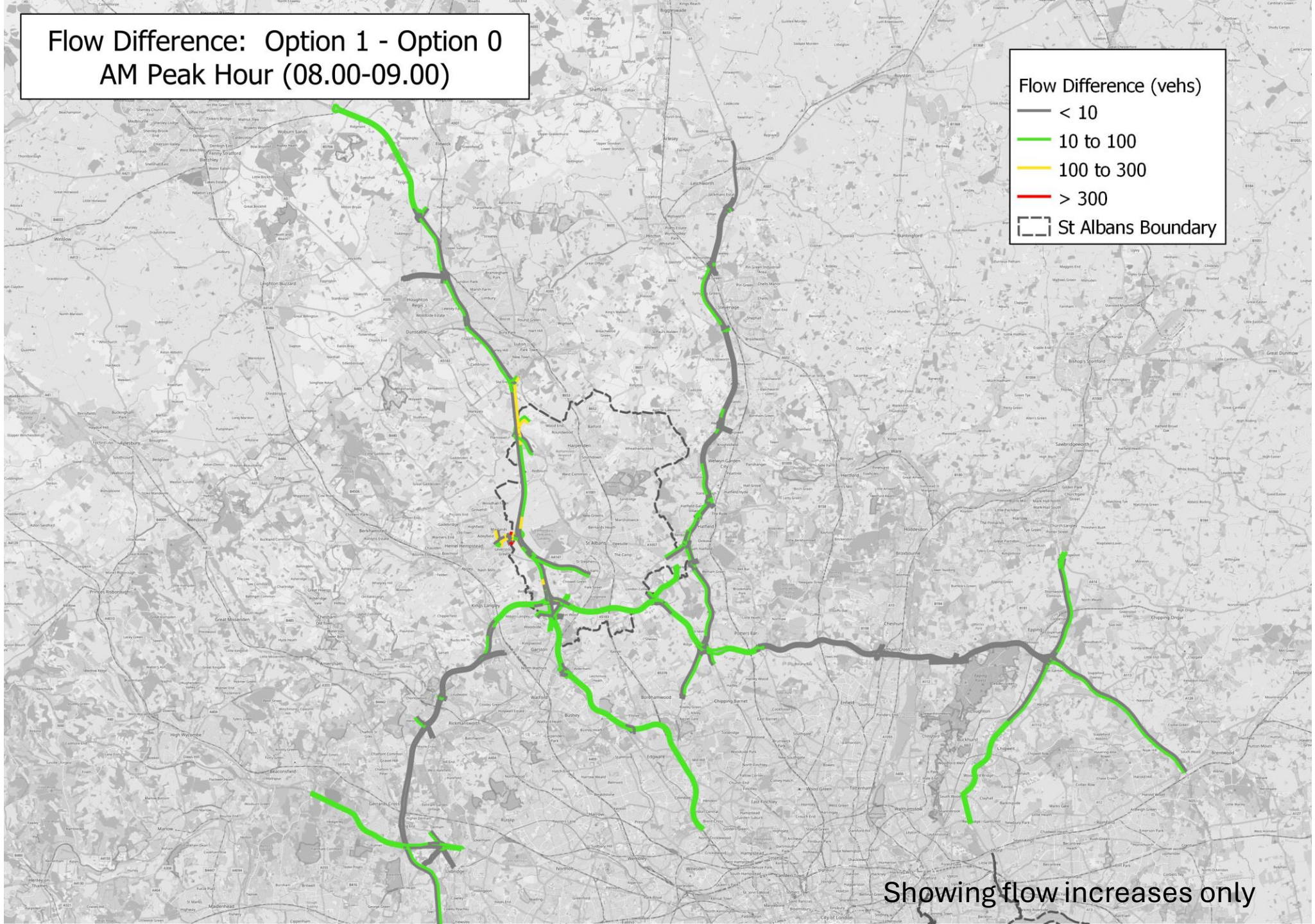
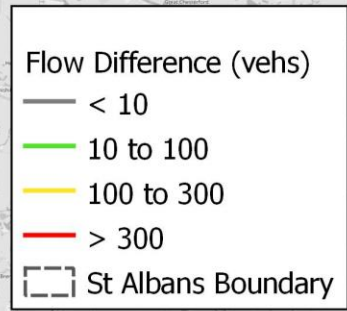


# 1 - Wider SRN Plots

# Flow Difference: Option 1 - Option 0 AM Peak Hour (08.00-09.00)

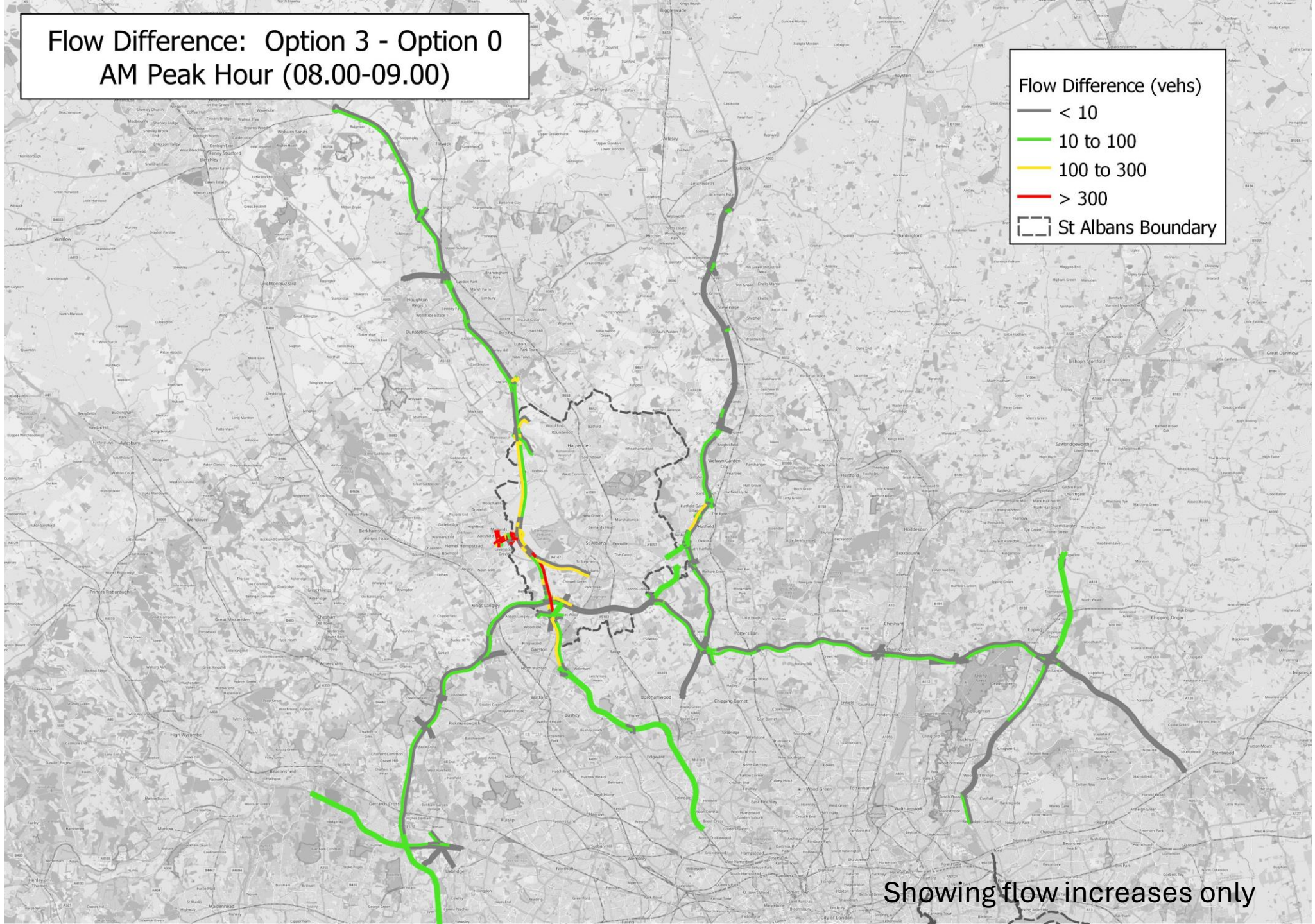


Showing flow increases only

# Flow Difference: Option 3 - Option 0 AM Peak Hour (08.00-09.00)

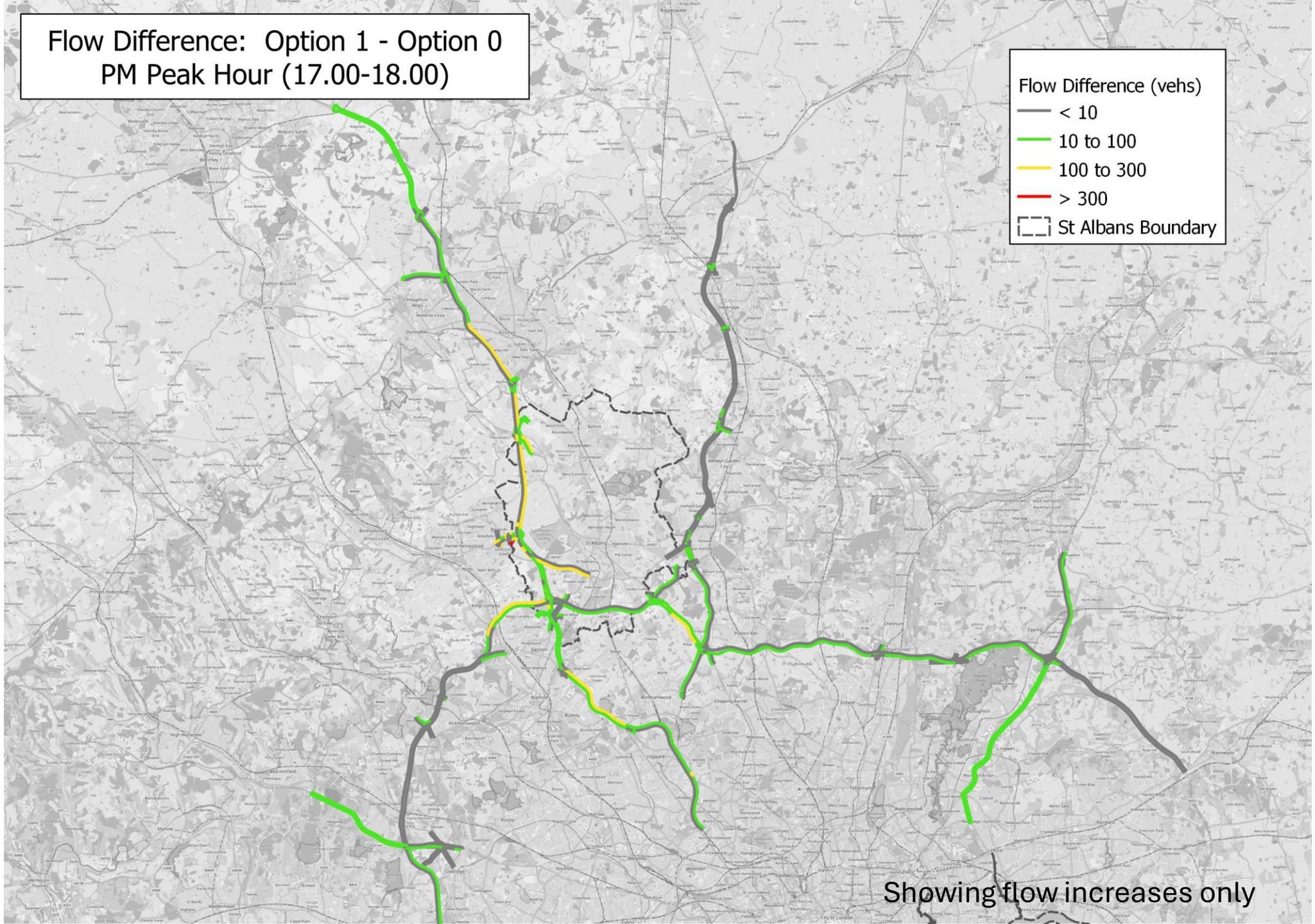
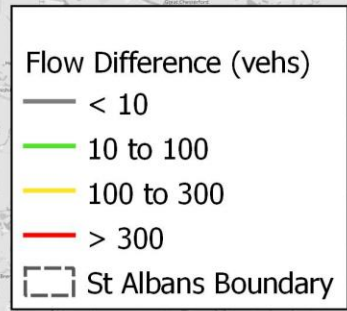
Flow Difference (vehs)

- < 10
- 10 to 100
- 100 to 300
- > 300
- St Albans Boundary



Showing flow increases only

# Flow Difference: Option 1 - Option 0 PM Peak Hour (17.00-18.00)

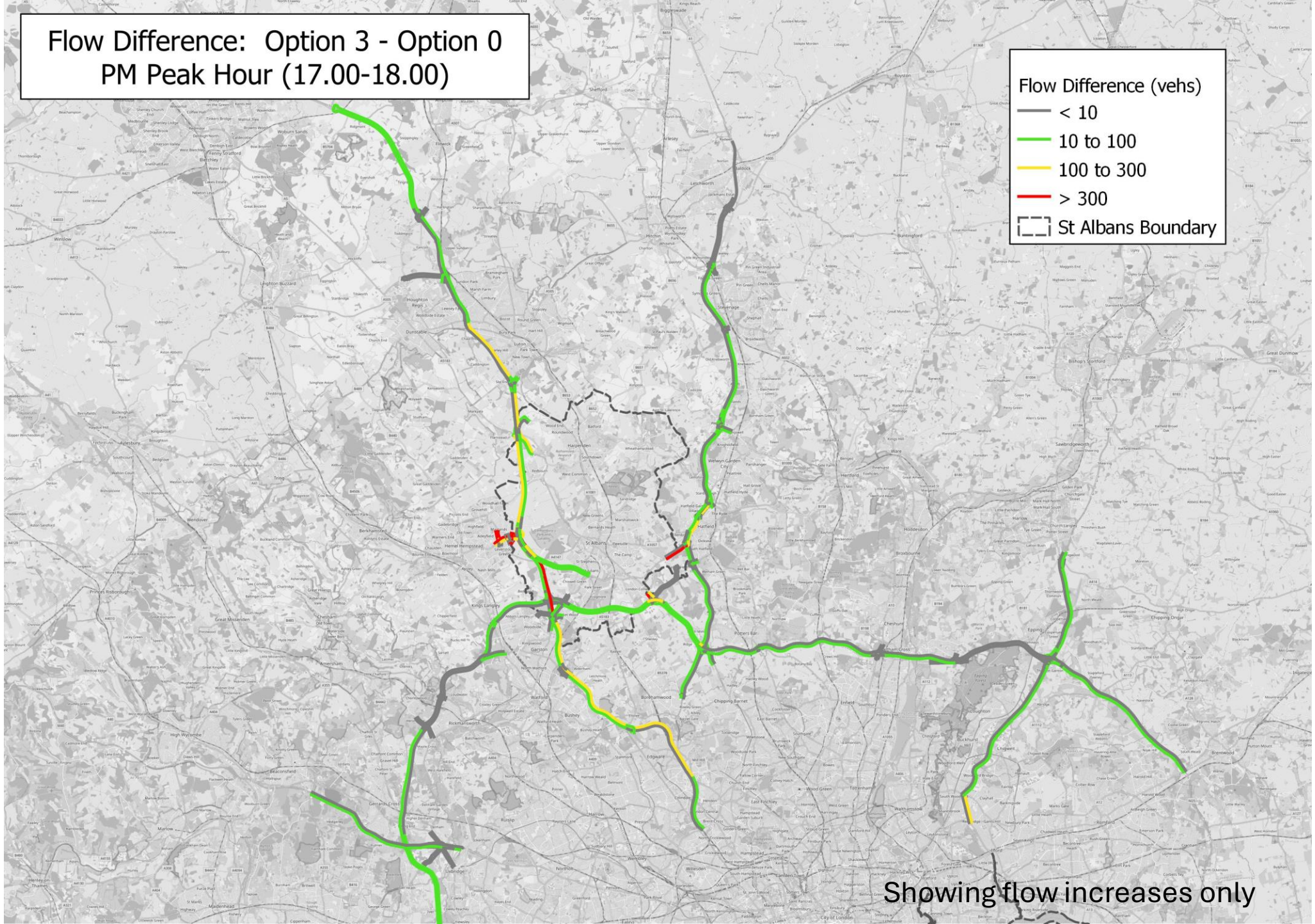


Showing flow increases only

# Flow Difference: Option 3 - Option 0 PM Peak Hour (17.00-18.00)

## Flow Difference (vehs)

- < 10
- 10 to 100
- 100 to 300
- > 300
- St Albans Boundary



Showing flow increases only

## 2 – Plots of SRN in St Albans area

# Flow Difference: Option 3 - Option 0 AM Peak Hour (08.00-09.00)

Flow Difference (vehs)

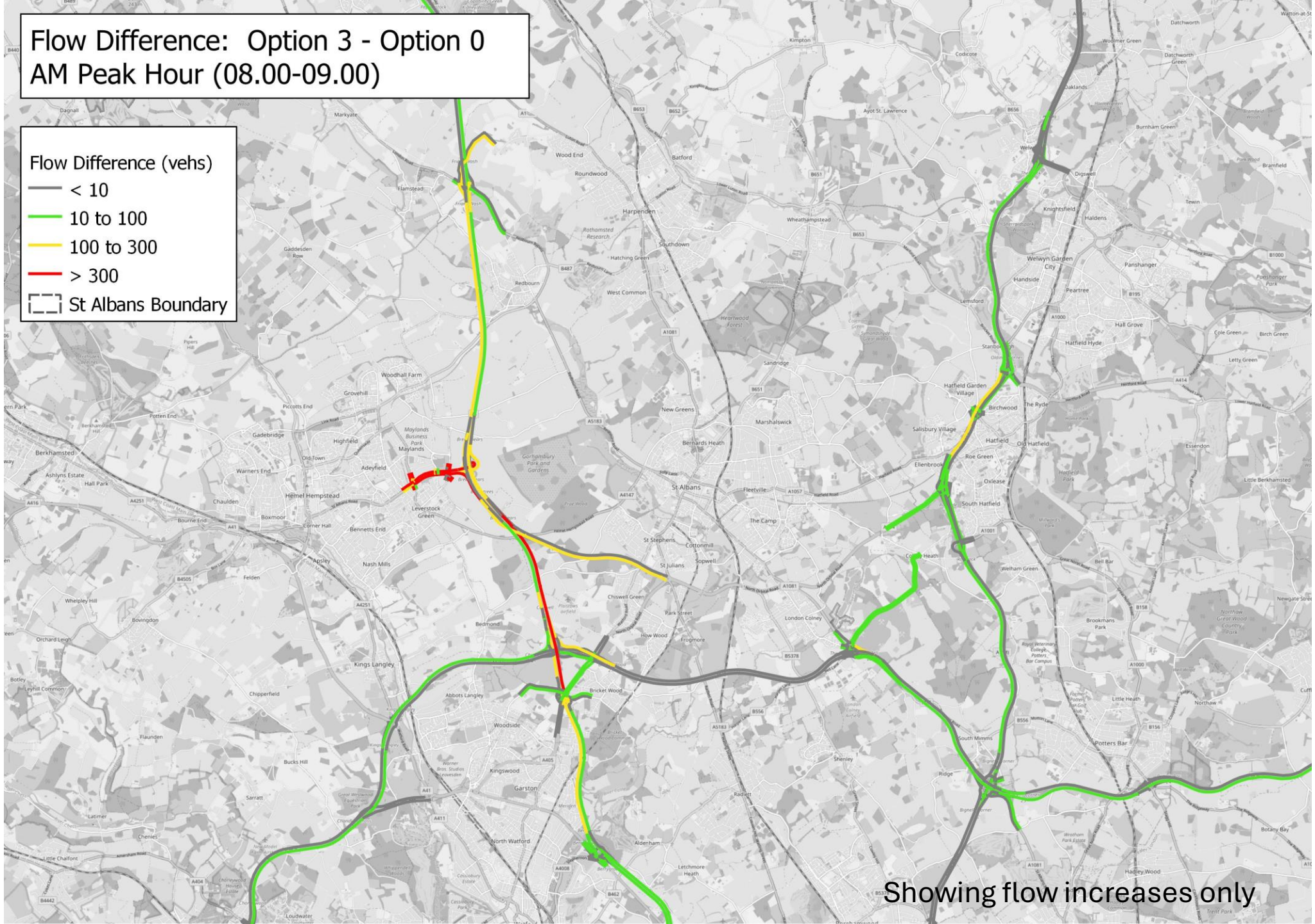
— < 10

— 10 to 100

— 100 to 300

— > 300

▭ St Albans Boundary



Showing flow increases only

# Flow Difference: Option 3 - Option 0 PM Peak Hour (17.00-18.00)

Flow Difference (vehs)

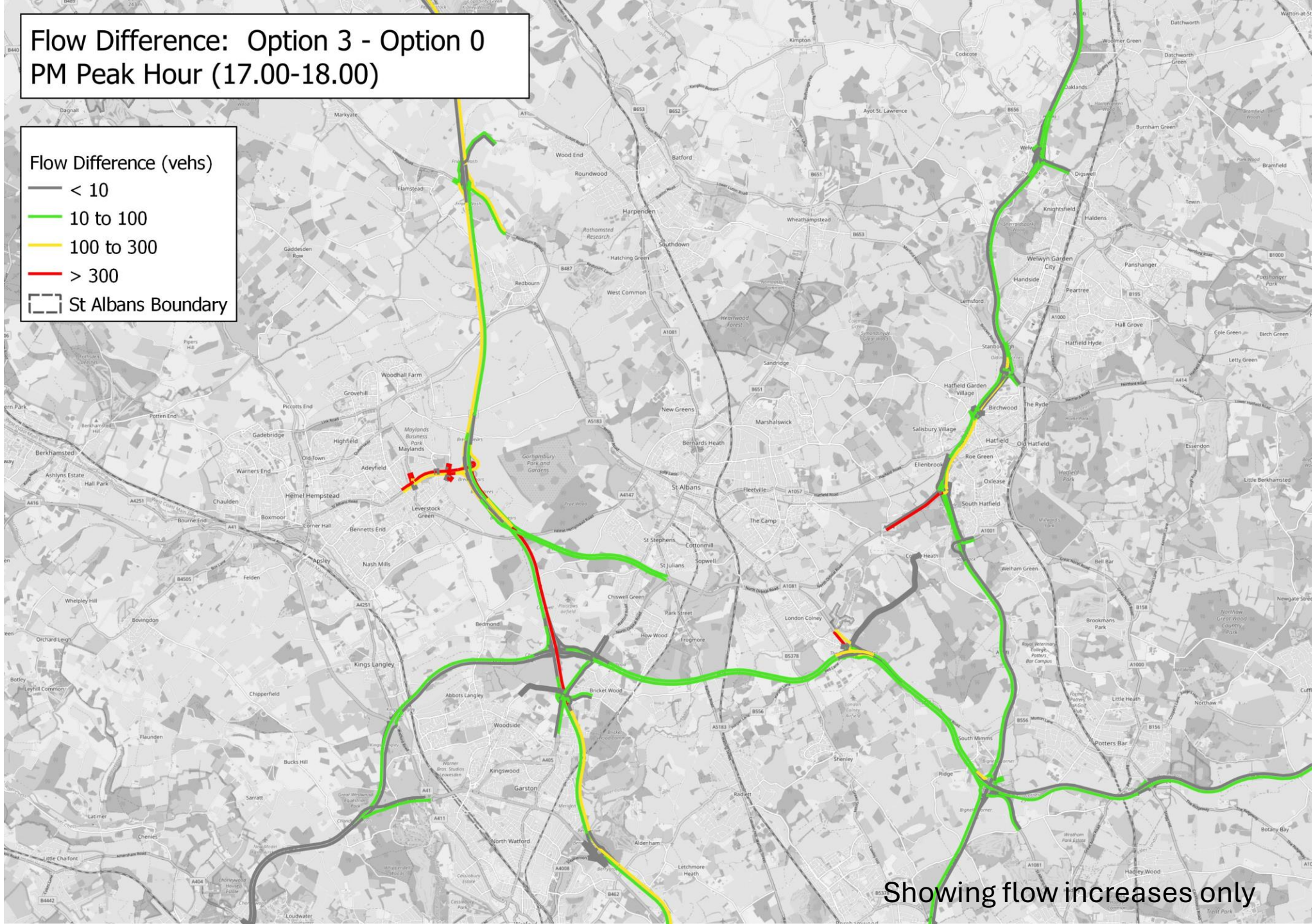
— < 10

— 10 to 100

— 100 to 300

— > 300

▭ St Albans Boundary

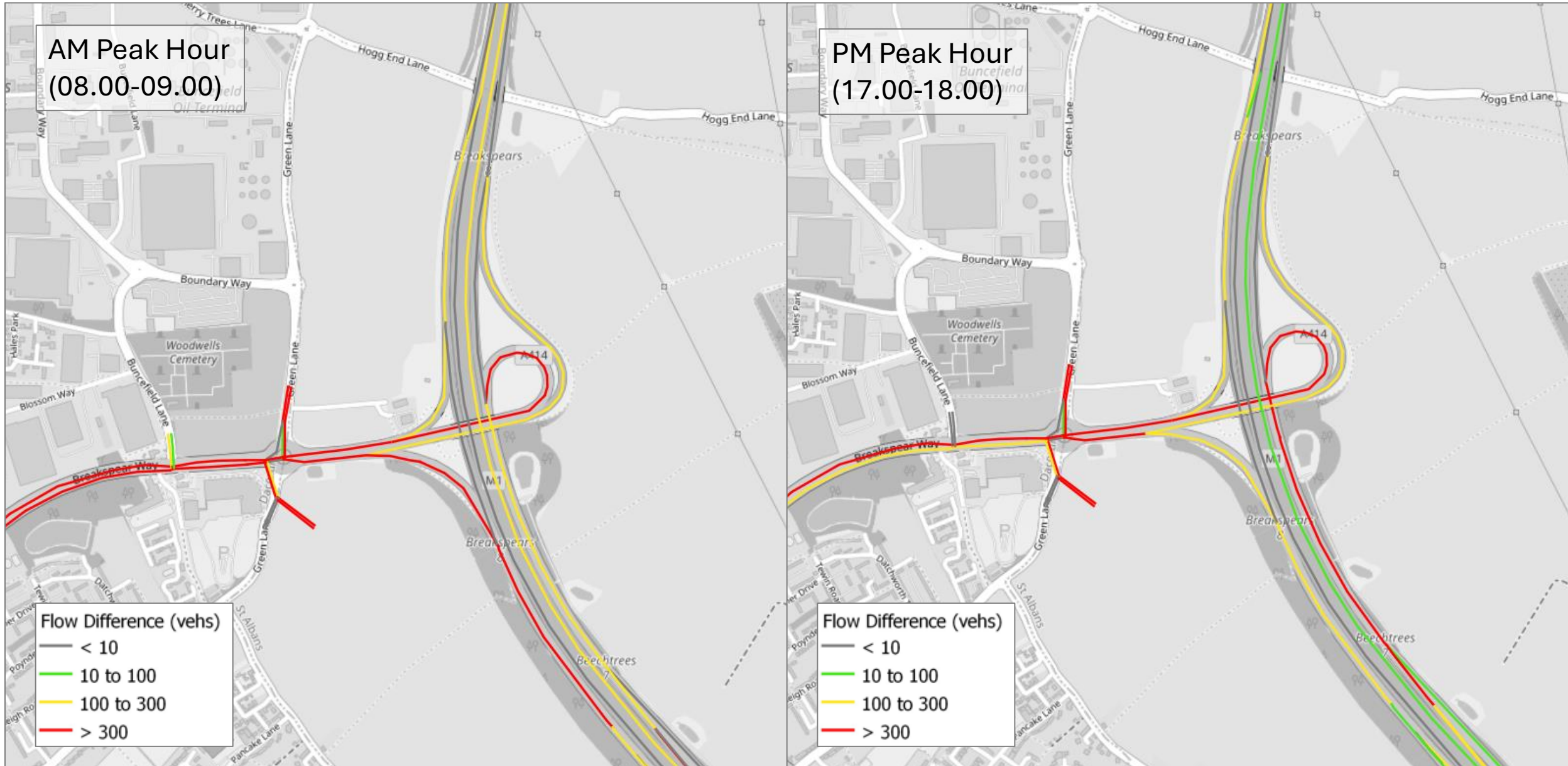


Showing flow increases only



## 3 – Analysis of Key Junctions

# M1 Junction 8 – Flow Difference (Option 3 minus Option 0)

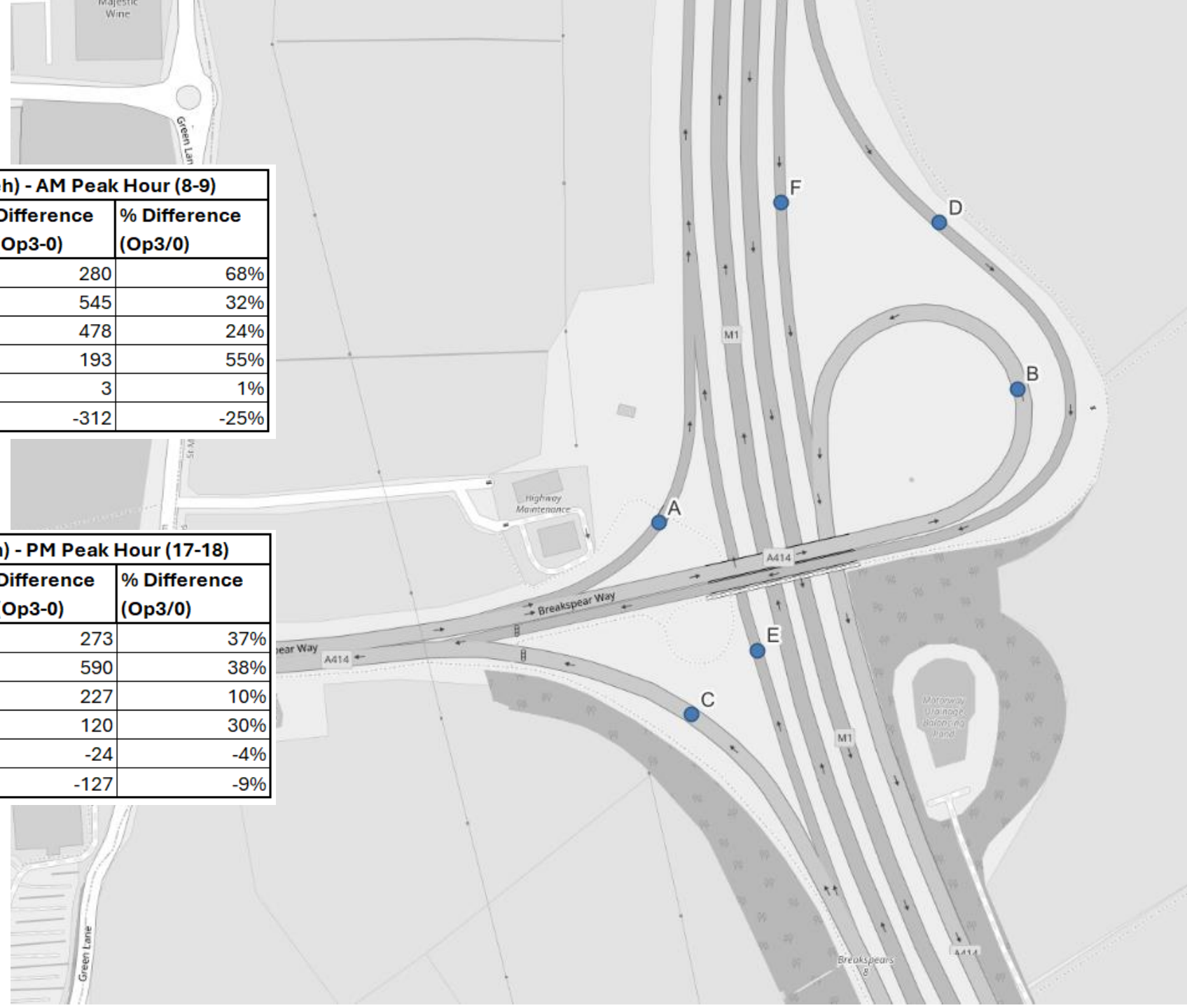


Showing flow increases only

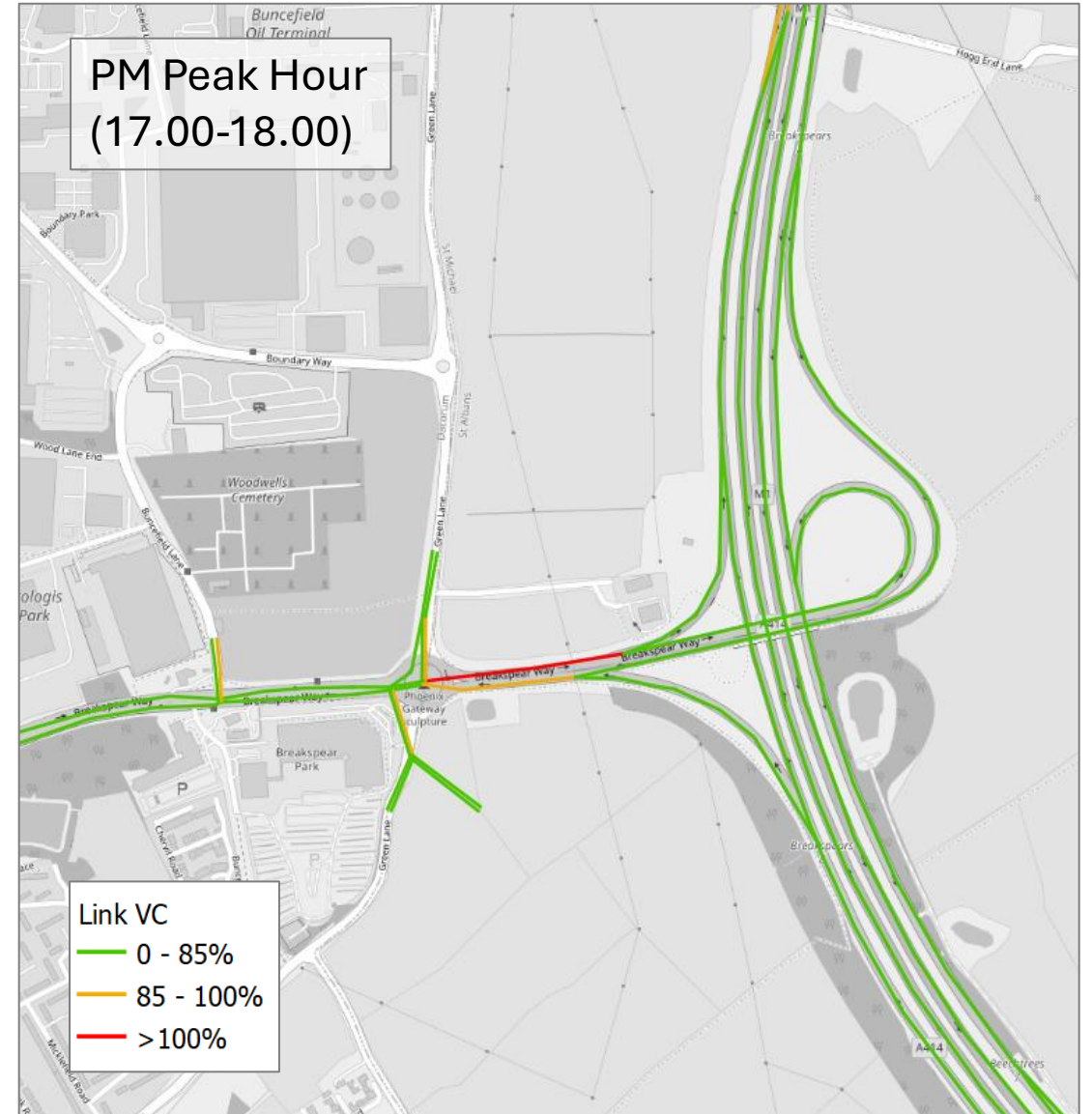
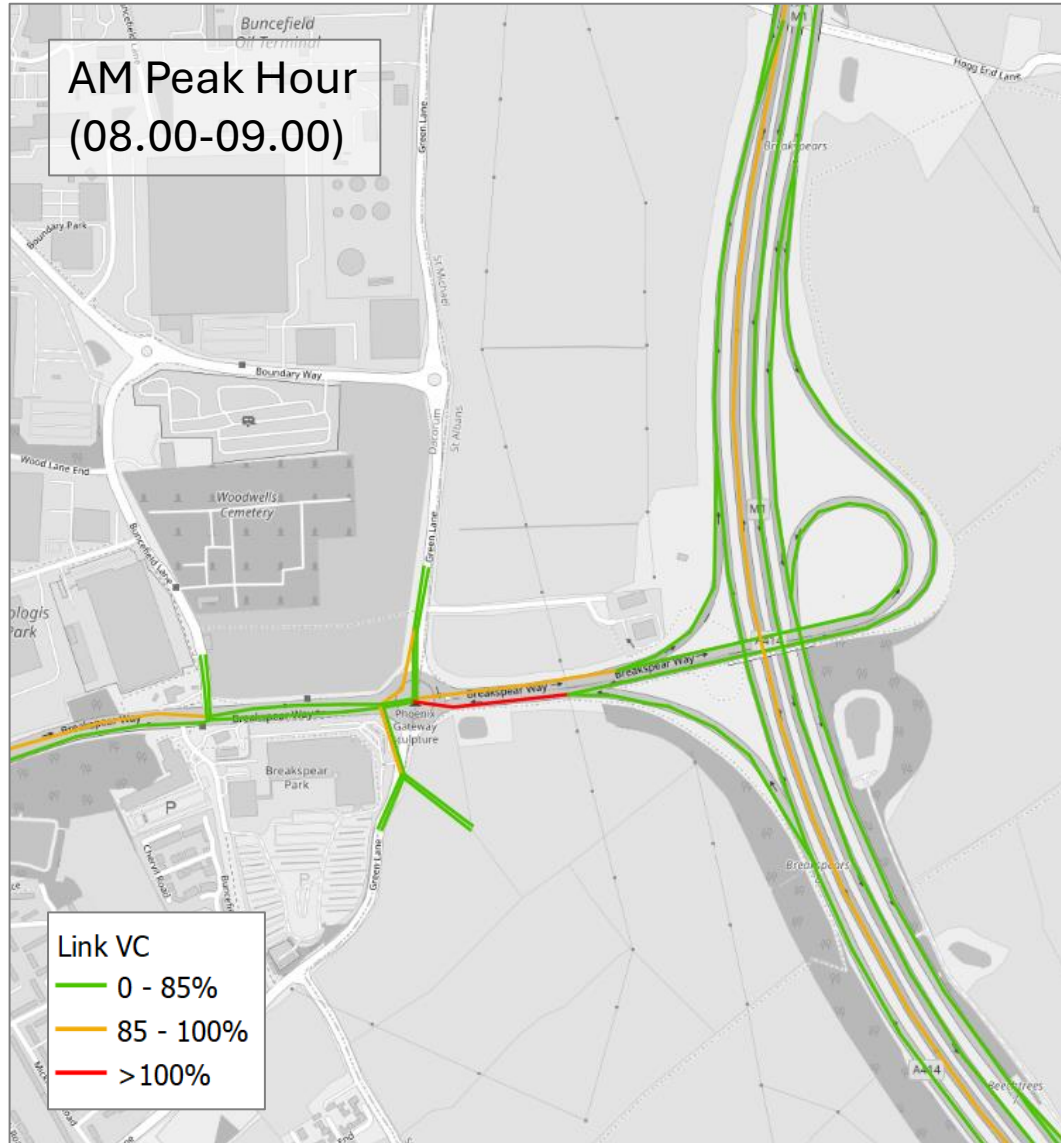
# M1 Junction 8 Flows

Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	Breakspear Way to M1 N	413	693	280	68%
B	Breakspear Way to M1 S/A414	1,712	2,257	545	32%
C	M1 S/A414 to Breakspear Way	2,012	2,490	478	24%
D	M1 N to Breakspear Way	351	545	193	55%
E	A414 S to M1 N	277	280	3	1%
F	M1 N to A414 S	1,224	912	-312	-25%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	Breakspear Way to M1 N	734	1,007	273	37%
B	Breakspear Way to M1 S/A414	1,547	2,137	590	38%
C	M1 S/A414 to Breakspear Way	2,227	2,454	227	10%
D	M1 N to Breakspear Way	399	519	120	30%
E	A414 S to M1 N	595	571	-24	-4%
F	M1 N to A414 S	1,350	1,223	-127	-9%



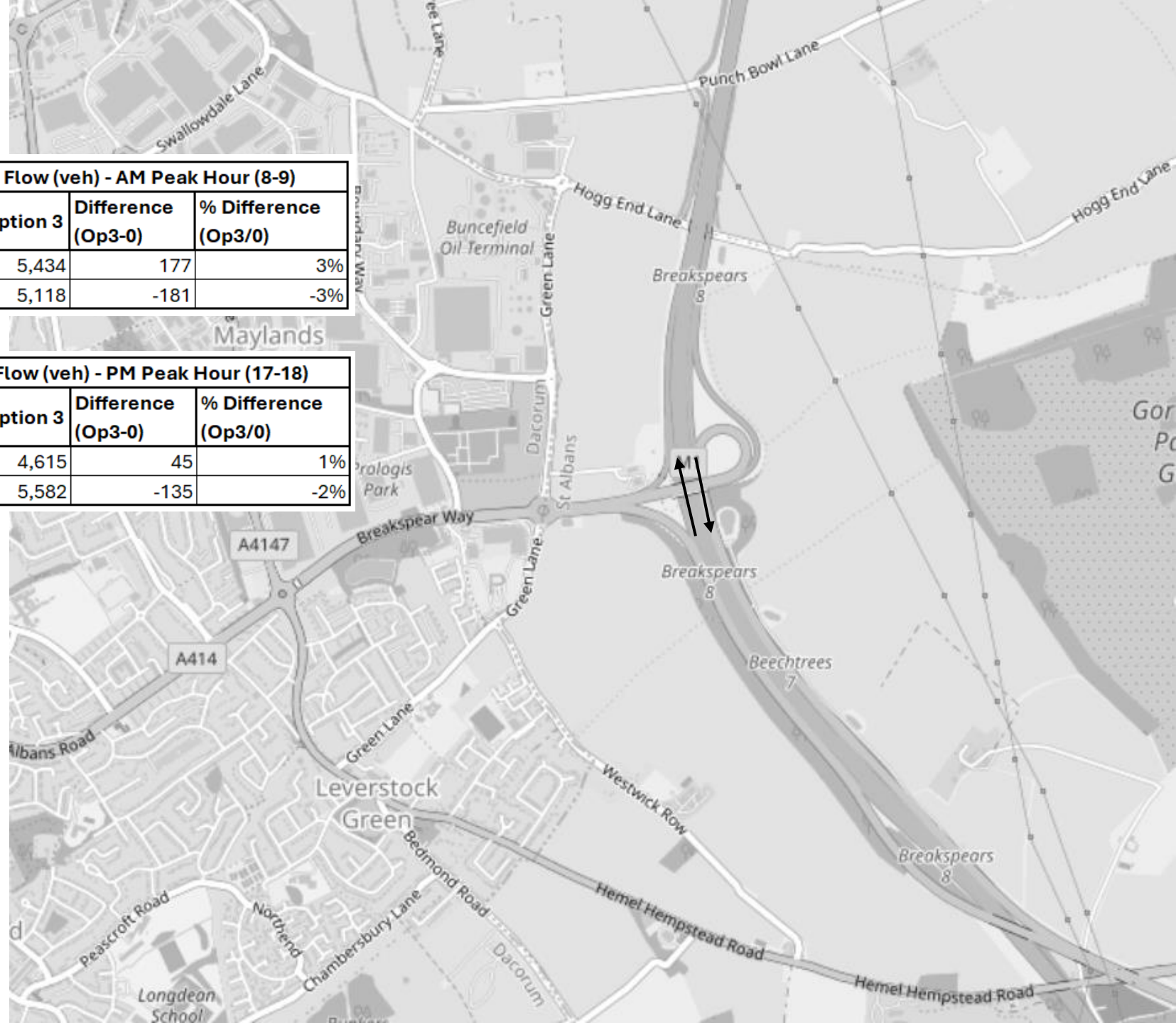
# M1 Junction 8 – V/C% (Option 3)



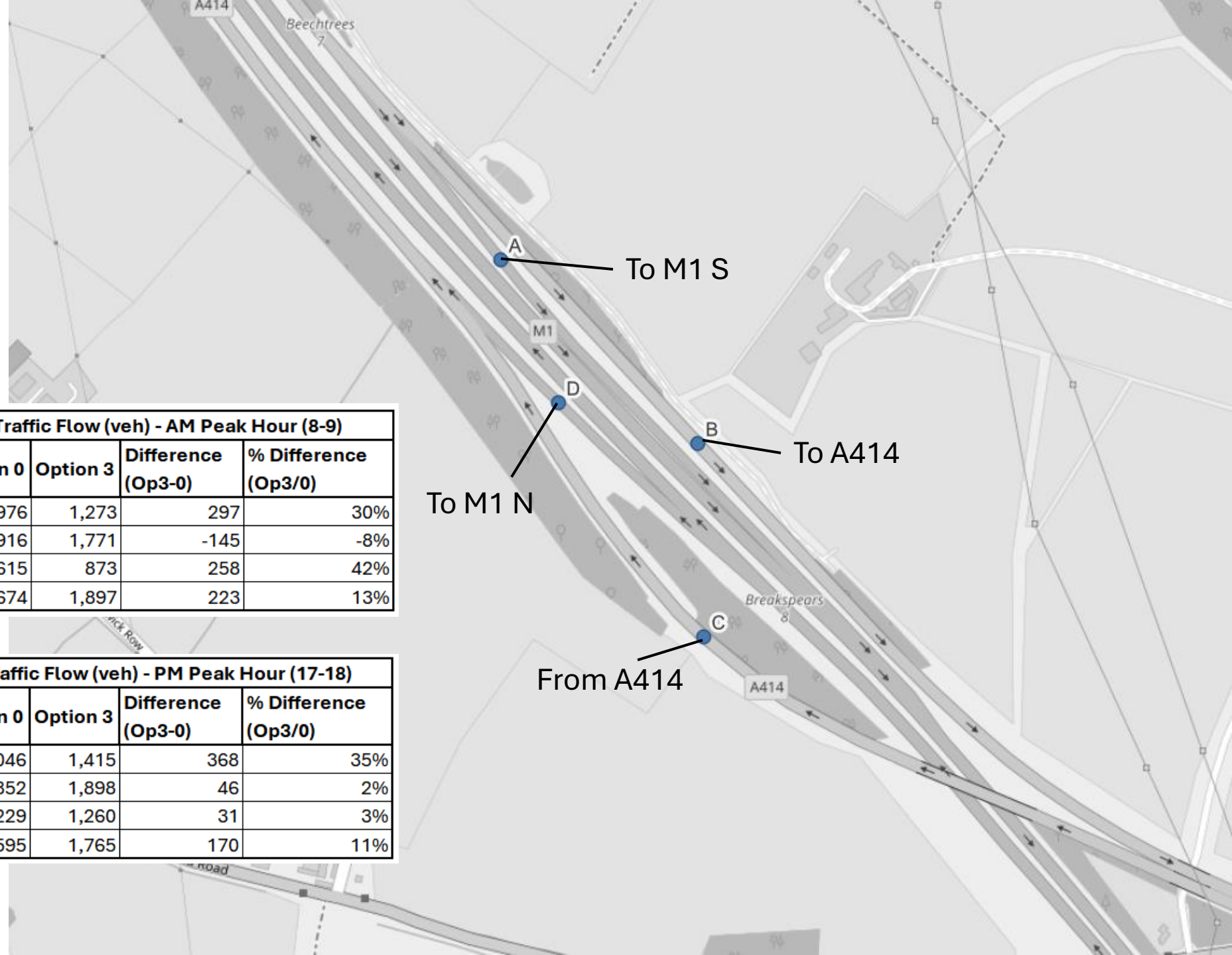
# M1 Junction 8 – Mainline Through Trips

Junction	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
M1 J8 - Mainline Through Movements	M1 N (heading s/b)	5,258	5,434	177	3%
	M1 S (heading n/b)	5,299	5,118	-181	-3%

Junction	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
M1 J8 - Mainline Through Movements	M1 N (heading s/b)	4,570	4,615	45	1%
	M1 S (heading n/b)	5,717	5,582	-135	-2%



# M1/A414 – Slip Road Flows



Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	Joining M1 (heading south)	976	1,273	297	30%
B	To A414 (heading east)	1,916	1,771	-145	-8%
C	From A414 (heading north)	615	873	258	42%
D	Leaving M1 (heading north)	1,674	1,897	223	13%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	Joining M1 (heading south)	1,046	1,415	368	35%
B	To A414 (heading east)	1,852	1,898	46	2%
C	From A414 (heading north)	1,229	1,260	31	3%
D	Leaving M1 (heading north)	1,595	1,765	170	11%

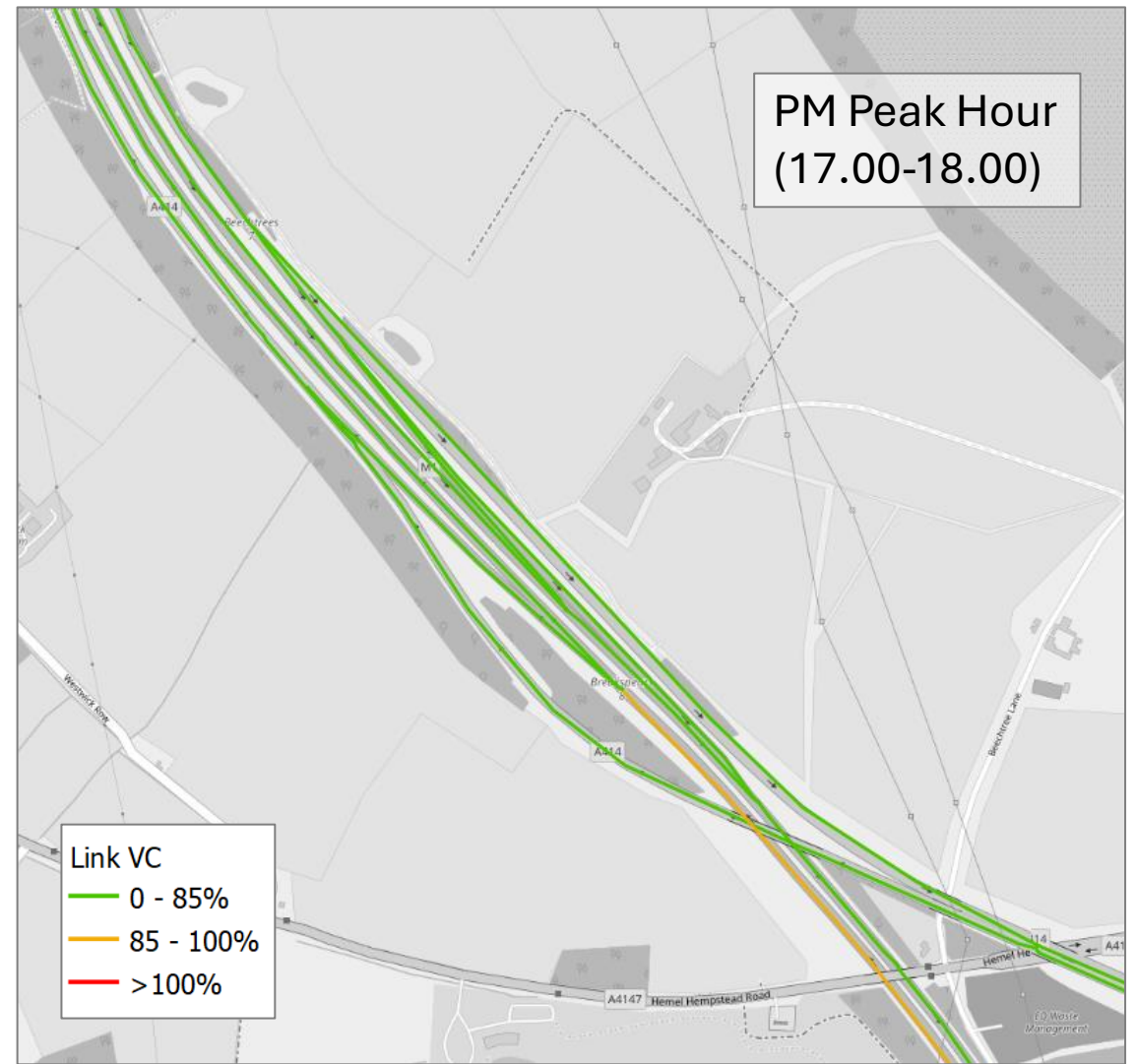
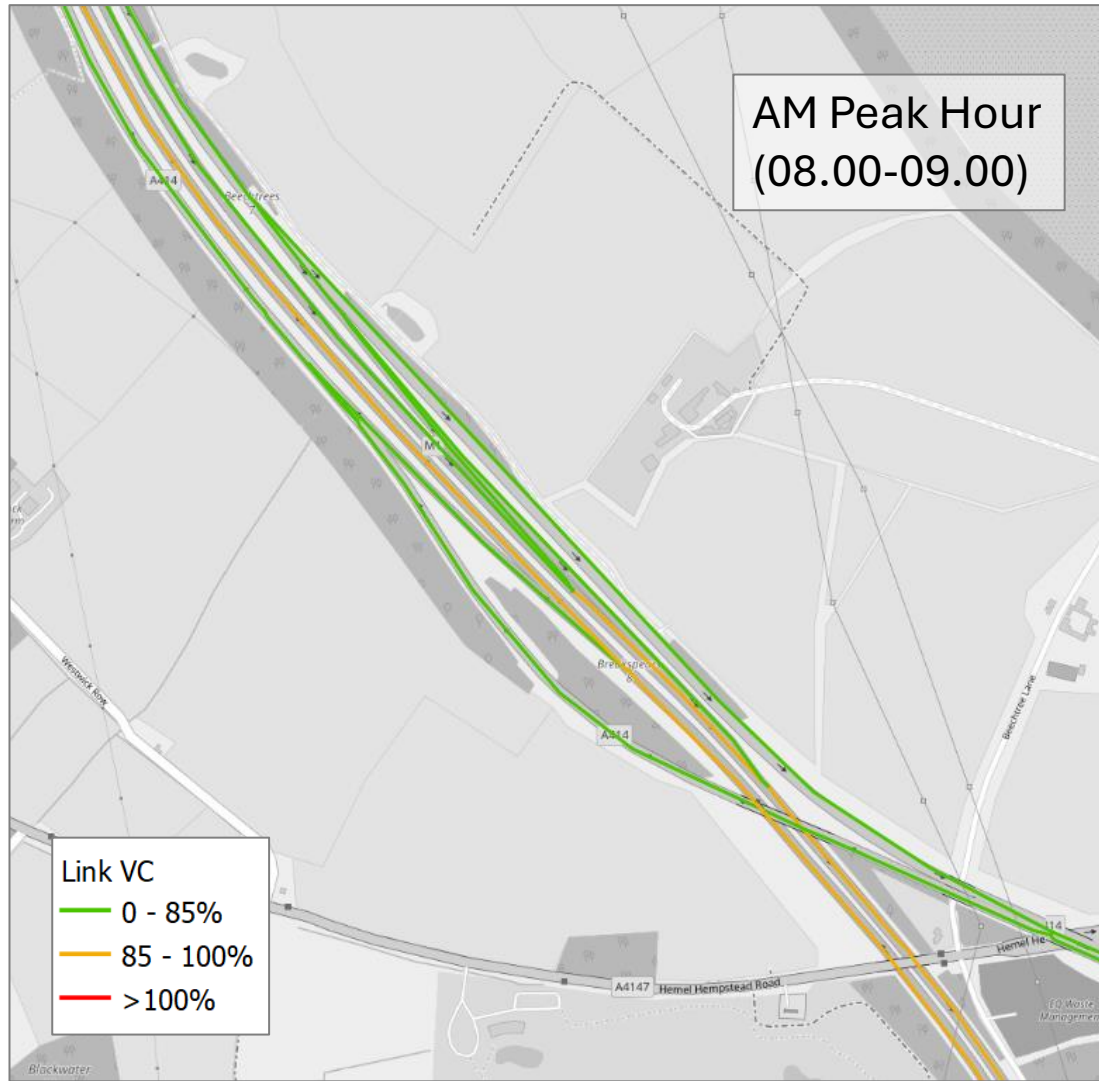
To M1 S

To A414

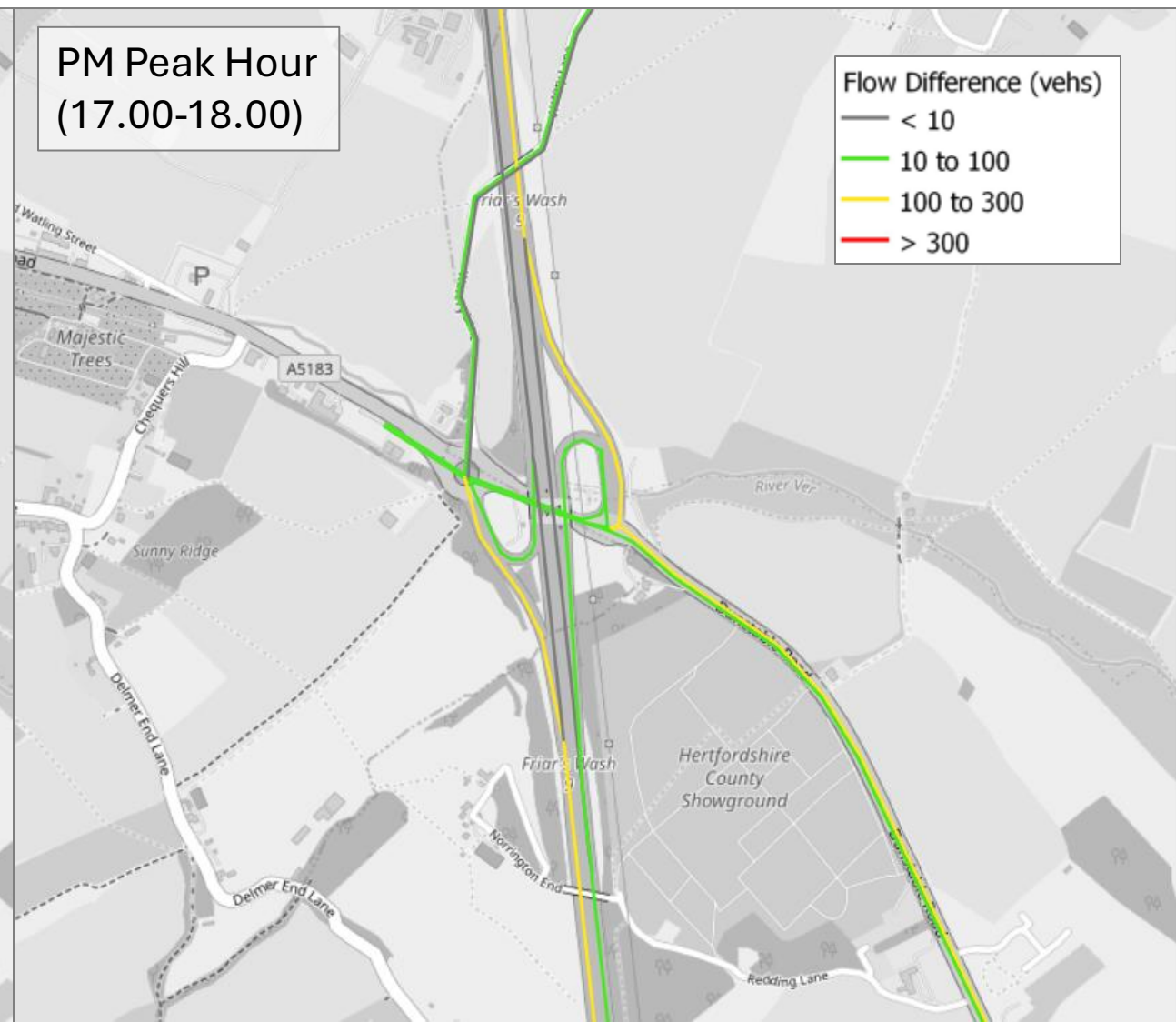
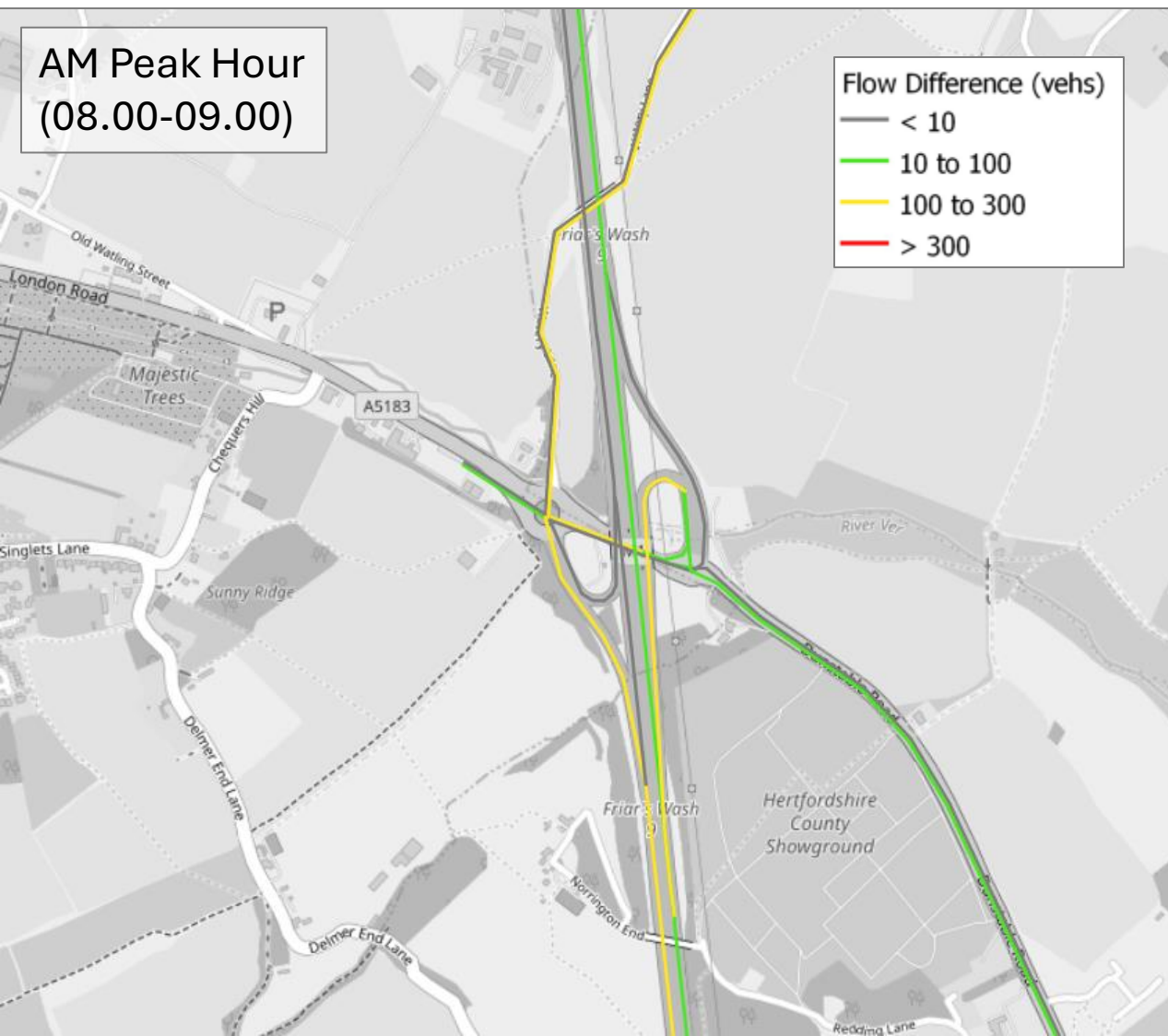
To M1 N

From A414

# M1/A414 – Slip Road V/C% (Option 3)



# M1 Junction 9 – Flow Difference (Option 3 minus Option 0)



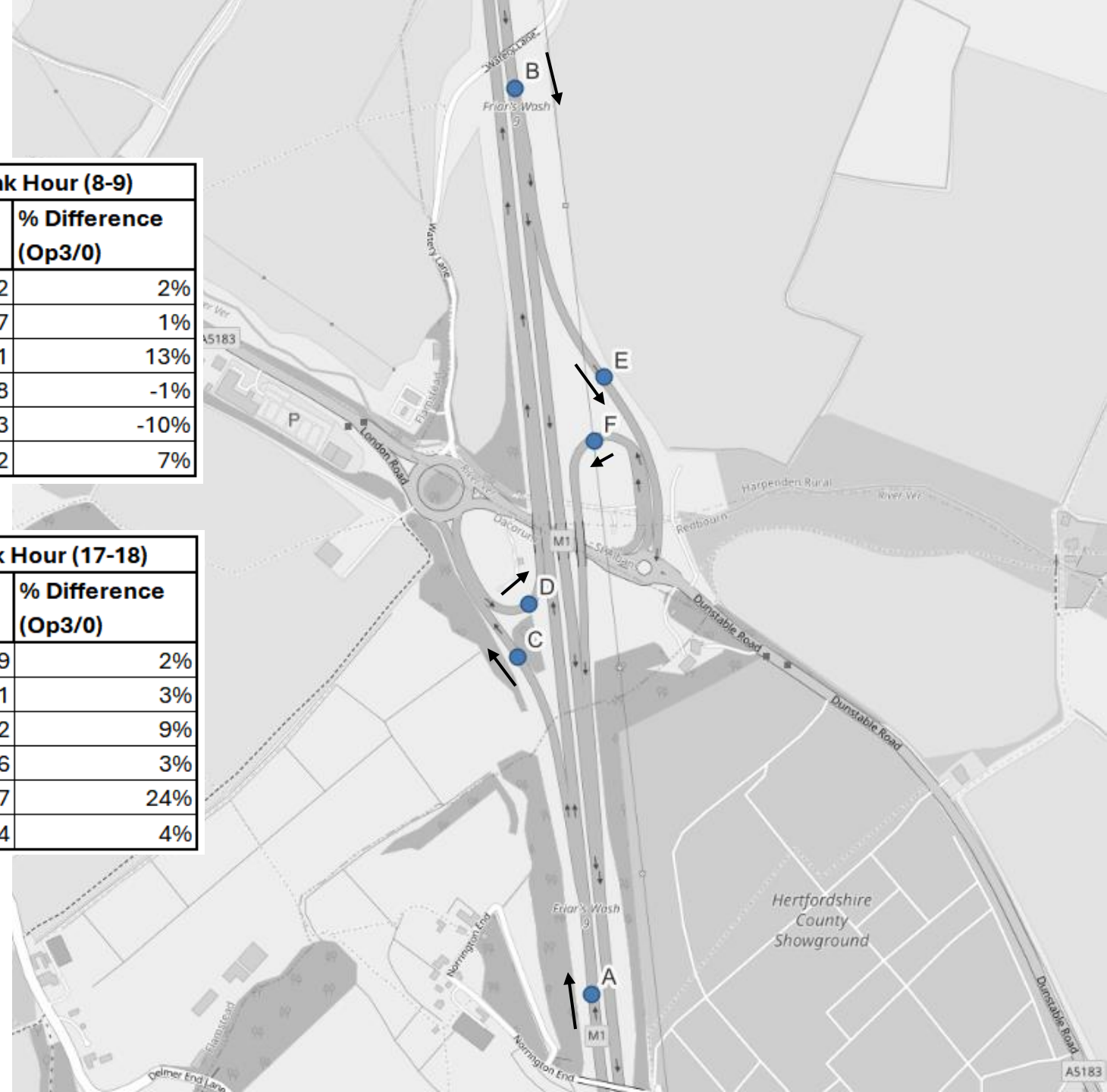
Showing flow increases only



# M1 Junction 9 – Flows to/from SRN

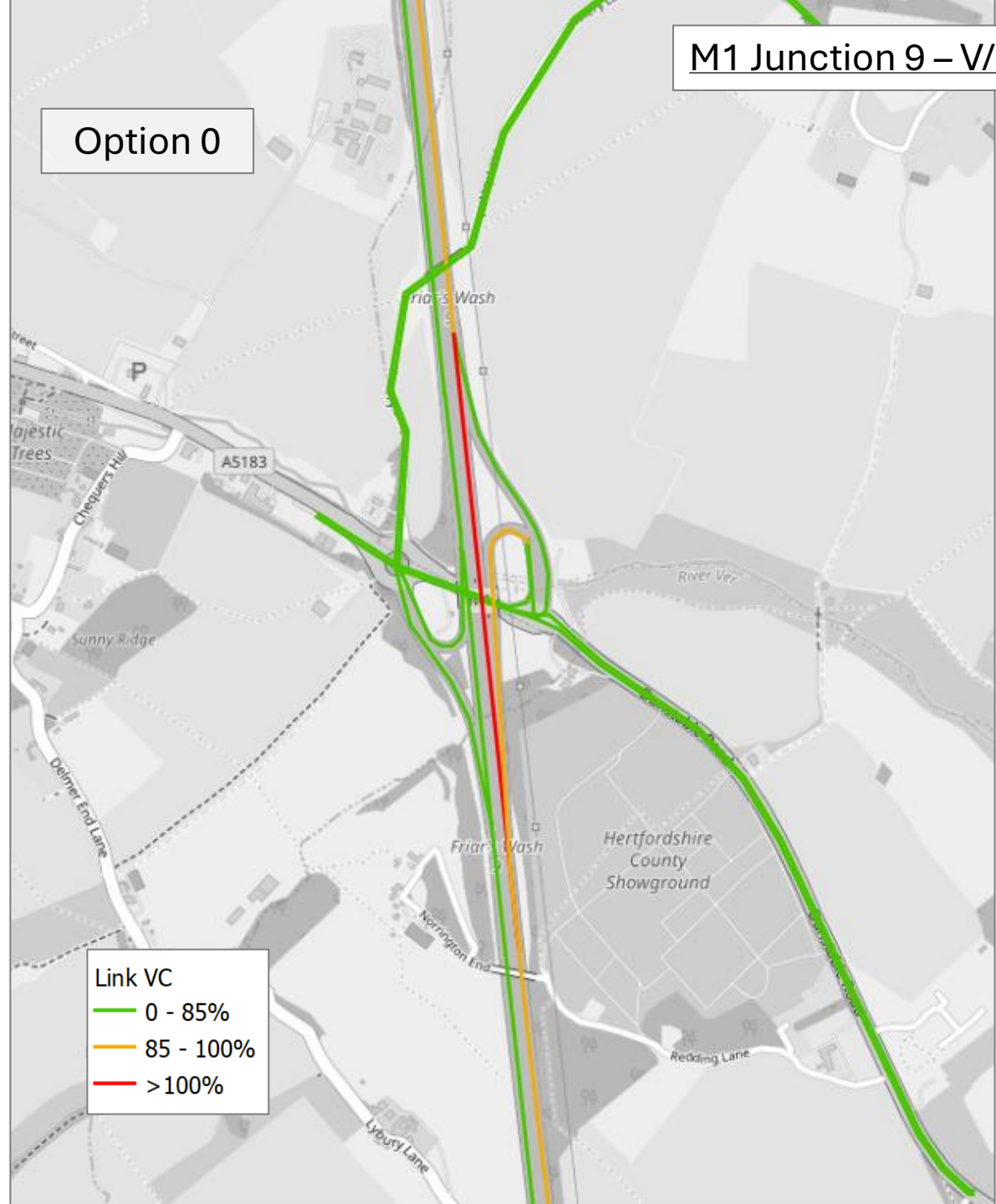
Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M1 S mainline (heading n/b)	5,989	6,092	102	2%
B	M1 N mainline (heading s/b)	6,175	6,212	37	1%
C	M1 n/b offslip	797	897	101	13%
D	M1 n/b onslip	649	641	-8	-1%
E	M1 s/b offslip	843	760	-83	-10%
F	M1 s/b onslip	1,547	1,658	112	7%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M1 S mainline (heading n/b)	7,039	7,158	119	2%
B	M1 N mainline (heading s/b)	5,903	6,054	151	3%
C	M1 n/b offslip	1,439	1,571	132	9%
D	M1 n/b onslip	1,608	1,664	56	3%
E	M1 s/b offslip	659	816	157	24%
F	M1 s/b onslip	1,074	1,118	44	4%

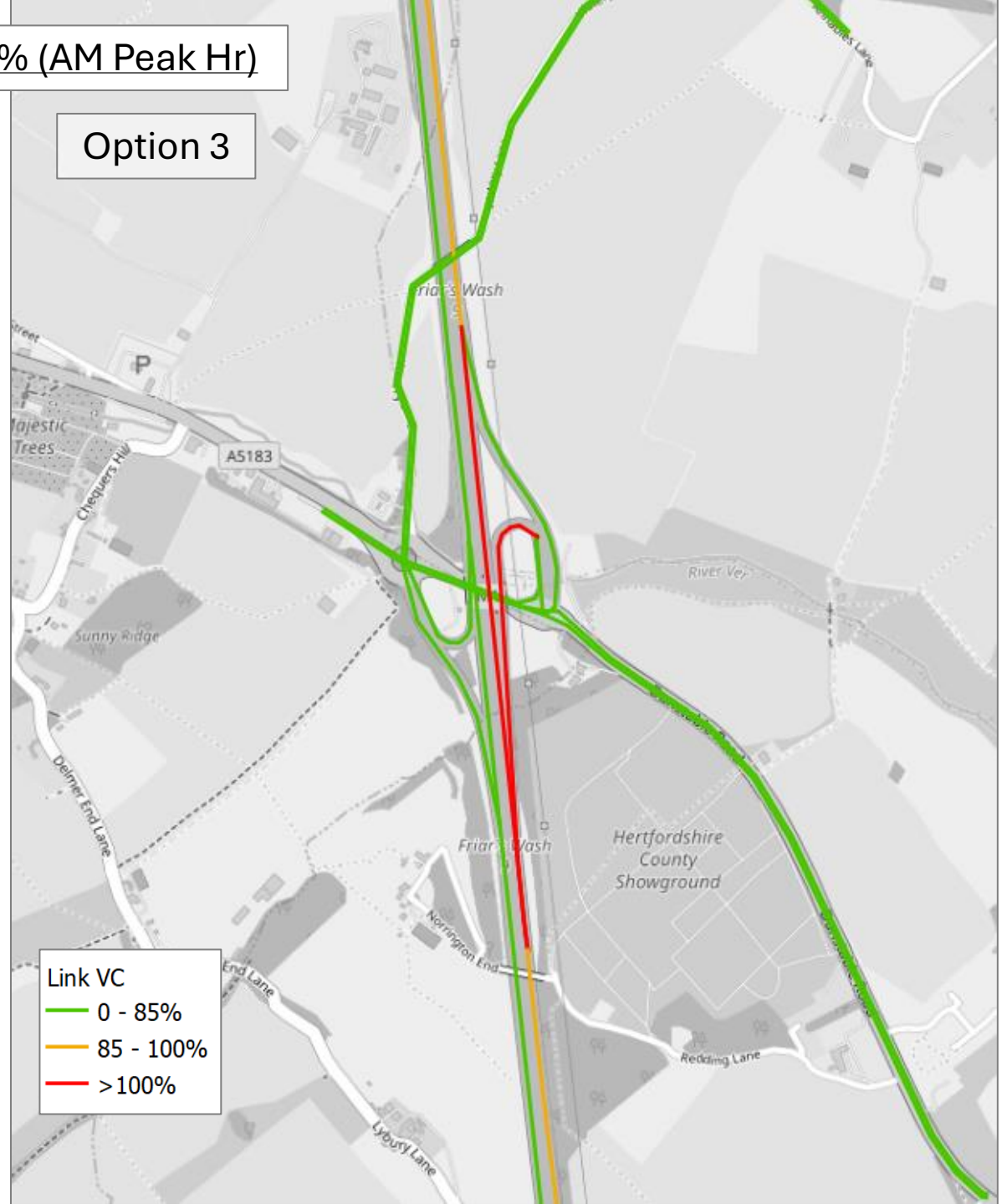


# M1 Junction 9 – V/C% (AM Peak Hr)

## Option 0



## Option 3



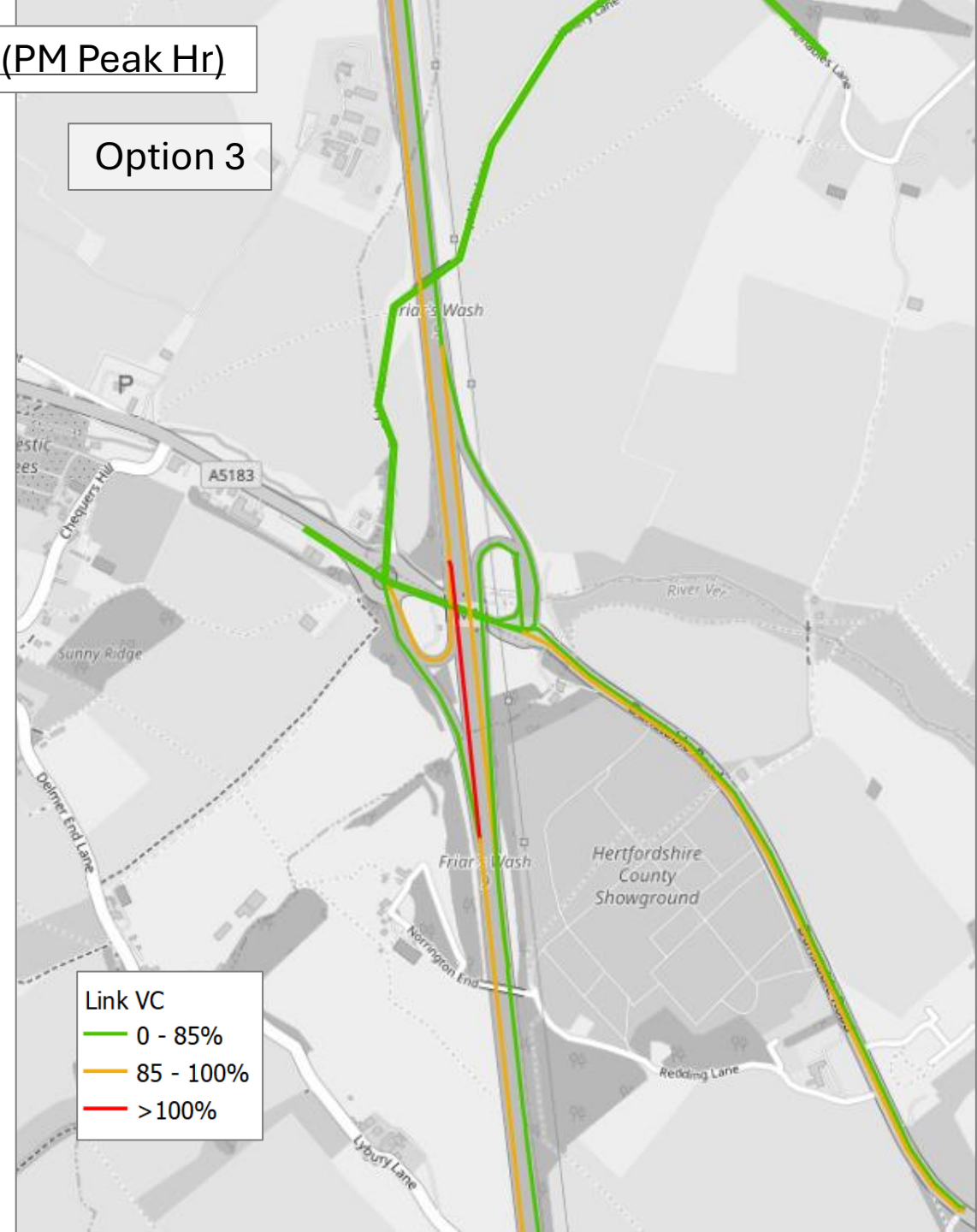
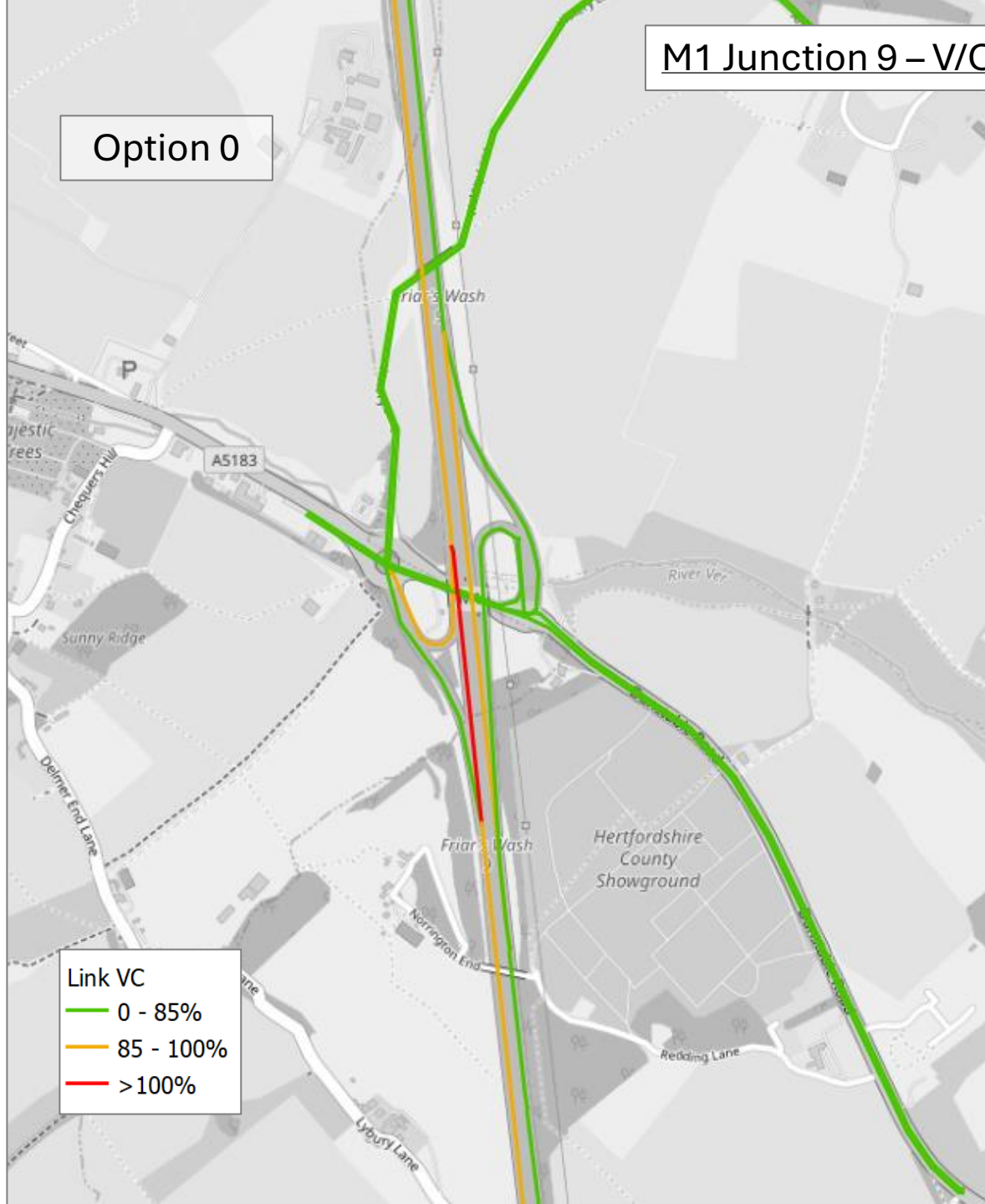
# M1 Junction 9 – V/C% (PM Peak Hr)

Option 0

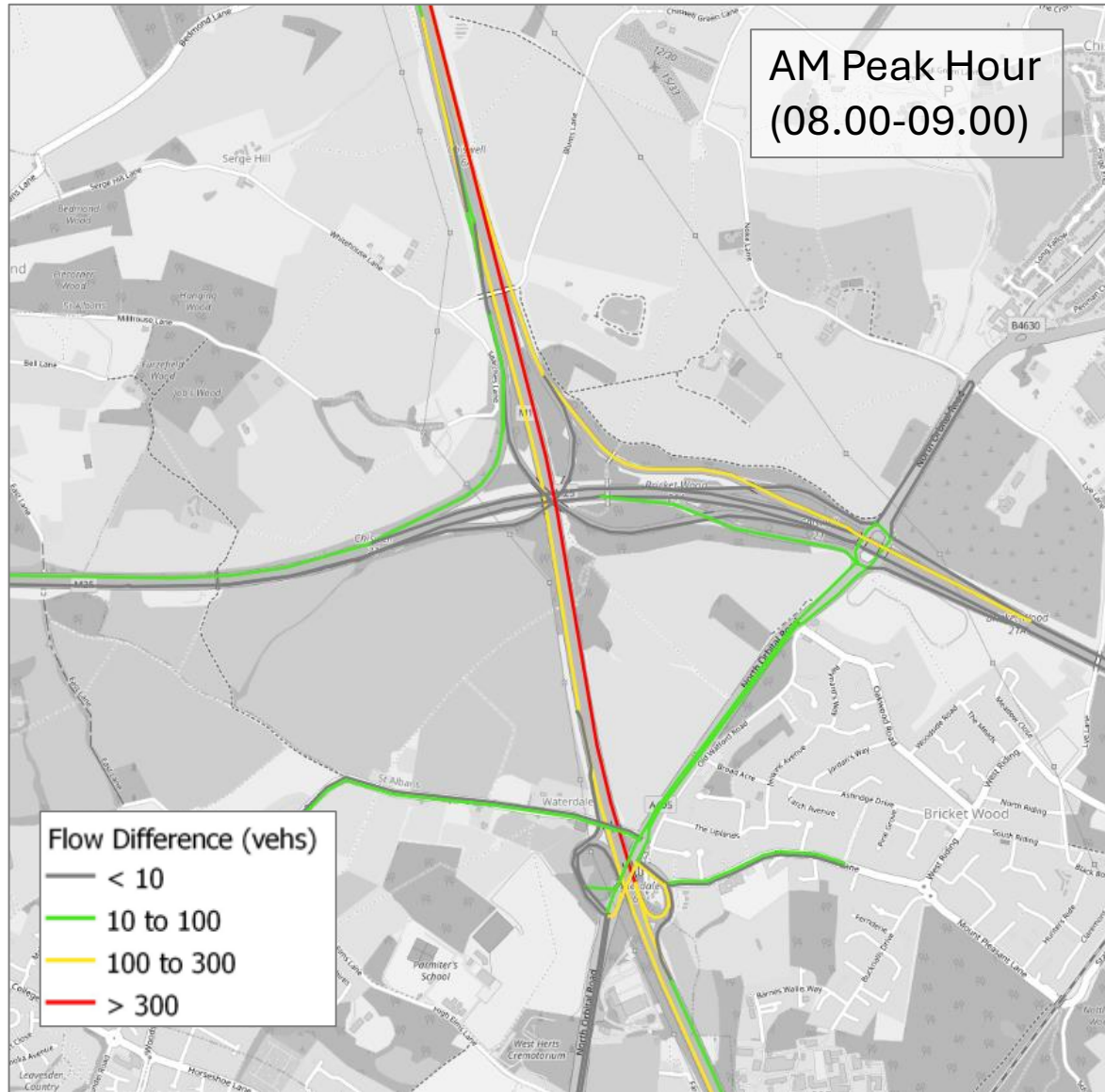
Option 3

Link VC  
0 - 85%  
85 - 100%  
>100%

Link VC  
0 - 85%  
85 - 100%  
>100%



# M25 J21 / J21A – Flow Difference (Option 3 minus Option 0)



Showing flow increases only

# M25 J21 / J21A – Mainline Flows

Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (e/b)	6,289	6,325	36	1%
	M25 W (w/b)	5,181	5,172	-9	0%
B	M1 N (n/b)	6,973	7,017	44	1%
	M1 N (s/b)	6,235	6,705	470	8%
C	M25 E (e/b)	5,834	5,670	-164	-3%
	M25 E (w/b)	5,580	5,417	-163	-3%
D	M1 mid-point (n/b)	3,418	3,538	120	4%
	M1 mid-point (s/b)	4,767	5,108	340	7%
E	M1 S (n/b)	4,620	4,728	108	2%
	M1 S (s/b)	4,991	5,074	83	2%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (e/b)	6,012	6,045	33	1%
	M25 W (w/b)	5,368	5,372	4	0%
B	M1 N (n/b)	7,312	7,347	35	0%
	M1 N (s/b)	5,619	6,032	413	7%
C	M25 E (e/b)	5,219	5,257	38	1%
	M25 E (w/b)	5,549	5,572	24	0%
D	M1 mid-point (n/b)	4,772	4,778	6	0%
	M1 mid-point (s/b)	4,041	4,420	379	9%
E	M1 S (n/b)	5,474	5,498	24	0%
	M1 S (s/b)	4,342	4,545	203	5%



# M25 J21 / J21A – Slip Road Flows

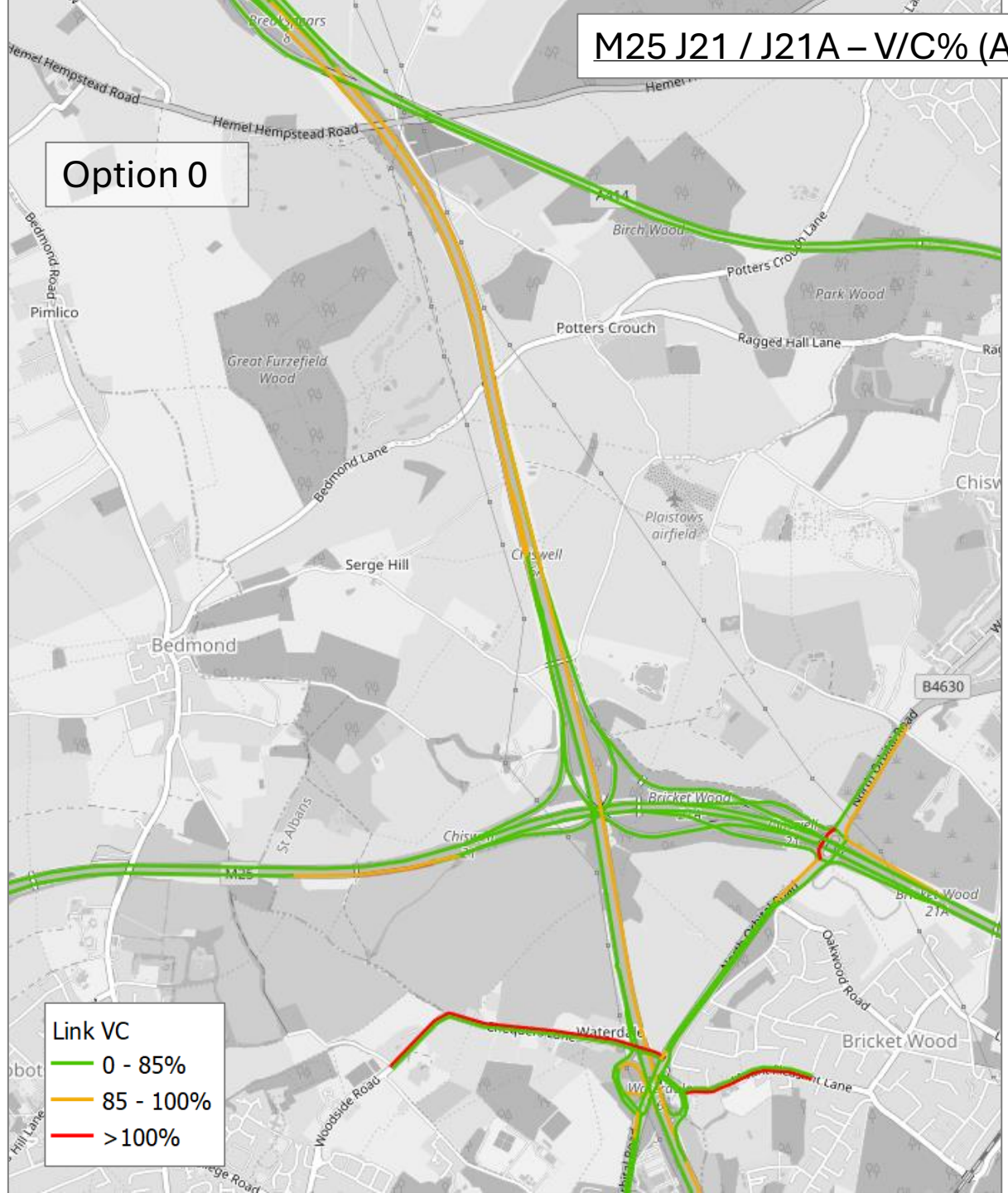
Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M1 N to M25 E	479	617	138	29%
B	M1 N to M25 W	1,116	1,099	-17	-2%
C	M25 e/b offslip to J21	857	829	-28	-3%
D	M25 w/b onslip from J21	1,088	1,155	67	6%
E	M25 E to M1 N	1,892	1,801	-91	-5%
F	M25 W to M1 N	1,673	1,736	63	4%
G	M25 e/b onslip from J21	1,603	1,297	-306	-19%
H	M25 w/b offslip to J21	538	543	5	1%
I	M1 s/b offslip at J21A	1,595	1,716	121	8%
J	M1 n/b onslip at J21A	3,326	3,265	-61	-2%
K	M1 n/b onslip at J6	542	525	-17	-3%
L	M1 n/b offslip at J6	1,745	1,716	-29	-2%
M	M1 s/b offslip at J6	884	1,080	196	22%
N	M1 s/b onslip at J6	1,108	1,047	-61	-5%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M1 N to M25 E	140	140	0	0%
B	M1 N to M25 W	1,641	1,643	2	0%
C	M25 e/b offslip to J21	800	774	-26	-3%
D	M25 w/b onslip from J21	507	506	-1	0%
E	M25 E to M1 N	1,520	1,527	7	0%
F	M25 W to M1 N	1,353	1,385	31	2%
G	M25 e/b onslip from J21	1,224	1,233	10	1%
H	M25 w/b offslip to J21	532	546	13	3%
I	M1 s/b offslip at J21A	1,782	1,783	1	0%
J	M1 n/b onslip at J21A	2,838	2,863	25	1%
K	M1 n/b onslip at J6	706	746	39	6%
L	M1 n/b offslip at J6	1,409	1,467	58	4%
M	M1 s/b offslip at J6	719	775	56	8%
N	M1 s/b onslip at J6	1,019	900	-119	-12%



# M25 J21 / J21A – V/C% (AM Peak Hr)

## Option 0

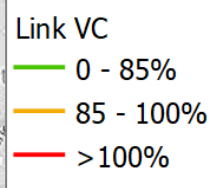
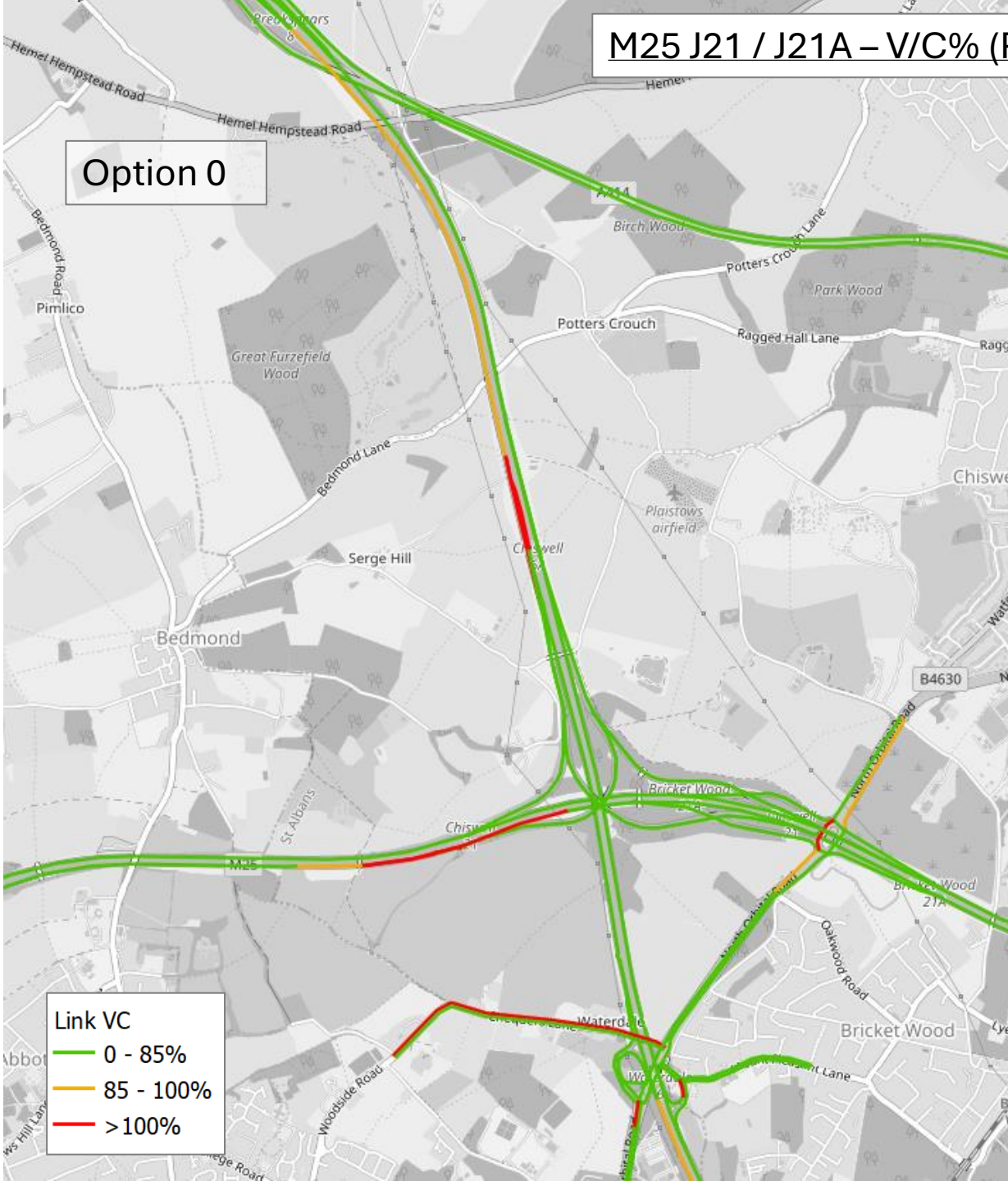


## Option 3

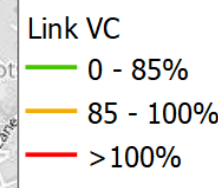
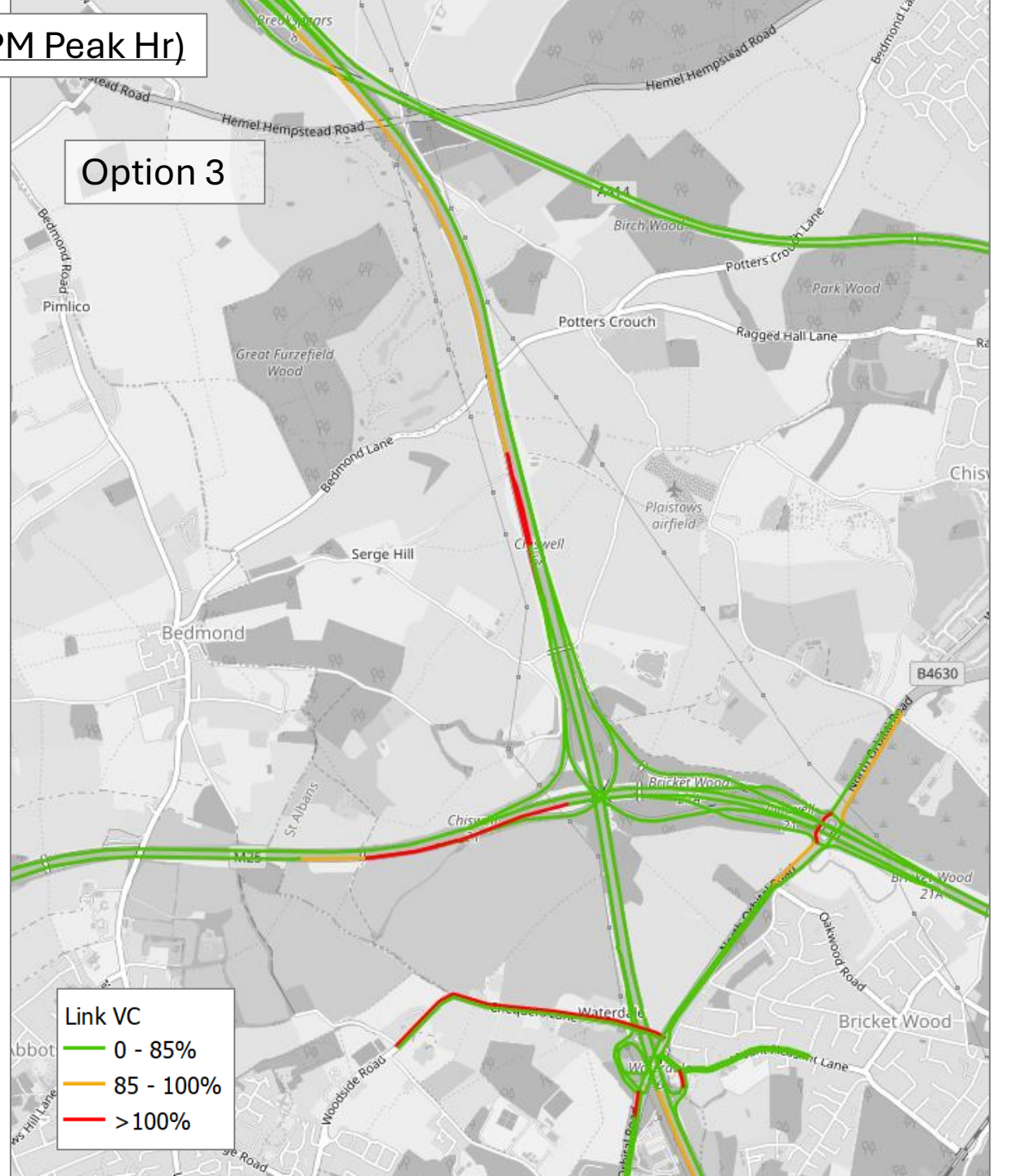


# M25 J21 / J21A – V/C% (PM Peak Hr)

## Option 0

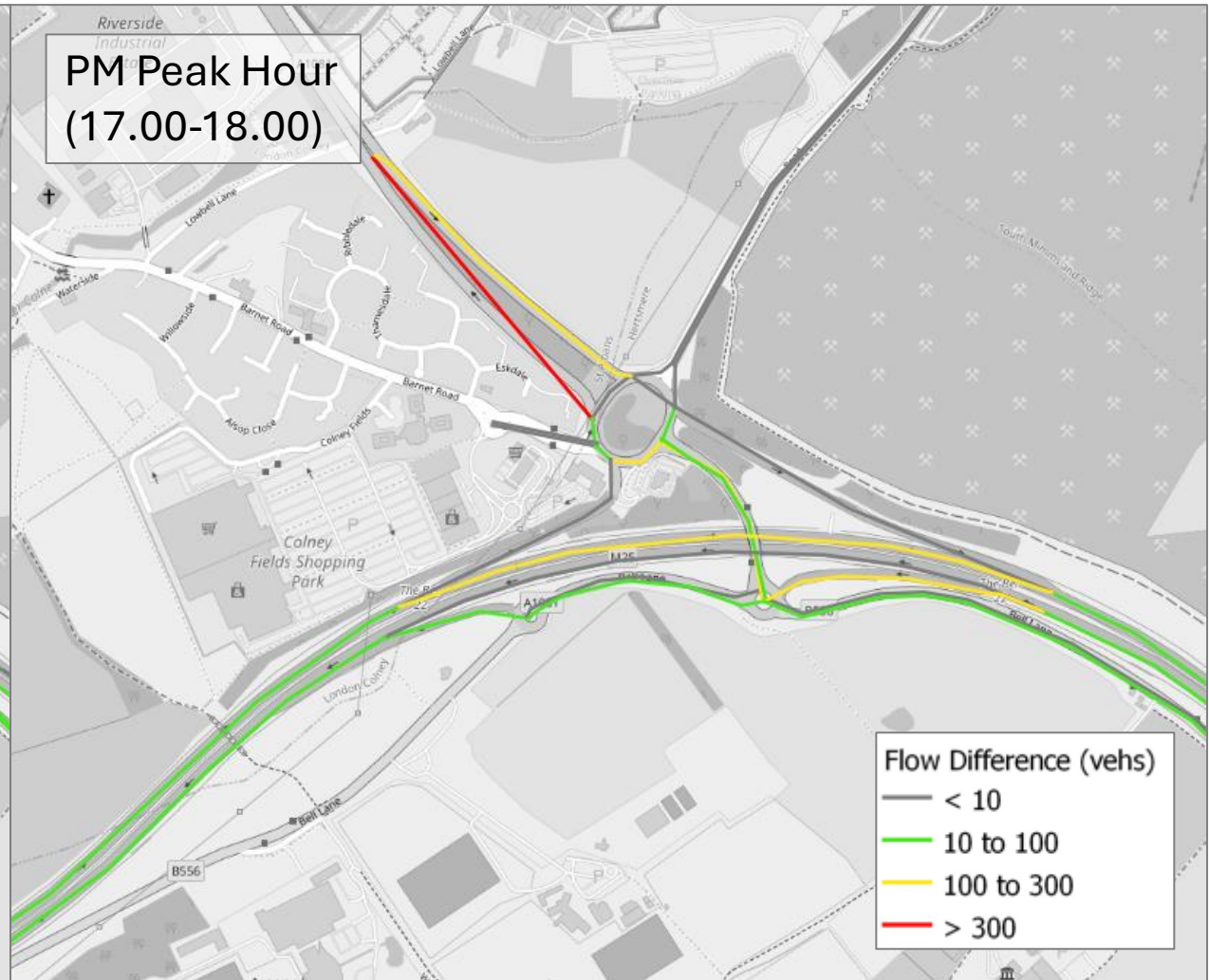
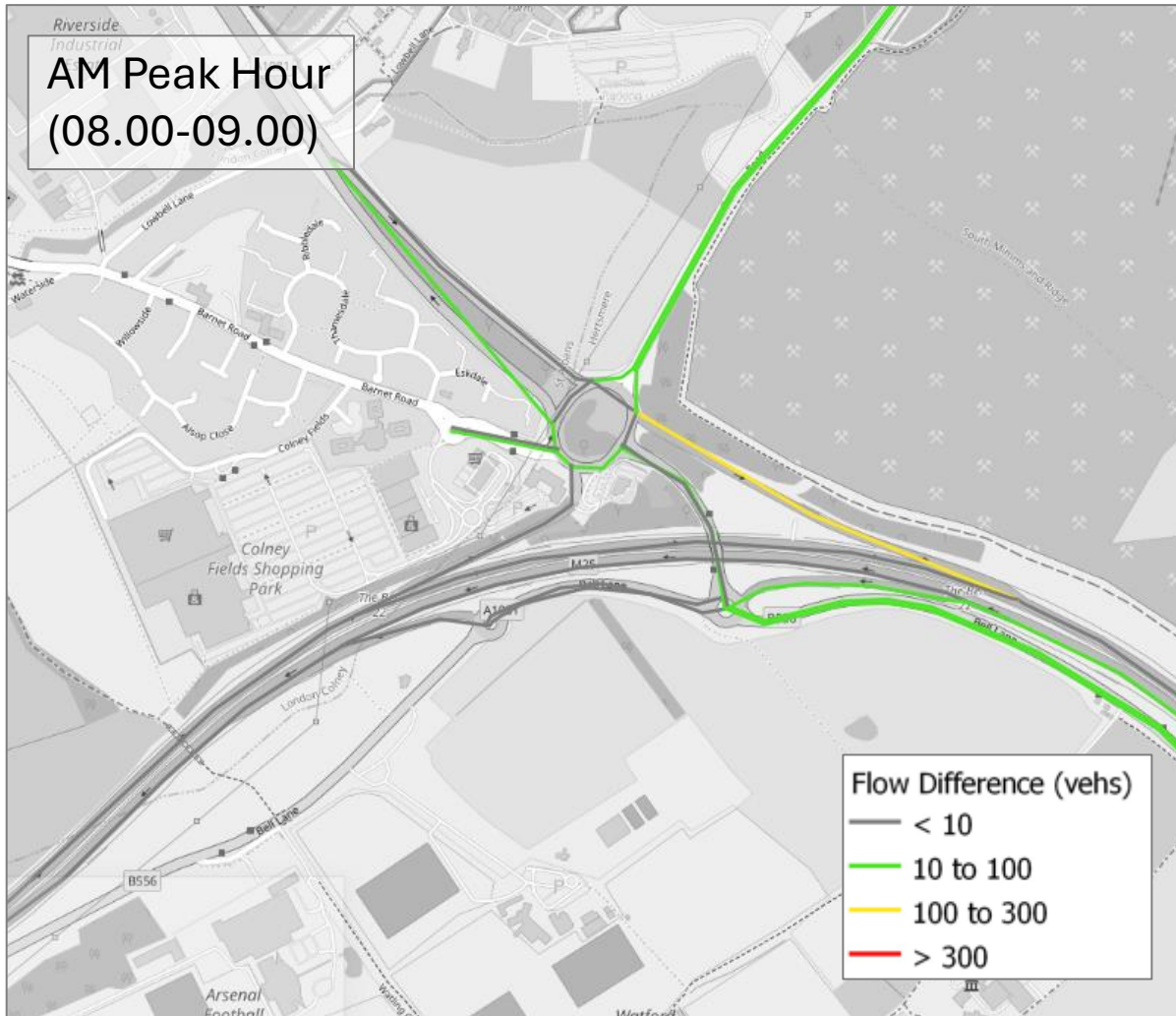


## Option 3





# M25 Junction 22 - Flow Difference (Option 3 minus Option 0)

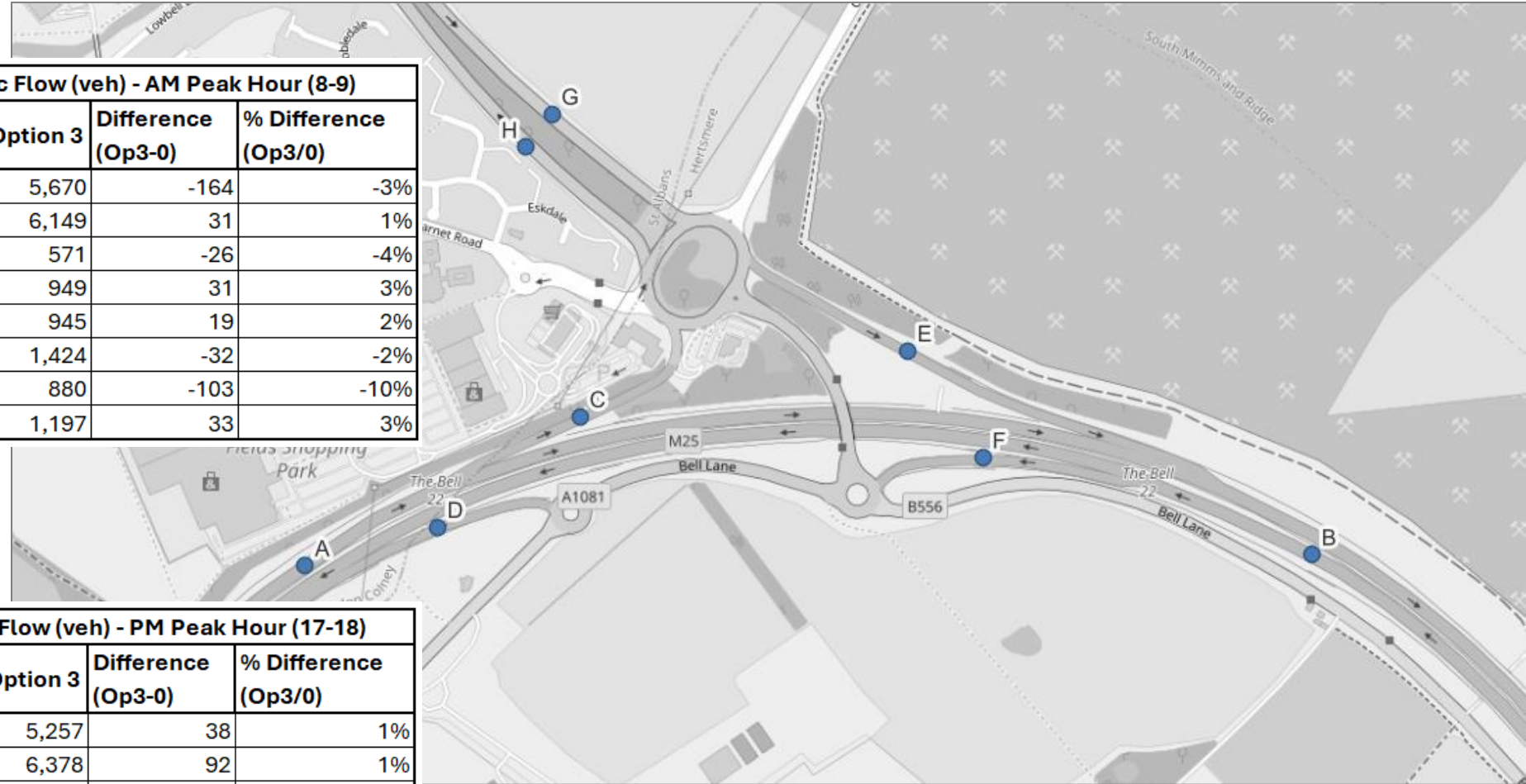


Showing flow increases only

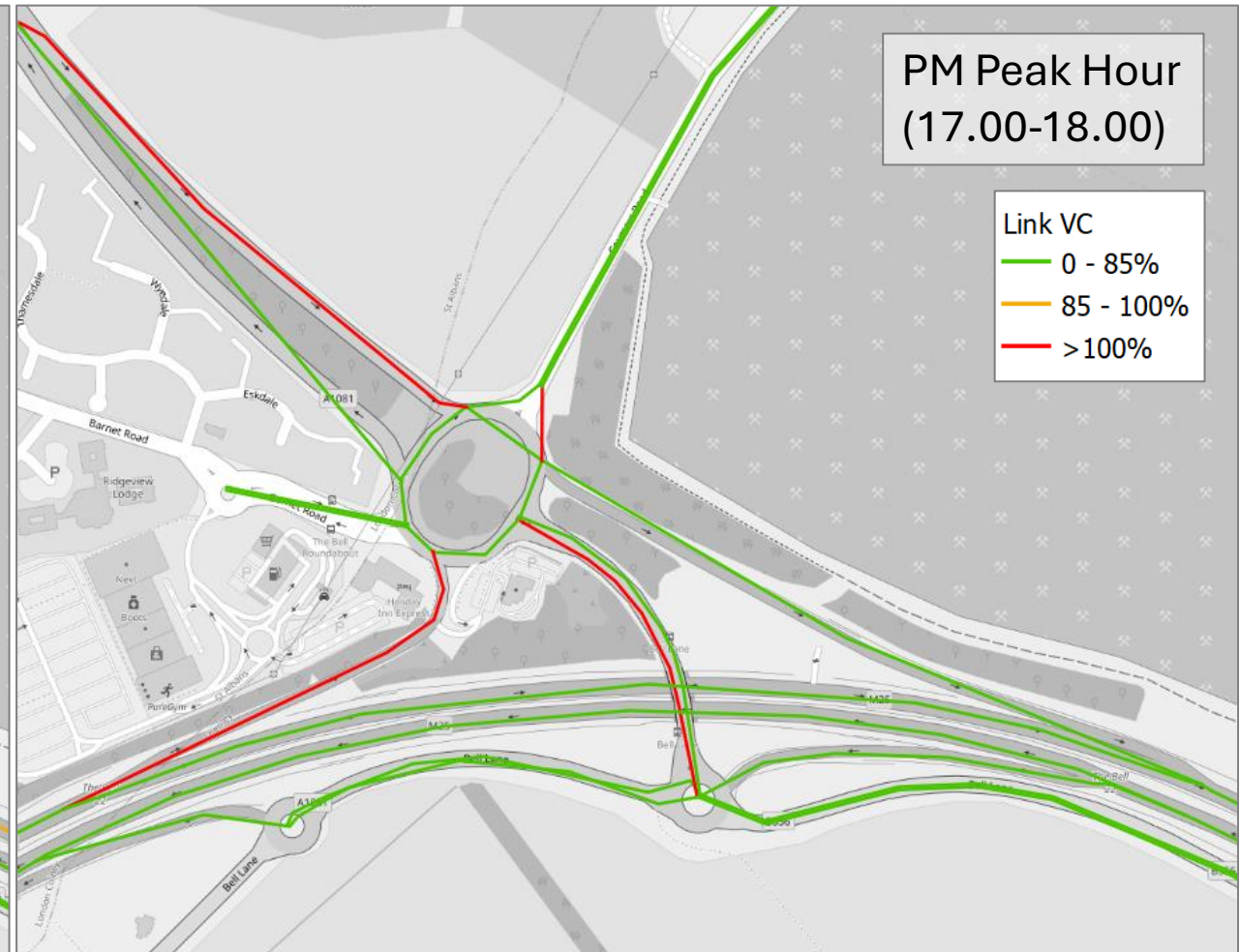
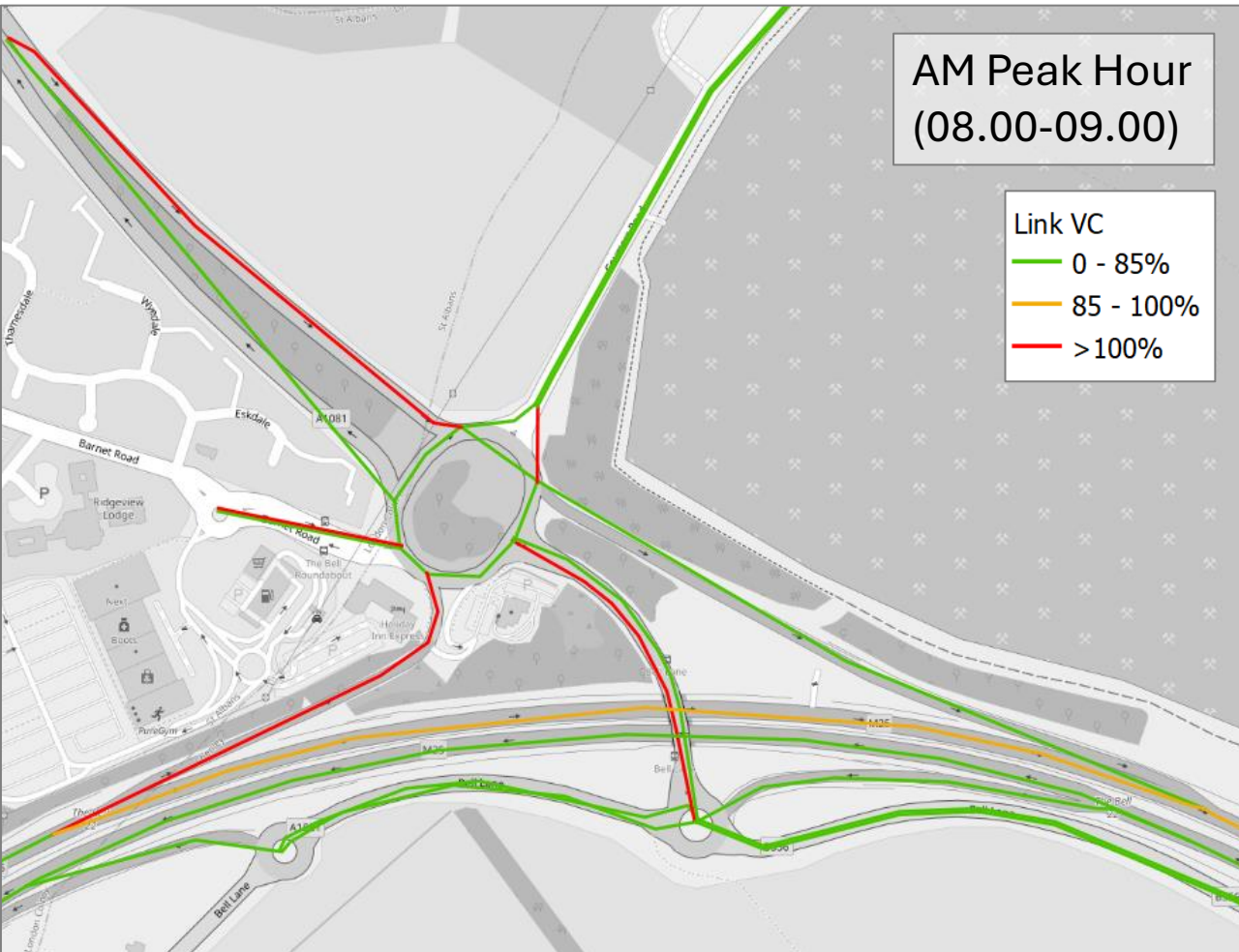
## M25 Junction 22 – Flows to/from SRN

Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (heading e/b)	5,834	5,670	-164	-3%
B	M25 E (heading w/b)	6,118	6,149	31	1%
C	M25 e/b offslip	598	571	-26	-4%
D	M25 w/b onslip	918	949	31	3%
E	M25 e/b onslip	926	945	19	2%
F	M25 w/b offslip	1,456	1,424	-32	-2%
G	A1018 s/b	983	880	-103	-10%
H	A1018 n/b	1,164	1,197	33	3%

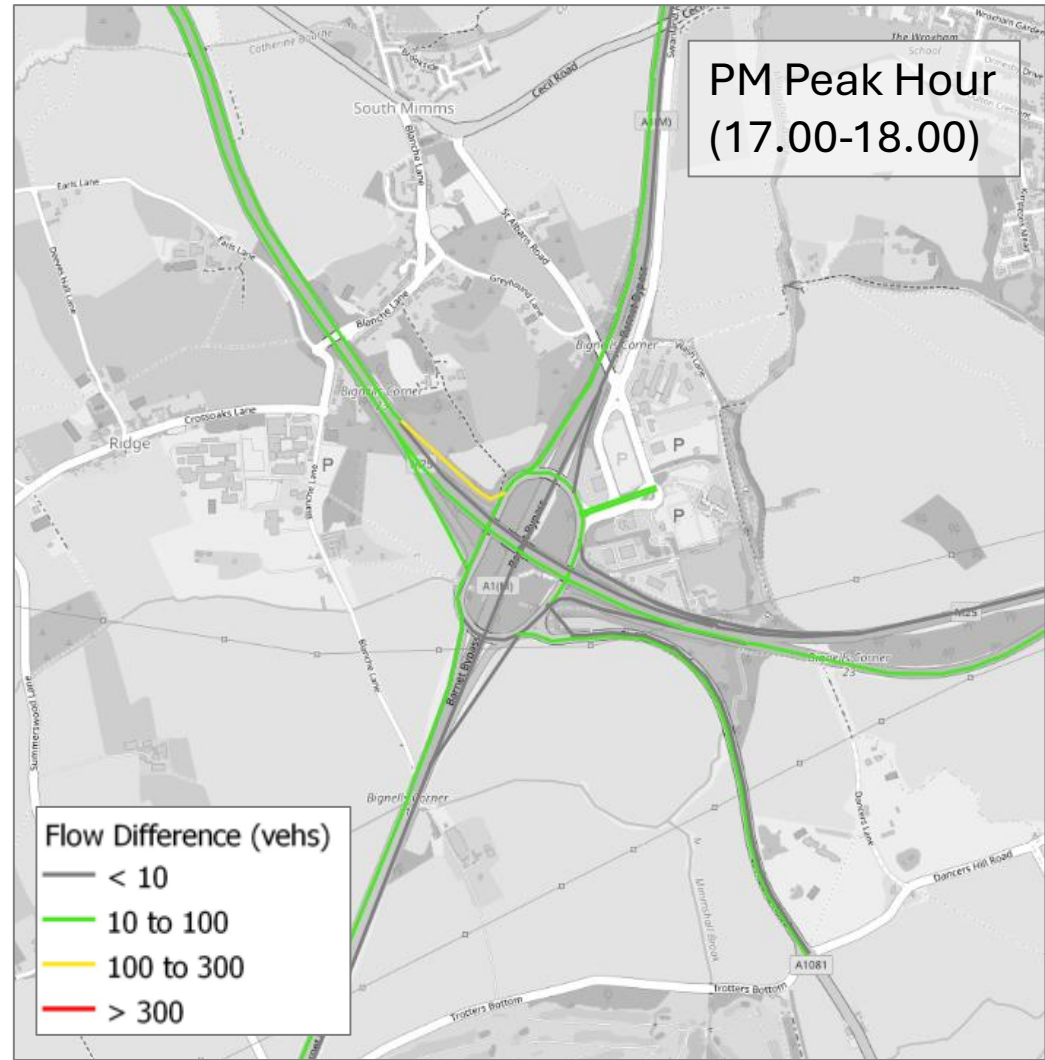
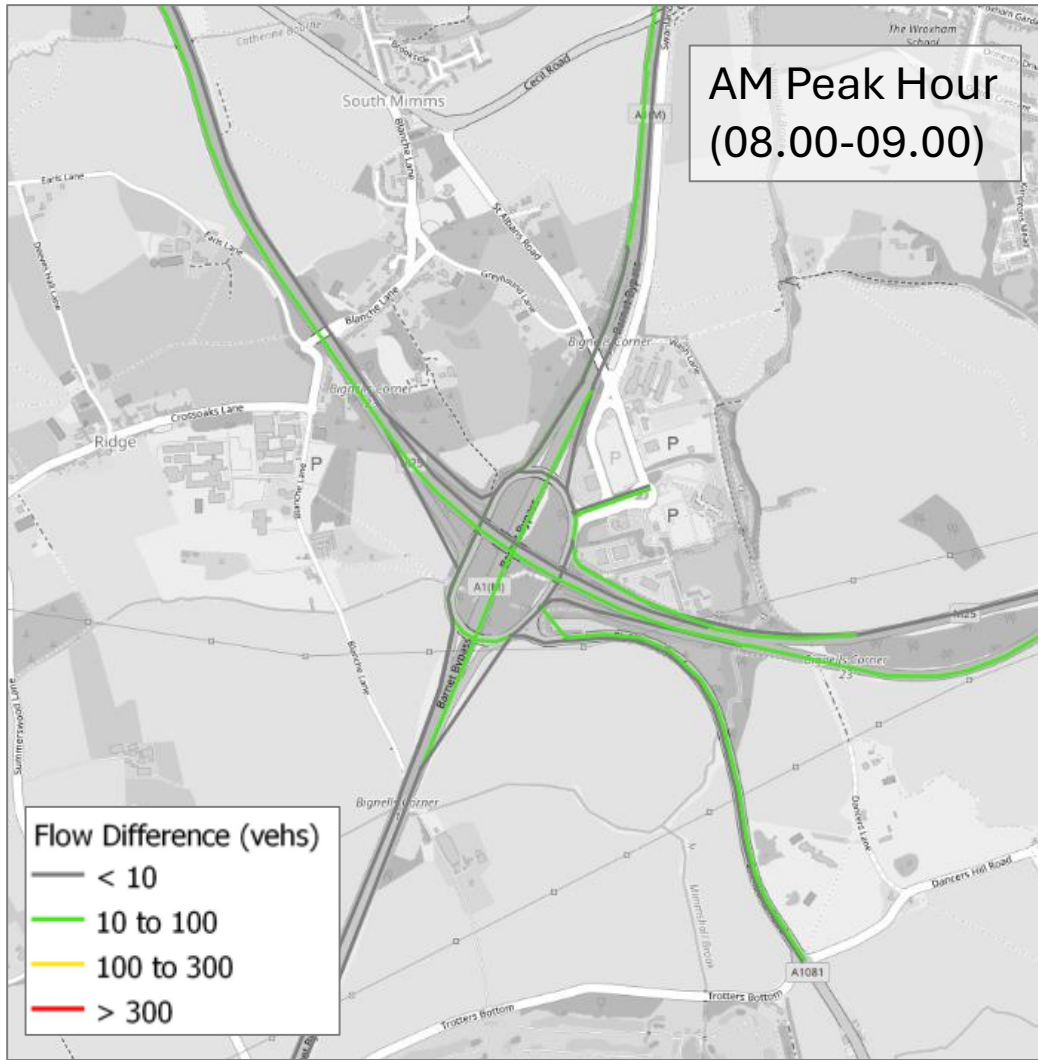
Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (heading e/b)	5,219	5,257	38	1%
B	M25 E (heading w/b)	6,286	6,378	92	1%
C	M25 e/b offslip	676	584	-92	-14%
D	M25 w/b onslip	773	844	71	9%
E	M25 e/b onslip	1,138	1,092	-46	-4%
F	M25 w/b offslip	1,510	1,650	140	9%
G	A1018 s/b	1,063	1,326	263	25%
H	A1018 n/b	1,117	1,436	319	29%



# M25 Junction 22 – V/C% (Option 3)



# M25 J23 - Flow Difference (Option 3 minus Option 0)



Showing flow increases only

# M25 Junction 23 – Flows to/from SRN

Ref	Entry arm	Traffic Flow (veh) - AM Peak Hour (8-9)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (heading e/b)	6,160	6,108	-52	-1%
B	M25 E (heading w/b)	6,258	6,308	50	1%
C	M25 e/b offslip	909	883	-26	-3%
D	M25 w/b onslip	1,013	1,021	8	1%
E	M25 e/b onslip	1,541	1,574	33	2%
F	M25 w/b offslip	1,152	1,149	-3	0%

Ref	Entry arm	Traffic Flow (veh) - PM Peak Hour (17-18)			
		Option 0	Option 3	Difference (Op3-0)	% Difference (Op3/0)
A	M25 W (heading e/b)	5,682	5,766	84	1%
B	M25 E (heading w/b)	6,721	6,748	27	0%
C	M25 e/b offslip	1,449	1,562	113	8%
D	M25 w/b onslip	1,028	1,066	39	4%
E	M25 e/b onslip	2,979	2,975	-4	0%
F	M25 w/b offslip	1,462	1,435	-26	-2%

