

C21021 HINCKLEY WEST

TRANSPORT ASSESSMENT SCOPING STUDY

DEVELOPMENT TRAFFIC FLOWS
VEHICLES

2015 Trip Rates

Do Minimum 1: AM no new delveopment, consented 850 unit scheme accessed via Greenfinch Road

Direction	AM PEAK	
	RATE	VEH
IN	0.148	126
OUT	0.425	361
2-WAY	0.573	487

850 Dwellings

ROUTE		AM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	1	2	3
B	3.4%	4	12	17
C	13.6%	17	49	66
D	8.0%	10	29	39
E	10.5%	13	38	51
F	9.2%	12	33	45
G	14.6%	18	53	71
H	9.1%	11	33	44
I	7.1%	9	26	35
J	16.3%	20	59	79
K	1.2%	2	4	6
L	1.9%	2	7	9
M	4.4%	6	16	22
TOTAL	100%	126	361	487
Cordon totals		126	361	
		OK	OK	

JUNCTION IMPACTS

- A1

J1

J2

J3

J4

J5

J6

J7

J8

J9
- NORMANDY WAY/GREENFINCH ROAD

NORMANDY WAY/OUTLANDS DRIVE

NORMANDY WAY/ROSTON DRIVE

A5/A47 DODWELL'S ROUNDABOUT

A5/A47 THE LONG SHOOT SIGNALS

M69 JUNCTION 1

A47/WYKIN ROAD ROUNDABOUT

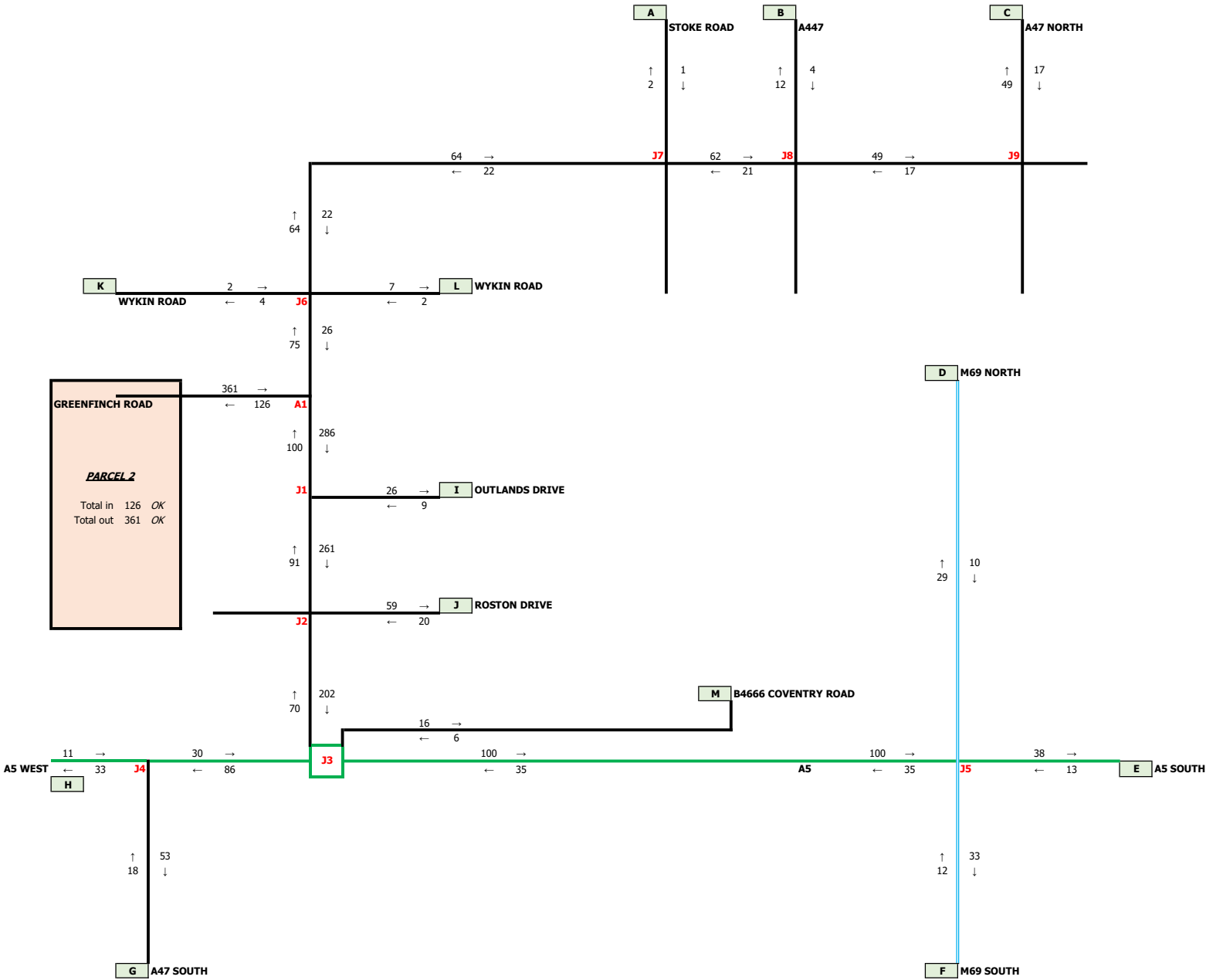
A47/STOKE ROAD ROUNDABOUT

A47/A447 JUNCTION

A47/LEICESTER ROAD JUNCTION, EARL SHILTON

Total Inflow (Vehicles)

- 487
- 386
- 351
- 272
- 116
- 135
- 101
- 86
- 83
- 66



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TRANSPORT ASSESSMENT SCOPING STUDY

2015 Trip Rates

Do Minimum 1: PM no new development, consented 850 unit scheme accessed via Greenfinch Road

Direction	PM PEAK	
	RATE	VEH
IN	0.409	348
OUT	0.244	207
2-WAY	0.653	555

850 Dwellings

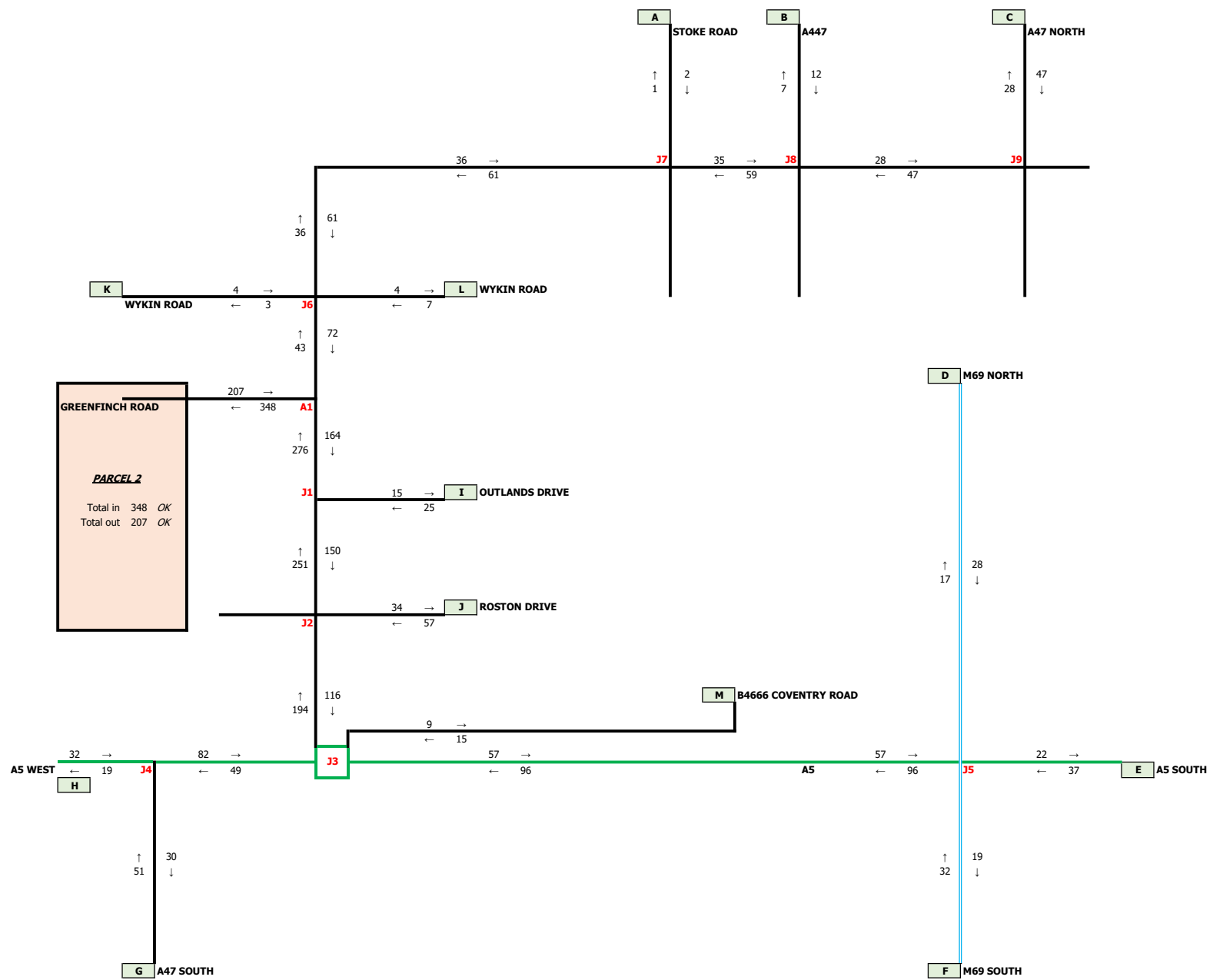
ROUTE	AM PEAK HOUR			
	IN	OUT	2-WAY	
A	0.6%	2	1	3
B	3.4%	12	7	19
C	13.6%	47	28	76
D	8.0%	28	17	44
E	10.5%	37	22	58
F	9.2%	32	19	51
G	14.6%	51	30	81
H	9.1%	32	19	51
I	7.1%	25	15	40
J	16.3%	57	34	90
K	1.2%	4	3	7
L	1.9%	7	4	11
M	4.4%	15	9	25
TOTAL	100%	348	207	555
Cordon totals				
		348	207	
		OK	OK	

JUNCTION IMPACTS

A1	NORMANDY WAY/GREENFINCH ROAD
J1	NORMANDY WAY/OUTLANDS DRIVE
J2	NORMANDY WAY/ROSTON ROAD
J3	A5/A47 DODWELL'S ROUNDABOUT
J4	A5/A47 THE LONG SHOOT SIGNALS
J5	M69 JUNCTION 1
J6	A47/WYKIN ROAD ROUNDABOUT
J7	A47/STOKE ROAD ROUNDABOUT
J8	A47/A447 JUNCTION
J9	A47/LEICESTER ROAD JUNCTION, EARL SHILTON

Total Inflow (Vehicles)

555
440
400
310
132
154
115
98
95
76



C21021 HINCKLEY WEST

TRANSPORT ASSESSMENT SCOPING STUDY

DEVELOPMENT TRAFFIC FLOWS
VEHICLES

2022 Trip Rates

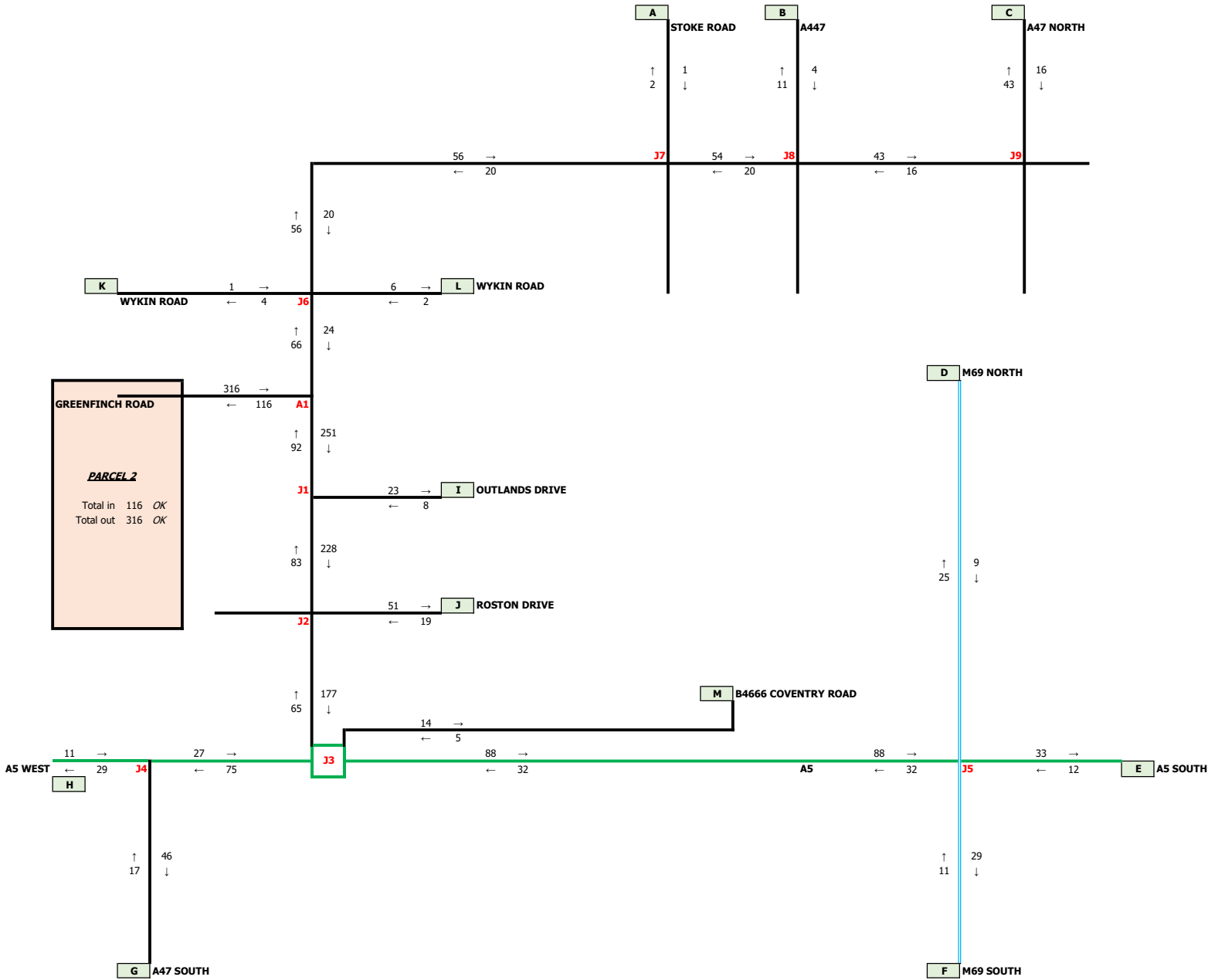
Do Minimum SENSITIVITY: AM no new delveopment, consented 850 unit scheme accessed via Greenfinch Road

Direction	AM PEAK	
	RATE	VEH
IN	0.136	116
OUT	0.372	316
2-WAY	0.508	432

850 Dwellings

ROUTE		AM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	1	2	2
B	3.4%	4	11	15
C	13.6%	16	43	59
D	8.0%	9	25	35
E	10.5%	12	33	45
F	9.2%	11	29	40
G	14.6%	17	46	63
H	9.1%	11	29	39
I	7.1%	8	23	31
J	16.3%	19	51	70
K	1.2%	1	4	5
L	1.9%	2	6	8
M	4.4%	5	14	19
TOTAL	100%	116	316	432
Cordon totals		116	316	
		OK	OK	

JUNCTION IMPACTS	Total Inflow (Vehicles)
A1 NORMANDY WAY/GREENFINCH ROAD	432
J1 NORMANDY WAY/OUTLANDS DRIVE	342
J2 NORMANDY WAY/ROSTON DRIVE	311
J3 A5/A47 DODWELL'S ROUNDABOUT	241
J4 A5/A47 THE LONG SHOOT SIGNALS	102
J5 M69 JUNCTION 1	120
J6 A47/WYKIN ROAD ROUNDABOUT	90
J7 A47/STOKE ROAD ROUNDABOUT	76
J8 A47/A447 JUNCTION	74
J9 A47/LEICESTER ROAD JUNCTION, EARL SHILTON	59



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TRANSPORT ASSESSMENT SCOPING STUDY

DEVELOPMENT TRAFFIC FLOWS
VEHICLES

2022 Trip Rates

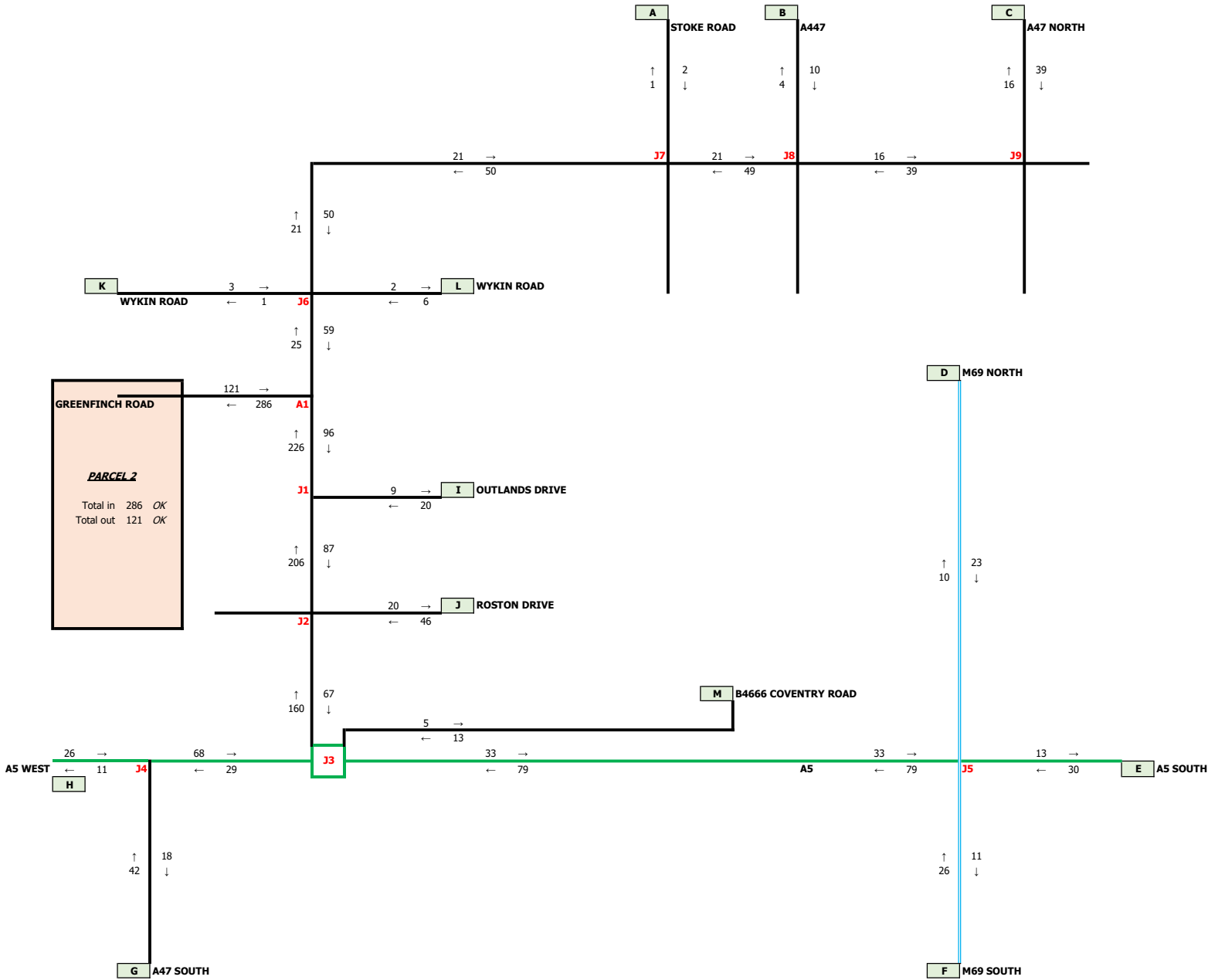
Do Minimum SENSITIVITY: PM no new delveopment, consented 850 unit scheme accessed via Greenfinch Road

Direction	PM PEAK	
	RATE	VEH
IN	0.336	286
OUT	0.142	121
2-WAY	0.478	406

850 Dwellings

ROUTE		PM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	2	1	2
B	3.4%	10	4	14
C	13.6%	39	16	55
D	8.0%	23	10	33
E	10.5%	30	13	43
F	9.2%	26	11	37
G	14.6%	42	18	59
H	9.1%	26	11	37
I	7.1%	20	9	29
J	16.3%	46	20	66
K	1.2%	3	1	5
L	1.9%	6	2	8
M	4.4%	13	5	18
TOTAL	100%	286	121	406
Cordon totals		286	121	
		OK	OK	

JUNCTION IMPACTS	Total Inflow (Vehicles)
A1 NORMANDY WAY/GREENFINCH ROAD	406
J1 NORMANDY WAY/OUTLANDS DRIVE	322
J2 NORMANDY WAY/ROSTON DRIVE	293
J3 A5/A47 DODWELL'S ROUNDABOUT	227
J4 A5/A47 THE LONG SHOOT SIGNALS	96
J5 M69 JUNCTION 1	113
J6 A47/WYKIN ROAD ROUNDABOUT	84
J7 A47/STOKE ROAD ROUNDABOUT	71
J8 A47/A447 JUNCTION	69
J9 A47/LEICESTER ROAD JUNCTION, EARL SHILTON	55



C21021 HINCKLEY WEST

TRANSPORT ASSESSMENT

2015 Trip Rates

Scenario 1: AM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

Total Trips

Direction	AM PEAK	
	RATE	VEH
IN	0.148	152
OUT	0.425	438
2-WAY	0.573	590

1030 Dwellings

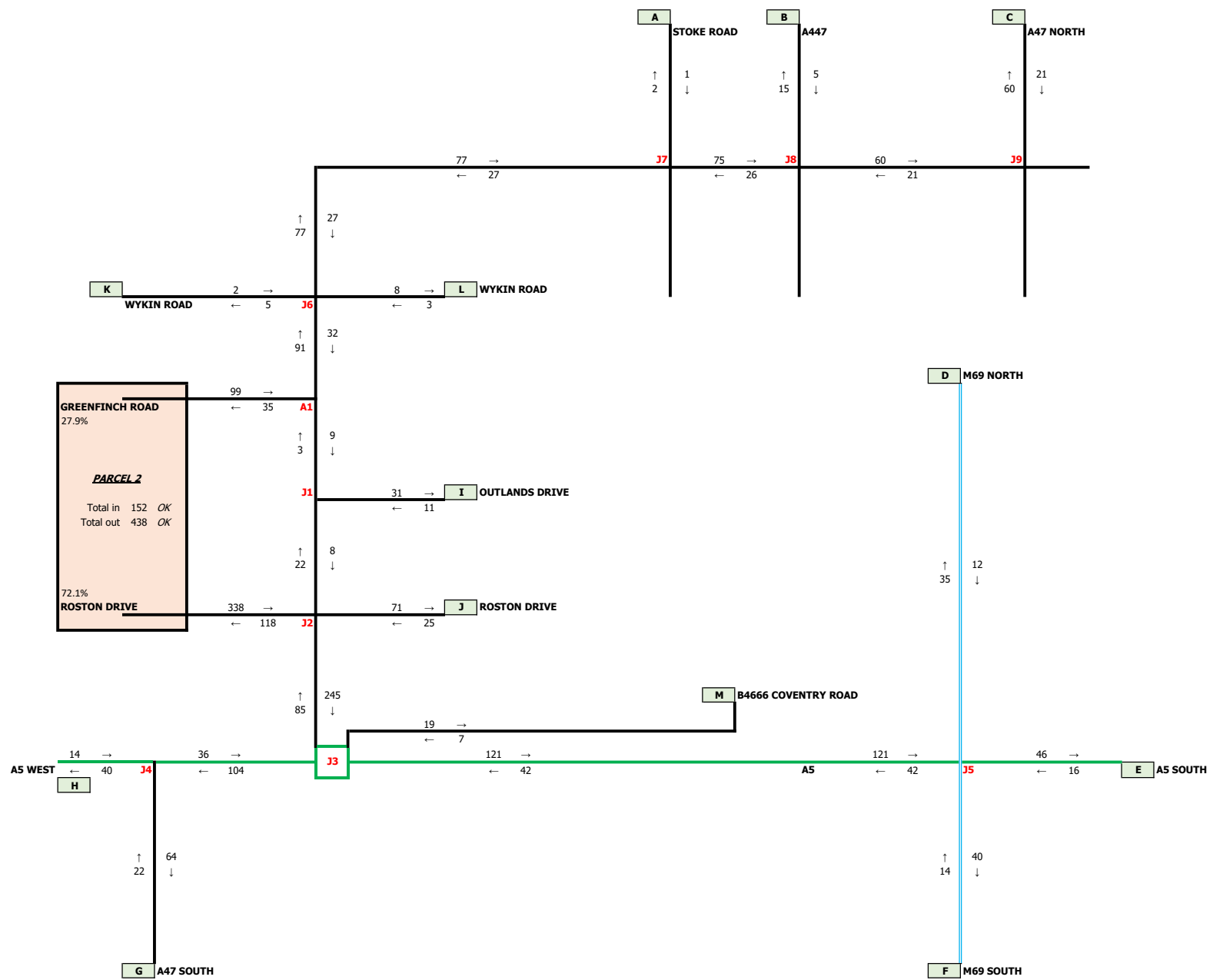
ROUTE		AM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	1	2	3
B	3.4%	5	15	20
C	13.6%	21	60	81
D	8.0%	12	35	47
E	10.5%	16	46	62
F	9.2%	14	40	54
G	14.6%	22	64	86
H	9.1%	14	40	54
I	7.1%	11	31	42
J	16.3%	25	71	96
K	1.2%	2	5	7
L	1.9%	3	8	11
M	4.4%	7	19	26
TOTAL	100%	152	438	590
<i>Cordon totals</i>		152	438	
		OK	OK	

JUNCTION IMPACTS

A1	NORMANDY WAY/GREENFINCH ROAD
J1	NORMANDY WAY/OUTLANDS DRIVE
J2	NORMANDY WAY/ROSTON DRIVE
J3	A5/A47 DODWELL'S ROUNDABOUT
J4	A5/A47 THE LONG SHOOT SIGNALS
J5	M69 JUNCTION 1
J6	A47/WYKIN ROAD ROUNDABOUT
J7	A47/STOKE ROAD ROUNDABOUT
J8	A47/A447 JUNCTION
J9	A47/LEICESTER ROAD JUNCTION, EARL SHILTON

Total Inflow (Vehicles)

134
42
456
330
140
164
122
104
101
81



C21021 HINCKLEY WEST

TRANSPORT ASSESSMENT

DEVELOPMENT TRAFFIC FLOWS
VEHICLES

2015 Trip Rates

Scenario 1: PM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

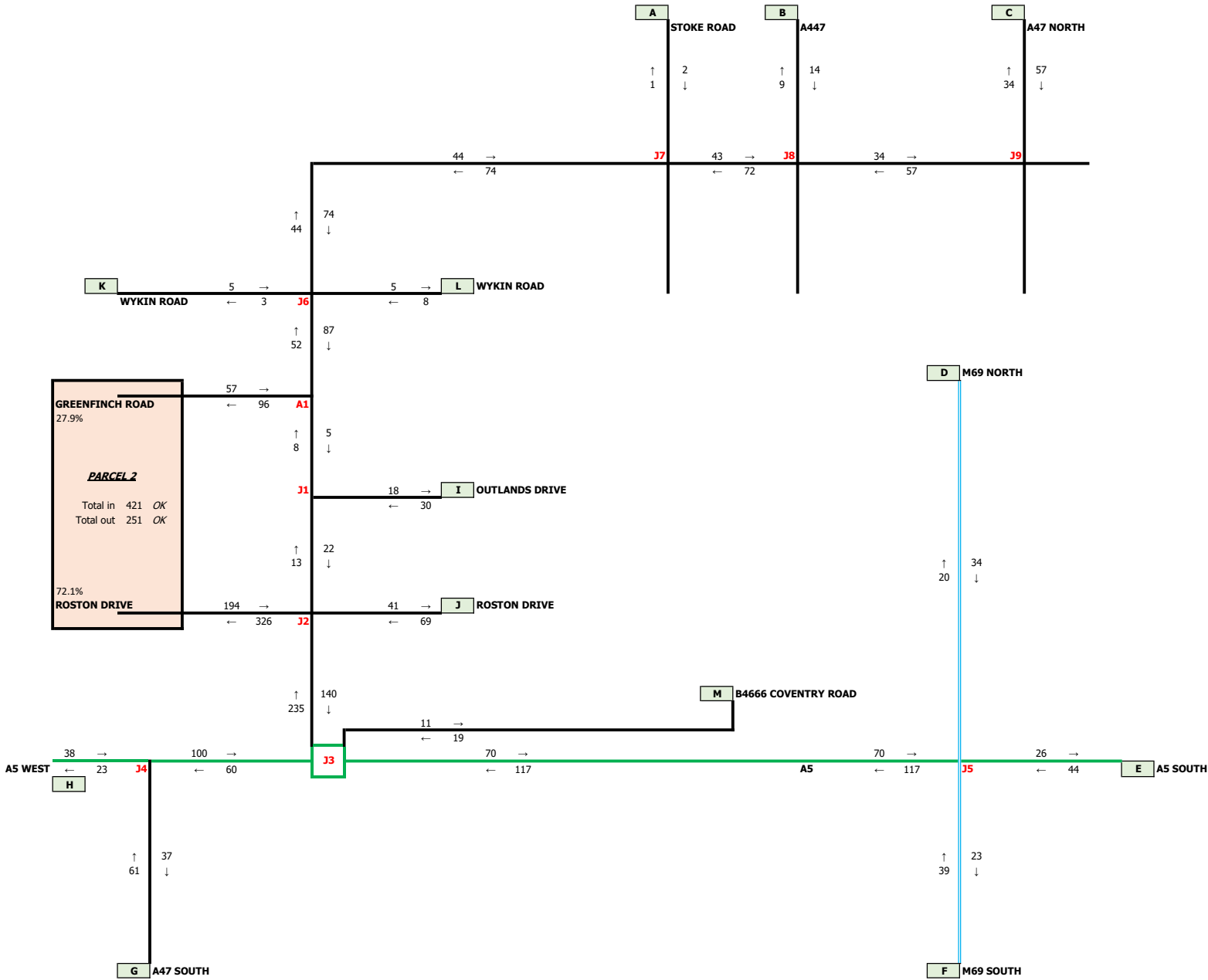
Total Trips

Direction	PM PEAK	
	RATE	VEH
IN	0.409	421
OUT	0.244	251
2-WAY	0.653	673

1030 Dwellings

ROUTE		PM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	2	1	4
B	3.4%	14	9	23
C	13.6%	57	34	92
D	8.0%	34	20	54
E	10.5%	44	26	71
F	9.2%	39	23	62
G	14.6%	61	37	98
H	9.1%	38	23	61
I	7.1%	30	18	48
J	16.3%	69	41	109
K	1.2%	5	3	8
L	1.9%	8	5	13
M	4.4%	19	11	30
TOTAL	100%	421	251	673
Cordon totals		421	251	
		OK	OK	

JUNCTION IMPACTS	Total Inflow (Vehicles)
A1 NORMANDY WAY/GREENFINCH ROAD	153
J1 NORMANDY WAY/OUTLANDS DRIVE	48
J2 NORMANDY WAY/ROSTON DRIVE	520
J3 A5/A47 DODWELL'S ROUNDABOUT	376
J4 A5/A47 THE LONG SHOOT SIGNALS	160
J5 M69 JUNCTION 1	186
J6 A47/WYKIN ROAD ROUNDABOUT	139
J7 A47/STOKE ROAD ROUNDABOUT	118
J8 A47/A447 JUNCTION	115
J9 A47/LEICESTER ROAD JUNCTION, EARL SHILTON	92



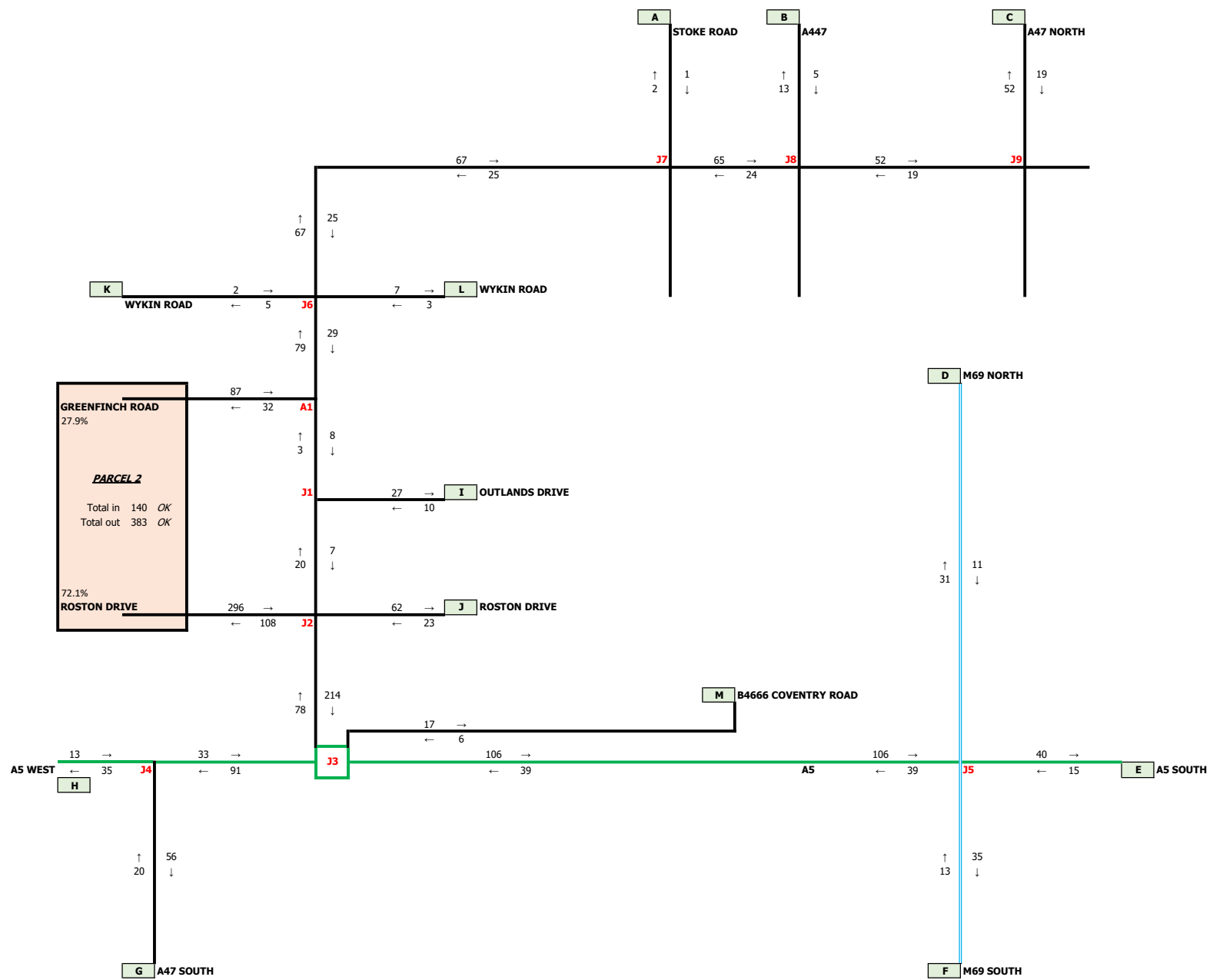
TRANSPORT ASSESSMENT

2022 Trip Rates

Scenario 1 SENSITIVITY: AM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

1030 Dwellings

JUNCTION IMPACTS		Total Inflow (Vehicles)
A1	NORMANDY WAY/GREENFINCH ROAD	119
J1	NORMANDY WAY/OUTLANDS DRIVE	37
J2	NORMANDY WAY/ROSTON DRIVE	404
J3	A5/A47 DODWELL'S ROUNDABOUT	292
J4	A5/A47 THE LONG SHOOT SIGNALS	124
J5	M69 JUNCTION 1	145
J6	A47/WYKIN ROAD ROUNDABOUT	109
J7	A47/STOKE ROAD ROUNDABOUT	92
J8	A47/A447 JUNCTION	89
J9	A47/LEICESTER ROAD JUNCTION, EARL SHILTON	71



C21021 HINCKLEY WEST

TRANSPORT ASSESSMENT

DEVELOPMENT TRAFFIC FLOWS
VEHICLES

2022 Trip Rates

Scenario 1 SENSITIVITY: PM 1,030 Dwellings Accessed from Greenfinch Road & Roston Drive (27.9%/72.1% split)

Direction	PM PEAK	
	RATE	VEH
IN	0.336	346
OUT	0.142	146
2-WAY	0.478	492

1030 Dwellings

ROUTE		PM PEAK HOUR		
		IN	OUT	2-WAY
A	0.6%	2	1	3
B	3.4%	12	5	17
C	13.6%	47	20	67
D	8.0%	28	12	39
E	10.5%	36	15	52
F	9.2%	32	13	45
G	14.6%	50	21	72
H	9.1%	32	13	45
I	7.1%	25	10	35
J	16.3%	56	24	80
K	1.2%	4	2	6
L	1.9%	7	3	10
M	4.4%	15	7	22
TOTAL	100%	346	146	492
Cordon totals		346	146	
		OK	OK	

JUNCTION IMPACTS

- A1

NORMANDY WAY/GREENFINCH ROAD
- J1

NORMANDY WAY/OUTLANDS DRIVE
- J2

NORMANDY WAY/ROSTON DRIVE
- J3

A5/A47 DODWELL'S ROUNDABOUT
- J4

A5/A47 THE LONG SHOOT SIGNALS
- J5

M69 JUNCTION 1
- J6

A47/WYKIN ROAD ROUNDABOUT
- J7

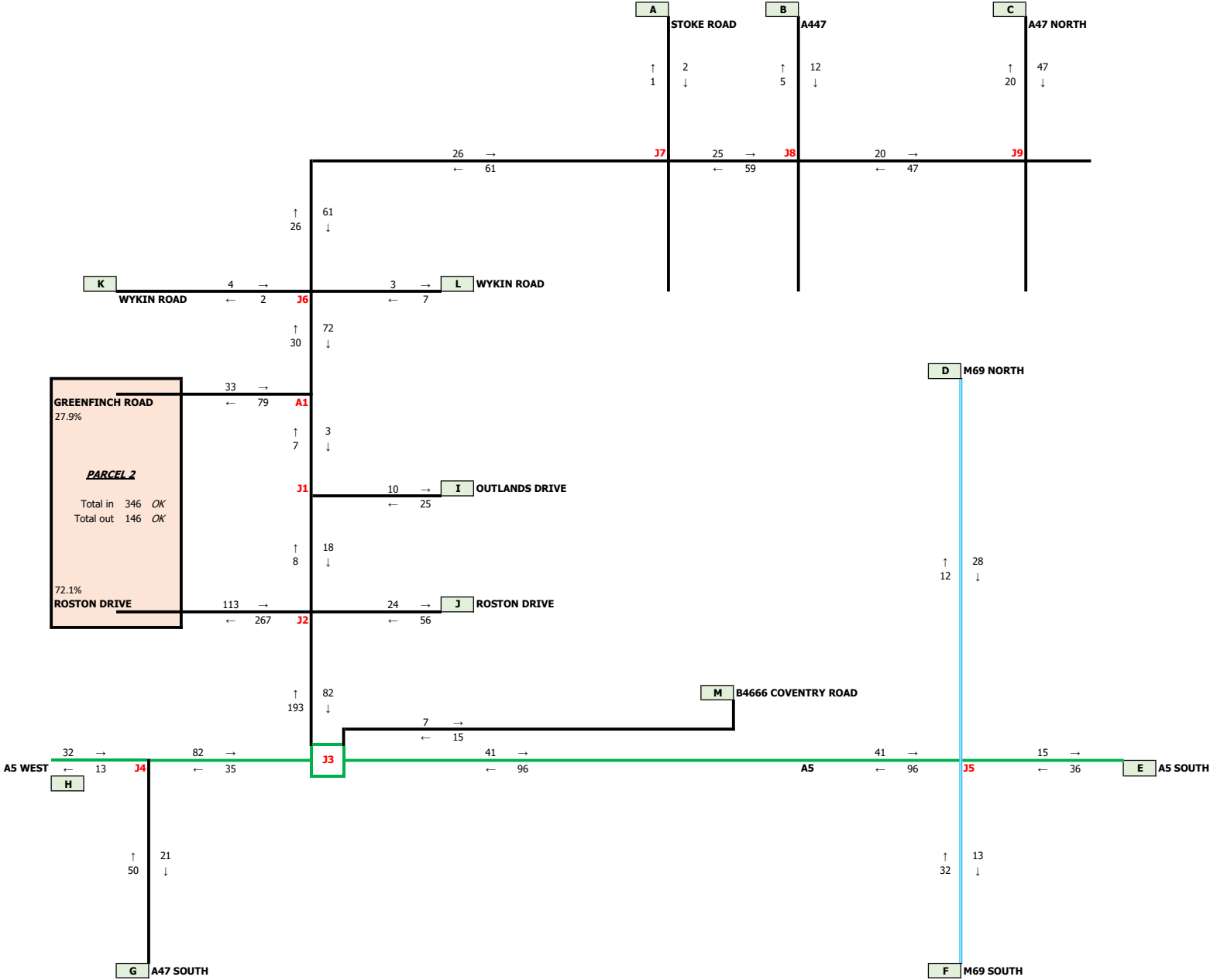
A47/STOKE ROAD ROUNDABOUT
- J8

A47/A447 JUNCTION
- J9

A47/LEICESTER ROAD JUNCTION, EARL SHILTON

Total Inflow (Vehicles)

- 112
- 35
- 380
- 275
- 117
- 136
- 102
- 87
- 84
- 67



APPENDIX J

TRAFFIC GROWTH FORECASTS

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	1.0850	1.0918
Authority	Hinckley and Bosworth	1.0754	1.0909
E02005387	Hinckley and Bosworth 011	1.0716	1.0913

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	22,284	24,873
Authority	Hinckley and Bosworth	2,259	2,329
E02005387	Hinckley and Bosworth 011	208	307

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	262,320	270,857
Authority	Hinckley and Bosworth	29,949	25,613
E02005387	Hinckley and Bosworth 011	2,909	3,357

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	284,605	295,730
Authority	Hinckley and Bosworth	32,208	27,942
E02005387	Hinckley and Bosworth 011	3,117	3,664

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2036
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	1.0850	1.0918
Authority	Hinckley and Bosworth	1.0754	1.0909
E02005387	Hinckley and Bosworth 011	1.0716	1.0913

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	22,284	24,873
Authority	Hinckley and Bosworth	2,259	2,329
E02005387	Hinckley and Bosworth 011	208	307

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	262,320	270,857
Authority	Hinckley and Bosworth	29,949	25,613
E02005387	Hinckley and Bosworth 011	2,909	3,357

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	284,605	295,730
Authority	Hinckley and Bosworth	32,208	27,942
E02005387	Hinckley and Bosworth 011	3,117	3,664

Level	Area	Local Growth Figure
County	Leicestershire	1.102
Authority	Hinckley and Bosworth	1.097
E02005387	Hinckley and Bosworth 011	1.095

AM PEAK PERIOD

PRINCIPAL ROADS

Level	Area	Local Growth Figure
County	Leicestershire	1.116
Authority	Hinckley and Bosworth	1.110
E02005387	Hinckley and Bosworth 011	1.108

AM PEAK PERIOD

ALL ROADS

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2036
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	1.0907	1.0863
Authority	Hinckley and Bosworth	1.0879	1.0777
E02005387	Hinckley and Bosworth 011	1.0844	1.0699

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	26,245	24,420
Authority	Hinckley and Bosworth	2,531	2,468
E02005387	Hinckley and Bosworth 011	300	219

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	289,497	283,027
Authority	Hinckley and Bosworth	28,791	31,762
E02005387	Hinckley and Bosworth 011	3,557	3,138

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	315,742	307,447
Authority	Hinckley and Bosworth	31,322	34,230
E02005387	Hinckley and Bosworth 011	3,857	3,357

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	1.0907	1.0863
Authority	Hinckley and Bosworth	1.0879	1.0777
E02005387	Hinckley and Bosworth 011	1.0844	1.0699

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	26,245	24,420
Authority	Hinckley and Bosworth	2,531	2,468
E02005387	Hinckley and Bosworth 011	300	219

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	289,497	283,027
Authority	Hinckley and Bosworth	28,791	31,762
E02005387	Hinckley and Bosworth 011	3,557	3,138

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
County	Leicestershire	315,742	307,447
Authority	Hinckley and Bosworth	31,322	34,230
E02005387	Hinckley and Bosworth 011	3,857	3,357

Level	Area	Local Growth Figure
County	Leicestershire	1.103
Authority	Hinckley and Bosworth	1.097
E02005387	Hinckley and Bosworth 011	1.091

PM PEAK PERIOD

PRINCIPAL ROADS

Level	Area	Local Growth Figure
County	Leicestershire	1.116
Authority	Hinckley and Bosworth	1.110
E02005387	Hinckley and Bosworth 011	1.104

PM PEAK PERIOD
ALL ROADS

APPENDIX K

2015 TA TRAFFIC FORECASTS

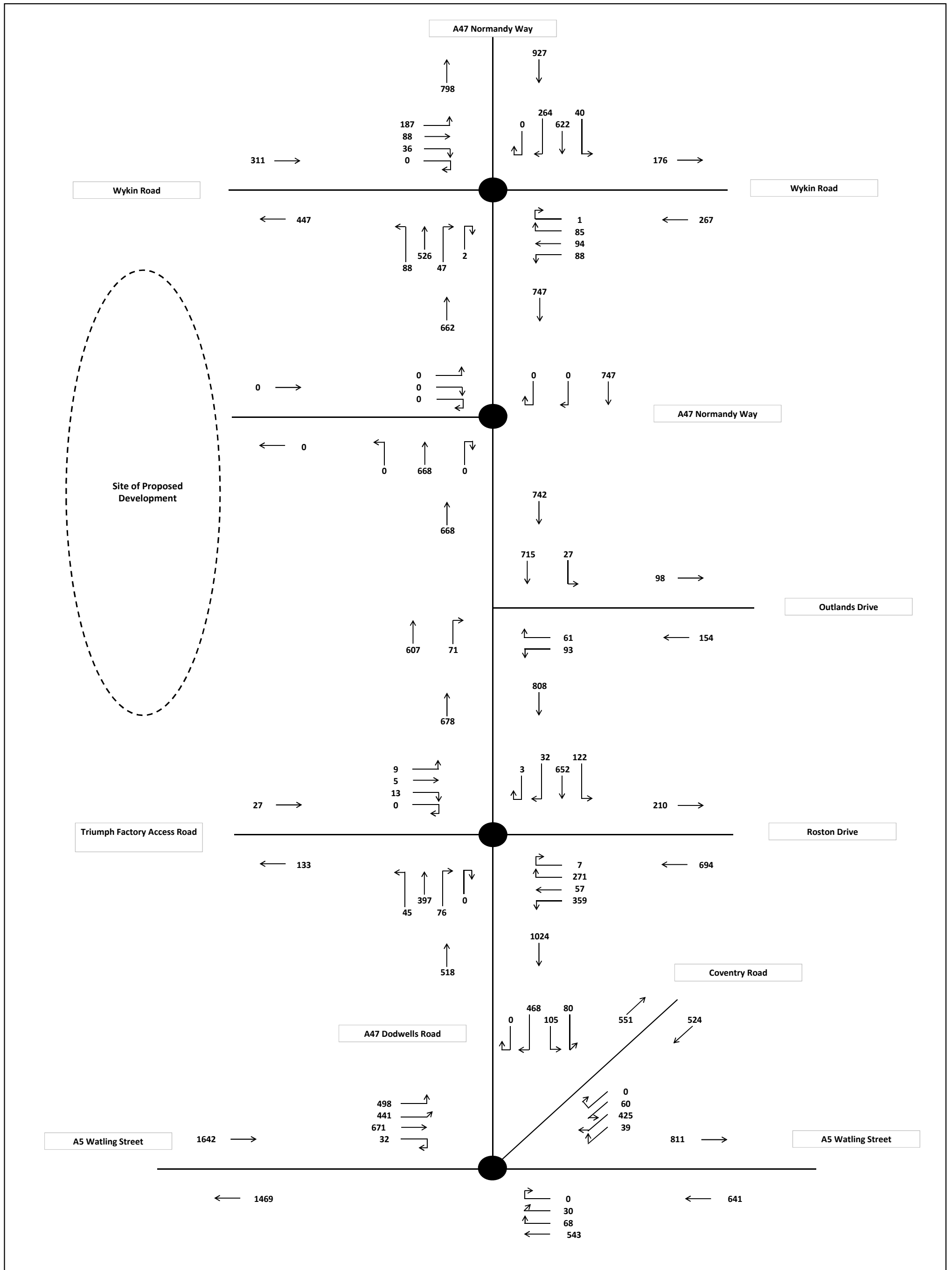


Figure 9.
2016 Baseline Morning Peak Hour Traffic Flows

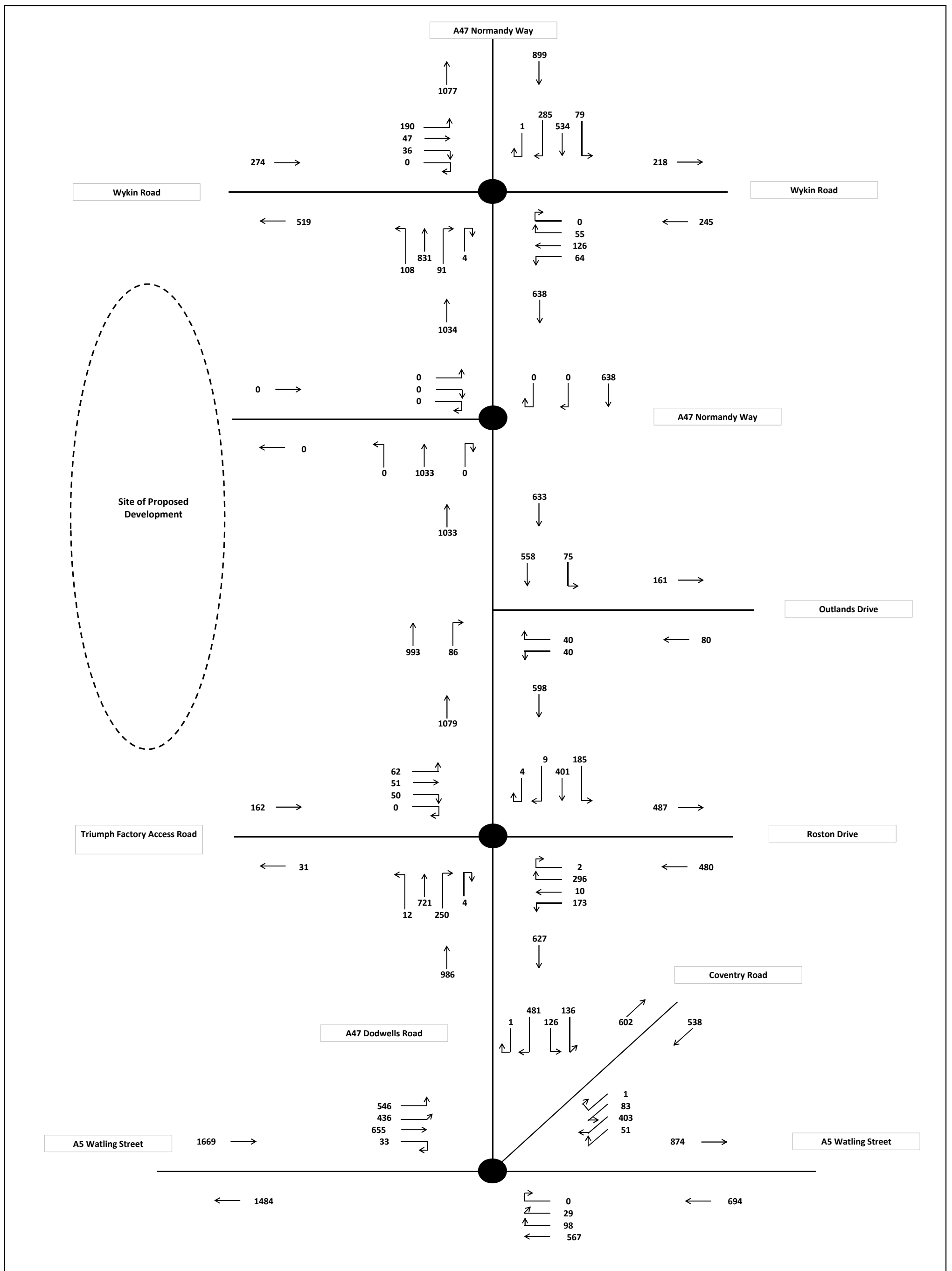


Figure 10
2016 Baseline Evening Peak Hour Traffic Flows

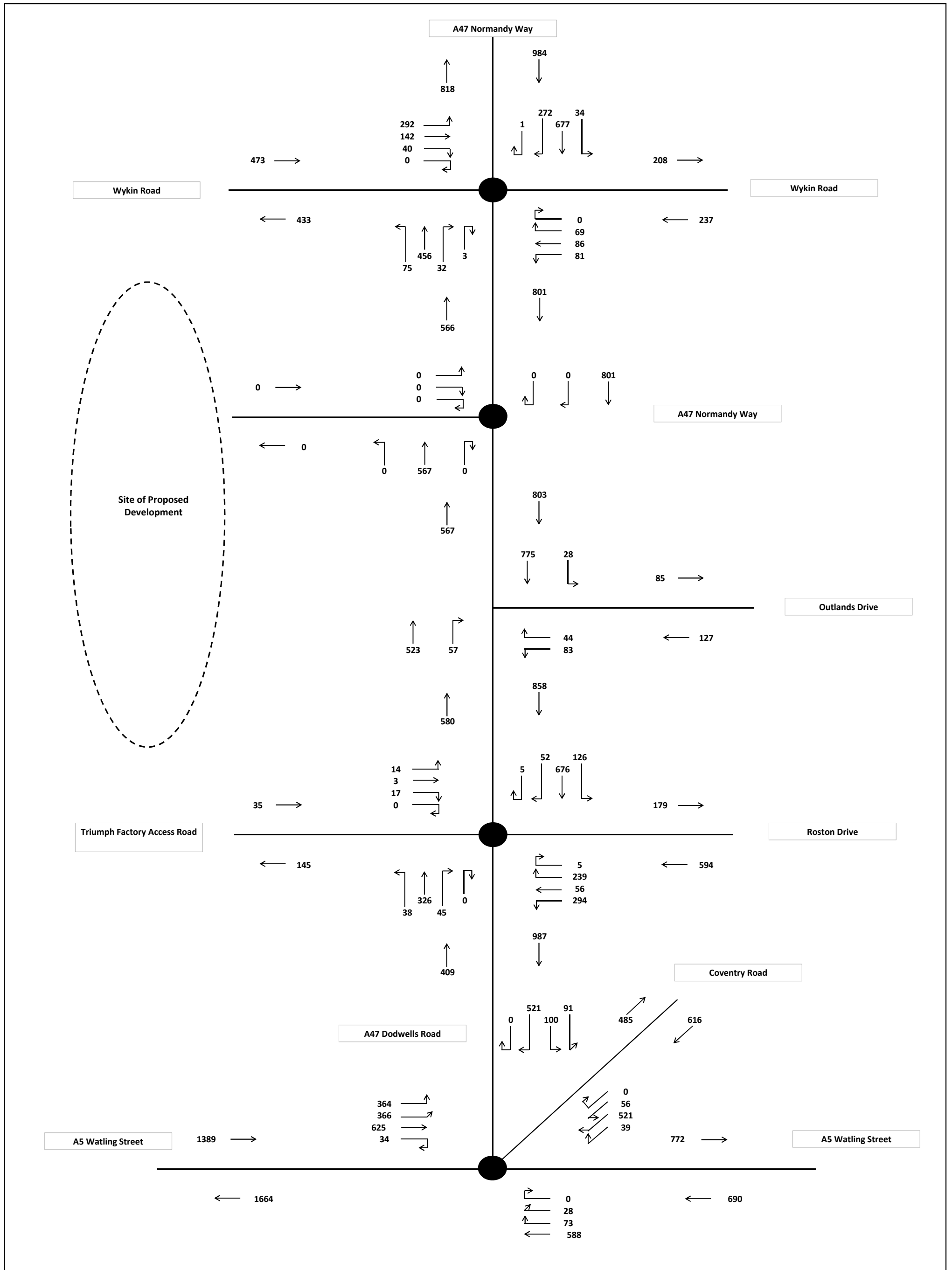


Figure 13.
2026 Morning Peak Hour Traffic With Committed
Developments

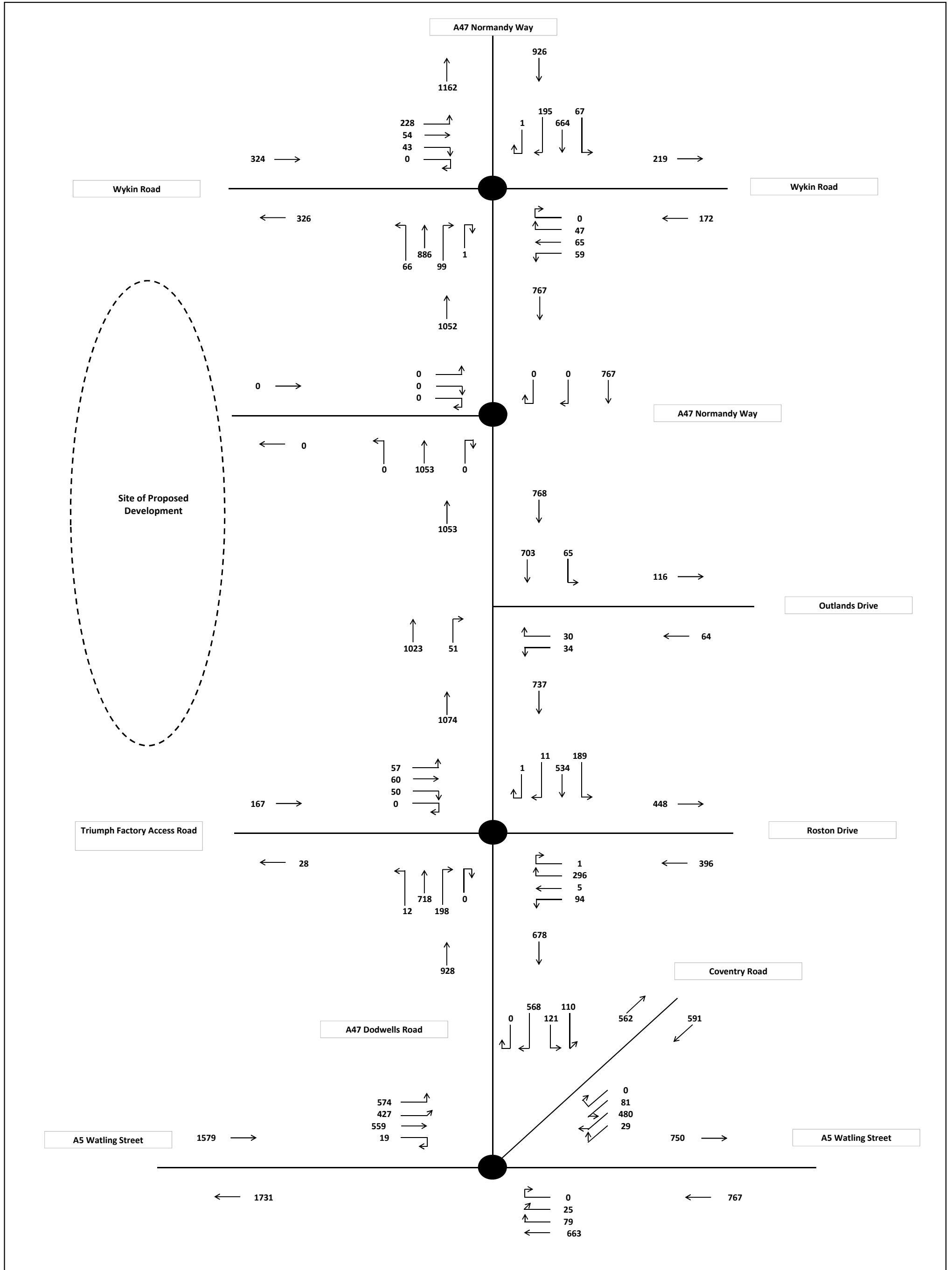


Figure 14.
2026 Evening Peak Hour Traffic With Committed
Developments

APPENDIX L

TRAFFIC FLOW DIAGRAMS

Junction: 4

Approach: A47 Normandy Way North

	Ahead to A47 Normandy Way (S)								Right to Greenfinch Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	2	7	154	31	7	3	1	205	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
07:45 - 08:00	4	7	176	49	1	5	1	243	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	6	14	330	80	8	8	2	448	0	0	1	9	1	0	0	11	0	0	0	0	0	0	0	0
08:00 - 08:15	0	5	153	22	1	4	0	185	0	0	2	1	0	1	0	4	0	0	0	0	0	0	0	0
08:15 - 08:30	0	3	152	23	5	5	1	189	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	147	30	2	4	0	183	0	0	1	0	1	0	0	2	0	0	0	1	0	0	0	1
08:45 - 09:00	1	0	152	28	3	9	1	194	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	1	8	604	103	11	22	2	751	0	0	8	3	1	2	0	14	0	0	0	1	0	0	0	1
09:00 - 09:15	0	2	95	20	4	7	0	128	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	2	107	26	7	11	1	154	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	4	202	46	11	18	1	282	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1

TOTAL	7	26	1136	229	30	48	5	1481	0	0	11	14	2	2	0	29	0	0	1	1	0	0	0	2
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16:30 - 16:45	0	1	121	19	3	5	1	150	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
16:45 - 17:00	0	2	111	22	1	1	1	138	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	3	232	41	4	6	2	288	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
17:00 - 17:15	0	4	126	20	0	3	0	153	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	1	1	134	19	0	0	0	155	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30 - 17:45	0	5	155	9	0	1	0	170	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45 - 18:00	0	2	109	12	1	1	1	126	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	12	524	60	1	5	1	604	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
18:00 - 18:15	0	2	128	12	2	0	0	144	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
18:15 - 18:30	1	2	95	12	0	2	0	112	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	1	4	223	24	2	2	0	256	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0

TOTAL	2	19	979	125	7	13	3	1148	0	0	16	3	0	0	0	19	0	0	0	0	0	0	0
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall
Rolling Peak	0.2	0.4	0.4	1	2	2	2	Sub Total	0.2	0.4	0.4	1	2	2	2	Sub Total	0.2	0.4	0.4	1	2	2	2	Sub Total	Total
07:30 to 08:30	1.2	8.8	254	125	28	34	6	457	0	0	1.2	12	2	4	0	19.2	0	0	0	0	0	0	0	0	476.2
07:45 to 08:45	0.8	6	251.2	124	18	36	4	440	0	0	1.2	10	2	4	0	17.2	0	0	0	1	0	0	0	1	458.2
08:00 to 09:00	0.2	3.2	241.6	103	22	44	4	418	0	0	3.2	3	2	4	0	12.2	0	0	0	1	0	0	0	1	431.2
08:15 to 09:15	0.2	2	218.4	101	28	50	4	403.6	0	0	2.8	4	2	2	0	10.8	0	0	0	1	0	0	0	1	415.4
08:30 to 09:30	0.2	1.6	200.4	104	32	62	4	404.2	0	0	3.2	2	2	0	0	7.2	0	0	0.4	1	0	0	0	1.4	412.8

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall
Rolling Peak	0.2	0.4	0.4	1	2	2	2	Sub Total	0.2	0.4	0.4	1	2	2	2	Sub Total	0.2	0.4	0.4	1	2	2	2	Sub Total	Total
16:30 to 17:30	0.2	3.2	196.8	80	8	18	4	310.2	0	0	2.4	1	0	0	0	3.4	0	0	0	0	0	0	0	0	313.6
16:45 to 17:45	0.2	4.8	210.4	70	2	10	2	299.4	0	0	3.2	0	0	0	0	3.2	0	0	0	0	0	0	0	0	302.6
17:00 to 18:00	0.2	4.8	209.6	60	2	10	2	288.6	0	0	3.2	0	0	0	0	3.2	0	0	0	0	0	0	0	0	291.8
17:15 to 18:15	0.2	4	210.4	52	6	4	2	278.6	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	283.6
17:30 to 18:30	0.2	4.4	194.8	45	6	8	2	260.4	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0	266.4

WebTag M3.1
 PCU Factors:
 CYCLE 0.2
 M/CYCLE 0.4
 CAR 1
 LGV 1
 OGV1 2
 OGV2 2
 BUS 2

Junction: 4

Approach: A47 Normandy Way South

	Left to Greenfinch Road								Ahead to A47 Normandy Way (N)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	4	2	1	0	0	7	0	2	90	22	1	3	0	118	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	1	0	1	0	3	0	2	99	37	6	3	1	148	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	3	1	1	0	10	0	4	189	59	7	6	1	266	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	1	0	0	0	1	0	1	87	32	3	5	0	128	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	1	0	1	0	2	0	0	152	19	5	5	1	182	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	2	0	0	0	3	0	0	145	28	6	4	0	183	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	2	2	0	0	0	4	0	1	114	34	2	3	1	155	0	0	1	1	0	0	0	2
Hourly Total	0	0	3	6	0	1	0	10	0	2	498	113	16	17	2	648	0	0	1	1	0	0	0	2
09:00 - 09:15	0	0	0	3	0	0	0	3	0	4	85	33	4	4	1	131	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	1	0	0	0	1	0	1	80	22	2	3	0	108	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	4	0	0	0	4	0	5	165	55	6	7	1	239	0	0	0	0	0	0	0	0

TOTAL	0	0	8	13	1	2	0	24	0	11	852	227	29	30	4	1153	0	0	1	1	0	0	0	2
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16:30 - 16:45	0	0	4	0	0	0	0	4	1	7	184	37	4	3	0	236	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	3	0	0	0	0	3	1	4	191	33	1	3	0	233	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	7	2	11	375	70	5	6	0	469	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	5	0	0	0	0	5	1	8	244	24	4	2	1	284	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	3	0	0	0	0	3	2	9	179	20	2	3	0	215	0	0	0	1	0	0	0	1
17:30 - 17:45	0	0	3	0	0	0	0	3	5	1	180	26	2	1	0	215	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	3	0	0	0	0	3	0	4	168	13	1	1	2	189	0	0	0	0	0	0	0	0
Hourly Total	0	0	14	0	0	0	0	14	8	22	771	83	9	7	3	903	0	0	0	1	0	0	0	1
18:00 - 18:15	0	0	1	1	0	0	0	2	1	5	143	16	1	1	1	168	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	1	134	16	0	2	0	153	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	1	6	277	32	1	3	1	321	0	0	0	0	0	0	0	0

TOTAL	0	0	22	1	0	0	0	23	11	39	1423	185	15	16	4	1693	0	0	0	1	0	0	0	1
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AM Peak	CYCLE							CYCLE							CYCLE							Overall	
Rolling Peak	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Total	
07:30 to 08:30	0.4	0.4	1	2	2	2	13	0.4	0.4	1	2	2	2	13	0.4	0.4	0.4	1	2	2	2	13	362.2
07:45 to 08:45	0	0.8	5	0	4	0	9.8	0	1.2	193.2	116	40	34	4	0	0	0	0	0	0	0	0	398.2
08:00 to 09:00	0	1.2	6	0	2	0	9.2	0	0.8	199.2	113	32	34	4	0	0	0.4	1	0	0	0	1.4	393.6
08:15 to 09:15	0	1.2	8	0	2	0	11.2	0	2	198.4	114	34	32	6	0	0	0.4	1	0	0	0	1.4	399
08:30 to 09:30	0	1.2	8	0	0	0	9.2	0	2.4	169.6	117	28	28	4	0	0	0.4	1	0	0	0	1.4	359.6

PM Peak	CYCLE							CYCLE							CYCLE							Overall Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Rolling Peak	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4	1	2	2	2	0.2	0.4	0.4

WebTag M3.1
 PCU Factors:
 CYCLE 0.2
 M/CYCLE 0.4
 CAR 1
 LGV 1
 OGV1 2
 OGV2 2
 BUS 2

Junction: 4

Approach: Greenfinch Road

TIME	Left to A47 Normandy Way (N)								Right to A47 Normandy Way (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	3	1	0	1	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	1	0	1	0	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	6	0	1	0	0	7	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	0	0	13	4	1	2	0	20	0	0	7	2	0	0	0	9	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	0	1	0	0	0	1	0	0	2	1	0	1	0	4	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0

TOTAL	0	0	19	5	1	2	0	27	0	0	15	4	0	1	0	20	0	0	1	0	0	0	0	1
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16:30 - 16:45	0	0	2	5	0	0	0	7	0	0	5	6	0	0	0	11	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	5	0	0	0	9	0	0	6	6	0	0	0	12	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0

TOTAL	0	0	13	5	0	0	0	18	0	0	16	8	0	0	0	24	0	0	0	0	0	0	0	0
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	0.4	1	2	2	2		0.2	0.4	0.4	1	2	2	2		0.2	0.4	0.4	1	2	2	2		
07:30 to 08:30	0	0	4.4	3	0	2	0	9.4	0	0	3.2	1	0	0	0	4.2	0	0	0	0	0	0	0	0	13.6
07:45 to 08:45	0	0	4	4	0	4	0	12	0	0	4.4	1	0	0	0	5.4	0	0	0	0	0	0	0	0	17.4
08:00 to 09:00	0	0	5.2	4	2	4	0	15.2	0	0	2.8	2	0	0	0	4.8	0	0	0.4	0	0	0	0	0	20.4
08:15 to 09:15	0	0	4.4	3	2	4	0	13.4	0	0	3.2	3	0	2	0	8.2	0	0	0.4	0	0	0	0	0	22
08:30 to 09:30	0	0	3.2	2	2	2	0	9.2	0	0	2.8	3	0	2	0	7.8	0	0	0.4	0	0	0	0	0	17.4

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	0.4	1	2	2	2		0.2	0.4	0.4	1	2	2	2		0.2	0.4	0.4	1	2	2	2		
16:30 to 17:30	0	0	2.8	5	0	0	0	7.8	0	0	4.8	6	0	0	0	10.8	0	0	0	0	0	0	0	0	18.6
16:45 to 17:45	0	0	2.8	0	0	0	0	2.8	0	0	3.6	0	0	0	0	3.6	0	0	0	0	0	0	0	0	6.4
17:00 to 18:00	0	0	2.4	0	0	0	0	2.4	0	0	3.6	0	0	0	0	3.6	0	0	0	0	0	0	0	0	6
17:15 to 18:15	0	0	2.4	0	0	0	0	2.4	0	0	1.6	2	0	0	0	3.6	0	0	0	0	0	0	0	0	6
17:30 to 18:30	0	0	2.4	0	0	0	0	2.4	0	0	1.6	2	0	0	0	3.6	0	0	0	0	0	0	0	0	6

AM	All arms
07:30 to 08:30	852
07:45 to 08:45	873.8
08:00 to 09:00	845.2
08:15 to 09:15	836.4
08:30 to 09:30	789.8

PEAK HOUR

PM	All arms
16:30 to 17:30	830.6
16:45 to 17:45	784.8
17:00 to 18:00	744.2
17:15 to 18:15	677.8
17:30 to 18:30	626.8

PEAK HOUR

WebTag M3.1
PCU Factors:
CYCLE 0.2
M/CYCLE 0.4
CAR 1
LGV 1
OGV1 2
OGV2 2
BUS 2

Junction: 3

Approach: A47 Normandy Way North

	Left to Outlands Drive								Ahead to A47 Normandy Way (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	6	1	0	0	0	6	2	7	141	30	7	3	1	191
07:45 - 08:00	0	0	10	1	0	0	0	11	3	7	178	48	1	5	1	243
Hourly Total	0	0	16	1	0	0	0	17	5	14	319	78	8	8	2	434
08:00 - 08:15	0	0	7	0	0	0	0	7	0	5	147	23	1	4	0	180
08:15 - 08:30	0	0	6	1	0	0	0	7	0	2	144	22	5	4	1	178
08:30 - 08:45	0	0	18	1	0	0	0	19	0	1	131	29	1	5	0	167
08:45 - 09:00	0	0	13	3	0	0	0	16	1	0	144	29	3	9	1	187
Hourly Total	0	0	44	5	0	0	0	49	1	8	566	103	10	22	2	712
09:00 - 09:15	0	1	6	1	0	0	0	8	0	1	90	22	4	8	0	125
09:15 - 09:30	0	0	8	3	0	0	0	11	0	2	100	23	7	11	1	144
Hourly Total	0	1	14	4	0	0	0	19	0	3	190	45	11	19	1	269

TOTAL	0	1	74	10	0	0	0	85	6	25	1075	226	29	49	5	1415
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16:30 - 16:45	0	1	18	2	0	0	0	21	0	0	106	23	3	6	1	139
16:45 - 17:00	0	1	16	3	1	0	0	21	0	1	98	20	0	1	1	121
Hourly Total	0	2	34	5	1	0	0	42	0	1	204	43	3	7	2	260
17:00 - 17:15	0	2	20	3	0	0	0	25	0	2	109	16	0	3	0	130
17:15 - 17:30	0	1	23	3	0	0	0	27	1	0	114	19	0	0	0	134
17:30 - 17:45	0	0	14	2	0	0	0	16	0	5	143	9	0	1	0	158
17:45 - 18:00	0	0	13	0	0	0	0	13	0	2	94	12	1	1	1	111
Hourly Total	0	3	70	8	0	0	0	81	1	9	460	56	1	5	1	533
18:00 - 18:15	0	0	16	3	0	0	0	19	0	2	113	9	2	0	0	126
18:15 - 18:30	0	0	14	1	0	0	0	15	1	2	79	10	0	2	0	94
Hourly Total	0	0	30	4	0	0	0	34	1	4	192	19	2	2	0	220

TOTAL	0	5	134	17	1	0	0	157	2	14	856	118	6	14	3	1013
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2		0.2	0.4	1	1	2	2	2		
07:30 to 08:30	0	0	29	2	0	0	0	31	1	8.4	610	123	28	32	6	808.4	839.4
07:45 to 08:45	0	0	41	3	0	0	0	44	0.6	6	600	122	16	36	4	784.6	828.6
08:00 to 09:00	0	0	44	5	0	0	0	49	0.2	3.2	566	103	20	44	4	740.4	789.4
08:15 to 09:15	0	0.4	43	6	0	0	0	49.4	0.2	1.6	509	102	26	52	4	694.8	744.2
08:30 to 09:30	0	0.4	45	8	0	0	0	53.4	0.2	1.6	465	103	30	66	4	669.8	723.2

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2		0.2	0.4	1	1	2	2	2		
16:30 to 17:30	0	2	77	11	2	0	0	92	0.2	1.2	427	78	6	20	4	536.4	628.4
16:45 to 17:45	0	1.6	73	11	2	0	0	87.6	0.2	3.2	464	64	0	10	2	543.4	631
17:00 to 18:00	0	1.2	70	8	0	0	0	79.2	0.2	3.6	460	56	2	10	2	533.8	613
17:15 to 18:15	0	0.4	66	8	0	0	0	74.4	0.2	3.6	464	49	6	4	2	528.8	603.2
17:30 to 18:30	0	0	57	6	0	0	0	63	0.2	4.4	429	40	6	8	2	489.6	552.6

WebTag M3.1

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1
LGV	1
OGV1	2
OGV2	2
BUS	2

Junction: 3

Approach: Outlands Drive

	Left to A47 Normandy Way (S)								Right to A47 Normandy Way (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	3	19	2	0	0	0	24	0	0	11	1	1	0	0	13
07:45 - 08:00	0	1	12	5	0	0	0	18	0	2	6	8	0	0	0	16
Hourly Total	0	4	31	7	0	0	0	42	0	2	17	9	1	0	0	29
08:00 - 08:15	0	0	19	1	0	0	0	20	0	0	4	3	0	0	0	7
08:15 - 08:30	0	0	11	2	0	0	0	13	0	0	14	1	0	0	0	15
08:30 - 08:45	0	1	11	1	0	0	0	13	0	0	13	1	1	0	0	15
08:45 - 09:00	0	0	19	2	0	0	0	21	0	0	12	2	0	0	0	14
Hourly Total	0	1	60	6	0	0	0	67	0	0	43	7	1	0	0	51
09:00 - 09:15	0	0	6	2	0	0	0	8	0	0	6	1	0	0	0	7
09:15 - 09:30	0	0	5	1	0	0	0	6	0	0	6	2	0	0	0	8
Hourly Total	0	0	11	3	0	0	0	14	0	0	12	3	0	0	0	15

TOTAL	0	5	102	16	0	0	0	123	0	2	72	19	2	0	0	95
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16:30 - 16:45	0	0	5	2	0	0	0	7	0	0	7	0	0	0	0	7
16:45 - 17:00	0	0	10	1	0	0	0	11	0	0	10	4	0	0	0	14
Hourly Total	0	0	15	3	0	0	0	18	0	0	17	4	0	0	0	21
17:00 - 17:15	0	0	9	1	0	0	0	10	1	1	9	0	0	0	0	11
17:15 - 17:30	0	0	7	0	0	0	0	7	0	1	8	1	0	0	0	10
17:30 - 17:45	0	0	6	0	0	0	0	6	0	0	8	1	0	0	0	9
17:45 - 18:00	0	0	8	1	0	0	0	9	0	0	15	0	0	0	0	15
Hourly Total	0	0	30	2	0	0	0	32	1	2	40	2	0	0	0	45
18:00 - 18:15	0	0	6	1	0	0	0	7	0	0	9	3	0	0	0	12
18:15 - 18:30	0	0	6	0	0	0	0	6	0	1	15	4	0	0	0	20
Hourly Total	0	0	12	1	0	0	0	13	0	1	24	7	0	0	0	32

TOTAL	0	0	57	6	0	0	0	63	1	3	81	13	0	0	0	98
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2		0.2	0.4	1	1	2	2	2		
07:30 to 08:30	0	1.6	61	10	0	0	0	72.6	0	0.8	35	13	2	0	0	50.8	123.4
07:45 to 08:45	0	0.8	53	9	0	0	0	62.8	0	0.8	37	13	2	0	0	52.8	115.6
08:00 to 09:00	0	0.4	60	6	0	0	0	66.4	0	0	43	7	2	0	0	52	118.4
08:15 to 09:15	0	0.4	47	7	0	0	0	54.4	0	0	45	5	2	0	0	52	106.4
08:30 to 09:30	0	0.4	41	6	0	0	0	47.4	0	0	37	6	2	0	0	45	92.4

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2		0.2	0.4	1	1	2	2	2		
16:30 to 17:30	0	0	31	4	0	0	0	35	0.2	0.8	34	5	0	0	0	40	75
16:45 to 17:45	0	0	32	2	0	0	0	34	0.2	0.8	35	6	0	0	0	42	76
17:00 to 18:00	0	0	30	2	0	0	0	32	0.2	0.8	40	2	0	0	0	43	75
17:15 to 18:15	0	0	27	2	0	0	0	29	0	0.4	40	5	0	0	0	45.4	74.4
17:30 to 18:30	0	0	26	2	0	0	0	28	0	0.4	47	8	0	0	0	55.4	83.4

WebTag M3.1

PCU Factors:
CYCLE 0.2
M/CYCLE 0.4
CAR 1
LGV 1
OGV1 2
OGV2 2
BUS 2

Junction: 3

Approach: A47 Normandy Way South

	Ahead to A47 Normandy Way (N)								Right to Outlands Drive							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	1	83	22	1	3	0	110	0	0	1	1	0	0	0	2
07:45 - 08:00	0	0	90	27	7	4	1	129	0	0	3	1	0	0	0	4
Hourly Total	0	1	173	49	8	7	1	239	0	0	4	2	0	0	0	6
08:00 - 08:15	0	1	88	31	3	5	0	128	0	0	7	2	0	0	0	9
08:15 - 08:30	0	0	134	21	4	6	1	166	0	0	6	2	1	0	0	9
08:30 - 08:45	0	0	133	28	5	5	0	171	0	0	4	2	0	0	0	6
08:45 - 09:00	0	1	100	35	2	2	1	141	0	0	3	4	0	0	0	7
Hourly Total	0	2	455	115	14	18	2	606	0	0	20	10	1	0	0	31
09:00 - 09:15	0	4	80	41	4	4	1	134	0	0	9	3	0	0	0	12
09:15 - 09:30	0	1	70	20	2	3	0	96	0	0	3	4	0	0	0	7
Hourly Total	0	5	150	61	6	7	1	230	0	0	12	7	0	0	0	19

TOTAL	0	8	778	225	28	32	4	1075	0	0	36	19	1	0	0	56
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16:30 - 16:45	1	6	177	42	4	3	0	233	0	0	16	5	0	0	0	21
16:45 - 17:00	1	4	190	26	1	3	0	225	0	0	13	8	0	0	0	21
Hourly Total	2	10	367	68	5	6	0	458	0	0	29	13	0	0	0	42
17:00 - 17:15	0	7	240	24	4	2	1	278	0	0	17	1	0	0	0	18
17:15 - 17:30	2	8	170	20	2	3	0	205	0	0	17	1	0	0	0	18
17:30 - 17:45	5	1	179	27	2	1	0	215	1	0	19	0	0	0	0	20
17:45 - 18:00	0	4	154	11	1	2	173	0	0	14	3	0	0	0	0	17
Hourly Total	7	20	743	82	9	7	3	871	1	0	67	6	0	0	0	73
18:00 - 18:15	1	5	141	13	1	1	1	163	0	0	11	2	0	0	0	13
18:15 - 18:30	0	0	121	12	0	2	0	135	0	0	8	1	0	0	0	9
Hourly Total	1	5	262	25	1	3	1	298	0	0	19	3	0	0	0	22

TOTAL	10	35	1372	175	15	16	4	1627	1	0	115	21	0	0	0	137
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
07:30 to 08:30	0	0.8	395	101	30	36	4	566.8	0	0	17	6	2	0	0	25	591.8
07:45 to 08:45	0	0.4	445	107	38	40	4	634.4	0	0	20	7	2	0	0	29	663.4
08:00 to 09:00	0	0.8	455	115	28	36	4	638.8	0	0	20	10	2	0	0	32	670.8
08:15 to 09:15	0	2	447	125	30	34	6	644	0	0	22	11	2	0	0	35	679
08:30 to 09:30	0	2.4	383	124	26	28	4	567.4	0	0	19	13	0	0	0	32	599.4

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
16:30 to 17:30	0.8	10	777	112	22	22	2	945.8	0	0	63	15	0	0	0	78	1023.8
16:45 to 17:45	1.6	8	779	97	18	18	2	923.6	0.2	0	66	10	0	0	0	76.2	999.8
17:00 to 18:00	1.4	8	743	82	18	14	6	872.4	0.2	0	67	5	0	0	0	72.2	944.6
17:15 to 18:15	1.6	7.2	644	71	12	12	6	753.8	0.2	0	61	6	0	0	0	67.2	821
17:30 to 18:30	1.2	4	595	63	8	10	6	687.2	0.2	0	52	6	0	0	0	58.2	745.4

AM All arms

07:30 to 08:30 1554.6

07:45 to 08:45 1607.6

PEAK HOUR

08:00 to 09:00 1578.6

08:15 to 09:15 1529.6

08:30 to 09:30 1415

PM All arms

16:30 to 17:30 1727.2

PEAK HOUR

16:45 to 17:45 1706.8

17:00 to 18:00 1632.6

17:15 to 18:15 1498.6

17:30 to 18:30 1381.4

WebTag M3.1

PCU Factors:

CYCLE 0.2

M/CYCLE 0.4

CAR 1

LGV 1

OGV1 2

OGV2 2

BUS 2

Junction: 1
Approach: A47 North

TIME	To Roston Drive								To A47 (S)								To Triumph								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	33	5	0	0	0	38	0	0	117	17	5	8	1	148	0	2	13	0	0	0	0	15	0	0	1	0	0	0	0	1
07:45 - 08:00	0	1	38	13	0	0	1	53	0	2	112	26	3	9	0	152	0	2	25	1	0	1	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	1	71	18	0	0	1	91	0	2	229	43	8	17	1	300	0	4	38	1	0	1	0	44	0	0	1	0	0	0	0	1
08:00 - 08:15	0	1	46	8	0	0	0	55	0	0	105	25	3	9	0	142	0	2	11	0	0	1	0	14	0	0	1	0	0	0	0	1
08:15 - 08:30	0	1	37	6	0	0	1	45	1	1	110	18	6	6	0	142	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	42	6	0	0	0	48	0	0	104	22	4	6	0	136	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	50	3	0	0	0	53	0	1	99	29	2	8	0	139	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	0	2	175	23	0	0	1	201	1	2	418	94	15	29	0	559	0	2	21	1	0	1	0	25	0	0	2	1	0	0	0	3
09:00 - 09:15	0	0	30	5	0	0	0	35	0	0	90	30	3	8	0	131	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	28	1	0	0	0	29	0	3	72	20	5	8	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	58	6	0	0	0	64	0	3	162	50	8	16	0	239	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1

TOTAL	0	3	304	47	0	0	2	356	1	7	809	187	31	62	1	1098	0	6	60	2	0	2	0	70	0	0	4	1	0	0	0	5
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16:30 - 16:45	0	1	51	12	0	1	1	66	0	1	74	11	4	3	0	93	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3
16:45 - 17:00	0	0	43	8	0	0	0	51	0	2	73	10	1	0	0	86	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	94	20	0	1	1	117	0	3	147	21	5	3	0	179	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3
17:00 - 17:15	0	0	41	7	0	0	0	48	0	4	94	5	1	5	0	109	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	55	5	0	0	0	60	0	1	88	5	1	1	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	34	1	0	0	0	36	0	2	100	10	0	2	0	114	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	39	2	0	0	1	42	0	0	92	9	0	0	0	101	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	169	15	0	0	1	186	0	7	374	29	2	8	0	420	0	1	1	1	0	0	0	3	0	0	1	0	0	0	0	1
18:00 - 18:15	0	1	39	4	0	0	0	44	0	1	90	6	1	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	36	0	0	0	0	36	0	0	86	8	0	1	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	75	4	0	0	0	80	0	1	176	14	1	1	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL	0	3	338	39	0	1	2	383	0	11	697	64	8	12	0	792	0	1	3	2	0	0	0	6	0	0	3	1	0	0	0	4
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall	
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
07:30 to 08:30	0	1.2	154	32	0	0	4	191.2	0.2	1.2	444	86	34	64	2	631.4	0	2.4	55	1	0	4	0	62.4	0	0	2	0	0	0	0	2	887	
07:45 to 08:45	0	1.2	163	33	0	0	4	201.2	0.2	1.2	431	91	32	60	0	615.4	0	1.6	43	2	0	4	0	50.6	0	0	1	1	0	0	0	2	869.2	
08:00 to 09:00	0	0.8	175	23	0	0	2	200.8	0.2	0.8	418	94	30	58	0	601	0	0.8	21	1	0	2	0	24.8	0	0	2	1	0	0	0	3	829.6	
08:15 to 09:15	0	0.4	159	20	0	0	2	181.4	0.2	0.8	403	99	30	56	0	589	0	0	11	1	0	0	0	12	0	0	2	1	0	0	0	3	785.4	
08:30 to 09:30	0	0	150	15	0	0	0	165	0	1.6	365	101	28	60	0	555.6	0	0	5	1	0	0	0	6	0	0	2	1	0	0	0	3	729.6	

PM Peak	CYCLE								M/CYCLE								CAR								LGV								OGV1								OGV2								BUS								Sub Total								Overall Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2

WebTag M3.1
PCU Factors:
CYCLE 0.2
M/CYCLE 0.4
CAR 1
LGV 1
OGV1 2
OGV2 2
BUS 2

Junction: 1
Approach: Roston Drive

TIME	To A47 (S)								To Triumph								To A47 (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	36	4	1	0	0	41	0	2	16	2	0	0	0	20	0	0	43	12	1	0	0	56	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	28	5	0	0	0	33	1	1	15	1	0	0	0	18	0	2	60	9	0	0	2	73	0	0	0	0	0	0	0	0
Hourly Total	0	0	64	9	1	0	0	74	1	3	31	3	0	0	0	38	0	2	103	21	1	0	2	129	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	23	8	0	0	0	31	0	0	3	0	0	0	0	3	0	0	53	4	0	0	0	57	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	28	3	0	0	0	31	0	0	1	0	0	0	0	1	0	0	63	7	0	0	1	71	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	17	1	0	0	0	18	0	0	2	0	0	0	0	2	0	0	54	5	0	0	0	59	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	20	3	0	0	0	23	0	0	4	0	0	0	0	4	0	0	40	11	0	0	0	51	0	0	0	0	0	0	0	0
Hourly Total	0	0	88	15	0	0	0	103	0	0	10	0	0	0	0	10	0	0	210	27	0	0	1	238	0	0	3	0	0	0	0	3
09:00 - 09:15	0	0	26	3	1	0	0	30	0	0	0	0	0	0	0	0	0	1	34	2	0	0	1	38	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	13	2	0	1	0	16	0	0	0	0	0	0	0	0	0	0	23	6	0	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	0	0	39	5	1	1	0	46	0	0	0	0	0	0	0	0	0	1	57	8	0	0	1	67	0	0	3	0	0	0	0	3

TOTAL	0	0	191	29	2	1	0	223	1	3	41	3	0	0	0	48	0	3	370	56	1	0	4	434	0	0	6	0	0	0	0	6
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16:30 - 16:45	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	48	5	0	0	0	53	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	8	1	0	0	0	9	0	0	3	2	0	0	0	5	0	1	48	7	0	0	0	56	0	0	1	0	0	0	0	1
Hourly Total	0	0	25	1	0	0	0	26	0	0	3	2	0	0	0	5	0	1	96	12	0	0	0	109	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	13	1	0	0	0	14	0	0	2	0	0	0	0	2	0	0	72	6	0	0	1	79	0	0	2	0	0	0	0	2
17:15 - 17:30	0	1	15	0	0	0	0	16	0	0	1	0	0	0	0	1	0	2	46	4	0	0	0	52	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	11	2	0	0	1	14	0	0	0	0	0	0	0	0	0	1	48	8	0	0	0	57	0	0	0	1	0	0	0	1
17:45 - 18:00	0	1	7	2	0	0	0	10	0	0	1	0	0	0	0	1	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	0	2	46	5	0	0	1	54	0	0	4	0	0	0	0	4	0	3	200	20	0	0	1	224	0	0	3	1	0	0	0	4
18:00 - 18:15	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	31	2	0	0	1	34	0	0	1	0	0	0	0	1
18:15 - 18:30	0	3	32	3	0	0	0	38	0	0	0	0	0	0	0	0	0	3	32	3	0	0	0	38	0	0	0	0	0	0	0	0
Hourly Total	0	3	45	3	0	0	0	51	0	0	0	0	0	0	0	0	0	3	63	5	0	0	1	72	0	0	1	0	0	0	0	1

TOTAL	0	5	116	9	0	0	1	131	0	0	7	2	0	0	0	9	0	7	359	37	0	0	2	405	0	0	5	1	0	0	0	6
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
07:30 to 08:30	0	0	115	20	2	0	0	137	0.2	1.2	35	3	0	0	0	39.4	0	0.8	219	32	2	0	6	259.8	0	0	2	0	0	0	0	2	438.2
07:45 to 08:45	0	0	96	17	0	0	0	113	0.2	0.4	21	1	0	0	0	22.6	0	0.8	230	25	0	0	6	261.8	0	0	3	0	0	0	0	3	400.4
08:00 to 09:00	0	0	88	15	0	0	0	103	0	0	10	0	0	0	0	10	0	0	210	27	0	0	2	239	0	0	3	0	0	0	0	3	355
08:15 to 09:15	0	0	91	10	2	0	0	103	0	0	7	0	0	0	0	7	0	0.4	191	25	0	0	4	220.4	0	0	3	0	0	0	0	3	333.4
08:30 to 09:30	0	0	76	9	2	2	0	89	0	0	6	0	0	0	0	6	0	0.4	151	24	0	0	2	177.4	0	0	4	0	0	0	0	4	276.4

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
16:30 to 17:30	0	0.4	53	2	0	0	0	55.4	0	0	6	2	0	0	0	8	0	1.2	214	22	0	0	2	239.2	0	0	4	0	0	0	0	4	306.6
16:45 to 17:45	0	0.4	47	4	0	0	2	53.4	0	0	6	2	0	0	0	8	0	1.6	214	25	0	0	2	242.6	0	0	4	1	0	0	0	5	309
17:00 to 18:00	0	0.8	46	5	0	0	2	53.8	0	0	4	0	0	0	0	4	0	1.2	200	20	0	0	2	223.2	0	0	3	1	0	0	0	4	285
17:15 to 18:15	0	0.8	46	4	0	0	2	52.8	0	0	2	0	0	0	0	2	0	1.2	159	16	0	0	2	178.2	0	0	2	1	0	0	0	3	236
17:30 to 18:30	0	1.6	63	7	0	0	2	73.6	0	0	1	0	0	0	0	1	0	1.6	145	15	0	0	2	163.6	0	0	1	1	0	0	0	2	240.2

WebTag M3.1
PCU Factors:
CYCLE 0.2
M/CYCLE 0.4
CAR 1
LGV 1
OGV1 2
OGV2 2
BUS 2



Hinckley, Wednesday 26th October 2022

Junction: 1
Approach: A47 South

TIME	To Triumph								To A47 (N)								To Roston Drive							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	3	35	2	1	0	0	41	0	1	70	13	1	16	0	101	0	0	3	1	0	0	0	4
07:45 - 08:00	0	1	14	2	0	2	0	19	0	1	50	12	2	7	0	72	0	0	3	2	0	0	0	5
Hourly Total	0	4	49	4	1	2	0	60	0	2	120	25	3	23	0	173	0	0	6	3	0	0	0	9
08:00 - 08:15	0	1	8	0	0	1	0	10	0	1	59	26	5	10	0	101	0	0	5	0	0	0	0	5
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	80	28	9	5	0	122	0	0	2	5	0	1	0	8
08:30 - 08:45	0	0	4	2	0	1	0	7	0	0	80	21	5	11	0	117	0	0	4	2	0	0	0	6
08:45 - 09:00	0	0	1	1	0	1	0	3	0	0	73	21	1	2	0	97	0	0	3	1	0	0	0	4
Hourly Total	0	1	17	3	0	3	0	24	0	1	292	96	20	28	0	437	0	0	14	8	0	1	0	23
09:00 - 09:15	0	0	1	2	0	1	0	4	0	0	42	21	7	7	0	77	0	0	6	3	1	0	1	11
09:15 - 09:30	0	0	0	1	0	0	0	1	0	0	52	23	3	6	0	84	0	0	12	2	1	0	0	15
Hourly Total	0	0	1	3	0	1	0	5	0	0	94	44	10	13	0	161	0	0	18	5	2	0	1	26

TOTAL	0	5	67	10	1	6	0	89	0	3	506	165	33	64	0	771	0	0	38	16	2	1	1	58
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16:30 - 16:45	0	0	2	1	0	0	0	3	0	1	146	13	4	1	0	165	0	0	39	4	0	0	0	43
16:45 - 17:00	0	0	1	0	0	0	0	1	0	1	123	23	5	3	0	155	0	0	24	3	0	0	0	27
Hourly Total	0	0	3	1	0	0	0	4	0	2	269	36	9	4	0	320	0	0	63	7	0	0	0	70
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	173	14	4	1	0	192	0	0	40	3	0	0	1	44
17:15 - 17:30	0	0	0	0	0	0	0	0	0	1	142	14	1	3	0	161	0	0	30	4	0	0	0	34
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	96	5	3	2	0	106	0	0	23	1	0	0	0	24
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	117	12	1	2	1	133	0	0	23	0	0	0	0	23
Hourly Total	0	0	6	0	0	0	0	5	0	1	628	46	9	8	1	692	0	0	116	8	0	0	1	125
18:00 - 18:15	0	0	0	0	0	0	0	0	0	1	129	19	0	1	0	150	0	0	23	3	0	0	0	26
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	112	13	1	1	0	127	0	0	19	6	0	0	0	25
Hourly Total	0	0	1	0	0	0	0	1	0	1	241	32	1	2	0	277	0	0	42	9	0	0	0	51

TOTAL	0	0	9	1	0	0	0	10	0	4	1038	113	19	14	1	1189	0	0	221	24	0	0	1	246
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AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall	
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	2	Sub Total	Total
07:30 to 08:30	0	2	61	4	2	6	0	75	0	1.2	259	79	34	76	0	449.2	0	0	13	8	0	2	0	23	0	547.2
07:45 to 08:45	0	0.8	30	4	0	8	0	42.8	0	0.8	269	87	42	66	0	464.8	0	0	14	9	0	2	0	25	0	532.6
08:00 to 09:00	0	0.4	17	3	0	6	0	26.4	0	0.4	292	96	40	56	0	484.4	0	0	14	8	0	2	0	24	0	534.8
08:15 to 09:15	0	0	10	5	0	6	0	21	0	0	275	91	44	50	0	460	0	0	15	11	2	2	2	32	0	513
08:30 to 09:30	0	0	6	6	0	6	0	18	0	0	247	86	32	52	0	417	0	0	25	8	4	0	2	39	0	474

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		Overall	
Rolling Peak	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	2	Sub Total	0.2	0.4	1	1	2	2	2	Sub Total	Total
16:30 to 17:30	0	0	6	1	0	0	0	7	0	1.2	584	64	28	16	0	693.2	0	0	133	14	0	0	2	149	0	0	0	0	0	0	0	2	849.2	
16:45 to 17:45	0	0	5	0	0	0	0	5	0	0.8	534	56	26	18	0	634.8	0	0	117	11	0	0	2	130	0	0	0	0	0	0	0	2	769.8	
17:00 to 18:00	0	0	5	0	0	0	0	5	0	0.4	528	45	18	16	2	609.4	0	0	116	8	0	0	2	126	0	0	0	0	0	0	0	2	740.4	
17:15 to 18:15	0	0	2	0	0	0	0	2	0	0.8	484	50	10	16	2	562.8	0	0	99	8	0	0	0	107	0	0	0	0	0	0	0	0	671.8	
17:30 to 18:30	0	0	3	0	0	0	0	3	0	0.4	454	49	10	12	2	527.4	0	0	88	10	0	0	0	98	0	0	0	0	0	0	0	0	628.4	

WebTag M3.1	
PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1
LGV	1
OGV1	2
OGV2	2
BUS	2



Hinckley, Wednesday 26th October 2022

Junction: 1
Approach: Triumph

TIME	To A47 (N)								To Roston Drive								To A47 (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
08:00 - 08:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	4
08:15 - 08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
Hourly Total	0	0	1	4	1	0	0	6	0	0	1	0	0	0	0	1	0	0	4	3	0	1	0	8
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	1	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	0	1	0	6
TOTAL	0	0	2	5	1	0	0	8	0	0	2	0	0	0	0	2	0	0	7	9	0	2	0	18

16:30 - 16:45	1	2	16	2	0	0	0	21	1	0	6	0	0	0	0	7	0	3	9	0	0	0	0	12
16:45 - 17:00	1	1	12	1	0	0	0	15	1	0	10	0	0	0	0	11	1	0	12	2	0	0	0	15
Hourly Total	2	3	28	3	0	0	0	36	2	0	16	0	0	0	0	18	1	3	21	2	0	0	0	27
17:00 - 17:15	2	1	24	1	0	0	0	28	1	0	8	0	0	0	0	9	0	0	15	0	0	0	0	15
17:15 - 17:30	0	9	16	0	0	0	0	25	0	0	5	0	0	0	0	5	0	2	14	0	0	1	0	17
17:30 - 17:45	0	0	10	0	0	0	0	10	4	0	5	0	0	0	0	9	0	2	11	0	0	0	0	13
17:45 - 18:00	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9
Hourly Total	2	10	61	1	0	0	0	74	5	0	22	0	0	0	0	27	0	4	49	0	0	1	0	54
18:00 - 18:15	0	0	6	1	0	0	0	7	0	0	3	0	0	0	0	3	0	1	6	0	0	0	0	7
18:15 - 18:30	0	3	1	0	0	0	0	4	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2
Hourly Total	0	3	7	1	0	0	0	11	0	0	13	0	0	0	0	13	0	1	8	0	0	0	0	9
TOTAL	4	16	96	5	0	0	0	121	7	0	51	0	0	0	0	58	1	8	78	2	0	1	0	90

AM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2	8	0.2	0.4	1	1	2	2	2	8	0.2	0.4	1	1	2	2	2	8	15
07:30 to 08:30	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	3	0	2	0	10	15
07:45 to 08:45	0	0	2	4	0	0	0	6	0	0	1	0	0	0	0	1	0	0	3	2	0	2	0	7	14
08:30 to 09:00	0	0	1	4	2	0	0	7	0	0	1	0	0	0	0	1	0	0	4	3	0	2	0	9	17
08:15 to 09:15	0	0	0	3	2	0	0	5	0	0	2	0	0	0	0	2	0	0	3	3	0	2	0	8	15
08:30 to 09:30	0	0	0	2	2	0	0	4	0	0	2	0	0	0	0	2	0	0	2	6	0	2	0	10	16

PM Peak	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Sub Total	Overall Total
Rolling Peak	0.2	0.4	1	1	2	2	2	8	0.2	0.4	1	1	2	2	2	8	0.2	0.4	1	1	2	2	2	8	163.8
16:30 to 17:30	0.8	5.2	68	4	0	0	0	78	0.6	4.4	62	2	0	0	0	69	0.2	1.6	52	2	0	2	0	56.2	163.8
16:45 to 17:45	0.6	4.4	62	2	0	0	0	69	1.2	0	28	0	0	0	0	29.2	0.2	1.6	52	2	0	2	0	57.8	156
17:00 to 18:00	0.4	4	61	1	0	0	0	66.4	1	0	22	0	0	0	0	23	0	1.6	49	0	0	2	0	52.6	142
17:15 to 18:15	0	3.6	43	1	0	0	0	47.6	0.8	0	17	0	0	0	0	17.8	0	2	40	0	0	2	0	44	109.4
17:30 to 18:30	0	1.2	28	1	0	0	0	30.2	0.8	0	22	0	0	0	0	22.8	0	1.2	28	0	0	0	0	29.2	82.2

AM All arms
07:30 to 08:30 1887.4
07:45 to 08:45 1816.2
08:00 to 09:00 1736.4
08:15 to 09:15 1646.8
08:30 to 09:30 1496

PEAK HOUR

PM All arms
16:30 to 17:30 1948.2
16:45 to 17:45 1842.8
17:00 to 18:00 1783
17:15 to 18:15 1613
17:30 to 18:30 1521.2

PEAK HOUR

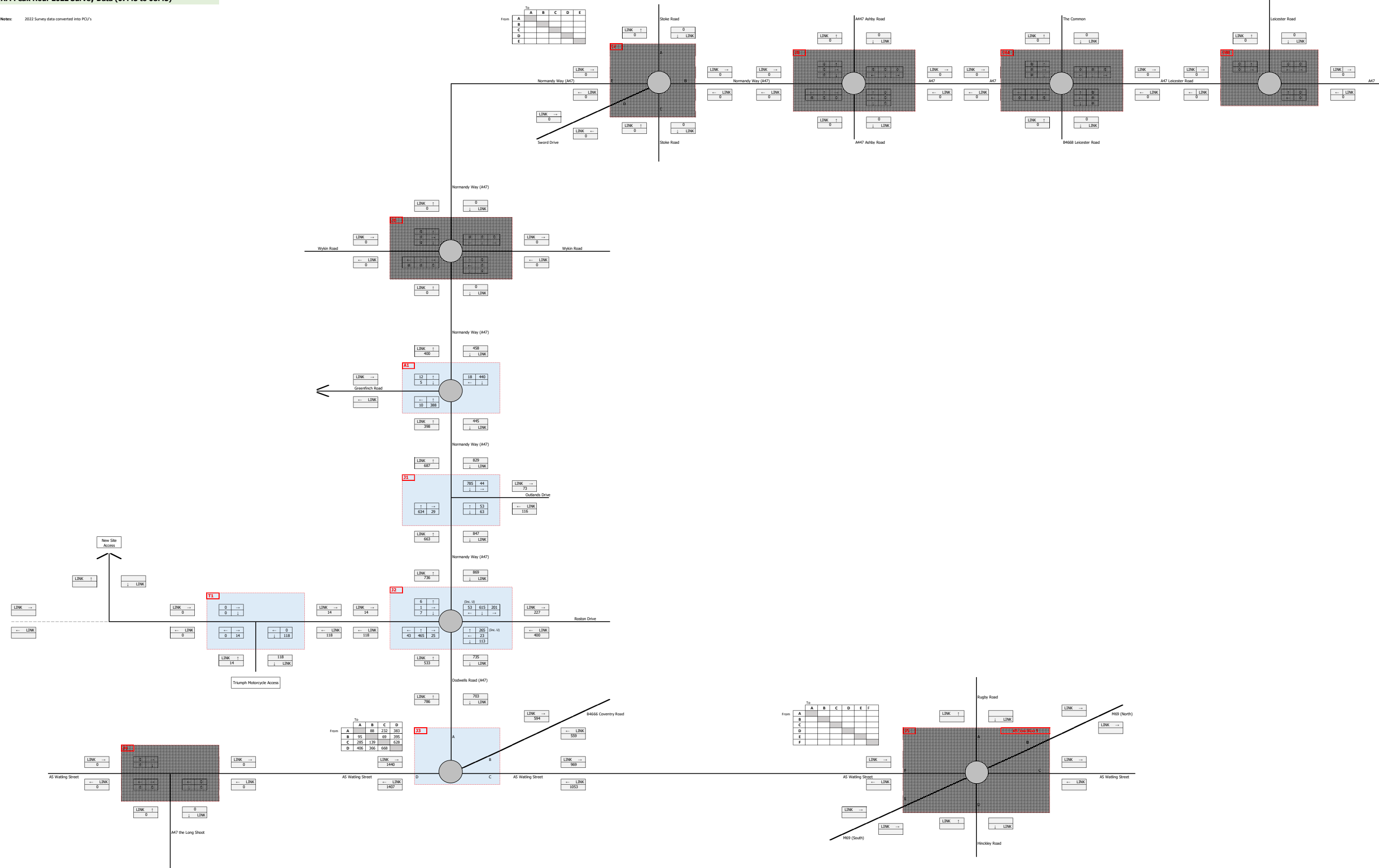
Peak hour across both junctions

	ROSTON	GREENFINCH	OUTLANDS	DODWELLS	Total	
AM	All arms	All arms	All arms	All arms		
07:30 to 08:30	1887.4	852	1554.6	3746.6	4294	
07:45 to 08:45	1816.2	873.8	1607.6	3755.8	4297.6	PEAK HOUR
08:00 to 09:00	1736.4	845.2	1578.6	3694	4160.2	
08:15 to 09:15	1646.8	836.4	1529.6	3569.6	4012.8	
08:30 to 09:30	1496	789.8	1415	3338.6	3700.8	
PM	ROSTON	GREENFINCH	OUTLANDS		Total	
All arms	All arms	All arms	All arms			
16:30 to 17:30	1948.2	830.6	1722.2	3650	2778.8	PEAK HOUR
16:45 to 17:45	1842.8	784.8	1706.8	3690.6	2627.6	
17:00 to 18:00	1783	744.2	1632.6	3586.4	2527.2	
17:15 to 18:15	1613	677.8	1498.6	3428.2	2290.8	
17:30 to 18:30	1521.2	626.8	1381.4	3177.6	2148	

WebTag M3.1
PCU Factors:
CYCLE 0.2
M/CYCLE 0.4
CAR 1
LGV 1
OGV1 2
OGV2 2
BUS 2

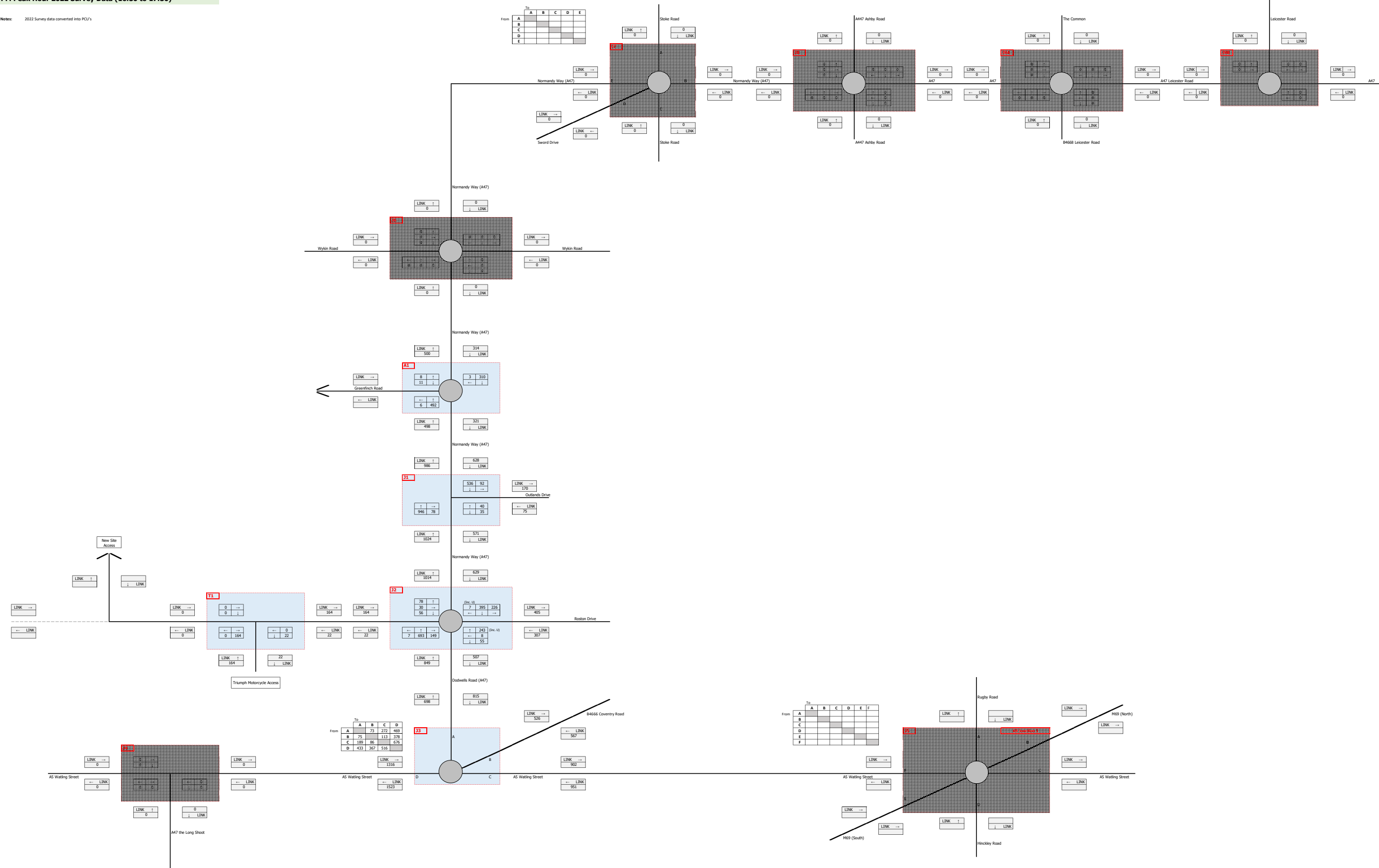
C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
AM Peak Hour 2022 Survey Data (07:45 to 08:45)

Notes: 2022 Survey data converted into PCU's



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
PM Peak Hour 2022 Survey Data (16:30 to 17:30)

Notes: 2022 Survey data converted into PCU's

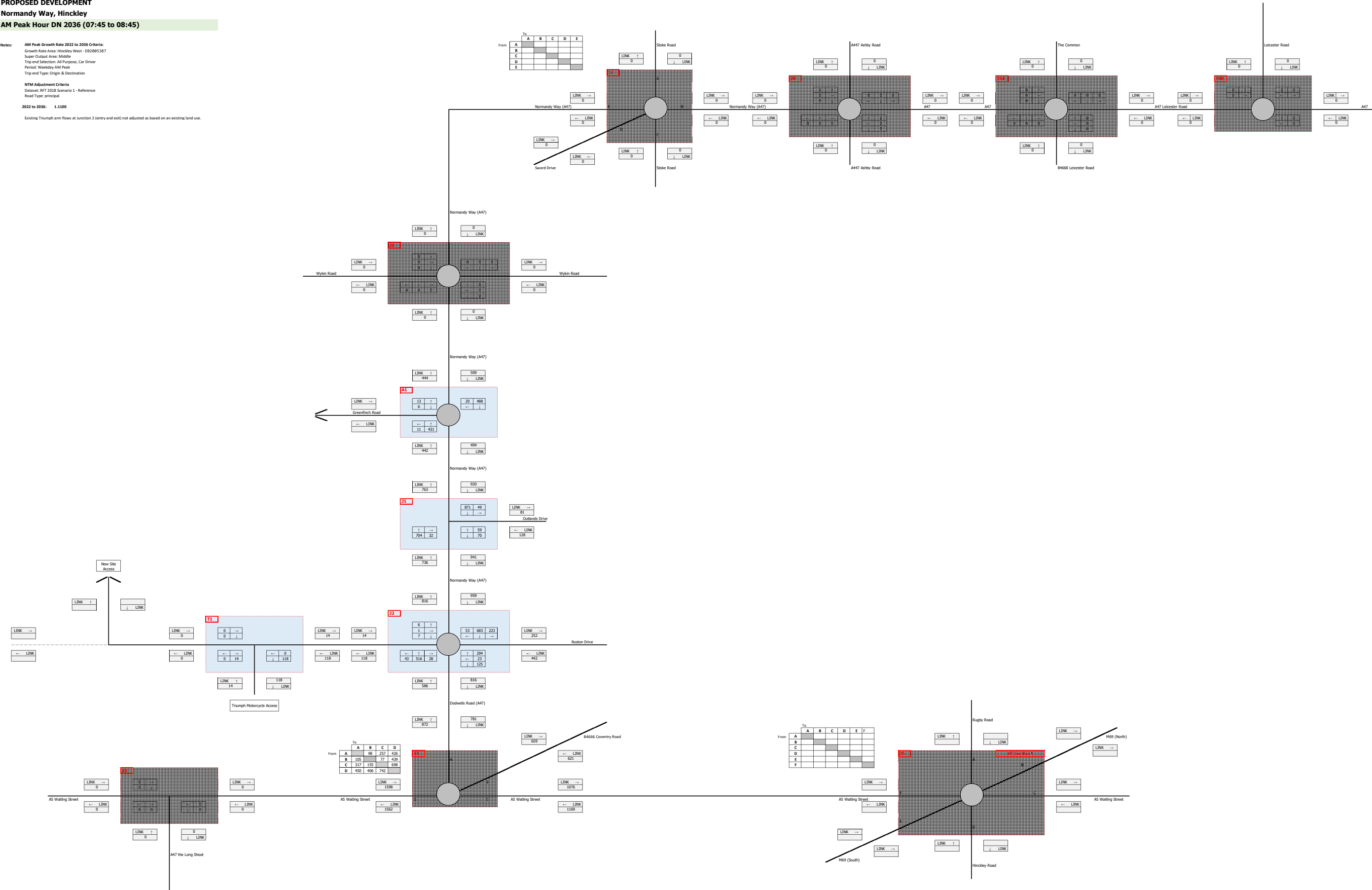


C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
AM Peak Hour DN 2036 (07:45 to 08:45)

Notes: AM Peak Growth Rate 2022 to 2036 Criteria:
Growth Rate Area: Hinckley West - E8285387
Super Output Area: Middle
Trip end Selection: All Purpose, Car Driver
Period: Weekday AM Peak
Trip end Type: Origin & Destination

NTM Adjustment Criteria
Dataset: M7 2018 Scenario 1 - Reference
Road Type: principal

2022 to 2036: 1.1100
Existing Triumph arm flows at Junction 2 (entry and exit) not adjusted as based on an existing land use.

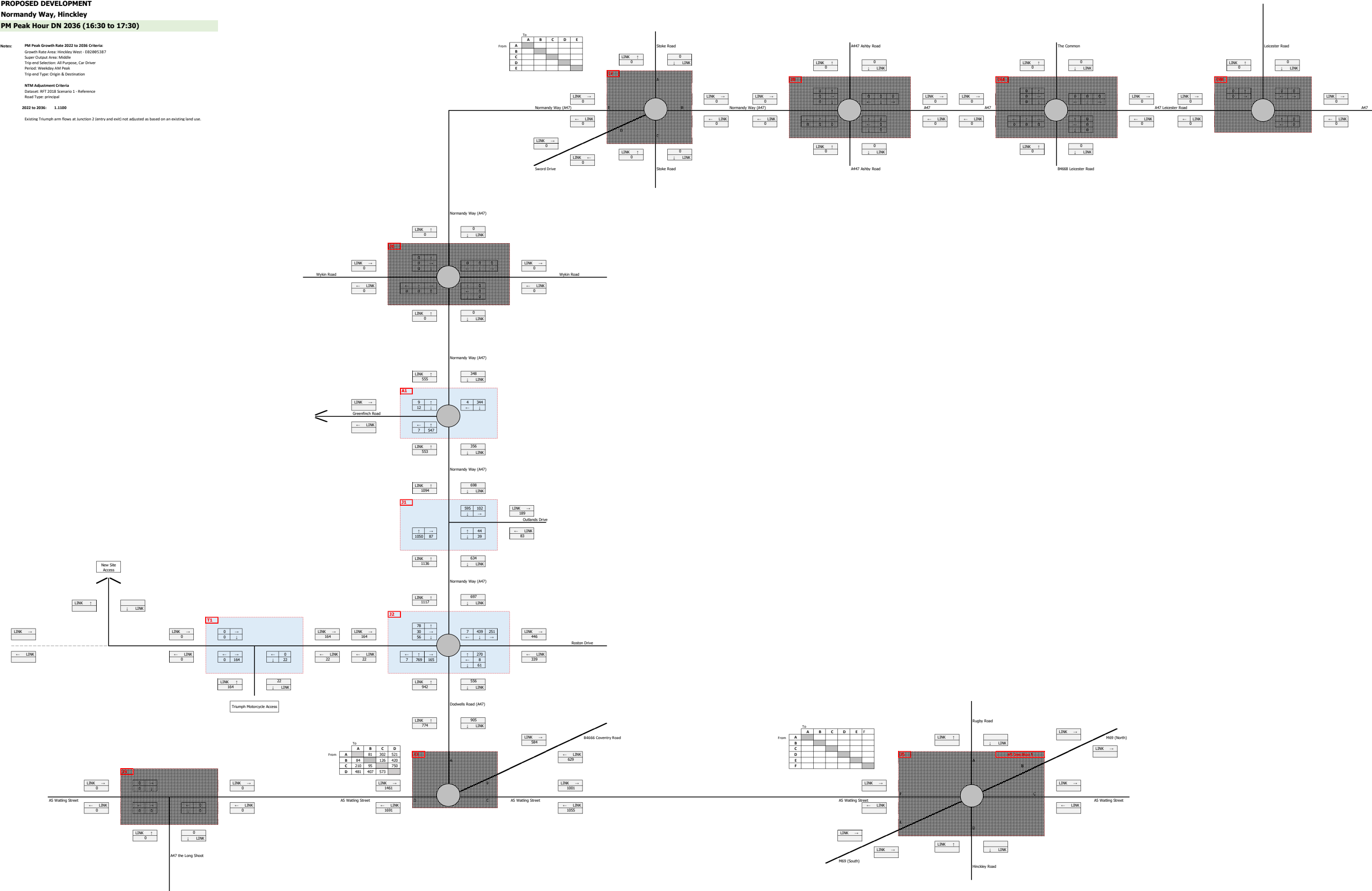


C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
PM Peak Hour DN 2036 (16:30 to 17:30)

Notes: PM Peak Growth Rate 2022 to 2036 Criteria:
Growth Rate Area: Hinckley West - E8285387
Super Output Area: Middle
Trip end Selection: All Purpose, Car Driver
Period: Weekday AM Peak
Trip end Type: Origin & Destination

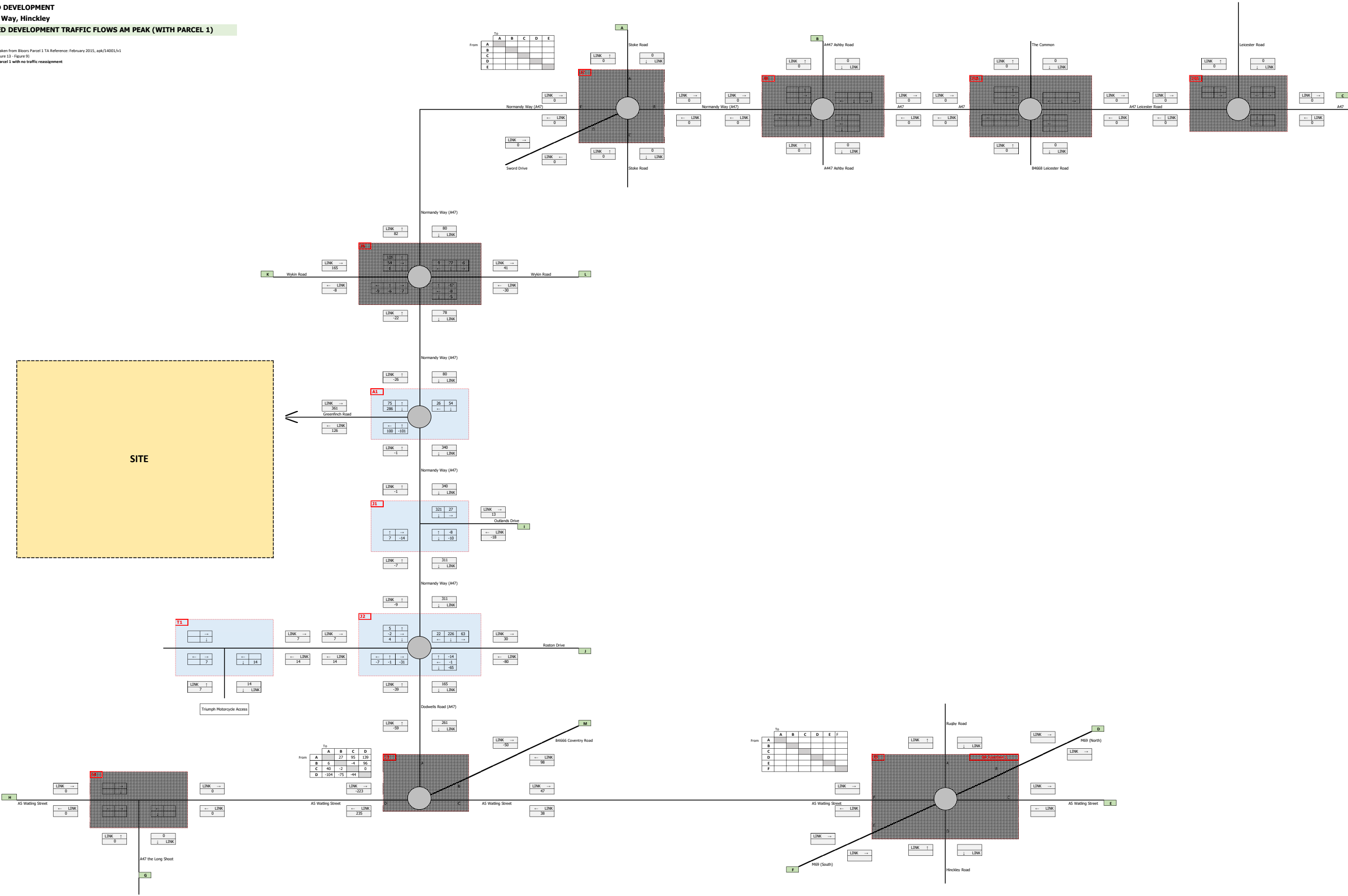
NTM Adjustment Criteria
Dataset: M7 2018 Scenario 1 - Reference
Road Type: principal

2022 to 2036: 1.1100
Existing Triumph arm flows at Junction 2 (entry and exit) not adjusted as based on an existing land use.



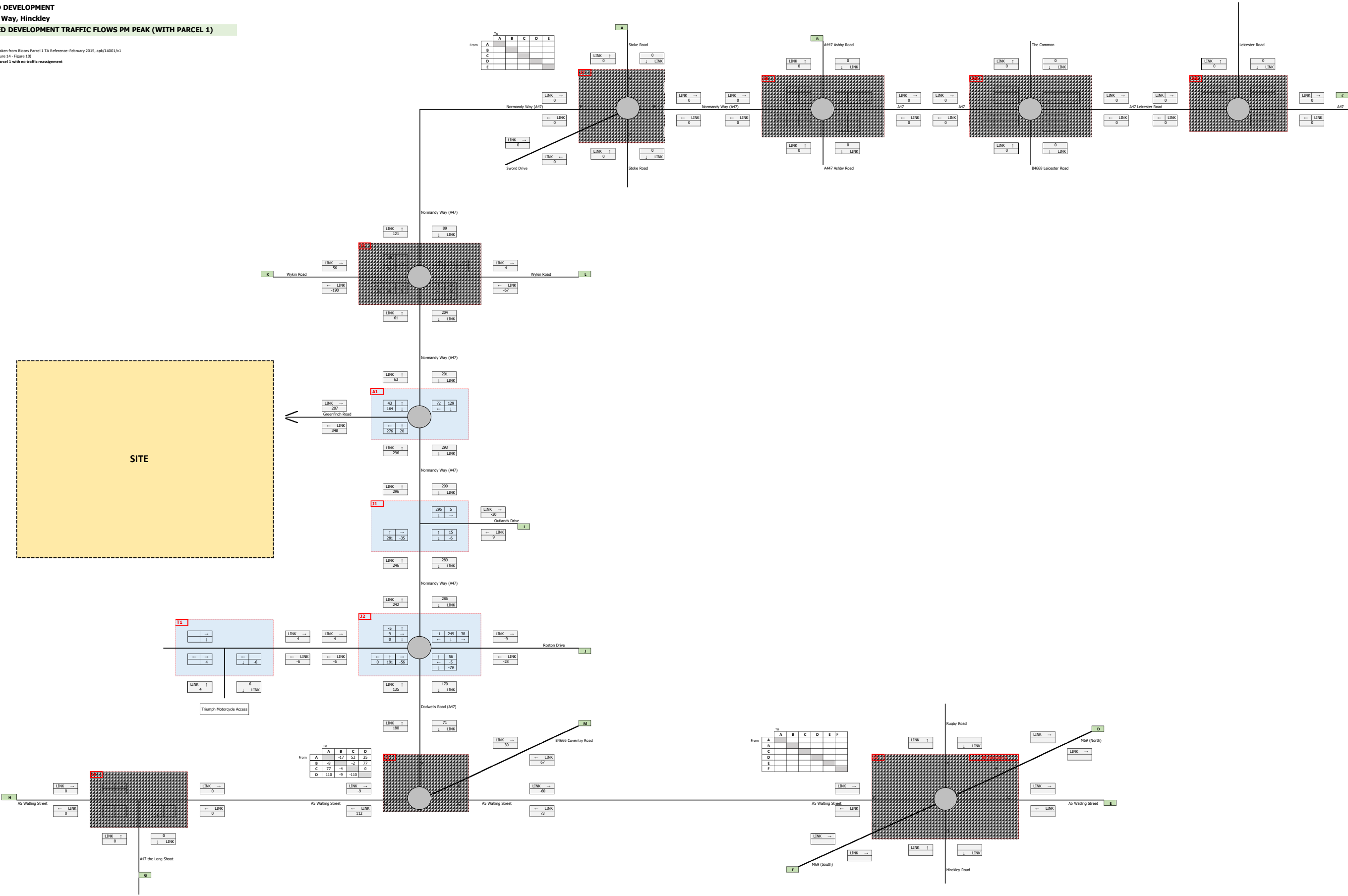
C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
COMMITTED DEVELOPMENT TRAFFIC FLOWS AM PEAK (WITH PARCEL 1)

Note Movements taken from Bloors Parcel 1 TA Reference: February 2015, asp/14001/v1
(AM Peak, Figure 13 - Figure 9)
Plus Bloors Parcel 1 with no traffic reassignment



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
COMMITTED DEVELOPMENT TRAFFIC FLOWS PM PEAK (WITH PARCEL 1)

Note Movements taken from Bloors Parcel 1 TA Reference: February 2015, asp/14001/v1
(PM Peak, Figure 14 - Figure 15)
Plus Bloor's Parcel 1 with no traffic reassignment



C21021 HINCKLEY WEST
BLOOR HOMES
PROPOSED DEVELOPMENT
Normandy Way, Hinckley
COMMITTED DEVELOPMENT TRAFFIC FLOWS AM PEAK (WITHOUT PARCEL 1)

Notes:

- Barwell SUE is considered 80% complete (2,140 dwellings)
- Earl Shilton SUE 90% complete (1,355 dwellings)

Movements taken from Bloors Parcel 1 TA Reference: February 2015, ap/14001/v1
(AM Peak, Figure 13 - Figure 9)

