

Spreadsheet Notes

An audit of the spreadsheet was undertaken to ensure all cells were linked (where appropriate) to enable the methodology to be followed, consequently some rounding error has been noticed and cell reference errors. To ensure consistency with the traffic flows presented in this spreadsheet and the junctions models sent with this spreadsheet, changes to traffic flows and the junction models re-run with these new flows are listed below.

Junction	Re-run	New Model	Explanation
PRTM Traffic Flows			
Coventry Road / Site Access (proposed site access junction)	✓		rounding error in distribution %
B578 Lutterworth Road / Passchendaele Drive priority junction	✓		rounding error in distribution %
A5 / Wolvey Road priority junction		✓	requested by National Highways
B4109 Rugby Road / Three Pots Road / Canberra Way roundabout	✓		cell reference error, flow revised for one movement
B4109 Rugby Road / Sketchley Road / Sketchley Lane roundabout	✓		rounding error in distribution %
B578 Lutterworth Road / Lychgate Lane priority junction	✓		cell reference error, flow revised for one movement
B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction (existing layout)			-
B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction (mitigation scheme)			-
A5 / B578 Lutterworth Road priority junction	✓		updated Junctions10 parameters / cell reference error, flow revised for one movement
2023 Traffic Surveys			
M69 Junction 1 signalised roundabout	✓		updated traffic growth using TEMPro v8.1
B4109 Rugby Road / Coventry Road priority junction (existing layout)	✓		rounding error in distribution %
B4109 Rugby Road / Coventry Road priority junction (mitigation scheme)	✓		rounding error in distribution %

For transparency the total traffic flow difference between the numbers presented in the submitted TA and this updated spreadsheet are listed below

Total traffic movements included witin the TA appendix

Junction	2021 / 2023		2026		2026 + Dev		2031		2031 + Dev	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Developed using furnessed PRTM Traffic Flows										
Coventry Road / Site Access (proposed site access junction)	436	471	479	535	831	813	490	556	842	838
B578 Lutterworth Road / Passchendaele Drive priority junction	419	418	649	595	732	677	790	651	873	733
A5 / Wolvey Road priority junction	2,172	2,224	2,119	2,322	2,132	2,332	2,152	2,401	2,165	2,411
B4109 Rugby Road / Three Pots Road / Canberra Way roundabout	1,978	1,938	2,208	2,067	2,309	2,154	2,198	2,111	2,299	2,200
B4109 Rugby Road / Sketchley Road / Sketchley Lane roundabout	1,489	1,632	1,780	1,845	1,838	1,891	1,782	1,918	1,840	1,964
B578 Lutterworth Road / Lychgate Lane priority junction	1,104	1,096	1,321	1,268	1,504	1,411	1,442	1,350	1,625	1,494
B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction	1,865	2,051	2,028	2,129	2,117	2,197	2,114	2,175	2,203	2,244
A5 / B578 Lutterworth Road priority junction	1,718	1,757	1,858	2,039	1,885	2,104	1,955	2,159	1,982	2,225
Developed using 2023 Traffic Surveys										
M69 Junction 1 signalised roundabout	4,232	4,564	4,346	4,696	4,427	4,769	4,523	4,905	4,604	4,978
B4109 Rugby Road / Coventry Road junction	1,795	2,121	2,066	2,292	2,227	2,426	-	-	-	-

Total traffic movements within this updated spreadsheet

Junction	2021 / 2023		2026		2026 + Dev		2031		2031 + Dev	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Developed using furnessed PRTM Traffic Flows										
Coventry Road / Site Access (proposed site access junction)	436	471	479	535	831	814	490	556	842	835
B578 Lutterworth Road / Passchendaele Drive priority junction	419	418	649	595	732	677	790	651	873	733
A5 / Wolvey Road priority junction	2,172	2,224	2,119	2,322	2,132	2,332	2,152	2,401	2,165	2,411
B4109 Rugby Road / Three Pots Road / Canberra Way roundabout	1,980	1,965	2,210	2,094	2,311	2,182	2,200	2,138	2,301	2,226
B4109 Rugby Road / Sketchley Road / Sketchley Lane roundabout	1,490	1,632	1,781	1,845	1,838	1,892	1,783	1,918	1,840	1,966
B578 Lutterworth Road / Lychgate Lane priority junction	1,108	1,095	1,325	1,267	1,513	1,411	1,446	1,349	1,634	1,493
B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction	1,865	2,051	2,028	2,129	2,117	2,197	2,114	2,175	2,203	2,243
A5 / B578 Lutterworth Road priority junction	1,717	1,757	1,857	2,039	1,900	2,110	1,954	2,159	1,997	2,230
Developed using 2023 Traffic Surveys										
M69 Junction 1 signalised roundabout	4,232	4,564	4,323	4,676	4,404	4,749	4,595	5,005	4,676	5,078
B4109 Rugby Road / Coventry Road junction	1,795	2,121	2,066	2,292	2,226	2,427	-	-	-	-

Difference

Junction	2021 / 2023		2026		2026 + Dev		2031		2031 + Dev	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Developed using furnessed PRTM Traffic Flows										
Coventry Road / Site Access (proposed site access junction)	-	-	-	-	-	-	-	-	-	-4
B578 Lutterworth Road / Passchendaele Drive priority junction	-	-	-	-	-	-	-	-	-	-
A5 / Wolvey Road priority junction	-	-	-	-	-	-	-	-	-	-
B4109 Rugby Road / Three Pots Road / Canberra Way roundabout	+2	+27	+2	+27	+3	+27	+2	+27	+3	+26
B4109 Rugby Road / Sketchley Road / Sketchley Lane roundabout	+1	-	+1	-	-	+1	+1	-	-	+2
B578 Lutterworth Road / Lychgate Lane priority junction	+3	-	+3	-	+8	-	+3	-	+8	-1
B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction	-	-	-	-	-	-	-	-	-	-1
A5 / B578 Lutterworth Road priority junction	-1	-	-1	-	+15	+6	-1	-	+15	+5
Developed using 2023 Traffic Surveys										
M69 Junction 1 signalised roundabout	-	-	-23	-20	-23	-20	+73	+100	+72	+100
B4109 Rugby Road / Coventry Road junction	-	-	-	-	-1	+1	-	-	-	-

TRIP GENERATION

Vehicle Trip Rates

Residential Trip Rates (Calculated from traffic count)			
Car Drivers	Arrivals	Departures	Two-Way
07:30 - 08:30	0.278	0.569	0.847
17:00 - 18:00	0.486	0.194	0.681

Note: Calculated from a traffic survey of Ambion Way, Burbage

Care Home Trip Rates (TRICS)			
Car Drivers	Arrivals	Departures	Two-Way
08:00 - 09:00	0.073	0.060	0.133
17:00 - 18:00	0.034	0.043	0.077

Committed Development Vehicle Trip Generation

Committed Development - Ambion Way (72dw)

	Arrivals	Departures	Two-Way
AM Peak Hour	20	41	61
PM Peak Hour	35	14	49

Committed Development - Canberra Way (93dw)

	Arrivals	Departures	Two-Way
AM Peak Hour	26	53	79
PM Peak Hour	45	18	63

Proposed Development Vehicle Trip Generation

Proposed Development - Flanders Close Access (55dw)

	Arrivals	Departures	Two-Way
AM Peak Hour	15	31	47
PM Peak Hour	27	11	37

Proposed Development - Coventry Road Access (378dw)

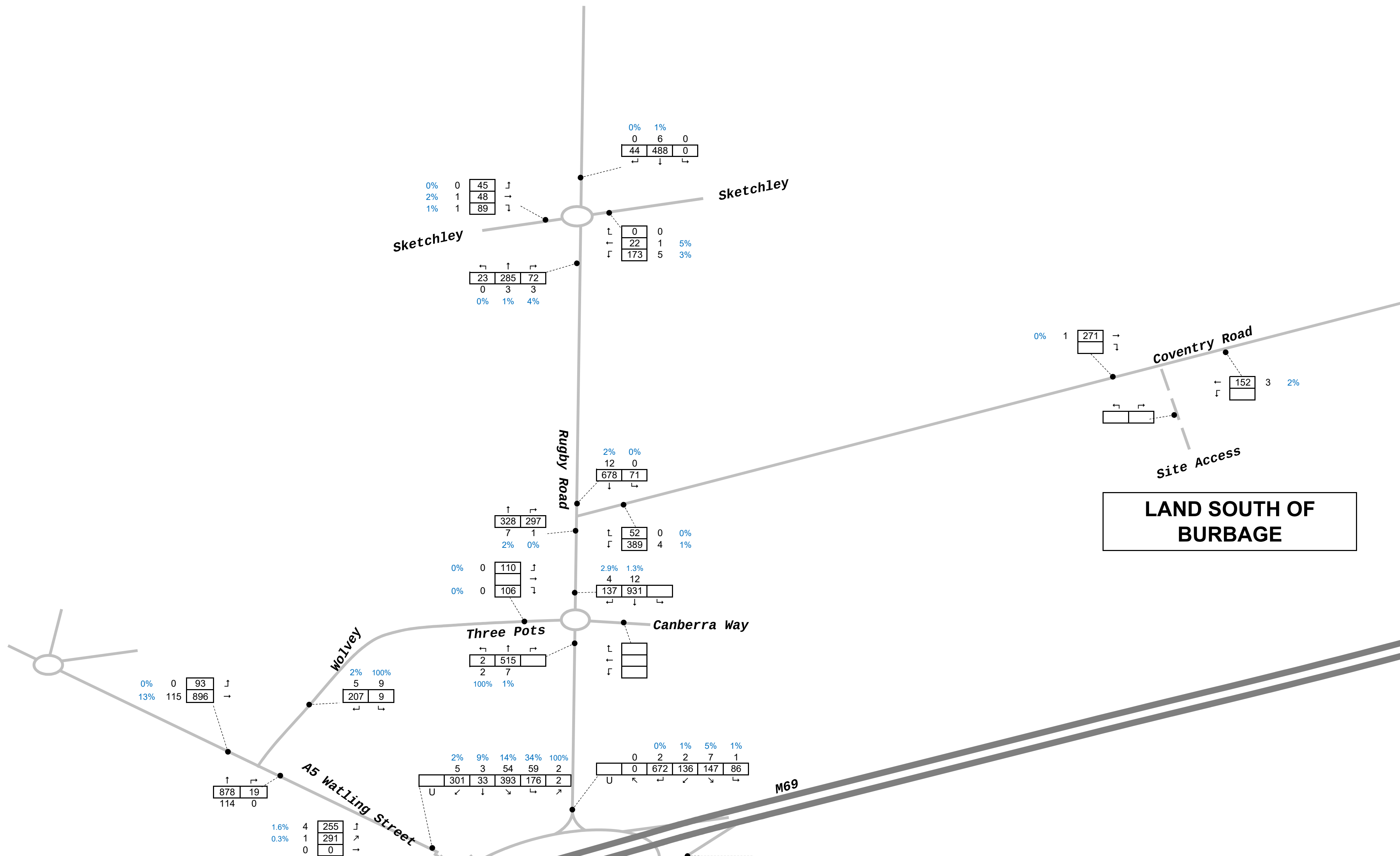
	Arrivals	Departures	Two-Way
AM Peak Hour	105	215	320
PM Peak Hour	184	74	257

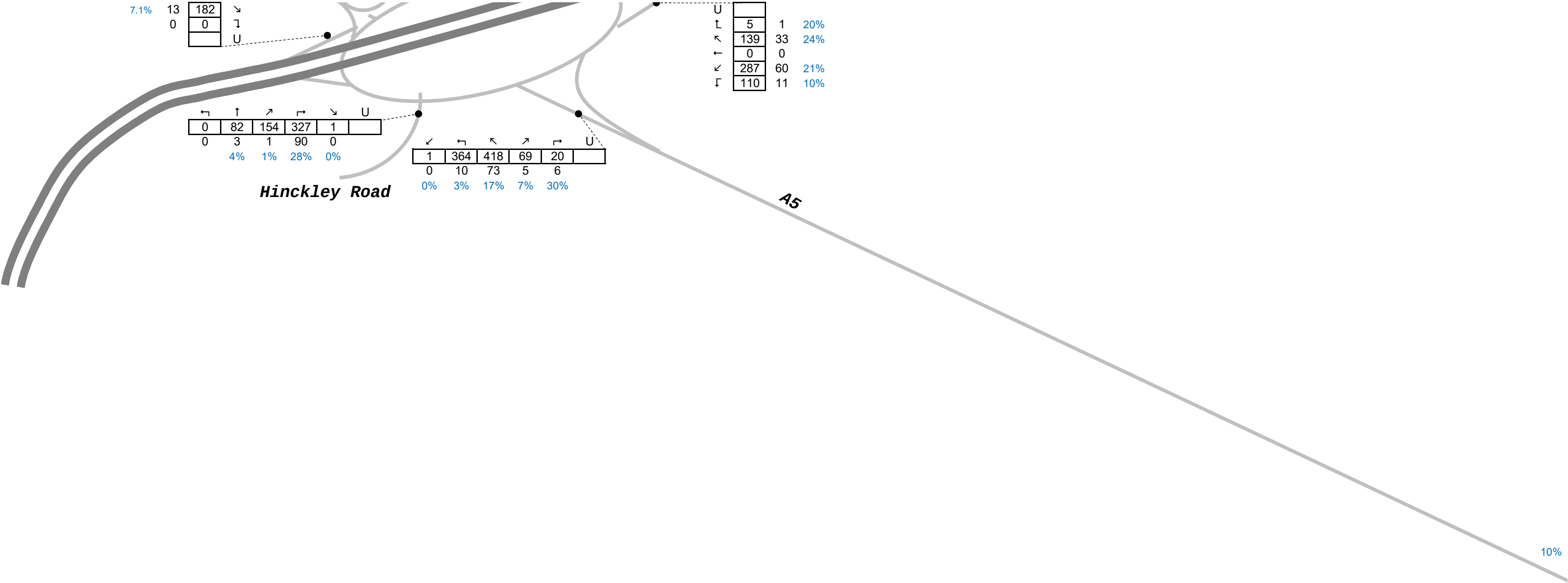
Proposed Development - Care Home (66 beds)

	Arrivals	Departures	Two-Way
AM Peak Hour	5	4	9
PM Peak Hour	2	3	5

Proposed Development - Total

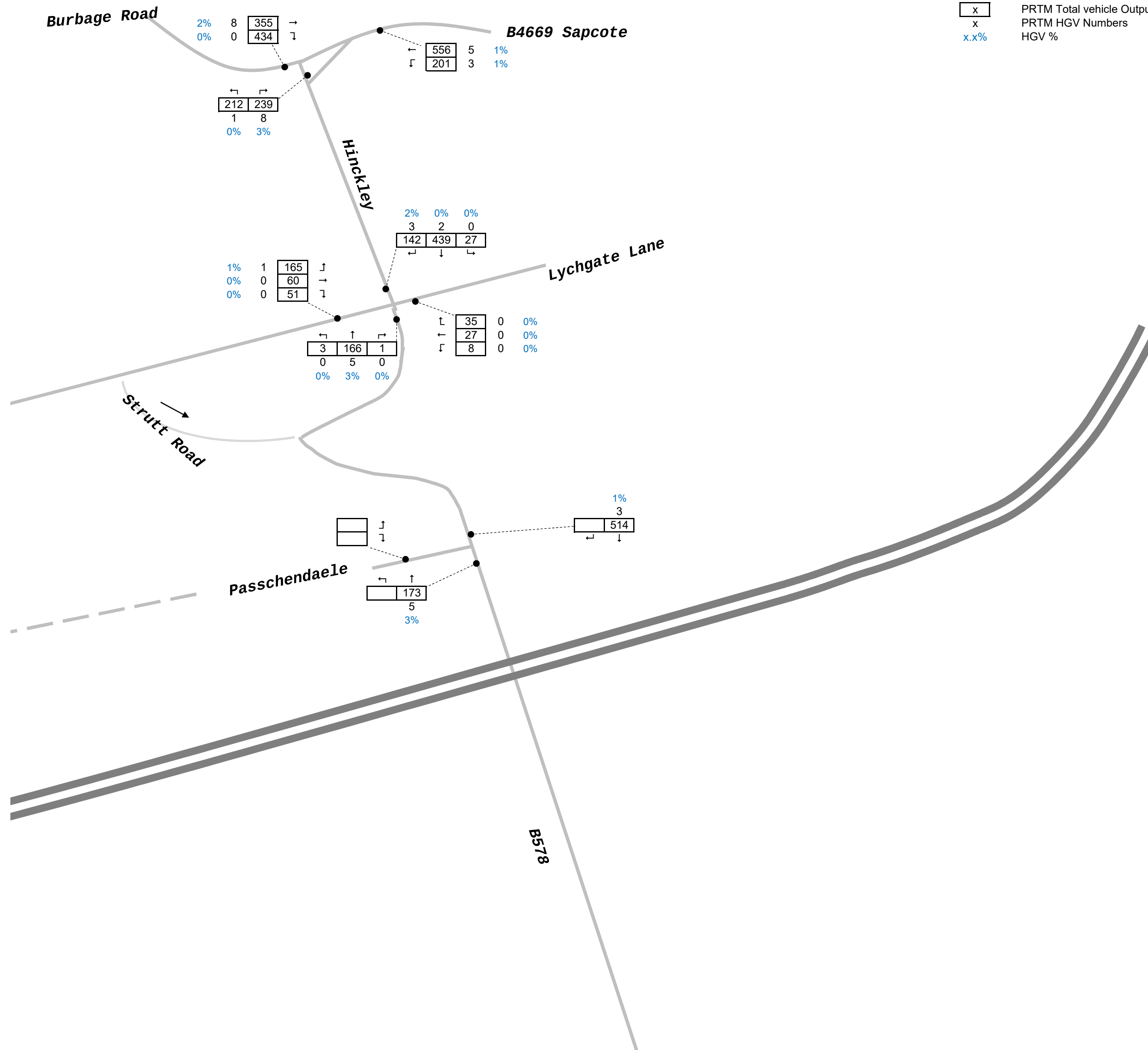
	Arrivals	Departures	Two-Way
AM Peak Hour	125	251	376
PM Peak Hour	213	87	300

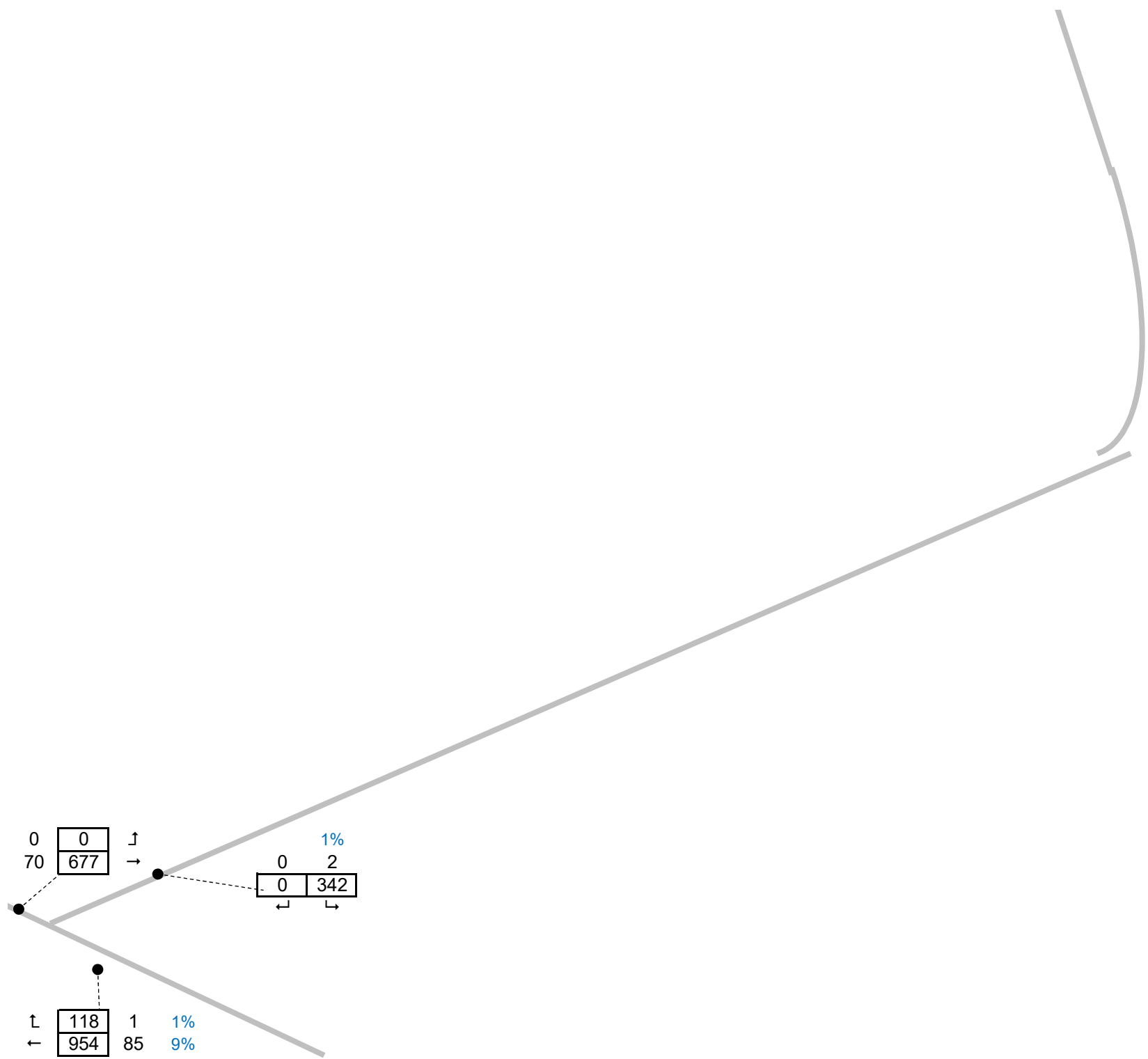


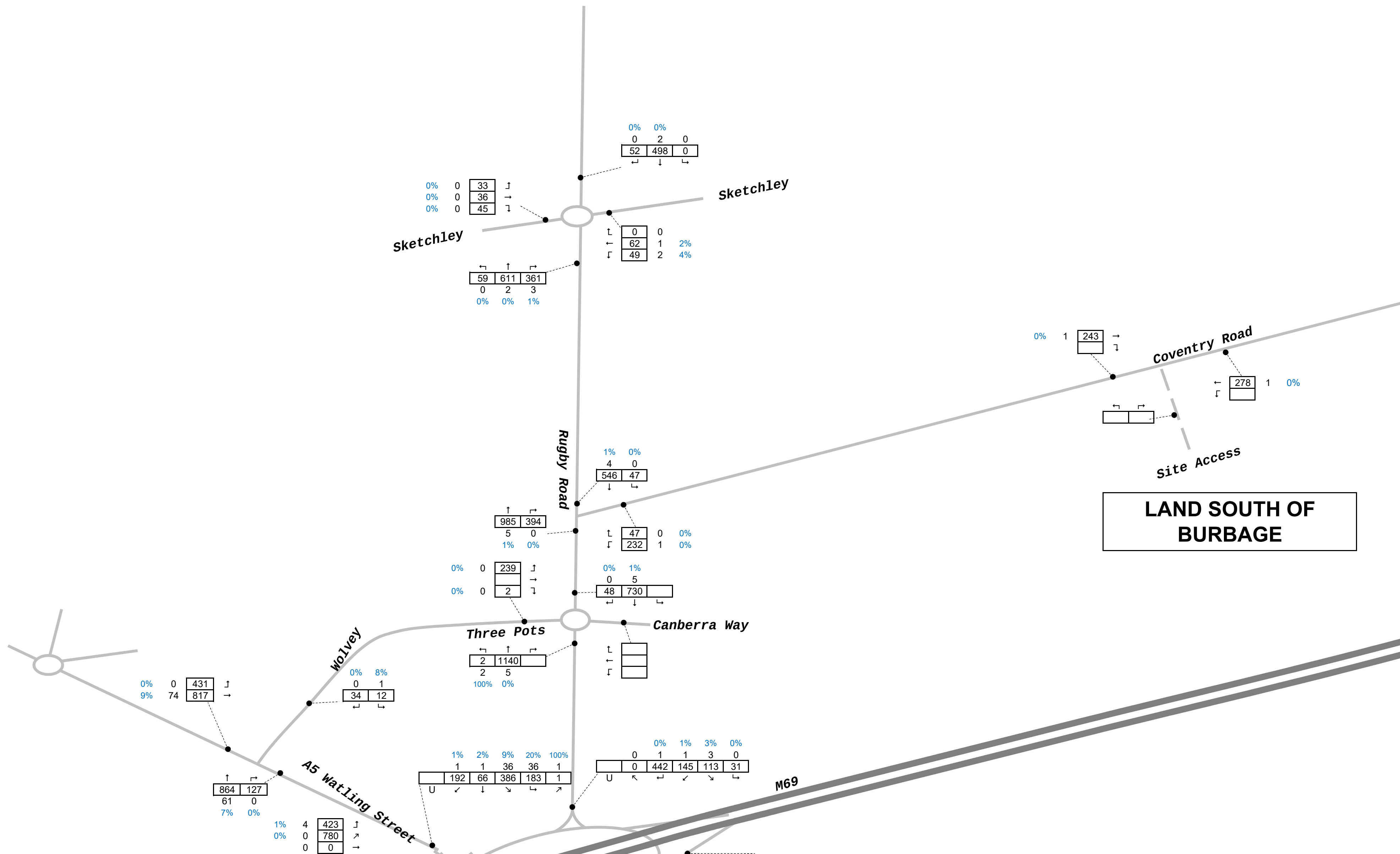


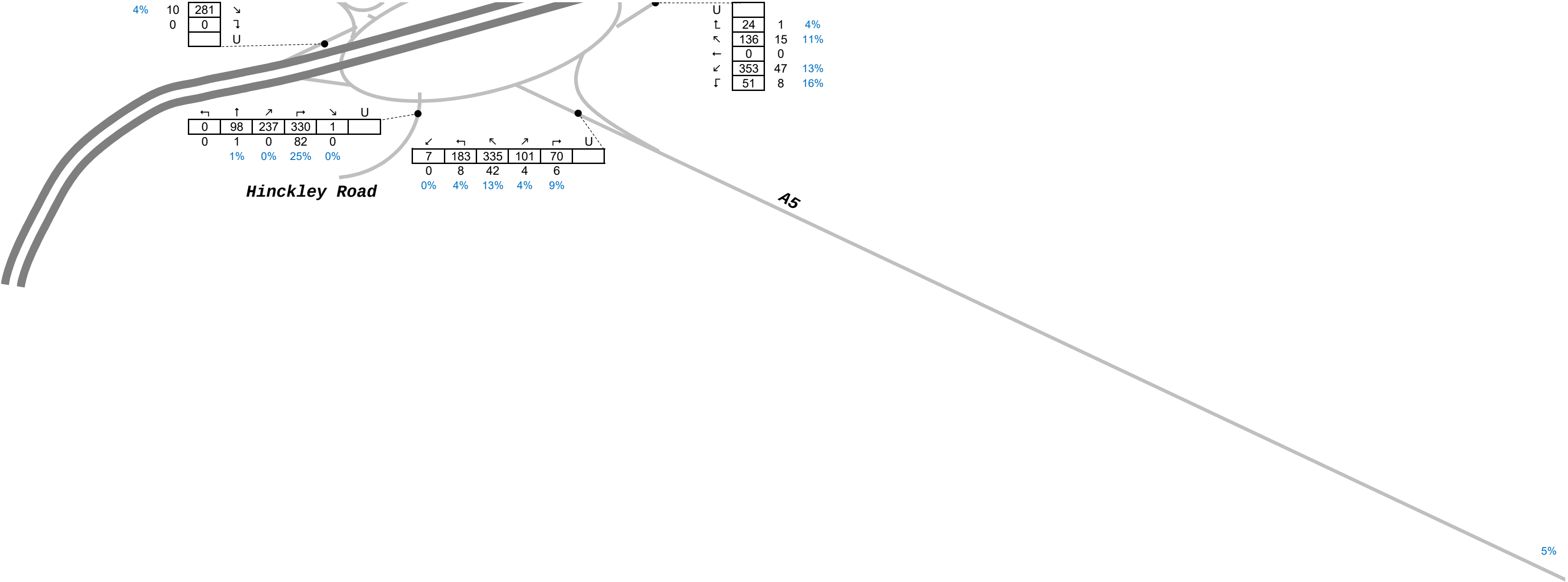
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x	PRTM Total vehicle Output
x	PRTM HGV Numbers
x.x%	HGV %



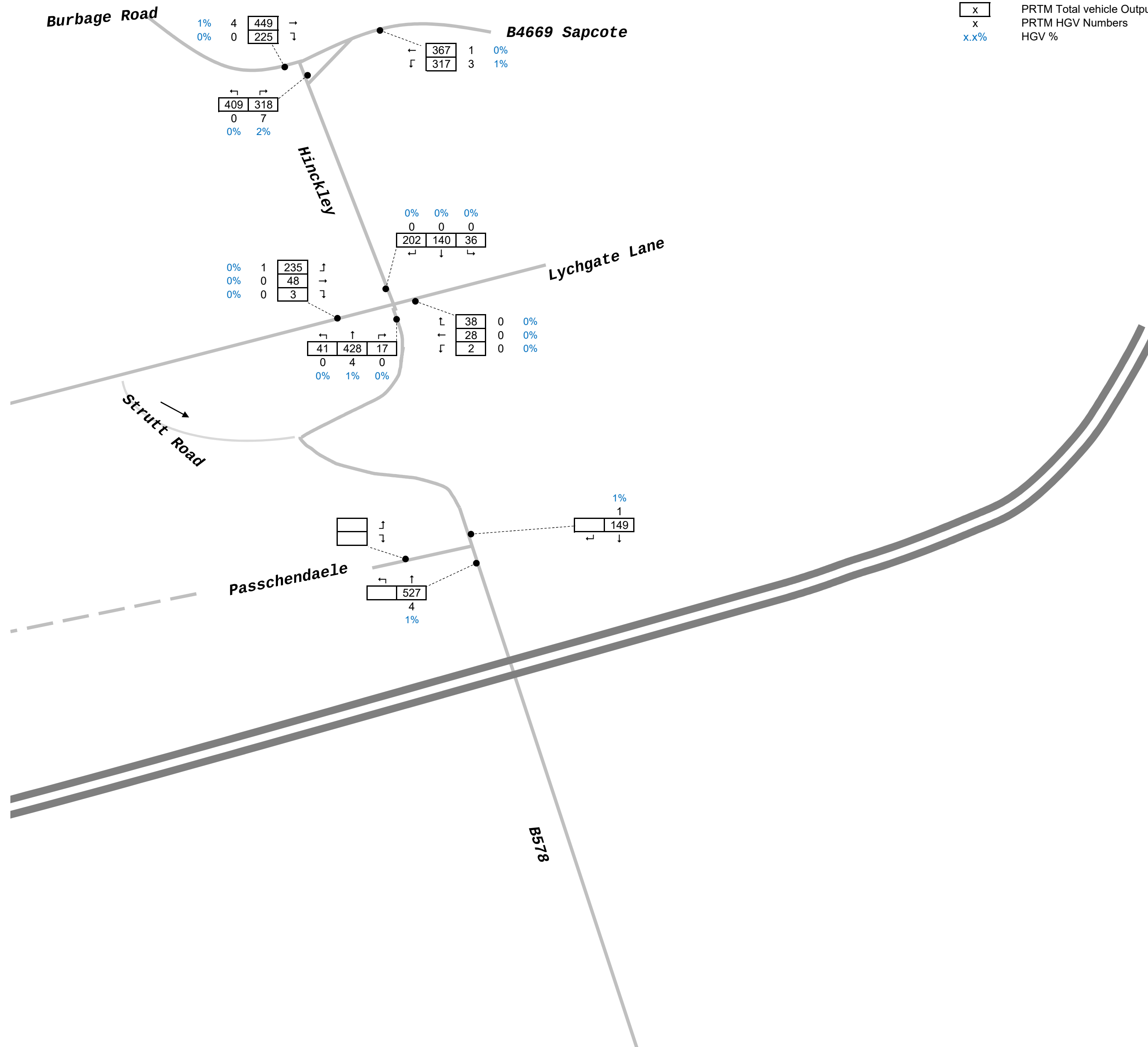


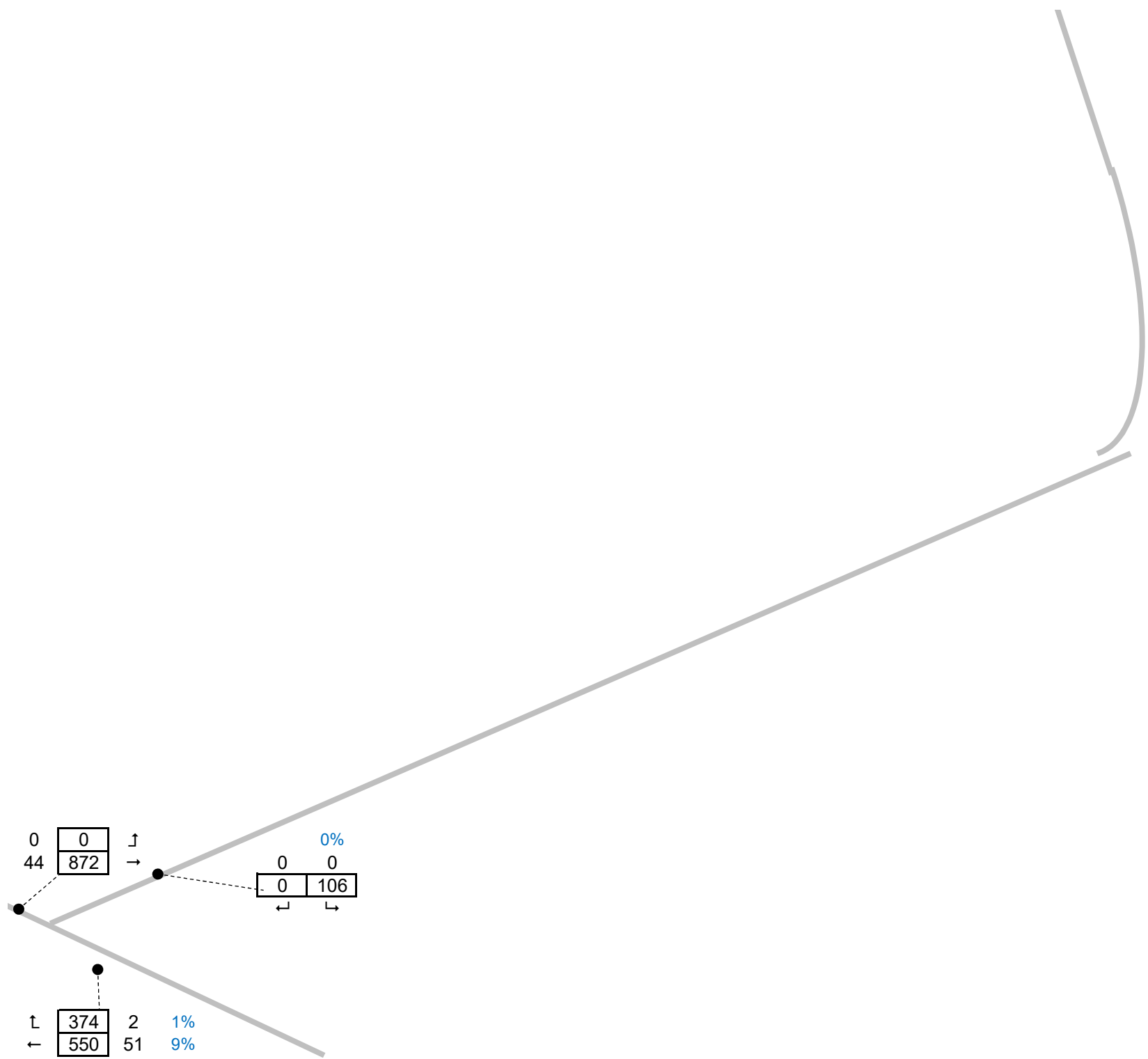


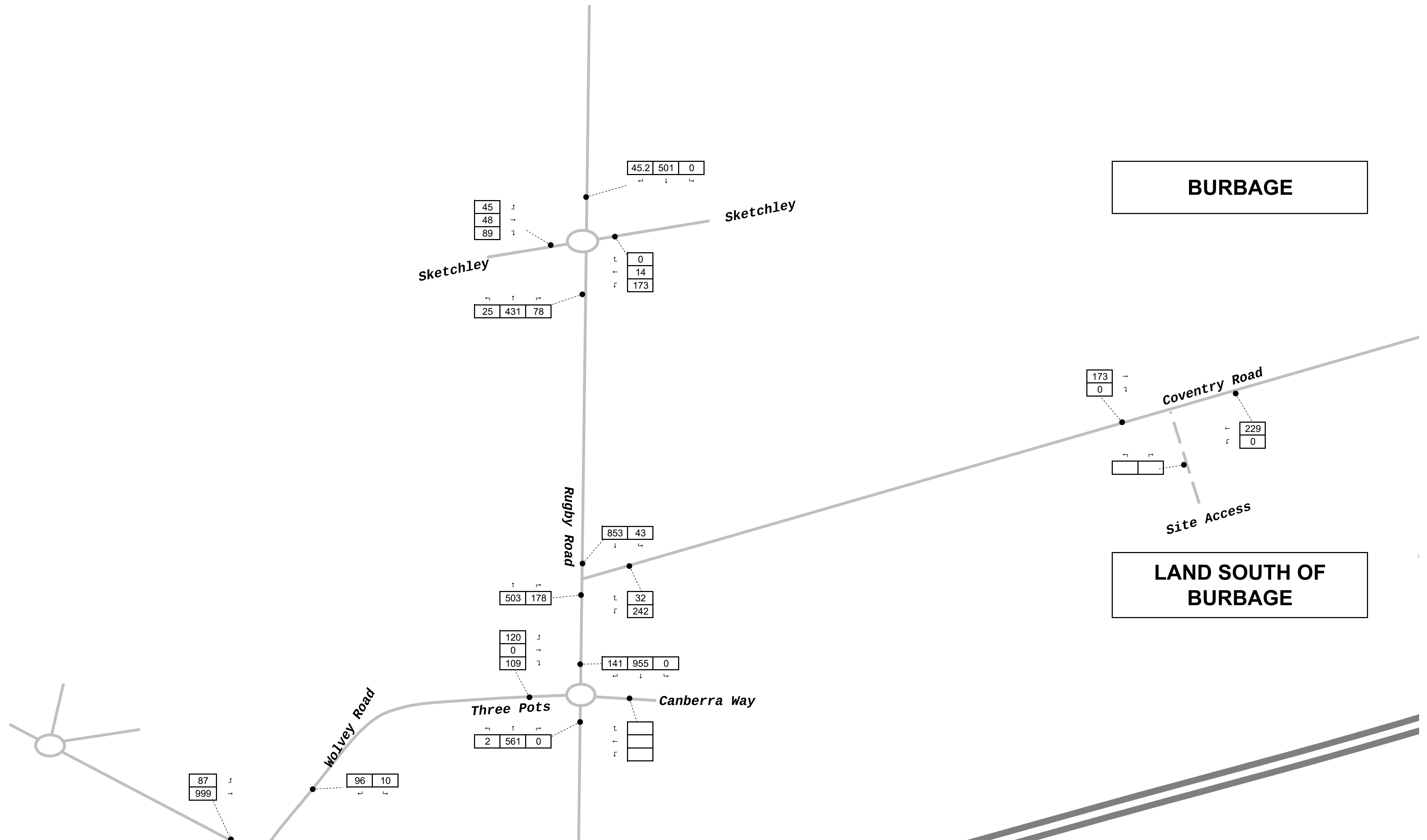


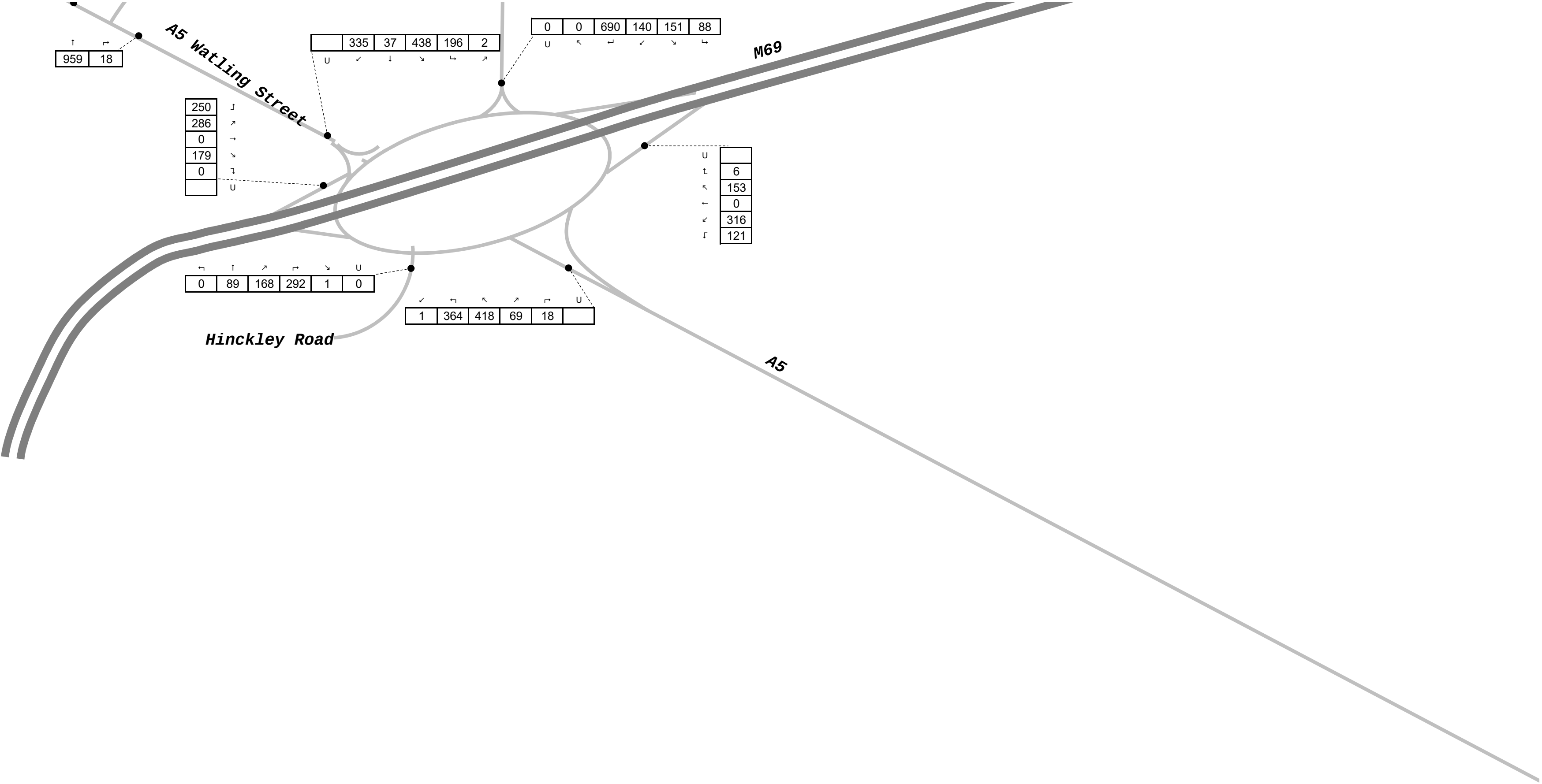
Key

x	PRTM Total vehicle Output
x	PRTM HGV Numbers
x.x%	HGV %





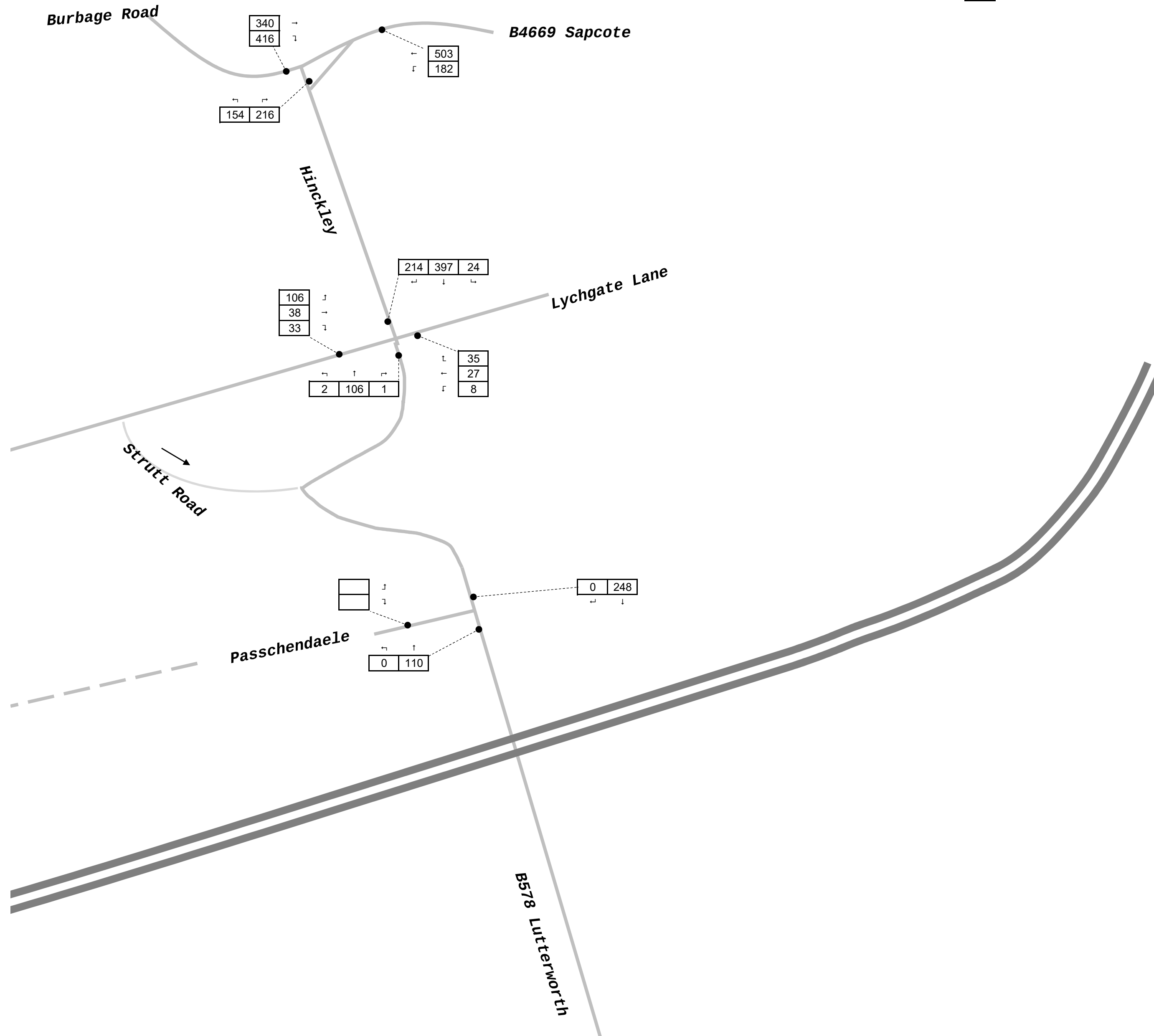


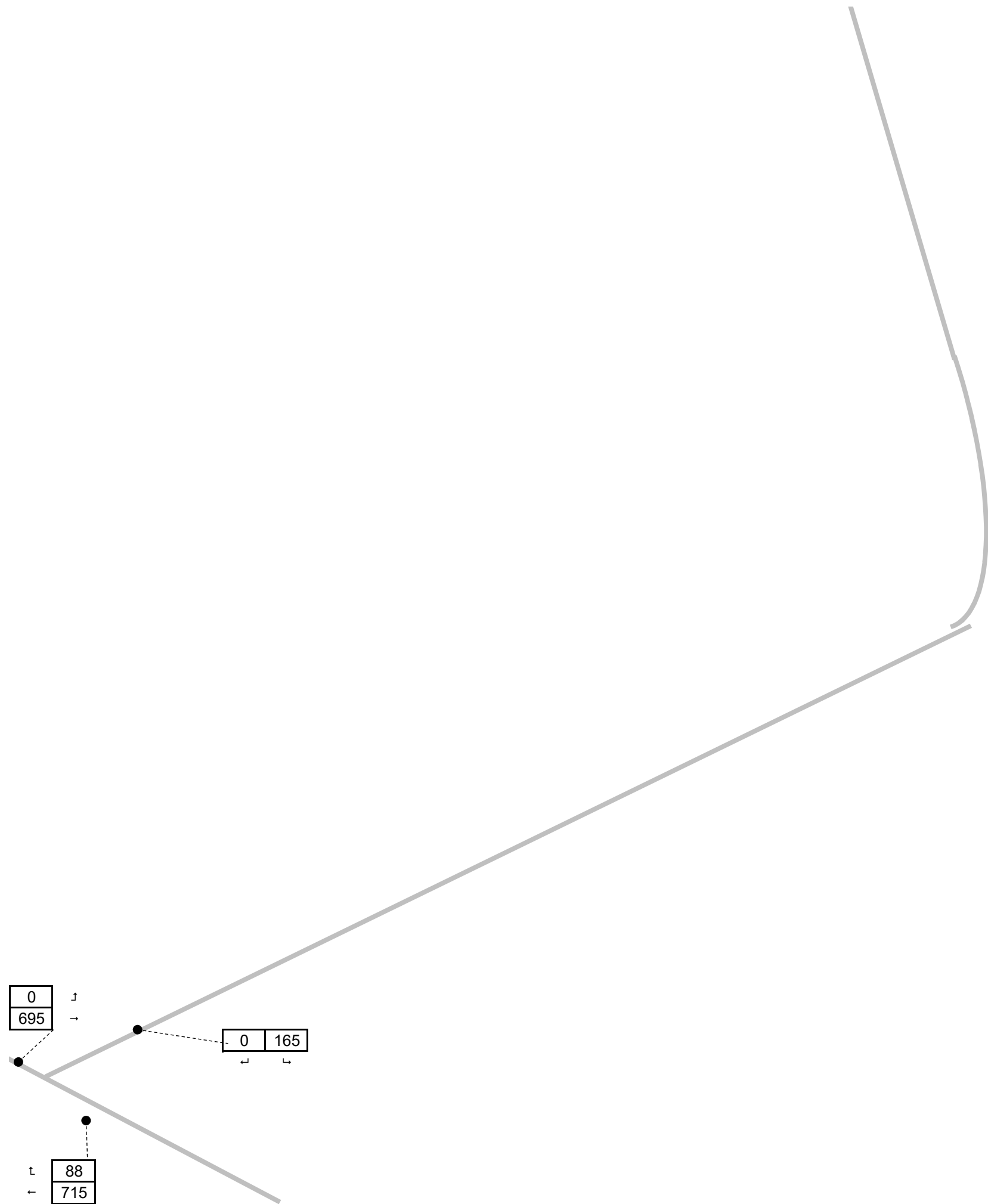


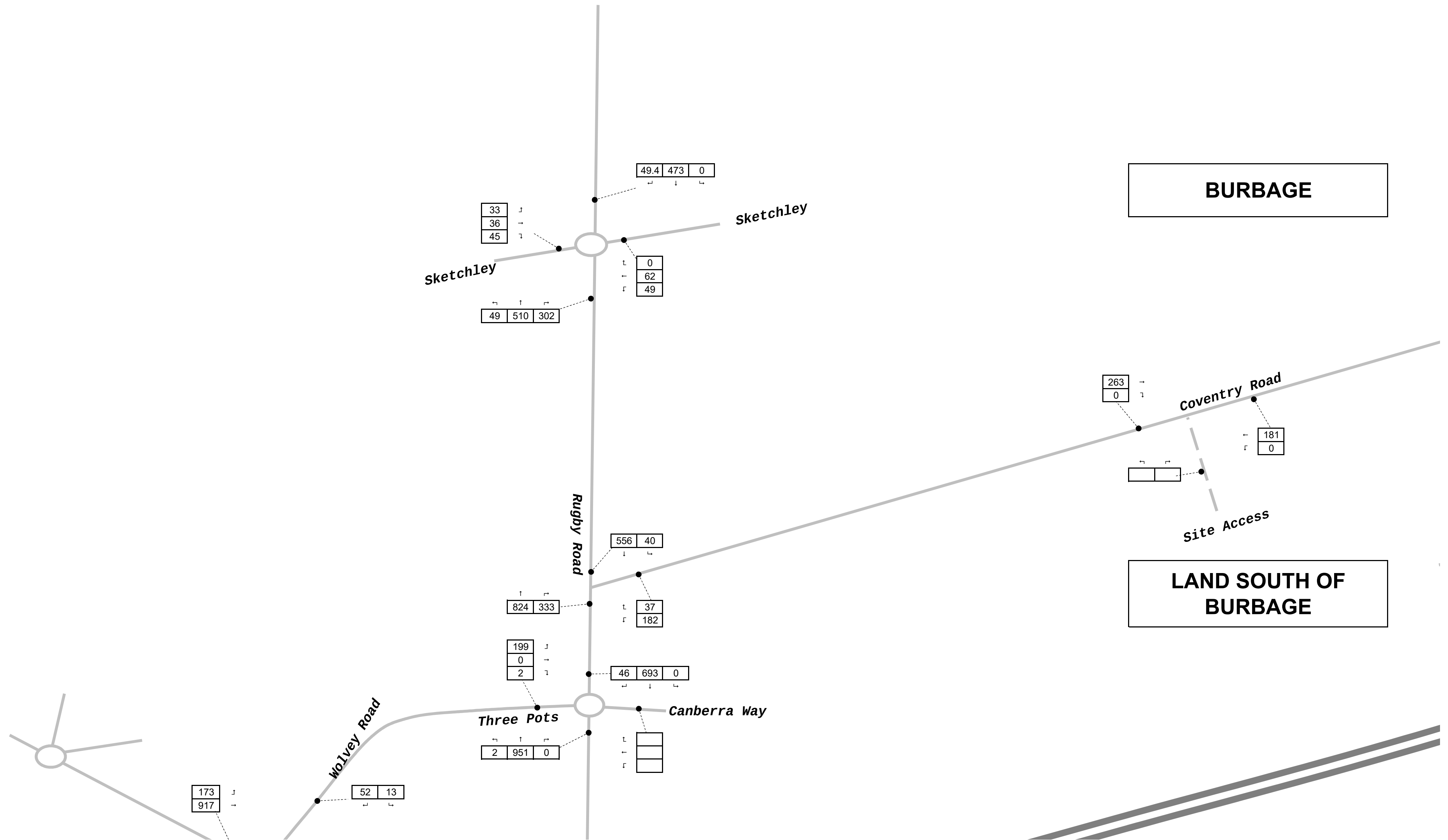
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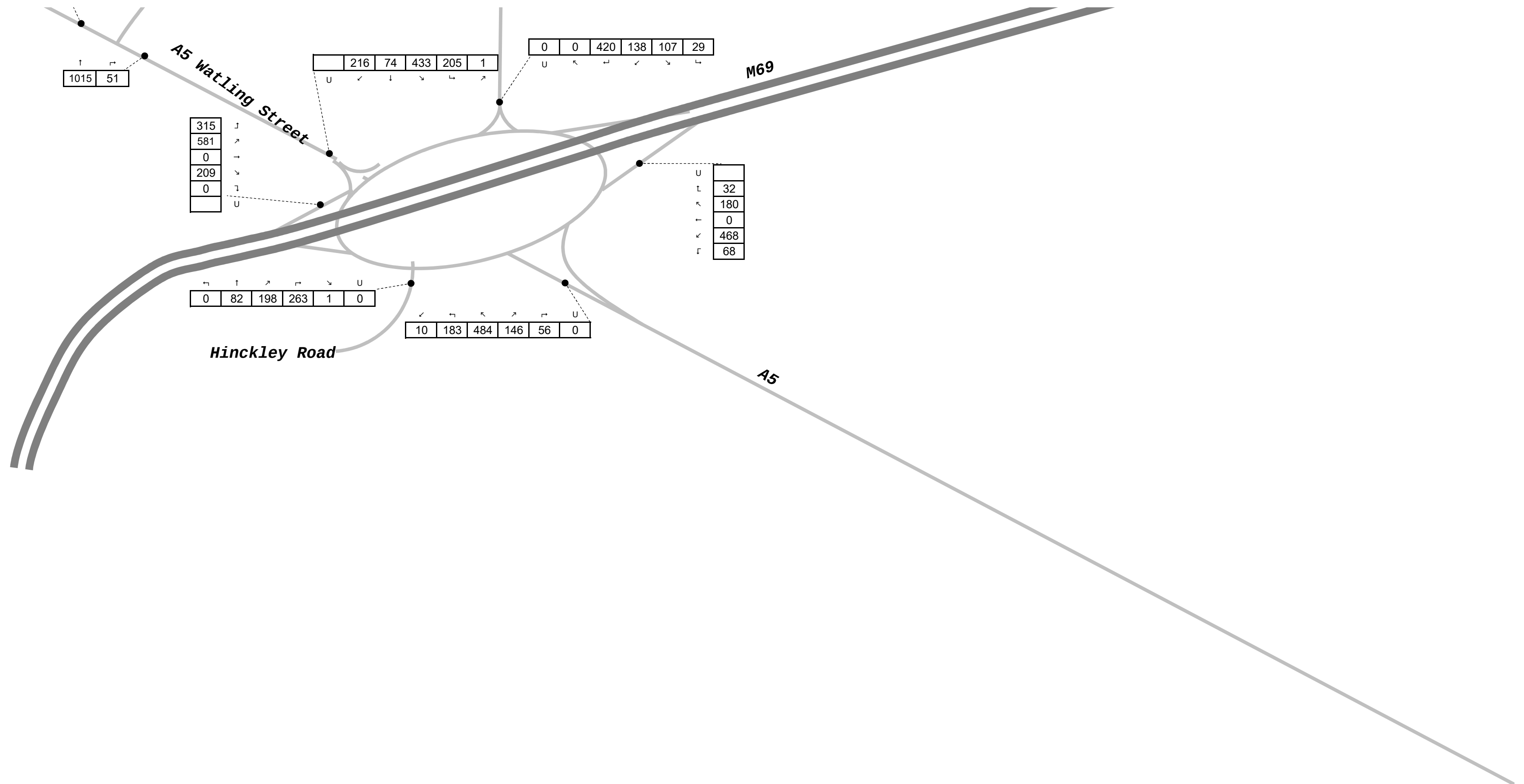


Total Vehicles





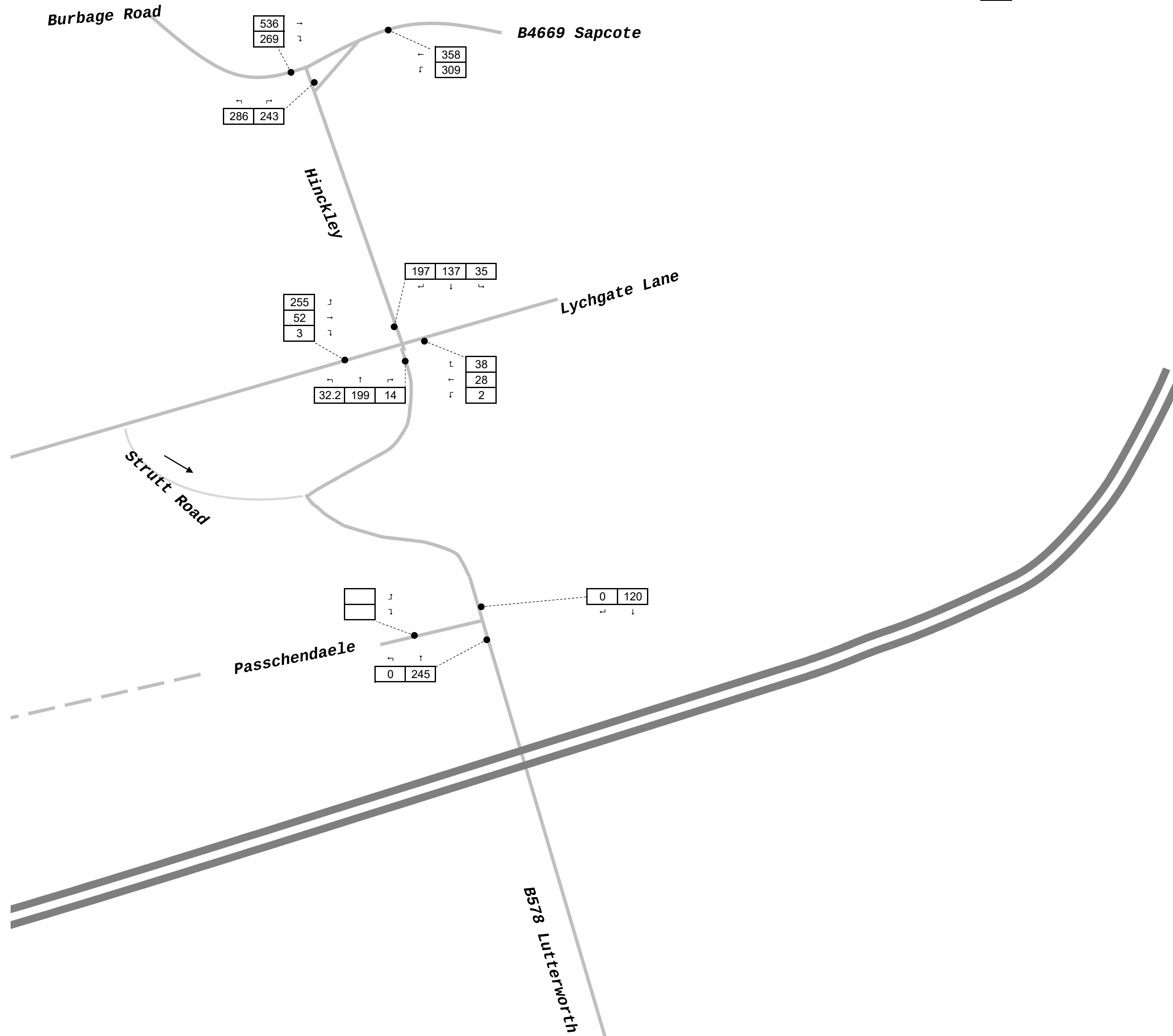


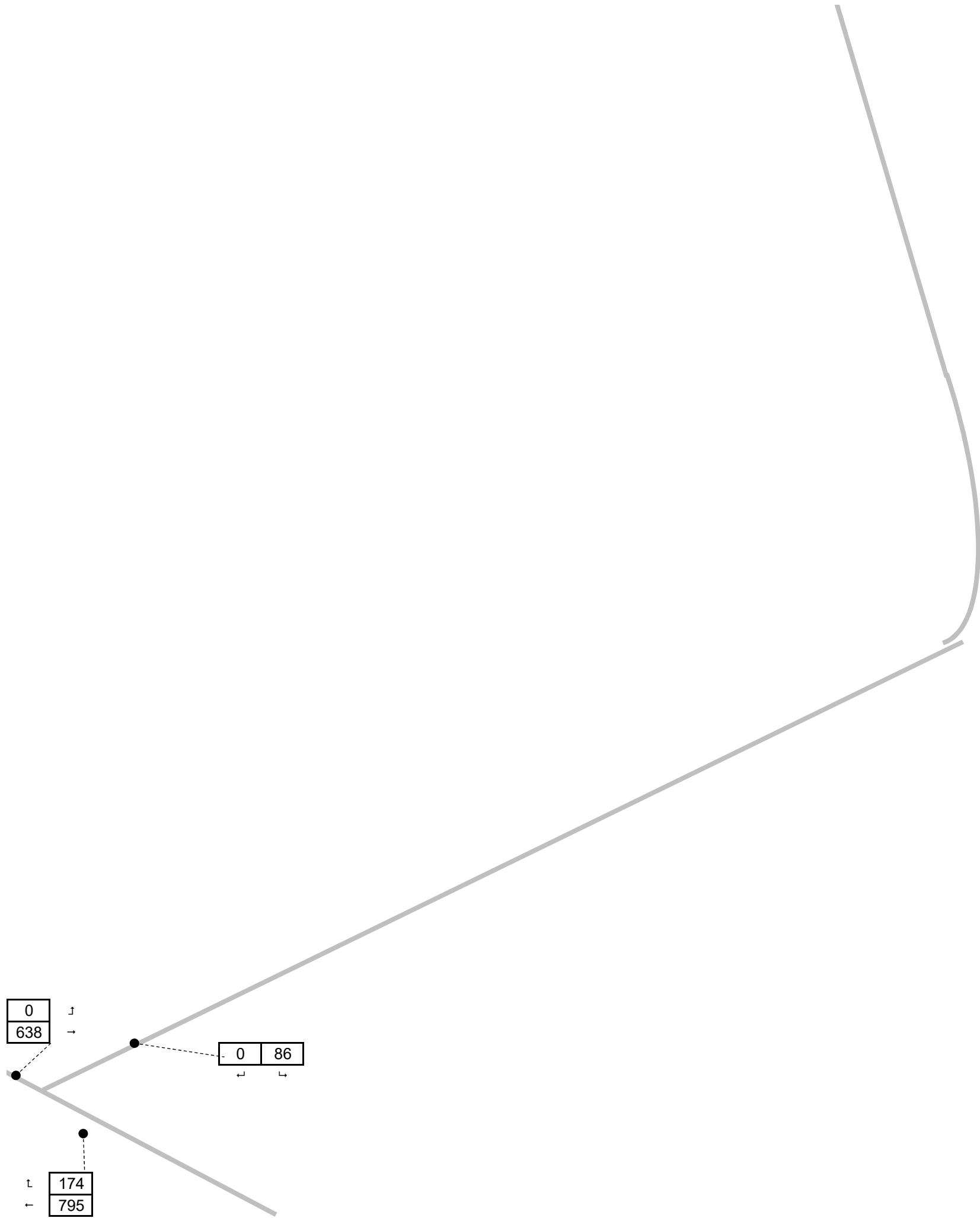


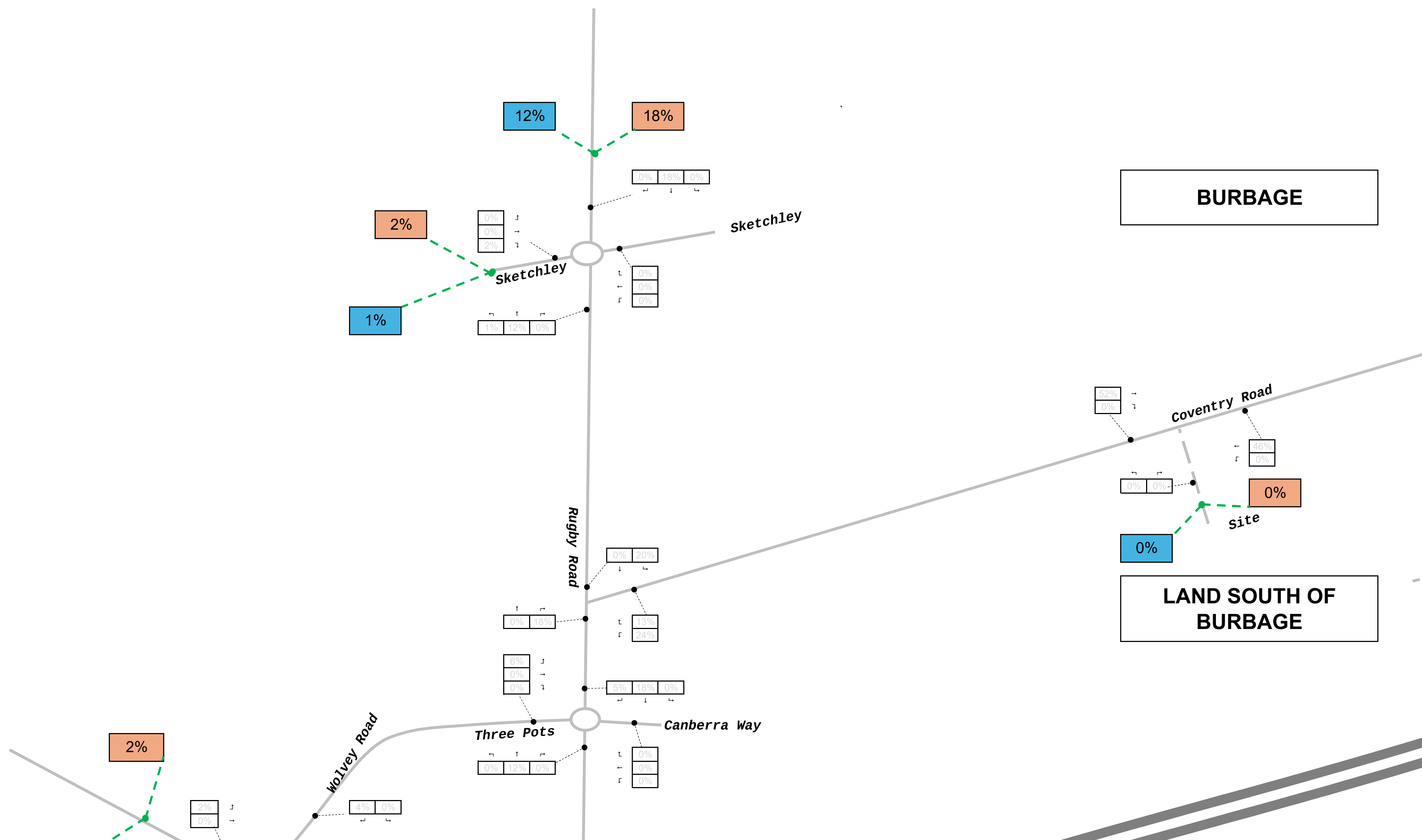
Key



Total Vehicles







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A5 Watling Street

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8%

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13%

Hinckley Road

2%

1%

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1%	0%	0%	0%	0%	0%

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M69

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A5

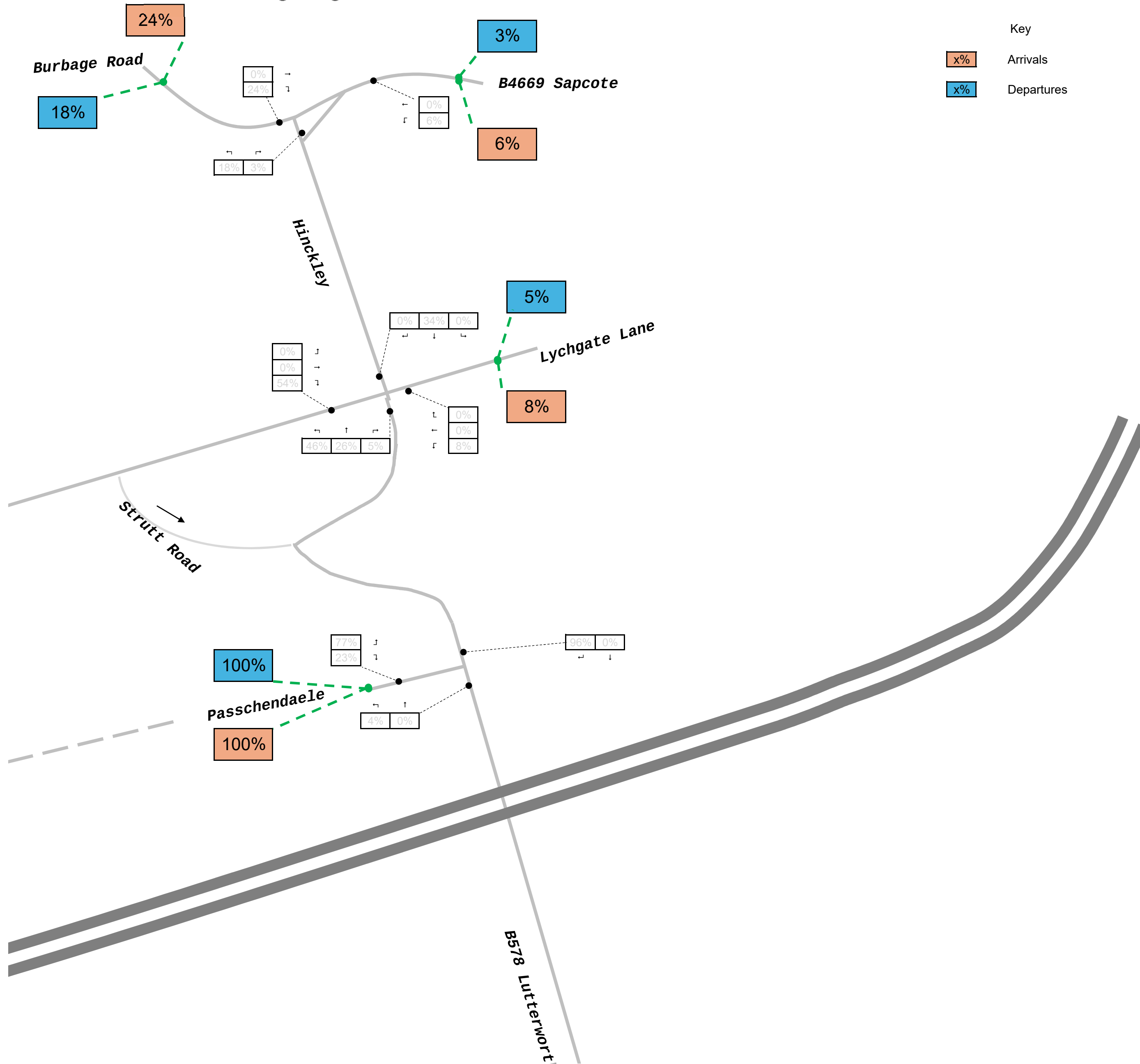
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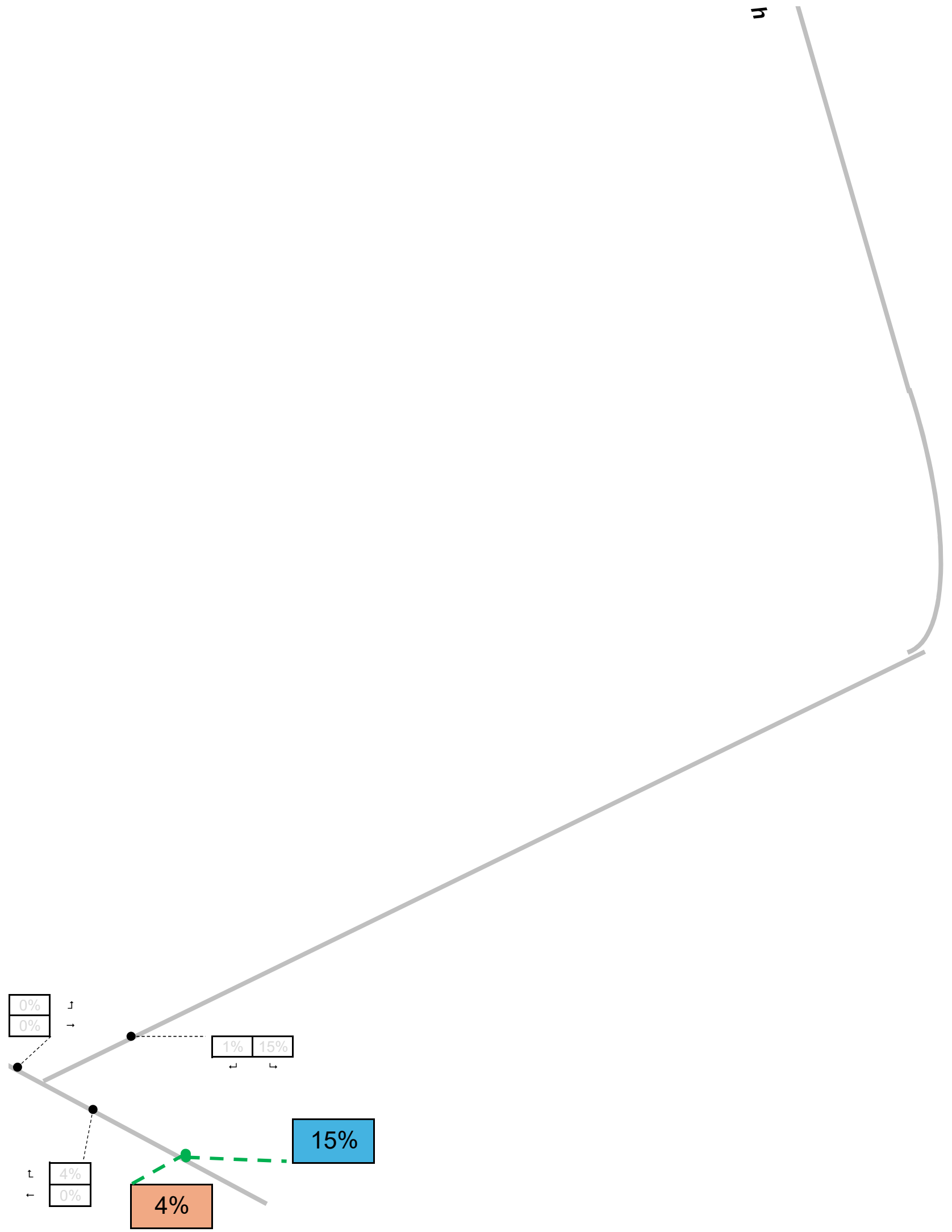


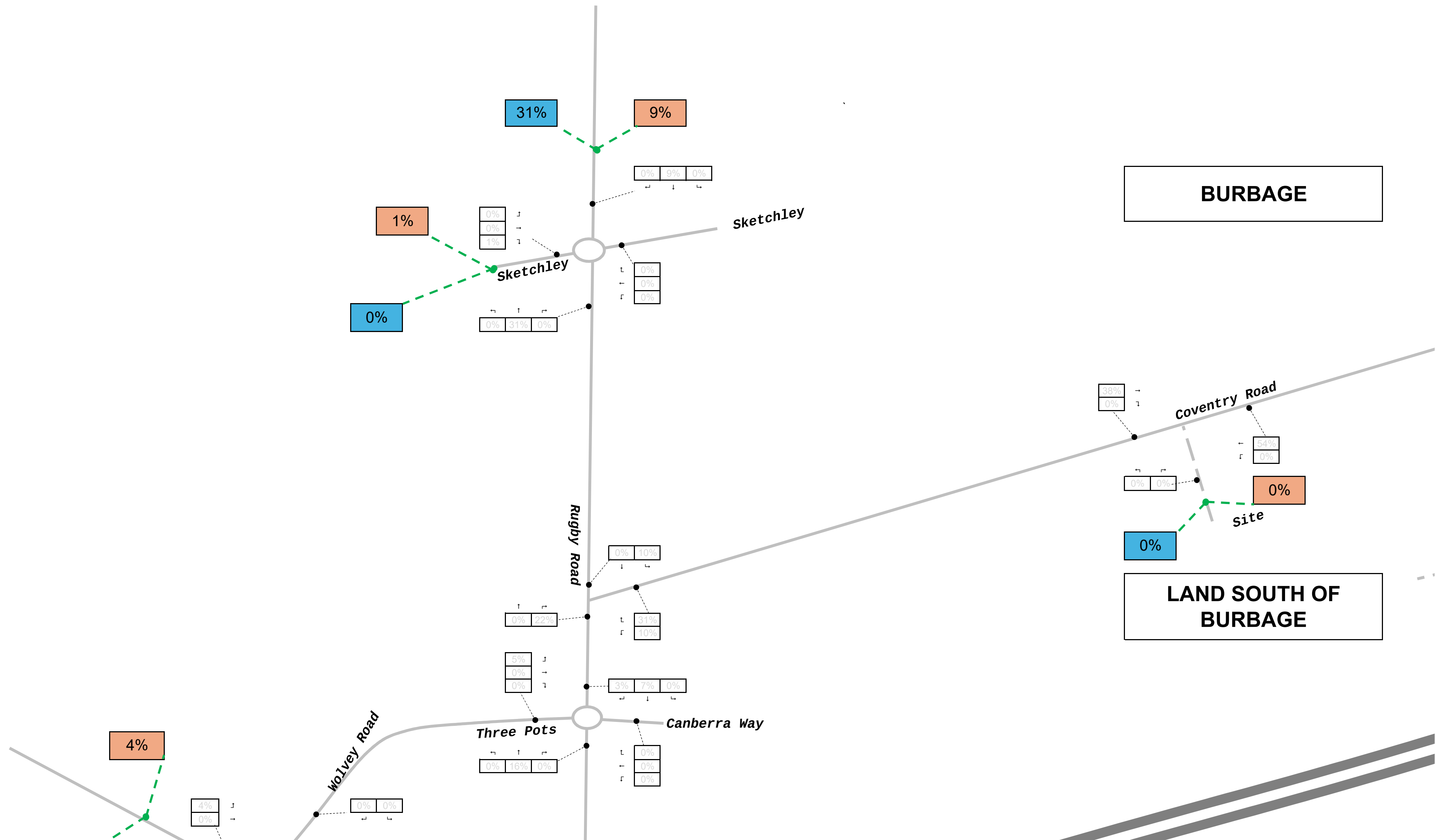
Arrivals



Departures







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A5 Watling Street

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15%

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5%

1%

Hinckley Road

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2%

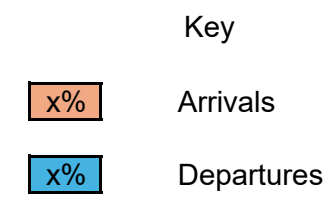
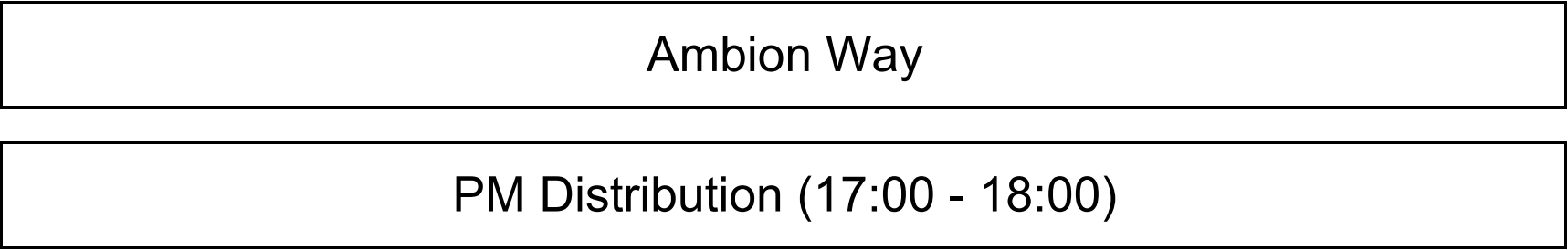
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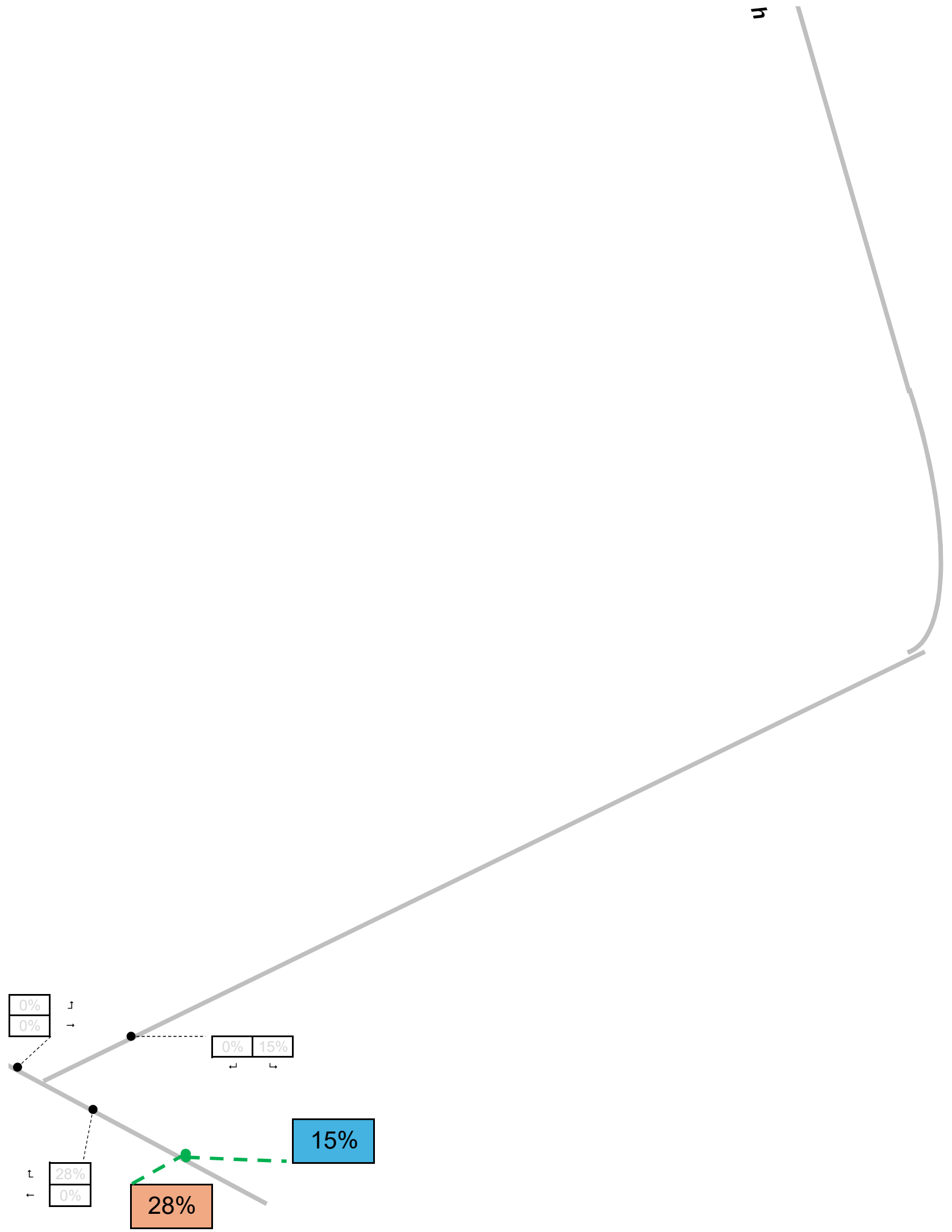
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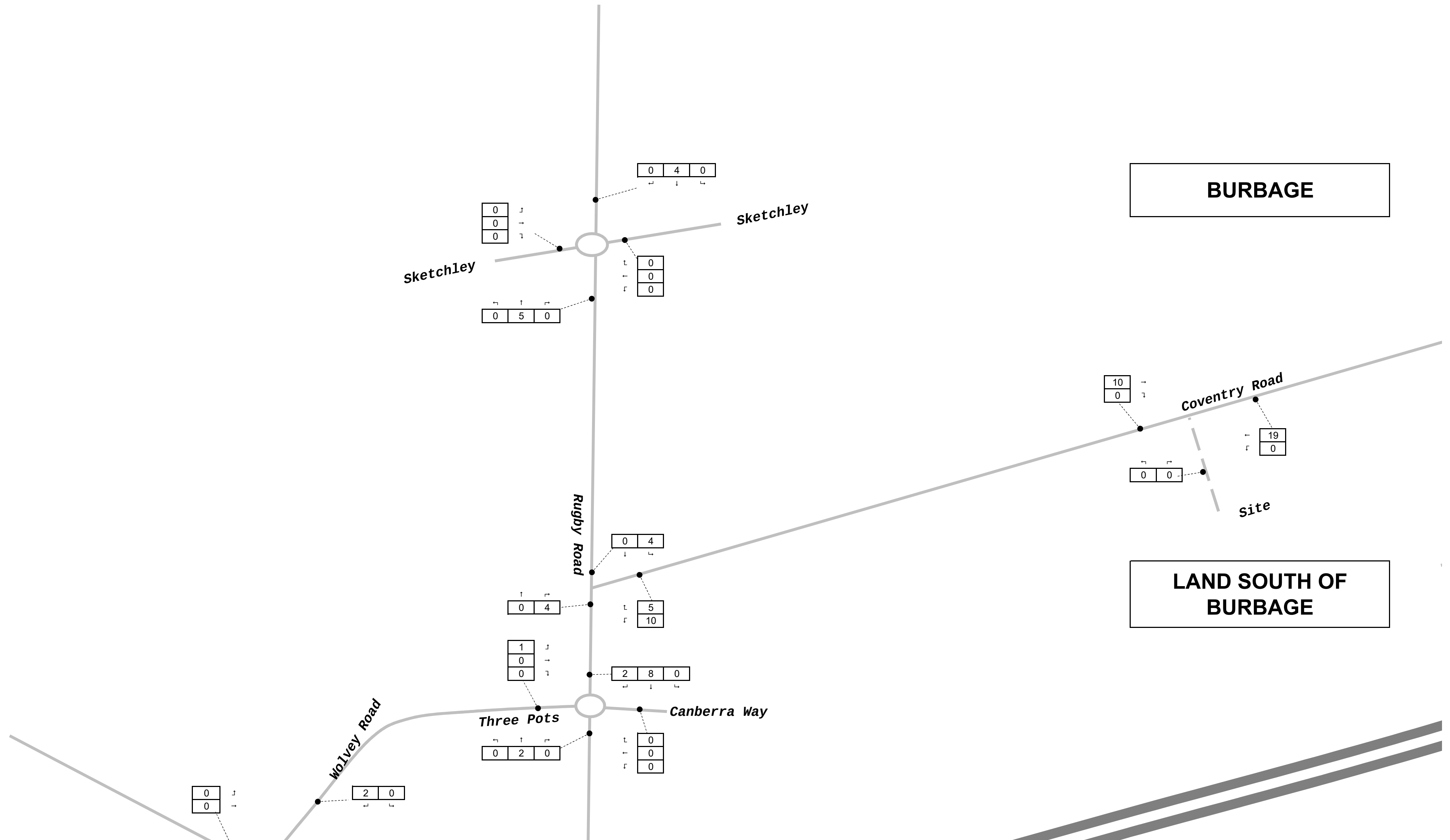
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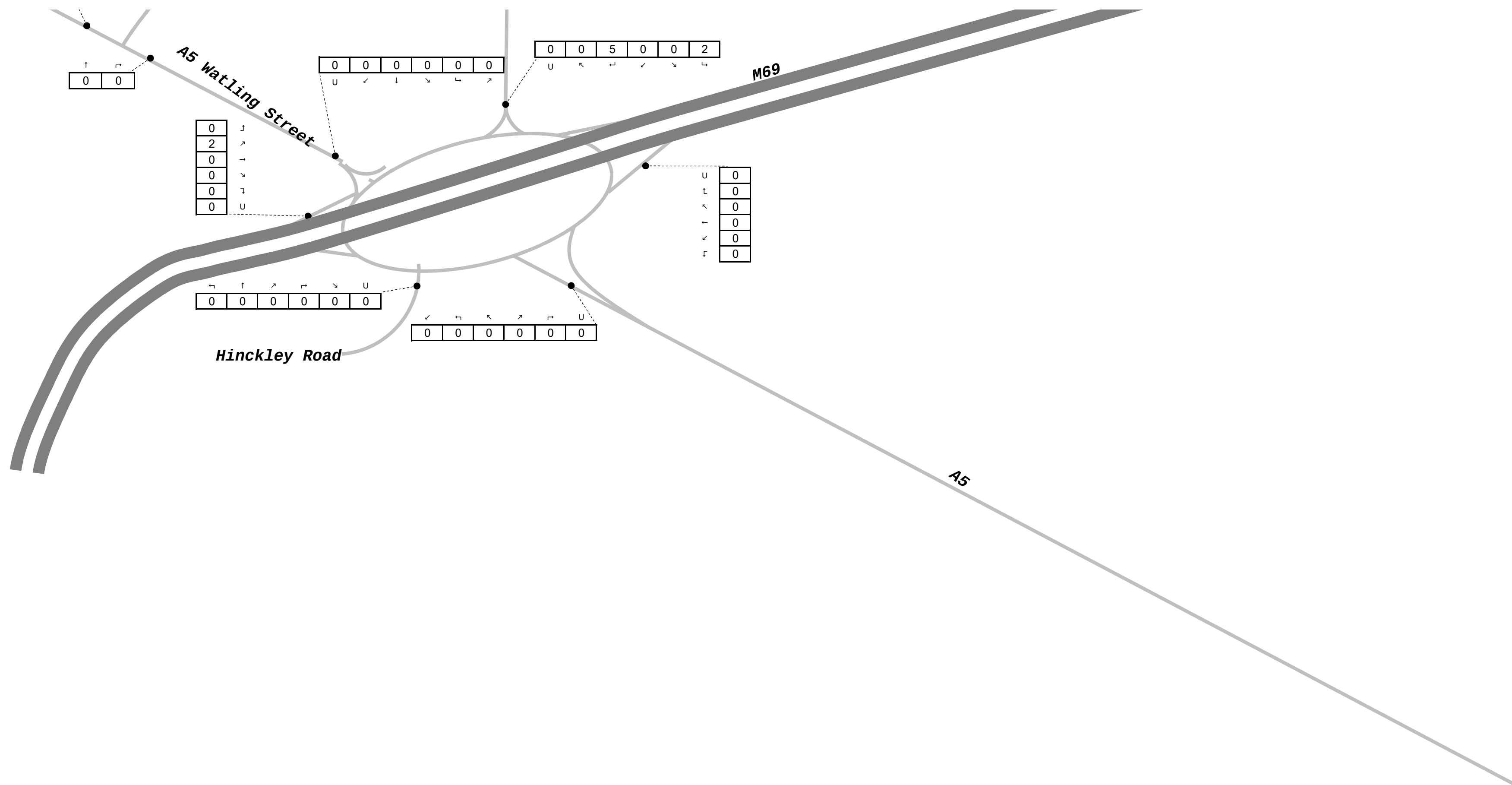
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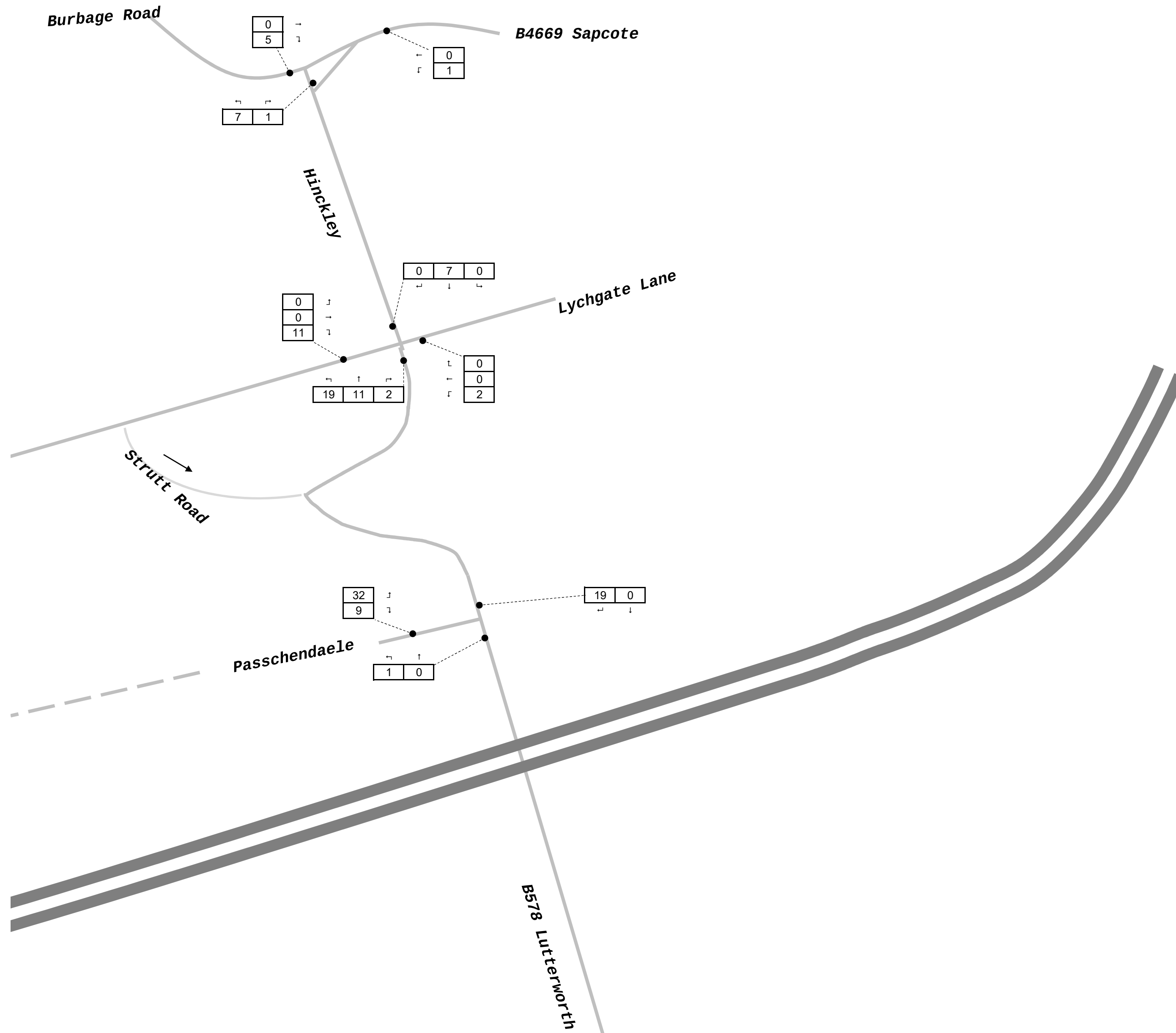
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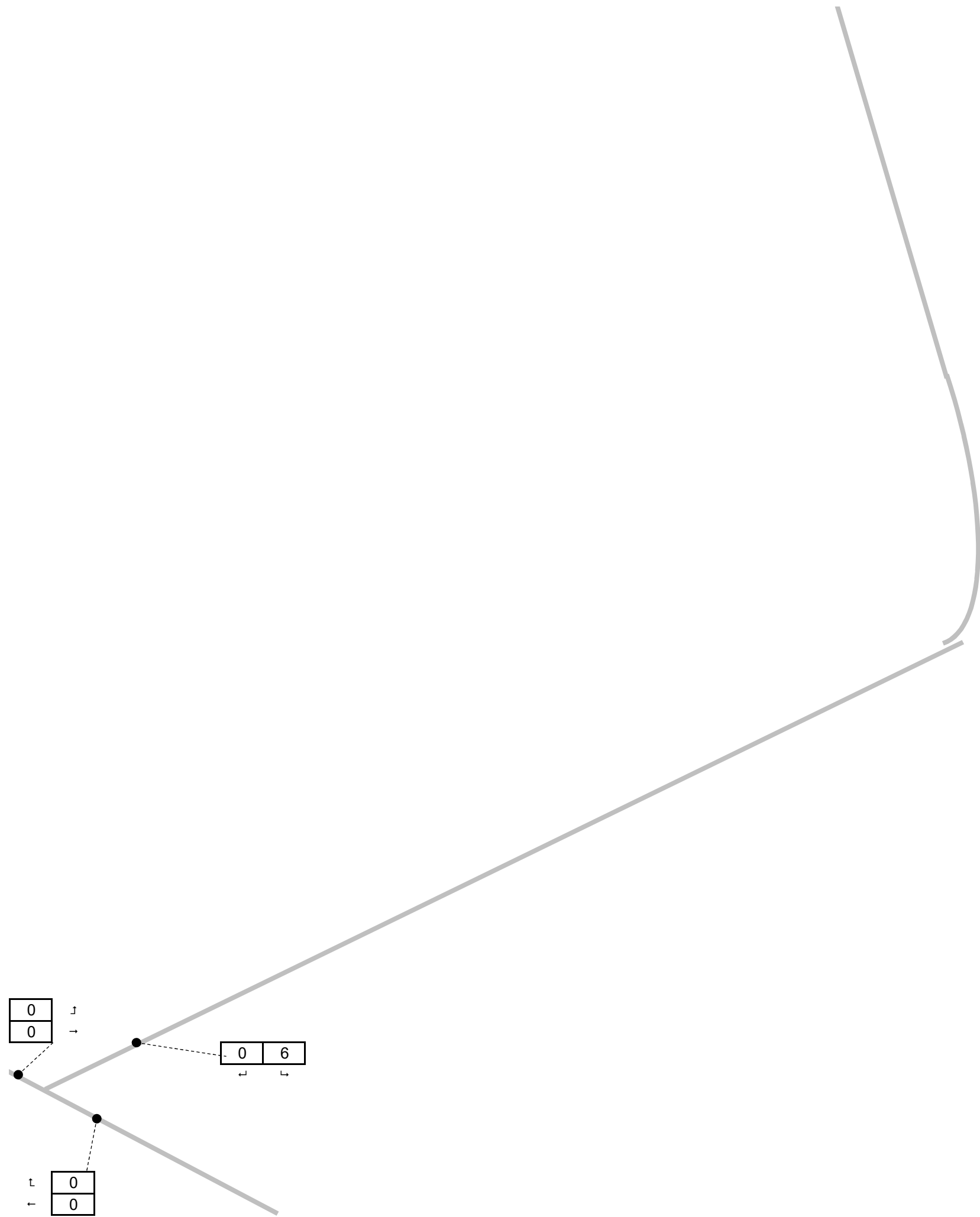


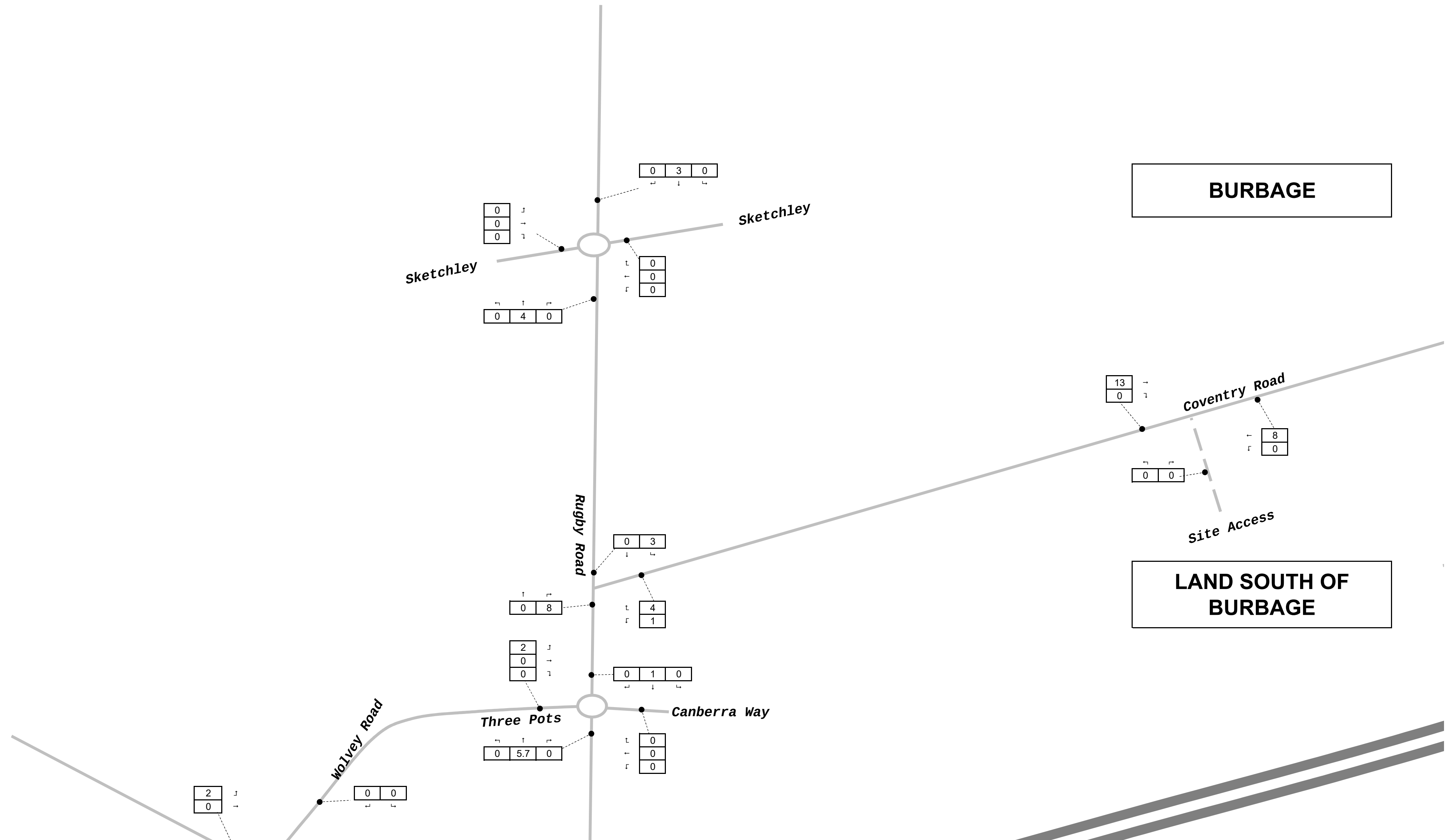


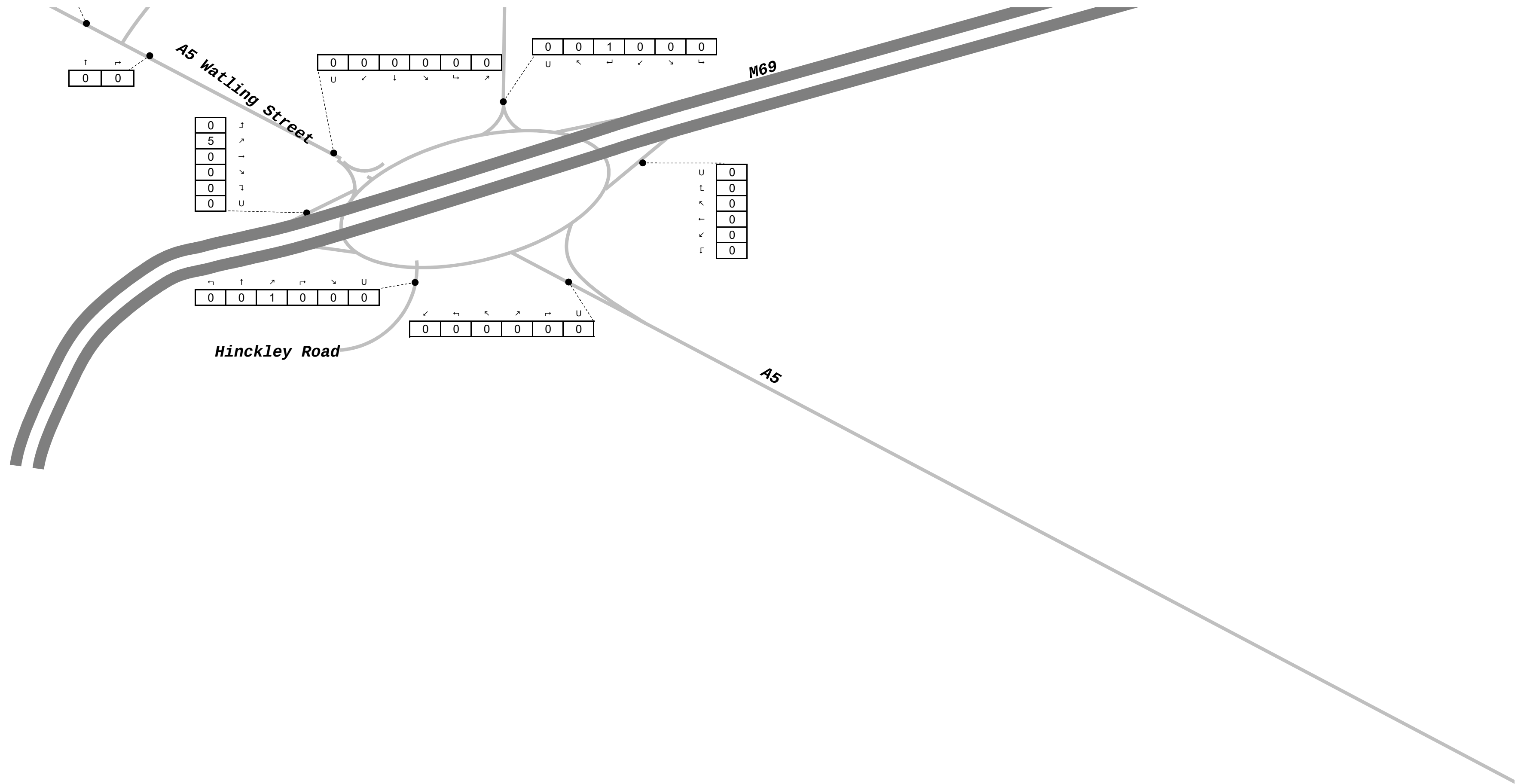


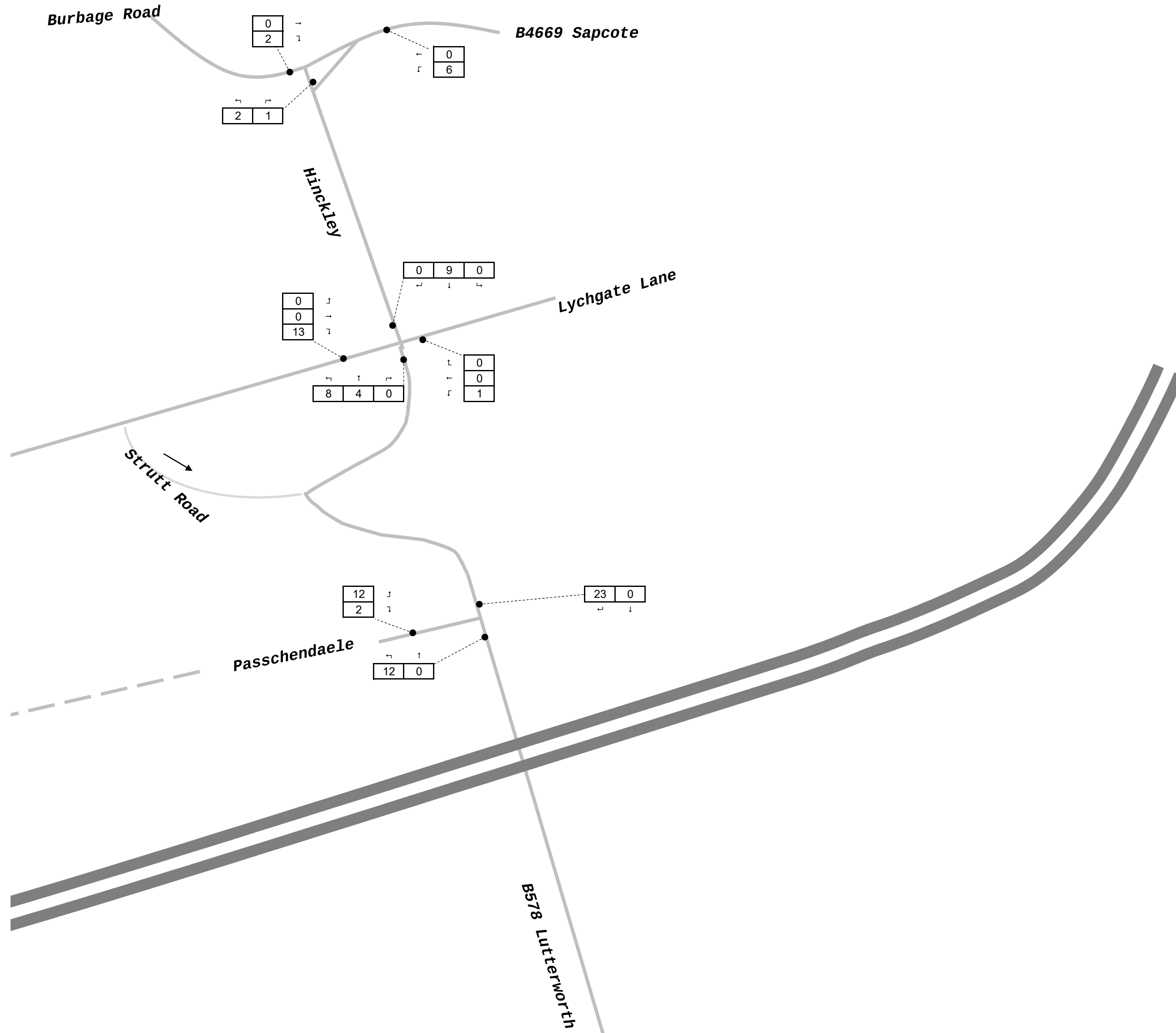


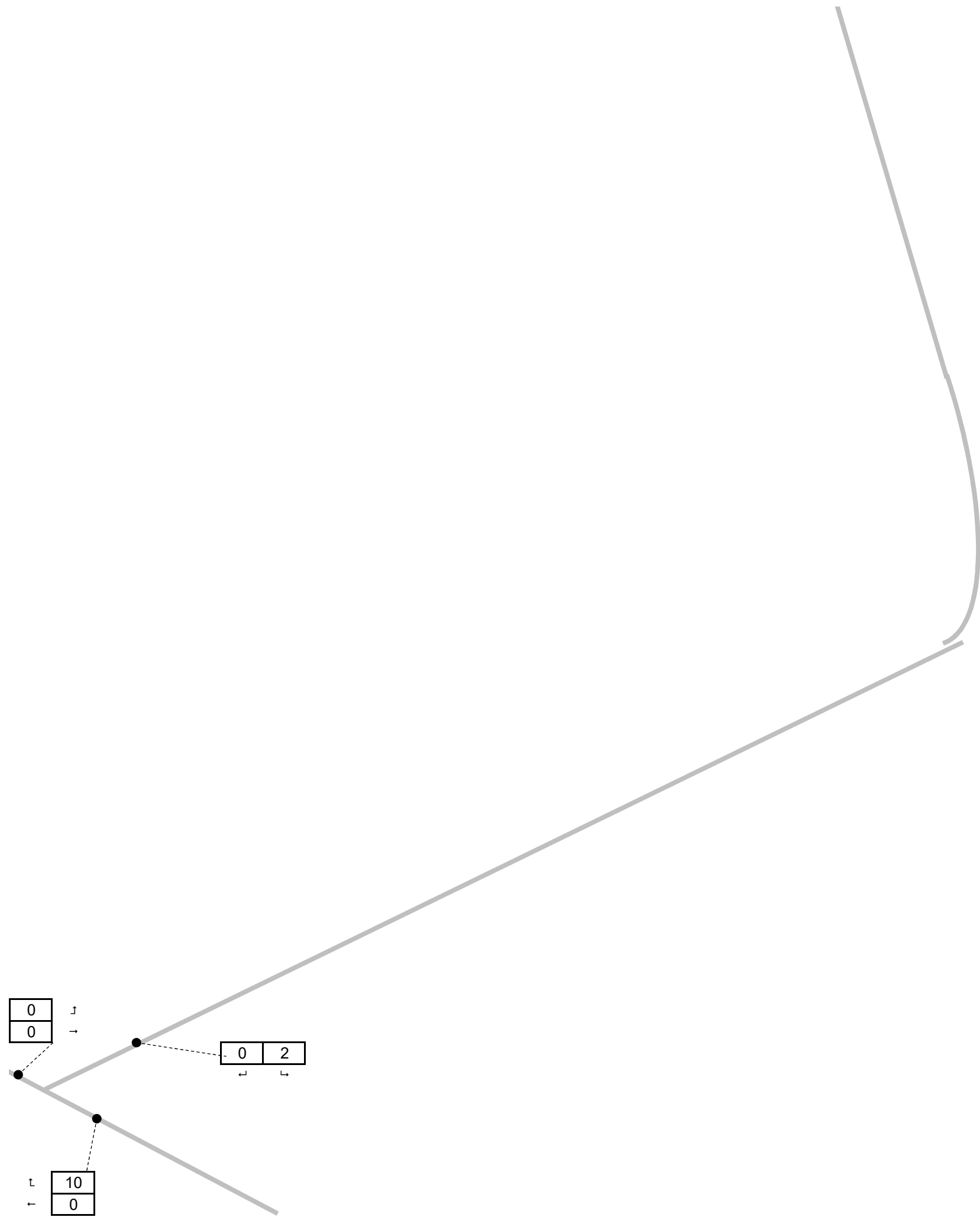


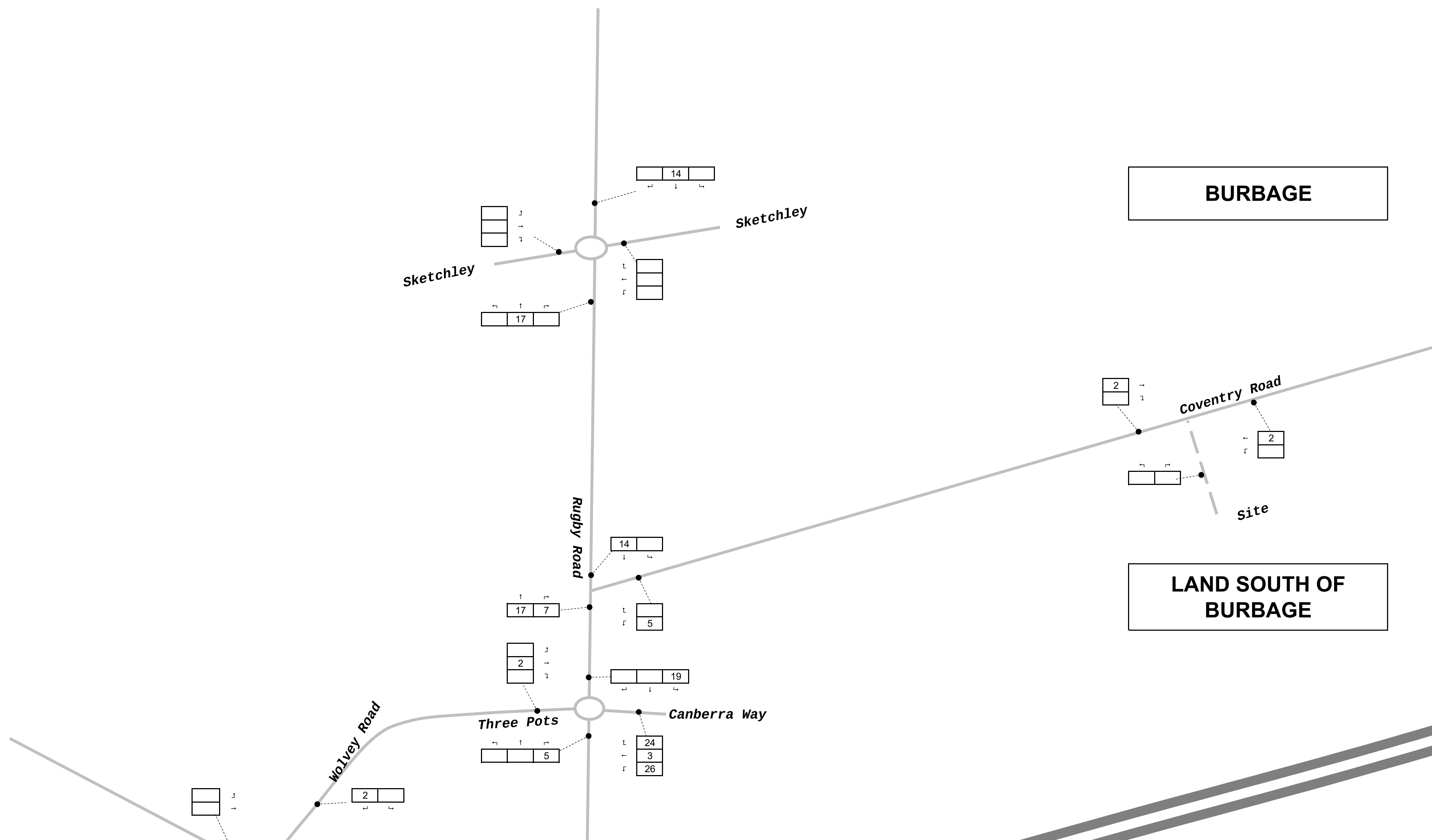


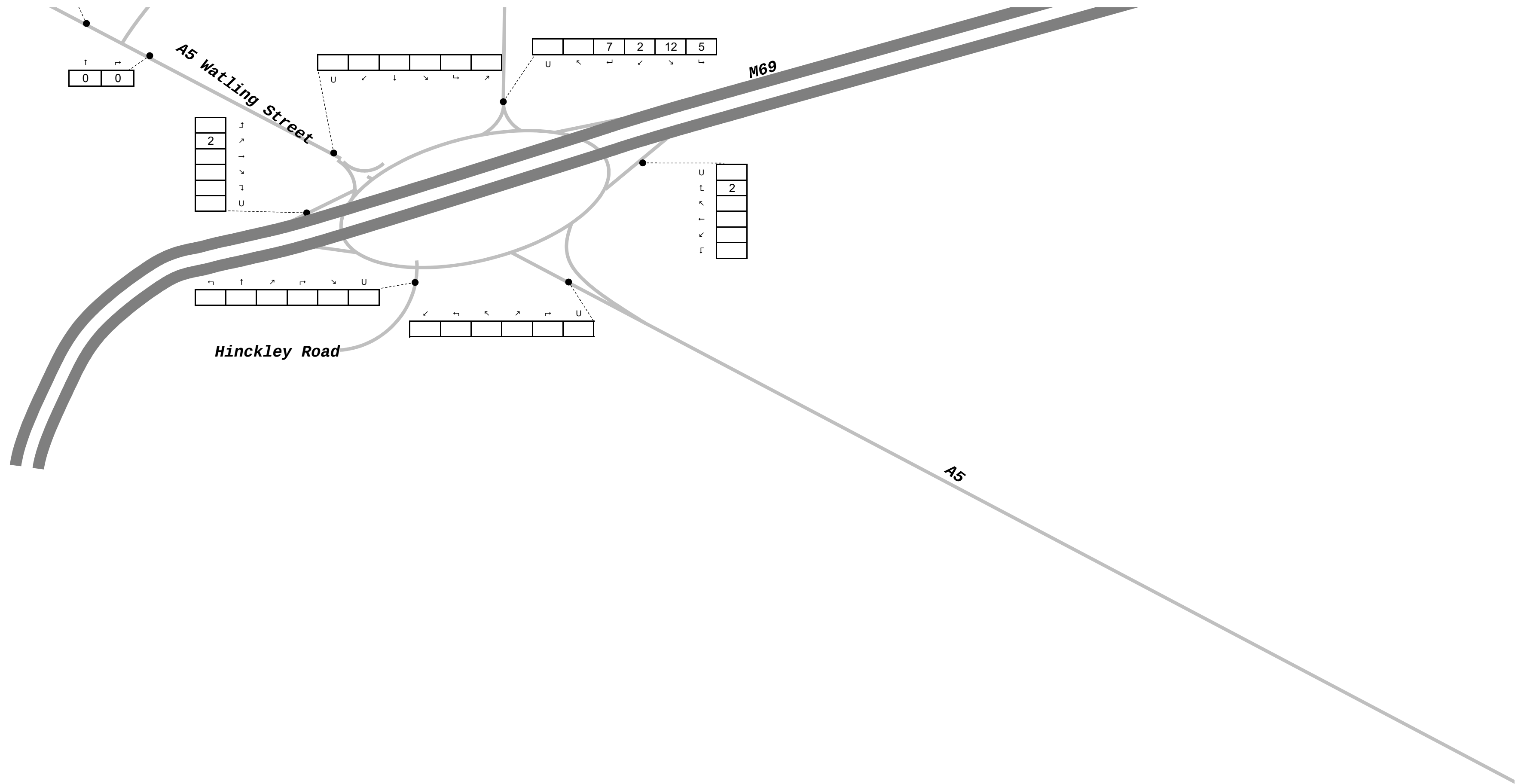












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A5 Watling Street

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M69

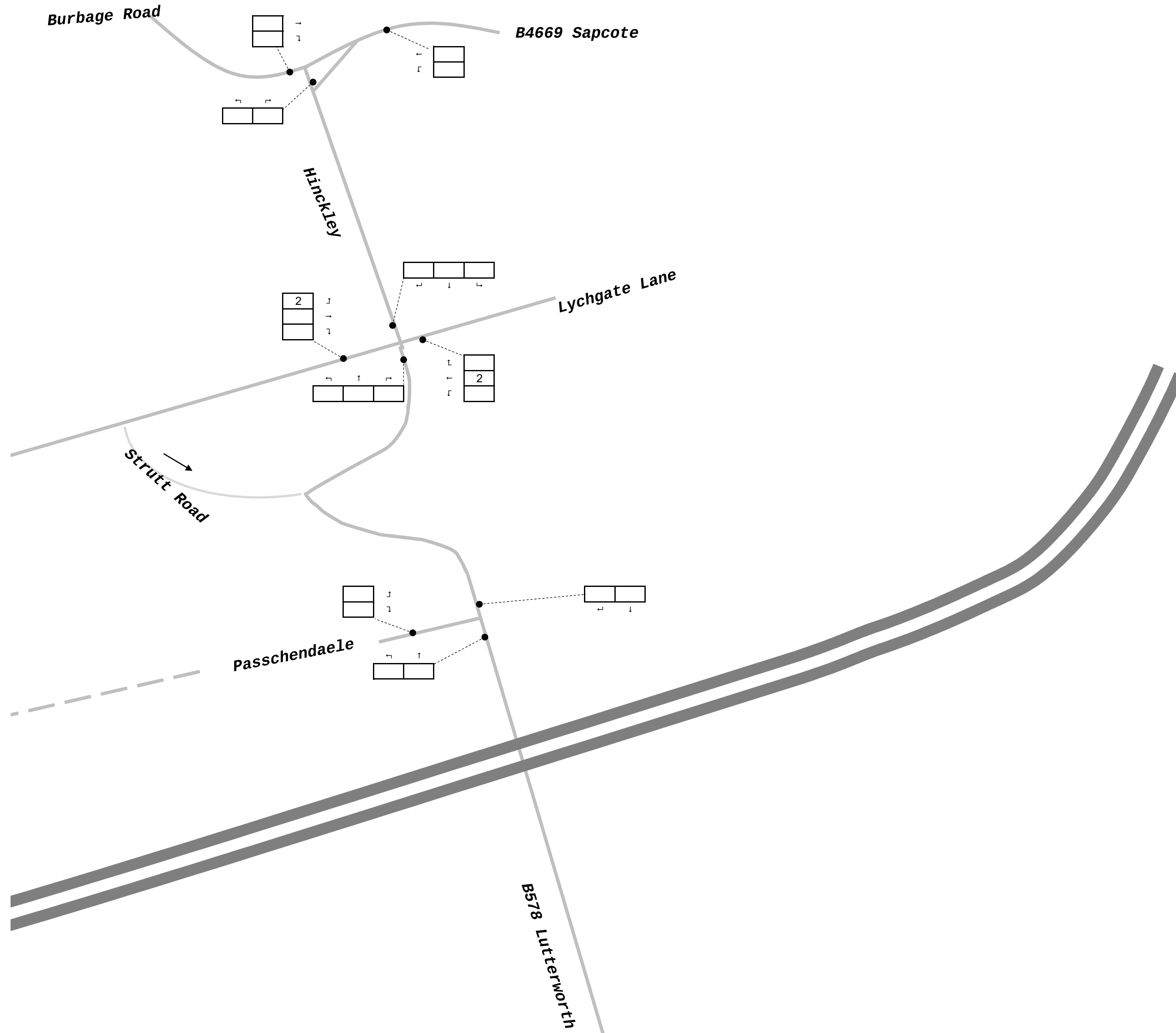
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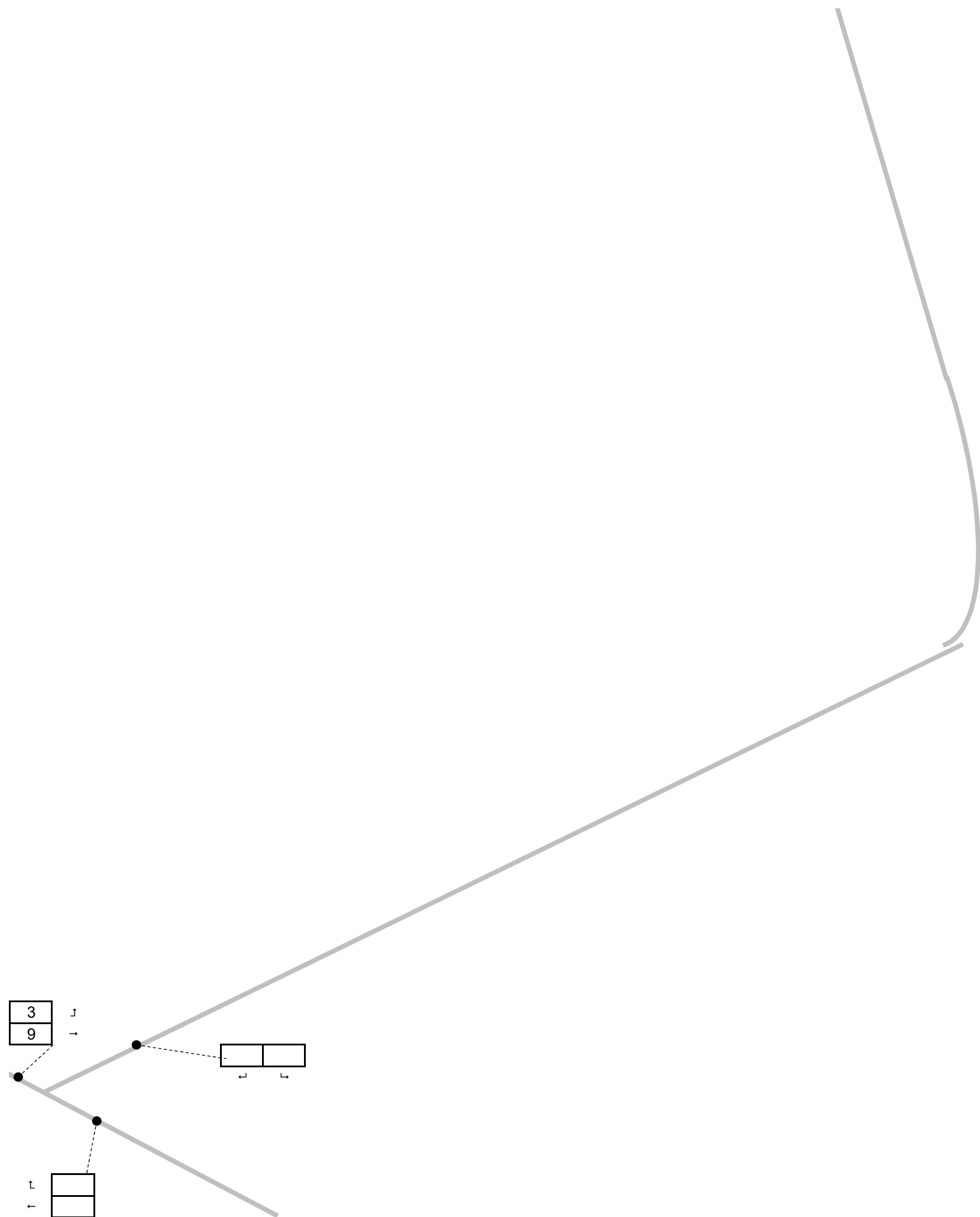
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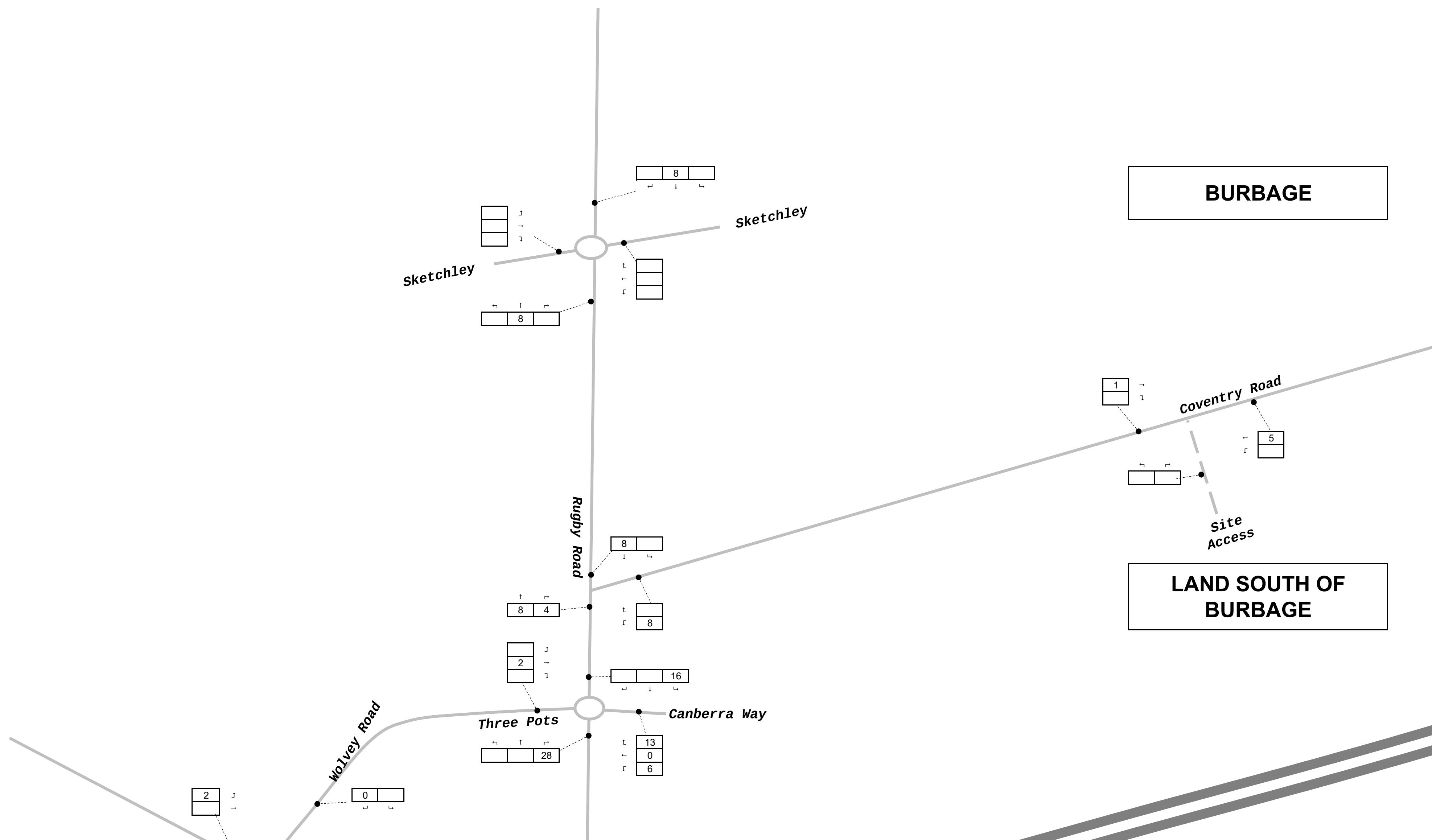
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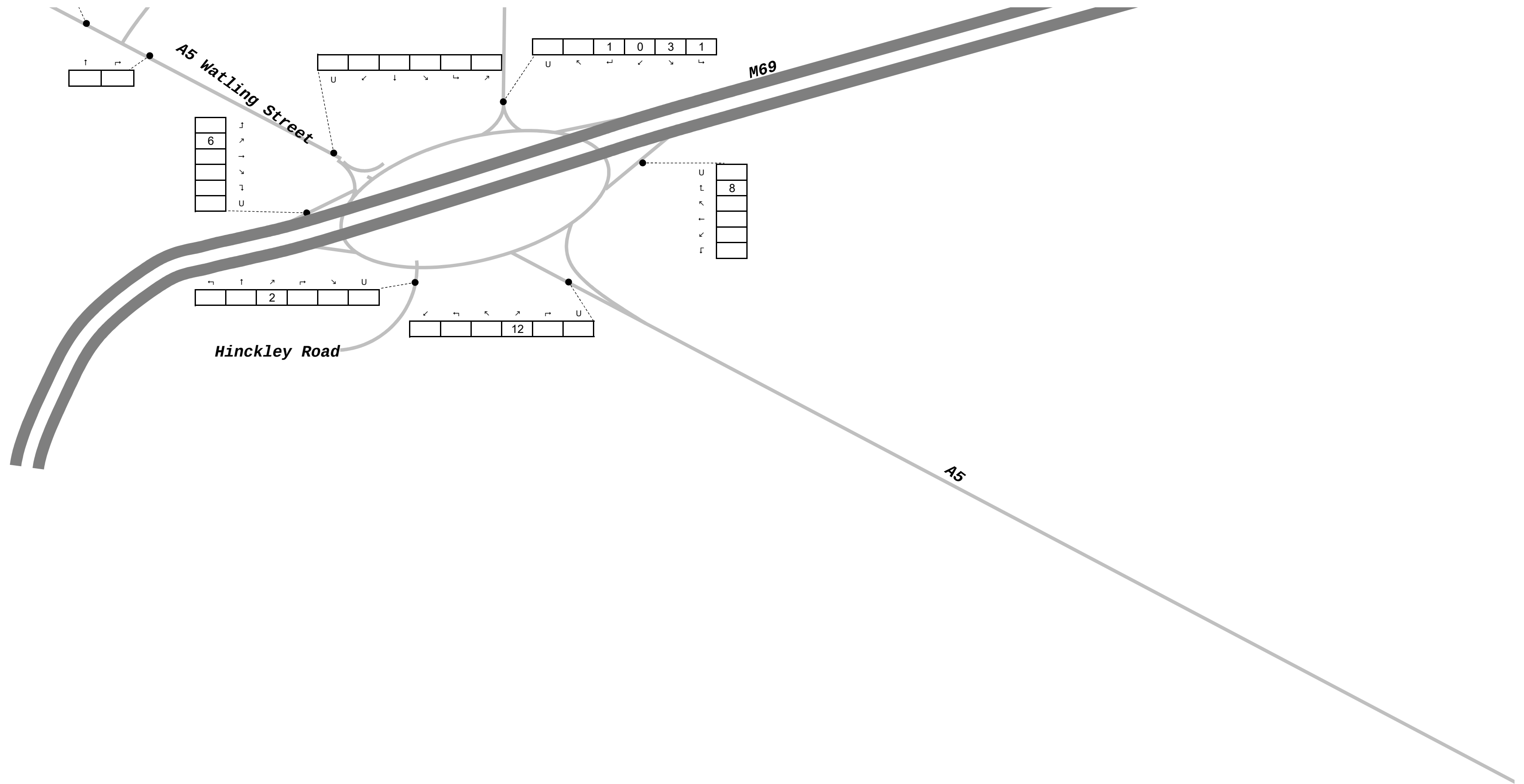
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A5









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A5 Watling Street

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M69

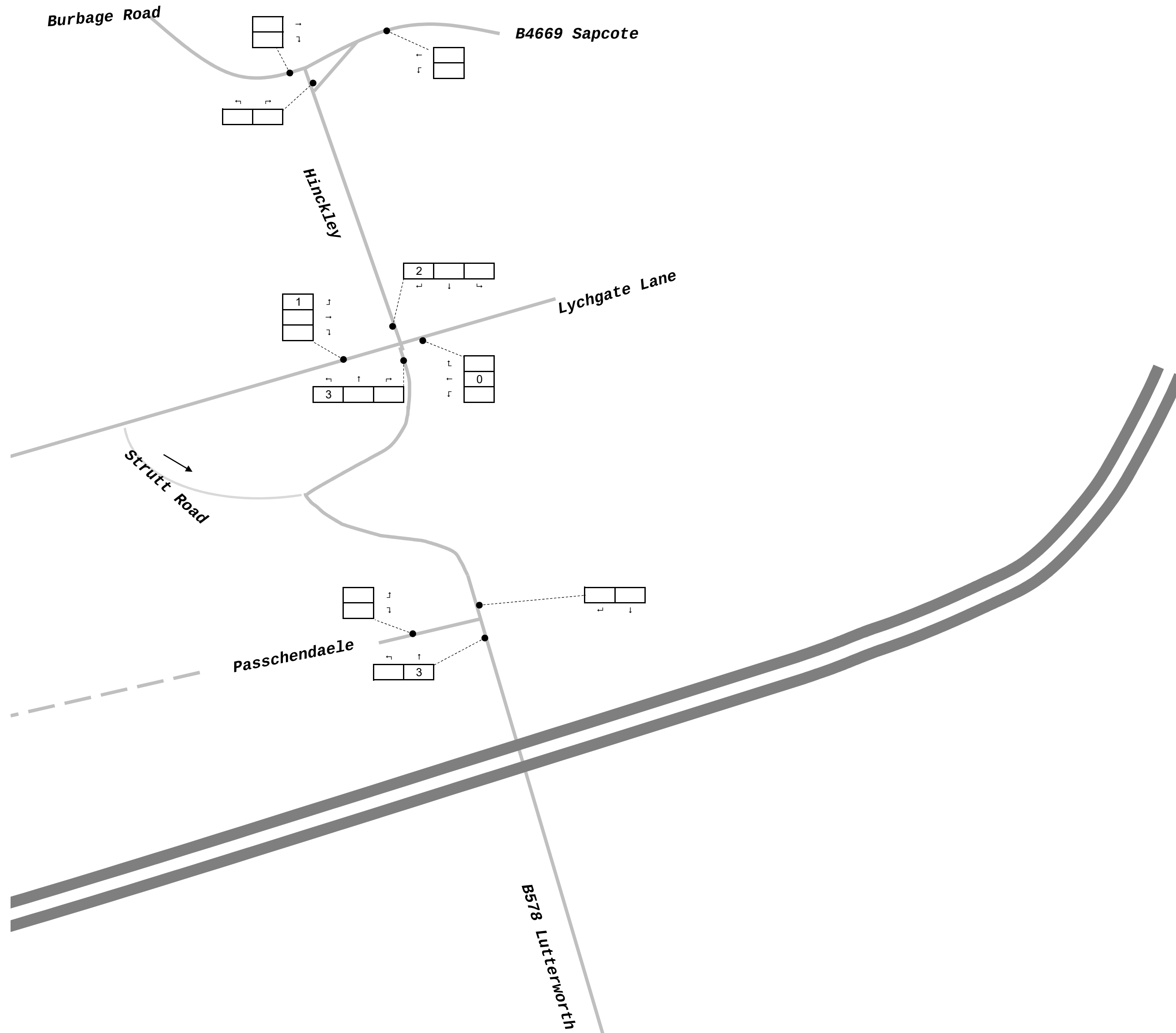
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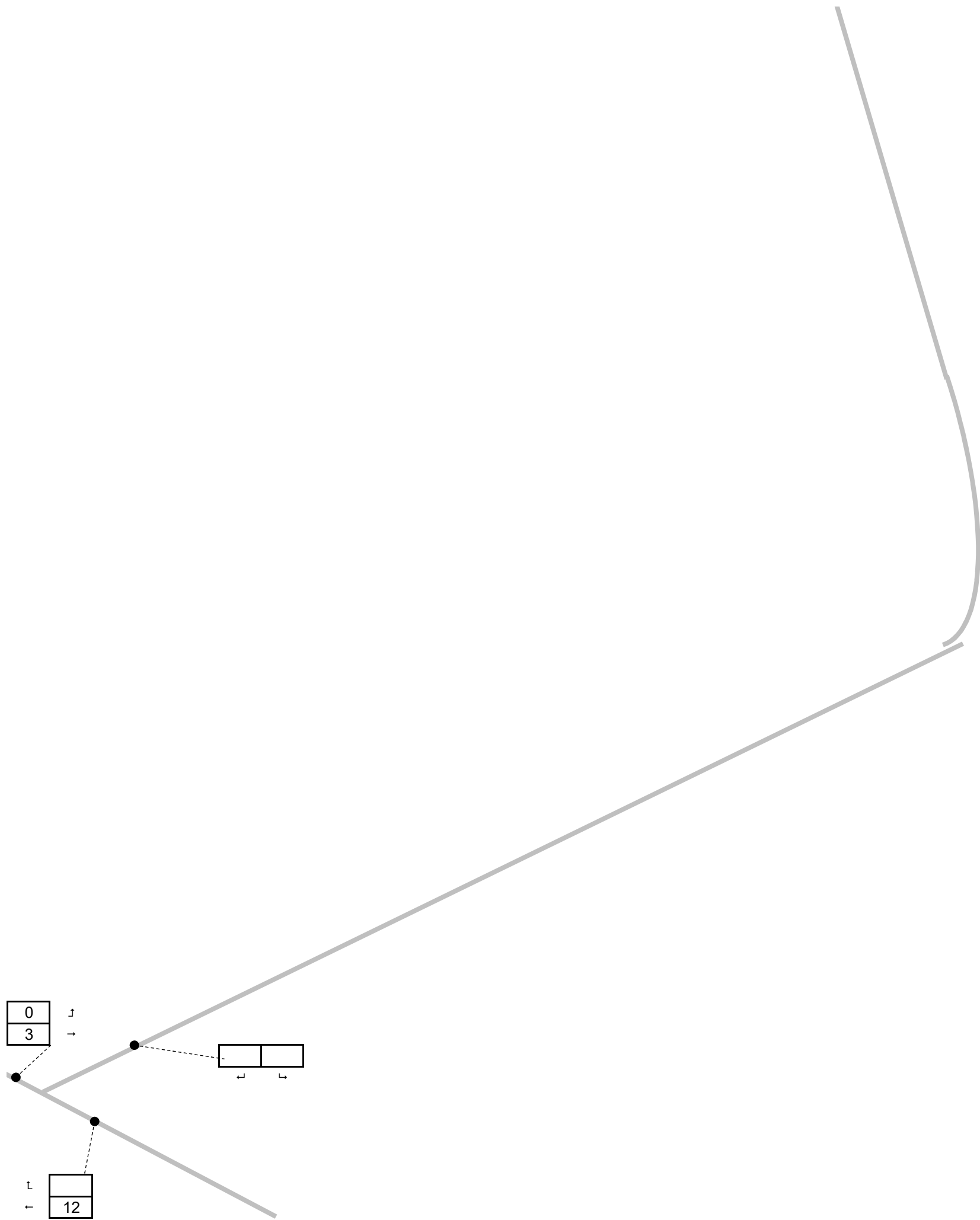
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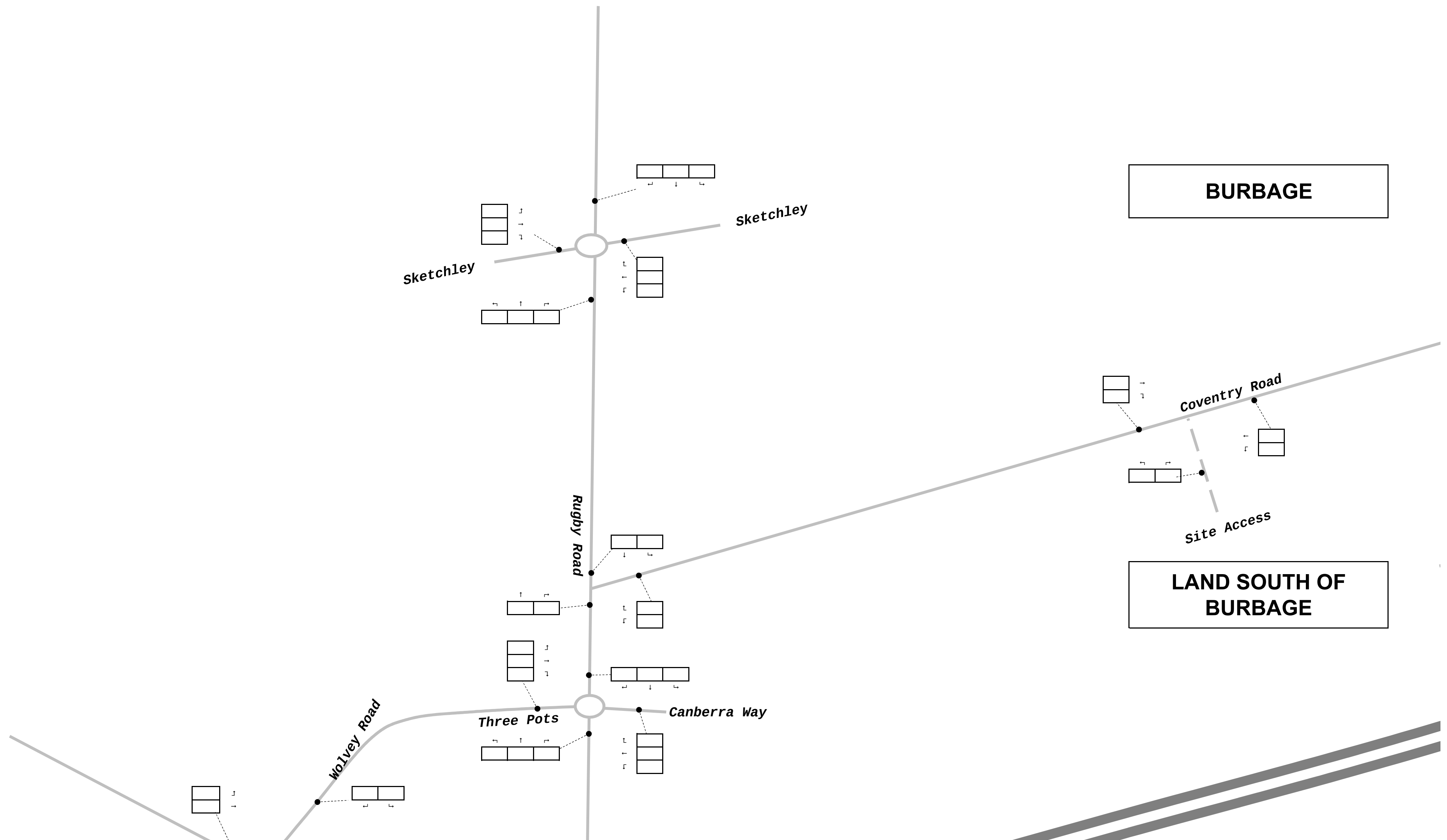
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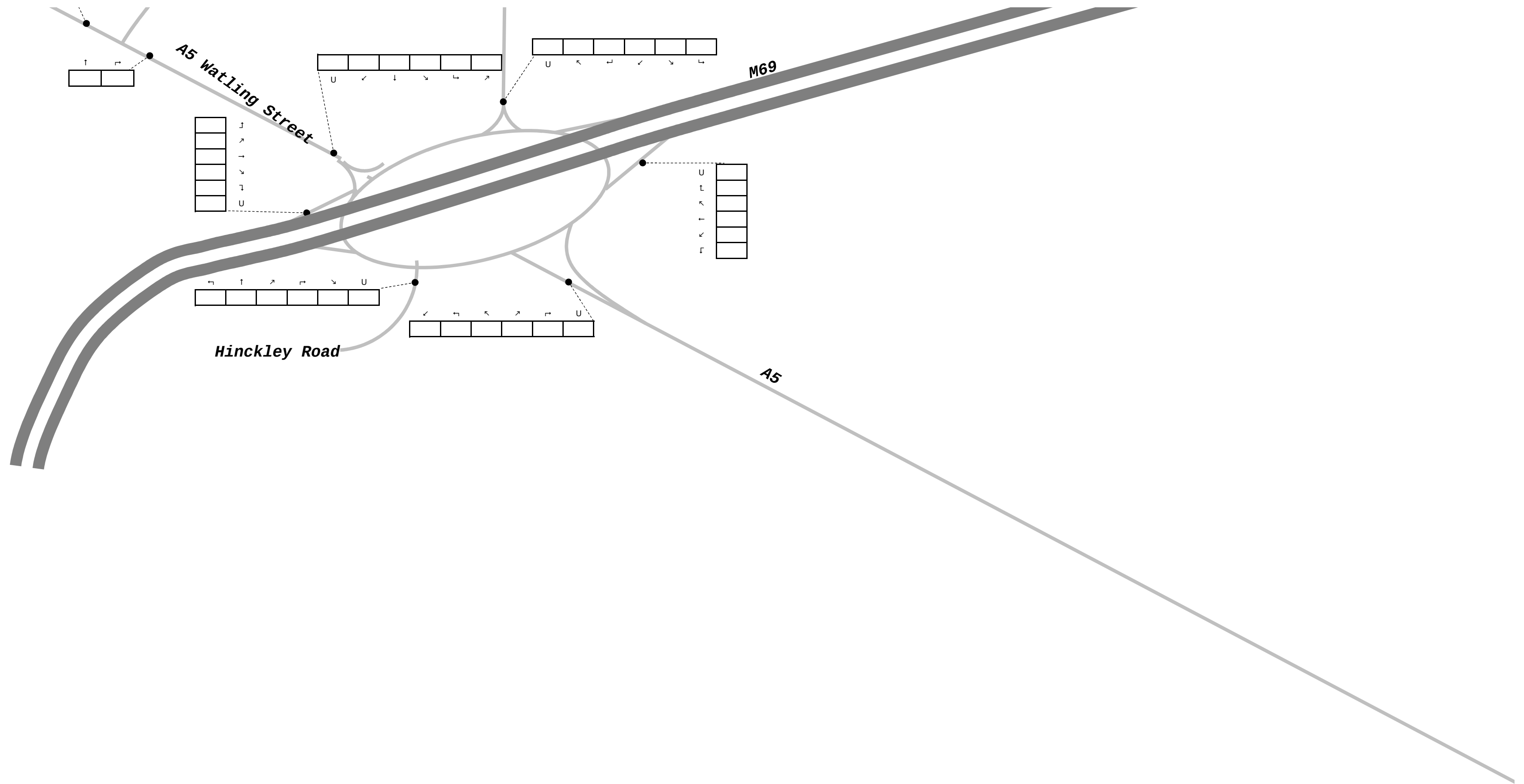
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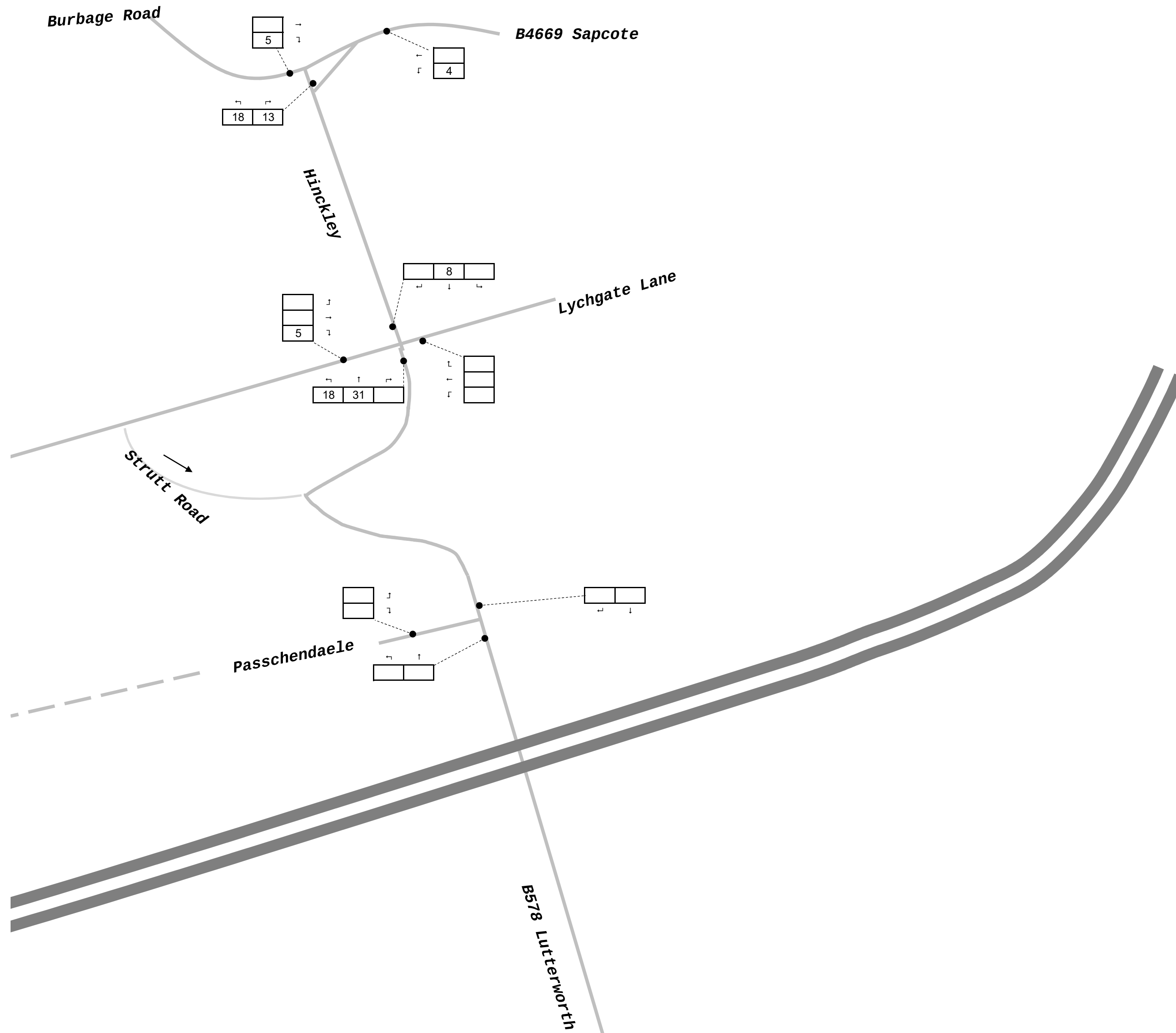
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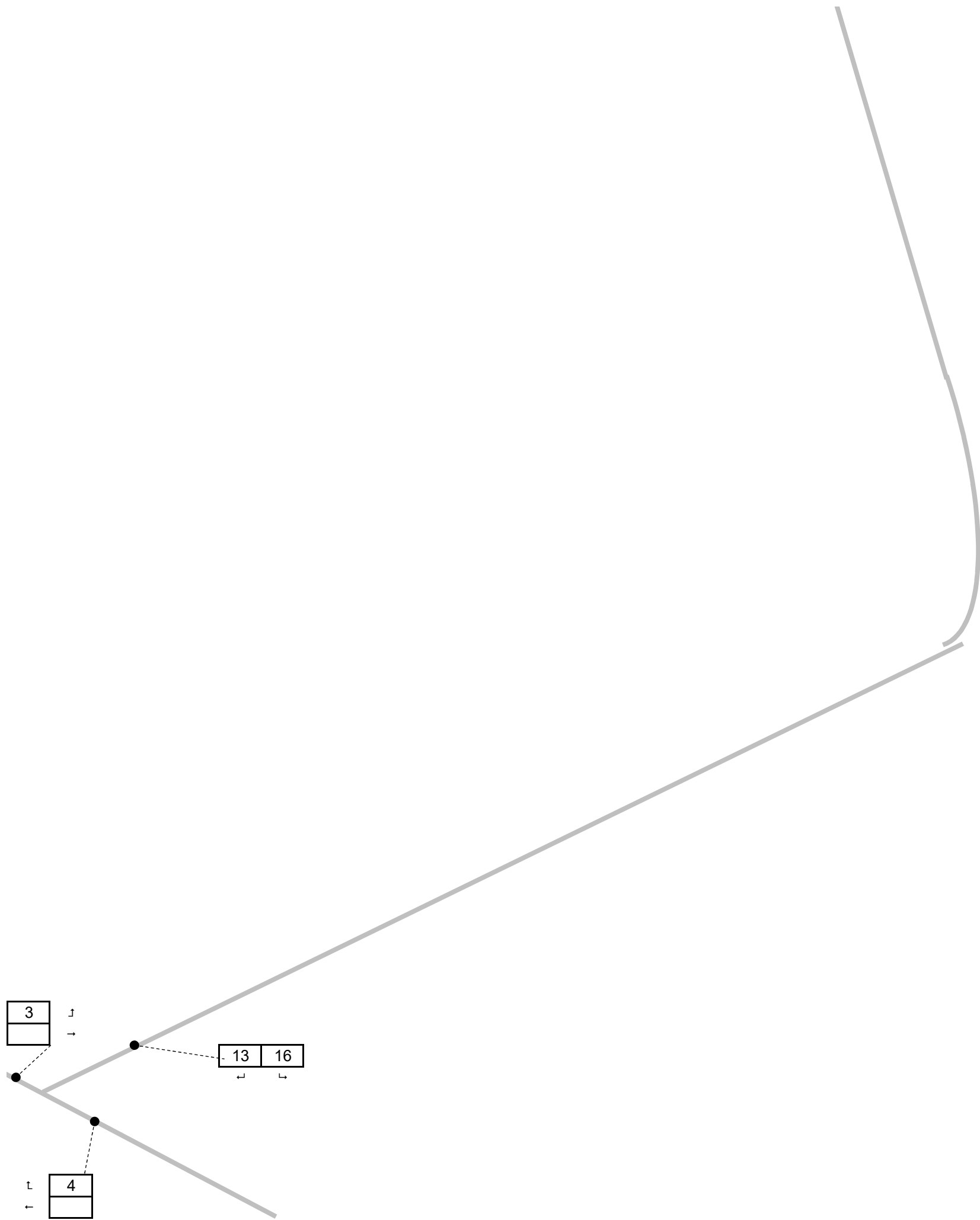


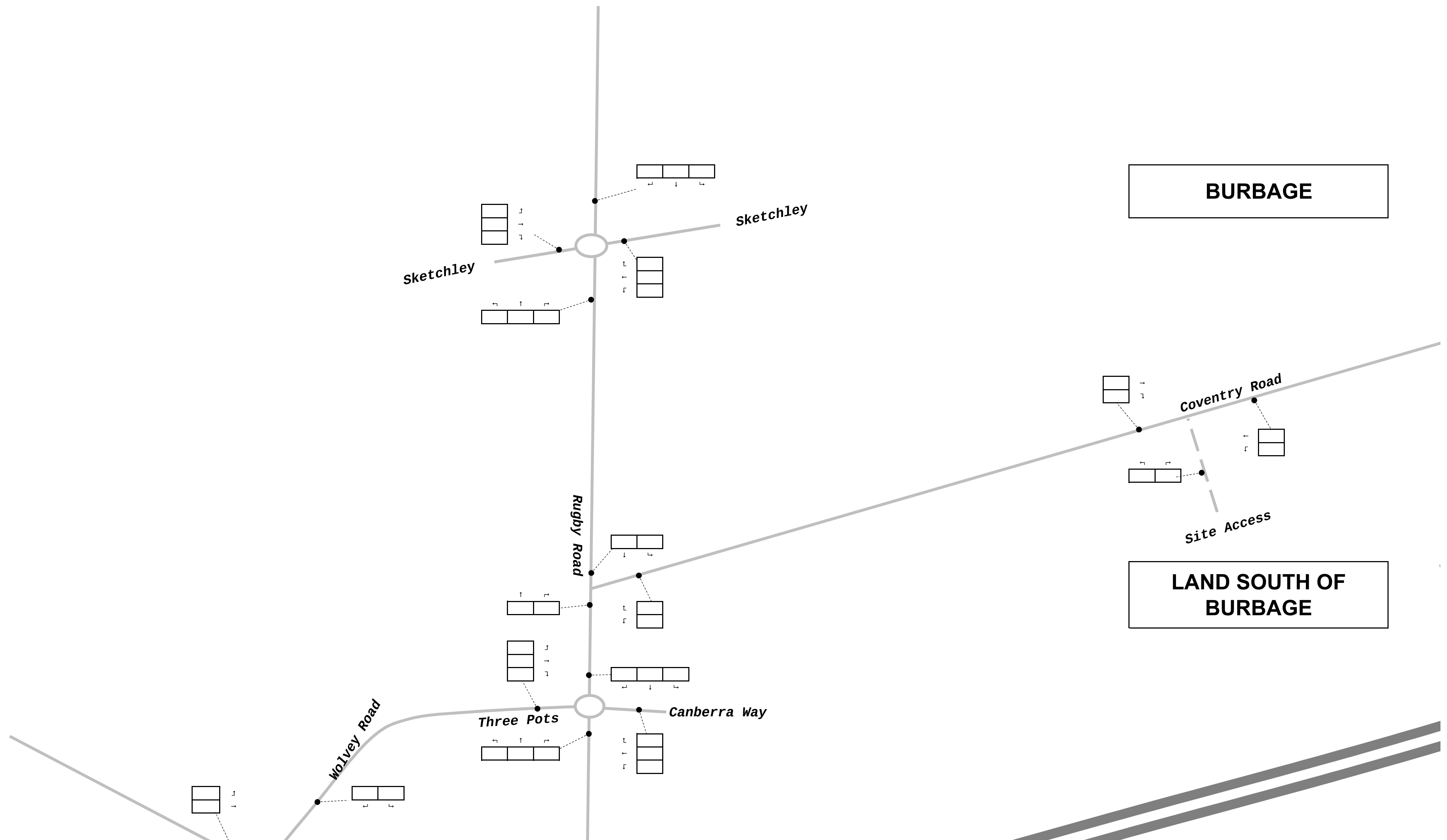


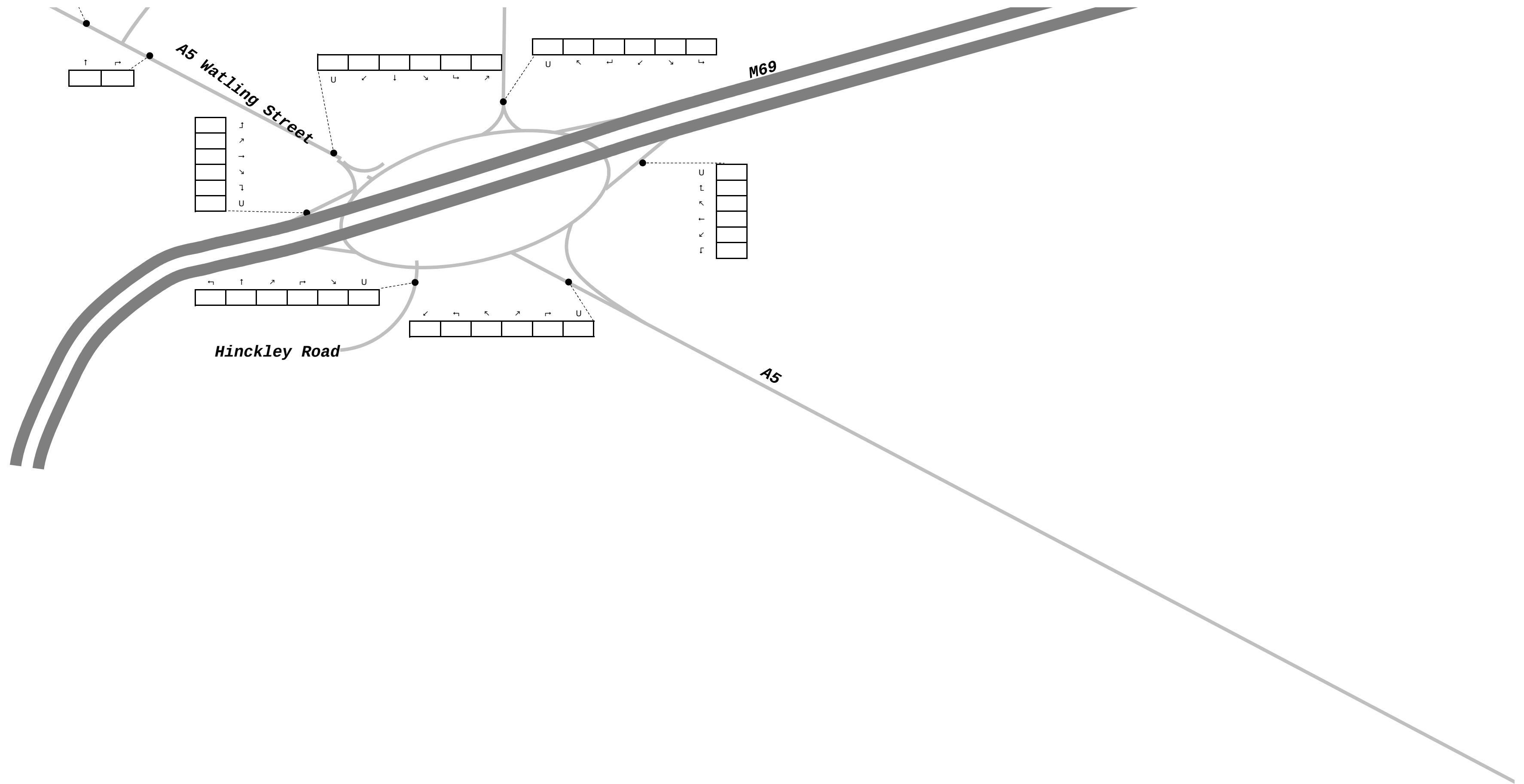


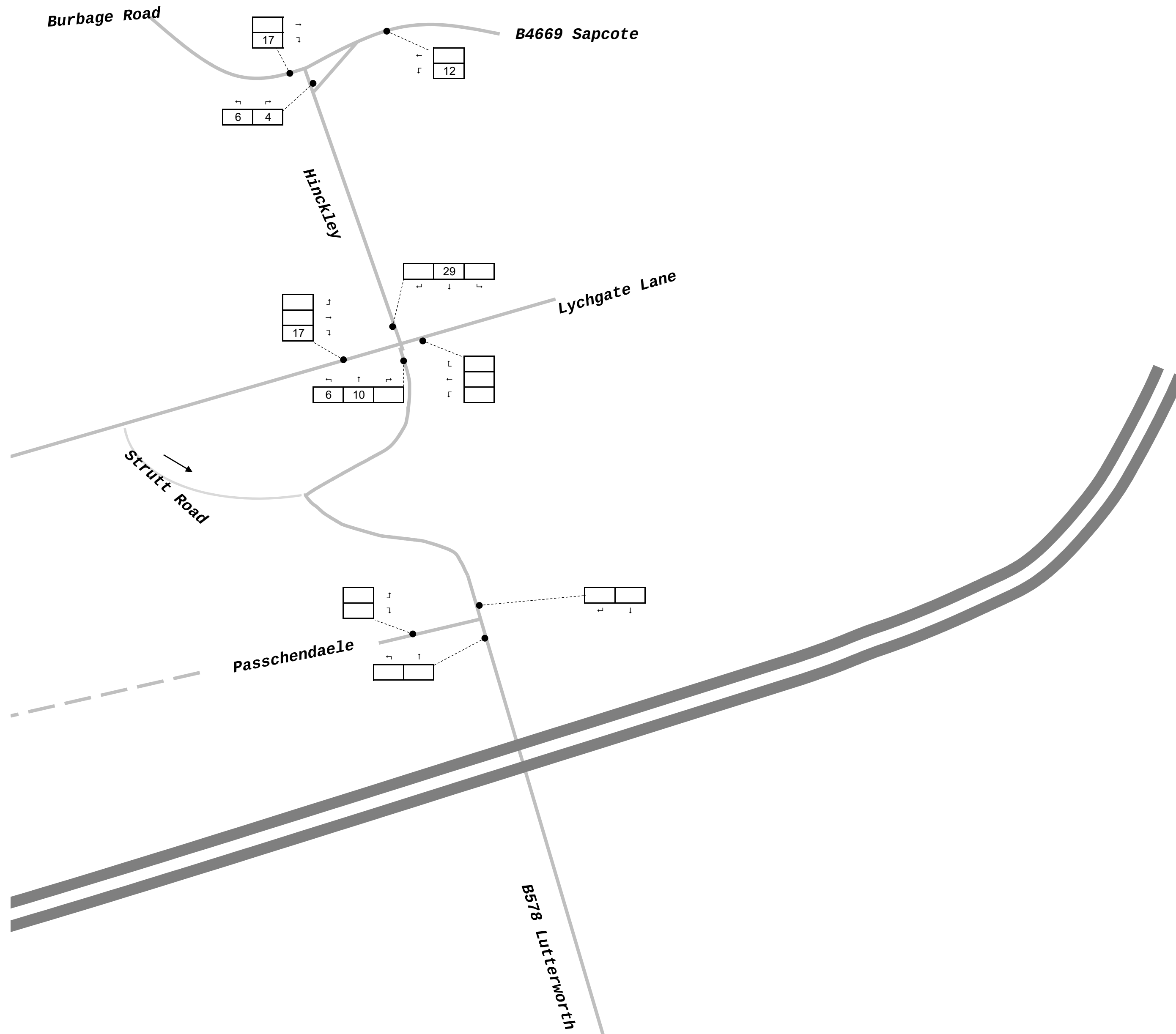


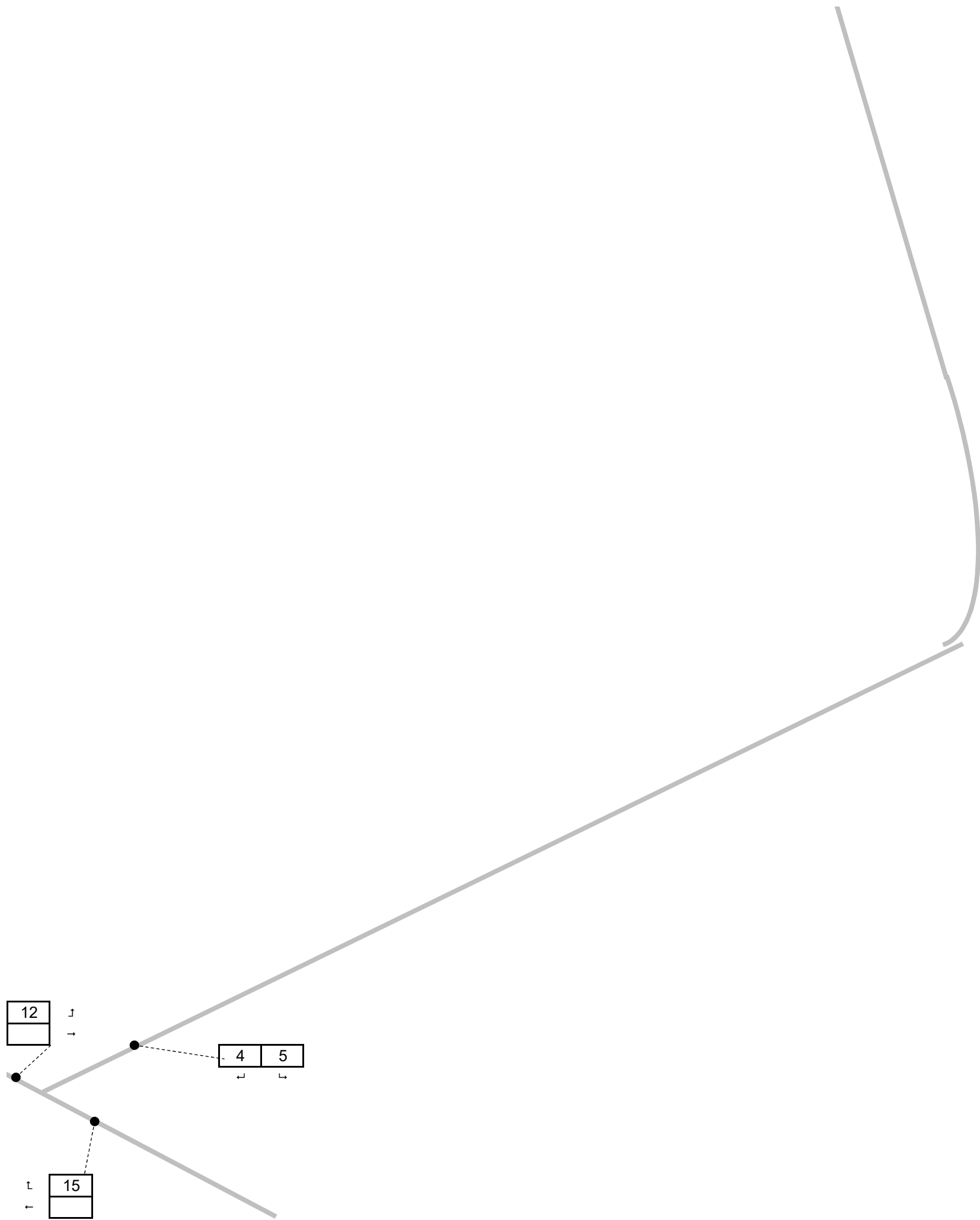


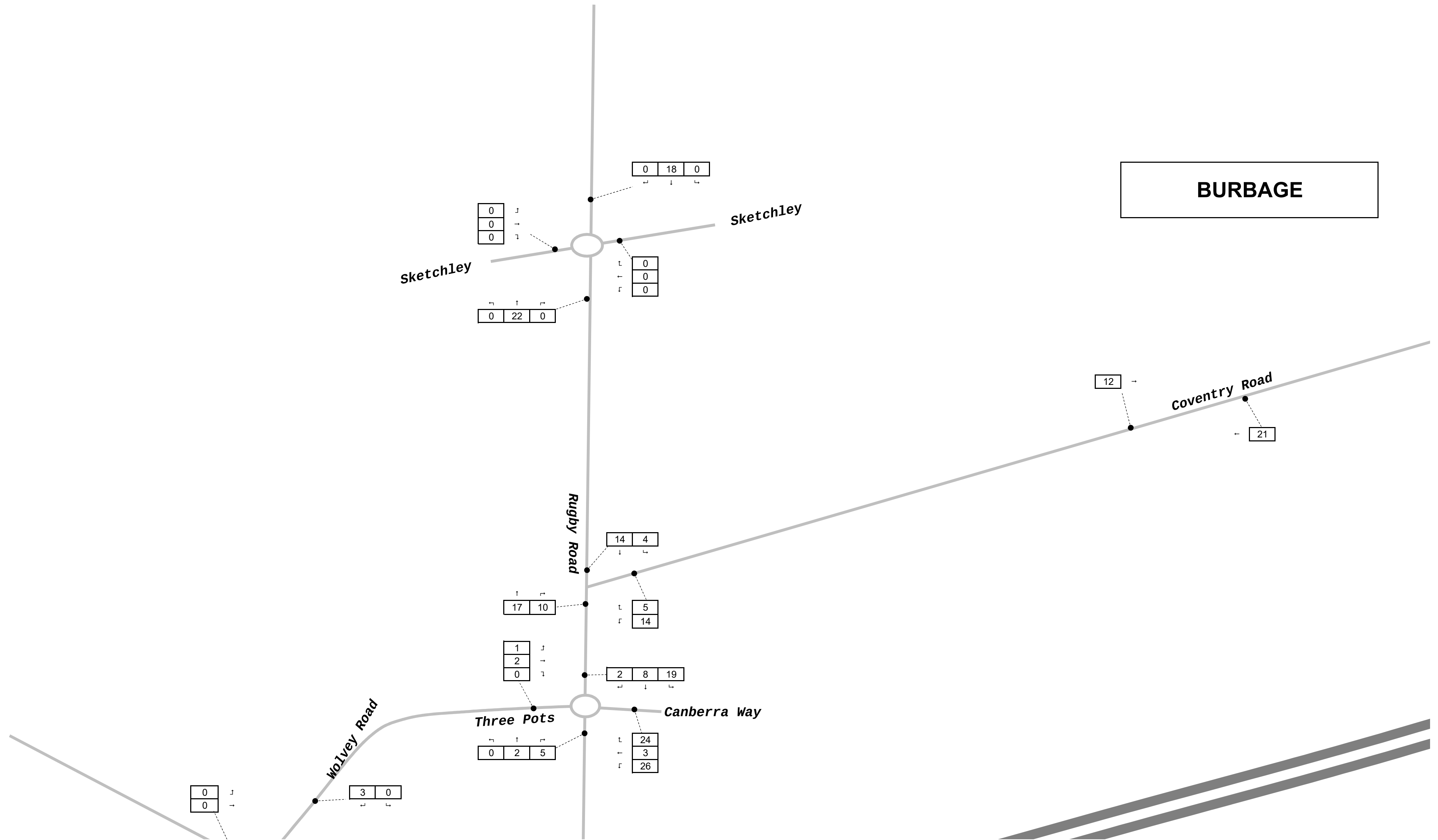


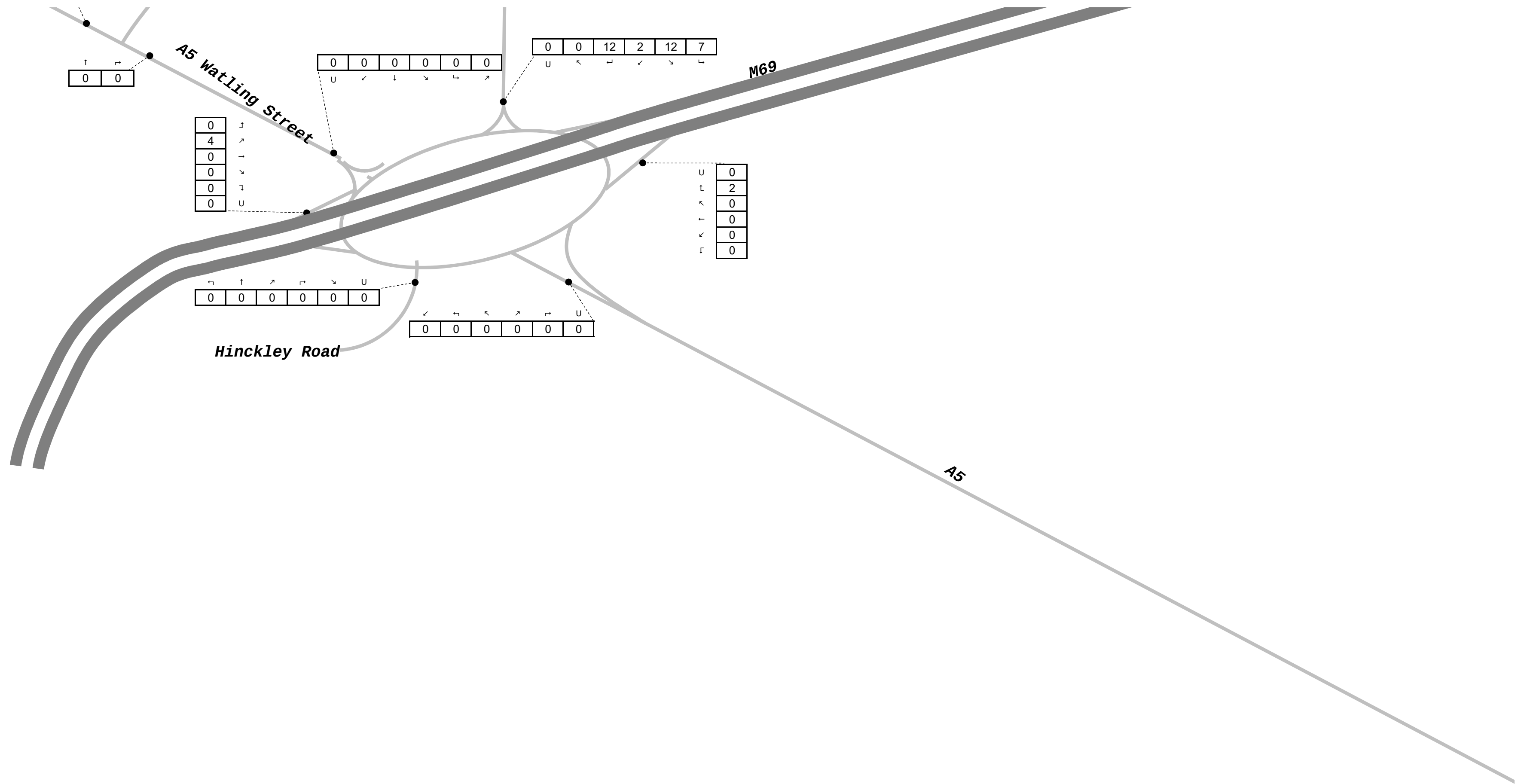


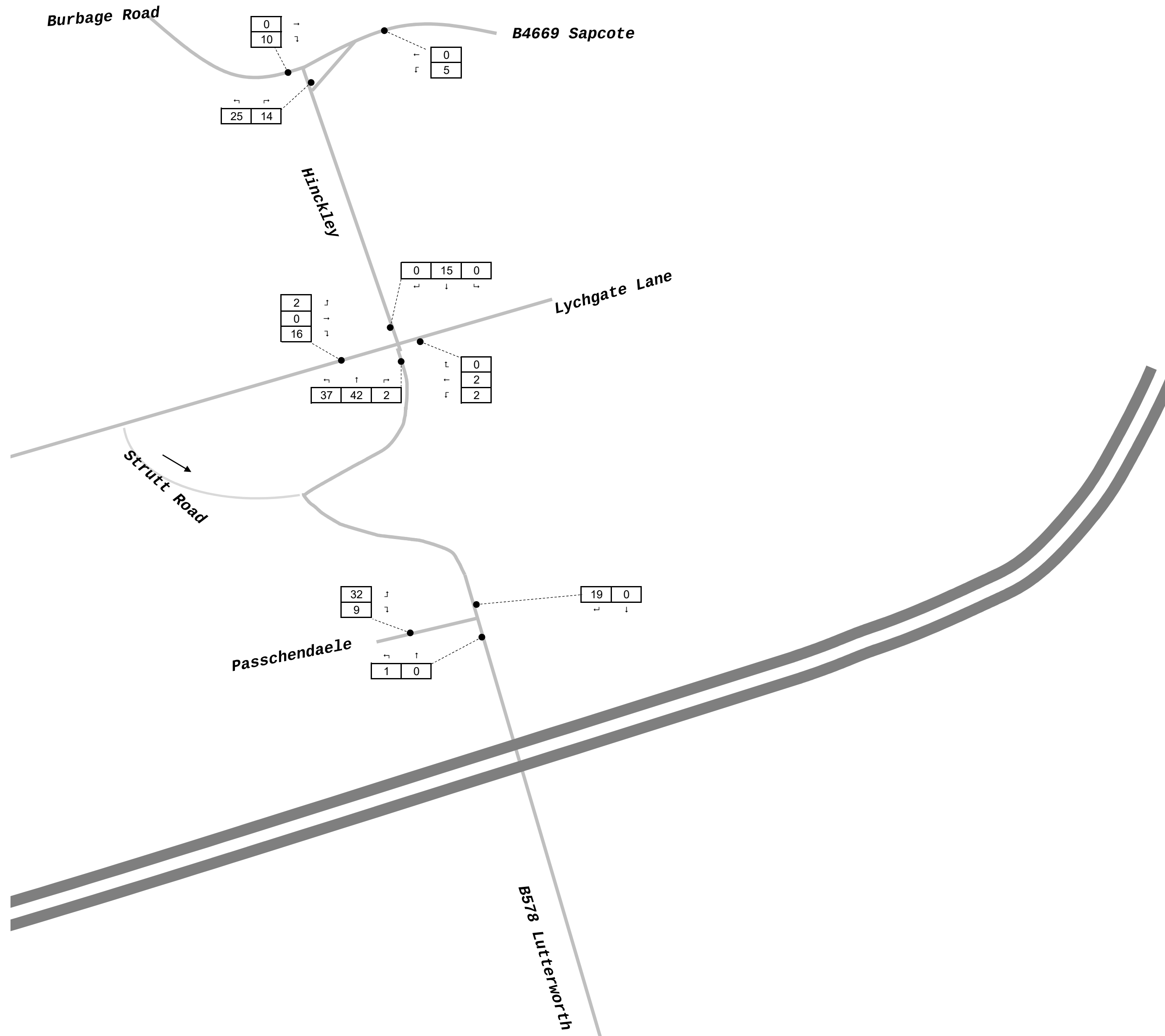


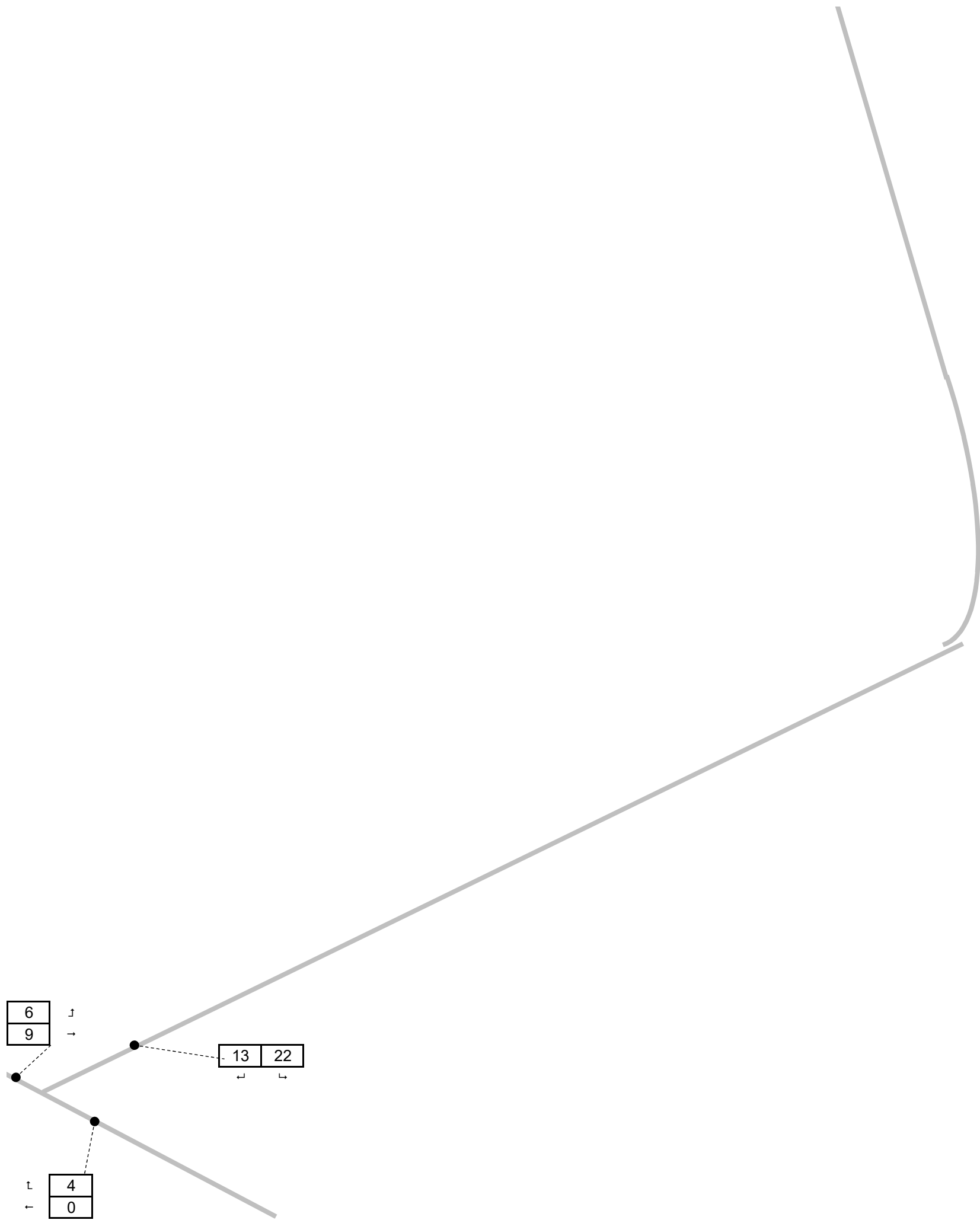


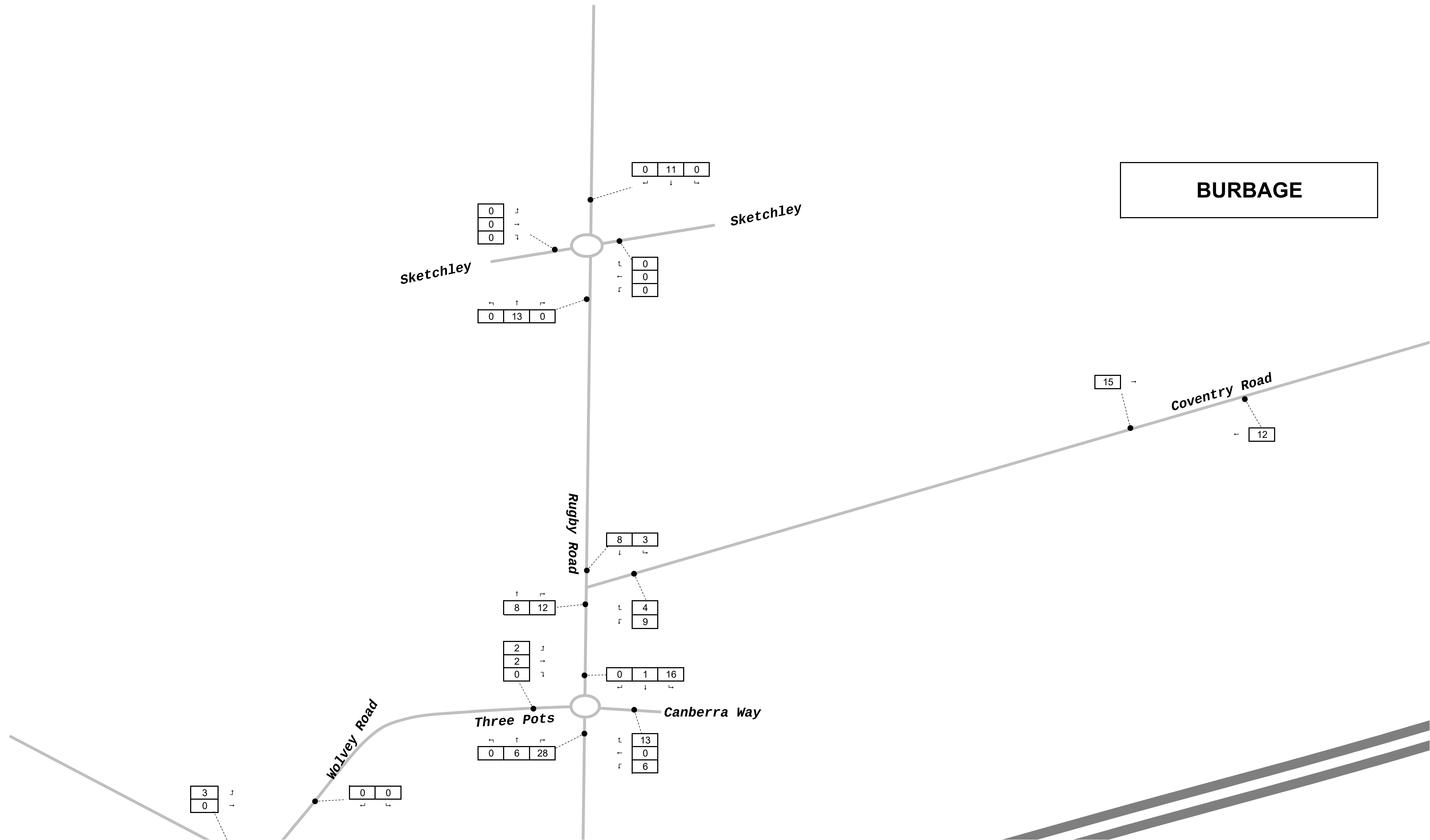


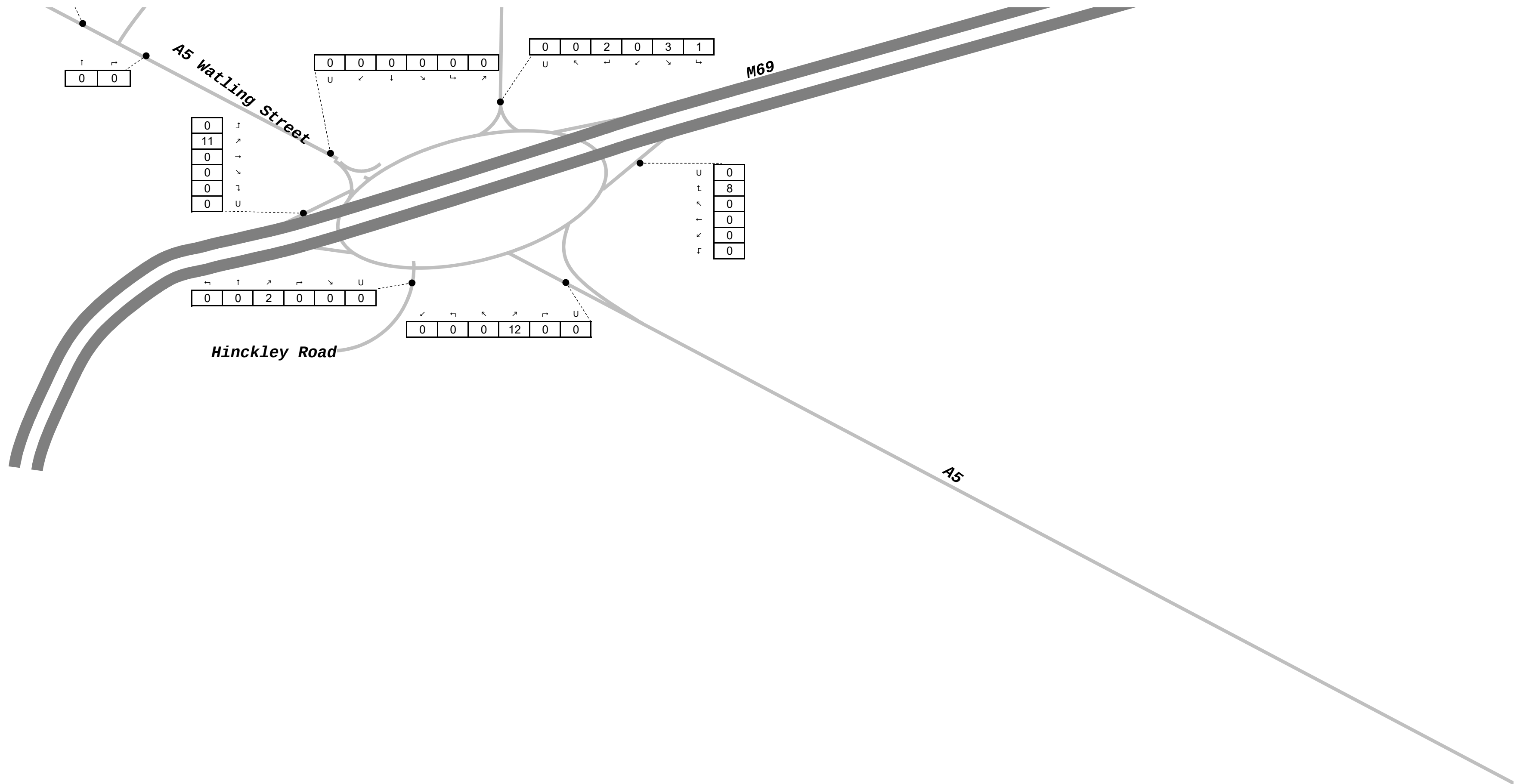


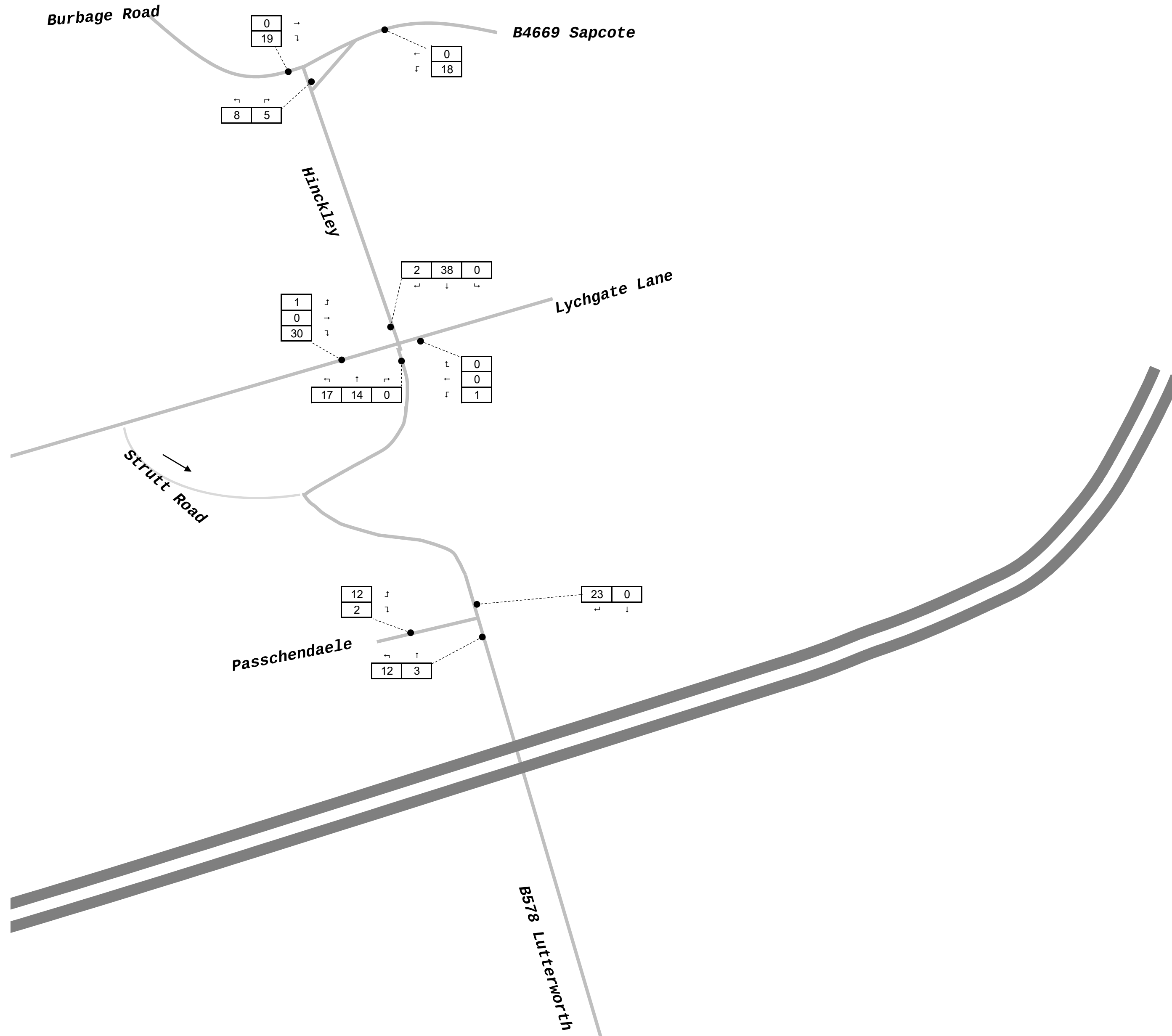


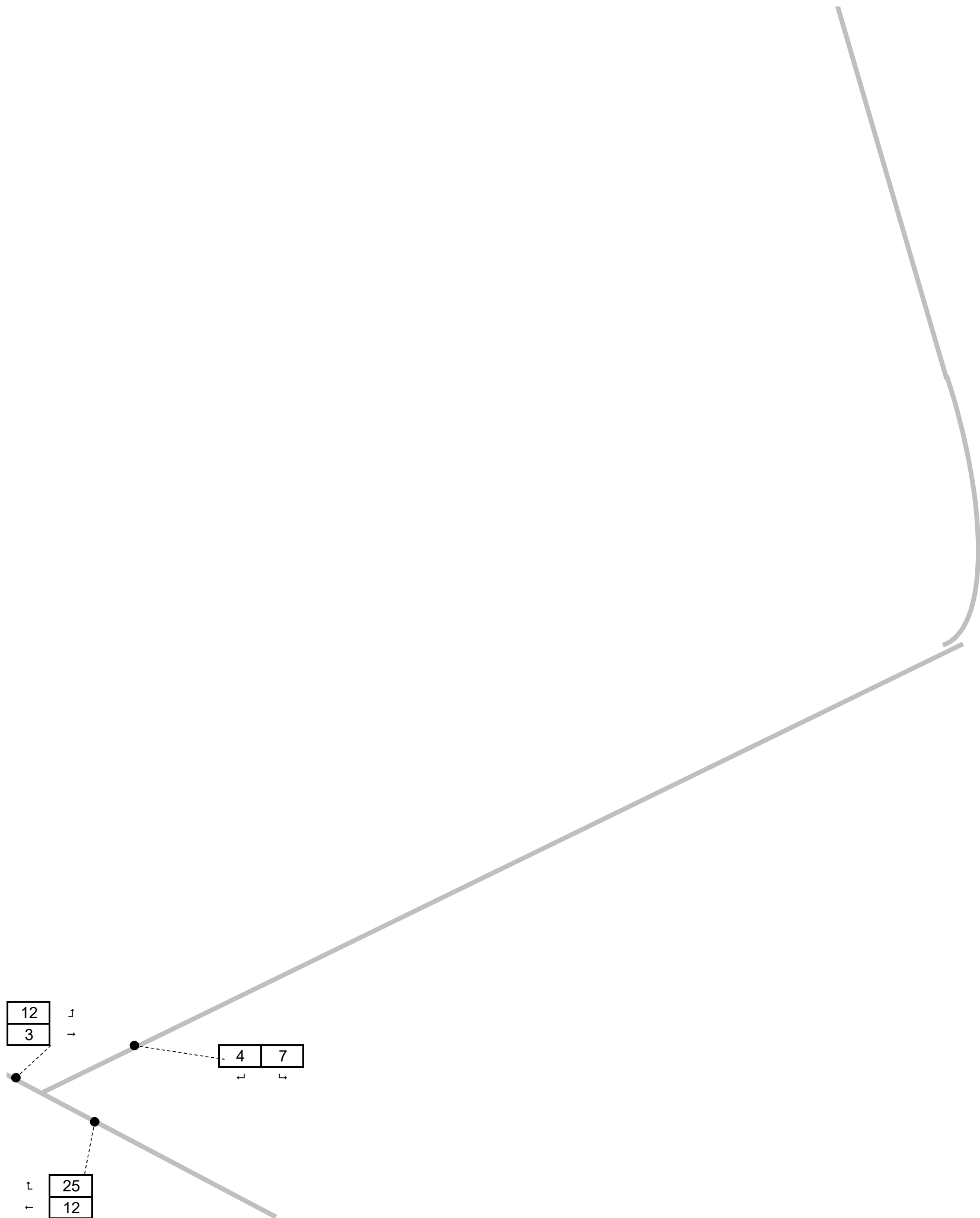


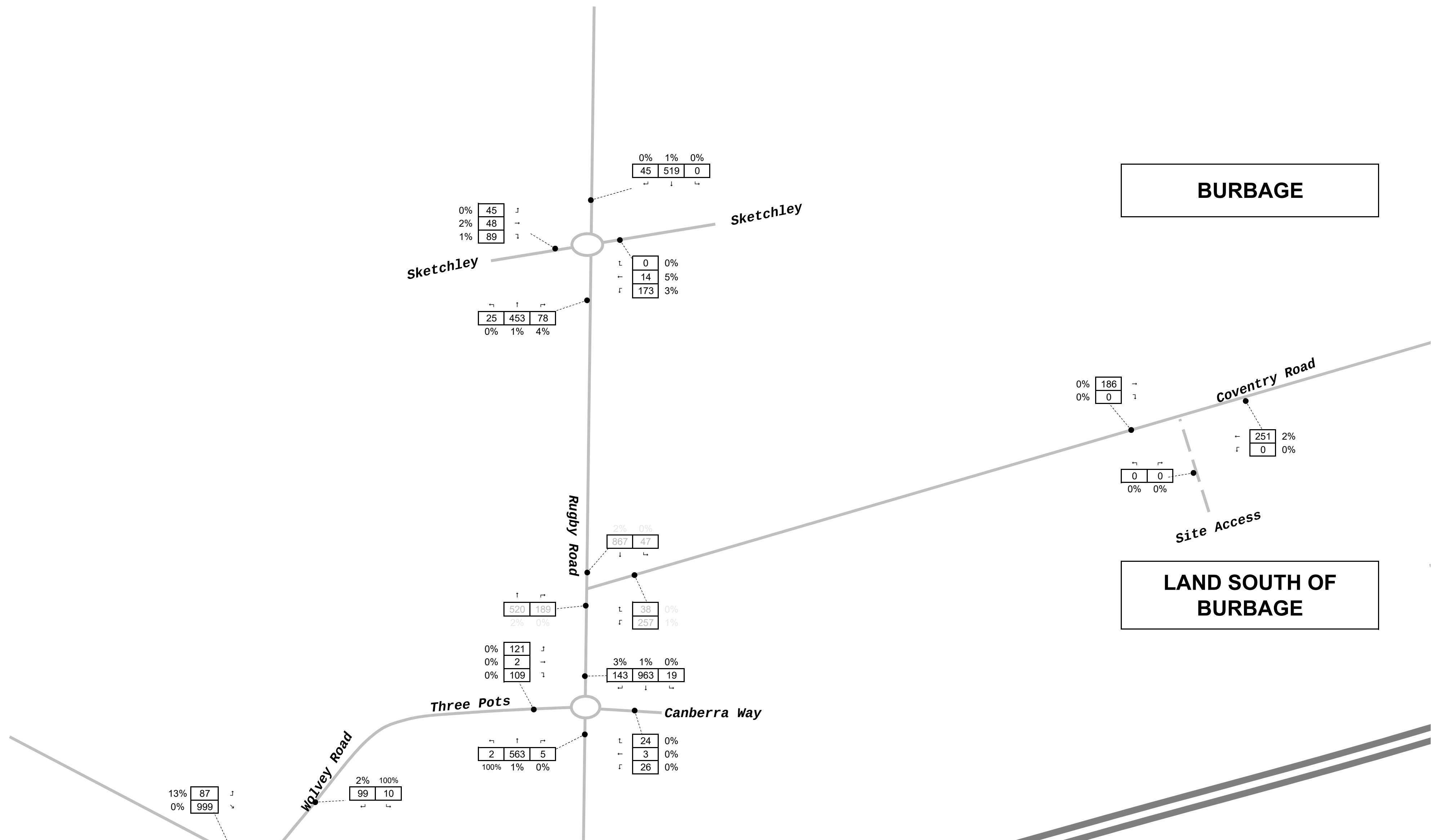


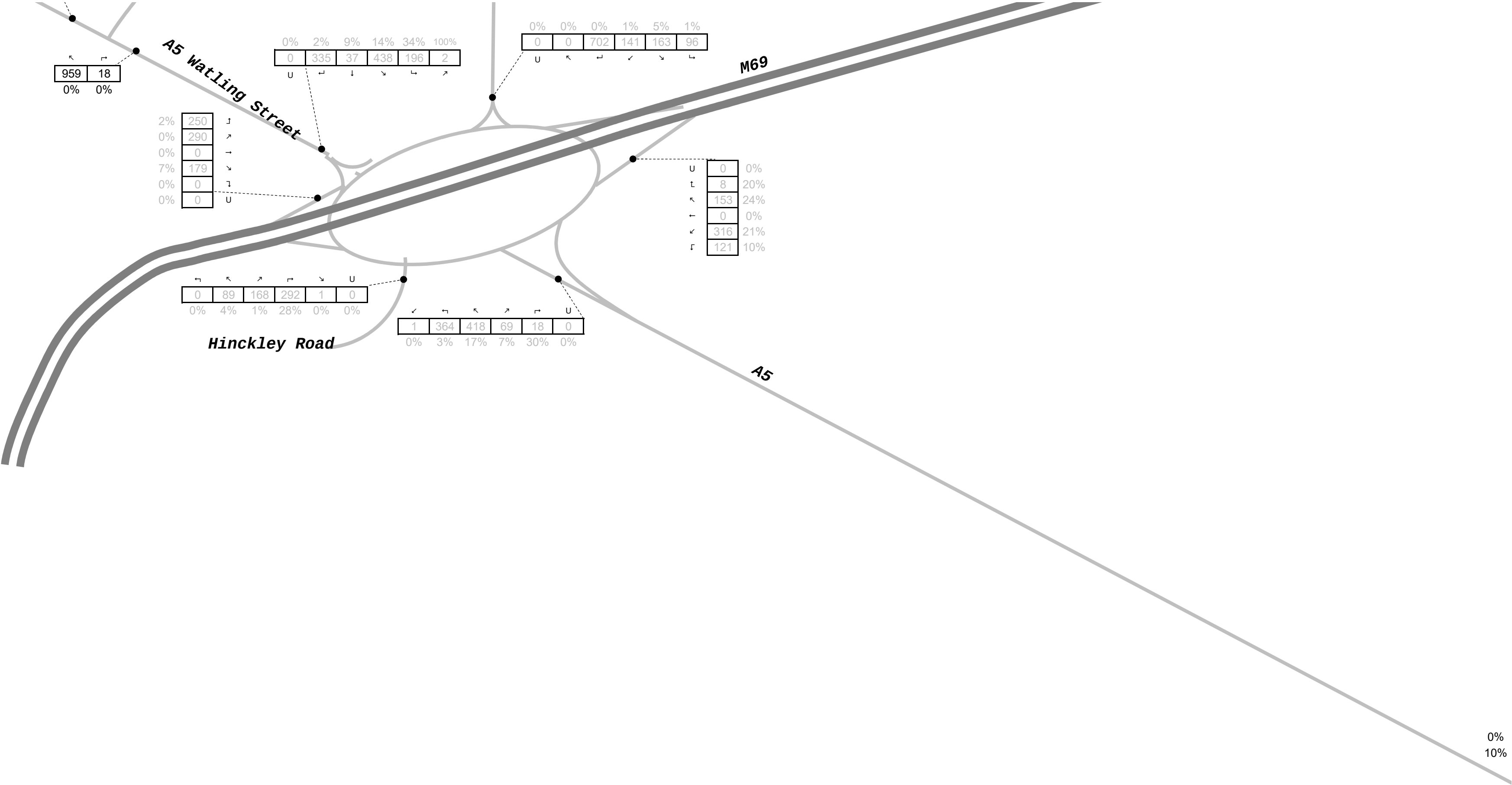










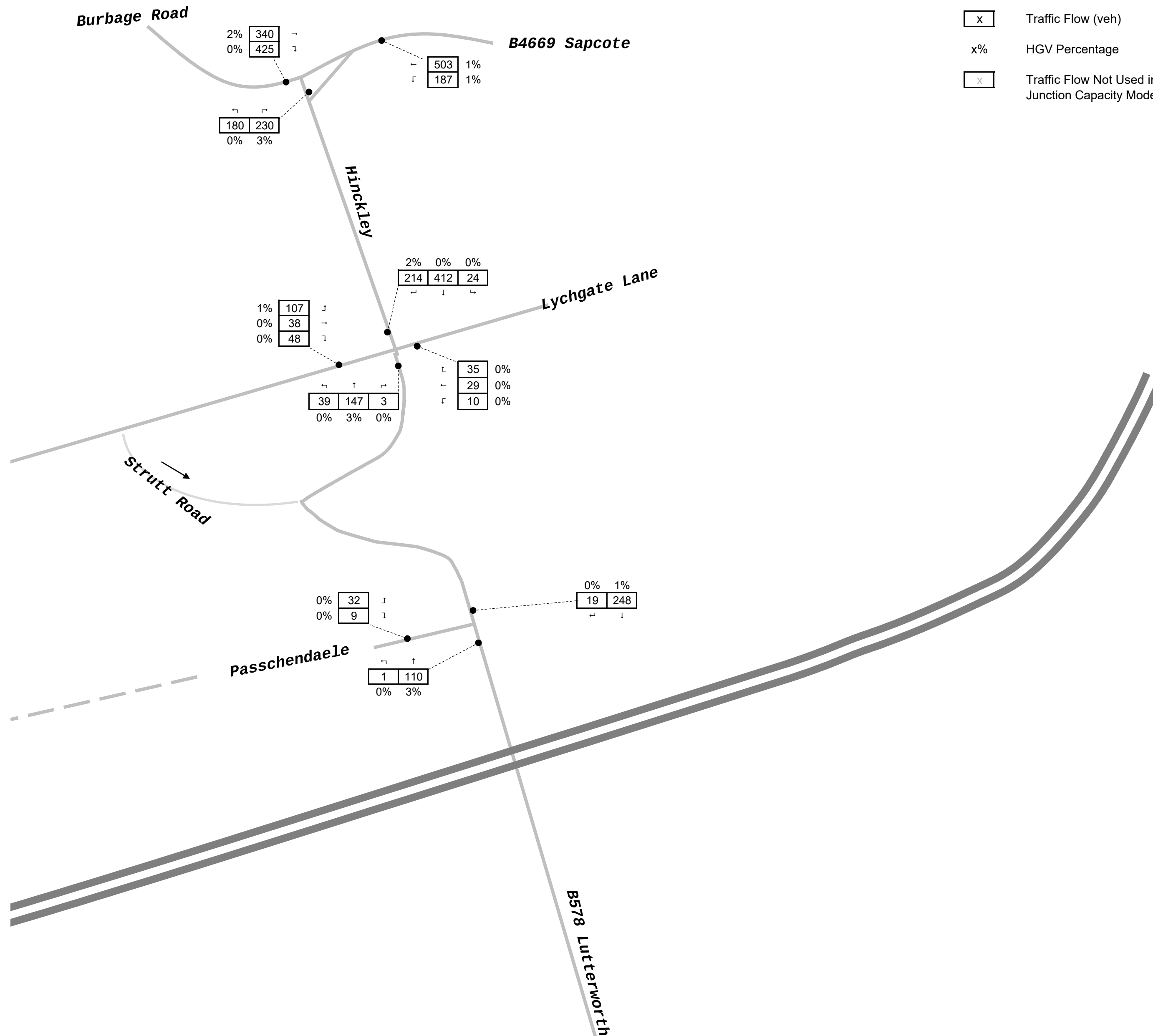


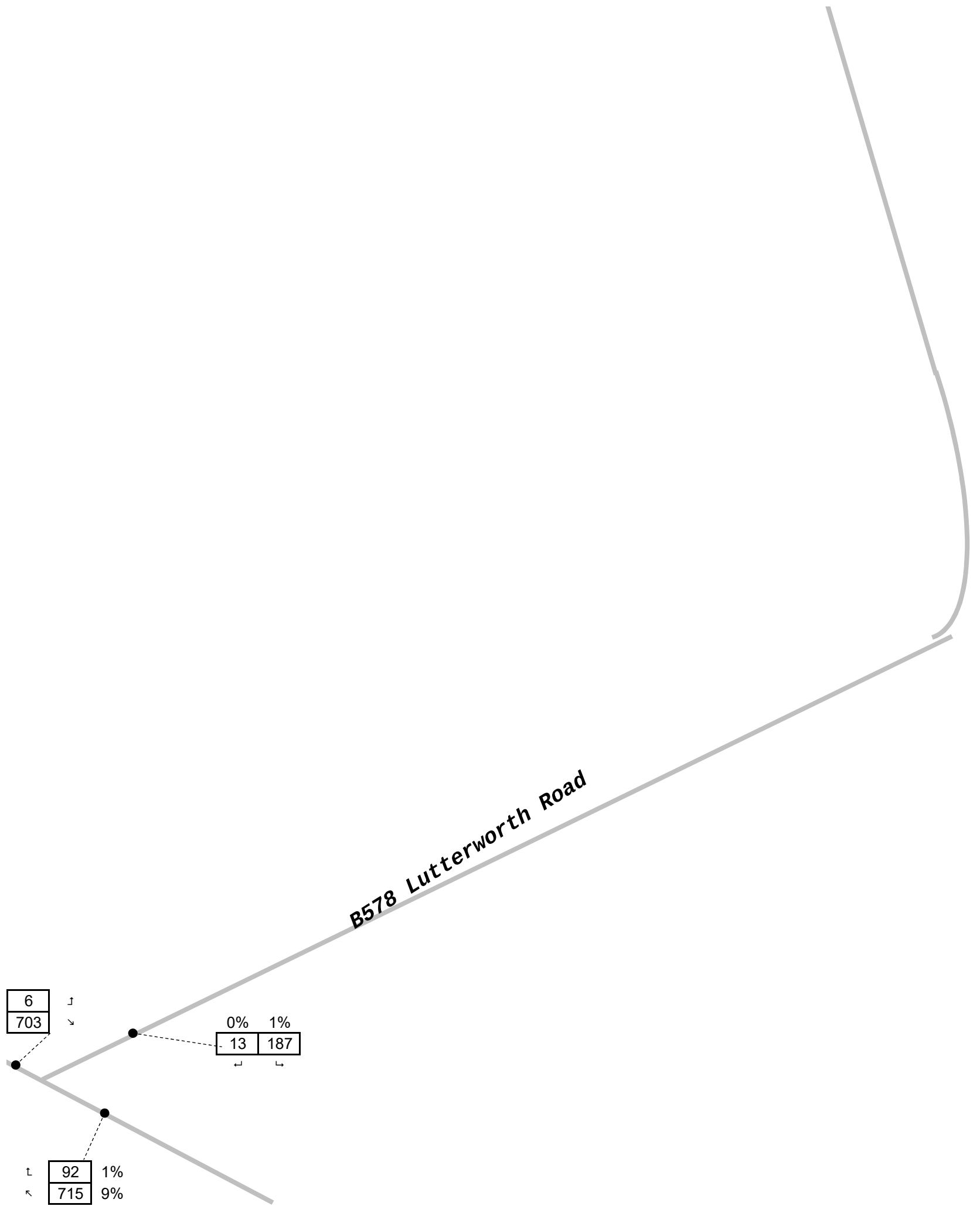
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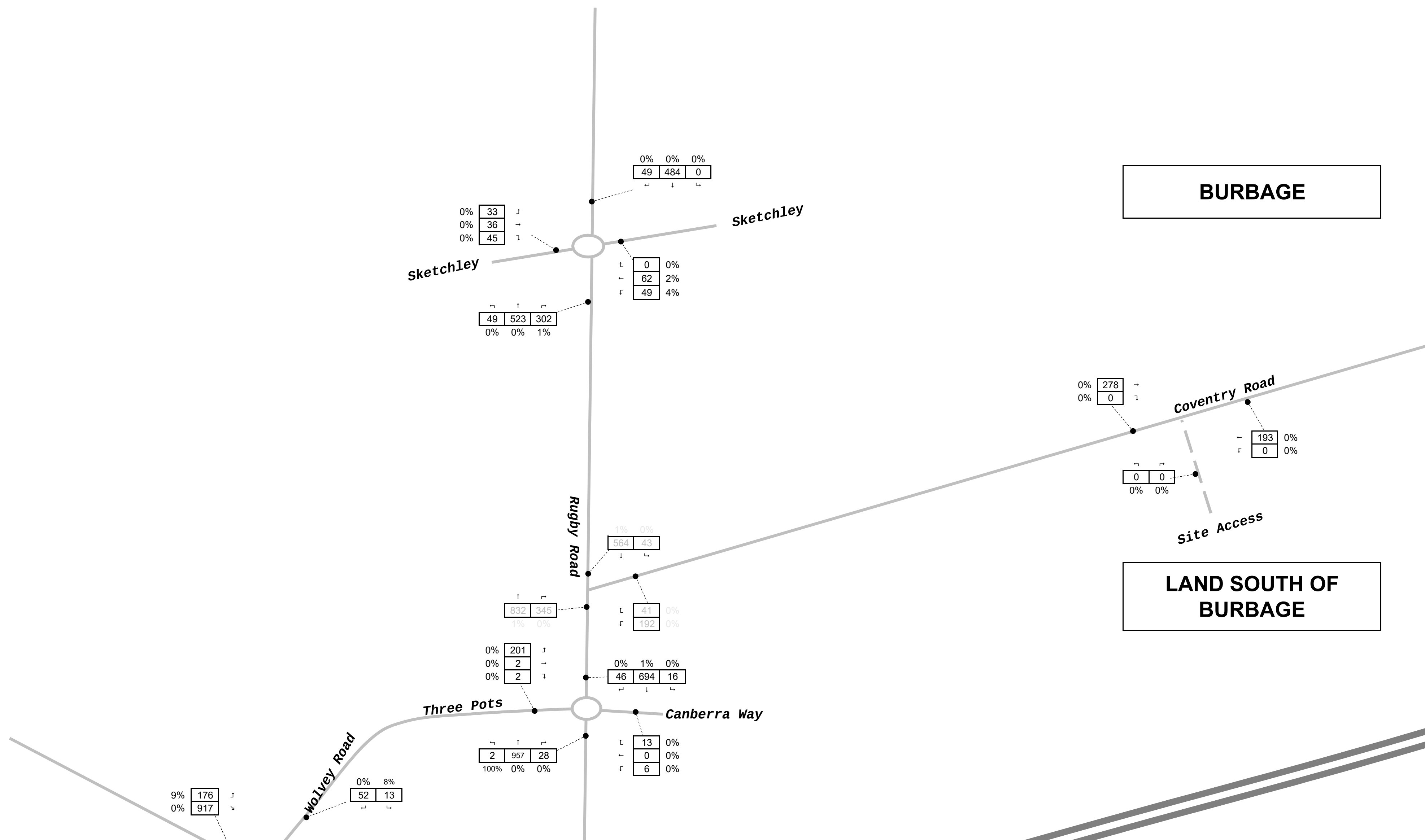
- | |
|---|
| x |
|---|

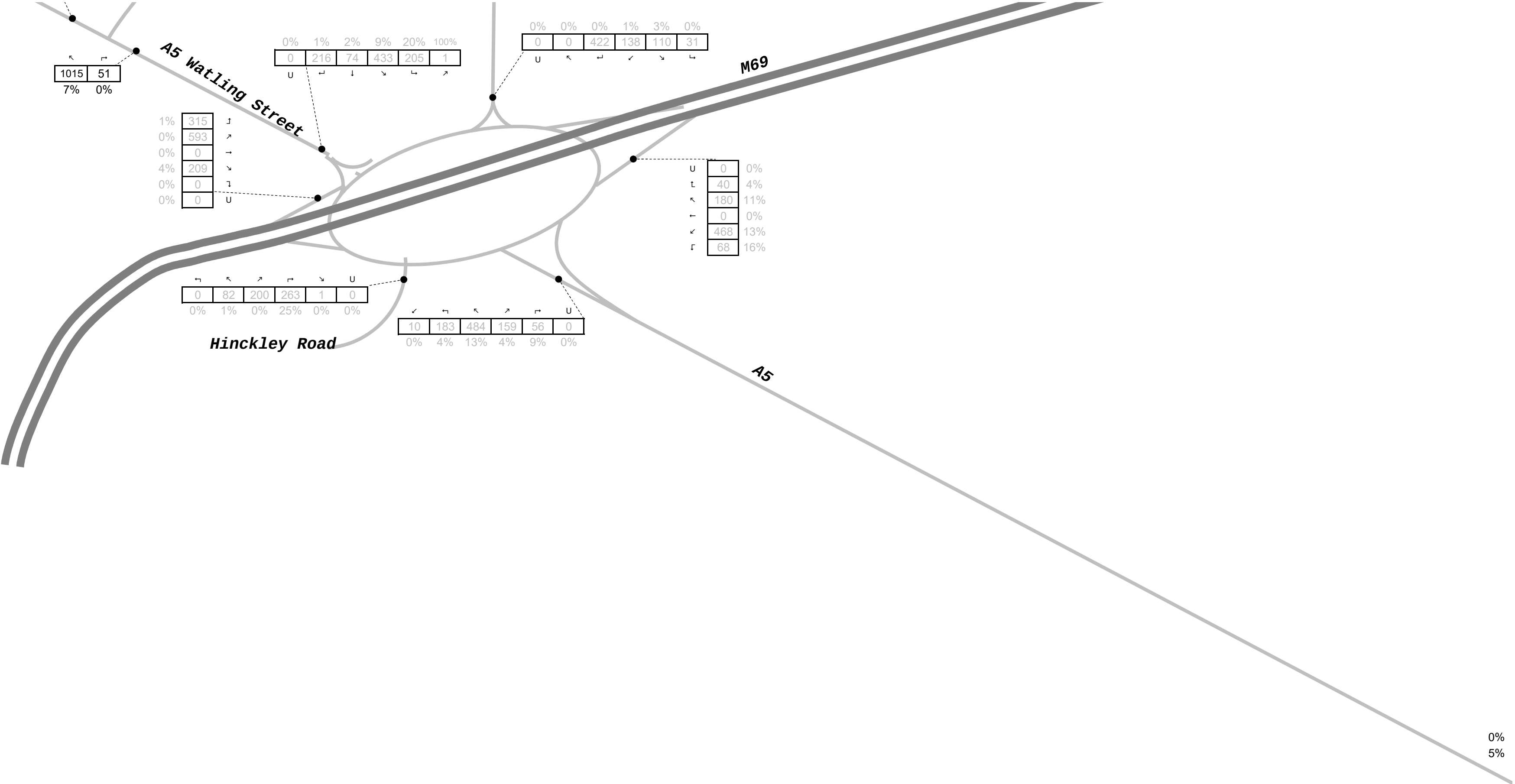
 Traffic Flow (veh)
- x% HGV Percentage
- | |
|---|
| x |
|---|

 Traffic Flow Not Used in Junction Capacity Models









2021 Base Year Traffic Flows

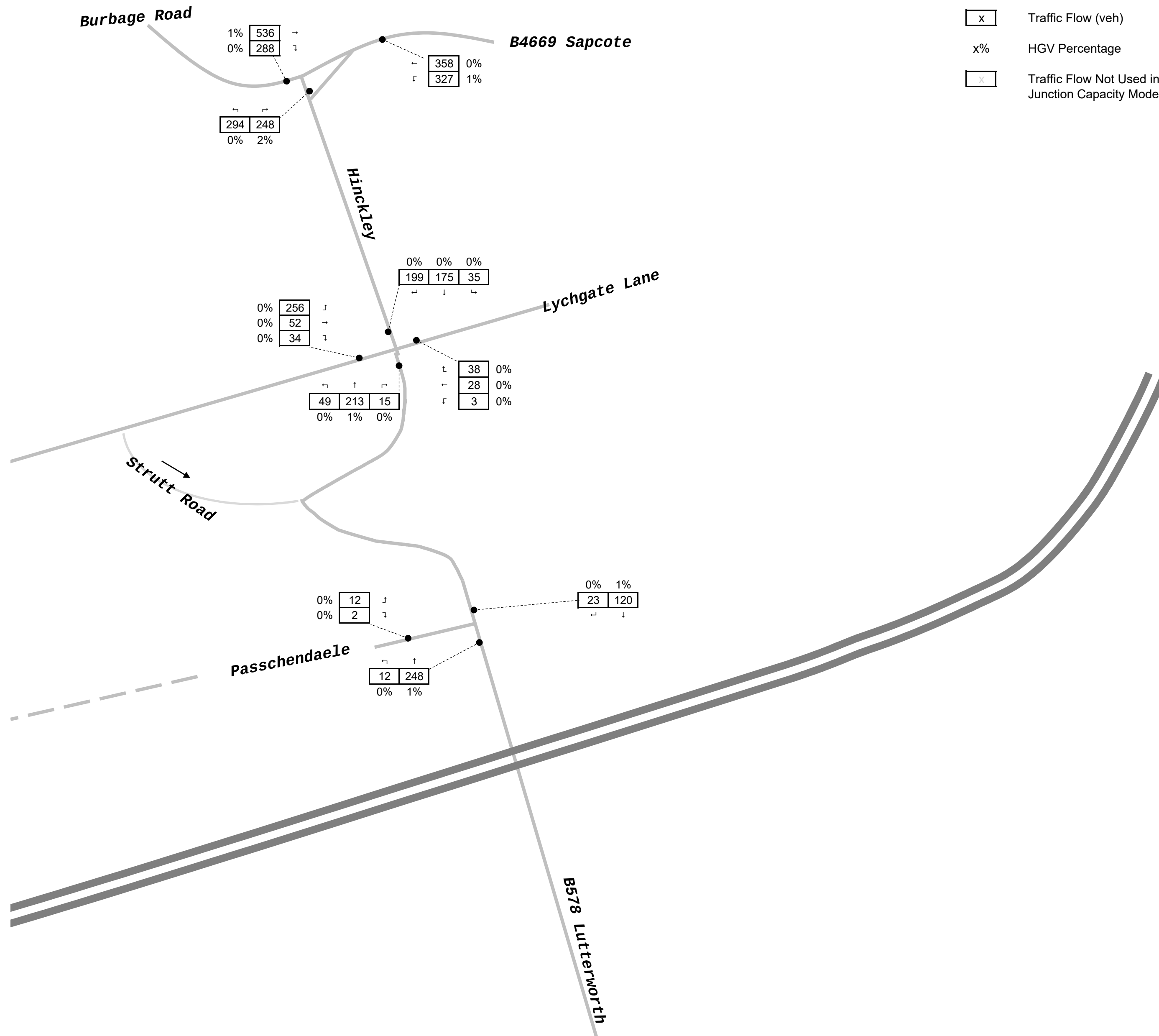
17:00 - 18:00

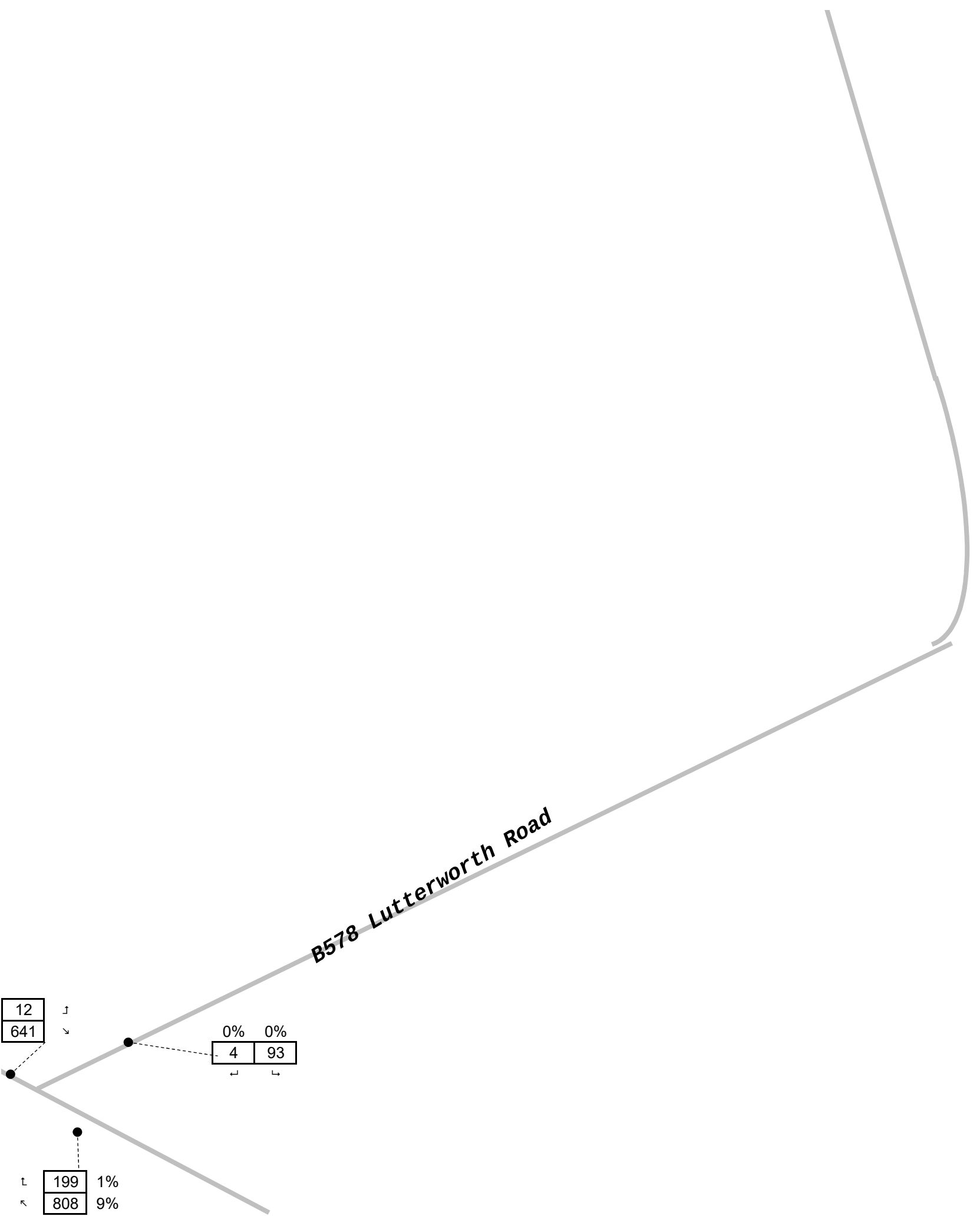
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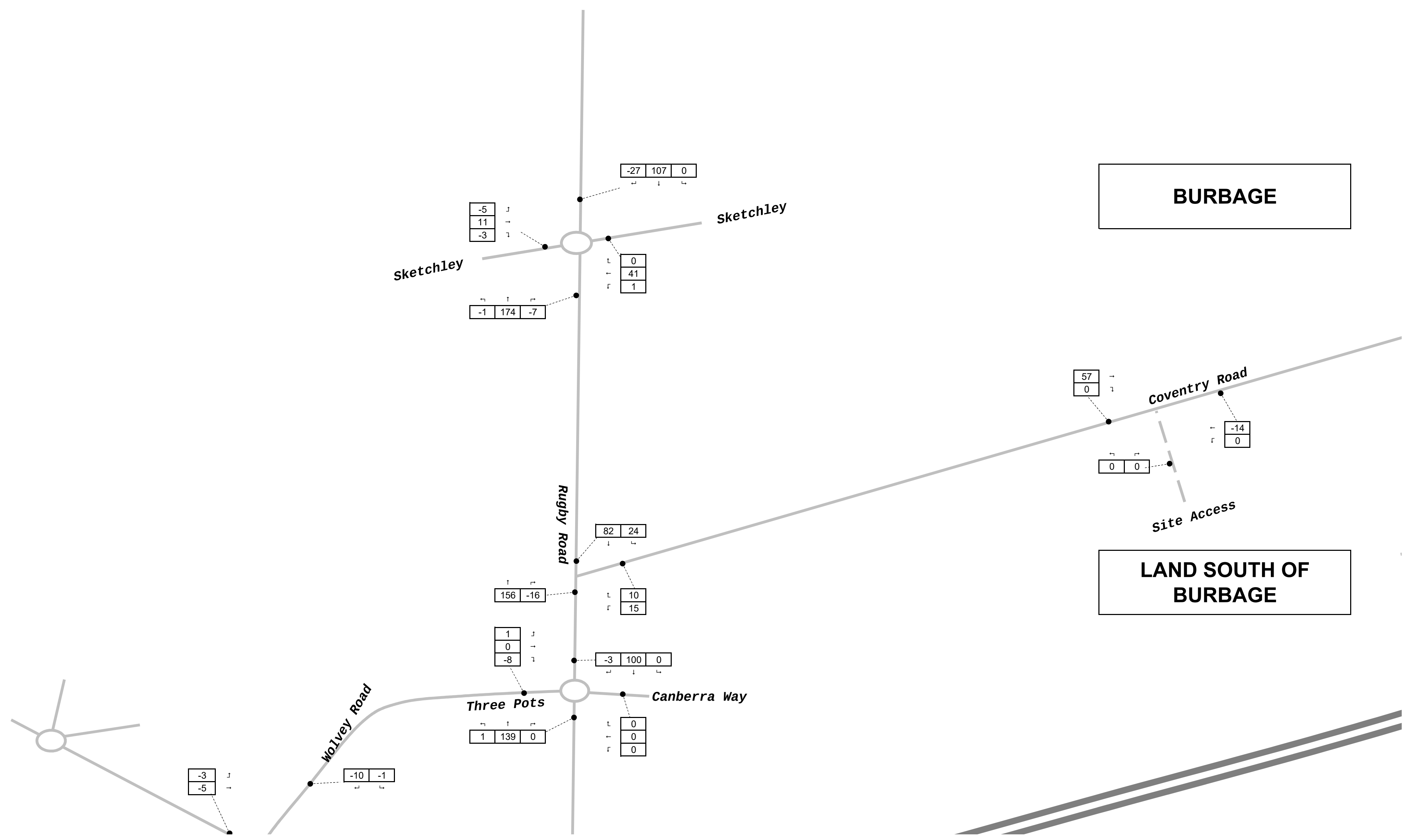
- | |
|---|
| x |
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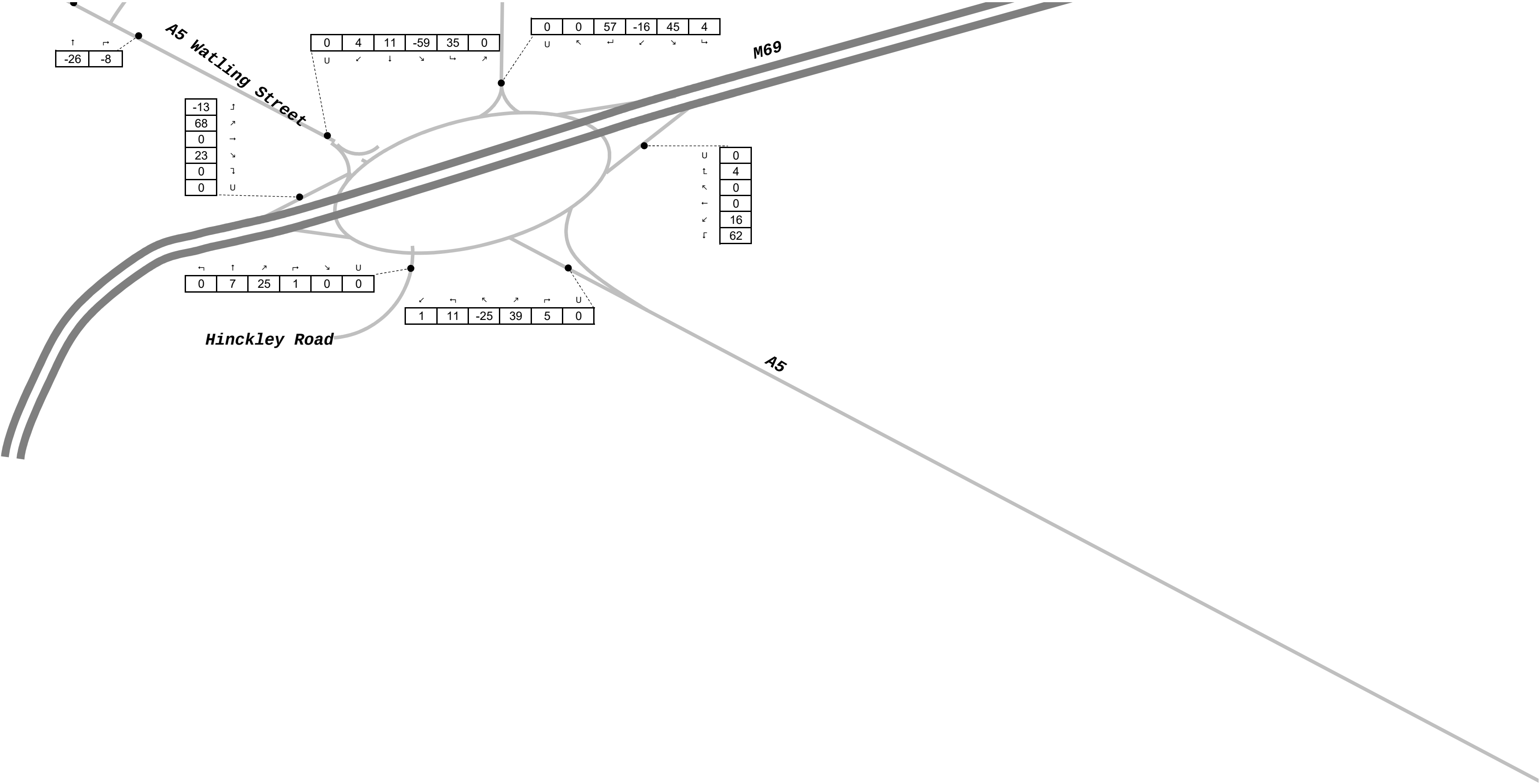
 Traffic Flow (veh)
- x% HGV Percentage
- | |
|---|
| x |
|---|

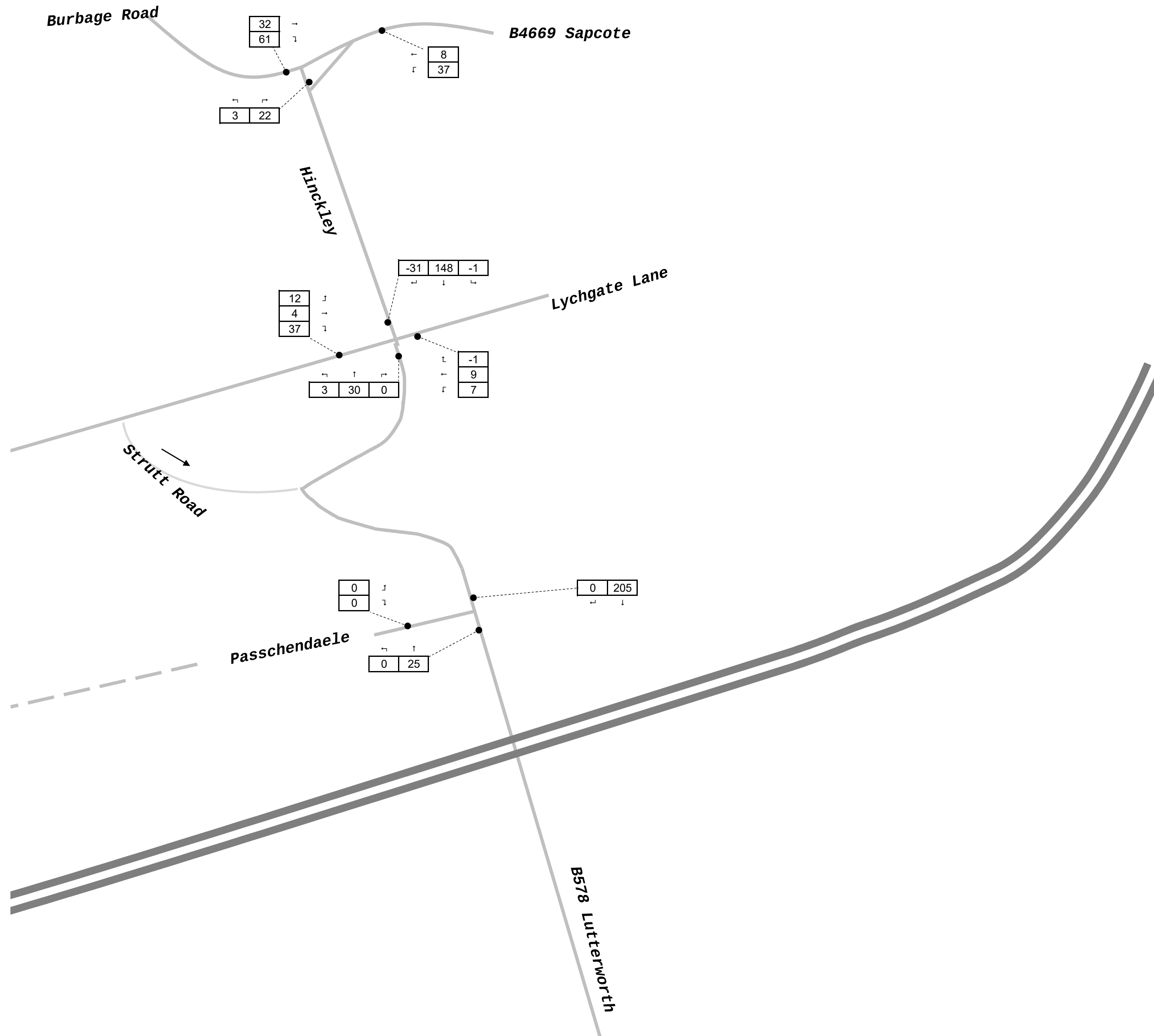
 Traffic Flow Not Used in Junction Capacity Models

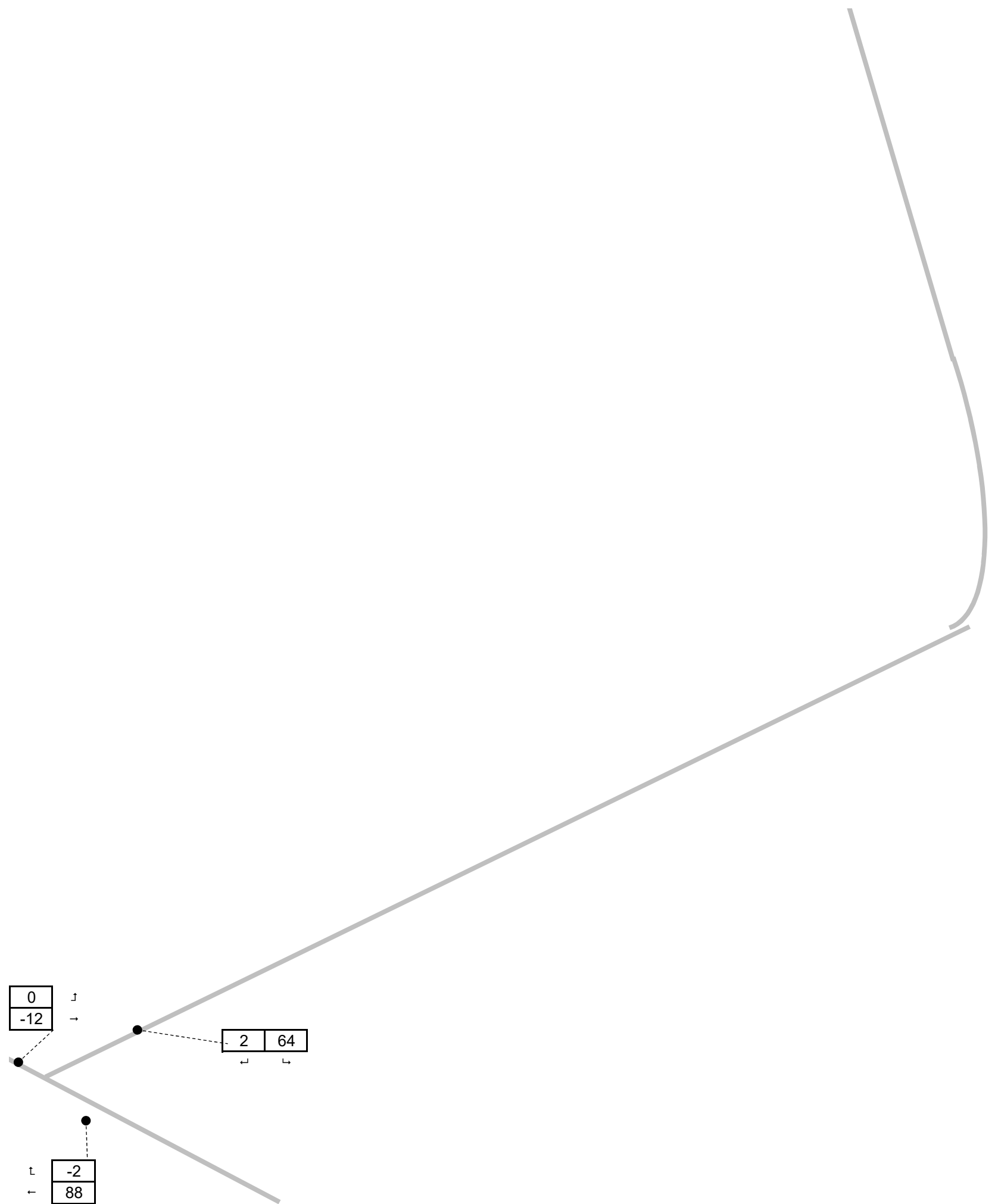


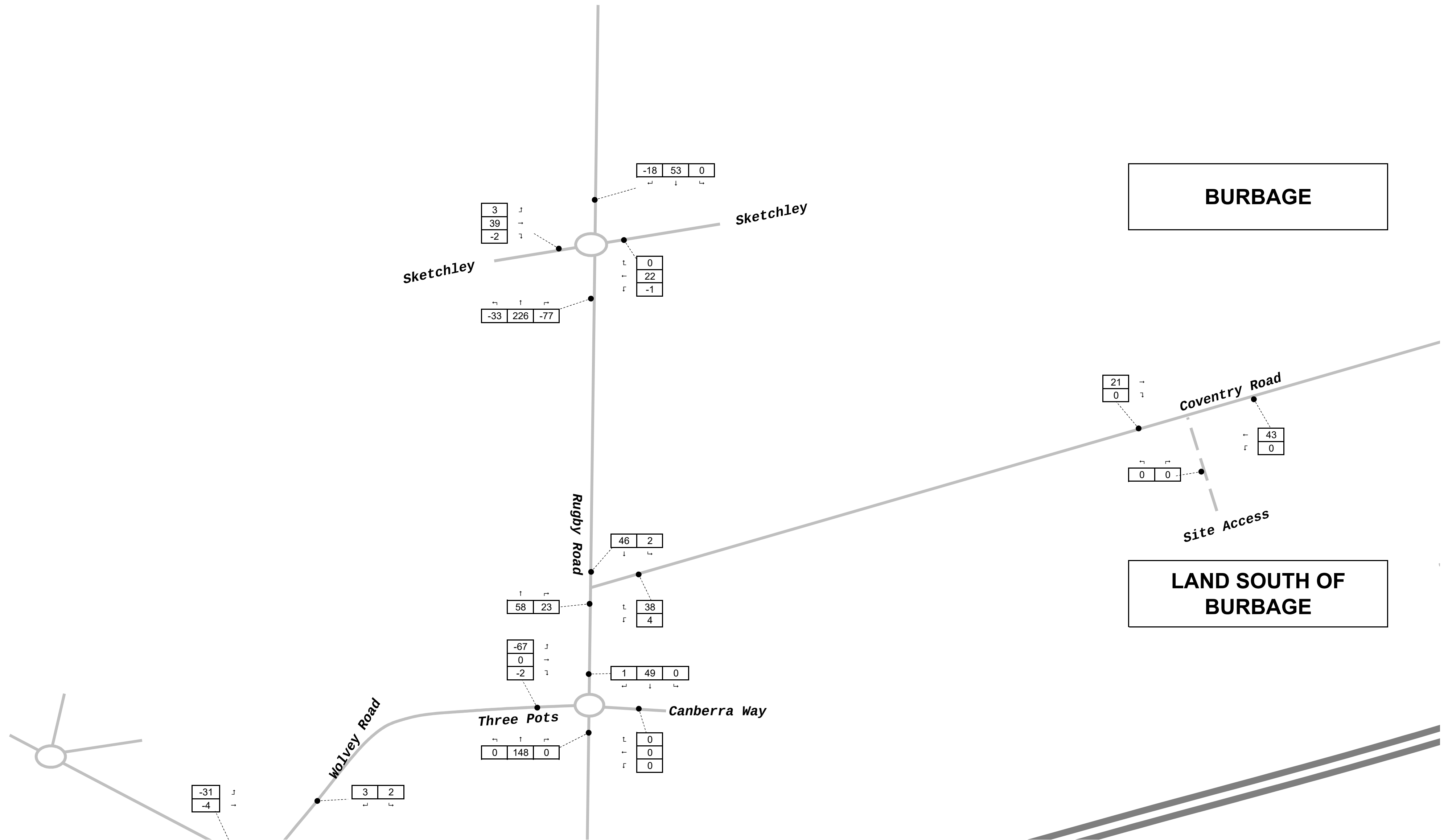


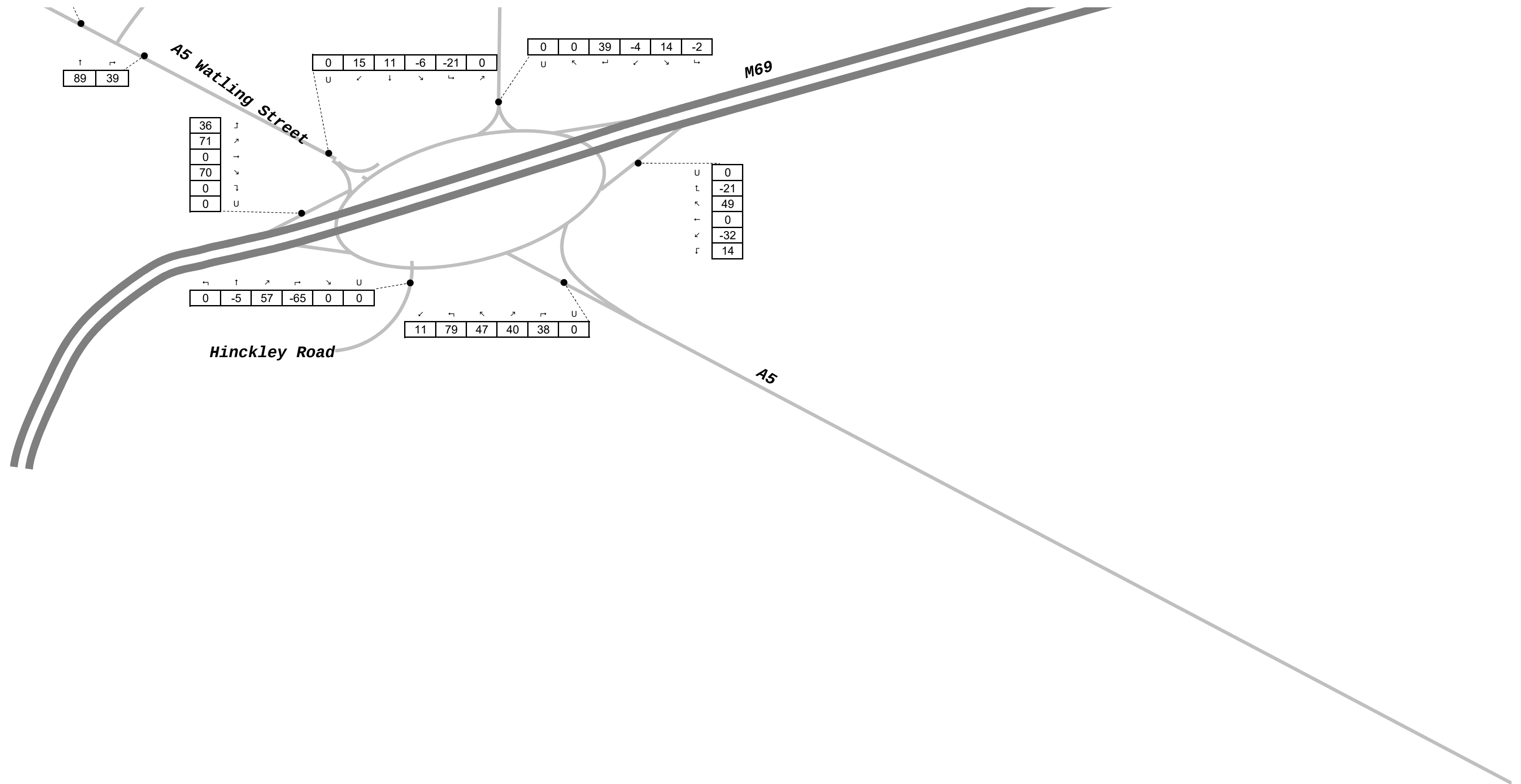


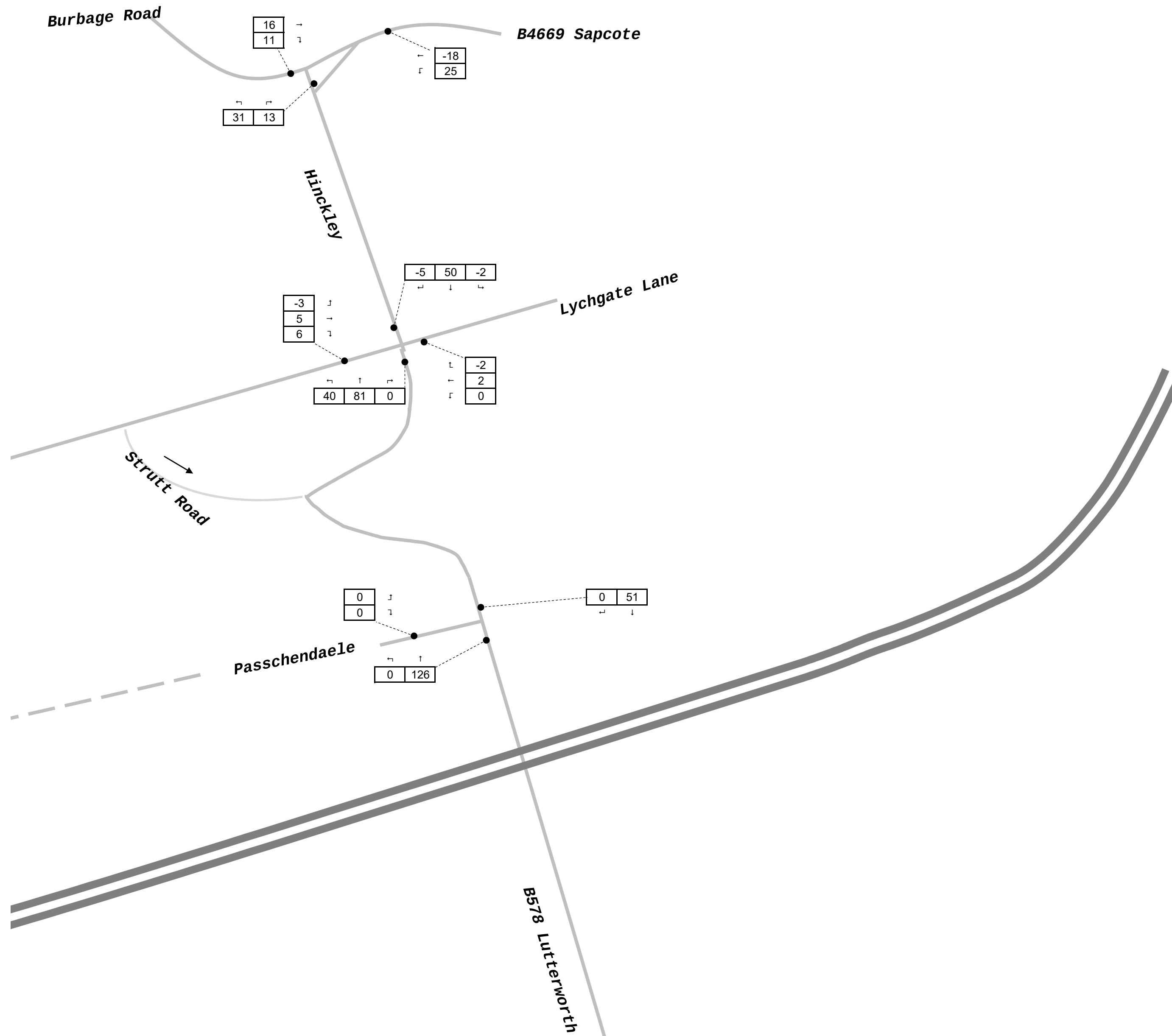


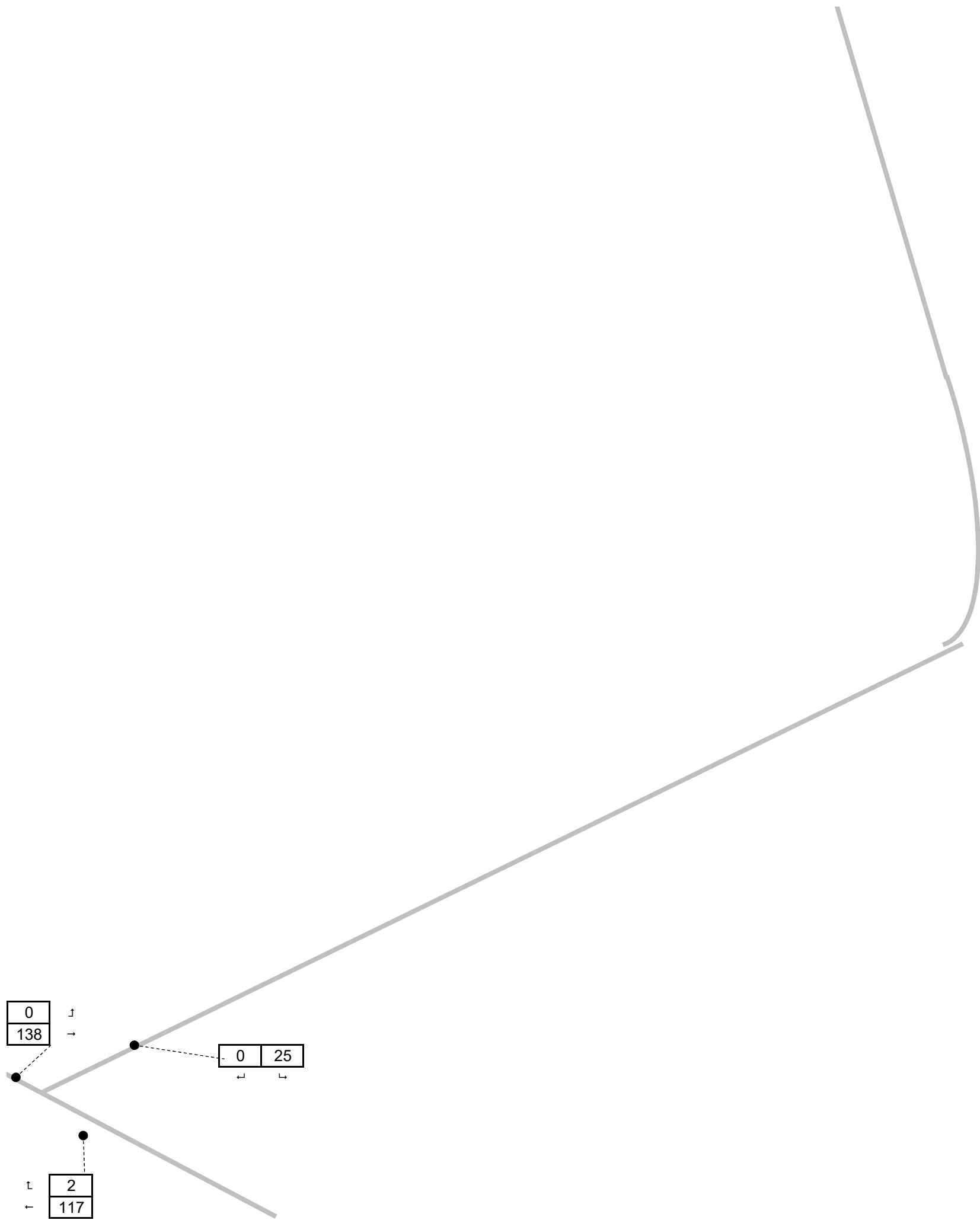


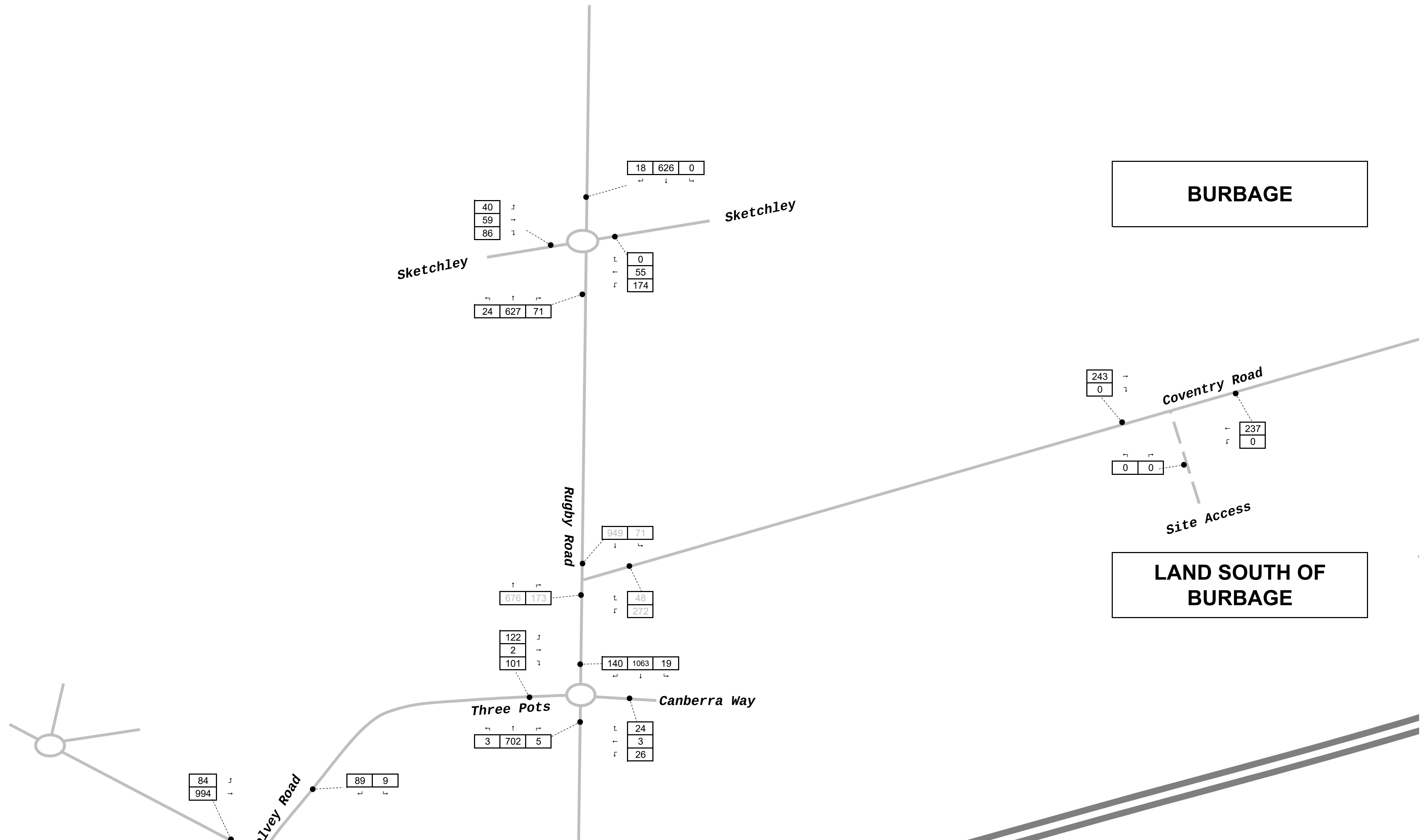


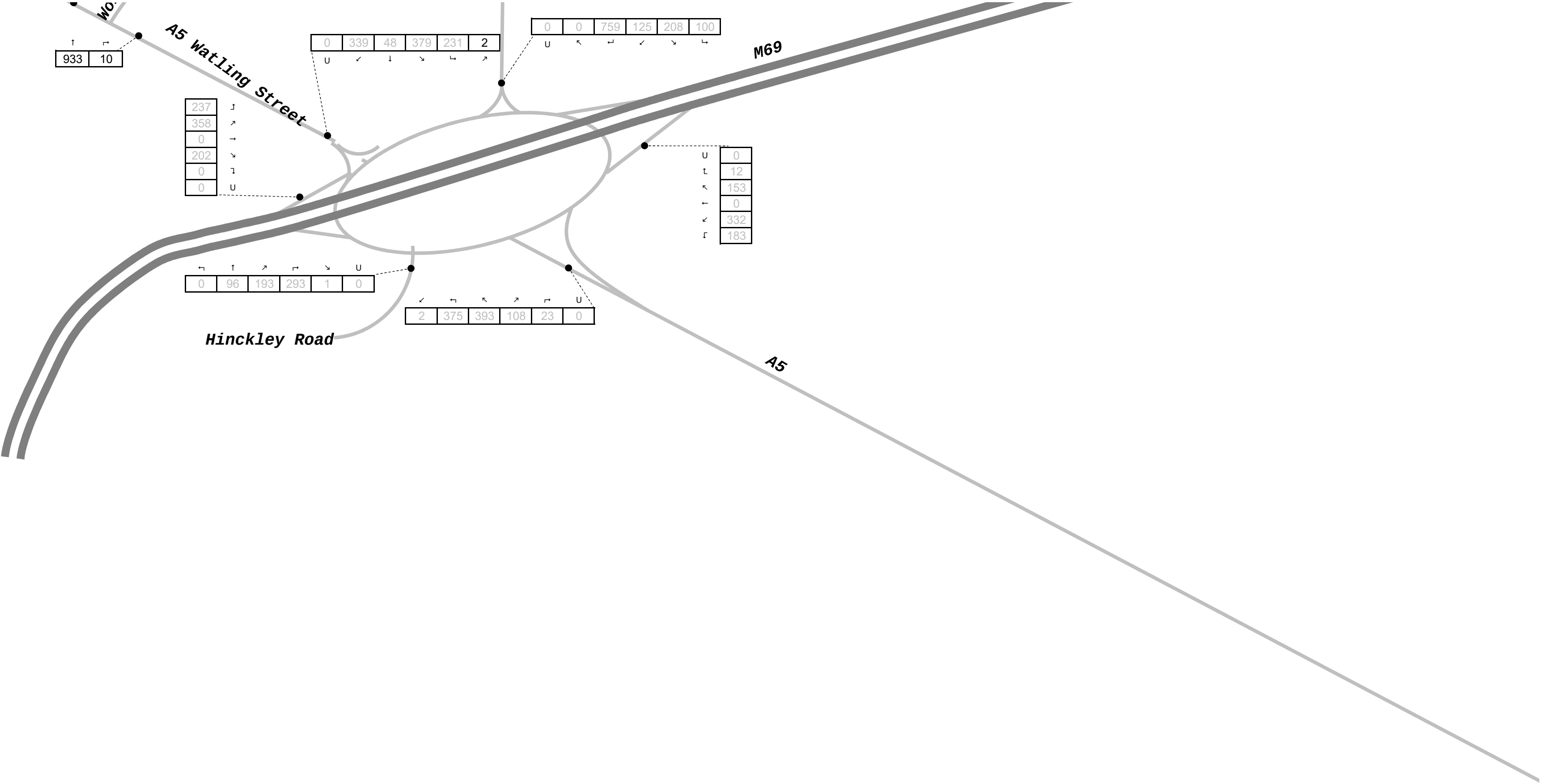












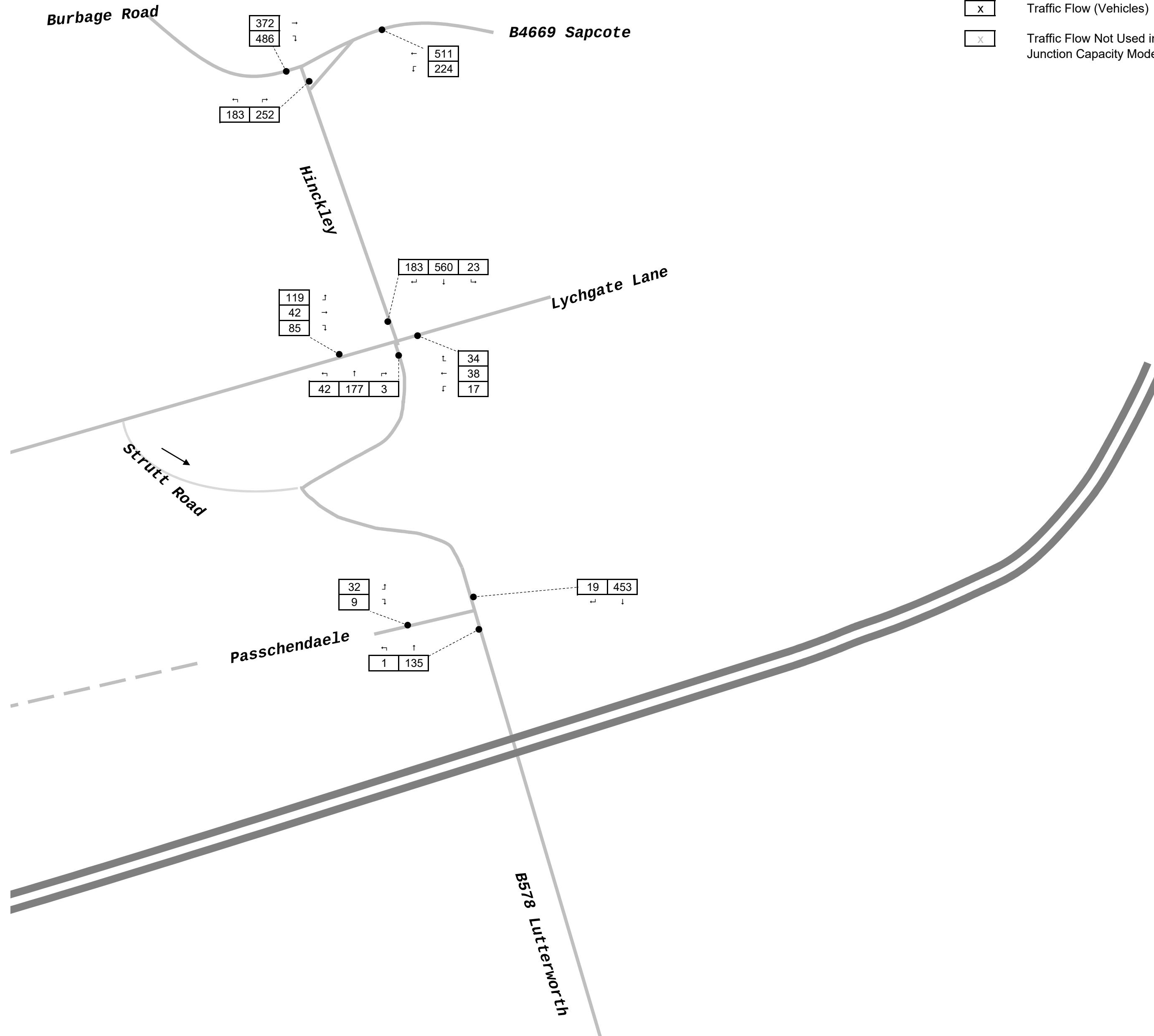
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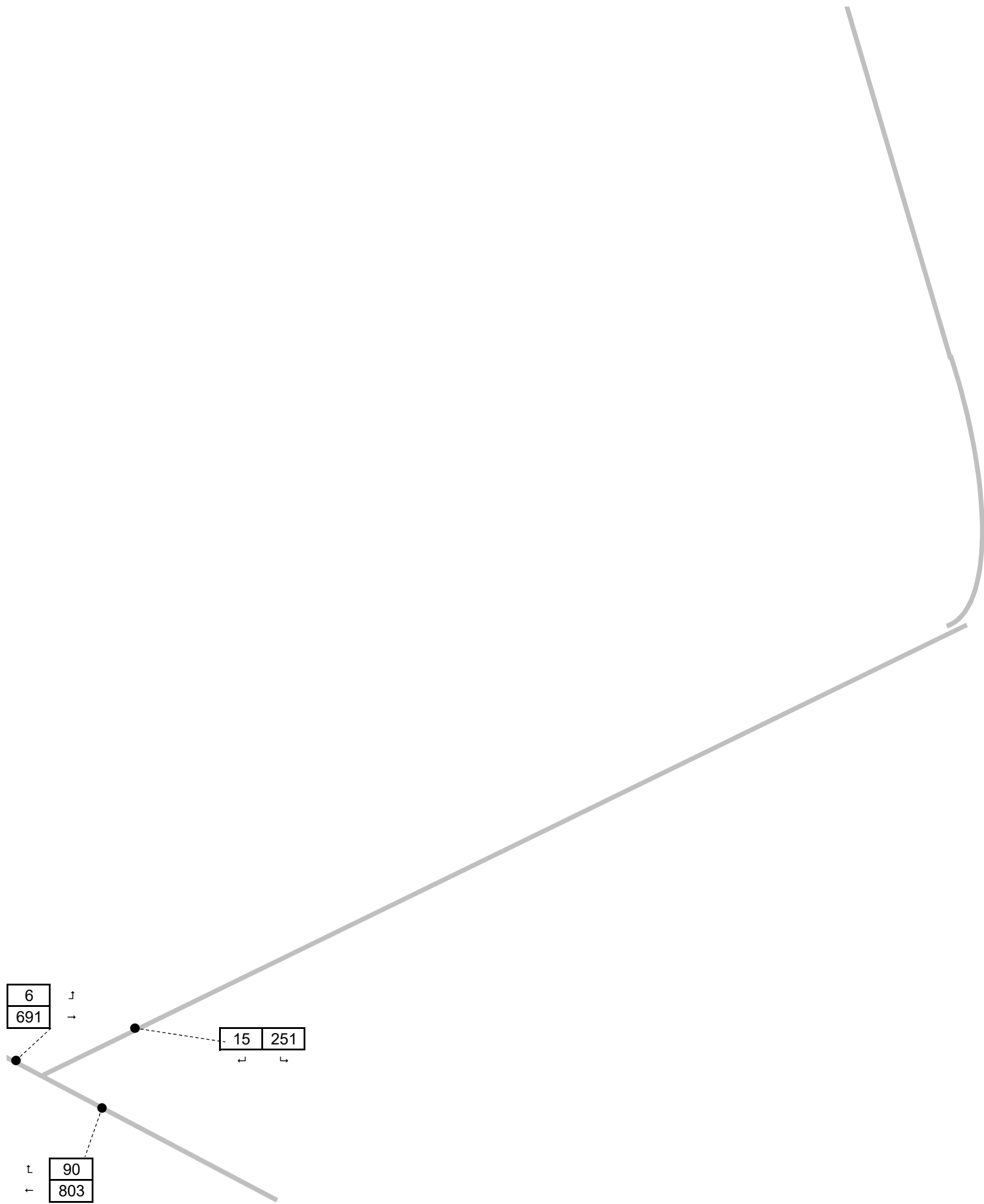
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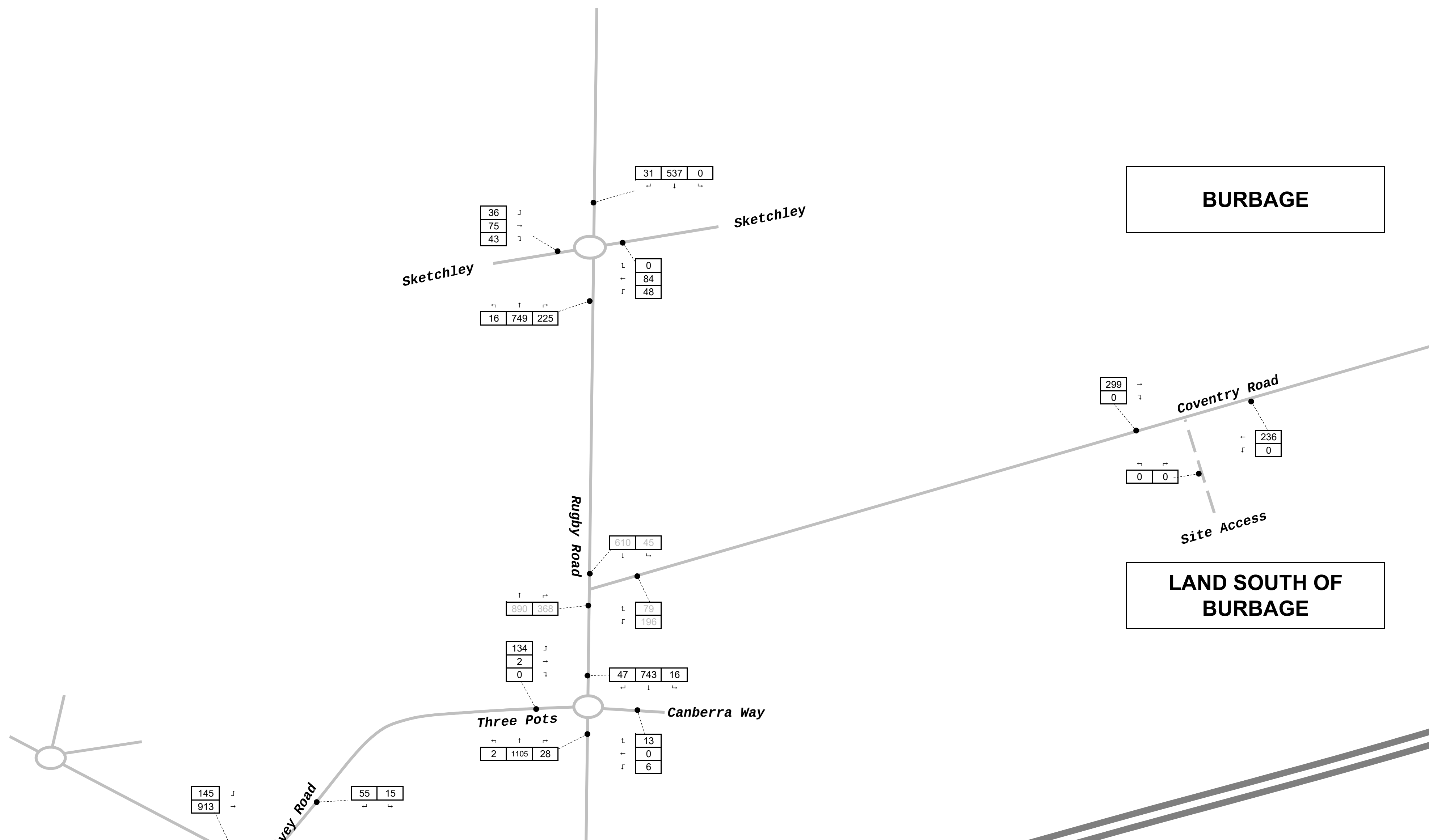
Traffic Flow (Vehicles)

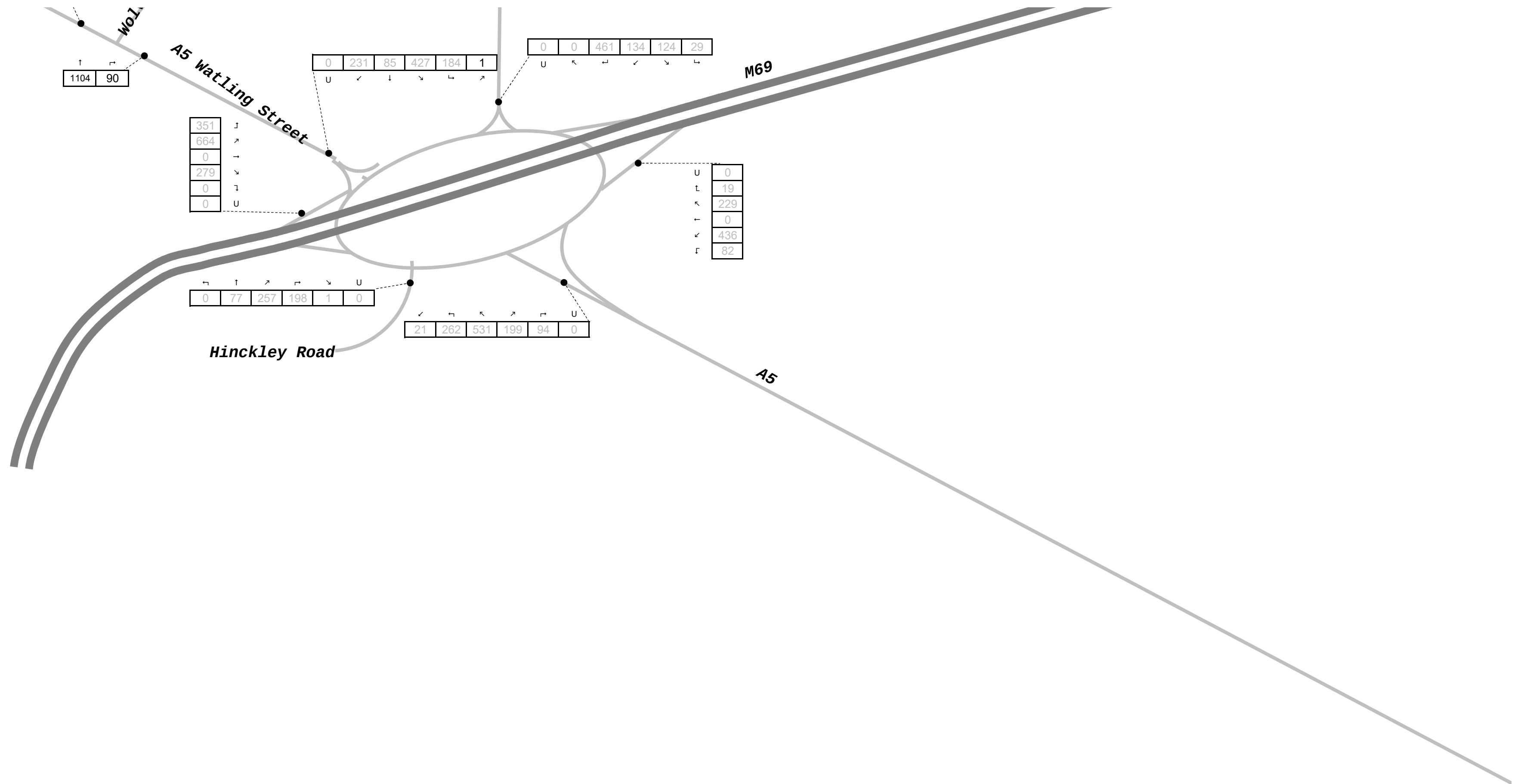
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Traffic Flow Not Used in
Junction Capacity Models









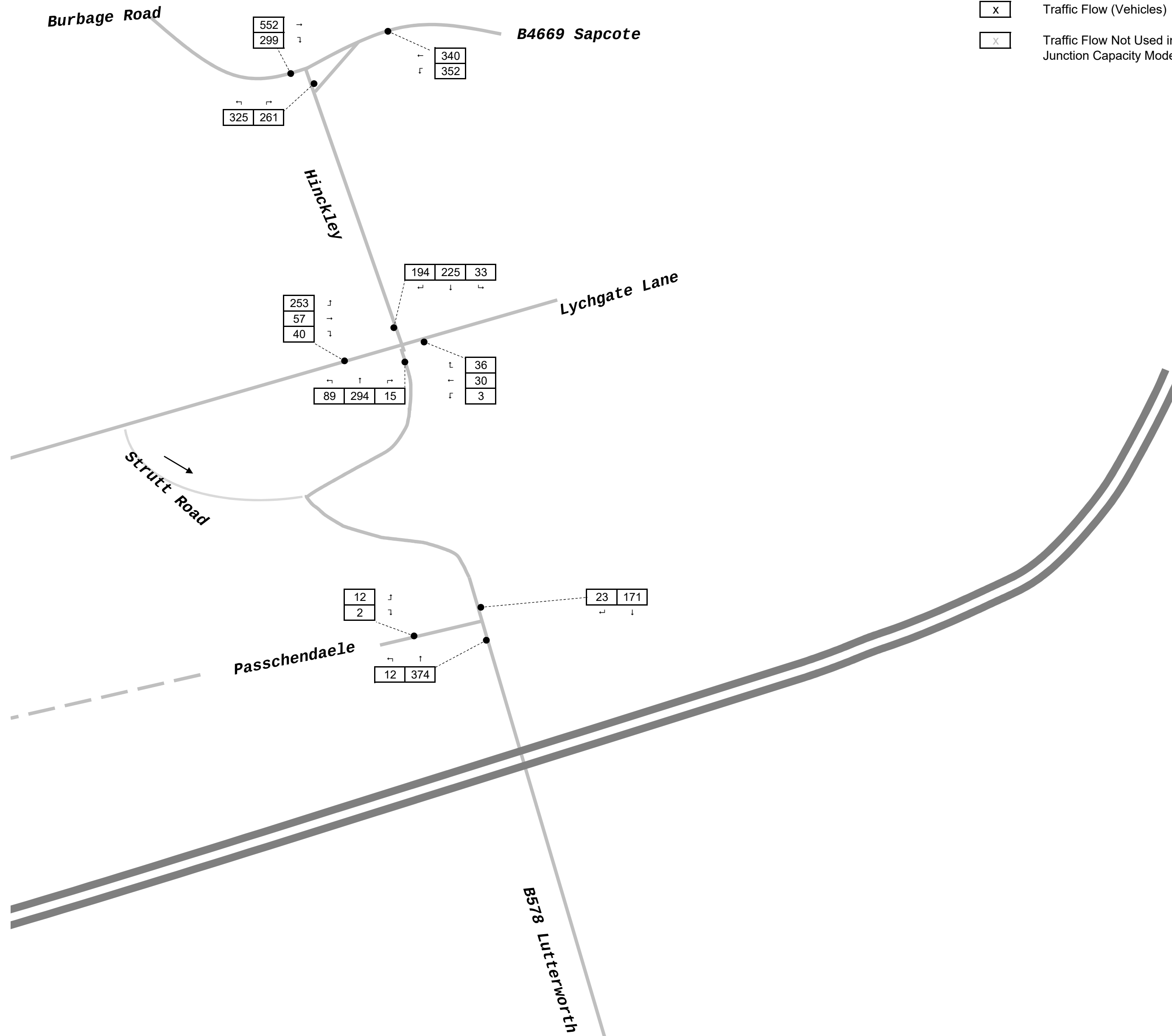
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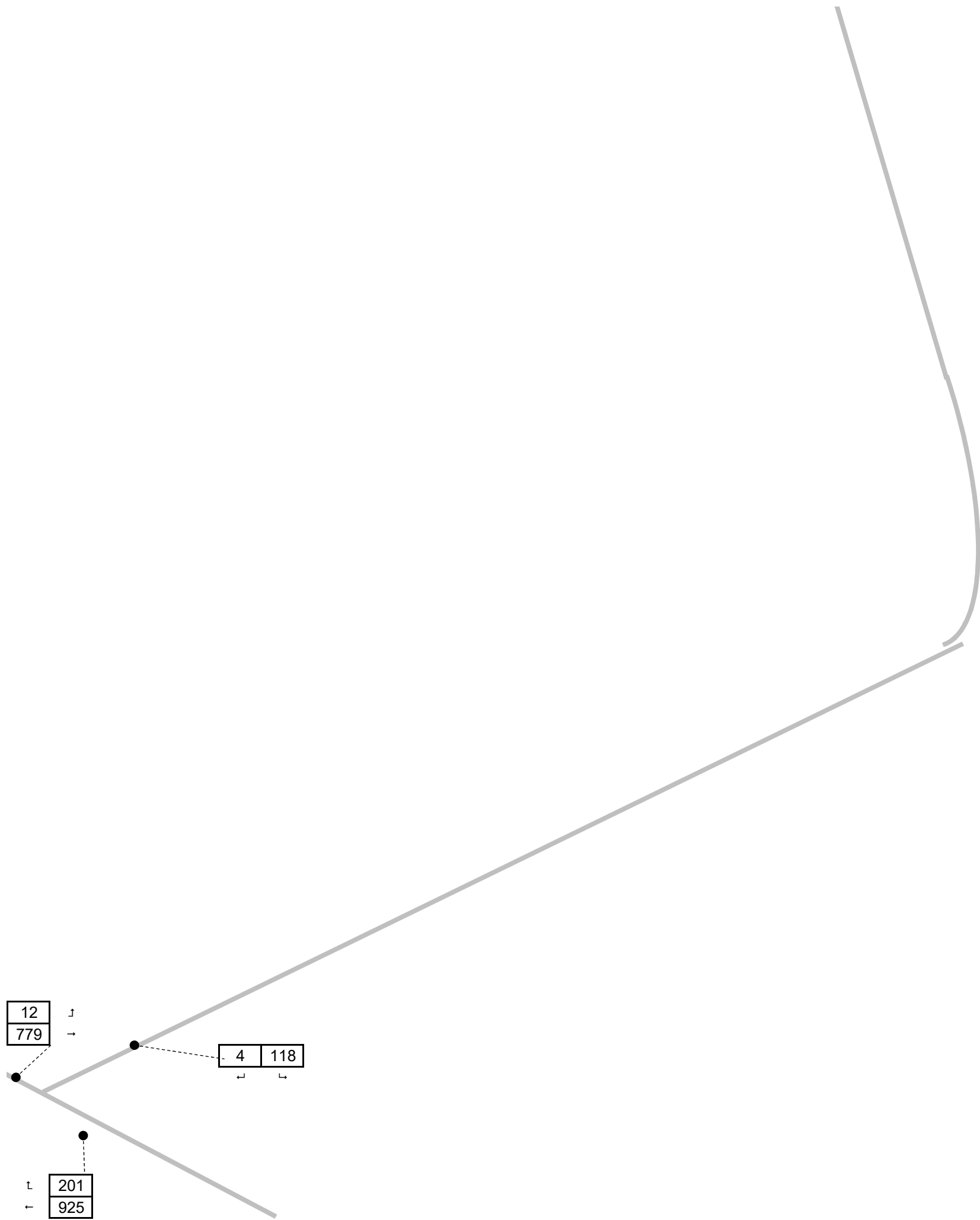


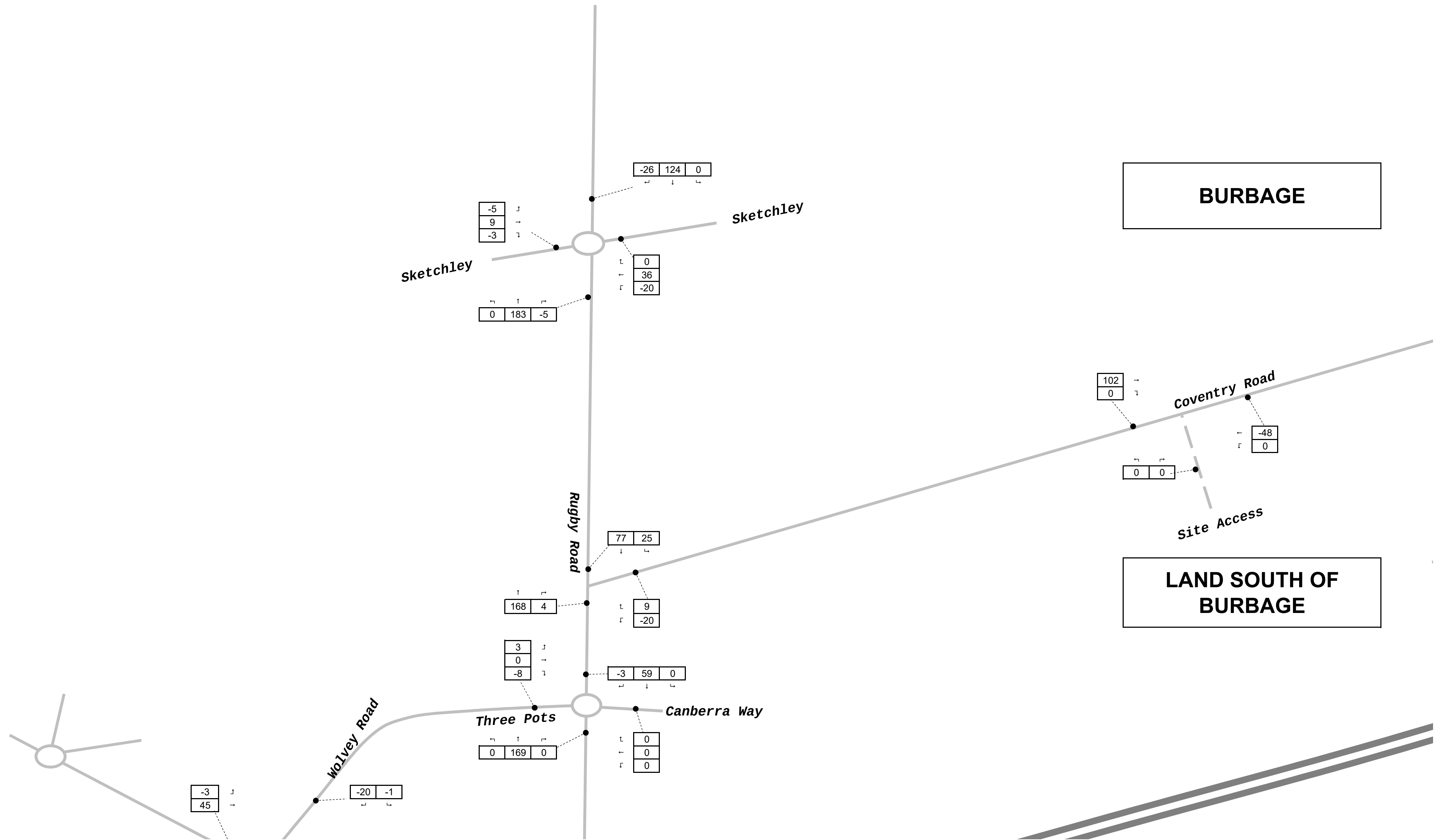
Traffic Flow (Vehicles)

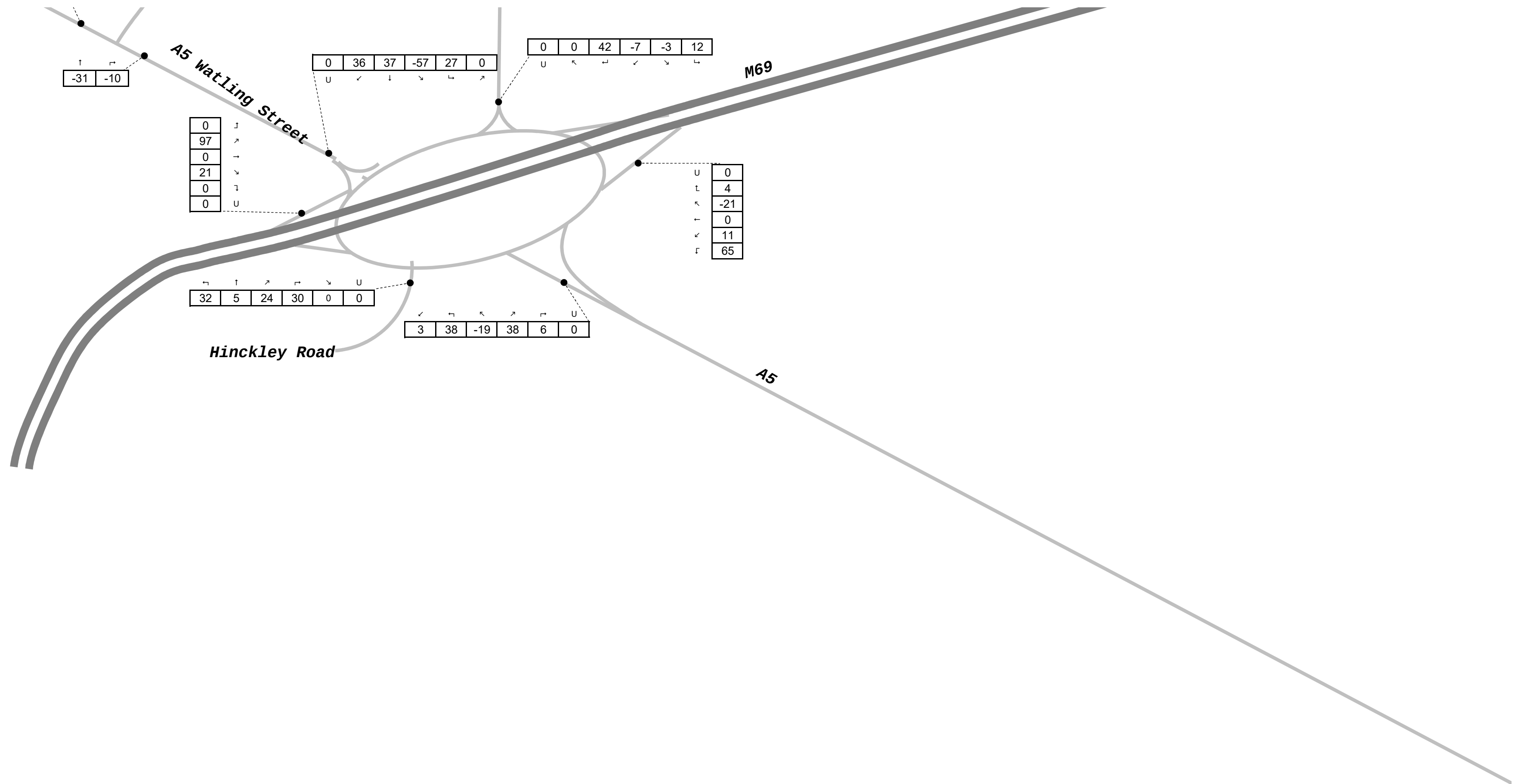


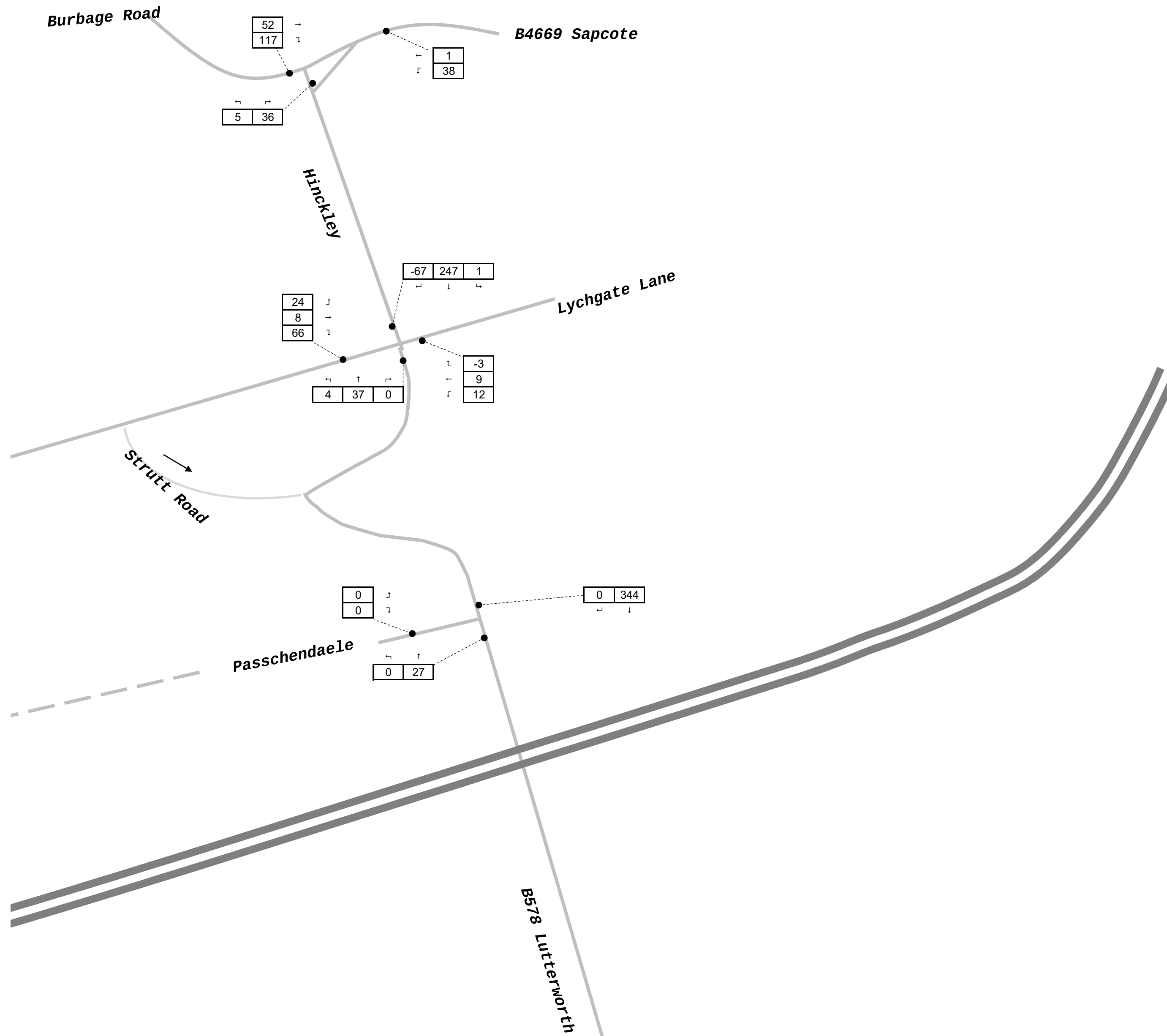
Traffic Flow Not Used in
Junction Capacity Models

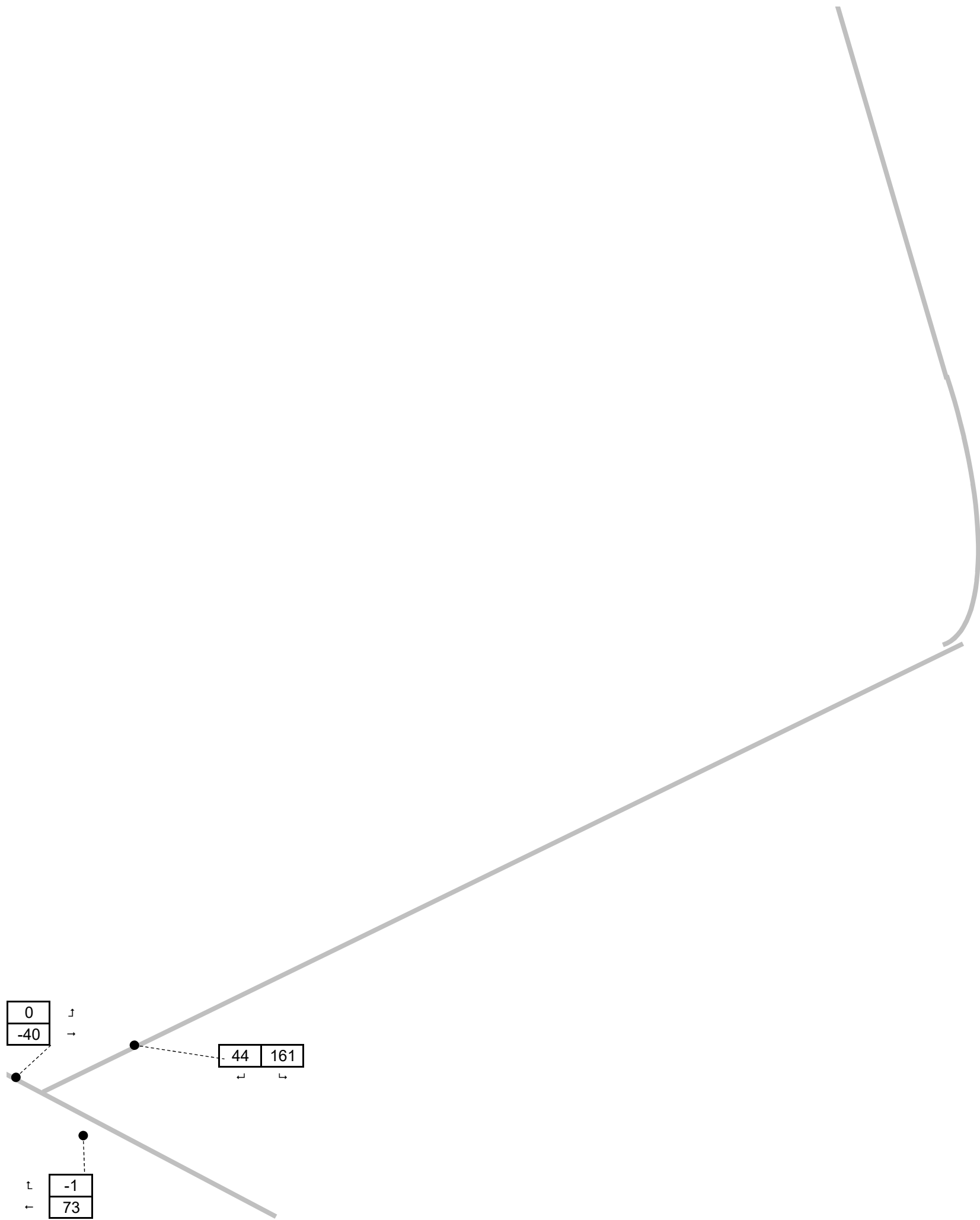


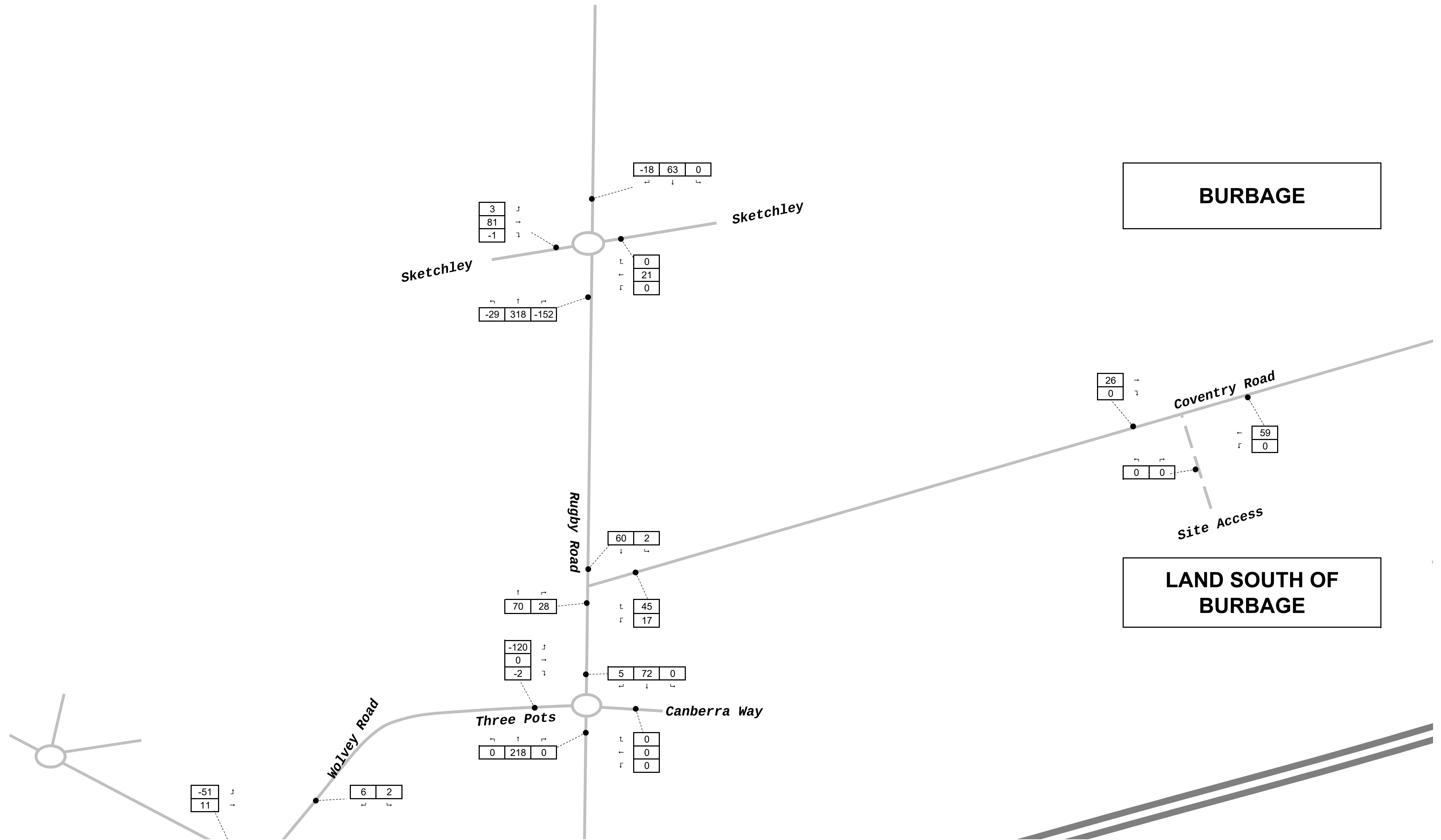


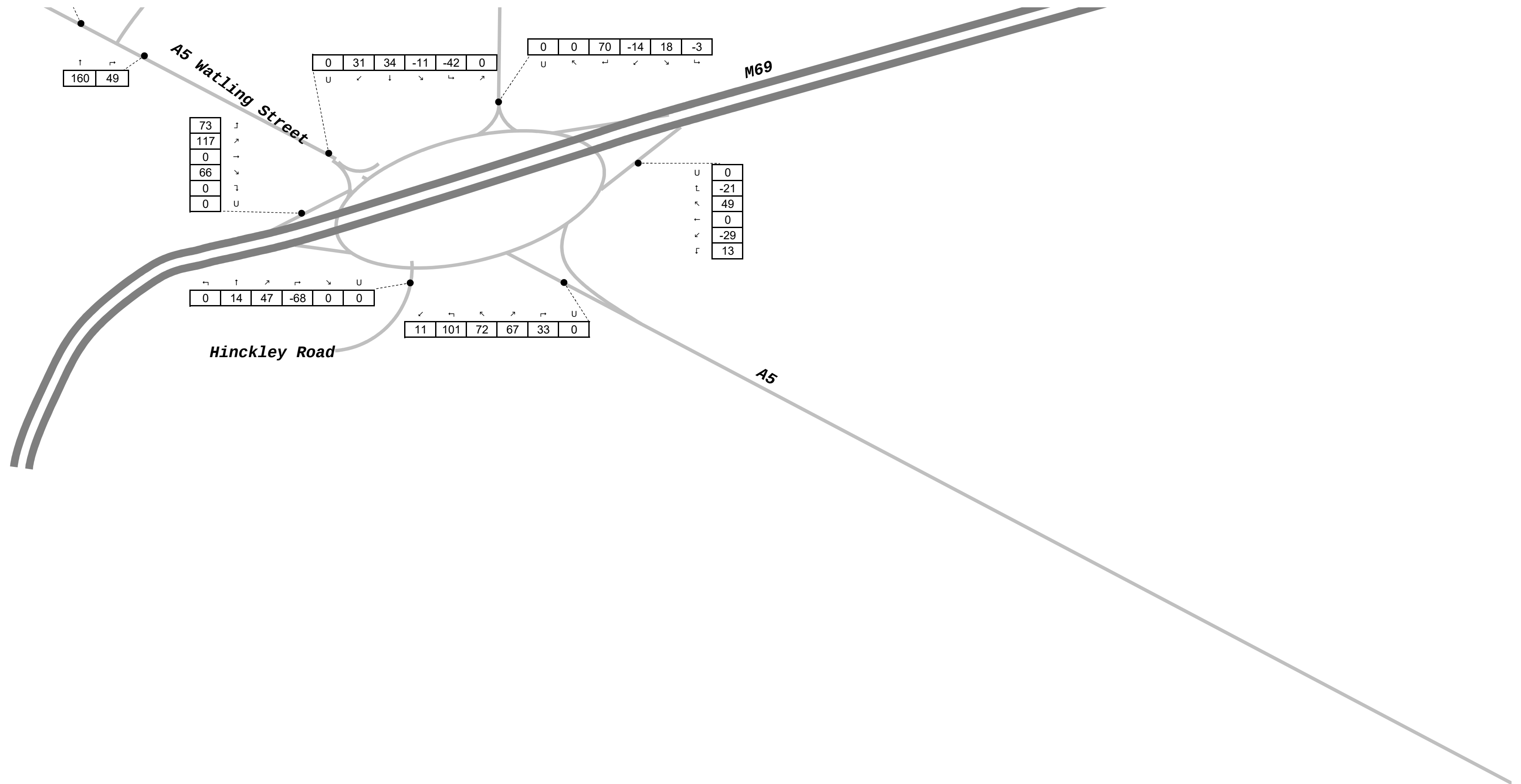


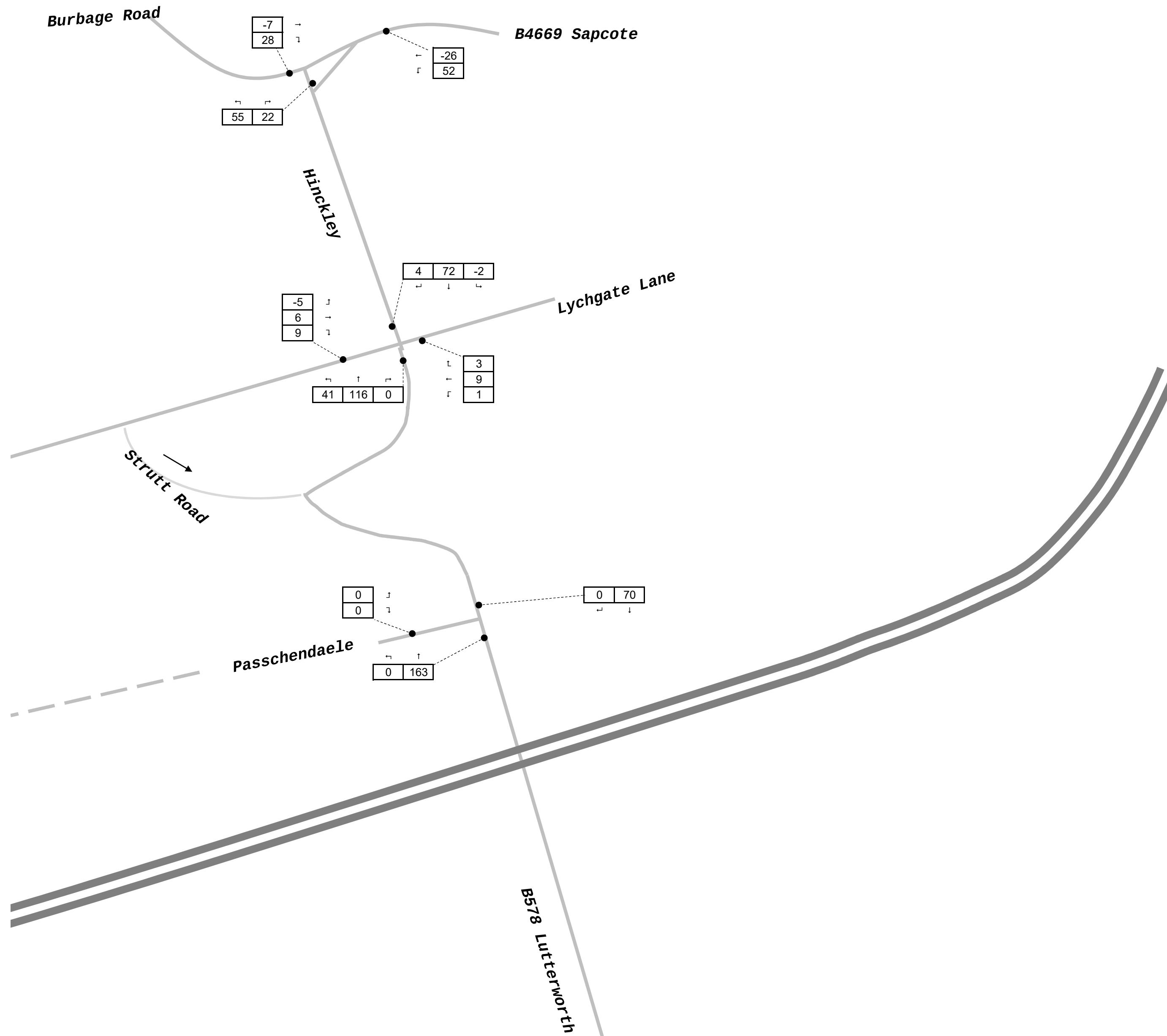


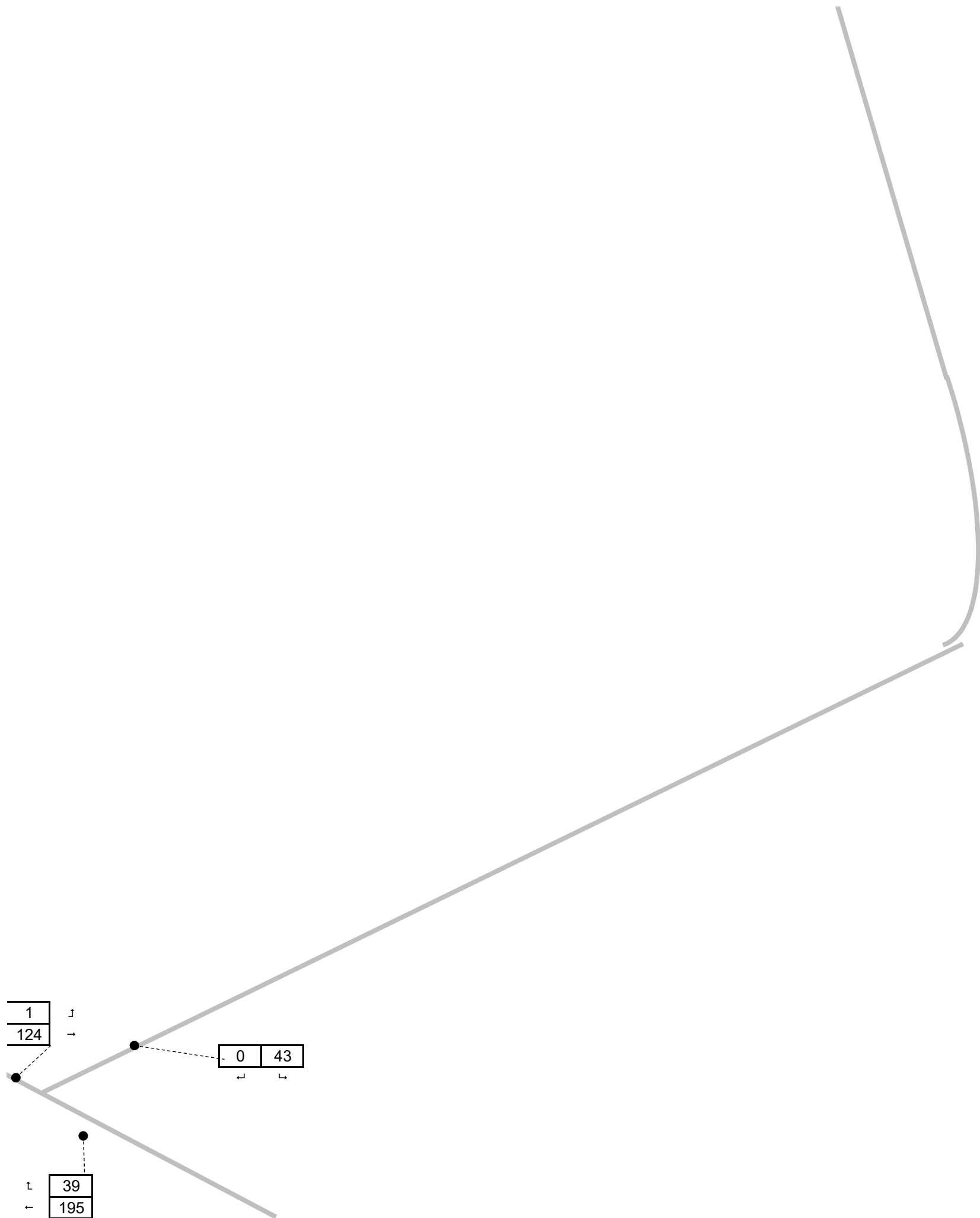


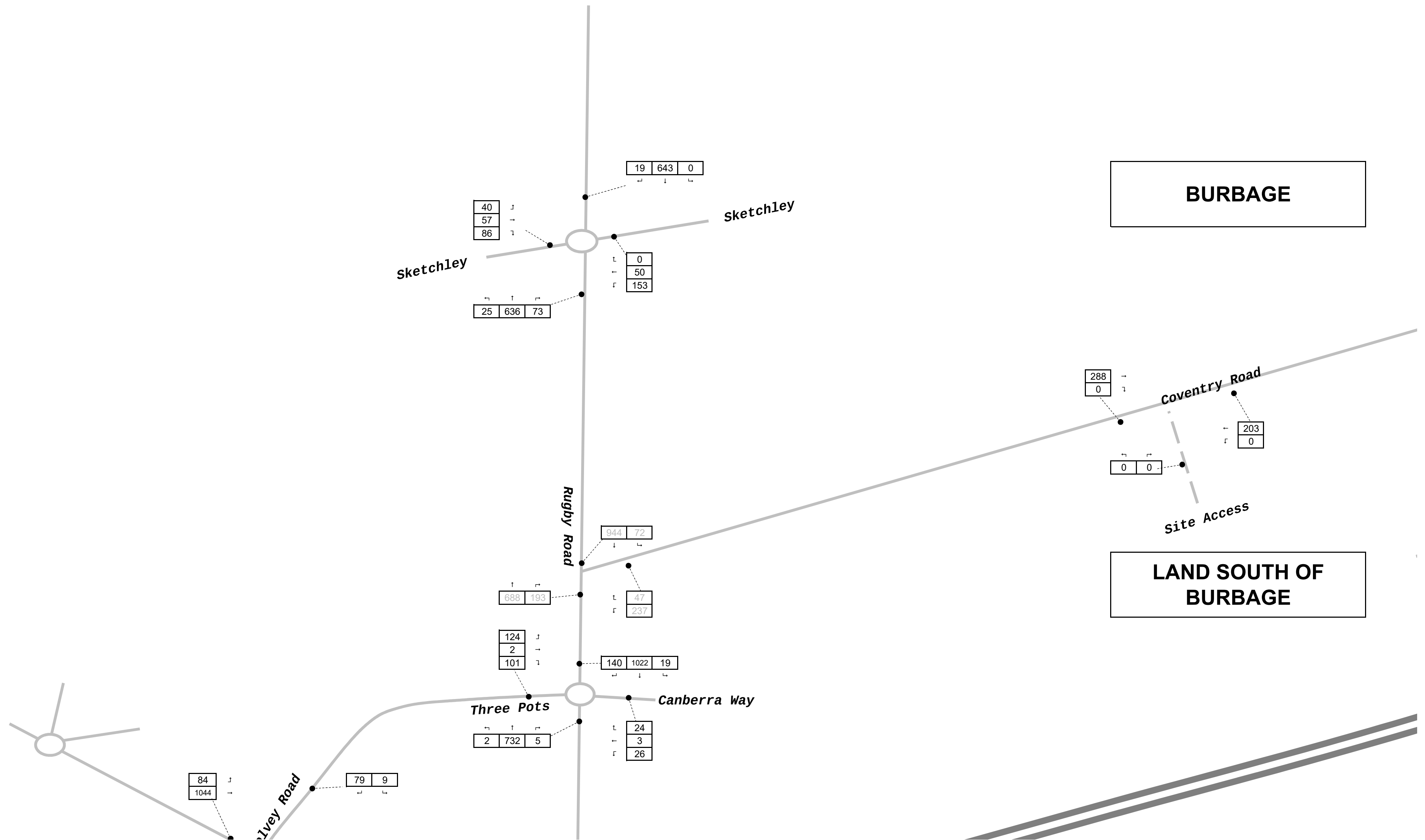






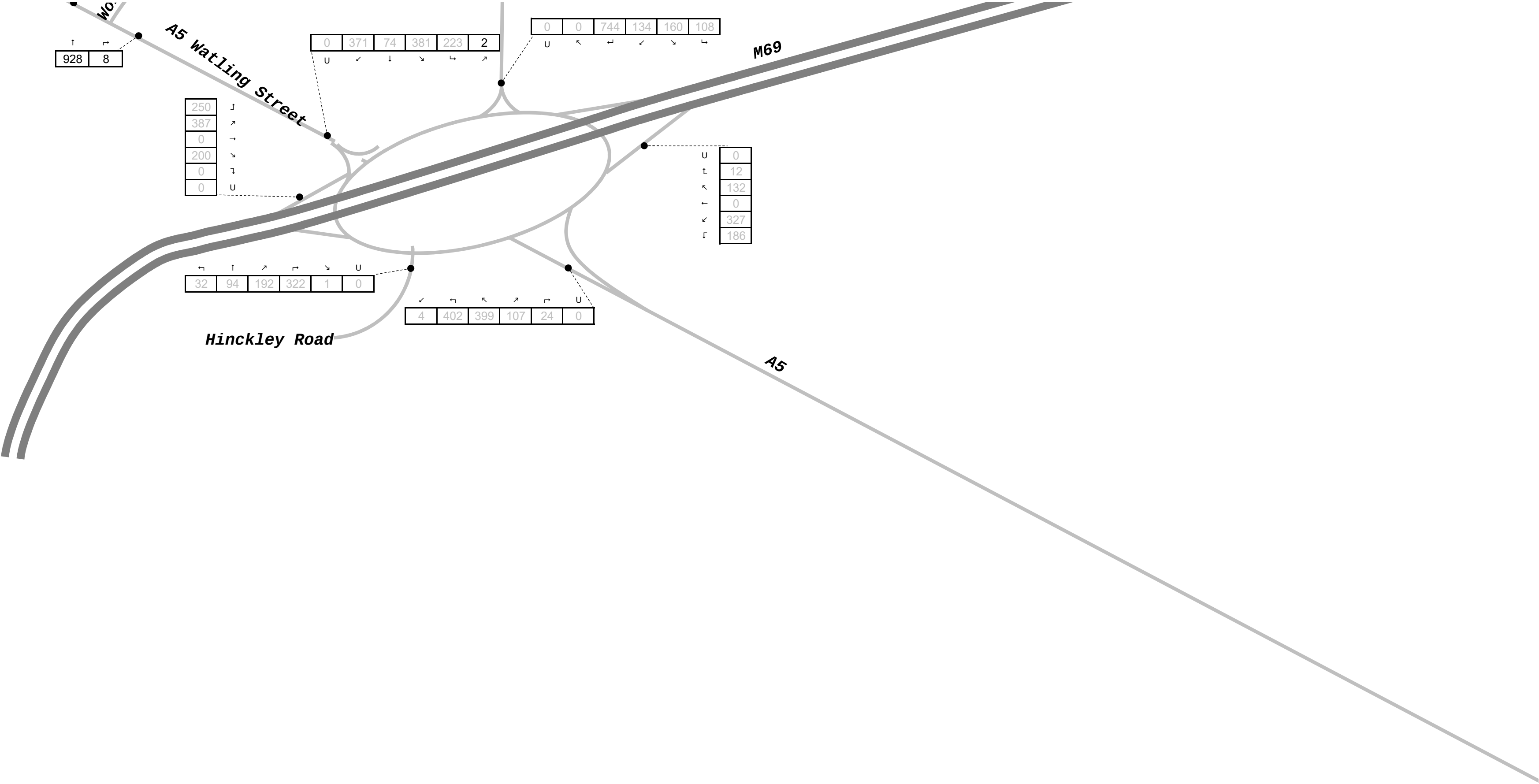






BURBAGE

**LAND SOUTH OF
BURBAGE**



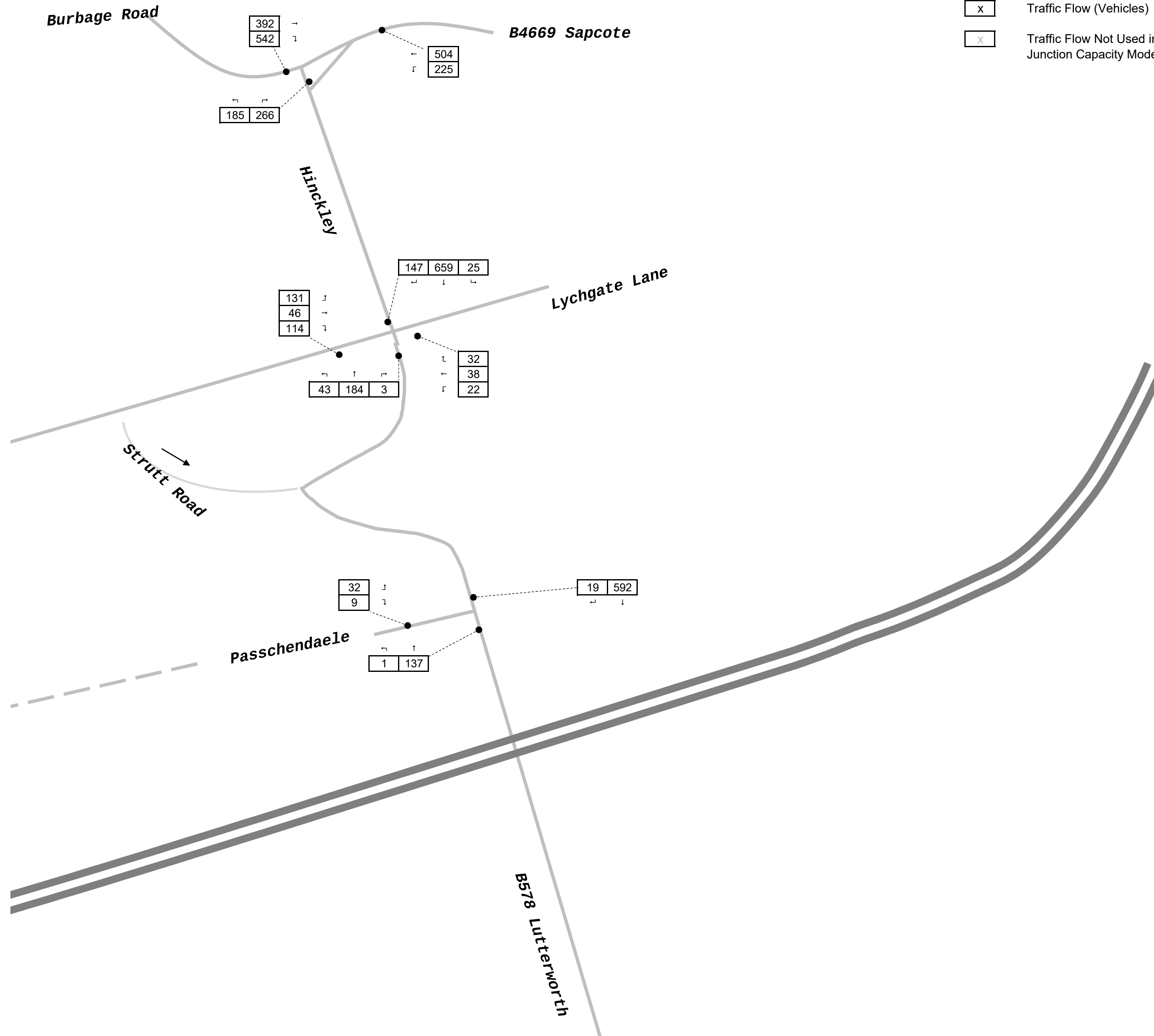
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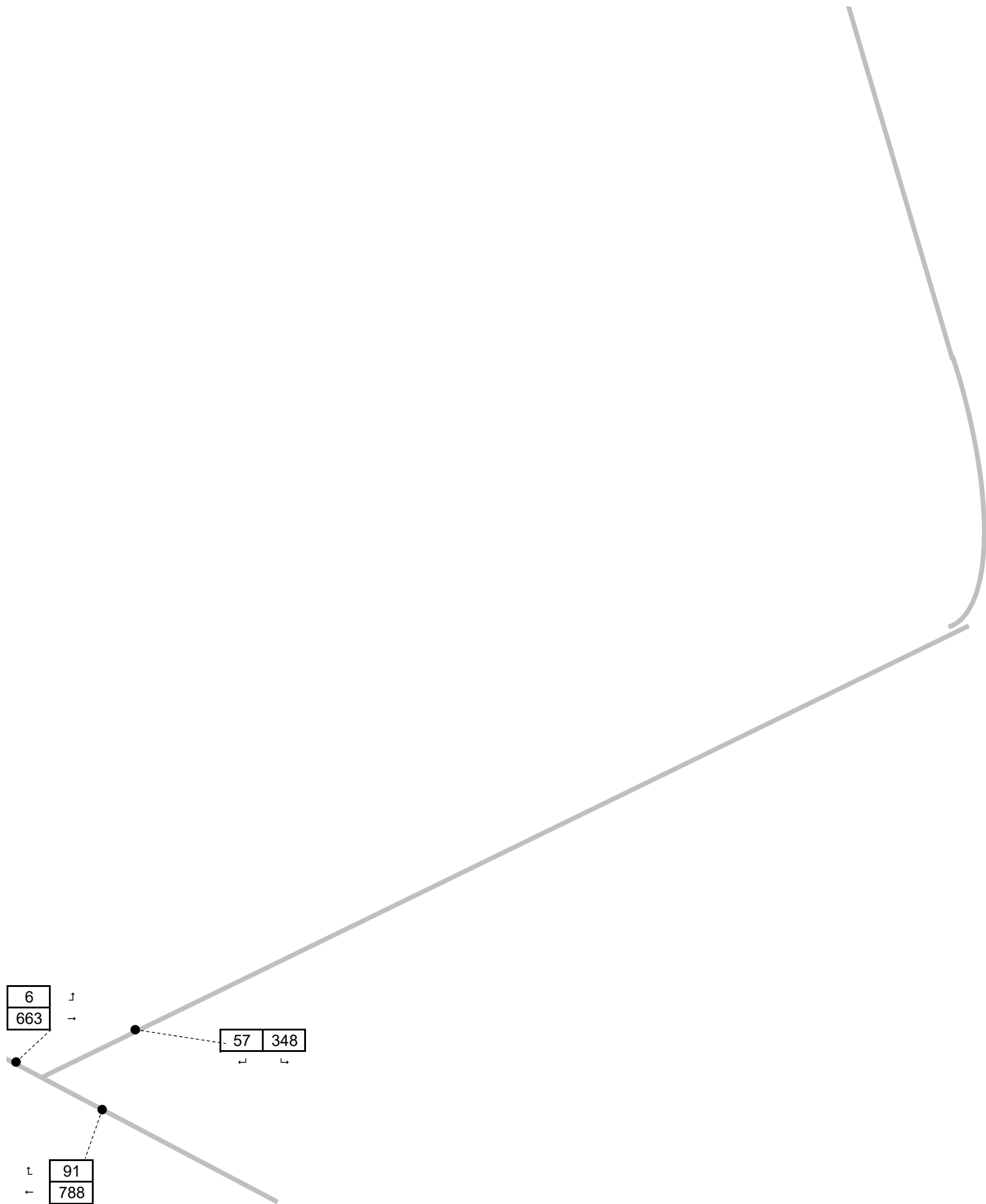


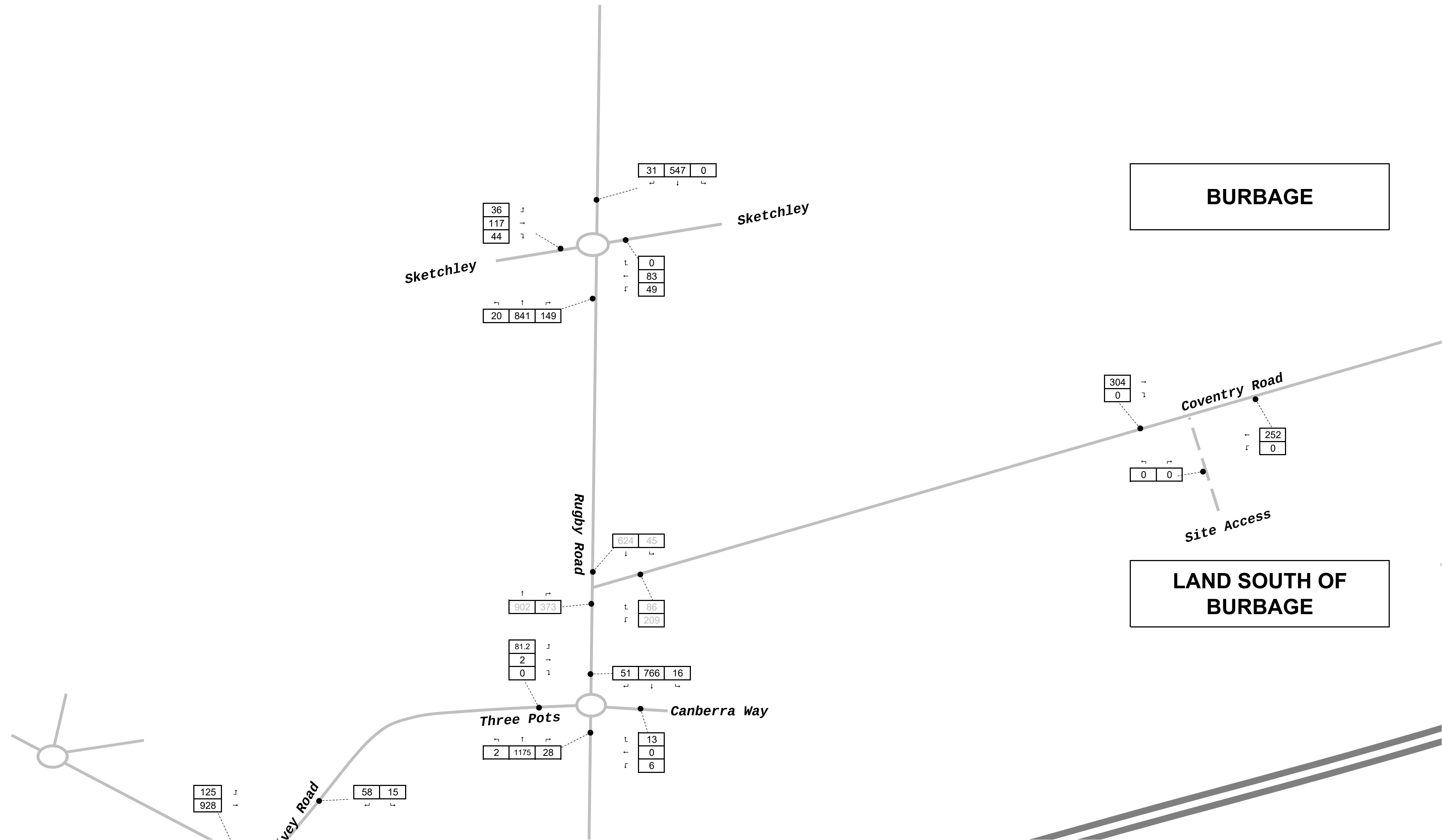
Traffic Flow (Vehicles)

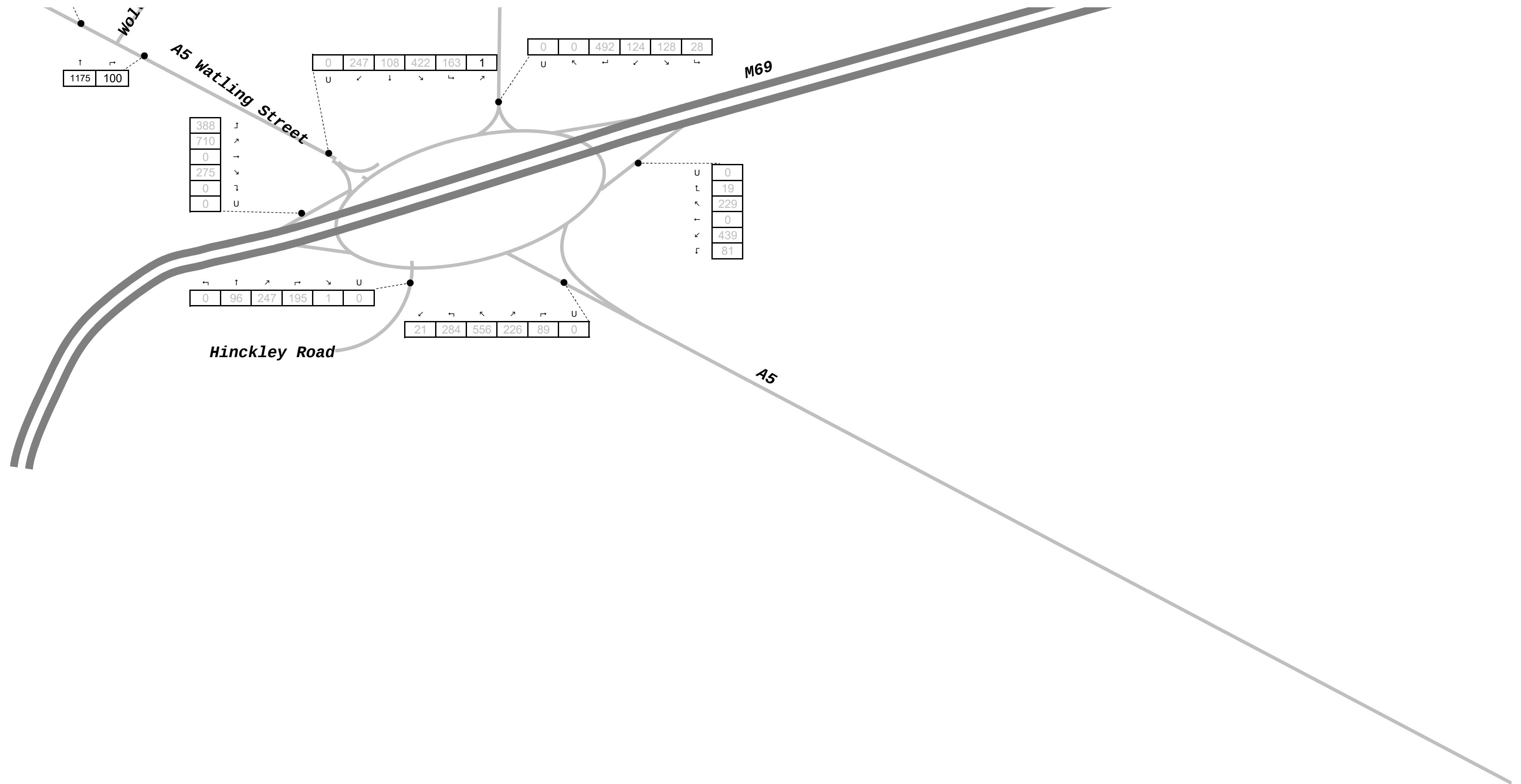


Traffic Flow Not Used in
Junction Capacity Models









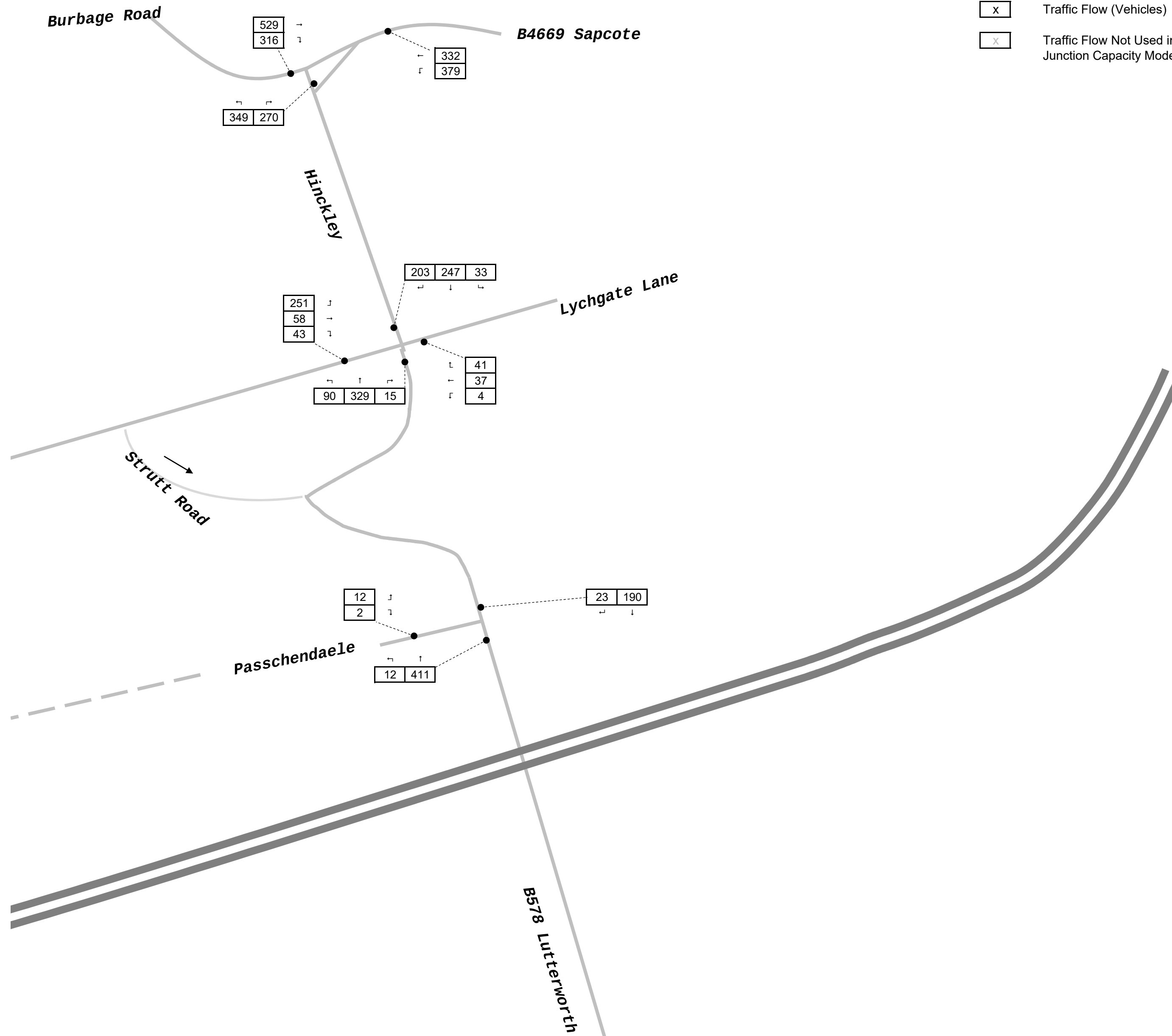
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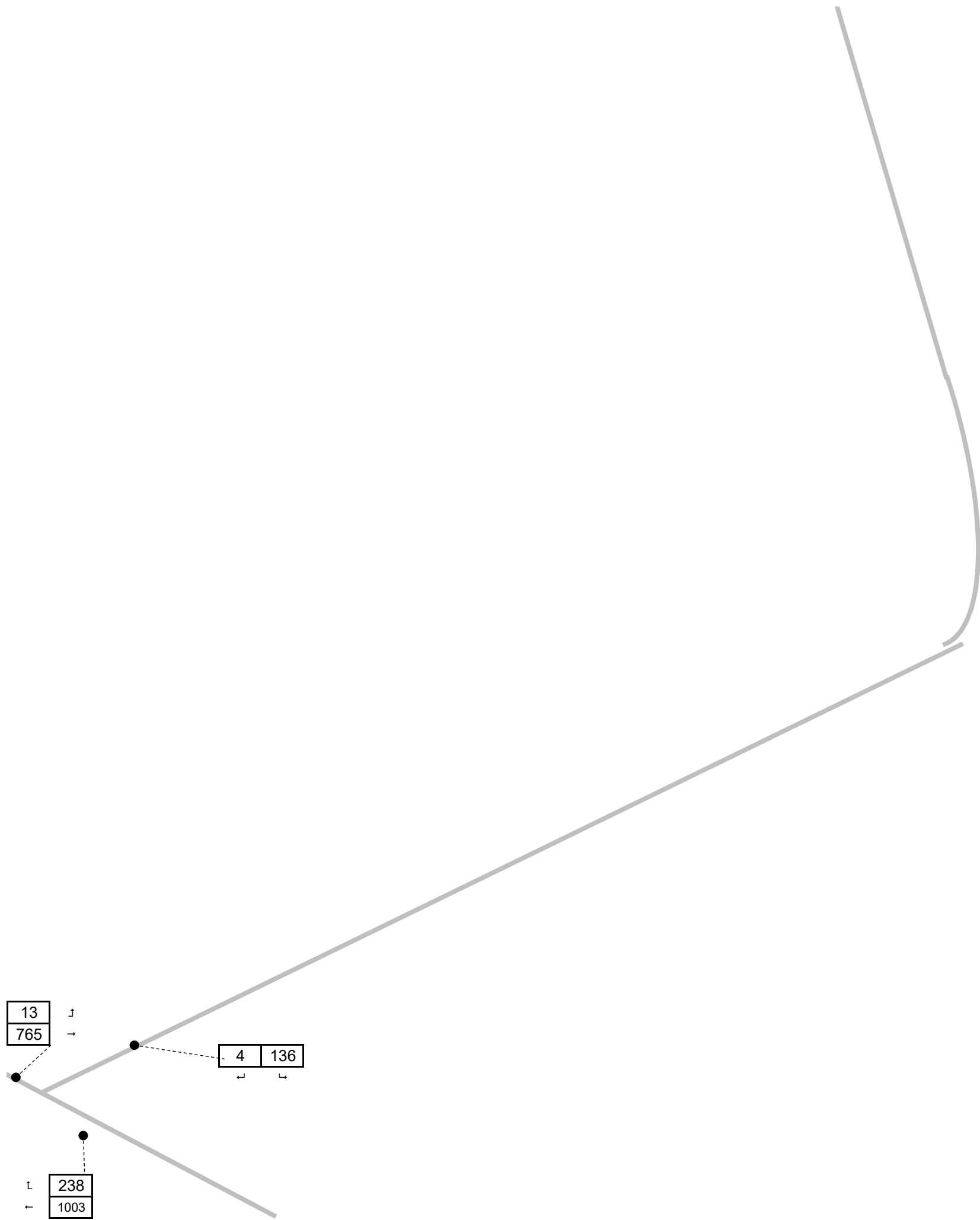


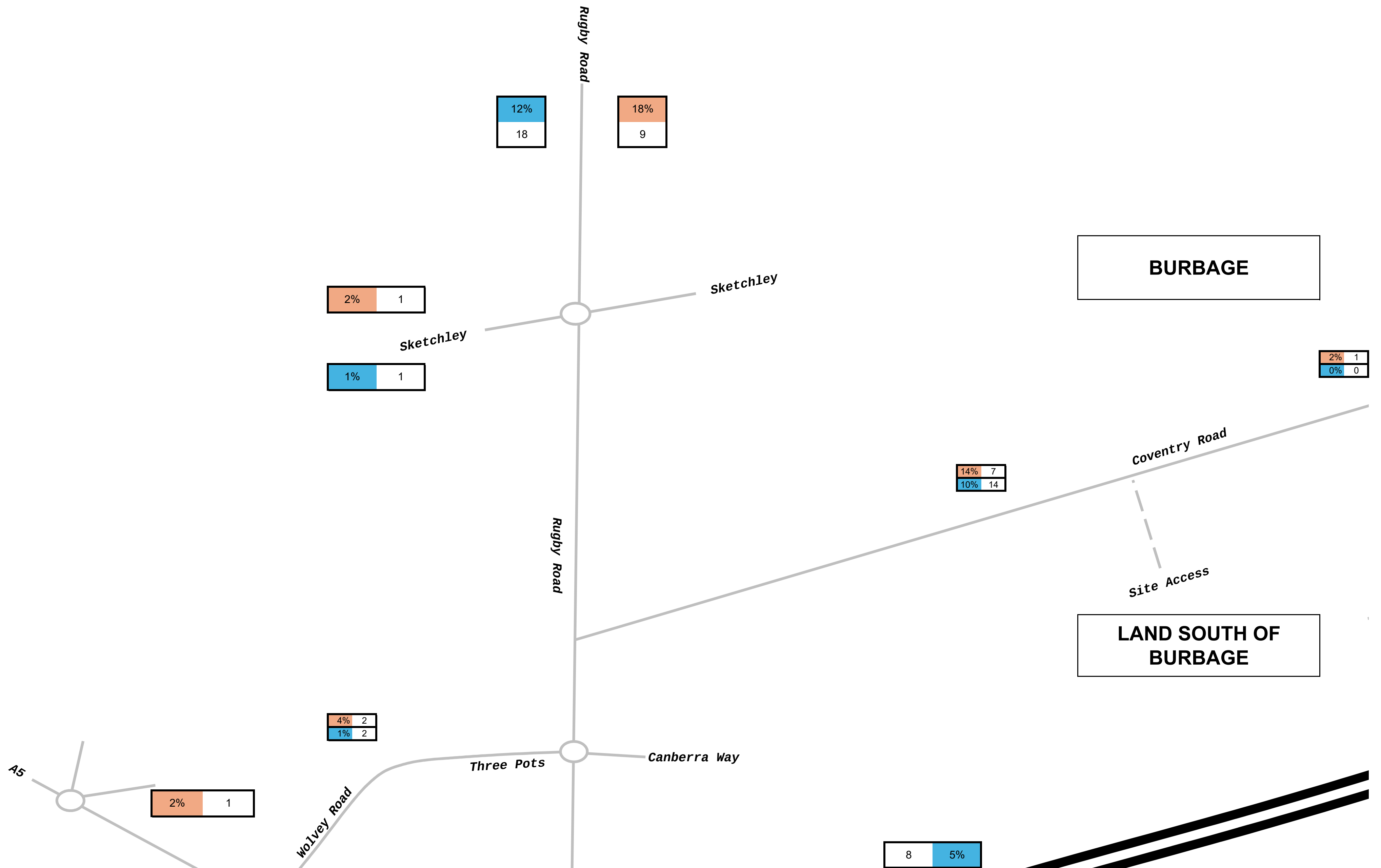
Traffic Flow (Vehicles)

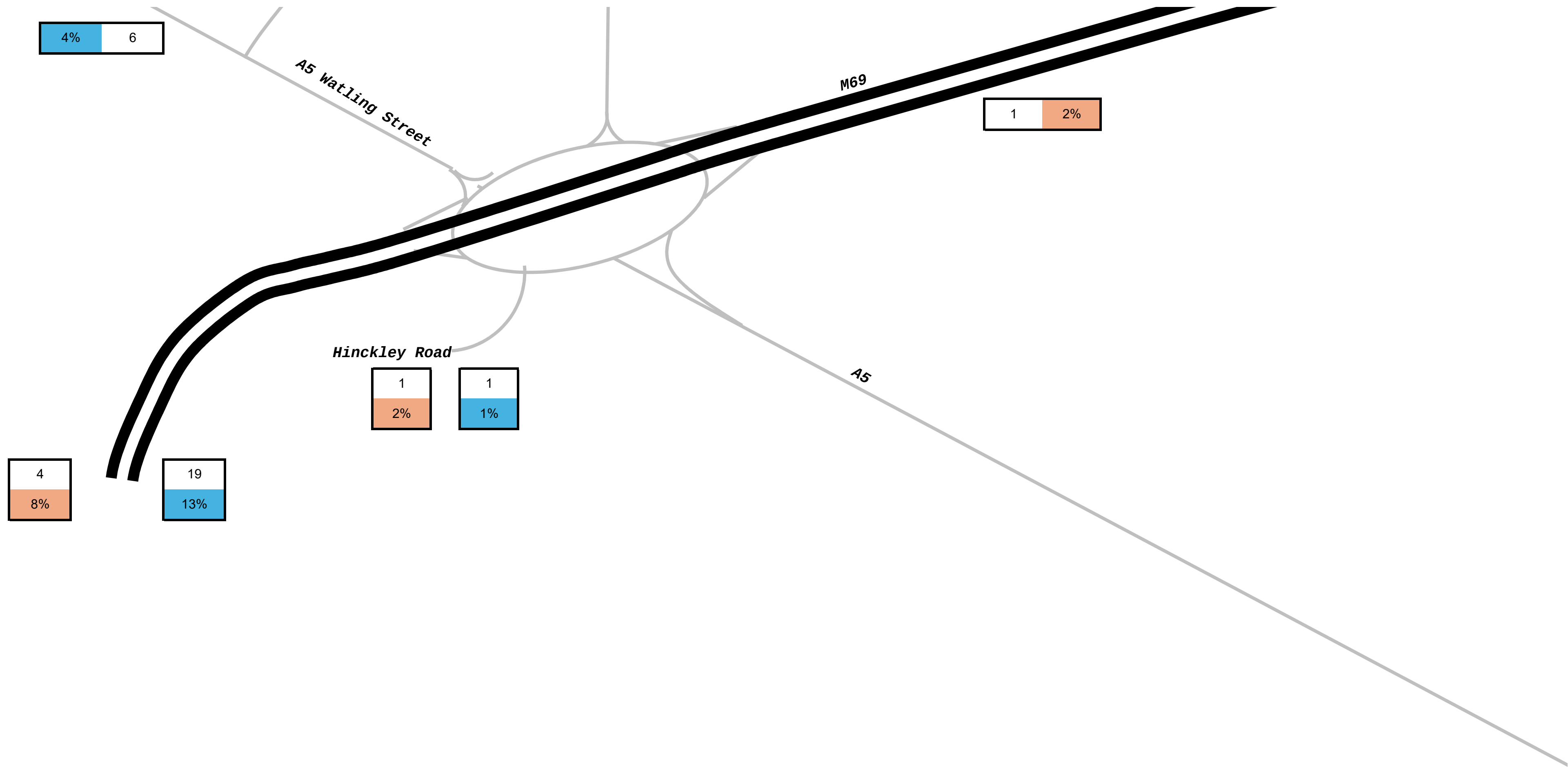


Traffic Flow Not Used in
Junction Capacity Models



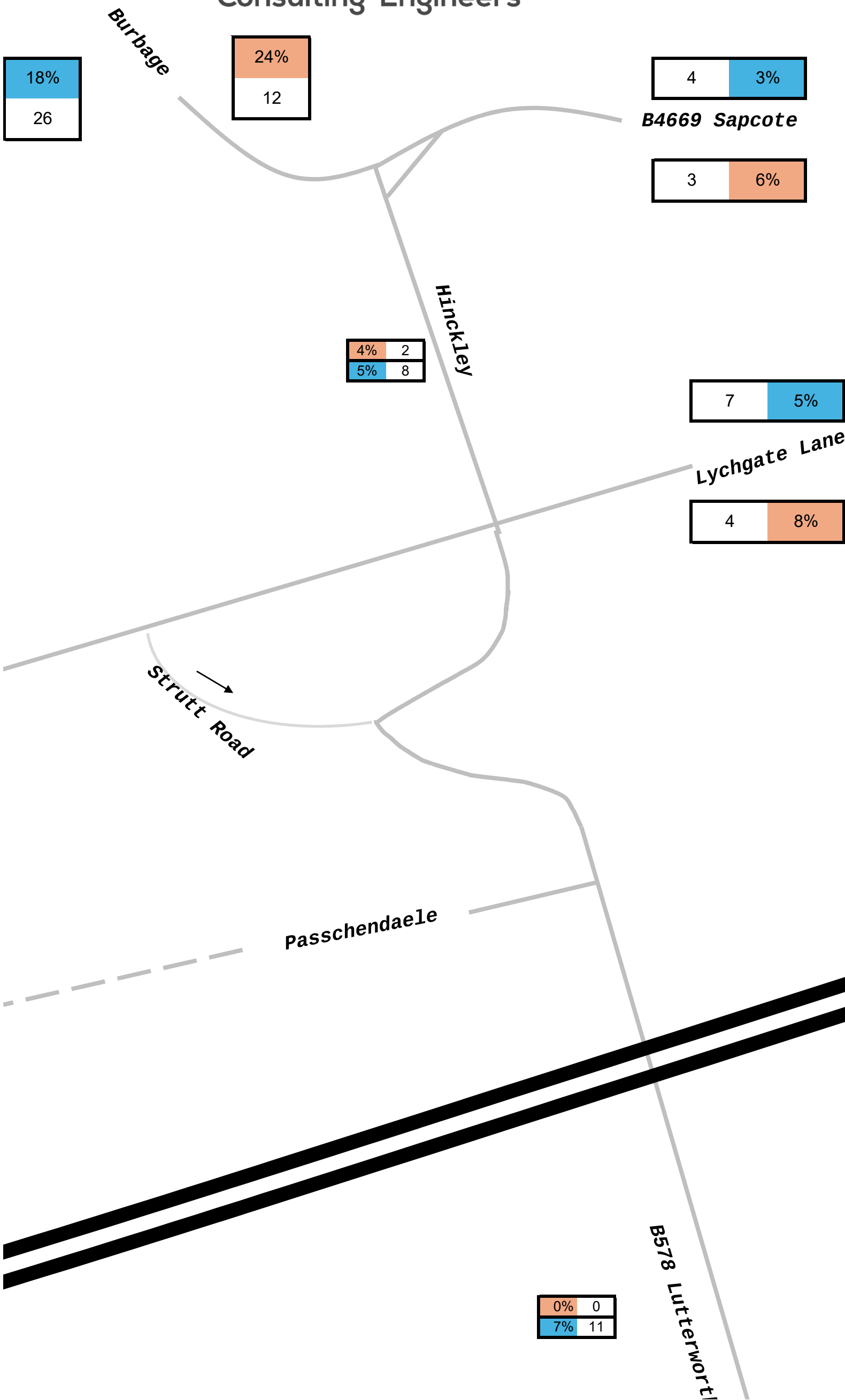






PRTM Residential Distribution Calculations

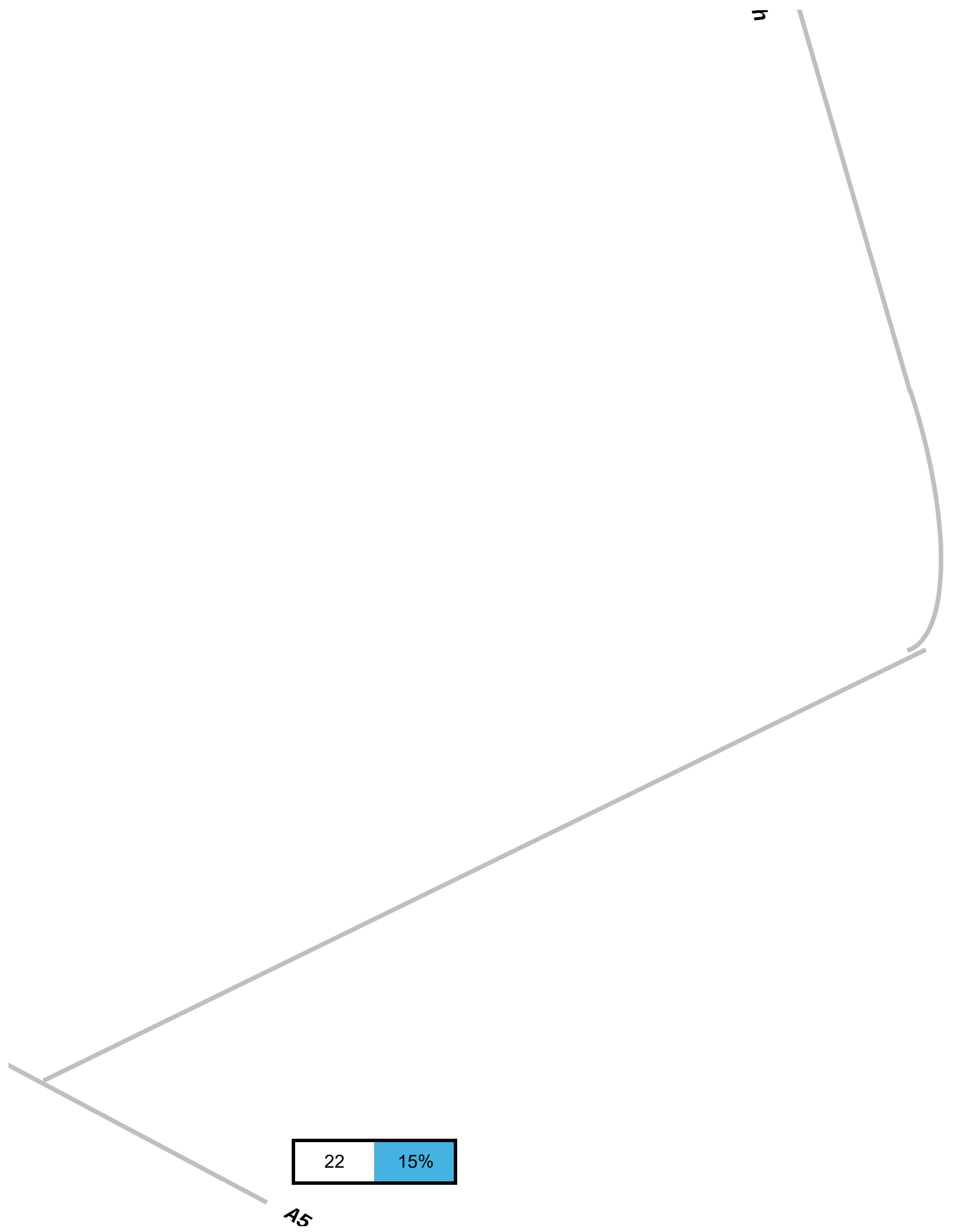
08:00 - 09:00

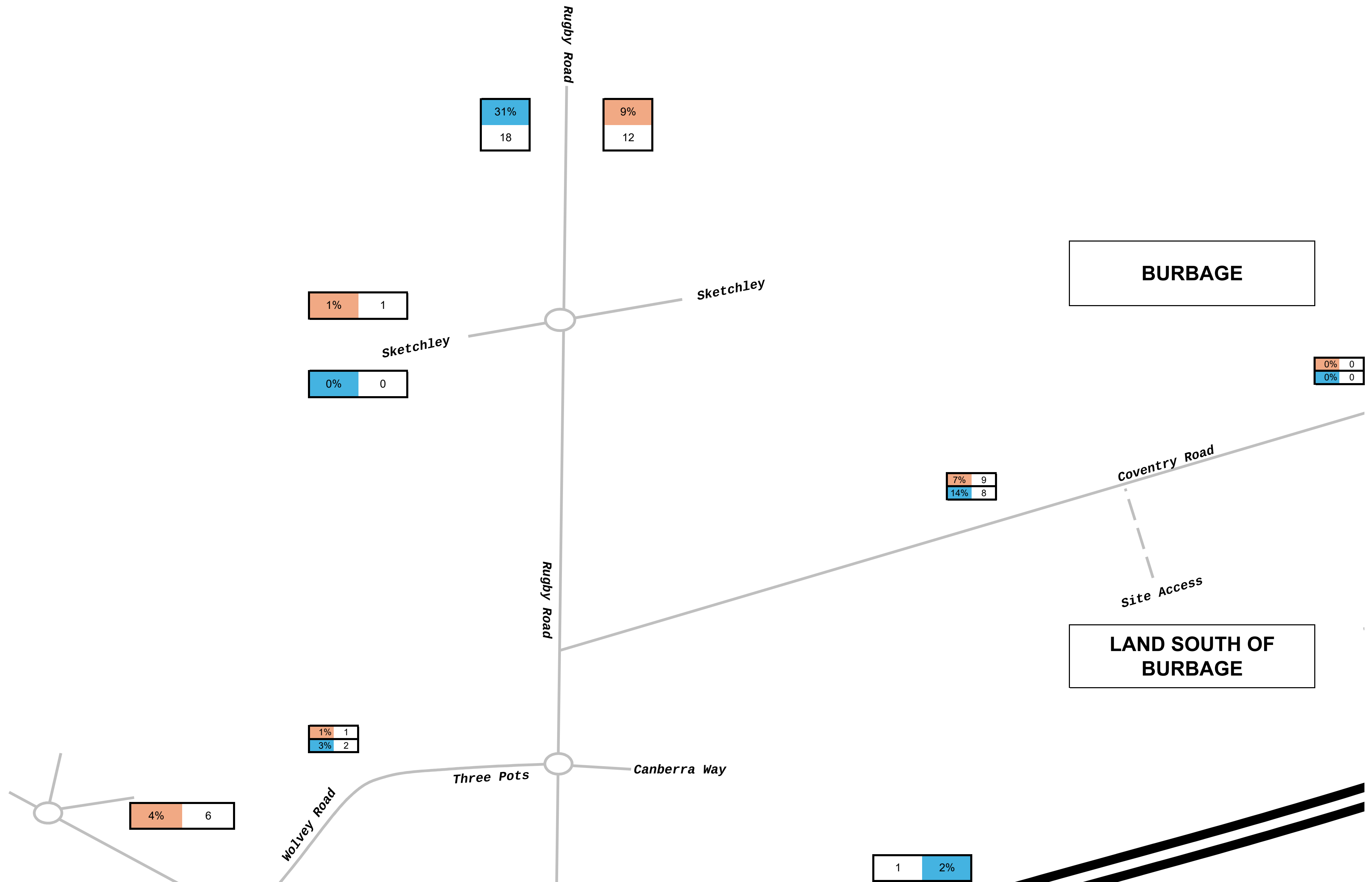


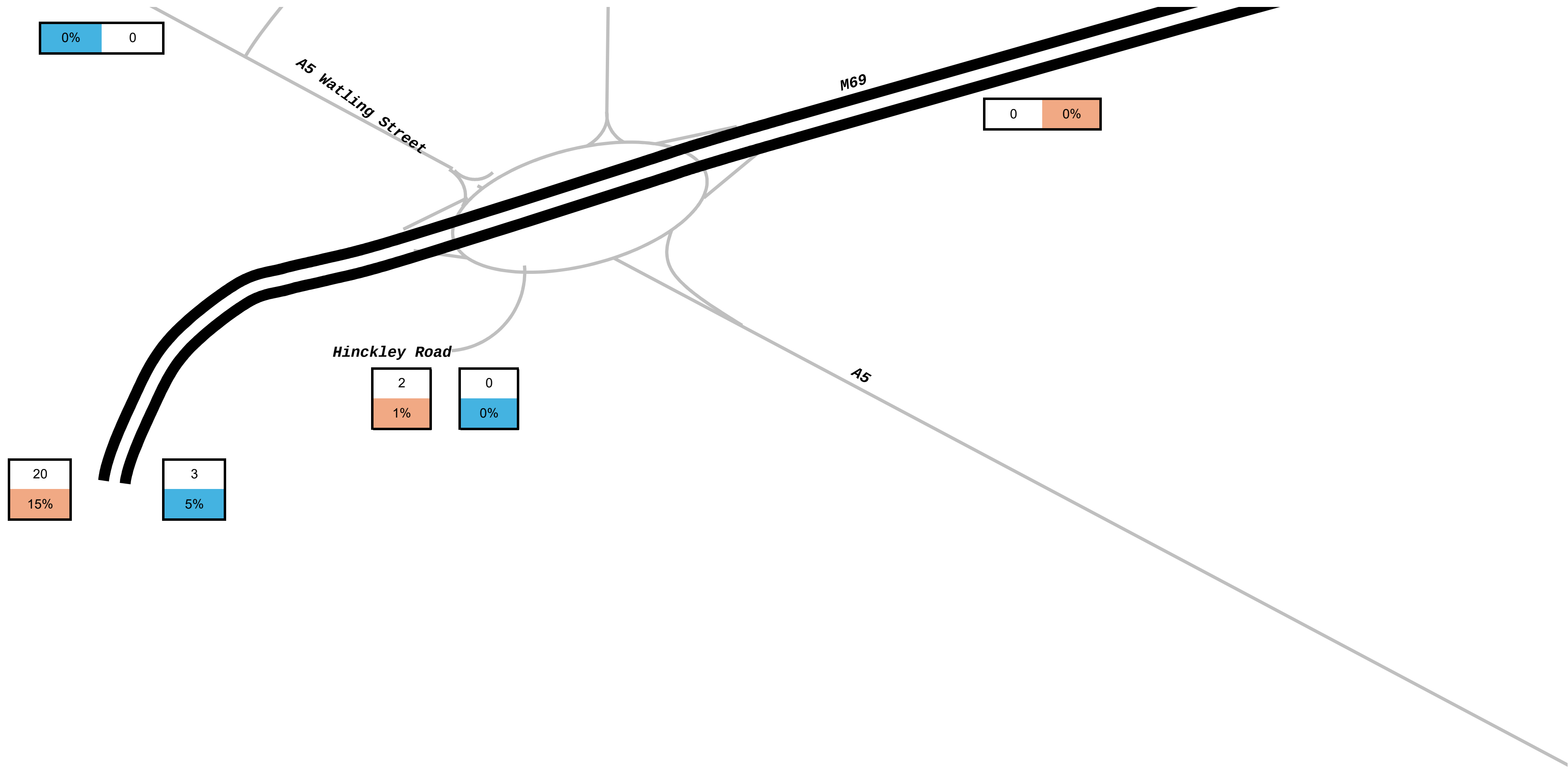
Location	Arr	Dep
Burbage Road	24%	18%
B4669 Sapcote Road	6%	3%
Lychgate Lane	8%	5%
M69 North-East	2%	5%
A5 South-East	4%	15%
Hinckley Road	2%	1%
M69 South-West	8%	13%
A5 North-West	2%	4%
Sketchley Lane	2%	1%
Rugby Road	18%	12%
Internal	24%	24%
Total	100%	100%

Departures	XX	XX%
Arrivals	XX	XX%

Wider Site PRTM Output
Total Departure Trips 147
Total Arrival Trips 50

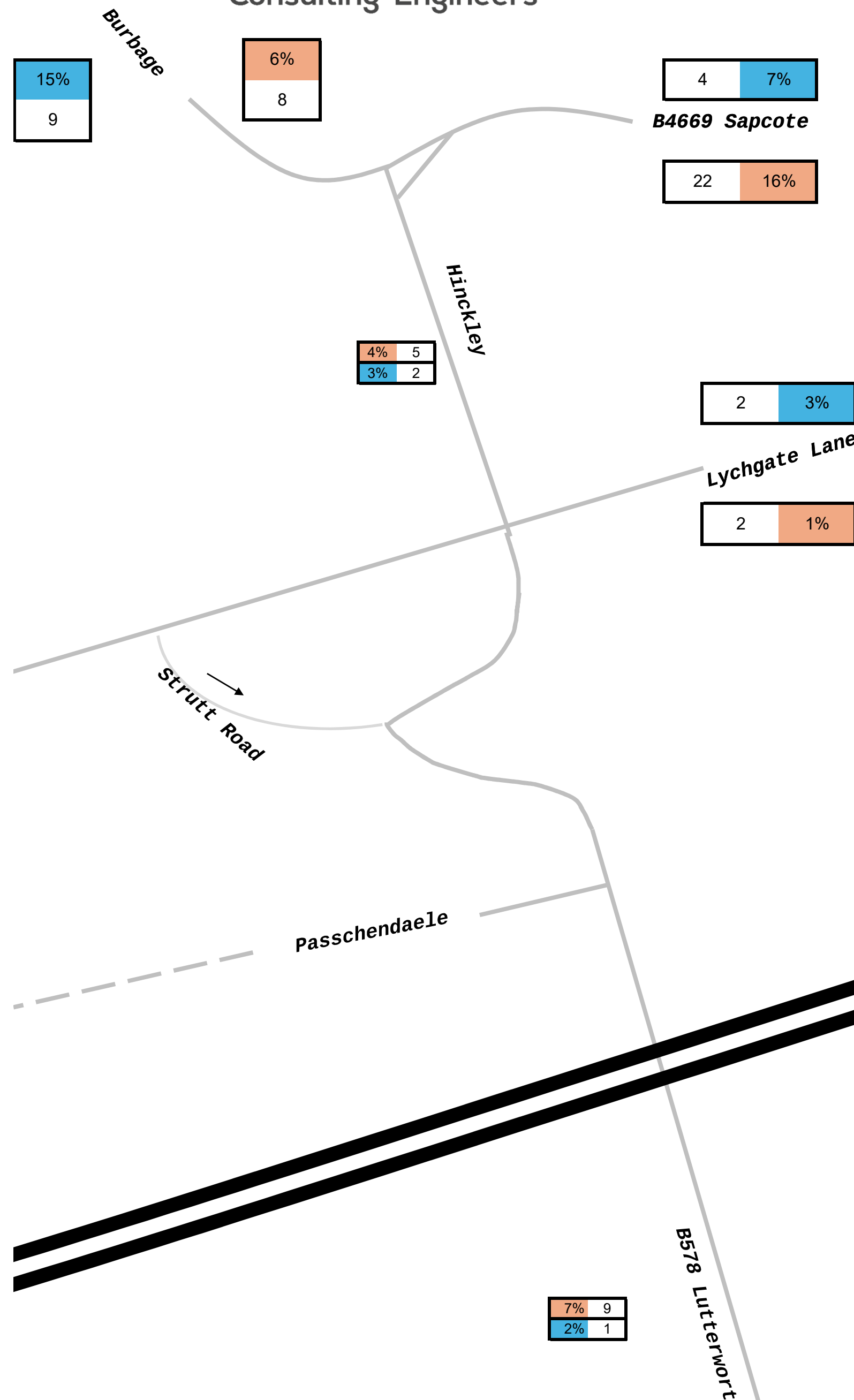






PRTM Residential Distribution Calculations

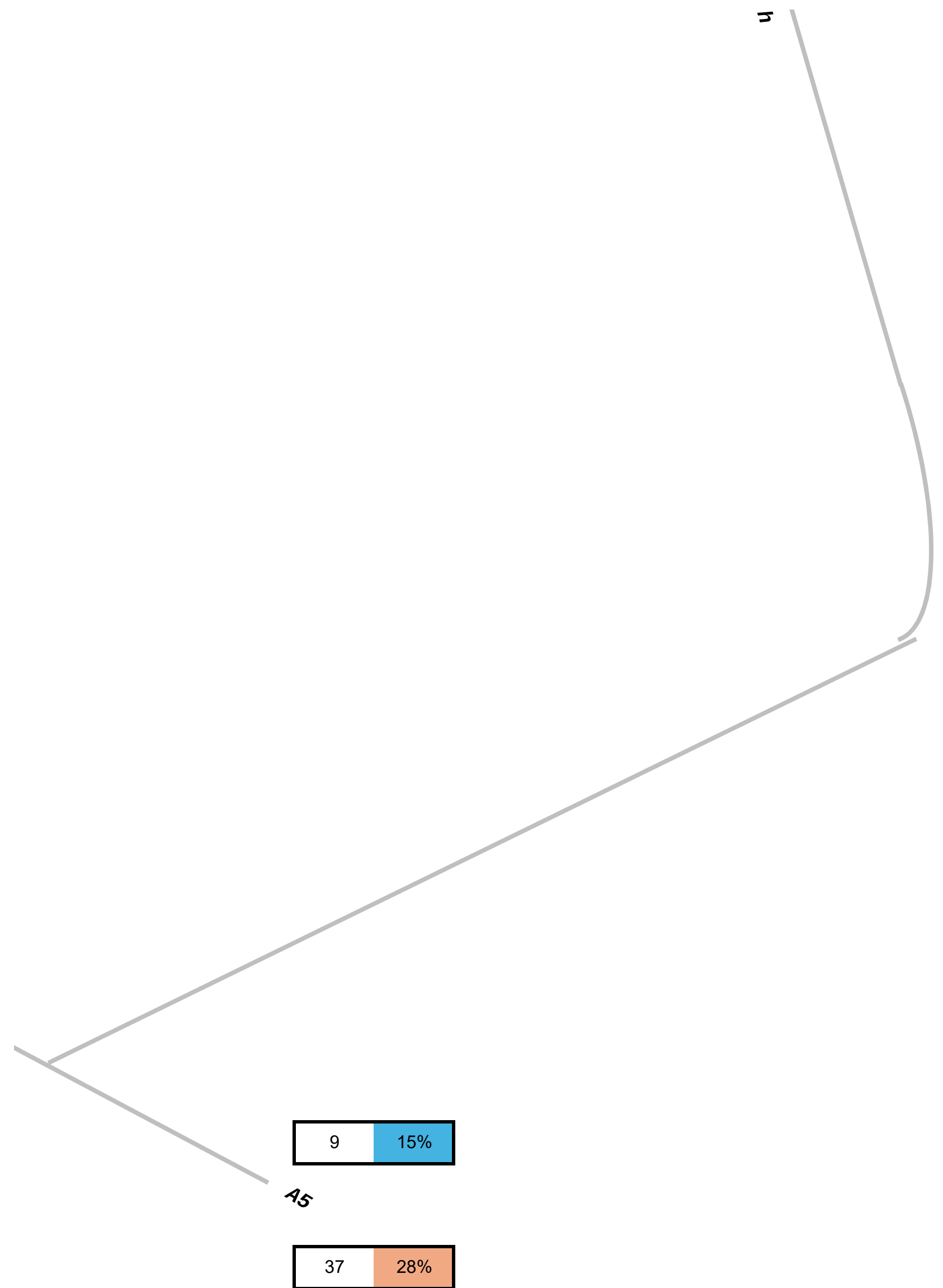
17:00 - 18:00

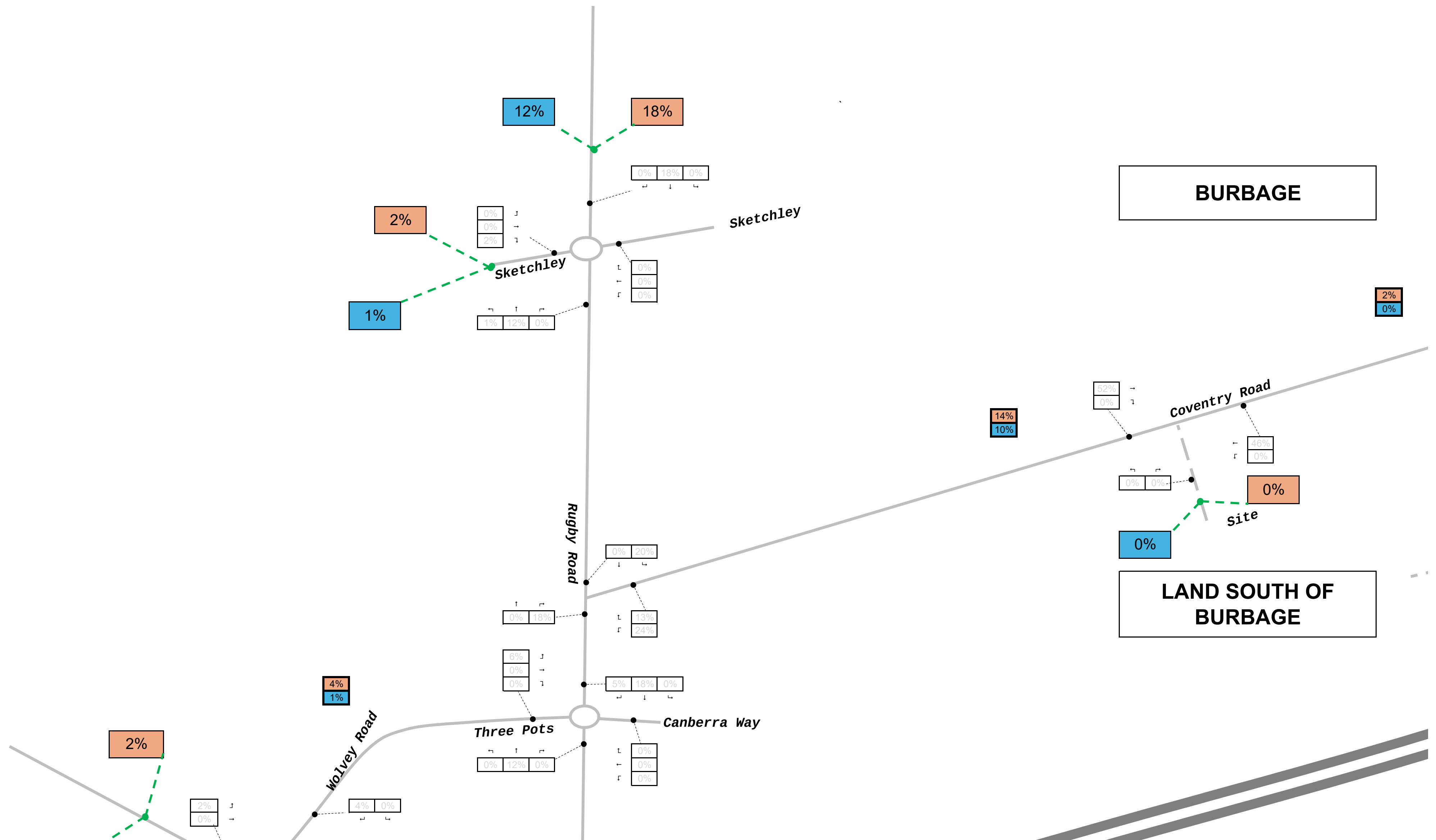


Location	Arr	Dep
Burbage Road	6%	15%
B4669 Sapcote Road	16%	7%
Lychgate Lane	1%	3%
M69 North-East	0%	2%
A5 South-East	28%	15%
Hinckley Road	1%	0%
M69 South-West	15%	5%
A5 North-West	4%	0%
Sketchley Lane	1%	0%
Rugby Road	9%	31%
Internal	18%	22%
Total	100%	100%

Departures	XX	XX%
Arrivals	XX	XX%

Wider Site PRTM Output
Total Departure Trips 59
Total Arrival Trips 134





4%

↑	↱
0%	0%

A5 Watling Street

0%	↑
8%	↗
0%	→
0%	↘
0%	↓
0%	U

8%

13%

↱	↑	↗	↱	↘	U
0%	0%	2%	0%	0%	0%

Hinckley Road

2%

1%

0%	0%	0%	0%	0%	0%
U	↖	↑	↘	↱	↗

0%	0%	13%	0%	0%	5%
U	↖	↱	↘	↘	↱

5%

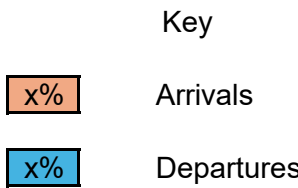
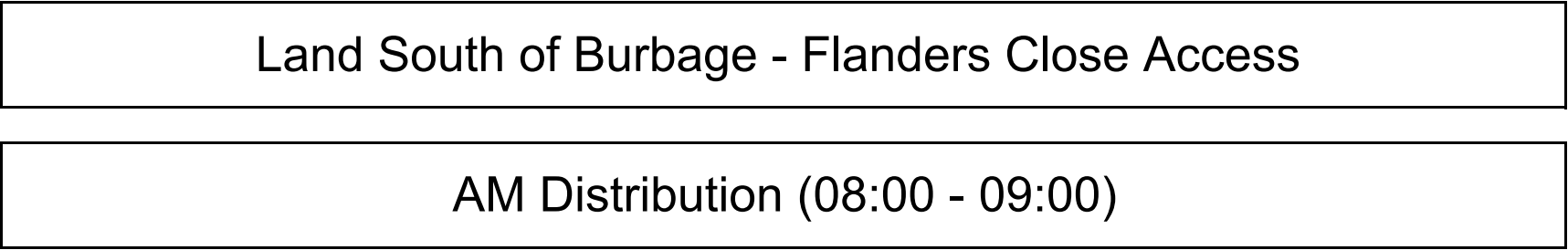
M69

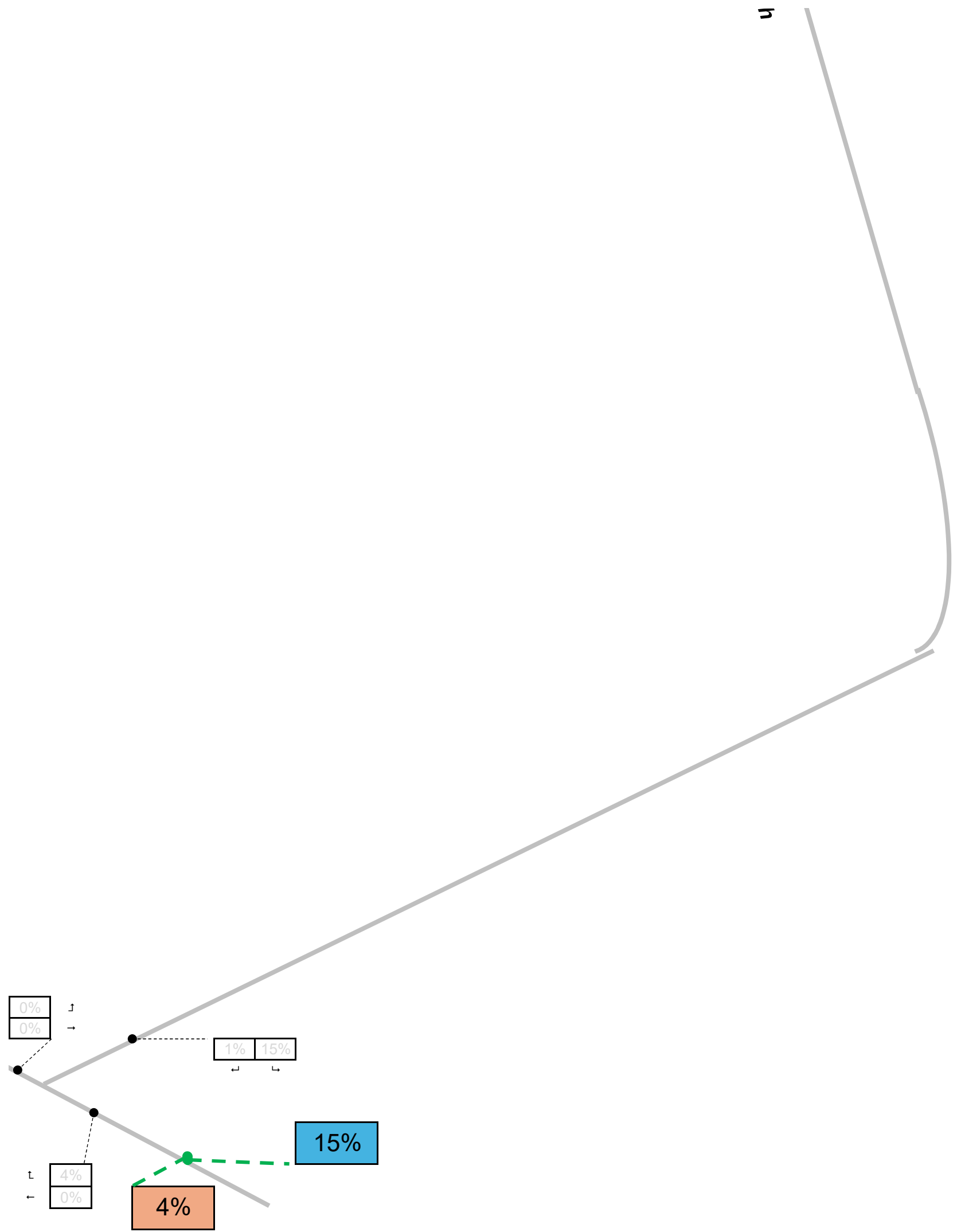
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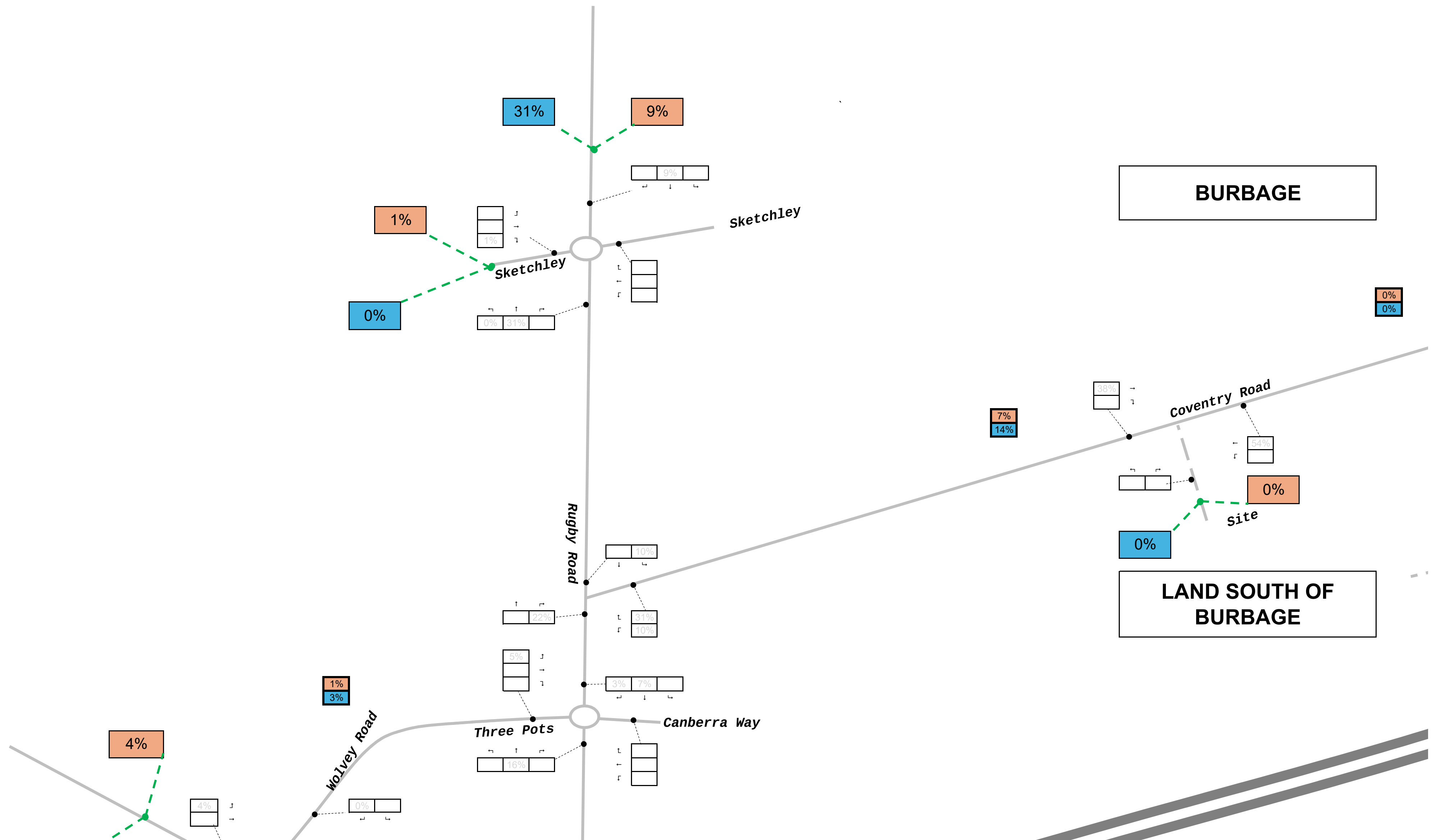
U	0%
↱	2%
↱	0%
↘	0%
↘	0%

↖	↱	↖	↗	↱	U
1%	0%	0%	0%	0%	0%

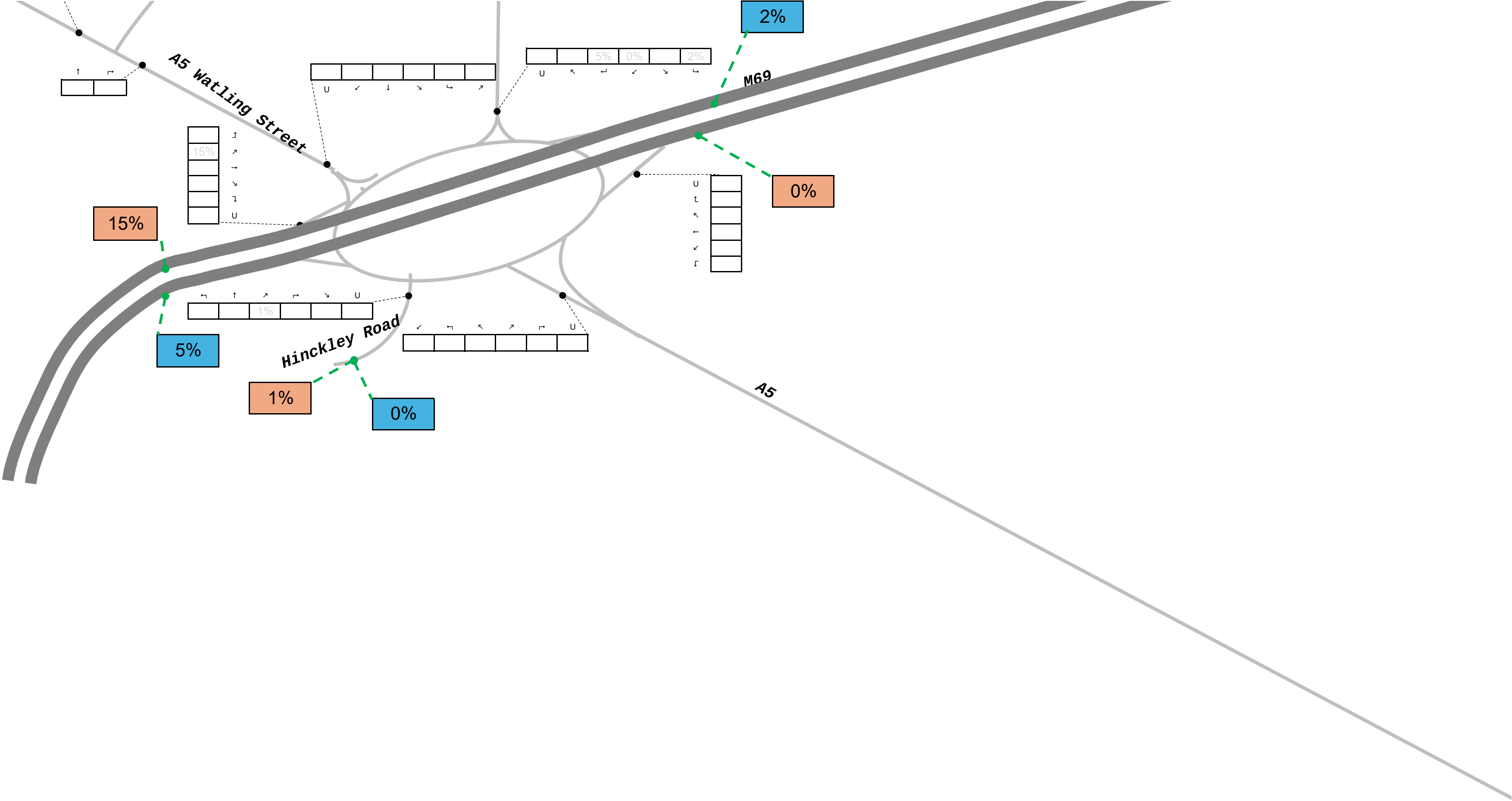
A5







0%



2%

0%

15%

5%

1%

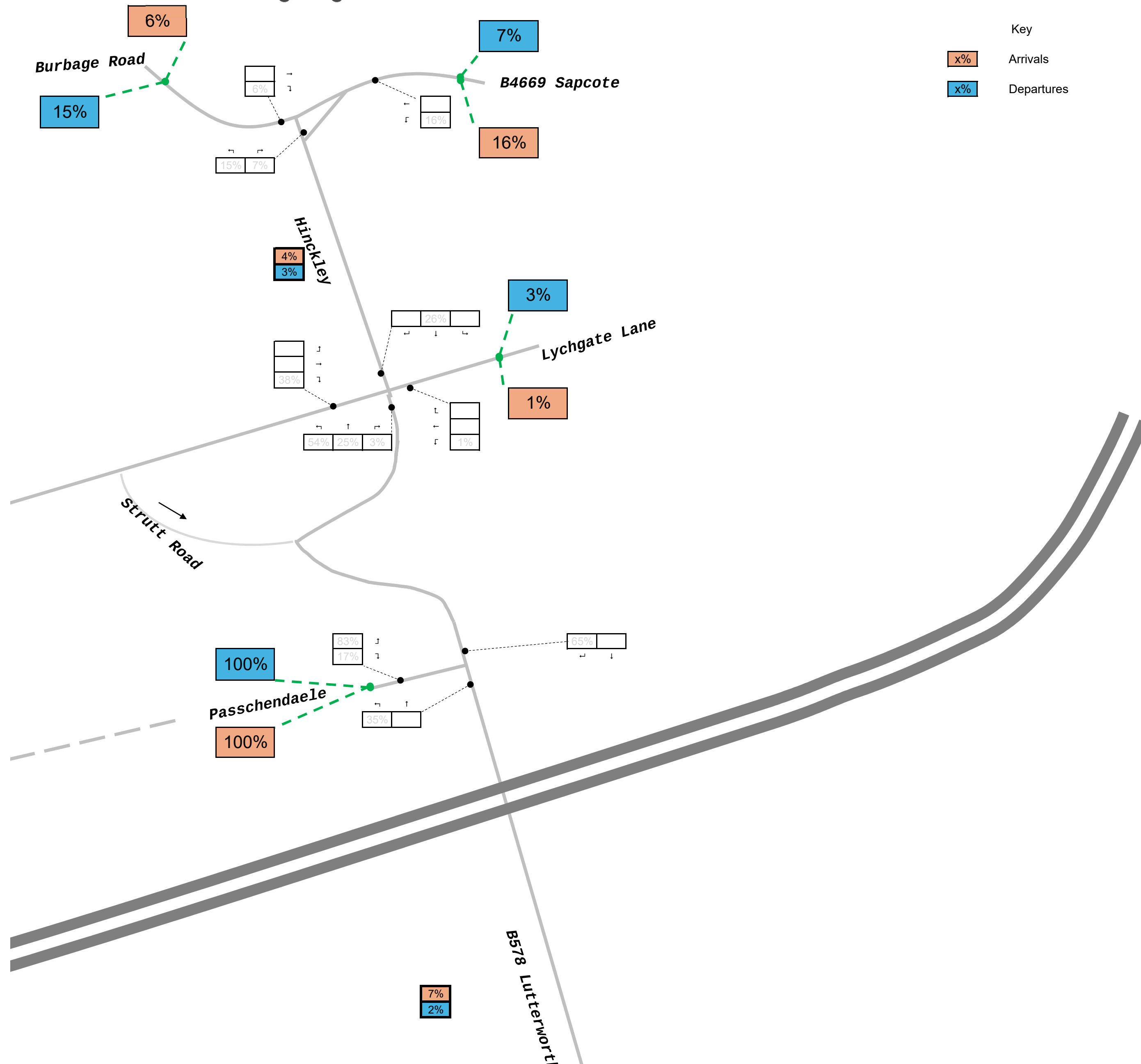
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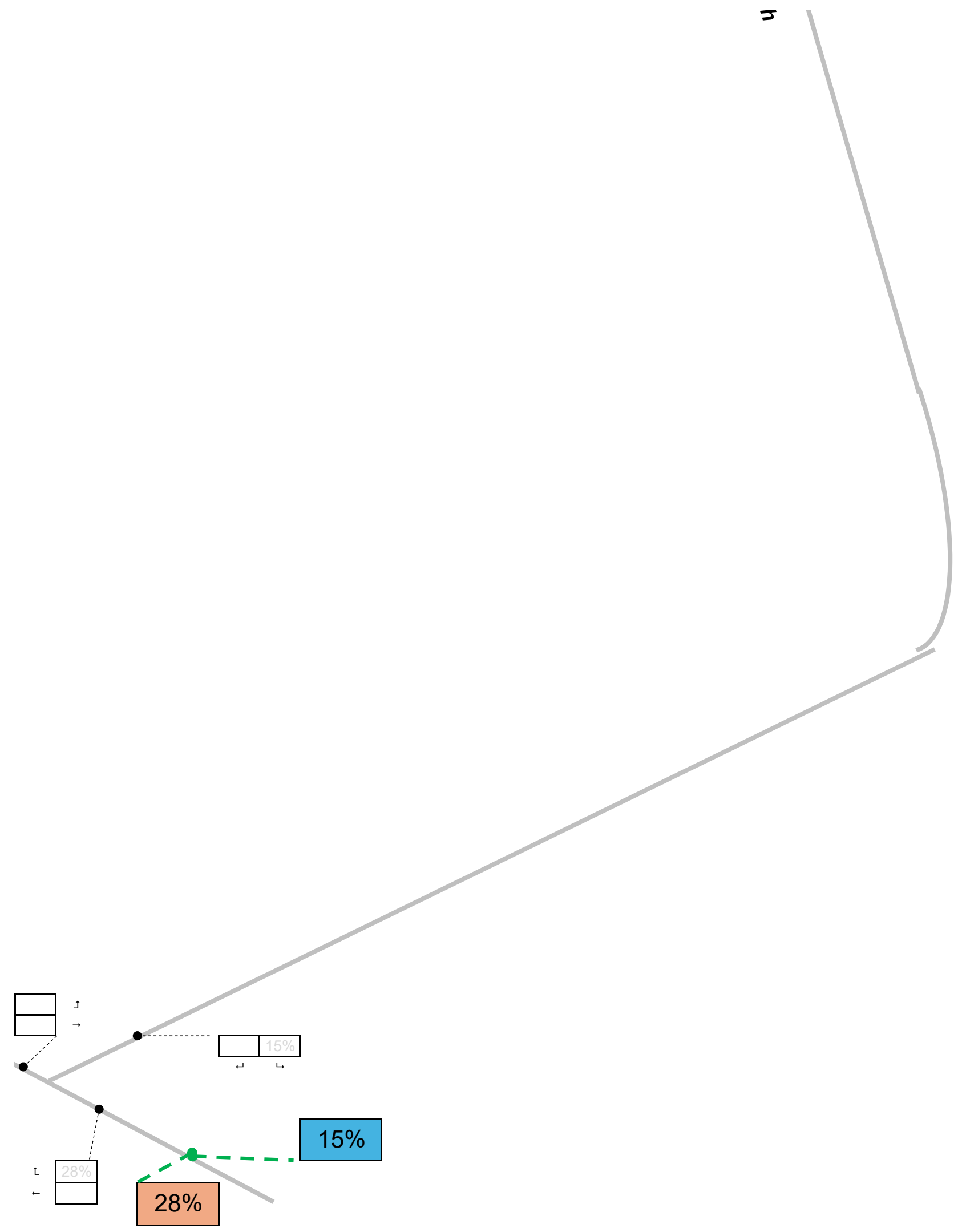
A5

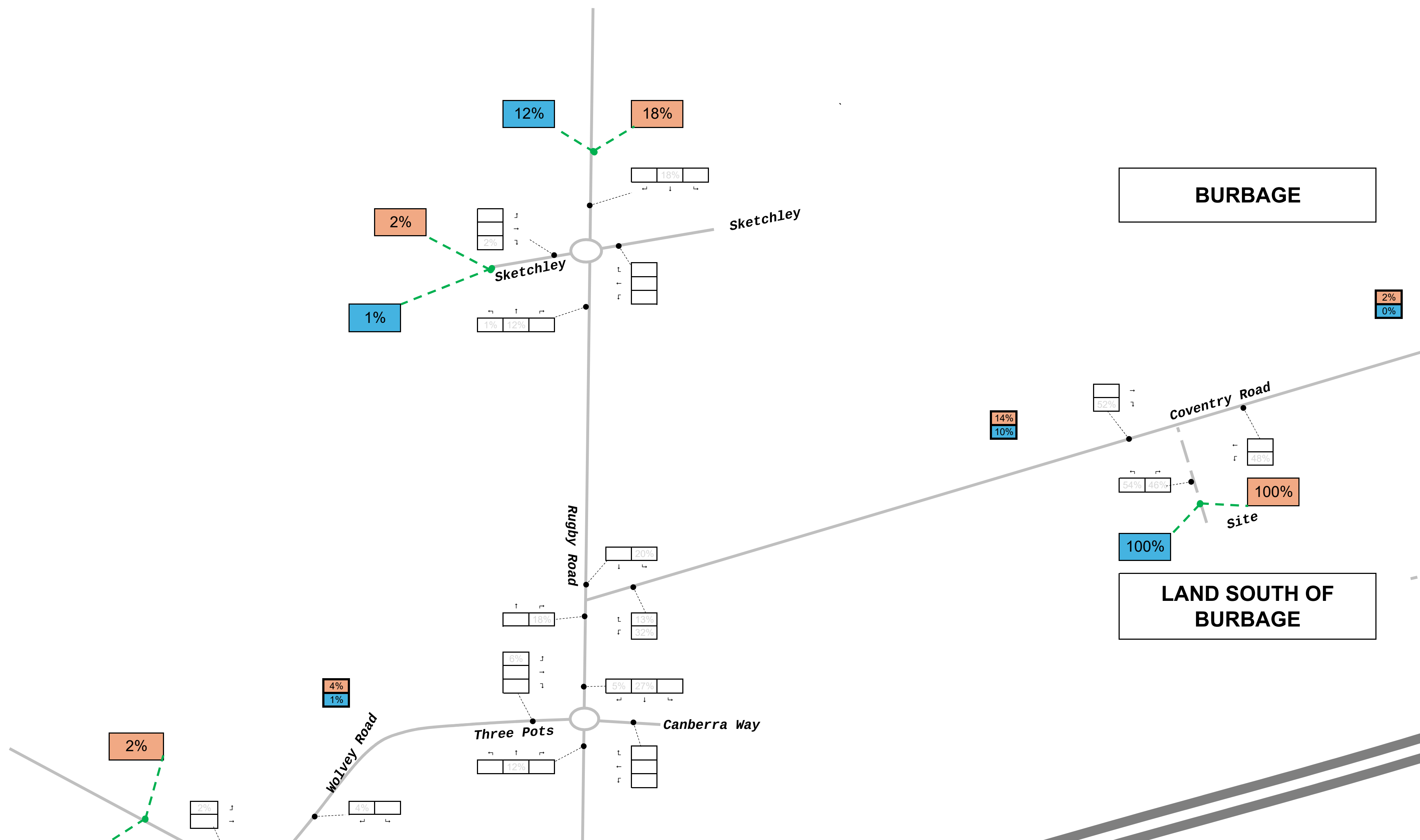
M69

Hinckley Road

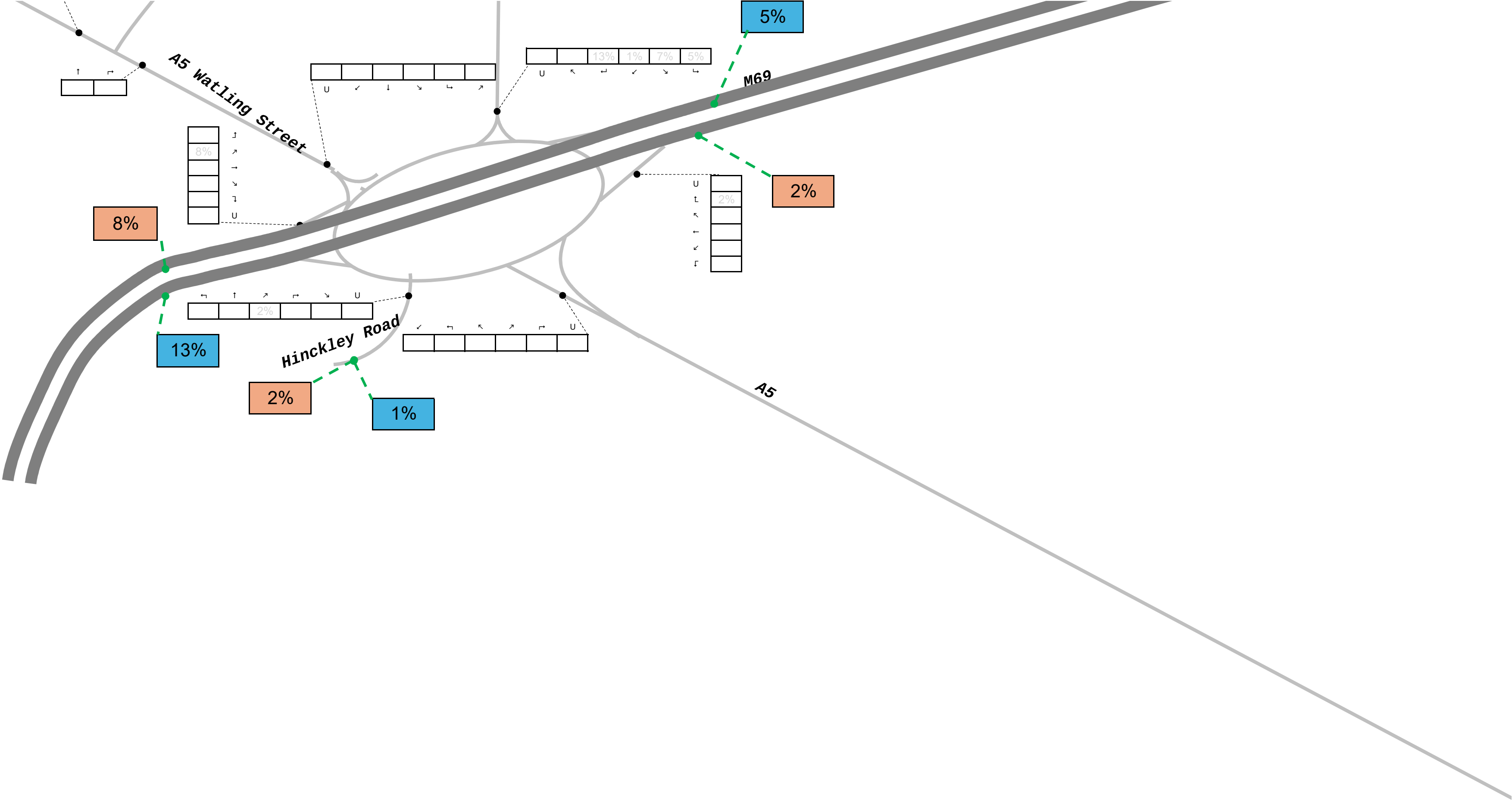
A5 Watling Street

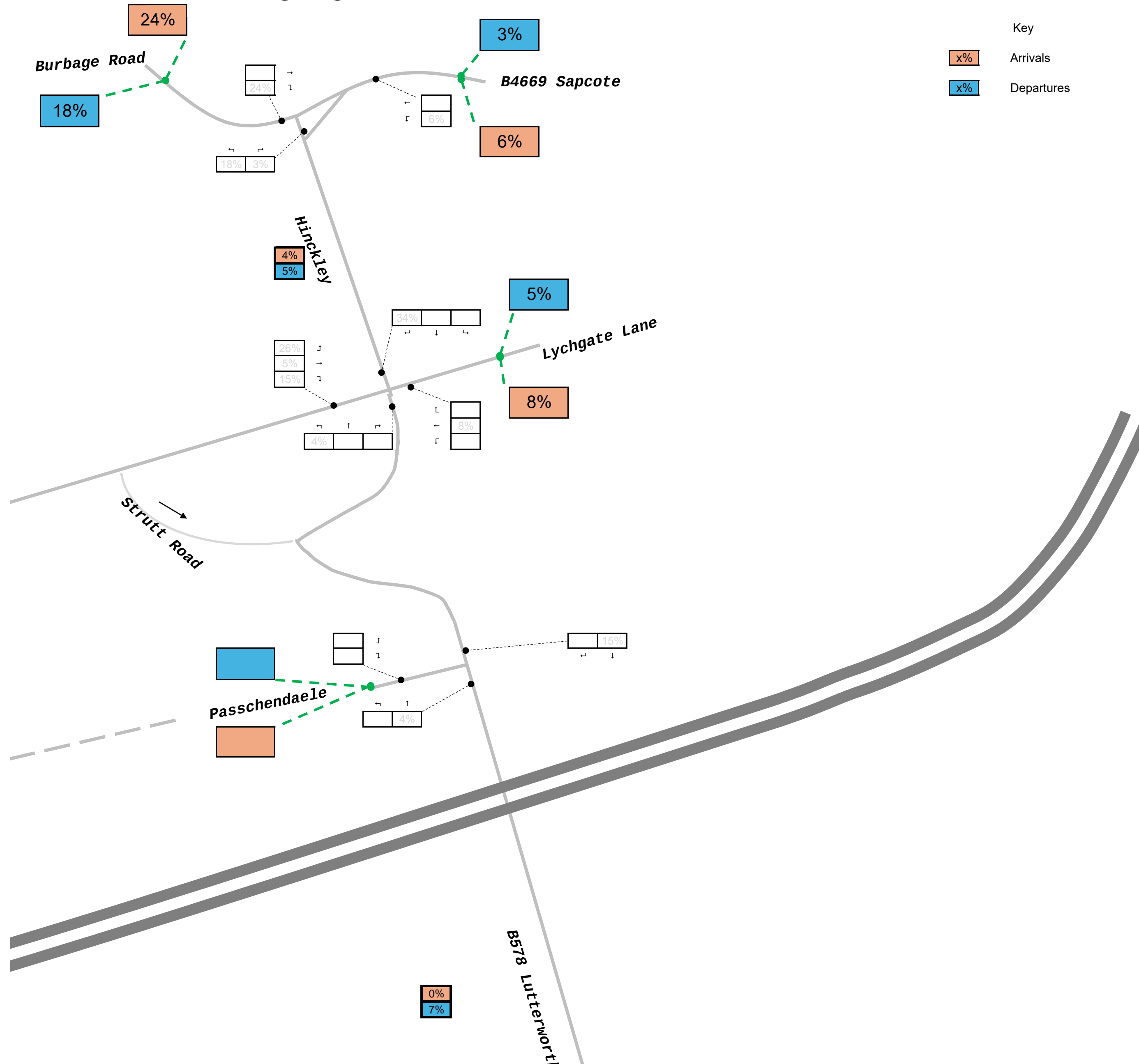


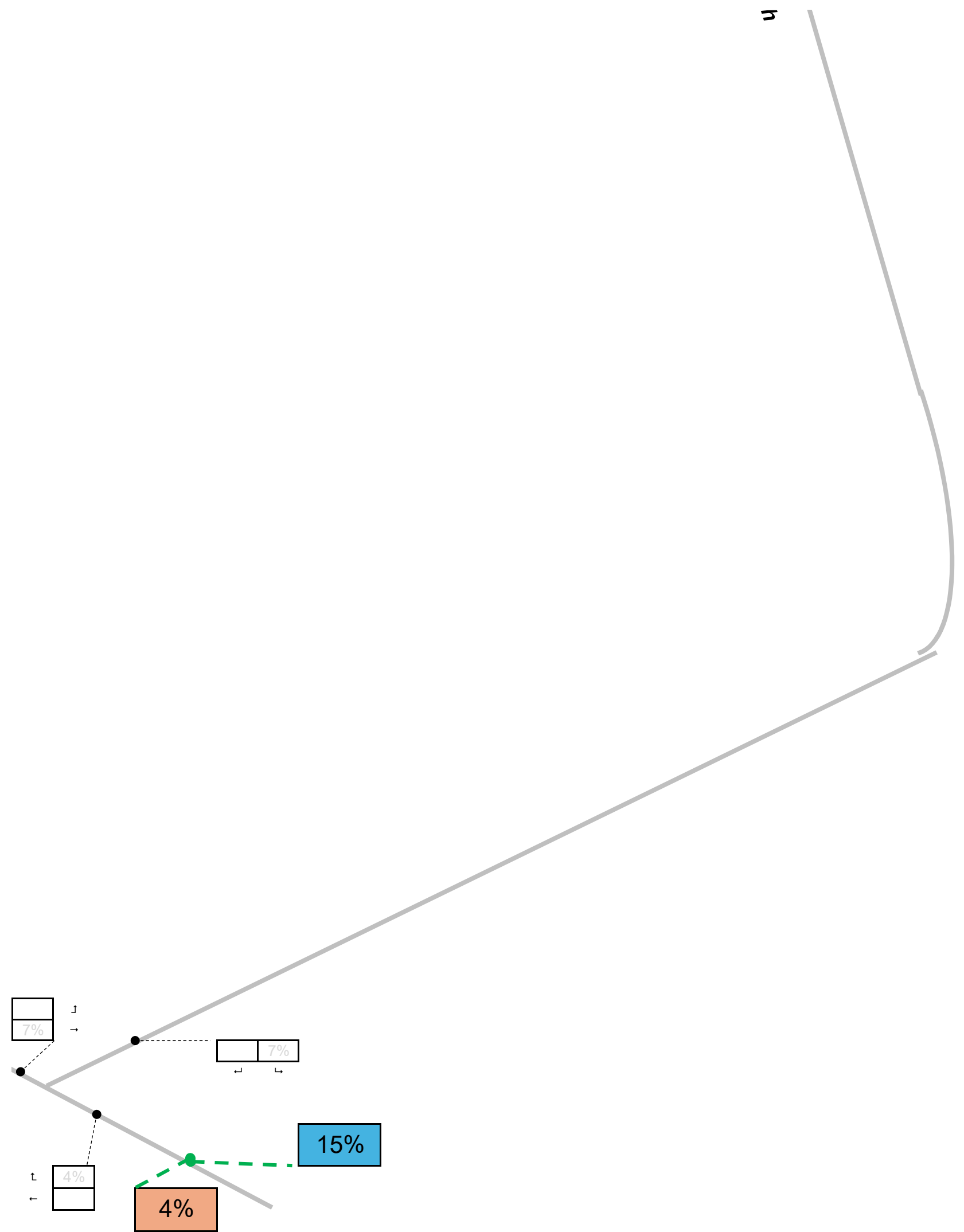


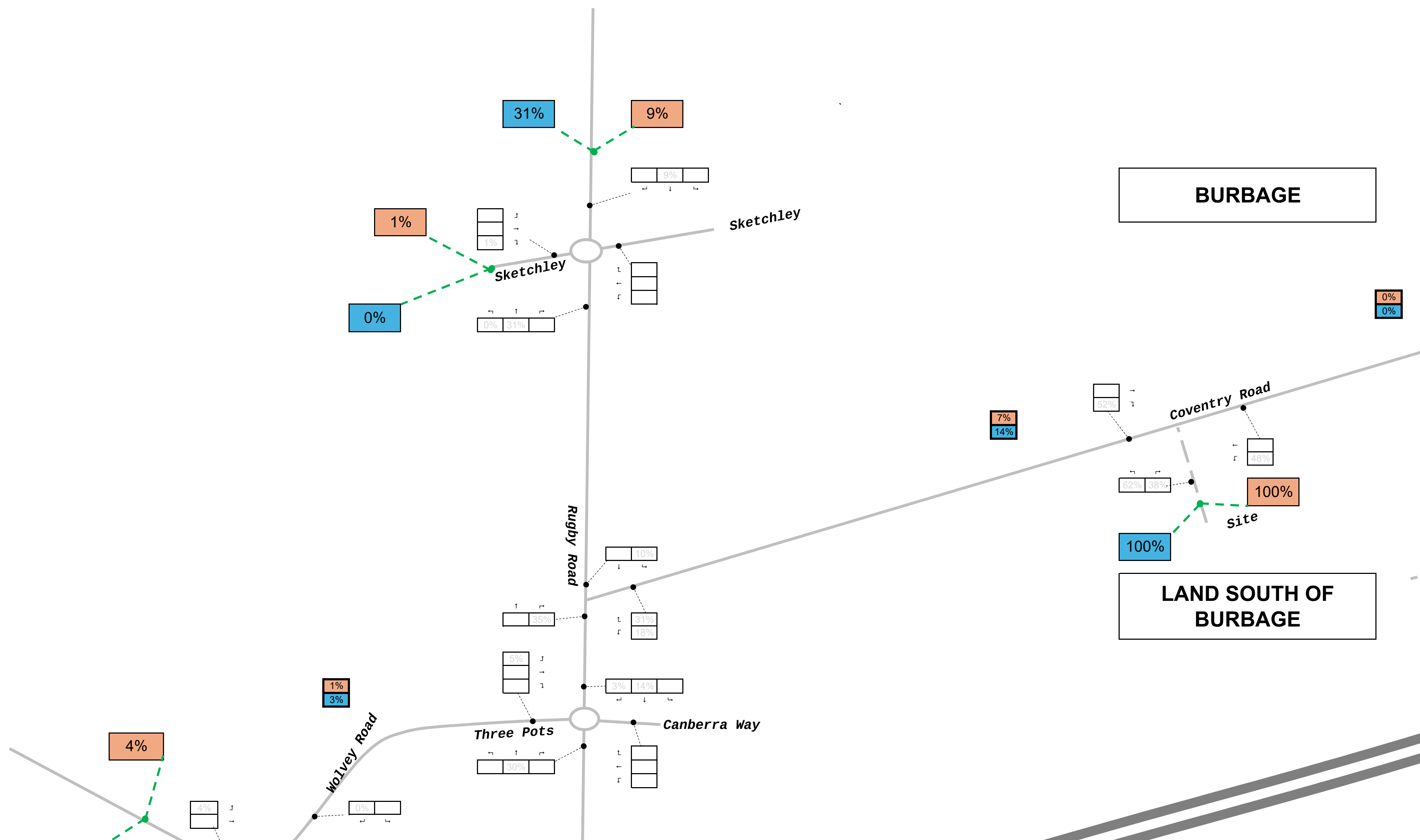


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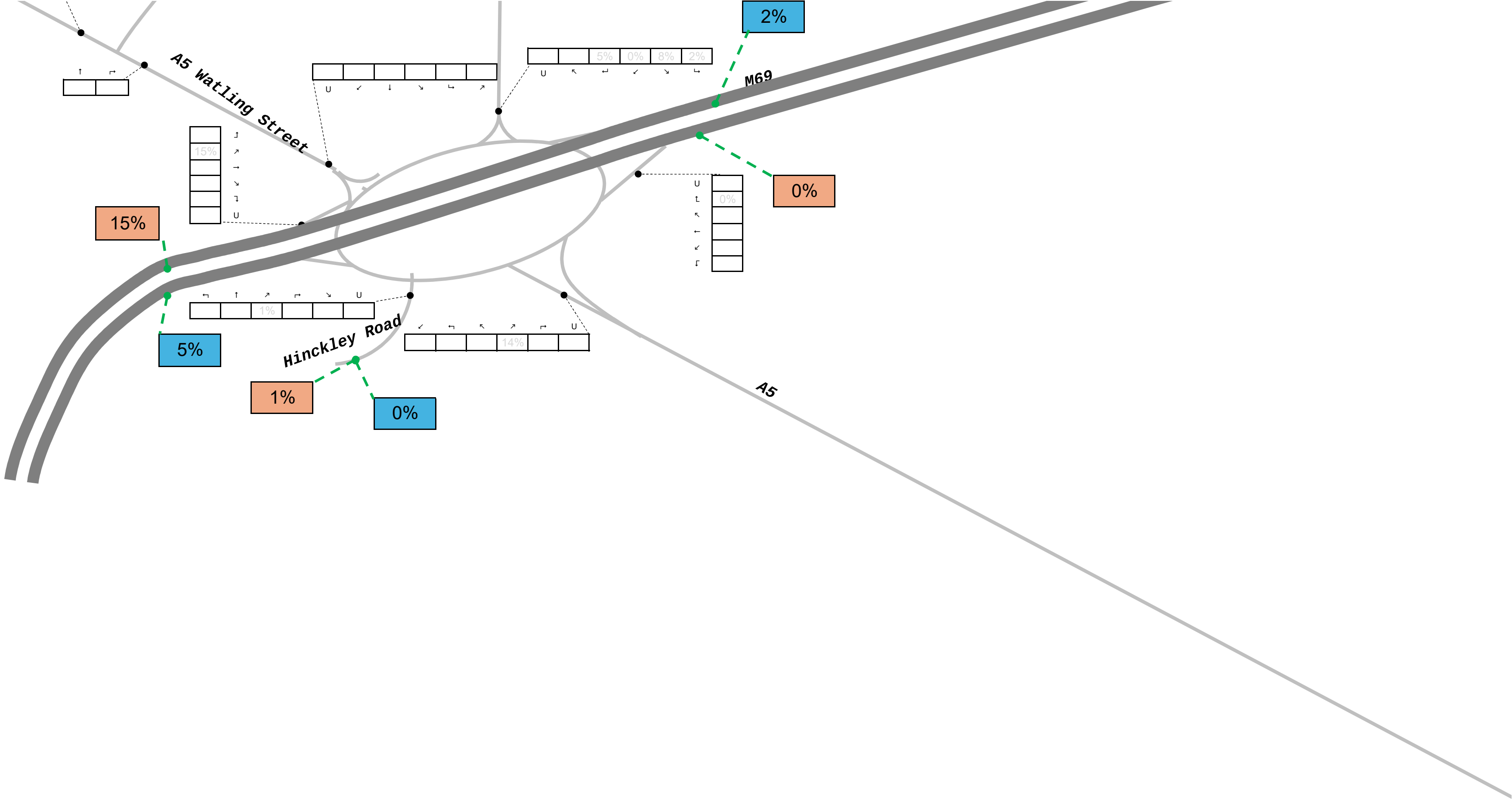








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2%

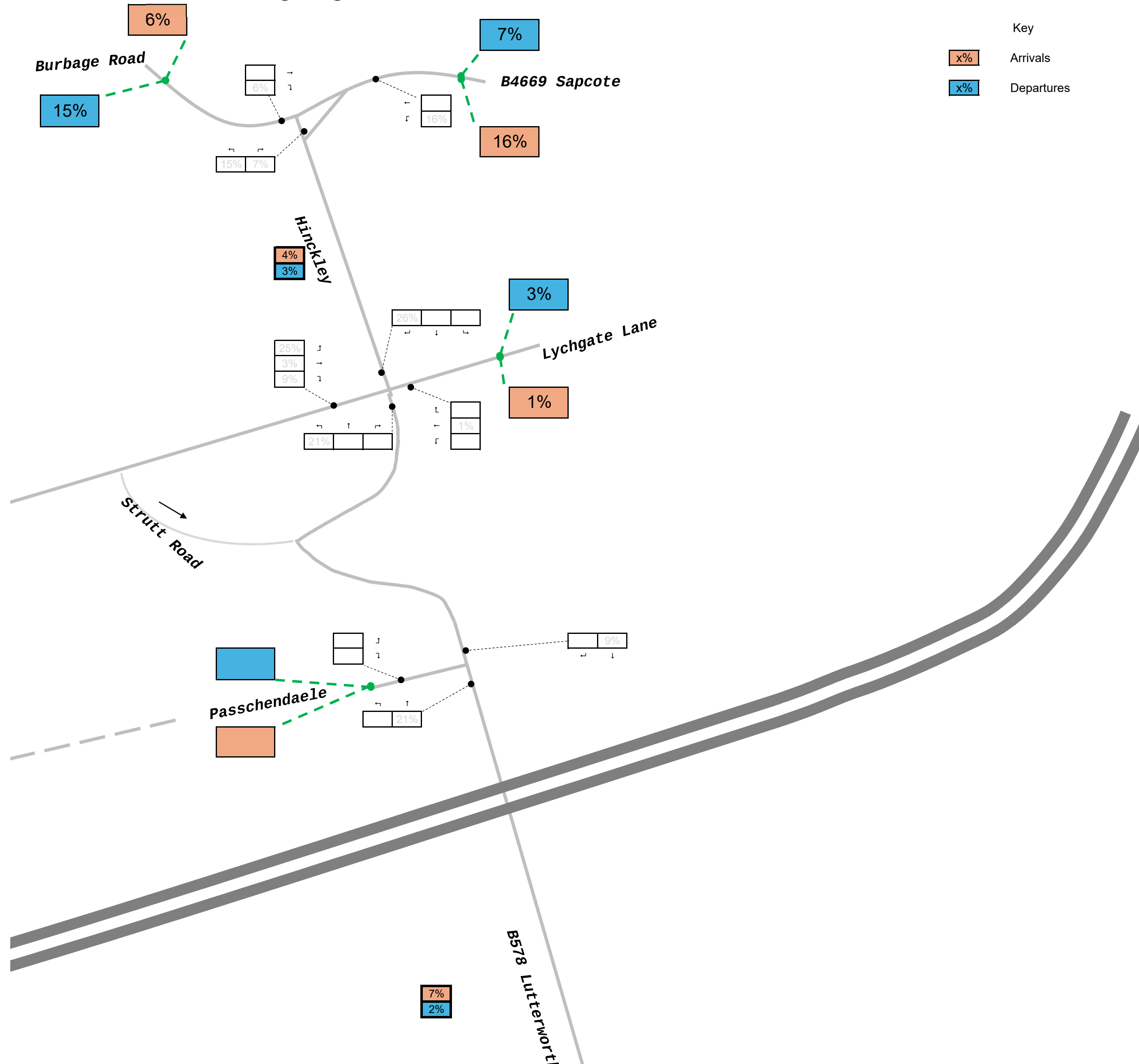
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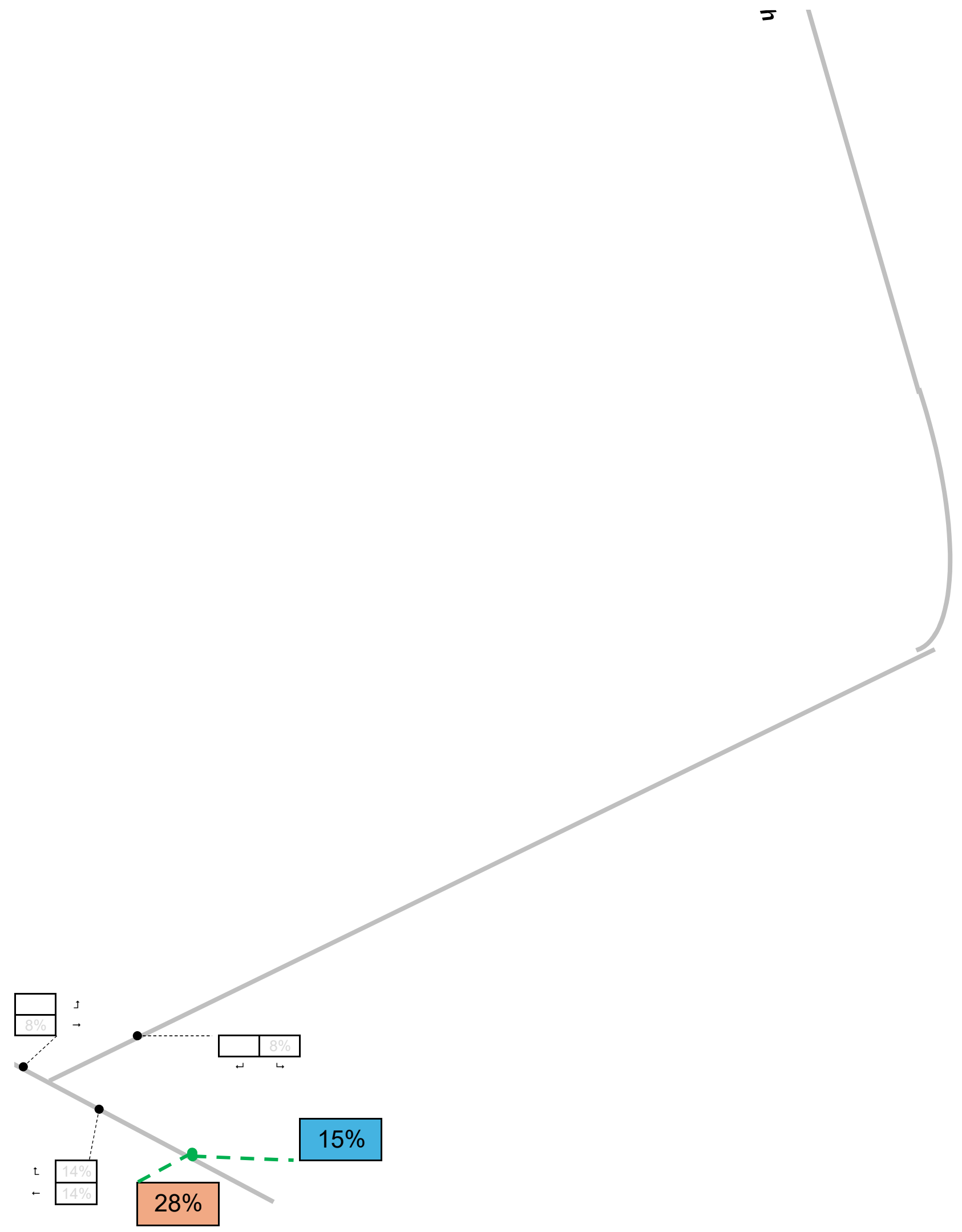
15%

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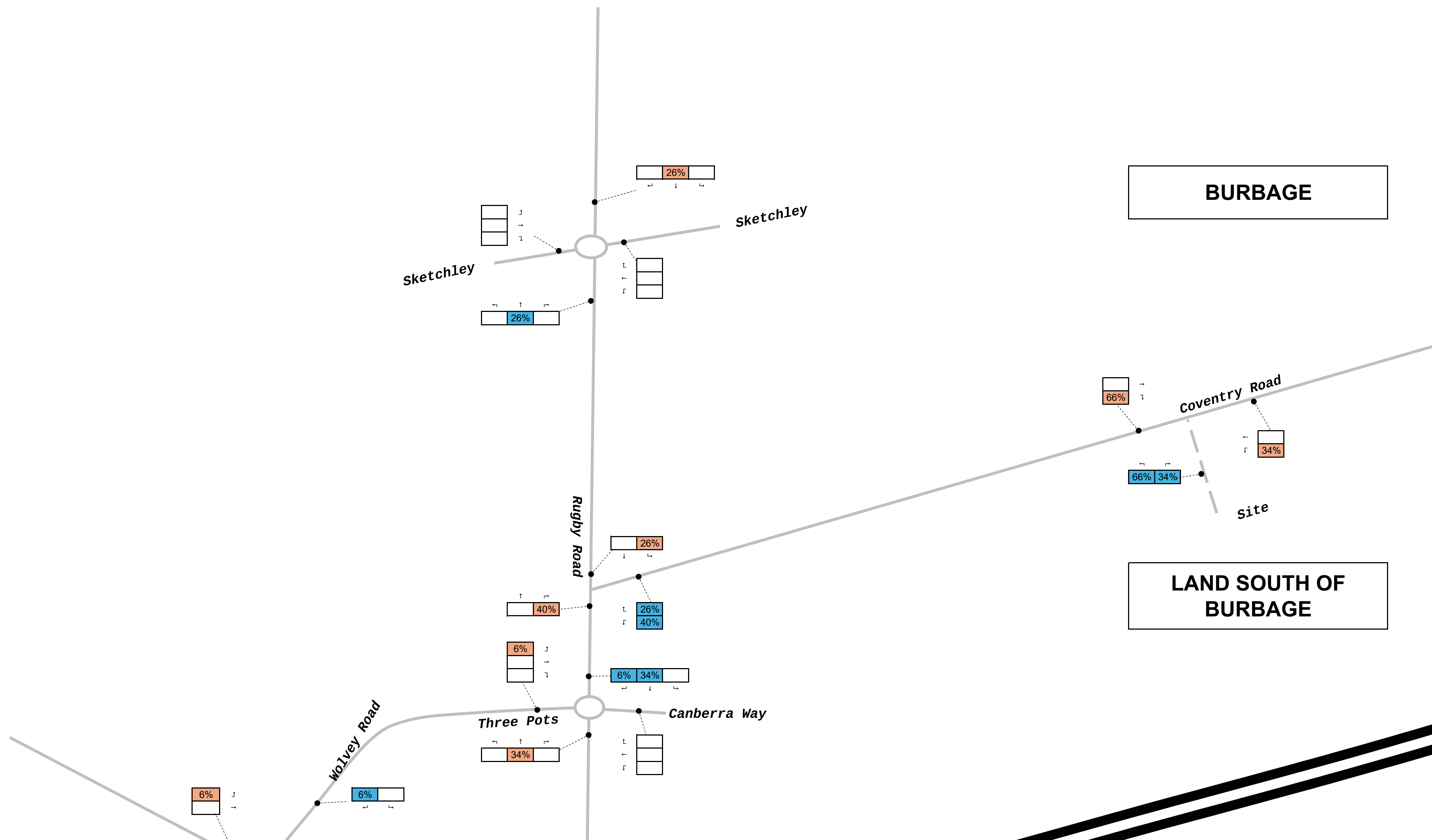


Power value 2.0

NOMIS (BUA inc Subdivision)

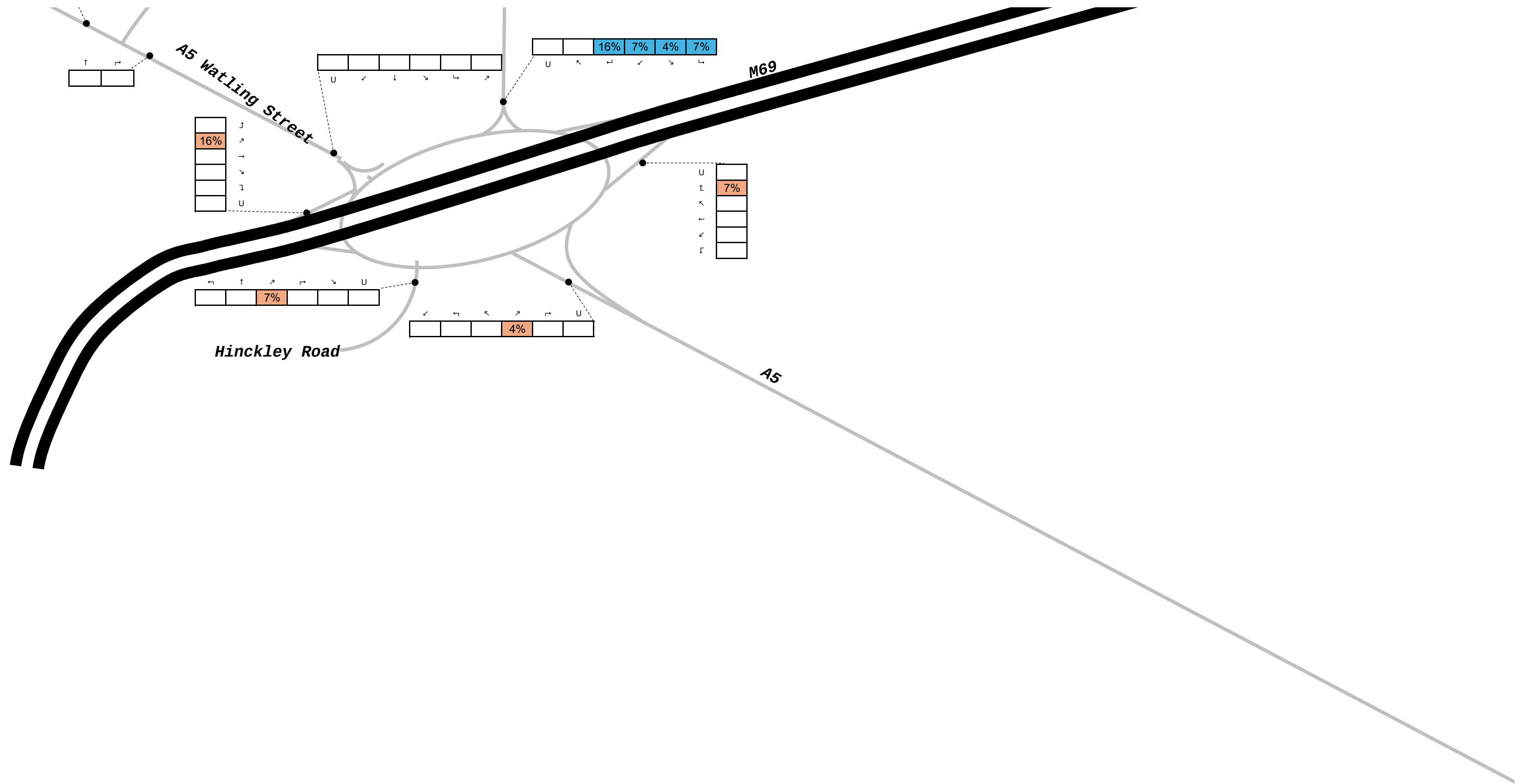
Locations	Population	Distance (km)	Calculation	Distribution	Route	Proportion
Atherstone	11,259	14.4	54.1	0.6%	A5 North-West	0.6%
Bedworth	31,332	9.1	381.7	4.2%	A5 North-West; M69 South-West; Hinckley Road	1.4%
Bulkington	6,146	6.9	129.5	1.4%	Hinckley Road	1.4%
Coalville	37,661	22.5	74.5	0.8%	Rugby Road; M69 North-East	0.4%
Coventry	345,328	16.3	1304.5	14.4%	M69 South-West	14.4%
Earl Shilton	10,047	6.7	223.8	2.5%	B4669 Burbage Road	2.5%
Hinckley	34,202	3.1	3652.7	40.4%	B4669 Burbage Road; Rugby Road	20.2%
Leicester	368,600	19.3	989.6	11.0%	B4669 Sapcote Road; M69 North-East	5.5%
Lutterworth	10,833	12.9	65.3	0.7%	A5 South-East	0.7%
Narborough	8,448	11.6	62.9	0.7%	B4669 Sapcote Road	0.7%
Nuneaton	94,634	7.7	1600.3	17.7%	A5 South-East; A5 North-West; Rugby Road; Hinckley Road	4.4%
Rugby	78,117	17.8	247.1	2.7%	A5 South-East	2.7%
Sapcote	3,260	5.3	117.8	1.3%	B4669 Sapcote Road	1.3%
Syston	12,804	27.4	17.0	0.2%	B4669 Sapcote Road; M69 North-East	0.1%
Tamworth	78,653	26.1	115.7	1.3%	Rugby Road; M69 North-East	0.6%
Total	1,131,324	207	9,036	100.0%		

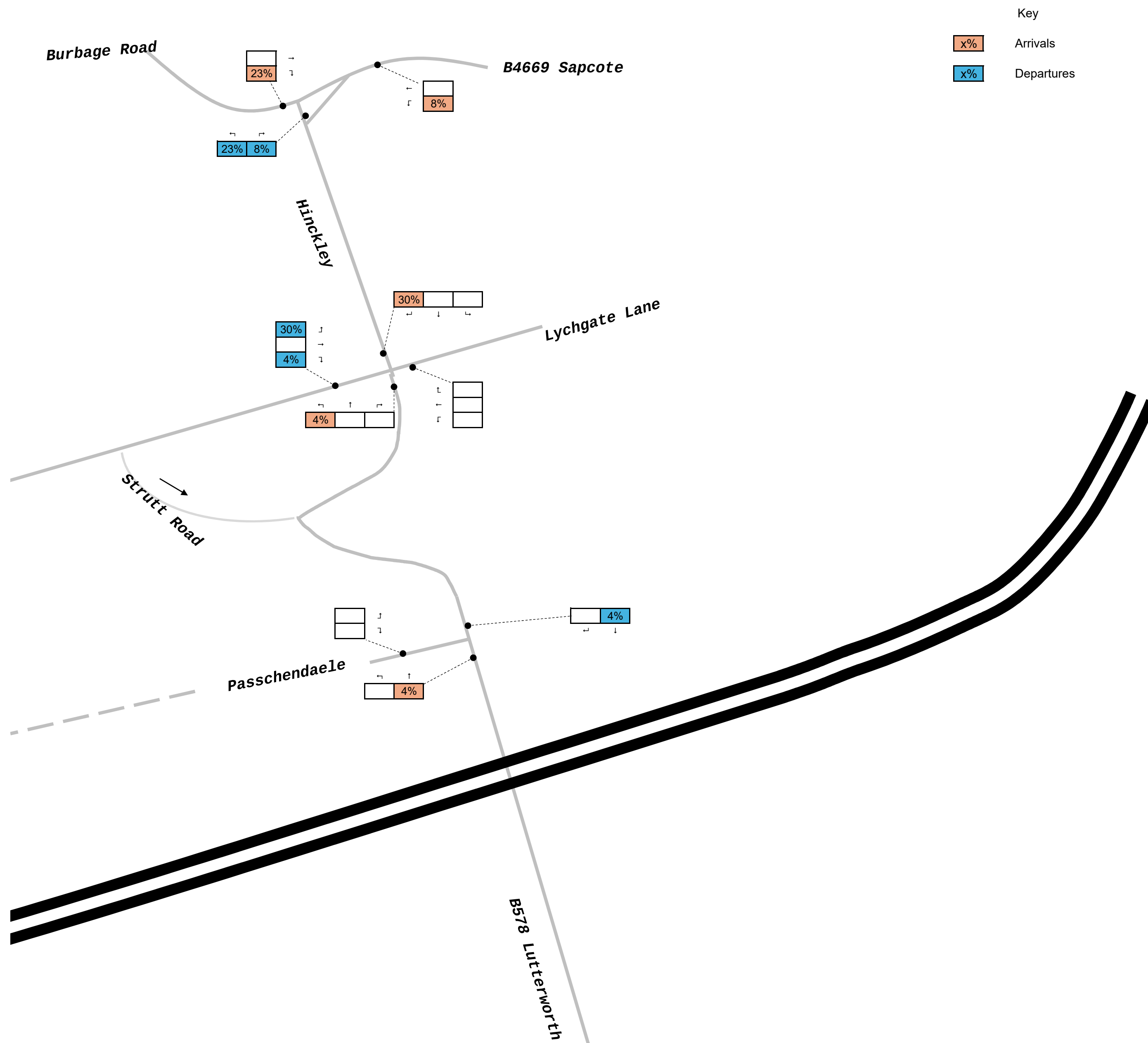
Link	Dist
A5 North-West	6.4%
A5 South-East	7.9%
M69 North-East	6.6%
M69 South-West	15.8%
B4669 Sapcote Road	7.6%
B4669 Burbage Road	22.7%
Hinckley Road	7.3%
B4109 Rugby Road	25.7%
Total	100.0%

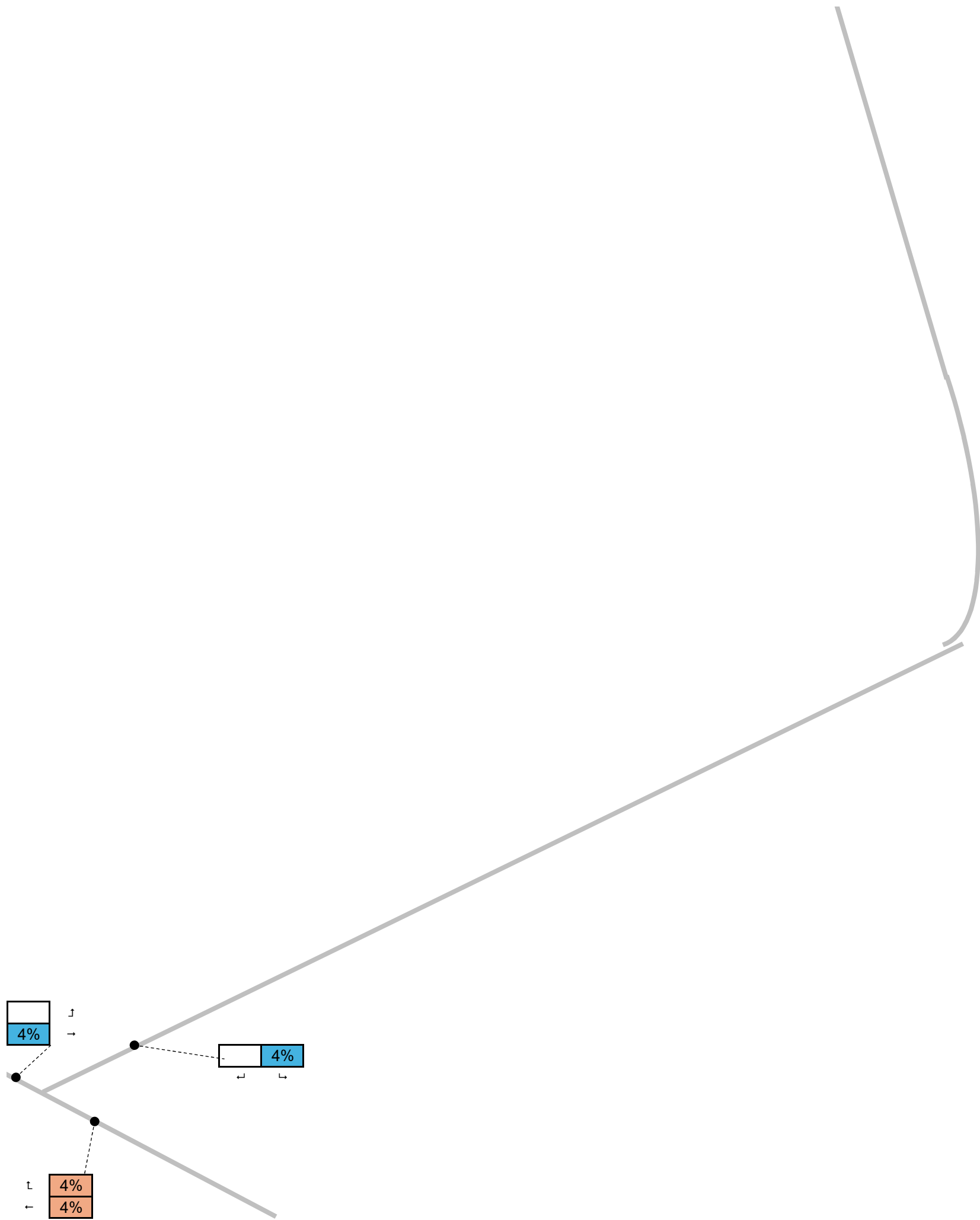


BURBAGE

**LAND SOUTH OF
BURBAGE**

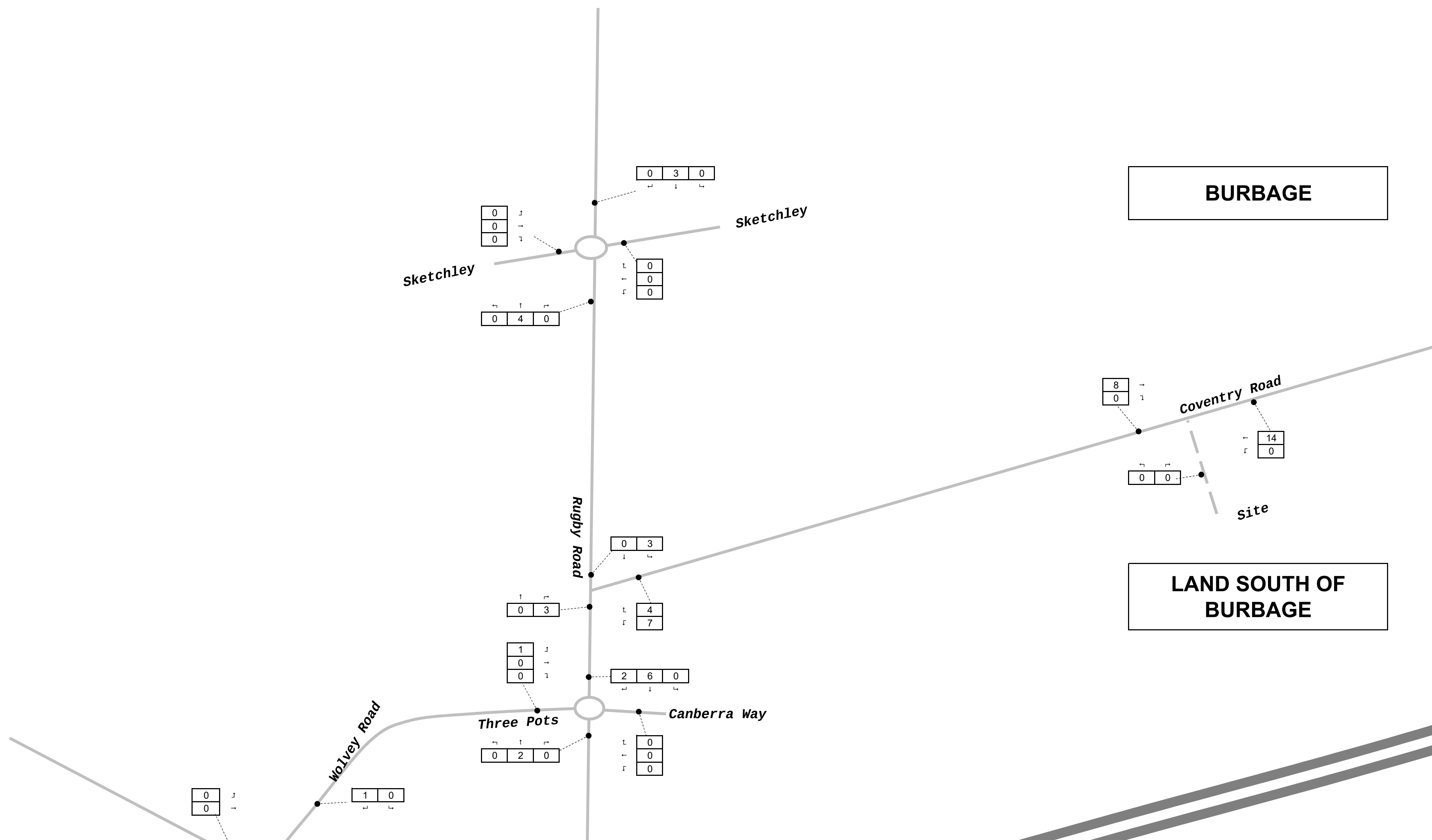


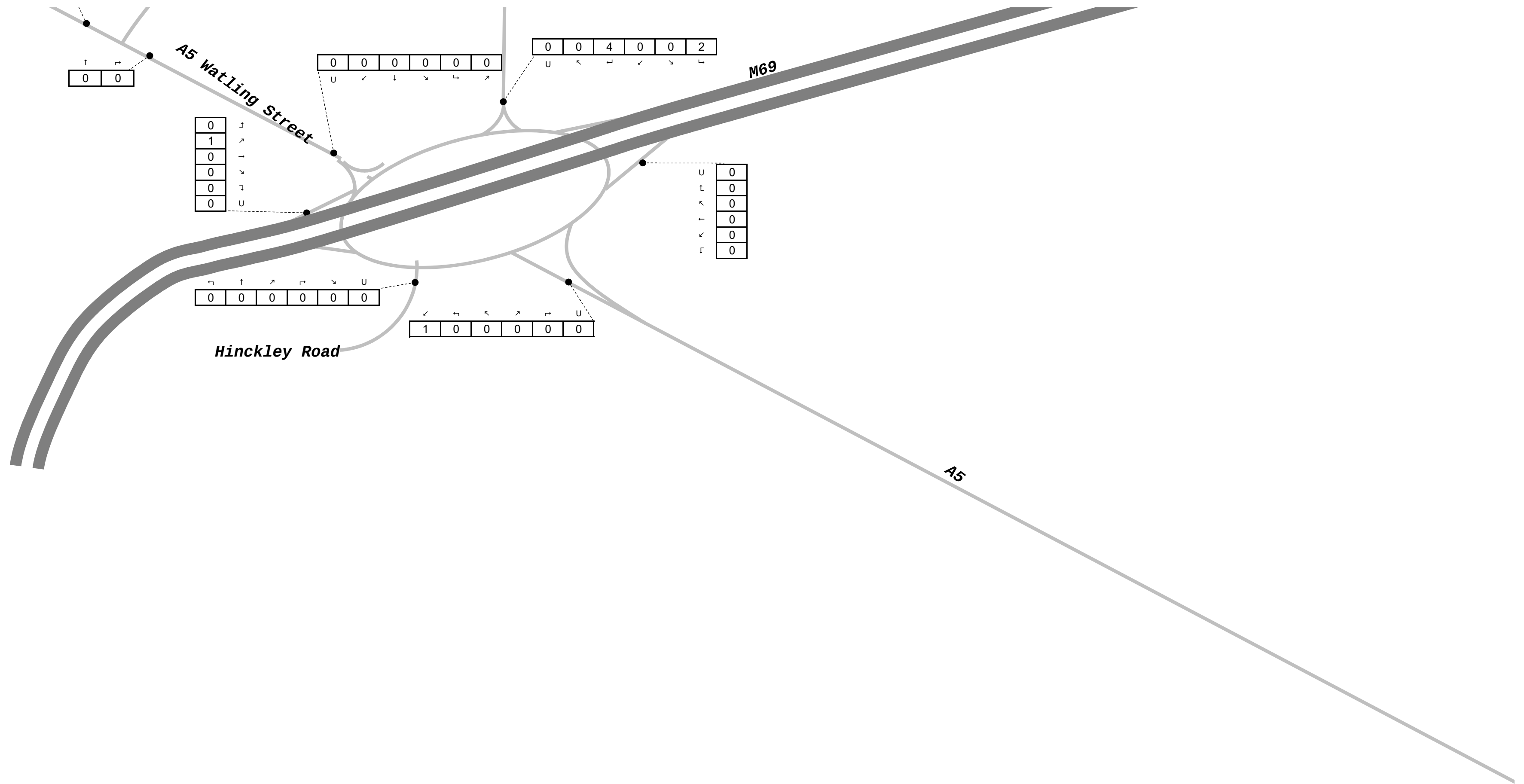


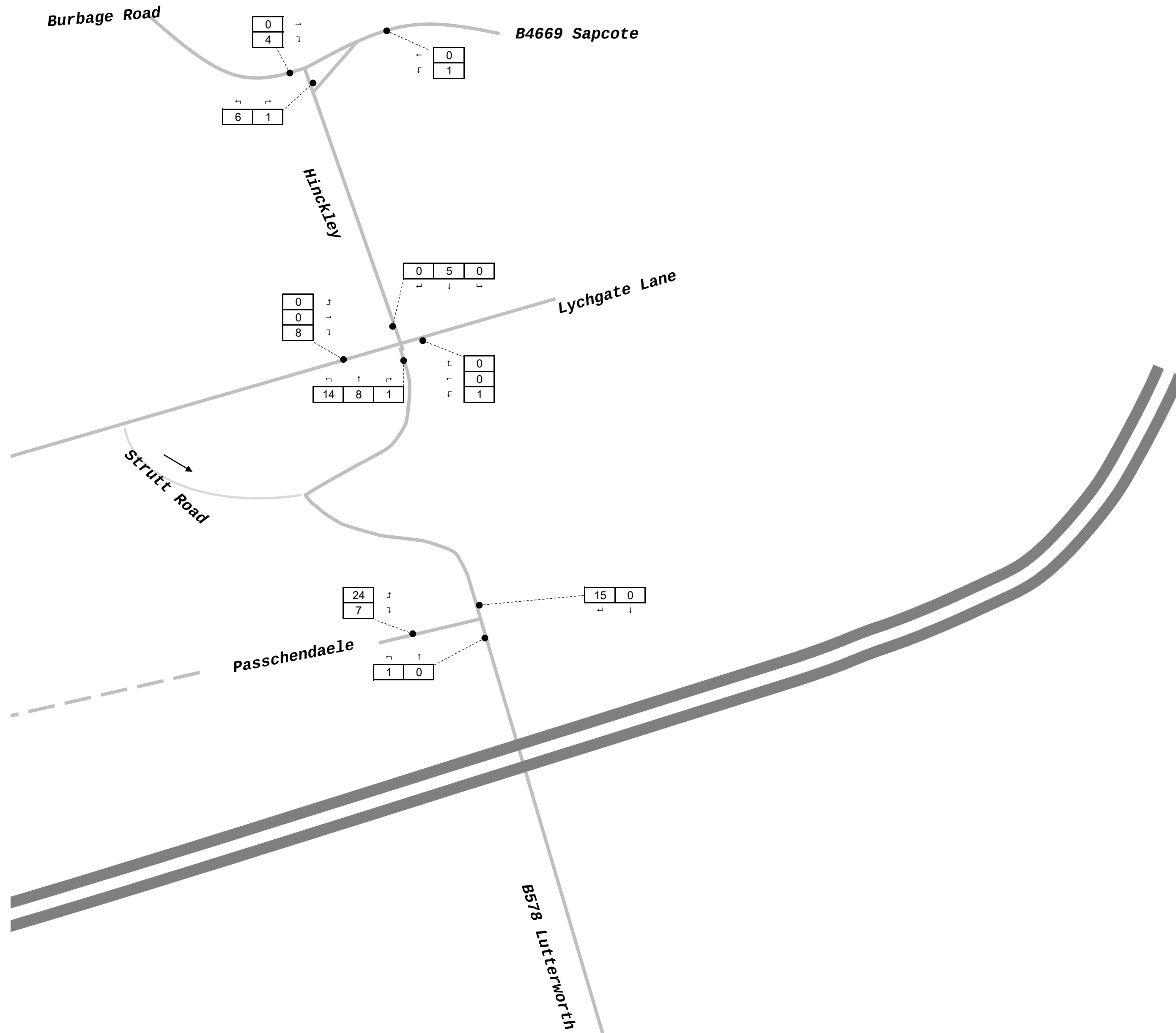


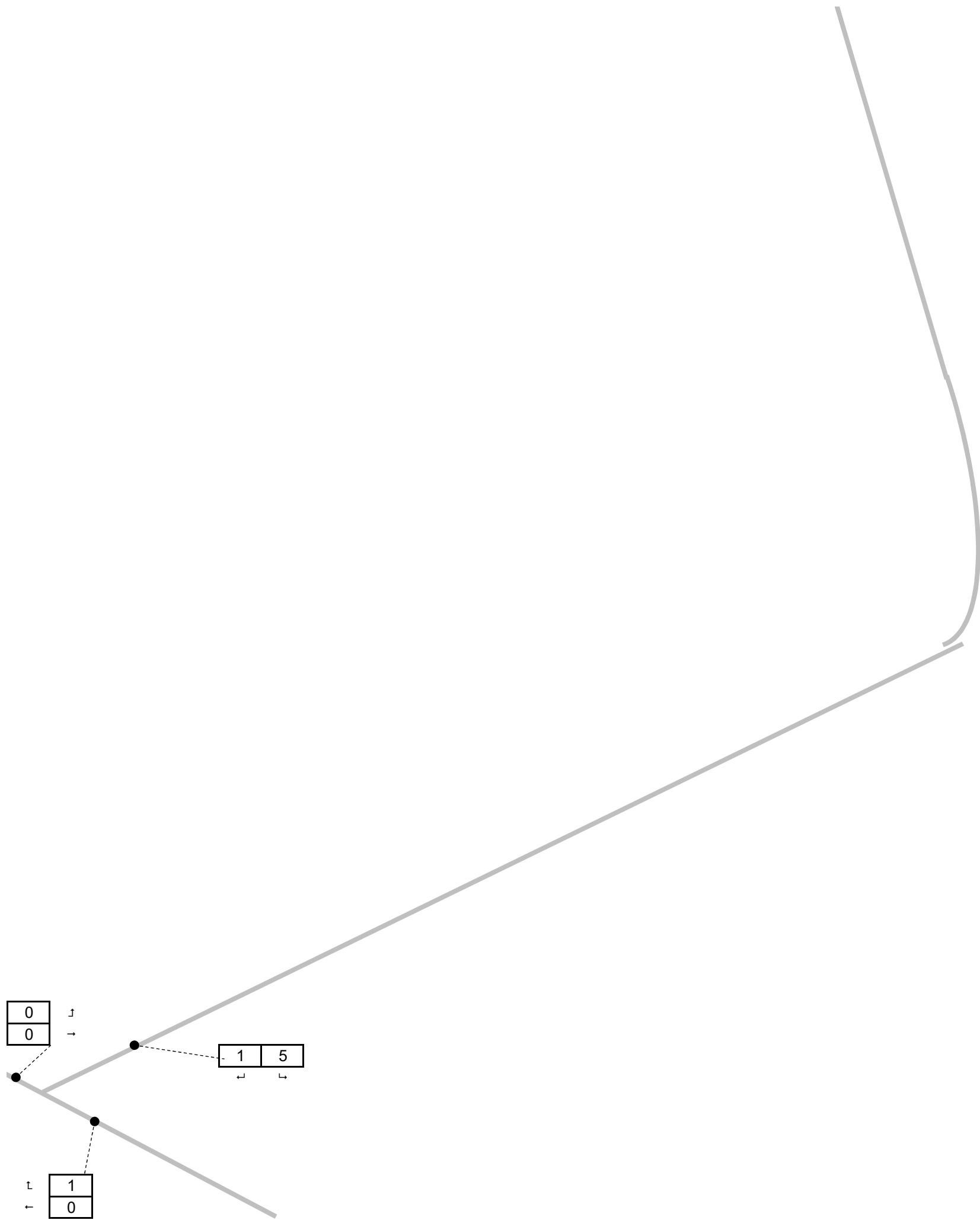
4%	4%

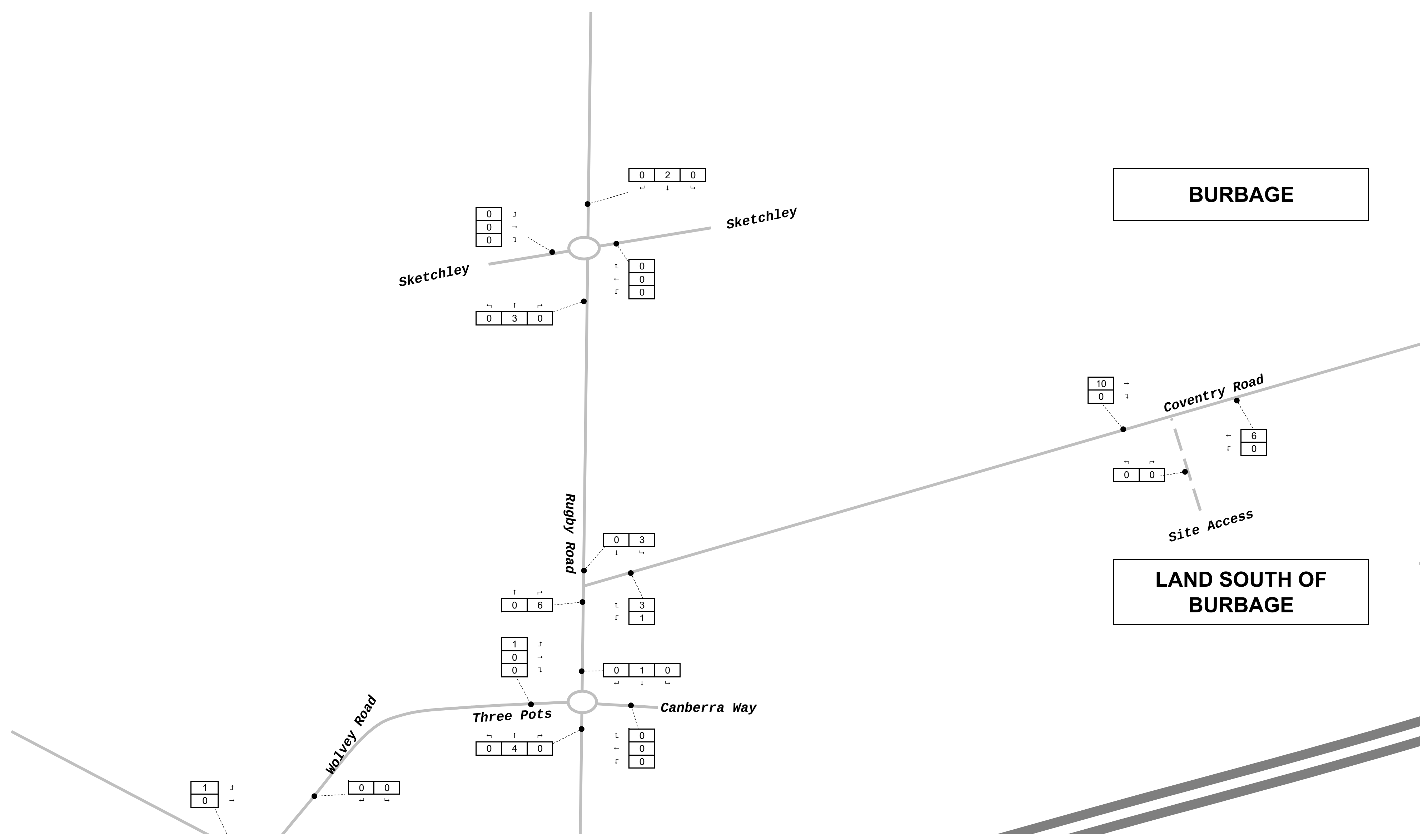
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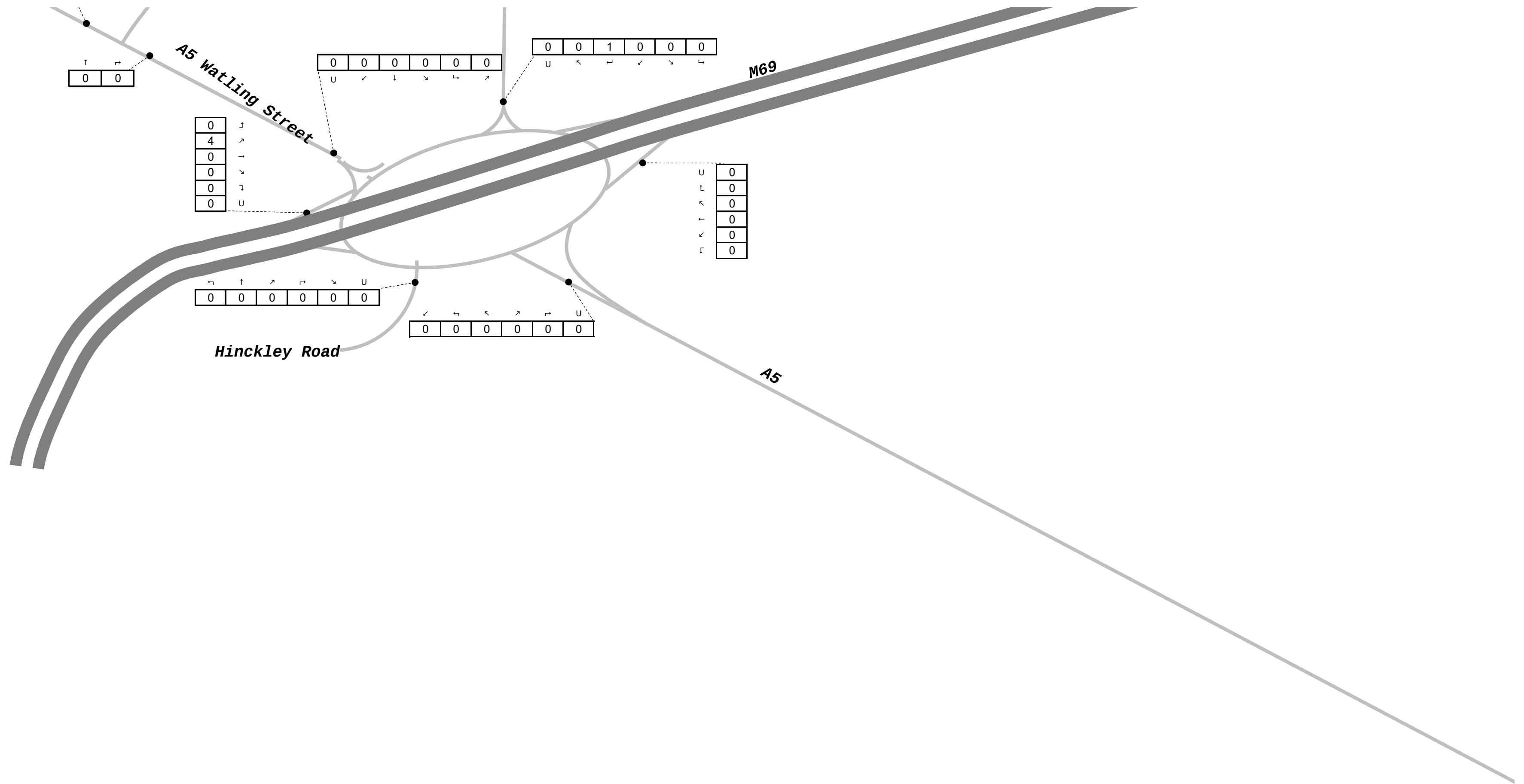


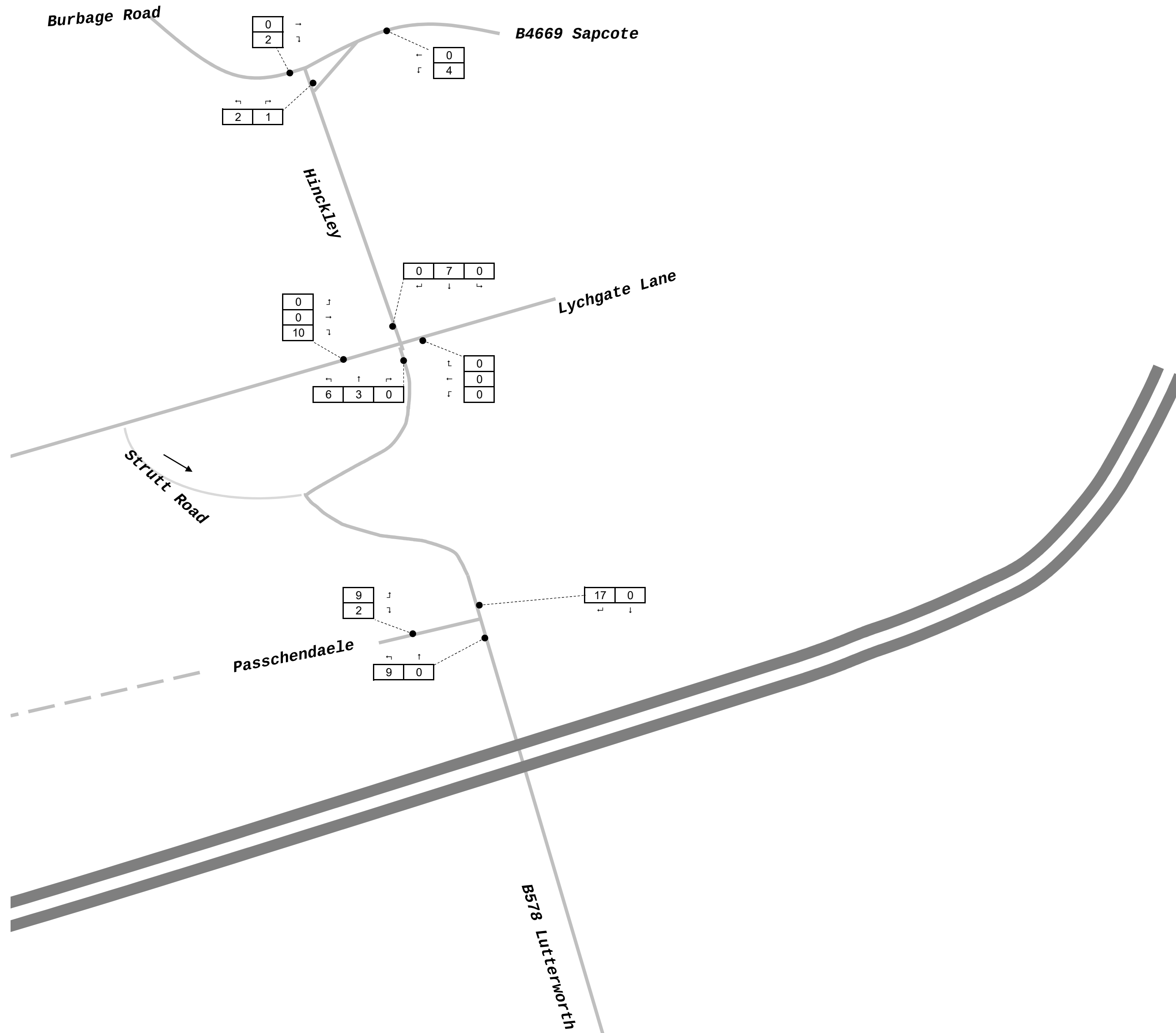


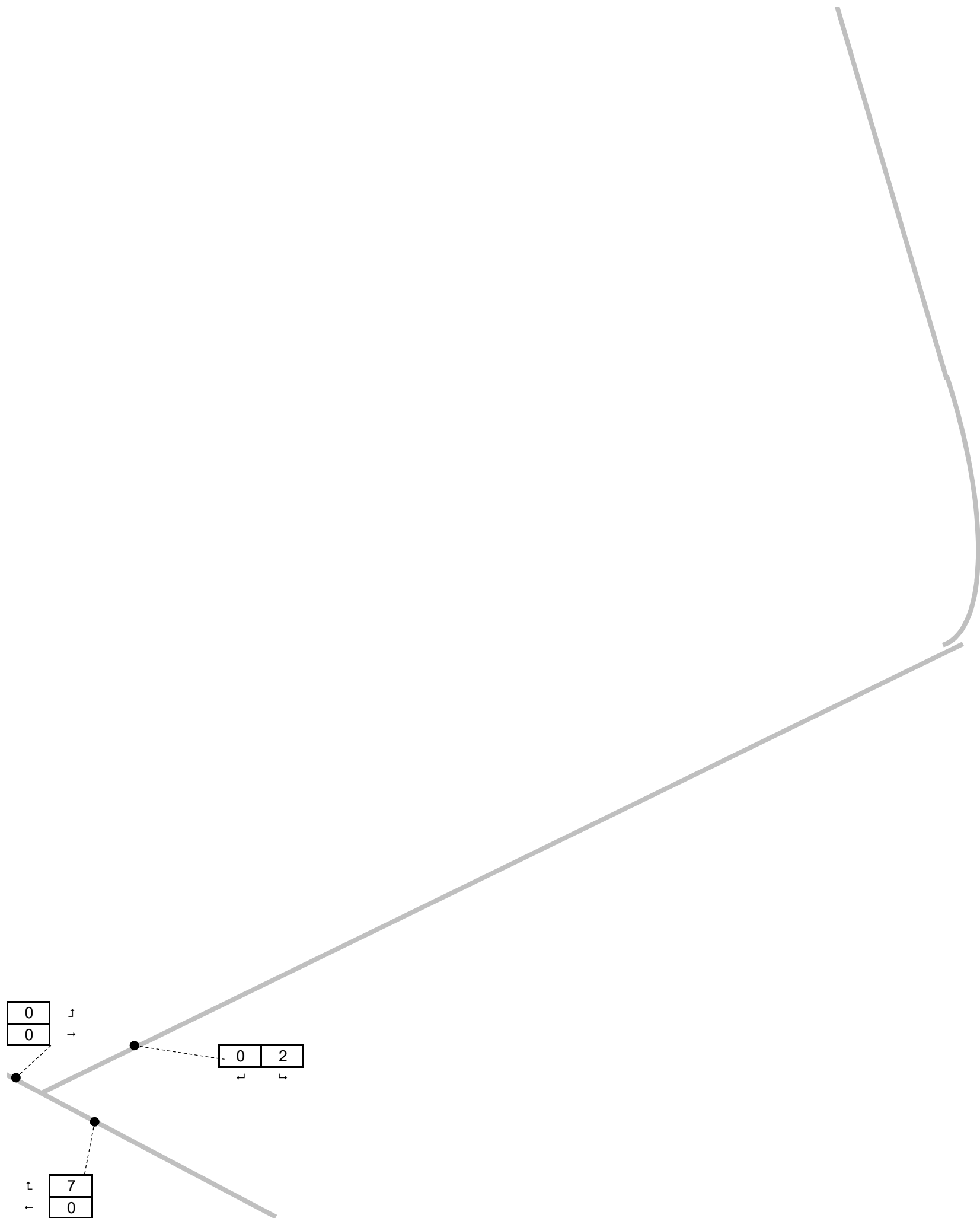


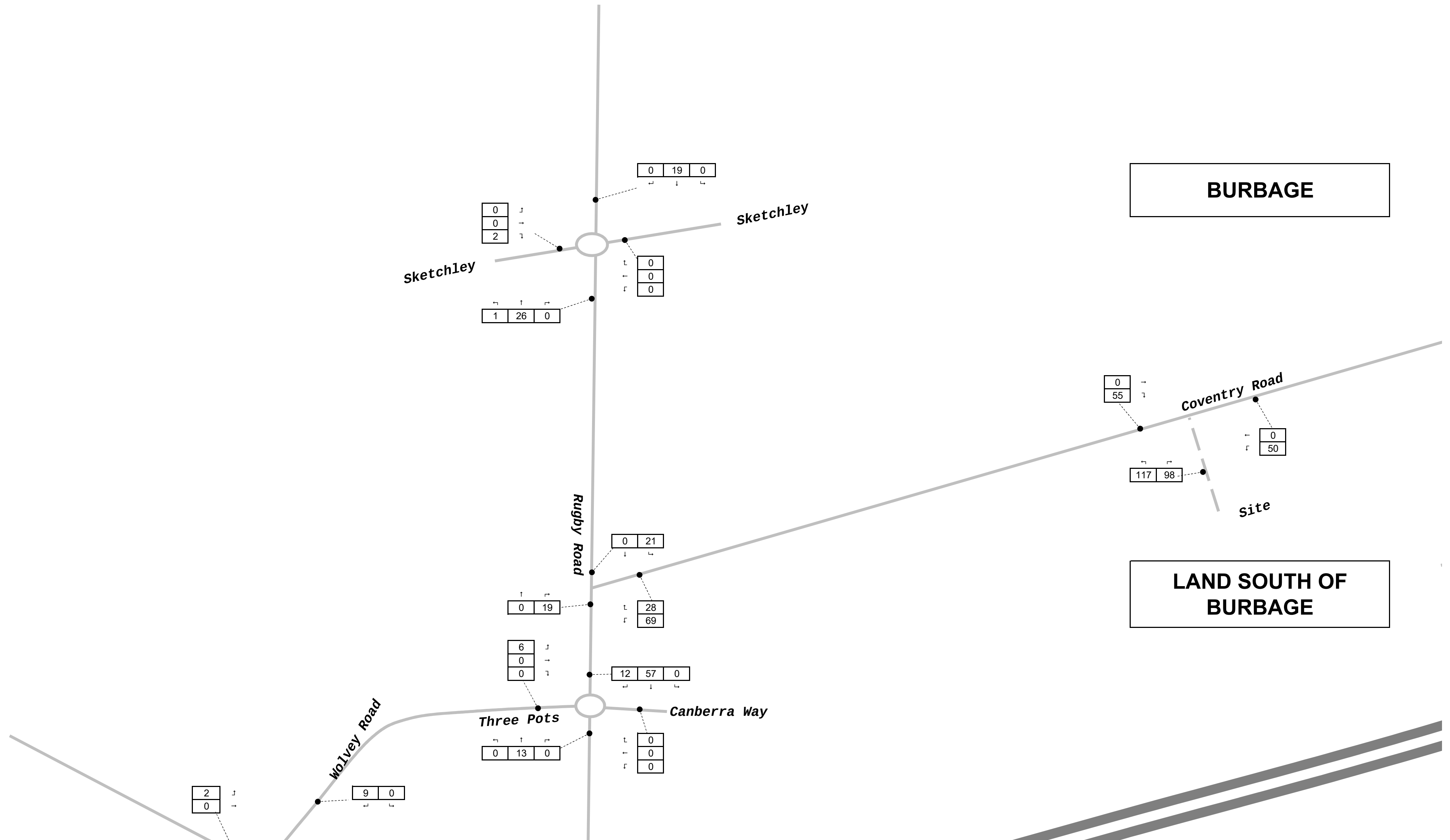


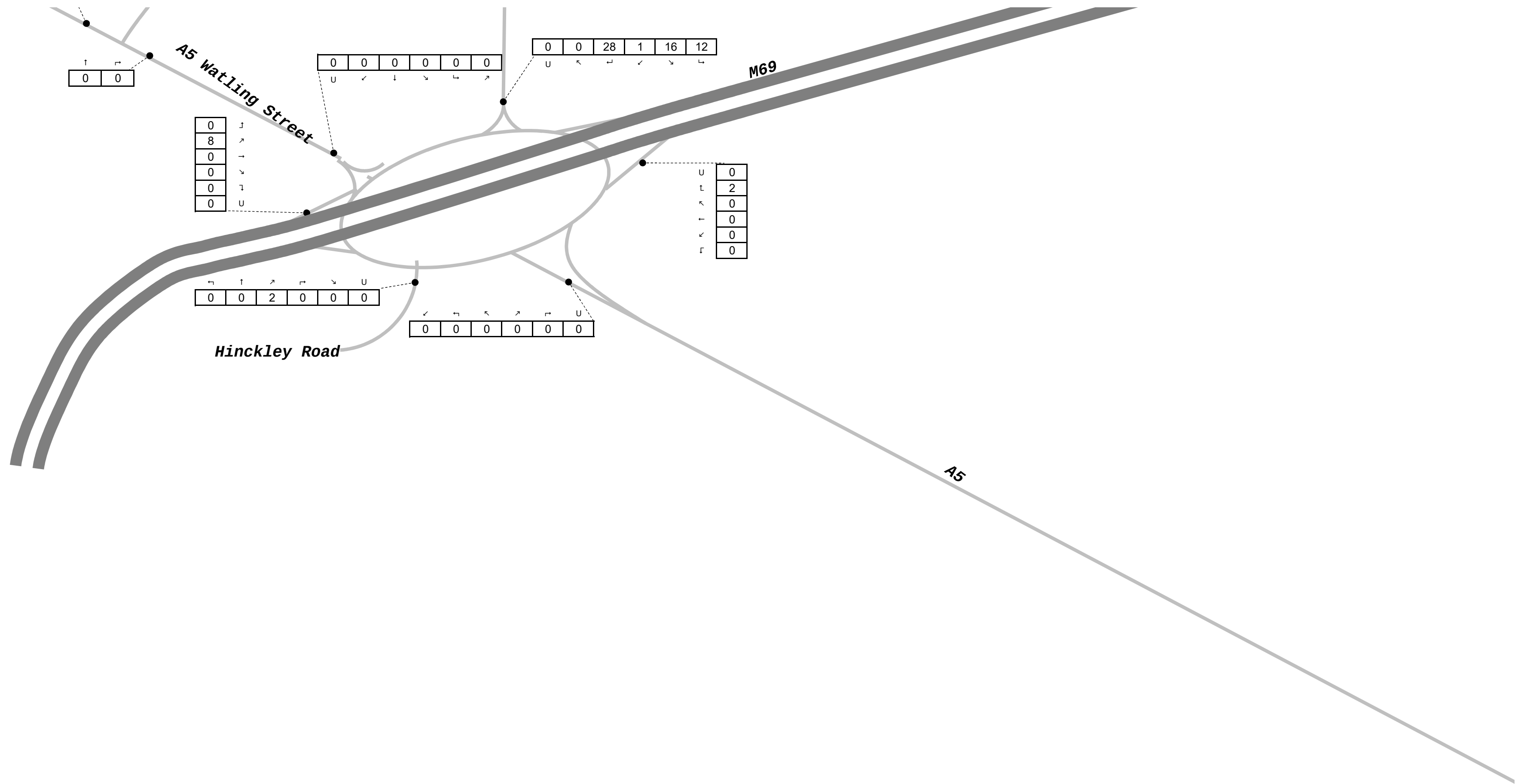


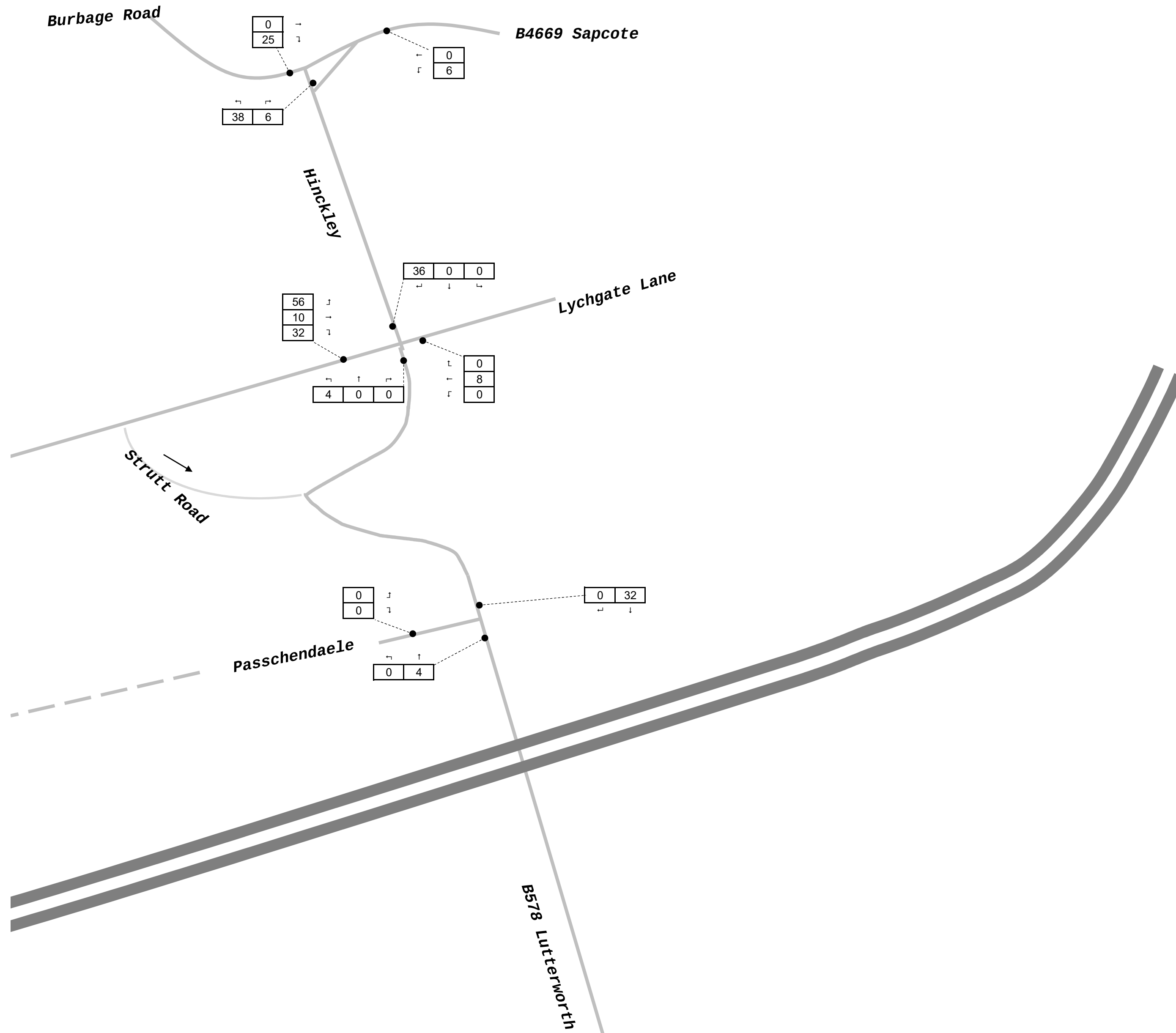


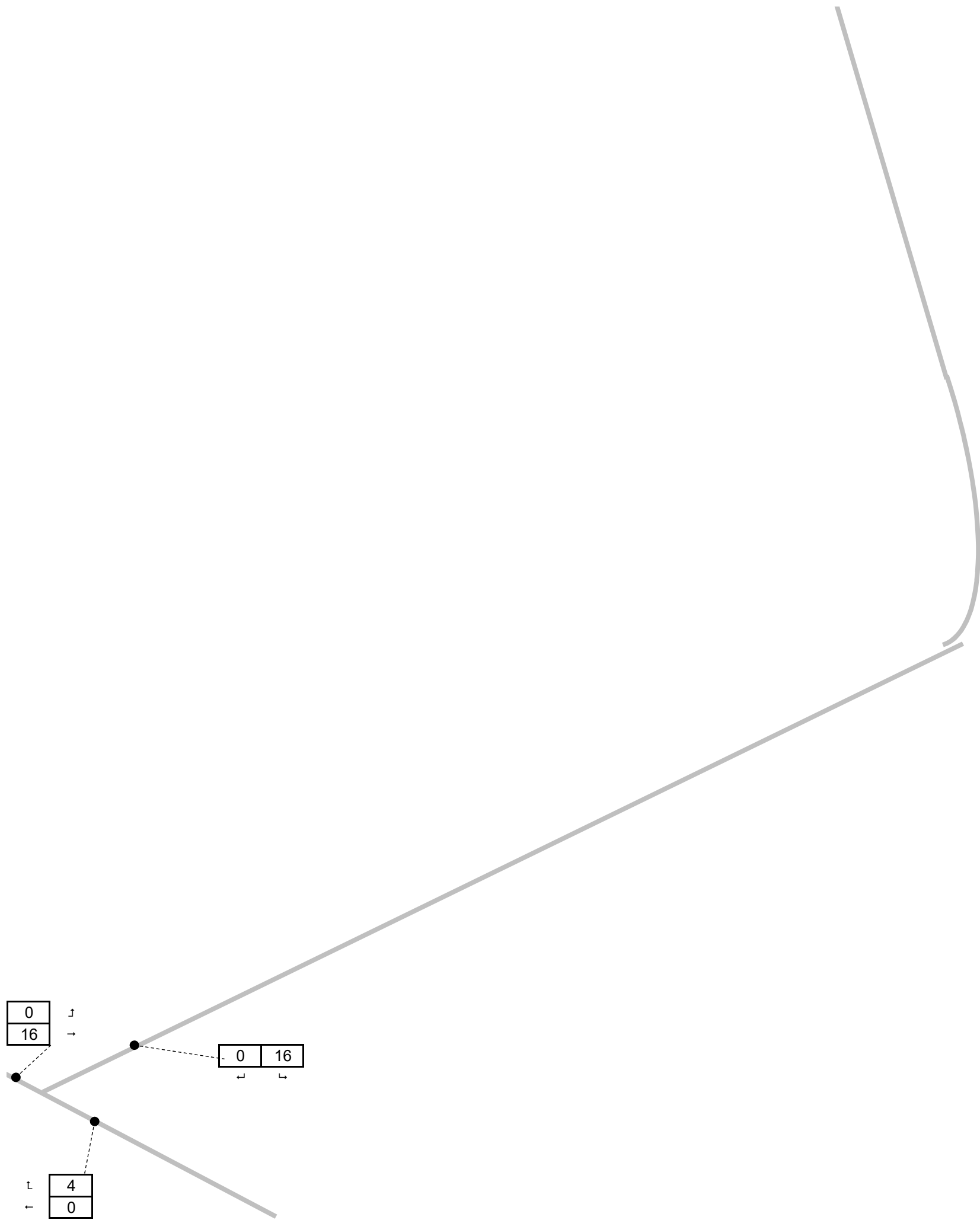


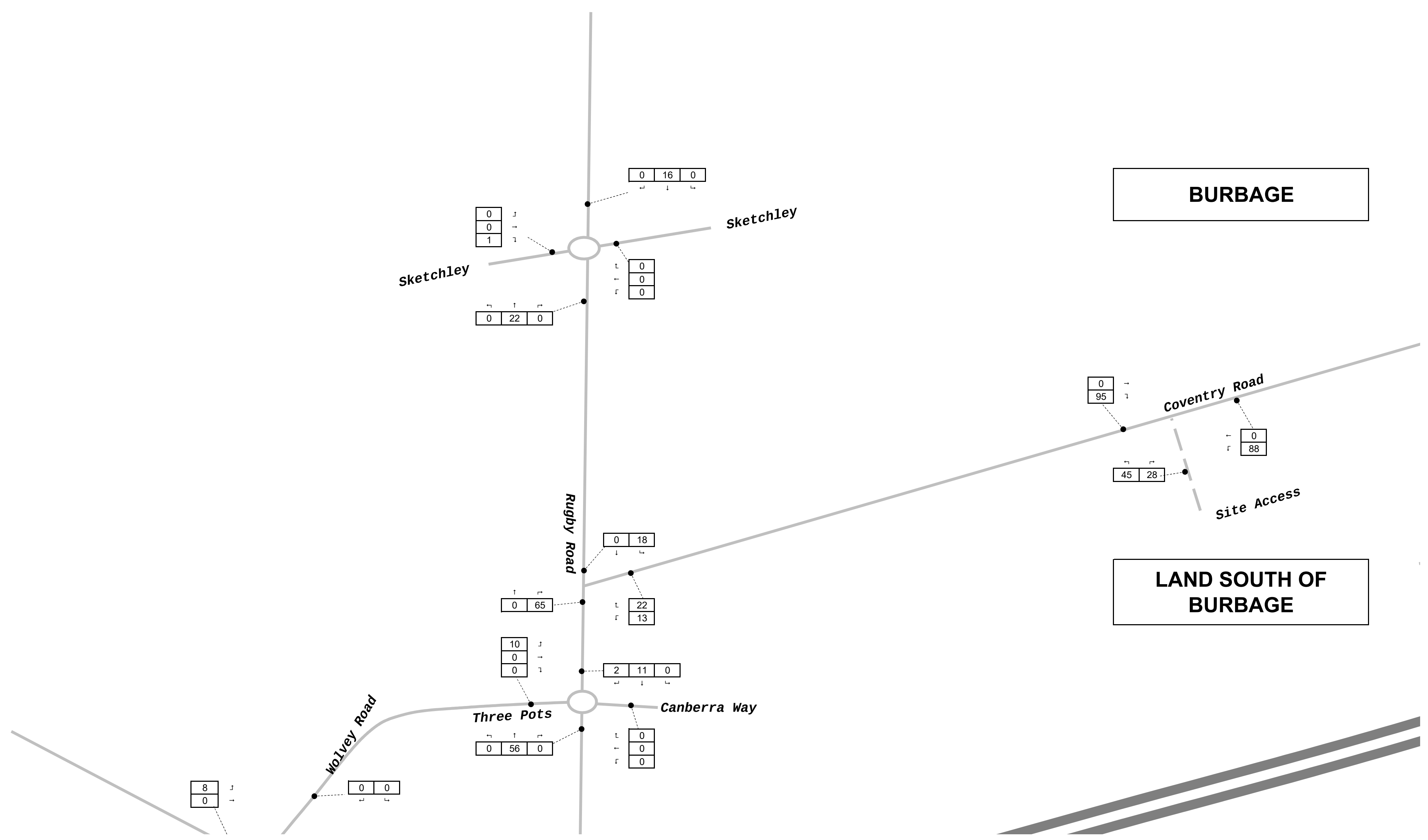


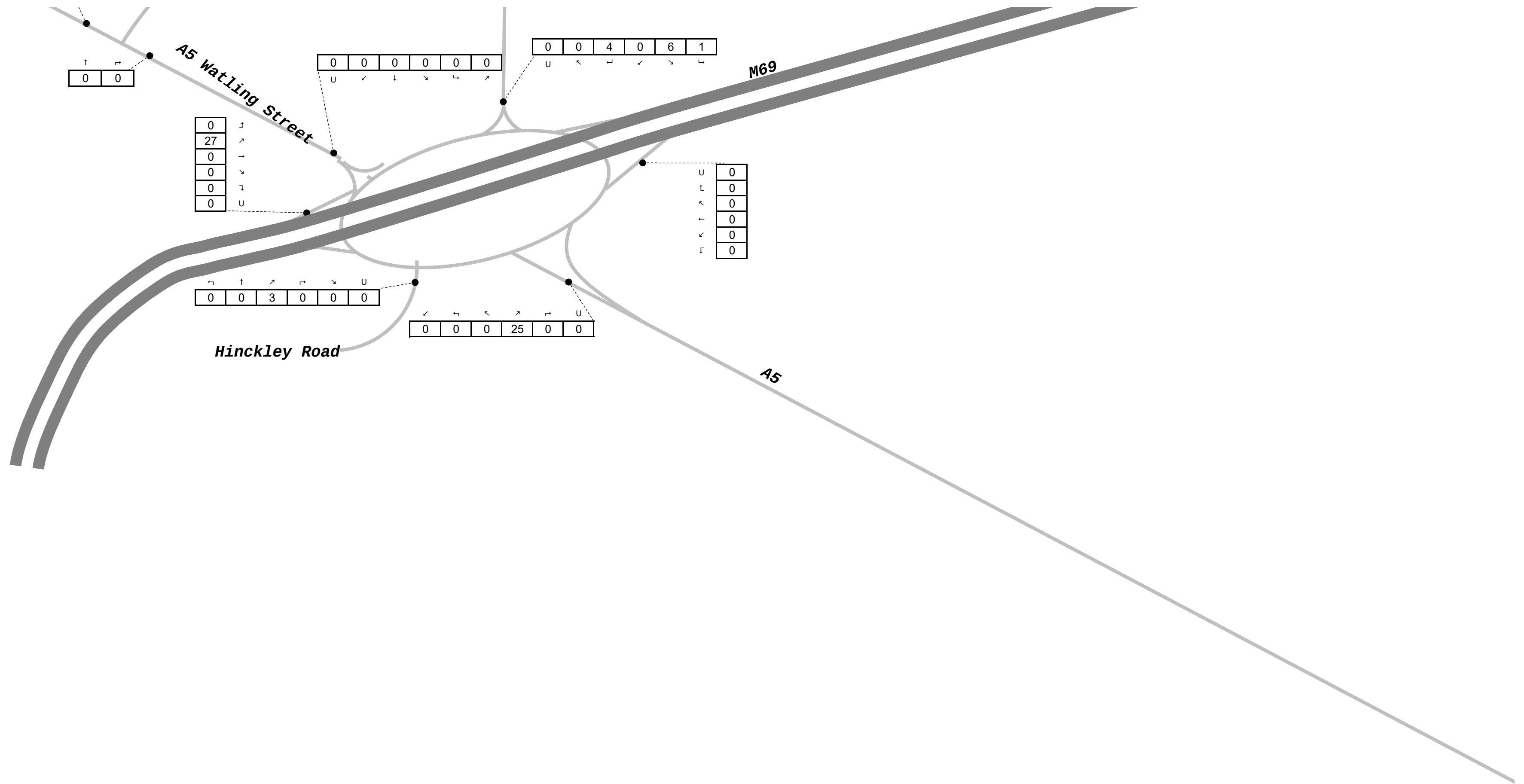


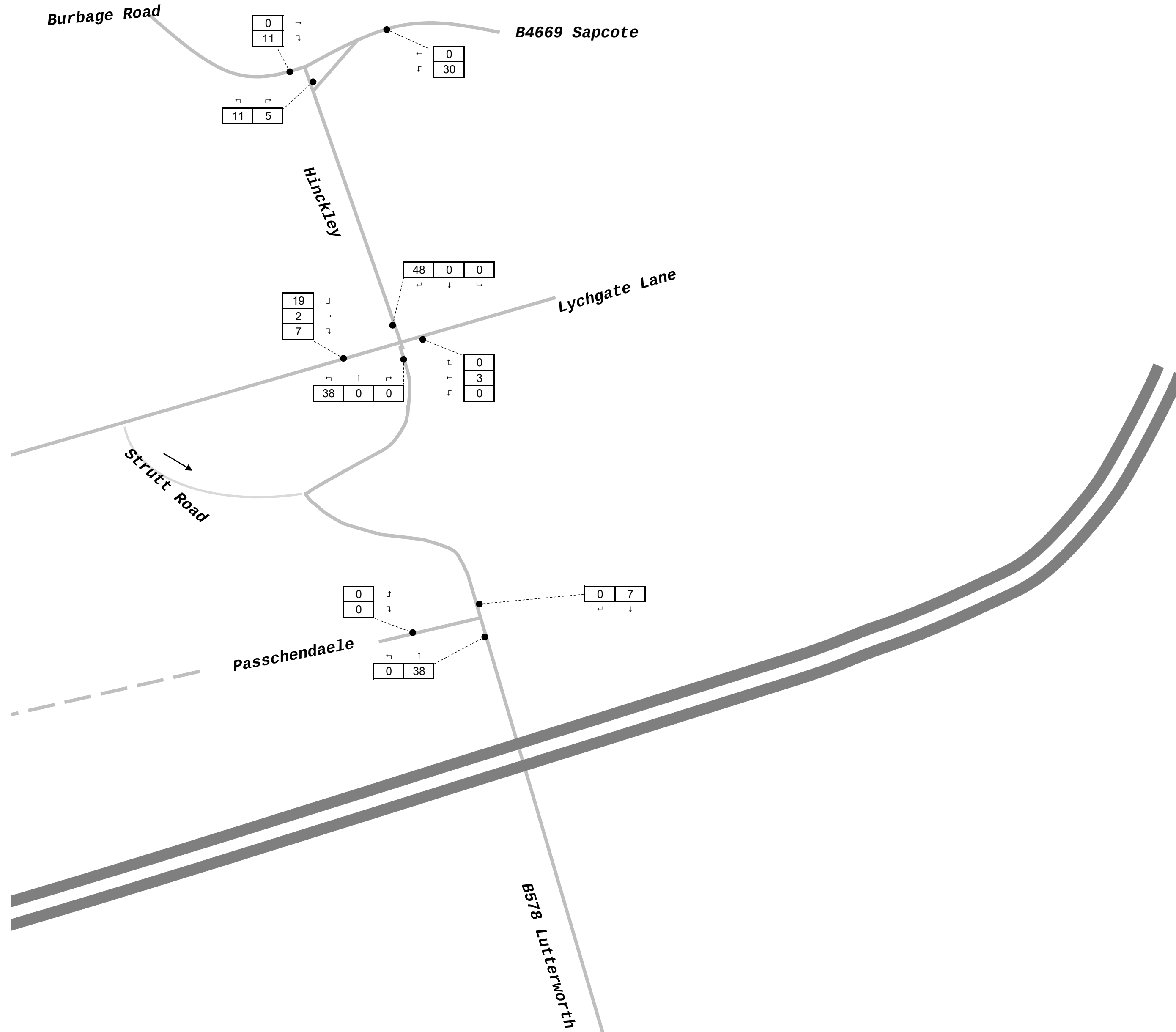


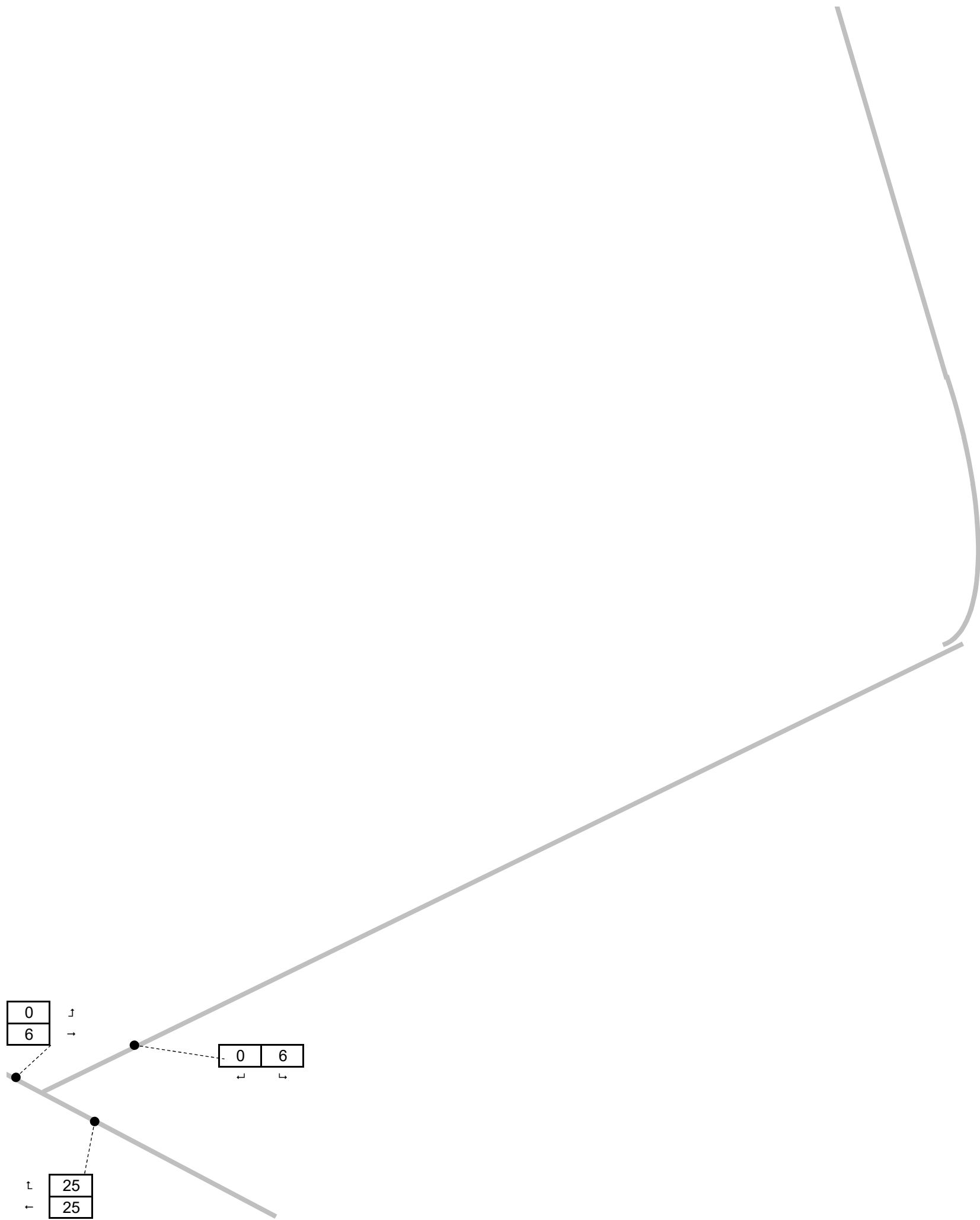


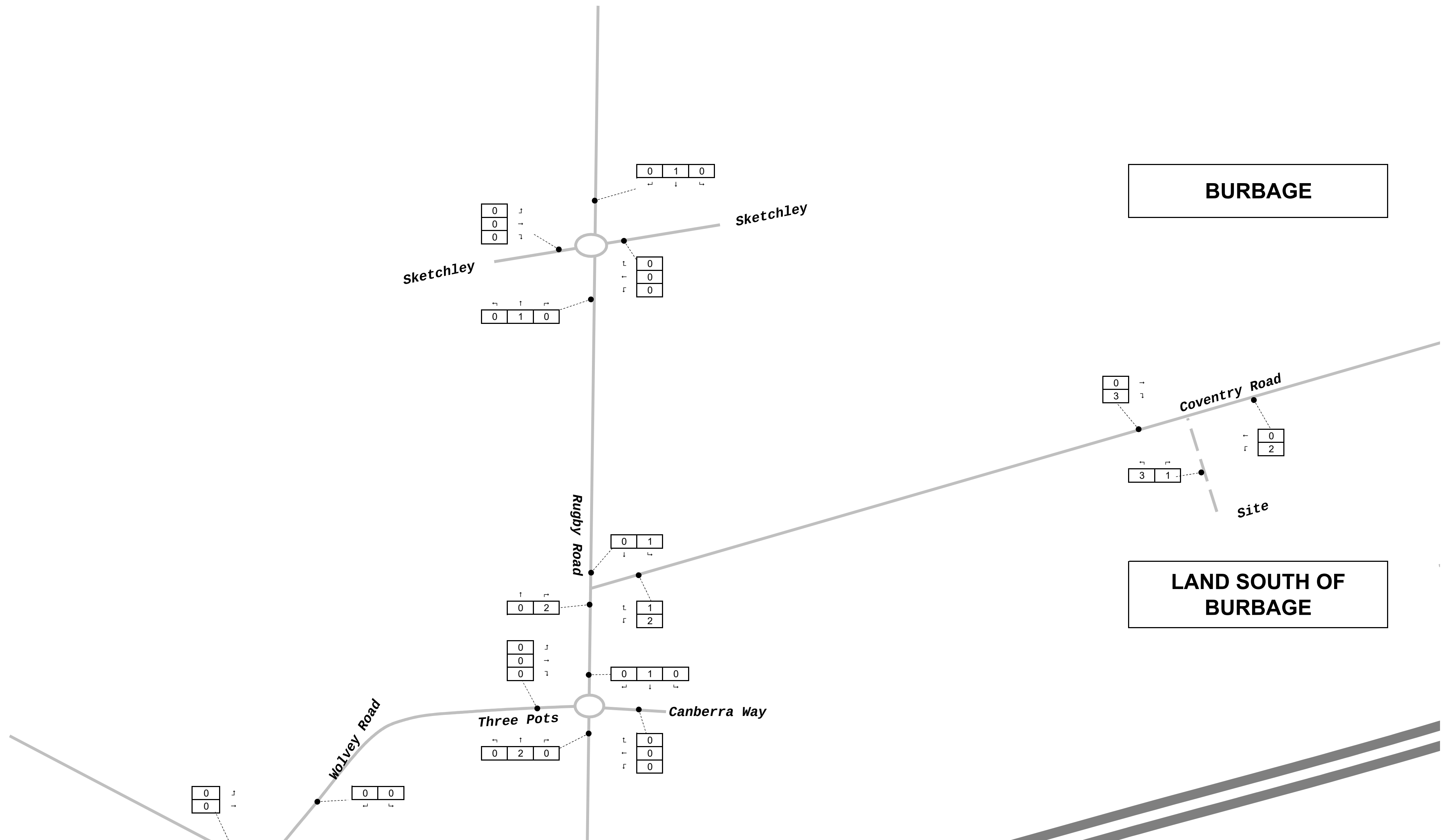


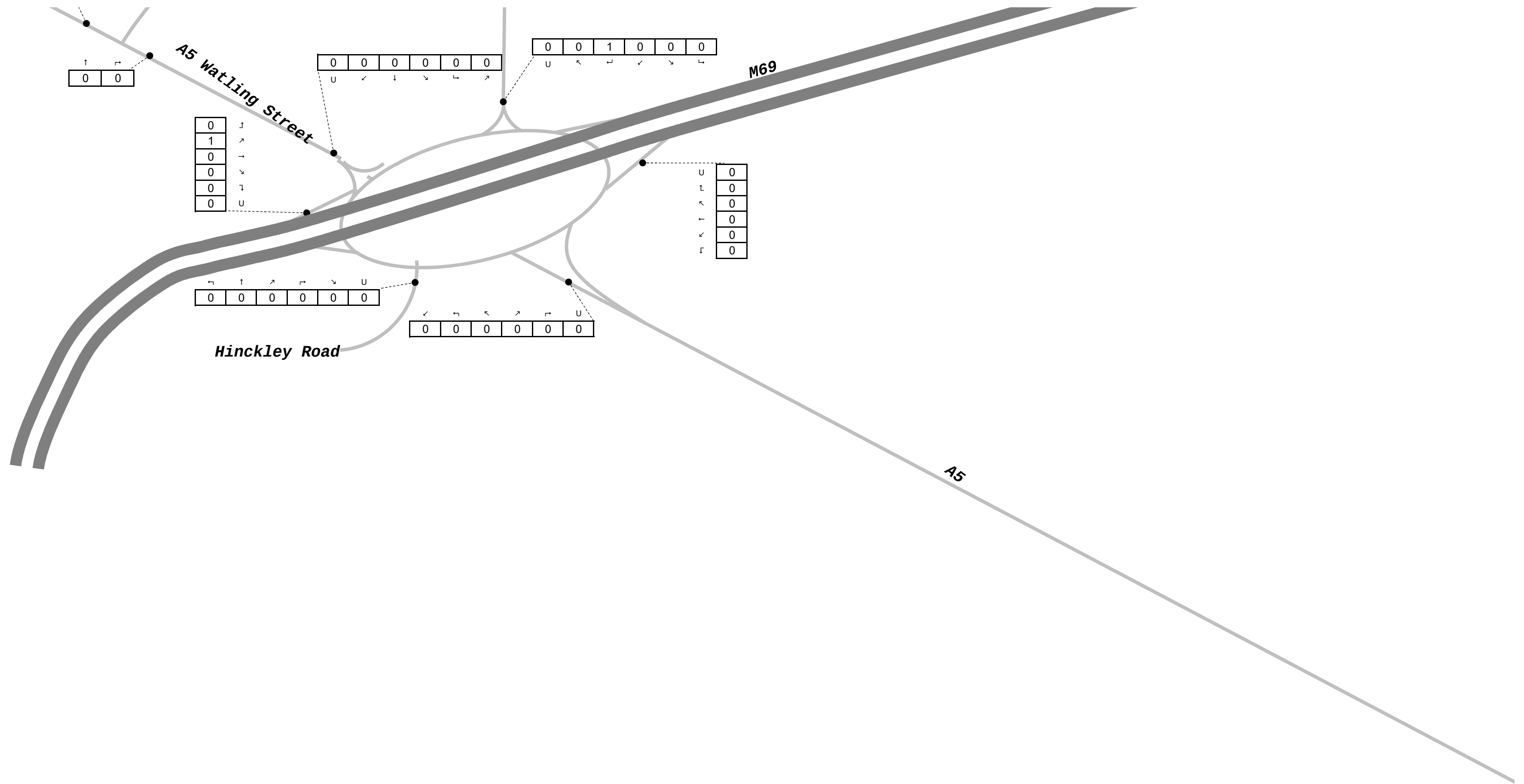


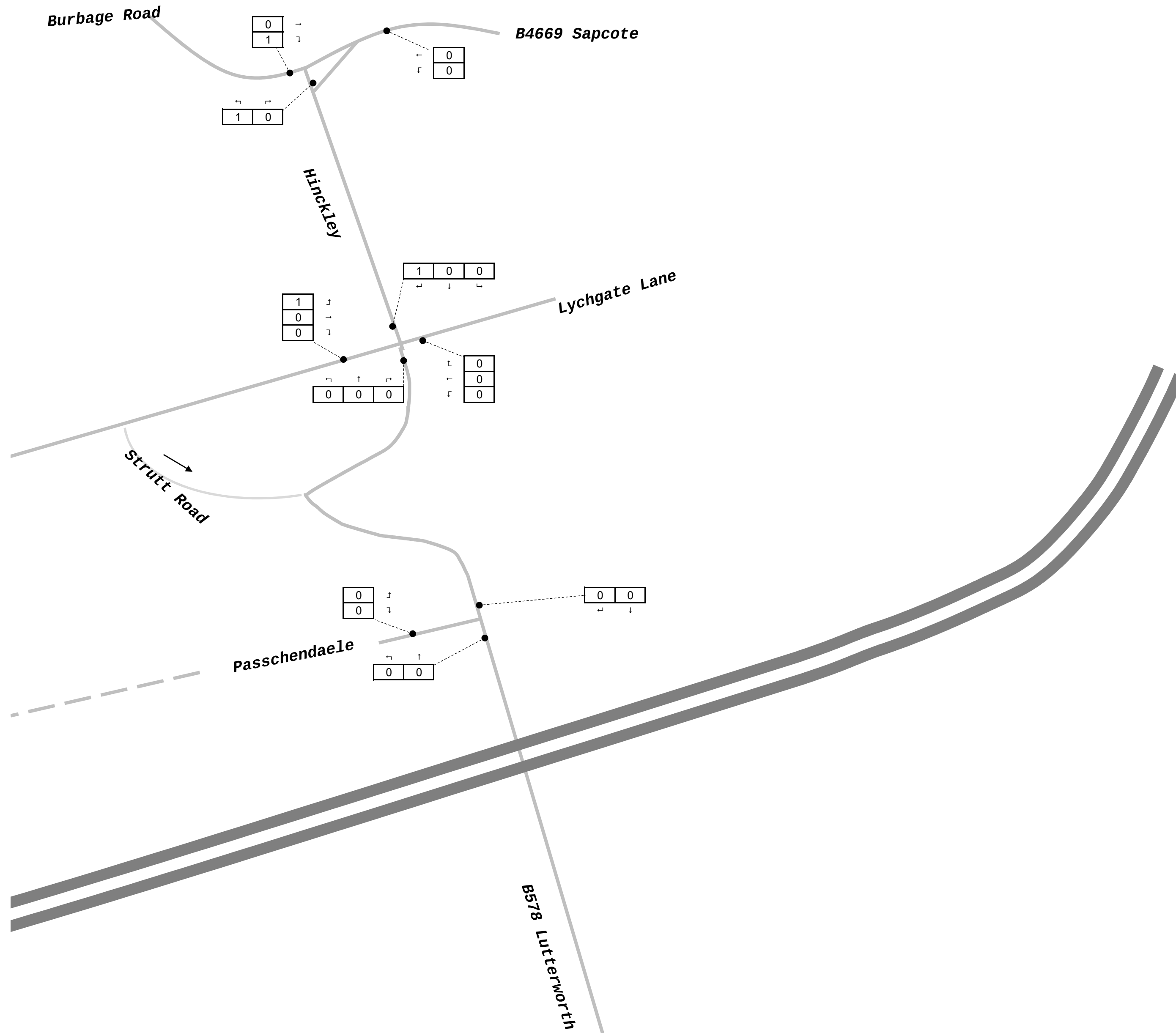


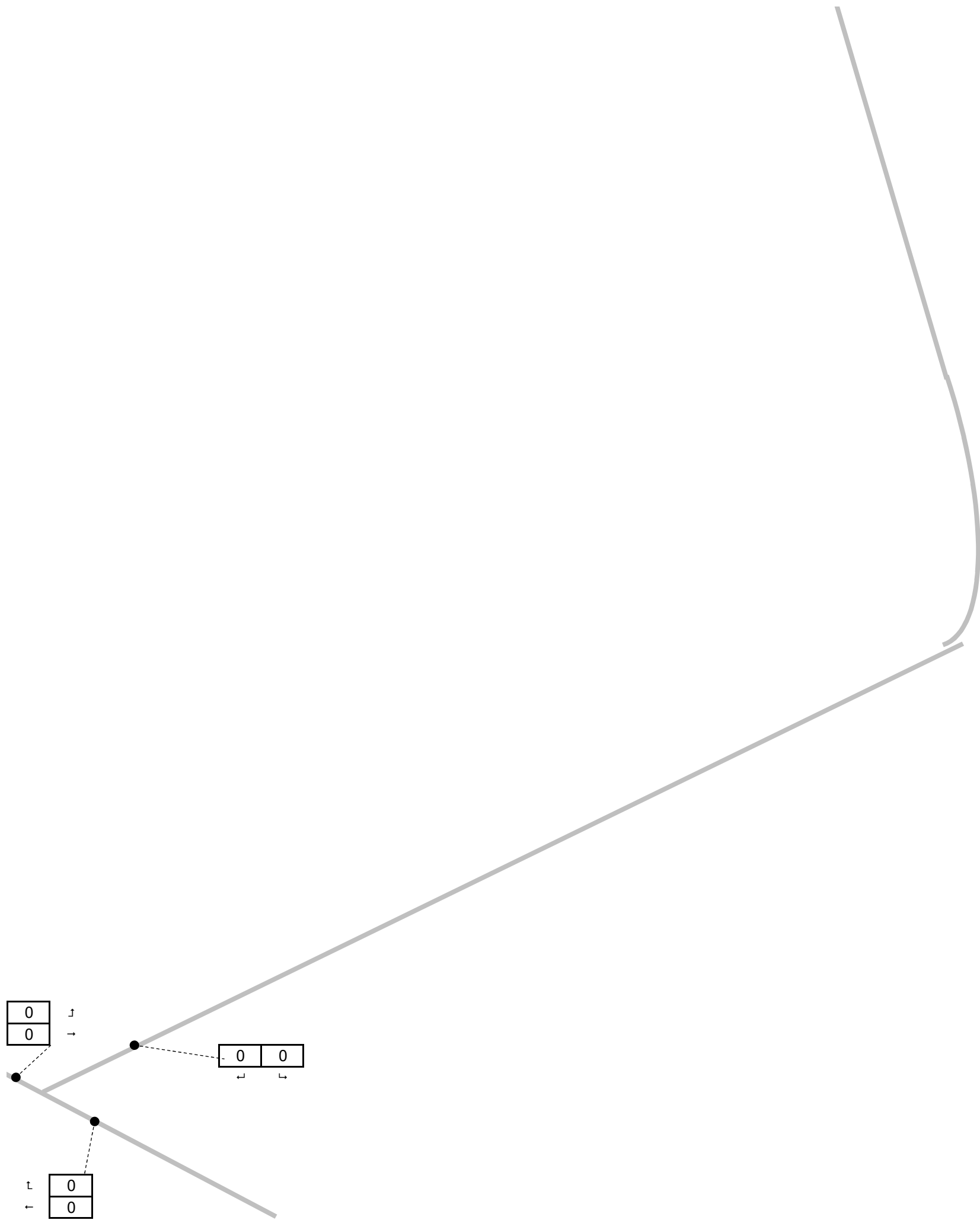


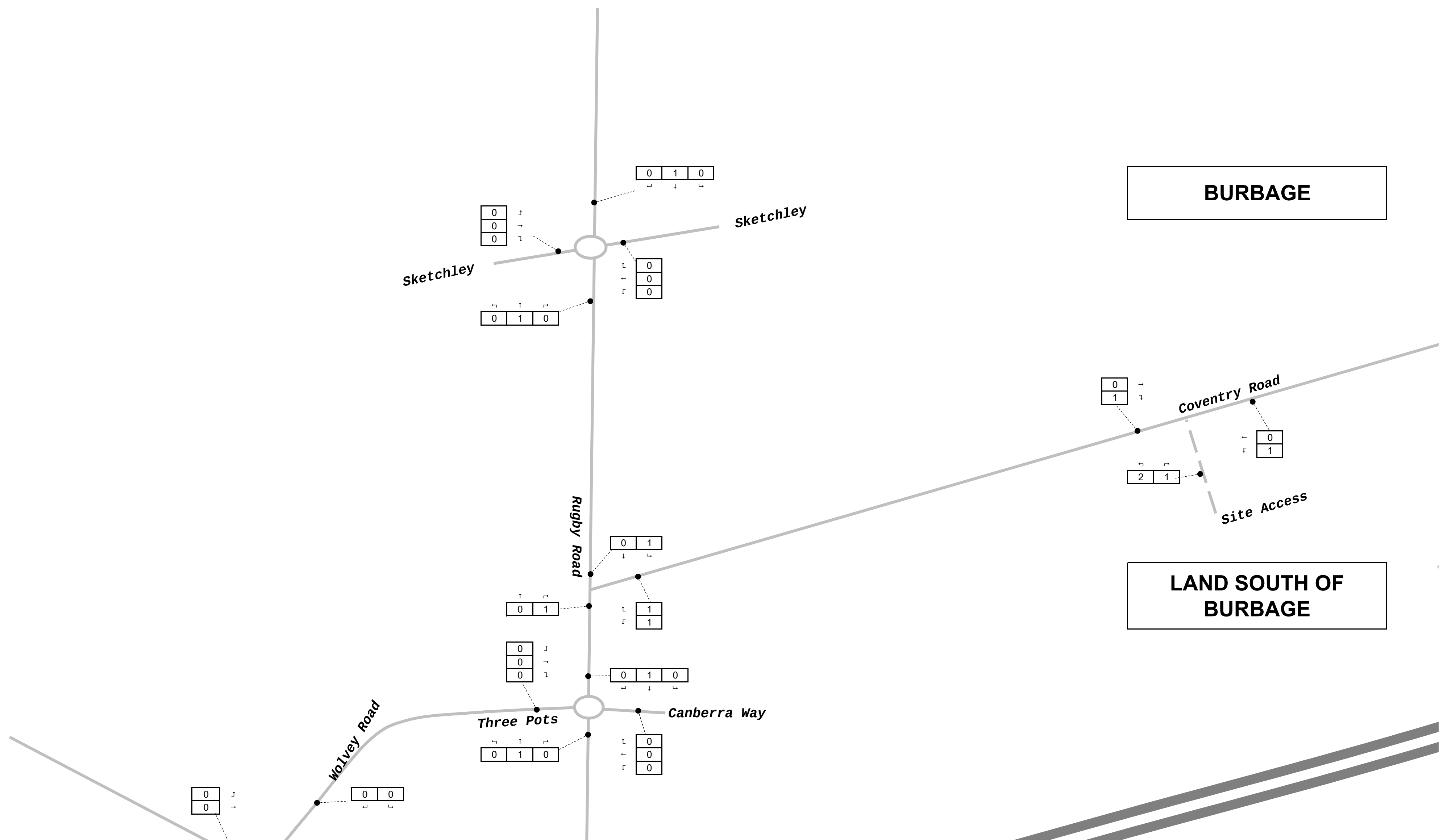


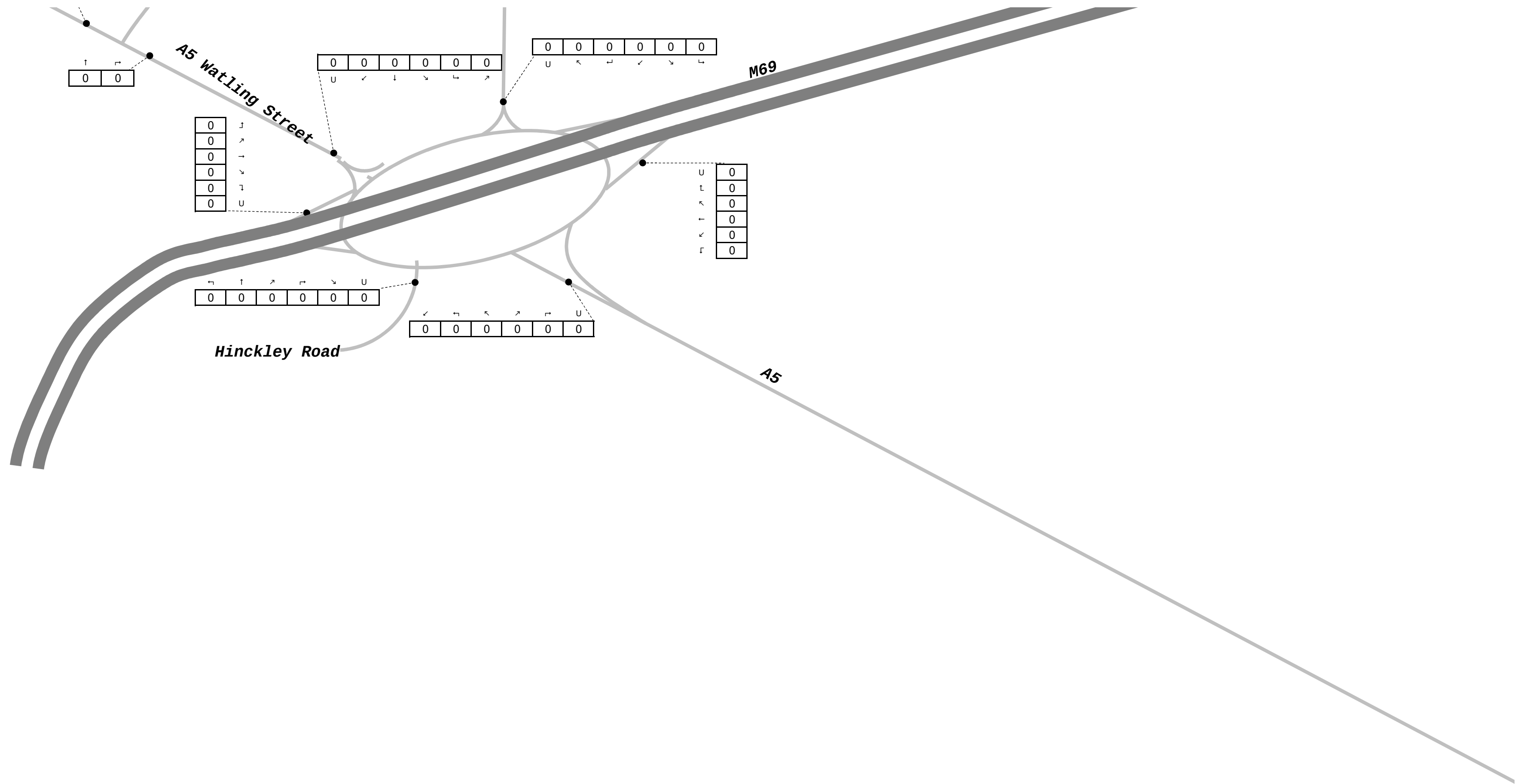


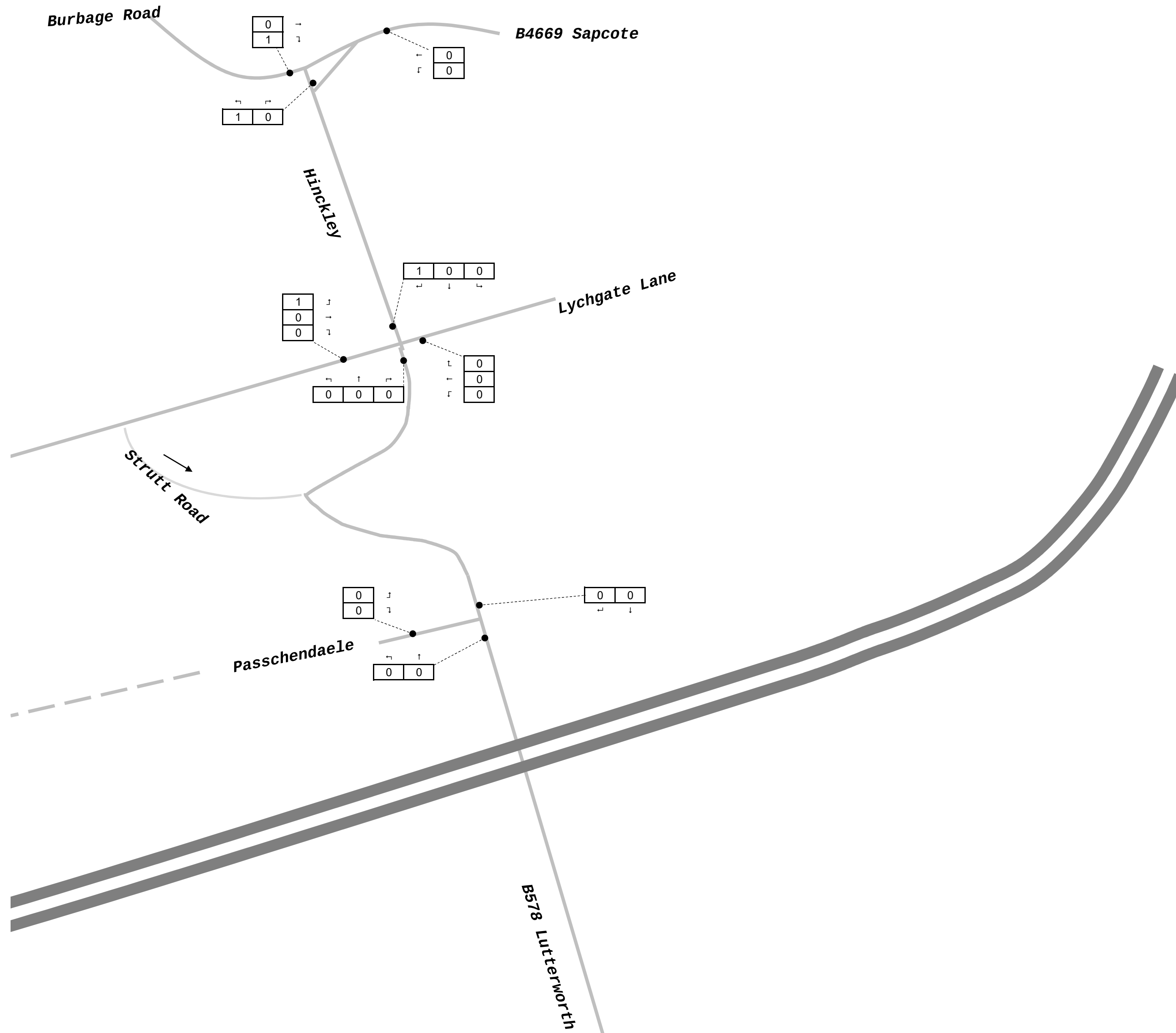


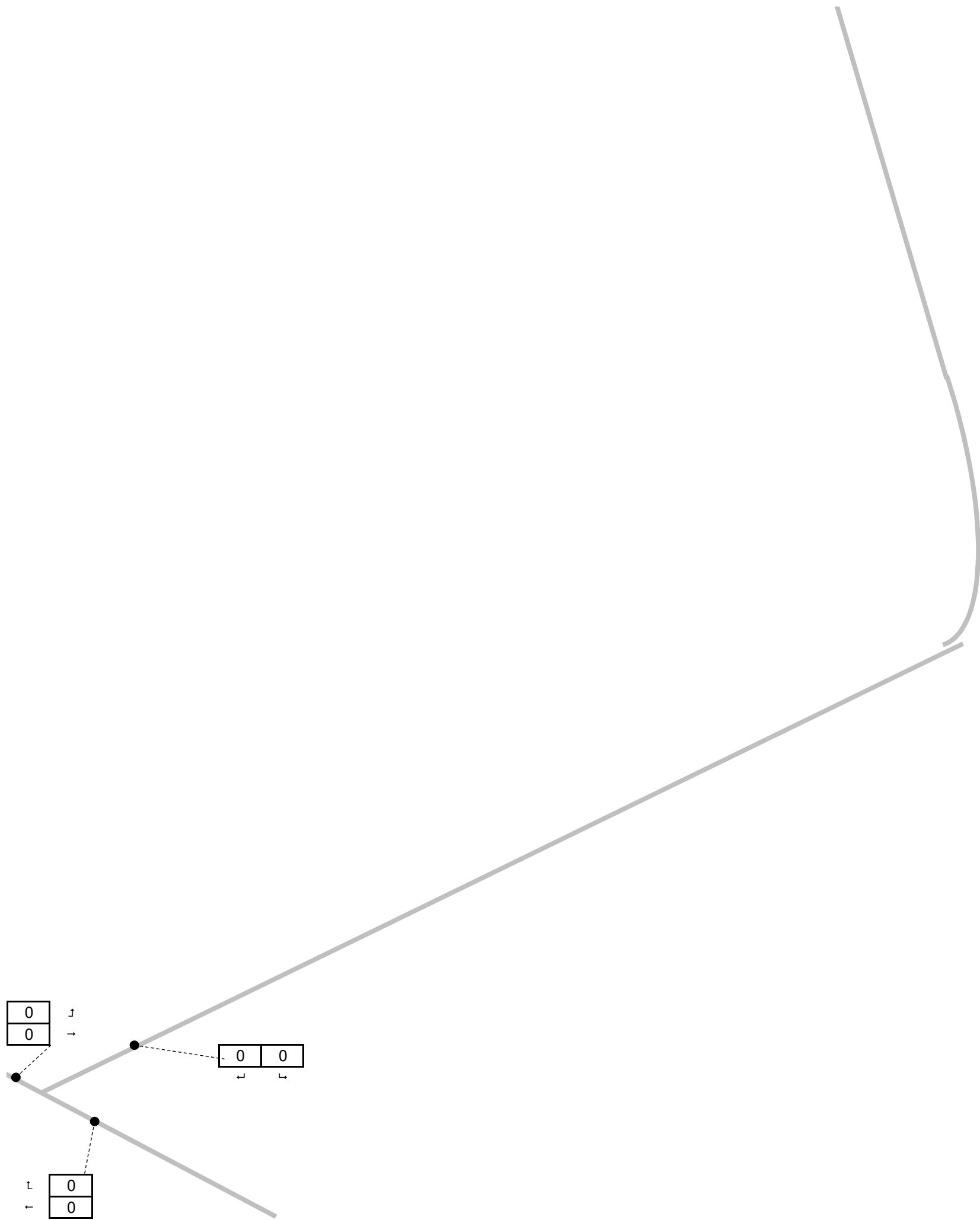


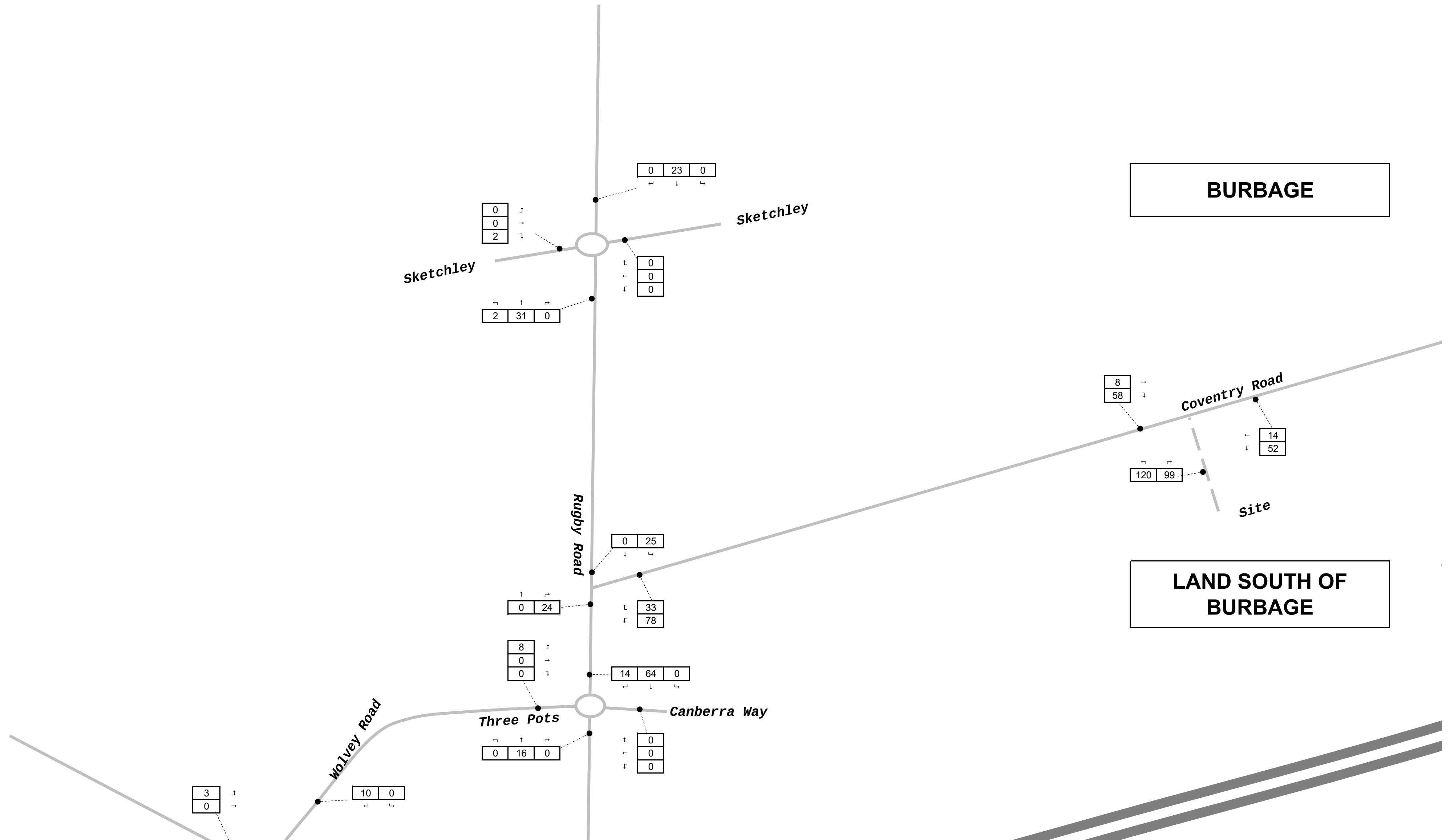


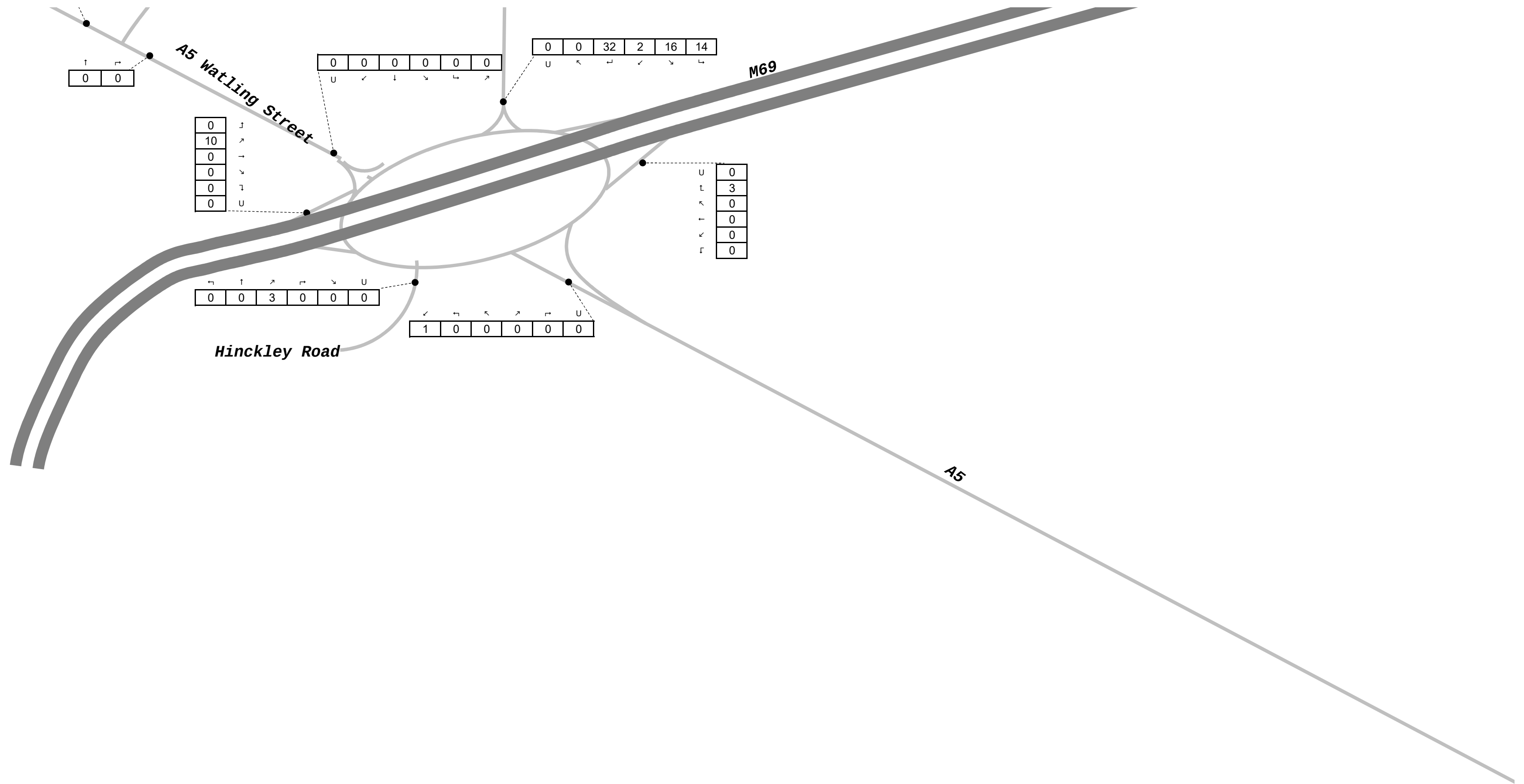


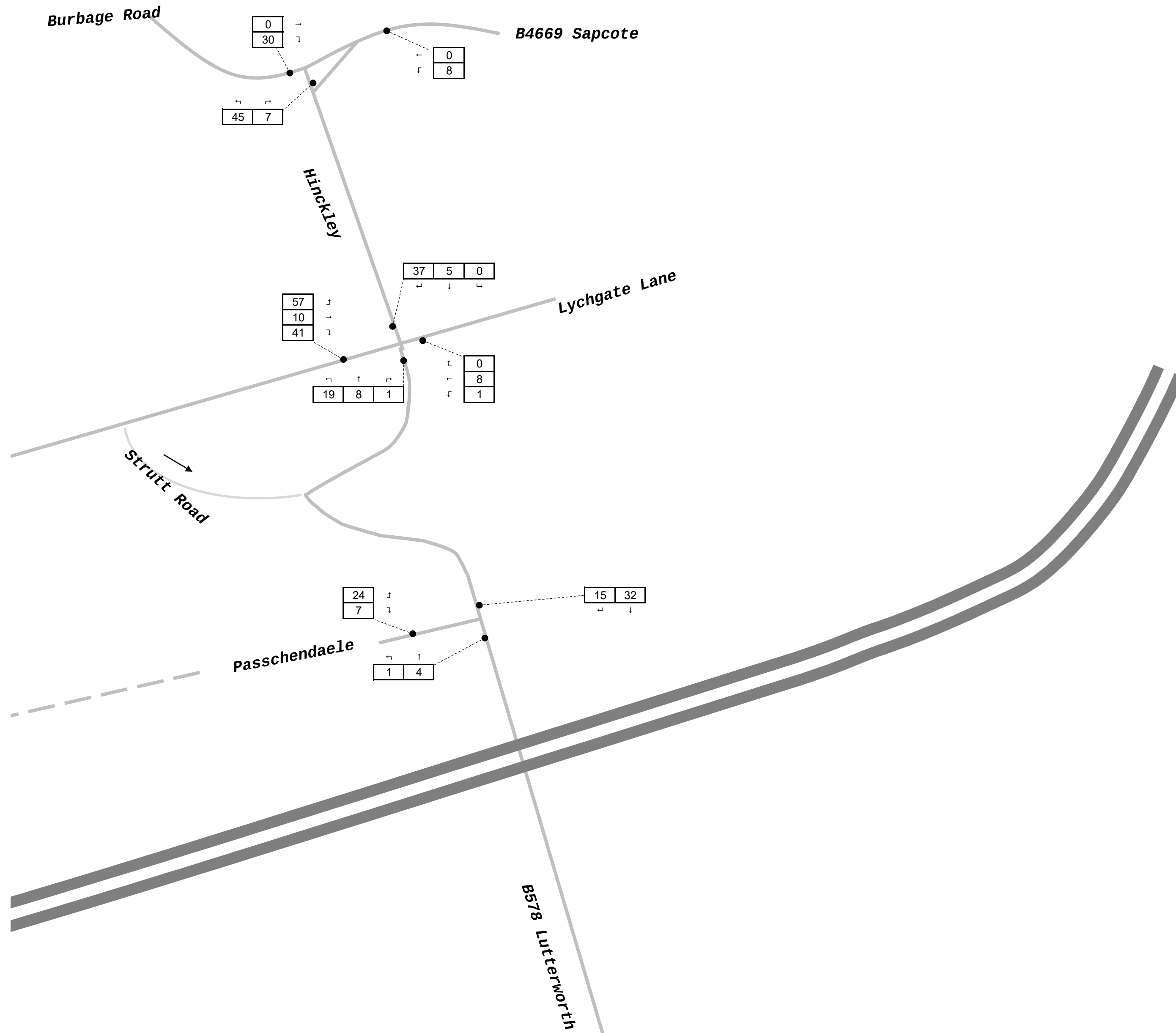


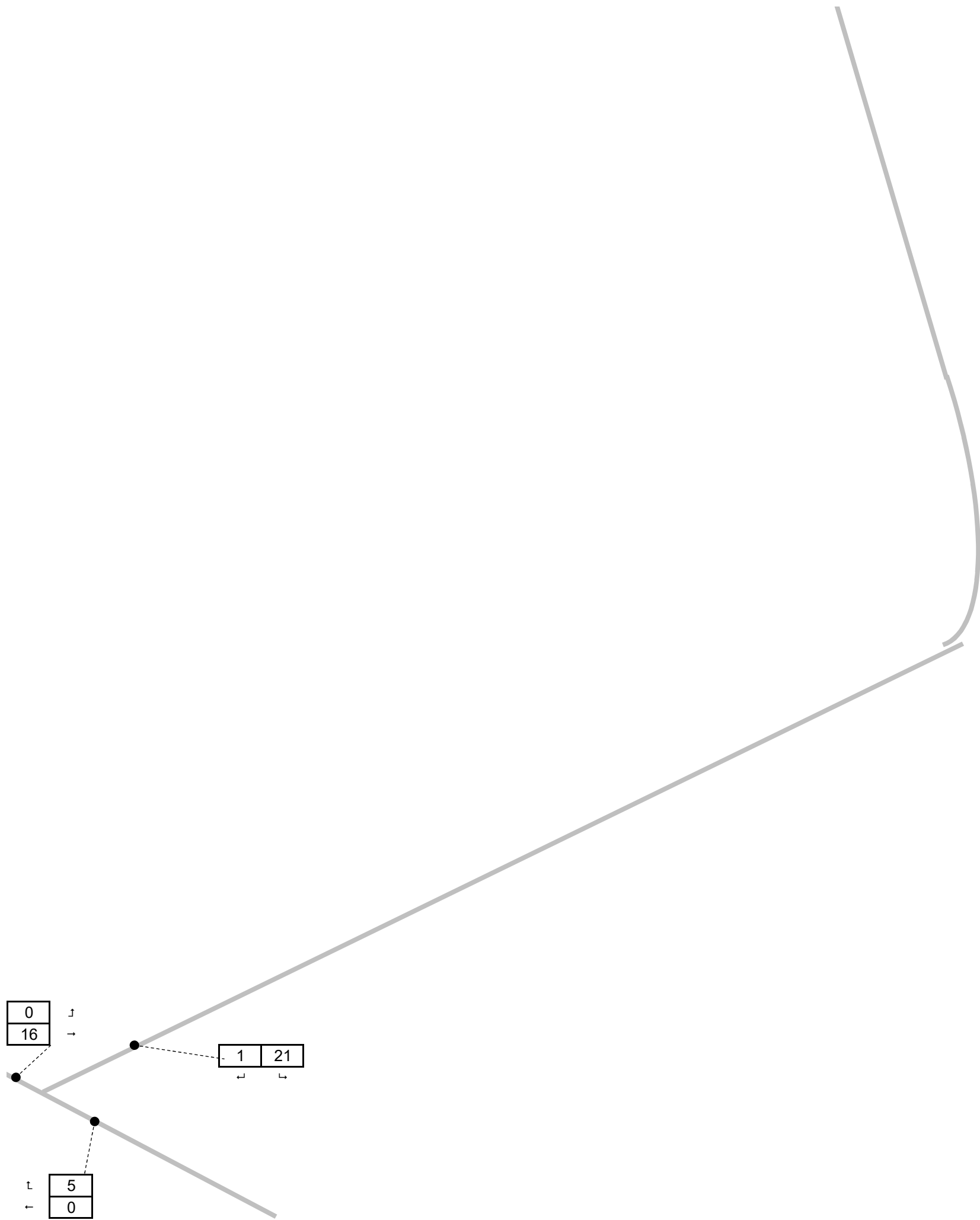


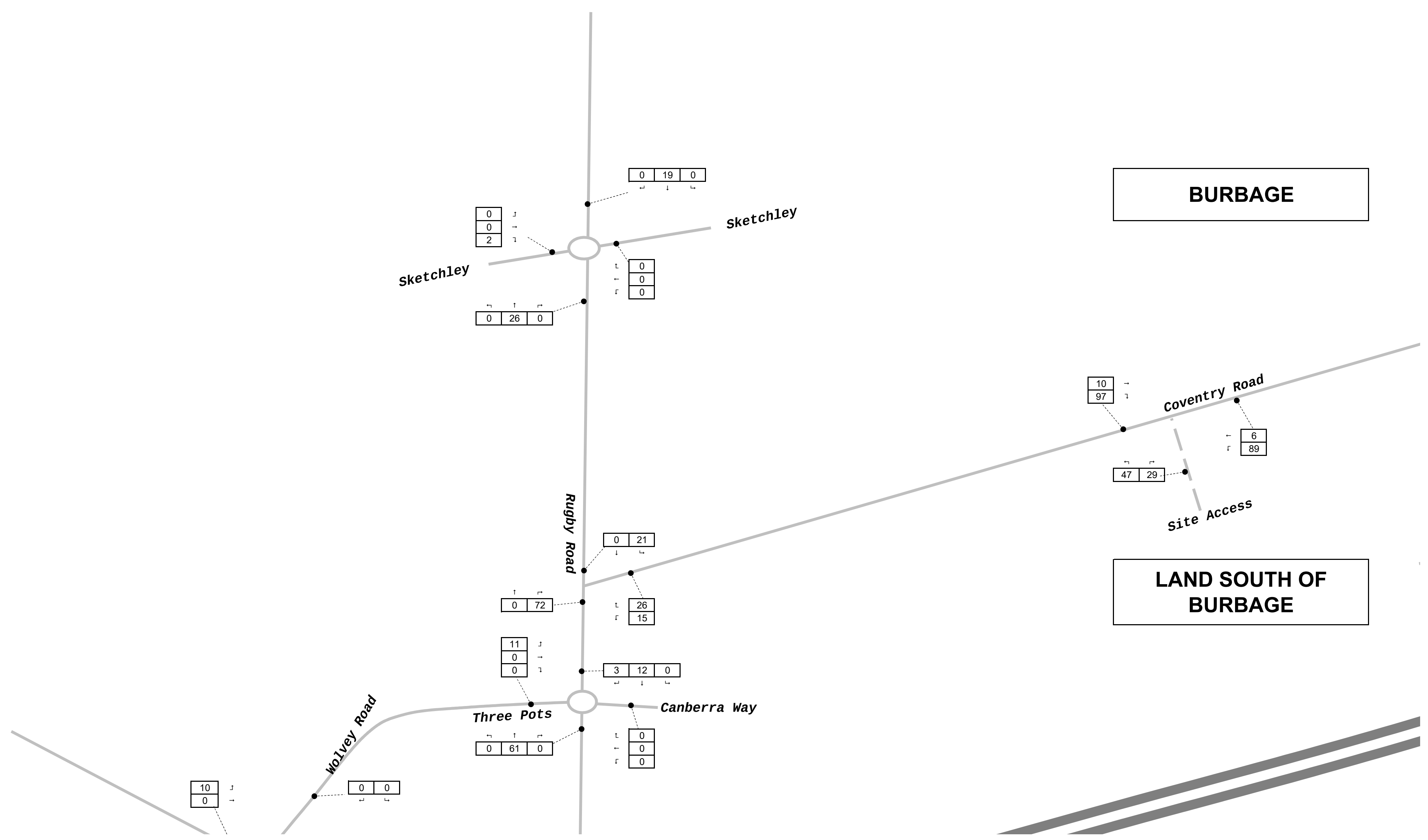


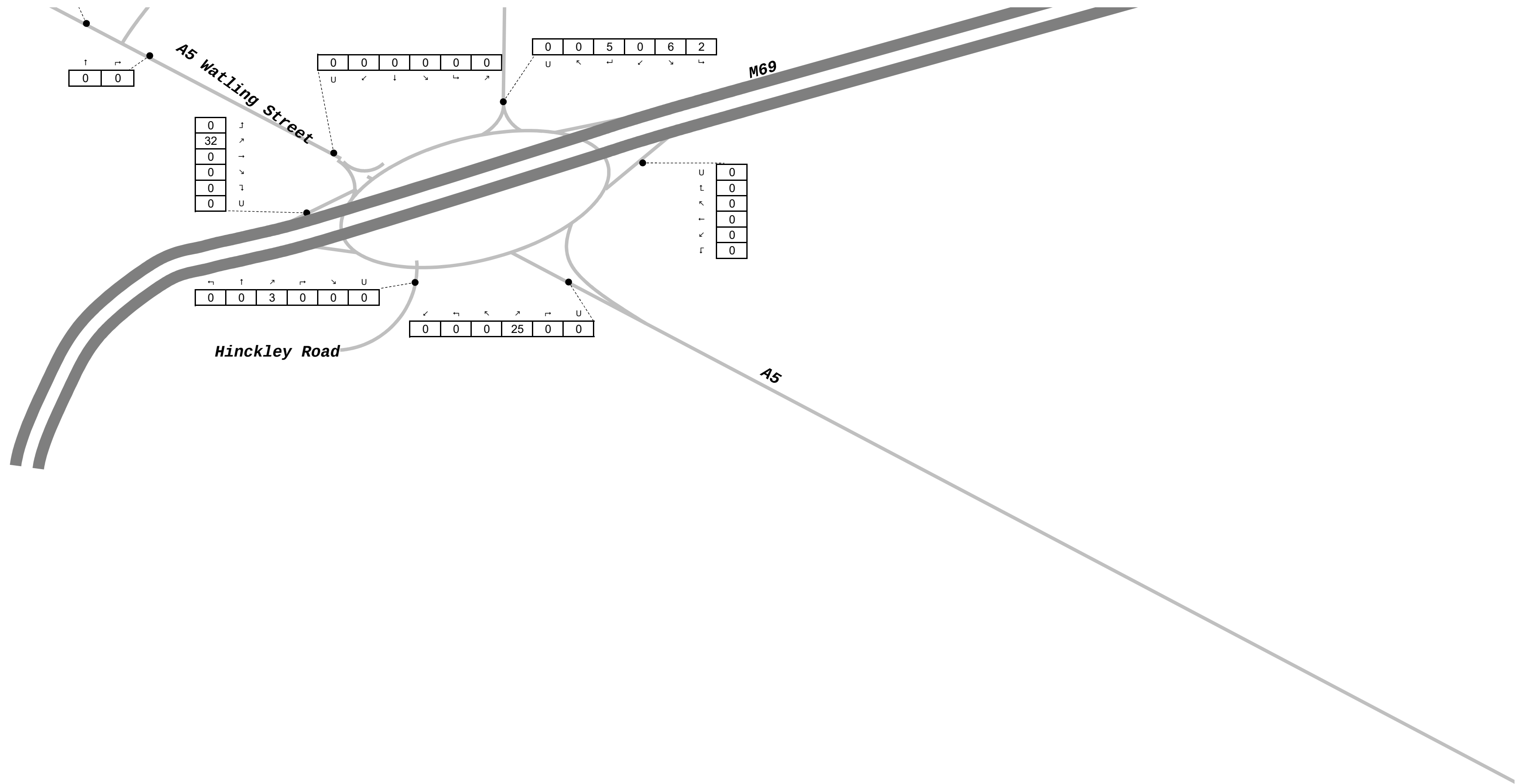


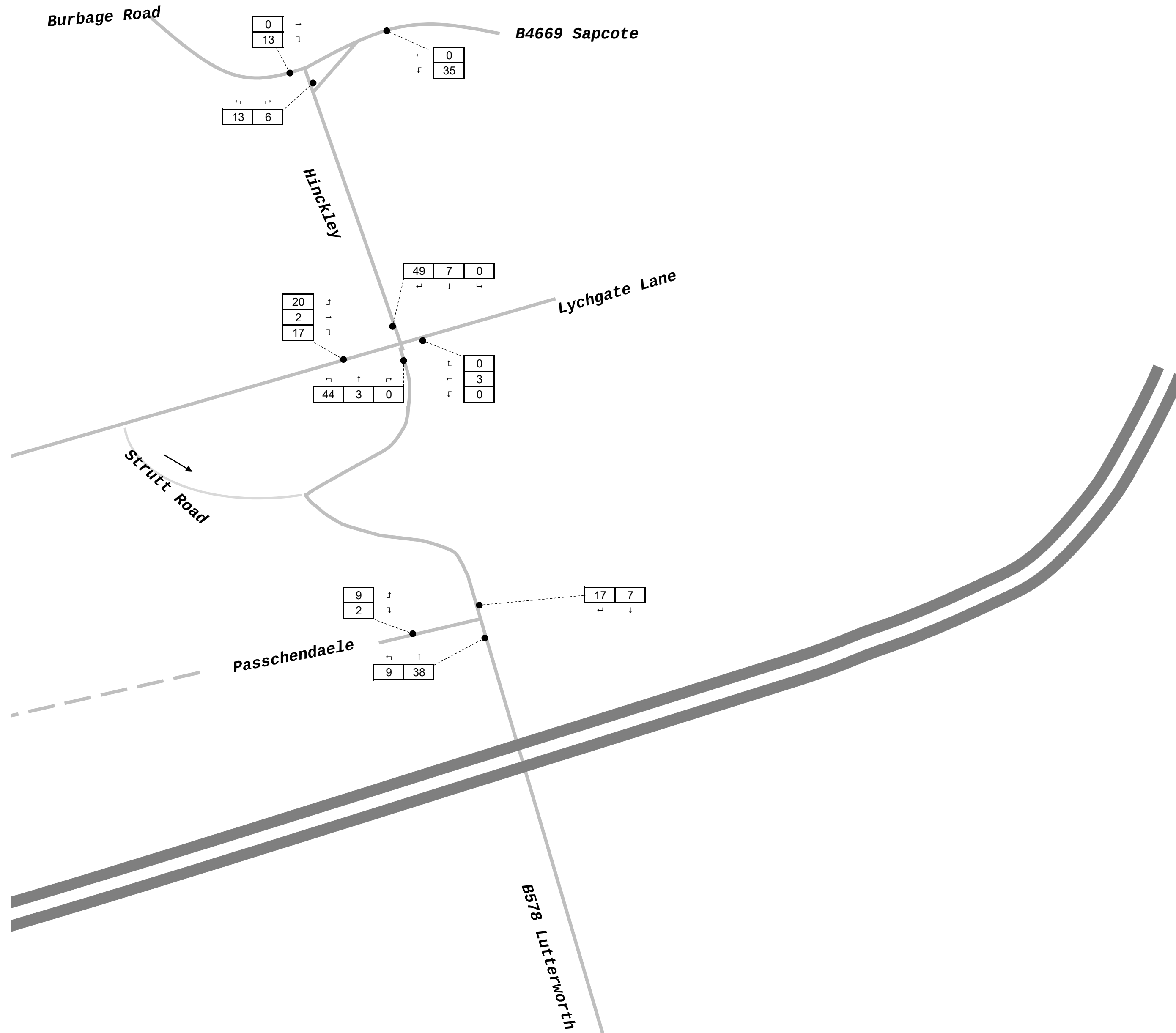


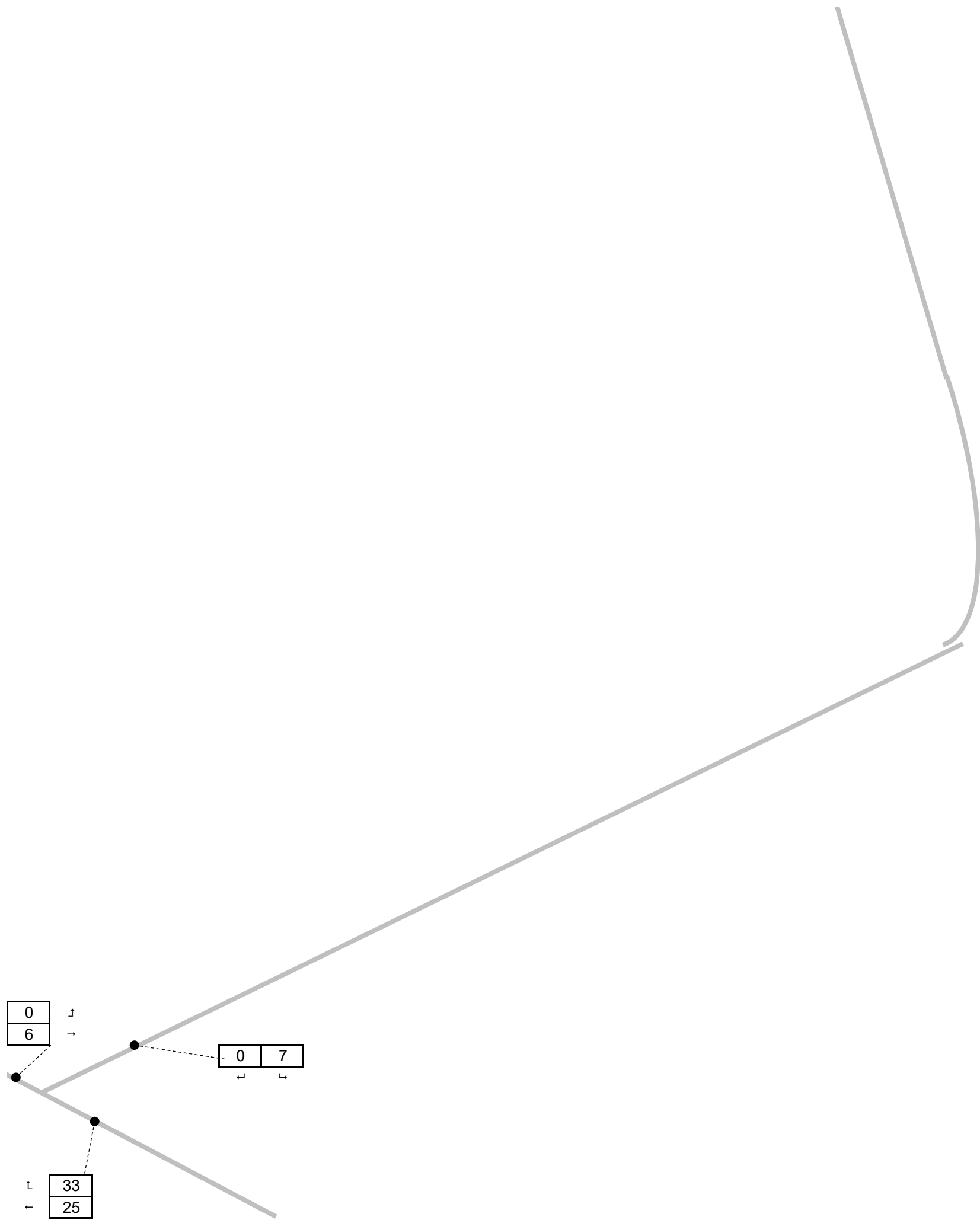


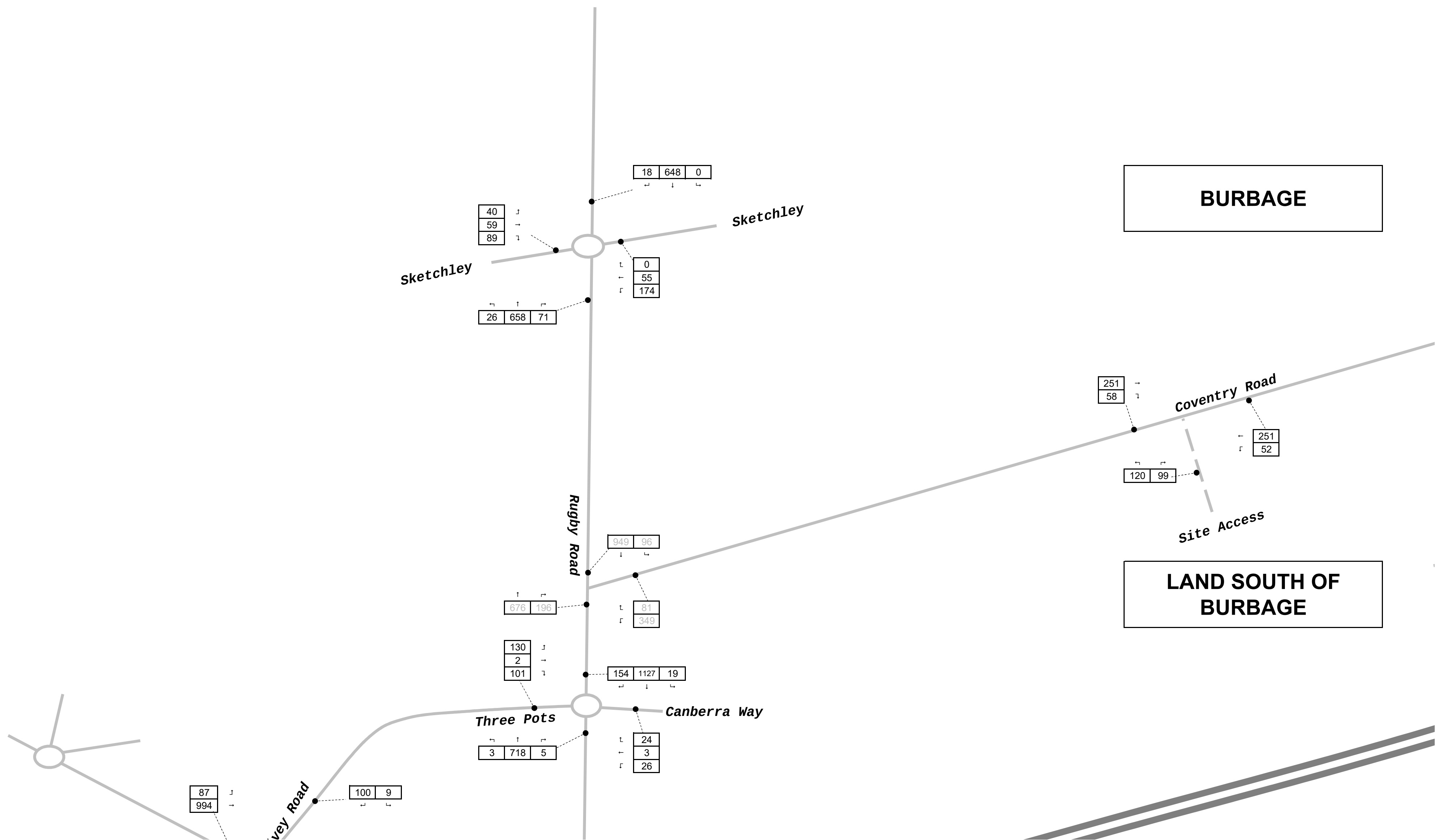


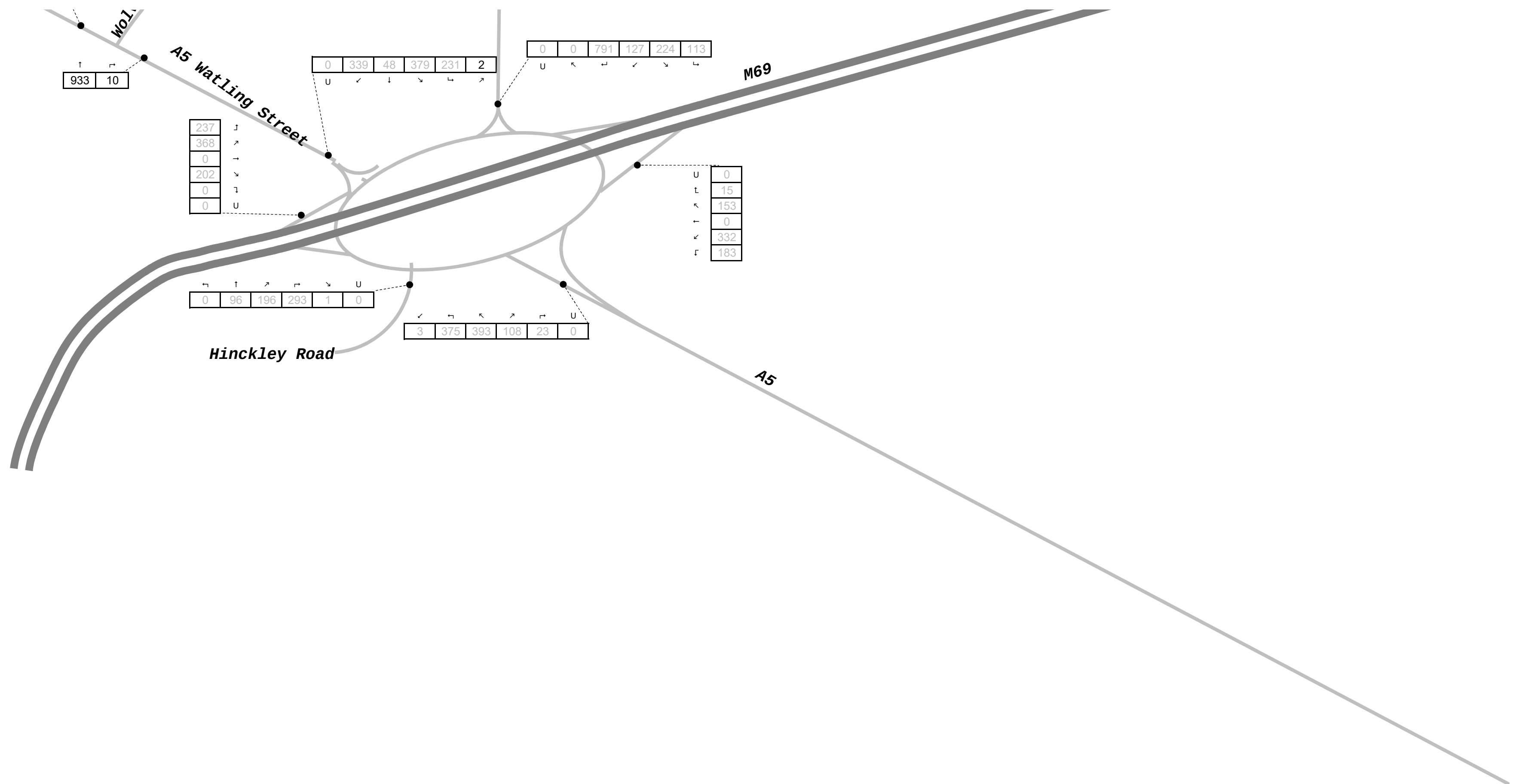




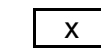








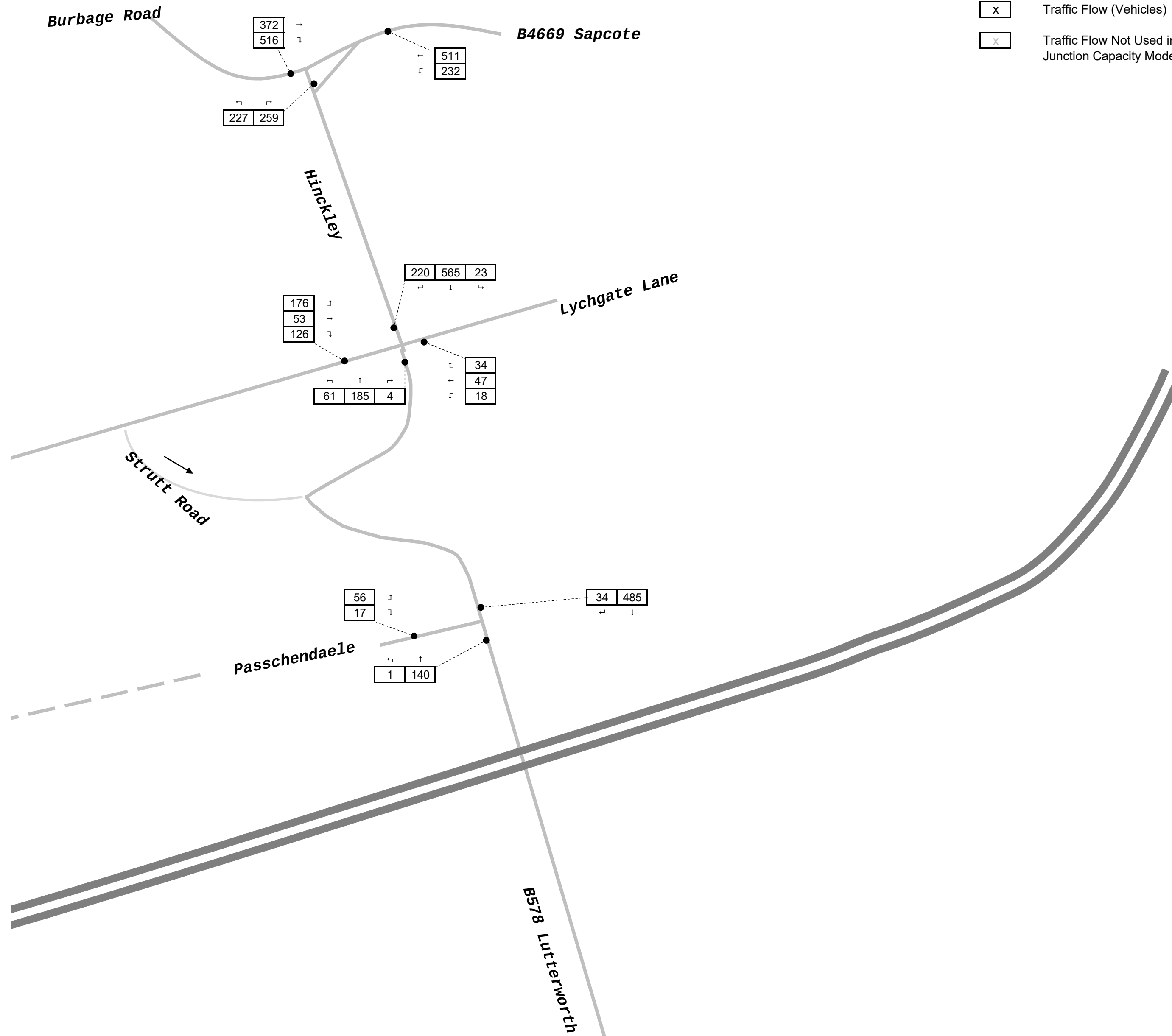
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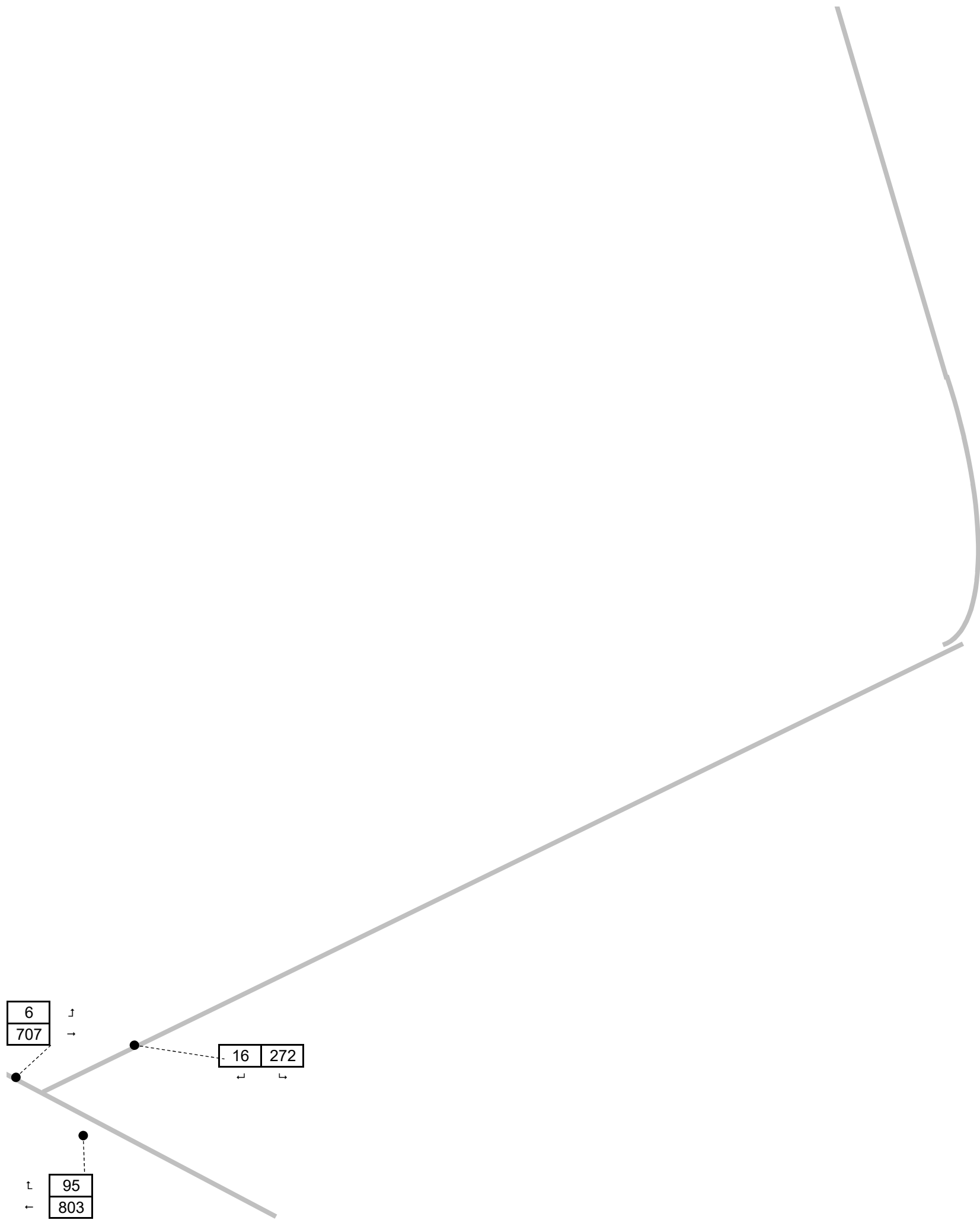


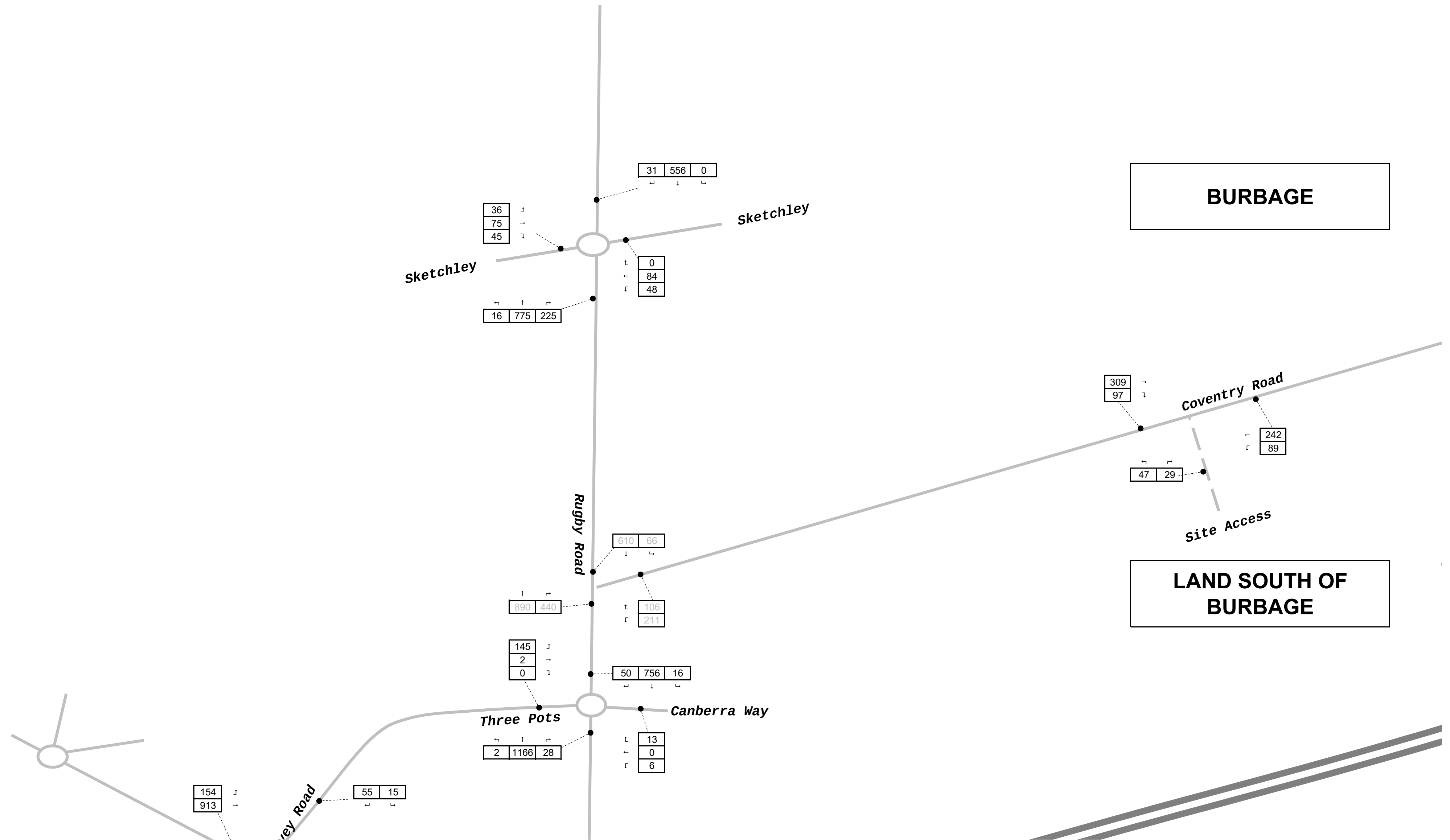
Traffic Flow (Vehicles)

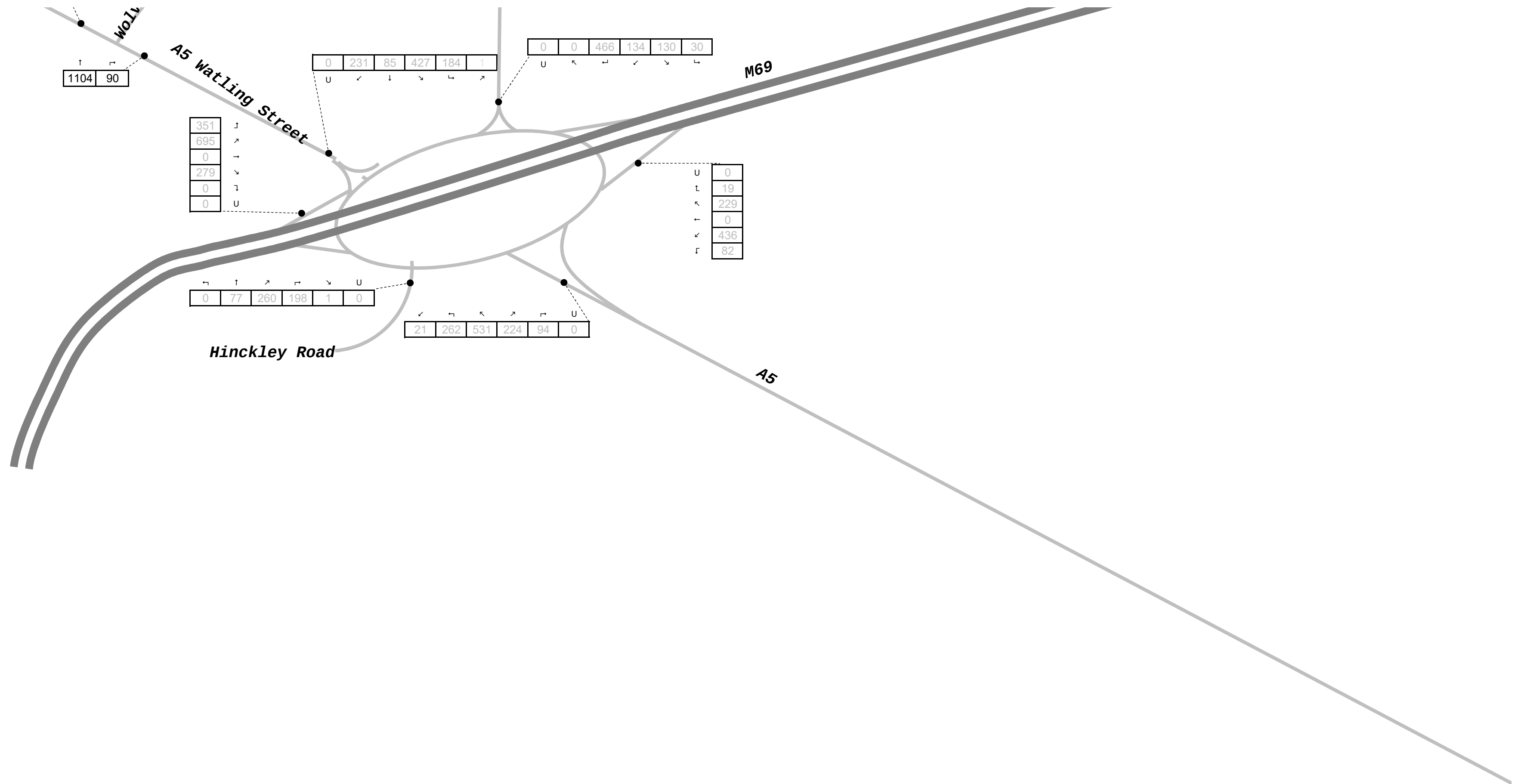


Traffic Flow Not Used in
Junction Capacity Models









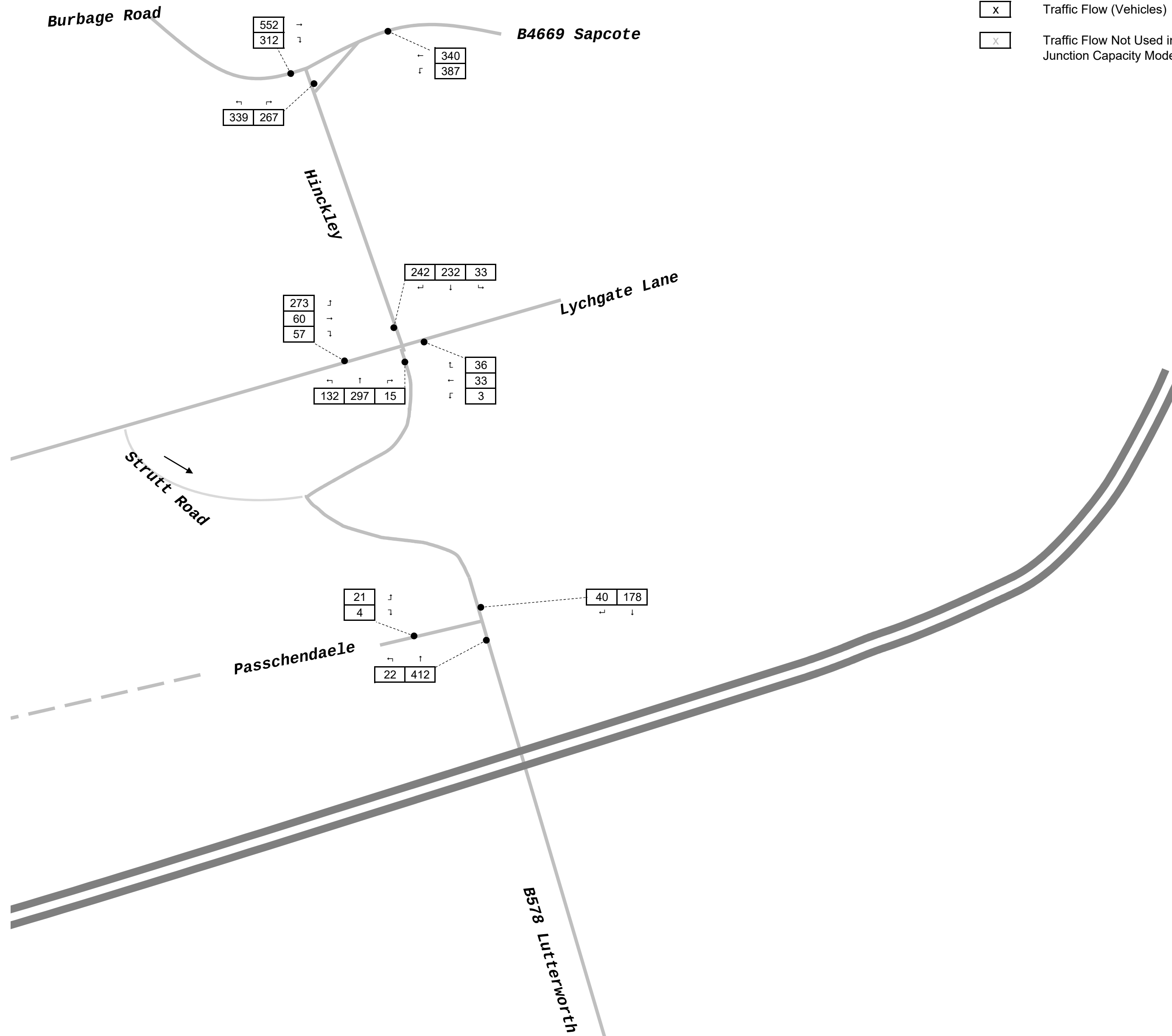
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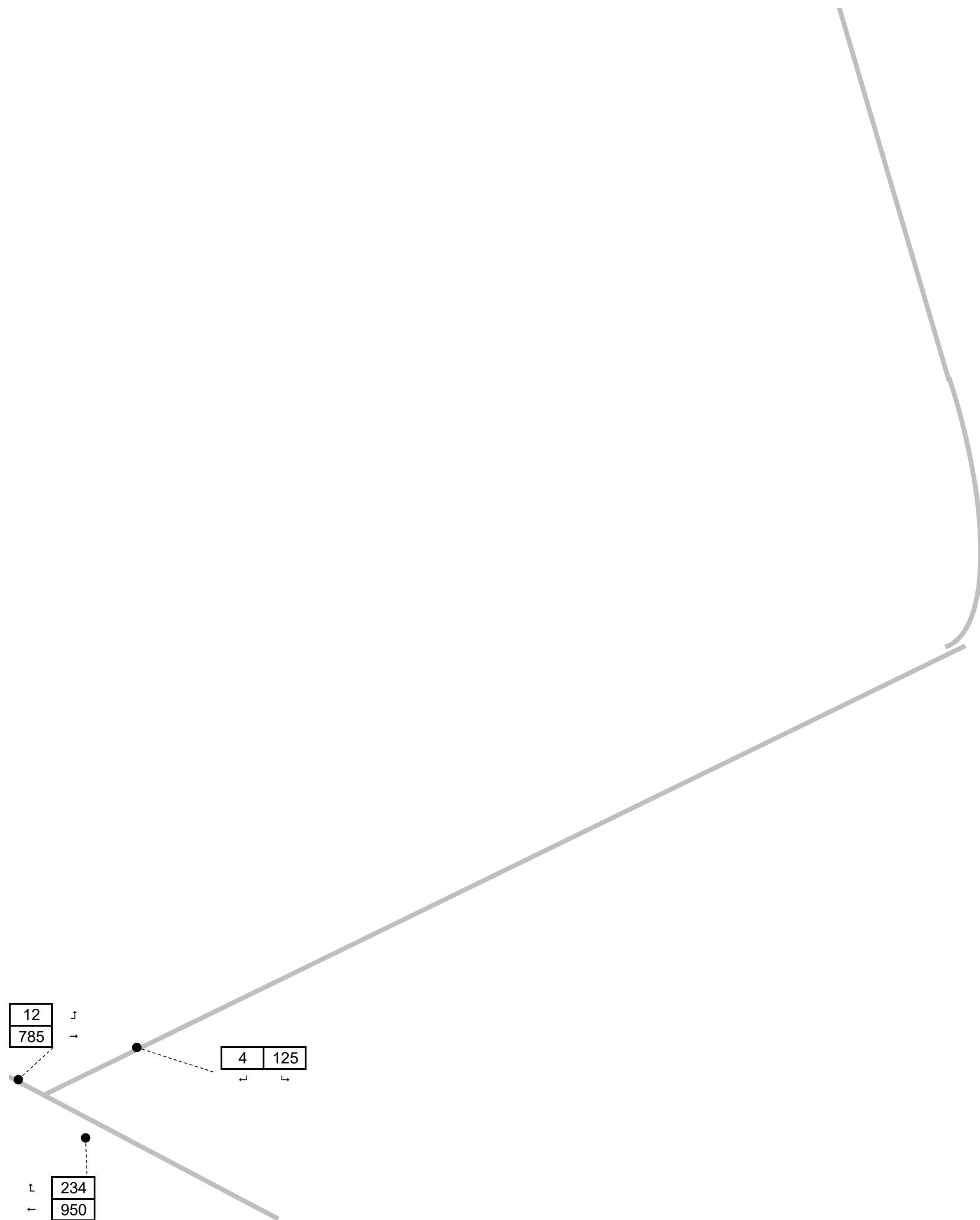


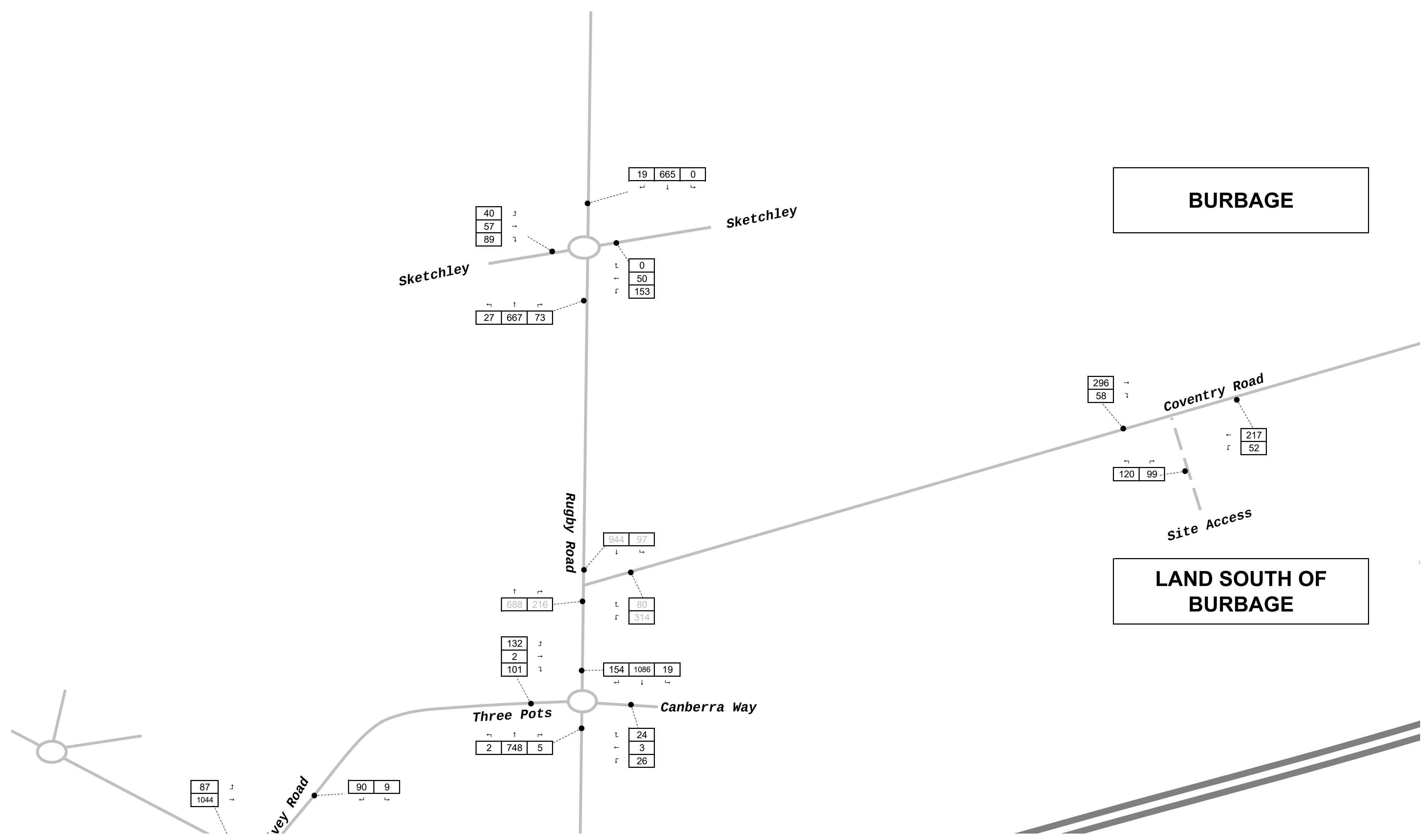
Traffic Flow (Vehicles)

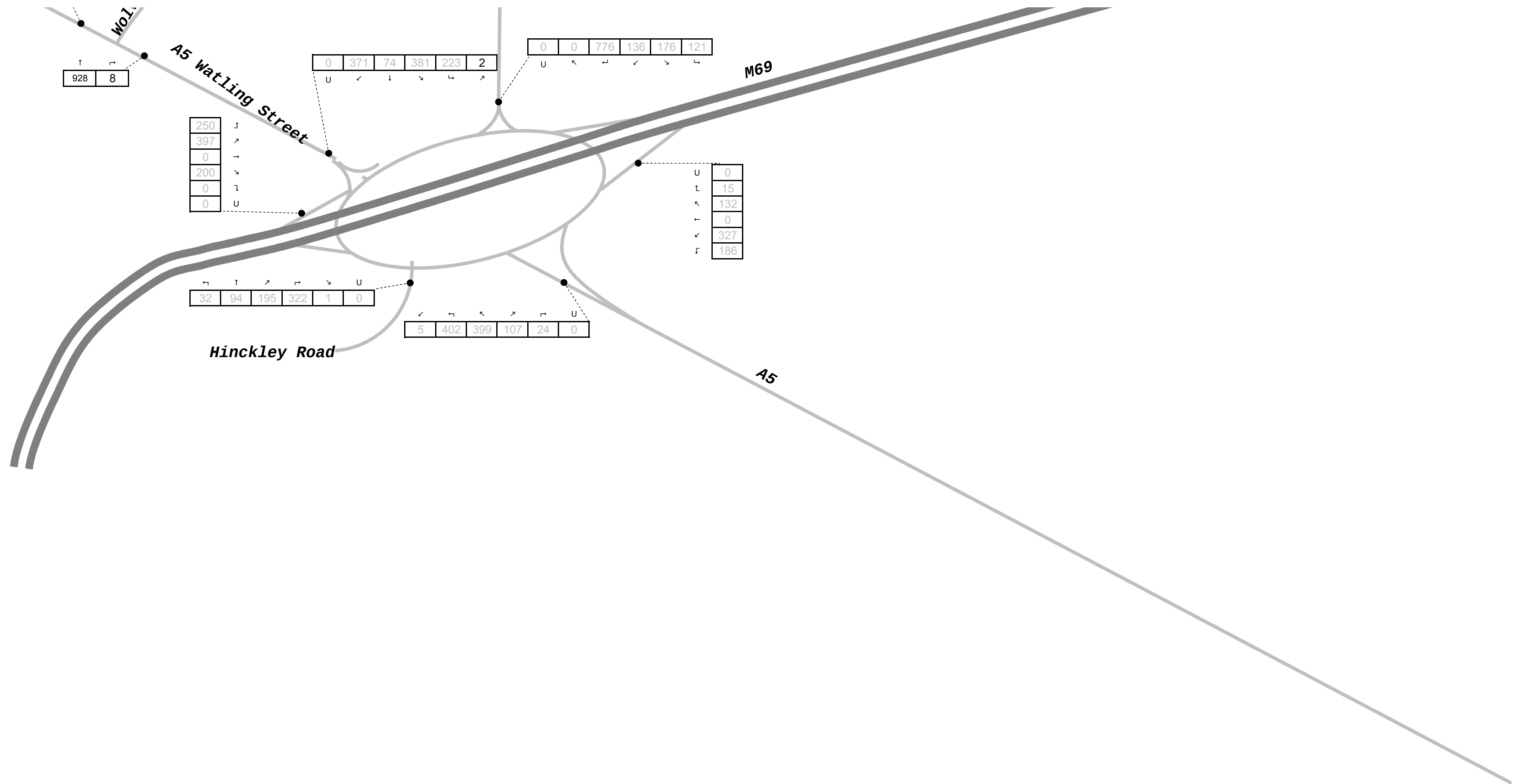


Traffic Flow Not Used in
Junction Capacity Models

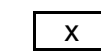








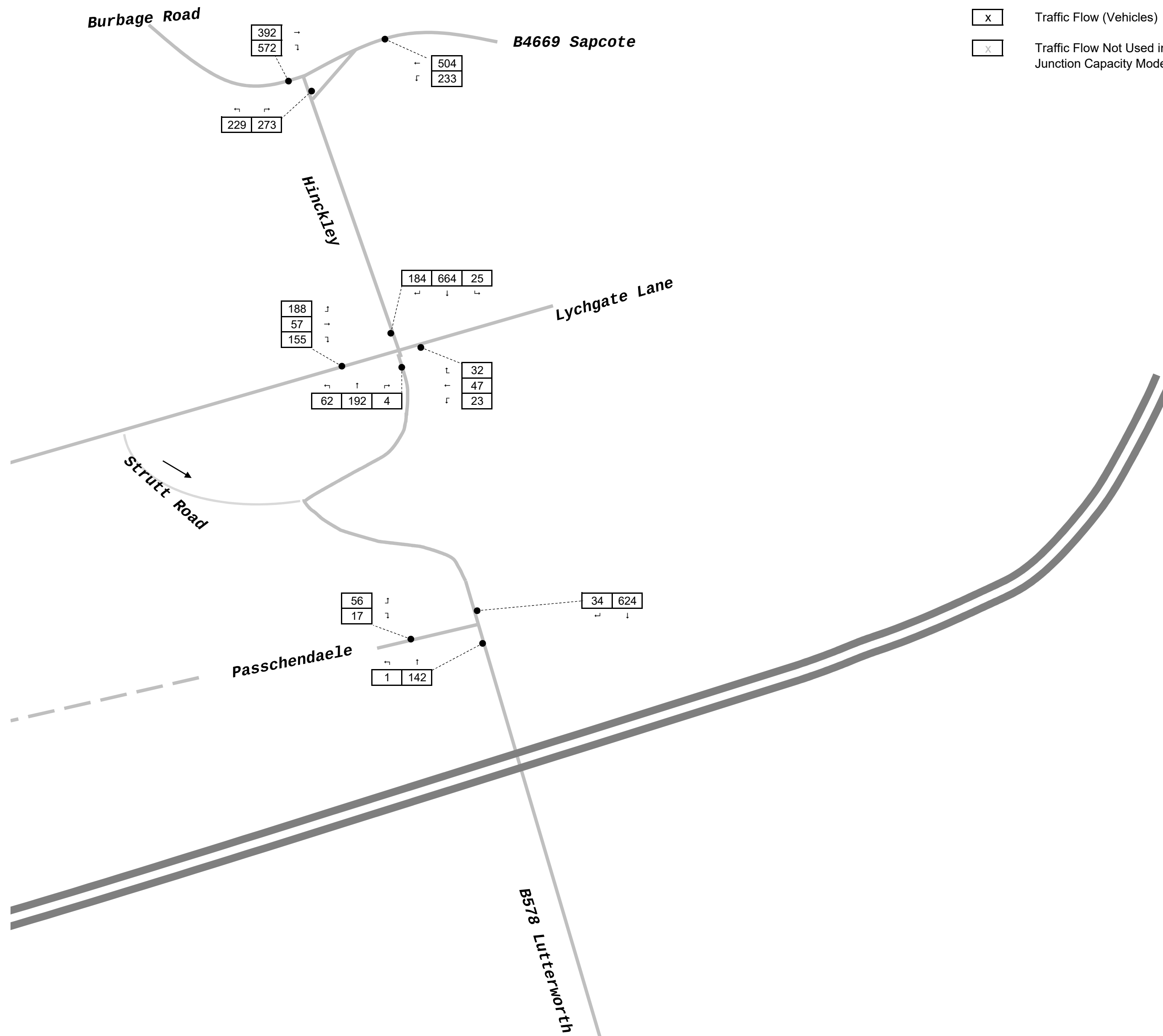
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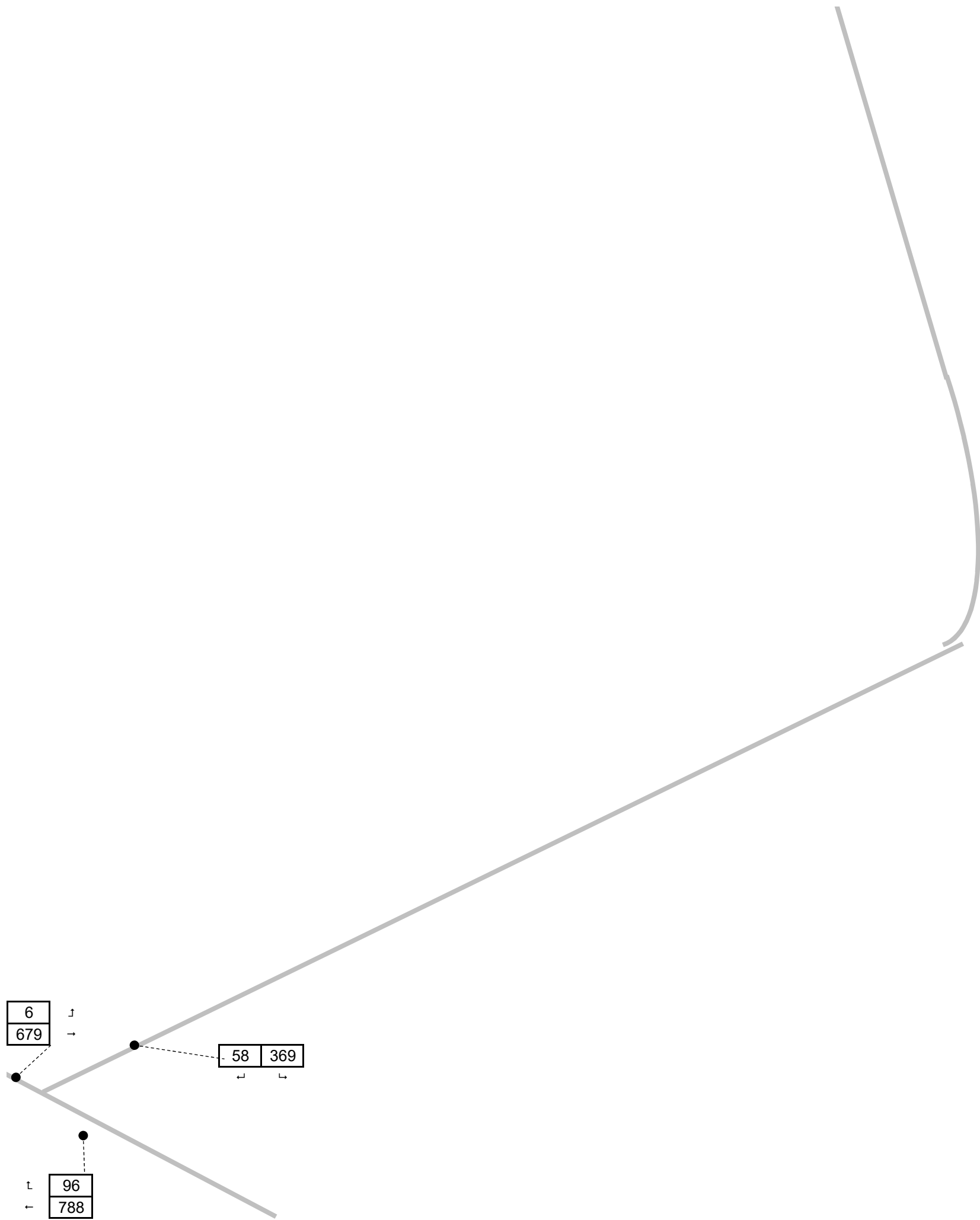


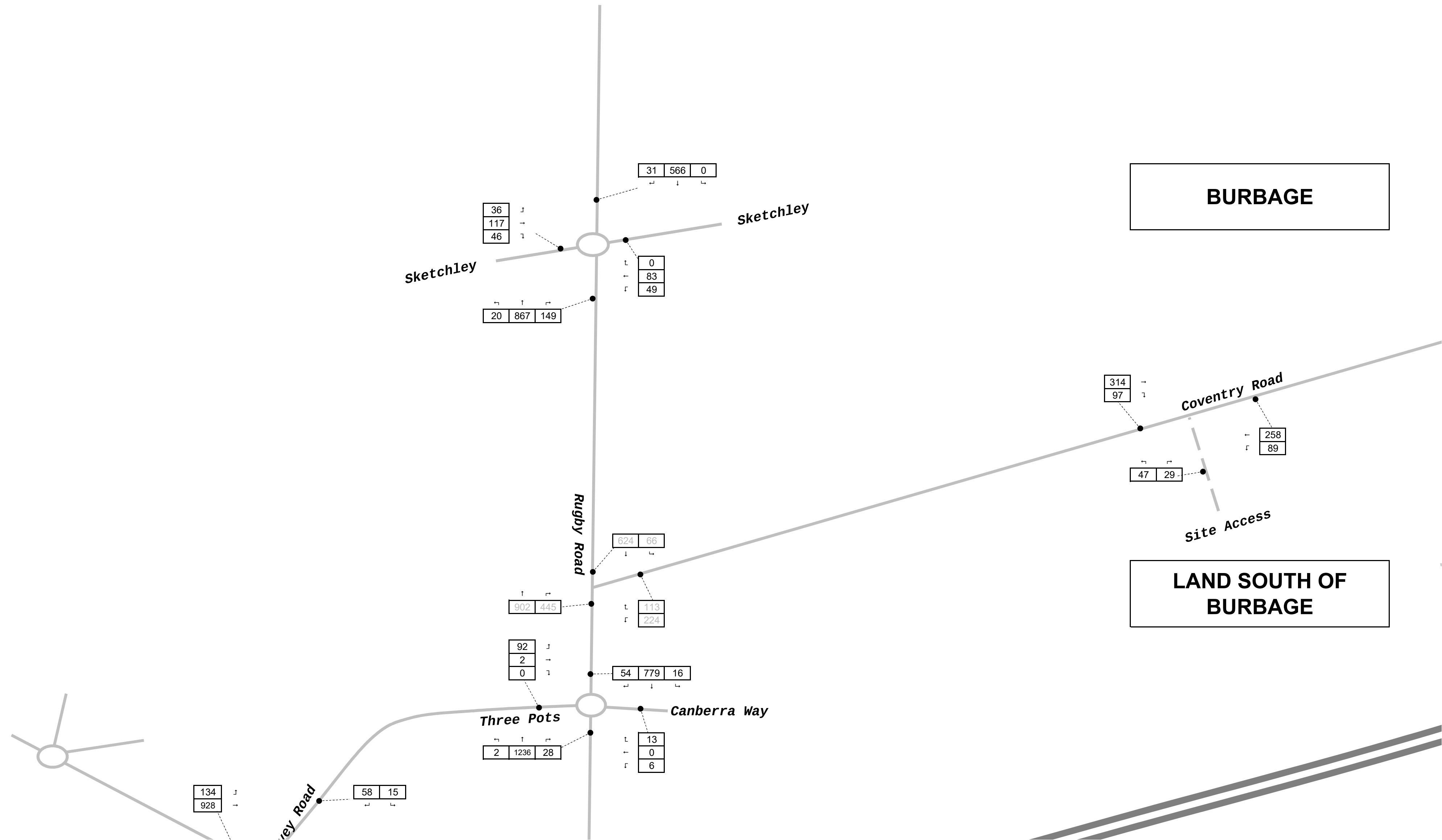
Traffic Flow (Vehicles)

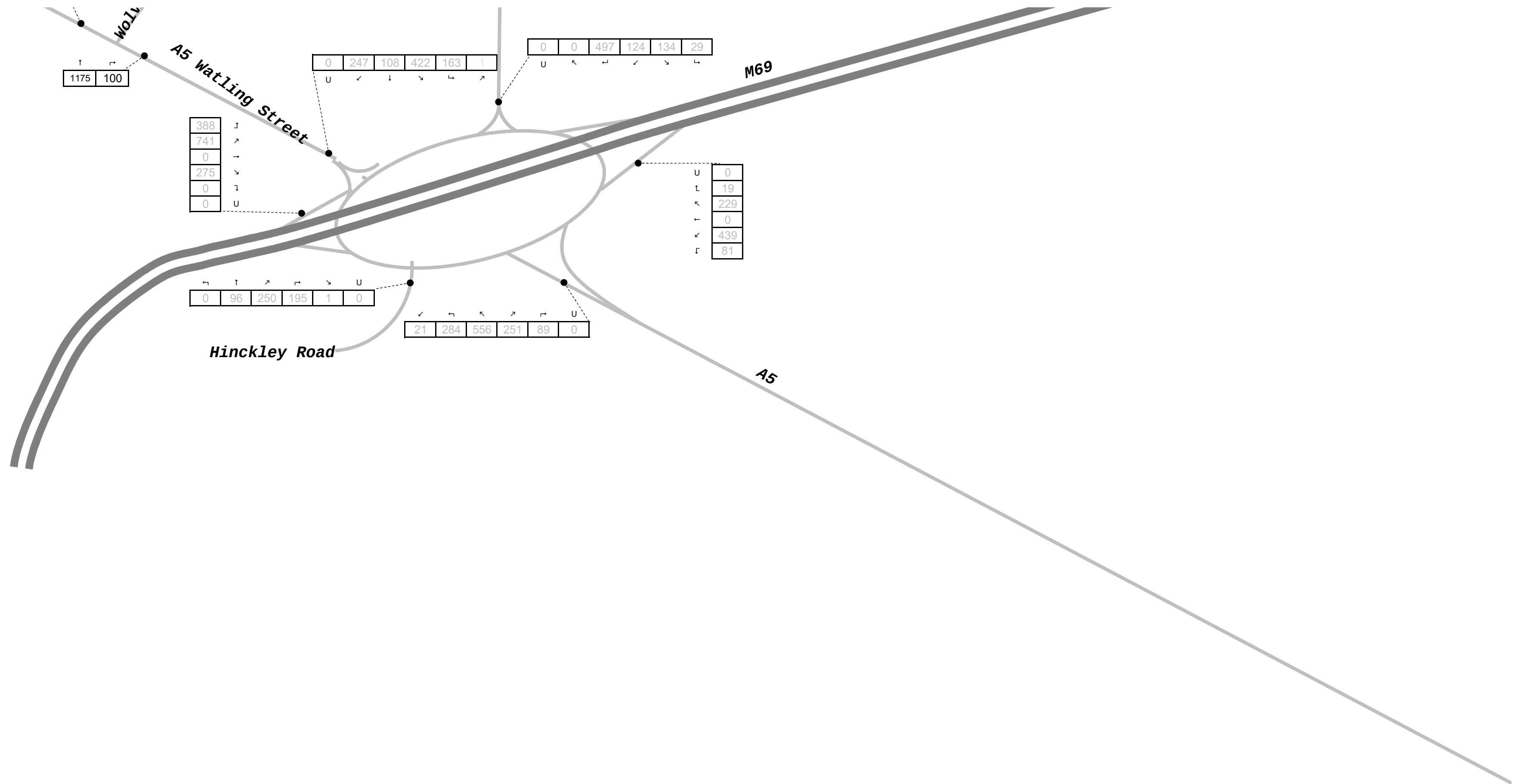


Traffic Flow Not Used in
Junction Capacity Models









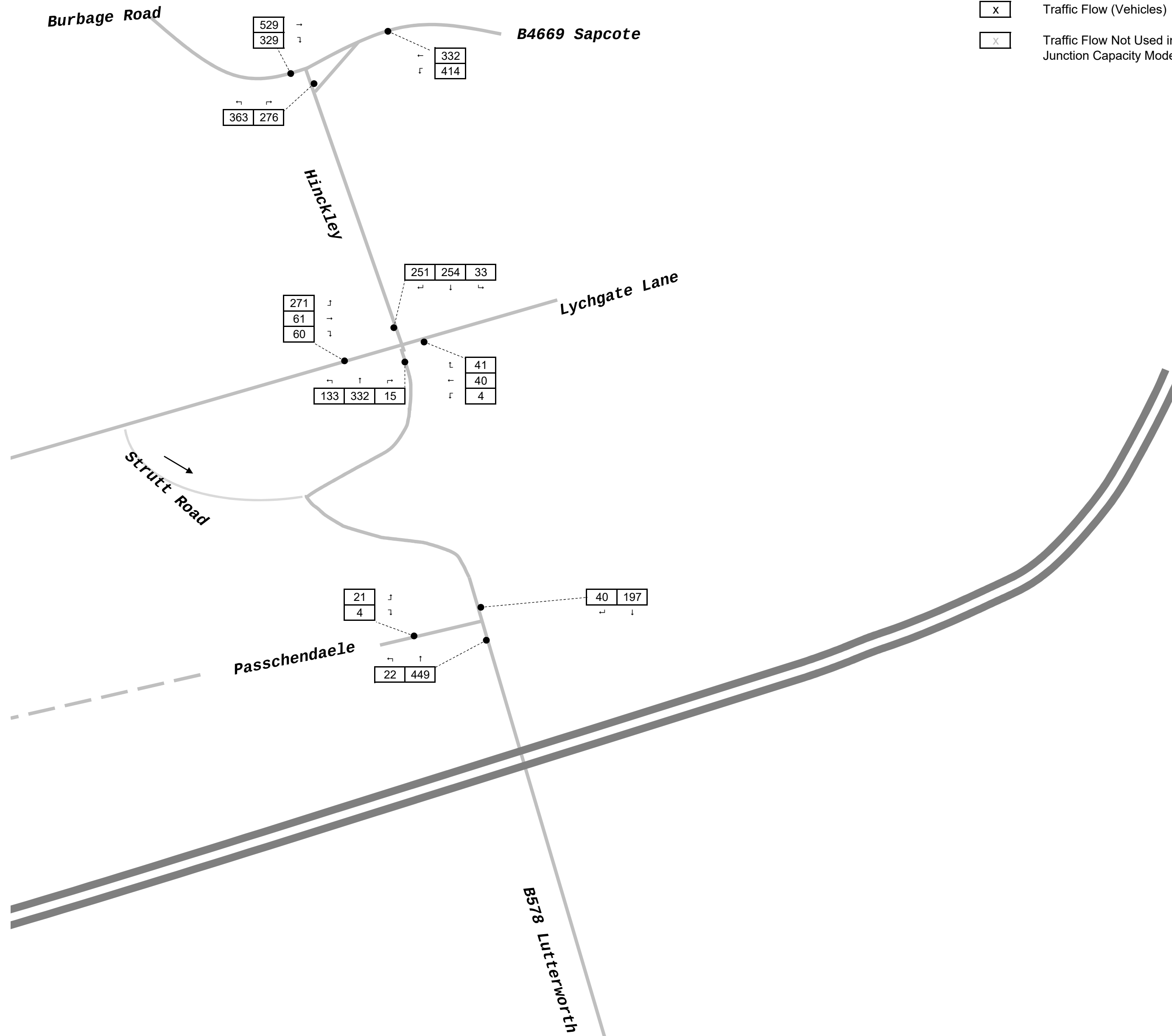
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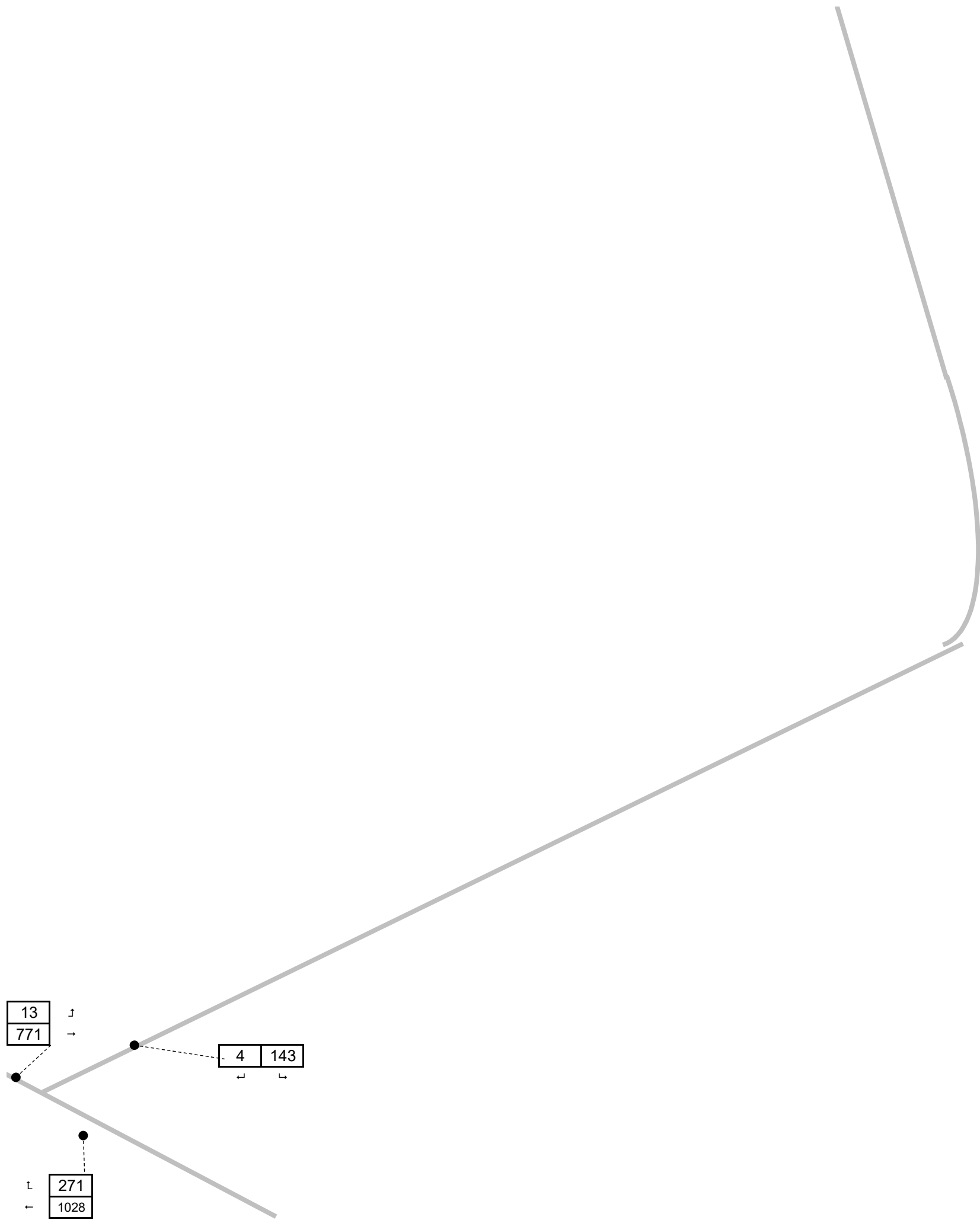


Traffic Flow (Vehicles)



Traffic Flow Not Used in
Junction Capacity Models

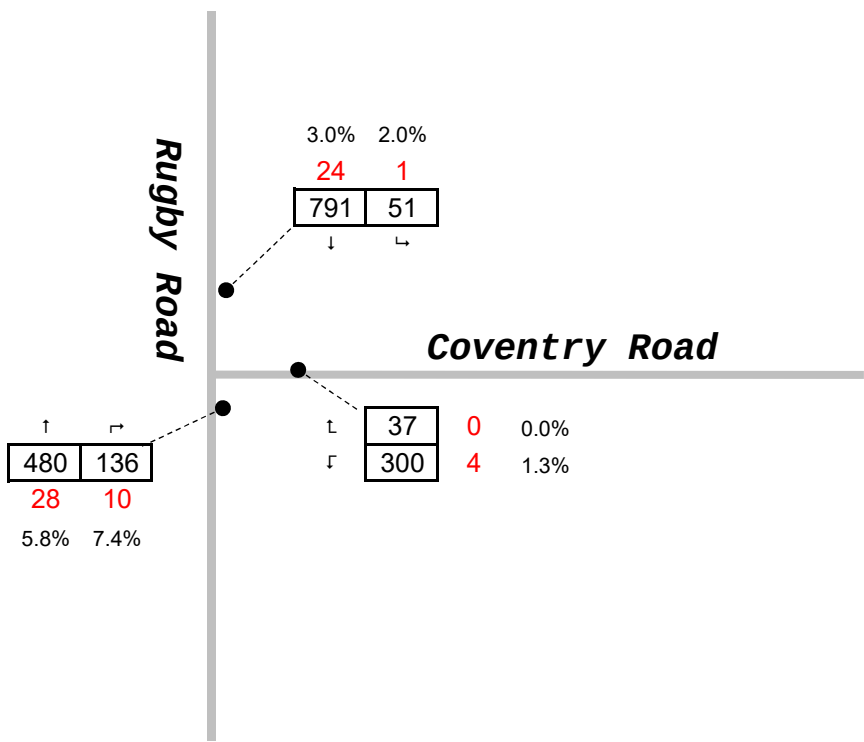




Road Type	TEMPro v7.2c		TEMPro v8.1	
	AM	PM	AM	PM
2023 - 2026				
Principal / A-Road	1.0214	1.0211	1.0126	1.0133
Trunk	1.0255	1.0253	1.0234	1.0241
Motorway	1.0366	1.0363	1.0304	1.0312
2023 - 2031				
Principal / A-Road	1.0547	1.0549	1.0586	1.0610
Trunk	1.0655	1.0656	1.0888	1.0913
Motorway	1.0930	1.0932	1.1180	1.1205

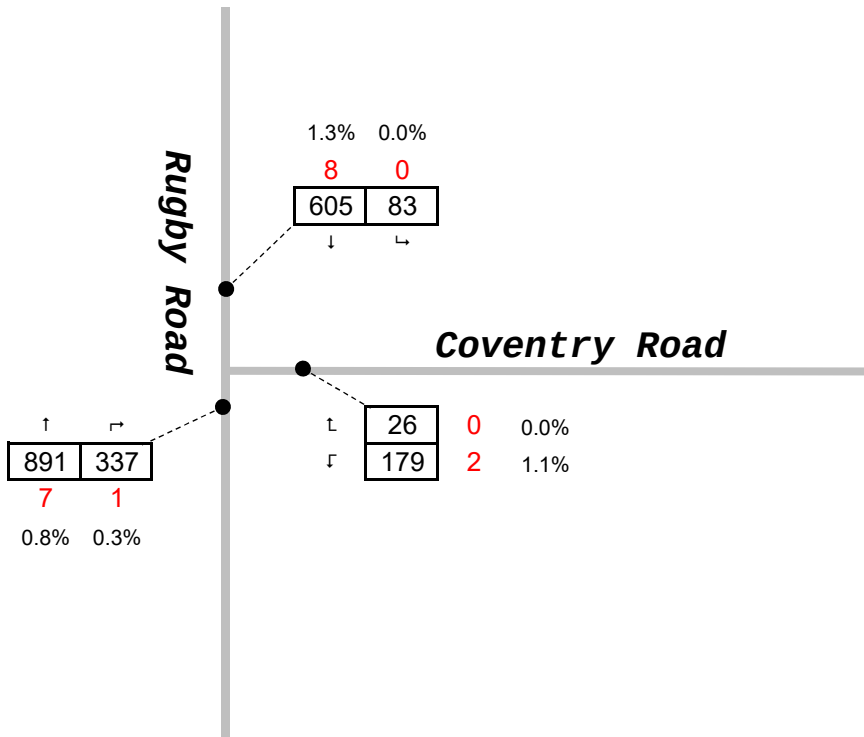
2023 Survey Data

AM (08:00 - 09:00)



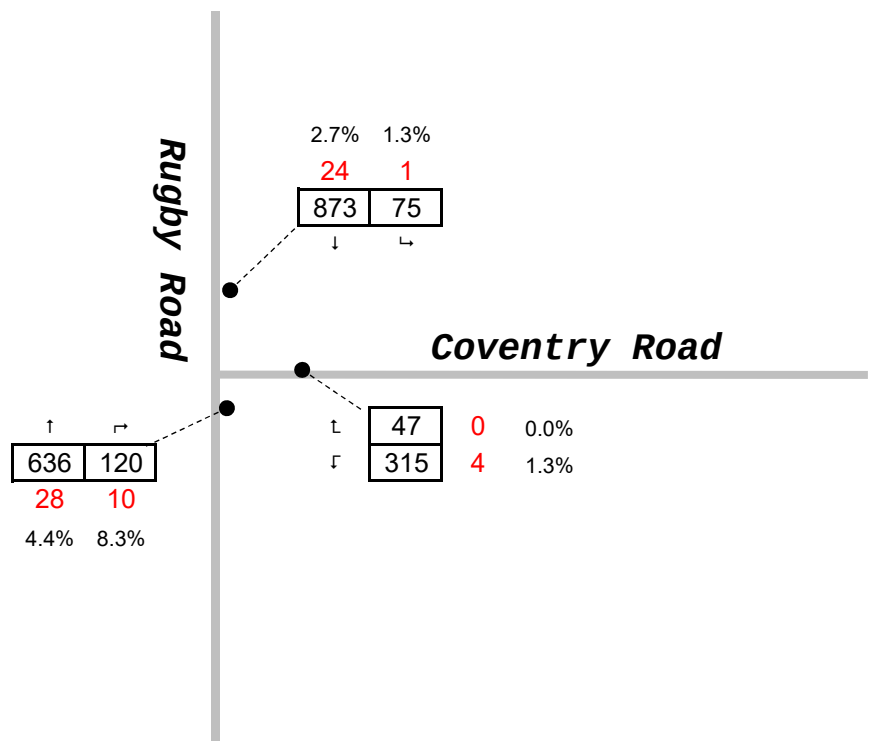
Key
[X] All Vehicles
[X] HGVs
x.x% HGV Percentage

PM (17:00 - 18:00)



2026 Opening Year

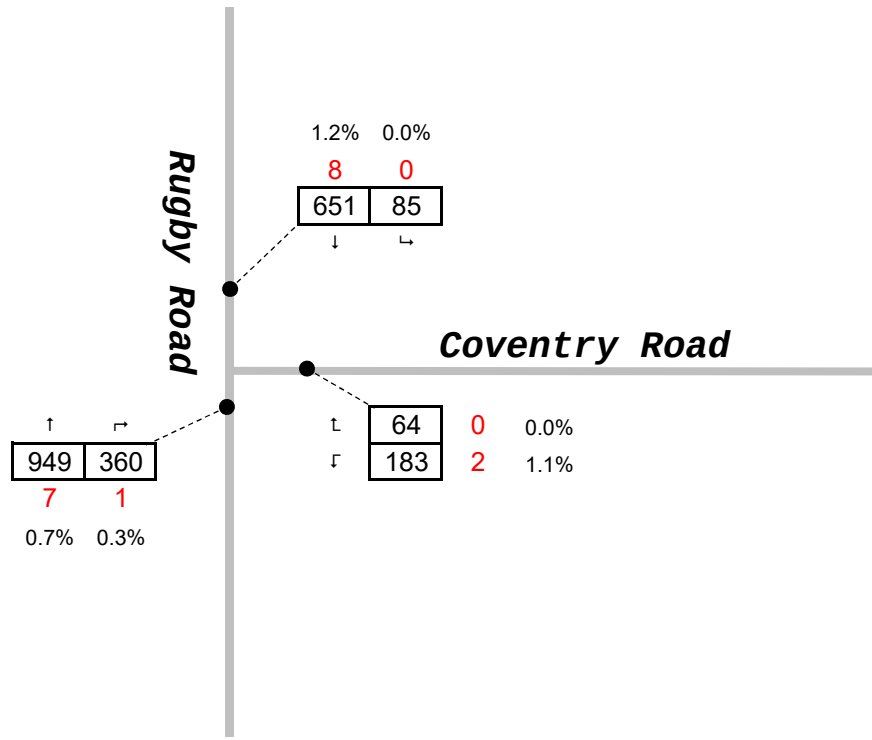
AM (08:00 - 09:00)



Key

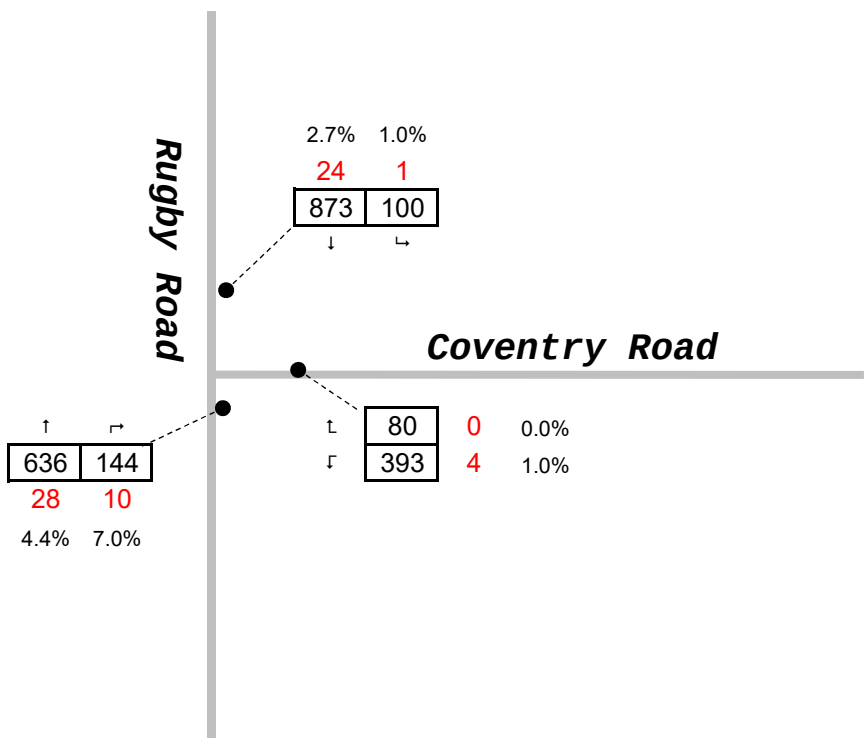
- All Vehicles
- HGVs
- x.x% HGV Percentage

PM (17:00 - 18:00)



2026 Opening Year + Dev

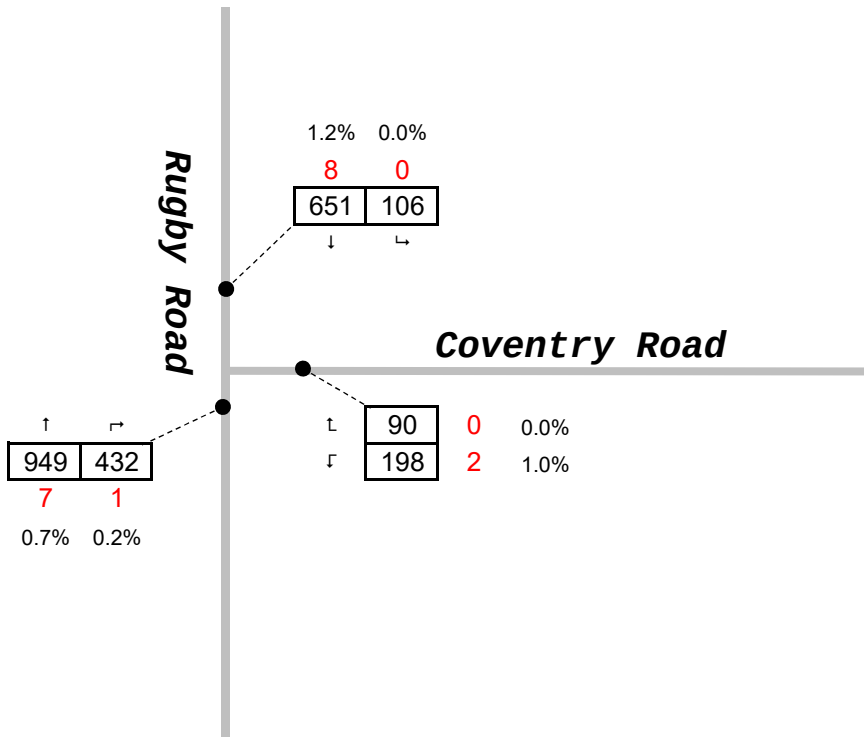
AM (08:00 - 09:00)



Key

- X All Vehicles
- X HGVs
- x.x% HGV Percentage

PM (17:00 - 18:00)



B4109 Rugby Road / Coventry Road LinSig Matrix - Vehicles to PCUs Calculations

08:00 - 09:00

Arm	Road Name
A	B4109 Rugby Road (Southbound)
B	Coventry Road
C	B4109 Rugby Road (Northbound)

PCU Factor
2.3

2023				
All Veh	A	B	C	Total
A	0	51	791	842
B	37	0	300	337
C	480	136	0	616
Total	517	187	1091	1795
HGVs	A	B	C	Total
A	0	1	24	25
B	0	0	4	4
C	28	10	0	38
Total	28	11	28	67
HGVs as PCUs	A	B	C	Total
A	0	2	55	58
B	0	0	9	9
C	64	23	0	87
Total	64	25	64	154
All Veh minus HGVs	A	B	C	Total
A	0	50	767	817
B	37	0	296	333
C	452	126	0	578
Total	489	176	1063	1728
PCUs	A	B	C	Total
A	0	52	822	875
B	37	0	305	342
C	516	149	0	665
Total	553	201	1127	1882

2026 Opening Year				
All Veh	A	B	C	Total
A	0	75	873	948
B	47	0	315	362
C	636	120	0	756
Total	683	195	1188	2066
HGVs	A	B	C	Total
A	0	1	24	25
B	0	0	4	4
C	28	10	0	38
Total	28	11	28	67
HGVs as PCUs	A	B	C	Total
A	0	2	55	58
B	0	0	9	9
C	64	23	0	87
Total	64	25	64	154
All Veh minus HGVs	A	B	C	Total
A	0	74	849	923
B	47	0	311	358
C	608	110	0	718
Total	655	184	1160	1999
PCUs	A	B	C	Total
A	0	76	904	981
B	47	0	320	367
C	672	133	0	805
Total	719	209	1224	2153

2026 Opening Year + Dev				
All Veh	A	B	C	Total
A	0	100	873	973
B	80	0	393	473
C	636	144	0	780
Total	716	244	1266	2226
HGVs	A	B	C	Total
A	0	1	24	25
B	0	0	4	4
C	28	10	0	38
Total	28	11	28	67
HGVs as PCUs	A	B	C	Total
A	0	2	55	58
B	0	0	9	9
C	64	23	0	87
Total	64	25	64	154
All Veh minus HGVs	A	B	C	Total
A	0	99	849	948
B	80	0	389	469
C	608	134	0	742
Total	688	233	1238	2159
PCUs	A	B	C	Total
A	0	102	904	1006
B	80	0	398	478
C	672	157	0	829
Total	752	258	1302	2313

B4109 Rugby Road / Coventry Road LinSig Matrix - Vehicles to PCUs Calculations

08:00 - 09:00

Arm	Road Name
A	B4109 Rugby Road (Southbound)
B	Coventry Road
C	B4109 Rugby Road (Northbound)

PCU Factor
2.3

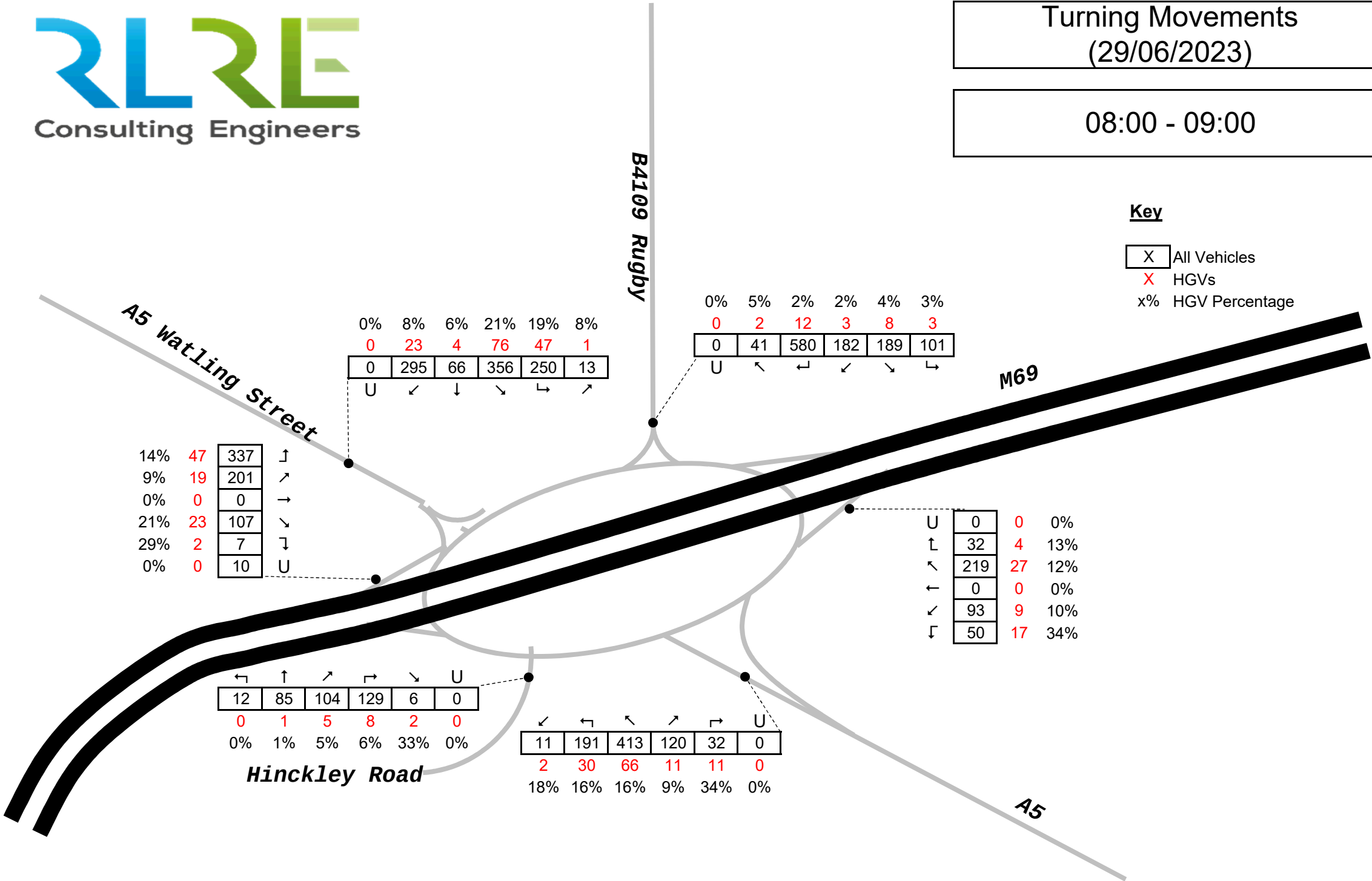
2023				
All Veh	A	B	C	Total
A	0	83	605	688
B	26	0	179	205
C	891	337	0	1228
Total	917	420	784	2121
HGVs	A	B	C	Total
A	0	0	8	8
B	0	0	2	2
C	7	1	0	8
Total	7	1	10	18
HGVs as PCUs	A	B	C	Total
A	0	0	18	18
B	0	0	5	5
C	16	2	0	18
Total	16	2	23	41
All Veh minus HGVs	A	B	C	Total
A	0	83	597	680
B	26	0	177	203
C	884	336	0	1220
Total	910	419	774	2103
PCUs	A	B	C	Total
A	0	83	615	698
B	26	0	182	208
C	900	338	0	1238
Total	926	421	797	2144

2026 Opening Year				
All Veh	A	B	C	Total
A	0	85	651	736
B	64	0	183	247
C	949	360	0	1309
Total	1013	445	834	2292
HGVs	A	B	C	Total
A	0	0	8	8
B	0	0	2	2
C	7	1	0	8
Total	7	1	10	18
HGVs as PCUs	A	B	C	Total
A	0	0	18	18
B	0	0	5	5
C	16	2	0	18
Total	16	2	23	41
All Veh minus HGVs	A	B	C	Total
A	0	85	643	728
B	64	0	181	245
C	942	359	0	1301
Total	1006	444	824	2274
PCUs	A	B	C	Total
A	0	85	661	746
B	64	0	186	250
C	958	361	0	1319
Total	1022	446	847	2315

2026 Opening Year + Dev				
All Veh	A	B	C	Total
A	0	106	651	757
B	90	0	198	289
C	949	432	0	1381
Total	1040	538	849	2427
HGVs	A	B	C	Total
A	0	0	8	8
B	0	0	2	2
C	7	1	0	8
Total	7	1	10	18
HGVs as PCUs	A	B	C	Total
A	0	0	18	18
B	0	0	5	5
C	16	2	0	18
Total	16	2	23	41
All Veh minus HGVs	A	B	C	Total
A	0	106	643	749
B	90	0	196	287
C	942	431	0	1373
Total	1033	537	839	2409
PCUs	A	B	C	Total
A	0	106	661	767
B	90	0	201	291
C	958	433	0	1391
Total	1049	539	862	2450

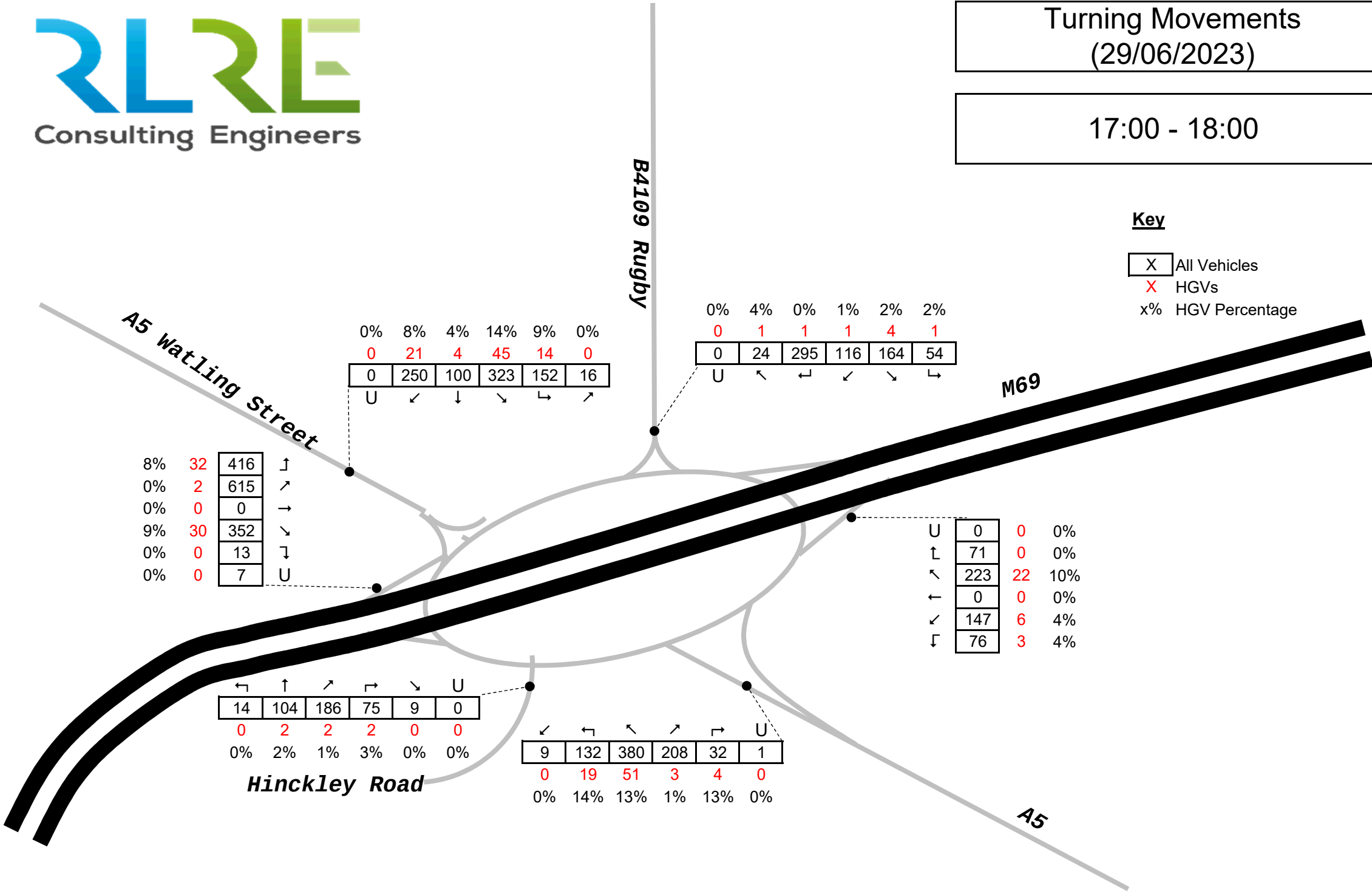
Turning Movements
(29/06/2023)

08:00 - 09:00



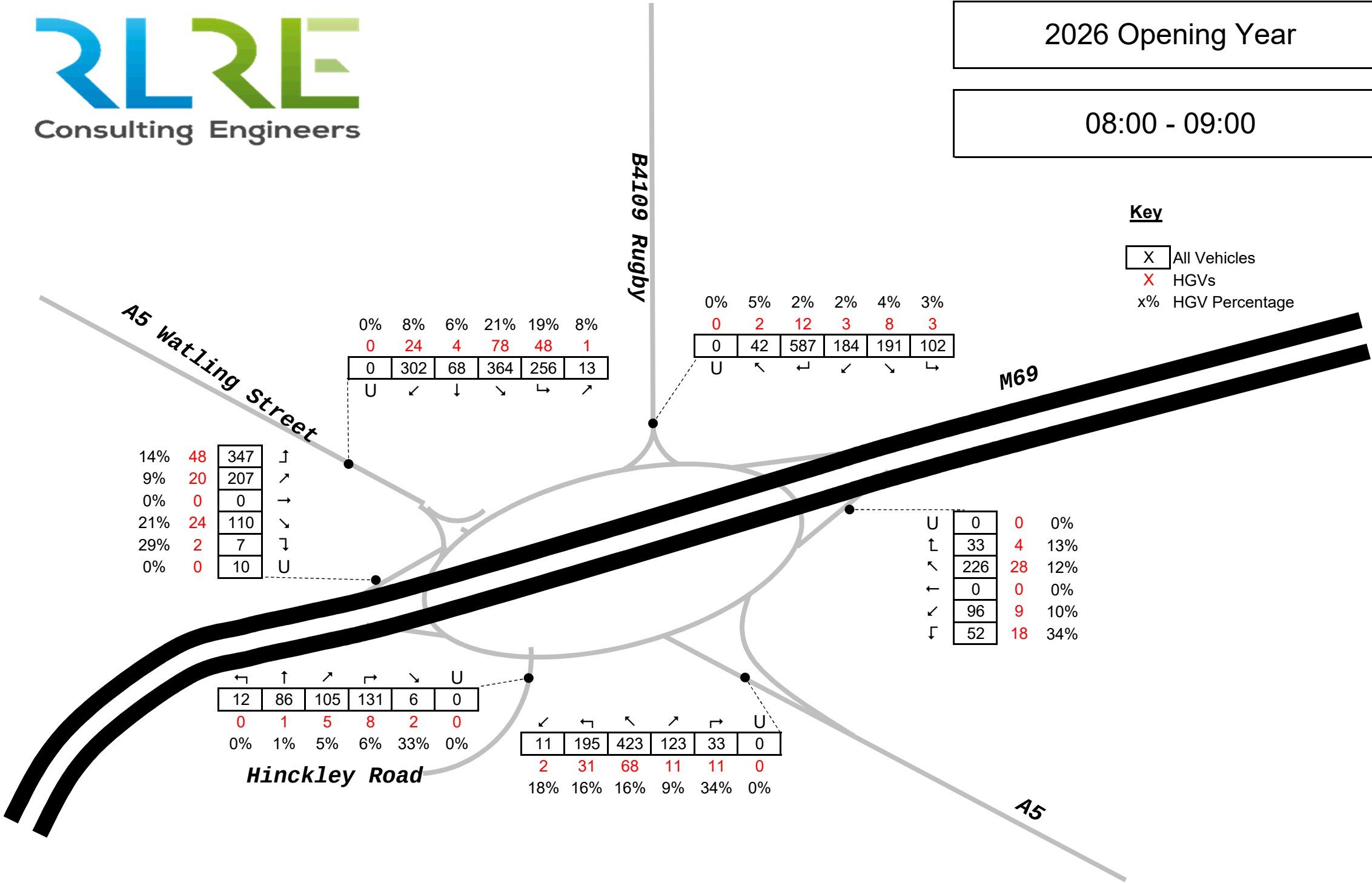
Turning Movements
(29/06/2023)

17:00 - 18:00



2026 Opening Year

08:00 - 09:00

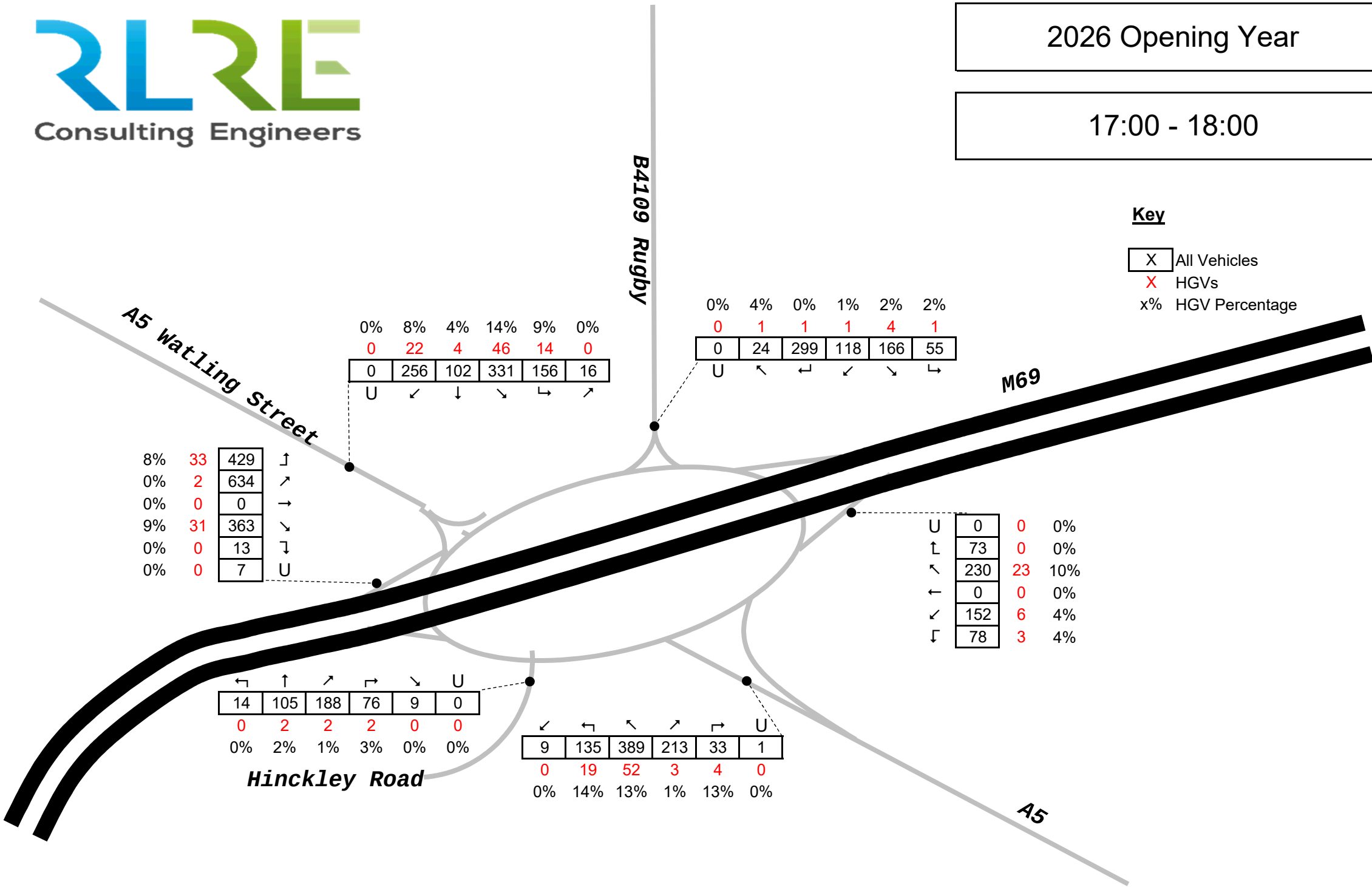


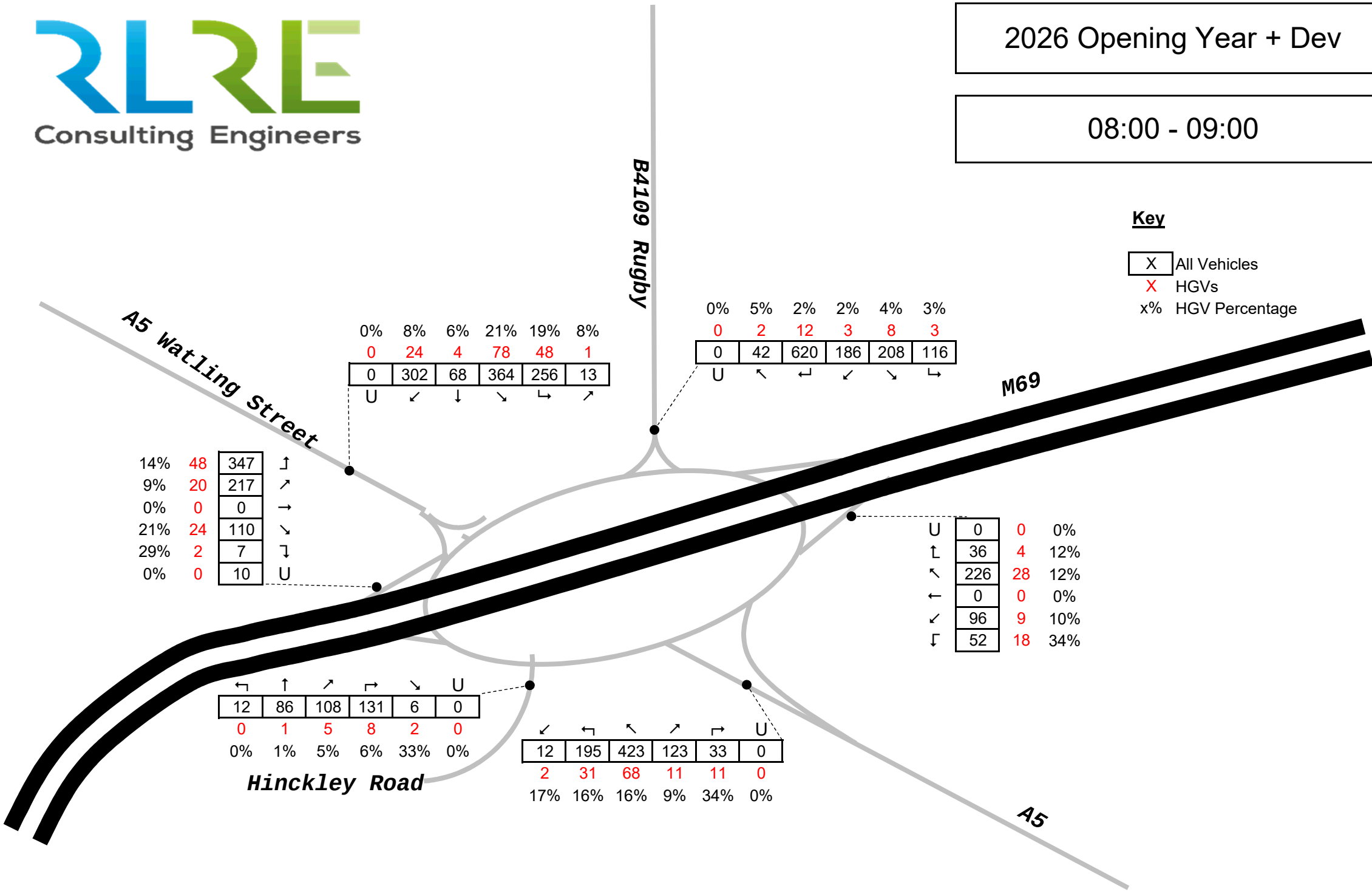
2026 Opening Year

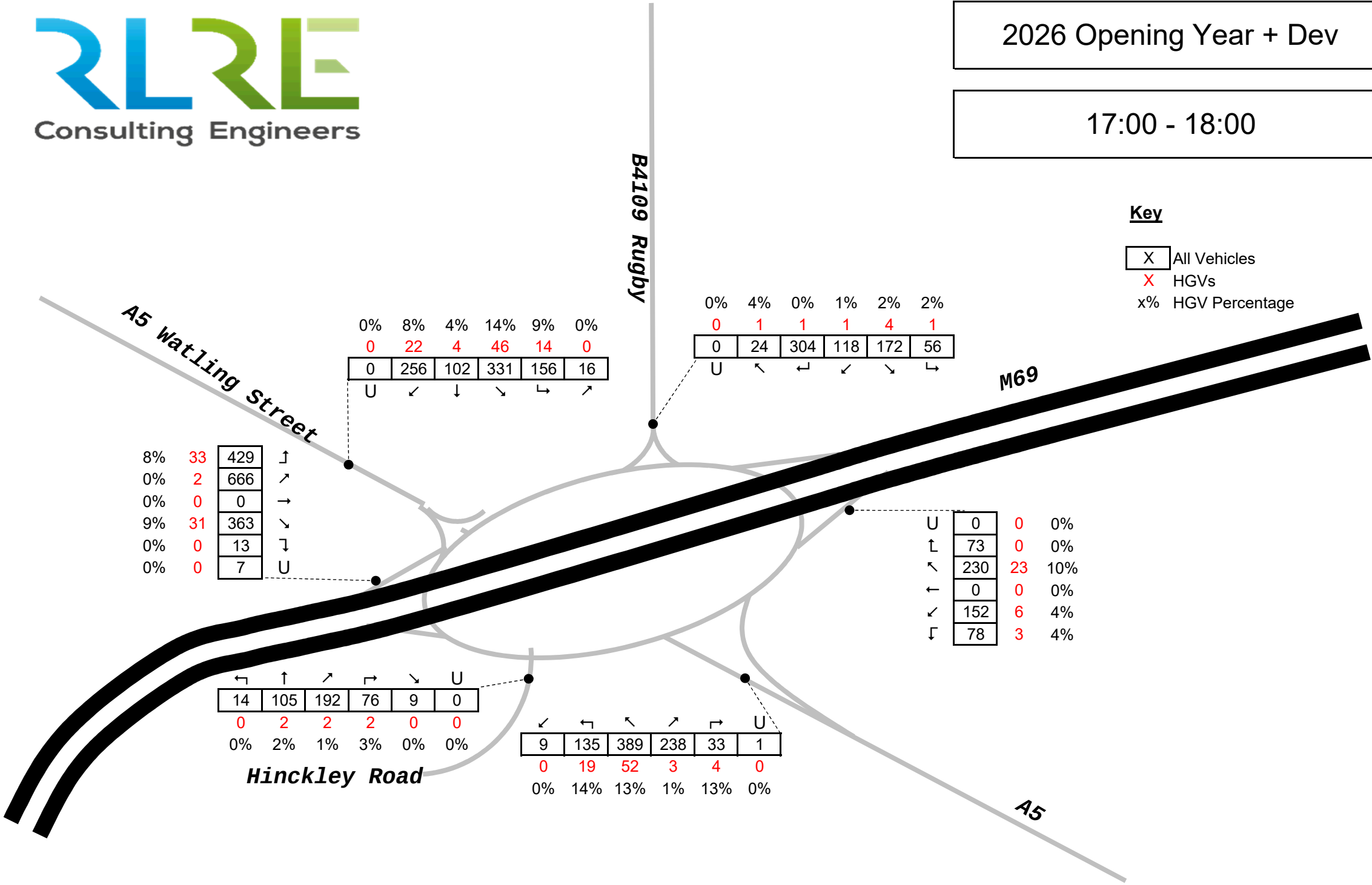
17:00 - 18:00

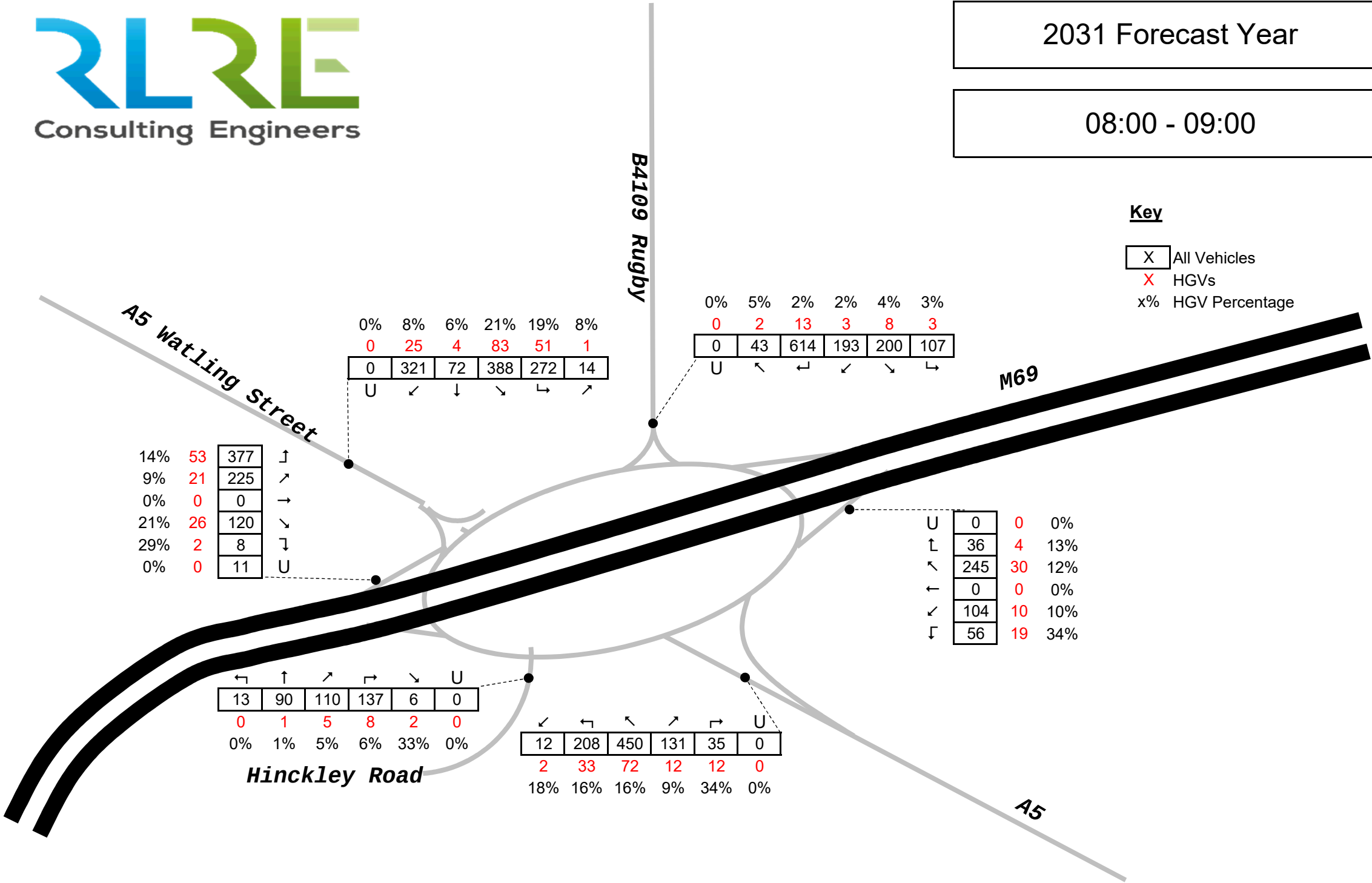
Key

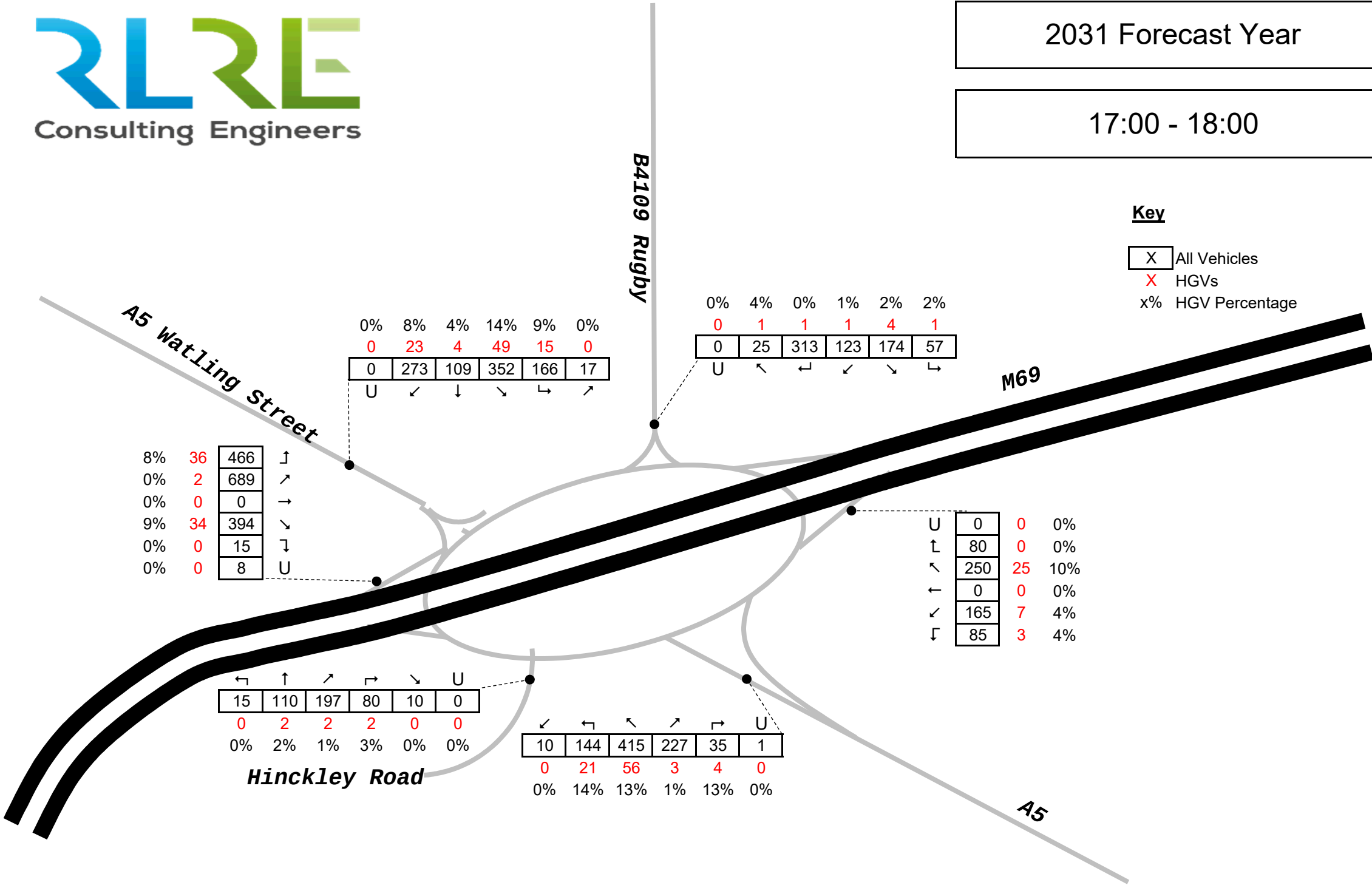
- X All Vehicles
X HGVs
x% HGV Percentage

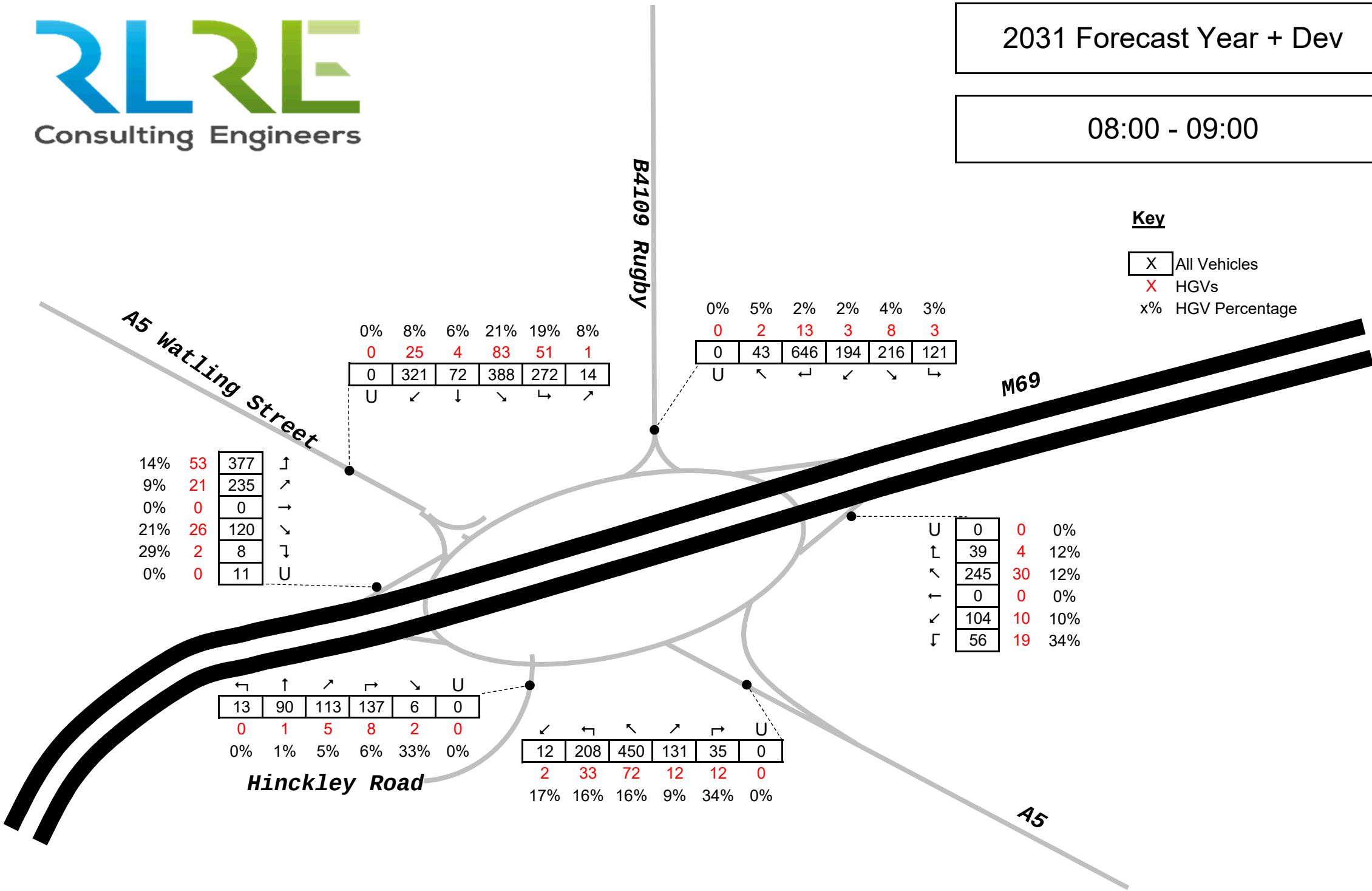










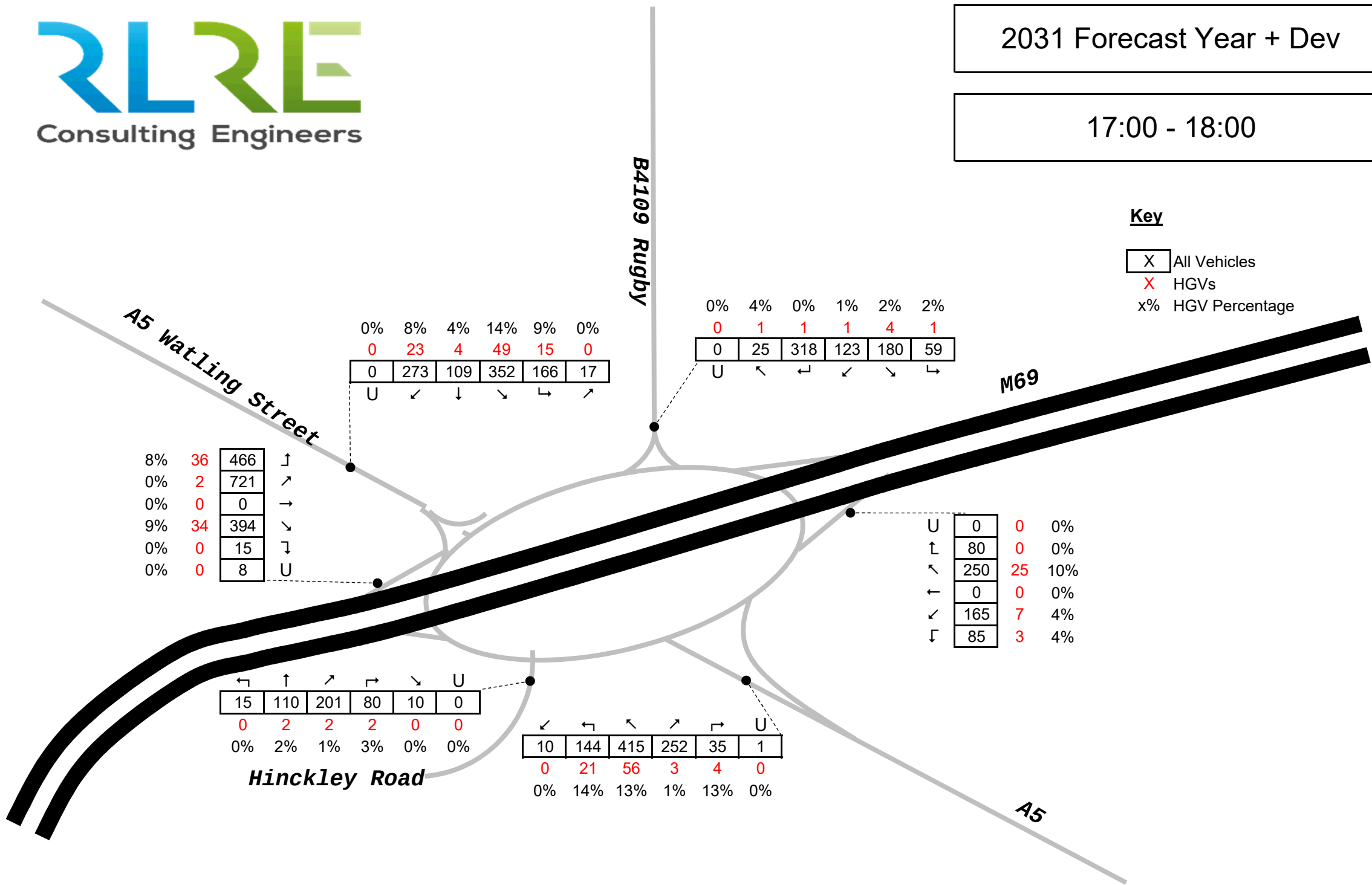


2031 Forecast Year + Dev

17:00 - 18:00

Key

- X All Vehicles
X HGVs
x% HGV Percentage



M69 Junction 1 LinSig Matrix - Vehicles to PCUs Calculations

08:00 - 09:00

Arm	Road Name
A	M69 Westbound offslip
B	A5 (South-East) approach
C	Hinckley Road approach
D	M69 Eastbound offslip
E	A5 (North-West) approach
F	B4109 Rugby Road approach

PCU Factor
2.3

2023							
All Veh	A	B	C	D	E	F	Total
A	0	50	93	0	219	32	394
B	32	0	11	191	413	120	767
C	129	6	0	12	85	104	336
D	0	107	7	10	337	201	662
E	250	356	66	295	0	13	980
F	101	189	182	580	41	0	1093
Total	512	708	359	1088	1095	470	4232
HGVs	A	B	C	D	E	F	Total
A	0	17	9	0	27	4	57
B	11	0	2	30	66	11	120
C	8	2	0	0	1	5	16
D	0	23	2	0	47	19	91
E	47	76	4	23	0	1	151
F	3	8	3	12	2	0	28
Total	69	126	20	65	143	40	463
HGVs as PCUs	A	B	C	D	E	F	Total
A	0	39	21	0	62	9	131
B	25	0	5	69	152	25	276
C	18	5	0	0	2	12	37
D	0	53	5	0	108	44	209
E	108	175	9	53	0	2	347
F	7	18	7	28	5	0	64
Total	159	290	46	150	329	92	1065
All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	33	84	0	192	28	337
B	21	0	9	161	347	109	647
C	121	4	0	12	84	99	320
D	0	84	5	10	290	182	571
E	203	280	62	272	0	12	829
F	98	181	179	568	39	0	1065
Total	443	582	339	1023	952	430	3769
PCUs	A	B	C	D	E	F	Total
A	0	72	105	0	254	37	468
B	46	0	14	230	499	134	923
C	139	9	0	12	86	111	357
D	0	137	10	10	398	226	780
E	311	455	71	325	0	14	1176
F	105	199	186	596	44	0	1129
Total	602	872	385	1173	1281	522	4834

2026 Opening Year							
All Veh	A	B	C	D	E	F	Total
A	0	52	96	0	226	33	406
B	33	0	11	195	423	123	785
C	131	6	0	12	86	105	340
D	0	110	7	10	347	207	682
E	256	364	68	302	0	13	1003
F	102	191	184	587	42	0	1107
Total	521	724	366	1107	1123	482	4323
HGVs	A	B	C	D	E	F	Total
A	0	18	9	0	28	4	59
B	11	0	2	31	68	11	123
C	8	2	0	0	1	5	16
D	0	24	2	0	48	20	94
E	48	78	4	24	0	1	155
F	3	8	3	12	2	0	28
Total	70	129	21	66	147	41	474
HGVs as PCUs	A	B	C	D	E	F	Total
A	0	40	21	0	64	9	135
B	26	0	5	71	155	26	282
C	19	5	0	0	2	12	37
D	0	55	5	0	111	45	216
E	111	179	9	54	0	2	355
F	7	19	7	28	5	0	65
Total	162	297	47	153	338	94	1091
All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	34	87	0	198	29	347
B	21	0	9	165	355	112	662
C	123	4	0	12	85	100	324
D	0	87	5	10	299	188	588
E	208	287	63	278	0	12	848
F	99	183	181	575	39	0	1078
Total	451	594	346	1041	976	440	3849
PCUs	A	B	C	D	E	F	Total
A	0	74	108	0	262	38	482
B	47	0	14	235	510	137	945
C	141	9	0	12	87	112	361
D	0	141	10	10	410	233	804
E	318	465	73	333	0	15	1204
F	106	202	188	603	44	0	1144
Total	613	891	393	1193	1314	535	4940

2026 Opening Year + Dev				
All Veh	A	B	C	D
A	0	52	96	0
B	33	0	12	195
C	131	6	0	12
D	0	110	7	10
E	256	364	68	302
F	116	208	186	620
Total	535	740	368	1140
HGVs	A	B	C	D
A	0	18	9	0
B	11	0	2	31
C	8	2	0	0
D	0	24	2	0
E	48	78	4	24
F	3	8	3	12
Total	70	129	21	66
HGVs as PCUs	A	B	C	D
A	0	40	21	0
B	26	0	5	71
C	19	5	0	0
D	0	55	5	0
E	111	179	9	54
F	7	19	7	28
Total	162	297	47	153
All Veh minus HGVs	A	B	C	D
A	0	34	87	0
B	21	0	10	165
C	123	4	0	12
D	0	87	5	10
E	208	287	63	278
F	113	200	183	608
Total	465	611	348	1073
PCUs	A	B	C	D
A	0	74	108	0
B	47	0	14	235
C	141	9	0	12
D	0	141	10	10
E	318	465	73	333
F	120	218	190	636
Total	627	908	395	1226

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E	F	Total
226	36	409
423	123	786
86	108	343
347	217	693
0	13	1003
42	0	1171
1123	498	4404

E	F	Total
28	4	59
68	11	123
1	5	16
48	20	94
0	1	155
2	0	28
147	41	474

E	F	Total
64	9	135
155	26	282
2	12	37
111	45	216
0	2	355
5	0	65
338	94	1091

E	F	Total
198	32	350
355	112	663
85	103	327
299	198	599
0	12	848
39	0	1143
976	457	3929

E	F	Total
262	41	485
510	138	945
87	115	364
410	243	814
0	15	1204
44	0	1208
1314	551	5020

2031 Forecast Year								
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All Veh	A	B	C	D	E	F	Total
A	0	56	104	0	245	36	440
B	35	0	12	208	450	131	835
C	137	6	0	13	90	110	356
D	0	120	8	11	377	225	740
E	272	388	72	321	0	14	1067
F	107	200	193	614	43	0	1157
Total	551	770	388	1167	1205	515	4595

HGVs	A	B	C	D	E	F	Total
A	0	19	10	0	30	4	64
B	12	0	2	33	72	12	131
C	8	2	0	0	1	5	17
D	0	26	2	0	53	21	102
E	51	83	4	25	0	1	164
F	3	8	3	13	2	0	30
Total	75	138	22	70	158	44	507

HGVs as PCUs	A	B	C	D	E	F	Total
A	0	44	23	0	69	10	147
B	28	0	5	75	165	28	301
C	19	5	0	0	2	12	39
D	0	59	5	0	121	49	234
E	118	190	10	58	0	3	378
F	7	19	7	29	5	0	68
Total	172	318	51	162	363	101	1166

All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	37	94	0	215	31	377
B	23	0	10	175	378	119	704
C	128	4	0	13	89	105	339
D	0	94	6	11	324	203	638
E	221	305	68	296	0	13	903
F	104	192	189	601	41	0	1127
Total	476	632	366	1097	1047	471	4088

PCUs	A	B	C	D	E	F	Total
A	0	81	117	0	284	42	523
B	50	0	15	250	543	146	1005
C	148	9	0	13	91	117	378
D	0	153	11	11	445	252	872
E	339	495	78	354	0	16	1281
F	111	211	197	631	46	0	1196
Total	648	949	417	1259	1410	573	5255

2031 Forecast Year + Dev								
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All Veh	A	B	C	D	E	F	Total
A	0	56	104	0	245	39	443
B	35	0	12	208	450	131	836
C	137	6	0	13	90	113	358
D	0	120	8	11	377	235	751
E	272	388	72	321	0	14	1067
F	121	216	194	646	43	0	1221
Total	564	786	391	1200	1205	531	4676

HGVs	A	B	C	D	E	F	Total
A	0	19	10	0	30	4	64
B	12	0	2	33	72	12	131
C	8	2	0	0	1	5	17
D	0	26	2	0	53	21	102
E	51	83	4	25	0	1	164
F	3	8	3	13	2	0	30
Total	75	138	22	70	158	44	507

HGVs as PCUs	A	B	C	D	E	F	Total
A	0	44	23	0	69	10	147
B	28	0	5	75	165	28	301
C	19	5	0	0	2	12	39
D	0	59	5	0	121	49	234
E	118	190	10	58	0	3	378
F	7	19	7	29	5	0	68
Total	172	318	51	162	363	101	1166

All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	37	94	0	215	34	379
B	23	0	10	175	378	119	705
C	128	4	0	13	89	108	342
D	0	94	6	11	324	214	649
E	221	305	68	296	0	13	903
F	117	208	191	634	41	0	1192
Total	489	648	369	1129	1047	487	4169

PCUs	A	B	C	D	E	F	Total
A	0	81	117	0	284	44	526
B	50	0	15	250	543	146	1006
C	148	9	0	13	91	120	380
D	0	153	11	11	445	263	883
E	339	495	78	354	0	16	1281
F	125	227	199	663	46	0	1260
Total	661	965	419	1291	1410	589	5335

M69 Junction 1 LinSig Matrix - Vehicles to PCUs Calculations

17:00 - 18:00

Arm	Road Name
A	M69 Westbound offslip
B	A5 (South-East) approach
C	Hinckley Road approach
D	M69 Eastbound offslip
E	A5 (North-West) approach
F	B4109 Rugby Road approach

PCU Factor
2.3

2023							
All Veh	A	B	C	D	E	F	Total
A	0	76	147	0	223	71	517
B	32	1	9	132	380	208	762
C	75	9	0	14	104	186	388
D	0	352	13	7	416	615	1403
E	152	323	100	250	0	16	841
F	54	164	116	295	24	0	653
Total	313	925	385	698	1147	1096	4564
HGVs	A	B	C	D	E	F	Total
A	0	3	6	0	22	0	31
B	4	0	0	19	51	3	77
C	2	0	0	0	2	2	6
D	0	30	0	0	32	2	64
E	14	45	4	21	0	0	84
F	1	4	1	1	1	0	8
Total	21	82	11	41	108	7	270
HGVs as PCUs	A	B	C	D	E	F	Total
A	0	7	14	0	51	0	71
B	9	0	0	44	117	7	177
C	5	0	0	0	5	5	14
D	0	69	0	0	74	5	147
E	32	104	9	48	0	0	193
F	2	9	2	2	2	0	18
Total	48	189	25	94	248	16	621
All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	73	141	0	201	71	486
B	28	1	9	113	329	205	685
C	73	9	0	14	102	184	382
D	0	322	13	7	384	613	1339
E	138	278	96	229	0	16	757
F	53	160	115	294	23	0	645
Total	292	843	374	657	1039	1089	4294
PCUs	A	B	C	D	E	F	Total
A	0	80	155	0	252	71	557
B	37	1	9	157	446	212	862
C	78	9	0	14	107	189	396
D	0	391	13	7	458	618	1486
E	170	382	105	277	0	16	950
F	55	169	117	296	25	0	663
Total	340	1032	399	751	1287	1105	4915

2026 Opening Year							
All Veh	A	B	C	D	E	F	Total
A	0	78	152	0	230	73	533
B	33	1	9	135	389	213	780
C	76	9	0	14	105	188	393
D	0	363	13	7	429	634	1447
E	156	331	102	256	0	16	861
F	55	166	118	299	24	0	662
Total	319	948	394	712	1178	1125	4676
HGVs	A	B	C	D	E	F	Total
A	0	3	6	0	23	0	32
B	4	0	0	19	52	3	79
C	2	0	0	0	2	2	6
D	0	31	0	0	33	2	66
E	14	46	4	22	0	0	86
F	1	4	1	1	1	0	8
Total	21	84	11	42	111	7	277
HGVs as PCUs	A	B	C	D	E	F	Total
A	0	7	14	0	52	0	74
B	9	0	0	45	120	7	181
C	5	0	0	0	5	5	14
D	0	71	0	0	76	5	152
E	33	106	9	49	0	0	198
F	2	9	2	2	2	0	19
Total	49	194	26	97	255	16	637
All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	75	145	0	207	73	501
B	29	1	9	116	337	210	702
C	74	9	0	14	103	186	387
D	0	332	13	7	396	632	1381
E	141	285	98	235	0	16	775
F	54	162	117	298	23	0	654
Total	298	864	383	670	1067	1118	4399
PCUs	A	B	C	D	E	F	Total
A	0	82	160	0	259	73	575
B	38	1	9	160	457	217	883
C	79	9	0	14	108	191	401
D	0	403	13	7	472	637	1533
E	174	391	108	284	0	16	973
F	56	171	119	300	26	0	672
Total	347	1058	409	766	1322	1135	5037

2026 Opening Year + Dev				
All Veh	A	B	C	D
A	0	78	152	0
B	33	1	9	135
C	76	9	0	14
D	0	363	13	7
E	156	331	102	256
F	56	172	118	304
Total	321	954	394	716
HGVs	A	B	C	D
A	0	3	6	0
B	4	0	0	19
C	2	0	0	0
D	0	31	0	0
E	14	46	4	22
F	1	4	1	1
Total	21	84	11	42
HGVs as PCUs	A	B	C	D
A	0	7	14	0
B	9	0	0	45
C	5	0	0	0
D	0	71	0	0
E	33	106	9	49
F	2	9	2	2
Total	49	194	26	97
All Veh minus HGVs	A	B	C	D
A	0	75	145	0
B	29	1	9	116
C	74	9	0	14
D	0	332	13	7
E	141	285	98	235
F	55	168	117	303
Total	299	870	383	674
PCUs	A	B	C	D
A	0	82	160	0
B	38	1	9	160
C	79	9	0	14
D	0	403	13	7
E	174	391	108	284
F	58	177	119	305
Total	349	1064	409	771

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E	F	Total
230	73	533
389	238	806
105	192	396
429	666	1479
0	16	861
24	0	674
1178	1186	4749

E	F	Total
23	0	32
52	3	79
2	2	6
33	2	66
0	0	86
1	0	8
111	7	277

E	F	Total
52	0	74
120	7	181
5	5	14
76	5	152
0	0	198
2	0	19
255	16	637

E	F	Total
207	73	501
337	235	727
103	190	390
396	664	1413
0	16	775
23	0	666
1067	1179	4472

E	F	Total
259	73	575
457	242	908
108	194	404
472	669	1564
0	16	973
26	0	684
1322	1195	5109

2031 Forecast Year								
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All Veh	A	B	C	D	E	F	Total
A	0	85	165	0	250	80	579
B	35	1	10	144	415	227	832
C	80	10	0	15	110	197	412
D	0	394	15	8	466	689	1572
E	166	352	109	273	0	17	918
F	57	174	123	313	25	0	693
Total	338	1017	421	753	1267	1210	5005

HGVs	A	B	C	D	E	F	Total
A	0	3	7	0	25	0	35
B	4	0	0	21	56	3	84
C	2	0	0	0	2	2	6
D	0	34	0	0	36	2	72
E	15	49	4	23	0	0	92
F	1	4	1	1	1	0	8
Total	23	90	12	45	119	8	297

HGVs as PCUs	A	B	C	D	E	F	Total
A	0	8	15	0	57	0	80
B	10	0	0	48	128	8	193
C	5	0	0	0	5	5	15
D	0	77	0	0	82	5	165
E	35	113	10	53	0	0	211
F	2	10	2	2	2	0	20
Total	53	208	28	103	274	18	683

All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	82	158	0	225	80	545
B	31	1	10	123	359	224	748
C	77	10	0	15	108	195	405
D	0	361	15	8	430	687	1500
E	151	303	105	250	0	17	826
F	56	170	122	312	24	0	684
Total	315	926	409	708	1147	1203	4708

PCUs	A	B	C	D	E	F	Total
A	0	90	173	0	282	80	624
B	41	1	10	171	487	231	941
C	82	10	0	15	113	200	420
D	0	438	15	8	513	692	1665
E	186	416	115	303	0	17	1037
F	59	180	124	314	27	0	704
Total	367	1134	437	811	1422	1220	5391

2031 Forecast Year + Dev								
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All Veh	A	B	C	D	E	F	Total
A	0	85	165	0	250	80	579
B	35	1	10	144	415	252	857
C	80	10	0	15	110	201	415
D	0	394	15	8	466	721	1604
E	166	352	109	273	0	17	918
F	59	180	123	318	25	0	705
Total	339	1022	422	757	1267	1271	5078

HGVs	A	B	C	D	E	F	Total
A	0	3	7	0	25	0	35
B	4	0	0	21	56	3	84
C	2	0	0	0	2	2	6
D	0	34	0	0	36	2	72
E	15	49	4	23	0	0	92
F	1	4	1	1	1	0	8
Total	23	90	12	45	119	8	297

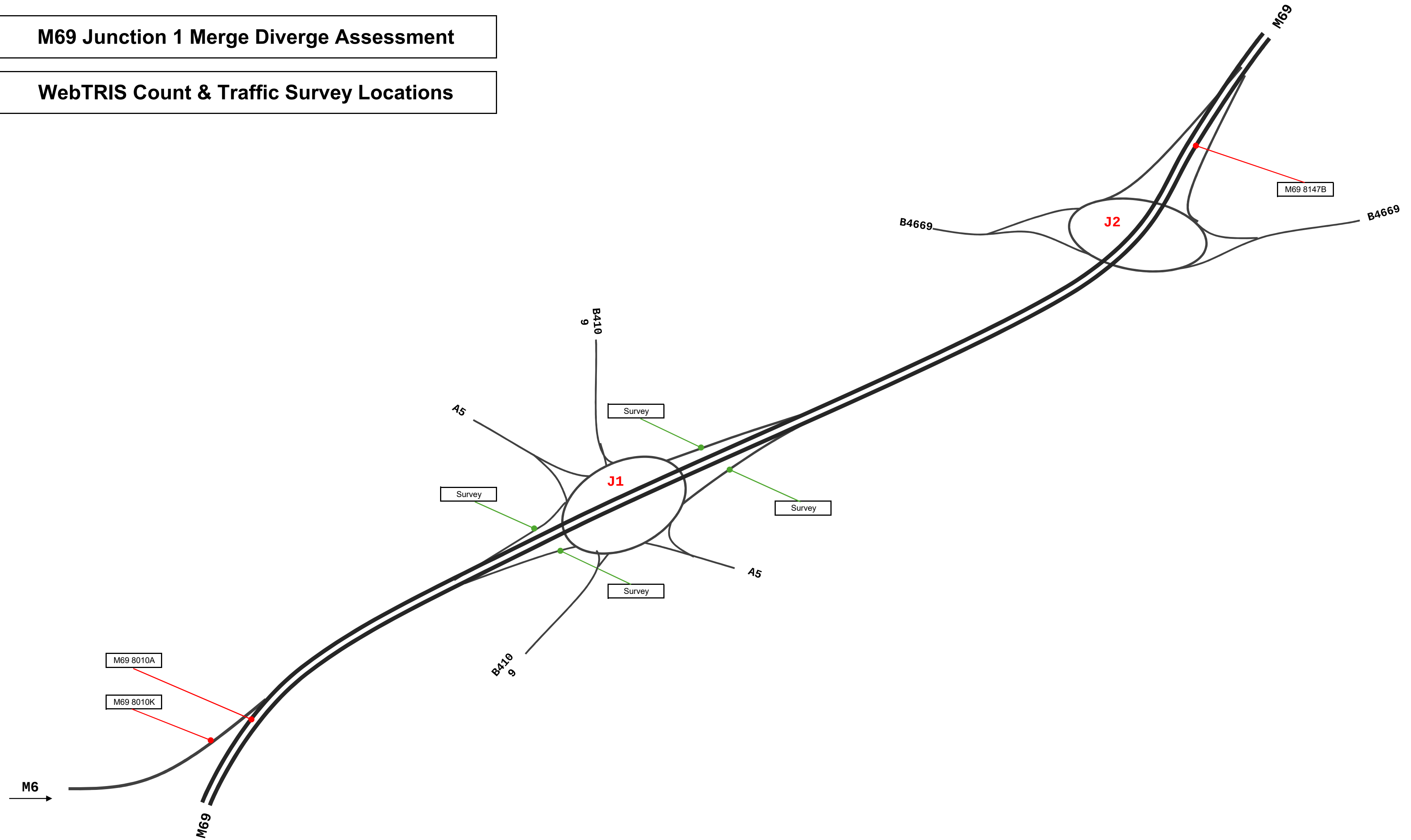
HGVs as PCUs	A	B	C	D	E	F	Total
A	0	8	15	0	57	0	80
B	10	0	0	48	128	8	193
C	5	0	0	0	5	5	15
D	0	77	0	0	82	5	165
E	35	113	10	53	0	0	211
F	2	10	2	2	2	0	20
Total	53	208	28	103	274	18	683

All Veh minus HGVs	A	B	C	D	E	F	Total
A	0	82	158	0	225	80	545
B	31	1	10	123	359	249	773
C	77	10	0	15	108	199	409
D	0	361	15	8	430	719	1532
E	151	303	105	250	0	17	826
F	58	175	122	317	24	0	697
Total	316	932	409	713	1147	1263	4781

PCUs	A	B	C	D	E	F	Total
A	0	90	173	0	282	80	624
B	41	1	10	171	487	257	966
C	82	10	0	15	113	203	423
D	0	438	15	8	513	724	1697
E	186	416	115	303	0	17	1037
F	60	185	125	319	27	0	716
Total	369	1140	437	815	1422	1281	5464

M69 Junction 1 Merge Diverge Assessment

WebTRIS Count & Traffic Survey Locations



Thu 29 Jun 2023	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00
M69/8147B	214	160	141	179	270	783	2178	2745	2246	2034	1705	1624	1706	1819	1805	1963	2081	2022	1753	1173
M69/8010K	252	130	85	137	153	384	861	1255	1092	1004	897	811	963	1106	1275	1393	1703	1649	1232	805
M69/8010A	109	62	70	88	106	229	540	1052	866	822	813	746	892	1050	1313	1533	1699	1642	1346	775

20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 00:00	Total
942	721	567	420	31251
652	518	451	350	19158
512	381	327	174	17147

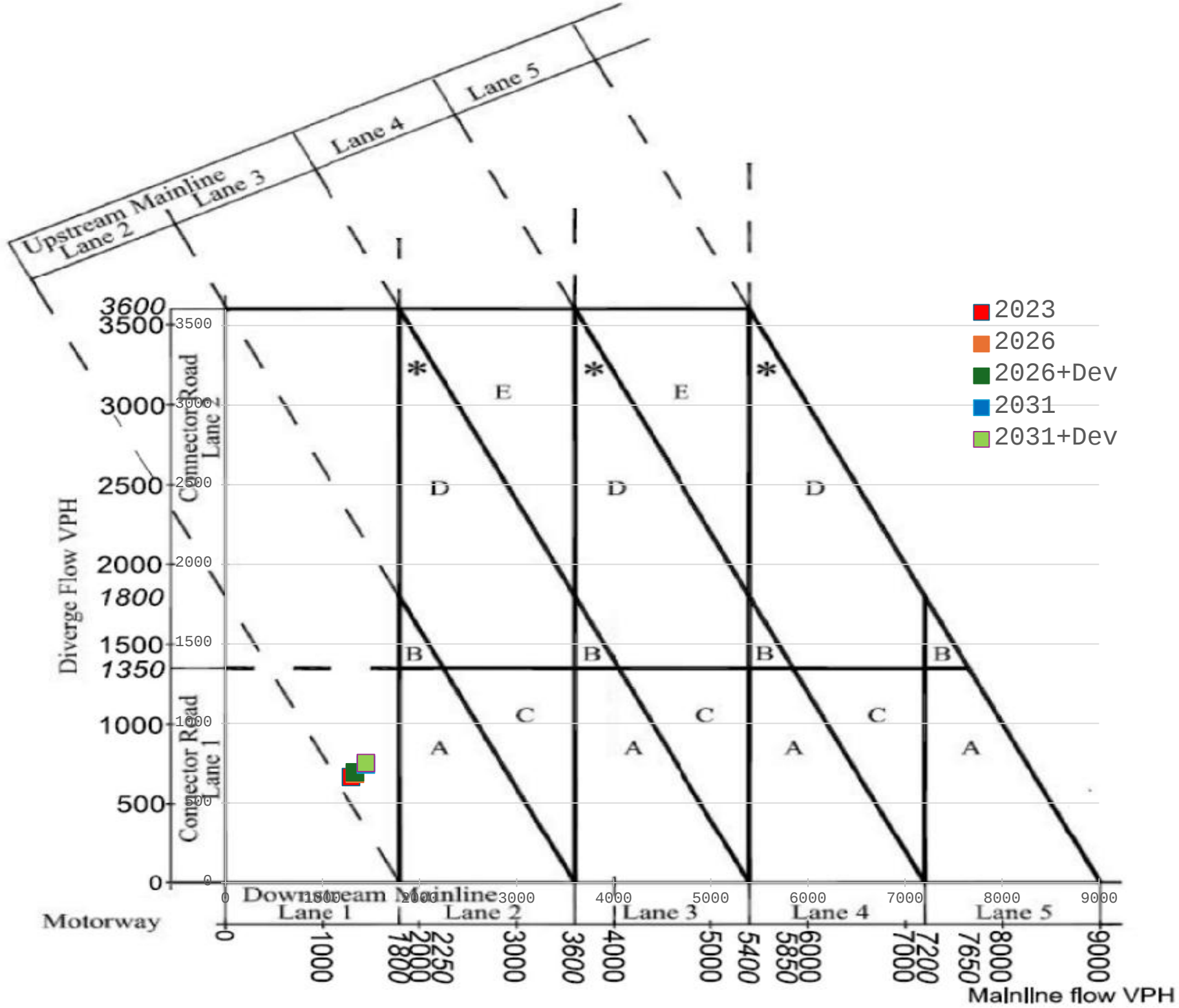
Flows										
	2023		2026		2026+Dev		2031		2031+Dev	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
M69/8147B	2246	2022	2314	2085	2314	2085	2511	2266	2511	2266
M69/8010K	1092	1649	1125	1700	1125	1700	1221	1848	1221	1848
M69/8010A	866	1642	892	1693	892	1693	968	1840	968	1840
SWB Offslip	394	517	406	533	409	533	440	579	443	579
SWB Onslip	1088	698	1107	712	1140	716	1167	753	878	757
NEB Offslip	662	1403	682	1447	693	1479	740	1572	751	1604
NEB Onslip	512	313	521	319	535	321	551	338	564	339
M69 SWB	1852	1505	1908	1552	1908	1552	2071	1686	2071	1686
M69 NEB (Before J1)	1958	3291	2018	3394	2018	3394	2189	3688	2189	3688
M69 NEB	1296	1888	1335	1947	1335	1947	1449	2116	1449	2116

Growth Factors		
	M69 (Motorway)	
	AM Peak	PM Peak
	2023	
	2026	
	2031	
	1.0304	1.0312
	1.1180	1.1205

Merge	2021				2026				2026+Dev				2031				2031+Dev			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip
NEB On Slip	1296	512	1888	313	1335	521	1947	319	1335	535	1947	321	1449	551	2116	338	1449	564	2116	339
SWB On Slip	1852	1088	1505	698	1908	1107	1552	712	1908	1140	1552	716	2071	1167	1686	753	2071	878	1686	757

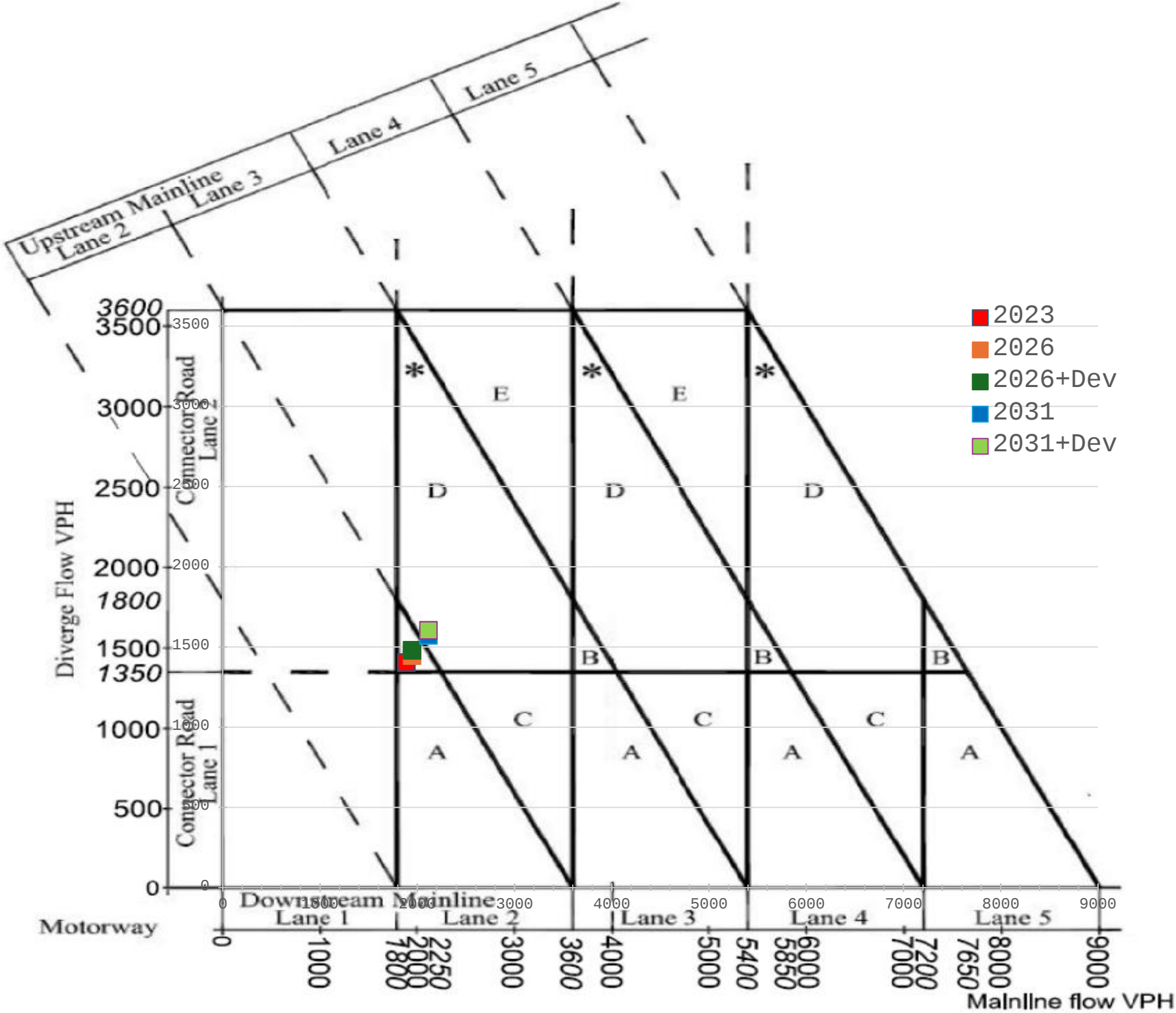
Diverge	2021				2026				2026+Dev				2031				2031+Dev			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip	Mainline	Slip
NEB Off Slip	1296	662	1888	1403	1335	682	1947	1447	1335	693	1947	1479	1449	740	2116	1572	1449	751	2116	1604
SWB Off Slip	1852	394	1505	517	1908	406	1552	533	1908	409	1552	533	2071	440	1686	579	2071	443	1686	579

Figure 3.26b Motorway diverging diagram



- NOTE** As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.
- 3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.
- 3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.
- NOTE** A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.
- 3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

Figure 3.26b Motorway diverging diagram



NOTE As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

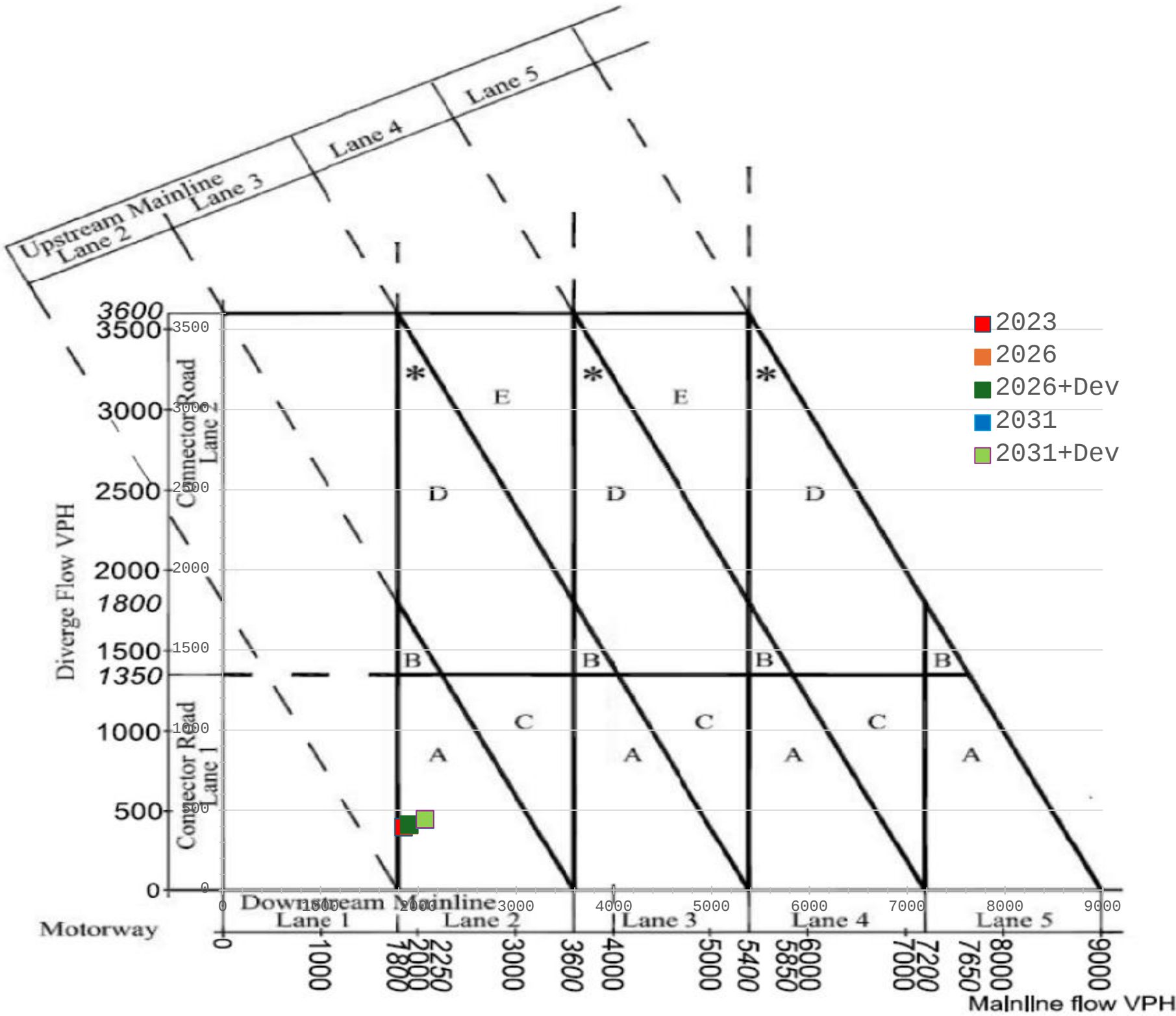
3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.

3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

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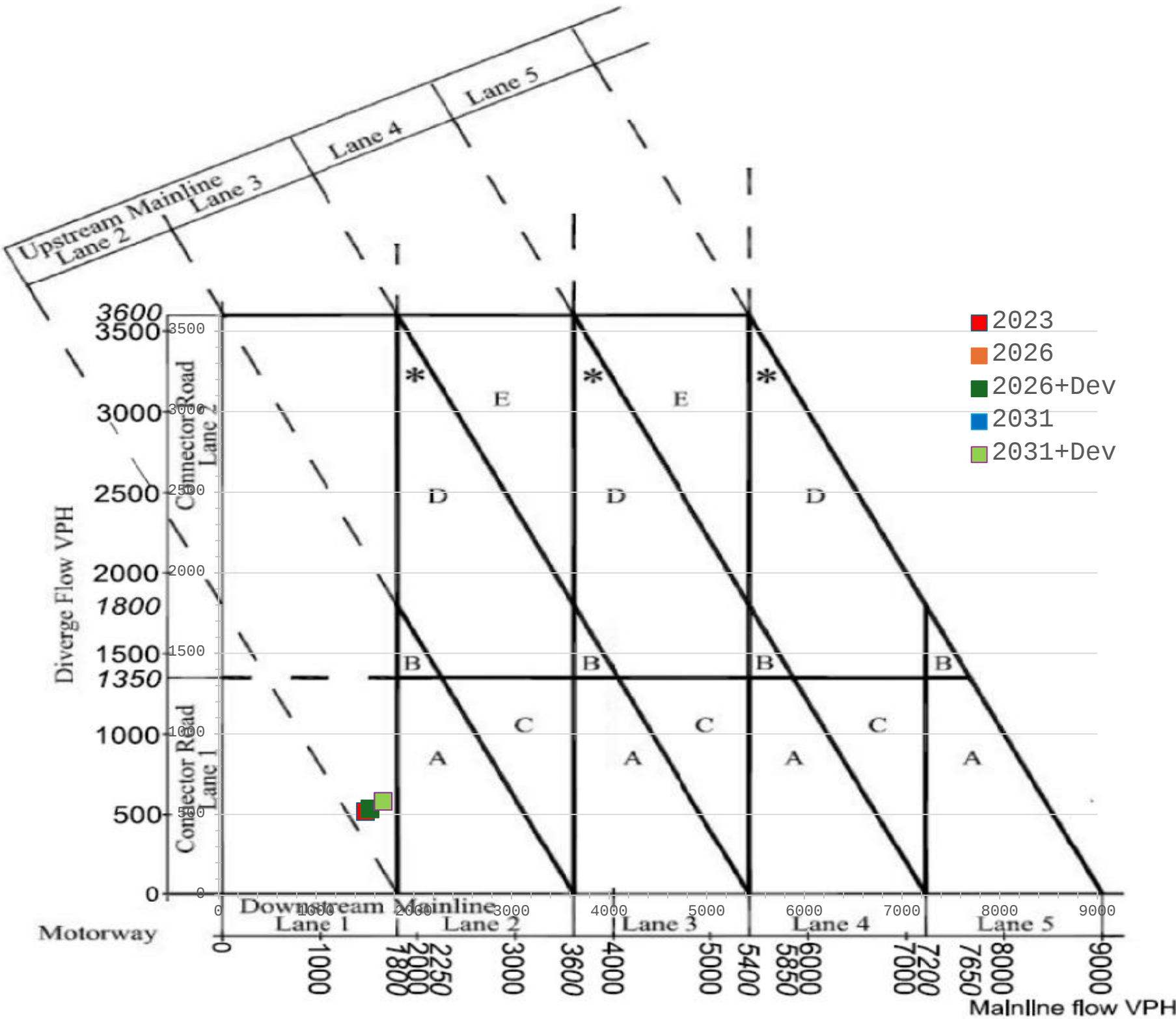
Figure 3.26b Motorway diverging diagram



- NOTE** As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.
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- 3.27 For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

M69 Junction 1 South-
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Assessment

Figure 3.26b Motorway diverging diagram



NOTE

As an example of how to use Figures 3.24a and 3.24b, if the diverge flow is 2000 vph and the downstream mainline flow is 4000 vph, this would give a Type D layout with 3 lanes downstream and 4 lanes upstream.

3.26.1

Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2

A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, for example Layout C instead of Layout A.

NOTE

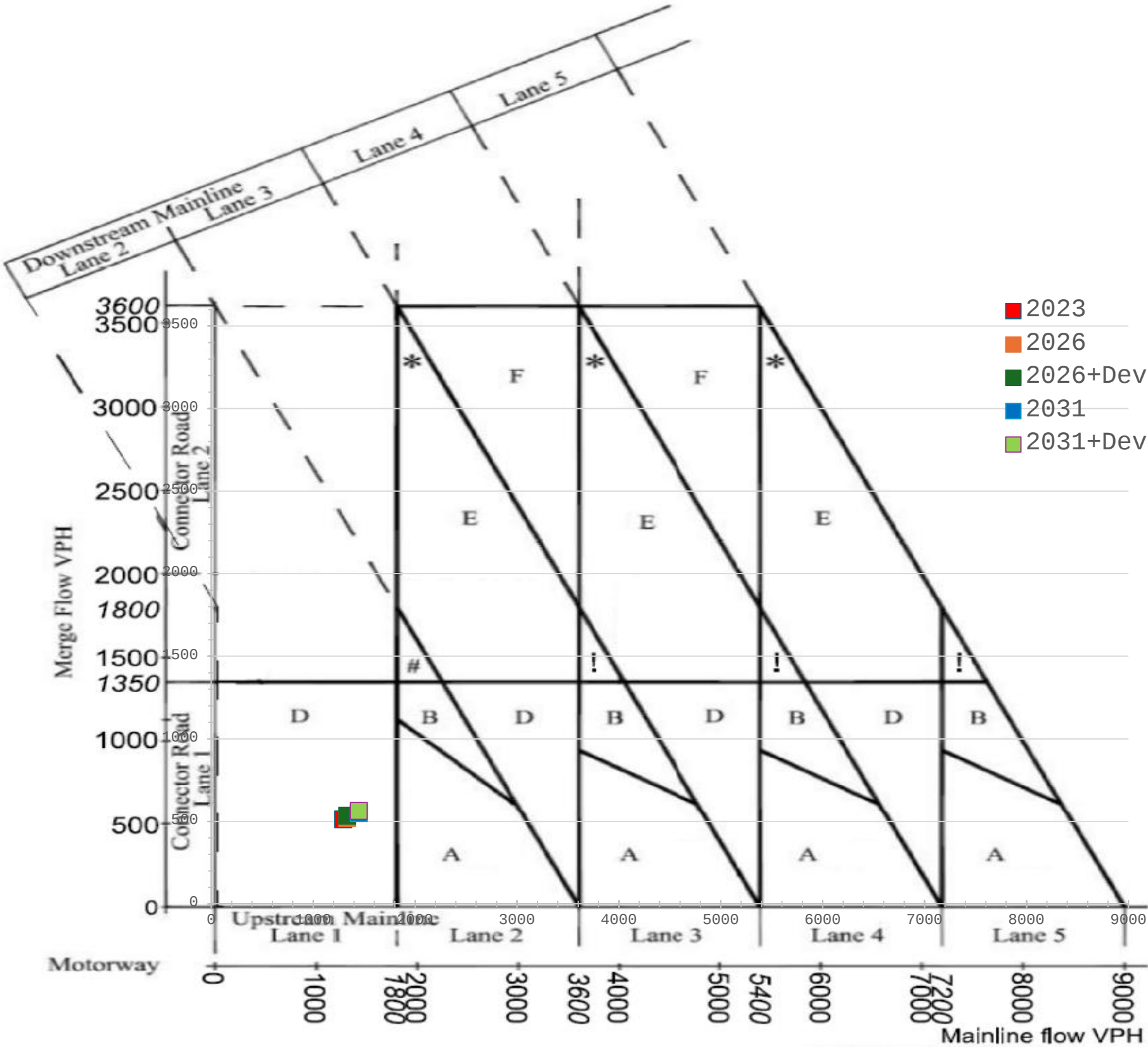
A diverge layout that offers less capacity than the worst case peak flow cannot be used, such as a Layout C instead of Layout E.

3.27

For 3-lane diverges from the main carriageway, Layout F or G shall be used based on the number of

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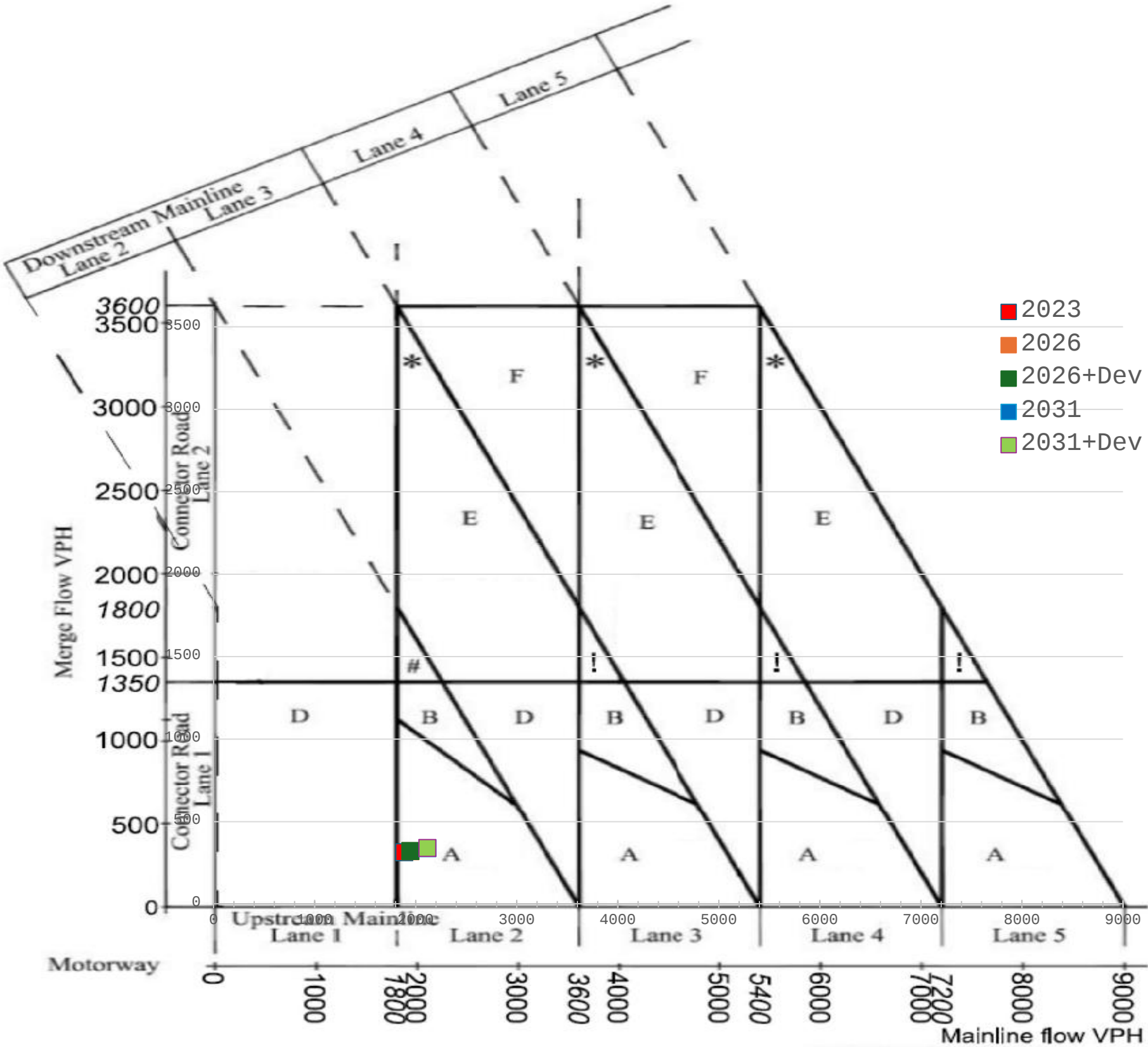
Figure 3.12b Motorway merging diagram



- NOTE 1** As an example of how to use Figures 3.12a and 3.12b, if the merge flow is 2000 vph and the upstream mainline flow is 4000 vph, this would give a Type E layout with 3 lanes upstream and 4 lanes downstream.
- NOTE 2** On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.
- NOTE 3** On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:
- 1) Layout C for rural roads; or,
 - 2) Layout A Option 2 for urban roads.

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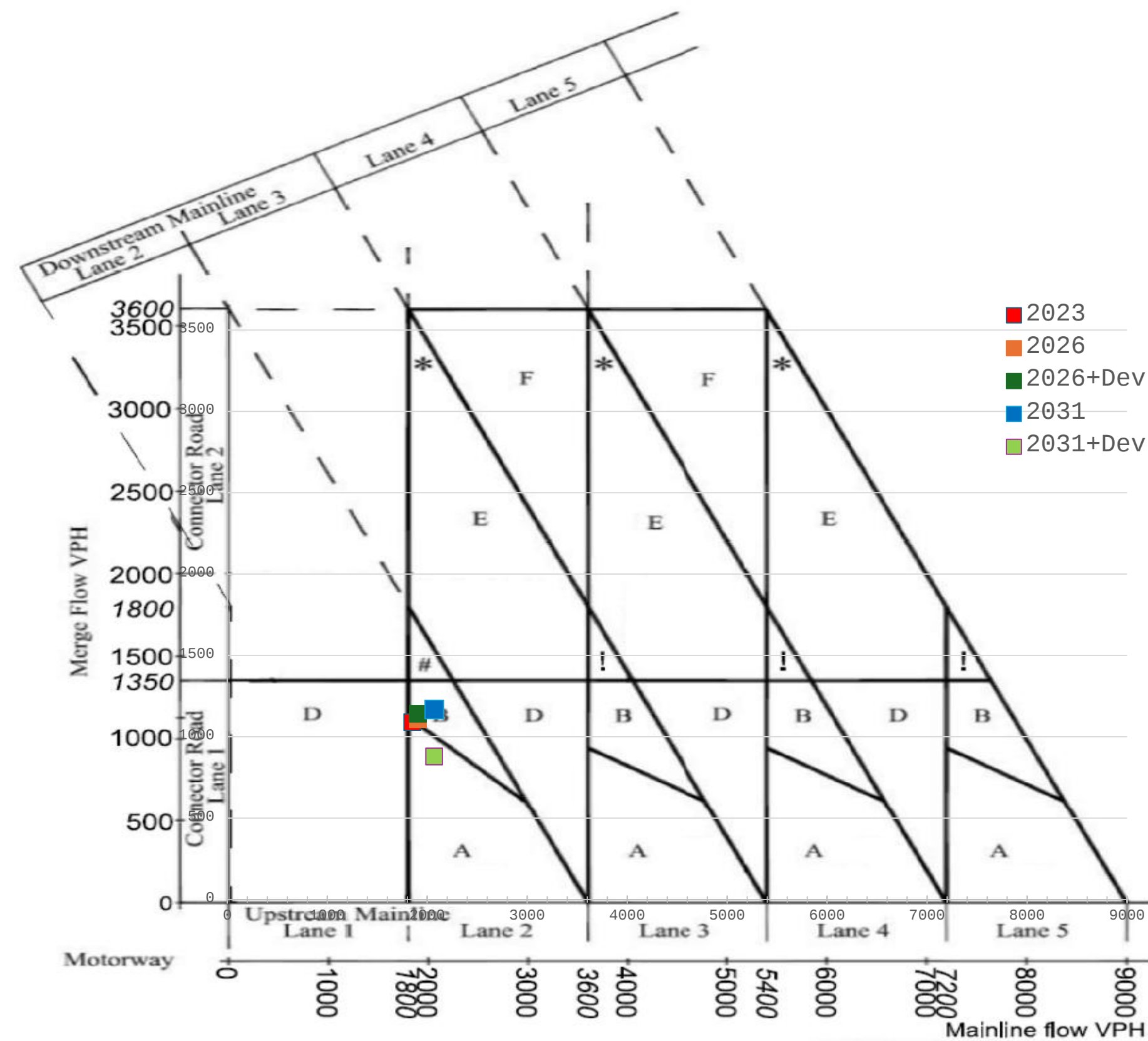
Figure 3.12b Motorway merging diagram



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Figure 3.12b Motorway merging diagram



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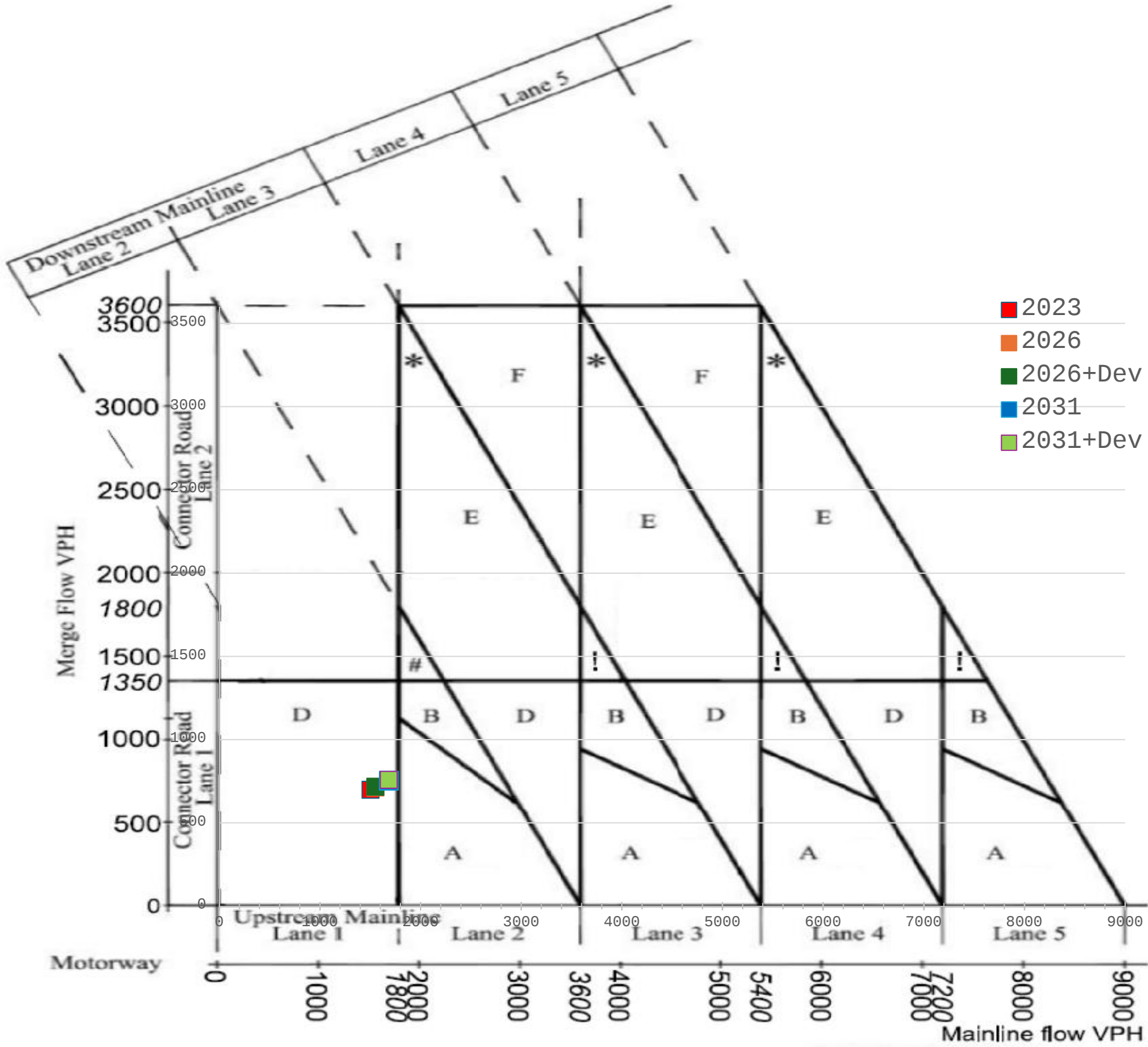
NOTE 2 On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

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Figure 3.12b Motorway merging diagram



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