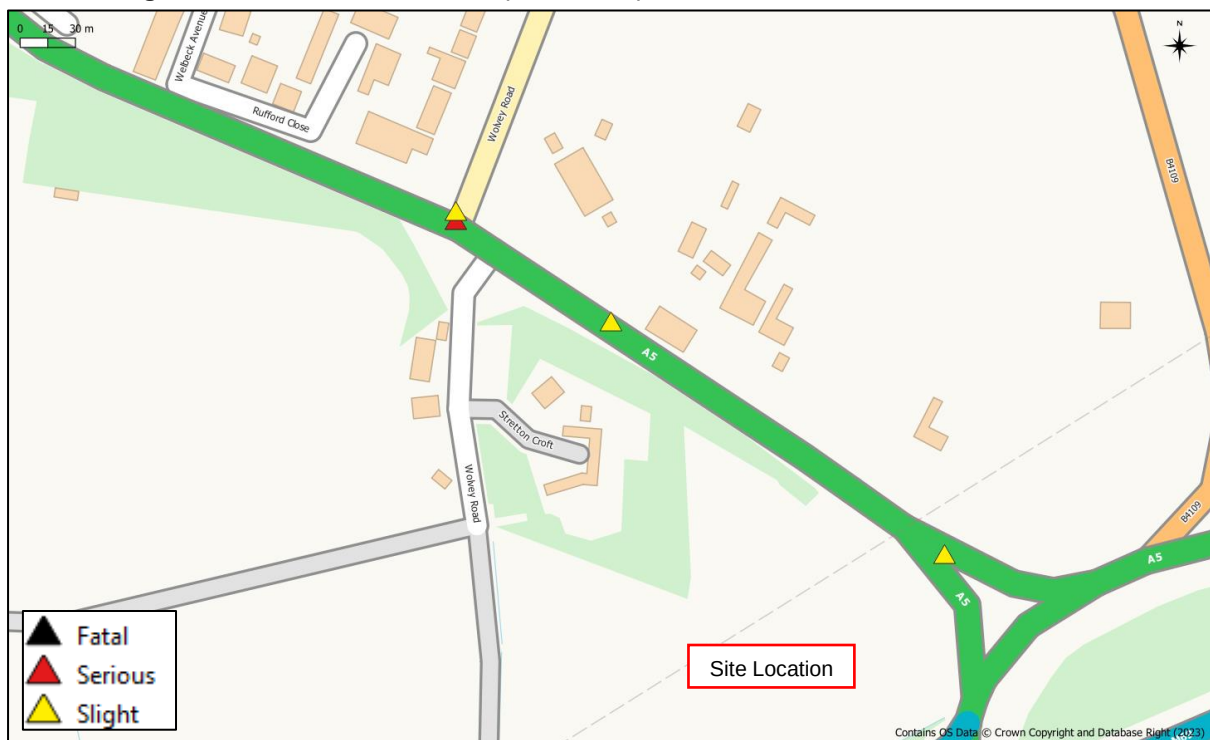
A classified turning count and queue data survey data was undertaken of the M69 J1 (Stretton Baskerville Interchange). The survey was undertaken on Thursday the 18<sup>th</sup> of May 2023, between 07:00 – 09:00 and 16:00 – 18:00, and Saturday 20<sup>th</sup> May between 11:00 – 14:00. Analysis of the data identified the weekday AM and PM and Saturday peak-hours as 07:15 – 08:15, 16:15 – 17:15, and 12:00 – 13:00, respectively.

The total junction inflow at the Stretton Baskerville Interchange was recorded from the survey data as 5,111 PCUs during the identified AM peak-hour, 4990 PCUs during the PM peak-hour, and 3205 PCUs during the Saturday peak-hour.

### 3.4 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available five years data from the Department for Transport (DfT), as presented in **Figure 3.1** below:

**Figure 3.1 – Accident Data Plot (2017-2021)**



The data shows that within the assessment period, two accidents were recorded in 2018 within the vicinity of the A5 Watling Street/Wolvey Road (north and south) staggered priority junction. One incident was classed as 'slight' in severity and involved two cars, caused by a vehicle emerging from Wolvey Road (north) and failing to give-way. The other incident was of 'serious' severity and was a collision-type accident involving a motorcycle and goods vehicle. Both accidents occurred in daylight with dry road-surface conditions.

One accident of slight severity was also recorded in 2019 approximately 150 north-west of the proposed site access on A5 Watling Street, involving a single car.

One accident of slight severity was recorded in 2017 approximately 125m south from the proposed site access junction at the A5 Watling Street approach to the M69 J1 roundabout. The incident involved a single car, hitting a kerb on the left-hand bend. This occurred in daylight with dry road-surface conditions.

None of the recorded accidents involved pedestrians or pedal cyclists, with no additional accidents recorded in the vicinity of the proposed site access junction.

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

## 4 Proposed Development

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### 4.1 General

The development proposals for the site involve the construction of roadside facilities as a formal MSA for travellers along the M69. The proposed facility would comply with all the National Highways requirements for facilities at an MSA.

The proposals include the construction of a 12-filling bay PFS with HGV additional filling bays and an approximate 1,720m<sup>2</sup> Gross Floor Area (GFA) associated amenity building with drive-thru lane provision, located to the south-east of the site.

The proposals also involve construction of an 73m<sup>2</sup> GFA HGV sales area to the north-western aspect of the site, together with the construction of a 170m<sup>2</sup> GFA drive-thru coffee shop to the south.

All main elements of the site will be supported by dedicated car parking facilities. The proposals also include the provision of a formal HGV/coach parking area to the western extent of the site.

Development will be focused to the south of the site, with the northern portion accommodating landscaping and the retention of Stretton Croft (which does not fall within the red-line boundary). The existing electricity pylon will be unaffected by the proposals.

As part of the development proposals, the site's existing vehicular access points will be closed and supported by footway reinstatement (where necessary).

The proposed site layout is included at **Appendix 1** of this report.

### 4.2 Proposed Site Access and Servicing Arrangements

#### 4.2.1 Pedestrian and Cycle Access

The site has been configured to maximise ease of access and movement through the site. The proposed access junction will incorporate controlled pedestrian/cycle crossing facilities across the site access and A5 Watling Street (supported by pedestrian refuge).

The shared footway/cycleway along the A5 Watling Street (within the vicinity of the proposed site access works), will also be subject to widening and will route directly into the development site. Internal footway provision will then provide access to each of the proposed land-uses.

To allow safe and easy access to all users of the site, level access (i.e. no steps up and into any of the buildings) will be ensured. All parking bays for mobility impaired users will be situated close to the main entrances of all uses on site.

#### 4.2.2 Vehicular Access

In alignment with the previous planning approval (Application Ref: 20/00531/HYB), it is proposed that access to the site will be taken from a newly constructed signalised T-junction with the A5 Watling Street, located approximately 170m south of Wolvey Road (south) junction. The design includes a dedicated right-turn flare into the site, with duelling of the carriageway towards the M69 J1 (Stretton Baskerville Interchange). A left-turn flare will facilitate access into the site from the south, with the two-lane approach merging back into one-lane (heading northbound). The site egress will consist of a two-lane approach, to enable access to the A5 Watling Street north and south.

The proposed access junction scheme will involve minor widening works to the A5 Watling Street and will also include associated marking and signage amendments. The works will require the removal of the existing lay-by which is situated at the A5 Watling Street within the vicinity of the proposed site access. However, the function of the lay-by will be replaced by the proposed roadside facilities (including HGV parking provision).

The proposed access arrangements are detailed on the plan as included at **Appendix 2**. As requested by NH, it is proposed that the extent of the existing A5 Watling Street 40mph speed-limit will extend across the proposed site access junction.

The proposals also include a package of improvements along the A5 Watling Street, between the M69 J1 to Wolvey Road, including additional footway provision, footway widening and additional pedestrian crossing facilities at the A5 Watling Street/Wolvey Road junction. Road re-alignment and marking improvements are also proposed at this junction, with the provision of both right-turn/left-turn pockets into Wolvey Road (north and south).

The proposed highway works will be undertaken on land controlled by the applicant or within the Public Highway. Upon entry to the site, the central access road will provide a link to the dedicated HGV parking area within the western portion of the site. Access to the roadside facilities will be enabled by provision of a dedicated route, leading from a central internal priority junction off the central access road to the PFS, HGV parking area and drive-thru facility.

A swept path analysis has been undertaken of the new site access and egress junction, the HGV filling pumps and HGV parking bays for a 16.5m articulated vehicle. An additional swept path analysis has been undertaken for an oil tanker through the PFS aspect of the development, and a 10m rigid vehicle for deliveries throughout all aspects of the site.

A final swept path analysis has been undertaken of a large car through the drive thru lanes as the largest anticipated, all vehicle tracking is shown on the plan included at **Appendix 3**.

### 4.3 Parking Provision

The development proposals will be supported by the total provision of 269 car parking bays, inclusive of 17 mobility-standard bays and 38 EV bays across the wider site. Order waiting ways will be located within the vicinity of both drive-thru lane egress points.

To the western extent of the site, additional large vehicle-only parking bays will be provided inclusive of 29 demarcated HGV parking bays, six coach bays and eight caravan parking bays will also be provided. An additional 10 motorcycle parking bays will also be provided.

The Department for Transport (DfT) released their updated Policy Paper with regard to the SRN and the delivery of sustainable development in December 2022. With regard to car parking, the site would achieve the MSA requirements as set out within *Annex A: Roadside Facilities Table 2*. Using the latest traffic flow data from the nearest DfT count point on the M69 (count point 46056), **Table 4.1** shows that this would equate to a minimum provision of 256 spaces on the proposed site.

**Table 4.1 – Site-specific DfT parking requirements**

| Traffic Flows |       |      |      | Parking Bays |      | Parking Bays |         |
|---------------|-------|------|------|--------------|------|--------------|---------|
|               | Cars  | LGVs | HGVs | Cars         | HGVs | Coach        | Caravan |
| M69           | 42778 | 8409 | 5654 | 256          | 28   | 6            | 8       |

As the table shows, the proposals for the site comfortably meet the required level of parking for all categories. Moreover, the DfT policy paper stipulates that the maximum distance between motorway facilities providing HGV parking should be no more than 22km. It is noted that the existing situation of the M69 provides over 22km of motorway without HGV parking facilities, which the development proposals would alleviate.

Furthermore, the closest service areas to the north and south of the site with HGV parking are at the A5/M42 Tamworth and M1 Watford Gap, with a gap of over 44km between the two.

## 5 Access by Non-Car Modes

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### 5.1 General

A key element of planning policy is to ensure new development is located in areas where it can be easily accessed by walking, cycling and public transport modes. This approach supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

Notwithstanding the primary function of the proposed site as a MSA, the location of the site offers the potential for staff to access the site by sustainable modes of transport other than the private car. The opportunities for accessing the site by sustainable modes are discussed in more detail below.

### 5.2 Pedestrian Access

A dedicated footway will be incorporated to the proposed site access design to provide access from both directions of the A5 Watling Street, supported by controlled pedestrian crossing facilities. The scheme proposals also include footway widening within the vicinity of the site access junction.

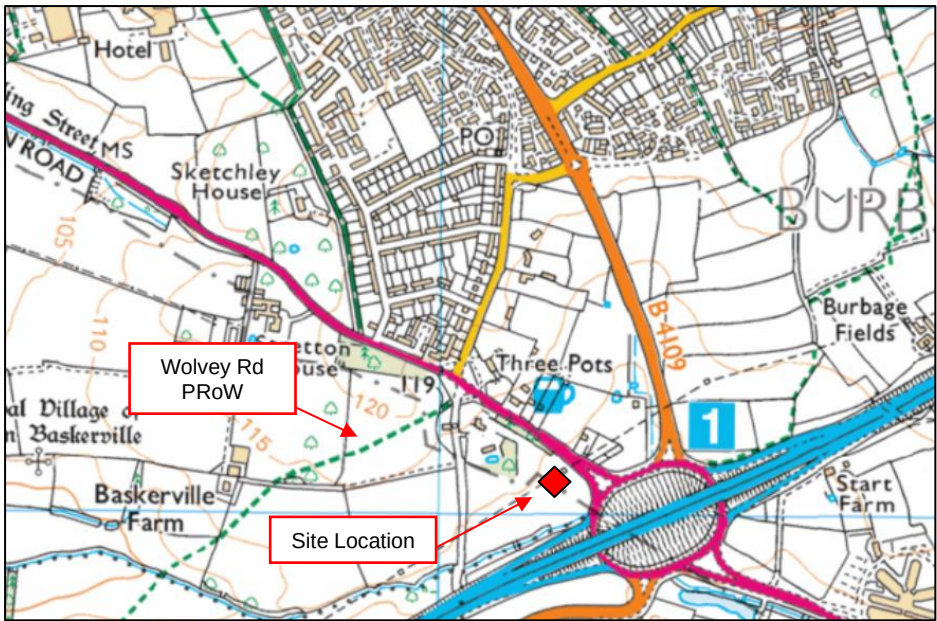
Pedestrian crossing facilities will also be improved at the A5 Watling Street/Wolvey Road (north and south) junction, with the provision of a more direct pedestrian desire-line and uncontrolled crossing facilities. Footway provision is limited within the vicinity of the Stretton Baskerville Interchange, although a surfaced footway and a combination of controlled and uncontrolled pedestrian crossing facilities connect the A5 Watling Street and A5 (south).

To the north, footways are provided to the southern aspect of the A5 Watling Street only, (past the Wolvey Road junction). Footways are then reinstated to both aspects of the highway some further 200m north.

The majority of the surrounding highway network is supported by a reasonable level of pedestrian infrastructure, with crossing provision and surrounding street-lighting. A good level of pedestrian infrastructure is in place within the residential areas of Burbage and Sketchley, which enhances pedestrian accessibility between the site and Hinckley Town Centre, local bus services and rail.

Locally, a Public Footpath links Wolvey Road (south) to Burton Hastings in the south-west. The access to this Public Right of Way (PRoW) is situated approximately 30m south of the A5 Watling Street give-way line. A shorter section of Public Footpath also runs parallel with the M69 northbound on-slip, which diverges north towards Burbage Fields. A Public Bridleway also links the northern aspect of the A5 Watling Street to Sketchley Lane, Hinckley Town Centre. The surrounding PRoWs are shown in **Figure 5.1**.

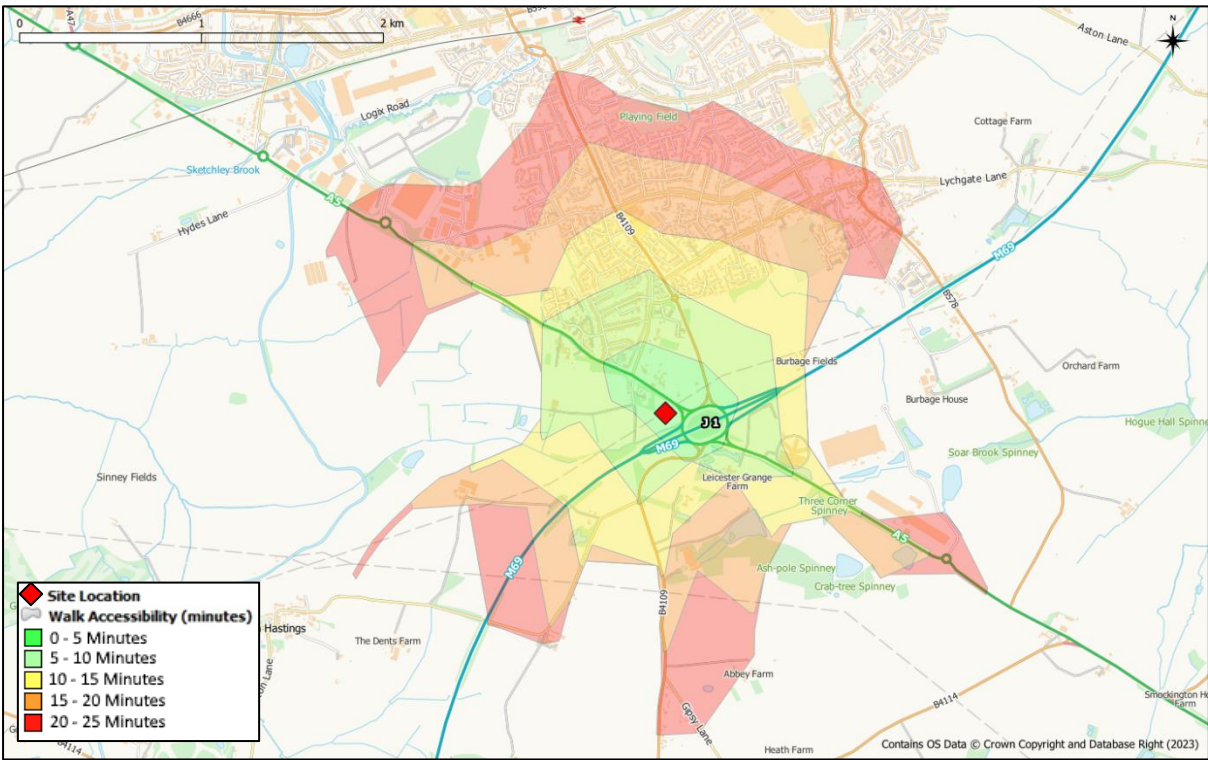
**Figure 5.1 – Local PRoW Map (Source: Bing Maps 2023)**



The improvements proposed as part of the scheme at the Wolvey Road / A5 Watling Street junction will improve access to the Wolvey Road PRoW by provision of a new footway link between the footpath and the A5 Watling Street.

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan is provided at **Figure 5.2**, highlighting the accessible walking area within approximately 2km of the site, equivalent to around a 25-minute walk.

**Figure 5.2 - Walk Accessibility Plan**

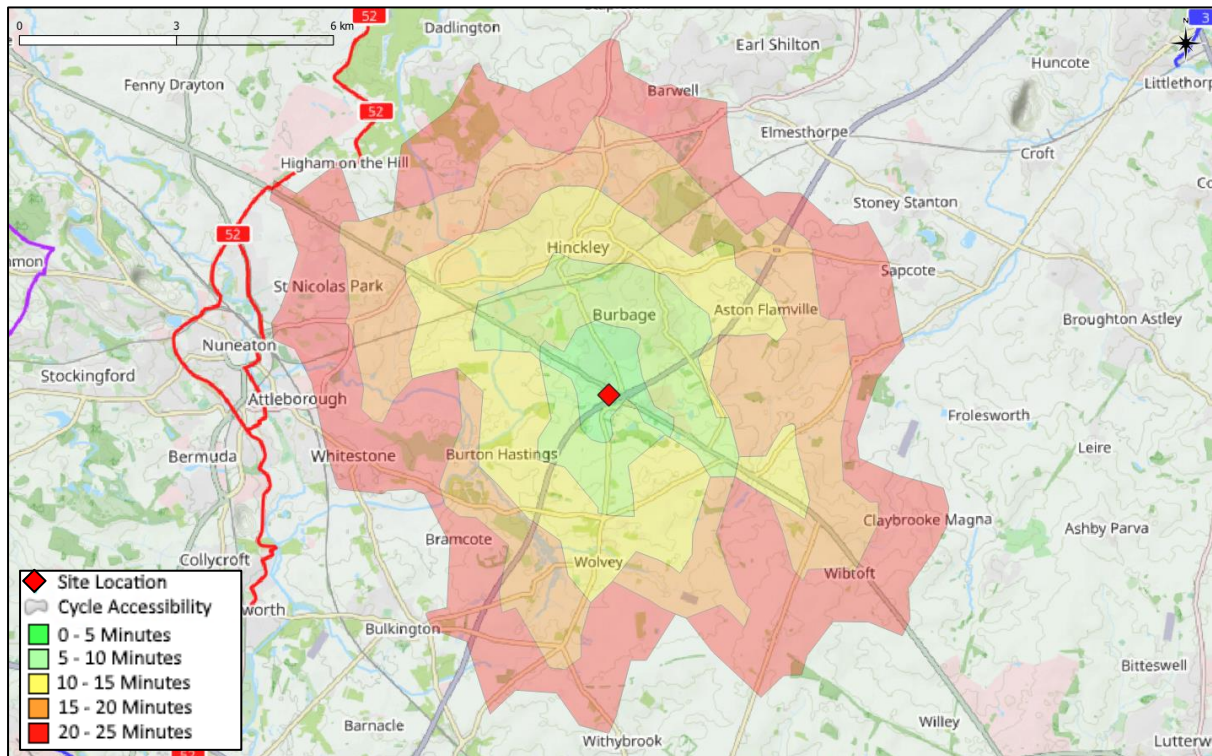


The walk accessibility plan illustrates that a large portion of the adjacent residential areas of Burbage and Sketchley can be accessed within a reasonable walking journey. A number of bus stops are also located within 500m of the site.

### 5.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. The areas reachable within around a 25-minute cycle journey, are identified at **Figure 5.3**:

**Figure 5.3 – Cycle Accessibility**



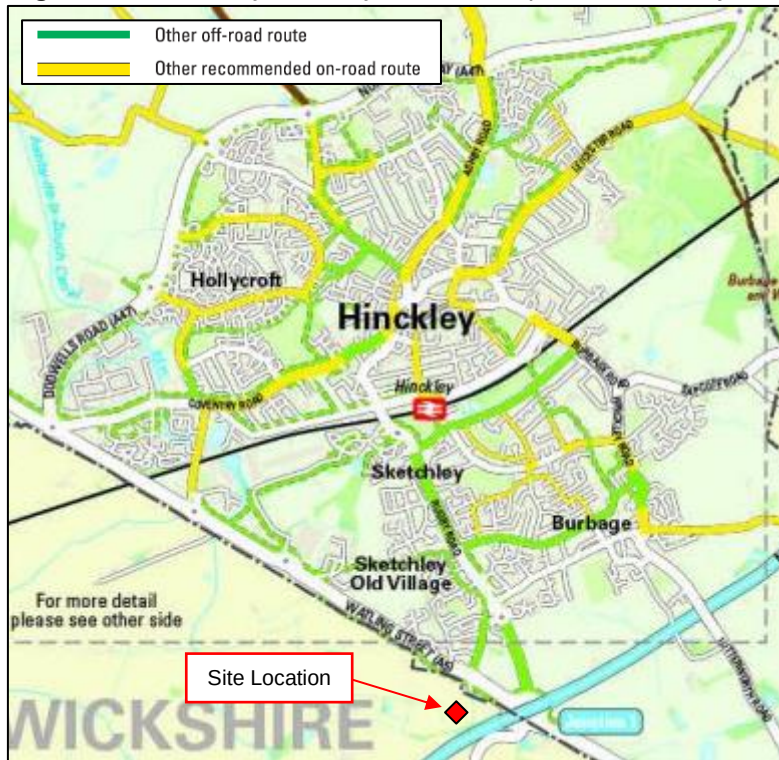
Source: OpenStreetMap (2023)

The plan indicates that the significant majority of Hinckley including its town centre is accessible within a 15-minute cycle journey of the site, with Hinckley Railway Station also accessible within a 10-minute cycle journey. Other residential areas, including St Nicolas Park and Whitestone within eastern Nuneaton, can also be accessed within a 25-minute cycle journey of the site.

Access to the National Cycle Network (NCN) can be gained approximately 6km to the west of the site at NCN Route 52, which routes through the adjacent town of Nuneaton through to Coalville, Coventry and Royal Leamington-Spa.

The local cycle network (as shown below in **Figure 5.4**), demonstrates that various recommended cycle routes are situated in close proximity to the site, including off-road facilities along the A5 Watling Street:

**Figure 5.4 – Hinckley Local Cycle Network** (Source: Hinckley and Bosworth Council)



A shared footway/cycleway also routes along the site's frontage to the southern aspect of the A5 Watling Street, connecting the nearby facilities indicated on the plan. Off-road facilities are provided across the Stretton Baskerville Interchange which connect to the facilities along the A5 (south). On-road advisory cycle lanes also run along the B4109 Rugby Road, linking the interchange to the off-road facilities to the north, as shown above.

The Public Bridleway to the west of the proposed site access junction, linking A5 Watling Street to Sketchley Lane, can also be used by cyclists.

The local area benefits from a good level of cycling infrastructure linking the site to the town centre and local residential settlements. It is anticipated that the cycle crossing facilities, improvement of existing cycle-way infrastructure and on-site cycle parking provision would further encourage cycling trips for both visitors and staff.

## 5.4 Public Transport Access

### 5.4.1 Bus Access

The nearest bus stop to the site is located approximately 500m to the north of the site at Worley Road, equivalent to around a six-minute walking journey. Service X6 operates from this bus stop and provides access through the local areas of Hinckley including the town centre, as well to the areas of Coventry and Leicester at hourly to two-hourly intervals (Monday to Saturday).

The service also provides a direct route to Hinckley Railway Station and additional bus services provided at 'The Crescent' Bus Station within the town centre.

#### **5.4.2 Rail Access**

Hinckley Railway Station is the nearest station to the site, located around 2.5km to the north-west within the town centre. The station sits on the CrossCountry Birmingham to Peterborough Line, receiving frequent CrossCountry rail services that run between Birmingham New Street and Leicester.

The station is also located within a short walking distance to the bus services provided at The Crescent bus station, allowing further access to other local destinations including those near the site.

#### **5.5 Accessibility Summary**

Overall, notwithstanding the primary function of the proposed development as a MSA, it can be summarised that the site offers potential for some journeys, particularly those by staff, to be undertaken by modes other than car.

## 6 Trip Generation

### 6.1 General

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

The TRICS output reports are provided in **Appendix 4**.

### 6.2 Trip Generation

#### 6.2.1 Motorway Service Area – Weekday

The TRICS database has been used to derive the likely numbers of trips expected to be generated by the proposed MSA, with the selection criteria for the comparative sites used is as follows:

- Land use – ‘Hotel, Food and Drink’, Sub land use – ‘Motorway Service Areas’;
- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by GFA

A summary of the trip rates is shown below:

**Table 6.1** - TRICS Weekday Trip Rates – Motorway Service Area (per 100m<sup>2</sup> GFA)

| Time Range      | Arrivals | Departures | Total   |
|-----------------|----------|------------|---------|
| 06:00-07:00     | 1.766    | 1.995      | 3.761   |
| 07:00-08:00     | 4.28     | 4.308      | 8.588   |
| 08:00-09:00     | 5.416    | 4.953      | 10.369  |
| 09:00-10:00     | 4.35     | 4.953      | 9.303   |
| 10:00-11:00     | 5.304    | 5.29       | 10.594  |
| 11:00-12:00     | 6.005    | 5.135      | 11.14   |
| 12:00-13:00     | 7.002    | 6.398      | 13.4    |
| 13:00-14:00     | 5.584    | 6.426      | 12.01   |
| 14:00-15:00     | 4.574    | 5.29       | 9.864   |
| 15:00-16:00     | 5.009    | 4.799      | 9.808   |
| 16:00-17:00     | 4.602    | 4.841      | 9.443   |
| 17:00-18:00     | 4.406    | 4.251      | 8.657   |
| 18:00-19:00     | 3.915    | 3.887      | 7.802   |
| 19:00-20:00     | 3.213    | 3.185      | 6.398   |
| 20:00-21:00     | 2.343    | 2.02       | 4.363   |
| 21:00-22:00     | 1.868    | 1.868      | 3.736   |
| Daily Trip Rate | 69.637   | 69.599     | 139.236 |

The above trip rates have been applied to the proposed development which has a combined 1,963m<sup>2</sup> GFA, resulting in the following anticipated vehicle movements for the MSA:

**Table 6.2 – Estimated Weekday Trip Generation – Proposed Development**

| Time Range      | Arrivals | Departures | Total |
|-----------------|----------|------------|-------|
| 06:00-07:00     | 35       | 39         | 74    |
| 07:00-08:00     | 84       | 85         | 169   |
| 08:00-09:00     | 106      | 97         | 204   |
| 09:00-10:00     | 85       | 97         | 183   |
| 10:00-11:00     | 104      | 104        | 208   |
| 11:00-12:00     | 118      | 101        | 219   |
| 12:00-13:00     | 137      | 126        | 263   |
| 13:00-14:00     | 110      | 126        | 236   |
| 14:00-15:00     | 90       | 104        | 194   |
| 15:00-16:00     | 98       | 94         | 193   |
| 16:00-17:00     | 90       | 95         | 185   |
| 17:00-18:00     | 86       | 83         | 170   |
| 18:00-19:00     | 77       | 76         | 153   |
| 19:00-20:00     | 63       | 63         | 126   |
| 20:00-21:00     | 46       | 40         | 86    |
| 21:00-22:00     | 37       | 37         | 73    |
| Daily Trip Rate | 1367     | 1366       | 2733  |

The results show that during the busiest weekday peak hour (12:00 – 13:00), the MSA would generate 263 two-way additional vehicle movements. In the typical highway peak hours of 8:00 – 9:00 and 17:00 – 18:00, the forecast trip generation is lower at 204 and 170 two-way vehicle trips, respectively.

### 6.2.2 Motorway Service Area – Saturday

The TRICS database has been used to derive the likely numbers of trips expected to be generated by the proposed MSA, with the selection criteria for the comparative sites used is as follows:

- Land use – ‘Hotel, Food and Drink’, Sub land use – ‘Motorway Service Areas’;
- All London and Ireland sites excluded;
- Saturday surveys only; and
- Selection by GFA

A summary of the trip rates is shown in **Table 6.4:**

**Table 6.4:** Saturday Trip Rates – Motorway Service Area

| Time Range      | Arrivals | Departures | Total  |
|-----------------|----------|------------|--------|
| 06:00-07:00     | 4.044    | 3.744      | 7.788  |
| 07:00-08:00     | 5.83     | 5.381      | 11.211 |
| 08:00-09:00     | 7.039    | 6.739      | 13.778 |
| 09:00-10:00     | 8.387    | 7.199      | 15.586 |
| 10:00-11:00     | 9.093    | 8.815      | 17.908 |
| 11:00-12:00     | 12.869   | 11.639     | 24.508 |
| 12:00-13:00     | 13.639   | 13.757     | 27.396 |
| 13:00-14:00     | 13.447   | 14.014     | 27.461 |
| 14:00-15:00     | 12.505   | 13.222     | 25.727 |
| 15:00-16:00     | 10.216   | 11.297     | 21.513 |
| 16:00-17:00     | 9.852    | 10.291     | 20.143 |
| 17:00-18:00     | 10.259   | 10.43      | 20.689 |
| 18:00-19:00     | 9.82     | 9.617      | 19.437 |
| 19:00-20:00     | 7.766    | 8.184      | 15.95  |
| 20:00-21:00     | 4.311    | 4.001      | 8.312  |
| 21:00-22:00     | 3.059    | 3.284      | 6.343  |
| Daily Trip Rate | 142.136  | 141.614    | 283.75 |

The above Saturday trip rates have been applied to the combined 1,963m<sup>2</sup> GFA of the proposed development, resulting in the following anticipated vehicle movements for the MSA;

**Table 6.5:** Saturday Trip Generation – Proposed Development

| Time Range      | Arrivals | Departures | Total |
|-----------------|----------|------------|-------|
| 06:00-07:00     | 79       | 73         | 153   |
| 07:00-08:00     | 114      | 106        | 220   |
| 08:00-09:00     | 138      | 132        | 270   |
| 09:00-10:00     | 165      | 141        | 306   |
| 10:00-11:00     | 178      | 173        | 352   |
| 11:00-12:00     | 253      | 228        | 481   |
| 12:00-13:00     | 268      | 270        | 538   |
| 13:00-14:00     | 264      | 275        | 539   |
| 14:00-15:00     | 245      | 260        | 505   |
| 15:00-16:00     | 201      | 222        | 422   |
| 16:00-17:00     | 193      | 202        | 395   |
| 17:00-18:00     | 201      | 205        | 406   |
| 18:00-19:00     | 193      | 189        | 382   |
| 19:00-20:00     | 152      | 161        | 313   |
| 20:00-21:00     | 85       | 79         | 163   |
| 21:00-22:00     | 60       | 64         | 125   |
| Daily Trip Rate | 2790     | 2780       | 5570  |

The table demonstrates that during the busiest Saturday peak-hour (13:00-14:00), the MSA would generate 539 additional two-way vehicle movements.

### 6.2.3 Existing Permitted Development

The site currently benefits from planning approval for a roadside service area, offices and industrial unit (Application ref: 20/00531/HYB). The approved planning application was supported by a TA prepared by DTP, outlined an estimated total trip generation derived from the TRICS database for the proposed development as below:

**Table 6.6 - Estimated Total Trip Generation**

|                      | Weekday AM Peak Hour |            | Weekday PM Peak Hour |            |
|----------------------|----------------------|------------|----------------------|------------|
|                      | Arrivals             | Departures | Arrivals             | Departures |
| Approved Development | 222                  | 111        | 130                  | 238        |
| Current Proposals    | 106                  | 97         | 86                   | 83         |
| Net                  | -116                 | -14        | -44                  | -155       |

The above table shows that the site currently has approval for a roadside services development which would result in a total of 333 and 368 two-way movements during the AM and PM peak-hours, respectively. This is also shown to be higher than the peak-hour trip generation estimates for the current proposals.

### 6.3 Trip Types & Distribution

The presented trip generation estimates for both the previously approved and current proposals rest on the expectation that a significant volume of traffic would draw from existing movements on the local highway network, given the proposed location of this type of development.

The proposed MSA will also be supported by approach motorway signage and as such, is expected to have most of its associated trips originate from existing traffic on the M69 mainline, acting as 'new' or 'primary' trips to the study network. The development's trip generation by trip-type has been discussed in further detail below.

To inform a robust assessment, it has been assumed that 70% of the proposed MSA vehicular trips would divert from the M69 mainline, with 10% local pass-by trips (from the adjacent A5 Watling Street), and 20% diverted from the M69 J1 interchange.

The following table provides the total proposed development trips split by trip-type:

**Table 6.7 – Estimated Trip Generation by Trip Type**

|                       | Weekday AM Peak Hour (08:00 – 09:00) |            | Weekday PM Peak Hour (17:00 – 18:00) |            | Saturday Peak Hour (13:00 – 14:00) |            |
|-----------------------|--------------------------------------|------------|--------------------------------------|------------|------------------------------------|------------|
|                       | Arrivals                             | Departures | Arrivals                             | Departures | Arrivals                           | Departures |
| M69 Diverted (70%)    | 74                                   | 68         | 61                                   | 58         | 185                                | 193        |
| Pass-by (10%)         | 11                                   | 10         | 9                                    | 8          | 26                                 | 28         |
| M69 J1 Diverted (20%) | 21                                   | 19         | 17                                   | 17         | 53                                 | 55         |

Each of the above trip types have been distributed differently as set out below and as illustrated at **Appendix 5**, along with the associated traffic assignment flows which have been converted to PCUs:

- 'M69 Mainline Divert' (70%) development traffic distribution has assumed that 60% and 40% of associated arrivals would draw from existing northbound and southbound traffic on the M69 mainline, respectively. Departures are then returned to their original mainline destinations. It has been assumed that a greater proportion of development trips would naturally draw from northbound movements owing to the location of the site and its access junction allowing for easier access for left-turning traffic coming from the M69 J1 northbound off-slip.
- 'Pass-by' distribution (10%) has assumed arrivals would draw from A5 Watling Street within the vicinity of the proposed site access junction, with departures continuing to their original destinations; and
- 'M69 J1 Diverted' (20%) is based on existing off-slip entry proportions recorded at the M69 J1 interchange, with departures continuing to their original mainline destinations.

## 7 Anticipated Highway Impacts

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

### 7.1 Baseline Traffic Data

A classified traffic survey data was undertaken of M69 J1 on Thursday 18<sup>th</sup> and Saturday 20<sup>th</sup> May 2023 between the hours of 07:00-09:00 and 16:00-18:00.

The peak-hour periods were identified as follows, with the associated traffic figures presented in **Appendix 5**:

- AM: 07:15 – 08:15hrs;
- PM: 16:15 – 17:15hrs; and
- SAT: 12:00 – 13:00hrs

It should be noted that the traffic survey peak-hour periods do not fully align with the TRICS peak-hour assessment periods taken forward, and so a robust assessment has been overall provided.

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

### 7.2 Assessment Scenarios

Capacity assessments have been undertaken for the following scenarios to ensure that the adjacent roundabout junction can operate with the proposed development in place at opening and in the future:

- 2023 survey flows;
- 2025 (opening year) base;
- 2025 (opening year) base + development;
- 2033 (opening year) base; and
- 2033 (opening year) base + development.

To account for background traffic growth, the observed traffic flows are typically factored using the DfT's TEMPRO 7.2 computer programme using the National Trip End Model (NTEM) dataset 7.2 and the National Travel Model (NTM).

For the interrogation of the TEMPRO database the growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination'.

Trip rates were obtained for the weekday AM, PM and Saturday peaks. Once the trip rates were calculated, an adjustment was applied to provide a local growth rate.

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

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

**Table 7.1 – TEMPRO Growth Factors**

|             | TEMPRO Growth Factors |        |        |
|-------------|-----------------------|--------|--------|
|             | AM                    | PM     | SAT    |
| 2023- 2025  | 1.0169                | 1.0168 | 1.0189 |
| 2023 - 2033 | 1.0784                | 1.0788 | 1.0869 |

In order to provide a robust assessment, the identified junction peak-hour traffic flows have been combined with the TRICS peak-hour trip generation figures for each 'with development' assessment scenario.

## 7.3 Assessment Methodology

The JCT computer program LINSIG (version 3.2) has been used to analyse capacity of the traffic signal-controlled junctions within the study network. LINSIG primarily presents Degree of Saturation (DoS) as a measure of junction performance, with a DoS figure of 100% on an approach lane indicating that the modelled lane is operating at or near capacity with all of the available green signal time utilised by modelled traffic demand. A DoS of 90% is considered to be the limit of practical capacity for each approach lane, beyond which the lanes have less flexibility to cope with fluctuations in traffic flow. Results with figures in-excess of 100% DoS indicate that lanes will perform with less stability and could experience increased queuing.

LINSIG also calculates Mean Maximum Queue (MMQ) lengths in PCUs for each signalised approach lane, whilst deriving an overall Practical Reserve Capacity (PRC) value for each scenario to indicate the amount of reserve capacity remaining within the overall junction.

The LINSIG modelling outputs are contained within **Appendix 7**.

## 7.4 Modelling Results

### 7.4.1 Site Access / A5 Watling Street and M69 Junction 1

The proposed signalised site access junction has been modelled using the LINSIG software to assess its operational capacity. Given its proximity to the existing traffic signals at M69 Junction 1 Stretton Baskerville Interchange, the LINSIG model has been developed to include both the site access and M69 J1 in a single network model.

Traffic signal controller information for M69 J1 has been provided by National Highways in relation to junction staging, inter-greens and typical operation. This information has been used to inform a base model for the junction, the results of which are summarised in **Table 7.2**, highlighting the PRC and Mean Max Queue (MMQ) results.

**Table 7.2 – Base Traffic Modelling Results – M69 J1**

| Time Period/Result |               | Base 2023 |
|--------------------|---------------|-----------|
| AM                 | PRC %         | -17.2%    |
|                    | Max MMQ (pcu) | 45        |
| PM                 | PRC %         | 4.2%      |
|                    | Max MMQ (pcu) | 13        |
| SAT                | PRC %         | 73.1%     |
|                    | Max MMQ (pcu) | 6         |

The junction operates on a MOVA system with variable stage and cycle times and, therefore, is not directly replicable in a fixed time model. The results show that the junction currently operates above its capacity in the AM-peak hour and above practical capacity in the PM peak-hour periods, with the AM peak-hour being the busiest in terms of traffic demand. However, it is only in singular locations where the over-capacity conditions are experienced, particularly Rugby Road approach during the AM peak period.

Queue length validation of the base modelling has also been carried out for the AM, PM and Saturday peak periods. On all of the junction approaches, the queue results of the base modelling are shown to be similar to those observed in the queue survey data, illustrating that the model results are robust. The main exceptions to this include the A5 Watling Street and northbound M69 off-slip approaches during the AM peak- and PM peak-hours, respectively. The hourly mean maximum queues recorded at the junction during the AM, PM and Saturday peak-hours are summarised in **Table 7.3**:

**Table 7.3 – Queue Survey Peak Hour MMQ Summary – M69 J1**

| Arm      | M69 off-slip SB |      |      | A5 (South) |      |      | Hinckley Road |      | M69 off-slip NB |      |      | A5 Watling Street |      |      | Rugby Road |      |      |
|----------|-----------------|------|------|------------|------|------|---------------|------|-----------------|------|------|-------------------|------|------|------------|------|------|
| Time     | Ln 1            | Ln 2 | Ln 3 | Ln 1       | Ln 2 | Ln 3 | Ln 1          | Ln 2 | Ln 1            | Ln 2 | Ln 3 | Ln 1              | Ln 2 | Ln 3 | Ln 1       | Ln 2 | Ln 3 |
| AM Peak  | 6               | 4    | 3    | 9          | 8    | 6    | 2             | 10   | 14              | 9    | 5    | 10                | 33   | 12   | 2          | 11   | 49   |
| PM Peak  | 5               | 6    | 5    | 4          | 10   | 9    | 3             | 8    | 20              | 17   | 11   | 7                 | 19   | 10   | 1          | 6    | 7    |
| SAT Peak | 3               | 4    | 2    | 3          | 6    | 6    | 2             | 2    | 11              | 9    | 3    | 6                 | 8    | 4    | 2          | 5    | 5    |

The discrepancies observed from the above queue results are potentially influenced by several factors, including that the survey results are of an individual day; that the variable stage and cycle times cannot be assessed; that the queuing is likely to consist of slow-moving traffic, and in the case of A5 Watling Street, where there are a number of direct accesses and simple priority junctions.

Further to this, due to limitations in the LINSIG software in relation to 'short lanes' (flares), the base model provides an over estimation of the capacity of the A5 Watling Street approach. This also has a further implication on the 'with development' modelling, as a key benefit arising from the development, the lengthening of the short lane section on the A5 in this location by around 100m, which is a significant benefit arising from the development, is not reflected in the results.

In developing the traffic model for the assessment scenarios, as established during the previous application, it became apparent that the existing staging arrangement was unable to fully manage queuing within the circulatory carriageway when trying to control two entries within a single controller or stage-stream. Therefore, the further assessment scenarios have been assessed on the basis of each signalised entry operating on its own two-stage controller. Previous informal discussions with NH have confirmed that this approach would be their preferred option when addressing any junction of this type as their current preferred method.

The two-stage model results for all assessment scenarios of the M69 J1 are summarised at **Table 7.4**.

**Table 7.4 – M69 J1 Junction Results, 2025 & 2033**

| Scenario                     | PRC (%) | Max MMQ (pcu) |
|------------------------------|---------|---------------|
| 2025 Without Development AM  | -5.2    | 23            |
| 2025 Without Development PM  | 7.8     | 12            |
| 2025 Without Development SAT | 70.0    | 7             |
| 2025 With Development AM     | -5.2    | 23            |
| 2025 With Development PM     | 3.9     | 13            |
| 2025 With Development SAT    | 58.7    | 7             |
| 2033 Without Development AM  | -8.4    | 28            |
| 2033 Without Development PM  | 2.1     | 13            |
| 2033 Without Development SAT | 59.2    | 7             |
| 2033 With Development AM     | -11.6   | 34            |
| 2033 With Development PM     | 0.4     | 14            |
| 2033 With Development SAT    | 42.1    | 8             |

The results of the modelling exercise demonstrates that the addition of development traffic would have a negligible impact at the junction.

The results of the modelling assessment show the site access junction would operate with spare capacity in all scenarios with minimal queueing, along with having zero impact to the M69 J1 roundabout in terms of queuing back on the A5 Watling Street carriageway.

In summary, the above assessments demonstrate that the site access junction would comfortably operate with significant spare capacity with the addition of development-related traffic.

The results also indicate that the addition of development traffic would not lead to a severe material impact on the existing operations of the M69 J1 in the 2025 and 2033 assessment years when considered in the context of the test set in Paragraph 111 of NPPF.

Notwithstanding the above, the baseline analysis has not included the previously consented traffic associated with the site, as set out at **Table 6.6** the current proposals would provide a significant reduction in vehicle movements associated with the site.

#### **7.4.2 M69 Merge / Diverge Assessments**

NH have requested that merge/diverge assessments are undertaken for the M69 slip roads. The assessments have reviewed the on and off slips of the M69 J1 junction in line with DMRB CD 122 Geometric Design of Grade Separated Junctions standards.

The assessments have been undertaken for the opening year (2023) 'with' development. Data has been obtained from WEBTRIS although it should be noted that the data used in the assessment is from March 2023 (as a neutral month).

The merge/diverge diagrams are contained in **Appendix 7**. The results show that the merges are Type D and the diverges Type A. Given that the M69 already has three lanes, the merges can be considered as Type A. Moreover, it is reiterated that the current proposals are forecasting fewer vehicle movements than the development already considered on the site.

## 8 Summary and Conclusions

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Dynamic Transport Planning Ltd is instructed by Welcome Break to report on the anticipated highways and transportation considerations related with the proposals for a Motorway Service Area (MSA) off M69 Junction 1, Stretton Point, Hinckley.

The proposals include the formation of a new vehicular access junction at the A5(T) Watling Street, partnered with a package of improvements along the A5 Watling Street between the M69 J1 to Wolvey Road.

Scoping discussion have been undertaken with Leicestershire County Council (LCC) and National Highways (NH) in respect of the site's proximity to (and proposed access from) the SRN. It is of key importance that the context of the previously approved development of the site for a roadside services development has been implemented and thus forms the lawful fallback position for the site.

The highway accident data has been reviewed for the most recently available three-year road safety record for the area surrounding the site. On review, it is not considered that the data demonstrates any pre-existing patterns or trends of incidents that could be affected by the development proposals.

Car parking provision is provided as part of the proposals to cater for both staff and customers, together with formal HGV, caravan and EV bay provision. Moreover, the proposed level of parking is shown to meet the related DfT parking requirements for the redevelopment site, as well as providing appropriate levels of parking for HGVs, caravans and motorcycles. The site is otherwise designed to promote sustainable, zero-emissions transport through its provision of EV charging and cycle facilities.

The accessibility of the site for non-car modes of travel has been assessed. Overall, it is considered that the site benefits from a reasonable level of sustainable access provision, promoting access by foot, bicycle and public transport. The site, therefore, offers the potential for some journeys, particularly those by staff and for customers from the neighbouring residential areas, to be undertaken by modes other than car.

The TRICS database has been utilised to generate anticipated vehicle movements associated with the proposed development. It is anticipated that the development would result in 492 two-way vehicle trips during the busiest peak-hour period, equivalent to around nine vehicle movements per minute in either direction. It is also of note that the site currently benefits from the previous planning approval for a roadside service area that would result in higher total trips than the current proposals.

As requested by LCC, a joint LINSIG modelling assessment has been undertaken of the M69 J1 interchange and proposed site access junction, informed by recently undertaken traffic survey data. It is demonstrated from the operational assessments that the site access junction is forecast to operate efficiently in all assessment scenarios and is thus fit for purpose.

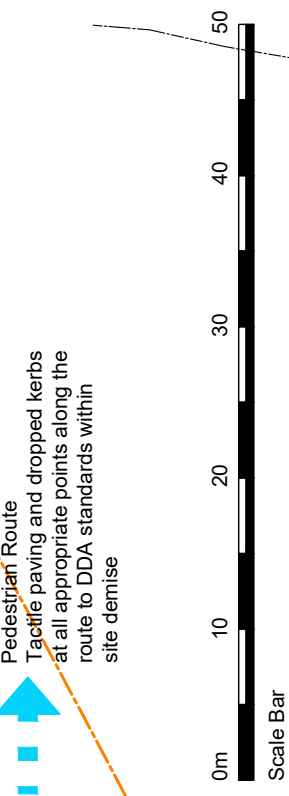
The models results also show that the development would not have a severe material impact on the operation of the M69 J1 during the opening year and future year assessment scenarios and, therefore, would not lead to a severe impact in capacity terms, in reference to the test set in NPPF.

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

# Appendix 1

## Proposed Site Layout

---



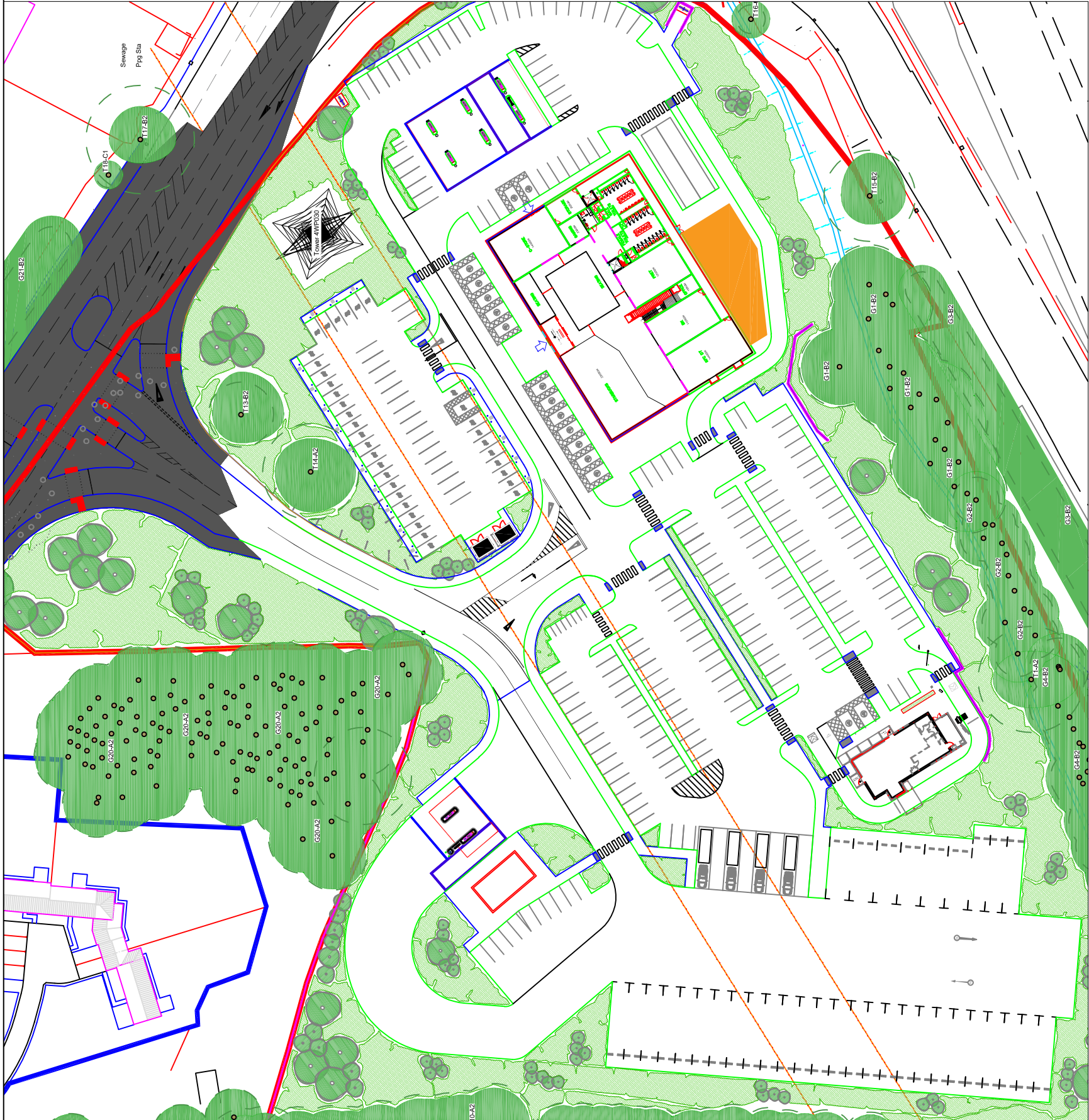
|           |         |                                                        |
|-----------|---------|--------------------------------------------------------|
| REVISIONS | CLIENT  | WELCOME BREAK                                          |
|           | PROJECT | WELCOME BREAK<br>LAND OFF THE A5<br>HINCKLEY, LE10 3JB |

|        |            |
|--------|------------|
| DATE   | 12.07.2023 |
| SCALE  | 1:500 @A1  |
| JOB ID | 1415       |
| DWG    | 26e        |

## Appendix 2

# Swept Path Assessment

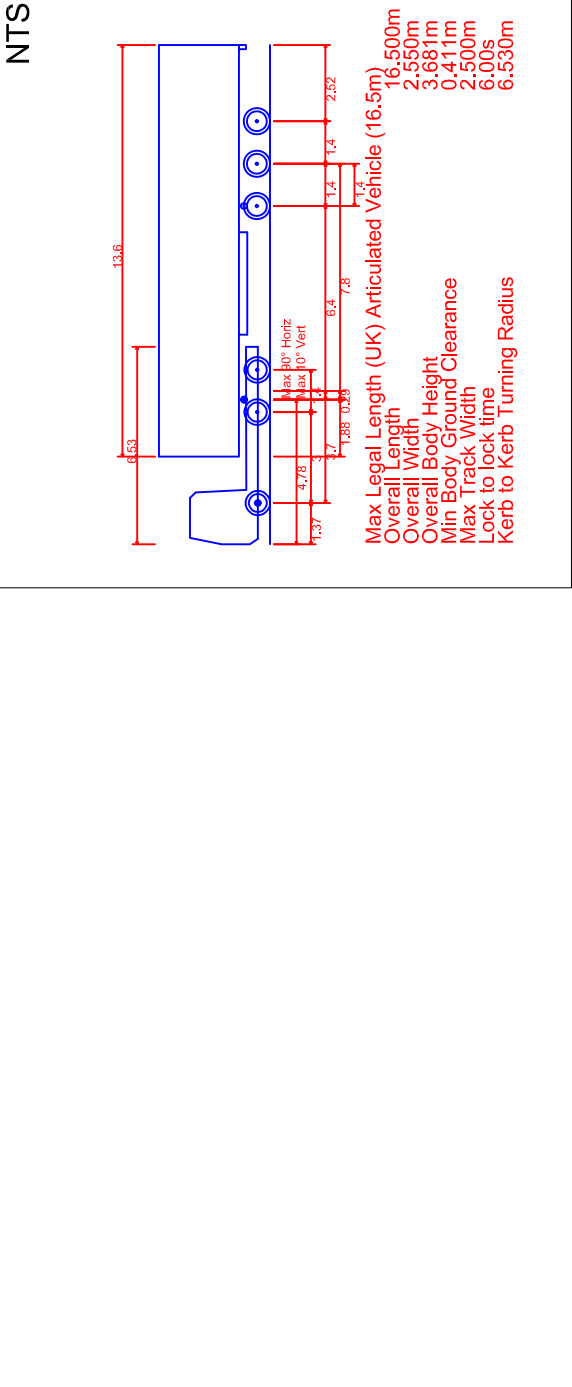
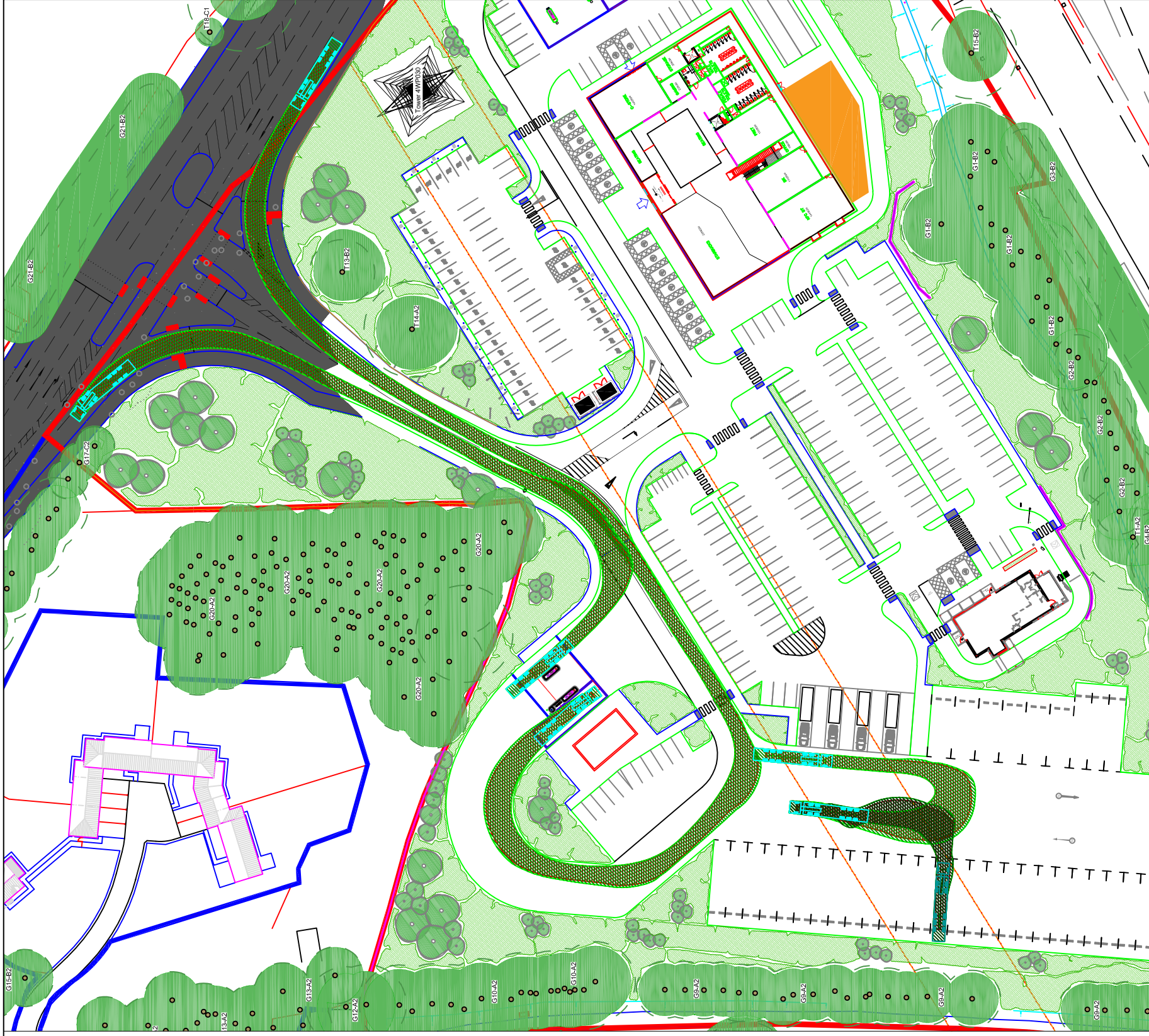
---



Proposed Site Layout - Scale 1/1000

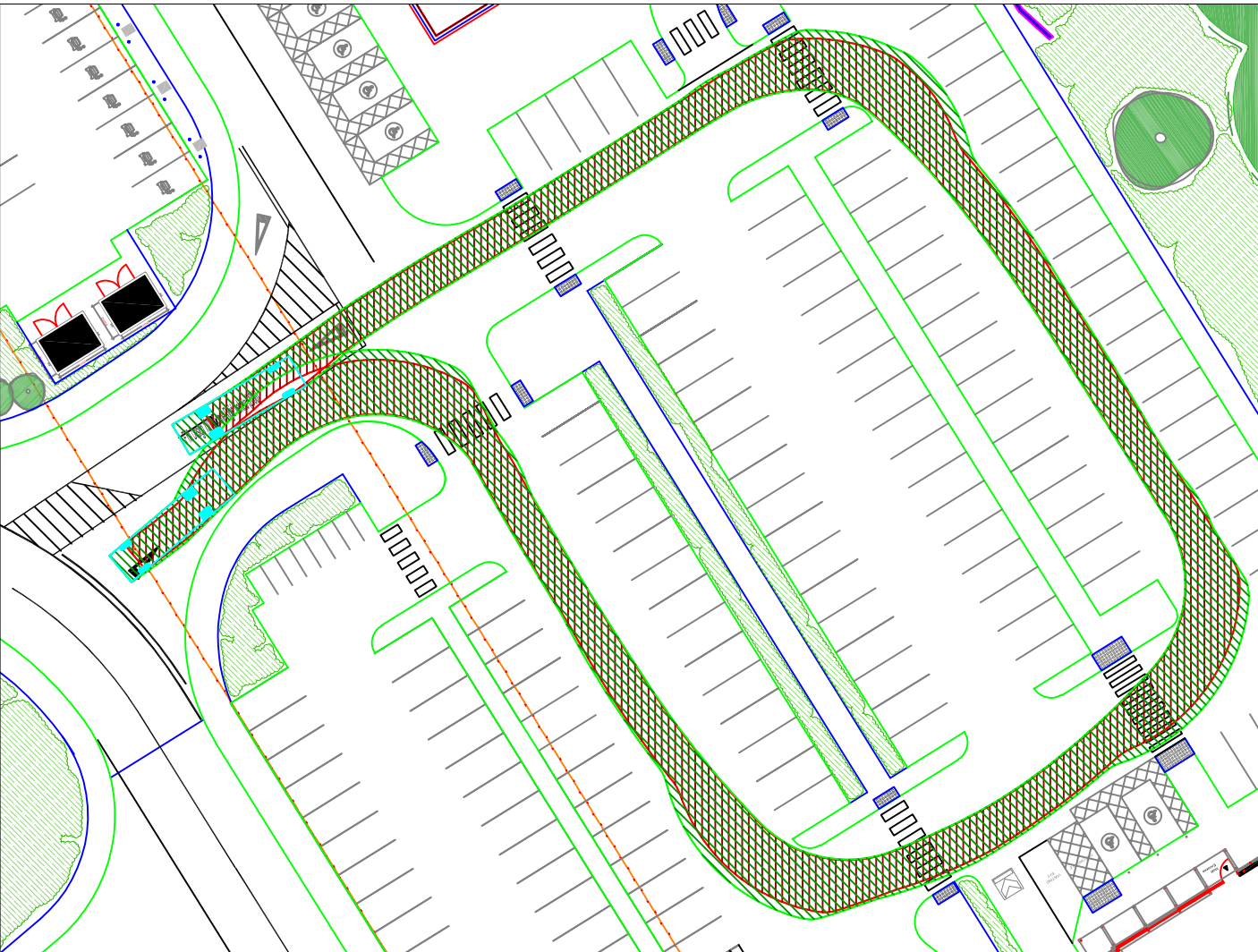
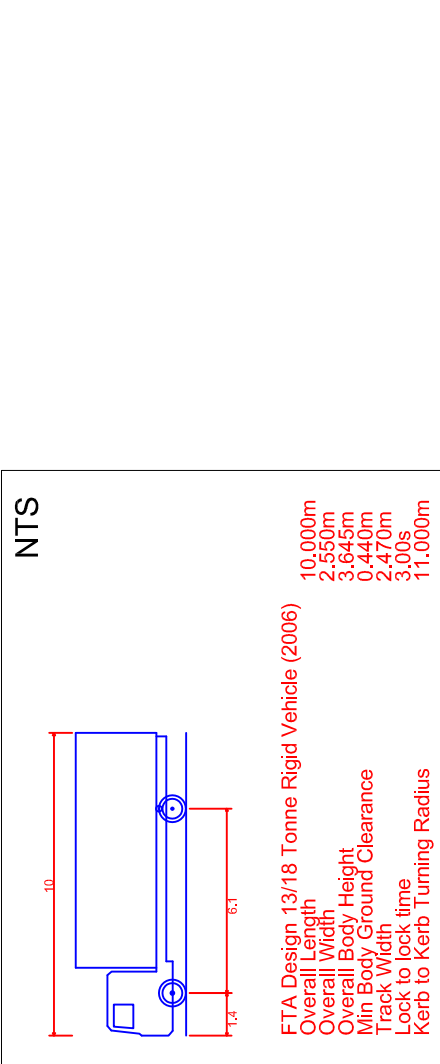


Swept Path Analysis - 16.5m Artic - Scale 1/1000

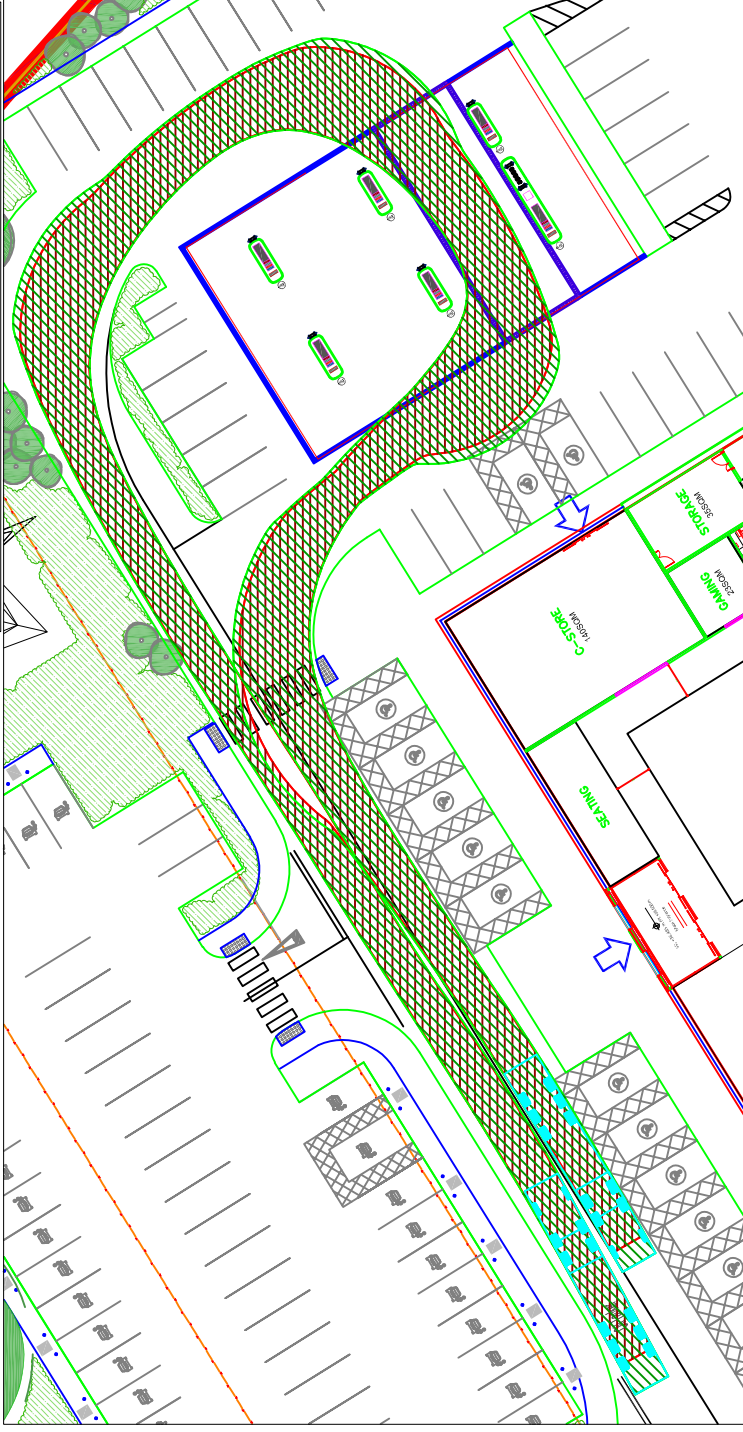
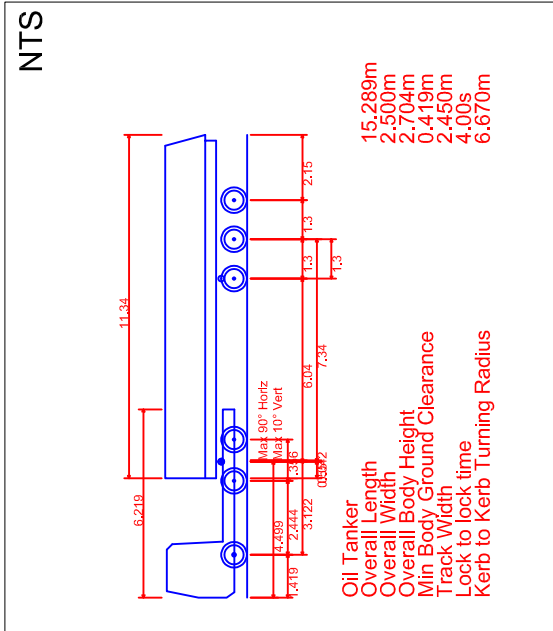


Swept Path Analysis - 16.5m Artic - Scale 1/1000

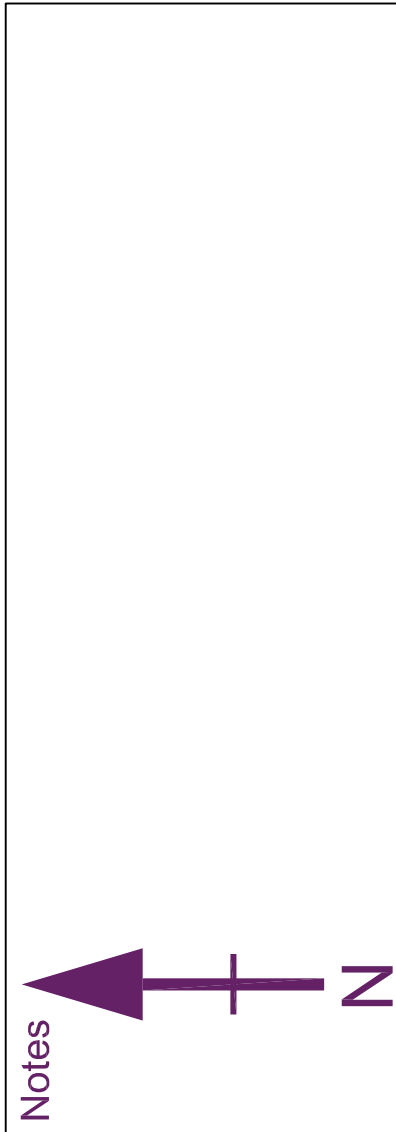
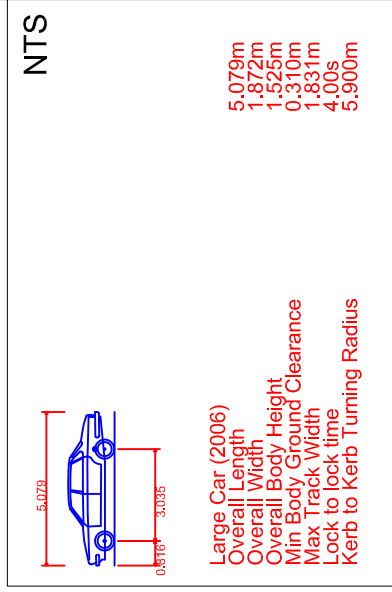
Swept Path Analysis - 10m Rigid - Scale 1/500



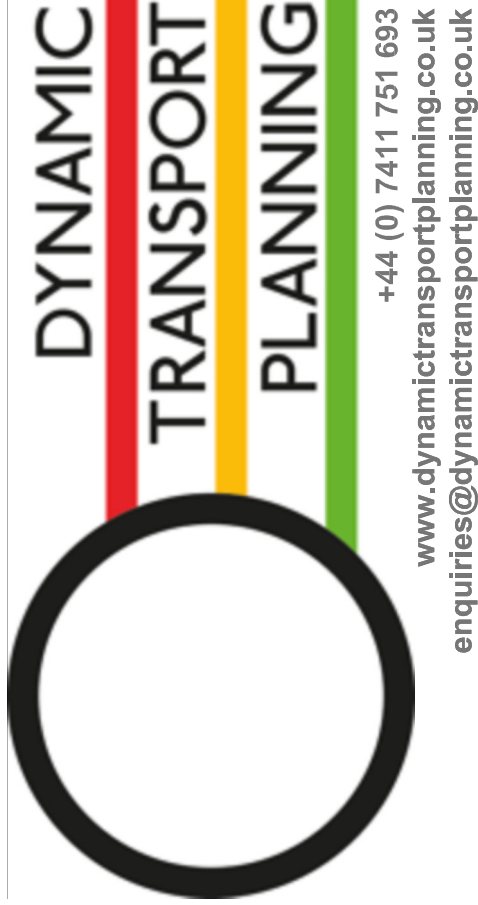
Swept Path Analysis - Oil Tanker - Scale 1/500



Swept Path Analysis - Large Car - Scale 1/1000



| Rev. | Date     | Revisions    | Drawn |
|------|----------|--------------|-------|
| C    | 21.08.23 | Site Updated | BF    |
| B    | 04.08.23 | Site Updated | BF    |
| A    | 25.07.23 | Site Updated | BF    |
| -    | 14.07.23 | First Issue  | BF    |



|                |                                                                                                 |                            |  |
|----------------|-------------------------------------------------------------------------------------------------|----------------------------|--|
| Client         | Welcome Break                                                                                   |                            |  |
| Project        | Proposed Motorway Service Area,<br>M69 Junction 1, Hinckley                                     |                            |  |
| Drawing Title  | Proposed Site Layout<br>Swept Path Analysis<br>16.5m Artic, Large Car, Oil Tanker,<br>10m Rigid |                            |  |
| Date           | July 2023                                                                                       | Scale<br>As Specified @ A1 |  |
| Drawn          | BF                                                                                              | Approved<br>JB             |  |
| Drawing Number | DTP/3711622/ATR001                                                                              |                            |  |
|                | Rev.                                                                                            | C                          |  |

## Appendix 3

# TRICS Output Report

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Calculation Reference: AUDIT-262601-230118-0151

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : F - MOTORWAY SERVICE AREAS (res./PFS/mot)

**TOTAL VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
| DV        | DEVON                                     | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
| WY        | WEST YORKSHIRE                            | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
| TW        | TYNE & WEAR                               | 1 days |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 950 to 6398 (units: sqm)  
 Range Selected by User: 200 to 6930 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/01/23

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days  
 Directional ATC Count 0 days

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Edge of Town                             | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Free Standing (PPS6 Out of Town)         | 1 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Village         | 1 |
| Out of Town     | 1 |
| No Sub Category | 1 |

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 3 days - Selected |

**Secondary Filtering selection:**Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 2 days

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

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|          |                                          |                          |                        |
|----------|------------------------------------------|--------------------------|------------------------|
| <b>1</b> | <b>DV-06-F-03</b>                        | <b>MOTORWAY SERVICES</b> | <b>DEVON</b>           |
|          | HONITON ROAD                             |                          |                        |
|          | CULLOMPTON                               |                          |                        |
|          | Neighbourhood Centre (PPS6 Local Centre) |                          |                        |
|          | Village                                  |                          |                        |
|          | Total Gross floor area:                  | 950 sqm                  |                        |
|          | Survey date: SATURDAY                    | 29/03/14                 | Survey Type: MANUAL    |
| <b>2</b> | <b>TW-06-F-01</b>                        | <b>MOTO</b>              | <b>TYNE &amp; WEAR</b> |
|          | A1(M)                                    |                          |                        |
|          | WASHINGTON                               |                          |                        |
|          | BIRTLEY                                  |                          |                        |
|          | Edge of Town                             |                          |                        |
|          | No Sub Category                          |                          |                        |
|          | Total Gross floor area:                  | 2000 sqm                 |                        |
|          | Survey date: SATURDAY                    | 20/10/18                 | Survey Type: MANUAL    |
| <b>3</b> | <b>WY-06-F-02</b>                        | <b>MOTO</b>              | <b>WEST YORKSHIRE</b>  |
|          | A1(M)                                    |                          |                        |
|          | WETHERBY                                 |                          |                        |
|          | Free Standing (PPS6 Out of Town)         |                          |                        |
|          | Out of Town                              |                          |                        |
|          | Total Gross floor area:                  | 6398 sqm                 |                        |
|          | Survey date: SATURDAY                    | 27/10/18                 | Survey Type: MANUAL    |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

Dynamic Transport Planning DTP Durham

Licence No: 262601

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

**TOTAL VEHICLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |               | DEPARTURES |             |               | TOTALS   |             |               |
|---------------|----------|-------------|---------------|------------|-------------|---------------|----------|-------------|---------------|
|               | No. Days | Ave. GFA    | Trip Rate     | No. Days   | Ave. GFA    | Trip Rate     | No. Days | Ave. GFA    | Trip Rate     |
| 00:00 - 01:00 |          |             |               |            |             |               |          |             |               |
| 01:00 - 02:00 |          |             |               |            |             |               |          |             |               |
| 02:00 - 03:00 |          |             |               |            |             |               |          |             |               |
| 03:00 - 04:00 |          |             |               |            |             |               |          |             |               |
| 04:00 - 05:00 |          |             |               |            |             |               |          |             |               |
| 05:00 - 06:00 |          |             |               |            |             |               |          |             |               |
| 06:00 - 07:00 | 3        | 3116        | 4.044         | 3          | 3116        | 3.744         | 3        | 3116        | 7.788         |
| 07:00 - 08:00 | 3        | 3116        | 5.830         | 3          | 3116        | 5.381         | 3        | 3116        | 11.211        |
| 08:00 - 09:00 | 3        | 3116        | 7.039         | 3          | 3116        | 6.739         | 3        | 3116        | 13.778        |
| 09:00 - 10:00 | 3        | 3116        | 8.387         | 3          | 3116        | 7.199         | 3        | 3116        | 15.586        |
| 10:00 - 11:00 | 3        | 3116        | 9.093         | 3          | 3116        | 8.815         | 3        | 3116        | 17.908        |
| 11:00 - 12:00 | 3        | 3116        | 12.869        | 3          | 3116        | 11.639        | 3        | 3116        | 24.508        |
| 12:00 - 13:00 | <b>3</b> | <b>3116</b> | <b>13.639</b> | 3          | 3116        | 13.757        | 3        | 3116        | 27.396        |
| 13:00 - 14:00 | 3        | 3116        | 13.447        | <b>3</b>   | <b>3116</b> | <b>14.014</b> | <b>3</b> | <b>3116</b> | <b>27.461</b> |
| 14:00 - 15:00 | 3        | 3116        | 12.505        | 3          | 3116        | 13.222        | 3        | 3116        | 25.727        |
| 15:00 - 16:00 | 3        | 3116        | 10.216        | 3          | 3116        | 11.297        | 3        | 3116        | 21.513        |
| 16:00 - 17:00 | 3        | 3116        | 9.852         | 3          | 3116        | 10.291        | 3        | 3116        | 20.143        |
| 17:00 - 18:00 | 3        | 3116        | 10.259        | 3          | 3116        | 10.430        | 3        | 3116        | 20.689        |
| 18:00 - 19:00 | 3        | 3116        | 9.820         | 3          | 3116        | 9.617         | 3        | 3116        | 19.437        |
| 19:00 - 20:00 | 3        | 3116        | 7.766         | 3          | 3116        | 8.184         | 3        | 3116        | 15.950        |
| 20:00 - 21:00 | 3        | 3116        | 4.311         | 3          | 3116        | 4.001         | 3        | 3116        | 8.312         |
| 21:00 - 22:00 | 3        | 3116        | 3.059         | 3          | 3116        | 3.284         | 3        | 3116        | 6.343         |
| 22:00 - 23:00 |          |             |               |            |             |               |          |             |               |
| 23:00 - 24:00 |          |             |               |            |             |               |          |             |               |
| Total Rates:  |          |             | 142.136       |            |             | 141.614       |          |             | 283.750       |

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

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

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**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 950 - 6398 (units: sqm) |
| Survey date range:                            | 01/01/14 - 01/01/23     |
| Number of weekdays (Monday-Friday):           | 0                       |
| Number of Saturdays:                          | 3                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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

Calculation Reference: AUDIT-262601-230118-0141

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : F - MOTORWAY SERVICE AREAS (res./PFS/mot)

**TOTAL VEHICLES**Selected regions and areas:

|                         |        |
|-------------------------|--------|
| <b>02 SOUTH EAST</b>    |        |
| KC KENT                 | 1 days |
| <b>05 EAST MIDLANDS</b> |        |
| LN LINCOLNSHIRE         | 1 days |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 3058 to 4069 (units: sqm)  
 Range Selected by User: 200 to 6930 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/01/23

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

Selected survey days:

|         |        |
|---------|--------|
| Tuesday | 1 days |
| Friday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 2 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                  |   |
|----------------------------------|---|
| Free Standing (PPS6 Out of Town) | 2 |
|----------------------------------|---|

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

Selected Location Sub Categories:

|             |   |
|-------------|---|
| Out of Town | 2 |
|-------------|---|

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 2 days - Selected |

**Secondary Filtering selection:**Use Class:

|     |        |
|-----|--------|
| n/a | 2 days |
|-----|--------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|               |        |
|---------------|--------|
| 1,000 or Less | 2 days |
|---------------|--------|

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

Population within 5 miles:

|                  |        |
|------------------|--------|
| 50,001 to 75,000 | 1 days |
|------------------|--------|

|                    |        |
|--------------------|--------|
| 100,001 to 125,000 | 1 days |
|--------------------|--------|

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
|-------------|--------|

|            |        |
|------------|--------|
| 1.1 to 1.5 | 1 days |
|------------|--------|

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

Travel Plan:

|    |        |
|----|--------|
| No | 2 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 2 days |
|-----------------|--------|

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|          |                                  |                 |                     |
|----------|----------------------------------|-----------------|---------------------|
| <b>1</b> | <b>KC-06-F-01</b>                | <b>ROADCHEF</b> | <b>KENT</b>         |
|          | M20 (JUNCTION 8)                 |                 |                     |
|          | NEAR MAIDSTONE                   |                 |                     |
|          | EYHORNE STREET                   |                 |                     |
|          | Free Standing (PPS6 Out of Town) |                 |                     |
|          | Out of Town                      |                 |                     |
|          | Total Gross floor area:          | 4069 sqm        |                     |
|          | Survey date: TUESDAY             | 22/05/18        | Survey Type: MANUAL |
| <b>2</b> | <b>LN-06-F-01</b>                | <b>MOTO</b>     | <b>LINCOLNSHIRE</b> |
|          | A1/GREAT NORTH ROAD              |                 |                     |
|          | NEAR GRANTHAM                    |                 |                     |
|          | GONERBY MOOR                     |                 |                     |
|          | Free Standing (PPS6 Out of Town) |                 |                     |
|          | Out of Town                      |                 |                     |
|          | Total Gross floor area:          | 3058 sqm        |                     |
|          | Survey date: FRIDAY              | 06/10/17        | Survey Type: MANUAL |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

Dynamic Transport Planning DTP Durham

Licence No: 262601

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

**TOTAL VEHICLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |               |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|---------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate     |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |               |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |               |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |               |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |               |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |               |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |               |
| 06:00 - 07:00 | 1        | 3058        | 1.766        | 1          | 3058        | 1.995        | 1        | 3058        | 3.761         |
| 07:00 - 08:00 | 2        | 3564        | 4.280        | 2          | 3564        | 4.308        | 2        | 3564        | 8.588         |
| 08:00 - 09:00 | 2        | 3564        | 5.416        | 2          | 3564        | 4.953        | 2        | 3564        | 10.369        |
| 09:00 - 10:00 | 2        | 3564        | 4.350        | 2          | 3564        | 4.953        | 2        | 3564        | 9.303         |
| 10:00 - 11:00 | 2        | 3564        | 5.304        | 2          | 3564        | 5.290        | 2        | 3564        | 10.594        |
| 11:00 - 12:00 | 2        | 3564        | 6.005        | 2          | 3564        | 5.135        | 2        | 3564        | 11.140        |
| 12:00 - 13:00 | <b>2</b> | <b>3564</b> | <b>7.002</b> | 2          | 3564        | 6.398        | <b>2</b> | <b>3564</b> | <b>13.400</b> |
| 13:00 - 14:00 | 2        | 3564        | 5.584        | <b>2</b>   | <b>3564</b> | <b>6.426</b> | 2        | 3564        | 12.010        |
| 14:00 - 15:00 | 2        | 3564        | 4.574        | 2          | 3564        | 5.290        | 2        | 3564        | 9.864         |
| 15:00 - 16:00 | 2        | 3564        | 5.009        | 2          | 3564        | 4.799        | 2        | 3564        | 9.808         |
| 16:00 - 17:00 | 2        | 3564        | 4.602        | 2          | 3564        | 4.841        | 2        | 3564        | 9.443         |
| 17:00 - 18:00 | 2        | 3564        | 4.406        | 2          | 3564        | 4.251        | 2        | 3564        | 8.657         |
| 18:00 - 19:00 | 2        | 3564        | 3.915        | 2          | 3564        | 3.887        | 2        | 3564        | 7.802         |
| 19:00 - 20:00 | 2        | 3564        | 3.213        | 2          | 3564        | 3.185        | 2        | 3564        | 6.398         |
| 20:00 - 21:00 | 2        | 3564        | 2.343        | 2          | 3564        | 2.020        | 2        | 3564        | 4.363         |
| 21:00 - 22:00 | 1        | 4069        | 1.868        | 1          | 4069        | 1.868        | 1        | 4069        | 3.736         |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |               |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |               |
| Total Rates:  |          |             | 69.637       |            |             | 69.599       |          |             | 139.236       |

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

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

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**Parameter summary**

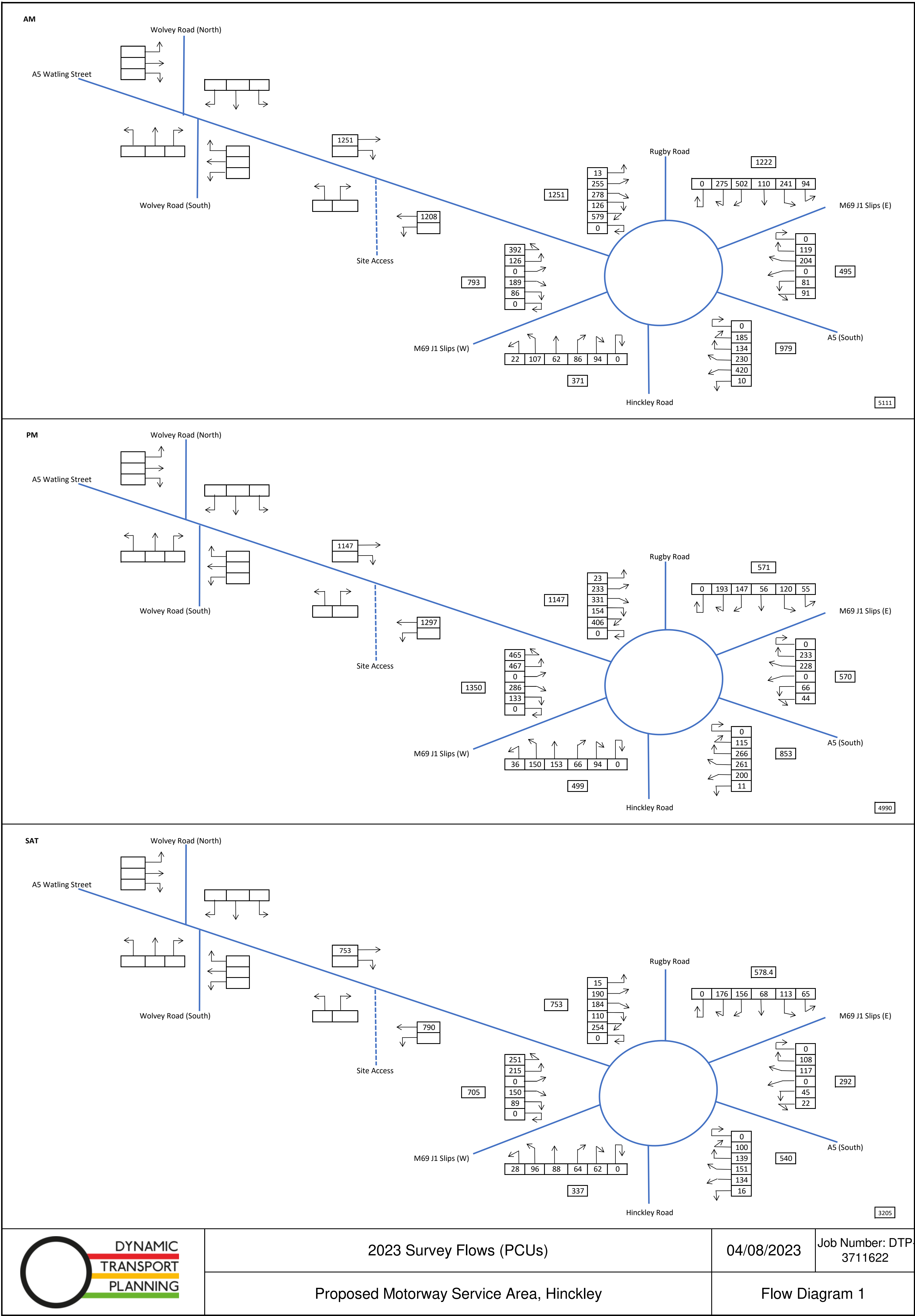
|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 3058 - 4069 (units: sqm) |
| Survey date range:                            | 01/01/14 - 01/01/23      |
| Number of weekdays (Monday-Friday):           | 2                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

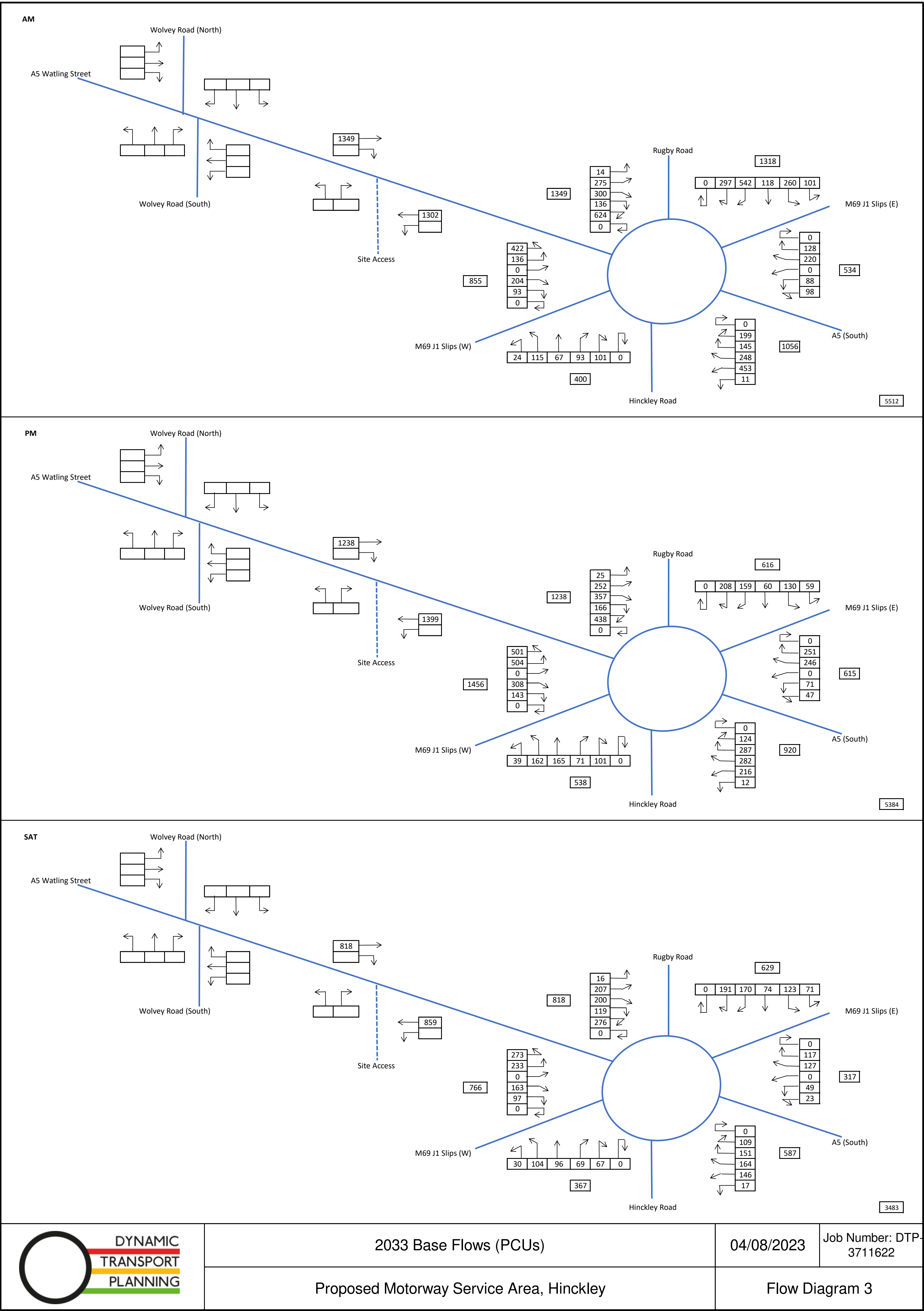
## Appendix 4

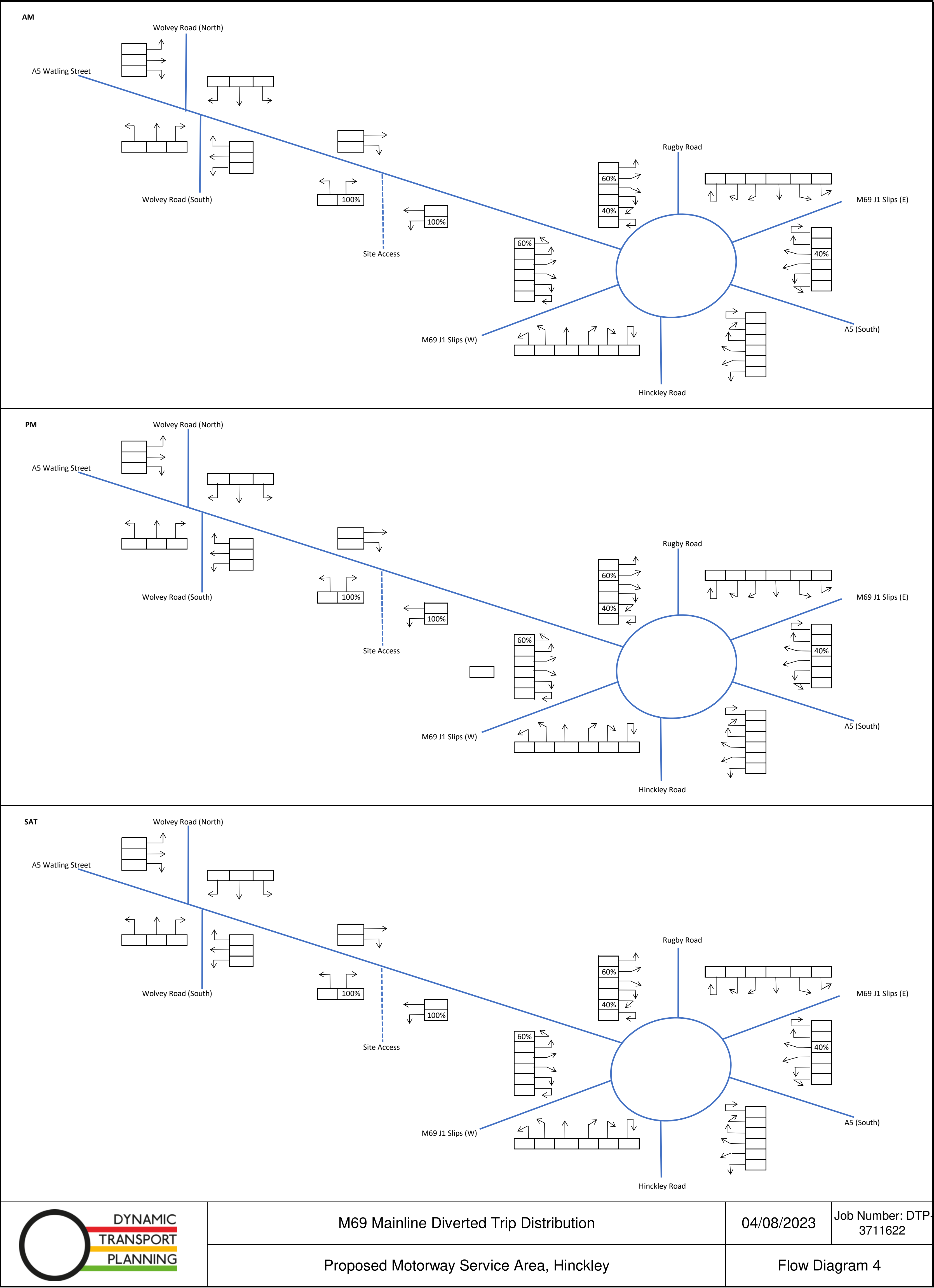
# Traffic Figures

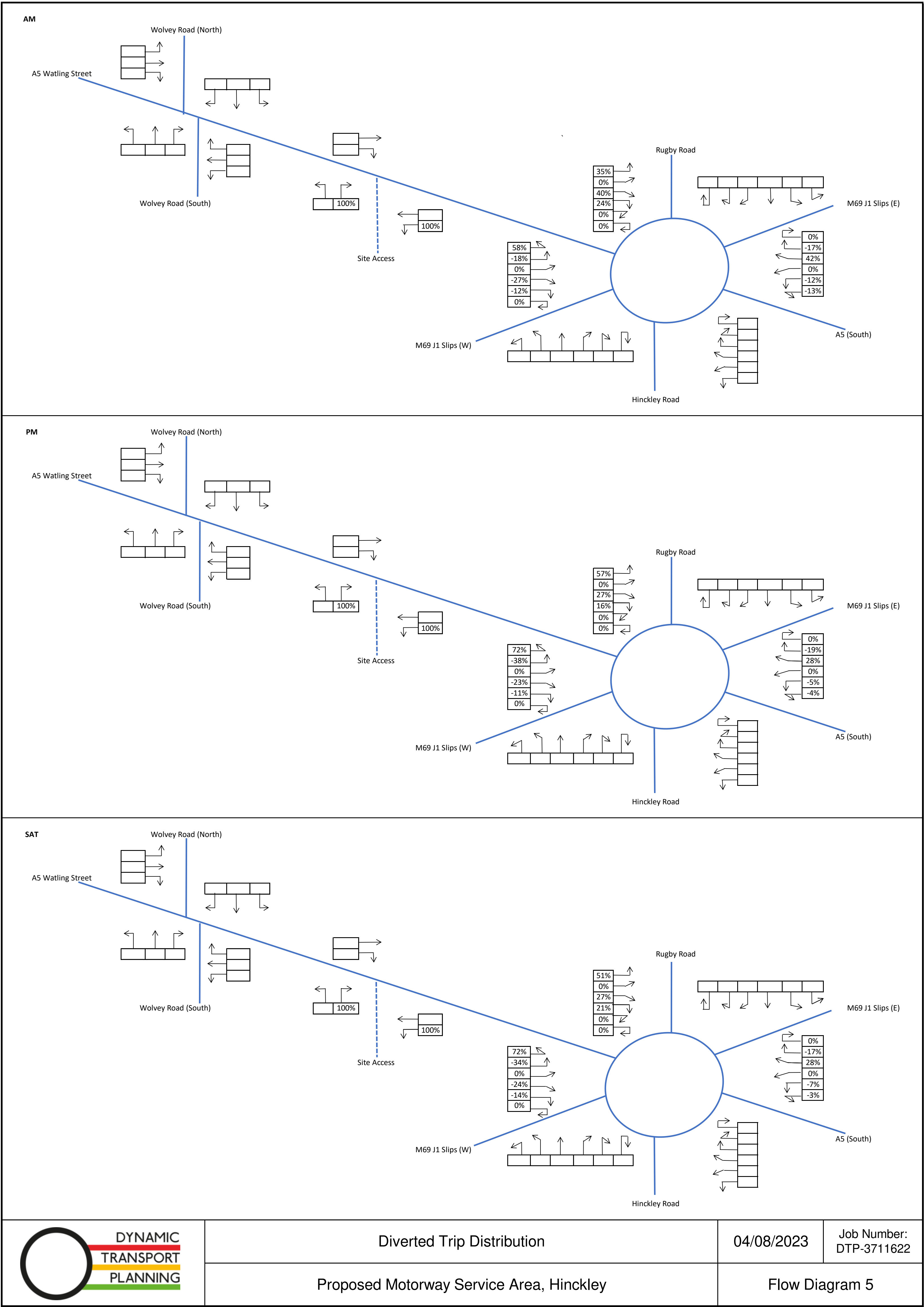
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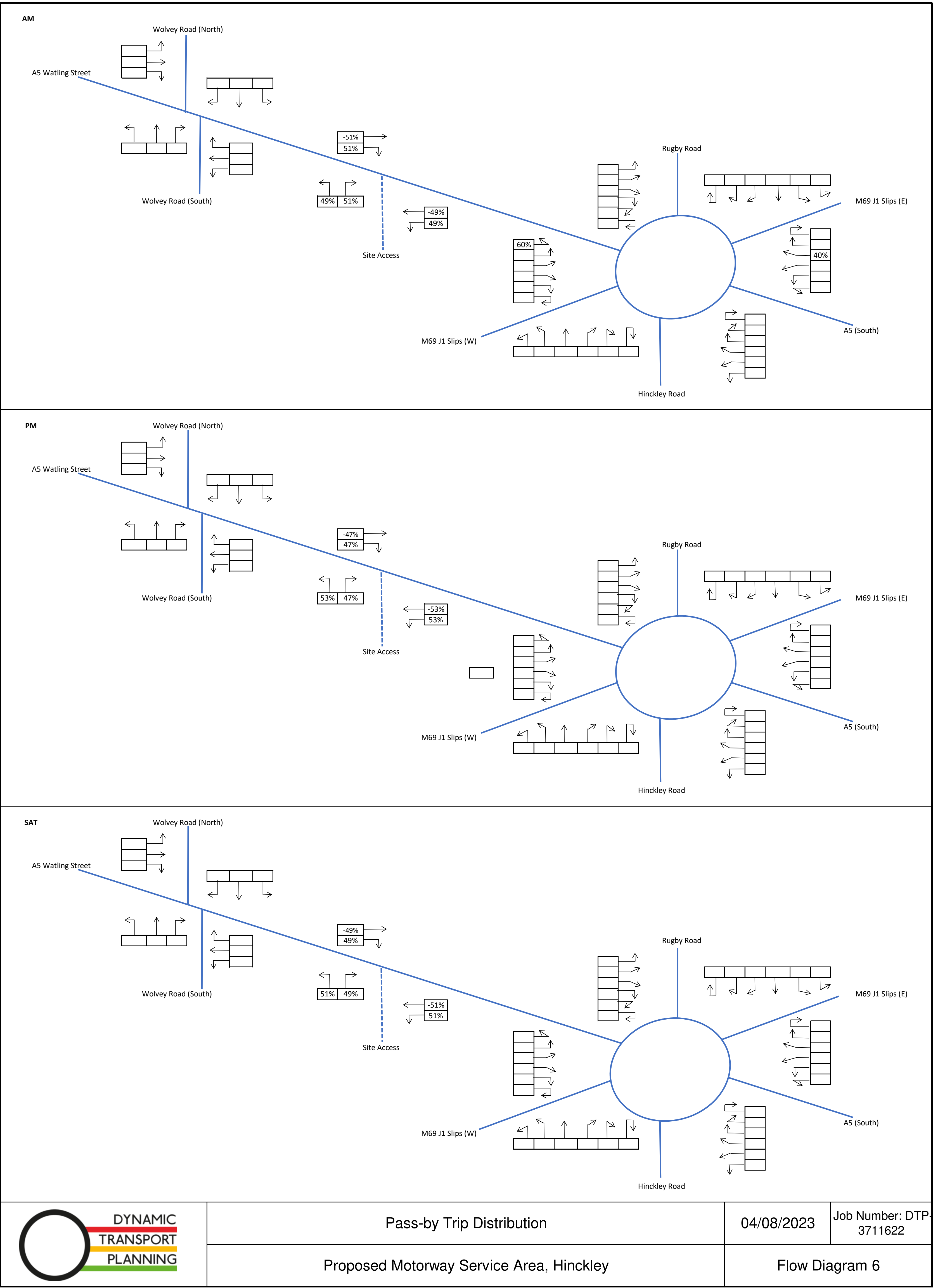


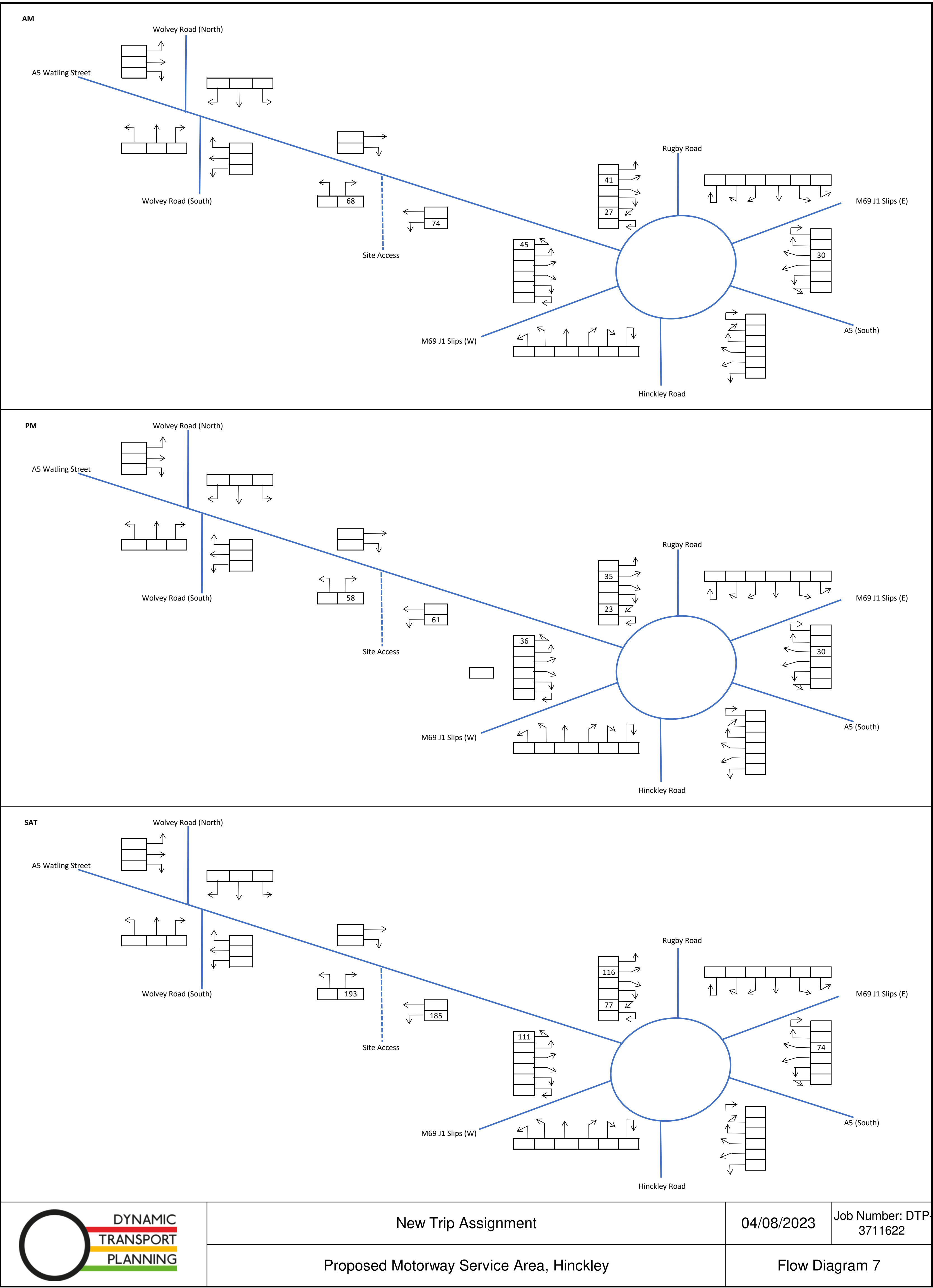












PM

Wolvey Road (North)

A5 Watling Street

Wolvey Road (South)

58

61

Site Access

36

M69 J1 Slips (W)

Hinckley Road

Rugby Road

35

23

M69 J1 Slips (E)

30

A5 (South)

SAT

Wolvey Road (North)

A5 Watling Street

Wolvey Road (South)

193

185

Site Access

111

M69 J1 Slips (W)

Hinckley Road

Rugby Road

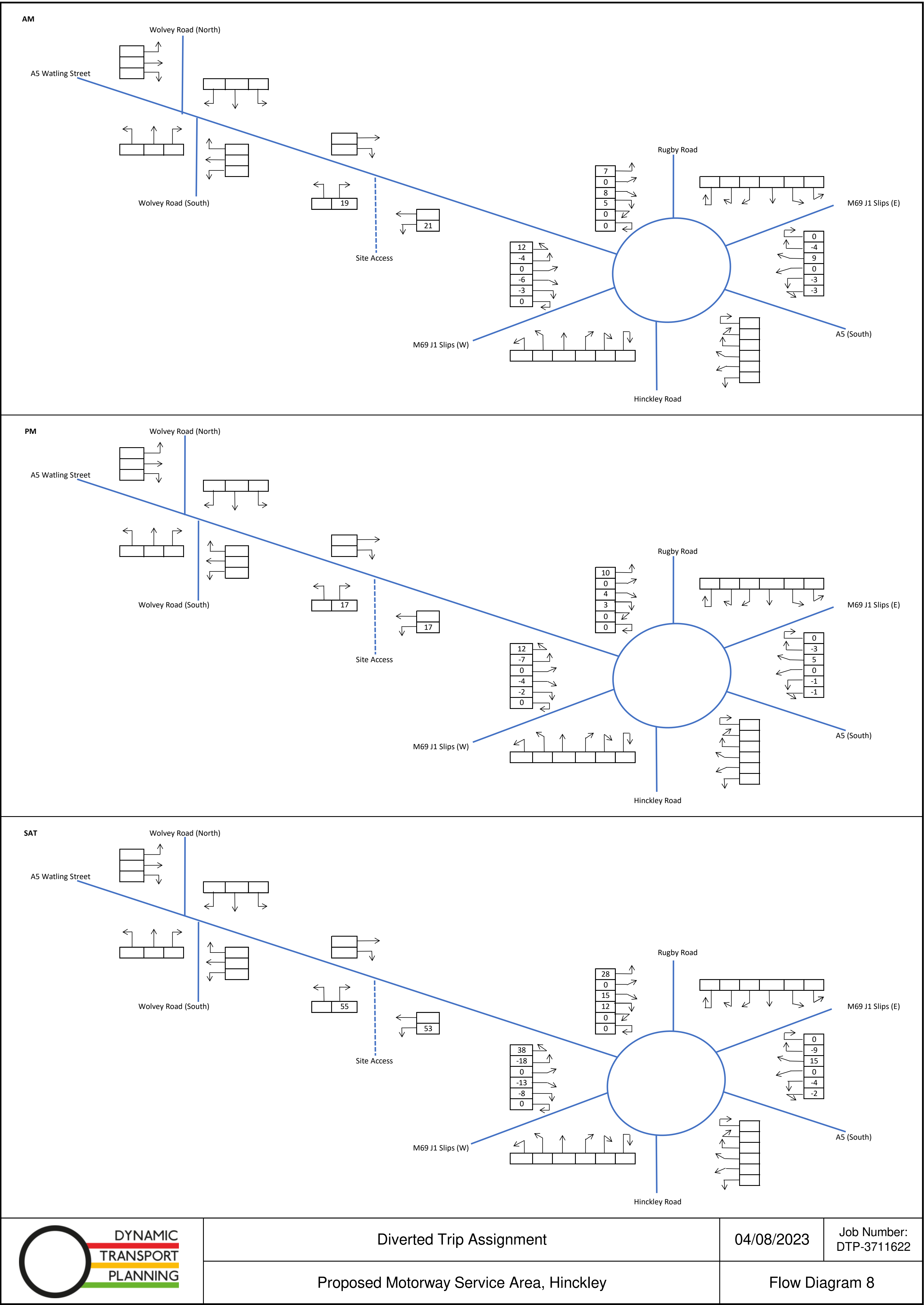
116

77

M69 J1 Slips (E)

74

A5 (South)



DYNAMIC

TRANSPORT

PLANNING

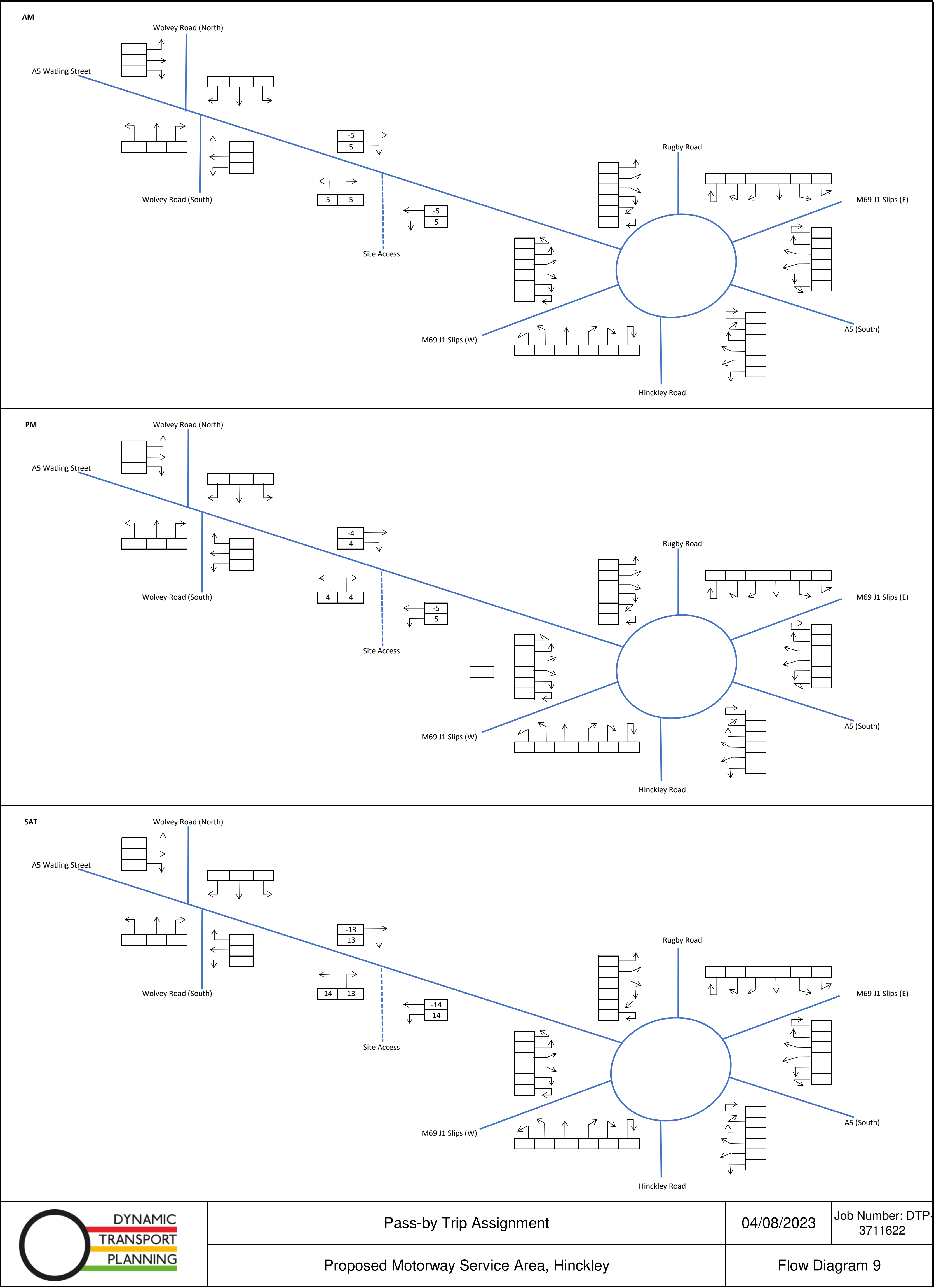
Diverted Trip Assignment

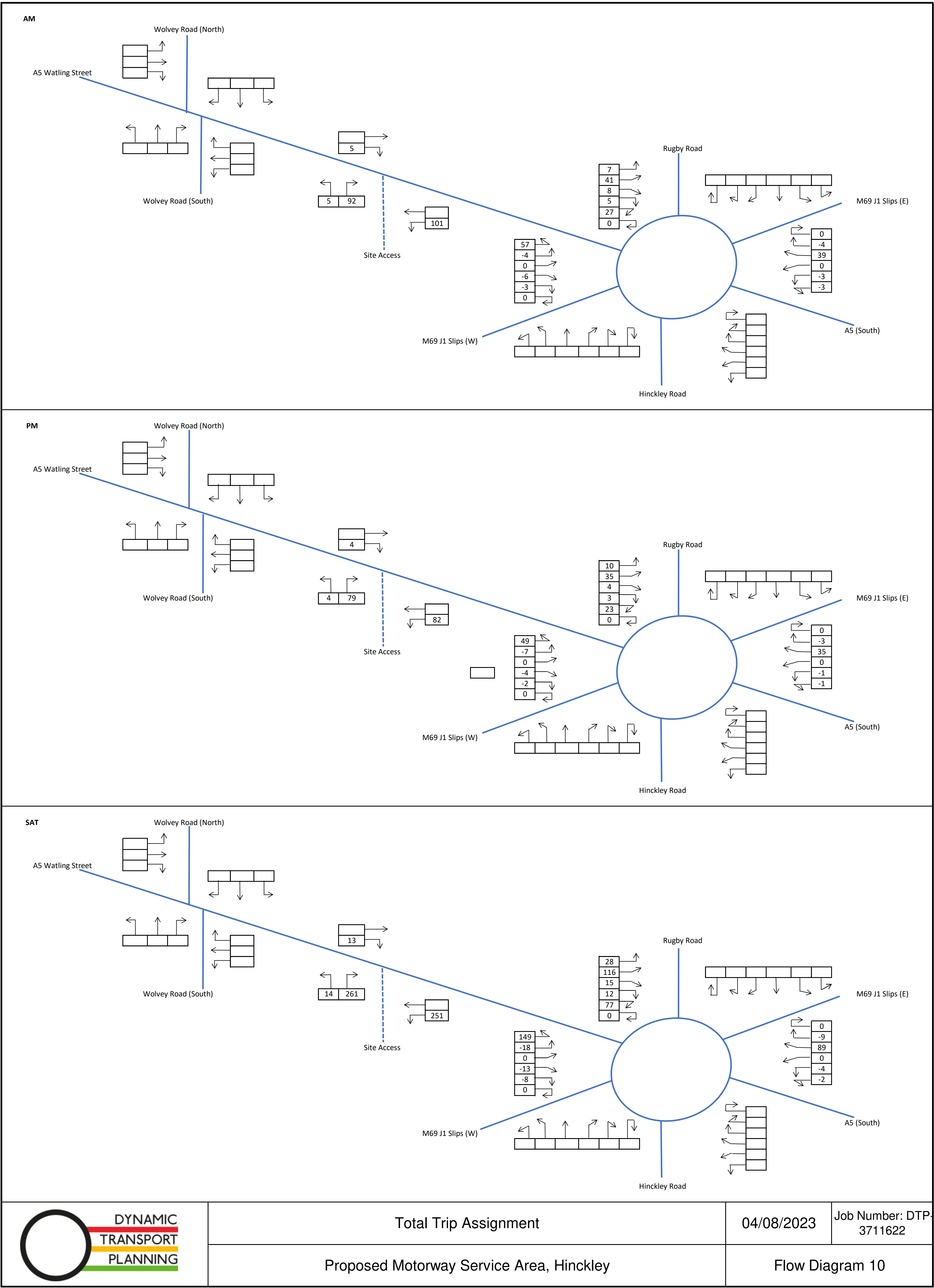
04/08/2023

Job Number:  
DTP-3711622

Proposed Motorway Service Area, Hinckley

Flow Diagram 8







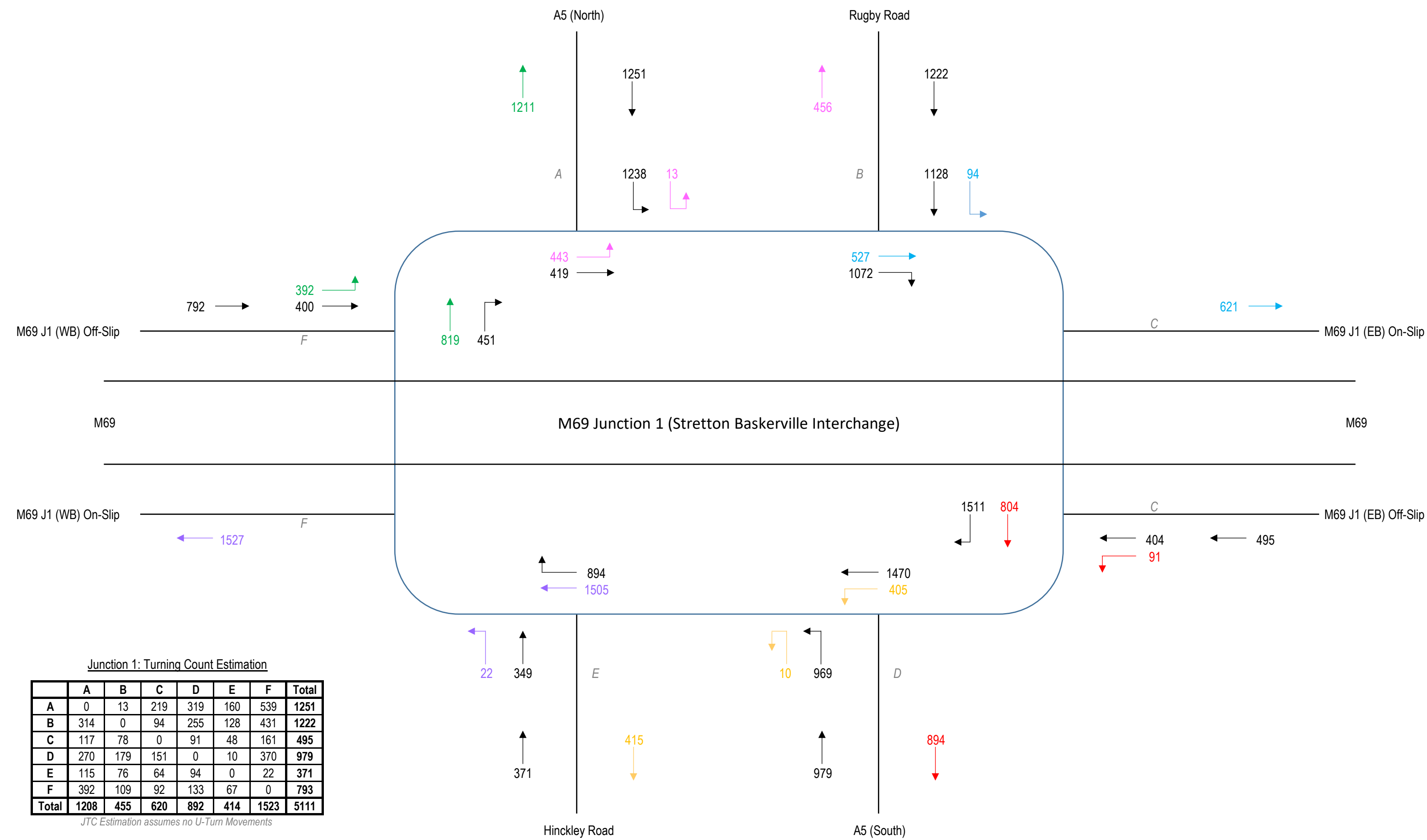


## Appendix 5

# Traffic Survey Data

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SURVEY NETWORK TRAFFIC FLOW DIAGRAM



For illustrative purposes only, please refer to data sheets for individual traffic movements

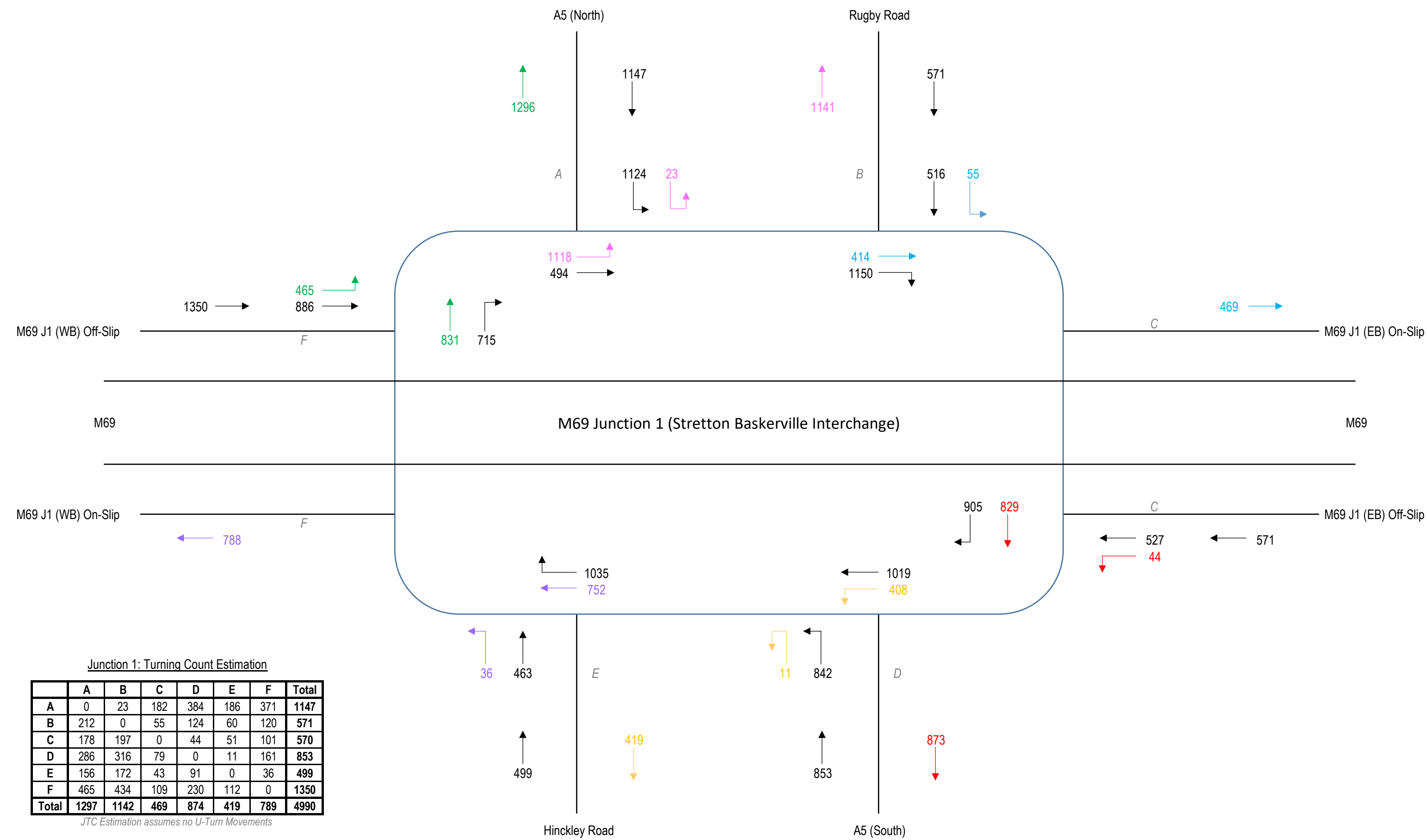
TRANSURVEYS

Project: Stretton Baskerville Interchange, Hinckley  
Client: Dynamic Transport Planning  
Project.Ref: TS-23-032

Weekday AM Hour  
Veh.Classification  
Date: Thursday 18 May 2023

Peak Hour  
07:15-08:15  
TOTAL PCUs

SURVEY NETWORK TRAFFIC FLOW DIAGRAM



For illustrative purposes only, please refer to data sheets for individual traffic movements

**TRANSURVEYS** 

**Project:** Stretton Baskerville Interchange, Hinckley  
**Client:** Dynamic Transport Planning  
**Project.Ref:** TS-23-032

**Peak Hour**  
Weekday PM Hour **16:15-17:15**  
Veh.Classification **TOTAL PCUs**  
Date: Thursday 18 May 2023

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Project:</b> Stretton Baskerville Interchange, Hinckley<br><b>Client:</b> Dynamic Transport Planning<br><b>Project Ref:</b> TS-23-032<br><b>Date:</b> Thursday 18 May 2023<br><b>Weather:</b> AM & PM: Dry / Sunny Intervals<br><b>Junction 1:</b> M69 Junction 1 (Stretton Baskerville Interchange)<br><b>Movement 1a.1:</b> A5 (North) (Entry Flow): Left to Rugby Road (A-C) |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:00 | 07:15 | 0                      | 0       | 1        | 0   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 07:15 | 07:30 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 07:30 | 07:45 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 07:45 | 08:00 | 0                      | 0       | 2        | 0   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 08:00 | 08:15 | 0                      | 0       | 1        | 1   | 0    | 1    | 0         | 3        | 1    | 4.30  |
| 08:15 | 08:30 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 08:30 | 08:45 | 0                      | 0       | 3        | 1   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 08:45 | 09:00 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| TOTAL |       | 0                      | 0       | 18       | 4   | 0    | 1    | 0         | 23       | 1    | 24.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 9        | 2   | 0    | 1    | 0         | 12       | 1    | 13.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 9        | 2   | 0    | 1    | 0         | 12       | 1    | 13.30 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:00 | 16:15 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 16:15 | 16:30 | 0                      | 0       | 7        | 0   | 0    | 0    | 0         | 7        | 0    | 7.00  |
| 16:30 | 16:45 | 0                      | 0       | 7        | 1   | 0    | 1    | 0         | 9        | 1    | 10.30 |
| 16:45 | 17:00 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:00 | 17:15 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:15 | 17:30 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 17:30 | 17:45 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:45 | 18:00 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| TOTAL |       | 0                      | 0       | 34       | 2   | 0    | 1    | 0         | 37       | 1    | 38.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 19       | 2   | 0    | 1    | 0         | 22       | 1    | 23.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 19       | 2   | 0    | 1    | 0         | 22       | 1    | 23.30 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1a.2: A5 (North) (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 2       | 197      | 58  | 8    | 17   | 0         | 282      | 25   | 306.90  |
| 07:15 | 07:30 | 0                      | 6       | 236      | 45  | 13   | 14   | 0         | 314      | 27   | 335.10  |
| 07:30 | 07:45 | 0                      | 0       | 192      | 74  | 10   | 12   | 1         | 289      | 23   | 310.60  |
| 07:45 | 08:00 | 0                      | 2       | 168      | 67  | 10   | 19   | 1         | 267      | 30   | 296.50  |
| 08:00 | 08:15 | 0                      | 1       | 165      | 62  | 18   | 18   | 0         | 264      | 36   | 295.80  |
| 08:15 | 08:30 | 0                      | 0       | 182      | 59  | 9    | 26   | 0         | 276      | 35   | 314.30  |
| 08:30 | 08:45 | 0                      | 3       | 135      | 44  | 13   | 28   | 5         | 228      | 46   | 274.10  |
| 08:45 | 09:00 | 0                      | 4       | 180      | 52  | 14   | 21   | 3         | 274      | 38   | 308.90  |
| TOTAL |       | 0                      | 18      | 1455     | 461 | 95   | 155  | 10        | 2194     | 260  | 2442.20 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 9       | 761      | 248 | 51   | 63   | 2         | 1134     | 116  | 1238.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 9       | 761      | 248 | 51   | 63   | 2         | 1134     | 116  | 1238.00 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 8       | 173      | 34  | 6    | 16   | 0         | 237      | 22   | 256.00  |
| 16:15 | 16:30 | 0                      | 5       | 208      | 41  | 7    | 9    | 1         | 271      | 17   | 284.20  |
| 16:30 | 16:45 | 0                      | 2       | 199      | 45  | 8    | 6    | 4         | 264      | 18   | 278.60  |
| 16:45 | 17:00 | 0                      | 4       | 187      | 37  | 6    | 8    | 0         | 242      | 14   | 253.00  |
| 17:00 | 17:15 | 0                      | 11      | 247      | 27  | 6    | 9    | 0         | 300      | 15   | 308.10  |
| 17:15 | 17:30 | 0                      | 1       | 198      | 27  | 4    | 8    | 1         | 239      | 13   | 251.80  |
| 17:30 | 17:45 | 0                      | 6       | 183      | 23  | 4    | 10   | 2         | 228      | 16   | 241.40  |
| 17:45 | 18:00 | 0                      | 7       | 138      | 21  | 3    | 14   | 1         | 184      | 18   | 200.50  |
| TOTAL |       | 0                      | 44      | 1533     | 255 | 44   | 80   | 9         | 1965     | 133  | 2073.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 22      | 841      | 150 | 27   | 32   | 5         | 1077     | 64   | 1123.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 22      | 841      | 150 | 27   | 32   | 5         | 1077     | 64   | 1123.90 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1a.3: A5 (North) (Roundabout Circulating Flow): Ahead / Left to Rugby Road (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 41       | 12  | 0    | 1    | 0         | 54       | 1    | 55.30  |
| 07:15 | 07:30 | 0                      | 1       | 54       | 16  | 1    | 0    | 2         | 74       | 3    | 75.90  |
| 07:30 | 07:45 | 0                      | 0       | 87       | 25  | 2    | 2    | 0         | 116      | 4    | 119.60 |
| 07:45 | 08:00 | 0                      | 0       | 97       | 30  | 5    | 0    | 1         | 133      | 6    | 136.50 |
| 08:00 | 08:15 | 0                      | 0       | 90       | 16  | 0    | 2    | 0         | 108      | 2    | 110.60 |
| 08:15 | 08:30 | 0                      | 0       | 124      | 24  | 2    | 1    | 0         | 151      | 3    | 153.30 |
| 08:30 | 08:45 | 0                      | 2       | 93       | 9   | 5    | 1    | 2         | 112      | 8    | 116.60 |
| 08:45 | 09:00 | 0                      | 0       | 109      | 14  | 2    | 1    | 1         | 127      | 4    | 130.30 |
| TOTAL |       | 0                      | 3       | 695      | 146 | 17   | 8    | 6         | 875      | 31   | 898.10 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 1       | 328      | 87  | 8    | 4    | 3         | 431      | 15   | 442.60 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 1       | 328      | 87  | 8    | 4    | 3         | 431      | 15   | 442.60 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 185      | 28  | 1    | 0    | 1         | 215      | 2    | 216.50  |
| 16:15 | 16:30 | 0                      | 11      | 260      | 22  | 3    | 0    | 0         | 296      | 3    | 290.90  |
| 16:30 | 16:45 | 0                      | 2       | 223      | 37  | 1    | 1    | 1         | 265      | 3    | 266.60  |
| 16:45 | 17:00 | 2                      | 1       | 230      | 26  | 3    | 0    | 1         | 263      | 4    | 263.30  |
| 17:00 | 17:15 | 0                      | 1       | 263      | 30  | 1    | 0    | 1         | 296      | 2    | 296.90  |
| 17:15 | 17:30 | 1                      | 6       | 280      | 21  | 0    | 0    | 0         | 308      | 0    | 303.60  |
| 17:30 | 17:45 | 0                      | 2       | 265      | 18  | 0    | 0    | 1         | 286      | 1    | 285.80  |
| 17:45 | 18:00 | 0                      | 1       | 221      | 11  | 0    | 2    | 0         | 235      | 2    | 237.00  |
| TOTAL |       | 3                      | 24      | 1927     | 193 | 9    | 3    | 5         | 2164     | 17   | 2160.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 2                      | 15      | 976      | 115 | 8    | 1    | 3         | 1120     | 12   | 1117.70 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 2                      | 15      | 976      | 115 | 8    | 1    | 3         | 1120     | 12   | 1117.70 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1a.4: A5 (North) (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 73       | 16  | 1    | 2    | 0         | 92       | 3    | 95.10  |
| 07:15 | 07:30 | 0                      | 1       | 86       | 20  | 1    | 6    | 0         | 114      | 7    | 121.70 |
| 07:30 | 07:45 | 0                      | 0       | 70       | 14  | 2    | 6    | 0         | 92       | 8    | 100.80 |
| 07:45 | 08:00 | 0                      | 1       | 67       | 19  | 2    | 8    | 0         | 97       | 10   | 107.80 |
| 08:00 | 08:15 | 0                      | 0       | 69       | 11  | 3    | 2    | 0         | 85       | 5    | 89.10  |
| 08:15 | 08:30 | 0                      | 0       | 71       | 16  | 1    | 6    | 0         | 94       | 7    | 102.30 |
| 08:30 | 08:45 | 0                      | 0       | 63       | 16  | 6    | 5    | 0         | 90       | 11   | 99.50  |
| 08:45 | 09:00 | 0                      | 0       | 74       | 12  | 2    | 7    | 0         | 95       | 9    | 105.10 |
| TOTAL |       | 0                      | 2       | 573      | 124 | 18   | 42   | 0         | 759      | 60   | 821.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 292      | 64  | 8    | 22   | 0         | 388      | 30   | 419.40 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 292      | 64  | 8    | 22   | 0         | 388      | 30   | 419.40 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 82       | 16  | 2    | 8    | 0         | 108      | 10   | 119.40  |
| 16:15 | 16:30 | 0                      | 0       | 92       | 14  | 1    | 7    | 0         | 114      | 8    | 123.60  |
| 16:30 | 16:45 | 0                      | 0       | 79       | 15  | 4    | 3    | 0         | 101      | 7    | 106.90  |
| 16:45 | 17:00 | 0                      | 0       | 113      | 13  | 2    | 3    | 0         | 131      | 5    | 135.90  |
| 17:00 | 17:15 | 0                      | 0       | 93       | 23  | 0    | 5    | 0         | 121      | 5    | 127.50  |
| 17:15 | 17:30 | 0                      | 0       | 107      | 15  | 2    | 5    | 0         | 129      | 7    | 136.50  |
| 17:30 | 17:45 | 0                      | 2       | 94       | 10  | 1    | 6    | 0         | 113      | 7    | 120.10  |
| 17:45 | 18:00 | 0                      | 1       | 109      | 6   | 2    | 7    | 1         | 126      | 10   | 136.50  |
| TOTAL |       | 0                      | 3       | 769      | 112 | 14   | 44   | 1         | 943      | 59   | 1006.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 0       | 377      | 65  | 7    | 18   | 0         | 467      | 25   | 493.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 0       | 377      | 65  | 7    | 18   | 0         | 467      | 25   | 493.90 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.1: Rugby Road (Entry Flow): Left to M69 Junction 1 (EB) On-Slip Road (A-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 24       | 3   | 0    | 0    | 0         | 27       | 0    | 27.00  |
| 07:15 | 07:30 | 0                      | 0       | 22       | 3   | 0    | 0    | 0         | 25       | 0    | 25.00  |
| 07:30 | 07:45 | 0                      | 0       | 16       | 3   | 0    | 0    | 0         | 19       | 0    | 19.00  |
| 07:45 | 08:00 | 0                      | 0       | 25       | 1   | 0    | 0    | 0         | 26       | 0    | 26.00  |
| 08:00 | 08:15 | 0                      | 0       | 23       | 1   | 0    | 0    | 0         | 24       | 0    | 24.00  |
| 08:15 | 08:30 | 0                      | 0       | 19       | 2   | 2    | 1    | 0         | 24       | 3    | 26.30  |
| 08:30 | 08:45 | 0                      | 0       | 20       | 2   | 0    | 0    | 0         | 22       | 0    | 22.00  |
| 08:45 | 09:00 | 0                      | 0       | 20       | 5   | 0    | 0    | 0         | 25       | 0    | 25.00  |
| TOTAL |       | 0                      | 0       | 169      | 20  | 2    | 1    | 0         | 192      | 3    | 194.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 86       | 8   | 0    | 0    | 0         | 94       | 0    | 94.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 86       | 8   | 0    | 0    | 0         | 94       | 0    | 94.00 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 0       | 26       | 4   | 0    | 0    | 0         | 30       | 0    | 30.00  |
| 16:15 | 16:30 | 0                      | 0       | 14       | 3   | 0    | 0    | 0         | 17       | 0    | 17.00  |
| 16:30 | 16:45 | 0                      | 0       | 14       | 1   | 0    | 0    | 0         | 15       | 0    | 15.00  |
| 16:45 | 17:00 | 0                      | 0       | 9        | 0   | 0    | 0    | 0         | 9        | 0    | 9.00   |
| 17:00 | 17:15 | 0                      | 0       | 13       | 1   | 0    | 0    | 0         | 14       | 0    | 14.00  |
| 17:15 | 17:30 | 0                      | 0       | 14       | 2   | 0    | 0    | 0         | 16       | 0    | 16.00  |
| 17:30 | 17:45 | 0                      | 0       | 6        | 0   | 0    | 0    | 0         | 6        | 0    | 6.00   |
| 17:45 | 18:00 | 0                      | 0       | 9        | 0   | 0    | 0    | 0         | 9        | 0    | 9.00   |
| TOTAL |       | 0                      | 0       | 105      | 11  | 0    | 0    | 0         | 116      | 0    | 116.00 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 50       | 5   | 0    | 0    | 0         | 55       | 0    | 55.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 50       | 5   | 0    | 0    | 0         | 55       | 0    | 55.00 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.2: Rugby Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 2                      | 4       | 245      | 29  | 2    | 1    | 1         | 284      | 4    | 283.30  |
| 07:15 | 07:30 | 0                      | 1       | 250      | 29  | 0    | 1    | 1         | 282      | 2    | 283.70  |
| 07:30 | 07:45 | 0                      | 1       | 233      | 23  | 3    | 2    | 1         | 263      | 6    | 267.50  |
| 07:45 | 08:00 | 1                      | 2       | 217      | 34  | 2    | 5    | 3         | 264      | 10   | 272.50  |
| 08:00 | 08:15 | 0                      | 3       | 265      | 31  | 0    | 3    | 0         | 302      | 3    | 304.10  |
| 08:15 | 08:30 | 0                      | 2       | 251      | 28  | 2    | 5    | 0         | 288      | 7    | 294.30  |
| 08:30 | 08:45 | 0                      | 0       | 187      | 17  | 1    | 2    | 1         | 208      | 4    | 212.10  |
| 08:45 | 09:00 | 0                      | 1       | 157      | 35  | 2    | 3    | 0         | 198      | 5    | 202.30  |
| TOTAL |       | 3                      | 14      | 1805     | 226 | 12   | 22   | 7         | 2089     | 41   | 2119.80 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 1                      | 7       | 965      | 117 | 5    | 11   | 5         | 1111     | 21   | 1127.80 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 1                      | 7       | 965      | 117 | 5    | 11   | 5         | 1111     | 21   | 1127.80 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 119      | 28  | 1    | 1    | 0         | 149      | 2    | 150.80  |
| 16:15 | 16:30 | 0                      | 1       | 145      | 10  | 1    | 0    | 0         | 157      | 1    | 156.90  |
| 16:30 | 16:45 | 0                      | 0       | 101      | 13  | 0    | 0    | 2         | 116      | 2    | 118.00  |
| 16:45 | 17:00 | 1                      | 0       | 100      | 11  | 0    | 0    | 0         | 112      | 0    | 111.20  |
| 17:00 | 17:15 | 0                      | 0       | 114      | 14  | 0    | 0    | 1         | 129      | 1    | 130.00  |
| 17:15 | 17:30 | 0                      | 0       | 119      | 13  | 0    | 0    | 1         | 133      | 1    | 134.00  |
| 17:30 | 17:45 | 3                      | 2       | 106      | 9   | 0    | 1    | 0         | 121      | 1    | 118.70  |
| 17:45 | 18:00 | 1                      | 4       | 110      | 9   | 1    | 0    | 1         | 126      | 2    | 124.30  |
| TOTAL |       | 5                      | 7       | 914      | 107 | 3    | 2    | 5         | 1043     | 10   | 1043.90 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 1       | 460      | 48  | 1    | 0    | 3         | 514      | 4    | 516.10 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 1       | 460      | 48  | 1    | 0    | 3         | 514      | 4    | 516.10 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.3: Rugby Road (Roundabout Circulating Flow): Ahead / Left to M69 Junction 1 (E/B) On-Slip Road (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 0       | 97       | 19  | 6    | 4    | 0         | 126      | 10   | 134.20  |
| 07:15 | 07:30 | 0                      | 0       | 108      | 26  | 3    | 4    | 0         | 141      | 7    | 147.70  |
| 07:30 | 07:45 | 0                      | 0       | 87       | 17  | 1    | 8    | 0         | 113      | 9    | 123.90  |
| 07:45 | 08:00 | 0                      | 3       | 104      | 18  | 3    | 7    | 1         | 136      | 11   | 145.80  |
| 08:00 | 08:15 | 0                      | 0       | 71       | 20  | 5    | 5    | 0         | 101      | 10   | 110.00  |
| 08:15 | 08:30 | 0                      | 0       | 97       | 23  | 5    | 4    | 0         | 129      | 9    | 136.70  |
| 08:30 | 08:45 | 0                      | 0       | 72       | 13  | 3    | 7    | 0         | 95       | 10   | 105.60  |
| 08:45 | 09:00 | 0                      | 0       | 86       | 16  | 5    | 6    | 0         | 113      | 11   | 123.30  |
| TOTAL |       | 0                      | 3       | 722      | 152 | 31   | 45   | 1         | 954      | 77   | 1027.20 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 3       | 370      | 81  | 12   | 24   | 1         | 491      | 37   | 527.40 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 3       | 370      | 81  | 12   | 24   | 1         | 491      | 37   | 527.40 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 0       | 87       | 18  | 1    | 9    | 0         | 115      | 10   | 127.20 |
| 16:15 | 16:30 | 0                      | 1       | 97       | 17  | 4    | 3    | 1         | 123      | 8    | 129.30 |
| 16:30 | 16:45 | 0                      | 0       | 82       | 15  | 3    | 2    | 0         | 102      | 5    | 106.10 |
| 16:45 | 17:00 | 0                      | 0       | 71       | 10  | 5    | 0    | 0         | 86       | 5    | 88.50  |
| 17:00 | 17:15 | 0                      | 0       | 69       | 11  | 2    | 3    | 0         | 85       | 5    | 89.90  |
| 17:15 | 17:30 | 0                      | 0       | 70       | 8   | 1    | 1    | 0         | 80       | 2    | 81.80  |
| 17:30 | 17:45 | 0                      | 0       | 62       | 10  | 0    | 0    | 1         | 73       | 1    | 74.00  |
| 17:45 | 18:00 | 0                      | 1       | 60       | 4   | 1    | 5    | 0         | 71       | 6    | 77.40  |
| TOTAL |       | 0                      | 2       | 598      | 93  | 17   | 23   | 2         | 735      | 42   | 774.20 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 1       | 319      | 53  | 14   | 8    | 1         | 396      | 23   | 413.80 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 1       | 319      | 53  | 14   | 8    | 1         | 396      | 23   | 413.80 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.4: Rugby Road (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 2       | 188      | 54  | 6    | 14   | 0         | 264      | 20   | 284.00  |
| 07:15 | 07:30 | 0                      | 1       | 194      | 39  | 8    | 16   | 0         | 258      | 24   | 282.20  |
| 07:30 | 07:45 | 0                      | 1       | 178      | 64  | 11   | 12   | 1         | 267      | 24   | 288.50  |
| 07:45 | 08:00 | 0                      | 2       | 140      | 63  | 6    | 19   | 0         | 230      | 25   | 256.50  |
| 08:00 | 08:15 | 0                      | 0       | 150      | 42  | 20   | 10   | 0         | 222      | 30   | 245.00  |
| 08:15 | 08:30 | 0                      | 0       | 155      | 40  | 8    | 24   | 0         | 227      | 32   | 262.20  |
| 08:30 | 08:45 | 0                      | 3       | 121      | 44  | 13   | 28   | 4         | 213      | 45   | 258.10  |
| 08:45 | 09:00 | 0                      | 5       | 159      | 45  | 10   | 23   | 3         | 245      | 36   | 279.90  |
| TOTAL |       | 0                      | 14      | 1285     | 391 | 82   | 146  | 8         | 1926     | 236  | 2156.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 4       | 662      | 208 | 45   | 57   | 1         | 977      | 103  | 1072.20 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 4       | 662      | 208 | 45   | 57   | 1         | 977      | 103  | 1072.20 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 6       | 169      | 30  | 7    | 14   | 0         | 226      | 21   | 244.10  |
| 16:15 | 16:30 | 0                      | 4       | 191      | 37  | 6    | 11   | 0         | 249      | 17   | 263.90  |
| 16:30 | 16:45 | 0                      | 2       | 197      | 38  | 10   | 6    | 4         | 257      | 20   | 272.60  |
| 16:45 | 17:00 | 0                      | 2       | 218      | 35  | 1    | 13   | 0         | 269      | 14   | 285.20  |
| 17:00 | 17:15 | 0                      | 10      | 259      | 34  | 4    | 11   | 0         | 318      | 15   | 328.30  |
| 17:15 | 17:30 | 0                      | 1       | 227      | 28  | 5    | 12   | 1         | 274      | 18   | 292.50  |
| 17:30 | 17:45 | 0                      | 8       | 214      | 22  | 5    | 17   | 0         | 266      | 22   | 285.80  |
| 17:45 | 18:00 | 0                      | 7       | 177      | 21  | 4    | 17   | 2         | 228      | 23   | 249.90  |
| TOTAL |       | 0                      | 40      | 1652     | 245 | 42   | 101  | 7         | 2087     | 150  | 2222.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 18      | 865      | 144 | 21   | 41   | 4         | 1093     | 66   | 1150.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 18      | 865      | 144 | 21   | 41   | 4         | 1093     | 66   | 1150.00 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1c.1: M69 Junction 1 (E/B) Off-Slip Road (Entry Flow): Left to A5 (South) (A-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 24       | 1   | 0    | 0    | 0         | 25       | 0    | 25.00  |
| 07:15 | 07:30 | 0                      | 0       | 29       | 2   | 0    | 0    | 0         | 31       | 0    | 31.00  |
| 07:30 | 07:45 | 0                      | 0       | 18       | 2   | 1    | 4    | 0         | 25       | 5    | 30.70  |
| 07:45 | 08:00 | 0                      | 0       | 10       | 5   | 0    | 0    | 0         | 15       | 0    | 15.00  |
| 08:00 | 08:15 | 0                      | 0       | 10       | 0   | 1    | 1    | 0         | 12       | 2    | 13.80  |
| 08:15 | 08:30 | 0                      | 0       | 4        | 3   | 0    | 2    | 0         | 9        | 2    | 11.60  |
| 08:30 | 08:45 | 0                      | 0       | 10       | 1   | 0    | 4    | 0         | 15       | 4    | 20.20  |
| 08:45 | 09:00 | 0                      | 0       | 14       | 1   | 0    | 0    | 0         | 15       | 0    | 15.00  |
| TOTAL |       | 0                      | 0       | 119      | 15  | 2    | 11   | 0         | 147      | 13   | 162.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 67       | 9   | 2    | 5    | 0         | 83       | 7    | 90.50 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 67       | 9   | 2    | 5    | 0         | 83       | 7    | 90.50 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 0       | 7        | 1   | 0    | 2    | 0         | 10       | 2    | 12.60  |
| 16:15 | 16:30 | 0                      | 0       | 5        | 0   | 0    | 3    | 0         | 8        | 3    | 11.90  |
| 16:30 | 16:45 | 0                      | 0       | 4        | 1   | 1    | 1    | 0         | 7        | 2    | 8.80   |
| 16:45 | 17:00 | 0                      | 0       | 11       | 2   | 0    | 0    | 0         | 13       | 0    | 13.00  |
| 17:00 | 17:15 | 0                      | 0       | 10       | 0   | 0    | 0    | 0         | 10       | 0    | 10.00  |
| 17:15 | 17:30 | 0                      | 0       | 14       | 1   | 1    | 3    | 0         | 19       | 4    | 23.40  |
| 17:30 | 17:45 | 0                      | 0       | 18       | 0   | 0    | 2    | 0         | 20       | 2    | 22.60  |
| 17:45 | 18:00 | 0                      | 0       | 27       | 0   | 0    | 1    | 0         | 28       | 1    | 29.30  |
| TOTAL |       | 0                      | 0       | 96       | 5   | 2    | 12   | 0         | 115      | 14   | 131.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 30       | 3   | 1    | 4    | 0         | 38       | 5    | 43.70 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 0       | 30       | 3   | 1    | 4    | 0         | 38       | 5    | 43.70 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                                     |       |                        |         |          |     |      |      |           |          |      |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.2: M69 Junction 1 (E/B) Off-Slip Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 07:15 | 0                      | 1       | 47       | 16  | 0    | 2    | 0         | 66       | 2    | 68.00   |
| 07:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 07:30 | 0                      | 0       | 61       | 14  | 0    | 3    | 0         | 78       | 3    | 81.90   |
| 07:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 07:45 | 0                      | 0       | 69       | 26  | 2    | 4    | 0         | 101      | 6    | 107.20  |
| 07:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 08:00 | 0                      | 0       | 66       | 17  | 4    | 4    | 0         | 91       | 8    | 98.20   |
| 08:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 08:15 | 0                      | 0       | 70       | 31  | 3    | 5    | 0         | 109      | 8    | 117.00  |
| 08:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 08:30 | 0                      | 0       | 75       | 16  | 2    | 3    | 0         | 96       | 5    | 100.90  |
| 08:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 08:45 | 0                      | 0       | 66       | 17  | 8    | 4    | 0         | 95       | 12   | 104.20  |
| 08:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 09:00 | 0                      | 0       | 56       | 16  | 1    | 5    | 0         | 78       | 6    | 85.00   |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 1       | 510      | 153 | 20   | 30   | 0         | 714      | 50   | 762.40  |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 0       | 266      | 88  | 9    | 16   | 0         | 379      | 25   | 404.30  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 0       | 266      | 88  | 9    | 16   | 0         | 379      | 25   | 404.30  |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16:15 | 0                      | 0       | 62       | 33  | 2    | 6    | 0         | 103      | 8    | 111.80  |
| 16:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16:30 | 0                      | 0       | 92       | 23  | 1    | 7    | 0         | 123      | 8    | 132.60  |
| 16:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16:45 | 0                      | 1       | 96       | 15  | 0    | 5    | 0         | 117      | 5    | 122.90  |
| 16:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17:00 | 0                      | 0       | 105      | 18  | 1    | 4    | 1         | 129      | 6    | 135.70  |
| 17:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17:15 | 0                      | 0       | 118      | 13  | 0    | 2    | 0         | 133      | 2    | 135.60  |
| 17:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17:30 | 0                      | 0       | 111      | 13  | 1    | 4    | 0         | 129      | 5    | 134.70  |
| 17:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 17:45 | 0                      | 0       | 128      | 6   | 1    | 1    | 1         | 137      | 3    | 139.80  |
| 17:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 18:00 | 0                      | 0       | 108      | 8   | 2    | 7    | 0         | 125      | 9    | 135.10  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 1       | 820      | 129 | 8    | 36   | 2         | 996      | 46   | 1048.20 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 1       | 411      | 69  | 2    | 18   | 1         | 502      | 21   | 526.80  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 1       | 411      | 69  | 2    | 18   | 1         | 502      | 21   | 526.80  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1c.3: M69 Junction 1 (E/B) Off-Slip Road (Circulating Flow): Ahead / Left to A5 (South) (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 1       | 130      | 30  | 7    | 12   | 0         | 180      | 19   | 198.50  |
| 07:15 | 07:30 | 0                      | 1       | 140      | 31  | 8    | 14   | 1         | 195      | 23   | 217.60  |
| 07:30 | 07:45 | 0                      | 1       | 118      | 39  | 7    | 11   | 0         | 176      | 18   | 193.20  |
| 07:45 | 08:00 | 0                      | 1       | 111      | 38  | 5    | 15   | 1         | 171      | 21   | 193.40  |
| 08:00 | 08:15 | 0                      | 0       | 134      | 30  | 10   | 9    | 0         | 183      | 19   | 199.70  |
| 08:15 | 08:30 | 0                      | 0       | 125      | 28  | 8    | 15   | 0         | 176      | 23   | 199.50  |
| 08:30 | 08:45 | 0                      | 3       | 103      | 39  | 9    | 19   | 0         | 173      | 28   | 200.40  |
| 08:45 | 09:00 | 0                      | 0       | 125      | 41  | 10   | 16   | 0         | 192      | 26   | 217.80  |
| TOTAL |       | 0                      | 7       | 986      | 276 | 64   | 111  | 2         | 1446     | 177  | 1620.10 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 3       | 503      | 138 | 30   | 49   | 2         | 725      | 81   | 803.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 3       | 503      | 138 | 30   | 49   | 2         | 725      | 81   | 803.90 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 3       | 150      | 22  | 5    | 13   | 0         | 193      | 18   | 210.60  |
| 16:15 | 16:30 | 0                      | 1       | 159      | 24  | 3    | 10   | 0         | 197      | 13   | 210.90  |
| 16:30 | 16:45 | 0                      | 2       | 134      | 22  | 4    | 9    | 1         | 172      | 14   | 185.50  |
| 16:45 | 17:00 | 0                      | 1       | 160      | 24  | 1    | 12   | 0         | 198      | 13   | 213.50  |
| 17:00 | 17:15 | 0                      | 4       | 171      | 23  | 2    | 9    | 0         | 209      | 11   | 219.30  |
| 17:15 | 17:30 | 0                      | 0       | 176      | 19  | 3    | 8    | 1         | 207      | 12   | 219.90  |
| 17:30 | 17:45 | 0                      | 6       | 161      | 15  | 5    | 13   | 0         | 200      | 18   | 215.80  |
| 17:45 | 18:00 | 0                      | 3       | 155      | 14  | 2    | 13   | 2         | 189      | 17   | 207.10  |
| TOTAL |       | 0                      | 20      | 1266     | 163 | 25   | 87   | 4         | 1565     | 116  | 1682.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 8       | 624      | 93  | 10   | 40   | 1         | 776      | 51   | 829.20 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 8       | 624      | 93  | 10   | 40   | 1         | 776      | 51   | 829.20 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1c.4: M69 Junction 1 (E/B) Off-Slip Road (Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 2                      | 4       | 284      | 43  | 1    | 7    | 1         | 342      | 9    | 348.60  |
| 07:15 | 07:30 | 0                      | 4       | 324      | 47  | 0    | 3    | 0         | 378      | 3    | 379.50  |
| 07:30 | 07:45 | 0                      | 1       | 312      | 53  | 4    | 5    | 2         | 377      | 11   | 386.90  |
| 07:45 | 08:00 | 1                      | 3       | 272      | 67  | 4    | 10   | 2         | 359      | 16   | 373.40  |
| 08:00 | 08:15 | 0                      | 4       | 295      | 52  | 4    | 7    | 0         | 362      | 11   | 370.70  |
| 08:15 | 08:30 | 0                      | 2       | 298      | 41  | 4    | 12   | 0         | 357      | 16   | 373.40  |
| 08:30 | 08:45 | 0                      | 0       | 209      | 30  | 5    | 10   | 5         | 259      | 20   | 279.50  |
| 08:45 | 09:00 | 0                      | 1       | 195      | 42  | 3    | 13   | 3         | 257      | 19   | 277.80  |
| TOTAL |       | 3                      | 19      | 2189     | 375 | 25   | 67   | 13        | 2691     | 105  | 2789.80 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 1                      | 12      | 1203     | 219 | 12   | 25   | 4         | 1476     | 41   | 1510.50 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 1                      | 12      | 1203     | 219 | 12   | 25   | 4         | 1476     | 41   | 1510.50 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 4       | 135      | 33  | 2    | 5    | 0         | 179      | 7    | 184.10  |
| 16:15 | 16:30 | 0                      | 4       | 195      | 25  | 2    | 3    | 0         | 229      | 5    | 231.50  |
| 16:30 | 16:45 | 0                      | 0       | 184      | 32  | 3    | 1    | 5         | 225      | 9    | 232.80  |
| 16:45 | 17:00 | 0                      | 3       | 150      | 31  | 2    | 0    | 0         | 186      | 2    | 185.20  |
| 17:00 | 17:15 | 1                      | 7       | 212      | 29  | 3    | 2    | 1         | 255      | 6    | 255.10  |
| 17:15 | 17:30 | 0                      | 1       | 173      | 26  | 2    | 4    | 1         | 207      | 7    | 213.60  |
| 17:30 | 17:45 | 3                      | 3       | 158      | 19  | 0    | 5    | 0         | 188      | 5    | 190.30  |
| 17:45 | 18:00 | 1                      | 9       | 143      | 17  | 3    | 4    | 1         | 178      | 8    | 179.50  |
| TOTAL |       | 5                      | 31      | 1350     | 212 | 17   | 24   | 8         | 1647     | 49   | 1672.10 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 14      | 741      | 117 | 10   | 6    | 6         | 895      | 22   | 904.60 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 14      | 741      | 117 | 10   | 6    | 6         | 895      | 22   | 904.60 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.1: A5 (South) (Entry Flow): Left to Hinckley Road (A-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:00 | 07:15 | 0                      | 0       | 0        | 0   | 0    | 0    | 0         | 0        | 0    | 0.00  |
| 07:15 | 07:30 | 0                      | 0       | 1        | 0   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 07:30 | 07:45 | 0                      | 0       | 1        | 0   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 07:45 | 08:00 | 0                      | 0       | 2        | 0   | 1    | 0    | 0         | 3        | 1    | 3.50  |
| 08:00 | 08:15 | 0                      | 0       | 3        | 0   | 1    | 0    | 0         | 4        | 1    | 4.50  |
| 08:15 | 08:30 | 0                      | 0       | 2        | 0   | 0    | 1    | 0         | 3        | 1    | 4.30  |
| 08:30 | 08:45 | 0                      | 0       | 0        | 1   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 08:45 | 09:00 | 0                      | 0       | 0        | 0   | 0    | 0    | 0         | 0        | 0    | 0.00  |
| TOTAL |       | 0                      | 0       | 9        | 1   | 2    | 1    | 0         | 13       | 3    | 15.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 7        | 0   | 2    | 0    | 0         | 9        | 2    | 10.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 7        | 0   | 2    | 0    | 0         | 9        | 2    | 10.00 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:00 | 16:15 | 0                      | 0       | 2        | 0   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 16:15 | 16:30 | 0                      | 0       | 0        | 0   | 0    | 0    | 0         | 0        | 0    | 0.00  |
| 16:30 | 16:45 | 0                      | 1       | 2        | 0   | 0    | 0    | 0         | 3        | 0    | 2.40  |
| 16:45 | 17:00 | 0                      | 0       | 1        | 2   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 17:00 | 17:15 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:15 | 17:30 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:30 | 17:45 | 0                      | 0       | 0        | 0   | 0    | 0    | 0         | 0        | 0    | 0.00  |
| 17:45 | 18:00 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| TOTAL |       | 0                      | 1       | 14       | 3   | 0    | 1    | 0         | 19       | 1    | 19.70 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 1       | 5        | 3   | 0    | 1    | 0         | 10       | 1    | 10.70 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 1       | 5        | 3   | 0    | 1    | 0         | 10       | 1    | 10.70 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.2: A5 (South) (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 3       | 127      | 27  | 9    | 14   | 0         | 180      | 23   | 200.90  |
| 07:15 | 07:30 | 0                      | 1       | 157      | 24  | 11   | 18   | 2         | 213      | 31   | 243.30  |
| 07:30 | 07:45 | 0                      | 3       | 171      | 28  | 9    | 17   | 0         | 228      | 26   | 252.80  |
| 07:45 | 08:00 | 0                      | 1       | 156      | 32  | 8    | 13   | 0         | 210      | 21   | 230.30  |
| 08:00 | 08:15 | 0                      | 1       | 169      | 22  | 5    | 19   | 0         | 216      | 24   | 242.60  |
| 08:15 | 08:30 | 0                      | 0       | 116      | 18  | 11   | 15   | 0         | 160      | 26   | 185.00  |
| 08:30 | 08:45 | 0                      | 1       | 128      | 18  | 7    | 10   | 2         | 166      | 19   | 183.90  |
| 08:45 | 09:00 | 0                      | 0       | 121      | 23  | 8    | 15   | 0         | 167      | 23   | 190.50  |
| TOTAL |       | 0                      | 10      | 1145     | 192 | 68   | 121  | 4         | 1540     | 193  | 1729.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 6       | 653      | 106 | 33   | 67   | 2         | 867      | 102  | 969.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 6       | 653      | 106 | 33   | 67   | 2         | 867      | 102  | 969.00 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 1       | 127      | 29  | 9    | 15   | 0         | 181      | 24   | 204.40  |
| 16:15 | 16:30 | 0                      | 6       | 153      | 29  | 8    | 10   | 0         | 206      | 18   | 219.40  |
| 16:30 | 16:45 | 0                      | 2       | 136      | 25  | 8    | 9    | 1         | 181      | 18   | 196.50  |
| 16:45 | 17:00 | 0                      | 2       | 159      | 24  | 7    | 7    | 0         | 199      | 14   | 210.40  |
| 17:00 | 17:15 | 0                      | 2       | 156      | 28  | 7    | 9    | 0         | 202      | 16   | 216.00  |
| 17:15 | 17:30 | 0                      | 1       | 163      | 22  | 3    | 15   | 0         | 204      | 18   | 224.40  |
| 17:30 | 17:45 | 0                      | 1       | 172      | 10  | 4    | 5    | 1         | 193      | 10   | 201.90  |
| 17:45 | 18:00 | 0                      | 1       | 138      | 8   | 5    | 9    | 1         | 162      | 15   | 176.60  |
| TOTAL |       | 0                      | 16      | 1204     | 175 | 51   | 79   | 3         | 1528     | 133  | 1649.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 12      | 604      | 106 | 30   | 35   | 1         | 788      | 66   | 842.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 12      | 604      | 106 | 30   | 35   | 1         | 788      | 66   | 842.30 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.3: A5 (South) (Circulating Flow): Ahead / Left to Hinckley Road (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 2                      | 1       | 57       | 6   | 0    | 0    | 1         | 67       | 1    | 65.80  |
| 07:15 | 07:30 | 0                      | 0       | 64       | 12  | 0    | 3    | 0         | 79       | 3    | 82.90  |
| 07:30 | 07:45 | 0                      | 1       | 81       | 28  | 0    | 2    | 1         | 113      | 3    | 116.00 |
| 07:45 | 08:00 | 1                      | 0       | 83       | 16  | 1    | 1    | 0         | 102      | 2    | 103.00 |
| 08:00 | 08:15 | 0                      | 3       | 85       | 15  | 1    | 0    | 0         | 104      | 1    | 102.70 |
| 08:15 | 08:30 | 0                      | 0       | 83       | 11  | 1    | 3    | 0         | 98       | 4    | 102.40 |
| 08:30 | 08:45 | 0                      | 0       | 82       | 15  | 4    | 0    | 0         | 101      | 4    | 103.00 |
| 08:45 | 09:00 | 0                      | 1       | 75       | 11  | 0    | 0    | 0         | 87       | 0    | 86.40  |
| TOTAL |       | 3                      | 6       | 610      | 114 | 7    | 9    | 2         | 751      | 18   | 762.20 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 1                      | 4       | 313      | 71  | 2    | 6    | 1         | 398      | 9    | 404.60 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 1                      | 4       | 313      | 71  | 2    | 6    | 1         | 398      | 9    | 404.60 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 4       | 67       | 20  | 1    | 2    | 0         | 94       | 3    | 94.70  |
| 16:15 | 16:30 | 0                      | 2       | 76       | 20  | 1    | 1    | 0         | 100      | 2    | 100.60 |
| 16:30 | 16:45 | 0                      | 0       | 75       | 16  | 2    | 0    | 0         | 93       | 2    | 94.00  |
| 16:45 | 17:00 | 0                      | 2       | 66       | 13  | 1    | 0    | 1         | 83       | 2    | 83.30  |
| 17:00 | 17:15 | 1                      | 6       | 112      | 14  | 1    | 0    | 0         | 134      | 1    | 130.10 |
| 17:15 | 17:30 | 0                      | 0       | 100      | 20  | 1    | 1    | 0         | 122      | 2    | 123.80 |
| 17:30 | 17:45 | 2                      | 2       | 87       | 7   | 0    | 0    | 0         | 98       | 0    | 95.20  |
| 17:45 | 18:00 | 1                      | 7       | 67       | 14  | 1    | 2    | 0         | 92       | 3    | 90.10  |
| TOTAL |       | 4                      | 23      | 650      | 124 | 8    | 6    | 1         | 816      | 15   | 811.80 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 10      | 329      | 63  | 5    | 1    | 1         | 410      | 7    | 408.00 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 1                      | 10      | 329      | 63  | 5    | 1    | 1         | 410      | 7    | 408.00 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.4: A5 (South) (Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 4       | 264      | 51  | 2    | 9    | 0         | 330      | 11   | 340.30  |
| 07:15 | 07:30 | 0                      | 4       | 307      | 53  | 0    | 3    | 0         | 367      | 3    | 368.50  |
| 07:30 | 07:45 | 0                      | 0       | 269      | 49  | 5    | 9    | 1         | 333      | 15   | 348.20  |
| 07:45 | 08:00 | 0                      | 3       | 261      | 63  | 6    | 13   | 2         | 348      | 21   | 368.10  |
| 08:00 | 08:15 | 0                      | 1       | 281      | 67  | 6    | 12   | 0         | 367      | 18   | 385.00  |
| 08:15 | 08:30 | 0                      | 2       | 284      | 50  | 6    | 12   | 0         | 354      | 18   | 371.40  |
| 08:30 | 08:45 | 0                      | 0       | 200      | 30  | 9    | 13   | 5         | 257      | 27   | 283.40  |
| 08:45 | 09:00 | 0                      | 0       | 175      | 47  | 4    | 16   | 3         | 245      | 23   | 270.80  |
| TOTAL |       | 0                      | 14      | 2041     | 410 | 38   | 87   | 11        | 2601     | 136  | 2735.70 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 8       | 1118     | 232 | 17   | 37   | 3         | 1415     | 57   | 1469.80 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 8       | 1118     | 232 | 17   | 37   | 3         | 1415     | 57   | 1469.80 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 2       | 131      | 44  | 3    | 9    | 0         | 189      | 12   | 201.00  |
| 16:15 | 16:30 | 0                      | 1       | 211      | 28  | 2    | 9    | 0         | 251      | 11   | 263.10  |
| 16:30 | 16:45 | 0                      | 1       | 199      | 28  | 1    | 6    | 5         | 240      | 12   | 252.70  |
| 16:45 | 17:00 | 0                      | 1       | 192      | 36  | 2    | 4    | 0         | 235      | 6    | 240.60  |
| 17:00 | 17:15 | 0                      | 1       | 219      | 30  | 3    | 3    | 1         | 257      | 7    | 262.80  |
| 17:15 | 17:30 | 0                      | 1       | 175      | 20  | 2    | 7    | 1         | 206      | 10   | 216.50  |
| 17:30 | 17:45 | 0                      | 1       | 203      | 17  | 1    | 6    | 1         | 229      | 8    | 237.70  |
| 17:45 | 18:00 | 0                      | 2       | 192      | 11  | 4    | 9    | 1         | 219      | 14   | 232.50  |
| TOTAL |       | 0                      | 10      | 1522     | 214 | 18   | 53   | 9         | 1826     | 80   | 1906.90 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 4       | 821      | 122 | 8    | 22   | 6         | 983      | 36   | 1019.20 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 4       | 821      | 122 | 8    | 22   | 6         | 983      | 36   | 1019.20 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                        |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Project:</b> Stretton Baskerville Interchange, Hinckley                                       |  |  |  |  |  |  |  |  |  |  |  |
| <b>Client:</b> Dynamic Transport Planning                                                        |  |  |  |  |  |  |  |  |  |  |  |
| <b>Project Ref:</b> TS-23-032                                                                    |  |  |  |  |  |  |  |  |  |  |  |
| <b>Date:</b> Thursday 18 May 2023                                                                |  |  |  |  |  |  |  |  |  |  |  |
| <b>Weather:</b> AM & PM: Dry / Sunny Intervals                                                   |  |  |  |  |  |  |  |  |  |  |  |
| <b>Junction 1:</b> M69 Junction 1 (Stretton Baskerville Interchange)                             |  |  |  |  |  |  |  |  |  |  |  |
| <b>Movement 1e.1:</b> Hinckley Road (Entry Flow): Left to M69 Junction 1 (WB) On-Slip Road (A-C) |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:00 | 07:15 | 0                      | 0       | 6        | 0   | 1    | 0    | 0         | 7        | 1    | 7.50  |
| 07:15 | 07:30 | 0                      | 0       | 3        | 2   | 0    | 0    | 0         | 5        | 0    | 5.00  |
| 07:30 | 07:45 | 0                      | 0       | 1        | 1   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 07:45 | 08:00 | 0                      | 0       | 6        | 0   | 0    | 0    | 0         | 6        | 0    | 6.00  |
| 08:00 | 08:15 | 0                      | 0       | 6        | 1   | 0    | 1    | 0         | 8        | 1    | 9.30  |
| 08:15 | 08:30 | 0                      | 0       | 2        | 0   | 0    | 1    | 0         | 3        | 1    | 4.30  |
| 08:30 | 08:45 | 0                      | 0       | 2        | 1   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 08:45 | 09:00 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| TOTAL |       | 0                      | 0       | 29       | 5   | 1    | 3    | 0         | 38       | 4    | 42.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 16       | 4   | 0    | 1    | 0         | 21       | 1    | 22.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 07:15 - 08:15 |  | 0                      | 0       | 16       | 4   | 0    | 1    | 0         | 21       | 1    | 22.30 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:00 | 16:15 | 0                      | 0       | 6        | 0   | 0    | 1    | 0         | 7        | 1    | 8.30  |
| 16:15 | 16:30 | 0                      | 2       | 8        | 1   | 0    | 1    | 0         | 12       | 1    | 12.10 |
| 16:30 | 16:45 | 0                      | 0       | 5        | 1   | 1    | 1    | 0         | 8        | 2    | 9.80  |
| 16:45 | 17:00 | 0                      | 0       | 2        | 2   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 17:00 | 17:15 | 0                      | 0       | 8        | 0   | 0    | 1    | 0         | 9        | 1    | 10.30 |
| 17:15 | 17:30 | 0                      | 0       | 1        | 1   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 17:30 | 17:45 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 17:45 | 18:00 | 0                      | 0       | 5        | 1   | 0    | 0    | 0         | 6        | 0    | 6.00  |
| TOTAL |       | 0                      | 2       | 37       | 7   | 1    | 4    | 0         | 51       | 5    | 55.50 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 2       | 23       | 4   | 1    | 3    | 0         | 33       | 4    | 36.20 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 16:15 - 17:15 |  | 0                      | 2       | 23       | 4   | 1    | 3    | 0         | 33       | 4    | 36.20 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1e.2: Hinckley Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 48       | 16  | 0    | 2    | 0         | 66       | 2    | 68.60  |
| 07:15 | 07:30 | 0                      | 1       | 63       | 18  | 0    | 1    | 0         | 83       | 1    | 83.70  |
| 07:30 | 07:45 | 0                      | 1       | 70       | 16  | 1    | 4    | 0         | 92       | 5    | 97.10  |
| 07:45 | 08:00 | 0                      | 1       | 68       | 22  | 2    | 0    | 0         | 93       | 2    | 93.40  |
| 08:00 | 08:15 | 0                      | 1       | 62       | 10  | 0    | 1    | 0         | 74       | 1    | 74.70  |
| 08:15 | 08:30 | 0                      | 0       | 75       | 16  | 1    | 1    | 0         | 93       | 2    | 94.80  |
| 08:30 | 08:45 | 0                      | 2       | 68       | 12  | 5    | 2    | 0         | 89       | 7    | 92.90  |
| 08:45 | 09:00 | 0                      | 0       | 72       | 11  | 3    | 3    | 0         | 89       | 6    | 94.40  |
| TOTAL |       | 0                      | 6       | 526      | 121 | 12   | 14   | 0         | 679      | 26   | 699.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 4       | 263      | 66  | 3    | 6    | 0         | 342      | 9    | 348.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 4       | 263      | 66  | 3    | 6    | 0         | 342      | 9    | 348.90 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 1       | 68       | 16  | 3    | 0    | 0         | 88       | 3    | 88.90  |
| 16:15 | 16:30 | 0                      | 3       | 109      | 12  | 1    | 0    | 0         | 125      | 1    | 123.70 |
| 16:30 | 16:45 | 0                      | 2       | 99       | 17  | 1    | 0    | 0         | 119      | 1    | 118.30 |
| 16:45 | 17:00 | 2                      | 0       | 87       | 10  | 1    | 0    | 1         | 101      | 2    | 100.90 |
| 17:00 | 17:15 | 0                      | 1       | 97       | 21  | 1    | 0    | 0         | 120      | 1    | 119.90 |
| 17:15 | 17:30 | 1                      | 4       | 107      | 9   | 0    | 0    | 0         | 121      | 0    | 117.80 |
| 17:30 | 17:45 | 0                      | 0       | 81       | 9   | 0    | 0    | 0         | 90       | 0    | 90.00  |
| 17:45 | 18:00 | 0                      | 0       | 71       | 8   | 0    | 1    | 0         | 80       | 1    | 81.30  |
| TOTAL |       | 3                      | 11      | 719      | 102 | 7    | 1    | 1         | 844      | 9    | 840.80 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 2                      | 6       | 392      | 60  | 4    | 0    | 1         | 465      | 5    | 462.80 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 2                      | 6       | 392      | 60  | 4    | 0    | 1         | 465      | 5    | 462.80 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1e.3: Hinckley Road (Roundabout Circulating Flow): Ahead / Left to M69 Junction 1 (WB) On-Slip Road (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 4       | 261      | 52  | 4    | 10   | 0         | 331      | 14   | 343.60  |
| 07:15 | 07:30 | 0                      | 3       | 308      | 49  | 4    | 11   | 0         | 375      | 15   | 389.50  |
| 07:30 | 07:45 | 0                      | 1       | 297      | 50  | 7    | 10   | 1         | 366      | 18   | 382.90  |
| 07:45 | 08:00 | 0                      | 3       | 260      | 59  | 7    | 13   | 2         | 344      | 22   | 364.60  |
| 08:00 | 08:15 | 0                      | 0       | 282      | 52  | 7    | 10   | 0         | 351      | 17   | 367.50  |
| 08:15 | 08:30 | 0                      | 2       | 256      | 45  | 5    | 16   | 0         | 324      | 21   | 346.10  |
| 08:30 | 08:45 | 0                      | 0       | 173      | 27  | 2    | 14   | 5         | 221      | 21   | 245.20  |
| 08:45 | 09:00 | 0                      | 0       | 147      | 45  | 5    | 17   | 3         | 217      | 25   | 244.60  |
| TOTAL |       | 0                      | 13      | 1984     | 379 | 41   | 101  | 11        | 2529     | 153  | 2684.00 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 7       | 1147     | 210 | 25   | 44   | 3         | 1436     | 72   | 1504.50 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:15 - 08:15 |  | 0                      | 7       | 1147     | 210 | 25   | 44   | 3         | 1436     | 72   | 1504.50 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 114      | 31  | 3    | 6    | 0         | 154      | 9    | 163.30  |
| 16:15 | 16:30 | 0                      | 2       | 153      | 23  | 3    | 8    | 0         | 189      | 11   | 199.70  |
| 16:30 | 16:45 | 0                      | 0       | 144      | 26  | 2    | 3    | 5         | 180      | 10   | 189.90  |
| 16:45 | 17:00 | 0                      | 1       | 126      | 24  | 4    | 1    | 0         | 156      | 5    | 158.70  |
| 17:00 | 17:15 | 0                      | 1       | 166      | 24  | 3    | 3    | 1         | 198      | 7    | 203.80  |
| 17:15 | 17:30 | 0                      | 1       | 136      | 16  | 2    | 6    | 1         | 162      | 9    | 171.20  |
| 17:30 | 17:45 | 0                      | 1       | 129      | 17  | 1    | 6    | 0         | 154      | 7    | 161.70  |
| 17:45 | 18:00 | 0                      | 2       | 124      | 7   | 2    | 3    | 2         | 140      | 7    | 145.70  |
| TOTAL |       | 0                      | 8       | 1092     | 168 | 20   | 36   | 9         | 1333     | 65   | 1394.00 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 4       | 589      | 97  | 12   | 15   | 6         | 723      | 33   | 752.10 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 4       | 589      | 97  | 12   | 15   | 6         | 723      | 33   | 752.10 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1e.4: Hinckley Road (Roundabout Circulating Flow): Ahead / Right (Circulating) (B-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 2       | 105      | 33  | 8    | 12   | 0         | 160      | 20   | 178.40  |
| 07:15 | 07:30 | 0                      | 2       | 139      | 32  | 5    | 12   | 2         | 192      | 19   | 210.90  |
| 07:30 | 07:45 | 0                      | 2       | 124      | 34  | 7    | 15   | 0         | 182      | 22   | 203.80  |
| 07:45 | 08:00 | 0                      | 1       | 142      | 41  | 6    | 14   | 0         | 204      | 20   | 224.60  |
| 08:00 | 08:15 | 0                      | 3       | 163      | 44  | 5    | 17   | 0         | 232      | 22   | 254.80  |
| 08:15 | 08:30 | 0                      | 0       | 139      | 29  | 1    | 12   | 0         | 181      | 13   | 197.10  |
| 08:30 | 08:45 | 0                      | 1       | 151      | 25  | 16   | 11   | 2         | 206      | 29   | 229.70  |
| 08:45 | 09:00 | 0                      | 0       | 137      | 26  | 6    | 14   | 0         | 183      | 20   | 204.20  |
| TOTAL |       | 0                      | 11      | 1100     | 264 | 54   | 107  | 4         | 1540     | 165  | 1703.50 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 8       | 568      | 151 | 23   | 58   | 2         | 810      | 83   | 894.10 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 8       | 568      | 151 | 23   | 58   | 2         | 810      | 83   | 894.10 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 120      | 38  | 11   | 15   | 0         | 184      | 26   | 209.00  |
| 16:15 | 16:30 | 0                      | 9       | 175      | 43  | 7    | 12   | 0         | 246      | 19   | 259.70  |
| 16:30 | 16:45 | 0                      | 3       | 184      | 30  | 7    | 11   | 1         | 236      | 19   | 253.00  |
| 16:45 | 17:00 | 0                      | 2       | 203      | 32  | 7    | 9    | 0         | 253      | 16   | 267.00  |
| 17:00 | 17:15 | 0                      | 2       | 190      | 32  | 5    | 11   | 0         | 240      | 16   | 255.60  |
| 17:15 | 17:30 | 0                      | 1       | 187      | 26  | 4    | 15   | 0         | 233      | 19   | 253.90  |
| 17:30 | 17:45 | 0                      | 1       | 217      | 14  | 4    | 6    | 2         | 244      | 12   | 255.20  |
| 17:45 | 18:00 | 0                      | 2       | 201      | 14  | 6    | 14   | 0         | 237      | 20   | 257.00  |
| TOTAL |       | 0                      | 20      | 1477     | 229 | 51   | 93   | 3         | 1873     | 147  | 2010.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 16      | 752      | 137 | 26   | 43   | 1         | 975      | 70   | 1035.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:15 - 17:15 |  | 0                      | 16      | 752      | 137 | 26   | 43   | 1         | 975      | 70   | 1035.30 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1f.1: M69 Junction 1 (WB) Off-Slip Road (Entry Flow): Left to A5 (North) (A-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 54       | 6   | 2    | 5    | 1         | 68       | 8    | 76.50  |
| 07:15 | 07:30 | 0                      | 1       | 64       | 13  | 1    | 3    | 7         | 89       | 11   | 99.80  |
| 07:30 | 07:45 | 0                      | 1       | 71       | 15  | 2    | 9    | 1         | 99       | 12   | 112.10 |
| 07:45 | 08:00 | 0                      | 0       | 72       | 13  | 5    | 1    | 0         | 91       | 6    | 94.80  |
| 08:00 | 08:15 | 0                      | 0       | 54       | 15  | 3    | 5    | 0         | 77       | 8    | 85.00  |
| 08:15 | 08:30 | 0                      | 1       | 78       | 15  | 4    | 7    | 1         | 106      | 12   | 117.50 |
| 08:30 | 08:45 | 0                      | 1       | 60       | 13  | 3    | 10   | 0         | 87       | 13   | 100.90 |
| 08:45 | 09:00 | 0                      | 1       | 54       | 8   | 1    | 3    | 0         | 67       | 4    | 70.80  |
| TOTAL |       | 0                      | 5       | 507      | 98  | 21   | 43   | 10        | 684      | 74   | 757.40 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 261      | 56  | 11   | 18   | 8         | 356      | 37   | 391.70 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 261      | 56  | 11   | 18   | 8         | 356      | 37   | 391.70 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:00 | 16:15 | 0                      | 2       | 70       | 27  | 3    | 0    | 2         | 104      | 5    | 106.30 |
| 16:15 | 16:30 | 0                      | 1       | 66       | 27  | 5    | 3    | 3         | 105      | 11   | 113.80 |
| 16:30 | 16:45 | 0                      | 0       | 89       | 13  | 3    | 2    | 1         | 108      | 6    | 113.10 |
| 16:45 | 17:00 | 0                      | 0       | 95       | 9   | 6    | 4    | 0         | 114      | 10   | 122.20 |
| 17:00 | 17:15 | 0                      | 1       | 95       | 9   | 0    | 4    | 1         | 110      | 5    | 115.60 |
| 17:15 | 17:30 | 0                      | 0       | 79       | 15  | 0    | 6    | 1         | 101      | 7    | 109.80 |
| 17:30 | 17:45 | 0                      | 0       | 74       | 13  | 1    | 5    | 0         | 93       | 6    | 100.00 |
| 17:45 | 18:00 | 0                      | 0       | 76       | 8   | 0    | 6    | 0         | 90       | 6    | 97.80  |
| TOTAL |       | 0                      | 4       | 644      | 121 | 18   | 30   | 8         | 825      | 56   | 878.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 2       | 345      | 58  | 14   | 13   | 5         | 437      | 32   | 464.70 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 2       | 345      | 58  | 14   | 13   | 5         | 437      | 32   | 464.70 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1f.2: M69 Junction 1 (WB) Off-Slip Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 57       | 15  | 1    | 1    | 0         | 74       | 2    | 75.80  |
| 07:15 | 07:30 | 0                      | 2       | 65       | 15  | 2    | 5    | 0         | 89       | 7    | 95.30  |
| 07:30 | 07:45 | 0                      | 0       | 62       | 21  | 3    | 2    | 1         | 89       | 6    | 94.10  |
| 07:45 | 08:00 | 0                      | 0       | 70       | 21  | 2    | 8    | 0         | 101      | 10   | 112.40 |
| 08:00 | 08:15 | 0                      | 0       | 76       | 16  | 1    | 2    | 0         | 95       | 3    | 98.10  |
| 08:15 | 08:30 | 0                      | 0       | 93       | 19  | 4    | 6    | 0         | 122      | 10   | 131.80 |
| 08:30 | 08:45 | 0                      | 0       | 70       | 12  | 2    | 2    | 0         | 86       | 4    | 89.60  |
| 08:45 | 09:00 | 0                      | 0       | 68       | 11  | 2    | 4    | 1         | 86       | 7    | 93.20  |
| TOTAL |       | 0                      | 2       | 561      | 130 | 17   | 30   | 2         | 742      | 49   | 790.30 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 273      | 73  | 8    | 17   | 1         | 374      | 26   | 399.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 2       | 273      | 73  | 8    | 17   | 1         | 374      | 26   | 399.90 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 155      | 25  | 1    | 4    | 1         | 186      | 6    | 192.70  |
| 16:15 | 16:30 | 0                      | 1       | 174      | 21  | 0    | 6    | 0         | 202      | 6    | 209.20  |
| 16:30 | 16:45 | 0                      | 0       | 157      | 19  | 2    | 5    | 0         | 183      | 7    | 190.50  |
| 16:45 | 17:00 | 0                      | 1       | 193      | 27  | 2    | 3    | 0         | 226      | 5    | 230.30  |
| 17:00 | 17:15 | 0                      | 1       | 219      | 25  | 0    | 4    | 1         | 250      | 5    | 255.60  |
| 17:15 | 17:30 | 0                      | 3       | 216      | 18  | 2    | 5    | 0         | 244      | 7    | 249.70  |
| 17:30 | 17:45 | 0                      | 4       | 194      | 12  | 1    | 6    | 0         | 217      | 7    | 222.90  |
| 17:45 | 18:00 | 0                      | 0       | 192      | 12  | 2    | 6    | 1         | 213      | 9    | 222.80  |
| TOTAL |       | 0                      | 10      | 1500     | 159 | 10   | 39   | 3         | 1721     | 52   | 1773.70 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 3       | 743      | 92  | 4    | 18   | 1         | 861      | 23   | 885.60 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 3       | 743      | 92  | 4    | 18   | 1         | 861      | 23   | 885.60 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Thursday 18 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1f.3: M69 Junction 1 (WB) Off-Slip Road (Roundabout Circulating Flow): Ahead / Left to A5 (North) (B-C)</div> |  |  |  |  |  |  |  |  |  |  |  |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 07:00 | 07:15 | 0                      | 3       | 108      | 32  | 7    | 12   | 0         | 162      | 19   | 179.30  |
| 07:15 | 07:30 | 0                      | 3       | 141      | 28  | 6    | 12   | 0         | 190      | 18   | 206.80  |
| 07:30 | 07:45 | 0                      | 3       | 111      | 29  | 8    | 13   | 0         | 164      | 21   | 183.10  |
| 07:45 | 08:00 | 0                      | 1       | 132      | 29  | 4    | 14   | 0         | 180      | 18   | 199.60  |
| 08:00 | 08:15 | 0                      | 4       | 148      | 37  | 4    | 16   | 0         | 209      | 20   | 229.40  |
| 08:15 | 08:30 | 0                      | 0       | 118      | 26  | 11   | 11   | 0         | 166      | 22   | 185.80  |
| 08:30 | 08:45 | 0                      | 1       | 132      | 26  | 12   | 12   | 0         | 183      | 24   | 204.00  |
| 08:45 | 09:00 | 0                      | 0       | 100      | 20  | 7    | 10   | 0         | 137      | 17   | 153.50  |
| TOTAL |       | 0                      | 15      | 990      | 227 | 59   | 100  | 0         | 1391     | 159  | 1541.50 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 11      | 532      | 123 | 22   | 55   | 0         | 743      | 77   | 818.90 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 11      | 532      | 123 | 22   | 55   | 0         | 743      | 77   | 818.90 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 1       | 83       | 46  | 11   | 14   | 0         | 155      | 25   | 178.10  |
| 16:15 | 16:30 | 0                      | 1       | 134      | 35  | 3    | 11   | 0         | 184      | 14   | 199.20  |
| 16:30 | 16:45 | 0                      | 4       | 146      | 19  | 7    | 10   | 0         | 186      | 17   | 200.10  |
| 16:45 | 17:00 | 0                      | 2       | 156      | 27  | 4    | 10   | 0         | 199      | 14   | 212.80  |
| 17:00 | 17:15 | 0                      | 2       | 161      | 28  | 7    | 8    | 0         | 206      | 15   | 218.70  |
| 17:15 | 17:30 | 0                      | 3       | 151      | 25  | 3    | 16   | 0         | 198      | 19   | 218.50  |
| 17:30 | 17:45 | 0                      | 1       | 143      | 12  | 4    | 6    | 1         | 167      | 11   | 177.20  |
| 17:45 | 18:00 | 0                      | 0       | 158      | 14  | 6    | 13   | 0         | 191      | 19   | 210.90  |
| TOTAL |       | 0                      | 14      | 1132     | 206 | 45   | 88   | 1         | 1486     | 134  | 1615.50 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 9       | 597      | 109 | 21   | 39   | 0         | 775      | 60   | 830.80 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 0                      | 9       | 597      | 109 | 21   | 39   | 0         | 775      | 60   | 830.80 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Project:</b> Stretton Baskerville Interchange, Hinckley                                                               |  |  |  |  |  |  |  |  |  |  |  |
| <b>Client:</b> Dynamic Transport Planning                                                                                |  |  |  |  |  |  |  |  |  |  |  |
| <b>Project Ref:</b> TS-23-032                                                                                            |  |  |  |  |  |  |  |  |  |  |  |
| <b>Date:</b> Thursday 18 May 2023                                                                                        |  |  |  |  |  |  |  |  |  |  |  |
| <b>Weather:</b> AM & PM: Dry / Sunny Intervals                                                                           |  |  |  |  |  |  |  |  |  |  |  |
| <b>Junction 1:</b> M69 Junction 1 (Stretton Baskerville Interchange)                                                     |  |  |  |  |  |  |  |  |  |  |  |
| <b>Movement 1f.4:</b> M69 Junction 1 (WB) Off-Slip Road (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D) |  |  |  |  |  |  |  |  |  |  |  |

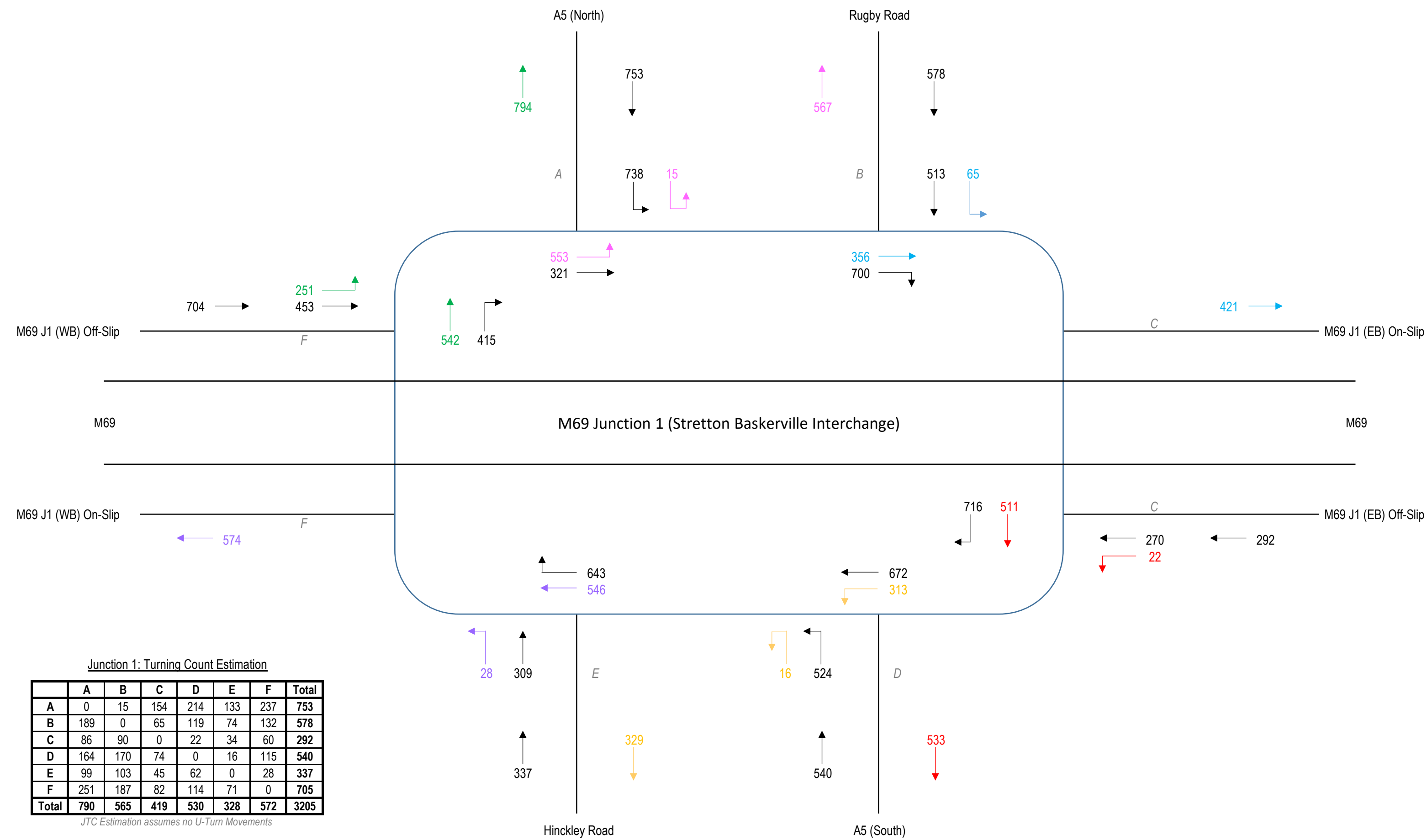
| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:00 | 07:15 | 0                      | 0       | 57       | 13  | 0    | 2    | 0         | 72       | 2    | 74.60  |
| 07:15 | 07:30 | 0                      | 0       | 74       | 19  | 1    | 0    | 2         | 96       | 3    | 98.50  |
| 07:30 | 07:45 | 0                      | 0       | 97       | 18  | 0    | 6    | 0         | 121      | 6    | 128.80 |
| 07:45 | 08:00 | 0                      | 1       | 89       | 29  | 3    | 1    | 0         | 123      | 4    | 125.20 |
| 08:00 | 08:15 | 0                      | 0       | 79       | 12  | 2    | 2    | 0         | 95       | 4    | 98.60  |
| 08:15 | 08:30 | 0                      | 0       | 101      | 18  | 1    | 2    | 0         | 122      | 3    | 125.10 |
| 08:30 | 08:45 | 0                      | 2       | 93       | 12  | 6    | 4    | 2         | 119      | 12   | 128.00 |
| 08:45 | 09:00 | 0                      | 0       | 99       | 8   | 2    | 3    | 0         | 112      | 5    | 116.90 |
| TOTAL |       | 0                      | 3       | 689      | 129 | 15   | 20   | 4         | 860      | 39   | 895.70 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 1       | 339      | 78  | 6    | 9    | 2         | 435      | 17   | 451.10 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 07:15 - 08:15 |  | 0                      | 1       | 339      | 78  | 6    | 9    | 2         | 435      | 17   | 451.10 |

| TIME  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|-------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
|       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 16:00 | 16:15 | 0                      | 0       | 110      | 16  | 2    | 4    | 0         | 132      | 6    | 138.20  |
| 16:15 | 16:30 | 0                      | 11      | 175      | 14  | 5    | 1    | 0         | 206      | 6    | 203.20  |
| 16:30 | 16:45 | 0                      | 1       | 144      | 31  | 2    | 0    | 1         | 179      | 3    | 180.40  |
| 16:45 | 17:00 | 2                      | 0       | 143      | 14  | 3    | 0    | 1         | 163      | 4    | 163.90  |
| 17:00 | 17:15 | 0                      | 0       | 139      | 25  | 1    | 1    | 0         | 166      | 2    | 167.80  |
| 17:15 | 17:30 | 1                      | 3       | 158      | 16  | 0    | 0    | 0         | 178      | 0    | 175.40  |
| 17:30 | 17:45 | 0                      | 0       | 165      | 11  | 0    | 0    | 1         | 177      | 1    | 178.00  |
| 17:45 | 18:00 | 0                      | 2       | 122      | 6   | 0    | 3    | 0         | 133      | 3    | 135.70  |
| TOTAL |       | 3                      | 17      | 1156     | 133 | 13   | 9    | 3         | 1334     | 25   | 1342.60 |

| PEAK          |  | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|---------------|--|------------------------|---------|----------|-----|------|------|-----------|----------|------|--------|
| JUNCTION      |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 2                      | 12      | 601      | 84  | 11   | 2    | 2         | 714      | 15   | 715.30 |
| NETWORK       |  | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 16:15 - 17:15 |  | 2                      | 12      | 601      | 84  | 11   | 2    | 2         | 714      | 15   | 715.30 |

SURVEY NETWORK TRAFFIC FLOW DIAGRAM



For illustrative purposes only, please refer to data sheets for individual traffic movements

TRANSURVEYS

Project: Stretton Baskerville Interchange, Hinckley  
Client: Dynamic Transport Planning  
Project.Ref: TS-23-032

Weekday AM Hour  
Veh.Classification  
Date: Saturday 20 May 2023

Peak Hour  
12:00-13:00  
TOTAL PCUs

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                             |       |                        |         |          |     |      |      |           |          |      |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|-------|
| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1a.1: A5 (North) (Entry Flow): Left to Rugby Road (A-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |       |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                 | 11:15 | 0                      | 0       | 8        | 0   | 0    | 0    | 0         | 8        | 0    | 8.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                 | 11:30 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                 | 11:45 | 0                      | 0       | 3        | 0   | 1    | 0    | 0         | 4        | 1    | 4.50  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                 | 12:00 | 0                      | 0       | 2        | 0   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                 | 12:15 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                 | 12:30 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                 | 12:45 | 0                      | 1       | 2        | 0   | 1    | 0    | 0         | 4        | 1    | 3.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                 | 13:00 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                 | 13:15 | 0                      | 1       | 7        | 0   | 0    | 0    | 0         | 8        | 0    | 7.40  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                 | 13:30 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                 | 13:45 | 0                      | 0       | 3        | 1   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                 | 14:00 | 0                      | 0       | 6        | 0   | 0    | 0    | 0         | 6        | 0    | 6.00  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 2       | 46       | 3   | 2    | 0    | 0         | 53       | 2    | 52.80 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                              |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 1       | 13       | 0   | 1    | 0    | 0         | 15       | 1    | 14.90 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 1       | 13       | 0   | 1    | 0    | 0         | 15       | 1    | 14.90 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                  |       |                        |         |          |     |      |      |           |          |      |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1a.2: A5 (North) (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                            |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:15 | 0                      | 5       | 146      | 16  | 4    | 8    | 2         | 181      | 14   | 192.40  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:30 | 0                      | 5       | 142      | 18  | 1    | 8    | 0         | 174      | 9    | 181.90  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:45 | 0                      | 6       | 143      | 17  | 0    | 7    | 0         | 173      | 7    | 178.50  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:00 | 0                      | 8       | 142      | 17  | 3    | 3    | 1         | 174      | 7    | 175.60  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:15 | 0                      | 8       | 144      | 21  | 4    | 5    | 1         | 183      | 10   | 187.70  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:30 | 0                      | 13      | 156      | 12  | 5    | 11   | 1         | 198      | 17   | 208.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:45 | 0                      | 5       | 145      | 9   | 3    | 3    | 0         | 165      | 6    | 167.40  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:00 | 0                      | 9       | 133      | 12  | 5    | 8    | 0         | 167      | 13   | 174.50  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:15 | 0                      | 8       | 144      | 12  | 3    | 4    | 1         | 172      | 8    | 174.90  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:30 | 0                      | 3       | 120      | 7   | 1    | 7    | 0         | 138      | 8    | 145.80  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:45 | 0                      | 20      | 134      | 14  | 0    | 9    | 0         | 177      | 9    | 176.70  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 14:00 | 0                      | 3       | 124      | 7   | 0    | 9    | 1         | 144      | 10   | 154.90  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 0                      | 93      | 1673     | 162 | 29   | 82   | 7         | 2046     | 118  | 2118.30 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 35      | 578      | 54  | 17   | 27   | 2         | 713      | 46   | 737.60  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 35      | 578      | 54  | 17   | 27   | 2         | 713      | 46   | 737.60  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                 |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1a.3: A5 (North) (Roundabout Circulating Flow): Ahead / Left to Rugby Road (B-C)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                      |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                           |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                     | 11:15 | 0                      | 3       | 86       | 10  | 1    | 0    | 0         | 100      | 1    | 98.70   |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                     | 11:30 | 0                      | 1       | 88       | 7   | 1    | 0    | 0         | 97       | 1    | 96.90   |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                     | 11:45 | 0                      | 3       | 95       | 7   | 1    | 0    | 2         | 108      | 3    | 108.70  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                     | 12:00 | 1                      | 2       | 98       | 9   | 0    | 0    | 0         | 110      | 0    | 108.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                     | 12:15 | 0                      | 0       | 116      | 11  | 0    | 0    | 1         | 128      | 1    | 129.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                     | 12:30 | 0                      | 2       | 115      | 8   | 0    | 0    | 0         | 125      | 0    | 123.80  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                     | 12:45 | 0                      | 4       | 137      | 6   | 0    | 1    | 1         | 149      | 2    | 148.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                     | 13:00 | 0                      | 2       | 136      | 12  | 0    | 0    | 1         | 151      | 1    | 150.80  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                     | 13:15 | 0                      | 3       | 109      | 8   | 0    | 0    | 0         | 120      | 0    | 118.20  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                     | 13:30 | 0                      | 0       | 114      | 9   | 0    | 0    | 0         | 123      | 0    | 123.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                     | 13:45 | 0                      | 1       | 109      | 10  | 0    | 0    | 2         | 122      | 2    | 123.40  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                     | 14:00 | 0                      | 4       | 109      | 4   | 1    | 0    | 0         | 118      | 1    | 116.10  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                     |       | 1                      | 25      | 1312     | 101 | 4    | 1    | 7         | 1451     | 12   | 1445.50 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                      |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                  |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                             |       | 0                      | 8       | 504      | 37  | 0    | 1    | 3         | 553      | 4    | 552.50  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                   |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                             |       | 0                      | 8       | 504      | 37  | 0    | 1    | 3         | 553      | 4    | 552.50  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                       |       |                        |         |          |     |      |      |           |          |      |        |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1a.4: A5 (North) (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                            |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                           | 11:15 | 0                      | 2       | 48       | 5   | 1    | 0    | 0         | 56       | 1    | 55.30  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                           | 11:30 | 0                      | 0       | 54       | 7   | 1    | 2    | 0         | 64       | 3    | 67.10  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                           | 11:45 | 0                      | 0       | 61       | 8   | 0    | 2    | 0         | 71       | 2    | 73.60  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                           | 12:00 | 0                      | 0       | 59       | 7   | 1    | 4    | 0         | 71       | 5    | 76.70  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                           | 12:15 | 0                      | 0       | 63       | 4   | 1    | 2    | 0         | 70       | 3    | 73.10  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                           | 12:30 | 0                      | 0       | 60       | 8   | 1    | 4    | 0         | 73       | 5    | 78.70  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                           | 12:45 | 0                      | 4       | 52       | 9   | 1    | 9    | 0         | 75       | 10   | 84.80  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                           | 13:00 | 0                      | 2       | 66       | 4   | 0    | 6    | 0         | 78       | 6    | 84.60  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                           | 13:15 | 0                      | 2       | 64       | 6   | 1    | 4    | 0         | 77       | 5    | 81.50  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                           | 13:30 | 0                      | 2       | 60       | 6   | 0    | 7    | 0         | 75       | 7    | 82.90  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                           | 13:45 | 0                      | 2       | 67       | 5   | 1    | 4    | 0         | 79       | 5    | 83.50  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                           | 14:00 | 0                      | 2       | 57       | 5   | 0    | 1    | 1         | 66       | 2    | 67.10  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                           |       | 0                      | 16      | 711      | 74  | 8    | 45   | 1         | 855      | 54   | 908.90 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                            |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                        |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                   |       | 0                      | 6       | 241      | 25  | 3    | 21   | 0         | 296      | 24   | 321.20 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                         |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                   |       | 0                      | 6       | 241      | 25  | 3    | 21   | 0         | 296      | 24   | 321.20 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                   |       |                        |         |          |     |      |      |           |          |      |        |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1b.1: Rugby Road (Entry Flow): Left to M69 Junction 1 (EB) On-Slip Road (A-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                        |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                             |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:15 | 0                      | 0       | 25       | 0   | 0    | 0    | 0         | 25       | 0    | 25.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:30 | 0                      | 0       | 19       | 1   | 0    | 0    | 0         | 20       | 0    | 20.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:45 | 0                      | 0       | 24       | 3   | 1    | 0    | 0         | 28       | 1    | 28.50  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:00 | 0                      | 0       | 25       | 1   | 0    | 0    | 0         | 26       | 0    | 26.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:15 | 0                      | 0       | 10       | 1   | 0    | 0    | 0         | 11       | 0    | 11.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:30 | 0                      | 0       | 18       | 1   | 0    | 0    | 0         | 19       | 0    | 19.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:45 | 0                      | 0       | 25       | 1   | 0    | 0    | 0         | 26       | 0    | 26.00  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:00 | 0                      | 0       | 9        | 0   | 0    | 0    | 0         | 9        | 0    | 9.00   |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:15 | 0                      | 1       | 23       | 1   | 0    | 0    | 0         | 25       | 0    | 24.40  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:30 | 0                      | 0       | 11       | 0   | 0    | 0    | 0         | 11       | 0    | 11.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:45 | 0                      | 0       | 17       | 2   | 0    | 0    | 0         | 19       | 0    | 19.00  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                       | 14:00 | 0                      | 0       | 13       | 2   | 0    | 0    | 0         | 15       | 0    | 15.00  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                       |       | 0                      | 1       | 219      | 13  | 1    | 0    | 0         | 234      | 1    | 233.90 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                        |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                               |       | 0                      | 0       | 62       | 3   | 0    | 0    | 0         | 65       | 0    | 65.00  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                     |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                               |       | 0                      | 0       | 62       | 3   | 0    | 0    | 0         | 65       | 0    | 65.00  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                  |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1b.2: Rugby Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                            |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:15 | 0                      | 1       | 124      | 7   | 1    | 1    | 0         | 134      | 2    | 135.20  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:30 | 0                      | 0       | 108      | 4   | 1    | 0    | 1         | 114      | 2    | 115.50  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:45 | 0                      | 3       | 126      | 9   | 0    | 0    | 0         | 138      | 0    | 136.20  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:00 | 0                      | 4       | 114      | 8   | 0    | 0    | 0         | 126      | 0    | 123.60  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:15 | 0                      | 0       | 124      | 5   | 1    | 0    | 0         | 130      | 1    | 130.50  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:30 | 0                      | 0       | 126      | 7   | 0    | 0    | 1         | 134      | 1    | 135.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:45 | 0                      | 4       | 128      | 6   | 0    | 0    | 0         | 138      | 0    | 135.60  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:00 | 0                      | 0       | 106      | 6   | 0    | 0    | 0         | 112      | 0    | 112.00  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:15 | 0                      | 2       | 101      | 8   | 2    | 0    | 0         | 113      | 2    | 112.80  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:30 | 0                      | 2       | 99       | 6   | 1    | 0    | 1         | 109      | 2    | 109.30  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:45 | 0                      | 4       | 107      | 5   | 0    | 0    | 0         | 116      | 0    | 113.60  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                      | 14:00 | 1                      | 1       | 104      | 5   | 0    | 0    | 0         | 111      | 0    | 109.60  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 1                      | 21      | 1367     | 76  | 6    | 1    | 3         | 1475     | 10   | 1468.90 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 4       | 484      | 24  | 1    | 0    | 1         | 514      | 2    | 513.10  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 4       | 484      | 24  | 1    | 0    | 1         | 514      | 2    | 513.10  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                             |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1b.3: Rugby Road (Roundabout Circulating Flow): Ahead / Left to M69 Junction 1 (E/B) On-Slip Road (B-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:15 | 0                      | 1       | 68       | 6   | 3    | 0    | 0         | 78       | 3    | 78.90   |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:30 | 0                      | 0       | 76       | 8   | 0    | 3    | 0         | 87       | 3    | 90.90   |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:45 | 0                      | 0       | 82       | 8   | 1    | 2    | 0         | 93       | 3    | 96.10   |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:00 | 0                      | 0       | 72       | 7   | 1    | 1    | 0         | 81       | 2    | 82.80   |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:15 | 0                      | 0       | 78       | 5   | 1    | 0    | 0         | 84       | 1    | 84.50   |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:30 | 0                      | 3       | 95       | 2   | 3    | 3    | 0         | 106      | 6    | 109.60  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:45 | 0                      | 1       | 58       | 7   | 1    | 1    | 0         | 68       | 2    | 69.20   |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:00 | 0                      | 0       | 76       | 7   | 2    | 3    | 0         | 88       | 5    | 92.90   |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:15 | 0                      | 0       | 81       | 7   | 3    | 2    | 0         | 93       | 5    | 97.10   |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:30 | 0                      | 3       | 74       | 6   | 0    | 3    | 0         | 86       | 3    | 88.10   |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:45 | 0                      | 2       | 73       | 6   | 0    | 0    | 0         | 81       | 0    | 79.80   |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 14:00 | 0                      | 0       | 73       | 4   | 0    | 2    | 0         | 79       | 2    | 81.60   |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 10      | 906      | 73  | 15   | 20   | 0         | 1024     | 35   | 1051.50 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                              |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 4       | 307      | 21  | 7    | 7    | 0         | 346      | 14   | 356.20  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 4       | 307      | 21  | 7    | 7    | 0         | 346      | 14   | 356.20  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                  |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.4: Rugby Road (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                            |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:15 | 0                      | 6       | 130      | 11  | 2    | 8    | 2         | 159      | 12   | 168.80  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:30 | 0                      | 5       | 121      | 13  | 2    | 7    | 0         | 148      | 9    | 155.10  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                      | 11:45 | 0                      | 8       | 125      | 13  | 0    | 6    | 0         | 152      | 6    | 155.00  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:00 | 0                      | 8       | 122      | 23  | 2    | 6    | 1         | 162      | 9    | 167.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:15 | 0                      | 6       | 134      | 17  | 4    | 8    | 0         | 169      | 12   | 177.80  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:30 | 0                      | 9       | 129      | 10  | 3    | 13   | 1         | 165      | 17   | 179.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                      | 12:45 | 0                      | 7       | 135      | 10  | 4    | 10   | 0         | 166      | 14   | 176.80  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:00 | 1                      | 8       | 121      | 5   | 3    | 14   | 0         | 152      | 17   | 166.10  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:15 | 0                      | 11      | 129      | 8   | 1    | 6    | 1         | 156      | 8    | 158.70  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:30 | 0                      | 2       | 105      | 5   | 1    | 10   | 0         | 123      | 11   | 135.30  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                      | 13:45 | 0                      | 19      | 125      | 8   | 1    | 13   | 0         | 166      | 14   | 172.00  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                      | 14:00 | 0                      | 5       | 110      | 6   | 0    | 9    | 2         | 132      | 11   | 142.70  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 1                      | 94      | 1486     | 129 | 23   | 110  | 7         | 1850     | 140  | 1954.30 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                       |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                   |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                              |       | 1                      | 30      | 519      | 42  | 14   | 45   | 1         | 652      | 60   | 699.70  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                              |       | 1                      | 30      | 519      | 42  | 14   | 45   | 1         | 652      | 60   | 699.70  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                |       |                        |         |          |     |      |      |           |          |      |       |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1c.1: M69 Junction 1 (E/B) Off-Slip Road (Entry Flow): Left to A5 (South) (A-C)</div> |       |                        |         |          |     |      |      |           |          |      |       |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                          |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:15 | 0                      | 0       | 7        | 0   | 0    | 0    | 0         | 7        | 0    | 7.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:30 | 0                      | 0       | 3        | 0   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:45 | 0                      | 0       | 4        | 2   | 1    | 1    | 0         | 8        | 2    | 9.80  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:00 | 0                      | 0       | 2        | 0   | 0    | 1    | 0         | 3        | 1    | 4.30  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:15 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:30 | 0                      | 5       | 6        | 0   | 0    | 1    | 0         | 12       | 1    | 10.30 |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:45 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:00 | 0                      | 0       | 3        | 0   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:15 | 0                      | 0       | 6        | 1   | 0    | 1    | 0         | 8        | 1    | 9.30  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:30 | 0                      | 0       | 2        | 0   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:45 | 0                      | 0       | 2        | 1   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                    | 14:00 | 0                      | 0       | 7        | 0   | 0    | 1    | 0         | 8        | 1    | 9.30  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                    |       | 0                      | 5       | 47       | 5   | 1    | 8    | 0         | 66       | 9    | 73.90 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                            |       | 0                      | 5       | 14       | 1   | 0    | 2    | 0         | 22       | 2    | 21.60 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                  |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                            |       | 0                      | 5       | 14       | 1   | 0    | 2    | 0         | 22       | 2    | 21.60 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                                     |       |                        |         |          |     |      |      |           |          |      |        |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1b.2: M69 Junction 1 (E/B) Off-Slip Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 11:15 | 0                      | 1       | 44       | 5   | 2    | 0    | 0         | 52       | 2    | 52.40  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 11:30 | 0                      | 4       | 60       | 11  | 2    | 1    | 0         | 78       | 3    | 77.90  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 11:45 | 0                      | 1       | 55       | 4   | 0    | 4    | 1         | 65       | 5    | 70.60  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12:00 | 0                      | 0       | 62       | 7   | 1    | 2    | 0         | 72       | 3    | 75.10  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12:15 | 0                      | 0       | 53       | 9   | 2    | 0    | 0         | 64       | 2    | 65.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12:30 | 0                      | 0       | 37       | 5   | 1    | 2    | 0         | 45       | 3    | 48.10  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 12:45 | 0                      | 0       | 66       | 3   | 2    | 1    | 0         | 72       | 3    | 74.30  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 13:00 | 0                      | 0       | 72       | 6   | 0    | 2    | 0         | 80       | 2    | 82.60  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 13:15 | 0                      | 0       | 61       | 9   | 0    | 1    | 0         | 71       | 1    | 72.30  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 13:30 | 0                      | 1       | 76       | 5   | 1    | 1    | 0         | 84       | 2    | 85.20  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 13:45 | 0                      | 1       | 76       | 4   | 1    | 3    | 1         | 86       | 5    | 90.80  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 14:00 | 0                      | 0       | 60       | 4   | 0    | 2    | 0         | 66       | 2    | 68.60  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 8       | 722      | 72  | 12   | 19   | 2         | 835      | 33   | 862.90 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 0       | 228      | 23  | 5    | 5    | 0         | 261      | 10   | 270.00 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 0       | 228      | 23  | 5    | 5    | 0         | 261      | 10   | 270.00 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                   |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1c.3: M69 Junction 1 (E/B) Off-Slip Road (Circulating Flow): Ahead / Left to A5 (South) (B-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                        |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                             |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:15 | 0                      | 3       | 88       | 8   | 1    | 7    | 1         | 108      | 9    | 116.80  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:30 | 0                      | 3       | 85       | 14  | 1    | 5    | 1         | 109      | 7    | 115.20  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                       | 11:45 | 0                      | 7       | 67       | 6   | 0    | 7    | 0         | 87       | 7    | 91.90   |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:00 | 0                      | 6       | 88       | 16  | 2    | 5    | 0         | 117      | 7    | 120.90  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:15 | 0                      | 2       | 90       | 13  | 3    | 6    | 0         | 114      | 9    | 122.10  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:30 | 0                      | 3       | 100      | 5   | 3    | 11   | 2         | 124      | 16   | 140.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                       | 12:45 | 0                      | 6       | 99       | 6   | 3    | 10   | 0         | 124      | 13   | 134.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:00 | 0                      | 7       | 82       | 7   | 1    | 9    | 0         | 106      | 10   | 114.00  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:15 | 0                      | 7       | 93       | 3   | 0    | 5    | 0         | 108      | 5    | 110.30  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:30 | 0                      | 2       | 78       | 6   | 1    | 9    | 1         | 97       | 11   | 109.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                       | 13:45 | 0                      | 4       | 92       | 8   | 1    | 12   | 0         | 117      | 13   | 130.70  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                       | 14:00 | 0                      | 3       | 86       | 4   | 0    | 4    | 1         | 98       | 5    | 102.40  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | 0                      | 53      | 1048     | 96  | 16   | 90   | 6         | 1309     | 112  | 1408.20 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                        |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                               |       | 0                      | 18      | 371      | 31  | 10   | 36   | 2         | 468      | 48   | 511.00  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                               |       | 0                      | 18      | 371      | 31  | 10   | 36   | 2         | 468      | 48   | 511.00  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                               |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1c.4: M69 Junction 1 (E/B) Off-Slip Road (Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                   | 11:15 | 0                      | 4       | 160      | 10  | 1    | 3    | 1         | 179      | 5    | 182.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                   | 11:30 | 0                      | 1       | 143      | 7   | 1    | 2    | 0         | 154      | 3    | 156.50  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                   | 11:45 | 0                      | 4       | 184      | 14  | 0    | 0    | 0         | 202      | 0    | 199.60  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                   | 12:00 | 0                      | 7       | 152      | 16  | 0    | 0    | 1         | 176      | 1    | 172.80  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                   | 12:15 | 0                      | 5       | 162      | 14  | 2    | 2    | 0         | 185      | 4    | 185.60  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                   | 12:30 | 1                      | 6       | 163      | 13  | 0    | 2    | 0         | 185      | 2    | 183.20  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                   | 12:45 | 0                      | 7       | 162      | 6   | 1    | 1    | 0         | 177      | 2    | 174.60  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                   | 13:00 | 0                      | 1       | 156      | 6   | 2    | 3    | 0         | 168      | 5    | 172.30  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                   | 13:15 | 0                      | 6       | 132      | 15  | 3    | 2    | 1         | 159      | 6    | 160.50  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                   | 13:30 | 0                      | 2       | 137      | 7   | 1    | 1    | 0         | 148      | 2    | 148.60  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                   | 13:45 | 0                      | 19      | 132      | 6   | 0    | 2    | 0         | 159      | 2    | 150.20  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                   | 14:00 | 0                      | 4       | 148      | 9   | 0    | 5    | 1         | 167      | 6    | 172.10  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | 1                      | 66      | 1831     | 123 | 11   | 23   | 4         | 2059     | 38   | 2058.00 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                           |       | 1                      | 19      | 643      | 39  | 5    | 8    | 0         | 715      | 13   | 715.70  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                           |       | 1                      | 19      | 643      | 39  | 5    | 8    | 0         | 715      | 13   | 715.70  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                |       |                        |         |          |     |      |      |           |          |      |       |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1d.1: A5 (South) (Entry Flow): Left to Hinckley Road (A-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |       |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|                                                                                                                                                                                                                                                                                                                                                                                                          |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                    | 11:15 | 0                      | 3       | 1        | 0   | 1    | 0    | 0         | 5        | 1    | 3.70  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                    | 11:30 | 0                      | 0       | 1        | 0   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                    | 11:45 | 0                      | 0       | 2        | 1   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                    | 12:00 | 0                      | 0       | 1        | 0   | 0    | 0    | 0         | 1        | 0    | 1.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                    | 12:15 | 0                      | 1       | 3        | 0   | 0    | 0    | 0         | 4        | 0    | 3.40  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                    | 12:30 | 0                      | 0       | 1        | 2   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                    | 12:45 | 0                      | 1       | 2        | 0   | 1    | 0    | 0         | 4        | 1    | 3.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                    | 13:00 | 0                      | 1       | 4        | 1   | 0    | 0    | 0         | 6        | 0    | 5.40  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                    | 13:15 | 0                      | 3       | 1        | 0   | 0    | 0    | 0         | 4        | 0    | 2.20  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                    | 13:30 | 0                      | 0       | 3        | 0   | 0    | 0    | 0         | 3        | 0    | 3.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                    | 13:45 | 0                      | 0       | 3        | 0   | 0    | 1    | 0         | 4        | 1    | 5.30  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                    | 14:00 | 0                      | 1       | 1        | 0   | 0    | 0    | 0         | 2        | 0    | 1.40  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                    |       | 0                      | 10      | 23       | 4   | 2    | 1    | 0         | 40       | 3    | 36.30 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                            |       | 0                      | 3       | 10       | 3   | 1    | 0    | 0         | 17       | 1    | 15.70 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                  |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                            |       | 0                      | 3       | 10       | 3   | 1    | 0    | 0         | 17       | 1    | 15.70 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                             |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.2: A5 (South) (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:15 | 0                      | 10      | 93       | 12  | 2    | 8    | 0         | 125      | 10   | 130.40  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:30 | 0                      | 4       | 129      | 11  | 2    | 7    | 0         | 153      | 9    | 160.70  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:45 | 0                      | 6       | 105      | 5   | 2    | 9    | 1         | 128      | 12   | 138.10  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:00 | 0                      | 2       | 106      | 8   | 2    | 6    | 0         | 124      | 8    | 131.60  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:15 | 0                      | 0       | 87       | 19  | 3    | 5    | 0         | 114      | 8    | 122.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:30 | 0                      | 3       | 111      | 4   | 3    | 6    | 0         | 127      | 9    | 134.50  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:45 | 0                      | 4       | 106      | 9   | 3    | 6    | 1         | 129      | 10   | 136.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:00 | 0                      | 5       | 106      | 15  | 2    | 2    | 0         | 130      | 4    | 130.60  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:15 | 0                      | 6       | 99       | 10  | 2    | 6    | 0         | 123      | 8    | 128.20  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:30 | 0                      | 11      | 81       | 7   | 1    | 8    | 0         | 108      | 9    | 112.30  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:45 | 0                      | 7       | 88       | 10  | 2    | 6    | 1         | 114      | 9    | 119.60  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                 | 14:00 | 0                      | 7       | 93       | 15  | 3    | 5    | 0         | 123      | 8    | 126.80  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 0                      | 65      | 1204     | 125 | 27   | 74   | 3         | 1498     | 104  | 1571.70 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                              |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 12      | 410      | 47  | 11   | 19   | 1         | 500      | 31   | 524.00  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 12      | 410      | 47  | 11   | 19   | 1         | 500      | 31   | 524.00  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                              |       |                        |         |          |     |      |      |           |          |      |        |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1d.3: A5 (South) (Circulating Flow): Ahead / Left to Hinckley Road (B-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                   |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                        |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:15 | 0                      | 5       | 62       | 5   | 1    | 0    | 0         | 73       | 1    | 70.50  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:30 | 0                      | 1       | 64       | 7   | 0    | 0    | 0         | 72       | 0    | 71.40  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:45 | 0                      | 4       | 64       | 5   | 0    | 1    | 0         | 74       | 1    | 72.90  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:00 | 0                      | 5       | 55       | 10  | 0    | 1    | 0         | 71       | 1    | 69.30  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:15 | 0                      | 5       | 66       | 9   | 1    | 0    | 0         | 81       | 1    | 78.50  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:30 | 0                      | 4       | 62       | 10  | 0    | 1    | 0         | 77       | 1    | 75.90  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:45 | 0                      | 5       | 69       | 6   | 1    | 0    | 0         | 81       | 1    | 78.50  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:00 | 0                      | 0       | 68       | 7   | 2    | 1    | 0         | 78       | 3    | 80.30  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:15 | 0                      | 4       | 45       | 5   | 2    | 1    | 0         | 57       | 3    | 56.90  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:30 | 0                      | 3       | 64       | 6   | 0    | 1    | 0         | 74       | 1    | 73.50  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:45 | 0                      | 6       | 55       | 1   | 0    | 1    | 0         | 63       | 1    | 60.70  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                  | 14:00 | 1                      | 15      | 66       | 2   | 0    | 0    | 0         | 84       | 0    | 74.20  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                  |       | 1                      | 57      | 740      | 73  | 7    | 7    | 0         | 885      | 14   | 862.60 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                   |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                          |       | 0                      | 14      | 265      | 32  | 4    | 2    | 0         | 317      | 6    | 313.20 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                          |       | 0                      | 14      | 265      | 32  | 4    | 2    | 0         | 317      | 6    | 313.20 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                       |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1d.4: A5 (South) (Circulating Flow): Right / Ahead (Circulating) (B-D)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                            |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                           | 11:15 | 0                      | 0       | 143      | 9   | 2    | 3    | 1         | 158      | 6    | 163.90  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                           | 11:30 | 0                      | 4       | 139      | 12  | 3    | 3    | 0         | 161      | 6    | 164.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                           | 11:45 | 0                      | 1       | 175      | 14  | 2    | 1    | 1         | 194      | 4    | 196.70  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                           | 12:00 | 0                      | 2       | 158      | 12  | 1    | 1    | 1         | 175      | 3    | 176.60  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                           | 12:15 | 0                      | 0       | 151      | 15  | 3    | 2    | 0         | 171      | 5    | 175.10  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                           | 12:30 | 0                      | 3       | 132      | 12  | 1    | 3    | 0         | 151      | 4    | 153.60  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                           | 12:45 | 0                      | 2       | 157      | 4   | 2    | 2    | 0         | 167      | 4    | 169.40  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                           | 13:00 | 0                      | 1       | 158      | 6   | 0    | 4    | 0         | 169      | 4    | 173.60  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                           | 13:15 | 0                      | 1       | 147      | 16  | 1    | 2    | 1         | 168      | 4    | 171.50  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                           | 13:30 | 0                      | 1       | 152      | 6   | 2    | 1    | 0         | 162      | 3    | 163.70  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                           | 13:45 | 0                      | 2       | 146      | 8   | 1    | 3    | 1         | 161      | 5    | 165.20  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                           | 14:00 | 0                      | 0       | 148      | 11  | 0    | 8    | 1         | 168      | 9    | 179.40  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                           |       | 0                      | 17      | 1806     | 125 | 18   | 33   | 6         | 2005     | 57   | 2052.70 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                            |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                        |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                   |       | 0                      | 6       | 598      | 37  | 6    | 11   | 0         | 658      | 17   | 671.70  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                         |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                   |       | 0                      | 6       | 598      | 37  | 6    | 11   | 0         | 658      | 17   | 671.70  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                      |       |                        |         |          |     |      |      |           |          |      |       |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1e.1: Hinckley Road (Entry Flow): Left to M69 Junction 1 (WB) On-Slip Road (A-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |       |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                           |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                          | 11:15 | 0                      | 0       | 3        | 1   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                          | 11:30 | 0                      | 0       | 8        | 0   | 0    | 0    | 0         | 8        | 0    | 8.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                          | 11:45 | 0                      | 2       | 4        | 0   | 0    | 0    | 0         | 6        | 0    | 4.80  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                          | 12:00 | 0                      | 0       | 1        | 1   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                          | 12:15 | 0                      | 0       | 5        | 0   | 0    | 0    | 0         | 5        | 0    | 5.00  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                          | 12:30 | 0                      | 0       | 7        | 1   | 0    | 0    | 0         | 8        | 0    | 8.00  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                          | 12:45 | 0                      | 0       | 10       | 0   | 0    | 0    | 0         | 10       | 0    | 10.00 |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                          | 13:00 | 0                      | 0       | 5        | 0   | 0    | 0    | 0         | 5        | 0    | 5.00  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                          | 13:15 | 0                      | 0       | 2        | 0   | 0    | 0    | 0         | 2        | 0    | 2.00  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                          | 13:30 | 0                      | 0       | 4        | 0   | 0    | 0    | 0         | 4        | 0    | 4.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                          | 13:45 | 0                      | 0       | 4        | 0   | 0    | 1    | 0         | 5        | 1    | 6.30  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                          | 14:00 | 0                      | 1       | 4        | 0   | 0    | 0    | 0         | 5        | 0    | 4.40  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                          |       | 0                      | 3       | 57       | 3   | 0    | 1    | 0         | 64       | 1    | 63.50 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                           |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |       |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                  |       | 0                      | 0       | 27       | 1   | 0    | 0    | 0         | 28       | 0    | 28.00 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                        |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs  |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                  |       | 0                      | 0       | 27       | 1   | 0    | 0    | 0         | 28       | 0    | 28.00 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                |       |                        |         |          |     |      |      |           |          |      |        |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1e.2: Hinckley Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:15 | 0                      | 3       | 42       | 6   | 2    | 0    | 0         | 53       | 2    | 52.20  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:30 | 1                      | 2       | 61       | 5   | 1    | 2    | 0         | 72       | 3    | 73.10  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                    | 11:45 | 0                      | 4       | 69       | 8   | 0    | 0    | 0         | 81       | 0    | 78.60  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:00 | 1                      | 6       | 76       | 5   | 1    | 0    | 0         | 89       | 1    | 85.10  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:15 | 0                      | 6       | 68       | 7   | 0    | 0    | 0         | 81       | 0    | 77.40  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:30 | 1                      | 3       | 72       | 4   | 0    | 0    | 0         | 80       | 0    | 77.40  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                    | 12:45 | 0                      | 6       | 60       | 10  | 1    | 0    | 0         | 77       | 1    | 73.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:00 | 0                      | 6       | 74       | 4   | 0    | 0    | 0         | 84       | 0    | 80.40  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:15 | 0                      | 4       | 59       | 7   | 2    | 0    | 0         | 72       | 2    | 70.60  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:30 | 1                      | 8       | 65       | 5   | 0    | 0    | 0         | 79       | 0    | 73.40  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                    | 13:45 | 1                      | 3       | 73       | 8   | 0    | 0    | 0         | 85       | 0    | 82.40  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                    | 14:00 | 0                      | 10      | 65       | 1   | 0    | 1    | 0         | 77       | 1    | 72.30  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | 5                      | 61      | 784      | 70  | 7    | 3    | 0         | 930      | 10   | 896.80 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                            |       | 1                      | 21      | 274      | 25  | 1    | 0    | 0         | 322      | 1    | 309.10 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                            |       | 1                      | 21      | 274      | 25  | 1    | 0    | 0         | 322      | 1    | 309.10 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                          |       |                        |         |          |     |      |      |           |          |      |         |
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| <div>Project: Stretton Baskerville Interchange, Hinckley</div> <div>Client: Dynamic Transport Planning</div> <div>Project Ref: TS-23-032</div> <div>Date: Saturday 20 May 2023</div> <div>Weather: AM &amp; PM: Dry / Sunny Intervals</div> <div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div> <div>Movement 1e.3: Hinckley Road (Roundabout Circulating Flow): Ahead / Left to M69 Junction 1 (WB) On-Slip Road (B-C)</div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:15 | 0                      | 0       | 133      | 12  | 1    | 4    | 1         | 151      | 6    | 157.70  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:30 | 0                      | 0       | 121      | 11  | 1    | 5    | 0         | 138      | 6    | 145.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:45 | 0                      | 1       | 144      | 10  | 2    | 1    | 0         | 158      | 3    | 159.70  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:00 | 0                      | 2       | 125      | 11  | 0    | 2    | 1         | 141      | 3    | 143.40  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:15 | 0                      | 0       | 119      | 11  | 3    | 1    | 0         | 134      | 4    | 136.80  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:30 | 0                      | 2       | 119      | 11  | 1    | 2    | 0         | 135      | 3    | 136.90  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:45 | 0                      | 0       | 129      | 3   | 2    | 3    | 0         | 137      | 5    | 141.90  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:00 | 0                      | 1       | 118      | 4   | 1    | 3    | 0         | 127      | 4    | 130.80  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:15 | 0                      | 3       | 117      | 9   | 2    | 2    | 1         | 134      | 5    | 136.80  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:30 | 0                      | 1       | 109      | 5   | 1    | 2    | 0         | 118      | 3    | 120.50  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:45 | 0                      | 2       | 88       | 7   | 0    | 3    | 0         | 100      | 3    | 102.70  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                              | 14:00 | 0                      | 0       | 117      | 14  | 3    | 7    | 1         | 142      | 11   | 153.60  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 12      | 1439     | 108 | 17   | 35   | 4         | 1615     | 56   | 1665.80 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                           |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 0                      | 3       | 485      | 29  | 7    | 9    | 0         | 533      | 16   | 546.40  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                            |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 0                      | 3       | 485      | 29  | 7    | 9    | 0         | 533      | 16   | 546.40  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                          |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1e.4: Hinckley Road (Roundabout Circulating Flow): Ahead / Right (Circulating) (B-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                               |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:15 | 0                      | 12      | 100      | 15  | 2    | 6    | 0         | 135      | 8    | 136.60  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:30 | 0                      | 10      | 140      | 13  | 4    | 7    | 0         | 174      | 11   | 179.10  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                              | 11:45 | 0                      | 6       | 128      | 10  | 2    | 10   | 2         | 158      | 14   | 170.40  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:00 | 0                      | 2       | 122      | 13  | 3    | 4    | 0         | 144      | 7    | 149.50  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:15 | 0                      | 0       | 124      | 22  | 3    | 6    | 0         | 155      | 9    | 164.30  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:30 | 0                      | 4       | 117      | 10  | 3    | 8    | 0         | 142      | 11   | 151.50  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                              | 12:45 | 0                      | 4       | 134      | 6   | 4    | 5    | 1         | 154      | 10   | 161.10  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:00 | 0                      | 7       | 135      | 20  | 1    | 3    | 0         | 166      | 4    | 166.20  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:15 | 0                      | 4       | 122      | 17  | 1    | 6    | 0         | 150      | 7    | 155.90  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:30 | 0                      | 11      | 118      | 8   | 3    | 7    | 0         | 147      | 10   | 151.00  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                              | 13:45 | 0                      | 6       | 137      | 10  | 4    | 5    | 2         | 164      | 11   | 170.90  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                              | 14:00 | 0                      | 8       | 123      | 14  | 0    | 6    | 0         | 151      | 6    | 154.00  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                              |       | 0                      | 74      | 1500     | 158 | 30   | 73   | 5         | 1840     | 108  | 1910.50 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                               |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                           |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 0                      | 15      | 510      | 58  | 11   | 22   | 1         | 617      | 34   | 643.10  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                            |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                      |       | 0                      | 15      | 510      | 58  | 11   | 22   | 1         | 617      | 34   | 643.10  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                    |       |                        |         |          |     |      |      |           |          |      |        |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1f.1: M69 Junction 1 (WB) Off-Slip Road (Entry Flow): Left to A5 (North) (A-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |        |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                         |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                              |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                        | 11:15 | 0                      | 1       | 33       | 5   | 1    | 0    | 0         | 40       | 1    | 39.90  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                        | 11:30 | 0                      | 0       | 49       | 4   | 0    | 0    | 0         | 53       | 0    | 53.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                        | 11:45 | 0                      | 1       | 49       | 1   | 0    | 2    | 0         | 53       | 2    | 55.00  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                        | 12:00 | 0                      | 1       | 39       | 6   | 2    | 3    | 0         | 51       | 5    | 55.30  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                        | 12:15 | 0                      | 0       | 52       | 5   | 1    | 2    | 0         | 60       | 3    | 63.10  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                        | 12:30 | 0                      | 2       | 42       | 2   | 1    | 1    | 0         | 48       | 2    | 48.60  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                        | 12:45 | 0                      | 0       | 63       | 2   | 0    | 1    | 0         | 66       | 1    | 67.30  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                        | 13:00 | 0                      | 2       | 53       | 4   | 2    | 5    | 0         | 66       | 7    | 72.30  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                        | 13:15 | 0                      | 3       | 38       | 5   | 0    | 0    | 0         | 46       | 0    | 44.20  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                        | 13:30 | 0                      | 0       | 50       | 4   | 1    | 0    | 0         | 55       | 1    | 55.50  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                        | 13:45 | 0                      | 0       | 42       | 5   | 1    | 2    | 0         | 50       | 3    | 53.10  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                        | 14:00 | 0                      | 1       | 50       | 1   | 2    | 0    | 0         | 54       | 2    | 54.40  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                        |       | 0                      | 11      | 560      | 44  | 11   | 16   | 0         | 642      | 27   | 661.70 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                         |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |        |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                     |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                |       | 0                      | 4       | 210      | 13  | 4    | 9    | 0         | 240      | 13   | 251.30 |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                      |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs   |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                |       | 0                      | 4       | 210      | 13  | 4    | 9    | 0         | 240      | 13   | 251.30 |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                                         |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1f.2: M69 Junction 1 (WB) Off-Slip Road (Entry Flow): Ahead to Stretton Baskerville Interchange (Circulating) (A-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                              |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11:15 | 0                      | 2       | 65       | 11  | 1    | 0    | 0         | 79       | 1    | 78.30   |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11:30 | 0                      | 0       | 62       | 6   | 0    | 2    | 0         | 70       | 2    | 72.60   |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11:45 | 0                      | 2       | 64       | 2   | 0    | 2    | 0         | 70       | 2    | 71.40   |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12:00 | 0                      | 1       | 72       | 7   | 0    | 3    | 0         | 83       | 3    | 86.30   |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12:15 | 0                      | 0       | 90       | 3   | 1    | 2    | 1         | 97       | 4    | 101.10  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12:30 | 0                      | 1       | 86       | 7   | 0    | 4    | 0         | 98       | 4    | 102.60  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12:45 | 0                      | 3       | 106      | 2   | 1    | 9    | 0         | 121      | 10   | 131.40  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 13:00 | 0                      | 2       | 94       | 7   | 0    | 6    | 1         | 110      | 7    | 117.60  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 13:15 | 0                      | 2       | 87       | 5   | 0    | 3    | 0         | 97       | 3    | 99.70   |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 13:30 | 0                      | 0       | 88       | 4   | 0    | 7    | 0         | 99       | 7    | 108.10  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 13:45 | 0                      | 1       | 68       | 3   | 1    | 3    | 0         | 76       | 4    | 79.80   |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 14:00 | 0                      | 1       | 77       | 2   | 0    | 1    | 1         | 82       | 2    | 83.70   |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       | 0                      | 15      | 959      | 59  | 4    | 42   | 3         | 1082     | 49   | 1132.60 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                              |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | 0                      | 6       | 376      | 19  | 2    | 21   | 2         | 426      | 25   | 452.70  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                                           |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | 0                      | 6       | 376      | 19  | 2    | 21   | 2         | 426      | 25   | 452.70  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                             |       |                        |         |          |     |      |      |           |          |      |         |
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| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1f.3: M69 Junction 1 (WB) Off-Slip Road (Roundabout Circulating Flow): Ahead / Left to A5 (North) (B-C)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:15 | 0                      | 11      | 78       | 13  | 3    | 7    | 0         | 112      | 10   | 116.00  |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:30 | 0                      | 11      | 117      | 13  | 5    | 7    | 0         | 153      | 12   | 158.00  |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11:45 | 0                      | 9       | 113      | 12  | 1    | 9    | 0         | 144      | 10   | 150.80  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:00 | 0                      | 7       | 116      | 6   | 3    | 3    | 0         | 135      | 6    | 136.20  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:15 | 0                      | 6       | 101      | 23  | 3    | 5    | 0         | 138      | 8    | 142.40  |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:30 | 0                      | 6       | 95       | 10  | 3    | 8    | 0         | 122      | 11   | 130.30  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12:45 | 0                      | 5       | 111      | 9   | 5    | 4    | 0         | 134      | 9    | 138.70  |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:00 | 0                      | 11      | 101      | 17  | 1    | 3    | 0         | 133      | 4    | 130.80  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:15 | 0                      | 5       | 98       | 17  | 2    | 5    | 0         | 127      | 7    | 131.50  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:30 | 0                      | 15      | 96       | 7   | 2    | 6    | 0         | 126      | 8    | 125.80  |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13:45 | 1                      | 6       | 104      | 12  | 1    | 5    | 0         | 129      | 6    | 131.60  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 14:00 | 0                      | 13      | 101      | 11  | 0    | 7    | 0         | 132      | 7    | 133.30  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | 1                      | 105     | 1231     | 150 | 29   | 69   | 0         | 1585     | 98   | 1625.40 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                              |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 28      | 408      | 59  | 12   | 20   | 0         | 527      | 32   | 542.20  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | 0                      | 28      | 408      | 59  | 12   | 20   | 0         | 527      | 32   | 542.20  |

| CLASSIFIED VEHICLE JUNCTION TURNING COUNT                                                                                                                                                                                                                                                                                                                                                                                                              |       |                        |         |          |     |      |      |           |          |      |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------------|---------|----------|-----|------|------|-----------|----------|------|---------|
| <div><div>Project: Stretton Baskerville Interchange, Hinckley</div><div>Client: Dynamic Transport Planning</div><div>Project Ref: TS-23-032</div><div>Date: Saturday 20 May 2023</div><div>Weather: AM &amp; PM: Dry / Sunny Intervals</div><div>Junction 1: M69 Junction 1 (Stretton Baskerville Interchange)</div><div>Movement 1f.4: M69 Junction 1 (WB) Off-Slip Road (Roundabout Circulating Flow): Right / Ahead (Circulating) (B-D)</div></div> |       |                        |         |          |     |      |      |           |          |      |         |
| TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                        |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 11:00                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:15 | 0                      | 3       | 65       | 5   | 1    | 0    | 0         | 74       | 1    | 72.70   |
| 11:15                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:30 | 1                      | 1       | 88       | 7   | 1    | 1    | 0         | 99       | 2    | 99.40   |
| 11:30                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 11:45 | 0                      | 1       | 90       | 8   | 0    | 1    | 2         | 102      | 3    | 104.70  |
| 11:45                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:00 | 1                      | 1       | 92       | 6   | 1    | 1    | 0         | 102      | 2    | 102.40  |
| 12:00                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:15 | 0                      | 0       | 89       | 8   | 0    | 1    | 0         | 98       | 1    | 99.30   |
| 12:15                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:30 | 0                      | 1       | 95       | 5   | 0    | 0    | 0         | 101      | 0    | 100.40  |
| 12:30                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12:45 | 0                      | 5       | 82       | 7   | 0    | 1    | 1         | 96       | 2    | 95.30   |
| 12:45                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:00 | 0                      | 2       | 114      | 5   | 0    | 0    | 0         | 121      | 0    | 119.80  |
| 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:15 | 0                      | 3       | 89       | 7   | 1    | 1    | 0         | 101      | 2    | 101.00  |
| 13:15                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:30 | 1                      | 2       | 91       | 6   | 0    | 0    | 0         | 100      | 0    | 98.00   |
| 13:30                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 13:45 | 0                      | 2       | 115      | 9   | 1    | 1    | 2         | 130      | 4    | 132.60  |
| 13:45                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 14:00 | 0                      | 5       | 95       | 4   | 0    | 0    | 0         | 104      | 0    | 101.00  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       | 3                      | 26      | 1105     | 77  | 5    | 7    | 5         | 1228     | 17   | 1226.60 |
| PEAK                                                                                                                                                                                                                                                                                                                                                                                                                                                   |       | VEHICLE CLASSIFICATION |         |          |     |      |      |           | TOTAL    |      |         |
| JUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | 0                      | 8       | 380      | 25  | 0    | 2    | 1         | 416      | 3    | 414.80  |
| NETWORK                                                                                                                                                                                                                                                                                                                                                                                                                                                |       | B/CYCLE                | M/CYCLE | CAR/TAXI | LGV | OGV1 | OGV2 | BUS/COACH | VEHICLES | HGVs | PCUs    |
| 12:00 - 13:00                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | 0                      | 8       | 380      | 25  | 0    | 2    | 1         | 416      | 3    | 414.80  |

## Appendix 6

# Model Output Reports

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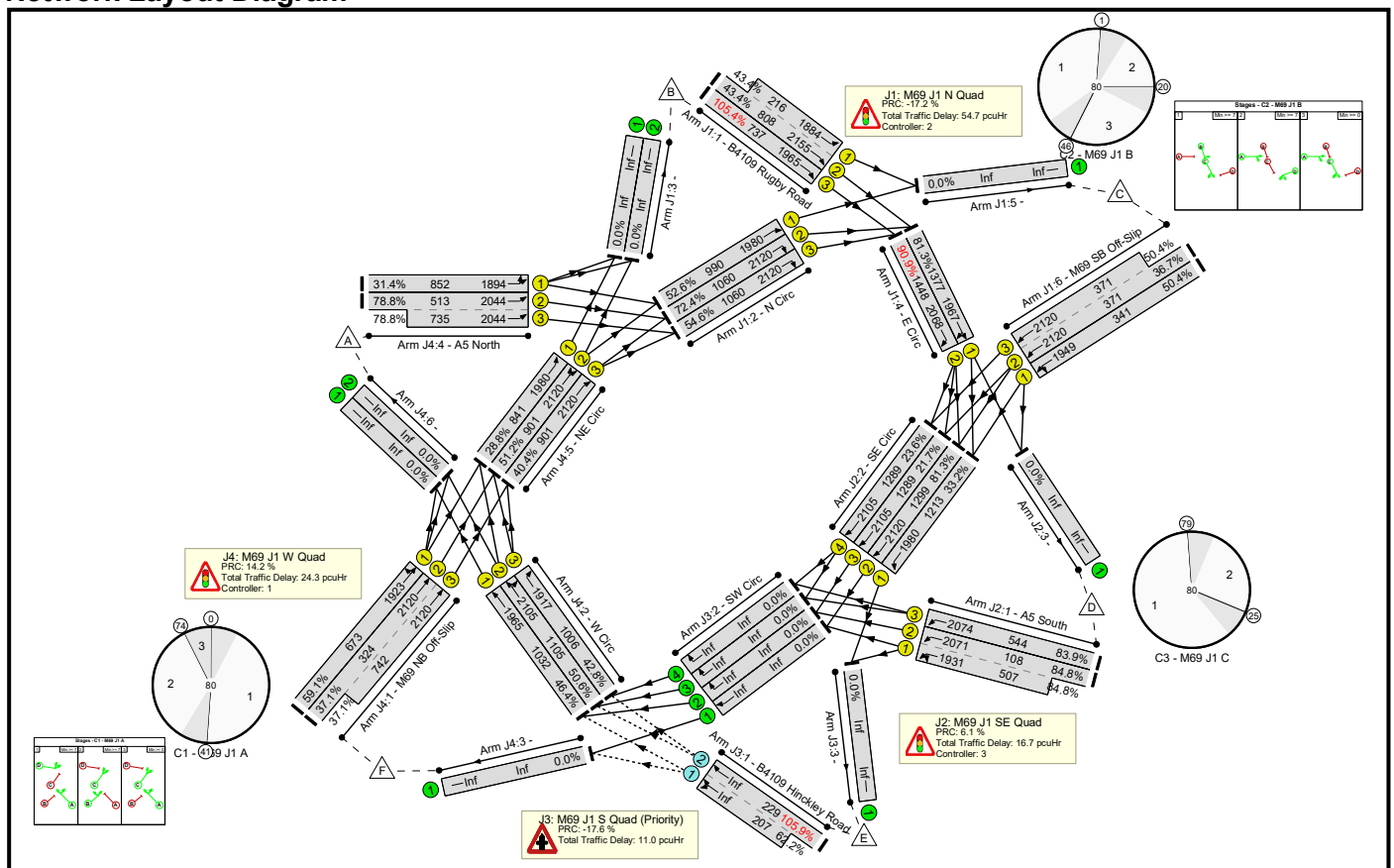
## Basic Results Summary

### User and Project Details

|                           |                                            |
|---------------------------|--------------------------------------------|
| <b>Project:</b>           | <b>Proposed MSA Development</b>            |
| <b>Title:</b>             |                                            |
| <b>Location:</b>          | M69 J1 (Stretton Baskerville Interchange)  |
| <b>Additional detail:</b> |                                            |
| <b>File name:</b>         | TA Combined Model - Three-Stage Base.lsg3x |
| <b>Author:</b>            |                                            |
| <b>Company:</b>           | DTP                                        |
| <b>Address:</b>           |                                            |

**Scenario 1: 'AM Survey 2023'** (FG1: 'AM 2023 Survey ', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



**Network Results**

## Basic Results Summary

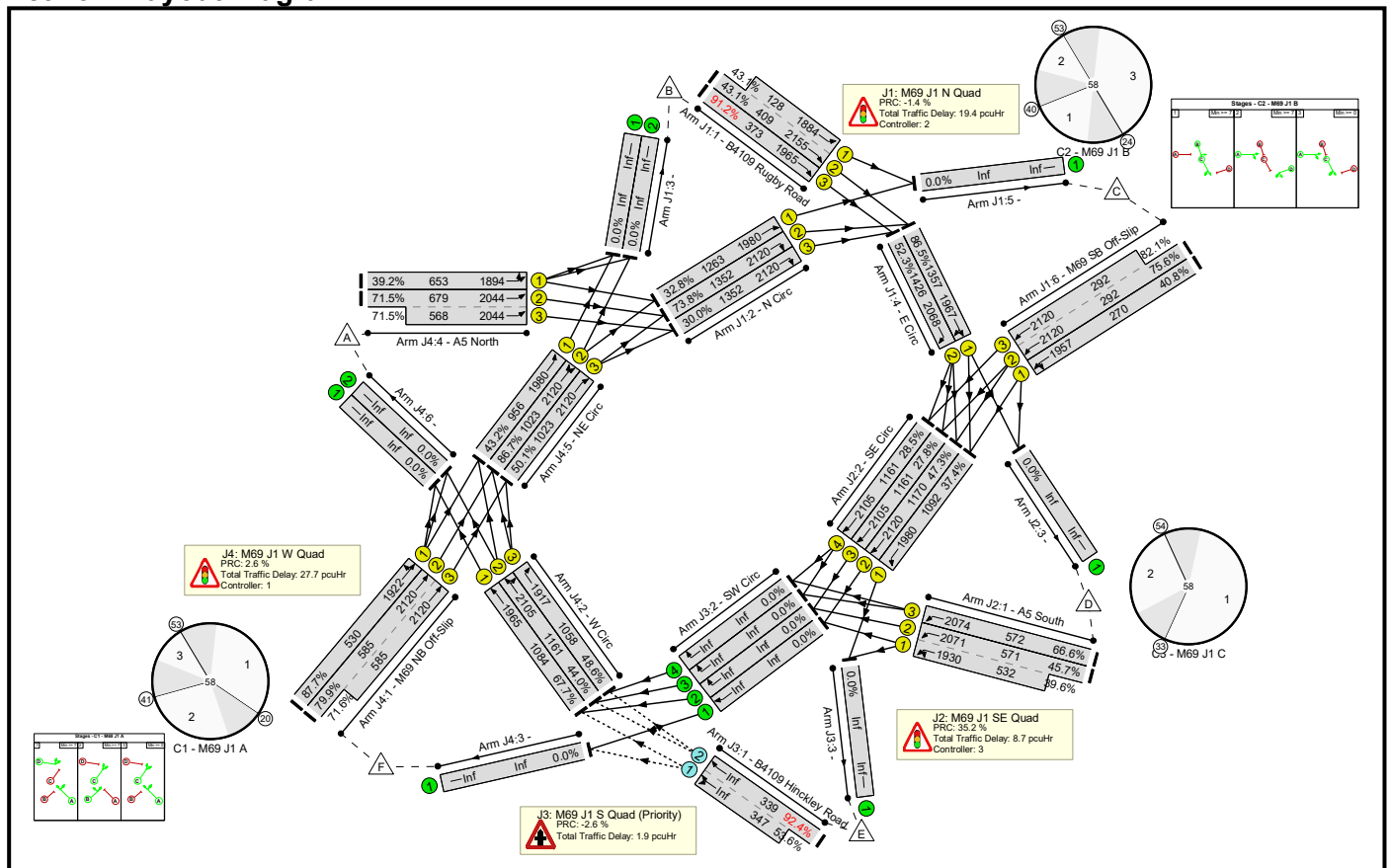
| Item                                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)   | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>105.9%</b> | <b>715</b>            | <b>0</b>                     | <b>0</b>                    | <b>106.7</b>        | -                         | -                    |
| <b>J1: M69 J1 N Quad</b>            | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>105.4%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>54.7</b>         | -                         | -                    |
| 1/2+1/1                             | B4109 Rugby Road Ahead Ahead2 | U         | C2:B       |             | 1          | 29              | -               | 445               | 2155:1884         | 808+216        | 43.4 : 43.4%  | -                     | -                            | -                           | 2.6                 | 21.3                      | 6.1                  |
| 1/3                                 | B4109 Rugby Road Ahead        | U         | C2:B       |             | 1          | 29              | -               | 777               | 1965              | 737            | 105.4%        | -                     | -                            | -                           | 34.5                | 159.9                     | 45.4                 |
| 2/1                                 | N Circ Ahead                  | U         | C2:A       |             | 1          | 39              | -               | 526               | 1980              | 990            | 52.6%         | -                     | -                            | -                           | 2.5                 | 17.4                      | 9.9                  |
| 2/2                                 | N Circ Right                  | U         | C2:A       |             | 1          | 39              | -               | 773               | 2120              | 1060           | 72.4%         | -                     | -                            | -                           | 3.7                 | 17.4                      | 15.5                 |
| 2/3                                 | N Circ Right                  | U         | C2:A       |             | 1          | 39              | -               | 579               | 2120              | 1060           | 54.6%         | -                     | -                            | -                           | 0.2                 | 1.5                       | 0.5                  |
| 4/1                                 | E Circ Right Ahead            | U         | C2:C       |             | 1          | 55              | -               | 1124              | 1967              | 1377           | 81.3%         | -                     | -                            | -                           | 3.0                 | 9.6                       | 17.8                 |
| 4/2                                 | E Circ Right                  | U         | C2:C       |             | 1          | 55              | -               | 1356              | 2068              | 1448           | 90.9%         | -                     | -                            | -                           | 3.1                 | 8.6                       | 17.1                 |
| 6/1                                 | M69 SB Off-Slip Ahead Left    | U         | C2:D       |             | 1          | 13              | -               | 172               | 1949              | 341            | 50.4%         | -                     | -                            | -                           | 1.9                 | 40.5                      | 3.9                  |
| 6/2+6/3                             | M69 SB Off-Slip Ahead         | U         | C2:D       |             | 1          | 13              | -               | 323               | 2120:2120         | 371+371        | 36.7 : 50.4%  | -                     | -                            | -                           | 3.0                 | 33.8                      | 4.1                  |
| <b>J2: M69 J1 SE Quad</b>           | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>84.8%</b>  | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>16.7</b>         | -                         | -                    |
| 1/2+1/1                             | A5 South Left Left2           | U         | C3:B       |             | 1          | 20              | -               | 522               | 2071:1931         | 108+507        | 84.8 : 84.8%  | -                     | -                            | -                           | 6.6                 | 45.3                      | 11.6                 |
| 1/3                                 | A5 South Left                 | U         | C3:B       |             | 1          | 20              | -               | 457               | 2074              | 544            | 83.9%         | -                     | -                            | -                           | 6.0                 | 47.4                      | 12.0                 |
| 2/1                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 48              | -               | 403               | 1980              | 1213           | 33.2%         | -                     | -                            | -                           | 0.5                 | 4.2                       | 2.4                  |
| 2/2                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 48              | -               | 1081              | 2120              | 1299           | 81.3%         | -                     | -                            | -                           | 1.3                 | 4.6                       | 9.4                  |
| 2/3                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 48              | -               | 287               | 2105              | 1289           | 21.7%         | -                     | -                            | -                           | 1.0                 | 13.4                      | 4.5                  |
| 2/4                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 48              | -               | 311               | 2105              | 1289           | 23.6%         | -                     | -                            | -                           | 1.3                 | 15.0                      | 5.5                  |
| <b>J3: M69 J1 S Quad (Priority)</b> | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>105.9%</b> | <b>715</b>            | <b>0</b>                     | <b>0</b>                    | <b>11.0</b>         | -                         | -                    |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                      |   |      |  |   |    |   |     |           |         |                  |     |   |   |      |       |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|---|------|--|---|----|---|-----|-----------|---------|------------------|-----|---|---|------|-------|------|
| 1/2+1/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 371 | Inf : Inf | 229+207 | 105.9 :<br>62.2% | 715 | 0 | 0 | 11.0 | 106.7 | 24.6 |
| J4: M69 J1<br>W Quad                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | -                                    | - | -    |  | - | -  | - | -   | -         | -       | 78.8%            | 0   | 0 | 0 | 24.3 | -     | -    |
| 1/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | M69 NB Off-Slip<br>Ahead Left        | U | C1:B |  | 1 | 27 | - | 398 | 1923      | 673     | 59.1%            | -   | - | - | 3.1  | 27.8  | 7.9  |
| 1/2+1/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | M69 NB Off-Slip<br>Ahead             | U | C1:B |  | 1 | 27 | - | 395 | 2120:2120 | 324+742 | 37.1 :<br>37.1%  | -   | - | - | 2.4  | 21.7  | 4.8  |
| 2/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | W Circ Ahead                         | U | C1:A |  | 1 | 41 | - | 486 | 1965      | 1032    | 46.4%            | -   | - | - | 2.6  | 19.7  | 7.8  |
| 2/2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | W Circ Right<br>Ahead                | U | C1:A |  | 1 | 41 | - | 569 | 2105      | 1105    | 50.6%            | -   | - | - | 2.1  | 13.5  | 6.0  |
| 2/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | W Circ Right                         | U | C1:A |  | 1 | 41 | - | 441 | 1917      | 1006    | 42.8%            | -   | - | - | 1.0  | 8.2   | 3.5  |
| 4/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | A5 North<br>Ahead Left               | U | C1:D |  | 1 | 35 | - | 268 | 1894      | 852     | 31.4%            | -   | - | - | 1.3  | 17.2  | 4.0  |
| 4/2+4/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | A5 North<br>Ahead                    | U | C1:D |  | 1 | 35 | - | 983 | 2044:2044 | 513+735 | 78.8 :<br>78.8%  | -   | - | - | 6.2  | 22.9  | 11.6 |
| 5/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NE Circ Ahead                        | U | C1:C |  | 1 | 33 | - | 245 | 1980      | 842     | 28.8%            | -   | - | - | 1.9  | 27.8  | 5.3  |
| 5/2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NE Circ Ahead<br>Ahead2              | U | C1:C |  | 1 | 33 | - | 467 | 2120      | 901     | 51.2%            | -   | - | - | 2.9  | 22.6  | 9.7  |
| 5/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NE Circ Ahead                        | U | C1:C |  | 1 | 33 | - | 369 | 2120      | 901     | 40.4%            | -   | - | - | 0.8  | 8.1   | 2.0  |
| <div>C1 - M69 J1 A<br/>C2 - M69 J1 B<br/>C3 - M69 J1 C</div> <div>PRC for Signalled Lanes (%): 14.2<br/>PRC for Signalled Lanes (%): -17.2<br/>PRC for Signalled Lanes (%): 6.1<br/>PRC Over All Lanes (%): -17.6</div> <div>Total Delay for Signalled Lanes (pcuHr): 24.26<br/>Total Delay for Signalled Lanes (pcuHr): 54.71<br/>Total Delay for Signalled Lanes (pcuHr): 16.72<br/>Total Delay Over All Lanes(pcuHr): 106.69</div> <div>Cycle Time (s): 80<br/>Cycle Time (s): 80<br/>Cycle Time (s): 80</div> |                                      |   |      |  |   |    |   |     |           |         |                  |     |   |   |      |       |      |

## Basic Results Summary

**Scenario 2: 'PM Survey 2023'** (FG2: 'PM 2023 Survey', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



**Network Results**

# Basic Results Summary

| Item                                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>92.4%</b> | <b>998</b>            | <b>0</b>                     | <b>0</b>                    | <b>57.7</b>         | -                         | -                    |
| <b>J1: M69 J1 N Quad</b>            | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>91.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>19.4</b>         | -                         | -                    |
| 1/2+1/1                             | B4109 Rugby Road Ahead Ahead2 | U         | C2:B       |             | 1          | 10              | -               | 231               | 2155:1884         | 409+128        | 43.1 : 43.1% | -                     | -                            | -                           | 1.7                 | 26.4                      | 2.9                  |
| 1/3                                 | B4109 Rugby Road Ahead        | U         | C2:B       |             | 1          | 10              | -               | 340               | 1965              | 373            | 91.2%        | -                     | -                            | -                           | 6.3                 | 67.0                      | 9.4                  |
| 2/1                                 | N Circ Ahead                  | U         | C2:A       |             | 1          | 36              | -               | 414               | 1980              | 1263           | 32.8%        | -                     | -                            | -                           | 0.6                 | 5.5                       | 3.1                  |
| 2/2                                 | N Circ Right                  | U         | C2:A       |             | 1          | 36              | -               | 998               | 2120              | 1352           | 73.8%        | -                     | -                            | -                           | 1.7                 | 6.0                       | 8.8                  |
| 2/3                                 | N Circ Right                  | U         | C2:A       |             | 1          | 36              | -               | 406               | 2120              | 1352           | 30.0%        | -                     | -                            | -                           | 0.2                 | 1.4                       | 0.5                  |
| 4/1                                 | E Circ Right Ahead            | U         | C2:C       |             | 1          | 39              | -               | 1174              | 1967              | 1357           | 86.5%        | -                     | -                            | -                           | 1.7                 | 5.3                       | 16.6                 |
| 4/2                                 | E Circ Right                  | U         | C2:C       |             | 1          | 39              | -               | 746               | 2068              | 1426           | 52.3%        | -                     | -                            | -                           | 1.2                 | 5.8                       | 4.2                  |
| 6/1                                 | M69 SB Off-Slip Ahead Left    | U         | C2:D       |             | 1          | 7               | -               | 110               | 1957              | 270            | 40.8%        | -                     | -                            | -                           | 1.0                 | 34.0                      | 1.9                  |
| 6/2+6/3                             | M69 SB Off-Slip Ahead         | U         | C2:D       |             | 1          | 7               | -               | 461               | 2120:2120         | 292+292        | 75.6 : 82.1% | -                     | -                            | -                           | 4.9                 | 38.3                      | 5.5                  |
| <b>J2: M69 J1 SE Quad</b>           | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>66.6%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.7</b>          | -                         | -                    |
| 1/2+1/1                             | A5 South Left Left2           | U         | C3:B       |             | 1          | 15              | -               | 472               | 2071:1930         | 571+532        | 45.7 : 39.6% | -                     | -                            | -                           | 2.6                 | 20.1                      | 3.9                  |
| 1/3                                 | A5 South Left                 | U         | C3:B       |             | 1          | 15              | -               | 381               | 2074              | 572            | 66.6%        | -                     | -                            | -                           | 3.0                 | 28.0                      | 6.4                  |
| 2/1                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 31              | -               | 409               | 1980              | 1092           | 37.4%        | -                     | -                            | -                           | 0.7                 | 6.6                       | 2.7                  |
| 2/2                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 31              | -               | 553               | 2120              | 1170           | 47.3%        | -                     | -                            | -                           | 0.9                 | 5.6                       | 2.4                  |
| 2/3                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 31              | -               | 323               | 2105              | 1161           | 27.8%        | -                     | -                            | -                           | 0.7                 | 8.3                       | 4.7                  |
| 2/4                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 31              | -               | 331               | 2105              | 1161           | 28.5%        | -                     | -                            | -                           | 0.8                 | 8.4                       | 4.9                  |
| <b>J3: M69 J1 S Quad (Priority)</b> | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>92.4%</b> | <b>998</b>            | <b>0</b>                     | <b>0</b>                    | <b>1.9</b>          | -                         | -                    |

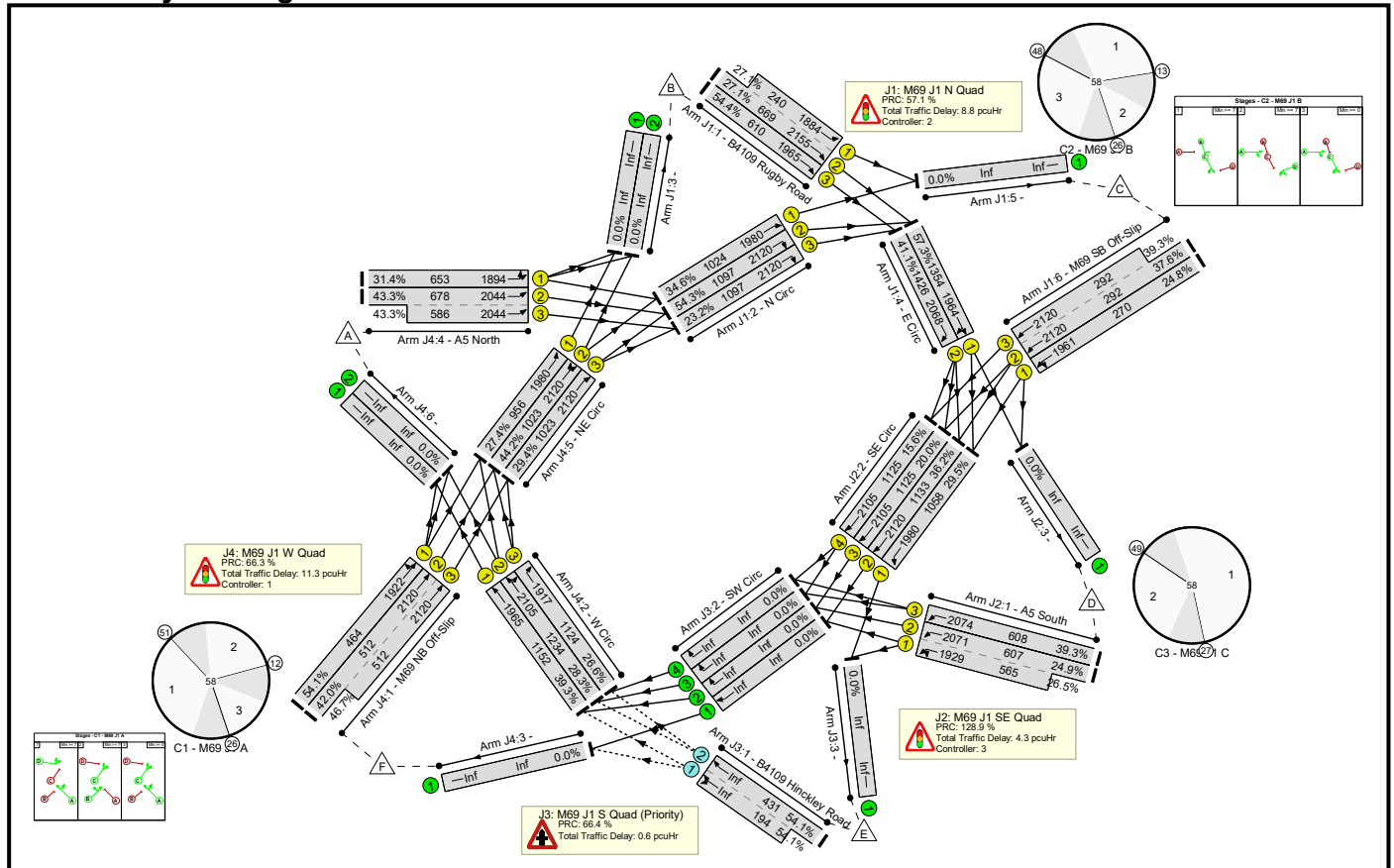
## Basic Results Summary

[illegible]

## Basic Results Summary

### Scenario 3: 'SAT Survey 2023' (FG3: 'SAT 2023 Survey', Plan 1: 'Network Control Plan 1')

### Network Layout Diagram



**Network Results**

# Basic Results Summary

| Item                                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>57.3%</b> | <b>676</b>            | <b>0</b>                     | <b>0</b>                    | <b>25.0</b>         | -                         | -                    |
| <b>J1: M69 J1 N Quad</b>            | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>57.3%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.8</b>          | -                         | -                    |
| 1/2+1/1                             | B4109 Rugby Road Ahead Ahead2 | U         | C2:B       |             | 1          | 17              | -               | 246               | 2155:1884         | 669+240        | 27.1 : 27.1% | -                     | -                            | -                           | 1.2                 | 17.6                      | 2.3                  |
| 1/3                                 | B4109 Rugby Road Ahead        | U         | C2:B       |             | 1          | 17              | -               | 332               | 1965              | 610            | 54.4%        | -                     | -                            | -                           | 2.1                 | 23.1                      | 5.0                  |
| 2/1                                 | N Circ Ahead                  | U         | C2:A       |             | 1          | 29              | -               | 354               | 1980              | 1024           | 34.6%        | -                     | -                            | -                           | 0.6                 | 6.1                       | 2.3                  |
| 2/2                                 | N Circ Right                  | U         | C2:A       |             | 1          | 29              | -               | 595               | 2120              | 1097           | 54.3%        | -                     | -                            | -                           | 1.2                 | 7.0                       | 5.4                  |
| 2/3                                 | N Circ Right                  | U         | C2:A       |             | 1          | 29              | -               | 254               | 2120              | 1097           | 23.2%        | -                     | -                            | -                           | 0.4                 | 5.1                       | 0.9                  |
| 4/1                                 | E Circ Right Ahead            | U         | C2:C       |             | 1          | 39              | -               | 776               | 1964              | 1354           | 57.3%        | -                     | -                            | -                           | 0.7                 | 3.3                       | 6.2                  |
| 4/2                                 | E Circ Right                  | U         | C2:C       |             | 1          | 39              | -               | 586               | 2068              | 1426           | 41.1%        | -                     | -                            | -                           | 0.3                 | 2.1                       | 1.8                  |
| 6/1                                 | M69 SB Off-Slip Ahead Left    | U         | C2:D       |             | 1          | 7               | -               | 67                | 1961              | 270            | 24.8%        | -                     | -                            | -                           | 0.6                 | 31.2                      | 1.1                  |
| 6/2+6/3                             | M69 SB Off-Slip Ahead         | U         | C2:D       |             | 1          | 7               | -               | 225               | 2120:2120         | 292+292        | 37.6 : 39.3% | -                     | -                            | -                           | 1.7                 | 27.8                      | 2.0                  |
| <b>J2: M69 J1 SE Quad</b>           | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>39.3%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>4.3</b>          | -                         | -                    |
| 1/2+1/1                             | A5 South Left Left2           | U         | C3:B       |             | 1          | 16              | -               | 301               | 2071:1929         | 607+565        | 24.9 : 26.5% | -                     | -                            | -                           | 1.5                 | 17.8                      | 2.0                  |
| 1/3                                 | A5 South Left                 | U         | C3:B       |             | 1          | 16              | -               | 239               | 2074              | 608            | 39.3%        | -                     | -                            | -                           | 1.4                 | 21.3                      | 3.4                  |
| 2/1                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 30              | -               | 312               | 1980              | 1058           | 29.5%        | -                     | -                            | -                           | 0.6                 | 6.8                       | 3.1                  |
| 2/2                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 30              | -               | 410               | 2120              | 1133           | 36.2%        | -                     | -                            | -                           | 0.4                 | 3.8                       | 3.6                  |
| 2/3                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 30              | -               | 225               | 2105              | 1125           | 20.0%        | -                     | -                            | -                           | 0.2                 | 3.8                       | 0.6                  |
| 2/4                                 | SE Circ Ahead                 | U         | C3:A       |             | 1          | 30              | -               | 176               | 2105              | 1125           | 15.6%        | -                     | -                            | -                           | 0.2                 | 4.1                       | 0.5                  |
| <b>J3: M69 J1 S Quad (Priority)</b> | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.1%</b> | <b>676</b>            | <b>0</b>                     | <b>0</b>                    | <b>0.6</b>          | -                         | -                    |

## Basic Results Summary

|                                                 |                                      |   |      |                                                                                                                                              |   |    |   |                                                                                                                                                                                              |           |         |                 |                                                                |   |   |      |      |     |
|-------------------------------------------------|--------------------------------------|---|------|----------------------------------------------------------------------------------------------------------------------------------------------|---|----|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------|-----------------|----------------------------------------------------------------|---|---|------|------|-----|
| 1/2+1/1                                         | B4109<br>Hinckley Road<br>Ahead Left | O | -    |                                                                                                                                              | - | -  | - | 338                                                                                                                                                                                          | Inf : Inf | 431+194 | 54.1 :<br>54.1% | 676                                                            | 0 | 0 | 0.6  | 6.6  | 1.2 |
| J4: M69 J1<br>W Quad                            | -                                    | - | -    |                                                                                                                                              | - | -  | - | -                                                                                                                                                                                            | -         | -       | 54.1%           | 0                                                              | 0 | 0 | 11.3 | -    | -   |
| 1/1                                             | M69 NB Off-<br>Slip Ahead<br>Left    | U | C1:B |                                                                                                                                              | 1 | 13 | - | 251                                                                                                                                                                                          | 1922      | 464     | 54.1%           | -                                                              | - | - | 1.9  | 27.6 | 4.1 |
| 1/2+1/3                                         | M69 NB Off-<br>Slip Ahead            | U | C1:B |                                                                                                                                              | 1 | 13 | - | 454                                                                                                                                                                                          | 2120:2120 | 512+512 | 42.0 :<br>46.7% | -                                                              | - | - | 2.8  | 21.9 | 3.7 |
| 2/1                                             | W Circ Ahead                         | U | C1:A |                                                                                                                                              | 1 | 33 | - | 453                                                                                                                                                                                          | 1965      | 1152    | 39.3%           | -                                                              | - | - | 0.5  | 4.3  | 2.3 |
| 2/2                                             | W Circ Right<br>Ahead                | U | C1:A |                                                                                                                                              | 1 | 33 | - | 349                                                                                                                                                                                          | 2105      | 1234    | 28.3%           | -                                                              | - | - | 0.5  | 5.1  | 2.0 |
| 2/3                                             | W Circ Right                         | U | C1:A |                                                                                                                                              | 1 | 33 | - | 299                                                                                                                                                                                          | 1917      | 1124    | 26.6%           | -                                                              | - | - | 0.6  | 7.2  | 2.1 |
| 4/1                                             | A5 North<br>Ahead Left               | U | C1:D |                                                                                                                                              | 1 | 19 | - | 205                                                                                                                                                                                          | 1894      | 653     | 31.4%           | -                                                              | - | - | 1.0  | 18.0 | 2.6 |
| 4/2+4/3                                         | A5 North<br>Ahead                    | U | C1:D |                                                                                                                                              | 1 | 19 | - | 548                                                                                                                                                                                          | 2044:2044 | 678+586 | 43.3 :<br>43.3% | -                                                              | - | - | 2.6  | 16.9 | 4.0 |
| 5/1                                             | NE Circ Ahead                        | U | C1:C |                                                                                                                                              | 1 | 27 | - | 262                                                                                                                                                                                          | 1980      | 956     | 27.4%           | -                                                              | - | - | 0.7  | 9.1  | 2.8 |
| 5/2                                             | NE Circ Ahead<br>Ahead2              | U | C1:C |                                                                                                                                              | 1 | 27 | - | 452                                                                                                                                                                                          | 2120      | 1023    | 44.2%           | -                                                              | - | - | 0.5  | 4.0  | 2.5 |
| 5/3                                             | NE Circ Ahead                        | U | C1:C |                                                                                                                                              | 1 | 27 | - | 301                                                                                                                                                                                          | 2120      | 1023    | 29.4%           | -                                                              | - | - | 0.2  | 2.3  | 0.6 |
| C1 - M69 J1 A<br>C2 - M69 J1 B<br>C3 - M69 J1 C |                                      |   |      | PRC for Signalled Lanes (%): 66.3<br>PRC for Signalled Lanes (%): 57.1<br>PRC for Signalled Lanes (%): 128.9<br>PRC Over All Lanes (%): 57.1 |   |    |   | Total Delay for Signalled Lanes (pcuHr): 11.27<br>Total Delay for Signalled Lanes (pcuHr): 8.80<br>Total Delay for Signalled Lanes (pcuHr): 4.35<br>Total Delay Over All Lanes(pcuHr): 25.04 |           |         |                 | Cycle Time (s): 58<br>Cycle Time (s): 58<br>Cycle Time (s): 58 |   |   |      |      |     |

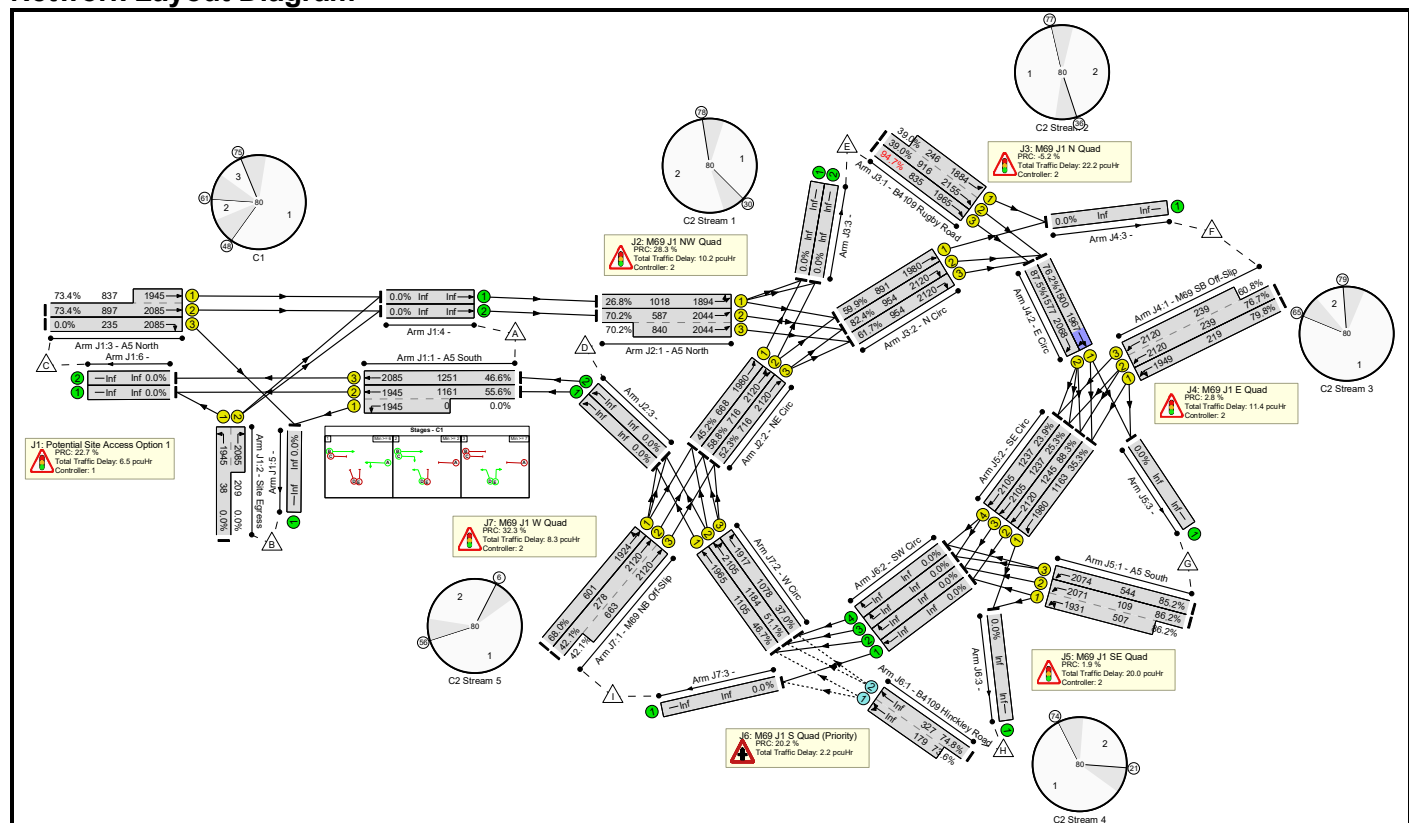
# Basic Results Summary

## User and Project Details

|                    |                                           |
|--------------------|-------------------------------------------|
| Project:           | Proposed MSA Development                  |
| Title:             |                                           |
| Location:          | M69 J1 (Stretton Baskerville Interchange) |
| Additional detail: |                                           |
| File name:         | TA Combined Model – Two-Stage             |
| Author:            |                                           |
| Company:           | DTP                                       |
| Address:           |                                           |

## Scenario 1: 'AM 2025 Base' (FG4: 'AM 2025 Base', Plan 1: 'Network Control Plan 1')

### Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>94.7%</b> | <b>754</b>            | <b>0</b>                     | <b>0</b>                    | <b>80.7</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>73.4%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>6.5</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 645               | 1945:1945         | 1161+0         | 55.6 : 0.0%  | -                     | -                            | -                           | 2.1                 | 11.9                      | 9.9                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 583               | 2085              | 1251           | 46.6%        | -                     | -                            | -                           | 1.7                 | 10.6                      | 7.5                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1272              | 2085:1945         | 897+837        | 73.4 : 73.4% | -                     | -                            | -                           | 2.7                 | 7.5                       | 7.6                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>70.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>10.2</b>         | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 42              | -               | 273               | 1894              | 1018           | 26.8%        | -                     | -                            | -                           | 0.7                 | 8.9                       | 3.2                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 42              | -               | 1001              | 2044:2044         | 587+840        | 70.2 : 70.2% | -                     | -                            | -                           | 3.4                 | 12.1                      | 12.0                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 26              | -               | 302               | 1980              | 668            | 45.2%        | -                     | -                            | -                           | 2.2                 | 26.1                      | 4.3                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 26              | -               | 421               | 2120              | 716            | 58.8%        | -                     | -                            | -                           | 2.4                 | 20.2                      | 5.6                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 26              | -               | 374               | 2120              | 716            | 52.3%        | -                     | -                            | -                           | 1.6                 | 15.6                      | 6.9                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>94.7%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>22.2</b>         | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 33              | -               | 453               | 2155:1884         | 916+246        | 39.0 : 39.0% | -                     | -                            | -                           | 2.3                 | 18.0                      | 5.8                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 33              | -               | 791               | 1965              | 835            | 94.7%        | -                     | -                            | -                           | 11.7                | 53.3                      | 23.5                 |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 35              | -               | 534               | 1980              | 891            | 59.9%        | -                     | -                            | -                           | 2.6                 | 17.5                      | 10.6                 |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 35              | -               | 786               | 2120              | 954            | 82.4%        | -                     | -                            | -                           | 4.8                 | 22.1                      | 16.5                 |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |            |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 35 | - | 589  | 2120      | 954     | 61.7%           | -          | -        | -        | 0.8         | 4.9  | 8.3  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>87.5%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>11.4</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 175  | 1949      | 219     | 79.8%           | -          | -        | -        | 3.5         | 72.2 | 5.6  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 328  | 2120:2120 | 239+239 | 76.7 :<br>60.8% | -          | -        | -        | 4.2         | 46.1 | 5.0  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 1143 | 1967      | 1500    | 76.2%           | -          | -        | -        | 2.9         | 9.0  | 15.1 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 1380 | 2068      | 1577    | 87.5%           | -          | -        | -        | 0.8         | 2.1  | 15.0 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>88.3%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>20.0</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 20 | - | 531  | 2071:1931 | 109+507 | 86.2 :<br>86.2% | -          | -        | -        | 6.9         | 47.0 | 12.2 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 20 | - | 464  | 2074      | 544     | 85.2%           | -          | -        | -        | 6.3         | 49.0 | 12.5 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 411  | 1980      | 1163    | 35.3%           | -          | -        | -        | 1.1         | 10.1 | 6.2  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 1100 | 2120      | 1245    | 88.3%           | -          | -        | -        | 2.3         | 7.4  | 15.5 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 313  | 2105      | 1237    | 25.3%           | -          | -        | -        | 1.8         | 21.0 | 6.0  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 295  | 2105      | 1237    | 23.9%           | -          | -        | -        | 1.5         | 18.1 | 5.3  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>74.8%</b>    | <b>754</b> | <b>0</b> | <b>0</b> | <b>2.2</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 377  | Inf : Inf | 327+179 | 74.8 :<br>73.6% | 754        | 0        | 0        | 2.2         | 20.8 | 4.3  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>68.0%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>8.3</b>  | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 24 | - | 409  | 1924      | 601     | 68.0%           | -          | -        | -        | 3.8         | 33.3 | 8.9  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 24 | - | 396  | 2120:2120 | 278+663 | 42.1 :<br>42.1% | -          | -        | -        | 2.7         | 24.6 | 5.2  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 44 | - | 516  | 1965      | 1105    | 46.7%           | -          | -        | -        | 0.7         | 5.0  | 3.4  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 44 | - | 605  | 2105      | 1184    | 51.1%           | -          | -        | -        | 0.5         | 2.8  | 1.9  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 44 | - | 399  | 1917      | 1078    | 37.0%           | -          | -        | -        | 0.6         | 5.3  | 3.4  |

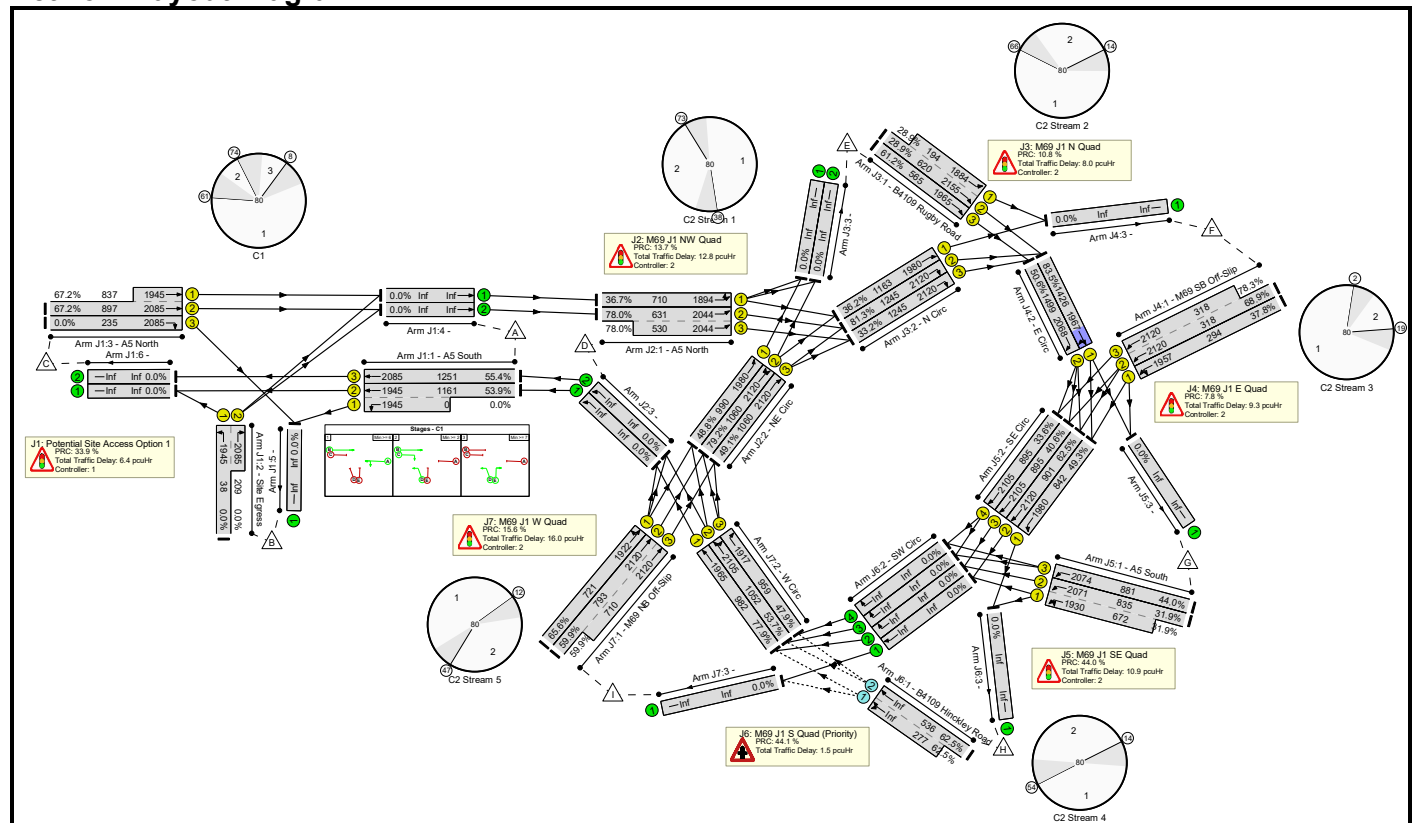
Basic Results Summary

|    |                                       |      |                                         |       |                |    |
|----|---------------------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 22.7 | Total Delay for Signalled Lanes (pcuHr) | 6.51  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 28.3 | Total Delay for Signalled Lanes (pcuHr) | 10.21 | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | -5.2 | Total Delay for Signalled Lanes (pcuHr) | 22.17 | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 2.8  | Total Delay for Signalled Lanes (pcuHr) | 11.38 | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 1.9  | Total Delay for Signalled Lanes (pcuHr) | 19.96 | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 32.3 | Total Delay for Signalled Lanes (pcuHr) | 8.26  | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | -5.2 | Total Delay Over All Lanes(pcuHr)       | 80.66 |                |    |

## Basic Results Summary

**Scenario 2: 'PM 2025 Base' (FG5: 'PM 2025 Base', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>83.5%</b> | <b>1016</b>           | <b>0</b>                     | <b>0</b>                    | <b>64.9</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>67.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>6.4</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 626               | 1945:1945         | 1161+0         | 53.9 : 0.0%  | -                     | -                            | -                           | 2.0                 | 11.4                      | 11.0                 |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 693               | 2085              | 1251           | 55.4%        | -                     | -                            | -                           | 2.3                 | 11.9                      | 7.4                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1166              | 2085:1945         | 897+837        | 67.2 : 67.2% | -                     | -                            | -                           | 2.2                 | 6.7                       | 5.7                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>79.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>12.8</b>         | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 29              | -               | 261               | 1894              | 710            | 36.7%        | -                     | -                            | -                           | 1.4                 | 18.9                      | 4.1                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 29              | -               | 905               | 2044:2044         | 631+530        | 78.0 : 78.0% | -                     | -                            | -                           | 6.0                 | 23.7                      | 12.3                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 483               | 1980              | 990            | 48.8%        | -                     | -                            | -                           | 1.9                 | 14.5                      | 10.6                 |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 39              | -               | 839               | 2120              | 1060           | 79.2%        | -                     | -                            | -                           | 2.4                 | 10.5                      | 9.8                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 520               | 2120              | 1060           | 49.1%        | -                     | -                            | -                           | 1.1                 | 7.8                       | 3.5                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>81.3%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.0</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 22              | -               | 235               | 2155:1884         | 620+194        | 28.9 : 28.9% | -                     | -                            | -                           | 1.6                 | 25.0                      | 3.3                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 22              | -               | 346               | 1965              | 565            | 61.2%        | -                     | -                            | -                           | 3.2                 | 32.8                      | 7.4                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 46              | -               | 421               | 1980              | 1163           | 36.2%        | -                     | -                            | -                           | 0.7                 | 6.3                       | 5.1                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 46              | -               | 1012              | 2120              | 1245           | 81.3%        | -                     | -                            | -                           | 1.8                 | 6.4                       | 8.3                  |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |             |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|-------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 46 | - | 413  | 2120      | 1245    | 33.2%           | -           | -        | -        | 0.7         | 5.9  | 2.0  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>83.5%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>9.3</b>  | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 11 | - | 111  | 1957      | 294     | 37.8%           | -           | -        | -        | 1.2         | 40.5 | 2.5  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 11 | - | 468  | 2120:2120 | 318+318 | 68.9 :<br>78.3% | -           | -        | -        | 5.6         | 43.1 | 6.7  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 57 | - | 1191 | 1967      | 1426    | 83.5%           | -           | -        | -        | 0.7         | 2.2  | 9.8  |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 57 | - | 759  | 2068      | 1499    | 50.6%           | -           | -        | -        | 1.7         | 8.1  | 7.9  |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>62.5%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>10.9</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 33 | - | 480  | 2071:1930 | 835+672 | 31.9 :<br>31.9% | -           | -        | -        | 2.2         | 16.8 | 4.1  |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 33 | - | 388  | 2074      | 881     | 44.0%           | -           | -        | -        | 2.1         | 19.9 | 6.4  |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 33 | - | 415  | 1980      | 842     | 49.3%           | -           | -        | -        | 2.1         | 18.1 | 6.1  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 33 | - | 563  | 2120      | 901     | 62.5%           | -           | -        | -        | 3.2         | 20.4 | 8.5  |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 33 | - | 363  | 2105      | 895     | 40.6%           | -           | -        | -        | 0.7         | 6.7  | 5.7  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 33 | - | 301  | 2105      | 895     | 33.6%           | -           | -        | -        | 0.6         | 7.2  | 5.9  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>62.5%</b>    | <b>1016</b> | <b>0</b> | <b>0</b> | <b>1.5</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 508  | Inf : Inf | 536+277 | 62.5 :<br>62.5% | 1016        | 0        | 0        | 1.5         | 10.3 | 3.8  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>77.9%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>16.0</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 29 | - | 473  | 1922      | 721     | 65.6%           | -           | -        | -        | 3.7         | 27.9 | 9.6  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 29 | - | 900  | 2120:2120 | 793+710 | 59.9 :<br>59.9% | -           | -        | -        | 5.7         | 22.8 | 9.2  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 39 | - | 765  | 1965      | 982     | 77.9%           | -           | -        | -        | 3.2         | 15.0 | 12.2 |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 39 | - | 565  | 2105      | 1052    | 53.7%           | -           | -        | -        | 1.9         | 12.4 | 7.6  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 39 | - | 459  | 1917      | 959     | 47.9%           | -           | -        | -        | 1.5         | 11.6 | 5.4  |

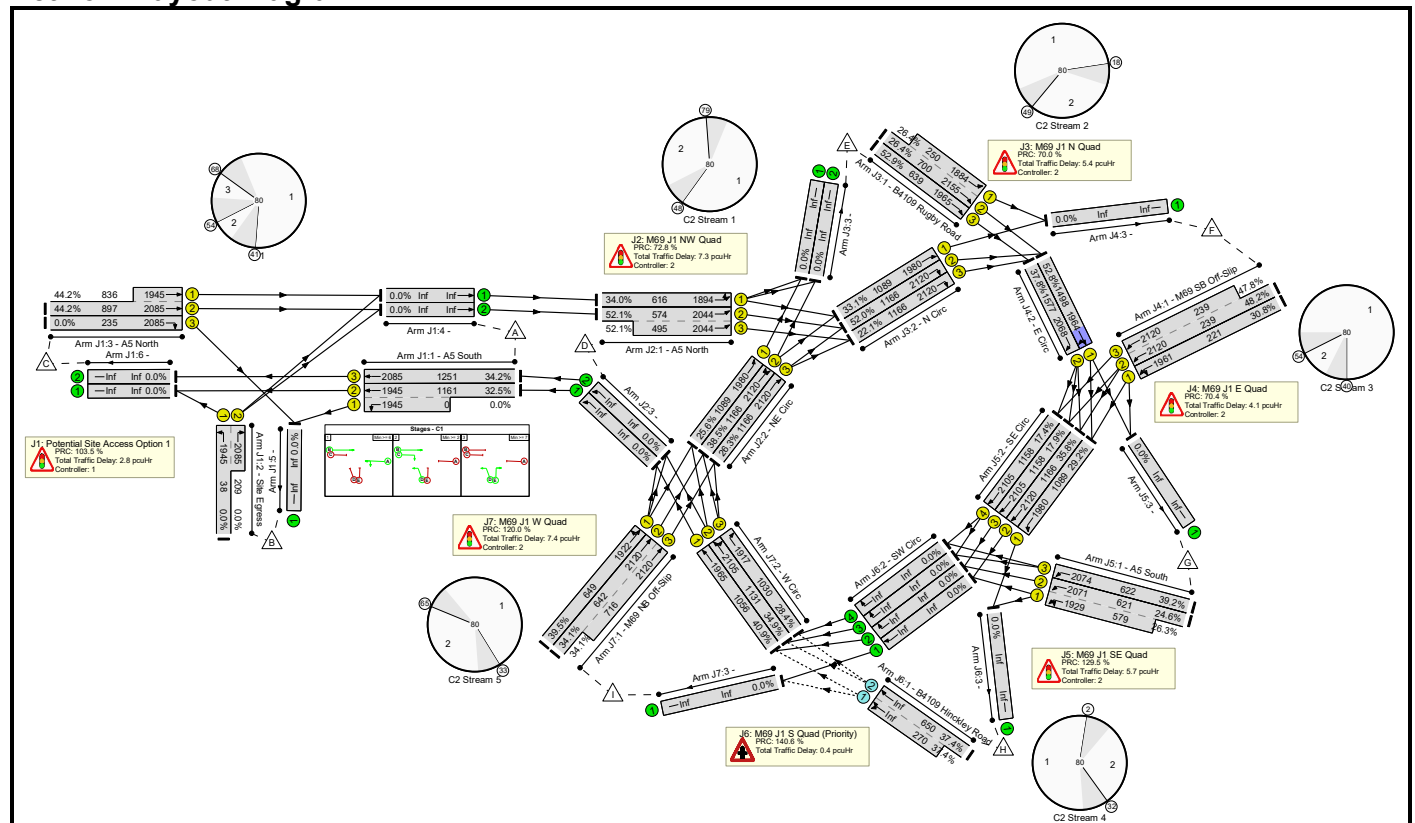
Basic Results Summary

|    |                                       |      |                                         |       |                |    |
|----|---------------------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 33.9 | Total Delay for Signalled Lanes (pcuHr) | 6.43  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 13.7 | Total Delay for Signalled Lanes (pcuHr) | 12.84 | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 10.8 | Total Delay for Signalled Lanes (pcuHr) | 7.99  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 7.8  | Total Delay for Signalled Lanes (pcuHr) | 9.27  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 44.0 | Total Delay for Signalled Lanes (pcuHr) | 10.95 | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 15.6 | Total Delay for Signalled Lanes (pcuHr) | 16.00 | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 7.8  | Total Delay Over All Lanes(pcuHr)       | 64.93 |                |    |

## Basic Results Summary

**Scenario 3: 'SAT 2025 Base'** (FG6: 'SAT 2025 Base', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>52.9%</b> | <b>688</b>            | <b>0</b>                     | <b>0</b>                    | <b>33.1</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>44.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>2.8</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 377               | 1945:1945         | 1161+0         | 32.5 : 0.0%  | -                     | -                            | -                           | 1.0                 | 9.7                       | 3.9                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 428               | 2085              | 1251           | 34.2%        | -                     | -                            | -                           | 0.7                 | 6.1                       | 4.5                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 767               | 2085:1945         | 897+836        | 44.2 : 44.2% | -                     | -                            | -                           | 1.1                 | 5.0                       | 3.0                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>52.1%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>7.3</b>          | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 25              | -               | 209               | 1894              | 616            | 34.0%        | -                     | -                            | -                           | 1.3                 | 22.4                      | 3.8                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 25              | -               | 557               | 2044:2044         | 574+495        | 52.1 : 52.1% | -                     | -                            | -                           | 3.4                 | 21.9                      | 5.8                  |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 43              | -               | 279               | 1980              | 1089           | 25.6%        | -                     | -                            | -                           | 0.3                 | 3.8                       | 3.4                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 43              | -               | 449               | 2120              | 1166           | 38.5%        | -                     | -                            | -                           | 1.1                 | 9.1                       | 4.7                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 43              | -               | 307               | 2120              | 1166           | 26.3%        | -                     | -                            | -                           | 1.2                 | 13.6                      | 3.6                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>52.9%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>5.4</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 25              | -               | 251               | 2155:1884         | 700+250        | 26.4 : 26.4% | -                     | -                            | -                           | 1.6                 | 22.2                      | 3.2                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 25              | -               | 338               | 1965              | 639            | 52.9%        | -                     | -                            | -                           | 2.6                 | 28.0                      | 6.7                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 43              | -               | 361               | 1980              | 1089           | 33.1%        | -                     | -                            | -                           | 0.7                 | 7.4                       | 2.7                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 43              | -               | 606               | 2120              | 1166           | 52.0%        | -                     | -                            | -                           | 0.5                 | 3.1                       | 4.2                  |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |     |           |         |                 |            |          |          |            |      |     |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|-----|-----------|---------|-----------------|------------|----------|----------|------------|------|-----|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 43 | - | 258 | 2120      | 1166    | 22.1%           | -          | -        | -        | 0.0        | 0.0  | 0.0 |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>52.8%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>4.1</b> | -    | -   |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 68  | 1961      | 221     | 30.8%           | -          | -        | -        | 0.8        | 44.4 | 1.6 |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 229 | 2120:2120 | 239+239 | 48.2 :<br>47.8% | -          | -        | -        | 2.6        | 40.5 | 2.9 |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 791 | 1964      | 1498    | 52.8%           | -          | -        | -        | 0.1        | 0.7  | 1.2 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 596 | 2068      | 1577    | 37.8%           | -          | -        | -        | 0.5        | 3.0  | 2.6 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>39.2%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>5.7</b> | -    | -   |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 23 | - | 305 | 2071:1929 | 621+579 | 24.6 :<br>26.3% | -          | -        | -        | 2.0        | 23.2 | 2.7 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 23 | - | 244 | 2074      | 622     | 39.2%           | -          | -        | -        | 1.8        | 27.0 | 4.6 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 318 | 1980      | 1089    | 29.2%           | -          | -        | -        | 0.7        | 8.0  | 3.1 |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 417 | 2120      | 1166    | 35.8%           | -          | -        | -        | 1.2        | 10.5 | 4.8 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 207 | 2105      | 1158    | 17.9%           | -          | -        | -        | 0.0        | 0.2  | 0.3 |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 201 | 2105      | 1158    | 17.4%           | -          | -        | -        | 0.0        | 0.2  | 0.3 |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>37.4%</b>    | <b>688</b> | <b>0</b> | <b>0</b> | <b>0.4</b> | -    | -   |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 344 | Inf : Inf | 650+270 | 37.4 :<br>37.4% | 688        | 0        | 0        | 0.4        | 3.8  | 1.0 |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>40.9%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>7.4</b> | -    | -   |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 26 | - | 256 | 1922      | 649     | 39.5%           | -          | -        | -        | 1.8        | 24.8 | 4.7 |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 26 | - | 463 | 2120:2120 | 642+716 | 34.1 :<br>34.1% | -          | -        | -        | 2.8        | 21.7 | 4.3 |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 42 | - | 432 | 1965      | 1056    | 40.9%           | -          | -        | -        | 1.1        | 9.1  | 5.8 |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 42 | - | 395 | 2105      | 1131    | 34.9%           | -          | -        | -        | 1.0        | 9.5  | 5.1 |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 42 | - | 293 | 1917      | 1030    | 28.4%           | -          | -        | -        | 0.7        | 8.8  | 3.0 |

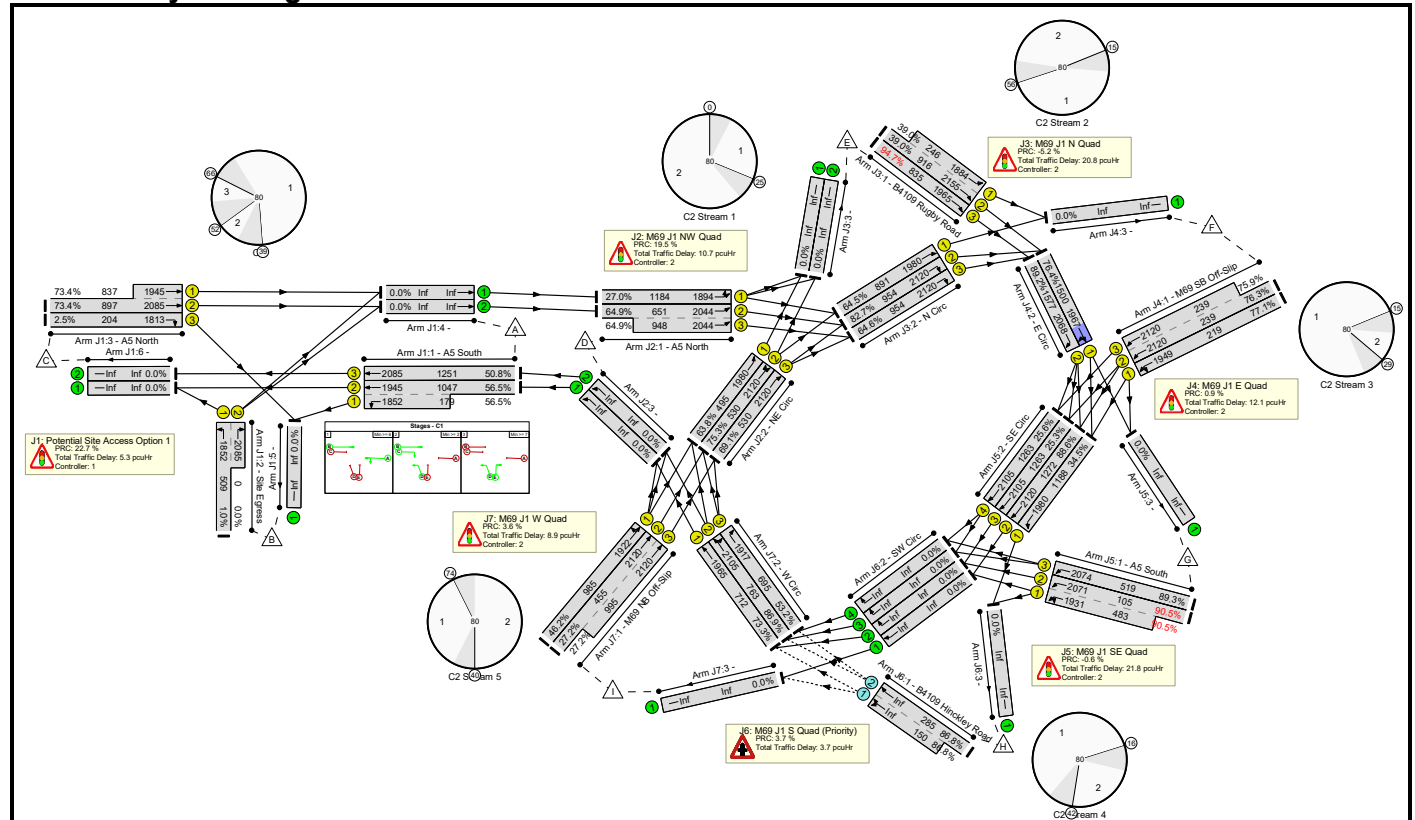
Basic Results Summary

|    |                                       |       |                                         |       |                |    |
|----|---------------------------------------|-------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 103.5 | Total Delay for Signalled Lanes (pcuHr) | 2.79  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 72.8  | Total Delay for Signalled Lanes (pcuHr) | 7.28  | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 70.0  | Total Delay for Signalled Lanes (pcuHr) | 5.44  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 70.4  | Total Delay for Signalled Lanes (pcuHr) | 4.06  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 129.5 | Total Delay for Signalled Lanes (pcuHr) | 5.74  | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 120.0 | Total Delay for Signalled Lanes (pcuHr) | 7.40  | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 70.0  | Total Delay Over All Lanes(pcuHr)       | 33.06 |                |    |

## Basic Results Summary

**Scenario 4: 'AM 2025 Assessment Flows' (FG7: 'AM 2025 Assessment Flows', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>94.7%</b> | <b>754</b>            | <b>0</b>                     | <b>0</b>                    | <b>83.2</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>73.4%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>5.3</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 693               | 1945:1852         | 1047+179       | 56.5 : 56.5% | -                     | -                            | -                           | 1.3                 | 6.5                       | 5.6                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 636               | 2085              | 1251           | 50.8%        | -                     | -                            | -                           | 1.3                 | 7.4                       | 6.0                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 5                 | 1852:2085         | 509+0          | 1.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 25.0                      | 0.1                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1272              | 2085:1945         | 897+837        | 73.4 : 73.4% | -                     | -                            | -                           | 2.7                 | 7.5                       | 7.6                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 5                 | 1813              | 204            | 2.5%         | -                     | -                            | -                           | 0.1                 | 41.0                      | 0.1                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>75.3%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>10.7</b>         | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 49              | -               | 320               | 1894              | 1184           | 27.0%        | -                     | -                            | -                           | 0.6                 | 6.3                       | 3.5                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 49              | -               | 1039              | 2044:2044         | 651+948        | 64.9 : 64.9% | -                     | -                            | -                           | 2.4                 | 8.3                       | 11.9                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 19              | -               | 316               | 1980              | 495            | 63.8%        | -                     | -                            | -                           | 2.4                 | 27.1                      | 7.0                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 19              | -               | 399               | 2120              | 530            | 75.3%        | -                     | -                            | -                           | 3.2                 | 28.7                      | 8.7                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 19              | -               | 366               | 2120              | 530            | 69.1%        | -                     | -                            | -                           | 2.1                 | 21.0                      | 7.5                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>94.7%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>20.8</b>         | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 33              | -               | 453               | 2155:1884         | 916+246        | 39.0 : 39.0% | -                     | -                            | -                           | 2.3                 | 18.0                      | 5.8                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 33              | -               | 791               | 1965              | 835            | 94.7%        | -                     | -                            | -                           | 11.7                | 53.3                      | 23.5                 |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 35              | -               | 575               | 1980              | 891            | 64.5%        | -                     | -                            | -                           | 1.8                 | 11.2                      | 8.6                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 35              | -               | 789               | 2120              | 954            | 82.7%        | -                     | -                            | -                           | 2.8                 | 12.9                      | 16.1                 |

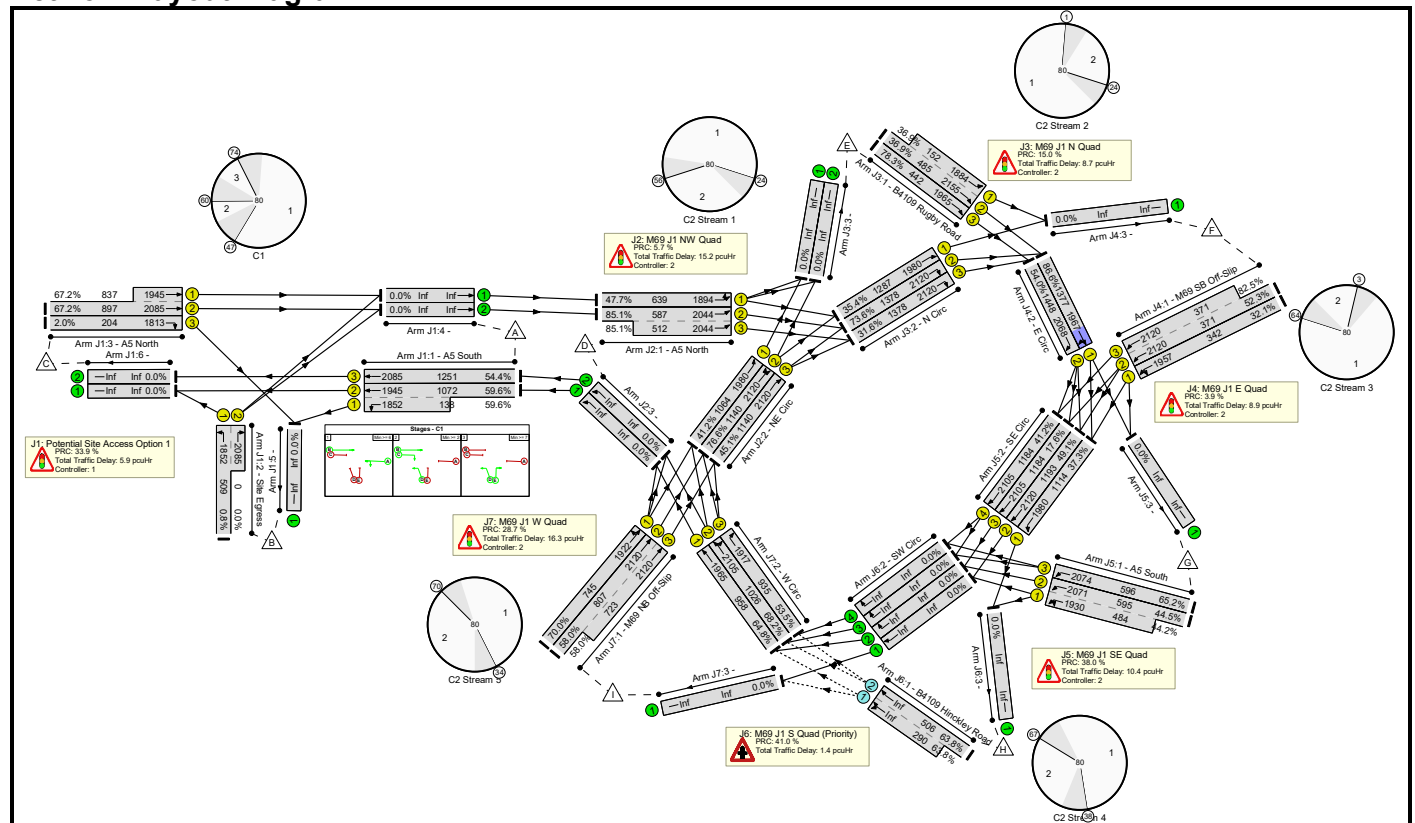
## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |            |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 35 | - | 616  | 2120      | 954     | 64.6%           | -          | -        | -        | 2.2         | 12.8 | 5.3  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>89.2%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>12.1</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 169  | 1949      | 219     | 77.1%           | -          | -        | -        | 3.2         | 68.2 | 5.2  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 363  | 2120:2120 | 239+239 | 76.3 :<br>75.9% | -          | -        | -        | 5.0         | 49.8 | 5.4  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 1146 | 1967      | 1500    | 76.4%           | -          | -        | -        | 2.0         | 6.2  | 18.3 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 1407 | 2068      | 1577    | 89.2%           | -          | -        | -        | 1.9         | 4.8  | 16.7 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>90.5%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>21.8</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 19 | - | 532  | 2071:1931 | 105+483 | 90.5 :<br>90.5% | -          | -        | -        | 8.3         | 56.2 | 13.5 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 19 | - | 463  | 2074      | 519     | 89.3%           | -          | -        | -        | 7.4         | 57.6 | 13.6 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 410  | 1980      | 1188    | 34.5%           | -          | -        | -        | 0.6         | 5.5  | 3.7  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 1127 | 2120      | 1272    | 88.6%           | -          | -        | -        | 2.5         | 8.1  | 20.2 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 320  | 2105      | 1263    | 25.3%           | -          | -        | -        | 1.4         | 16.2 | 5.1  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 323  | 2105      | 1263    | 25.6%           | -          | -        | -        | 1.4         | 16.0 | 5.1  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>86.8%</b>    | <b>754</b> | <b>0</b> | <b>0</b> | <b>3.7</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 377  | Inf : Inf | 285+150 | 86.8 :<br>86.8% | 754        | 0        | 0        | 3.7         | 34.9 | 8.1  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>86.9%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>8.9</b>  | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 40 | - | 455  | 1922      | 985     | 46.2%           | -          | -        | -        | 2.0         | 15.8 | 6.9  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 40 | - | 395  | 2120:2120 | 455+995 | 27.2 :<br>27.2% | -          | -        | -        | 1.4         | 12.4 | 3.5  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 28 | - | 522  | 1965      | 712     | 73.3%           | -          | -        | -        | 2.0         | 13.9 | 6.2  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 28 | - | 663  | 2105      | 763     | 86.9%           | -          | -        | -        | 2.1         | 11.5 | 10.7 |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 28 | - | 370  | 1917      | 695     | 53.2%           | -          | -        | -        | 1.4         | 14.0 | 7.1  |

Basic Results Summary

|    |                                        |      |                                          |       |                 |    |
|----|----------------------------------------|------|------------------------------------------|-------|-----------------|----|
| C1 | PRC for Signalled Lanes (%):           | 22.7 | Total Delay for Signalled Lanes (pcuHr): | 5.31  | Cycle Time (s): | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%): | 19.5 | Total Delay for Signalled Lanes (pcuHr): | 10.66 | Cycle Time (s): | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%): | -5.2 | Total Delay for Signalled Lanes (pcuHr): | 20.79 | Cycle Time (s): | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%): | 0.9  | Total Delay for Signalled Lanes (pcuHr): | 12.09 | Cycle Time (s): | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%): | -0.6 | Total Delay for Signalled Lanes (pcuHr): | 21.76 | Cycle Time (s): | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%): | 3.6  | Total Delay for Signalled Lanes (pcuHr): | 8.92  | Cycle Time (s): | 80 |
|    | PRC Over All Lanes (%):                | -5.2 | Total Delay Over All Lanes(pcuHr):       | 83.17 |                 |    |

### Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 86.6%        | 1016                  | 0                            | 0                           | 66.8                | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 67.2%        | 0                     | 0                            | 0                           | 5.9                 | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 721               | 1945:1852         | 1072+138       | 59.6 : 59.6% | -                     | -                            | -                           | 1.8                 | 8.9                       | 5.8                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 680               | 2085              | 1251           | 54.4%        | -                     | -                            | -                           | 1.9                 | 10.1                      | 8.9                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 4                 | 1852:2085         | 509+0          | 0.8 : 0.0%   | -                     | -                            | -                           | 0.0                 | 24.9                      | 0.1                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1166              | 2085:1945         | 897+837        | 67.2 : 67.2% | -                     | -                            | -                           | 2.2                 | 6.7                       | 5.7                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 4                 | 1813              | 204            | 2.0%         | -                     | -                            | -                           | 0.0                 | 41.0                      | 0.1                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 85.1%        | 0                     | 0                            | 0                           | 15.2                | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 26              | -               | 305               | 1894              | 639            | 47.7%        | -                     | -                            | -                           | 2.0                 | 23.1                      | 5.5                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 26              | -               | 936               | 2044:2044         | 587+512        | 85.1 : 85.1% | -                     | -                            | -                           | 7.8                 | 30.1                      | 13.4                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 42              | -               | 439               | 1980              | 1064           | 41.2%        | -                     | -                            | -                           | 0.6                 | 4.9                       | 2.8                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 42              | -               | 873               | 2120              | 1140           | 76.6%        | -                     | -                            | -                           | 2.7                 | 11.3                      | 11.9                 |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 42              | -               | 514               | 2120              | 1140           | 45.1%        | -                     | -                            | -                           | 2.1                 | 14.5                      | 9.9                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 78.3%        | 0                     | 0                            | 0                           | 8.7                 | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 17              | -               | 235               | 2155:1884         | 485+152        | 36.9 : 36.9% | -                     | -                            | -                           | 2.0                 | 30.4                      | 3.6                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 17              | -               | 346               | 1965              | 442            | 78.3%        | -                     | -                            | -                           | 4.5                 | 47.2                      | 8.9                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 51              | -               | 456               | 1980              | 1287           | 35.4%        | -                     | -                            | -                           | 0.8                 | 6.1                       | 3.6                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 51              | -               | 1014              | 2120              | 1378           | 73.6%        | -                     | -                            | -                           | 1.4                 | 4.9                       | 4.9                  |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |             |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|-------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 51 | - | 436  | 2120      | 1378    | 31.6%           | -           | -        | -        | 0.0         | 0.0  | 0.0  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>86.6%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>8.9</b>  | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 13 | - | 110  | 1957      | 342     | 32.1%           | -           | -        | -        | 1.1         | 36.6 | 2.3  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 13 | - | 500  | 2120:2120 | 371+371 | 52.3 :<br>82.5% | -           | -        | -        | 5.3         | 38.5 | 7.6  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 55 | - | 1193 | 1967      | 1377    | 86.6%           | -           | -        | -        | 2.1         | 6.4  | 12.4 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 55 | - | 782  | 2068      | 1448    | 54.0%           | -           | -        | -        | 0.3         | 1.4  | 1.2  |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>65.2%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>10.4</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 22 | - | 479  | 2071:1930 | 595+484 | 44.5 :<br>44.2% | -           | -        | -        | 3.5         | 26.1 | 5.2  |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 22 | - | 389  | 2074      | 596     | 65.2%           | -           | -        | -        | 3.6         | 33.6 | 8.5  |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 415  | 1980      | 1114    | 37.3%           | -           | -        | -        | 1.1         | 9.4  | 5.4  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 586  | 2120      | 1193    | 49.1%           | -           | -        | -        | 2.2         | 13.6 | 8.7  |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 208  | 2105      | 1184    | 17.6%           | -           | -        | -        | 0.0         | 0.1  | 0.0  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 488  | 2105      | 1184    | 41.2%           | -           | -        | -        | 0.0         | 0.3  | 1.2  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>63.8%</b>    | <b>1016</b> | <b>0</b> | <b>0</b> | <b>1.4</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 508  | Inf : Inf | 506+290 | 63.8 :<br>63.8% | 1016        | 0        | 0        | 1.4         | 9.8  | 2.9  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>70.0%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>16.3</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 30 | - | 521  | 1922      | 745     | 70.0%           | -           | -        | -        | 4.1         | 28.6 | 10.8 |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 30 | - | 887  | 2120:2120 | 807+723 | 58.0 :<br>58.0% | -           | -        | -        | 5.4         | 21.8 | 8.7  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 38 | - | 621  | 1965      | 958     | 64.8%           | -           | -        | -        | 2.1         | 12.1 | 11.7 |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 38 | - | 700  | 2105      | 1026    | 68.2%           | -           | -        | -        | 3.3         | 16.9 | 12.5 |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 38 | - | 500  | 1917      | 935     | 53.5%           | -           | -        | -        | 1.5         | 10.7 | 7.5  |

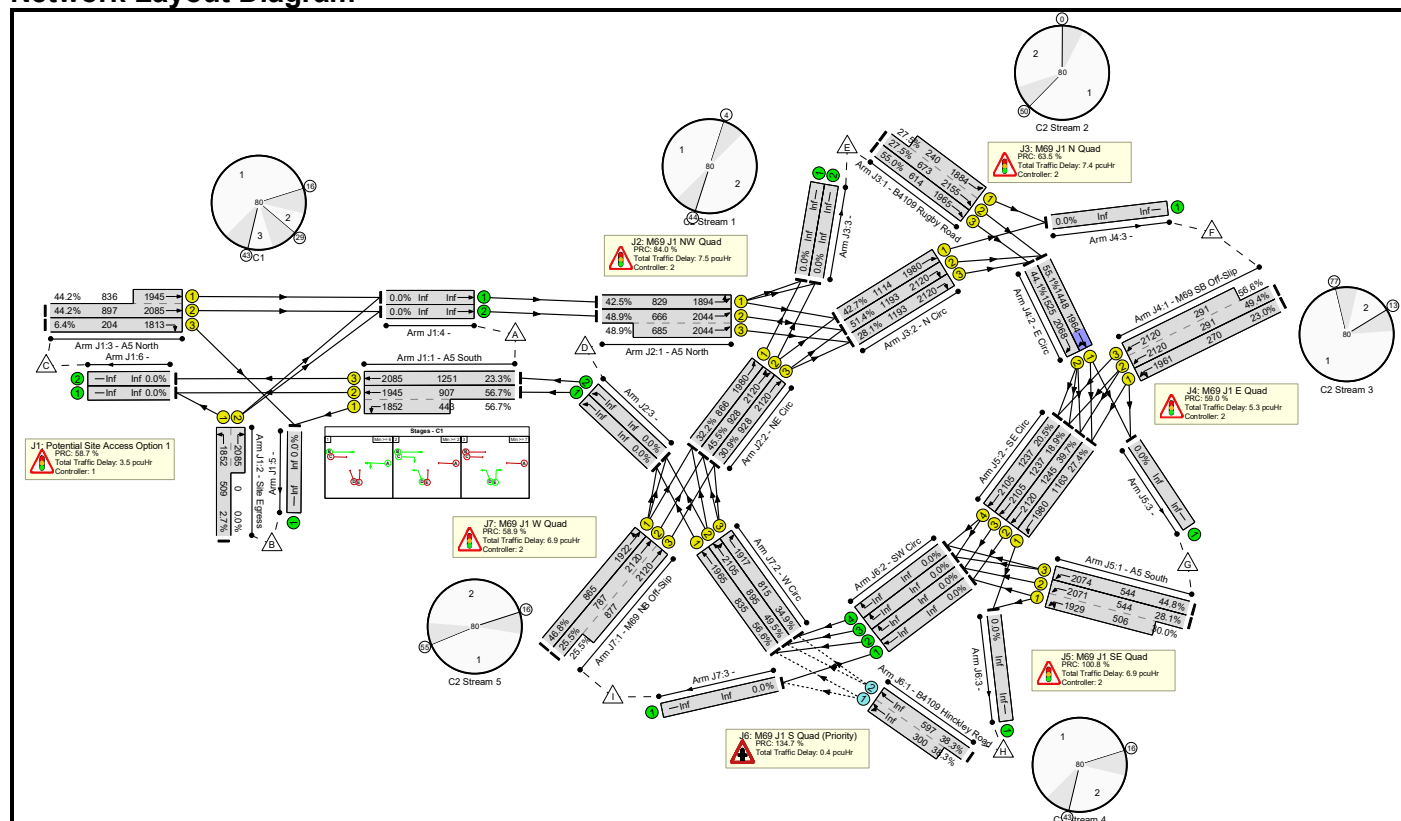
Basic Results Summary

|    |                                       |      |                                         |       |                |    |
|----|---------------------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 33.9 | Total Delay for Signalled Lanes (pcuHr) | 5.92  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 5.7  | Total Delay for Signalled Lanes (pcuHr) | 15.19 | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 15.0 | Total Delay for Signalled Lanes (pcuHr) | 8.66  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 3.9  | Total Delay for Signalled Lanes (pcuHr) | 8.87  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 38.0 | Total Delay for Signalled Lanes (pcuHr) | 10.43 | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 28.7 | Total Delay for Signalled Lanes (pcuHr) | 16.35 | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 3.9  | Total Delay Over All Lanes(pcuHr)       | 66.81 |                |    |

## Basic Results Summary

**Scenario 6: 'SAT 2025 Assessment Flows' (FG9: 'SAT 2025 Assessment Flows', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>56.7%</b> | <b>688</b>            | <b>0</b>                     | <b>0</b>                    | <b>37.9</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>56.7%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>3.5</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 765               | 1945:1852         | 907+443        | 56.7 : 56.7% | -                     | -                            | -                           | 1.5                 | 7.1                       | 9.8                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 291               | 2085              | 1251           | 23.3%        | -                     | -                            | -                           | 0.7                 | 8.9                       | 3.3                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 14                | 1852:2085         | 509+0          | 2.7 : 0.0%   | -                     | -                            | -                           | 0.1                 | 25.0                      | 0.2                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 767               | 2085:1945         | 897+836        | 44.2 : 44.2% | -                     | -                            | -                           | 1.1                 | 5.0                       | 3.0                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 13                | 1813              | 204            | 6.4%         | -                     | -                            | -                           | 0.1                 | 41.4                      | 0.3                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>48.9%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>7.5</b>          | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 34              | -               | 352               | 1894              | 829            | 42.5%        | -                     | -                            | -                           | 1.6                 | 16.2                      | 5.7                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 34              | -               | 661               | 2044:2044         | 666+685        | 48.9 : 48.9% | -                     | -                            | -                           | 2.7                 | 14.6                      | 5.4                  |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 34              | -               | 279               | 1980              | 866            | 32.2%        | -                     | -                            | -                           | 1.1                 | 14.2                      | 6.1                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 34              | -               | 422               | 2120              | 928            | 45.5%        | -                     | -                            | -                           | 1.3                 | 11.3                      | 5.7                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 34              | -               | 287               | 2120              | 928            | 30.9%        | -                     | -                            | -                           | 0.8                 | 10.1                      | 2.3                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>55.0%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>7.4</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 24              | -               | 251               | 2155:1884         | 673+240        | 27.5 : 27.5% | -                     | -                            | -                           | 1.6                 | 23.1                      | 3.3                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 24              | -               | 338               | 1965              | 614            | 55.0%        | -                     | -                            | -                           | 2.8                 | 29.3                      | 6.8                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 44              | -               | 476               | 1980              | 1114           | 42.7%        | -                     | -                            | -                           | 1.3                 | 9.5                       | 3.9                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 44              | -               | 613               | 2120              | 1193           | 51.4%        | -                     | -                            | -                           | 1.7                 | 9.8                       | 6.7                  |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |     |           |         |                 |            |          |          |            |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|-----|-----------|---------|-----------------|------------|----------|----------|------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 44 | - | 335 | 2120      | 1193    | 28.1%           | -          | -        | -        | 0.1        | 0.9  | 0.2  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>56.6%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>5.3</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 10 | - | 62  | 1961      | 270     | 23.0%           | -          | -        | -        | 0.7        | 39.4 | 1.4  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 10 | - | 309 | 2120:2120 | 291+291 | 49.4 :<br>56.6% | -          | -        | -        | 3.3        | 38.7 | 4.0  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 58 | - | 798 | 1964      | 1448    | 55.1%           | -          | -        | -        | 1.0        | 4.7  | 12.6 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 58 | - | 673 | 2068      | 1525    | 44.1%           | -          | -        | -        | 0.3        | 1.4  | 1.4  |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>44.8%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>6.9</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 20 | - | 305 | 2071:1929 | 544+506 | 28.1 :<br>30.0% | -          | -        | -        | 2.2        | 26.0 | 2.9  |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 20 | - | 244 | 2074      | 544     | 44.8%           | -          | -        | -        | 2.1        | 30.6 | 4.9  |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 319 | 1980      | 1163    | 27.4%           | -          | -        | -        | 0.8        | 9.3  | 4.6  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 494 | 2120      | 1245    | 39.7%           | -          | -        | -        | 1.5        | 10.7 | 7.5  |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 234 | 2105      | 1237    | 18.9%           | -          | -        | -        | 0.2        | 2.4  | 0.5  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 46 | - | 254 | 2105      | 1237    | 20.5%           | -          | -        | -        | 0.2        | 2.5  | 0.5  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>38.3%</b>    | <b>688</b> | <b>0</b> | <b>0</b> | <b>0.4</b> | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 344 | Inf : Inf | 597+300 | 38.3 :<br>38.3% | 688        | 0        | 0        | 0.4        | 3.9  | 1.0  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>56.6%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>6.9</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 35 | - | 405 | 1922      | 865     | 46.8%           | -          | -        | -        | 2.2        | 19.2 | 6.6  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 35 | - | 425 | 2120:2120 | 787+877 | 25.5 :<br>25.5% | -          | -        | -        | 1.8        | 14.9 | 3.2  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 33 | - | 473 | 1965      | 835     | 56.6%           | -          | -        | -        | 1.2        | 9.2  | 6.6  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 33 | - | 443 | 2105      | 895     | 49.5%           | -          | -        | -        | 1.2        | 9.6  | 6.2  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 33 | - | 284 | 1917      | 815     | 34.9%           | -          | -        | -        | 0.6        | 7.8  | 2.3  |

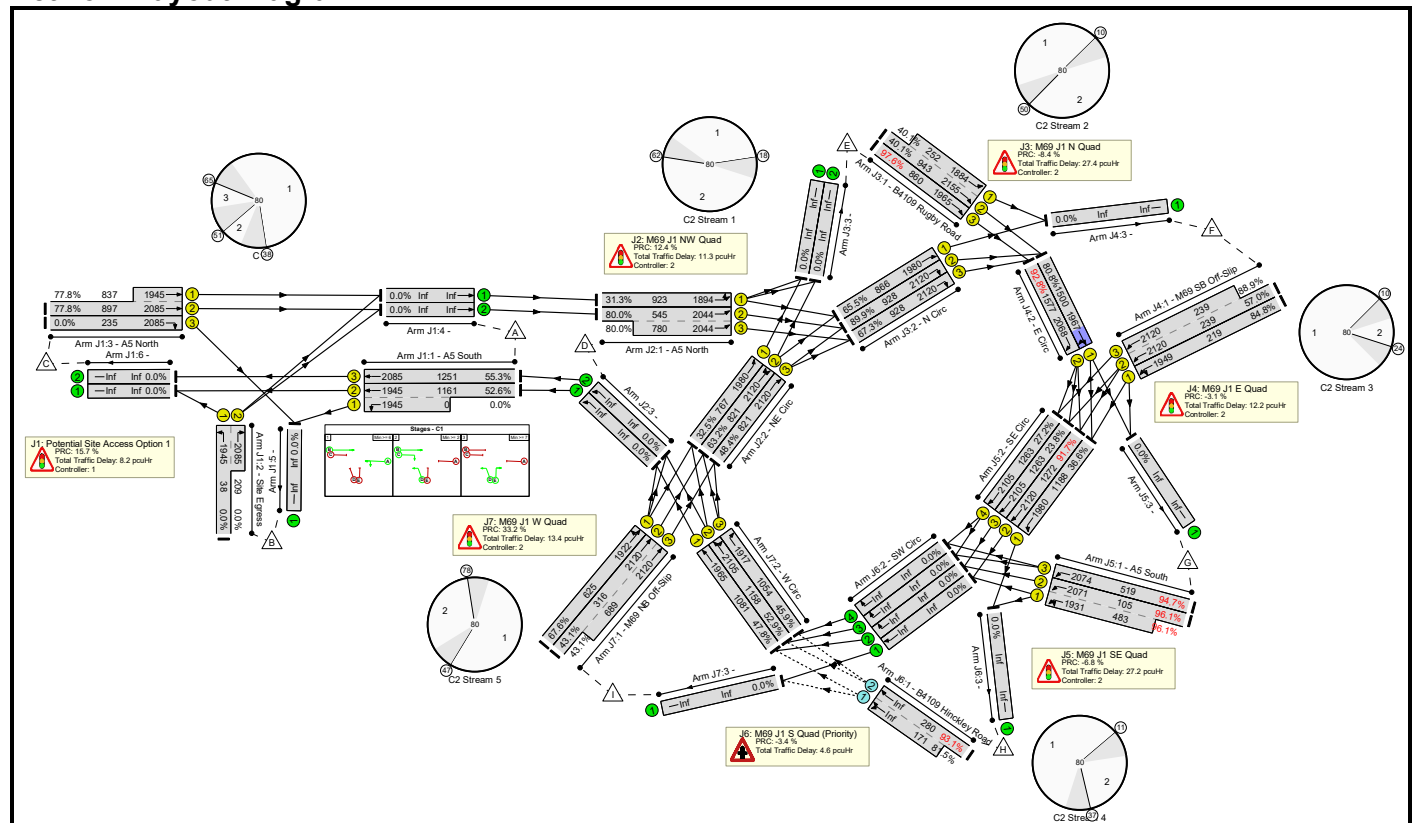
Basic Results Summary

|    |                                       |       |                                         |       |                |    |
|----|---------------------------------------|-------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 58.7  | Total Delay for Signalled Lanes (pcuHr) | 3.54  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 84.0  | Total Delay for Signalled Lanes (pcuHr) | 7.50  | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 63.5  | Total Delay for Signalled Lanes (pcuHr) | 7.37  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 59.0  | Total Delay for Signalled Lanes (pcuHr) | 5.31  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 100.8 | Total Delay for Signalled Lanes (pcuHr) | 6.90  | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 58.9  | Total Delay for Signalled Lanes (pcuHr) | 6.92  | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 58.7  | Total Delay Over All Lanes(pcuHr)       | 37.90 |                |    |

## Basic Results Summary

**Scenario 7: 'AM 2033 Base'** (FG10: 'AM 2033 Base', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>97.6%</b> | <b>800</b>            | <b>0</b>                     | <b>0</b>                    | <b>104.3</b>        | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>77.8%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.2</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 610               | 1945:1945         | 1161+0         | 52.6 : 0.0%  | -                     | -                            | -                           | 2.6                 | 15.2                      | 7.7                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 692               | 2085              | 1251           | 55.3%        | -                     | -                            | -                           | 2.5                 | 12.8                      | 8.9                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1349              | 2085:1945         | 897+837        | 77.8 : 77.8% | -                     | -                            | -                           | 3.2                 | 8.4                       | 9.6                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>80.0%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>11.3</b>         | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 38              | -               | 289               | 1894              | 923            | 31.3%        | -                     | -                            | -                           | 0.9                 | 11.7                      | 3.7                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 38              | -               | 1060              | 2044:2044         | 545+780        | 80.0 : 80.0% | -                     | -                            | -                           | 5.1                 | 17.4                      | 12.8                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 30              | -               | 249               | 1980              | 767            | 32.5%        | -                     | -                            | -                           | 1.3                 | 18.2                      | 3.0                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 30              | -               | 519               | 2120              | 821            | 63.2%        | -                     | -                            | -                           | 2.7                 | 18.5                      | 8.3                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 30              | -               | 398               | 2120              | 821            | 48.4%        | -                     | -                            | -                           | 1.3                 | 12.0                      | 7.3                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>97.6%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>27.4</b>         | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 34              | -               | 479               | 2155:1884         | 943+252        | 40.1 : 40.1% | -                     | -                            | -                           | 2.3                 | 17.5                      | 6.0                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 34              | -               | 839               | 1965              | 860            | 97.6%        | -                     | -                            | -                           | 15.4                | 65.9                      | 28.4                 |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 34              | -               | 567               | 1980              | 866            | 65.5%        | -                     | -                            | -                           | 2.6                 | 16.5                      | 8.0                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 34              | -               | 834               | 2120              | 928            | 89.9%        | -                     | -                            | -                           | 3.4                 | 14.7                      | 11.4                 |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                         |            |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-------------------------|------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 34 | - | 624  | 2120      | 928     | 67.3%                   | -          | -        | -        | 3.7         | 21.5 | 13.9 |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>92.8%</b>            | <b>0</b>   | <b>0</b> | <b>0</b> | <b>12.2</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 186  | 1949      | 219     | 84.8%                   | -          | -        | -        | 4.2         | 82.0 | 6.5  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 348  | 2120:2120 | 239+239 | 57.0 :<br>88.9%         | -          | -        | -        | 4.7         | 48.2 | 5.9  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 1212 | 1967      | 1500    | 80.8%                   | -          | -        | -        | 2.0         | 5.9  | 11.0 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 1463 | 2068      | 1577    | <b>92.8%</b>            | -          | -        | -        | 1.3         | 3.2  | 18.7 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>96.1%</b>            | <b>0</b>   | <b>0</b> | <b>0</b> | <b>27.2</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 19 | - | 565  | 2071:1931 | 105+483 | <b>96.1 :<br/>96.1%</b> | -          | -        | -        | 12.0        | 76.2 | 17.5 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 19 | - | 491  | 2074      | 519     | <b>94.7%</b>            | -          | -        | -        | 10.2        | 74.7 | 16.8 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 435  | 1980      | 1188    | 36.6%                   | -          | -        | -        | 1.1         | 8.7  | 5.7  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 1166 | 2120      | 1272    | <b>91.7%</b>            | -          | -        | -        | 1.5         | 4.5  | 11.9 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 301  | 2105      | 1263    | 23.8%                   | -          | -        | -        | 1.0         | 12.1 | 4.9  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 344  | 2105      | 1263    | 27.2%                   | -          | -        | -        | 1.5         | 15.8 | 6.5  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>93.1%</b>            | <b>800</b> | <b>0</b> | <b>0</b> | <b>4.6</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 400  | Inf : Inf | 280+171 | <b>93.1 :<br/>81.5%</b> | 800        | 0        | 0        | 4.6         | 41.7 | 9.0  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>67.6%</b>            | <b>0</b>   | <b>0</b> | <b>0</b> | <b>13.4</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 25 | - | 422  | 1922      | 625     | 67.6%                   | -          | -        | -        | 3.8         | 32.1 | 9.1  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 25 | - | 433  | 2120:2120 | 316+689 | 43.1 :<br>43.1%         | -          | -        | -        | 2.9         | 23.8 | 5.5  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 43 | - | 517  | 1965      | 1081    | 47.8%                   | -          | -        | -        | 2.7         | 18.8 | 8.9  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 43 | - | 612  | 2105      | 1158    | 52.9%                   | -          | -        | -        | 2.8         | 16.7 | 8.7  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 43 | - | 484  | 1917      | 1054    | 45.9%                   | -          | -        | -        | 1.2         | 9.2  | 4.3  |

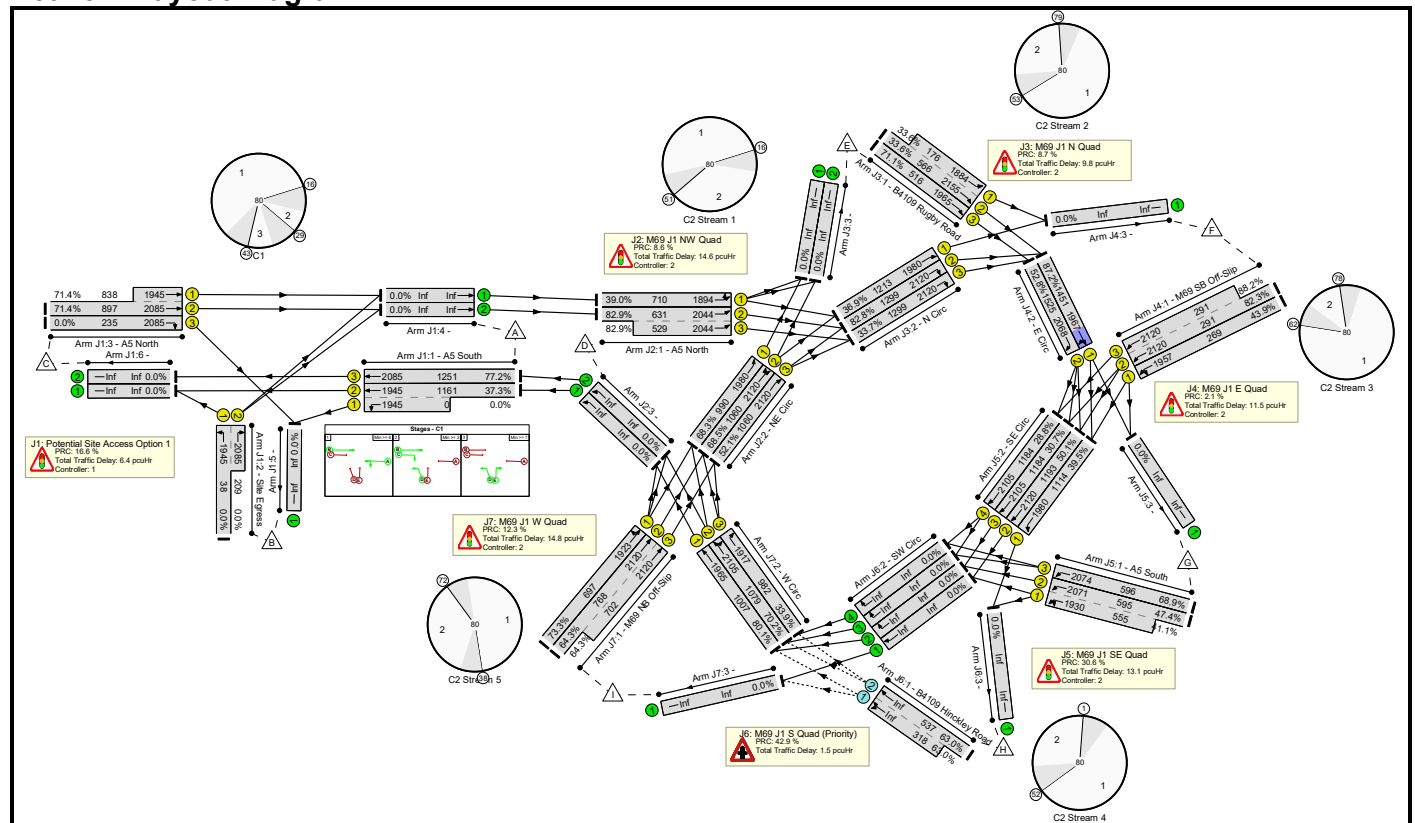
Basic Results Summary

|    |                                       |      |                                         |        |                |    |
|----|---------------------------------------|------|-----------------------------------------|--------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 15.7 | Total Delay for Signalled Lanes (pcuHr) | 8.20   | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 12.4 | Total Delay for Signalled Lanes (pcuHr) | 11.30  | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | -8.4 | Total Delay for Signalled Lanes (pcuHr) | 27.41  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | -3.1 | Total Delay for Signalled Lanes (pcuHr) | 12.16  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | -6.8 | Total Delay for Signalled Lanes (pcuHr) | 27.19  | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 33.2 | Total Delay for Signalled Lanes (pcuHr) | 13.41  | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | -8.4 | Total Delay Over All Lanes(pcuHr)       | 104.31 |                |    |

## Basic Results Summary

**Scenario 8: 'PM 2033 Base' (FG11: 'PM 2033 Base', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>88.2%</b> | <b>1076</b>           | <b>0</b>                     | <b>0</b>                    | <b>71.7</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>77.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>6.4</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 433               | 1945:1945         | 1161+0         | 37.3 : 0.0%  | -                     | -                            | -                           | 1.4                 | 11.7                      | 6.9                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 966               | 2085              | 1251           | 77.2%        | -                     | -                            | -                           | 2.5                 | 9.2                       | 11.7                 |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1238              | 2085:1945         | 897+838        | 71.4 : 71.4% | -                     | -                            | -                           | 2.5                 | 7.2                       | 6.8                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>82.9%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>14.6</b>         | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 29              | -               | 277               | 1894              | 710            | 39.0%        | -                     | -                            | -                           | 1.5                 | 18.9                      | 4.8                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 29              | -               | 961               | 2044:2044         | 631+529        | 82.9 : 82.9% | -                     | -                            | -                           | 6.9                 | 25.7                      | 13.0                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 676               | 1980              | 990            | 68.3%        | -                     | -                            | -                           | 3.2                 | 17.3                      | 7.6                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 39              | -               | 726               | 2120              | 1060           | 68.5%        | -                     | -                            | -                           | 1.8                 | 8.9                       | 12.2                 |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 552               | 2120              | 1060           | 52.1%        | -                     | -                            | -                           | 1.2                 | 8.1                       | 10.1                 |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>82.8%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>9.8</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 20              | -               | 249               | 2155:1884         | 566+176        | 33.6 : 33.6% | -                     | -                            | -                           | 1.9                 | 27.2                      | 3.6                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 20              | -               | 367               | 1965              | 516            | 71.1%        | -                     | -                            | -                           | 3.9                 | 38.7                      | 8.6                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 48              | -               | 447               | 1980              | 1213           | 36.9%        | -                     | -                            | -                           | 0.3                 | 2.7                       | 1.2                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 48              | -               | 1075              | 2120              | 1299           | 82.8%        | -                     | -                            | -                           | 3.4                 | 11.4                      | 13.2                 |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |             |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|-------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 48 | - | 438  | 2120      | 1299    | 33.7%           | -           | -        | -        | 0.3         | 2.2  | 0.8  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>88.2%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>11.5</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 10 | - | 118  | 1957      | 269     | 43.9%           | -           | -        | -        | 1.4         | 43.5 | 2.8  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 10 | - | 497  | 2120:2120 | 291+291 | 82.3 :<br>88.2% | -           | -        | -        | 7.4         | 53.4 | 8.3  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 58 | - | 1265 | 1967      | 1451    | 87.2%           | -           | -        | -        | 0.9         | 2.7  | 4.5  |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 58 | - | 805  | 2068      | 1525    | 52.8%           | -           | -        | -        | 1.7         | 7.8  | 9.0  |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>68.9%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>13.1</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 22 | - | 510  | 2071:1930 | 595+555 | 47.4 :<br>41.1% | -           | -        | -        | 3.7         | 26.1 | 5.5  |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 22 | - | 411  | 2074      | 596     | 68.9%           | -           | -        | -        | 4.0         | 34.9 | 9.2  |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 440  | 1980      | 1114    | 39.5%           | -           | -        | -        | 1.1         | 8.9  | 4.2  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 597  | 2120      | 1193    | 50.1%           | -           | -        | -        | 2.1         | 12.6 | 6.7  |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 364  | 2105      | 1184    | 30.7%           | -           | -        | -        | 1.1         | 10.7 | 7.4  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 44 | - | 341  | 2105      | 1184    | 28.8%           | -           | -        | -        | 1.1         | 11.8 | 7.1  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>63.0%</b>    | <b>1076</b> | <b>0</b> | <b>0</b> | <b>1.5</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 538  | Inf : Inf | 537+318 | 63.0 :<br>63.0% | 1076        | 0        | 0        | 1.5         | 10.1 | 3.3  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>80.1%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>14.8</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 28 | - | 511  | 1923      | 697     | 73.3%           | -           | -        | -        | 4.5         | 31.7 | 11.1 |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 28 | - | 945  | 2120:2120 | 768+702 | 64.3 :<br>64.3% | -           | -        | -        | 6.4         | 24.4 | 10.0 |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 40 | - | 807  | 1965      | 1007    | 80.1%           | -           | -        | -        | 1.6         | 7.2  | 9.5  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 40 | - | 757  | 2105      | 1079    | 70.2%           | -           | -        | -        | 1.4         | 6.5  | 8.9  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 40 | - | 333  | 1917      | 982     | 33.9%           | -           | -        | -        | 0.9         | 10.0 | 4.6  |

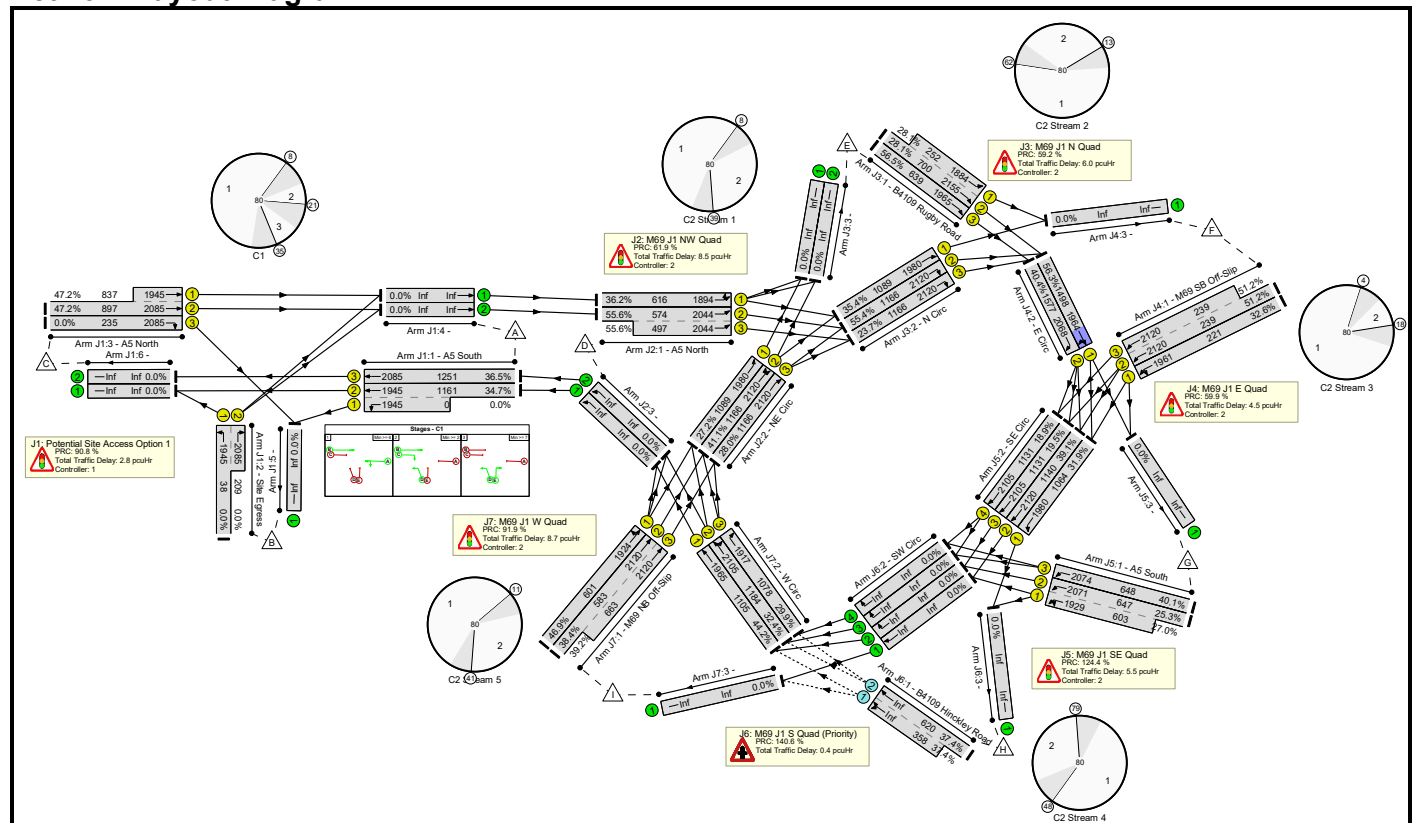
Basic Results Summary

|    |                                       |      |                                         |       |                |    |
|----|---------------------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 16.6 | Total Delay for Signalled Lanes (pcuHr) | 6.38  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 8.6  | Total Delay for Signalled Lanes (pcuHr) | 14.60 | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 8.7  | Total Delay for Signalled Lanes (pcuHr) | 9.82  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 2.1  | Total Delay for Signalled Lanes (pcuHr) | 11.49 | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 30.6 | Total Delay for Signalled Lanes (pcuHr) | 13.06 | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 12.3 | Total Delay for Signalled Lanes (pcuHr) | 14.80 | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 2.1  | Total Delay Over All Lanes(pcuHr)       | 71.67 |                |    |

## Basic Results Summary

### Scenario 9: 'SAT 2033 Base' (FG12: 'SAT 2033 Base', Plan 1: 'Network Control Plan 1')

### Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>56.5%</b> | <b>732</b>            | <b>0</b>                     | <b>0</b>                    | <b>36.3</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>47.2%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>2.8</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 403               | 1945:1945         | 1161+0         | 34.7 : 0.0%  | -                     | -                            | -                           | 1.2                 | 10.5                      | 4.2                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 456               | 2085              | 1251           | 36.5%        | -                     | -                            | -                           | 0.4                 | 3.3                       | 1.0                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 0                 | 1945:2085         | 38+209         | 0.0 : 0.0%   | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 818               | 2085:1945         | 897+837        | 47.2 : 47.2% | -                     | -                            | -                           | 1.2                 | 5.1                       | 3.4                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>55.6%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.5</b>          | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 25              | -               | 223               | 1894              | 616            | 36.2%        | -                     | -                            | -                           | 1.4                 | 22.1                      | 4.1                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 25              | -               | 595               | 2044:2044         | 574+497        | 55.6 : 55.6% | -                     | -                            | -                           | 3.6                 | 22.0                      | 6.2                  |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 43              | -               | 296               | 1980              | 1089           | 27.2%        | -                     | -                            | -                           | 0.3                 | 3.5                       | 0.8                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 43              | -               | 479               | 2120              | 1166           | 41.1%        | -                     | -                            | -                           | 1.6                 | 12.0                      | 7.3                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 43              | -               | 327               | 2120              | 1166           | 28.0%        | -                     | -                            | -                           | 1.6                 | 17.8                      | 6.3                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>56.5%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>6.0</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 25              | -               | 268               | 2155:1884         | 700+252        | 28.1 : 28.1% | -                     | -                            | -                           | 1.7                 | 22.4                      | 3.4                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 25              | -               | 361               | 1965              | 639            | 56.5%        | -                     | -                            | -                           | 2.9                 | 28.8                      | 7.3                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 43              | -               | 385               | 1980              | 1089           | 35.4%        | -                     | -                            | -                           | 0.9                 | 8.2                       | 6.6                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 43              | -               | 646               | 2120              | 1166           | 55.4%        | -                     | -                            | -                           | 0.6                 | 3.3                       | 2.5                  |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |     |           |         |                 |            |          |          |            |      |     |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|-----|-----------|---------|-----------------|------------|----------|----------|------------|------|-----|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 43 | - | 276 | 2120      | 1166    | 23.7%           | -          | -        | -        | 0.0        | 0.0  | 0.0 |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>56.3%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>4.5</b> | -    | -   |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 72  | 1961      | 221     | 32.6%           | -          | -        | -        | 0.9        | 44.8 | 1.7 |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 244 | 2120:2120 | 239+239 | 51.2 :<br>51.2% | -          | -        | -        | 2.8        | 41.1 | 3.1 |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 843 | 1964      | 1498    | 56.3%           | -          | -        | -        | 0.2        | 0.7  | 1.2 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 637 | 2068      | 1577    | 40.4%           | -          | -        | -        | 0.6        | 3.6  | 4.6 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>40.1%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>5.5</b> | -    | -   |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 24 | - | 327 | 2071:1929 | 647+603 | 25.3 :<br>27.0% | -          | -        | -        | 2.0        | 22.6 | 2.9 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 24 | - | 260 | 2074      | 648     | 40.1%           | -          | -        | -        | 1.9        | 26.3 | 4.8 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 42 | - | 339 | 1980      | 1064    | 31.9%           | -          | -        | -        | 0.7        | 7.9  | 3.9 |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 42 | - | 446 | 2120      | 1140    | 39.1%           | -          | -        | -        | 0.7        | 5.7  | 3.6 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 42 | - | 221 | 2105      | 1131    | 19.5%           | -          | -        | -        | 0.0        | 0.6  | 0.8 |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 42 | - | 214 | 2105      | 1131    | 18.9%           | -          | -        | -        | 0.0        | 0.5  | 0.8 |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>37.4%</b>    | <b>732</b> | <b>0</b> | <b>0</b> | <b>0.4</b> | -    | -   |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 366 | Inf : Inf | 620+358 | 37.4 :<br>37.4% | 732        | 0        | 0        | 0.4        | 3.7  | 1.0 |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -   | -         | -       | <b>46.9%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>8.7</b> | -    | -   |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 24 | - | 282 | 1924      | 601     | 46.9%           | -          | -        | -        | 2.2        | 27.8 | 5.5 |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 24 | - | 484 | 2120:2120 | 583+663 | 38.4 :<br>39.2% | -          | -        | -        | 3.2        | 23.7 | 4.8 |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 44 | - | 489 | 1965      | 1105    | 44.2%           | -          | -        | -        | 1.6        | 11.8 | 6.4 |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 44 | - | 384 | 2105      | 1184    | 32.4%           | -          | -        | -        | 1.1        | 10.2 | 4.6 |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 44 | - | 322 | 1917      | 1078    | 29.9%           | -          | -        | -        | 0.7        | 7.4  | 3.0 |

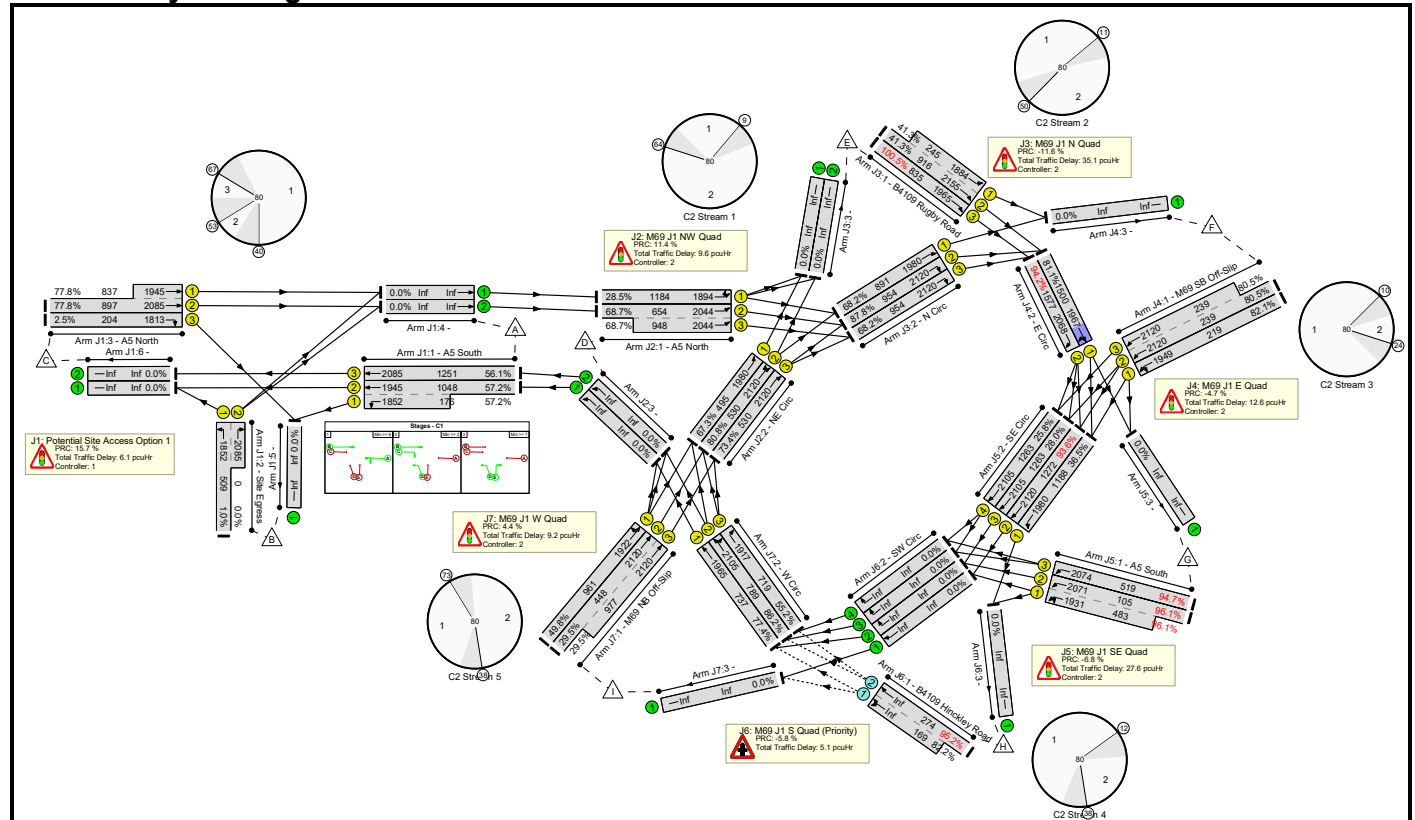
Basic Results Summary

|    |                                       |       |                                         |       |                |    |
|----|---------------------------------------|-------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 90.8  | Total Delay for Signalled Lanes (pcuHr) | 2.75  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 61.9  | Total Delay for Signalled Lanes (pcuHr) | 8.50  | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 59.2  | Total Delay for Signalled Lanes (pcuHr) | 6.02  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 59.9  | Total Delay for Signalled Lanes (pcuHr) | 4.48  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 124.4 | Total Delay for Signalled Lanes (pcuHr) | 5.46  | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 91.9  | Total Delay for Signalled Lanes (pcuHr) | 8.72  | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 59.2  | Total Delay Over All Lanes(pcuHr)       | 36.32 |                |    |

## Basic Results Summary

**Scenario 10: 'AM 2033 Assessment Flows' (FG13: 'AM 2033 Assessment Flows', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)   | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>100.5%</b> | <b>800</b>            | <b>0</b>                     | <b>0</b>                    | <b>105.3</b>        | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>77.8%</b>  | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>6.1</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 701               | 1945:1852         | 1048+176       | 57.2 : 57.2%  | -                     | -                            | -                           | 1.3                 | 6.8                       | 5.7                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 702               | 2085              | 1251           | 56.1%         | -                     | -                            | -                           | 1.6                 | 8.0                       | 7.2                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 5                 | 1852:2085         | 509+0          | 1.0 : 0.0%    | -                     | -                            | -                           | 0.0                 | 25.0                      | 0.1                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1349              | 2085:1945         | 897+837        | 77.8 : 77.8%  | -                     | -                            | -                           | 3.2                 | 8.4                       | 9.6                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 5                 | 1813              | 204            | 2.5%          | -                     | -                            | -                           | 0.1                 | 41.0                      | 0.1                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>80.8%</b>  | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>9.6</b>          | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 49              | -               | 337               | 1894              | 1184           | 28.5%         | -                     | -                            | -                           | 0.6                 | 6.9                       | 1.9                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 49              | -               | 1100              | 2044:2044         | 654+948        | 68.7 : 68.7%  | -                     | -                            | -                           | 2.7                 | 8.8                       | 18.9                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 19              | -               | 333               | 1980              | 495            | 67.3%         | -                     | -                            | -                           | 1.4                 | 15.1                      | 7.4                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 19              | -               | 428               | 2120              | 530            | 80.8%         | -                     | -                            | -                           | 2.3                 | 19.6                      | 7.9                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 19              | -               | 389               | 2120              | 530            | 73.4%         | -                     | -                            | -                           | 2.5                 | 23.5                      | 5.5                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>100.5%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>35.1</b>         | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 33              | -               | 479               | 2155:1884         | 916+245        | 41.3 : 41.3%  | -                     | -                            | -                           | 2.4                 | 18.3                      | 6.1                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 33              | -               | 839               | 1965              | 835            | 100.5%        | -                     | -                            | -                           | 21.0                | 90.0                      | 34.2                 |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 35              | -               | 608               | 1980              | 891            | 68.2%         | -                     | -                            | -                           | 2.1                 | 12.7                      | 7.0                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 35              | -               | 838               | 2120              | 954            | 87.8%         | -                     | -                            | -                           | 4.8                 | 20.8                      | 13.6                 |

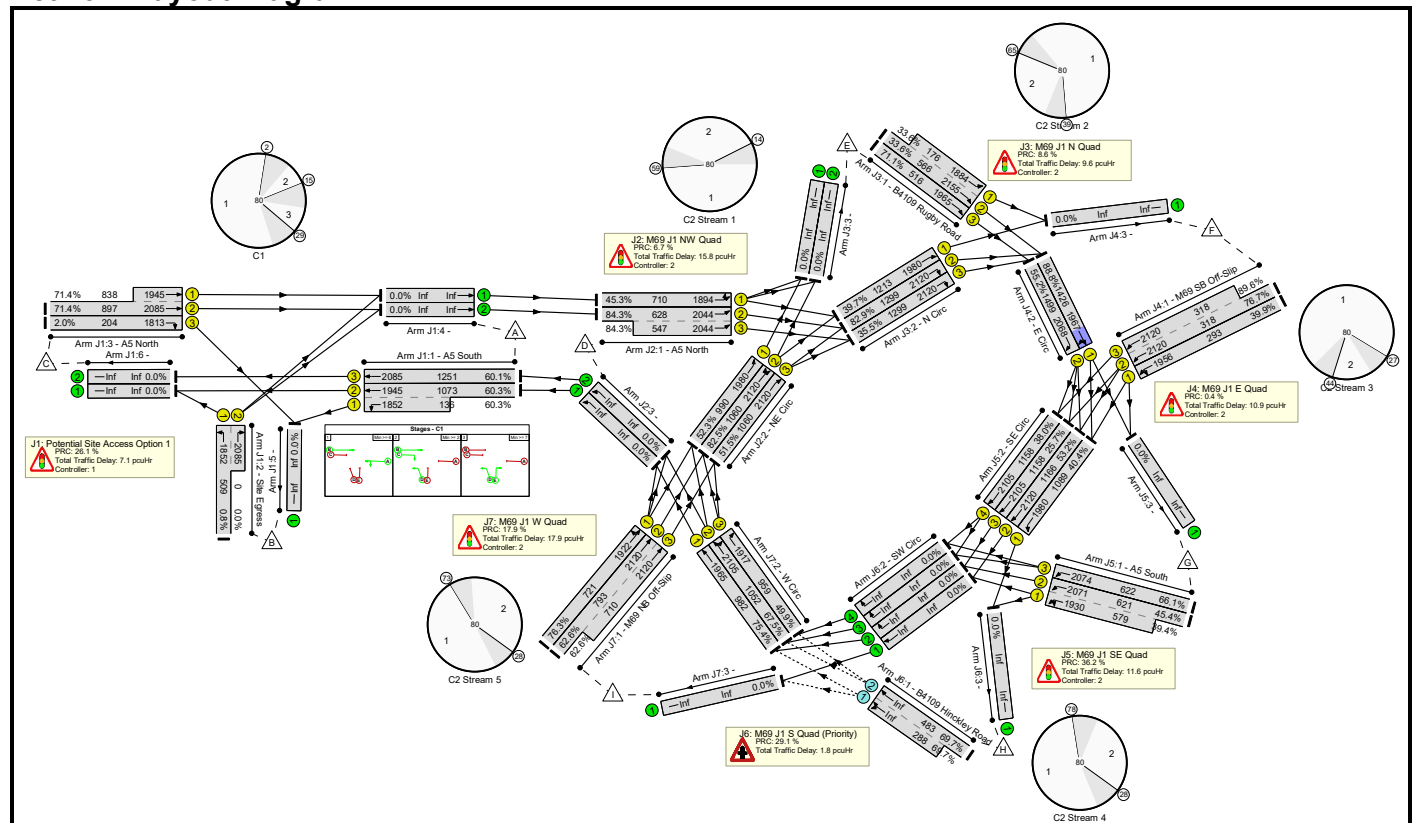
## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |            |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 35 | - | 651  | 2120      | 954     | 68.2%           | -          | -        | -        | 4.7         | 26.1 | 14.5 |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>94.2%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>12.6</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 8  | - | 180  | 1949      | 219     | 82.1%           | -          | -        | -        | 3.8         | 76.2 | 6.0  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 8  | - | 384  | 2120:2120 | 239+239 | 80.5 :<br>80.5% | -          | -        | -        | 5.7         | 53.2 | 6.1  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 60 | - | 1216 | 1967      | 1500    | 81.1%           | -          | -        | -        | 2.0         | 5.8  | 11.1 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 60 | - | 1490 | 2068      | 1577    | 94.2%           | -          | -        | -        | 1.1         | 2.7  | 18.6 |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>96.1%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>27.6</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 19 | - | 565  | 2071:1931 | 105+483 | 96.1 :<br>96.1% | -          | -        | -        | 12.0        | 76.2 | 17.5 |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 19 | - | 491  | 2074      | 519     | 94.7%           | -          | -        | -        | 10.2        | 74.7 | 16.8 |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 434  | 1980      | 1188    | 36.5%           | -          | -        | -        | 1.0         | 8.0  | 5.0  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 1193 | 2120      | 1272    | 93.6%           | -          | -        | -        | 1.6         | 4.8  | 13.0 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 355  | 2105      | 1263    | 28.0%           | -          | -        | -        | 1.5         | 15.2 | 6.5  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 47 | - | 326  | 2105      | 1263    | 25.8%           | -          | -        | -        | 1.4         | 16.0 | 6.0  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>95.2%</b>    | <b>800</b> | <b>0</b> | <b>0</b> | <b>5.1</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 400  | Inf : Inf | 274+169 | 95.2 :<br>82.2% | 800        | 0        | 0        | 5.1         | 46.3 | 9.5  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>86.2%</b>    | <b>0</b>   | <b>0</b> | <b>0</b> | <b>9.2</b>  | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 39 | - | 479  | 1922      | 961     | 49.8%           | -          | -        | -        | 2.3         | 17.1 | 7.5  |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 39 | - | 420  | 2120:2120 | 448+977 | 29.5 :<br>29.5% | -          | -        | -        | 1.5         | 13.1 | 3.9  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 29 | - | 571  | 1965      | 737     | 77.4%           | -          | -        | -        | 1.8         | 11.6 | 5.2  |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 29 | - | 681  | 2105      | 789     | 86.2%           | -          | -        | -        | 1.7         | 9.3  | 10.0 |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 29 | - | 397  | 1917      | 719     | 55.2%           | -          | -        | -        | 1.8         | 16.1 | 8.6  |

Basic Results Summary

|    |                                       |       |                                         |        |                |    |
|----|---------------------------------------|-------|-----------------------------------------|--------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 15.7  | Total Delay for Signalled Lanes (pcuHr) | 6.14   | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 11.4  | Total Delay for Signalled Lanes (pcuHr) | 9.59   | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | -11.6 | Total Delay for Signalled Lanes (pcuHr) | 35.10  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | -4.7  | Total Delay for Signalled Lanes (pcuHr) | 12.56  | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | -6.8  | Total Delay for Signalled Lanes (pcuHr) | 27.63  | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 4.4   | Total Delay for Signalled Lanes (pcuHr) | 9.16   | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | -11.6 | Total Delay Over All Lanes(pcuHr)       | 105.33 |                |    |

**Scenario 11: 'PM 2033 Assessment Flows'** (FG14: 'PM 2033 Assessment Flows', Plan 1: 'Network Control Plan 1')  
**Network Layout Diagram**



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 89.6%        | 1076                  | 0                            | 0                           | 74.8                | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 71.4%        | 0                     | 0                            | 0                           | 7.1                 | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 729               | 1945:1852         | 1073+136       | 60.3 : 60.3% | -                     | -                            | -                           | 2.3                 | 11.5                      | 7.1                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 752               | 2085              | 1251           | 60.1%        | -                     | -                            | -                           | 2.2                 | 10.6                      | 11.6                 |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 4                 | 1852:2085         | 509+0          | 0.8 : 0.0%   | -                     | -                            | -                           | 0.0                 | 24.9                      | 0.1                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 1238              | 2085:1945         | 897+838        | 71.4 : 71.4% | -                     | -                            | -                           | 2.5                 | 7.2                       | 6.8                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 4                 | 1813              | 204            | 2.0%         | -                     | -                            | -                           | 0.0                 | 41.0                      | 0.1                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 84.3%        | 0                     | 0                            | 0                           | 15.8                | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 29              | -               | 322               | 1894              | 710            | 45.3%        | -                     | -                            | -                           | 1.8                 | 20.1                      | 5.4                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 29              | -               | 991               | 2044:2044         | 628+547        | 84.3 : 84.3% | -                     | -                            | -                           | 7.3                 | 26.7                      | 13.6                 |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 518               | 1980              | 990            | 52.3%        | -                     | -                            | -                           | 1.8                 | 12.2                      | 3.8                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 39              | -               | 874               | 2120              | 1060           | 82.5%        | -                     | -                            | -                           | 2.9                 | 12.1                      | 13.7                 |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 39              | -               | 546               | 2120              | 1060           | 51.5%        | -                     | -                            | -                           | 2.0                 | 13.1                      | 10.3                 |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | 82.9%        | 0                     | 0                            | 0                           | 9.6                 | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 20              | -               | 249               | 2155:1884         | 566+176        | 33.6 : 33.6% | -                     | -                            | -                           | 1.9                 | 27.2                      | 3.6                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 20              | -               | 367               | 1965              | 516            | 71.1%        | -                     | -                            | -                           | 3.9                 | 38.7                      | 8.6                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 48              | -               | 482               | 1980              | 1213           | 39.7%        | -                     | -                            | -                           | 1.2                 | 9.1                       | 8.9                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 48              | -               | 1076              | 2120              | 1299           | 82.9%        | -                     | -                            | -                           | 2.6                 | 8.7                       | 16.1                 |

## Basic Results Summary

|                                             |                                      |   |      |  |   |    |   |      |           |         |                 |             |          |          |             |      |      |
|---------------------------------------------|--------------------------------------|---|------|--|---|----|---|------|-----------|---------|-----------------|-------------|----------|----------|-------------|------|------|
| 2/3                                         | N Circ Right                         | U | C2:C |  | 1 | 48 | - | 461  | 2120      | 1299    | 35.5%           | -           | -        | -        | 0.0         | 0.0  | 0.0  |
| <b>J4: M69 J1<br/>E Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>89.6%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>10.9</b> | -    | -    |
| 1/1                                         | M69 SB<br>Off-Slip Ahead<br>Left     | U | C2:F |  | 1 | 11 | - | 117  | 1956      | 293     | 39.9%           | -           | -        | -        | 1.3         | 40.9 | 2.7  |
| 1/2+1/3                                     | M69 SB<br>Off-Slip Ahead             | U | C2:F |  | 1 | 11 | - | 529  | 2120:2120 | 318+318 | 76.7 :<br>89.6% | -           | -        | -        | 7.2         | 49.2 | 8.5  |
| 2/1                                         | E Circ Right<br>Ahead                | U | C2:E |  | 1 | 57 | - | 1266 | 1967      | 1426    | 88.8%           | -           | -        | -        | 2.3         | 6.5  | 11.9 |
| 2/2                                         | E Circ Right                         | U | C2:E |  | 1 | 57 | - | 828  | 2068      | 1499    | 55.2%           | -           | -        | -        | 0.1         | 0.5  | 0.4  |
| <b>J5: M69 J1<br/>SE Quad</b>               | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>66.1%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>11.6</b> | -    | -    |
| 1/2+1/1                                     | A5 South Left<br>Left2               | U | C2:H |  | 1 | 23 | - | 510  | 2071:1930 | 621+579 | 45.4 :<br>39.4% | -           | -        | -        | 3.6         | 25.1 | 5.4  |
| 1/3                                         | A5 South Left                        | U | C2:H |  | 1 | 23 | - | 411  | 2074      | 622     | 66.1%           | -           | -        | -        | 3.8         | 32.9 | 8.8  |
| 2/1                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 440  | 1980      | 1089    | 40.4%           | -           | -        | -        | 1.1         | 9.3  | 5.9  |
| 2/2                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 620  | 2120      | 1166    | 53.2%           | -           | -        | -        | 3.2         | 18.3 | 10.0 |
| 2/3                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 297  | 2105      | 1158    | 25.7%           | -           | -        | -        | 0.0         | 0.1  | 0.0  |
| 2/4                                         | SE Circ Ahead                        | U | C2:G |  | 1 | 43 | - | 440  | 2105      | 1158    | 38.0%           | -           | -        | -        | 0.0         | 0.3  | 0.6  |
| <b>J6: M69 J1<br/>S Quad<br/>(Priority)</b> | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>69.7%</b>    | <b>1076</b> | <b>0</b> | <b>0</b> | <b>1.8</b>  | -    | -    |
| 1/2+1/1                                     | B4109<br>Hinckley Road<br>Ahead Left | O | -    |  | - | -  | - | 538  | Inf : Inf | 483+288 | 69.7 :<br>69.7% | 1076        | 0        | 0        | 1.8         | 11.8 | 4.0  |
| <b>J7: M69 J1<br/>W Quad</b>                | -                                    | - | -    |  | - | -  | - | -    | -         | -       | <b>76.3%</b>    | <b>0</b>    | <b>0</b> | <b>0</b> | <b>17.9</b> | -    | -    |
| 1/1                                         | M69 NB<br>Off-Slip Ahead<br>Left     | U | C2:J |  | 1 | 29 | - | 550  | 1922      | 721     | 76.3%           | -           | -        | -        | 4.9         | 32.2 | 12.3 |
| 1/2+1/3                                     | M69 NB<br>Off-Slip Ahead             | U | C2:J |  | 1 | 29 | - | 942  | 2120:2120 | 793+710 | 62.6 :<br>62.6% | -           | -        | -        | 6.1         | 23.3 | 9.8  |
| 2/1                                         | W Circ Ahead                         | U | C2:I |  | 1 | 39 | - | 741  | 1965      | 982     | 75.4%           | -           | -        | -        | 2.5         | 11.9 | 11.5 |
| 2/2                                         | W Circ Right<br>Ahead                | U | C2:I |  | 1 | 39 | - | 710  | 2105      | 1052    | 67.5%           | -           | -        | -        | 2.7         | 13.9 | 9.6  |
| 2/3                                         | W Circ Right                         | U | C2:I |  | 1 | 39 | - | 478  | 1917      | 959     | 49.9%           | -           | -        | -        | 1.7         | 12.9 | 8.3  |

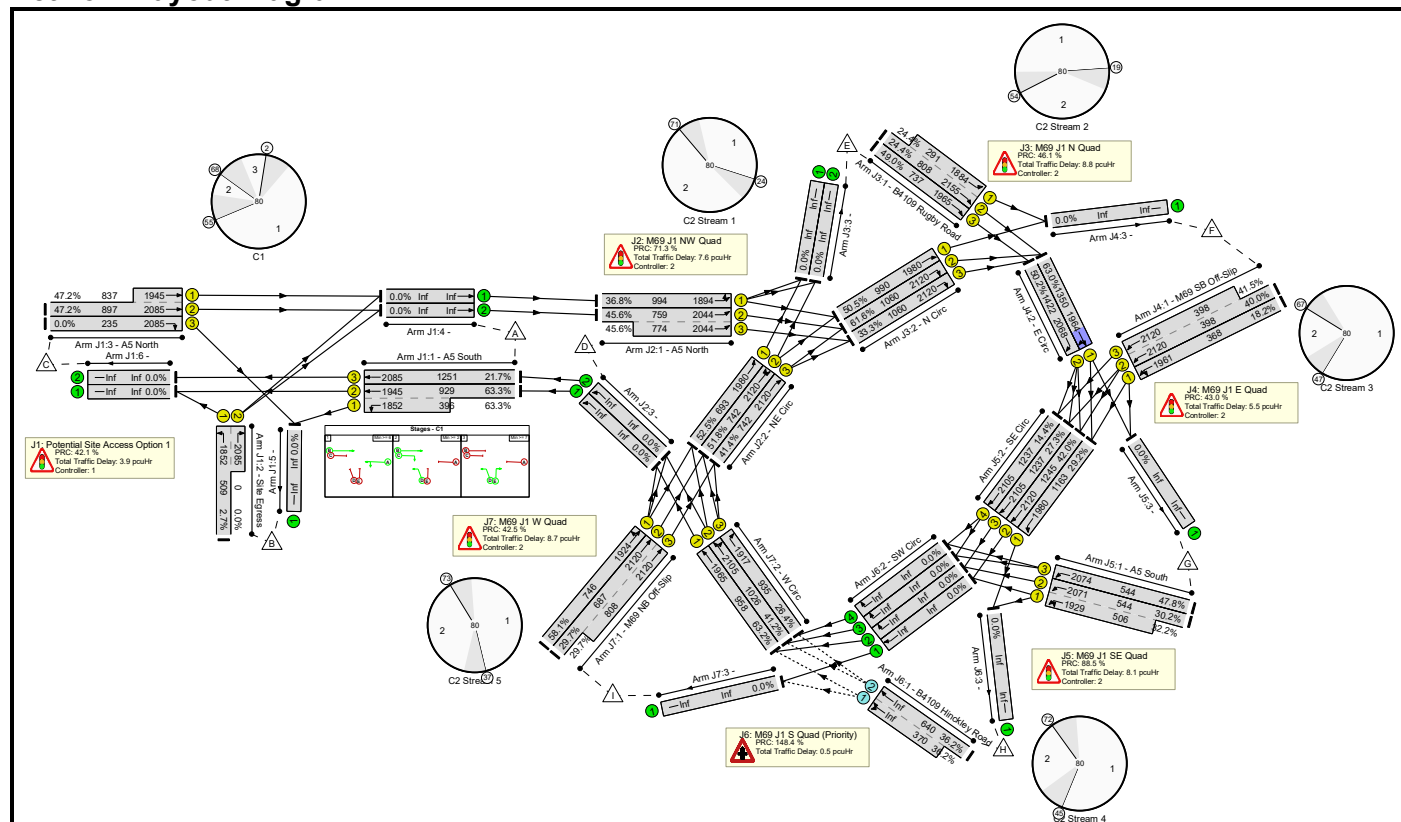
Basic Results Summary

|    |                                       |      |                                         |       |                |    |
|----|---------------------------------------|------|-----------------------------------------|-------|----------------|----|
| C1 | PRC for Signalled Lanes (%)           | 26.1 | Total Delay for Signalled Lanes (pcuHr) | 7.09  | Cycle Time (s) | 80 |
| C2 | Stream: 1 PRC for Signalled Lanes (%) | 6.7  | Total Delay for Signalled Lanes (pcuHr) | 15.82 | Cycle Time (s) | 80 |
| C2 | Stream: 2 PRC for Signalled Lanes (%) | 8.6  | Total Delay for Signalled Lanes (pcuHr) | 9.65  | Cycle Time (s) | 80 |
| C2 | Stream: 3 PRC for Signalled Lanes (%) | 0.4  | Total Delay for Signalled Lanes (pcuHr) | 10.93 | Cycle Time (s) | 80 |
| C2 | Stream: 4 PRC for Signalled Lanes (%) | 36.2 | Total Delay for Signalled Lanes (pcuHr) | 11.65 | Cycle Time (s) | 80 |
| C2 | Stream: 5 PRC for Signalled Lanes (%) | 17.9 | Total Delay for Signalled Lanes (pcuHr) | 17.92 | Cycle Time (s) | 80 |
|    | PRC Over All Lanes (%)                | 0.4  | Total Delay Over All Lanes(pcuHr)       | 74.82 |                |    |

## Basic Results Summary

**Scenario 12: 'SAT 2033 Assessment Flows' (FG15: 'SAT 2033 Assessment Flows', Plan 1: 'Network Control Plan 1')**

## Network Layout Diagram



## Basic Results Summary

## Network Results

| Item                                      | Lane Description              | Lane Type | Full Phase   | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|-------------------------------------------|-------------------------------|-----------|--------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>                            | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>63.3%</b> | <b>732</b>            | <b>0</b>                     | <b>0</b>                    | <b>43.1</b>         | -                         | -                    |
| <b>J1: Potential Site Access Option 1</b> | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>63.3%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>3.9</b>          | -                         | -                    |
| 1/2+1/1                                   | A5 South Left Ahead           | U         | C1:A         |             | 1          | 47              | -               | 839               | 1945:1852         | 929+396        | 63.3 : 63.3% | -                     | -                            | -                           | 1.9                 | 8.0                       | 4.6                  |
| 1/3                                       | A5 South Ahead                | U         | C1:A         |             | 1          | 47              | -               | 271               | 2085              | 1251           | 21.7%        | -                     | -                            | -                           | 0.8                 | 10.6                      | 4.3                  |
| 2/1+2/2                                   | Site Egress Right Left        | U         | C1:D<br>C1:E |             | 1          | 21:7            | -               | 14                | 1852:2085         | 509+0          | 2.7 : 0.0%   | -                     | -                            | -                           | 0.1                 | 25.0                      | 0.2                  |
| 3/2+3/1                                   | A5 North Ahead                | U         | C1:B         |             | 1          | 59              | -               | 818               | 2085:1945         | 897+837        | 47.2 : 47.2% | -                     | -                            | -                           | 1.2                 | 5.1                       | 3.4                  |
| 3/3                                       | A5 North Right                | U         | C1:C         |             | 1          | 8               | -               | 0                 | 2085              | 235            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| <b>J2: M69 J1 NW Quad</b>                 | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>52.5%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>7.6</b>          | -                         | -                    |
| 1/1                                       | A5 North Ahead Left           | U         | C2:B         |             | 1          | 41              | -               | 366               | 1894              | 994            | 36.8%        | -                     | -                            | -                           | 1.2                 | 11.6                      | 3.6                  |
| 1/2+1/3                                   | A5 North Ahead                | U         | C2:B         |             | 1          | 41              | -               | 699               | 2044:2044         | 759+774        | 45.6 : 45.6% | -                     | -                            | -                           | 2.1                 | 10.7                      | 3.3                  |
| 2/1                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 27              | -               | 364               | 1980              | 693            | 52.5%        | -                     | -                            | -                           | 0.7                 | 7.2                       | 1.7                  |
| 2/2                                       | NE Circ Ahead Ahead2          | U         | C2:A         |             | 1          | 27              | -               | 384               | 2120              | 742            | 51.8%        | -                     | -                            | -                           | 1.7                 | 15.8                      | 6.0                  |
| 2/3                                       | NE Circ Ahead                 | U         | C2:A         |             | 1          | 27              | -               | 307               | 2120              | 742            | 41.4%        | -                     | -                            | -                           | 2.0                 | 22.9                      | 6.2                  |
| <b>J3: M69 J1 N Quad</b>                  | -                             | -         | -            |             | -          | -               | -               | -                 | -                 | -              | <b>61.6%</b> | <b>0</b>              | <b>0</b>                     | <b>0</b>                    | <b>8.8</b>          | -                         | -                    |
| 1/2+1/1                                   | B4109 Rugby Road Ahead Ahead2 | U         | C2:D         |             | 1          | 29              | -               | 268               | 2155:1884         | 808+291        | 24.4 : 24.4% | -                     | -                            | -                           | 1.4                 | 19.1                      | 3.2                  |
| 1/3                                       | B4109 Rugby Road Ahead        | U         | C2:D         |             | 1          | 29              | -               | 361               | 1965              | 737            | 49.0%        | -                     | -                            | -                           | 2.4                 | 23.9                      | 6.6                  |
| 2/1                                       | N Circ Ahead                  | U         | C2:C         |             | 1          | 39              | -               | 500               | 1980              | 990            | 50.5%        | -                     | -                            | -                           | 1.8                 | 12.9                      | 7.3                  |
| 2/2                                       | N Circ Right                  | U         | C2:C         |             | 1          | 39              | -               | 653               | 2120              | 1060           | 61.6%        | -                     | -                            | -                           | 1.7                 | 9.3                       | 7.3                  |

## Appendix 7

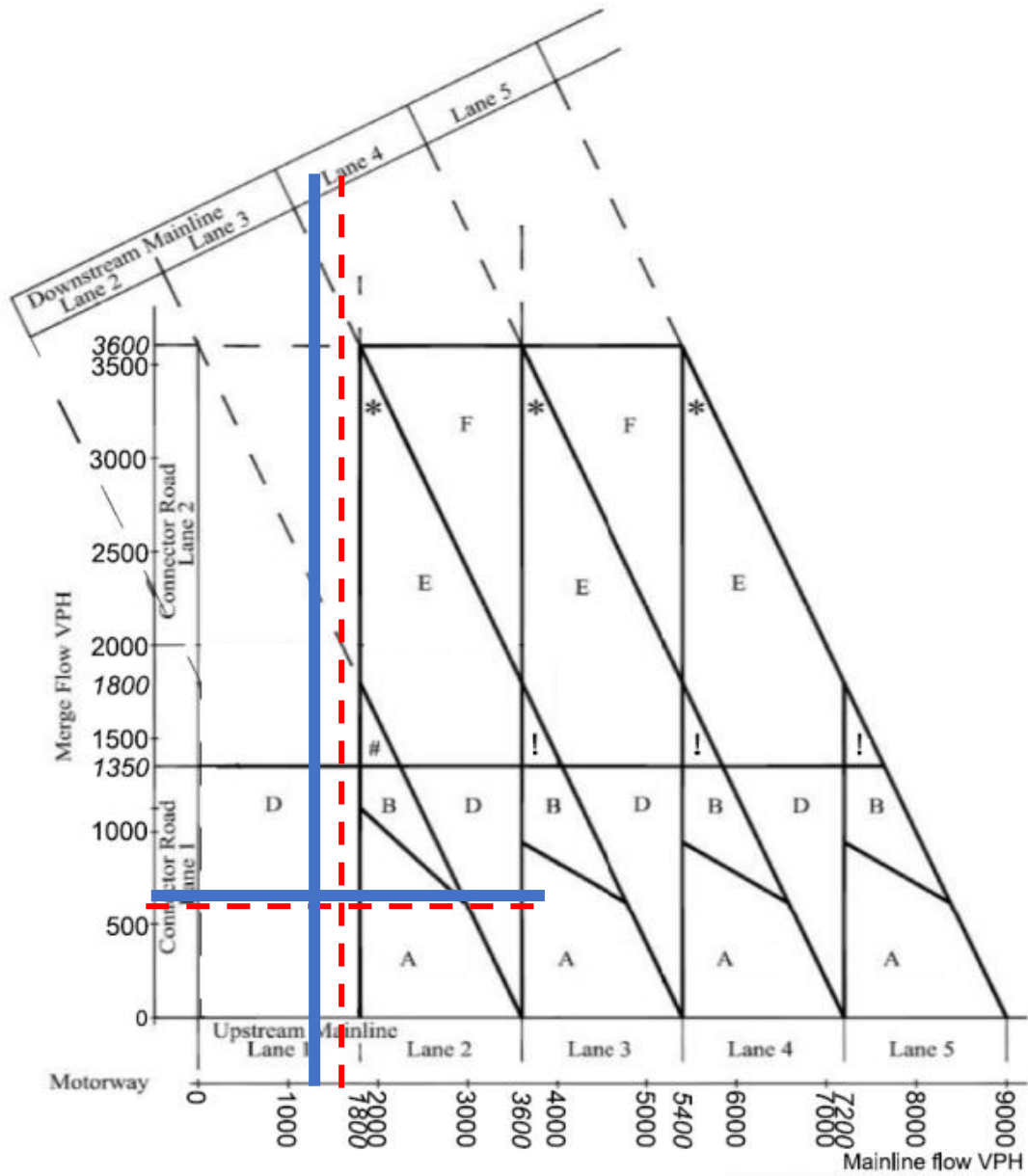
### Merge / Diverge Assessments

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### Northbound Merge - Weekday

Weekday AM Peak (Base + Development) —————

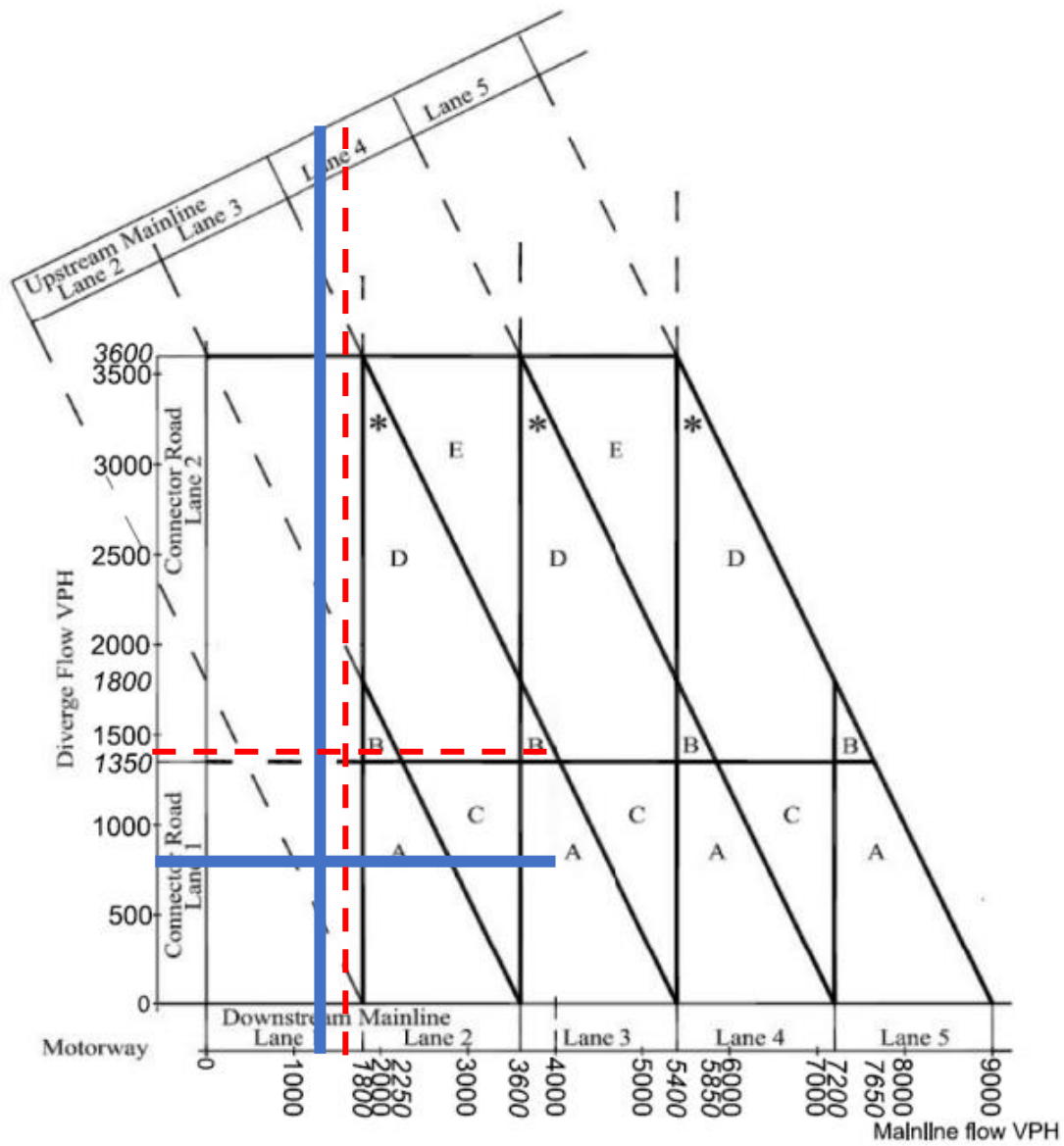
Weekday PM Peak (Base + Development) - - - - -



### Northbound Diverge - Weekday

Weekday AM Peak (Base + Development) —————

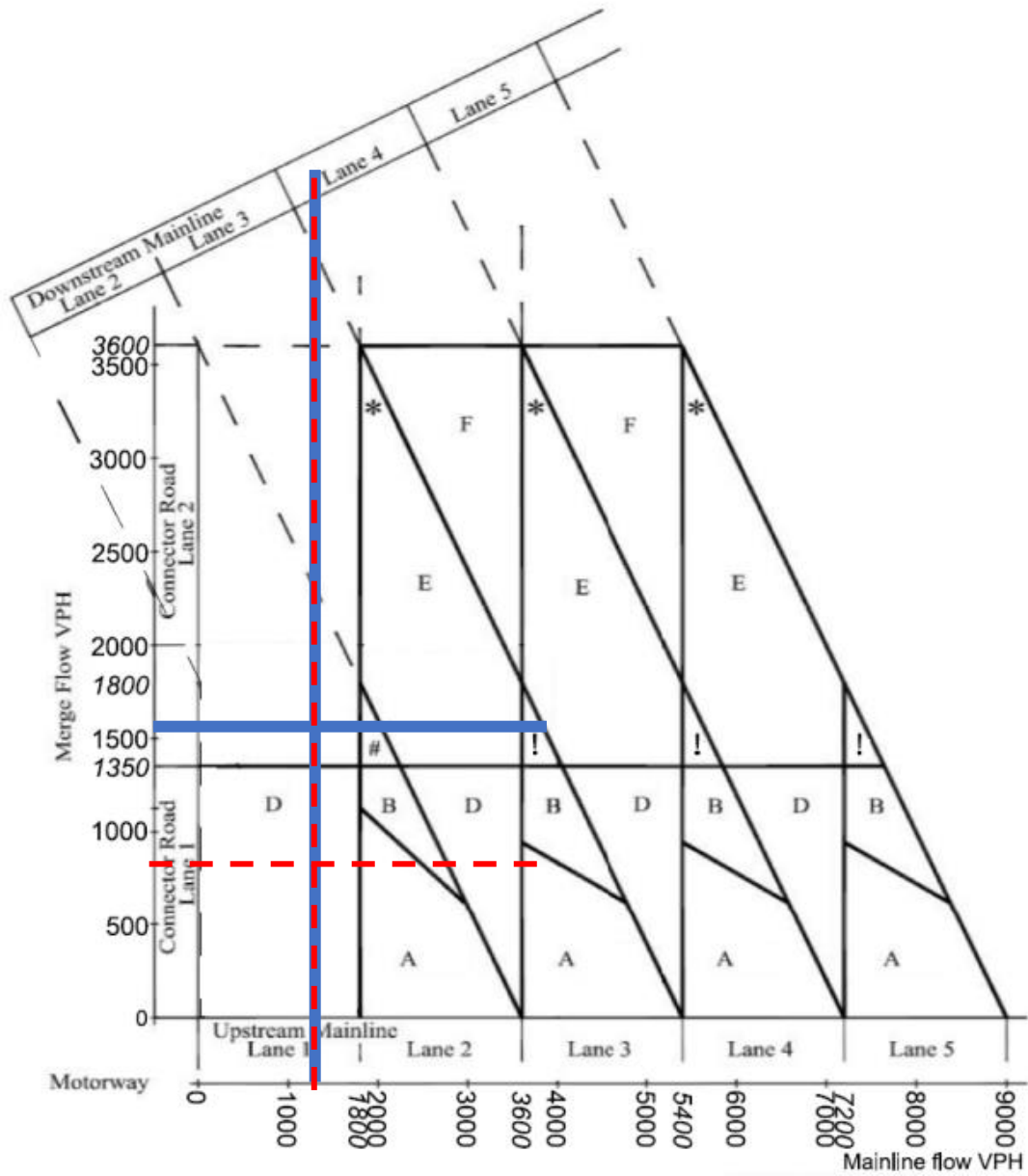
Weekday PM Peak (Base + Development) - - - - -



### Southbound Merge - Weekday

Weekday AM Peak (Base + Development) —————

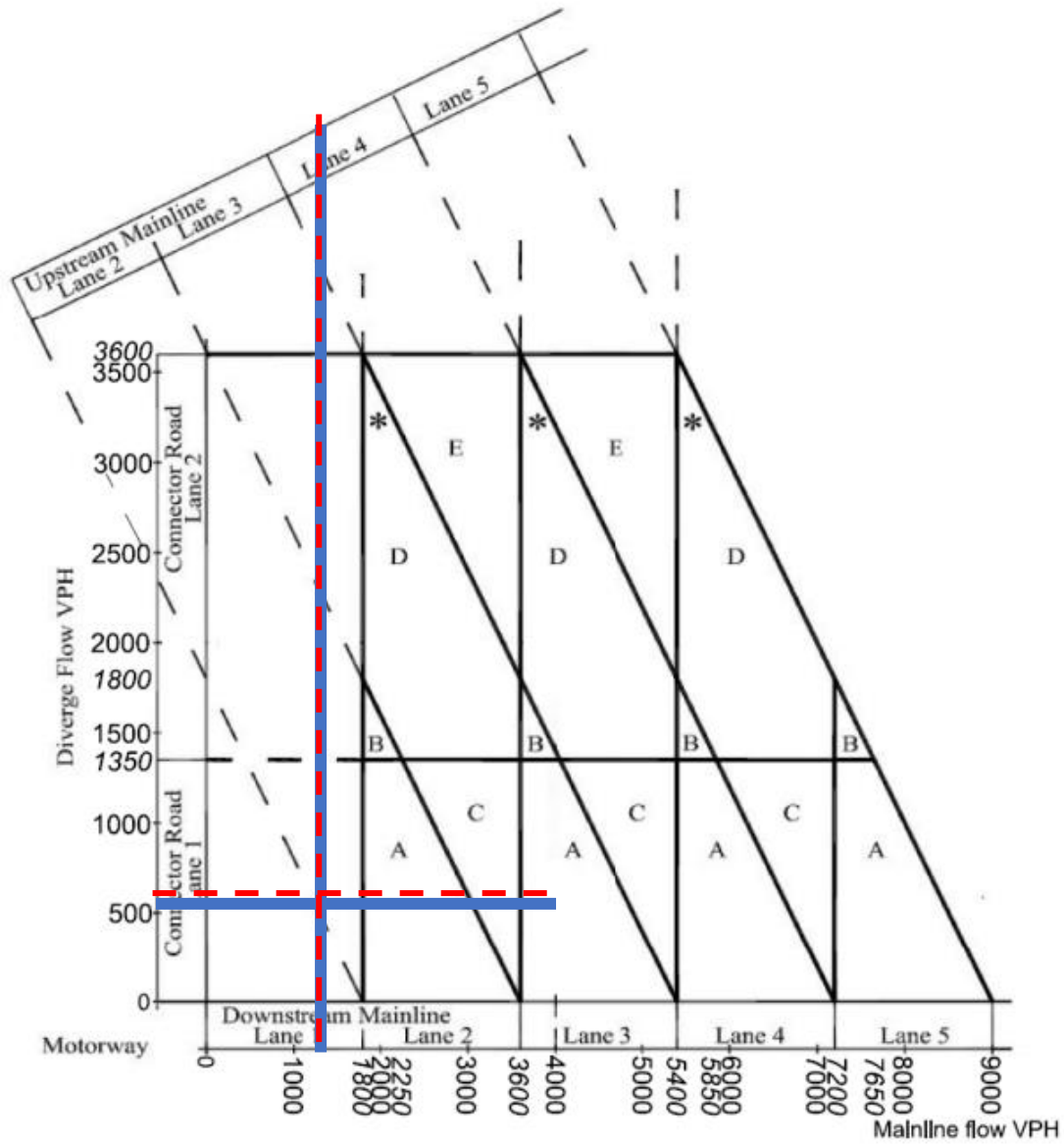
Weekday PM Peak (Base + Development) - - - - -



### Southbound Diverge - Weekday

Weekday AM Peak (Base + Development) —————

Weekday PM Peak (Base + Development) - - - - -



Assessment of Merge / Diverge Requirement - M69 J1

Existing Junction Type

Northbound Merge: Type A Merge  
Northbound Diverge: Type A Diverge

Southbound Merge: Type A Merge  
Southbound Diverge: Type A Diverge

|                    | 2023            |          |                |                 |          |                |
|--------------------|-----------------|----------|----------------|-----------------|----------|----------------|
|                    | AM Peak         |          |                | PM Peak         |          |                |
|                    | Merge / Diverge | Mainline | Jnt Type       | Merge / Diverge | Mainline | Jnt Type       |
| Northbound Merge   | 671             | 1378     | Type D Merge   | 572             | 1686     | Type D Merge   |
| Northbound Diverge | 851             | 1378     | Type A Diverge | 1409            | 1686     | Type A Diverge |
| Southbound Merge   | 1576            | 1227     | Type D Merge   | 826             | 1238     | Type D Merge   |
| Southbound Diverge | 533             | 1227     | Type A Diverge | 610             | 1238     | Type A Diverge |