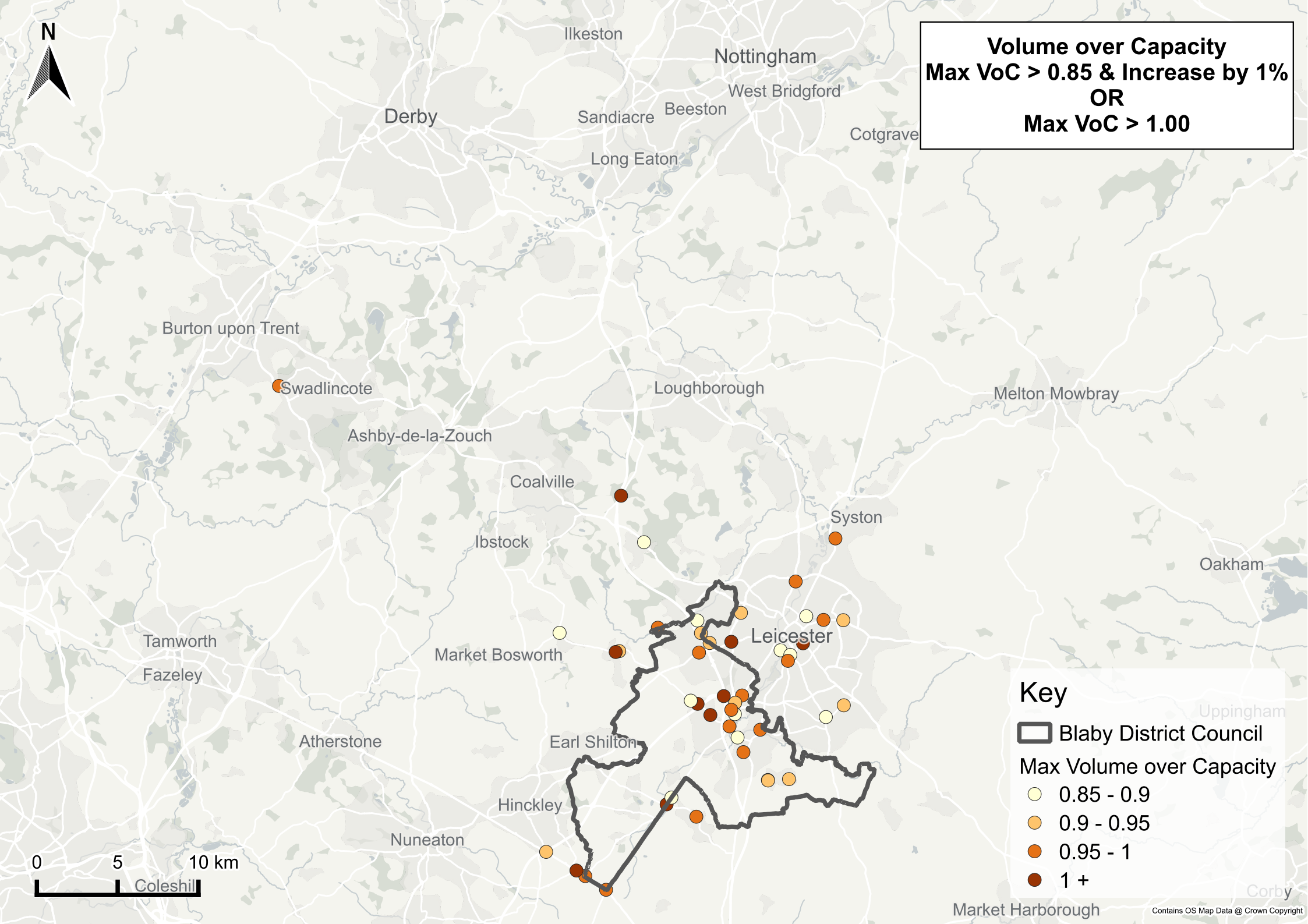






Appendix L Analysis of VoC Data

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

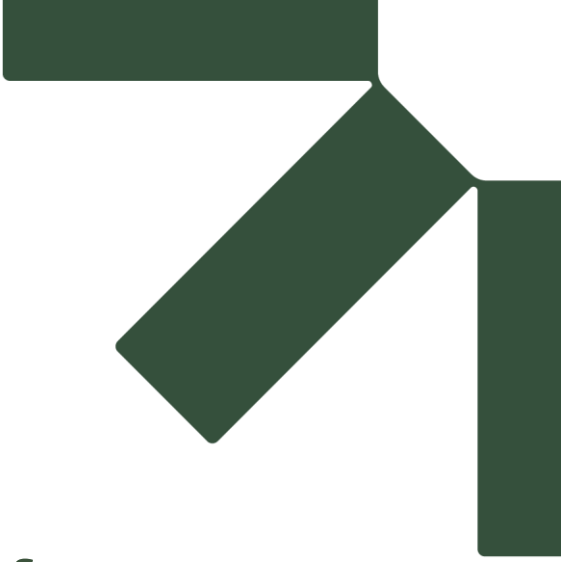
SLR Project No.: 416.066233.00001

24 June 2026

Node		2023 Base		2042 Base		Run 2		Run 3		Run 4a		Run 4b	
Junction	Node	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1a	10,204	0.246	0.127	0.263	0.224	0.273	0.217	0.274	0.220	0.270	0.220	0.268	0.220
1b	10,195	0.435	0.272	0.691	0.390	0.821	0.408	0.830	0.425	0.777	0.404	0.770	0.399
2	10,392	0.970	0.985	1.037	1.089	1.066	1.126	1.070	1.136	1.056	1.099	1.054	1.091
3a	10,331	0.655	0.709	0.645	0.629	0.645	0.612	0.644	0.603	0.644	0.623	0.643	0.624
3b	10,355	1.001	0.973	1.001	0.998	1.003	0.999	0.999	0.999	1.002	0.998	1.000	0.998
4	51,404	0.846	0.816	0.889	0.949	0.871	0.969	0.859	0.977	0.884	0.958	0.890	0.959
5	10,498	0.898	0.986	1.084	0.978	1.052	0.964	1.045	0.965	1.089	0.972	1.088	0.970
6	10,560	0.449	0.644	0.521	0.746	0.509	0.793	0.516	0.804	0.500	0.780	0.496	0.773
7	10,533	0.426	0.409	0.488	0.452	0.507	0.478	0.529	0.496	0.497	0.468	0.497	0.468
8	10,551	0.535	0.612	0.577	0.688	0.606	0.752	0.596	0.782	0.618	0.735	0.617	0.732
9	10,580	0.384	0.502	0.588	0.692	0.737	0.790	0.717	0.838	0.697	0.755	0.689	0.748
10a	10,565	0.280	0.369	0.408	0.481	0.523	0.548	0.552	0.604	0.482	0.532	0.480	0.530
10b	10,640	0.206	0.182	0.300	0.307	0.363	0.381	0.369	0.390	0.341	0.341	0.340	0.340
11	10,789	0.600	0.893	0.800	0.963	0.798	0.994	0.889	1.003	0.800	0.972	0.800	0.972
12	10,649	0.327	0.405	0.372	0.526	0.490	0.540	0.486	0.545	0.461	0.544	0.459	0.544
13	10,652	0.622	0.745	0.776	0.963	0.756	0.968	0.777	0.979	0.748	0.962	0.749	0.961
14	10,798	0.772	0.689	0.858	0.872	0.879	0.951	0.922	0.948	0.871	0.924	0.868	0.920
15a	10,781	0.440	0.522	0.524	0.506	0.626	0.509	0.604	0.540	0.589	0.516	0.589	0.515
15b	10,791	0.859	0.760	0.917	0.901	0.926	0.985	0.973	0.980	0.925	0.947	0.925	0.945
15c	10,782	0.559	0.485	0.574	0.610	0.642	0.685	0.676	0.684	0.621	0.655	0.620	0.653
16	10,756	0.475	0.477	0.532	0.552	0.593	0.566	0.607	0.573	0.568	0.571	0.568	0.571
17	10,226	0.933	0.963	0.968	0.995	0.973	1.003	0.982	1.005	0.970	0.998	0.974	0.998
18	10,254	0.820	0.761	0.861	0.977	0.926	0.982	0.932	0.990	0.908	0.983	0.904	0.991
19	10,262	0.490	0.446	0.881	0.831	0.912	0.817	0.915	0.832	0.892	0.846	0.903	0.844
20	75,018	-1.000	-1.000	0.838	0.777	0.942	0.791	0.949	0.820	0.919	0.801	0.915	0.799
21	10,420	0.326	0.335	0.624	0.832	0.854	0.906	0.868	0.934	0.785	0.874	0.784	0.872
22	10,466	0.965	0.944	0.872	0.970	0.938	1.006	0.942	1.008	0.903	1.002	0.895	1.001
23	10,448	0.772	0.783	0.779	0.849	0.795	0.922	0.833	0.930	0.793	0.890	0.790	0.885
24	10,427	0.807	0.710	0.850	0.733	0.935	0.750	0.946	0.749	0.905	0.749	0.904	0.749
25	10,539	0.836	0.575	0.877	0.680	0.907	0.722	0.915	0.749	0.884	0.710	0.878	0.705
26	10,571	0.630	0.495	0.820	0.739	0.958	0.756	0.983	0.759	0.916	0.752	0.900	0.745
27	10,619	1.012	1.007	0.992	0.948	1.029	1.007	1.035	1.010	1.031	1.005	1.030	1.004
28	10,603	0.913	0.927	1.022	1.001	1.040	1.002	1.036	1.004	1.037	1.004	1.035	1.005
29	10,456	0.941	0.980	1.010	0.986	1.026	0.989	1.029	0.997	1.020	0.989	1.018	0.999
30	10,318	0.917	0.699	1.012	0.828	1.014	0.862	1.020	0.863	1.013	0.842	1.013	0.838
31	10,272	0.732	0.990	1.066	1.046	1.085	1.066	1.093	1.068	1.081	1.040	1.083	1.039
32	10,763	1.000	0.568	1.004	0.945	1.003	0.963	1.004	0.974	1.003	0.962	1.003	0.961
33	10,018	0.936	0.634	0.956	0.712	0.959	0.715	0.961	0.723	0.958	0.711	0.958	0.710
34	10,080	0.708	0.890	0.769	0.931	0.768	0.949	0.772	0.954	0.770	0.949	0.774	0.943
35	10,139	0.906	0.922	0.930	1.003	0.928	1.002	0.928	1.003	0.930	1.003	0.929	1.002
36	10,417	0.698	0.846	0.930	1.023	0.961	1.054	0.973	1.055	0.956	1.038	0.955	1.037
37	10,453	0.904	0.546	0.981	0.925	0.994	0.942	0.995	0.936	0.989	0.930	0.986	0.930
38	10,434	0.848	0.745	0.931	0.843	0.949	0.865	0.966	0.861	0.942	0.854	0.939	0.853
39	10,424	0.494	0.578	0.999	0.695	0.991	0.771	0.995	0.788	0.997	0.735	0.997	0.733
40	10,765	0.946	0.714	0.958	0.772	0.953	0.831	0.956	0.834	0.957	0.801	0.957	0.802
41	10,348	0.973	0.827	0.998	0.928	0.996	0.955	0.994	0.955	0.993	0.946	0.993	0.944
42	10,107	0.800	0.696	0.981	0.878	0.980	0.882	0.990	0.890	0.981	0.881	0.983	0.880
43	10,112	0.591	0.748	0.709	0.904	0.713	0.916	0.724	0.915	0.715	0.916	0.716	0.914
44	10,505	0.763	0.863	0.877	0.938	0.899	0.993	0.924	0.991	0.884	0.967	0.884	0.964
45	10,688	0.316	0.736	0.827	0.932	0.848	0.979	0.836	1.001	0.858	0.962	0.856	0.958
46	10,570	0.540	0.393	0.727	0.640	0.885	0.664	0.910	0.670	0.837	0.658	0.819	0.652
47	10,093	0.550	0.644	0.663	0.846	0.721	0.876	0.716	0.900	0.670	0.865	0.707	0.867
48	10,706	0.567	0.643	0.528	0.767	0.572	0.859	0.579	0.922	0.600	0.780	0.592	0.774
49	51,398	0.767	0.846	0.809	0.874	0.784	0.912	0.745	0.917	0.832	0.894	0.833	0.892

AM					
2023 Base	2042 Base	Run 2	Run 4a	Run 4b	
0.246	0.263	0.273	0.270	0.268	
0.435	0.691	0.821	0.777	0.770	
0.970	1.037	1.066	1.056	1.054	
0.655	0.645	0.645	0.644	0.643	
1.001	1.001	1.003	1.002	1.000	
0.846	0.889	0.871	0.884	0.890	
0.898	1.084	1.052	1.089	1.088	
0.449	0.521	0.509	0.500	0.496	
0.426	0.488	0.507	0.497	0.497	
0.535	0.577	0.606	0.618	0.617	
0.384	0.588	0.737	0.697	0.689	
0.280	0.408	0.523	0.482	0.480	
0.206	0.300	0.363	0.341	0.340	
0.600	0.800	0.798	0.800	0.800	
0.327	0.372	0.490	0.461	0.459	
0.622	0.776	0.756	0.748	0.749	
0.772	0.858	0.879	0.871	0.868	
0.440	0.524	0.626	0.589	0.589	
0.859	0.917	0.926	0.925	0.925	
0.559	0.574	0.642	0.621	0.620	
0.475	0.532	0.593	0.568	0.568	
0.933	0.963	0.973	0.970	0.974	
0.820	0.861	0.926	0.908	0.904	
0.490	0.881	0.912	0.902	0.903	
-1.000	0.838	0.942	0.919	0.915	
0.326	0.624	0.854	0.785	0.784	
0.965	0.872	0.938	0.903	0.895	
0.772	0.779	0.795	0.793	0.790	
0.807	0.850	0.935	0.905	0.904	
0.836	0.877	0.907	0.884	0.878	
0.630	0.820	0.958	0.916	0.900	
1.012	0.992	1.029	1.031	1.004	
0.913	1.022	1.040	1.037	1.035	
0.941	1.010	1.026	1.020	1.018	
0.917	1.012	1.014	1.013	1.013	
0.732	1.066	1.085	1.081	1.083	
1.000	1.004	1.003	1.003	1.003	
0.936	0.956	0.959	0.958	0.958	
0.708	0.769	0.768	0.770	0.774	
0.906	0.930	0.928	0.930	0.929	
0.698	0.930	0.961	0.956	0.955	
0.904	0.981	0.994	0.989	0.986	
0.848	0.931	0.949	0.942	0.939	
0.494	0.999	0.991	0.997	0.997	
0.946	0.958	0.953	0.957	0.957	
0.973	0.998	0.996	0.993	0.993	
0.800	0.981	0.980	0.981	0.983	
0.591	0.709	0.713	0.715	0.716	
0.763	0.877	0.899	0.884	0.884	
0.316	0.827	0.848	0.858	0.856	
0.540	0.727	0.885	0.837	0.819	
0.550	0.663	0.721	0.707	0.707	
0.567	0.528	0.572	0.600	0.592	
0.767	0.809	0.784	0.832	0.833	

PM					
2023 Base	2042 Base	Run 2	Run 4a	Run 4b	
	0.127	0.224	0.217	0.220	0.220
	0.272	0.390	0.408	0.404	0.399
	0.985	1.089	1.126	1.099	1.091
	0.709	0.629	0.612	0.623	0.624
	0.973	0.998	0.999	0.998	0.998
	0.816	0.949	0.969	0.958	0.959
	0.986	0.978	0.964	0.972	0.970
	0.644	0.746	0.793	0.780	0.773
	0.409	0.452	0.478	0.468	0.468
	0.612	0.688	0.752	0.735	0.732
	0.502	0.692	0.790	0.755	0.748
	0.369	0.481	0.548	0.532	0.530
	0.182	0.307	0.381	0.341	0.340
	0.893	0.963	0.994	0.972	0.972
	0.405	0.526	0.540	0.544	0.544
	0.745	0.963	0.968	0.962	0.961
	0.689	0.872	0.951	0.924	0.920
	0.522	0.506	0.509	0.516	0.515
	0.760	0.901	0.985	0.947	0.945
	0.485	0.610	0.685	0.655	0.653
	0.477	0.552	0.566	0.571	0.571
	0.963	0.995	1.003	0.998	0.998
	0.761	0.977	0.982	0.983	0.991
	0.446	0.831	0.817	0.846	0.844
	-1.000	0.777	0.791	0.801	0.799
	0.335	0.832	0.906	0.874	0.872
	0.944	0.970	1.006	1.002	1.001
	0.783	0.849	0.922	0.890	0.885
	0.710	0.733	0.750	0.749	0.749
	0.575	0.680	0.722	0.710	0.705
	0.495	0.739	0.756	0.752	0.745
	1.007	0.948	1.007	1.005	1.004
	0.927	1.001	1.002	1.004	1.005
	0.980	0.986	0.989	0.989	0.999
	0.699	0.828	0.862	0.842	0.838
	0.990	1.046	1.066	1.040	1.039
	0.568	0.945	0.963	0.962	0.961
	0.634	0.712	0.715	0.711	0.710
	0.890	0.931	0.949	0.949	0.943
	0.922	1.003	1.002	1.003	1.002
	0.846	1.023	1.054	1.038	1.037
	0.546	0.925	0.942	0.930	0.930
	0.745	0.843	0.865	0.854	0.853
	0.578	0.695	0.771	0.735	0.733
	0.714	0.772	0.831	0.801	0.802
	0.827	0.928	0.955	0.946	0.944
	0.696	0.878	0.882	0.881	0.880
	0.748	0.904	0.916	0.916	0.914
	0.863	0.938	0.993	0.967	0.964
	0.736	0.932	0.979	0.962	0.958
	0.393	0.640	0.664	0.658	0.652
	0.644	0.846	0.876	0.865	0.867
	0.643	0.767	0.859	0.780	0.774
	0.846	0.874	0.912	0.894	0.899



Appendix M Summary of Mitigation Table

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

Mitigation Summary Table [1]



Code	Description	BDC Notes	SLR Notes
2	Signalised Roundabout	Potentially limited scope to upgrade Junction 21 of M1 and M69.	SRN junction, limited scope for upgrade as roundabout capacity likely maxed out already. Scale of mitigation likely to be significant and out of scale with the proposed developments being promoted through the Local Plan.
3b	Signalised Merge Lane	No comment.	Unlikely to be constrained by highway land. Depending upon impacts, further widening may provide effective mitigation should it be required.
5	Signalised Roundabout	No comment.	Highway availability appears limited. Several entry arms already have a lot of entry lanes which will preclude further widening.
14	Staggered Priority T-Junctions	Planning application includes a double mini roundabout; reference 24/0001/OUT, Drawing 20171-RLL-XXDR-D-5003. [Application Permitted].	Junction currently priority controlled, a scheme has been proposed to reconfigure to a double mini roundabout. This may prove effective for the wider growth and should be considered first. Additionally, signalisation would appear to be another option for future mitigation if deemed necessary.
15	Gyratory With Priority T-Junction	There is a potential for link road between Willoughby Road and Peatling Road, to the south of Countesthorpe, which may help mitigate impacts on this junction in the future.	Likely to benefit from wider infrastructure delivery (i.e. link between Willoughby road and Peatling Road) Should be considered in conjunction with the potential relief such a road would deliver. At the junction level, priority control could be updated to allow signal control. Would potentially require reconfiguration of the western side of the gyratory with linked signals to control Church Street/Main Street and The Square/Central Street junctions.
17	Signalised Crossroads with Priority Left turn only	No comment.	Highway availability appears limited. Several entry arms already have a lot of entry lanes which will preclude further widening.

Mitigation Summary Table [2]



Code	Description	BDC Notes	SLR Notes
18	Signalised T-Junction	Planning application includes a junction redesign; reference 19/1610/OUT, Drawing 2. [Awaiting decision].	A scheme has already been delivered which maximises the use of the constrained highway, the junction is also already under signal control. Potential for further improvement likely to be very limited but the operation levels inclusive of the already delivered interventions need to be assessed prior to considering any further interventions.
19	Signalised T-Junction	No comment.	Opportunities on Warren Street for widening although likely to be very costly due to services which exist around the junction. Opportunities for further enhancements may be limited as a result.
20	Signalised Crossroads	Planning application includes a junction redesign; reference 19/1610/OUT, Drawing 3. [Awaiting decision]. Potential for a larger scheme to be supported by Leicestershire County Council.	Could possibly be widened, would depend upon the highway land available, potential for a larger scheme to be supported by County.
22	Signalised Crossroads	Planning application proposes Enderby Relief Road which could reduce flows through this junction; reference 20/1446/FUL [Awaiting decision].	Junction very constrained, however Enderby Relief Road will provide opportunities to reduce flow of traffic between North and East arms (Hall Walk & Leicester Road). Turning movements could be banned to reinforce this.
24	Priority T-Junction	No comment.	Signalisation may provide mitigation if considered necessary. Adjacent pedestrian crossing would be brought in to signal arrangement.
27	Signalised T-Junction	No comment.	Constrained highway with signal control already introduced. Limited potential for additional capacity enhancements likely as a result.

Mitigation Summary Table [3]



Code	Description	BDC Notes	SLR Notes
28	Signalised T-Junction	No comment.	As per Junction 27
29	Signalised T-Junction	Planning application proposes an upgrade; reference 20/1446/FUL, Drawing 5. [Awaiting decision].	May be improved as a result of Enderby Hub. Developer led scheme likely to be the most appropriate route to mitigation due to location of Enderby hub relative to this junction,.
30	Signalised Gyratory	No comment.	Junction already significant and operating under signal control. Further intervention may be very challenging here if considered necessary
31	Signalised T-Junction	Hastings Fields planning application proposes junction redesign; reference 19/1610/OUT, Drawing 6. [Awaiting decision].	May already be mitigated as a result of Hastings Field Mitigation proposals.
32	Priority T-Junction	No comment.	Opportunity to introduce signal control if mitigation is required.
34	Signalised Crossroads	No comment.	Constrained highway with signal control already introduced. Limited potential for additional capacity enhancements likely as a result.
35	Signalised Crossroads	No comment.	As per Junction 34
36	Signalised Crossroads	There is a potential to downgrade Beggars lane to a cycling and walking route in the future. Drawing 7.	May already be mitigated as a result of proposed development mitigation already being promoted.
37	Signalised Crossroads	No comment.	Constrained highway with signal control already introduced. Limited potential for additional capacity enhancements likely as a result.

Mitigation Summary Table [4]



Code	Description	BDC Notes	SLR Notes
39	Priority T-Junction	No comment.	Opportunity to introduce signal control if mitigation is required.
40	Signalised T-Junction	No comment.	Constrained highway with signal control already introduced. Limited potential for additional capacity enhancements likely as a result.
41	Signalised Crossroads	Likely to receive improvements at part of the city's western park development. No detailed designs	Opportunities for potential widening to existing signal control, subject to highway land.
43	Priority Roundabout	No comment.	Opportunities to signalise and widen, subject to land constraints.
44	Signalised T-Junction	No comment.	As per junction 37
45	Priority T-Junction	No comment.	Opportunity to introduce signal control if mitigation is required.



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