Appendix 10 (BOUND SEPARATELY)

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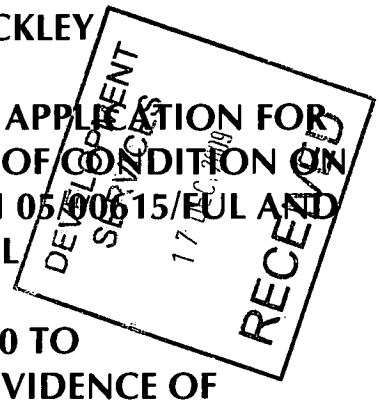
APPENDIX 10

LAND ADJACENT TO 391 COVENTRY ROAD, HINCKLEY



SECTION 73 APPLICATION FOR VARIATION OF CONDITION ON PERMISSION 05/00615/FUL AND 07/01150/FUL

APPENDIX 10 TO PROOF OF EVIDENCE OF GRAHAM EVES BSc CEng MICE MIHT

APPEAL BY CREST NICHOLSON MIDLAND LIMITED

LOCAL AUTHORITY REFERENCE: 09/00340/CONDIT & 09/00343/CONDIT

PLANNING INSPECTORATE REFERENCE: APP/K2420/A/09/2111258/NWF & APP/K2420/A/09/2111259/NWF

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A5/A47/B4666
DODWELLS ROUNDABOUT
HINCKLEY

CREST NICHOLSON (MIDLANDS) LTD

DEVELOPMENT SERVICES
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MODEL DEVELOPMENT AND FORECASTING REPORT

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1. INTRODUCTION

1.1. An S-Paramics micro-simulation traffic model of Dodwells roundabout was built by PFA Consulting on behalf of Crest Nicholson (Midlands) Ltd to assess the potential traffic impact of proposed development at Tungsten Park, north of Coventry Road, Hinckley.

1.2. S-Paramics models are able to model the operation of the local highway network in detail, including the interaction of junctions with one another, and provide a good understanding of the operation of the network with visual representation.

1.3. The model has been built in accordance with the 'Micro-simulation Good Practice Guide' produced by SIAS Ltd.

1.4. This report details the methodology of the model development from construction and validation of the 2009 base year model to future year forecast scenarios including the development proposals at Tungsten Park and at Hinckley Greyhound Stadium, which is the subject of a planning application for residential development submitted by Crest Nicholson in August 2009. The model also takes account of committed development elsewhere in this part of Hinckley.

2. BASE YEAR MODEL DEVELOPMMENT

Objective

2.1. The objective of the modelling exercise is to adequately represent the existing network operation so as to reasonably forecast the effect of the additional traffic associated with the proposed development as well as the implications of potential highway works to Dodwells roundabout.

2.2. It was agreed with the Highways Agency that building an S-Paramics micro-simulation traffic model was the most suitable means of achieving this objective.

Study Area

2.3. **Figure 1** illustrates the extent of the S-Paramics modelled highway network in relation to the site, highlighting the key links and junctions. The modelled highway network includes the A5/A47/B4666 Dodwells roundabout and the A5/A47 Long Shoot traffic signal controlled junction.

Model Year and Assessment Time Periods

2.4. The S-Paramics base model has been developed for a base year of 2009 for the critical weekday highway network peaks, namely:

- Weekday AM Peak Period (07:00-10:00 hours)
- Weekday PM Peak Period (16:00-19:00 hours)

Data Collection

2.5. In order to produce a 2009 base year model it was important that up-to-date traffic data was collected and analysed.

2.6. For both the Dodwells roundabout and the Long Shoot traffic signal controlled junction classified turning counts and queue length surveys were carried in both the AM and PM peak periods. The surveys were carried out by CTS Traffic & Transportation Ltd on Tuesday 15th September 2009. The survey results are provided at **Appendix A**.

2.7. The collection of journey time surveys is an important source of data for the validation of traffic models. **Figure 2** shows the 4 journey time routes (Yellow, Pink, Blue & Green) and the 'timing points' at which times along each route were recorded. Approximately 5 journeys in each direction per route in both the AM and PM peak periods was collected, the results of which are shown in the graphs in **Appendix B**.

Modelled Highway Network

2.8. The modelled network was constructed using Ordnance Survey digital mapping, aerial photography and supplemented by measurements taken on-site.

2.9. The base year model has a total of 5 zones covering the study area, representing the key routes into the network. The modelled base year highway network is illustrated on the screen plot drawing reproduced at **Appendix C** (Drawing No C540/2).

2.10. The Long Shoot signal controlled junction operates under MOVA control. The Siemens controller configuration file for the junction was provided together with

MOVA historical data for a full week in September 2009 which identified stage green times throughout the day.

Trip Matrices

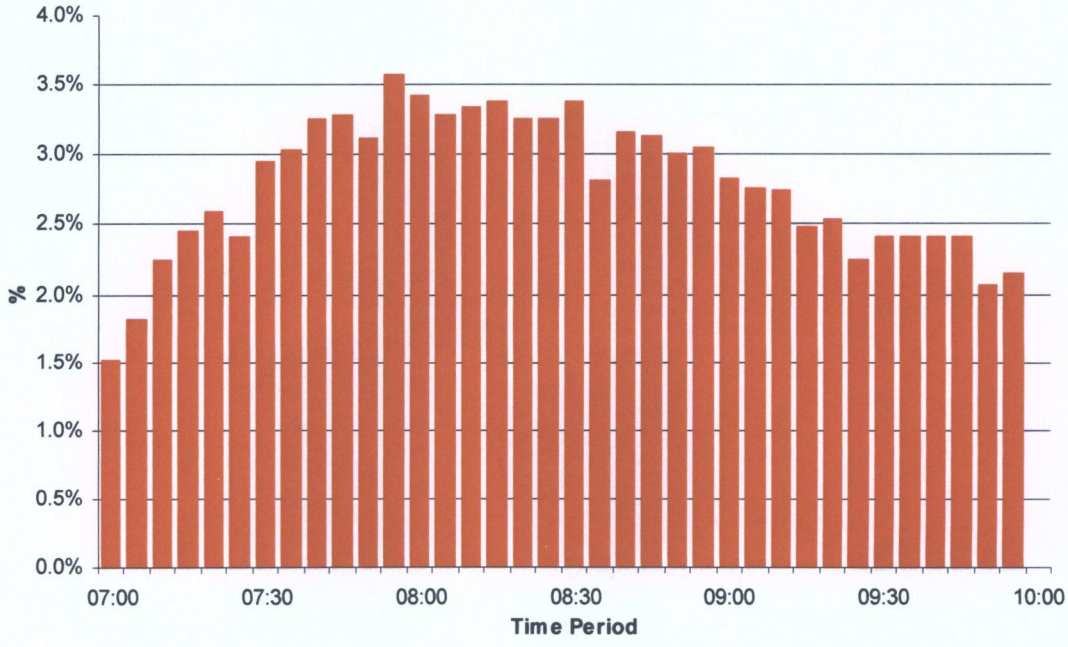
2.11. The 'matrix estimation' facility within S-Paramics was used to produce trip matrices for both the weekday AM peak (07:00-10:00) and PM peak (16:00-19:00) periods using traffic count data derived from surveys undertaken in 2009.

2.12. Separate trip matrices were built for light vehicles (cars & lgv's) and heavy vehicles (OGV1, OGV2 & coaches/buses) for each modelled time period. The proportions of traffic for each vehicle type was derived from the traffic counts and applied to the matrices.

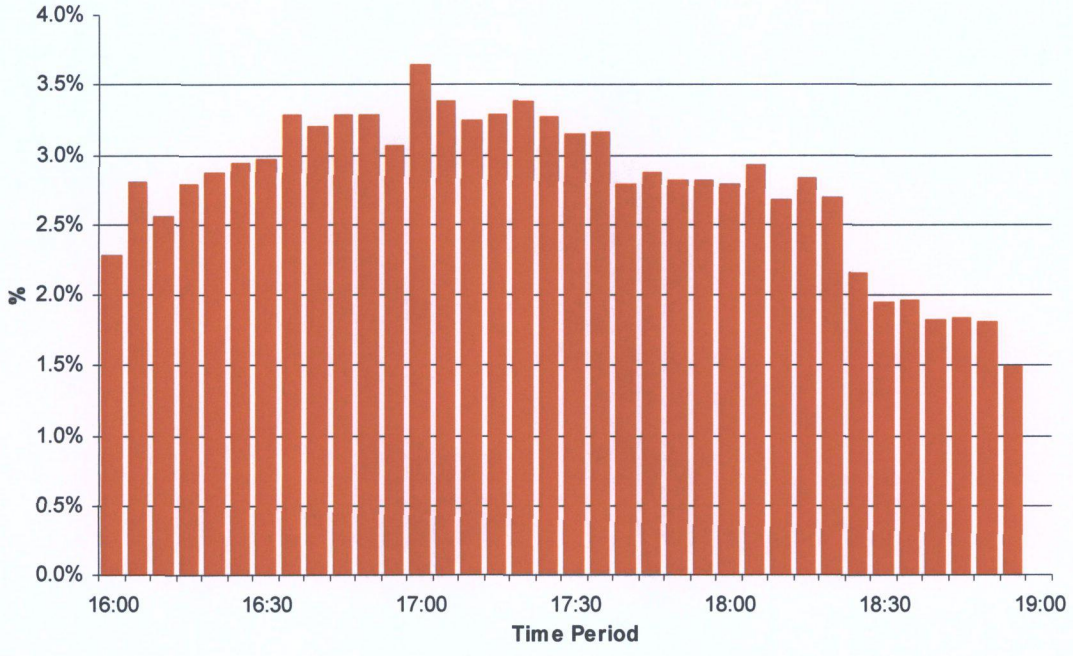
2.13. Traffic flow profiles (at 5-minute intervals) were derived from the traffic counts and applied to the origin-destination cells in the matrices to model in detail the variable demand for different trip movements over the modelled time periods. In deriving the traffic flow profiles any queued vehicles were added to their respective traffic count to ensure that the full demand was accounted for.

2.14. The variation in demand, in 5-minute intervals is illustrated by the following graphs, which represent the average profiles for the AM and PM peak time periods applied as a proportion of the total peak period demand. Full details of the demand profiles used in the base year traffic model is provided at **Appendix D.**

Graph 1 - Weekday AM Peak Period Traffic Flow Average Profile



Graph 2 - Weekday PM Peak Period Traffic Flow Average Profile



Model Calibration

2.15. Model calibration is defined as the process by which individual components of a simulation are adjusted to ensure accurate representation of observed traffic conditions.

2.16. On-site observations showed how the network operates during the modelled time periods. The network was calibrated to ensure that the interaction between individual vehicle on individual roads and each other were sensible and that the junctions in the network operated correctly in accordance with observations.

2.17. The key global driver behaviour parameters used in the model calibration are included in **Table 1**. Default driving parameters are included in both modelled time periods. To avoid modelling bias, the settings for these parameters should remain constant for the existing and proposed forecast models.

Table 1: Key Global Micro-Simulation Parameters

Parameters	Value/Selection
Mean Headway (sec)	1 second (Default)
Minimum Gap (m)	2 metres (Default)
Driver Behaviour (Aggression/Awareness)	Default
Link Categories	Default
Vehicle Speeds	Speed limits
Runs / Seeds	10 runs with random seeds

2.18. Calibration parameters have been applied to specific sections of the network to allow better representation of individual junctions. Aside from the repositioning of stop lines throughout the network the main calibration parameter which has been applied within the model is the use of the visibility modifier which can be applied to entry links of a junction to affect throughput.

2.19. The following calibration parameters have been applied to each key junction included in the model in both the AM and PM peak periods.

Dodwells Roundabout

2.20. The calibration of each entry arm into the junction has been undertaken as follows:

- A47 Dodwells Road Approach – Visibility has been set to 17m and GA look next applied to roundabout circulatory link
- B4666 Coventry Road Approach – Visibility has been set to 30m and GA look next applied to roundabout circulatory link.
- A5 Watling Street (East) Approach – Visibility has been set to 15m and GA look next applied to roundabout circulatory link.
- A5 Watling Street (West) Approach – Visibility has been set to 30m.

The Long Shoot Traffic Signal Controlled Junction

2.21. The calibration of each entry arm into the junction has been undertaken as follows:

- A47 The Long Shoot Approach – No calibration parameters have been applied.
- A5 Watling Street (East) Approach – Visibility has been set to 20m for A47 left-turning traffic on the approach to the give-way.
- A5 Watling Street (West) Approach - No calibration parameters have been applied.

2.22. In the first instance the AM and PM peak 'average' stage green times derived from the MOVA historical data log of the Long Shoot signals were input into the traffic model. These were subsequently adjusted to reflect the observed level of queuing on the approaches to the junction. The calibrated set of stage green times still however fell within the range of values observed in the MOVA data log.

2.23. During the calibration it became apparent that the split between movements in the traffic count on the approach to the Long Shoot traffic signals from Dodwells roundabout in the PM peak period was suspect. The total link flow on this approach was consistent with the count at Dodwells roundabout and historical TRADS data; however the number of vehicles travelling straight ahead westbound on the A5 appeared low (1,675 vehicles), when compared with an earlier traffic count undertaken in 2007 (2,007 vehicles), and with the average traffic count from the A5 westbound 'X detector' contained in the MOVA historical data log (2,105 vehicles).

2.24. The reduced level of A5 westbound traffic in the PM peak period presented problems in that the observed queuing back from the signals to Dodwells roundabout was not being replicated in the model.

2.25. Given the likelihood that the 2009 recorded A5 westbound straight ahead traffic is low and given the need to reflect the observed levels of queuing on the approach to the signal junction, it was considered appropriate to take the turning proportions derived from the 2007 traffic count and apply these to the 2009 total A5 westbound link count to establish revised turning movements for the PM peak period. This resulted in an increase in the A5 westbound straight ahead traffic from 1,675 to 1,923 vehicles, with a corresponding reduction in the A47 left turning traffic from 2,332 to 2,084 vehicles.

Queue Lengths

2.26. The calibration detailed above attempted to reflect the observed level of queuing on the network at both Dodwells roundabout and the Long Shoot signal controlled junction. For both junctions the modelled average maximum queue lengths in vehicles is provided in graphs at **Appendix E**. This presents the queuing on each of the approaches to the junctions in both the AM and PM peak modelled time periods.

2.27. The modelled queues can be seen to broadly reflect the observed level of queuing on the highway network in both peak periods. However, the exception to this is the modelled queues on the A5 Watling Street (East) approach to Dodwells roundabout during the PM peak period which can be seen to be significantly greater than those identified in the queue length surveys.

2.28. Observations during site visits have shown significant queues on the A5 Watling Street (East) approach to Dodwells roundabout during the PM peak, which on occasions was seen to extend to the A5/Nutt's Lane roundabout. This suggests that the modelled queues on this approach to the roundabout are more representative than those identified in the queue length surveys.

Model Validation

2.29. The test of a model's 'fit for purpose' is normally carried out by examining the extent to which the model reproduces observed conditions. Validation of the traffic model was based upon a comparison of observed against modelled traffic flow data and the comparison between observed and modelled journey times.

2.30. As requested by the Highways Agency, the model validation process has been carried out in accordance with the criteria specified in the DMRB Volume 12 *Traffic Appraisal in Urban Areas*. The guidelines are summarised in **Table 2** below. However, it should be noted that paragraph 1.3.3 of the advice in DMRB Volume 12 says:

> **"1.3.3 This advice reviews the current best practice for urban traffic appraisal techniques in the context of trunk road assessment, and extends the general methods set out in the Traffic Appraisal Manual (TAM) to the urban setting and the more congested inter-urban situations which involve complex traffic interactions.....For highway schemes costing less than £5m alternative less sophisticated techniques may be more appropriate."**

Table 2: DMRB Criteria Summary Table (based on Vol 12 Section 2 Table 4.2)

Criteria and Measurements	Acceptability Guidelines
Assigned Hourly Flows:	
1. Individual flows within 100vph (flows < 700vph)	85% of all cases
2. Individual flows within 15% (flows 700-2700vph)	85% of all cases
3. Total Screenline flows within 5%	All (or nearly all) screenlines
4. GEH Statistics: individual flows GEH < 5	85% of all cases
5. GEH Statistics: screenline flows GEH < 4	All (or nearly all) screenlines
Modelled Journey Times:	
6. Times within 15% (or 1 minute, if higher)	85% of all cases

Link Flow Validation

2.31. The GEH statistic is used in the validation of a model to compare the difference between an observed flow and an assigned flow on a link and is defined as follows;

$$GEH = \sqrt{(V_O - V_A)^2 / (0.5 \times (V_O + V_A))}$$

where; V_O = observed traffic flow and V_A = assigned traffic flow.

2.32. The reason for using the GEH statistic rather than an absolute or relative flow difference is that it caters for a wide range of traffic flows. For example, whereas an absolute difference of 100 vehs/hr can be important with respect to a flow of 200 vehs/hr, it is largely irrelevant in a flow of several thousand vehs/hr.

2.33. **Appendix F** contains a number of tables that shows the assignment validation results for both the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) time periods. Results are provides for both light and heavy vehicles. These tables compare the modelled with the observed flows. Differences are given in both absolute and percentage terms with the GEH statistic and whether the individual link flows comply with the DMRB criteria of acceptability.

2.34. The tables show that in both the AM and PM peak hour time periods the traffic model validates well. All of the individual links, with the exception of the A5 westbound traffic in the PM peak hour on the approach to the Long Shoot signal junction, for reasons discussed earlier, can be seen to satisfy the DMRB criteria.

Journey Time Validation

2.35. Journey time validation was undertaken by comparing observed journey times to those outputs from the traffic model.

2.36. Modelled journey times (both directions) were collected for each of the 4 journey time routes, which are shown in **Figure 2.** The modelled journey times were then compared with the mean observed journey times for each route for both the AM and PM peak periods, the results of which are summarised in **Tables 3 & 4.**

Table 3: Journey Time Validation – AM Peak Hour (08:00-09:00)

Route	Direction	Average Observed Journey Time (secs)	Average Modelled Journey Time (secs)	% Difference
Yellow Route	Eastbound	277	255	-7.9%
	Westbound	308	291	-5.5%
Pink Route	Northbound	249	231	-7.2%
	Southbound	289	260	-10.0%
Blue Route	Eastbound	247	220	-10.9%
	Westbound	280	290	+3.6%
Green Route	Northbound	157	144	-8.3%
	Southbound	189	169	-10.6%

Table 4: Journey Time Validation – PM Peak Hour (17:00-18:00)

Route	Direction	Average Observed Journey Time (secs)	Average Modelled Journey Time (secs)	% Difference
Yellow Route	Eastbound	265	249	-6.0%
	Westbound	410	382	-6.8%
Pink Route	Northbound	254	235	-7.5%
	Southbound	256	237	-7.4%
Blue Route	Eastbound	243	217	-10.7%
	Westbound	309	290	-6.1%
Green Route	Northbound	237	216	-8.9%
	Southbound	158	137	-13.3%

2.37. The DMRB guideline recommends that 85% of modelled journey times should fall within +or– 15% of observed times. The above tables show that all surveyed routes pass the DMRB criteria.

2.38. The above tables show the vast majority of the modelled journeys times to be lower than those observed; this is common in micro-simulation models since not every incident can be represented in such models.

2.39. **Appendix G** provides tables and graphs showing a comparison of the observed and modelled average journey times for each of the 4 routes surveyed.

2.40. The journey time validation shows the model to be operating satisfactorily in respect of journey times in the AM and PM peak hour periods reflecting the peak-time delays on the modelled highway network.

Summary

2.41. The 2009 base year model has been validated to existing traffic conditions and is considered 'fit for purpose' as a tool for testing future development proposals.

3. TRAFFIC MODEL FORECASTS

3.1. Forecast traffic model runs have been built for the following assessment scenarios:

1. 2009 plus committed development
2. 2009 plus committed development, plus Tungsten Park and the Greyhound Stadium
3. As 2, with minor modifications to Dodwells Roundabout (Drawing C540/1 in **Appendix H**)
4. As 3, with adjustments to the signal settings at The Long Shoot junction

3.2. The assessment scenarios cover the critical highway network peaks, in line with the 2009 base model:

- Weekday AM Peak Period (07:00-10:00 hours)
- Weekday PM Peak Period (16:00-19:00 hours)

Committed Development

3.3. Committed development on the south west side of Hinckley in the vicinity of the site has been taken into account in the future year forecasts. Relevant employment and residential developments were identified from the *Residential & Employment Land Availability Monitoring Statement for 1/4/08 – 31/3/09* published by Hinckley and Bosworth Borough Council. This has been supplemented by reference to the Borough Council's online planning applications register. Committed development is summarised in **Table 5**.

Table 5: Committed Development in the Dodwells Area

Application No.	Site	Proposal
Residential		
05/00335	Hollycroft Estate Outlands Drive	322 homes
05/00266	Motor Holdings, 310 Coventry Road	13 apartments
07/00742	Dennis House, 4 Hawley Road	56 Sheltered units
07/01030	Recreation Ground, Brodick Road	49 homes
Employment		
06/01252	EME Site, Nutts Lane	218 sq m B1 Office 631 sq m B2/B8
07/00759	EME Site, Nutts Lane	522 sq m B1/B2/B8
08/00835	EME Site, Nutts Lane	886 sq m B1c
07/00231	Jarvis Porter, Coventry Road	9,427 sq m A1/A3/B8
07/00687	Wheatfield Way, Hinckley Fields Industrial Estate	2,338 sq m B1 Office

3.4. The location of each of the committed developments is indicated in **Figure 3**.

3.5. Trip generation by the committed development has been estimated based on the TRICS trip generation database, except for the Jarvis Porter site where figures from the Transport Assessment have been adopted. TRICS output was included

as Appendix B to the Updated Capacity Assessment submitted to the Highways Agency in December 2008. It is not reproduced in full here but can be supplied on request.

3.6. Distribution of traffic generated by committed development has been based upon the distribution given in Appendix A of the *Transport Statement: Addendum to Supplementary Transport Assessment Report dated 9 May 2002,* prepared by WSP in March 2006. This is in turn derived from a gravity model prepared by TPK Consulting and agreed with the Highways Agency for the 1999-2000 Appeal. This distribution is reproduced in **Appendix I.** The distribution of traffic at Dodwells Roundabout and The Long Shoot junction generated by each element of committed development is set out in **Appendix J,** which also summarises the TRICS trip rates for each 3-hour modelled period.

3.7. The observed average demand profiles described in paragraphs 2.13 – 2.14 were applied to the committed development. This makes no allowance for the peak spreading that occurs in congested networks and represents a worst case.

Proposed Development

3.8. Planning consent for 7000 sq m of Class B1, B2 and B8 development on land north of Coventry Road, now known as Tungsten Park, was granted under Application 05/00615. Planning consent was further granted in December 2007 for 9,364 sq m of Class B1, B2 and B8 plus Sui Generis car showrooms (Application No. 07/01150). An earlier application in 2007 (No. 07/00529) for 11,015 sq m Class B1, B2, B8 and Sui Generis car showrooms was refused on appeal for reasons relating to the effect on the Ashby Canal Conservation Area. However, the Inspector commented that, although the proposal would result in an increase in floorspace in comparison to the approved scheme, he was satisfied that the road network would be able to accommodate the additional traffic generated and that there would be no adverse impact on highway safety. To take the worst case for this assessment a floorspace of 11,015 sq m has therefore been assumed for Tungsten Park.

3.9. Crest Nicholson submitted a planning application (No. 09/0660) for 84 dwellings ay the Greyhound Stadium in Nutts Lane, Hinckley in August 2009. This application has not yet been determined, but generated traffic has been included in the current assessment.

3.10. The locations of Tungsten Park and the Greyhound Stadium are indicated on **Figure 3**, and the quantum of development is summarised in **Table 6**.

Table 6: Proposed Development

Application No.	Site	Proposal
	Residential	
09/00660	Former Greyhound Stadium	84 homes
	Employment	
n/a	Tungsten Park, Coventry Road	3,312 sq m B1 Office 5,890 sq m B1/B2/B8 1,813 sq m Car Showroom **11,015 sq m Total**

3.11. As with committed development, trip generation by the proposed development has been estimated based on the TRICS trip generation database and TRICS output is included as Appendix B to the Updated Capacity Assessment submitted to the Highways Agency in December 2008. Distribution of traffic generated by committed development has been based upon the distribution prepared by WSP in March 2006 and reproduced in **Appendix I.** The distribution of traffic at Dodwells Roundabout and The Long Shoot junction generated by Tungsten Park and the Greyhound Stadium development is set out in **Appendix J,** together with a summary of the 3-hour TRICS trip rates.

3.12. Again, the observed demand profiles described in paragraphs 2.13 – 2.14 were applied to the proposed development, making no allowance for peak spreading.

4. MODEL OUTPUTS

4.1. This report provides the outputs from the S-Paramics models for each of the modelled time periods for the following five scenarios:

1. 2009 Base Year
2. 2009 plus committed development
3. 2009 plus committed development, plus Tungsten Park and the Greyhound Stadium
4. As 3, with minor modifications to Dodwells Roundabout (Drawing C540/1 in **Appendix C**)
5. As 4, with adjustments to the signal settings at The Long Shoot junction

4.2. The model outputs represent an average from 10 separate 'randomly seeded' runs of the model for each scenario. Performing multiple runs and combining the data is statistically more robust than relying on a single run of the model.

4.3. **Figures 4 & 5** show two-way link traffic flows derived from the S-Paramics models for each scenario for the weekday AM peak 3-hour period (07:00-10:00) and the PM peak 3-hour period (16:00-19:00).

4.4. The results from the modelling have enabled comparisons to be made between each of the scenarios (for both the weekday AM and PM peak periods). The following 'assessment indicators' have been used to assess the performance of each scenario:

- **Queues at Dodwells Roundabout** – Maximum queue lengths in vehicles on A47 Dodwells Road, B4666 Coventry Road, A5 Watling Street (East) and A5 Watling Street (West).
- **Queues at Long Shoot Traffic Signal Junction** – Maximum queue lengths in vehicles on A47 The Long Shoot, A5 Watling Street (East) and A5 Watling Street (West).
- **Average Journey Time for A5 Traffic** – Mean travel time for A5 Eastbound traffic and A5 Westbound traffic.
- **Network Wide Average Journey Time** – Mean travel time for all vehicles on modelled highway network.

4.5. **Appendices K, L, M & N** reproduces graphs output from the S-Paramics traffic model for each of the scenarios for each of the above 'assessment indicators'.

AM Peak Period

4.6. The model results has shown that during the AM peak period the main issue at Dodwells roundabout is the queuing and delay on the A47 Dodwells Road approach and to a lesser extent the B4666 Coventry Road. With the introduction of the committed development the level of queuing on both Dodwells Road and Coventry Road increases significantly with queues on Dodwells Road being shown to extend to the limit of the modelled highway network.

4.7. The additional traffic brought about by the proposed development at Tungsten Park and the Greyhound Stadium does increase the queuing and delay on both

Dodwells Road and Coventry Road during the AM peak period however the capacity problems on these arms exist without the proposed development.

4.8. The proposed improvement shown in Drawing C540/1 in **Appendix C** does improve the operation of Coventry Road, however it make little difference to the operation of Dodwells Road.

PM Peak Period

4.9. The model results has shown that during the PM peak period the main issue at Dodwells roundabout is the queuing and delay on the A5 Watling Street (East) approach. With the introduction of the committed development the level of queuing on this approach extends to the limit of the modelled highway network. This is still the situation with the introduction of development traffic even allowing for the proposed improvements at Dodwells roundabout as shown in Drawing C540/1 in **Appendix C**.

4.10. A closer inspection of the model has identified that the reason for the queuing on A5 Watling Street (East) is a consequence of traffic queuing back from the Long Shoot signal controlled junction through Dodwells roundabout. With an adjustment to the signal timings at the signals by way of increasing the green time for the A5 traffic, such that traffic does not readily queue back through the roundabout, the model shows a significant reduction to the queues on the Watling Street (East) approach to Dodwells roundabout during the PM peak as is evident by the graph in **Appendix K**.

4.11. Increasing the green time for A5 traffic at the Long Shoot signals does however reduce the proportion of green time for traffic on the A47 Long Shoot approach to the signals resulting in increased queuing and delay for traffic on this approach as shown in the graph in **Appendix L**.

4.12. The benefits of increasing the green time for A5 traffic is evident by the average journey time graphs in **Appendix M.** The A5 westbound traffic journey times during the PM peak can be seen to be less than that currently experienced even when allowing for additional traffic from both committed and proposed development.

4.13. The Long Shoot traffic signal controlled junction currently operates under MOVA control. It does not appear that the current MOVA settings take account of the excessive queues which exist for A5 westbound traffic which can be seen to extend through Dodwells roundabout during the PM peak period. A review of the MOVA settings would therefore seem sensible and it may ultimately be necessary to introduce a queue detector on Watling Street to the west of Dodwells roundabout to reduce A5 westbound delays.

5. CONCLUSIONS

5.1. The S-Paramics modelling has demonstrated that traffic from the proposed developments at Tungsten Park and the former Greyhound Stadium would not significantly increase queuing or delay to that which would otherwise occur without development with the assumed committed developments.

5.2. The modelling suggests that with the proposed improvements at Dodwells roundabout alongside adjustments to the signal timings at the Long Shoot traffic signals, A5 through traffic would benefit from a reduction in queuing and delay as is evident from the journey time graphs reproduced at **Appendix M**.

5.3. The modelling highlights the need to review the MOVA settings at Long Shoots traffic signals which may ultimately identify the need to introduce a queue detector on Watling Street west of Dodwells Roundabout to prevent excessive queuing for A5 westbound traffic.

Figures

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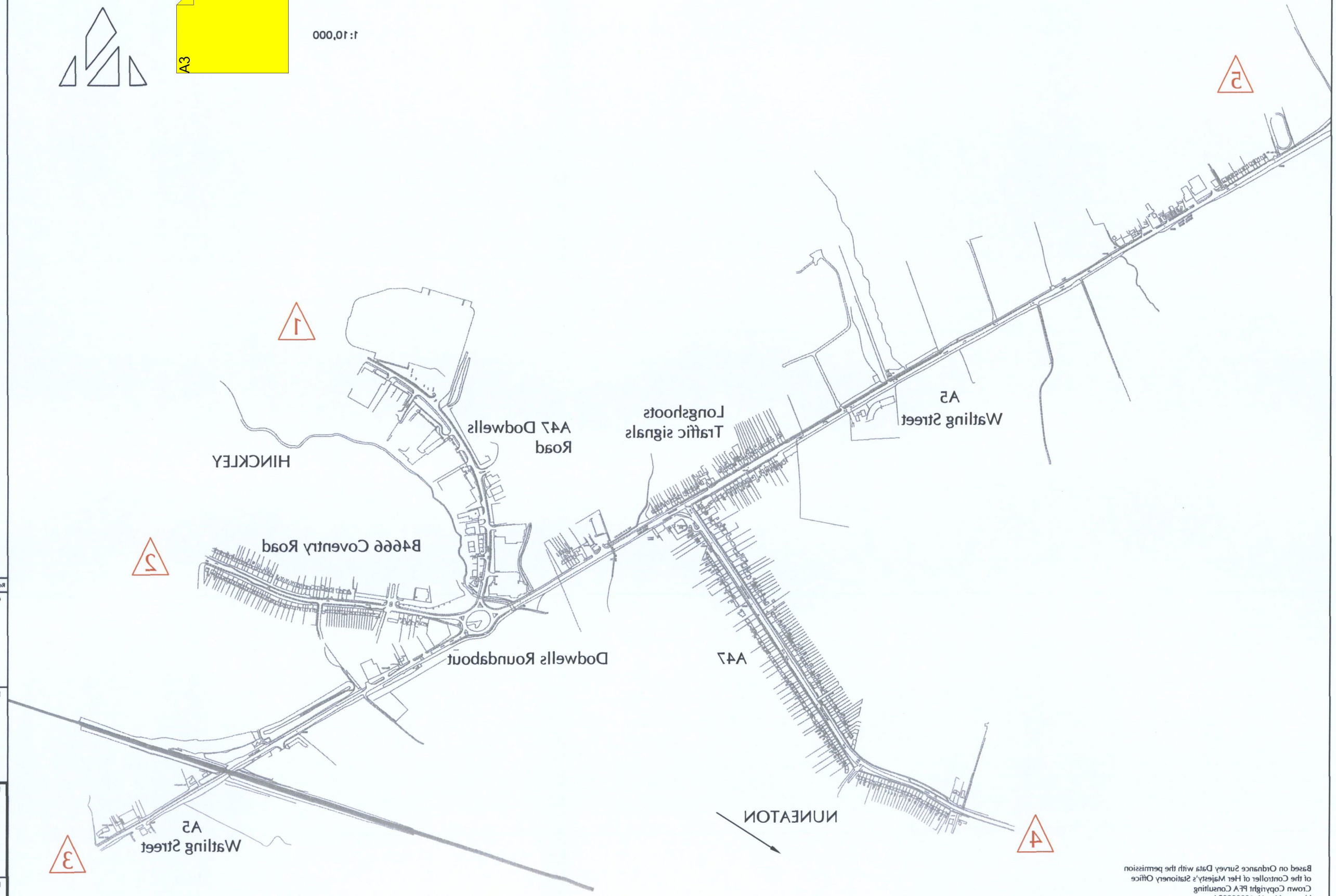
A3

1 : 10,000



Rev	Date	Description	Initials

Client

Crest Nicholson
(Midlands) Ltd

Project

Dodwells Roundabout
Hinckley

Drawing Title

Extent of S-Paramics
Modelled Network

Drawing No.

Figure 1

Date	03/17/09
Scale	1 : 10,000
Drawn By	TLH
Checked By	CM
E-Mail	thilliker@pfaplc.com
File Ref.	C540/Figures/Figure1.dwg

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Relative accuracy of data
± 1.0m over measured distance of 60 metres
(based upon a 99% likelihood)

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Routes

- Yellow
- Green
- Blue
- Pink
- Timing Points

Client

Crest Nicholson (Midlands) Ltd

Project

Dodwells Roundabout Hinckley

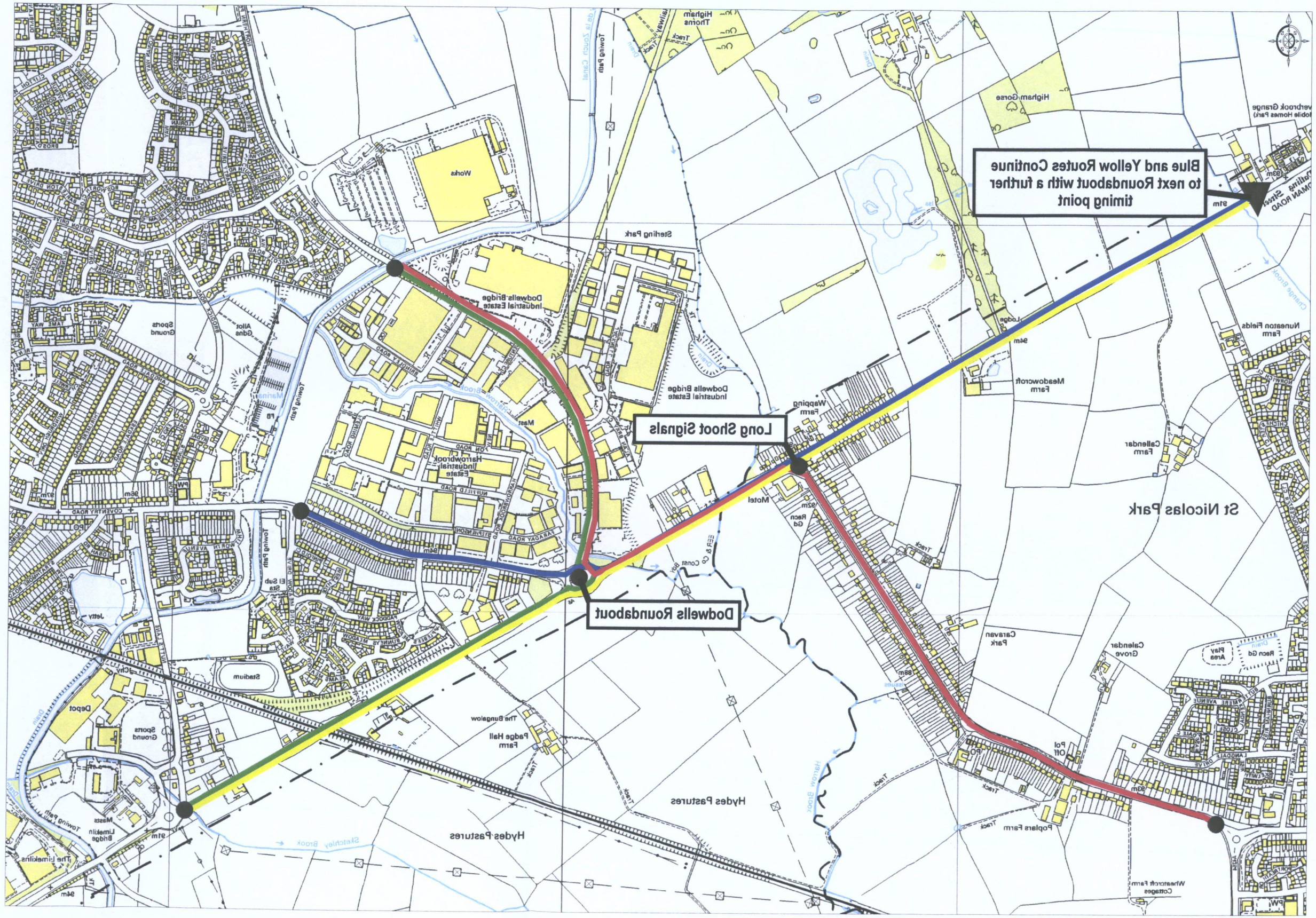
Drawing Title

Journey Time Survey Routes

Figure No

Figure 2

Date	October 2009
Scale	See Scale Bar
Drawn By	TLH
Checked By	JA
File Ref	C540\Figures\Fig2..ai
Drg No	C540_208


Blue and Yellow Routes Continue to next Roundabout with a further timing point
Long Shoot Signals
Dodwells Roundabout
St Nicolas Park
Hyde Pastures
Hyde Pastures
Dodwells Bridge Industrial Estate
Dodwells Bridge Industrial Estate
Harrowbrook Industrial Estate
Sketchley Brook
Sketchley Brook
Sketchley Brook
Sketchley Brook
Towing Path
Towing Path
Towing Path
Towing Path
Sterling Park
Nunsaston Fields Farm
Meadowcroft Farm
Calendar Farm
Calendar Grove
Caravan Park
Play Area
Rec Gd
Poplars Farm
Whitacroft Farm Cottage
Hilgram Gores
Hilgram Thorns
Track
Track
Track

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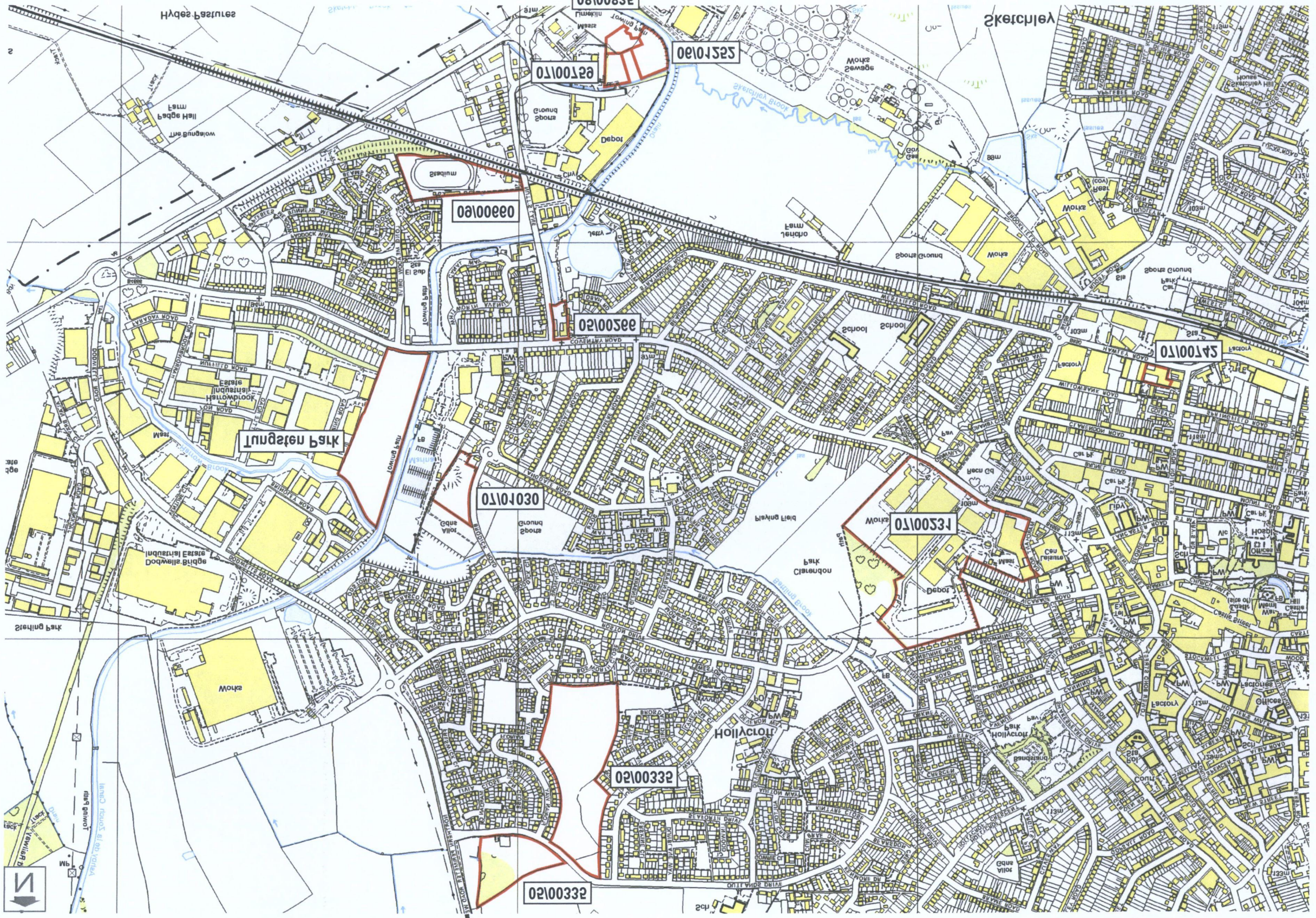
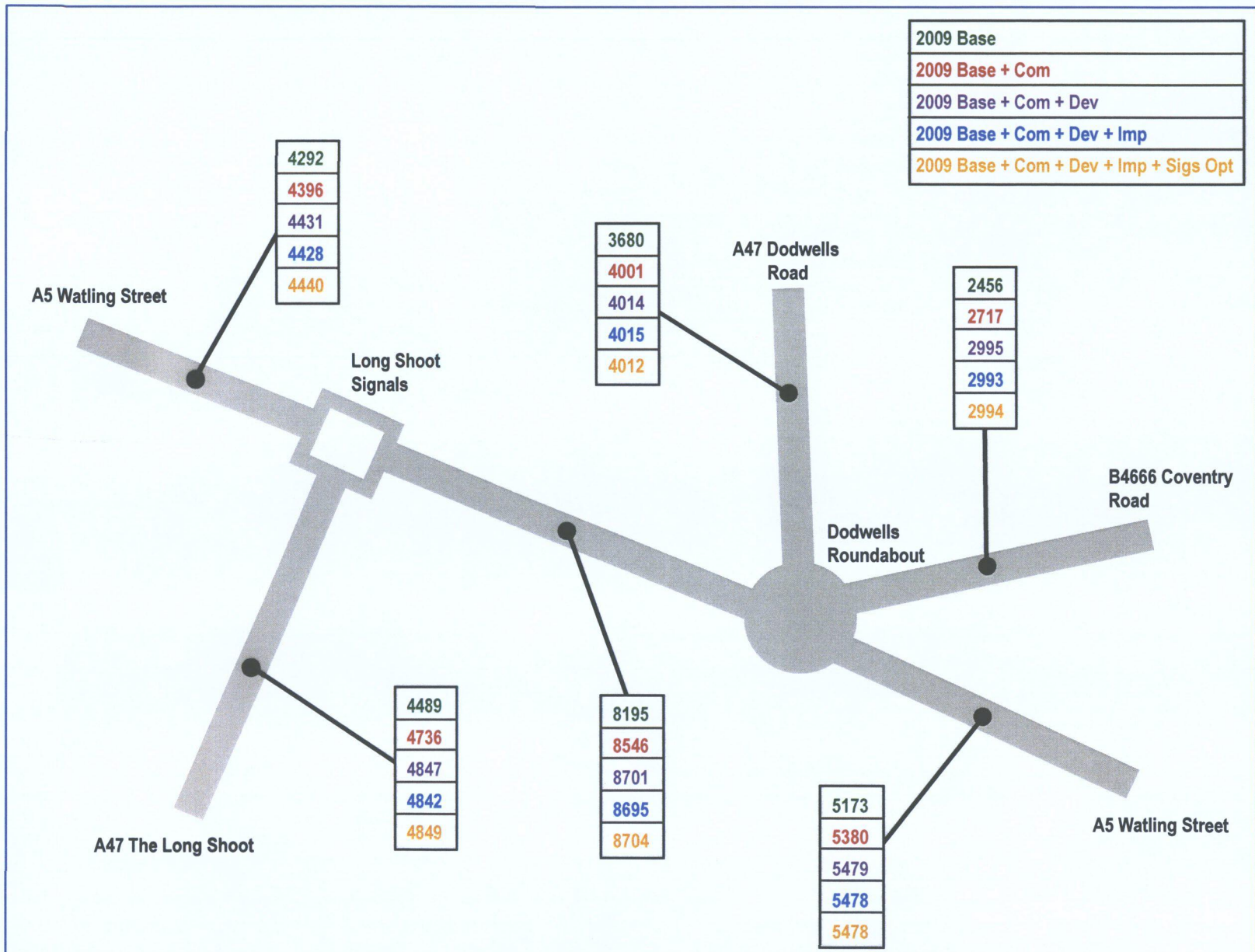
0 320m 500m


08\00832
08\01525
07\00729
09\00090
02\00586
07\01030
07\00525
07\00745
02\00332
02\00332
07\00837
Tungsten Park
Hinckley
Dodwells Roundabout
Skeffington
Hayes Farmfield
Sports Ground
Depot
Works
Factory
Offices
School
Industrial Estate
Dodwells Bridge
Hollycroft
Sterling Park
Trinity Field
Clarendon Park
Tennis Courts
Allotments
Cemetery
Church
Fire Station
Police Station
Hospital
Sewage Works
Electricity Sub Station
Bridleway
Footpath
Public Right of Way
Tamworth Canal
Sketchley Brook
Burbage Brook
Tamworth Path
Coventry Road
Watling Street
Hinckley Road
Leicester Road
Rugby Road
Station
Depot
Sports Ground
Farm
Hayes Farmfield
Burbage Hall
The Bungalow
Sketchley
Works
Sewage
Factory
Offices
School
Sports Ground
Depot
Clarendon Park
Trinity Field
Hollycroft
Works
Factory
Offices
Industrial Estate
Dodwells Bridge
Sterling Park
Tungsten



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Client

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Project

Dodwells Roundabout Hinckley

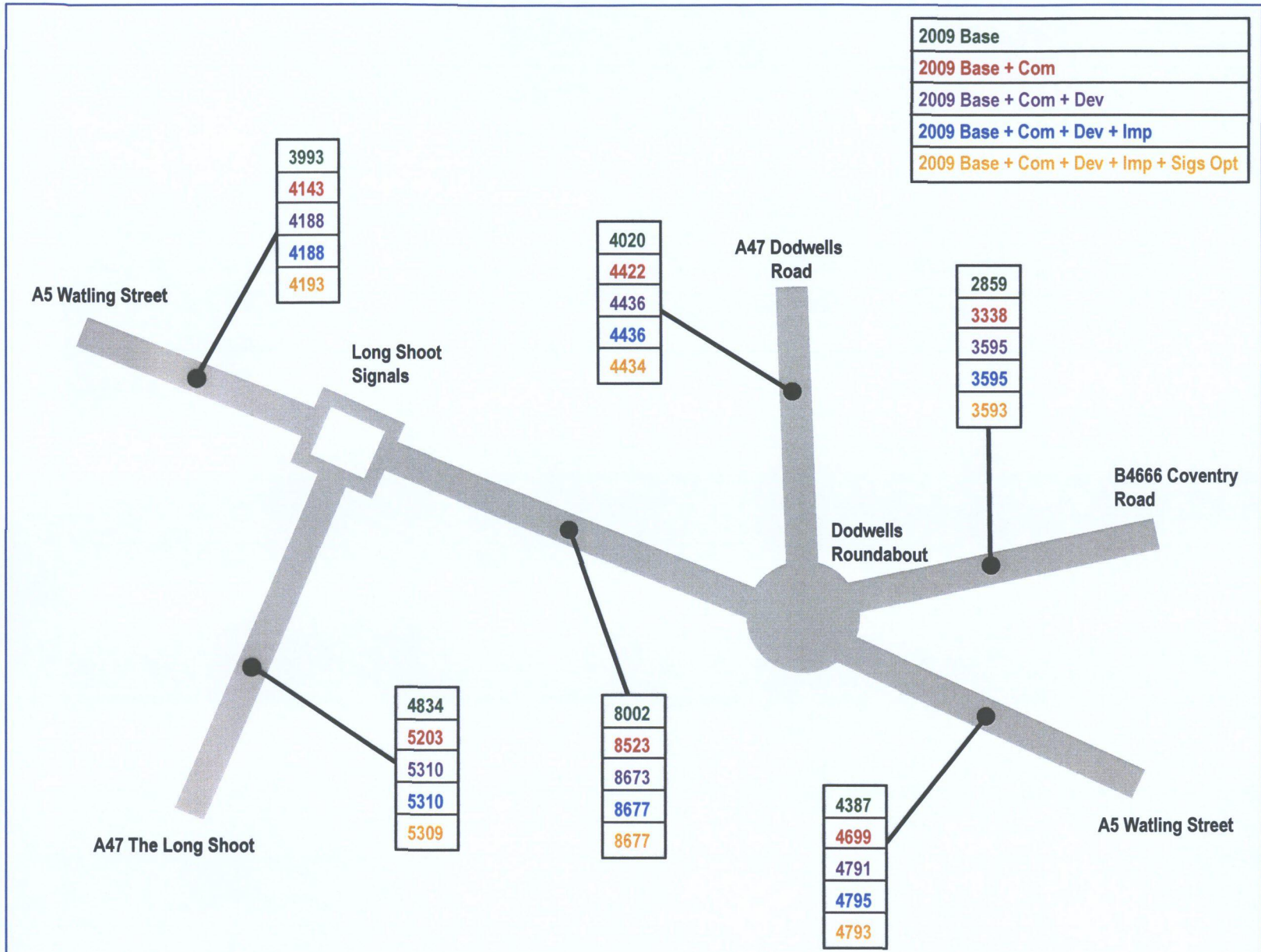
Figure Title

AM Peak (07:00 - 09:00) Modelled Link Flows (Two way)

Figure No

Figure 4

Date	October 2009
Drawn By	EN
Checked By	JA
Scale	NTS
File Ref	C540/Figures/ModReport/Fig4.ai
Drg No	C540_207



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Dodwells Roundabout Hinckley

Figure Title

PM Peak (16:00 - 19:00) Modelled Link Flows (Two way)

Figure No

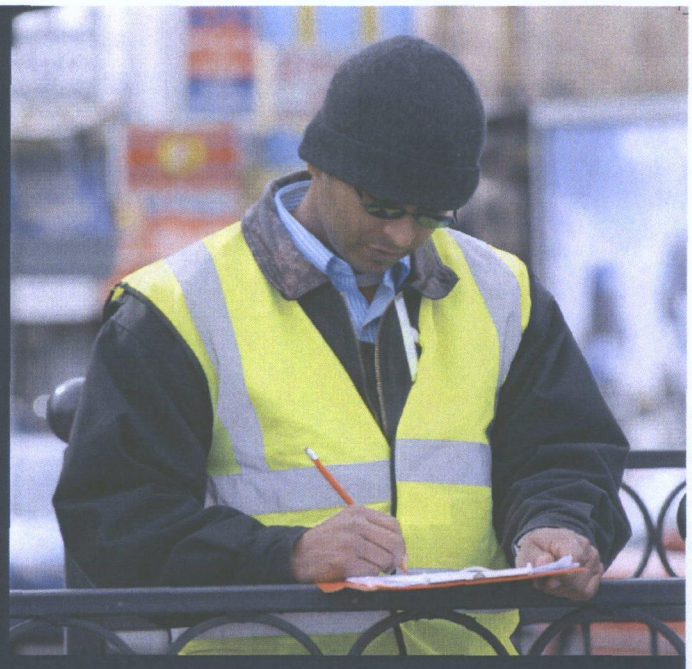
Figure 5

Date	October 2009
Drawn By	EN
Checked By	JA
Scale	NTS
File Ref	C540/Figures/ModReport/Fig5.ai
Drg No	C540_208

Appendices

Appendix A





cts

TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

PFA Consulting

2997 – Hinckley Turning Counts

Tuesday 15th September 2009

Jaroslaw Biniek
Stuart Saint



Contents

1. Method of Survey.
2. Incidents Encountered During Surveys.
3. Weather Conditions.
4. Maps of Survey Locations.
5. Classified Turning Counts Results.
6. Queue Lengths Results.

CTS Traffic & Transportation Ltd.
Unit 14 Aqueduct Mill, Aqueduct Street, Preston, PR1 7JN
Tel: (01772) 251 400 Fax: (01772) 252 900
E-mail: enquiries@ctstraffic.co.uk Web-site: www.ctstraffic.co.uk

Method of Survey:

VIDEO TURNING COUNTS:

Data was collected via high mast video units positioned at the following junctions and analysed manually at a later date:
1. A47 Dodswells Rd/ B4666 Coventry Rd/ A5 Watling St
2. A5 Watling St/ A47 The Long Shoot

All possible traffic movements were recorded in 5 minutes intervals, between the times of 07:00 – 10:00 & 16:00 – 19:00 on Tuesday 15th September 2009. The results are provided in an Excel spreadsheet. The following classifications were used:

PC – Pedal cycles and C5 type vehicles using the road; this does not include cyclists using the pavement.

MC – Two wheeled motor cycles;

Car – Including taxis, state cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle;

LGV – Light Goods Vehicle. Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another;

HGV – Heavy Goods Vehicles. Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. Includes larger ambulances, tractors (with and without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive without a trailer is also included;

PSV – Buses and Coaches. Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.

QUEUE LENGTH SURVEYS:

Enumerators recorded the length of queues at the same day and time as the turning counts, every five minutes. Queue lengths were measured by number of vehicles in queue, where:
- motorbikes
- cars
- small and large vans
- mini buses
- small lorries

were counted as 1 vehicle, and
- HGVs
- full size buses/coaches

were counted as 2 vehicles.

Incidents Encountered During Surveys:

There were no significant events or unforeseen circumstances to affect the results of the surveys.

Weather Conditions:

15th September 2009: Dry and overcast with sunny spells in the afternoon; windy.

Junction: 1: A47/ B4666/ A5
From: A47 Dodswell Road (North Arm)
Direction: Left Turn
To: B4666 Coventry Road (Northeast Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	1	1	0	1	3
07:05	0	0	3	0	0	1	4
07:10	0	0	3	0	0	0	3
07:15	0	0	3	0	0	0	3
07:20	0	0	2	1	1	0	4
07:25	0	1	4	1	0	1	7
07:30	0	0	3	0	1	1	5
07:35	1	0	2	1	0	0	4
07:40	0	0	5	0	0	0	5
07:45	0	0	4	2	0	0	6
07:50	0	1	2	0	0	0	3
07:55	0	0	5	0	0	0	5
08:00	0	0	4	4	0	0	8
08:05	0	0	5	1	0	0	6
08:10	0	0	2	0	1	0	3
08:15	0	0	6	2	1	0	9
08:20	0	0	9	1	0	0	10
08:25	0	0	3	1	0	0	4
08:30	0	0	1	2	0	0	3
08:35	0	0	5	3	0	1	9
08:40	0	1	7	0	1	0	9
08:45	0	0	8	0	0	0	8
08:50	0	0	5	2	0	0	7
08:55	0	0	2	3	1	0	6
09:00	0	0	4	1	0	0	5
09:05	0	0	3	1	1	0	5
09:10	0	0	4	0	0	0	4
09:15	0	0	3	0	1	0	4
09:20	0	0	8	0	1	0	9
09:25	0	0	7	1	2	0	10
09:30	0	0	8	2	1	0	11
09:35	0	0	2	1	1	1	5
09:40	0	0	3	1	1	0	5
09:45	0	0	5	2	0	0	7
09:50	0	0	1	2	0	0	3
09:55	0	0	9	1	1	0	11
AM Peak	1	3	151	37	15	6	213
16:00	0	0	7	1	3	0	11
16:05	0	0	7	2	0	0	9
16:10	0	1	6	1	2	0	10
16:15	0	1	9	0	1	0	11
16:20	0	0	8	3	0	0	11
16:25	0	0	5	2	1	0	8
16:30	1	0	12	2	1	1	17
16:35	0	0	10	0	1	0	11
16:40	0	0	4	1	0	0	5
16:45	0	0	9	3	0	0	12
16:50	0	1	10	0	1	0	12
16:55	0	0	3	2	0	0	5
17:00	0	0	8	1	0	0	9
17:05	0	0	5	0	0	0	5
17:10	0	1	8	1	0	0	10
17:15	0	0	7	0	0	0	7
17:20	0	0	2	1	0	0	3
17:25	0	0	4	1	0	0	5
17:30	0	0	6	0	1	0	7
17:35	0	0	8	0	0	0	8
17:40	0	0	8	0	0	0	8
17:45	0	0	5	1	0	0	6
17:50	0	1	7	1	0	0	9
17:55	0	0	7	0	0	0	7
18:00	0	0	4	0	0	0	4
18:05	0	0	8	0	0	0	8
18:10	0	0	5	0	0	0	5
18:15	0	0	6	3	0	0	9
18:20	0	0	3	3	0	0	6
18:25	0	0	2	0	0	0	2
18:30	0	0	5	1	0	0	6
18:35	0	0	3	0	0	0	3
18:40	0	0	1	0	0	0	1
18:45	1	0	3	1	0	0	5
18:50	0	0	5	0	0	0	5
18:55	0	0	3	0	0	0	3
PM Peak	2	5	213	31	11	1	263
Total	3	8	364	68	26	7	476

Junction: 1: A47/ B4666/ A5
From: A47 Dodswell Road (North Arm)
Direction: Left Turn
To: A5 Watling Street (East Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	8	6	3	0	17
07:05	0	0	7	1	2	0	10
07:10	0	1	9	5	4	0	19
07:15	0	1	17	6	4	0	28
07:20	0	0	11	3	4	0	18
07:25	0	0	13	1	3	0	17
07:30	0	0	19	3	3	0	25
07:35	0	0	13	3	2	0	18
07:40	0	0	14	7	2	1	24
07:45	0	0	13	1	2	0	16
07:50	0	0	8	5	4	0	17
07:55	0	0	20	2	2	0	24
08:00	0	0	15	3	1	0	19
08:05	0	0	9	2	4	0	15
08:10	0	0	18	4	1	0	23
08:15	0	0	9	0	1	0	10
08:20	0	0	13	0	0	0	13
08:25	0	0	8	4	2	0	14
08:30	0	0	4	0	2	0	6
08:35	0	0	11	1	3	0	15
08:40	0	0	5	0	2	0	7
08:45	0	1	8	1	3	0	13
08:50	0	0	10	2	2	0	14
08:55	0	0	9	2	2	0	13
09:00	0	1	8	1	0	0	10
09:05	0	0	13	0	5	0	18
09:10	0	0	11	0	0	0	11
09:15	0	0	9	3	2	0	14
09:20	0	0	9	0	5	0	14
09:25	0	0	4	0	5	0	9
09:30	0	0	7	4	4	0	15
09:35	0	0	11	1	5	0	17
09:40	0	0	8	4	5	1	18
09:45	0	0	2	5	1	0	8
09:50	0	0	7	0	1	0	8
09:55	0	0	8	4	5	0	17
AM Peak	0	4	368	84	96	2	554
16:00	0	0	10	1	1	0	12
16:05	0	0	18	2	2	0	22
16:10	0	1	6	1	2	0	10
16:15	1	0	6	3	0	0	10
16:20	0	0	8	2	4	0	14
16:25	0	0	18	2	0	0	20
16:30	0	0	18	3	1	0	22
16:35	0	0	15	2	2	0	19
16:40	0	0	10	1	3	0	14
16:45	0	1	16	2	0	0	19
16:50	0	0	9	1	2	0	12
16:55	0	0	14	0	1	0	15
17:00	0	0	27	3	0	0	30
17:05	0	0	16	1	2	0	19
17:10	0	0	20	1	2	0	23
17:15	0	1	22	0	0	0	23
17:20	0	0	26	1	2	0	29
17:25	0	2	13	0	1	0	16
17:30	0	0	15	1	2	0	18
17:35	0	0	10	0	4	0	14
17:40	0	0	10	0	1	0	11
17:45	0	0	8	1	1	0	10
17:50	0	1	13	1	1	0	16
17:55	0	0	13	2	1	0	16
18:00	0	0	6	0	1	0	7
18:05	0	0	11	0	0	0	11
18:10	0	0	7	1	1	0	9
18:15	0	0	9	2	1	0	12
18:20	0	0	15	2	1	0	18
18:25	0	0	6	2	1	0	9
18:30	0	0	9	1	1	0	11
18:35	0	0	7	2	1	0	10
18:40	0	0	5	2	1	0	8
18:45	0	0	6	1	1	0	8
18:50	0	0	7	2	1	0	10
18:55	0	0	5	2	1	0	8
PM Peak	1	6	434	48	46	0	535
Total	1	10	802	132	142	2	1089

Junction: 1: A47/ B4666/ A5
From: A47 Dodswell Road (North Arm)
Direction: Right Turn
To: A5 Watling Street (West Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	25	5	0	0	30
07:05	0	0	35	6	1	0	42
07:10	0	1	37	8	3	0	49
07:15	0	0	32	10	2	0	44
07:20	1	0	25	6	2	0	34
07:25	0	0	27	8	1	1	37
07:30	0	1	33	9	1	0	44
07:35	0	0	28	5	3	0	36
07:40	0	3	34	6	2	1	46
07:45	1	3	32	6	2	0	44
07:50	0	2	34	7	2	0	45
07:55	0	0	31	5	3	0	39
08:00	0	1	35	6	5	0	47
08:05	0	0	22	8	3	0	33
08:10	0	1	34	3	3	0	41
08:15	0	0	30	4	2	0	36
08:20	1	0	33	4	3	0	41
08:25	0	0	31	3	3	1	38
08:30	0	1	26	2	5	0	34
08:35	0	2	27	9	5	0	43
08:40	0	2	33	5	6	1	47
08:45	1	2	26	3	6	0	38
08:50	0	0	29	5	8	1	43
08:55	0	0	25	4	7	1	37
09:00	0	0	24	3	7	1	35
09:05	0	1	28	7	5	0	41
09:10	0	0	30	6	5	0	41
09:15	0	0	25	3	2	0	30
09:20	0	0	19	3	5	0	27
09:25	0	1	15	4	4	0	24
09:30	0	0	21	8	2	0	31
09:35	0	0	18	5	3	0	26
09:40	0	0	22	6	3	0	31
09:45	0	0	24	4	1	0	29
09:50	0	0	17	3	5	0	25
09:55	0	0	21	3	2	0	26
AM Peak	4	21	988	192	122	7	1334
16:00	0	0	31	5	1	0	37
16:05	0	0	42	6	0	0	48
16:10	0	0	26	3	3	0	32
16:15	0	0	30	7	3	1	41
16:20	0	0	30	6	1	0	37
16:25	0	0	21	4	4	0	29
16:30	0	0	25	1	2	0	28
16:35	0	1	26	3	2	0	32
16:40	0	1	32	3	1	0	37
16:45	0	2	35	6	3	0	46
16:50	0	0	24	7	1	0	32
16:55	0	0	24	5	1	0	30
17:00	0	1	36	2	0	0	39
17:05	0	0	31	4	3	0	38
17:10	0	1	45	4	0	0	50
17:15	1	0	32	3	1	0	37
17:20	0	0	28	4	2	0	34
17:25	0	1	29	6	2	0	38
17:30	0	0	41	5	3	0	49
17:35	0	1	40	5	2	0	48
17:40	0	2	41	4	1	0	48
17:45	0	0	36	5	2	0	43
17:50	0	1	26	2	3	0	32
17:55	0	0	20	4	1	0	25
18:00	0	2	34	3	3	0	42
18:05	2	1	29	1	0	0	33
18:10	0	3	32	2	2	0	39
18:15	0	0	23	1	1	0	25
18:20	0	2	21	1	0	0	24
18:25	0	0	21	2	2	0	25
18:30	0	2	23	3	0	0	28
18:35	0	0	20	2	3	0	25
18:40	0	1	25	3	2	0	31
18:45	0	0	27	2	0	0	29
18:50	0	0	25	2	0	0	27
18:55	0	0	19	2	1	1	23
PM Peak	3	22	1050	128	56	2	1261
Total	7	43	2038	320	178	9	2595

07:00 - 10:00
16:00 - 19:00

Junction: 1: A47/ B4666/ A5
From: A47 Dodswell Road (North Arm)
Direction: U-Turn
To: A47 Dodswell Road (North Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	1
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
AM Peak	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
PM Peak	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1

Junction: 1: A47/ B4666/ A5
From: B4666 Coventry Road (Northeast Arm)
Direction: Left Turn
To: A5 Watling Street (East Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	3	1	1	0	5
07:05	0	0	1	1	1	0	3
07:10	0	0	5	1	0	0	6
07:15	0	0	1	0	0	0	1
07:20	0	0	2	0	0	0	2
07:25	0	0	1	1	0	0	2
07:30	0	0	2	0	0	0	2
07:35	0	0	6	0	0	0	6
07:40	0	0	2	1	0	0	3
07:45	0	0	4	0	0	0	4
07:50	0	0	1	0	0	0	1
07:55	0	0	2	0	1	0	3
08:00	0	0	2	0	1	0	3
08:05	0	0	1	0	0	0	1
08:10	0	0	1	1	1	0	3
08:15	0	0	2	0	0	0	2
08:20	0	0	0	2	0	0	2
08:25	0	0	0	2	2	0	4
08:30	0	0	2	2	0	0	4
08:35	0	0	1	0	0	0	1
08:40	0	0	0	1	0	0	1
08:45	0	0	0	0	1	0	1
08:50	0	0	1	0	0	0	1
08:55	0	0	0	0	1	0	1
09:00	0	0	0	0	1	0	1
09:05	0	0	3	0	1	0	4
09:10	0	0	3	0	0	0	3
09:15	0	0	1	1	0	0	2
09:20	0	0	1	0	1	0	2
09:25	0	0	2	0	1	0	3
09:30	0	0	0	0	1	0	1
09:35	0	0	3	0	1	0	4
09:40	0	0	1	0	0	0	1
09:45	0	0	3	0	1	0	4
09:50	0	0	3	1	1	0	5
09:55	0	0	3	3	1	0	7
AM Peak	0	0	63	18	18	0	99
16:00	0	0	3	1	1	0	5
16:05	0	0	4	1	1	0	6
16:10	0	0	4	0	0	0	4
16:15	0	0	0	0	0	0	0
16:20	0	0	4	2	1	0	7
16:25	0	0	3	1	2	0	6
16:30	0	0	1	1	1	0	3
16:35	0	0	5	0	0	0	5
16:40	0	0	6	1	0	0	7
16:45	0	0	5	0	0	0	5
16:50	0	0	4	0	1	0	5
16:55	0	0	1	0	0	0	1
17:00	0	0	5	2	1	0	8
17:05	0	0	2	2	0	0	4
17:10	0	0	3	1	1	0	5
17:15	0	0	2	0	0	0	2
17:20	0	0	0	1	0	0	1
17:25	0	0	1	0	0	0	1
17:30	0	0	3	1	0	0	4
17:35	0	0	4	0	0	0	4
17:40	0	0	5	0	0	0	5
17:45	0	0	1	1	0	0	2
17:50	0	0	2	0	0	0	2
17:55	0	0	0	0	0	0	0
18:00	0	0	2	1	0	0	3
18:05	0	0	4	0	0	0	4
18:10	0	0	2	1	0	0	3
18:15	0	0	2	3	0	0	5
18:20	0	0	1	1	0	0	2
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	2	0	0	0	2
18:40	0	0	3	0	1	0	4
18:45	0	0	1	0	0	0	1
18:50	0	0	1	0	0	0	1
18:55	0	0	1	0	0	0	1
PM Peak	0	0	87	21	10	0	118
Total	0	0	150	39	28	0	217

Junction: 1: A47/ B4666/ A5
From: B4666 Coventry Road (Northeast Arm)
Direction: Straight On
To: A5 Watling Street (West Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	1	15	1	0	0	17
07:05	0	1	16	1	0	0	18
07:10	0	0	20	3	2	0	25
07:15	0	2	21	3	0	1	27
07:20	0	0	18	4	2	0	24
07:25	1	1	16	4	1	1	24
07:30	0	0	23	2	0	0	25
07:35	0	0	25	6	0	0	31
07:40	0	0	22	5	2	1	30
07:45	0	1	29	4	3	0	37
07:50	0	1	23	6	0	0	30
07:55	1	0	32	5	1	1	40
08:00	1	0	32	3	0	0	36
08:05	0	0	31	4	0	0	35
08:10	0	0	27	3	2	0	32
08:15	0	1	24	4	0	1	30
08:20	1	1	20	2	1	0	25
08:25	0	2	19	3	2	1	27
08:30	0	1	25	3	1	0	30
08:35	0	0	24	3	1	0	28
08:40	1	0	33	4	0	1	39
08:45	0	1	35	5	1	1	43
08:50	0	2	26	4	0	1	33
08:55	0	0	29	5	2	1	37
09:00	0	0	24	7	2	0	33
09:05	0	0	30	4	1	1	36
09:10	0	0	26	2	0	1	29
09:15	0	0	27	6	1	1	35
09:20	0	1	24	4	1	1	31
09:25	0	0	27	7	0	1	35
09:30	0	0	16	6	2	0	24
09:35	0	1	18	5	0	0	24
09:40	0	0	21	2	2	2	27
09:45	0	0	26	2	1	1	30
09:50	0	0	22	2	0	0	24
09:55	0	0	16	3	2	2	23
AM Peak	5	17	862	137	33	20	1074
16:00	0	0	26	2	1	1	30
16:05	0	1	27	2	1	1	32
16:10	1	0	28	4	1	1	35
16:15	2	0	31	3	0	0	36
16:20	0	0	20	4	1	1	26
16:25	0	2	23	4	0	1	30
16:30	0	0	24	5	1	0	30
16:35	0	1	32	6	0	0	39
16:40	1	0	32	4	0	0	37
16:45	0	1	28	3	0	1	33
16:50	0	2	29	4	0	1	36
16:55	0	1	26	3	1	2	33
17:00	0	0	22	5	0	0	27
17:05	2	1	31	4	0	0	38
17:10	1	2	28	3	0	1	35
17:15	1	1	35	4	1	0	42
17:20	1	2	32	6	1	1	43
17:25	1	0	30	5	0	1	37
17:30	0	1	32	3	0	1	37
17:35	0	1	28	4	0	1	34
17:40	0	0	28	4	0	0	32
17:45	0	0	34	5	0	1	40
17:50	0	1	28	4	1	0	34
17:55	1	1	29	3	0	0	34
18:00	1	0	27	4	0	0	32
18:05	0	1	17	2	1	1	22
18:10	0	0	20	2	0	0	22
18:15	0	0	16	3	0	1	20
18:20	0	1	18	2	0	0	21
18:25	0	0	17	1	0	0	18
18:30	1	0	21	1	0	0	23
18:35	0	0	19	2	0	2	23
18:40	0	0	13	1	0	0	14
18:45	0	0	16	2	1	0	19
18:50	0	0	20	1	0	0	21
18:55	0	1	17	0	0	1	19
PM Peak	13	21	904	115	11	20	1084
Total	18	38	1766	252	44	40	2158

Junction: 1: A47/ B4666/ A5
From: B4666 Coventry Road (Northeast Arm)
Direction: Right Turn
To: A47 Dodswell Road (North Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	3	1	0	0	4
07:05	0	0	2	1	0	0	3
07:10	0	0	3	2	0	0	5
07:15	0	0	2	1	0	0	3
07:20	0	0	2	1	0	0	3
07:25	0	0	4	0	0	0	4
07:30	0	0	3	1	0	0	4
07:35	0	0	2	0	0	0	2
07:40	0	0	10	1	0	0	11
07:45	0	0	2	0	0	0	2
07:50	0	0	8	2	0	0	10
07:55	0	0	3	0	0	0	3
08:00	0	0	3	1	0	0	4
08:05	0	0	4	0	0	0	4
08:10	0	0	7	2	0	0	9
08:15	0	0	2	0	0	0	2
08:20	0	0	1	1	0	0	2
08:25	0	1	2	0	0	0	3
08:30	0	0	7	1	0	0	8
08:35	0	0	3	0	0	0	3
08:40	0	0	5	1	0	0	6
08:45	0	0	2	0	0	0	2
08:50	0	0	6	0	0	0	6
08:55	0	0	2	0	0	0	2
09:00	0	0	2	1	0	0	3
09:05	0	0	1	2	0	0	3
09:10	0	0	5	2	3	0	10
09:15	0	0	5	0	0	0	5
09:20	0	0	2	0	0	0	2
09:25	0	0	4	3	0	0	7
09:30	0	0	3	1	2	0	6
09:35	0	0	2	0	1	0	3
09:40	0	0	5	1	0	0	6
09:45	0	0	5	0	1	0	6
09:50	0	0	2	0	0	1	3
09:55	0	0	5	0	0	0	5
AM Peak	0	1	129	26	7	1	164
16:00	0	0	1	2	0	0	3
16:05	0	1	5	3	0	1	10
16:10	0	1	4	1	0	0	6
16:15	0	1	2	2	0	0	5
16:20	0	0	2	0	1	0	3
16:25	0	0	1	1	0	1	3
16:30	0	0	7	2	0	0	9
16:35	0	1	6	3	2	0	12
16:40	0	0	3	1	0	0	4
16:45	0	0	4	1	0	0	5
16:50	0	0	6	1	0	0	7
16:55	0	0	5	2	0	0	7
17:00	0	0	16	2	0	0	18
17:05	0	0	6	1	1	0	8
17:10	0	0	4	2	0	0	6
17:15	0	0	1	1	1	0	3
17:20	0	0	2	0	0	0	2
17:25	0	0	7	0	0	0	7
17:30	0	0	5	0	0	0	5
17:35	0	0	3	0	0	0	3
17:40	0	0	1	1	0	0	2
17:45	0	0	5	0	0	1	6
17:50	0	0	5	1	0	1	7
17:55	0	0	6	0	0	0	6
18:00	0	0	6	0	0	2	8
18:05	0	0	4	0	0	0	4
18:10	0	0	3	0	0	0	3
18:15	0	0	3	1	0	0	4
18:20	0	0	4	0	0	0	4
18:25	0	0	1	1	0	0	2
18:30	0	0	5	0	0	0	5
18:35	0	0	2	0	0	0	2
18:40	0	0	3	0	0	2	5
18:45	0	0	4	0	0	1	5
18:50	0	0	5	0	0	1	6
18:55	0	0	2	0	0	0	2
PM Peak	0	4	149	29	5	10	197
Total	0	5	278	55	12	11	361

Junction: 1: A47/ B4666/ A5
From: B4666 Coventry Road (Northeast Arm)
Direction: U-Turn
To: B4666 Coventry Road (Northeast Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	1	0	0	0	1
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	1	0	0	0	1
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	1
08:35	0	0	1	0	0	0	1
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	1
09:20	0	0	0	0	0	0	0
09:25	0	0	1	0	0	0	1
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	1	0	0	0	1
AM Peak	0	0	7	0	0	0	7
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	1	0	0	0	1
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	2	0	0	0	2
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	1	0	0	0	1
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	1	0	0	0	1
17:55	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	1
18:05	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:20	0	0	1	0	0	0	1
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
PM Peak	0	0	7	0	0	0	7
Total	0	0	14	0	0	0	14

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (East Arm)
Direction: Straight On
To: A5 Watling Street (West Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	12	2	5	0	19
07:05	0	0	15	2	3	0	20
07:10	0	0	16	5	9	0	30
07:15	0	0	24	8	6	0	38
07:20	0	0	28	5	6	1	40
07:25	0	1	19	6	3	1	30
07:30	0	1	25	6	6	0	38
07:35	0	0	32	4	5	0	41
07:40	0	0	23	4	4	0	31
07:45	0	1	38	10	7	0	56
07:50	0	0	34	5	6	1	46
07:55	0	0	41	8	4	0	53
08:00	1	0	38	8	7	0	54
08:05	0	0	43	6	6	0	55
08:10	0	0	40	8	7	0	55
08:15	0	0	50	7	6	0	63
08:20	0	0	45	7	10	0	62
08:25	0	0	42	10	6	0	58
08:30	0	0	47	6	9	0	62
08:35	0	0	21	4	6	0	31
08:40	0	1	26	6	3	0	36
08:45	0	1	40	10	7	0	58
08:50	0	0	36	4	4	0	44
08:55	0	2	42	6	5	0	55
09:00	0	0	32	3	5	0	40
09:05	0	1	28	3	4	0	36
09:10	0	0	29	5	8	0	42
09:15	0	1	33	6	6	0	46
09:20	0	0	34	7	8	0	49
09:25	0	0	27	3	9	0	39
09:30	0	1	28	4	9	0	42
09:35	0	0	46	7	10	1	64
09:40	0	0	32	6	9	0	47
09:45	0	1	30	6	13	0	50
09:50	0	0	36	9	14	0	59
09:55	0	0	33	6	12	0	51
AM Peak	1	11	1165	212	247	4	1640
16:00	0	0	42	4	2	0	48
16:05	0	2	43	3	4	0	52
16:10	0	0	40	9	5	0	54
16:15	0	0	32	8	3	1	44
16:20	0	1	39	7	6	0	53
16:25	0	0	44	7	2	0	53
16:30	0	1	43	8	4	1	57
16:35	0	0	36	6	3	0	45
16:40	0	0	37	8	6	0	51
16:45	1	0	36	5	5	0	47
16:50	1	0	47	4	5	1	58
16:55	0	1	50	6	6	0	63
17:00	0	0	45	10	6	0	61
17:05	0	0	48	6	4	0	58
17:10	0	0	29	5	7	0	41
17:15	0	1	38	7	6	0	52
17:20	0	0	32	8	7	0	47
17:25	0	0	33	4	5	0	42
17:30	0	0	28	7	5	0	40
17:35	0	0	36	3	4	0	43
17:40	0	1	26	5	5	0	37
17:45	0	0	28	3	6	0	37
17:50	0	0	44	3	3	0	50
17:55	1	1	38	6	4	0	50
18:00	0	1	34	6	2	0	43
18:05	0	2	47	6	5	0	60
18:10	0	0	34	3	5	0	42
18:15	0	1	48	6	3	0	58
18:20	0	0	37	7	7	0	51
18:25	0	1	32	3	3	0	39
18:30	0	1	19	5	4	0	29
18:35	0	3	43	3	4	0	53
18:40	0	0	38	2	2	0	42
18:45	0	1	33	3	2	0	39
18:50	0	1	33	3	2	0	39
18:55	0	0	28	4	5	0	37
PM Peak	3	19	1340	193	157	3	1715
Total	4	30	2505	405	404	7	3355

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (East Arm)
Direction: Right Turn
To: A47 Dodswell Road (North Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	1	4	1	2	0	8
07:05	0	0	5	0	2	0	7
07:10	0	0	5	2	1	0	8
07:15	0	0	14	4	2	0	20
07:20	0	0	8	4	3	0	15
07:25	0	0	9	0	3	0	12
07:30	0	0	3	1	0	0	4
07:35	0	2	18	1	2	0	23
07:40	0	1	16	3	6	0	26
07:45	0	1	20	3	2	0	26
07:50	0	0	12	5	1	0	18
07:55	0	1	14	2	3	0	20
08:00	0	0	16	0	0	0	16
08:05	0	0	0	0	0	0	0
08:10	0	0	11	0	4	0	15
08:15	0	0	7	0	1	0	8
08:20	0	1	11	1	3	0	16
08:25	0	0	11	1	3	0	15
08:30	0	1	10	1	2	0	14
08:35	0	1	2	3	2	0	8
08:40	0	0	13	1	3	0	17
08:45	0	0	8	1	2	0	11
08:50	0	0	12	0	0	0	12
08:55	0	0	9	1	1	0	11
09:00	0	0	11	2	1	0	14
09:05	0	0	7	2	1	0	10
09:10	0	0	8	3	3	0	14
09:15	0	0	7	2	2	0	11
09:20	0	0	10	1	3	0	14
09:25	0	0	9	1	1	0	11
09:30	0	0	8	2	0	0	10
09:35	0	0	6	4	5	0	15
09:40	0	0	3	2	1	0	6
09:45	0	0	5	2	3	0	10
09:50	0	0	10	0	1	0	11
09:55	0	0	7	5	5	0	17
AM Peak	0	9	329	61	74	0	473
16:00	0	0	9	1	2	0	12
16:05	0	0	9	1	7	0	17
16:10	0	0	10	4	0	1	15
16:15	0	0	8	2	4	0	14
16:20	0	0	6	2	7	0	15
16:25	0	0	9	3	3	0	15
16:30	0	0	14	1	5	0	20
16:35	0	0	16	5	0	0	21
16:40	0	1	6	0	5	0	12
16:45	0	1	5	2	3	0	11
16:50	0	0	11	2	3	0	16
16:55	0	0	10	2	2	0	14
17:00	0	0	12	5	1	0	18
17:05	0	0	14	0	0	0	14
17:10	0	0	5	1	0	0	6
17:15	0	0	9	0	1	0	10
17:20	0	0	12	1	1	0	14
17:25	0	0	10	0	1	0	11
17:30	0	0	2	2	2	0	6
17:35	0	0	6	2	4	0	12
17:40	0	1	7	0	1	0	9
17:45	0	0	7	3	0	0	10
17:50	0	0	11	0	3	0	14
17:55	0	0	1	1	1	0	3
18:00	0	1	10	2	1	0	14
18:05	0	0	15	1	3	0	19
18:10	0	0	12	1	1	0	14
18:15	0	0	13	2	2	0	17
18:20	0	0	12	2	1	0	15
18:25	0	0	11	1	1	0	13
18:30	0	0	6	0	2	0	8
18:35	0	0	17	1	3	0	21
18:40	0	0	11	1	0	0	12
18:45	0	0	8	0	2	0	10
18:50	0	0	12	0	0	1	13
18:55	0	0	5	1	1	0	7
PM Peak	0	4	341	52	73	2	472
Total	0	13	670	113	147	2	945

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (East Arm)
Direction: Right Turn
To: B4666 Coventry Road (Northeast Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	0	0	1	0	1
07:05	0	0	3	1	0	0	4
07:10	0	0	1	2	0	0	3
07:15	0	0	2	2	0	0	4
07:20	0	0	2	0	0	0	2
07:25	0	0	3	2	1	0	6
07:30	0	0	3	1	0	0	4
07:35	0	0	0	0	1	0	1
07:40	0	0	1	1	0	0	2
07:45	0	0	1	0	3	0	4
07:50	0	0	2	2	2	0	6
07:55	0	0	2	1	1	0	4
08:00	0	0	1	1	1	0	3
08:05	0	0	1	1	0	0	2
08:10	0	0	1	1	1	0	3
08:15	0	0	1	0	0	0	1
08:20	0	0	1	0	0	0	1
08:25	0	0	2	0	0	0	2
08:30	0	0	0	2	1	0	3
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	2	0	0	0	2
09:35	0	0	2	0	2	0	4
09:40	0	0	2	0	0	0	2
09:45	0	0	0	0	0	0	0
09:50	0	0	2	1	1	0	4
09:55	0	0	0	2	2	0	4
AM Peak	0	0	35	20	17	0	72
16:00	0	0	0	2	0	0	2
16:05	0	0	0	0	2	0	2
16:10	0	0	1	0	0	0	1
16:15	0	0	1	2	0	0	3
16:20	0	0	2	1	0	0	3
16:25	0	0	3	2	0	0	5
16:30	0	0	1	1	0	0	2
16:35	0	0	1	1	0	0	2
16:40	0	0	3	0	1	0	4
16:45	0	0	0	0	1	0	1
16:50	0	0	2	1	0	0	3
16:55	0	0	2	0	0	0	2
17:00	0	0	3	0	0	0	3
17:05	0	0	2	1	0	0	3
17:10	0	0	1	1	0	0	2
17:15	0	0	1	0	0	0	1
17:20	0	0	0	0	0	0	0
17:25	0	0	0	0	1	0	1
17:30	0	0	0	0	0	0	0
17:35	0	0	1	0	0	0	1
17:40	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:05	0	0	7	1	0	0	8
18:10	0	0	0	0	0	0	0
18:15	0	0	3	1	0	0	4
18:20	0	0	1	0	0	0	1
18:25	0	0	2	0	0	0	2
18:30	0	0	0	0	0	0	0
18:35	0	0	0	1	0	0	1
18:40	0	0	1	0	0	0	1
18:45	0	0	2	0	0	0	2
18:50	0	0	1	0	0	0	1
18:55	0	0	2	1	0	0	3
PM Peak	0	0	44	16	5	0	65
Total	0	0	79	36	22	0	137

07:00 - 10:00
16:00 - 19:00

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (East Arm)
Direction: U-Turn
To: A5 Watling Street (East Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
AM Peak	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	1
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	1	0	0	1
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	1	0	0	0	1
17:10	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
PM Peak	0	0	2	1	0	0	3
Total	0	0	2	1	0	0	3

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (West Arm)
Direction: Left Turn
To: A47 Dodswell Road (North Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	14	5	5	0	24
07:05	0	1	18	6	4	0	29
07:10	0	1	24	4	2	0	31
07:15	0	1	23	4	3	0	31
07:20	0	2	24	3	2	1	32
07:25	1	1	29	3	1	0	35
07:30	0	1	40	3	4	1	49
07:35	0	4	21	8	2	0	35
07:40	0	2	29	3	4	0	38
07:45	0	1	26	4	1	0	32
07:50	0	0	27	6	4	0	37
07:55	0	2	24	8	3	0	37
08:00	0	0	17	6	3	0	26
08:05	0	0	22	4	1	0	27
08:10	0	2	24	5	2	0	33
08:15	0	0	26	2	4	0	32
08:20	0	1	16	5	4	0	26
08:25	0	1	24	3	2	0	30
08:30	0	1	23	2	2	0	28
08:35	0	0	25	4	3	0	32
08:40	0	0	23	4	1	0	28
08:45	0	1	16	4	4	0	25
08:50	0	2	25	3	3	0	33
08:55	0	0	23	3	2	0	28
09:00	0	0	11	5	4	0	20
09:05	0	0	18	3	3	0	24
09:10	0	0	16	2	4	0	22
09:15	0	0	18	6	5	0	29
09:20	0	0	15	0	3	0	18
09:25	0	0	12	7	3	0	22
09:30	0	0	13	4	5	1	23
09:35	1	0	16	2	1	0	20
09:40	0	0	17	6	4	0	27
09:45	0	1	8	3	3	0	15
09:50	0	0	13	1	1	0	15
09:55	0	0	16	3	4	0	23
AM Peak	2	25	736	144	106	3	1016
16:00	0	0	24	1	2	0	27
16:05	0	2	37	4	0	0	43
16:10	0	1	26	5	1	0	33
16:15	0	1	26	4	4	0	35
16:20	0	0	34	6	0	1	41
16:25	0	0	38	3	3	0	44
16:30	0	0	32	2	1	0	35
16:35	0	3	35	5	1	0	44
16:40	0	2	33	6	1	0	42
16:45	1	0	47	4	3	0	55
16:50	0	0	34	8	3	0	45
16:55	0	1	33	7	3	0	44
17:00	0	0	37	6	2	0	45
17:05	0	4	37	5	1	0	47
17:10	0	0	41	4	2	0	47
17:15	0	0	43	1	2	0	46
17:20	0	1	30	4	1	0	36
17:25	0	3	31	4	0	0	38
17:30	0	0	42	2	1	1	46
17:35	1	2	45	8	1	0	57
17:40	0	0	30	6	0	0	36
17:45	0	0	37	7	0	0	44
17:50	0	1	41	3	3	0	48
17:55	0	0	33	2	1	0	36
18:00	0	1	27	3	3	0	34
18:05	0	0	32	2	2	0	36
18:10	1	2	31	3	0	0	37
18:15	0	0	28	1	2	0	31
18:20	0	0	29	4	0	0	33
18:25	0	2	31	3	2	0	38
18:30	0	1	25	3	0	0	29
18:35	0	0	20	1	0	0	21
18:40	0	0	18	3	1	0	22
18:45	0	0	20	1	0	0	21
18:50	0	1	19	2	2	0	24
18:55	0	0	16	4	0	0	20
PM Peak	3	28	1142	137	48	2	1360
Total	5	53	1878	281	154	5	2376

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (West Arm)
Direction: Left Turn
To: B4666 Coventry Road (Northeast Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	4	3	1	2	10
07:05	1	1	10	2	2	0	16
07:10	0	0	6	4	2	0	12
07:15	0	2	11	2	1	1	17
07:20	2	1	11	5	1	1	21
07:25	0	0	12	1	0	1	14
07:30	0	1	17	3	1	0	22
07:35	0	0	13	3	0	0	16
07:40	0	0	13	4	0	1	18
07:45	0	0	30	3	3	1	37
07:50	0	1	21	4	3	0	29
07:55	0	0	29	7	0	0	36
08:00	0	0	21	5	1	2	29
08:05	0	0	27	6	1	0	34
08:10	0	0	23	3	0	0	26
08:15	1	2	27	5	1	0	36
08:20	0	0	26	4	1	0	31
08:25	0	0	20	2	1	0	23
08:30	1	2	24	4	1	1	33
08:35	0	0	18	3	0	1	22
08:40	0	1	27	4	3	1	36
08:45	0	1	30	1	0	0	32
08:50	0	1	24	1	0	1	27
08:55	0	0	21	3	0	0	24
09:00	0	0	18	4	0	1	23
09:05	0	0	19	3	1	1	24
09:10	0	0	22	4	1	0	27
09:15	0	0	25	7	0	0	32
09:20	0	1	16	5	0	1	23
09:25	0	0	18	3	2	1	24
09:30	0	1	21	2	2	2	28
09:35	0	0	12	1	3	0	16
09:40	0	0	17	4	0	1	22
09:45	0	0	21	4	3	1	29
09:50	0	0	15	4	0	0	19
09:55	0	0	13	2	2	0	17
AM Peak	5	15	682	125	37	21	885
16:00	0	0	21	3	0	1	25
16:05	0	2	29	3	0	1	35
16:10	0	0	27	7	0	2	36
16:15	0	0	34	5	0	0	39
16:20	0	0	30	6	2	0	38
16:25	0	0	33	4	1	0	38
16:30	0	0	27	7	1	2	37
16:35	0	1	32	3	0	0	36
16:40	0	2	29	8	1	0	40
16:45	0	1	30	5	3	1	40
16:50	1	0	29	2	0	1	33
16:55	2	0	27	3	0	0	32
17:00	0	0	30	5	2	0	37
17:05	0	1	35	4	0	2	42
17:10	0	2	31	5	1	1	40
17:15	0	1	28	4	2	0	35
17:20	1	1	38	4	1	1	46
17:25	0	0	34	7	3	0	44
17:30	0	0	39	5	0	1	45
17:35	0	0	29	3	1	1	34
17:40	0	0	32	2	1	0	35
17:45	0	1	31	2	1	0	35
17:50	0	0	26	2	1	0	29
17:55	0	0	24	3	0	1	28
18:00	0	0	27	4	0	0	31
18:05	0	1	25	4	1	1	32
18:10	0	0	32	2	0	1	35
18:15	0	0	29	4	1	0	34
18:20	0	0	26	1	0	1	28
18:25	0	1	17	1	1	0	20
18:30	0	0	12	1	0	1	14
18:35	0	0	18	2	0	0	20
18:40	0	0	22	1	1	0	24
18:45	0	1	20	1	0	0	22
18:50	0	1	25	3	0	1	30
18:55	0	0	20	2	0	0	22
PM Peak	4	16	998	128	25	20	1191
Total	9	31	1680	253	62	41	2076

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (West Arm)
Direction: Straight On
To: A5 Watling Street (East Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	46	7	7	0	60
07:05	0	1	37	13	12	0	63
07:10	1	2	51	7	5	0	66
07:15	0	0	51	9	7	0	67
07:20	0	0	62	10	5	0	77
07:25	0	2	46	9	10	0	67
07:30	0	0	58	11	2	0	71
07:35	0	1	54	12	7	0	74
07:40	0	0	54	7	5	0	66
07:45	0	0	47	5	8	0	60
07:50	2	0	45	6	4	0	57
07:55	0	0	52	8	5	0	65
08:00	0	0	50	10	7	0	67
08:05	0	1	55	15	4	0	75
08:10	0	0	48	7	11	0	66
08:15	2	0	61	8	9	0	80
08:20	0	0	49	11	12	0	72
08:25	0	0	50	14	12	0	76
08:30	0	0	58	9	6	0	73
08:35	0	0	44	9	8	0	61
08:40	0	1	44	8	7	0	60
08:45	0	1	49	13	9	0	72
08:50	0	1	44	10	15	0	70
08:55	0	1	43	9	14	0	67
09:00	0	0	56	10	13	0	79
09:05	0	0	39	5	15	0	59
09:10	0	0	37	8	14	0	59
09:15	0	0	36	6	9	0	51
09:20	0	0	49	8	16	0	73
09:25	0	1	34	9	15	0	59
09:30	1	0	39	10	11	0	61
09:35	0	0	34	7	23	0	64
09:40	0	0	43	9	15	0	67
09:45	0	0	42	11	12	0	65
09:50	0	0	36	12	21	0	69
09:55	0	1	40	10	17	0	68
AM Peak	6	13	1683	332	372	0	2406
16:00	0	0	28	8	4	0	40
16:05	0	0	27	5	6	0	38
16:10	0	2	28	5	7	1	43
16:15	0	0	33	4	4	0	41
16:20	0	0	30	8	4	0	42
16:25	0	1	31	7	4	0	43
16:30	0	0	30	5	6	0	41
16:35	0	1	33	4	4	1	43
16:40	0	1	37	6	4	0	48
16:45	1	1	32	6	3	0	43
16:50	0	1	37	5	5	0	48
16:55	0	1	38	4	7	0	50
17:00	0	0	33	6	5	0	44
17:05	0	1	34	7	9	0	51
17:10	0	0	33	5	8	0	46
17:15	0	1	41	7	7	0	56
17:20	1	0	47	8	8	0	64
17:25	0	2	49	2	5	0	58
17:30	0	1	33	4	4	0	42
17:35	1	1	39	4	5	0	50
17:40	0	1	35	7	3	0	46
17:45	1	1	43	3	2	0	50
17:50	0	1	28	5	3	0	37
17:55	0	0	41	6	2	0	49
18:00	1	0	34	4	3	0	42
18:05	0	0	31	4	3	0	38
18:10	0	1	32	3	3	0	39
18:15	0	1	33	2	4	2	42
18:20	0	0	32	2	5	0	39
18:25	0	1	33	3	4	0	41
18:30	0	1	29	5	3	1	39
18:35	0	0	21	3	6	0	30
18:40	0	0	25	2	5	0	32
18:45	0	0	26	4	3	0	33
18:50	0	0	15	2	2	1	20
18:55	0	0	14	3	3	0	20
PM Peak	5	21	1185	168	163	6	1528
Total	11	34	2848	500	535	6	3934

Junction: 1: A47/ B4666/ A5
From: A5 Watling Street (West Arm)
Direction: U-Turn
To: A5 Watling Street (West Arm)

Time	PC	MC	Cars/Taxi	LGV	HGV	PSV	Total
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0
07:35	0	0	2	1	0	0	3
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	1	0	0	0	1
07:55	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	1
08:20	0	0	1	0	0	0	1
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	1	0	1
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	1	0	0	0	1
08:55	0	0	1	0	0	0	1
09:00	0	0	1	1	0	0	2
09:05	0	0	0	0	0	0	0
09:10	0	0	0	1	0	0	1
09:15	0	0	1	0	0	0	1
09:20	0	0	0	0	0	0	0
09:25	0	0	3	0	0	0	3
09:30	0	0	2	0	0	0	2
09:35	0	0	1	1	0	0	2
09:40	0	0	0	1	0	0	1
09:45	0	0	1	0	0	0	1
09:50	0	0	2	0	0	0	2
09:55	0	0	1	0	0	0	1
AM Peak	0	0	21	5	1	0	27
16:00	0	0	2	0	0	0	2
16:05	0	0	1	0	0	1	2
16:10	0	0	2	0	0	0	2
16:15	0	0	2	0	0	1	3
16:20	0	0	2	0	0	0	2
16:25	0	0	1	1	0	0	2
16:30	0	0	2	1	0	0	3
16:35	0	0	0	0	0	0	0
16:40	0	0	1	0	0	0	1
16:45	0	0	1	0	0	0	1
16:50	0	0	3	0	0	0	3
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	1	0	0	0	1
17:10	0	0	1	1	0	0	2
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0
17:25	0	0	1	1	0	0	2
17:30	0	0	0	0	0	0	0
17:35	0	0	2	0	0	0	2
17:40	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	2
17:50	0	0	0	0	1	0	1
17:55	0	0	0	0	0	0	0
18:00	0	0	3	0	0	0	3
18:05	0	0	0	0	0	0	0
18:10	0	0	0	1	1	0	2
18:15	0	0	1	0	0	0	1
18:20	0	0	1	0	0	0	1
18:25	0	0	3	0	0	0	3
18:30	0	0	4	0	0	0	4
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	2
18:50	0	0	0	0	0	0	0
18:55	0	0	1	0	0	0	1
PM Peak	0	0	39	5	2	2	48
Total	0	0	60	10	3	2	75

Junction 1 Queue Lengths

Junction: 1: A47/ B4666/ A5
Arm: A47 Dodwell Road

Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	0	0	0	0	0	0	0
07:05	0	0	0	3	1	4	4
07:10	1	2	3	4	0	4	7
07:15	0	0	0	9	0	9	9
07:20	1	0	1	11	2	13	14
07:25	0	0	0	9	0	9	9
07:30	2	0	2	3	0	3	5
07:35	0	0	0	18	0	18	18
07:40	5	1	6	22	3	25	31
07:45	1	0	1	21	2	23	24
07:50	2	1	3	20	0	20	23
07:55	3	0	3	25	0	25	28
08:00	2	0	2	27	0	27	29
08:05	1	0	1	22	0	22	23
08:10	0	1	1	20	1	21	22
08:15	0	1	1	21	0	21	22
08:20	0	0	0	23	1	24	24
08:25	1	0	1	21	0	21	22
08:30	1	0	1	24	4	28	29
08:35	1	0	1	21	1	22	23
08:40	0	0	0	24	1	25	25
08:45	2	0	2	22	1	23	25
08:50	0	0	0	26	3	29	29
08:55	1	1	2	23	2	25	27
09:00	0	0	0	18	2	20	20
09:05	1	0	1	16	1	17	18
09:10	1	0	1	16	0	16	17
09:15	1	0	1	9	0	9	10
09:20	0	0	0	4	2	6	6
09:25	2	1	3	8	1	9	12
09:30	2	0	2	13	0	13	15
09:35	1	0	1	8	1	9	10
09:40	1	0	1	5	1	6	7
09:45	2	1	3	9	1	10	13
09:50	0	0	0	11	1	12	12
09:55	2	0	2	10	1	11	13
10:00	4	0	4	7	0	7	11
AM Averag	1.11	0.24	1.35	14.95	0.89	15.84	17.19
16:00	0	0	0	4	2	6	6
16:05	3	1	4	6	1	7	11
16:10	2	0	2	7	3	10	12
16:15	3	0	3	11	2	13	16
16:20	1	0	1	15	1	16	17
16:25	2	1	3	16	2	18	21
16:30	1	0	1	24	0	24	25
16:35	1	0	1	22	1	23	24
16:40	1	0	1	21	0	21	22
16:45	1	2	3	25	1	26	29
16:50	0	0	0	31	1	32	32
16:55	2	1	3	26	4	30	33
17:00	2	0	2	43	6	49	51
17:05	2	0	2	37	4	41	43
17:10	1	0	1	38	0	38	39
17:15	4	1	5	33	2	35	40
17:20	6	0	6	26	2	28	34
17:25	5	0	5	29	1	30	35
17:30	1	0	1	31	0	31	32
17:35	3	0	3	30	3	33	36
17:40	0	0	0	20	2	22	22
17:45	1	0	1	26	3	29	30
17:50	1	0	1	31	2	33	34
17:55	1	0	1	26	3	29	30
18:00	0	0	0	23	1	24	24
18:05	2	0	2	23	1	24	26
18:10	0	0	0	18	1	19	19
18:15	0	0	0	21	1	22	22
18:20	0	0	0	20	0	20	20
18:25	1	0	1	19	2	21	22
18:30	1	0	1	17	0	17	18
18:35	0	1	1	15	0	15	16
18:40	0	0	0	11	0	11	11
18:45	1	0	1	11	1	12	13
18:50	0	0	0	14	0	14	14
18:55	1	0	1	16	0	16	17
19:00	0	0	0	7	0	7	7
PM Averag	1.35	0.19	1.54	21.43	1.43	22.86	24.41
Day Avera	1.23	0.22	1.45	18.19	1.16	19.35	20.80

Junction 1 Queue Lengths

Junction: 1: A47/ B4666/ A5
Arm: B4666 Coventry Road

Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	3	0	3	0	0	0	3
07:05	4	1	5	2	0	2	7
07:10	1	0	1	4	0	4	5
07:15	3	0	3	1	0	1	4
07:20	5	0	5	3	0	3	8
07:25	2	0	2	1	1	2	4
07:30	8	0	8	1	0	1	9
07:35	3	0	3	1	0	1	4
07:40	4	0	4	1	0	1	5
07:45	14	1	15	3	0	3	18
07:50	8	0	8	2	0	2	10
07:55	11	0	11	3	0	3	14
08:00	9	0	9	4	0	4	13
08:05	14	0	14	3	1	4	18
08:10	17	1	18	4	0	4	22
08:15	16	1	17	3	0	3	20
08:20	20	1	21	4	0	4	25
08:25	19	0	19	4	0	4	23
08:30	18	0	18	4	0	4	22
08:35	13	1	14	3	0	3	17
08:40	16	1	17	3	1	4	21
08:45	18	1	19	2	0	2	21
08:50	21	1	22	2	0	2	24
08:55	21	0	21	3	1	4	25
09:00	20	2	22	4	0	4	26
09:05	16	1	17	4	0	4	21
09:10	20	0	20	3	1	4	24
09:15	15	0	15	1	2	3	18
09:20	17	2	19	3	0	3	22
09:25	18	1	19	3	1	4	23
09:30	5	0	5	1	2	3	8
09:35	6	1	7	3	0	3	10
09:40	17	0	17	1	0	1	18
09:45	10	1	11	2	1	3	14
09:50	7	0	7	1	0	1	8
09:55	1	1	2	2	1	3	5
10:00	3	0	3	1	0	1	4
AM Averag	11.43	0.49	11.92	2.43	0.32	2.76	14.68
16:00	3	0	3	0	0	0	3
16:05	8	1	9	1	0	1	10
16:10	7	1	8	0	0	0	8
16:15	21	1	22	2	0	2	24
16:20	19	0	19	1	0	1	20
16:25	16	1	17	2	1	3	20
16:30	17	1	18	0	0	0	18
16:35	20	0	20	3	0	3	23
16:40	14	0	14	3	0	3	17
16:45	12	1	13	4	0	4	17
16:50	23	0	23	0	0	0	23
16:55	16	0	16	4	0	4	20
17:00	22	0	22	3	0	3	25
17:05	19	1	20	3	1	4	24
17:10	20	1	21	2	0	2	23
17:15	14	0	14	4	0	4	18
17:20	19	1	20	4	0	4	24
17:25	16	1	17	2	1	3	20
17:30	16	0	16	2	0	2	18
17:35	17	0	17	3	0	3	20
17:40	20	1	21	2	0	2	23
17:45	14	0	14	1	0	1	15
17:50	10	0	10	0	0	0	10
17:55	15	0	15	1	0	1	16
18:00	15	0	15	0	0	0	15
18:05	16	1	17	0	0	0	17
18:10	14	0	14	0	0	0	14
18:15	13	0	13	1	0	1	14
18:20	11	0	11	3	0	3	14
18:25	3	0	3	0	0	0	3
18:30	0	0	0	0	0	0	0
18:35	3	0	3	0	0	0	3
18:40	1	0	1	0	0	0	1
18:45	2	0	2	1	0	1	3
18:50	3	0	3	0	0	0	3
18:55	4	0	4	0	0	0	4
19:00	0	0	0	0	0	0	0
PM Averag	12.51	0.32	12.84	1:41	0.08	1.49	14.32
Day Avera	11.97	0.41	12.38	1:92	0.20	2:12	14.50

Junction 1 Queue Lengths

Junction: 1: A47/ B4666/ A5
Arm: A5 Watling Street (East Arm)

Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	0	0	0	0	0	0	0
07:05	1	0	1	0	1	1	2
07:10	3	0	3	0	0	0	3
07:15	2	0	2	3	0	3	5
07:20	12	1	13	5	1	6	19
07:25	12	1	13	2	0	2	15
07:30	30	0	30	0	0	0	30
07:35	36	1	37	3	0	3	40
07:40	34	2	36	4	0	4	40
07:45	26	2	28	3	0	3	31
07:50	28	2	30	2	1	3	33
07:55	25	4	29	9	0	9	38
08:00	23	3	26	3	0	3	29
08:05	26	3	29	4	0	4	33
08:10	24	0	24	6	0	6	30
08:15	31	6	37	9	0	9	46
08:20	26	3	29	3	1	4	33
08:25	17	3	20	3	1	4	24
08:30	21	2	23	4	2	6	29
08:35	23	3	26	2	2	4	30
08:40	20	1	21	1	1	2	23
08:45	22	1	23	2	1	3	26
08:50	24	3	27	0	1	1	28
08:55	22	2	24	1	1	2	26
09:00	21	0	21	2	0	2	23
09:05	19	2	21	1	1	2	23
09:10	21	3	24	3	1	4	28
09:15	16	1	17	1	2	3	20
09:20	20	4	24	2	0	2	26
09:25	13	6	19	1	2	3	22
09:30	16	7	23	2	0	2	25
09:35	19	3	22	1	3	4	26
09:40	20	2	22	1	1	2	24
09:45	18	3	21	0	2	2	23
09:50	0	0	0	0	1	1	1
09:55	2	2	4	2	1	3	7
10:00	5	2	7	1	0	1	8
AM Averag	18.32	2.11	20.43	2.32	0.73	3.05	23.49
16:00	16	0	16	0	0	0	16
16:05	19	0	19	3	0	3	22
16:10	12	2	14	1	0	1	15
16:15	8	0	8	2	1	3	11
16:20	20	1	21	0	0	0	21
16:25	18	2	20	3	0	3	23
16:30	12	0	12	0	1	1	13
16:35	23	1	24	1	0	1	25
16:40	25	1	26	0	0	0	26
16:45	25	1	26	2	0	2	28
16:50	29	2	31	2	0	2	33
16:55	21	1	22	1	1	2	24
17:00	30	0	30	1	0	1	31
17:05	24	2	26	1	0	1	27
17:10	20	3	23	2	0	2	25
17:15	31	3	34	1	1	2	36
17:20	36	2	38	0	0	0	38
17:25	33	4	37	2	0	2	39
17:30	20	5	25	1	0	1	26
17:35	23	6	29	2	0	2	31
17:40	21	5	26	1	1	2	28
17:45	23	7	30	1	0	1	31
17:50	24	4	28	4	0	4	32
17:55	26	3	29	3	0	3	32
18:00	20	2	22	4	0	4	26
18:05	16	3	19	2	0	2	21
18:10	17	1	18	0	0	0	18
18:15	21	1	22	3	0	3	25
18:20	15	0	15	0	1	1	16
18:25	13	0	13	2	0	2	15
18:30	15	0	15	2	0	2	17
18:35	10	1	11	2	0	2	13
18:40	11	0	11	0	0	0	11
18:45	9	1	10	1	1	2	12
18:50	3	2	5	1	1	2	7
18:55	0	0	0	0	0	0	0
19:00	0	0	0	1	0	1	1
PM Averag	18.62	1.78	20.41	1.41	0.22	1.62	22.03
Day Avera	18.47	1.95	20.42	1.86	0.47	2.34	22.76

Junction 1 Queue Lengths

Junction: 1: A47/ B4666/ A5
Arm: A5 Watling Street (West Arm)

Time	Left Lane			Centre Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:05	1	3	4	1	1	2	1	1	2	8
07:10	1	0	1	2	1	3	1	2	3	7
07:15	1	1	2	0	0	0	1	0	1	3
07:20	0	1	1	2	0	2	4	0	4	7
07:25	3	0	3	3	0	3	1	0	1	7
07:30	2	0	2	1	0	1	2	0	2	5
07:35	3	0	3	4	0	4	2	1	3	10
07:40	2	2	4	0	1	1	1	0	1	6
07:45	4	0	4	2	0	2	3	0	3	9
07:50	3	0	3	0	0	0	1	0	1	4
07:55	4	0	4	0	0	0	4	0	4	8
08:00	2	1	3	1	0	1	1	0	1	5
08:05	7	2	9	1	0	1	2	0	2	12
08:10	7	0	7	2	0	2	3	0	3	12
08:15	5	1	6	3	1	4	3	0	3	13
08:20	4	1	5	2	0	2	1	0	1	8
08:25	6	1	7	3	0	3	1	0	1	11
08:30	7	0	7	0	0	0	2	0	2	9
08:35	3	1	4	2	0	2	1	0	1	7
08:40	1	0	1	0	0	0	1	1	2	3
08:45	5	0	5	3	0	3	1	0	1	9
08:50	3	0	3	1	0	1	2	1	3	7
08:55	7	1	8	0	0	0	1	0	1	9
09:00	3	1	4	0	0	0	1	0	1	5
09:05	2	0	2	2	1	3	1	0	1	6
09:10	5	0	5	0	0	0	0	1	1	6
09:15	2	0	2	2	0	2	1	0	1	5
09:20	1	0	1	5	0	5	2	0	2	8
09:25	4	0	4	4	0	4	2	0	2	10
09:30	2	0	2	1	0	1	2	0	2	5
09:35	5	0	5	2	0	2	2	0	2	9
09:40	3	0	3	4	3	7	2	3	5	15
09:45	7	0	7	2	0	2	1	0	1	10
09:50	3	0	3	0	0	0	0	0	0	3
09:55	4	0	4	2	1	3	2	1	3	10
10:00	6	0	6	3	2	5	3	1	4	15
AM Averag	3.46	0.43	3.89	1.62	0.30	1.92	1.59	0.32	1.92	7.73
16:00	0	0	0	2	0	2	4	0	4	6
16:05	3	0	3	3	1	4	5	1	6	13
16:10	4	1	5	3	0	3	2	0	2	10
16:15	1	0	1	3	0	3	3	0	3	7
16:20	1	0	1	2	0	2	2	0	2	5
16:25	3	0	3	1	0	1	2	1	3	7
16:30	2	1	3	0	0	0	1	0	1	4
16:35	2	0	2	4	0	4	2	0	2	8
16:40	0	0	0	0	0	0	0	0	0	0
16:45	1	0	1	3	0	3	5	0	5	9
16:50	0	0	0	0	0	0	0	0	0	0
16:55	1	1	2	4	0	4	3	0	3	9
17:00	2	0	2	0	0	0	1	0	1	3
17:05	4	0	4	4	0	4	4	0	4	12
17:10	2	0	2	0	0	0	0	0	0	2
17:15	2	0	2	2	0	2	3	0	3	7
17:20	3	0	3	4	0	4	1	0	1	8
17:25	3	0	3	2	0	2	4	0	4	9
17:30	4	0	4	1	0	1	1	0	1	6
17:35	3	0	3	4	1	5	4	0	4	12
17:40	4	0	4	2	1	3	6	0	6	13
17:45	2	0	2	1	0	1	2	0	2	5
17:50	2	0	2	3	0	3	3	0	3	8
17:55	4	0	4	3	0	3	4	0	4	11
18:00	4	0	4	0	0	0	0	0	0	4
18:05	4	0	4	2	0	2	1	0	1	7
18:10	3	0	3	3	0	3	2	0	2	8
18:15	4	0	4	2	0	2	2	0	2	8
18:20	0	1	1	3	0	3	3	1	4	8
18:25	2	0	2	1	0	1	2	0	2	5
18:30	3	0	3	0	0	0	0	0	0	3
18:35	4	0	4	4	0	4	3	0	3	11
18:40	4	1	5	1	0	1	2	0	2	8
18:45	2	0	2	2	1	3	2	0	2	7
18:50	1	0	1	0	0	0	0	0	0	1
18:55	0	0	0	1	0	1	1	0	1	2
19:00	1	0	1	0	0	0	0	0	0	1
PM Averag	2.30	0:14	2:43	1.89	0:11	2.00	2.16	0.08	2.24	6.68
Day Avera	2.88	0:28	3.16	1.76	0:20	1.96	1.88	0.20	2.08	7:20

Junction: 2: A5/ A47
From: A5 Watling Street (East Arm)
Direction: Left Turn
To: A47 The Long Shoot

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	0	0	27	2	0	0	29
07:05	1	1	43	6	0	0	51
07:10	0	1	37	5	7	0	50
07:15	0	1	44	9	3	1	58
07:20	1	0	38	5	3	1	48
07:25	0	0	33	10	1	0	44
07:30	1	1	33	8	1	1	45
07:35	0	0	43	8	2	0	53
07:40	1	3	36	6	2	1	49
07:45	1	4	48	10	1	0	64
07:50	0	1	48	8	1	0	58
07:55	0	1	63	10	0	1	75
08:00	1	1	67	10	4	0	83
08:05	0	0	59	8	3	1	71
08:10	0	0	56	4	3	0	63
08:15	1	1	63	4	1	0	70
08:20	0	0	50	5	2	0	57
08:25	0	3	54	8	3	1	69
08:30	0	3	58	4	2	1	68
08:35	0	2	35	6	2	0	45
08:40	0	1	71	7	3	1	83
08:45	0	4	63	10	4	1	82
08:50	0	1	58	8	2	1	70
08:55	0	0	44	7	3	2	56
09:00	0	1	48	4	3	1	57
09:05	0	0	55	5	6	1	67
09:10	0	0	38	5	4	0	47
09:15	0	0	42	8	2	1	53
09:20	0	1	38	7	4	1	51
09:25	0	0	28	9	4	0	41
09:30	0	1	36	12	4	0	53
09:35	0	0	37	10	2	0	49
09:40	0	1	39	10	5	2	57
09:45	0	0	52	8	7	1	68
09:50	0	0	36	7	5	0	48
09:55	0	0	29	8	5	1	43
AM Peak	7	33	1649	261	104	21	2075
16:00	0	1	67	0	1	1	70
16:05	0	0	85	2	1	2	90
16:10	1	2	71	2	2	0	78
16:15	1	0	74	5	0	0	80
16:20	0	0	58	4	0	0	62
16:25	0	3	59	3	0	1	66
16:30	0	1	62	2	2	0	67
16:35	0	1	68	5	0	0	74
16:40	2	1	67	3	2	2	77
16:45	1	0	63	3	3	2	72
16:50	0	2	65	1	1	1	70
16:55	0	1	63	4	1	1	70
17:00	1	1	66	3	1	1	73
17:05	2	0	75	5	0	0	82
17:10	1	2	74	4	1	0	82
17:15	0	1	67	4	0	0	72
17:20	1	1	58	2	2	3	67
17:25	2	0	58	2	1	1	64
17:30	0	3	68	4	1	0	76
17:35	1	1	71	2	2	0	77
17:40	0	4	67	2	1	1	75
17:45	1	0	68	3	1	1	74
17:50	0	1	64	2	1	0	68
17:55	0	2	56	1	0	0	59
18:00	1	1	61	1	0	0	64
18:05	0	1	61	1	3	0	66
18:10	0	0	58	4	3	1	66
18:15	0	1	61	1	0	1	64
18:20	0	1	47	3	2	0	53
18:25	1	0	41	2	2	0	46
18:30	1	1	37	2	1	0	42
18:35	0	1	50	1	2	2	56
18:40	0	0	41	1	2	0	44
18:45	0	2	45	5	0	0	52
18:50	0	1	41	3	0	0	45
18:55	0	1	40	1	1	1	44
PM Peak	17	38	2177	93	40	22	2387
Total	24	71	3826	354	144	43	4462

Junction: 2: A5/ A47
From: A5 Watling Street (East Arm)
Direction: Straight On
To: A5 Watling Street (West Arm)

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	0	1	23	6	4	0	34
07:05	0	0	23	4	3	0	30
07:10	0	0	38	10	6	0	54
07:15	0	1	30	13	6	0	50
07:20	0	0	34	7	8	1	50
07:25	0	1	34	9	4	1	49
07:30	0	0	43	7	4	0	54
07:35	0	1	41	8	6	0	56
07:40	1	0	45	11	7	1	65
07:45	0	1	44	9	9	0	63
07:50	0	1	41	11	8	1	62
07:55	0	0	42	9	6	0	57
08:00	0	0	44	6	8	0	58
08:05	0	0	39	12	8	0	59
08:10	0	0	41	10	8	0	59
08:15	1	0	45	12	8	0	66
08:20	0	1	45	7	10	0	63
08:25	0	0	38	8	7	0	53
08:30	1	0	37	9	12	0	59
08:35	0	0	39	8	9	0	56
08:40	0	0	26	10	7	1	44
08:45	0	2	36	9	8	0	55
08:50	0	1	37	5	10	1	54
08:55	0	2	46	6	12	0	66
09:00	0	0	35	11	9	0	55
09:05	0	1	36	10	6	0	53
09:10	0	0	42	8	9	0	59
09:15	0	0	41	5	8	0	54
09:20	0	0	36	6	12	0	54
09:25	0	1	45	6	10	1	63
09:30	0	0	29	7	10	0	46
09:35	0	0	42	6	10	0	58
09:40	1	1	42	4	7	1	56
09:45	0	0	33	5	9	0	47
09:50	0	1	37	5	12	0	55
09:55	0	0	39	3	10	0	52
AM Peak	4	16	1368	282	290	8	1968
16:00	0	1	34	9	5	0	49
16:05	0	0	26	11	5	0	42
16:10	0	1	28	11	6	0	46
16:15	0	1	24	14	5	1	45
16:20	0	0	29	15	6	1	51
16:25	0	0	28	11	5	0	44
16:30	0	1	32	11	6	0	50
16:35	0	0	29	12	4	0	45
16:40	1	0	33	10	6	1	51
16:45	0	1	33	11	6	0	51
16:50	0	1	35	13	7	0	56
16:55	0	0	32	12	5	0	49
17:00	0	2	34	13	7	0	56
17:05	0	0	36	12	6	0	54
17:10	0	1	28	10	7	0	46
17:15	0	0	33	12	8	0	53
17:20	0	1	31	14	8	1	55
17:25	0	0	33	13	5	0	51
17:30	0	0	37	12	6	0	55
17:35	0	2	34	10	5	0	51
17:40	0	0	30	8	7	1	46
17:45	0	0	32	10	6	0	48
17:50	0	1	34	9	6	0	50
17:55	0	0	31	11	4	0	46
18:00	0	1	35	10	3	0	49
18:05	0	1	32	9	5	0	47
18:10	0	0	31	6	4	0	41
18:15	0	1	31	7	3	0	42
18:20	0	0	30	6	3	1	40
18:25	0	1	30	5	3	0	39
18:30	0	0	34	5	3	1	43
18:35	0	2	35	6	5	0	48
18:40	0	1	31	5	2	0	39
18:45	0	0	36	4	4	0	44
18:50	1	2	34	3	3	0	43
18:55	0	1	26	4	4	0	35
PM Peak	2	23	1141	344	183	7	1700
Total	6	39	2509	626	473	15	3668

07:00 - 10:00
16:00 - 19:00

Junction: 2: A5/ A47
From: A47 The Long Shoot
Direction: Left Turn
To: A5 Watling Street (West Arm)

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	0	1	0	1	0	0	2
07:05	0	0	4	0	0	0	4
07:10	0	0	0	0	0	0	0
07:15	0	0	6	0	1	0	7
07:20	0	0	2	0	1	0	3
07:25	0	0	5	0	0	0	5
07:30	0	0	3	0	0	0	3
07:35	0	0	1	1	2	0	4
07:40	0	0	6	0	0	0	6
07:45	0	0	2	0	0	0	2
07:50	0	0	2	0	0	0	2
07:55	0	0	4	2	2	0	8
08:00	0	0	10	1	0	0	11
08:05	0	0	5	1	1	0	7
08:10	0	0	10	0	0	0	10
08:15	0	1	3	0	0	0	4
08:20	0	0	3	0	0	0	3
08:25	1	0	6	1	0	0	8
08:30	0	0	5	1	1	0	7
08:35	0	0	6	1	1	0	8
08:40	0	0	6	1	0	0	7
08:45	0	0	6	0	1	0	7
08:50	0	0	3	4	1	0	8
08:55	0	1	3	0	2	0	6
09:00	0	0	7	1	0	0	8
09:05	0	0	8	0	0	0	8
09:10	0	0	2	0	0	0	2
09:15	0	0	2	0	0	0	2
09:20	0	0	3	0	0	0	3
09:25	0	0	0	1	0	0	1
09:30	0	0	2	1	0	0	3
09:35	0	0	1	0	0	0	1
09:40	0	0	2	0	2	0	4
09:45	0	0	1	1	1	0	3
09:50	0	0	3	0	0	0	3
09:55	0	0	4	0	0	0	4
AM Peak	1	3	136	18	16	0	174
16:00	0	0	6	1	1	0	8
16:05	0	0	4	1	0	0	5
16:10	0	0	5	0	0	1	6
16:15	1	0	6	0	1	0	8
16:20	0	0	1	0	1	0	2
16:25	0	0	0	0	3	0	3
16:30	0	1	4	1	0	0	6
16:35	0	0	10	1	0	0	11
16:40	1	0	4	0	0	0	5
16:45	0	0	14	0	0	0	14
16:50	1	0	5	0	0	0	6
16:55	0	0	2	0	0	0	2
17:00	0	0	4	1	0	0	5
17:05	0	0	8	1	0	0	9
17:10	0	0	5	0	0	0	5
17:15	0	0	4	0	0	0	4
17:20	1	0	1	0	0	0	2
17:25	1	0	4	0	0	0	5
17:30	0	0	8	0	0	0	8
17:35	0	0	8	0	0	0	8
17:40	0	0	4	0	0	0	4
17:45	0	0	8	0	0	0	8
17:50	0	0	2	0	0	0	2
17:55	0	1	6	0	0	0	7
18:00	1	0	8	0	0	0	9
18:05	0	0	14	2	0	0	16
18:10	0	0	8	0	1	0	9
18:15	0	0	3	1	1	0	5
18:20	1	0	9	0	1	0	11
18:25	0	0	4	0	0	0	4
18:30	0	0	4	0	0	0	4
18:35	0	0	6	0	0	0	6
18:40	1	0	6	0	0	0	7
18:45	0	0	3	1	0	0	4
18:50	0	0	7	1	0	0	8
18:55	0	0	1	1	0	0	2
PM Peak	8	2	196	12	9	1	228
Total	9	5	332	30	25	1	402

Junction: 2: A5/ A47
From: A47 The Long Shoot
Direction: Right Turn
To: A5 Watling Street (East Arm)

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	1	1	17	6	5	2	32
07:05	0	2	29	3	3	0	37
07:10	1	1	37	7	4	0	50
07:15	0	3	42	4	4	1	54
07:20	2	2	44	4	4	2	58
07:25	0	0	51	2	5	1	59
07:30	1	1	57	5	2	0	66
07:35	1	1	45	7	5	0	59
07:40	0	1	58	4	2	1	66
07:45	0	1	48	7	5	1	62
07:50	0	0	63	8	8	0	79
07:55	0	0	54	11	5	1	71
08:00	0	1	39	8	4	1	53
08:05	0	2	52	10	3	0	67
08:10	0	0	45	4	8	0	57
08:15	0	1	57	7	9	0	74
08:20	1	1	46	8	7	0	63
08:25	0	3	55	5	6	0	69
08:30	0	0	53	8	6	1	68
08:35	1	1	57	7	6	1	73
08:40	0	0	62	8	8	0	78
08:45	1	1	52	6	5	0	65
08:50	2	1	50	7	8	1	69
08:55	0	1	44	8	4	0	57
09:00	0	0	54	13	5	1	73
09:05	0	0	48	7	6	1	62
09:10	0	0	39	4	10	0	53
09:15	0	0	37	14	5	0	56
09:20	0	0	39	11	8	1	59
09:25	0	1	39	15	10	1	66
09:30	0	1	46	8	6	2	63
09:35	0	1	45	6	11	0	63
09:40	0	0	38	7	8	1	54
09:45	0	0	44	13	11	1	69
09:50	0	0	45	10	10	0	65
09:55	1	1	50	11	11	0	74
AM Peak	12	29	1681	273	227	21	2243
16:00	0	1	44	9	3	0	57
16:05	0	2	71	9	4	2	88
16:10	0	1	66	10	3	1	81
16:15	0	0	72	7	3	1	83
16:20	0	1	64	9	4	0	78
16:25	0	3	67	8	4	0	82
16:30	0	1	74	6	2	1	84
16:35	0	1	75	6	1	1	84
16:40	1	1	61	9	3	0	75
16:45	0	1	68	8	3	0	80
16:50	0	1	63	9	2	1	76
16:55	0	3	61	9	3	0	76
17:00	0	1	65	8	4	2	80
17:05	1	2	61	10	5	0	79
17:10	1	1	70	8	2	2	84
17:15	3	0	66	6	3	0	78
17:20	1	2	79	8	4	1	95
17:25	1	1	83	6	3	0	94
17:30	0	1	69	6	3	1	80
17:35	1	0	71	7	1	2	82
17:40	0	2	72	5	0	0	79
17:45	0	1	66	4	1	0	72
17:50	0	2	61	4	1	0	68
17:55	1	3	55	3	2	2	66
18:00	0	1	52	4	3	1	61
18:05	0	2	53	2	2	0	59
18:10	0	0	62	3	1	0	66
18:15	0	1	52	1	2	1	57
18:20	0	3	51	3	1	0	58
18:25	0	1	46	3	3	0	53
18:30	0	0	38	5	1	1	45
18:35	0	1	39	2	1	0	43
18:40	0	1	41	5	1	0	48
18:45	0	1	38	4	0	1	44
18:50	0	1	32	3	0	1	37
18:55	1	0	27	4	0	0	32
PM Peak	11	44	2135	213	79	22	2504
Total	23	73	3816	486	306	43	4747

Junction: 2: A5/ A47
From: A5 Watling Street (West Arm)
Direction: Straight On
To: A5 Watling Street (East Arm)

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	0	0	44	12	10	0	66
07:05	0	2	42	15	13	0	72
07:10	0	1	49	10	6	0	66
07:15	0	1	39	9	7	0	56
07:20	0	0	53	14	4	1	72
07:25	0	2	43	11	9	0	65
07:30	1	2	56	14	3	0	76
07:35	1	2	42	15	5	0	65
07:40	0	0	47	8	9	0	64
07:45	0	1	52	6	5	0	64
07:50	0	1	35	6	5	0	47
07:55	0	0	49	14	4	0	67
08:00	0	1	56	11	7	1	76
08:05	0	1	56	13	1	0	71
08:10	0	0	46	10	5	0	61
08:15	0	1	50	9	7	0	67
08:20	0	1	47	11	8	0	67
08:25	0	1	48	10	7	0	66
08:30	0	0	49	9	5	0	63
08:35	0	1	28	12	7	1	49
08:40	0	1	37	8	3	0	49
08:45	0	1	41	13	8	0	63
08:50	0	2	40	6	11	0	59
08:55	0	0	48	9	12	0	69
09:00	0	0	33	7	13	0	53
09:05	0	0	30	6	12	0	48
09:10	0	0	32	10	9	0	51
09:15	0	1	36	5	10	0	52
09:20	0	0	45	4	9	0	58
09:25	0	0	24	6	12	0	42
09:30	0	0	28	8	12	1	49
09:35	0	0	22	6	14	0	42
09:40	0	0	33	10	10	0	53
09:45	0	0	28	6	8	0	42
09:50	0	0	25	7	12	0	44
09:55	0	0	23	6	11	0	40
AM Peak	2	23	1456	336	293	4	2114
16:00	0	1	29	5	3	0	38
16:05	0	0	25	5	3	0	33
16:10	0	2	20	6	3	0	31
16:15	0	0	29	5	5	0	39
16:20	0	0	35	9	4	0	48
16:25	0	1	33	8	5	1	48
16:30	0	0	23	6	6	0	35
16:35	0	0	29	5	5	0	39
16:40	0	1	35	9	5	0	50
16:45	0	0	41	7	6	0	54
16:50	0	1	44	7	8	1	61
16:55	0	1	37	6	7	0	51
17:00	0	3	44	6	5	0	58
17:05	0	1	46	8	7	0	62
17:10	0	0	40	9	9	1	59
17:15	0	1	42	9	6	0	58
17:20	0	1	39	7	7	0	54
17:25	0	0	37	5	5	0	47
17:30	0	1	40	7	3	0	51
17:35	0	1	41	9	4	0	55
17:40	0	1	29	8	5	1	44
17:45	0	0	43	7	4	0	54
17:50	0	0	31	8	5	0	44
17:55	0	0	40	9	3	0	52
18:00	0	1	37	9	3	1	51
18:05	0	1	38	7	2	0	48
18:10	0	0	32	5	2	0	39
18:15	0	0	39	5	4	0	48
18:20	0	0	33	6	2	0	41
18:25	0	0	36	4	2	0	42
18:30	0	0	30	5	3	1	39
18:35	0	1	23	3	5	0	32
18:40	0	0	27	3	5	0	35
18:45	0	0	30	3	3	0	36
18:50	0	1	25	5	4	0	35
18:55	0	0	23	3	3	0	29
PM Peak	0	20	1225	228	161	6	1640
Total	2	43	2681	564	454	10	3754

Junction: 2: A5/ A47
From: A5 Watling Street (West Arm)
Direction: Right Turn
To: A47 The Long Shoot

Time	PC	MC	Car/Taxi	LGV	HGV	PSV	Total
07:00	0	0	1	0	0	0	1
07:05	0	0	2	1	0	0	3
07:10	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	2
07:20	0	0	1	1	1	0	3
07:25	0	0	4	0	0	0	4
07:30	0	0	0	0	0	0	0
07:35	0	0	1	4	1	0	6
07:40	0	0	1	0	0	0	1
07:45	0	0	0	2	0	0	2
07:50	0	0	1	0	1	0	2
07:55	0	0	2	2	1	0	5
08:00	0	0	3	0	3	0	6
08:05	0	0	3	1	0	0	4
08:10	0	0	4	3	0	0	7
08:15	0	0	2	1	0	0	3
08:20	0	0	1	0	1	0	2
08:25	0	0	6	2	0	0	8
08:30	0	0	4	3	0	0	7
08:35	0	0	4	0	0	0	4
08:40	0	0	2	1	2	0	5
08:45	0	0	2	0	1	0	3
08:50	0	0	4	0	0	0	4
08:55	0	0	5	0	1	0	6
09:00	0	0	2	0	0	0	2
09:05	0	0	7	1	0	0	8
09:10	0	0	5	1	0	0	6
09:15	0	0	1	1	1	0	3
09:20	0	0	3	2	0	0	5
09:25	0	0	1	0	0	0	1
09:30	0	0	2	2	2	0	6
09:35	0	0	1	0	0	0	1
09:40	0	0	0	1	0	0	1
09:45	0	0	1	0	0	0	1
09:50	0	2	1	0	0	0	3
09:55	0	0	1	1	0	0	2
AM Peak	0	2	79	30	16	0	127
16:00	0	0	0	0	0	0	0
16:05	0	0	6	0	0	1	7
16:10	0	0	1	1	0	0	2
16:15	0	0	6	0	0	0	6
16:20	0	0	1	0	0	0	1
16:25	0	0	3	0	1	0	4
16:30	0	0	4	0	0	0	4
16:35	0	0	7	0	1	0	8
16:40	0	0	9	0	0	0	9
16:45	0	0	3	0	1	0	4
16:50	0	0	8	0	1	0	9
16:55	0	0	11	0	0	0	11
17:00	0	0	10	0	1	0	11
17:05	0	0	2	0	1	0	3
17:10	0	1	6	1	0	0	8
17:15	0	0	8	0	0	0	8
17:20	0	0	2	0	0	0	2
17:25	0	0	7	0	1	0	8
17:30	0	0	7	0	0	0	7
17:35	0	0	2	1	0	0	3
17:40	0	0	8	0	1	0	9
17:45	0	0	2	0	1	0	3
17:50	0	0	5	0	0	0	5
17:55	0	0	4	0	1	0	5
18:00	0	0	1	0	0	0	1
18:05	0	0	2	0	0	0	2
18:10	0	0	7	0	1	0	8
18:15	0	0	9	0	0	0	9
18:20	0	0	3	0	0	0	3
18:25	0	0	5	0	0	0	5
18:30	0	1	4	1	0	0	6
18:35	0	0	2	0	1	0	3
18:40	0	0	6	0	0	0	6
18:45	0	0	7	2	0	0	9
18:50	0	0	4	0	0	0	4
18:55	0	0	5	1	2	0	8
PM Peak	0	2	177	7	14	1	201
Total	0	4	256	37	30	1	328

Junction 2 Queue Lengths

Junction: 2: A5/ A47
Arm: A5 Watling Street (East Arm)

Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	9	0	9	9	0	9	18
07:05	6	1	7	11	3	14	21
07:10	2	0	2	7	2	9	11
07:15	13	2	15	15	8	23	38
07:20	14	1	15	12	5	17	32
07:25	9	2	11	13	3	16	27
07:30	5	0	5	15	1	16	21
07:35	8	8	16	21	8	29	45
07:40	9	2	11	26	4	30	41
07:45	11	5	16	19	5	24	40
07:50	12	0	12	15	3	18	30
07:55	13	3	16	21	4	25	41
08:00	20	2	22	18	5	23	45
08:05	15	2	17	23	4	27	44
08:10	12	2	14	19	6	25	39
08:15	13	2	15	22	4	26	41
08:20	7	0	7	20	6	26	33
08:25	8	3	11	15	7	22	33
08:30	5	1	6	11	3	14	20
08:35	9	5	14	13	4	17	31
08:40	7	0	7	7	5	12	19
08:45	12	3	15	16	8	24	39
08:50	14	1	15	19	6	25	40
08:55	15	5	20	15	7	22	42
09:00	18	7	25	7	3	10	35
09:05	17	8	25	15	6	21	46
09:10	11	7	18	14	3	17	35
09:15	13	5	18	15	4	19	37
09:20	7	0	7	16	7	23	30
09:25	11	2	13	19	5	24	37
09:30	17	2	19	12	5	17	36
09:35	18	1	19	20	4	24	43
09:40	21	2	23	8	3	11	34
09:45	16	5	21	21	8	29	50
09:50	8	0	8	14	9	23	31
09:55	6	1	7	12	6	18	25
10:00	5	0	5	11	5	16	21
AM Averag	11.24	2.43	13.68	15.30	4.84	20.14	33.81
16:00	7	1	8	10	0	10	18
16:05	11	0	11	6	1	7	18
16:10	9	0	9	9	2	11	20
16:15	14	1	15	8	1	9	24
16:20	10	0	10	11	1	12	22
16:25	15	1	16	13	1	14	30
16:30	12	2	14	10	0	10	24
16:35	16	1	17	12	1	13	30
16:40	19	0	19	9	0	9	28
16:45	17	1	18	12	1	13	31
16:50	22	1	23	17	0	17	40
16:55	23	2	25	16	0	16	41
17:00	21	0	21	20	1	21	42
17:05	22	1	23	21	1	22	45
17:10	20	1	21	18	1	19	40
17:15	23	1	24	22	4	26	50
17:20	21	2	23	26	4	30	53
17:25	24	1	25	24	3	27	52
17:30	28	1	29	21	2	23	52
17:35	26	3	29	19	3	22	51
17:40	27	3	30	22	3	25	55
17:45	29	3	32	20	2	22	54
17:50	23	2	25	22	3	25	50
17:55	19	2	21	17	4	21	42
18:00	17	1	18	14	3	17	35
18:05	16	4	20	15	4	19	39
18:10	13	1	14	18	1	19	33
18:15	12	1	13	12	1	13	26
18:20	13	2	15	7	5	12	27
18:25	14	2	16	11	4	15	31
18:30	9	2	11	16	2	18	29
18:35	9	1	10	13	3	16	26
18:40	6	0	6	9	3	12	18
18:45	7	1	8	6	2	8	16
18:50	6	0	6	12	2	14	20
18:55	3	1	4	5	2	7	11
19:00	5	0	5	7	1	8	13
PM Averag	15.89	1.24	17.14	14.32	1.95	16.27	33.41
Day Avera	13.57	1.84	15.41	14.81	3.39	18.20	33.61

Junction 2 Queue Lengths

Junction: 2: A5/ A47
Arm: A47 The Long Shoot

Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	0	0	0	4	0	4	4
07:05	2	0	2	3	0	3	5
07:10	4	0	4	3	0	3	7
07:15	6	0	6	3	1	4	10
07:20	3	1	4	5	2	7	11
07:25	7	1	8	3	2	5	13
07:30	11	0	11	5	1	6	17
07:35	11	3	14	6	1	7	21
07:40	12	0	12	4	1	5	17
07:45	9	2	11	7	1	8	19
07:50	11	1	12	5	0	5	17
07:55	10	1	11	9	0	9	20
08:00	13	2	15	9	2	11	26
08:05	11	1	12	7	1	8	20
08:10	12	1	13	8	0	8	21
08:15	16	0	16	11	0	11	27
08:20	17	1	18	14	1	15	33
08:25	20	1	21	15	1	16	37
08:30	19	0	19	20	1	21	40
08:35	9	0	9	8	1	9	18
08:40	27	2	29	3	2	5	34
08:45	15	0	15	7	2	9	24
08:50	12	1	13	6	1	7	20
08:55	13	2	15	10	1	11	26
09:00	10	1	11	3	2	5	16
09:05	11	1	12	8	2	10	22
09:10	8	1	9	7	1	8	17
09:15	5	1	6	5	1	6	12
09:20	4	0	4	7	2	9	13
09:25	6	1	7	4	1	5	12
09:30	9	2	11	3	2	5	16
09:35	11	1	12	9	0	9	21
09:40	7	3	10	8	1	9	19
09:45	9	2	11	7	2	9	20
09:50	10	1	11	1	0	1	12
09:55	2	0	2	4	0	4	6
10:00	3	1	4	7	1	8	12
AM Averag	9.86	0.95	10.81	6.70	1.00	7.70	18.51
16:00	7	1	8	10	0	10	18
16:05	6	0	6	12	0	12	18
16:10	9	1	10	9	2	11	21
16:15	12	0	12	8	1	9	21
16:20	10	0	10	11	0	11	21
16:25	15	1	16	13	0	13	29
16:30	12	2	14	10	0	10	24
16:35	13	0	13	14	1	15	28
16:40	19	0	19	16	0	16	35
16:45	15	1	16	12	0	12	28
16:50	12	0	12	10	0	10	22
16:55	15	1	16	11	0	11	27
17:00	11	0	11	10	1	11	22
17:05	14	2	16	10	0	10	26
17:10	10	0	10	8	1	9	19
17:15	12	0	12	12	3	15	27
17:20	19	1	20	15	2	17	37
17:25	17	0	17	9	3	12	29
17:30	15	0	15	11	0	11	26
17:35	10	2	12	10	0	10	22
17:40	10	0	10	7	1	8	18
17:45	12	1	13	5	0	5	18
17:50	10	0	10	8	0	8	18
17:55	14	2	16	12	0	12	28
18:00	11	0	11	10	0	10	21
18:05	16	1	17	15	2	17	34
18:10	23	0	23	14	1	15	38
18:15	22	1	23	16	0	16	39
18:20	25	0	25	16	3	19	44
18:25	16	1	17	9	0	9	26
18:30	13	0	13	4	0	4	17
18:35	8	0	8	6	0	6	14
18:40	3	0	3	3	0	3	6
18:45	4	0	4	2	1	3	7
18:50	6	0	6	4	0	4	10
18:55	2	0	2	5	0	5	7
19:00	3	0	3	2	0	2	5
PM Averag	12.19	0.49	12.68	9.70	0.59	10.30	22.97
Day Avera	11.03	0.72	11.74	8.20	0.80	9.00	20.74

Junction 2 Queue Lengths

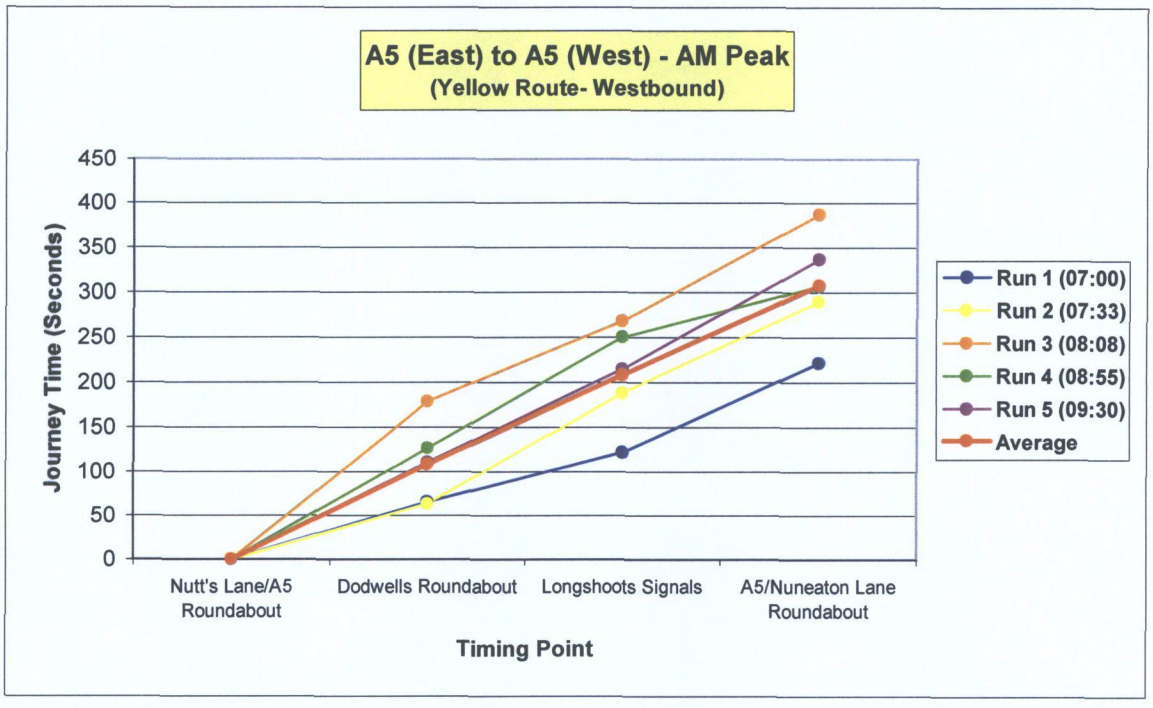
Junction: 2: A5/ A47
Arm: A5 Watling Street (West Arm)

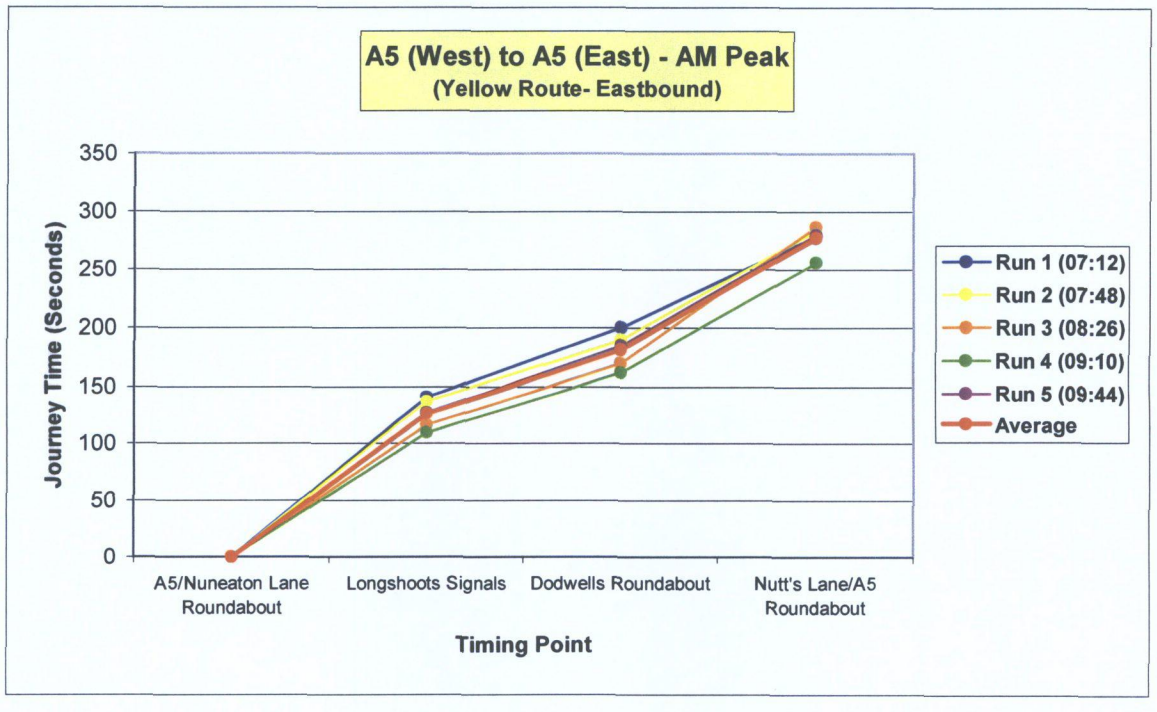
Time	Left Lane			Right Lane			Grand
	Light	Heavy	Total	Light	Heavy	Total	Total
07:00	5	0	5	0	0	0	5
07:05	7	0	7	0	1	1	8
07:10	19	1	20	1	0	1	21
07:15	13	0	13	3	0	3	16
07:20	25	5	30	0	0	0	30
07:25	17	3	20	2	1	3	23
07:30	10	2	12	12	0	12	24
07:35	15	1	16	10	0	10	26
07:40	17	4	21	9	0	9	30
07:45	14	2	16	10	0	10	26
07:50	18	1	19	6	0	6	25
07:55	16	3	19	8	1	9	28
08:00	21	2	23	0	2	2	25
08:05	19	3	22	7	1	8	30
08:10	22	7	29	4	1	5	34
08:15	19	3	22	3	0	3	25
08:20	17	7	24	0	1	1	25
08:25	14	2	16	3	0	3	19
08:30	19	8	27	2	0	2	29
08:35	21	4	25	4	1	5	30
08:40	20	1	21	1	1	2	23
08:45	17	3	20	3	0	3	23
08:50	14	6	20	0	1	1	21
08:55	9	6	15	8	0	8	23
09:00	10	1	11	11	0	11	22
09:05	11	3	14	6	3	9	23
09:10	14	7	21	10	0	10	31
09:15	9	3	12	8	1	9	21
09:20	2	1	3	16	3	19	22
09:25	8	1	9	5	0	5	14
09:30	20	4	24	1	1	2	26
09:35	16	3	19	4	1	5	24
09:40	19	6	25	1	1	2	27
09:45	14	3	17	3	1	4	21
09:50	9	2	11	0	0	0	11
09:55	7	4	11	0	1	1	12
10:00	3	6	9	0	0	0	9
AM Averag	14.32	3.19	17.51	4.35	0.62	4.97	22.49
16:00	11	1	12	3	1	4	16
16:05	9	2	11	2	2	4	15
16:10	12	3	15	16	3	19	34
16:15	16	3	19	9	2	11	30
16:20	24	4	28	8	1	9	37
16:25	16	0	16	10	1	11	27
16:30	14	0	14	8	5	13	27
16:35	22	1	23	2	3	5	28
16:40	34	0	34	5	1	6	40
16:45	23	1	24	7	1	8	32
16:50	16	4	20	4	2	6	26
16:55	18	4	22	3	2	5	27
17:00	8	2	10	1	0	1	11
17:05	13	2	15	5	1	6	21
17:10	17	2	19	1	0	1	20
17:15	15	2	17	4	1	5	22
17:20	20	1	21	3	2	5	26
17:25	21	2	23	7	3	10	33
17:30	24	0	24	1	0	1	25
17:35	17	3	20	6	0	6	26
17:40	11	2	13	3	0	3	16
17:45	12	1	13	5	1	6	19
17:50	16	3	19	3	0	3	22
17:55	19	2	21	2	0	2	23
18:00	23	1	24	5	0	5	29
18:05	18	1	19	1	0	1	20
18:10	17	3	20	3	0	3	23
18:15	16	2	18	0	1	1	19
18:20	21	1	22	3	0	3	25
18:25	15	4	19	2	3	5	24
18:30	13	2	15	2	0	2	17
18:35	8	0	8	4	2	6	14
18:40	4	0	4	7	1	8	12
18:45	9	2	11	2	0	2	13
18:50	7	0	7	3	0	3	10
18:55	5	0	5	4	1	5	10
19:00	2	0	2	1	0	1	3
PM Averag	15.30	1.65	16.95	4.19	1.08	5.27	22.22
Day Avera	14.81	2.42	17.23	4.27	0.85	5.12	22.35

Appendix B

C540 - Journey Time Graphs

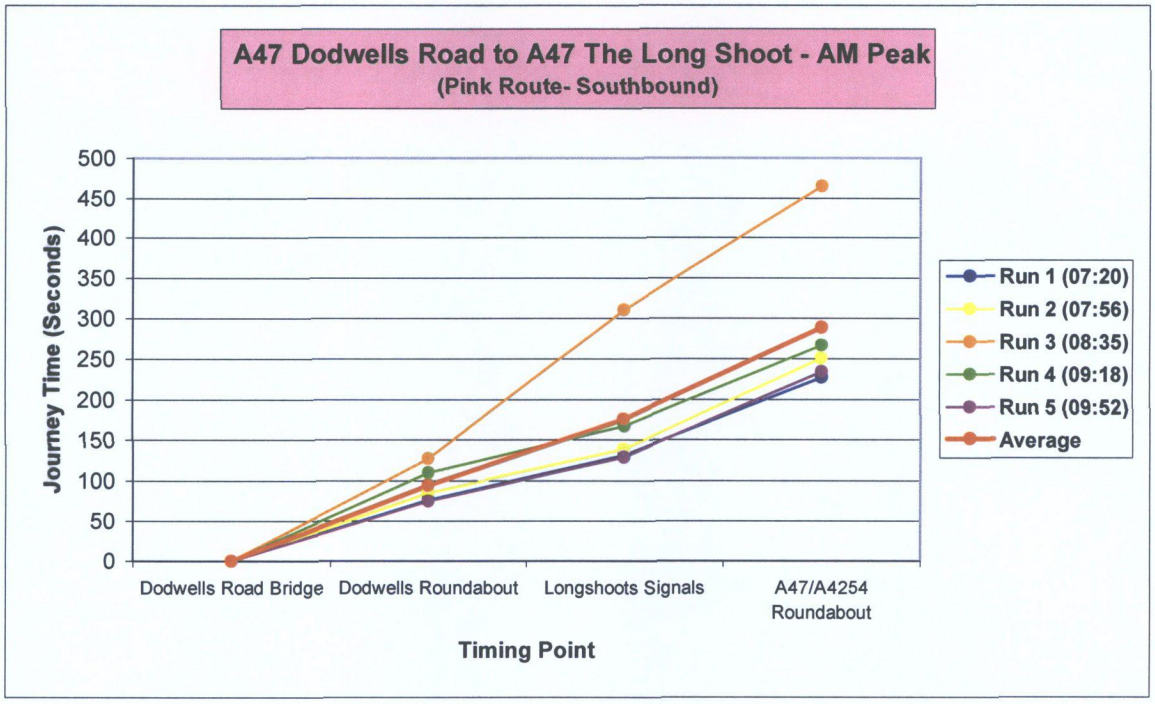
AM Peak Period

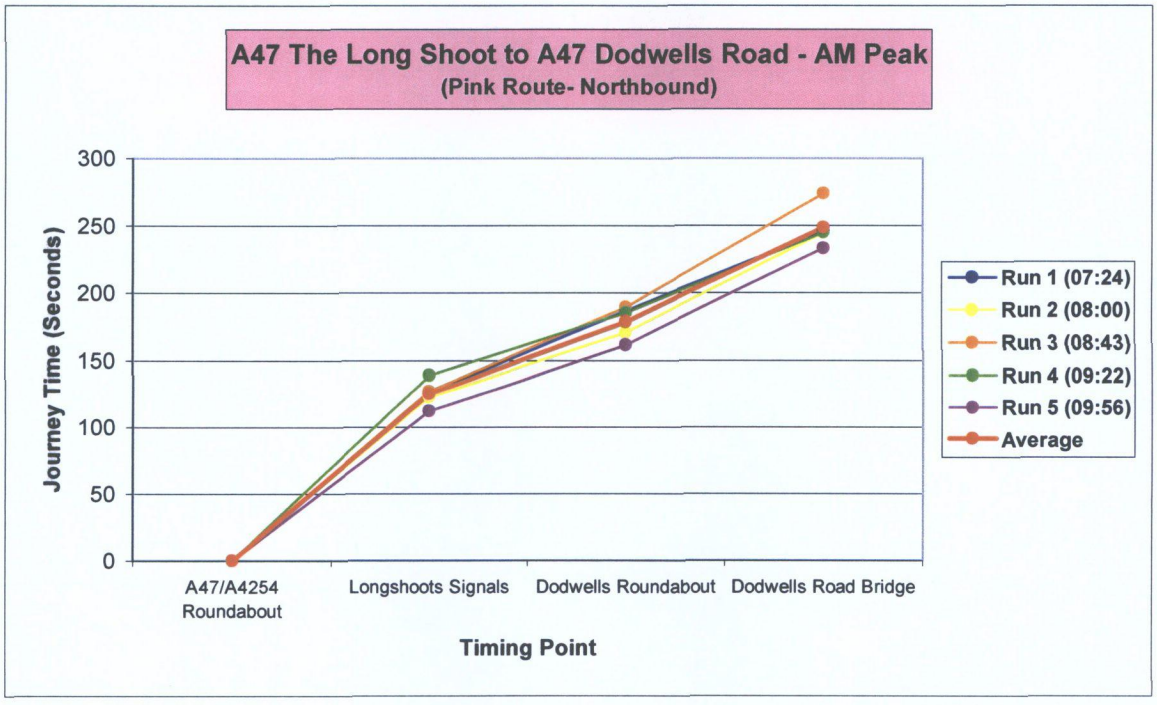




C540 - Journey Time Graphs

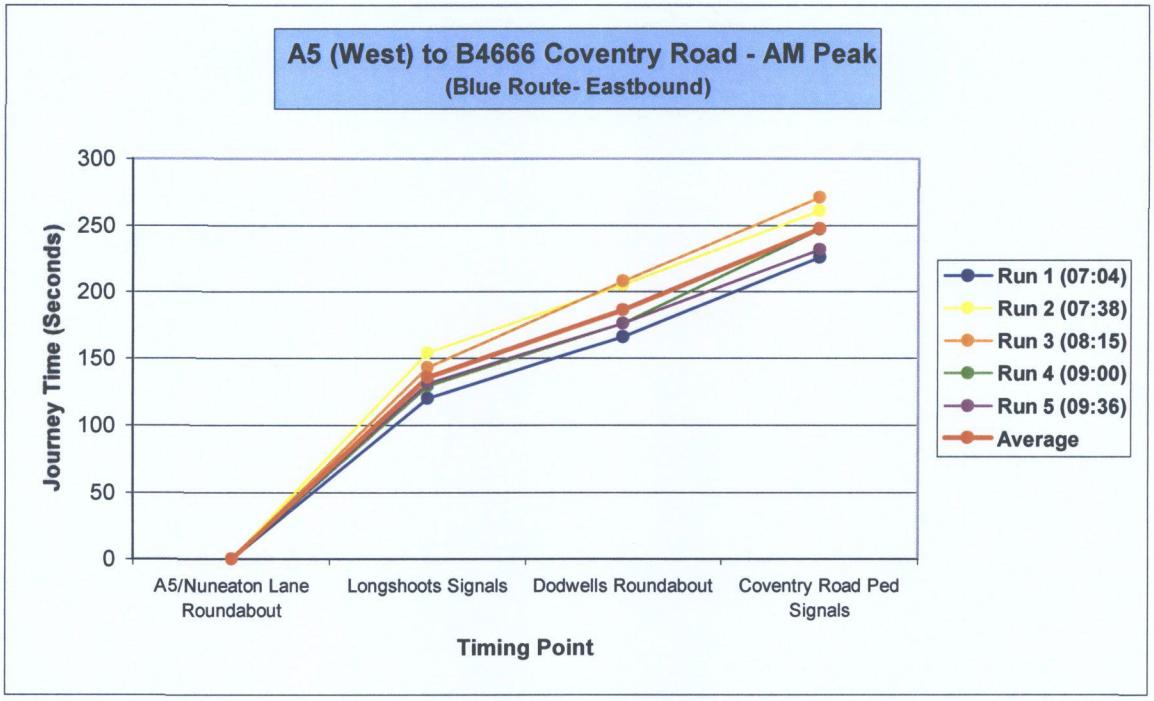
AM Peak Period

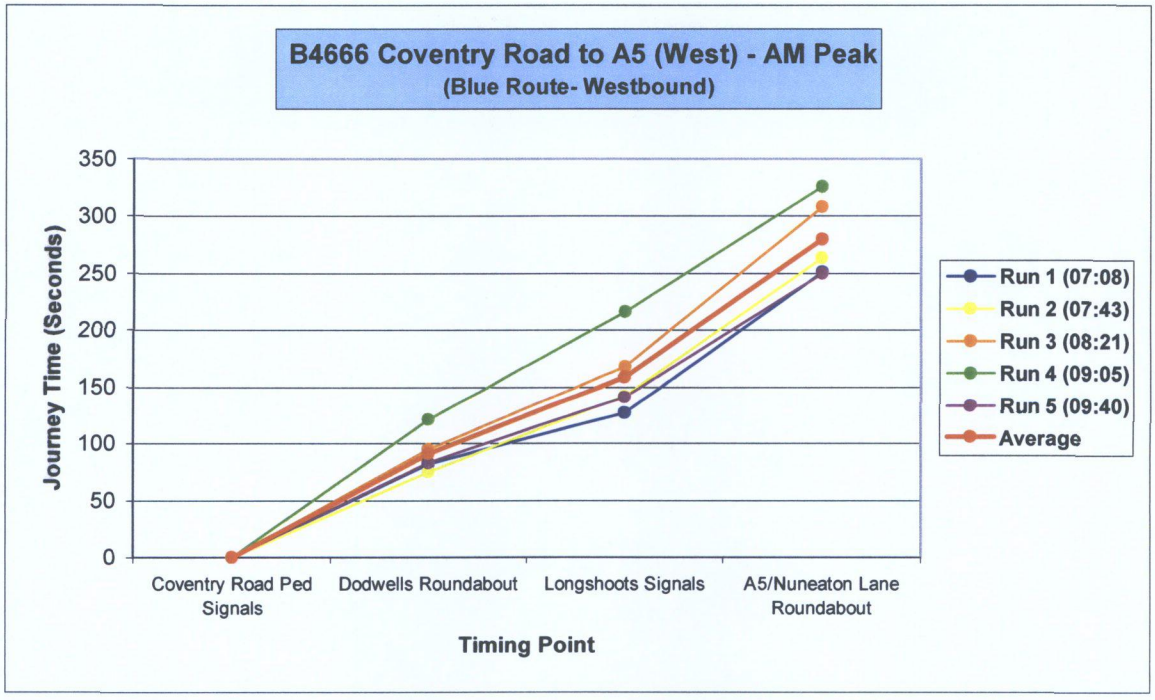




C540 - Journey Time Graphs

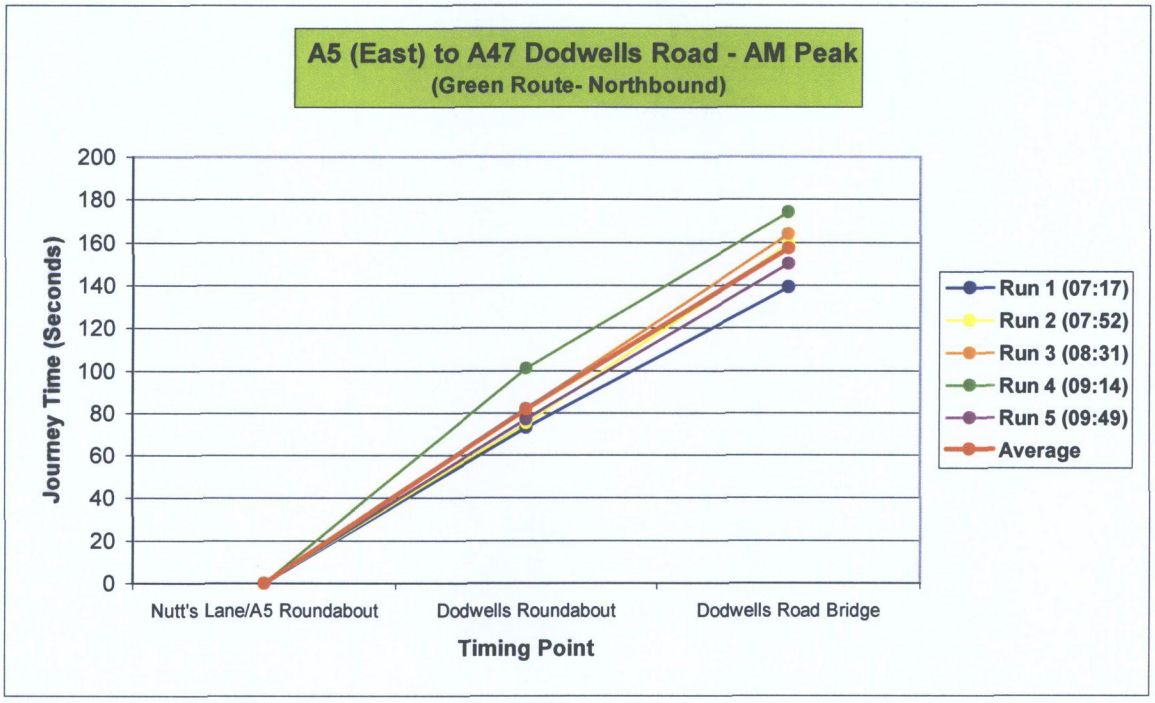
AM Peak Period

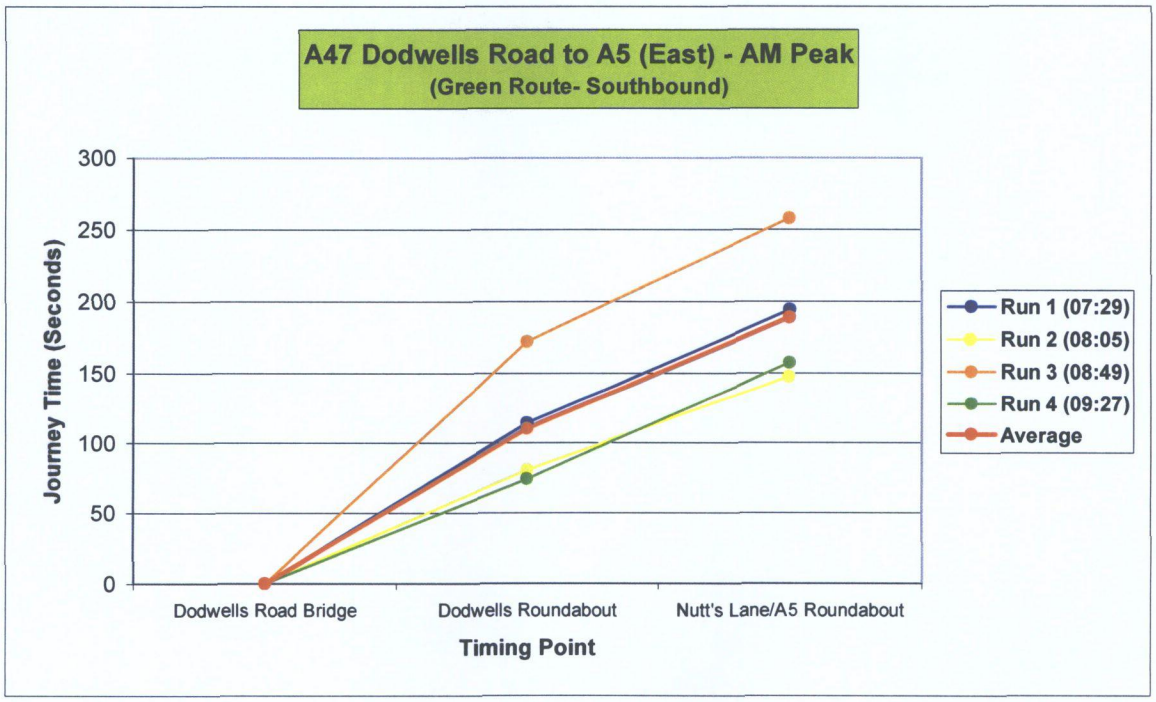




C540 - Journey Time Graphs

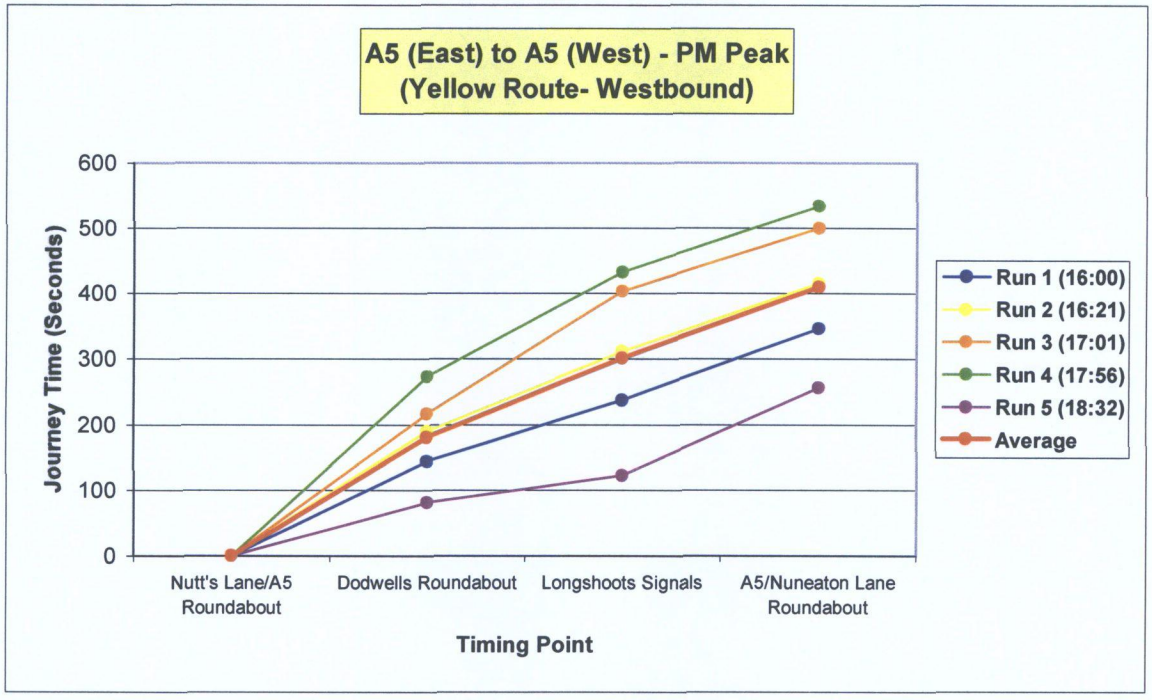
AM Peak Period

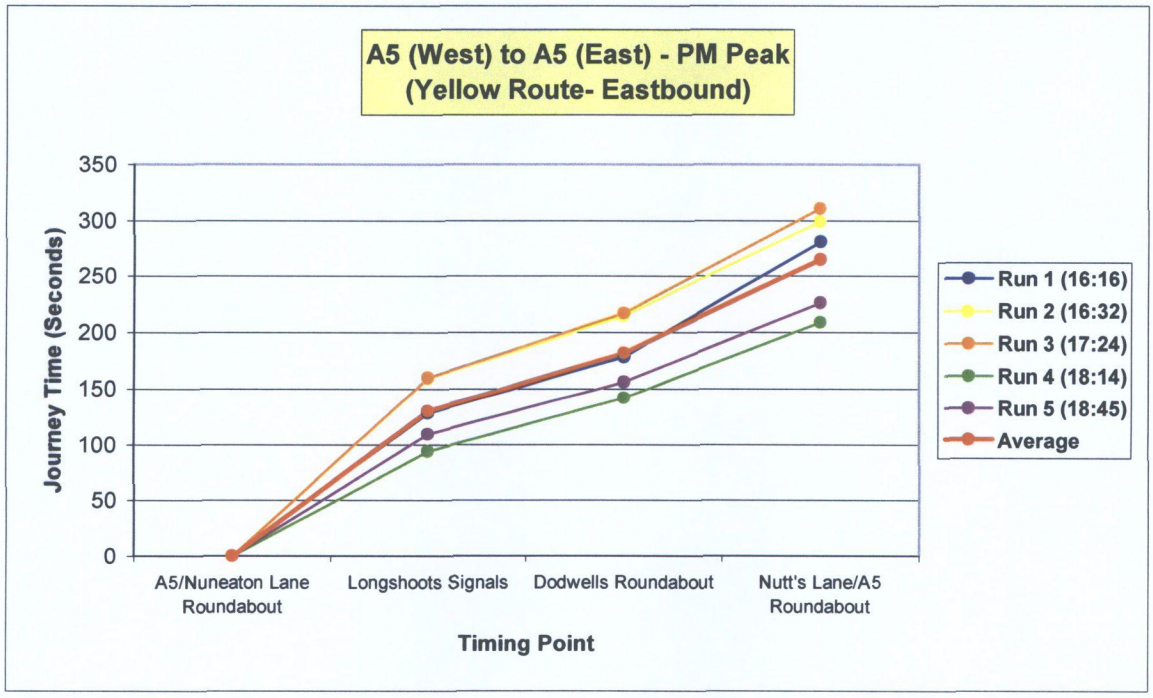




C540 - Journey Time Graphs

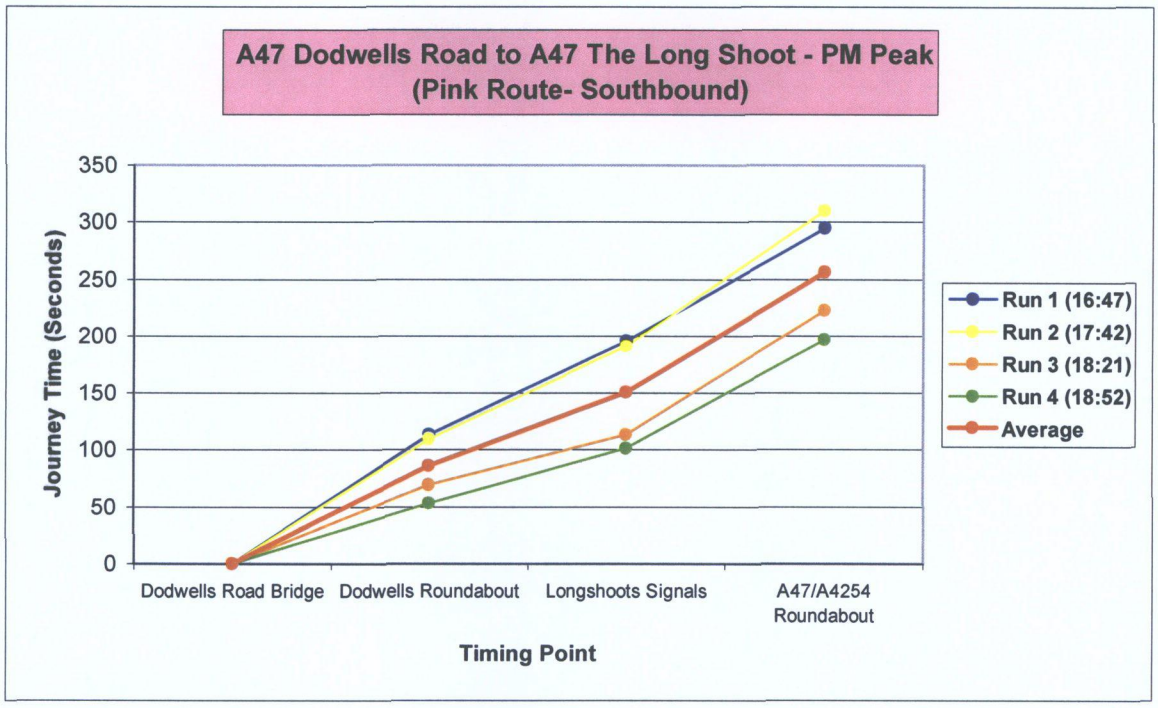
PM Peak Period

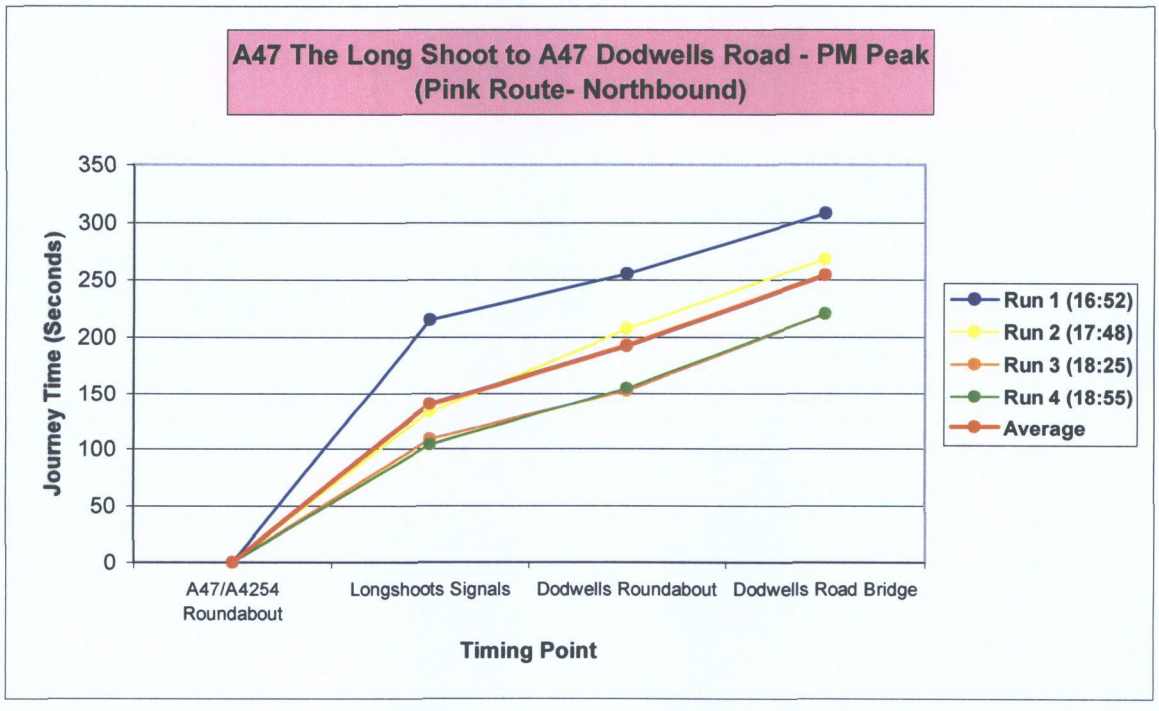




C540 - Journey Time Graphs

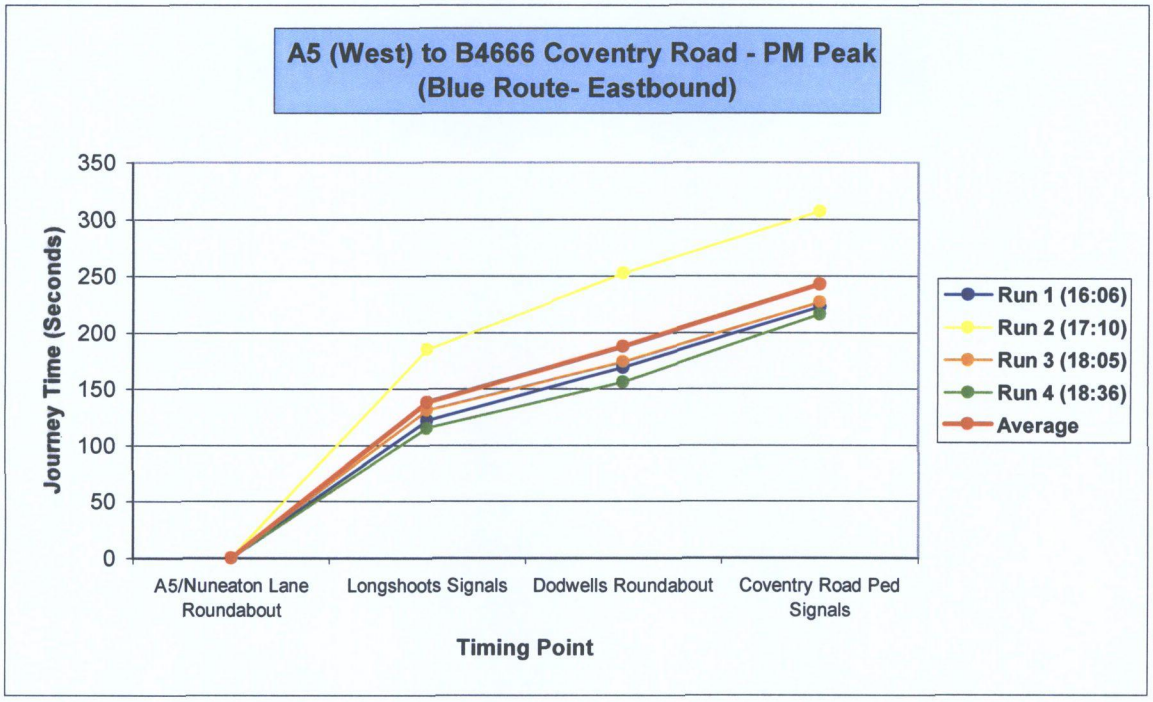
PM Peak Period

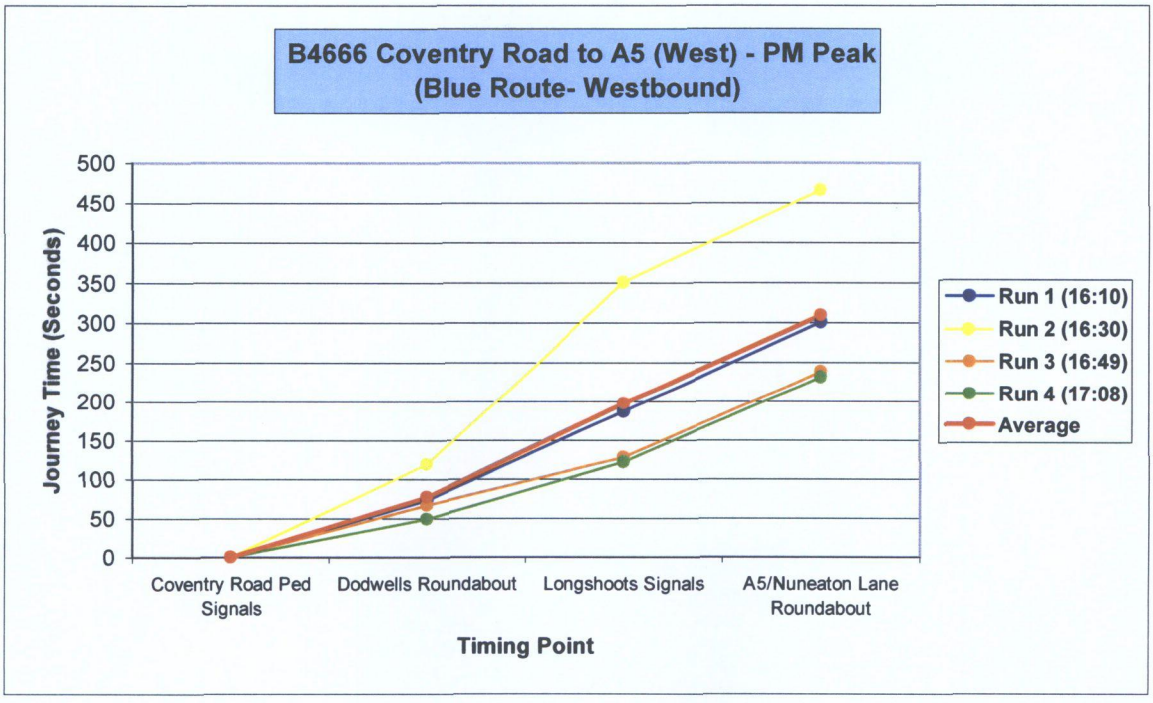




C540 - Journey Time Graphs

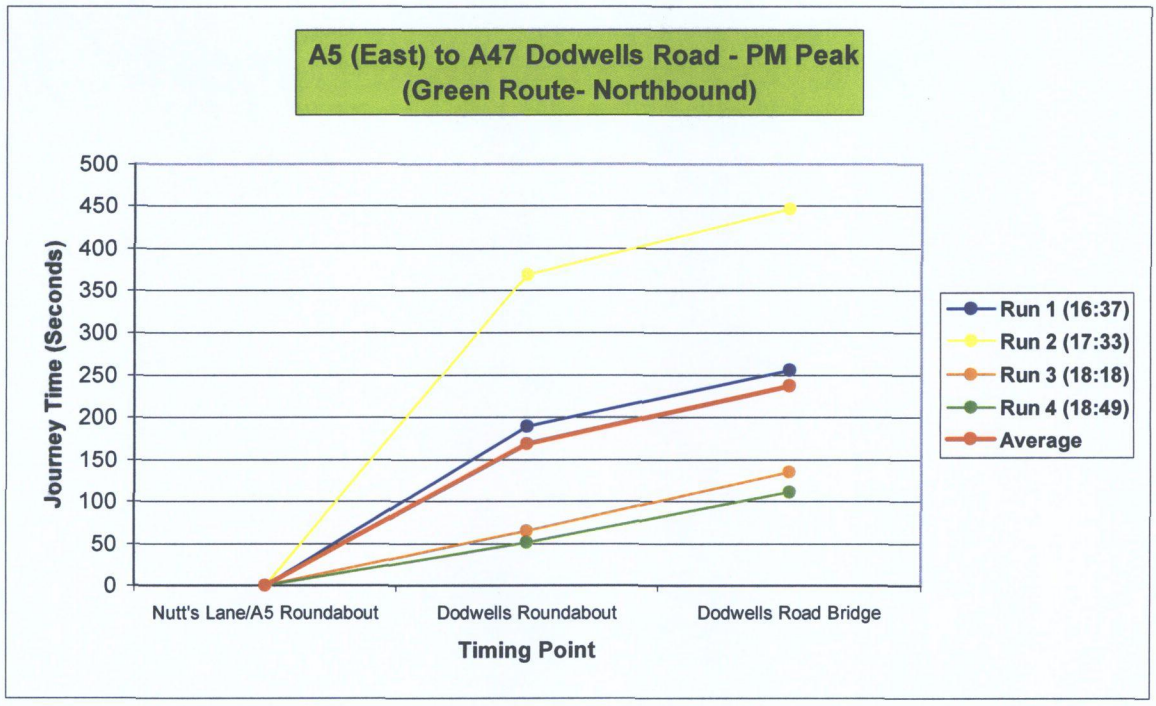
PM Peak Period

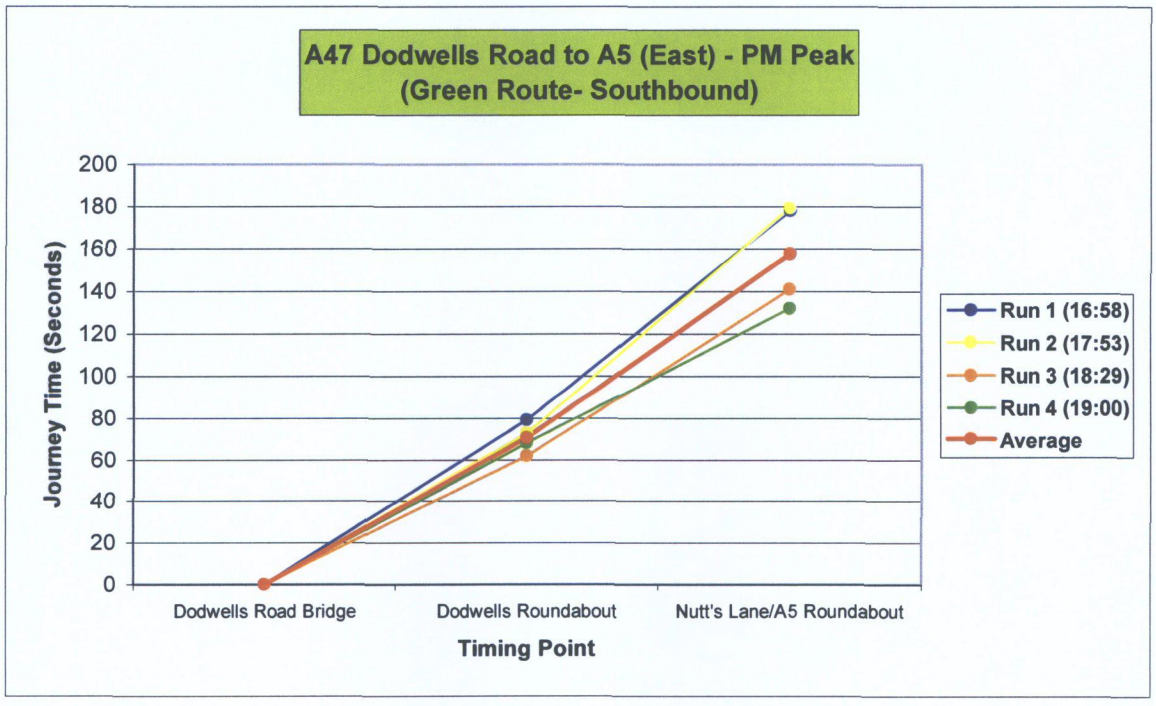




C540 - Journey Time Graphs

PM Peak Period





Appendix C

PFA consulting

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Client

Crest Nicholson (Midlands) Ltd

Project

Dodwells Roundabout Hinckley

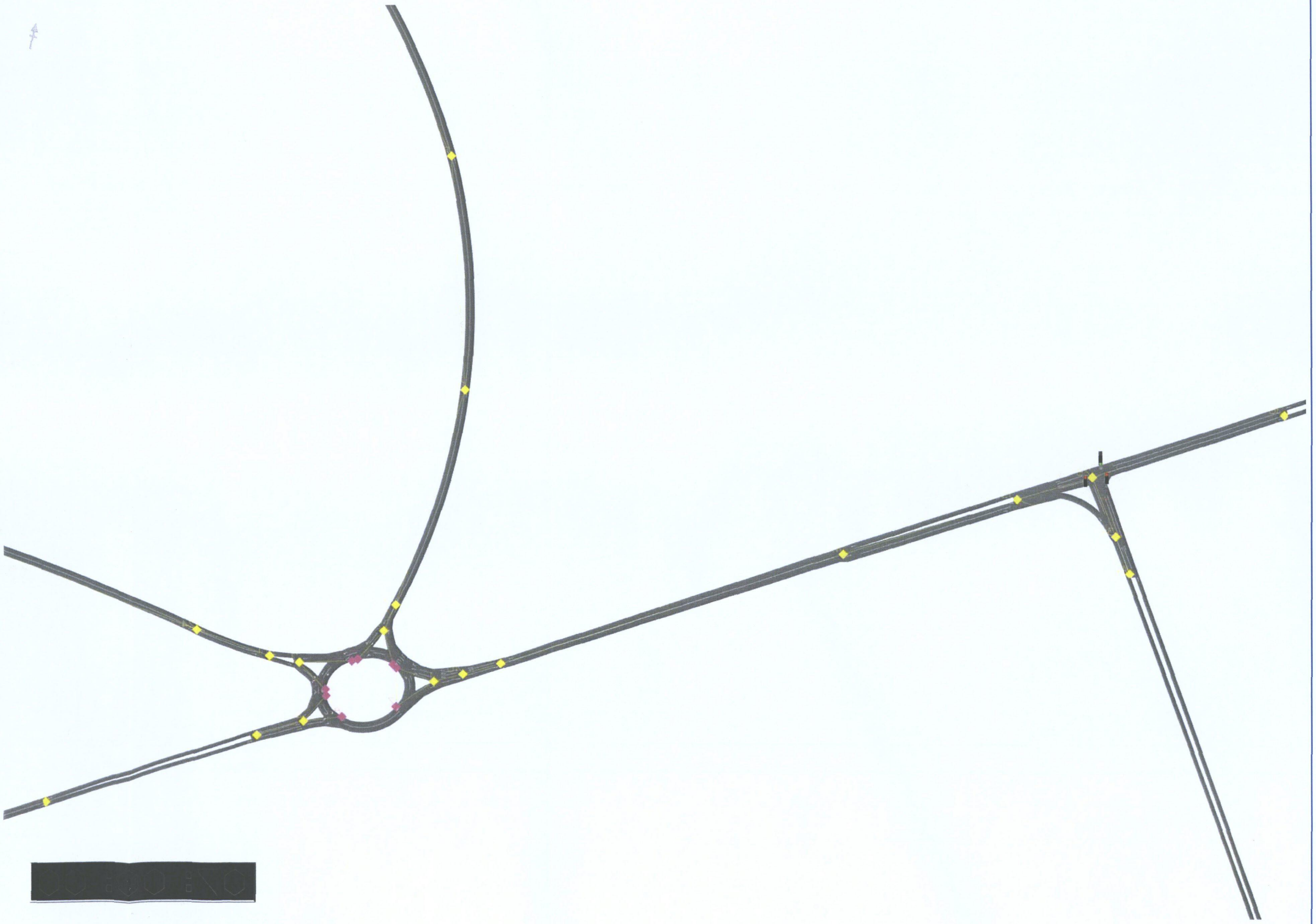
Drawing Title

S-Paramics Modelled Highway Network

Drawing No

C540/2

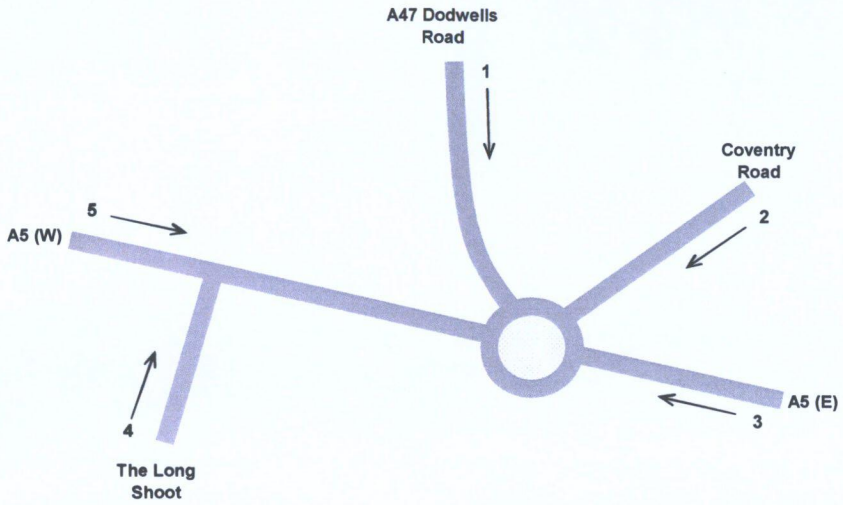
Date	November 2009
Drawn By	EN
Checked By	JA
Scale	NTS
File Ref	C540\Drawings\C540_2.ai
Drg No	C540_2



Appendix D

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009 COUNTS ONLY)

2009 Base Year
AM Peak (07:00 - 10:00)



PROFILE	DESCRIPTION
1	LV's from A47 Dodwells Road
2	LV's from Coventry Road
3	LV's from A5 (East)
4	LV's from The Long Shoot
5	LV's from A5 (West)
6	Overall (LVs) 1 - 5
7	Overall (HVs) 1 - 5

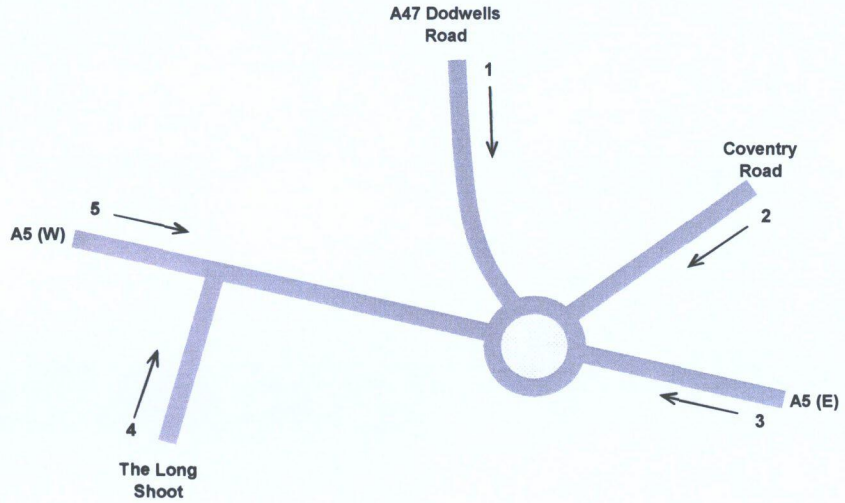
Profile 6 Vehcile Proportions	
Car	83.8%
LGV	16.2%

Profile 7 Vehcile Proportions	
HGV	94.8%
OGV1	*18.8%*
OGV2	*81.2%*
PSV	5.2%

5-MIN BEGINNING	PROFILE						
	1	2	3	4	5	6	7
07:00	46	24	19	24	57	170	30
07:05	52	22	26	36	60	196	26
07:10	62	34	31	44	59	230	29
07:15	68	28	54	52	49	251	29
07:20	48	27	47	50	69	241	32
07:25	54	26	39	58	58	235	31
07:30	67	31	39	65	70	272	17
07:35	52	39	55	54	62	262	26
07:40	66	41	48	68	56	279	31
07:45	58	39	72	57	60	286	30
07:50	56	41	60	73	42	272	30
07:55	63	42	68	71	67	311	29
08:00	67	41	64	58	70	300	31
08:05	47	41	51	68	73	280	18
08:10	61	41	61	59	63	285	33
08:15	51	32	65	67	62	277	28
08:20	60	26	65	57	59	267	33
08:25	50	26	66	67	66	275	33
08:30	35	41	66	67	65	274	33
08:35	56	32	30	71	44	233	34
08:40	50	44	46	77	48	265	30
08:45	46	42	59	64	56	267	36
08:50	53	37	52	64	50	256	37
08:55	45	36	58	55	62	256	40
09:00	41	34	48	75	42	240	36
09:05	52	40	40	63	44	239	38
09:10	51	38	45	45	48	227	39
09:15	43	41	48	53	43	228	31
09:20	39	31	52	53	54	229	43
09:25	31	44	40	55	31	201	46
09:30	50	26	44	57	40	217	44
09:35	38	28	65	52	29	212	55
09:40	44	30	45	47	44	210	45
09:45	42	36	43	59	35	215	43
09:50	30	30	58	58	33	209	46
09:55	46	31	53	65	31	226	54
TOTAL	1820	1242	1822	2108	1901	8893	1246

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009 COUNTS ONLY)

2009 Base Year
PM Peak (16:00 - 19:00)



PROFILE	DESCRIPTION
1	LV's from A47 Dodwells Road
2	LV's from Coventry Road
3	LV's from A5 (East)
4	LV's from The Long Shoot
5	LV's from A5 (West)
6	Overall (LVs) 1 - 5
7	Overall (HVs) 1 - 5

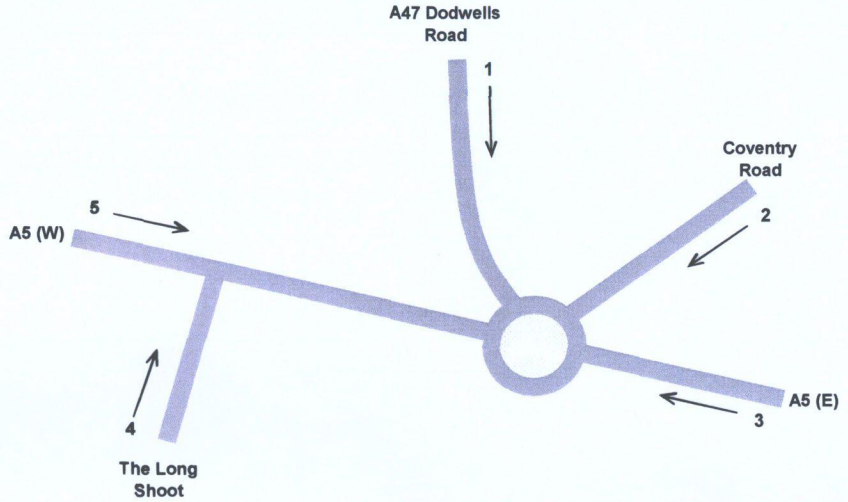
Profile 6 Vehcile Proportions	
Car	88.4%
LGV	11.6%

Profile 7 Vehcile Proportions	
HGV	90.4%
OGV1	*17.7%*
OGV2	*82.3%*
PSV	9.6%

5-MIN BEGINNING	PROFILE						
	1	2	3	4	5	6	7
16:00	55	35	59	60	34	243	19
16:05	77	42	56	85	36	296	29
16:10	43	41	64	81	28	257	23
16:15	55	38	53	85	40	271	23
16:20	57	32	57	74	45	265	31
16:25	52	33	68	75	44	272	28
16:30	61	40	68	85	33	287	26
16:35	56	52	65	92	41	306	18
16:40	51	47	54	74	53	279	24
16:45	71	41	48	90	51	301	23
16:50	51	45	68	77	59	300	28
16:55	48	37	70	72	54	281	23
17:00	77	52	75	78	60	342	20
17:05	57	46	72	80	56	311	23
17:10	79	43	42	83	56	303	25
17:15	64	43	55	76	59	297	19
17:20	62	41	53	88	48	292	26
17:25	53	43	47	93	49	285	20
17:30	68	44	39	83	54	288	21
17:35	63	40	48	86	53	290	22
17:40	63	39	39	81	45	267	15
17:45	56	46	41	78	52	273	17
17:50	50	41	58	67	44	260	18
17:55	46	38	46	64	53	247	15
18:00	47	41	52	64	47	251	17
18:05	49	27	77	71	47	271	14
18:10	47	28	50	73	44	242	14
18:15	44	28	73	57	53	255	16
18:20	45	27	59	63	42	236	13
18:25	33	20	49	53	45	200	12
18:30	42	27	30	47	40	186	13
18:35	34	25	65	47	28	199	20
18:40	36	20	53	52	36	197	14
18:45	40	23	46	46	42	197	11
18:50	41	27	49	43	34	194	10
18:55	31	20	41	33	32	157	15
TOTAL	1904	1312	1989	2556	1637	9398	705

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009 QUEUES ONLY)

2009 Base Year
AM Peak (07:00 - 10:00)

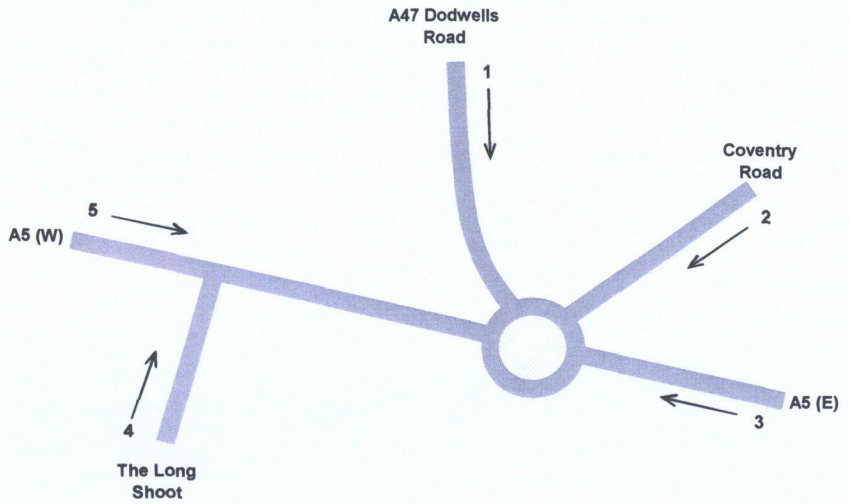


PROFILE	DESCRIPTION
1	LV's from A47 Dodwells Road
2	LV's from Coventry Road
3	LV's from A5 (East)
4	LV's from The Long Shoot
5	LV's from A5 (West)
6	Overall (LVs) 1 - 5
7	Overall (HVs) 1 - 5

5-MIN BEGINNING	PROFILE						
	1	2	3	4	5	6	7
07:00	0	3	0	2	0	5	1
07:05	3	6	1	6	6	22	3
07:10	5	5	3	5	0	18	3
07:15	9	4	5	16	12	46	3
07:20	12	8	17	20	9	66	5
07:25	9	3	14	13	17	56	5
07:30	5	9	30	14	16	74	2
07:35	18	4	39	15	12	88	4
07:40	27	5	38	32	20	122	8
07:45	22	17	29	16	13	97	6
07:50	22	10	30	19	10	91	8
07:55	28	14	34	21	21	118	8
08:00	29	13	26	26	17	111	12
08:05	23	17	30	13	21	104	5
08:10	20	21	30	24	8	103	5
08:15	21	19	40	22	14	116	13
08:20	23	24	29	21	12	109	10
08:25	22	23	20	20	27	112	12
08:30	25	22	25	14	23	109	10
08:35	22	16	25	20	19	102	9
08:40	24	19	21	26	10	100	6
08:45	24	20	24	20	19	107	6
08:50	26	23	24	24	16	113	15
08:55	24	24	23	16	3	90	12
09:00	18	24	23	20	13	98	10
09:05	17	20	20	16	5	78	8
09:10	17	23	24	18	14	96	13
09:15	10	16	17	25	9	77	8
09:20	4	20	22	8	22	76	15
09:25	10	21	14	22	10	77	17
09:30	15	6	18	15	2	56	14
09:35	9	9	20	17	6	61	13
09:40	6	18	21	17	11	73	8
09:45	11	12	18	19	16	76	18
09:50	11	8	0	21	9	49	9
09:55	12	3	4	9	15	43	17
TOTAL	583	509	758	632	457	2939	321

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009 QUEUES ONLY)

2009 Base Year
PM Peak (16:00 - 19:00)

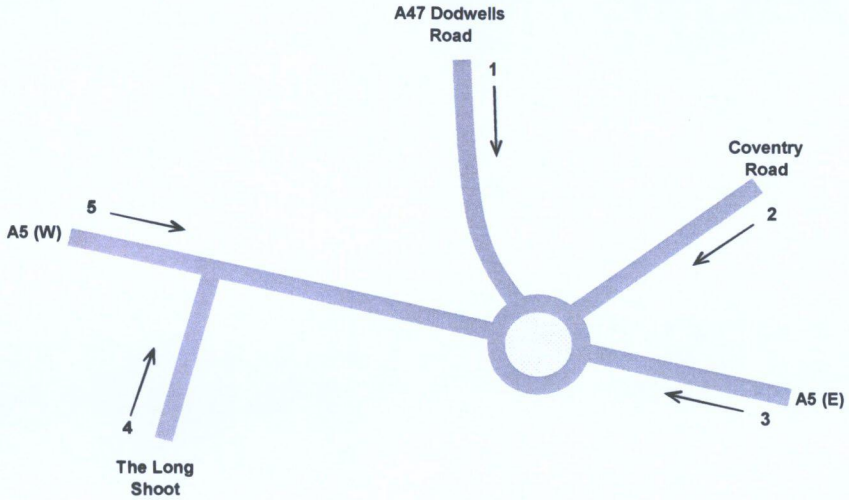


PROFILE	DESCRIPTION
1	LV's from A47 Dodwells Road
2	LV's from Coventry Road
3	LV's from A5 (East)
4	LV's from The Long Shoot
5	LV's from A5 (West)
6	Overall (LVs) 1 - 5
7	Overall (HVs) 1 - 5

5-MIN BEGINNING	PROFILE						
	1	2	3	4	5	6	7
16:00	4	3	16	17	6	46	3
16:05	9	9	22	8	8	56	4
16:10	9	7	13	6	11	46	6
16:15	14	23	10	18	31	96	7
16:20	16	20	20	27	9	92	3
16:25	18	18	21	17	10	84	11
16:30	25	17	12	24	13	91	7
16:35	23	23	24	18	7	95	2
16:40	22	17	25	33	23	120	4
16:45	26	16	27	26	10	105	5
16:50	31	23	31	22	4	111	3
16:55	28	20	22	20	5	95	6
17:00	45	25	31	20	5	126	8
17:05	39	22	25	22	12	120	9
17:10	39	22	22	15	7	105	5
17:15	37	18	32	18	6	111	7
17:20	32	23	36	27	27	145	9
17:25	34	18	35	24	22	133	8
17:30	32	18	21	31	13	115	5
17:35	33	20	25	26	10	114	9
17:40	20	22	22	23	12	99	8
17:45	27	15	24	26	19	111	12
17:50	32	10	28	18	14	102	6
17:55	27	16	29	30	16	118	7
18:00	23	15	24	27	21	110	3
18:05	25	16	18	26	27	112	9
18:10	18	14	17	21	11	81	4
18:15	21	14	24	23	11	93	5
18:20	20	14	15	8	1	58	0
18:25	20	3	15	7	7	52	3
18:30	18	0	17	15	12	62	1
18:35	15	3	12	8	1	39	2
18:40	11	1	11	12	4	39	0
18:45	12	3	10	8	2	35	2
18:50	14	3	4	9	5	35	3
18:55	17	4	0	7	0	28	0
TOTAL	836	515	740	687	402	3180	186

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009)

2009 Base Year
AM Peak (07:00 - 10:00)

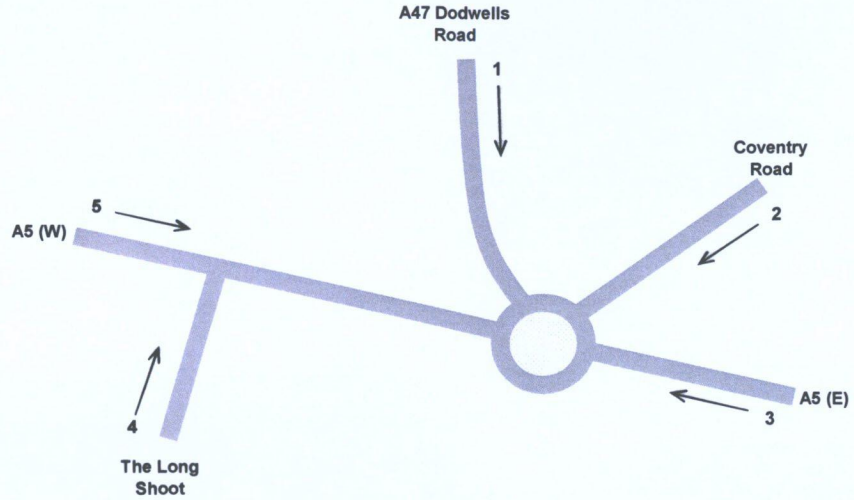


PROFILE	DESCRIPTION
1	LV's + Queues from A47 Dodwells Road
2	LV's + Queues from Coventry Road
3	LV's + Queues from A5 (East)
4	LV's + Queues from The Long Shoot
5	LV's + Queues from A5 (West)
6	Overall (LVs + Queues) 1 - 5
7	Overall (HVs + Queues) 1 - 5

5-MIN BEGINNING	PROFILE													
	1		2		3		4		5		6		7	
07:00	46	0.02	27	0.02	19	0.01	26	0.01	57	0.02	175	0.01	31	0.02
07:05	55	0.02	28	0.02	27	0.01	42	0.02	66	0.03	218	0.02	29	0.02
07:10	67	0.03	39	0.02	34	0.01	49	0.02	59	0.03	248	0.02	32	0.02
07:15	77	0.03	32	0.02	59	0.02	68	0.02	61	0.03	297	0.03	32	0.02
07:20	60	0.02	35	0.02	64	0.02	70	0.03	78	0.03	307	0.03	37	0.02
07:25	63	0.03	29	0.02	53	0.02	71	0.03	75	0.03	291	0.02	36	0.02
07:30	72	0.03	40	0.02	69	0.03	79	0.03	86	0.04	346	0.03	19	0.01
07:35	70	0.03	43	0.02	94	0.04	69	0.03	74	0.03	350	0.03	30	0.02
07:40	93	0.04	46	0.03	86	0.03	100	0.04	76	0.03	401	0.03	39	0.02
07:45	80	0.03	56	0.03	101	0.04	73	0.03	73	0.03	383	0.03	36	0.02
07:50	78	0.03	51	0.03	90	0.03	92	0.03	52	0.02	363	0.03	38	0.02
07:55	91	0.04	56	0.03	102	0.04	92	0.03	88	0.04	429	0.04	37	0.02
08:00	96	0.04	54	0.03	90	0.03	84	0.03	87	0.04	411	0.03	43	0.03
08:05	70	0.03	58	0.03	81	0.03	81	0.03	94	0.04	384	0.03	23	0.01
08:10	81	0.03	62	0.04	91	0.04	83	0.03	71	0.03	388	0.03	38	0.02
08:15	72	0.03	51	0.03	105	0.04	89	0.03	76	0.03	393	0.03	41	0.03
08:20	83	0.03	50	0.03	94	0.04	78	0.03	71	0.03	376	0.03	43	0.03
08:25	72	0.03	49	0.03	86	0.03	87	0.03	93	0.04	387	0.03	45	0.03
08:30	60	0.02	63	0.04	91	0.04	81	0.03	88	0.04	383	0.03	43	0.03
08:35	78	0.03	48	0.03	55	0.02	91	0.03	63	0.03	335	0.03	43	0.03
08:40	74	0.03	63	0.04	67	0.03	103	0.04	58	0.02	365	0.03	36	0.02
08:45	70	0.03	62	0.04	83	0.03	84	0.03	75	0.03	374	0.03	42	0.03
08:50	79	0.03	60	0.03	76	0.03	88	0.03	66	0.03	369	0.03	52	0.03
08:55	69	0.03	60	0.03	81	0.03	71	0.03	65	0.03	346	0.03	52	0.03
09:00	59	0.02	58	0.03	71	0.03	95	0.03	55	0.02	338	0.03	46	0.03
09:05	69	0.03	60	0.03	60	0.02	79	0.03	49	0.02	317	0.03	46	0.03
09:10	68	0.03	61	0.03	69	0.03	63	0.02	62	0.03	323	0.03	52	0.03
09:15	53	0.02	57	0.03	65	0.03	78	0.03	52	0.02	305	0.03	39	0.02
09:20	43	0.02	51	0.03	74	0.03	61	0.02	76	0.03	305	0.03	58	0.04
09:25	41	0.02	65	0.04	54	0.02	77	0.03	41	0.02	278	0.02	63	0.04
09:30	65	0.03	32	0.02	62	0.02	72	0.03	42	0.02	273	0.02	58	0.04
09:35	47	0.02	37	0.02	85	0.03	69	0.03	35	0.01	273	0.02	68	0.04
09:40	50	0.02	48	0.03	66	0.03	64	0.02	55	0.02	283	0.02	53	0.03
09:45	53	0.02	48	0.03	61	0.02	78	0.03	51	0.02	291	0.02	61	0.04
09:50	41	0.02	38	0.02	58	0.02	79	0.03	42	0.02	258	0.02	55	0.04
09:55	58	0.02	34	0.02	57	0.02	74	0.03	46	0.02	269	0.02	71	0.05
TOTAL	2403	1.00	1751	1.00	2580	1.00	2740	1.00	2358	1.00	####	1.00	1567	1.00

C540: DODWELLS ROUNDABOUT, HINCKLEY - S-PARAMICS MODEL
DEMAND PROFILES (2009)

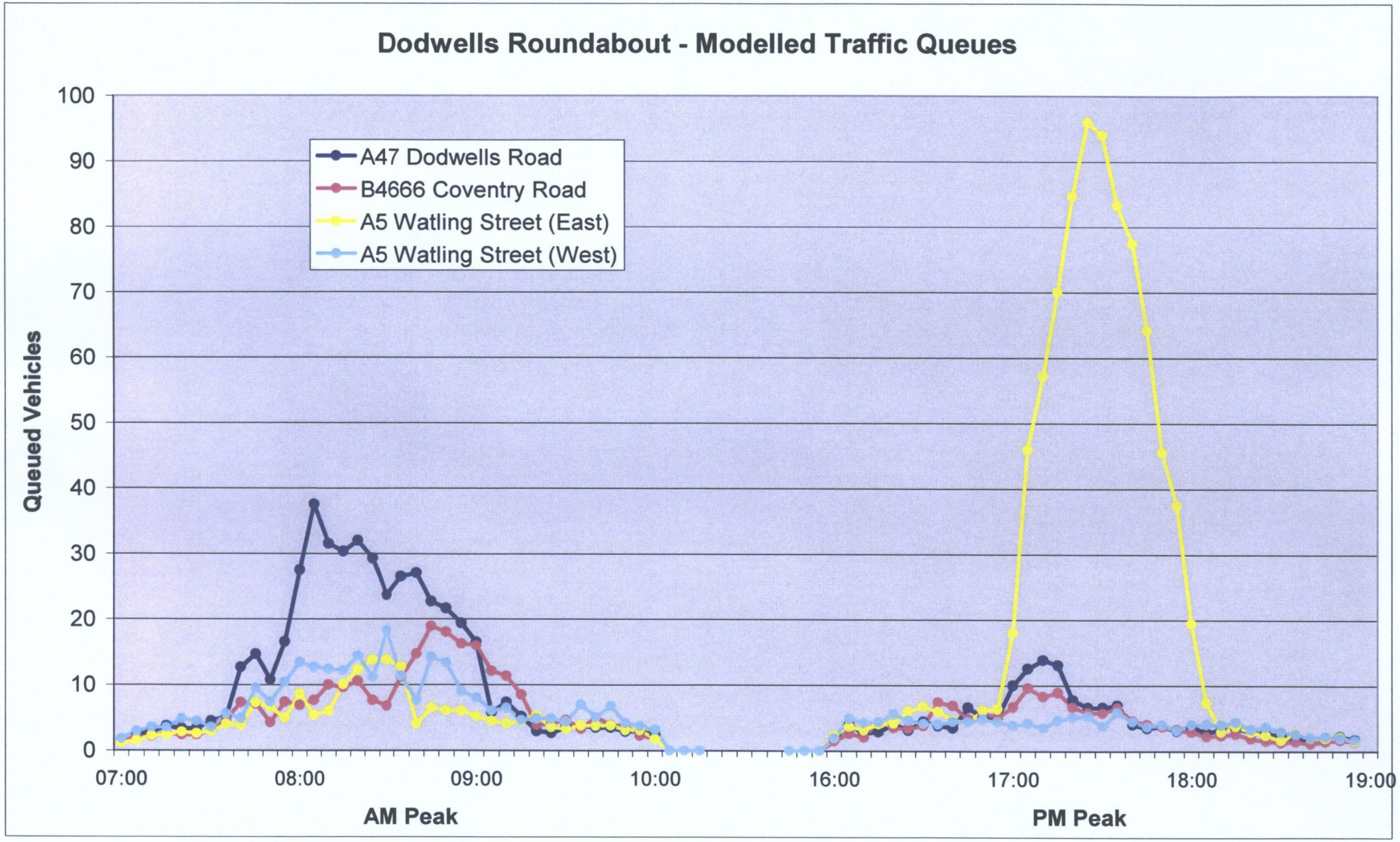
2009 Base Year
PM Peak (16:00 - 19:00)

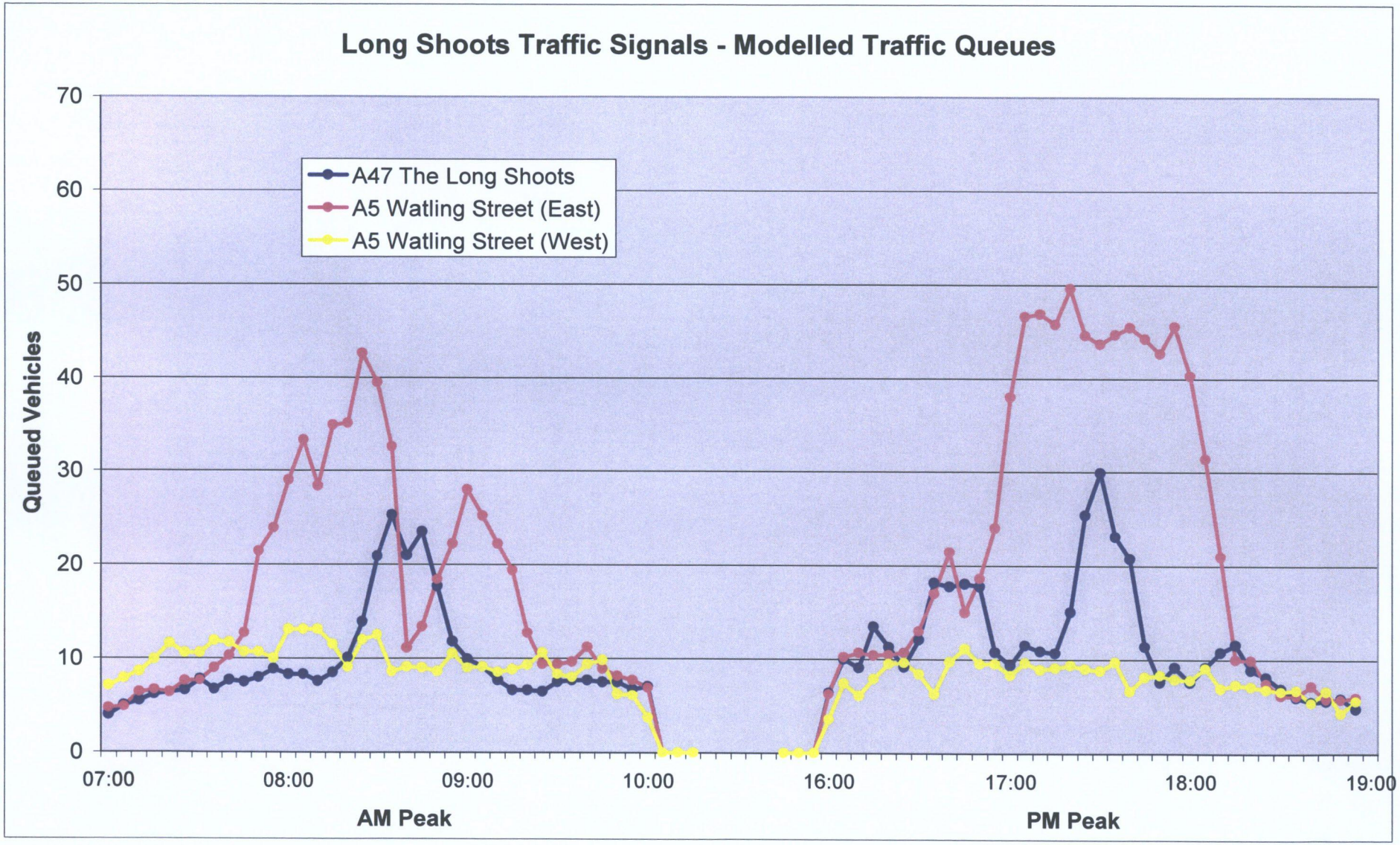


PROFILE	DESCRIPTION
1	LV's + Queues from A47 Dodwells Road
2	LV's + Queues from Coventry Road
3	LV's + Queues from A5 (East)
4	LV's + Queues from The Long Shoot
5	LV's + Queues from A5 (West)
6	Overall (LVs + Queues) 1 - 5
7	Overall (HVs + Queues) 1 - 5

5-MIN BEGINNING	PROFILE													
	1		2		3		4		5		6		7	
16:00	59	0.02	38	0.02	75	0.03	77	0.02	40	0.02	289	0.02	22	0.02
16:05	86	0.03	51	0.03	78	0.03	93	0.03	44	0.02	352	0.03	33	0.04
16:10	52	0.02	48	0.03	77	0.03	87	0.03	39	0.02	303	0.02	29	0.03
16:15	69	0.03	61	0.03	63	0.02	103	0.03	71	0.03	367	0.03	30	0.03
16:20	73	0.03	52	0.03	77	0.03	101	0.03	54	0.03	357	0.03	34	0.04
16:25	70	0.03	51	0.03	89	0.03	92	0.03	54	0.03	356	0.03	39	0.04
16:30	86	0.03	57	0.03	80	0.03	109	0.03	46	0.02	378	0.03	33	0.04
16:35	79	0.03	75	0.04	89	0.03	110	0.03	48	0.02	401	0.03	20	0.02
16:40	73	0.03	64	0.04	79	0.03	107	0.03	76	0.04	399	0.03	28	0.03
16:45	97	0.04	57	0.03	75	0.03	116	0.04	61	0.03	406	0.03	28	0.03
16:50	82	0.03	68	0.04	99	0.04	99	0.03	63	0.03	411	0.03	31	0.03
16:55	76	0.03	57	0.03	92	0.03	92	0.03	59	0.03	376	0.03	29	0.03
17:00	122	0.04	77	0.04	106	0.04	98	0.03	65	0.03	468	0.04	28	0.03
17:05	96	0.04	68	0.04	97	0.04	102	0.03	68	0.03	431	0.03	32	0.04
17:10	118	0.04	65	0.04	64	0.02	98	0.03	63	0.03	408	0.03	30	0.03
17:15	101	0.04	61	0.03	87	0.03	94	0.03	65	0.03	408	0.03	26	0.03
17:20	94	0.03	64	0.04	89	0.03	115	0.04	75	0.04	437	0.03	35	0.04
17:25	87	0.03	61	0.03	82	0.03	117	0.04	71	0.03	418	0.03	28	0.03
17:30	100	0.04	62	0.03	60	0.02	114	0.04	67	0.03	403	0.03	26	0.03
17:35	96	0.04	60	0.03	73	0.03	112	0.03	63	0.03	404	0.03	31	0.03
17:40	83	0.03	61	0.03	61	0.02	104	0.03	57	0.03	366	0.03	23	0.03
17:45	83	0.03	61	0.03	65	0.02	104	0.03	71	0.03	384	0.03	29	0.03
17:50	82	0.03	51	0.03	86	0.03	85	0.03	58	0.03	362	0.03	24	0.03
17:55	73	0.03	54	0.03	75	0.03	94	0.03	69	0.03	365	0.03	22	0.02
18:00	70	0.03	56	0.03	76	0.03	91	0.03	68	0.03	361	0.03	20	0.02
18:05	74	0.03	43	0.02	95	0.03	97	0.03	74	0.04	383	0.03	23	0.03
18:10	65	0.02	42	0.02	67	0.02	94	0.03	55	0.03	323	0.03	18	0.02
18:15	65	0.02	42	0.02	97	0.04	80	0.02	64	0.03	348	0.03	21	0.02
18:20	65	0.02	41	0.02	74	0.03	71	0.02	43	0.02	294	0.02	13	0.01
18:25	53	0.02	23	0.01	64	0.02	60	0.02	52	0.03	252	0.02	15	0.02
18:30	60	0.02	27	0.01	47	0.02	62	0.02	52	0.03	248	0.02	14	0.02
18:35	49	0.02	28	0.02	77	0.03	55	0.02	29	0.01	238	0.02	22	0.02
18:40	47	0.02	21	0.01	64	0.02	64	0.02	40	0.02	236	0.02	14	0.02
18:45	52	0.02	26	0.01	56	0.02	54	0.02	44	0.02	232	0.02	13	0.01
18:50	55	0.02	30	0.02	53	0.02	52	0.02	39	0.02	229	0.02	13	0.01
18:55	48	0.02	24	0.01	41	0.02	40	0.01	32	0.02	185	0.01	15	0.02
TOTAL	2740	1.00	1827	1.00	2729	1.00	3243	1.00	2039	1.00	####	1.00	891	1.00

Appendix E


Dodwells Roundabout - Modelled Traffic Queues
Queued Vehicles
100
90
80
70
60
50
40
30
20
10
0
A47 Dodwells Road
B4666 Coventry Road
A5 Watling Street (East)
A5 Watling Street (West)
07:00
08:00
09:00
10:00
16:00
17:00
18:00
19:00
AM Peak
PM Peak


Long Shoots Traffic Signals - Modelled Traffic Queues
A47 The Long Shoots
A5 Watling Street (East)
A5 Watling Street (West)
Queued Vehicles
70
60
50
40
30
20
10
0
07:00
08:00
09:00
10:00
16:00
17:00
18:00
19:00
AM Peak
PM Peak

Appendix F

TRAFFIC FLOW VALIDATION

Time Period: AM Peak Hour (08:00-09:00)

Matrix: Lights (Cars & LGV's)

Junction / Approach	Movement	Observed Flow	Modelled Flow	Diff	% Diff	GEH	DMRB Criteria
Dodwells Roundabout:							
A47 Dodwells Road Approach	turncount 2:5 to 12:3	76	70	-6	-7.9%	0.7	✓
	turncount 2:5 to 9:4	138	171	33	23.9%	2.7	✓
	turncount 2:5 to 7:1	407	449	42	10.3%	2.0	✓
A5 Watling Street (West) Approach	turncount 1:6 to 0:2	309	340	31	10.0%	1.7	✓
	turncount 1:6 to 12:3	329	310	-19	-5.8%	1.1	✓
	turncount 1:6 to 9:4	718	783	65	9.1%	2.4	✓
A5 Watling Street (East) Approach	turncount 4:8 to 7:1	552	518	-34	-6.2%	1.5	✓
	turncount 4:8 to 0:2	119	147	28	23.5%	2.4	✓
	turncount 4:8 to 12:3	12	20	8	66.7%	2.0	✓
B4666 Coventry Road Approach	turncount 3:10 to 9:4	18	31	13	72.2%	2.6	✓
	turncount 3:10 to 7:1	368	385	17	4.6%	0.9	✓
	turncount 3:10 to 0:2	50	59	9	18.0%	1.2	✓
Longshoots Traffic Signals							
A47 Longshoots Approach	turncount 30:29 to 29:35	698	774	76	10.9%	2.8	✓
	turncount 30:29 to 29:36	76	62	-14	-18.4%	1.7	✓
A5 Watling Street (East) Approach	turncount 35:30 to 30:42	811	727	-84	-10.4%	3.0	✓
	turncount 35:29 to 29:36	621	624	3	0.5%	0.1	✓
A5 Watling Street (West) Approach	turncount 36:29 to 29:35	667	662	-5	-0.7%	0.2	✓
	turncount 36:29 to 29:30	51	40	-11	-21.6%	1.6	✓
	TOTAL	**6020**	**6172**	152	2.5%	1.9	✓

TRAFFIC FLOW VALIDATION

Time Period: AM Peak Hour (08:00-09:00)

Matrix: Heavys (OGV1, OGV2 & Coaches/Buses)

Junction / Approach	Movement	Observed Flow	Modelled Flow	Diff	% Diff	GEH	DMRB Criteria
Dodwells Roundabout:							
A47 Dodwells Road Approach	turncount 2:5 to 12:3	5	7	2	40.0%	0.8	✓
	turncount 2:5 to 9:4	23	34	11	47.8%	2.1	✓
	turncount 2:5 to 7:1	60	42	-18	-30.0%	2.5	✓
A5 Watling Street (West) Approach	turncount 1:6 to 0:2	31	38	7	22.6%	1.2	✓
	turncount 1:6 to 12:3	15	20	5	33.3%	1.2	✓
	turncount 1:6 to 9:4	114	123	9	7.9%	0.8	✓
A5 Watling Street (East) Approach	turncount 4:8 to 7:1	76	83	7	9.2%	0.8	✓
	turncount 4:8 to 0:2	21	25	4	19.0%	0.8	✓
	turncount 4:8 to 12:3	3	5	2	66.7%	1.0	✓
B4666 Coventry Road Approach	turncount 3:10 to 9:4	6	6	0	0.0%	0.0	✓
	turncount 3:10 to 7:1	16	18	2	12.5%	0.5	✓
	turncount 3:10 to 0:2	1	3	2	200.0%	1.4	✓
Longshoots Traffic Signals							
A47 Longshoots Approach	turncount 30:29 to 29:35	78	82	4	5.1%	0.4	✓
	turncount 30:29 to 29:36	7	5	-2	-28.6%	0.8	✓
A5 Watling Street (East) Approach	turncount 35:30 to 30:42	44	42	-2	-4.5%	0.3	✓
	turncount 35:29 to 29:36	118	99	-19	-16.1%	1.8	✓
A5 Watling Street (West) Approach	turncount 36:29 to 29:35	83	99	16	19.3%	1.7	✓
	turncount 36:29 to 29:30	8	5	-3	-37.5%	1.2	✓
	TOTAL	**709**	**736**	27	3.8%	1.0	✓

TRAFFIC FLOW VALIDATION

Time Period: PM Peak Hour (17:00-18:00)

Matrix: Lights (Cars & LGV's)

Junction / Approach	Movement	Observed Flow	Modelled Flow	Diff	% Diff	GEH	DMRB Criteria
Dodwells Roundabout:							
A47 Dodwells Road Approach	turncount 2:5 to 12:3	81	101	20	24.7%	2.1	✓
	turncount 2:5 to 9:4	204	200	-4	-2.0%	0.3	✓
	turncount 2:5 to 7:1	453	489	36	7.9%	1.7	✓
A5 Watling Street (West) Approach	turncount 1:6 to 0:2	499	477	-22	-4.4%	1.0	✓
	turncount 1:6 to 12:3	423	417	-6	-1.4%	0.3	✓
	turncount 1:6 to 9:4	520	495	-25	-4.8%	1.1	✓
A5 Watling Street (East) Approach	turncount 4:8 to 7:1	492	526	34	6.9%	1.5	✓
	turncount 4:8 to 0:2	111	136	25	22.5%	2.2	✓
	turncount 4:8 to 12:3	11	21	10	90.9%	2.5	✓
B4666 Coventry Road Approach	turncount 3:10 to 9:4	36	44	8	22.2%	1.3	✓
	turncount 3:10 to 7:1	407	418	11	2.7%	0.5	✓
	turncount 3:10 to 0:2	69	73	4	5.8%	0.5	✓
Longshoots Traffic Signals							
A47 Longshoots Approach	turncount 30:29 to 29:35	893	846	-47	-5.3%	1.6	✓
	turncount 30:29 to 29:36	64	76	12	18.8%	1.4	✓
A5 Watling Street (East) Approach	turncount 35:30 to 30:42	826	737	-89	-10.8%	3.2	✓
	turncount 35:29 to 29:36	527	690	163	30.9%	6.6	✗
A5 Watling Street (West) Approach	turncount 36:29 to 29:35	564	529	-35	-6.2%	1.5	✓
	turncount 36:29 to 29:30	65	68	3	4.6%	0.4	✓
	TOTAL	**6245**	**6343**	98	1.6%	1.2	✓

TRAFFIC FLOW VALIDATION

Time Period: PM Peak Hour (17:00-18:00)

Matrix: Heavys (OGV1, OGV2 & Coaches/Buses)

Junction / Approach	Movement	Observed Flow	Modelled Flow	Diff	% Diff	GEH	DMRB Criteria
Dodwells Roundabout:							
A47 Dodwells Road Approach	turncount 2:5 to 12:3	1	5	4	400.0%	2.3	✓
	turncount 2:5 to 9:4	17	18	1	5.9%	0.2	✓
	turncount 2:5 to 7:1	20	23	3	15.0%	0.6	✓
A5 Watling Street (West) Approach	turncount 1:6 to 0:2	15	20	5	33.3%	1.2	✓
	turncount 1:6 to 12:3	20	18	-2	-10.0%	0.5	✓
	turncount 1:6 to 9:4	61	64	3	4.9%	0.4	✓
A5 Watling Street (East) Approach	turncount 4:8 to 7:1	62	61	-1	-1.6%	0.1	✓
	turncount 4:8 to 0:2	15	28	13	86.7%	2.8	✓
	turncount 4:8 to 12:3	1	2	1	100.0%	0.8	✓
B4666 Coventry Road Approach	turncount 3:10 to 9:4	4	4	0	0.0%	0.0	✓
	turncount 3:10 to 7:1	9	13	4	44.4%	1.2	✓
	turncount 3:10 to 0:2	2	6	4	200.0%	2.0	✓
Longshoots Traffic Signals							
A47 Longshoots Approach	turncount 30:29 to 29:35	39	37	-2	-5.1%	0.3	✓
	turncount 30:29 to 29:36	1	4	3	300.0%	1.9	✓
A5 Watling Street (East) Approach	turncount 35:30 to 30:42	18	24	6	33.3%	1.3	✓
	turncount 35:29 to 29:36	77	72	-5	-6.5%	0.6	✓
A5 Watling Street (West) Approach	turncount 36:29 to 29:35	65	65	0	0.0%	0.0	✓
	turncount 36:29 to 29:30	6	6	0	0.0%	0.0	✓
	TOTAL	**433**	**470**	37	8.5%	1.7	✓

Appendix G

C540 - Journey Time Summary Tables

AM Period

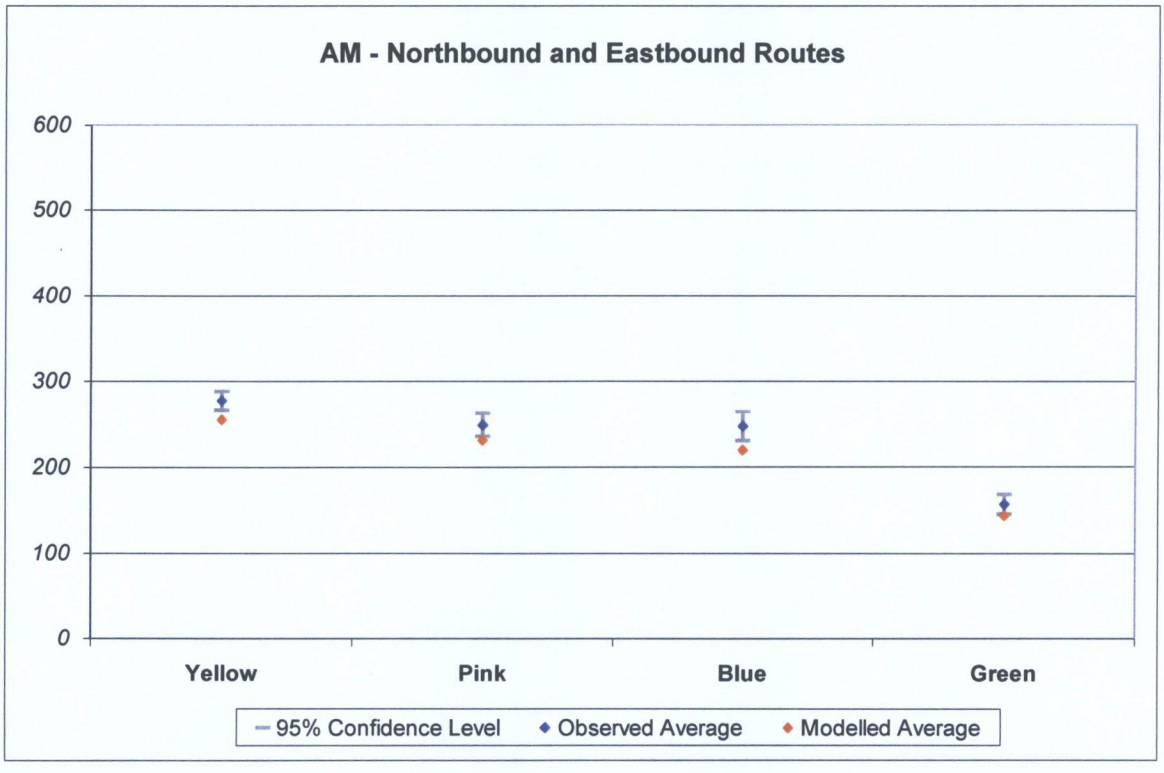
Route	Route Direction	Observed Average	Model Average	Difference	% Difference	DMRB	95% Confidence Limits		Range	
							Low	High	Low	High
Yellow	Eastbound	277	255	-22	-7.9%	✓	266	288	256	287
	Westbound	308	291	-17	-5.5%	✓	254	362	221	387
Pink	Northbound	249	231	-18	-7.2%	✓	236	262	233	274
	Southbound	289	260	-29	-10.0%	✓	202	376	227	465
Blue	Eastbound	247	220	-27	-10.9%	✓	230	264	226	271
	Westbound	280	290	10	3.6%	✓	249	311	250	326
Green	Northbound	157	144	-13	-8.3%	✓	145	169	139	174
	Southbound	189	169	-20	-10.6%	✓	140	238	147	258

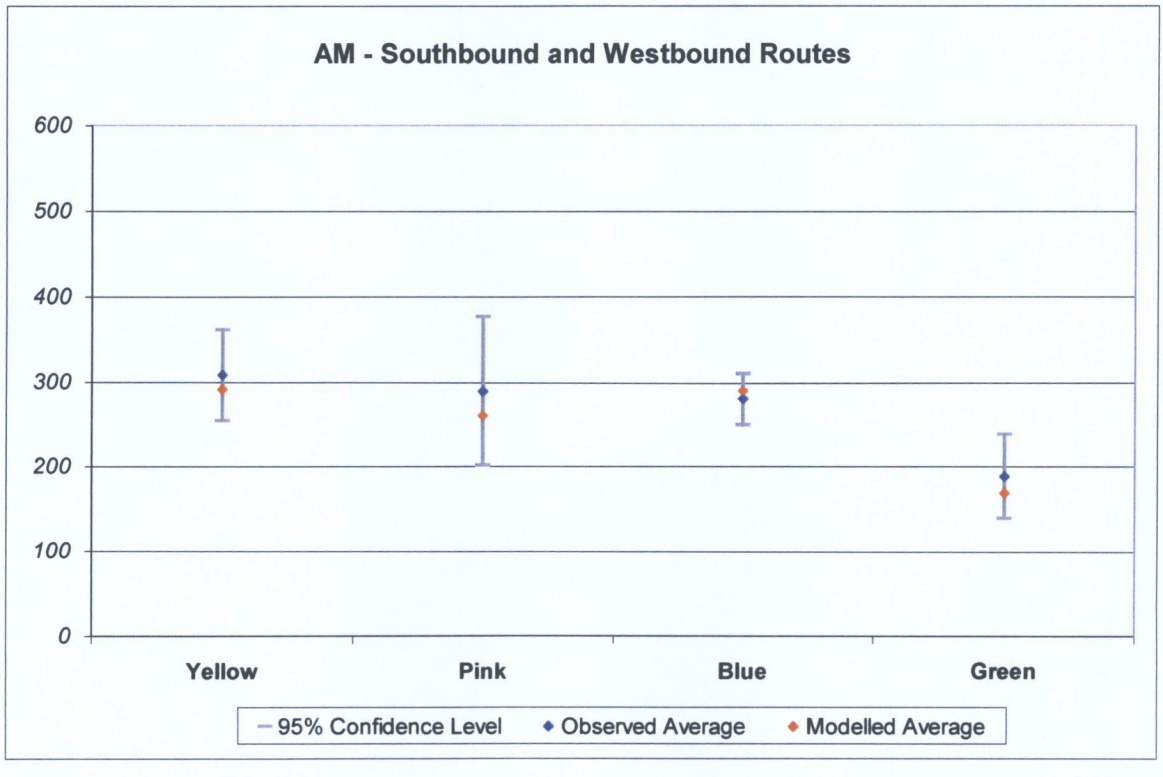
PM Period

Route	Route Direction	Observed Average	Model Average	Difference	% Difference	DMRB	95% Confidence Limits		Range	
							Low	High	Low	High
Yellow	Eastbound	265	249	-16	-6.0%	✓	225	305	209	311
	Westbound	410	382	-28	-6.8%	✓	311	509	256	533
Pink	Northbound	254	235	-19	-7.5%	✓	212	296	220	308
	Southbound	256	237	-19	-7.4%	✓	202	310	197	310
Blue	Eastbound	243	217	-26	-10.7%	✓	201	285	216	307
	Westbound	309	290	-19	-6.1%	✓	202	416	231	466
Green	Northbound	237	216	-21	-8.9%	✓	87	387	111	447
	Southbound	158	137	-21	-13.3%	✓	134	182	132	179

C540 - Journey Time Validation Graphs

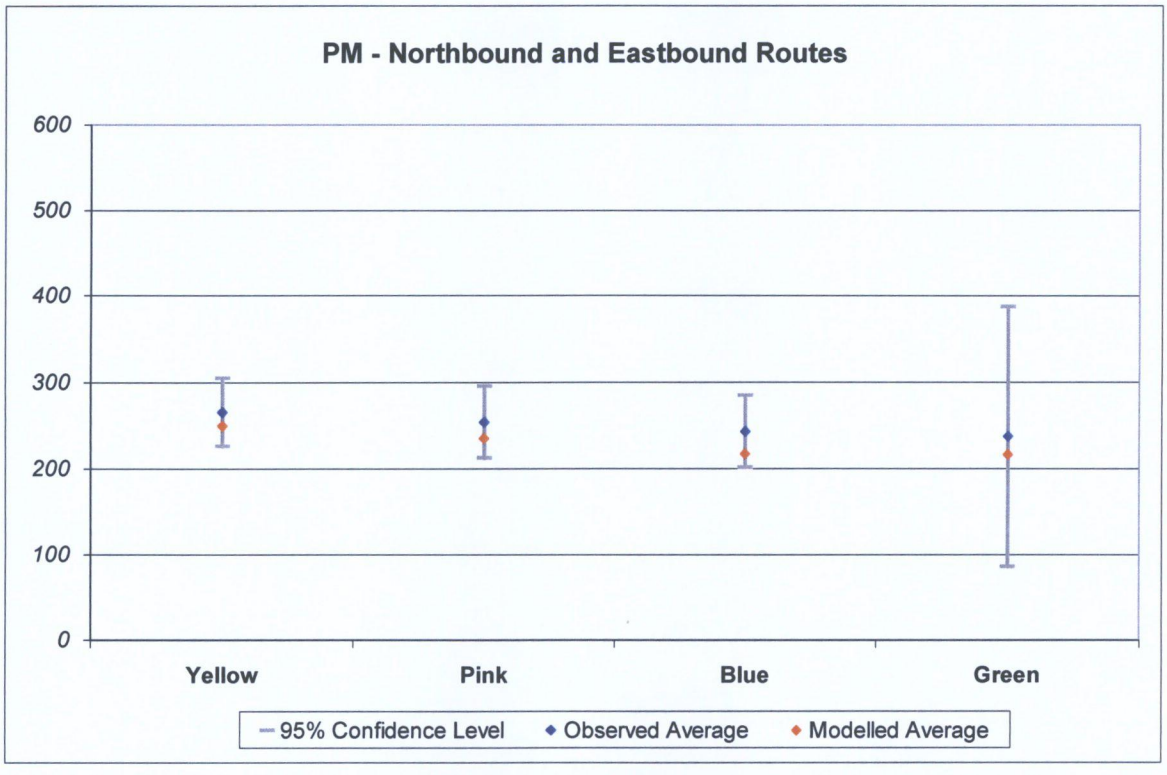
AM Peak

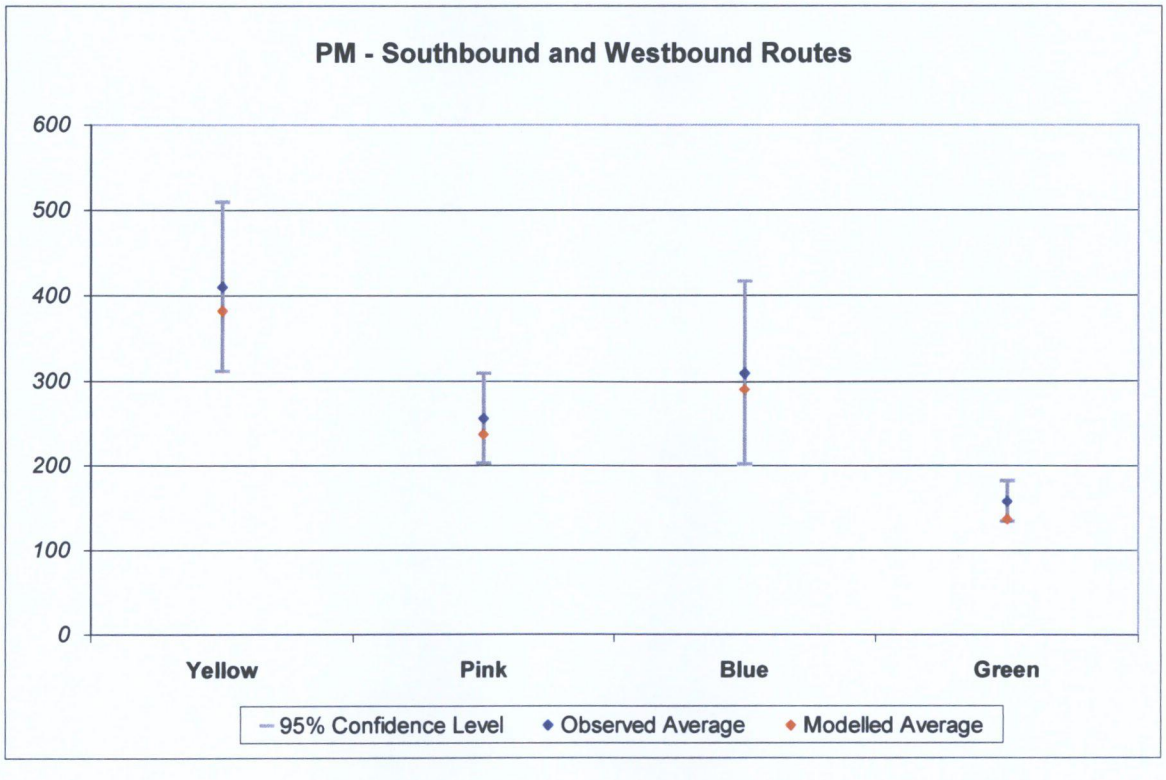




C540 - Journey Time Validation Graphs

PM Peak





Appendix H

Lane markings changed

Local earthworks to achieve level difference

EXit widened to allow 2 vehicle merge

Notes:

1. Drawing based on Oakes Survey Services Topographical Survey dated 25th September 2007.

PFA consulting

Station Yard Houses, Wrington Road
Swindon, SN3 4HC

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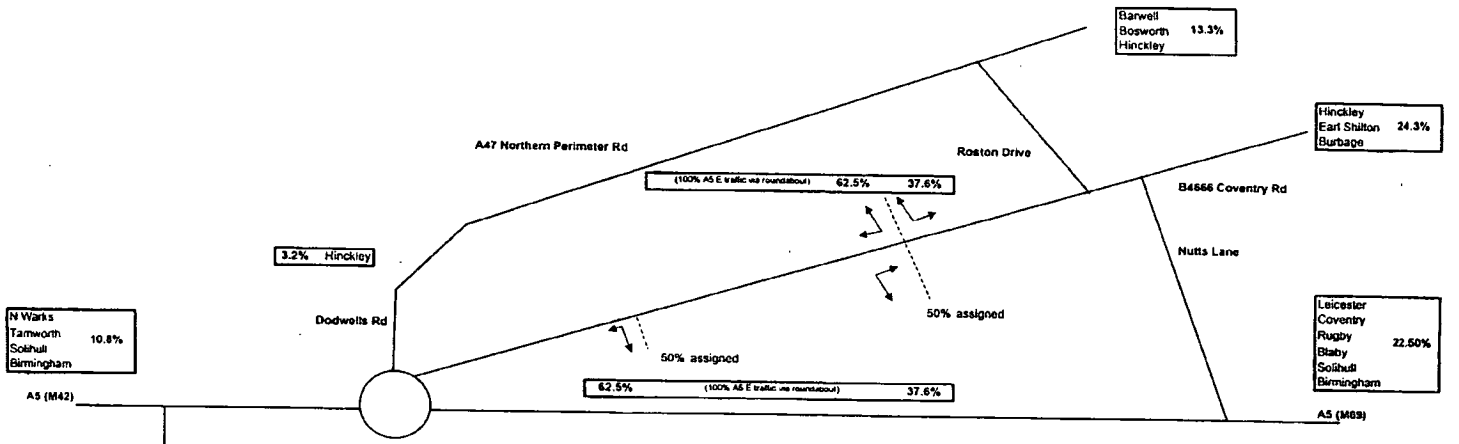
Client	
Crest Nicholson (Midlands) Ltd	
Project	
Dodwells Roundabout, Hinckley	
Drawing Title	
Proposed Improvements to Dodwells Roundabout	
Drawing No.	C240/1
Date	April 2008
Scale	1:200 @ A3
Drawn By	AJW
Checked By	CI
E-Mail	chrisw.cook@pfabc.com
File Ref.	C240/Drawings/C240_1.dwg

Rev	Date	Description	Initials
A	04.11.08	Carriageway kerbing amended	HK

Appendix I



Extract from TPK letter 26th August 1999

Location	% (P/d^1.5)
Hinckley	31.8%
Earl Shilton & Barwell	1.6%
Burbage	4.4%
Bosworth rural	3.0%
Nuneaton	23.3%
Bedworth	2.7%
Blaby	1.9%
Coventry	6.6%
Rugby	1.9%
Leicester	6.6%
North Warwickshire	3.3%
Tamworth	2.0%
Birmingham	6.6%
Solihull	2.4%
	100.1%

Coventry Road, Hinckley

Distribution for Development Traffic

WSP

TITLE:

Coventry Road, Hinckley

11050652

FIGURE No:

Appendix A

Y:\Coventry Rd, Hinckley 11050652\DRAWINGS\Graphics\Appendix A.dwg 10 Oct, 2006 - 10:42am

Appendix J

C540 Dodwells Roundabout, Hinckley
EME Site, Nutts Lane (Applications 06/01252/REM & 07/00759/REM)
Both B1/B2/B8

843 sqm B1/B2/B8
522 sqm of B1/B2/B8
886 sqm B1c

Each area represtents a separate application, as the areas are all on the same site they have been grouped together and assessed as an industrial estate

3hr AM Peak

	Arrivals	Departures	Total
Trip Rate per 100 sq m			
Industrial Estate	2.076	1.196	3.272
Trips	47	27	74

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%		22.5%	26.0%	10.8%	62.50%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			62.50%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		1				
B4666 Coventry Road	2	1		6	7	3	17
A5 Watling Street East	3		11				
A47 Long Shoots	4		12				
A5 Watling Street West	5		5				
Total			29				46

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
EME Site, Nutts Lane (Applications 06/01252/REM & 07/00759/REM)
Both B1/B2/B8

843 sqm B1/B2/B8
522 sqm of B1/B2/B8
886 sqm B1c

Each area represtents a separate application, as the areas are all on the same site they have been grouped together and assessed as an industrial estate

3hr PM Peak

	Arrivals	Departures	Total
Trip Rate per 100 sq m			
Industrial Estate	0.852	1.779	2.631
Trips	19	40	59

Distribution (through Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%		22.5%	26.0%	10.8%	62.50%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			62.50%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		1				
B4666 Coventry Road	2	1		9	10	4	25
A5 Watling Street East	3		4				
A47 Long Shoots	4		5				
A5 Watling Street West	5		2				
Total			12				37

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Jarvis Porter development (Application 07/00231/OUT)
9427 sq m A1
Transco existing so ignored
Trips towards Dodwells taken from TA/Addendum for Jarvis Porter prepared by WSP
50/50 split
Factored by TRICS for Retail Park from WSP TA (3)
3hr AM Peak

	Arrivals	Departures	Total
Trips	135	27	162

Factored up by 3 to 3-hour peak

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		7				
B4666 Coventry Road	2	1		10	11	5	27
A5 Watling Street East	3		49				
A47 Long Shoots	4		56				
A5 Watling Street West	5		23				
Total			135				162

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Jarvis Porter development (Application 07/00231/OUT)
9427 sq m A1
Transco existing so ignored
Trips towards Dodwells taken from TA/Addendum for Jarvis Porter prepared by WSP
50/50 split
Factored by TRICS for Retail Park from WSP TA (3)
3hr PM Peak

	Arrivals	Departures	Total
Trips	180	195	375

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		9				
B4666 Coventry Road	2	10		70	81	34	195
A5 Watling Street East	3		65				
A47 Long Shoots	4		75				
A5 Watling Street West	5		31				
Total			180				375

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Dennis House, 4 Hawley Road, Hinckley (Application 07/00742/OUT)
56 Sheltered Units

3hr AM Peak

	Arrivals	Departures	Total
Trip Rates	0.264	0.256	0.52
Trips	15	14	29

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%			26.0%	10.8%	40.00%
A5 Watling Street East	3						
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			40.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		0				
B4666 Coventry Road	2	0			4	2	6
A5 Watling Street East	3						
A47 Long Shoots	4		4				
A5 Watling Street West	5		2				
Total			6				12

Trips to/from A5 East via B4109

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Dennis House, 4 Hawley Road, Hinckley (Application 07/00742/OUT)
56 Sheltered Units

3hr PM Peak

	Arrivals	Departures	Total
Trip Rates	0.225	0.252	0.477
Trips	13	14	27

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%			26.0%	10.8%	40.00%
A5 Watling Street East	3						
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			40.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		0				
B4666 Coventry Road	2	0			4	2	6
A5 Watling Street East	3						
A47 Long Shoots	4		3				
A5 Watling Street West	5		1				
Total			5				11

Trips to/from A5 East via B4109

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
13 Apartments **310 Coventry Road, Hinckley (Application 05/00266)**
49 Homes **Recreation Ground, Brodick Road, Hinckley (Application 07/01030)**

3hr AM Peak

	Arrivals	Departures	Total
Flats	0.175	0.501	0.676
Homes	0.408	0.896	1.304
Trips	22	50	73

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1						
B4666 Coventry Road	2			22.5%	26.0%	10.8%	59.30%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			59.30%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1						
B4666 Coventry Road	2			11	13	5	30
A5 Watling Street East	3		5				
A47 Long Shoots	4		6				
A5 Watling Street West	5		2				
Total			13				43

Trips to/from Dowells Road via Brodick Road/Roston Drive

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
13 Apartments **310 Coventry Road, Hinckley (Application 05/00266)**
49 Homes **Recreation Ground, Brodick Road, Hinckley (Application 07/01030)**

3hr PM Peak

	Arrivals	Departures	Total
Flats	0.55	0.224	0.774
Homes	1.017	0.695	1.712
Trips	57	37	94

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1						
B4666 Coventry Road	2			22.5%	26.0%	10.8%	59.30%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			59.30%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1						
B4666 Coventry Road	2			8	10	4	22
A5 Watling Street East	3		13				
A47 Long Shoots	4		15				
A5 Watling Street West	5		6				
Total			34				56

Trips to/from Dowells Road via Brodick Road/Roston Drive

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Hollycroft Estate, Outlands Drive, Hinckley (Application 05/00335 - & 09/00140/REM)
322 Houses

3hr AM Peak

	Arrivals	Departures	Total
Trip Rates	0.408	0.896	1.304
Trips	131	289	420

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			22.5%	26.0%	10.8%	59.30%
B4666 Coventry Road	2						
A5 Watling Street East	3	22.5%					
A47 Long Shoots	4	26.0%					
A5 Watling Street West	5	10.8%					
Total		59.30%					

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			65	75	31	171
B4666 Coventry Road	2						
A5 Watling Street East	3	30					
A47 Long Shoots	4	34					
A5 Watling Street West	5	14					
Total		78					249

Trips to/from Coventry Road via Brodick Road/Roston Drive
Distribution from WSP report altered to reflect access to Hollycroft via Dodwells Road rather than Coventry Road

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Hollycroft Estate, Outlands Drive, Hinckley (Application 05/00335 - & 09/00140/REM)
322 Houses

3hr PM Peak

	Arrivals	Departures	Total
Trip Rates	1.017	0.695	1.712
Trips	327	224	551

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			22.5%	26.0%	10.8%	59.30%
B4666 Coventry Road	2						
A5 Watling Street East	3	22.5%					
A47 Long Shoots	4	26.0%					
A5 Watling Street West	5	10.8%					
Total		59.30%					

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			50	58	24	133
B4666 Coventry Road	2						
A5 Watling Street East	3	74					
A47 Long Shoots	4	85					
A5 Watling Street West	5	35					
Total		194					327

Trips to/from Coventry Road via Brodick Road/Roston Drive
Distribution from WSP report altered to reflect access to Hollycroft via Dodwells Road rather than Coventry Road

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Mouchel Parkman development Wheatfield Way (Application 07/00687)
2,338sqm B1 Office

3hr AM Peak

	Arrivals	Departures	Total
Trip Rates	3.635	0.839	4.474
Trips	85	20	105

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			22.5%	26.0%	10.8%	59.30%
B4666 Coventry Road	2						
A5 Watling Street East	3	22.5%					
A47 Long Shoots	4	26.0%					
A5 Watling Street West	5	10.8%					
Total		59.30%					

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			4	5	2	12
B4666 Coventry Road	2						
A5 Watling Street East	3	19					
A47 Long Shoots	4	22					
A5 Watling Street West	5	9					
Total		50					62

Trips to/from Coventry Road via Local Roads
Distribution from WSP report altered to reflect access via Dodwells Road rather than Coventry Road
PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Mouchel Parkman development Wheatfield Way (Application 07/00687)
2,338sqm B1 Office

3hr PM Peak

	Arrivals	Departures	Total
Trip Rates	0.757	3.08	3.837
Trips	18	72	90

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			22.5%	26.0%	10.8%	59.30%
B4666 Coventry Road	2						
A5 Watling Street East	3	22.5%					
A47 Long Shoots	4	26.0%					
A5 Watling Street West	5	10.8%					
Total		59.30%					

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1			16	19	8	43
B4666 Coventry Road	2						
A5 Watling Street East	3	4					
A47 Long Shoots	4	5					
A5 Watling Street West	5	2					
Total		10					53

Trips to/from Coventry Road via Local Roads
Distribution from WSP report altered to reflect access via Dodwells Road rather than Coventry Road

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Committed Development

Committed Development AM 3-hour peak

		1	2	3	4	5	Total
A47 Dodwells Road	1	0	9	69	80	33	192
B4666 Coventry Road	2	3	0	27	35	15	79
A5 Watling Street East	3	49	64	0	0	0	113
A47 Long Shoots	4	56	78	0	0	0	134
A5 Watling Street West	5	23	32	0	0	0	56
Total		131	183	96	115	48	574

Committed Development PM 3-hour peak

		1	2	3	4	5	Total
A47 Dodwells Road	1	0	10	67	77	32	186
B4666 Coventry Road	2	12	0	88	105	44	248
A5 Watling Street East	3	78	82	0	0	0	160
A47 Long Shoots	4	90	98	0	0	0	188
A5 Watling Street West	5	37	41	0	0	0	78
Total		216	231	154	182	76	859

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
422 Houses South of Coventry Road (Built-Out) to be Removed
422 Houses

3hr AM Peak

	Arrivals	Departures	Total
Total Trips	140	433	0
Trips to/from Dodwells	34	121	155

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		2				
B4666 Coventry Road	2	6		44	50	21	121
A5 Watling Street East	3		12				
A47 Long Shoots	4		14				
A5 Watling Street West	5		6				
Total			34				155

Distribution is the same as used for Greyhounds as data is taken for Waterside Park
Trip Generation is also taken from Greyhound Stadium Counts (5-day Av. ATC's)

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
422 Houses South of Coventry Road (Built-Out) to be Removed
422 Houses

3hr PM Peak

	Arrivals	Departures	Total
Total Trips	482	262	0
Trips to/from Dodwells	159	73	232

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		8				
B4666 Coventry Road	2	4		26	31	13	73
A5 Watling Street East	3		57				
A47 Long Shoots	4		66				
A5 Watling Street West	5		28				
Total			159				232

Distribution is the same as used for Greyhounds as data is taken for Waterside Park
Trip Generation is also taken from Greyhound Stadium Counts (5-day Av. ATC's)

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley

Tungsten Park Development flows based on site GFA of 11,015sqm

3,312 sqm of B1 office
5,890 sqm of B2/B8
1,813 sqm of Car Sales/Rental

AM 3-hour peak

	Arrivals	Departures	Total
Trip Rate per 100 sq m			
B1 Office	3.635	0.839	4.474
Industrial Estate	2.076	1.196	3.272
Car Sales/Rental	2.316	0.907	3.223
Trips	285	115	399

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%		22.5%	26.0%	10.8%	62.50%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			62.50%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips from 11,015 sq m industrial (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		9				
B4666 Coventry Road	2	4		26	30	12	72
A5 Watling Street East	3		64				
A47 Long Shoots	4		74				
A5 Watling Street West	5		31				
Total			178				250

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley

Tungsten Park Development flows based on site GFA of 11,015sqm

3,312 sqm of B1 office
5,890 sqm of B1/B2/B8
1,813 sqm of Car Sales/Rental

PM 3-hour peak

	Arrivals	Departures	Total
Trip Rate per 100 sq m			
B1 Office	0.757	3.08	3.837
Industrial Estate	0.852	1.779	2.631
Car Showroom	0.957	1.964	2.921
Trips	93	242	335

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3.2%				
B4666 Coventry Road	2	3.2%		22.5%	26.0%	10.8%	62.50%
A5 Watling Street East	3		22.5%				
A47 Long Shoots	4		26.0%				
A5 Watling Street West	5		10.8%				
Total			62.50%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips from 11,015 sq m Industrial (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		3				
B4666 Coventry Road	2	8		55	63	26	152
A5 Watling Street East	3		21				
A47 Long Shoots	4		24				
A5 Watling Street West	5		10				
Total			58				209

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley

Greyhound Site - Distribution of trips at Dodwells Roundabout
Taken from Greyhound Stadium ATC's - 5-day Av
AM 3-hour peak

	Arrivals	Departures	Total
Trips	7	25	32

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		0				
B4666 Coventry Road	2	1		9	10	4	25
A5 Watling Street East	3		3				
A47 Long Shoots	4		3				
A5 Watling Street West	5		1				
Total			7				32

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley

Greyhound Site - Distribution of trips at Dodwells Roundabout
Taken from Greyhound Stadium ATC's - 5-day Av
PM 3-hour peak

	Arrivals	Departures	Total
Trips	32	16	48

Distribution (at Dodwells Roundabout Only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		5.1%				
B4666 Coventry Road	2	5.1%		36.0%	41.6%	17.3%	100.00%
A5 Watling Street East	3		36.0%				
A47 Long Shoots	4		41.6%				
A5 Watling Street West	5		17.3%				
Total			100.00%				

Source: WSP TS Addendum, March 2006, Appendix A

Distribution of trips (Dodwells only)

		1	2	3	4	5	Total
A47 Dodwells Road	1		2				
B4666 Coventry Road	2	1		6	7	3	16
A5 Watling Street East	3		12				
A47 Long Shoots	4		13				
A5 Watling Street West	5		6				
Total			32				48

PK
02 November 2009

C540 Dodwells Roundabout, Hinckley
Tungsten Park & Greyhound Stadium

Tungsten & Greyhound AM 3-hour peak

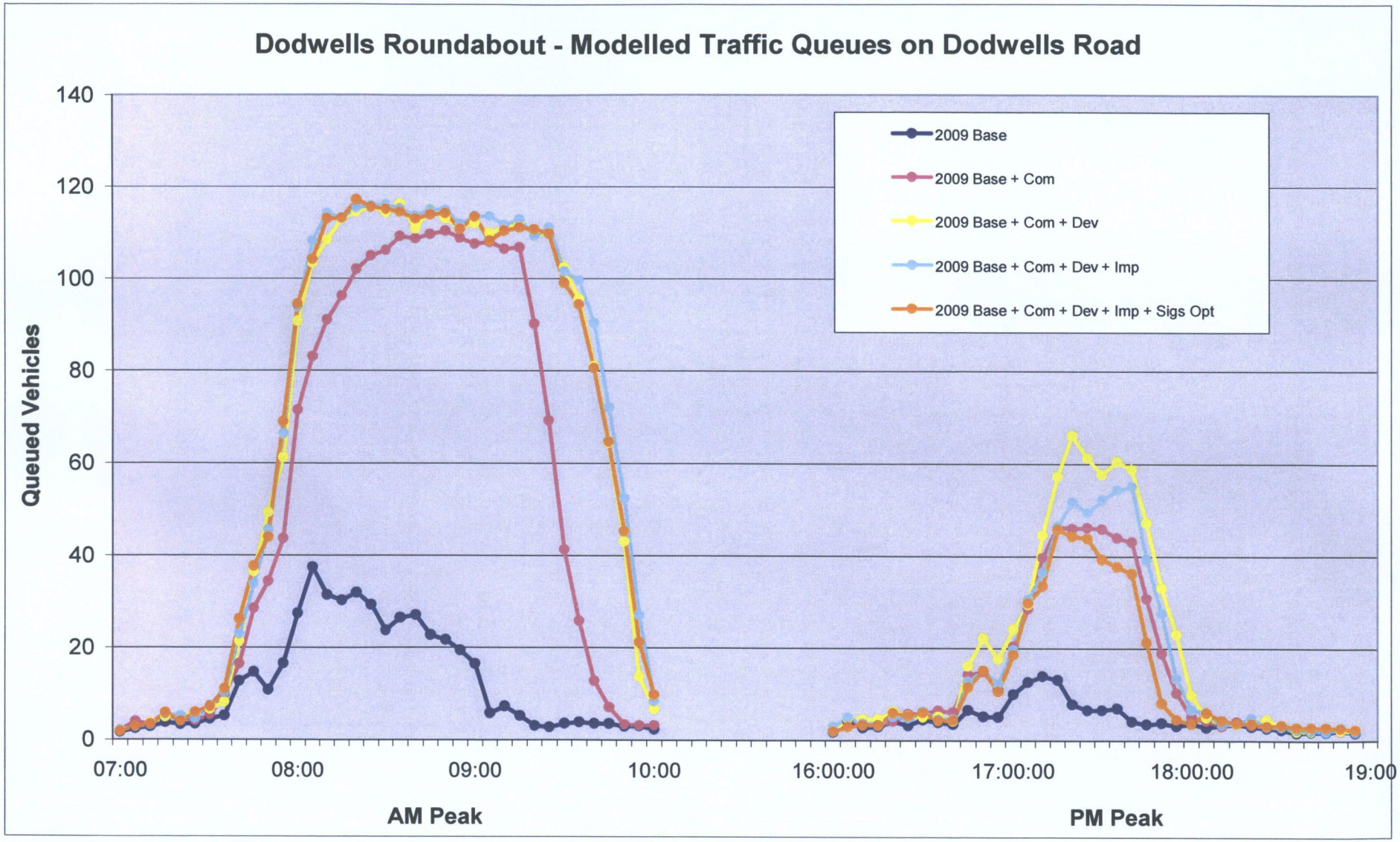
		1	2	3	4	5	Total
A47 Dodwells Road	1	0	9	0	0	0	9
B4666 Coventry Road	2	5	0	35	40	17	97
A5 Watling Street East	3	0	67	0	0	0	67
A47 Long Shoots	4	0	77	0	0	0	77
A5 Watling Street West	5	0	32	0	0	0	32
Total		5	185	35	40	17	282

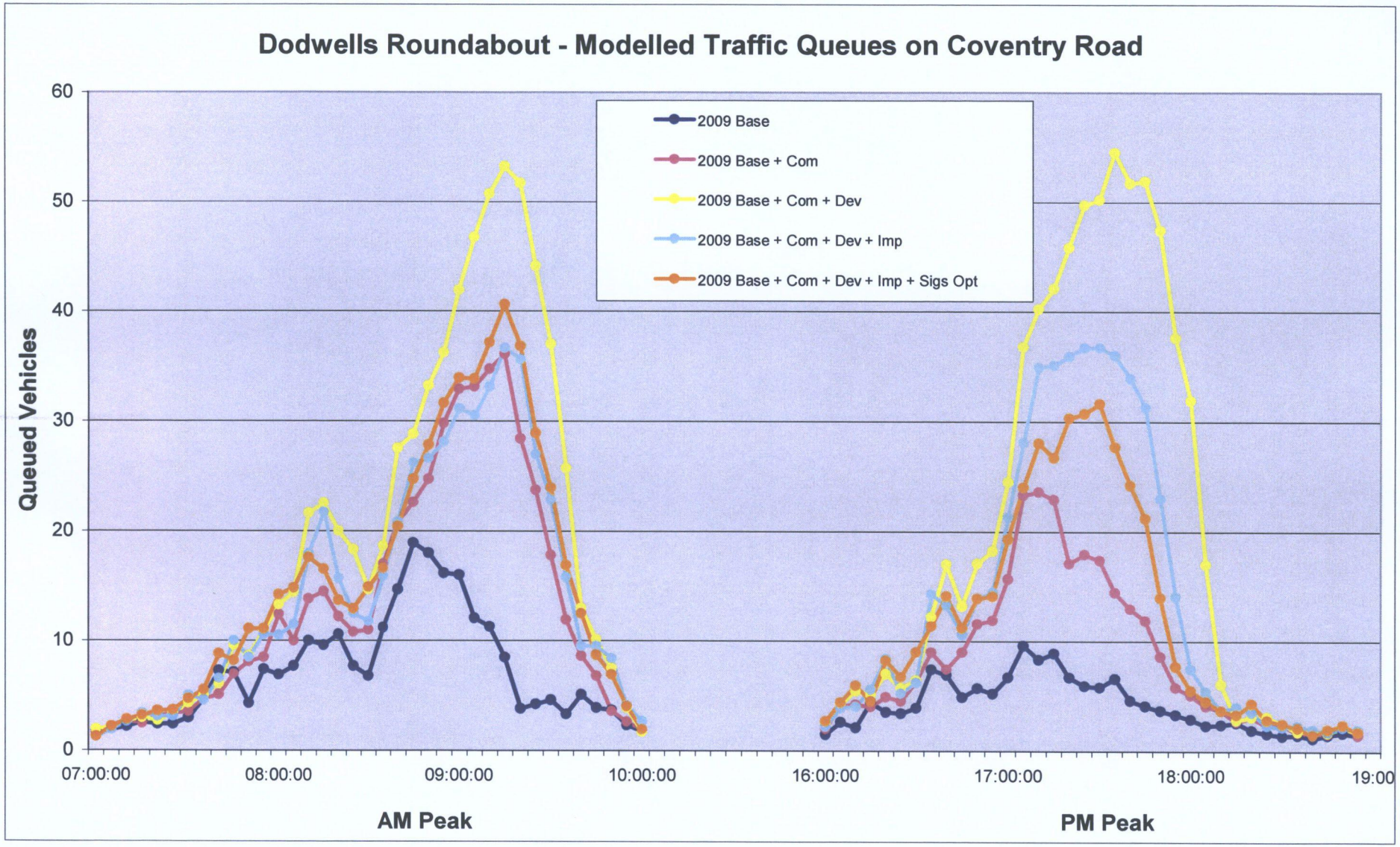
Tungsten & Greyhound PM 3-hour peak

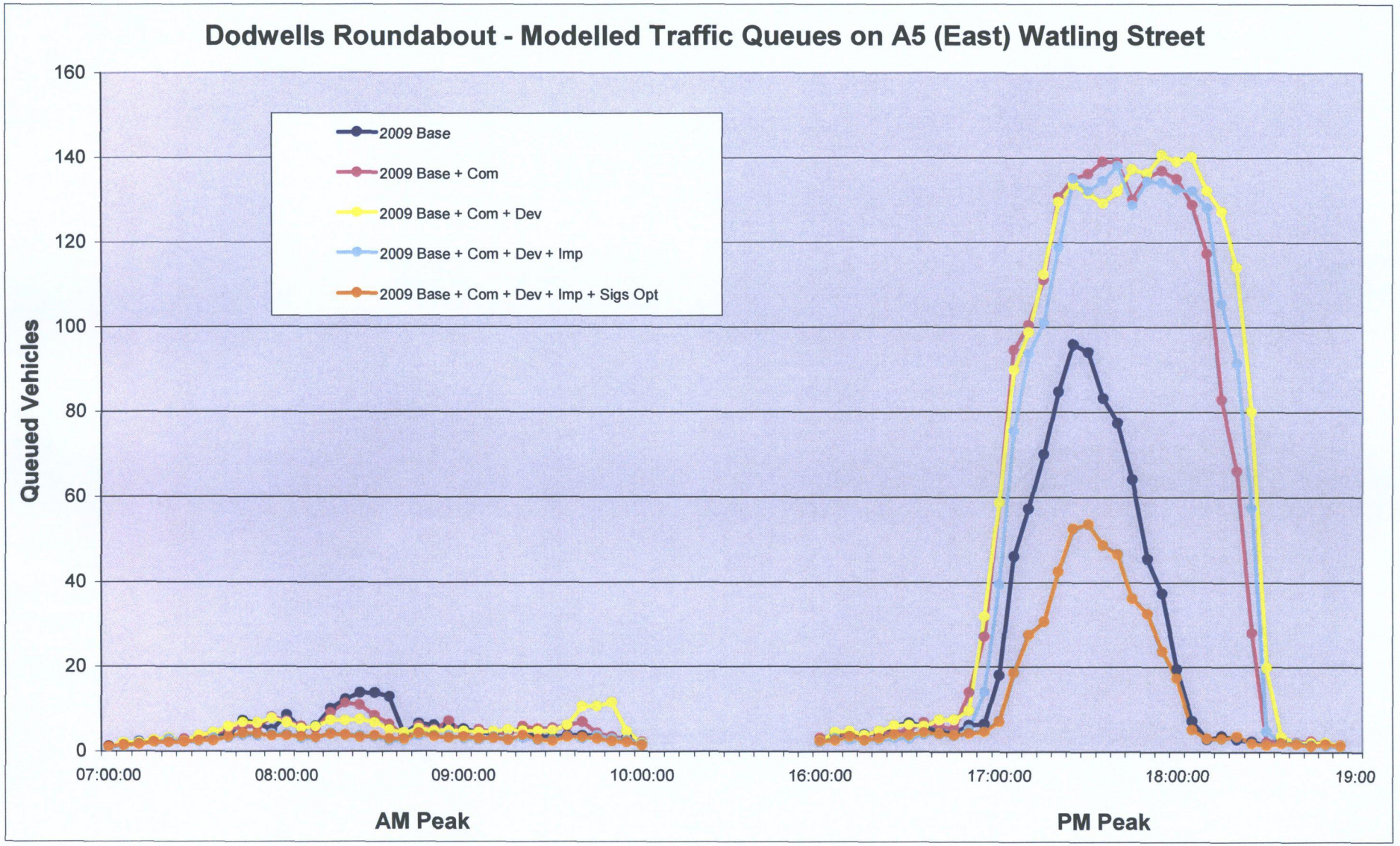
		1	2	3	4	5	Total
A47 Dodwells Road	1	0	5	0	0	0	5
B4666 Coventry Road	2	9	0	60	70	29	168
A5 Watling Street East	3	0	32	0	0	0	32
A47 Long Shoots	4	0	37	0	0	0	37
A5 Watling Street West	5	0	16	0	0	0	16
Total		9	90	60	70	29	257

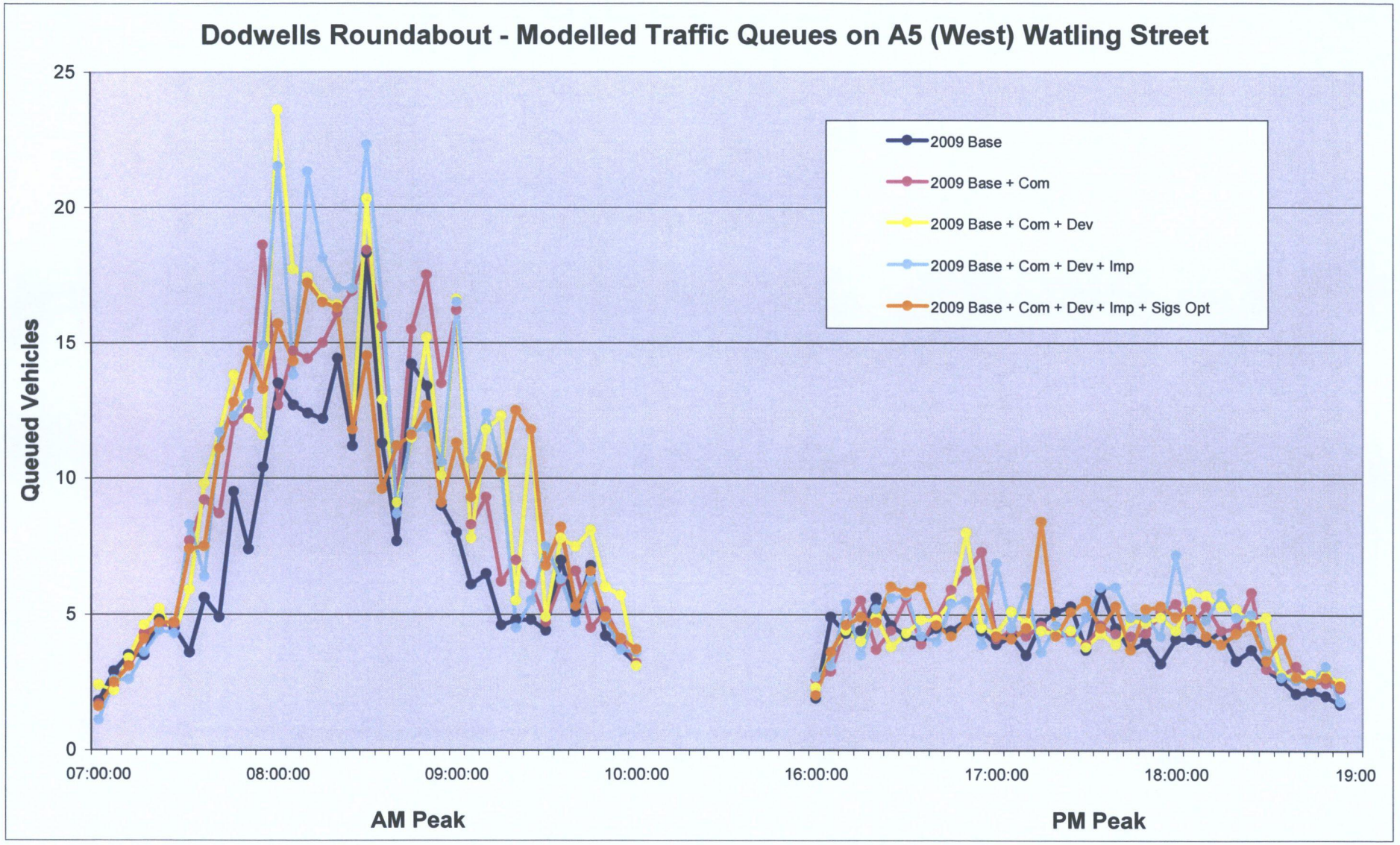
PK
02 November 2009

Appendix K

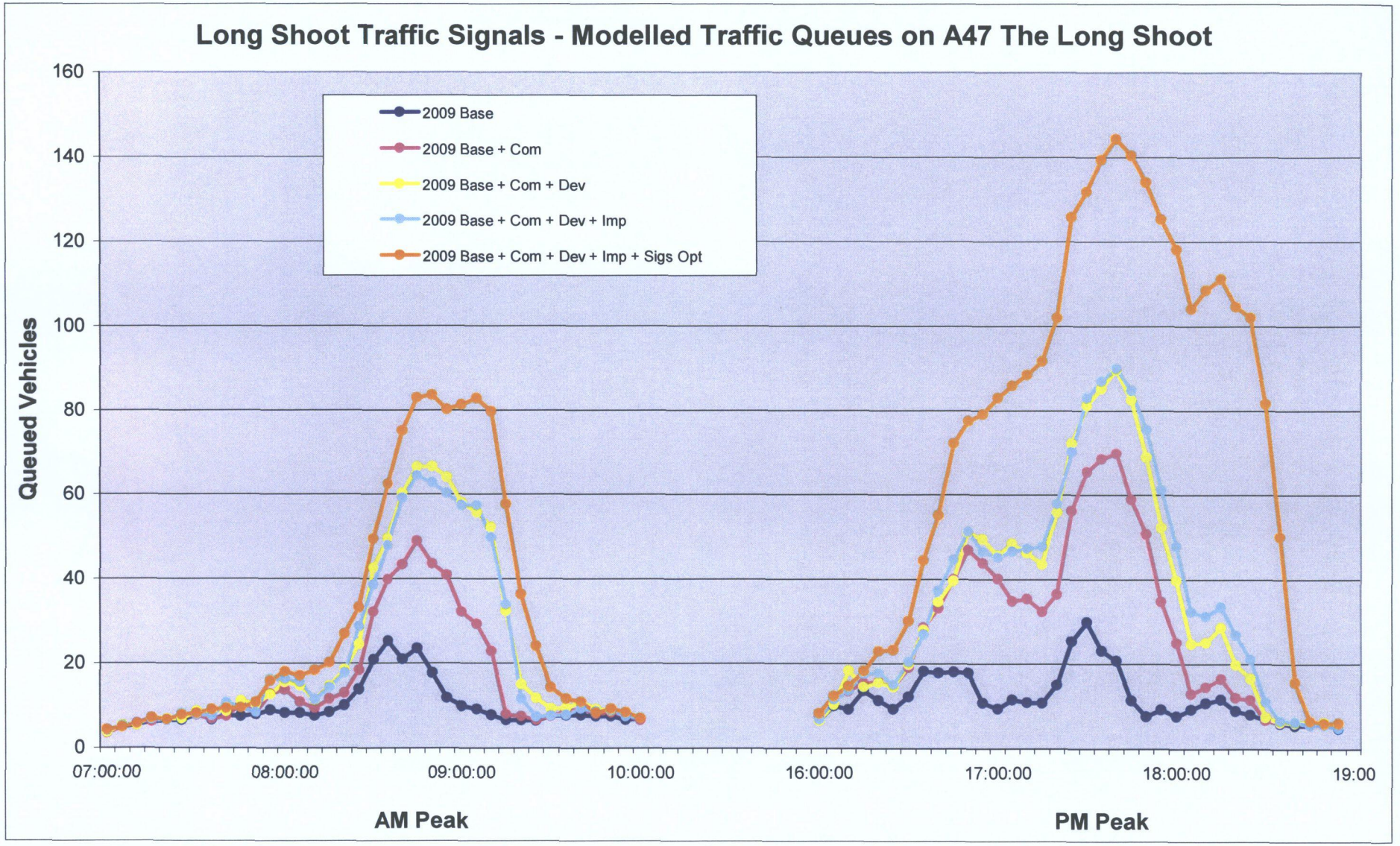

Dodwells Roundabout - Modelled Traffic Queues on Dodwells Road
Queued Vehicles
140
120
100
80
60
40
20
0
07:00
08:00
09:00
10:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt

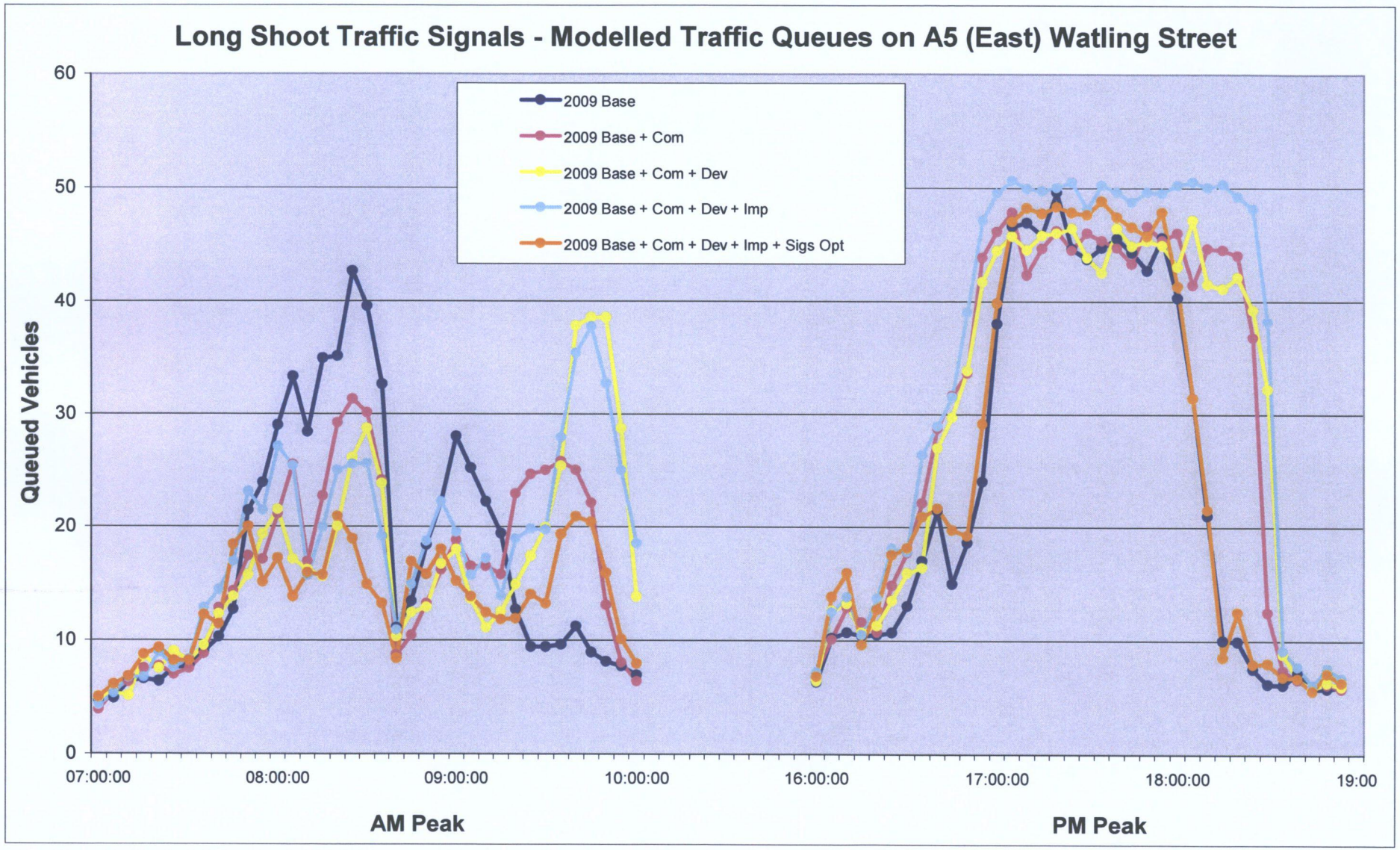

Dodwells Roundabout - Modelled Traffic Queues on Coventry Road
Queued Vehicles
60
50
40
30
20
10
0
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak

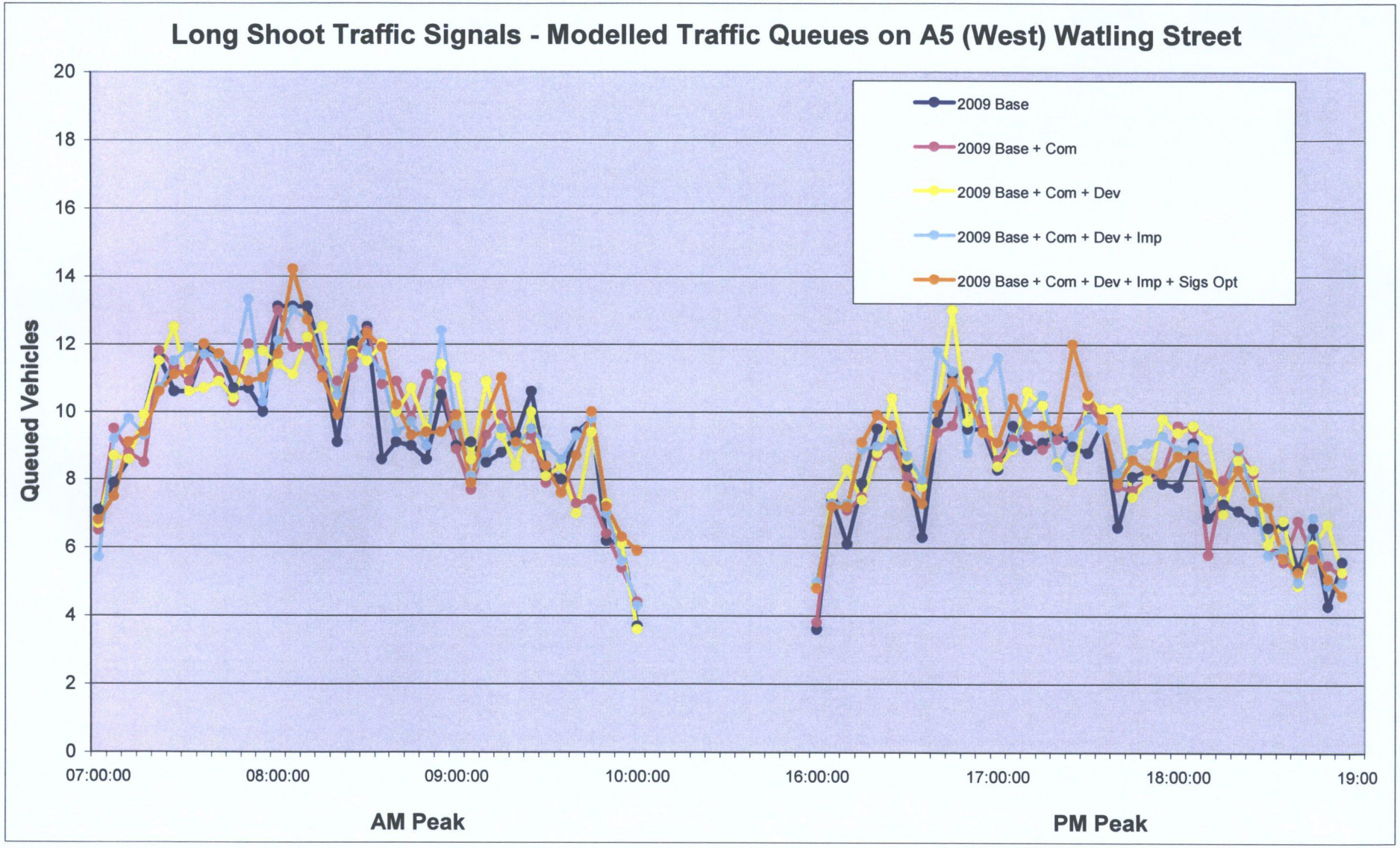

Dodwells Roundabout - Modelled Traffic Queues on A5 (East) Watling Street
Queued Vehicles
160
140
120
100
80
60
40
20
0
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak


Dodwells Roundabout - Modelled Traffic Queues on A5 (West) Watling Street
Queued Vehicles
25
20
15
10
5
0
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt

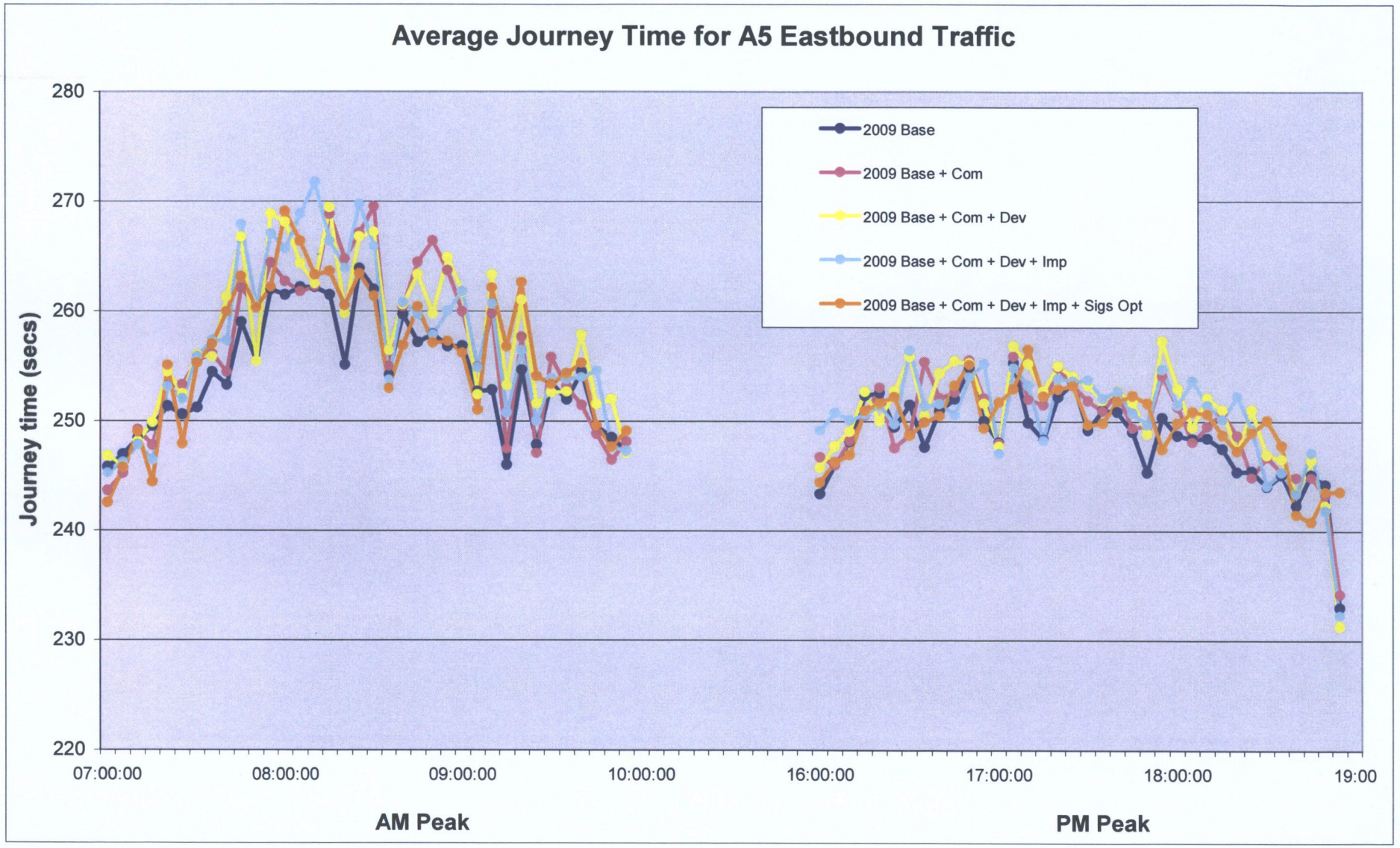
Appendix L

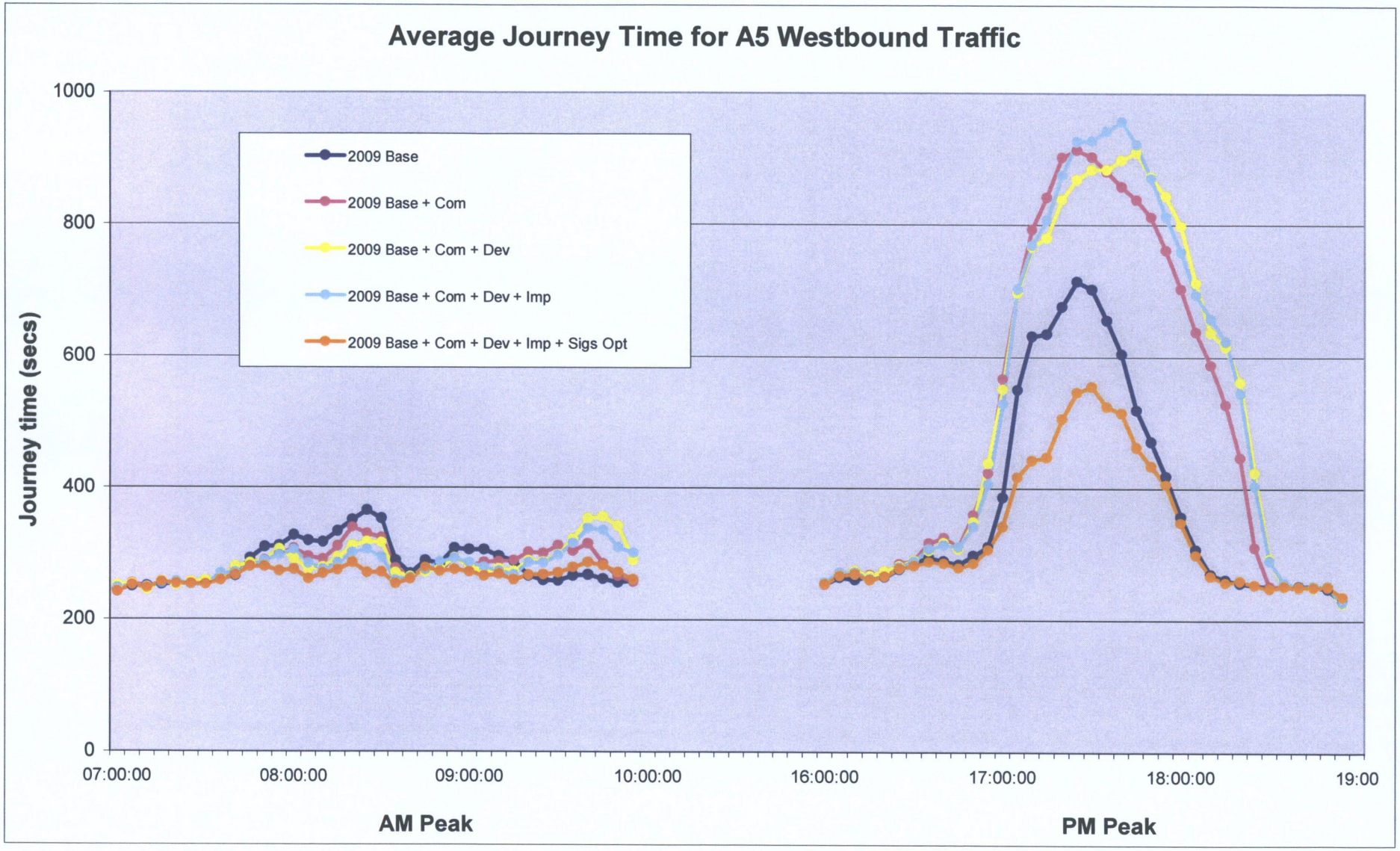

Long Shoot Traffic Signals - Modelled Traffic Queues on A47 The Long Shoot
Queued Vehicles
160
140
120
100
80
60
40
20
0
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak


Long Shoot Traffic Signals - Modelled Traffic Queues on A5 (East) Watling Street
Queued Vehicles
60
50
40
30
20
10
0
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak

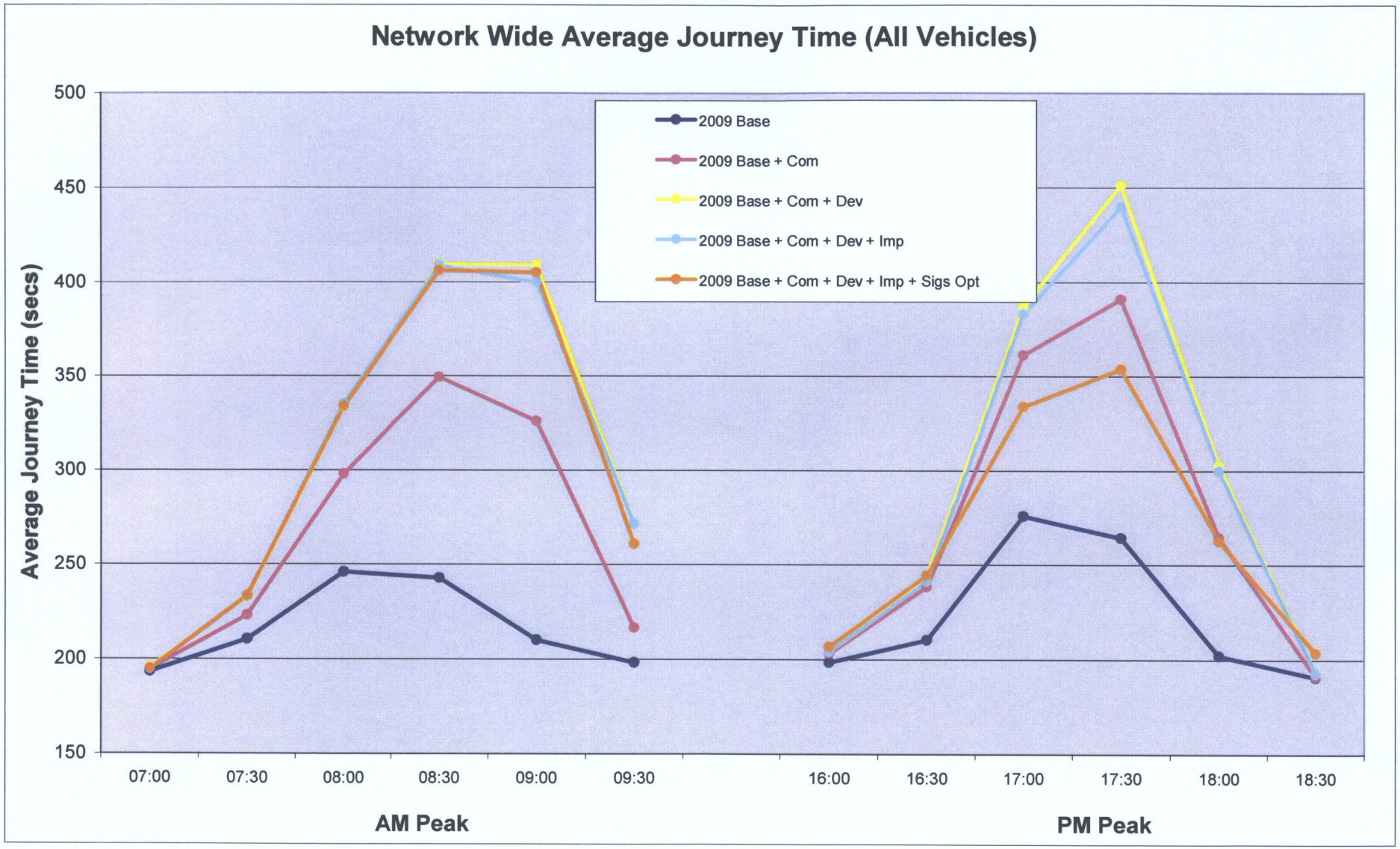

Long Shoot Traffic Signals - Modelled Traffic Queues on A5 (West) Watling Street
Queued Vehicles
0
2
4
6
8
10
12
14
16
18
20
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt

Appendix M


Average Journey Time for A5 Eastbound Traffic
Journey time (secs)
280
270
260
250
240
230
220
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt


Average Journey Time for A5 Westbound Traffic
Journey time (secs)
1000
800
600
400
200
0
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00:00
08:00:00
09:00:00
10:00:00
16:00:00
17:00:00
18:00:00
19:00
AM Peak
PM Peak

Appendix N


Network Wide Average Journey Time (All Vehicles)
Average Journey Time (secs)
500
450
400
350
300
250
200
150
2009 Base
2009 Base + Com
2009 Base + Com + Dev
2009 Base + Com + Dev + Imp
2009 Base + Com + Dev + Imp + Sigs Opt
07:00
07:30
08:00
08:30
09:00
09:30
16:00
16:30
17:00
17:30
18:00
18:30
AM Peak
PM Peak