

1 Link Flow – 2026 AM

Table 1.1 Link Flow – M5 Junction 5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	100%	0%	0%	0%	0%
DM 1	2026	0%	100%	0%	0%	0%	0%
DM 2	2026	0%	100%	0%	0%	0%	0%
DM2 NLP7	2026	0%	100%	0%	0%	0%	0%
DM2 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 1	2026	0%	100%	0%	0%	0%	0%
DS1 NLP7	2026	0%	100%	0%	0%	0%	0%
DS1 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 3	2026	0%	100%	0%	0%	0%	0%
DS3 NLP7	2026	0%	100%	0%	0%	0%	0%
DS3 NLP9	2026	0%	100%	0%	0%	0%	0%

Table 1.2 Link Flow – M5 Junction 6 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	60%	0%	0%	40%	0%
DM 1	2026	20%	40%	0%	0%	40%	0%
DM 2	2026	20%	40%	0%	0%	40%	0%
DM2 NLP7	2026	20%	40%	0%	0%	40%	0%
DM2 NLP9	2026	40%	20%	0%	0%	40%	0%
DS 1	2026	20%	40%	0%	0%	40%	0%
DS1 NLP7	2026	20%	40%	0%	0%	40%	0%
DS1 NLP9	2026	40%	20%	0%	0%	40%	0%
DS 2	2026	20%	40%	0%	0%	40%	0%
DS2 NLP7	2026	20%	40%	0%	0%	40%	0%
DS2 NLP9	2026	40%	20%	0%	0%	40%	0%
DS 3	2026	20%	40%	0%	0%	40%	0%
DS3 NLP7	2026	20%	40%	0%	0%	40%	0%
DS3 NLP9	2026	20%	40%	0%	0%	40%	0%

Table 1.3 Link Flow – M5 Junction 7 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	60%	0%	0%	40%	0%
DM 1	2026	20%	40%	0%	0%	40%	0%
DM 2	2026	20%	40%	0%	0%	40%	0%
DM2 NLP7	2026	20%	40%	0%	0%	40%	0%
DM2 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 1	2026	20%	40%	0%	0%	40%	0%
DS1 NLP7	2026	20%	40%	0%	0%	40%	0%
DS1 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 2	2026	20%	40%	0%	0%	40%	0%
DS2 NLP7	2026	20%	40%	0%	0%	40%	0%
DS2 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 3	2026	20%	40%	0%	0%	40%	0%
DS3 NLP7	2026	20%	40%	0%	0%	40%	0%
DS3 NLP9	2026	20%	40%	0%	0%	40%	0%

Table 1.4 Link Flow – M6 Junction 1 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	100%	0%	0%	0%	0%
DM 1	2026	0%	100%	0%	0%	0%	0%
DM 2	2026	0%	100%	0%	0%	0%	0%
DM2 NLP7	2026	0%	100%	0%	0%	0%	0%
DM2 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 1	2026	0%	100%	0%	0%	0%	0%
DS1 NLP7	2026	0%	100%	0%	0%	0%	0%
DS1 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 3	2026	0%	100%	0%	0%	0%	0%
DS3 NLP7	2026	0%	100%	0%	0%	0%	0%
DS3 NLP9	2026	0%	100%	0%	0%	0%	0%

Table 1.5 Link Flow – Evesham 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	-	-	-	0%	30%	70%
DM1	2026	-	-	-	0%	70%	30%
DM2	2026	-	-	-	0%	70%	30%
DM2 NLP9	2026	-	-	-	0%	70%	30%

Table 1.6 Link Flow – A5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	-	-	-	0%	95%	5%
DM1	2026	-	-	-	0%	95%	5%
DM2	2026	-	-	-	0%	95%	5%
DM2 NLP7	2026	-	-	-	0%	95%	5%
DM2 NLP9	2026	-	-	-	0%	95%	5%

Table 1.7 Link Flow – A38 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%
DM1	2026	7.4%	0.0%	0.0%	46.3%	3.7%	0.0%
DM2	2026	7.4%	0.0%	0.0%	55.6%	0.0%	1.9%
DM2 NLP9	2026	7.4%	0.0%	0.0%	61.1%	0.0%	0.0%
DS1	2026	5.6%	0.0%	0.0%	53.7%	0.0%	3.7%
DS1 NLP9	2026	5.6%	0.0%	0.0%	57.4%	0.0%	3.7%
DS2	2026	5.6%	0.0%	0.0%	27.8%	0.0%	0.0%
DS2 NLP9	2026	5.6%	0.0%	0.0%	31.5%	0.0%	0.0%
DS3	2026	3.7%	0.0%	0.0%	25.9%	1.9%	1.9%
DS3 NLP9	2026	3.7%	0.0%	0.0%	38.9%	0.0%	0.0%

Table 1.8 Link Flow – A46 Corridor 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	5.0%	95.0%	0.0%
DM1	2026	-	-	-	15.0%	85.0%	0.0%
DM2	2026	-	-	-	15.0%	85.0%	0.0%
DM2 NLP7	2026	-	-	-	15.0%	85.0%	0.0%
DM2 NLP9	2026	-	-	-	15.0%	85.0%	0.0%
DS1	2026	-	-	-	15.0%	85.0%	0.0%
DS1 NLP7	2026	-	-	-	15.0%	85.0%	0.0%
DS1 NLP9	2026	-	-	-	15.0%	85.0%	0.0%
DS2	2026	-	-	-	25.0%	75.0%	0.0%
DS2 NLP7	2026	-	-	-	20.0%	80.0%	0.0%
DS2 NLP9	2026	-	-	-	20.0%	80.0%	0.0%
DS3	2026	-	-	-	20.0%	80.0%	0.0%
DS3 NLP7	2026	-	-	-	15.0%	85.0%	0.0%
DS3 NLP9	2026	-	-	-	15.0%	85.0%	0.0%

Table 1.9 Link Flows – A46 Stratford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	0.0%	62.5%	37.5%
DM1	2026	-	-	-	0.0%	75.0%	25.0%
DM2	2026	-	-	-	0.0%	50.0%	50.0%
DM2 NLP7	2026	-	-	-	0.0%	50.0%	50.0%
DM2 NLP9	2026	-	-	-	0.0%	37.5%	62.5%
DS1	2026	-	-	-	0.0%	50.0%	50.0%
DS1 NLP7	2026	-	-	-	0.0%	50.0%	50.0%
DS1 NLP9	2026	-	-	-	0.0%	50.0%	50.0%

Table 1.10 Link Flows – Hereford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	0%	1%	99%
DM1	2026	-	-	-	0%	9%	91%
DM2	2026	-	-	-	0%	9%	91%
DM2 NLP9	2026	-	-	-	0%	9%	91%
DS2 RSS2	2026	-	-	-	0%	9%	91%
DS2 NLP9	2026	-	-	-	0%	9%	91%

2 Link Saturation – 2026 AM

Table 2.1 Link Saturation – M5 Junction 5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	100%	0%	0%	0%
DM 1	2026	0%	0%	100%	0%	0%	0%
DM 2	2026	0%	0%	100%	0%	0%	0%
DM2 NLP7	2026	0%	0%	100%	0%	0%	0%
DM2 NLP9	2026	0%	0%	100%	0%	0%	0%
DS 1	2026	0%	0%	100%	0%	0%	0%
DS1 NLP7	2026	0%	0%	100%	0%	0%	0%
DS1 NLP9	2026	0%	0%	100%	0%	0%	0%
DS 2	2026	0%	0%	100%	0%	0%	0%
DS2 NLP7	2026	0%	0%	100%	0%	0%	0%
DS2 NLP9	2026	0%	0%	100%	0%	0%	0%
DS 3	2026	0%	0%	100%	0%	0%	0%
DS3 NLP7	2026	0%	0%	100%	0%	0%	0%
DS3 NLP9	2026	0%	0%	100%	0%	0%	0%

Table 2.2 Link Saturation – M5 Junction 6 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	60%	0%	0%	40%
DM 1	2026	0%	60%	0%	0%	20%	20%
DM 2	2026	0%	60%	0%	0%	20%	20%
DM2 NLP7	2026	0%	60%	0%	0%	20%	20%
DM2 NLP9	2026	20%	40%	0%	20%	0%	20%
DS 1	2026	0%	60%	0%	20%	0%	20%
DS1 NLP7	2026	0%	60%	0%	20%	0%	20%
DS1 NLP9	2026	20%	40%	0%	20%	0%	20%
DS 2	2026	0%	60%	0%	20%	0%	20%
DS2 NLP7	2026	0%	60%	0%	20%	0%	20%
DS2 NLP9	2026	20%	40%	0%	20%	0%	20%
DS 3	2026	0%	60%	0%	0%	20%	20%
DS3 NLP7	2026	0%	60%	0%	0%	20%	20%
DS3 NLP9	2026	20%	40%	0%	0%	20%	20%

Table 2.3 Link Saturation – M5 Junction 7 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	60%	0%	0%	40%
DM 1	2026	0%	40%	20%	0%	0%	40%
DM 2	2026	0%	40%	20%	0%	0%	40%
DM2 NLP7	2026	0%	40%	20%	0%	0%	40%
DM2 NLP9	2026	20%	20%	20%	0%	0%	40%
DS 1	2026	0%	40%	20%	0%	0%	40%
DS1 NLP7	2026	0%	40%	20%	0%	0%	40%
DS1 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 2	2026	0%	40%	20%	0%	0%	40%
DS2 NLP7	2026	0%	40%	20%	0%	0%	40%
DS2 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 3	2026	0%	40%	20%	0%	0%	40%
DS3 NLP7	2026	0%	40%	20%	0%	0%	40%
DS3 NLP9	2026	0%	40%	20%	0%	20%	20%

Table 2.4 Link Saturation – M6 Junction 1 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	100%	0%	0%	0%
DM 1	2026	0%	0%	100%	0%	0%	0%
DM 2	2016	0%	0%	100%	0%	0%	0%
DM2 NLP7	2016	0%	0%	100%	0%	0%	0%
DM2 NLP9	2016	0%	0%	100%	0%	0%	0%
DS 1	2016	0%	0%	100%	0%	0%	0%
DS1 NLP7	2016	0%	0%	100%	0%	0%	0%
DS1 NLP9	2016	0%	0%	100%	0%	0%	0%
DS 3	2016	0%	0%	100%	0%	0%	0%
DS3 NLP7	2016	0%	0%	100%	0%	0%	0%
DS3 NLP9	2016	0%	0%	100%	0%	0%	0%

Table 2.5 Link Saturation – Evesham 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	-	-	-	0%	0%	100%
DM1	2026	-	-	-	0%	40%	60%
DM2	2026	-	-	-	0%	50%	50%
DM2 NLP9	2026	-	-	-	0%	60%	30%

Table 2.6 Link Saturation – A5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	-	-	-	0%	15%	85%
DM1	2026	-	-	-	0%	20%	80%
DM2	2026	-	-	-	0%	20%	80%
DM2 NLP7	2026	-	-	-	0%	20%	80%
DM2 NLP9	2026	-	-	-	0%	20%	80%

Table 2.7 Link Saturation – A38 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	15%	0%	46%	39%
DM1	2026	7%	2%	6%	50%	31%	4%
DM2	2026	7%	4%	4%	54%	30%	2%
DM2 NLP9	2026	7%	4%	4%	61%	22%	2%
DS1	2026	6%	2%	7%	54%	24%	7%
DS1 NLP9	2026	6%	2%	7%	57%	20%	7%
DS2	2026	6%	2%	7%	28%	48%	9%
DS2 NLP9	2026	6%	2%	7%	31%	44%	9%
DS3	2026	4%	4%	7%	26%	50%	9%
DS3 NLP9	2026	4%	4%	7%	39%	37%	9%

Table 2.8 Link Saturation – A46 Corridor 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%

Base	2007	-	-	-	0.0%	20.0%	80.0%
DM1	2026	-	-	-	40.0%	30.0%	30.0%
DM2	2026	-	-	-	35.0%	35.0%	30.0%
DM2 NLP7	2026	-	-	-	35.0%	35.0%	30.0%
DM2 NLP9	2026	-	-	-	45.0%	25.0%	30.0%
DS1	2026	-	-	-	30.0%	40.0%	30.0%
DS1 NLP7	2026	-	-	-	40.0%	30.0%	30.0%
DS1 NLP9	2026	-	-	-	40.0%	30.0%	30.0%
DS2	2026	-	-	-	35.0%	40.0%	25.0%
DS2 NLP7	2026	-	-	-	35.0%	40.0%	25.0%
DS2 NLP9	2026	-	-	-	50.0%	25.0%	25.0%
DS3	2026	-	-	-	40.0%	35.0%	25.0%
DS3 NLP7	2026	-	-	-	40.0%	35.0%	25.0%
DS3 NLP9	2026	-	-	-	40.0%	35.0%	25.0%

Table 2.9 Link Saturation – A46 Stratford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2007	-	-	-	0.0%	12.5%	87.5%
DM1	2026	-	-	-	0.0%	25.0%	75.0%
DM2	2026	-	-	-	0.0%	12.5%	87.5%
DM2 NLP7	2026	-	-	-	0.0%	12.5%	87.5%
DM2 NLP9	2026	-	-	-	0.0%	25.0%	75.0%
DS1	2026	-	-	-	0.0%	12.5%	87.5%
DS1 NLP7	2026	-	-	-	0.0%	12.5%	87.5%
DS1 NLP9	2026	-	-	-	0.0%	25.0%	75.0%

Table 2.10 Link Saturation – Hereford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2007	-	-	-	1%	12%	87%
DM1	2026	-	-	-	14%	14%	73%
DM2	2026	-	-	-	8%	14%	79%
DM2 NLP9	2026	-	-	-	9%	16%	75%
DS2 RSS2	2026	-	-	-	7%	14%	79%
DS2 NLP9	2026	-	-	-	7%	17%	75%

3 Link Delay – 2026 AM

Table 3.1 Link Delay – M5 Junction 5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	50%	50%	0%	0%	0%	0%
DM 1	2026	50%	50%	0%	0%	0%	0%
DM 2	2026	50%	50%	0%	0%	0%	0%
DM2 NLP7	2026	50%	50%	0%	0%	0%	0%
DM2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 1	2026	50%	50%	0%	0%	0%	0%
DS1 NLP7	2026	50%	50%	0%	0%	0%	0%
DS1 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 3	2026	50%	50%	0%	0%	0%	0%
DS3 NLP7	2026	50%	50%	0%	0%	0%	0%
DS3 NLP9	2026	50%	50%	0%	0%	0%	0%

Table 3.2 Link Delay – M5 Junction 6 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	0%	0%	0%	0%
DM 1	2026	50%	50%	0%	0%	0%	0%
DM 2	2026	50%	50%	0%	0%	0%	0%
DM2 NLP7	2026	50%	50%	0%	0%	0%	0%
DM2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 1	2026	50%	50%	0%	0%	0%	0%
DS1 NLP7	2026	50%	50%	0%	0%	0%	0%
DS1 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 2	2026	50%	50%	0%	0%	0%	0%
DS2 NLP7	2026	50%	50%	0%	0%	0%	0%
DS2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 3	2026	50%	50%	0%	0%	0%	0%
DS3 NLP7	2026	50%	50%	0%	0%	0%	0%
DS3 NLP9	2026	50%	50%	0%	0%	0%	0%

Table 3.3 Link Delay – M5 Junction 7 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	0%	0%	0%	0%
DM 1	2026	0%	0%	0%	0%	0%	0%
DM 2	2026	0%	0%	0%	0%	0%	0%
DM2 NLP7	2026	0%	0%	0%	0%	0%	0%
DM2 NLP9	2026	0%	0%	0%	0%	0%	0%
DS 1	2026	0%	0%	0%	0%	0%	0%
DS1 NLP7	2026	0%	0%	0%	0%	0%	0%
DS1 NLP9	2026	0%	0%	0%	0%	0%	0%
DS 2	2026	0%	0%	0%	0%	0%	0%
DS2 NLP7	2026	0%	0%	33%	0%	0%	0%
DS2 NLP9	2026	0%	0%	33%	0%	0%	0%
DS 3	2026	0%	0%	33%	0%	0%	0%
DS3 NLP7	2026	0%	0%	0%	0%	0%	0%
DS3 NLP9	2026	0%	0%	33%	0%	0%	0%

Table 3.4 Link Delay – M6 Junction 1 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	50%	0%	0%	0%
DM 1	2026	0%	0%	50%	0%	0%	0%
DM 2	2026	0%	0%	50%	0%	0%	0%
DM2 NLP7	2026	0%	0%	50%	0%	0%	0%
DM2 NLP9	2026	0%	0%	50%	0%	0%	0%
DS 1	2026	0%	0%	50%	0%	0%	0%
DS1 NLP7	2026	0%	0%	50%	0%	0%	0%
DS1 NLP9	2026	0%	0%	50%	0%	0%	0%
DS 3	2026	0%	0%	50%	0%	0%	0%
DS3 NLP7	2026	0%	0%	50%	0%	0%	0%
DS3 NLP9	2026	0%	0%	50%	0%	0%	0%

Table 3.5 Link Delay – Evesham 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	-	-	-	0%	0%	0%
DM1	2026	-	-	-	0%	0%	40%
DM2	2026	-	-	-	0%	0%	50%
DM2 NLP9	2026	-	-	-	0%	0%	70%

Table 3.6 Link Delay – A5 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	-	-	-	0%	0%	0%
DM1	2026	-	-	-	0%	0%	0%
DM2	2026	-	-	-	0%	0%	20%
DM2 NLP7	2026	-	-	-	0%	0%	20%
DM2 NLP9	2026	-	-	-	0%	0%	25%

Table 3.7 Link Delay – A38 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	15%	0%	46%	39%
DM1	2026	7%	2%	6%	50%	31%	4%
DM2	2026	7%	4%	4%	54%	30%	2%
DM2 NLP9	2026	7%	4%	4%	61%	22%	2%
DS1	2026	6%	2%	7%	54%	24%	7%
DS1 NLP9	2026	6%	2%	7%	57%	20%	7%
DS2	2026	6%	2%	7%	28%	48%	9%
DS2 NLP9	2026	6%	2%	7%	31%	44%	9%
DS3	2026	4%	4%	7%	26%	50%	9%
DS3 NLP9	2026	4%	4%	7%	39%	37%	9%

Table 3.8 Link Delay – A46 Corridor 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	5.6%	0.0%	83.3%
DM1	2026	-	-	-	5.6%	11.1%	72.2%
DM2	2026	-	-	-	0.0%	16.7%	72.2%
DM2 NLP7	2026	-	-	-	0.0%	16.7%	77.8%
DM2 NLP9	2026	-	-	-	0.0%	16.7%	72.2%
DS1	2026	-	-	-	5.6%	5.6%	83.3%
DS1 NLP7	2026	-	-	-	0.0%	22.2%	66.7%
DS1 NLP9	2026	-	-	-	0.0%	22.2%	66.7%
DS2	2026	-	-	-	5.6%	5.6%	72.2%
DS2 NLP7	2026	-	-	-	0.0%	16.7%	72.2%
DS2 NLP9	2026	-	-	-	0.0%	16.7%	72.2%
DS3	2026	-	-	-	5.6%	16.7%	61.1%
DS3 NLP7	2026	-	-	-	0.0%	22.2%	66.7%
DS3 NLP9	2026	-	-	-	0.0%	27.8%	61.1%

Table 3.9 Link Delay – A46 Stratford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	0.0%	0.0%	100%
DM1	2026	-	-	-	0.0%	16.7%	83.3%
DM2	2026	-	-	-	16.7%	16.7%	66.7%
DM2 NLP7	2026	-	-	-	16.7%	33.3%	50.0%
DM2 NLP9	2026	-	-	-	16.7%	33.3%	50.0%
DS1	2026	-	-	-	16.7%	16.7%	66.7%
DS1 NLP7	2026	-	-	-	16.7%	16.7%	66.7%
DS1 NLP9	2026	-	-	-	16.7%	16.7%	66.7%

Table 3.10 Link Delay – Hereford 2026 AM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	20%	19%	19%
DM1	2026	-	-	-	25%	24%	24%
DM2	2026	-	-	-	27%	27%	24%
DM2 NLP9	2026	-	-	-	32%	25%	15%
DS2 RSS2	2026	-	-	-	22%	19%	27%
DS2 NLP9	2026	-	-	-	22%	19%	29%

4 Link Flow – 2026 PM

Table 4.1 Link Flow – M5 Junction 5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	100%	0%	0%	0%	0%
DM 1	2026	50%	50%	0%	0%	0%	0%
DM 2	2026	50%	50%	0%	0%	0%	0%
DM2 NLP7	2026	50%	50%	0%	0%	0%	0%
DM2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 1	2026	50%	50%	0%	0%	0%	0%
DS1 NLP7	2026	50%	50%	0%	0%	0%	0%
DS1 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 3	2026	50%	50%	0%	0%	0%	0%
DS3 NLP7	2026	50%	50%	0%	0%	0%	0%
DS3 NLP9	2026	50%	50%	0%	0%	0%	0%

Table 4.2 Link Flow – M5 Junction 6 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	60%	0%	0%	20%	20%
DM 1	2026	40%	20%	0%	0%	20%	20%
DM 2	2026	40%	20%	0%	0%	40%	0%
DM2 NLP7	2026	40%	20%	0%	0%	40%	0%
DM2 NLP9	2026	60%	0%	0%	0%	40%	0%
DS 1	2026	40%	20%	0%	0%	40%	0%
DS1 NLP7	2026	40%	20%	0%	0%	40%	0%
DS1 NLP9	2026	40%	20%	0%	0%	40%	0%
DS 2	2026	40%	20%	0%	0%	40%	0%
DS2 NLP7	2026	40%	20%	0%	0%	40%	0%
DS2 NLP9	2026	40%	20%	0%	0%	40%	0%
DS 3	2026	40%	20%	0%	0%	40%	0%
DS3 NLP7	2026	40%	20%	0%	0%	40%	0%
DS3 NLP9	2026	40%	20%	0%	0%	40%	0%

Table 4.3 Link Flow – M5 Junction 7 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	60%	0%	0%	40%	0%
DM 1	2026	20%	40%	0%	0%	40%	0%
DM 2	2026	20%	40%	0%	0%	40%	0%
DM2 NLP7	2026	20%	40%	0%	0%	40%	0%
DM2 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 1	2026	20%	40%	0%	0%	40%	0%
DS1 NLP7	2026	20%	40%	0%	0%	40%	0%
DS1 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 2	2026	20%	40%	0%	0%	40%	0%
DS2 NLP7	2026	20%	40%	0%	0%	40%	0%
DS2 NLP9	2026	20%	40%	0%	0%	40%	0%
DS 3	2026	20%	40%	0%	0%	40%	0%
DS3 NLP7	2026	20%	40%	0%	0%	40%	0%
DS3 NLP9	2026	20%	40%	0%	0%	40%	0%

Table 4.4 Link Flow – M6 Junction 1 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	100%	0%	0%	0%	0%
DM 1	2026	0%	100%	0%	0%	0%	0%
DM 2	2026	0%	100%	0%	0%	0%	0%
DM2 NLP7	2026	0%	100%	0%	0%	0%	0%
DM2 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 1	2026	0%	100%	0%	0%	0%	0%
DS1 NLP7	2026	0%	100%	0%	0%	0%	0%
DS1 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 3	2026	0%	100%	0%	0%	0%	0%
DS3 NLP7	2026	0%	100%	0%	0%	0%	0%
DS3 NLP9	2026	0%	100%	0%	0%	0%	0%

Table 4.5 Link Flow – Evesham 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	-	-	-	0%	20%	80%
DM1	2026	-	-	-	0%	90%	10%
DM2	2026	-	-	-	0%	80%	20%
DM2 NLP9	2026	-	-	-	0%	70%	30%

Table 4.6 Link Flow – A5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	-	-	-	0%	80%	20%
DM1	2026	-	-	-	0%	85%	15%
DM2	2026	-	-	-	0%	90%	10%
DM2 NLP7	2026	-	-	-	0%	90%	10%
DM2 NLP9	2026	-	-	-	0%	95%	5%

Table 4.7 Link Flow – A38 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2006	0%	7.4%	7.4%	1.9%	77.8%	5.6%
DM1	2026	0%	15%	0%	44%	39%	2%
DM2	2026	0%	15%	0%	52%	31%	2%
DM2 NLP9	2026	0%	15%	0%	54%	30%	2%
DS1	2026	0%	15%	0%	54%	30%	2%
DS1 NLP9	2026	0%	15%	0%	59%	24%	2%
DS2	2026	0%	15%	0%	54%	30%	2%
DS2 NLP9	2026	0%	15%	0%	59%	24%	2%
DS3	2026	0%	15%	0%	52%	31%	2%
DS3 NLP9	2026	0%	15%	0%	59%	24%	2%

Table 4.8 Link Flow – A46 Corridor 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	0.0%	100.0%	0.0%
DM1	2026	-	-	-	10.0%	90.0%	0.0%
DM2	2026	-	-	-	10.0%	90.0%	0.0%
DM2 NLP7	2026	-	-	-	10.0%	90.0%	0.0%
DM2 NLP9	2026	-	-	-	10.0%	90.0%	0.0%
DS1	2026	-	-	-	10.0%	90.0%	0.0%
DS1 NLP7	2026	-	-	-	10.0%	90.0%	0.0%
DS1 NLP9	2026	-	-	-	10.0%	90.0%	0.0%
DS2	2026	-	-	-	15.0%	85.0%	0.0%
DS2 NLP7	2026	-	-	-	10.0%	90.0%	0.0%
DS2 NLP9	2026	-	-	-	10.0%	90.0%	0.0%
DS3	2026	-	-	-	10.0%	90.0%	0.0%
DS3 NLP7	2026	-	-	-	10.0%	90.0%	0.0%
DS3 NLP9	2026	-	-	-	10.0%	90.0%	0.0%

Table 4.9 Link Flows – A46 Stratford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	0.0%	37.5%	62.5%
DM1	2026	-	-	-	0.0%	100.0%	0.0%
DM2	2026	-	-	-	0.0%	100.0%	0.0%
DM2 NLP7	2026	-	-	-	0.0%	100.0%	0.0%
DM2 NLP9	2026	-	-	-	0.0%	100.0%	0.0%
DS1	2026	-	-	-	0.0%	100.0%	0.0%
DS1 NLP7	2026	-	-	-	0.0%	100.0%	0.0%
DS1 NLP9	2026	-	-	-	0.0%	100.0%	0.0%

Table 4.10 Link Flows – Hereford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with flows >5000 veh	% links with flows 2000 – 5000 veh	% links with flows < 2000 veh	% links with flows >3000 veh	% links with flows 1000 – 3000 veh	% links with flows < 1000 veh
Base	2007	-	-	-	0%	3%	97%
DM1	2026	-	-	-	0%	6%	94%
DM2	2026	-	-	-	0%	10%	90%
DM2 NLP9	2026	-	-	-	0%	10%	90%
DS2 RSS2	2026	-	-	-	0%	9%	91%
DS2 NLP9	2026	-	-	-	0%	10%	90%

5 Link Saturation – 2026 PM

Table 5.1 Link Saturation – M5 Junction 5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	50%	50%	0%	0%	0%
DM 1	2026	0%	100%	0%	0%	0%	0%
DM 2	2026	0%	100%	0%	0%	0%	0%
DM2 NLP7	2026	0%	100%	0%	0%	0%	0%
DM2 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 1	2026	0%	100%	0%	0%	0%	0%
DS1 NLP7	2026	0%	100%	0%	0%	0%	0%
DS1 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 2	2026	0%	100%	0%	0%	0%	0%
DS2 NLP7	2026	0%	100%	0%	0%	0%	0%
DS2 NLP9	2026	0%	100%	0%	0%	0%	0%
DS 3	2026	0%	100%	0%	0%	0%	0%
DS3 NLP7	2026	0%	100%	0%	0%	0%	0%
DS3 NLP9	2026	0%	100%	0%	0%	0%	0%

Table 5.2 Link Saturation – M5 Junction 6 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	20%	40%	0%	0%	40%
DM 1	2026	20%	40%	0%	0%	0%	40%
DM 2	2026	20%	40%	0%	0%	20%	20%
DM2 NLP7	2026	20%	40%	0%	0%	20%	20%
DM2 NLP9	2026	40%	20%	0%	0%	20%	20%
DS 1	2026	20%	40%	0%	0%	20%	20%
DS1 NLP7	2026	20%	40%	0%	0%	20%	20%
DS1 NLP9	2026	40%	20%	0%	0%	20%	20%
DS 2	2026	20%	40%	0%	0%	20%	20%
DS2 NLP7	2026	20%	40%	0%	0%	20%	20%
DS2 NLP9	2026	40%	20%	0%	0%	20%	20%
DS 3	2026	40%	20%	0%	0%	20%	20%
DS3 NLP7	2026	40%	20%	0%	0%	20%	20%
DS3 NLP9	2026	40%	20%	0%	0%	20%	20%

Table 5.3 Link Saturation – M5 Junction 7 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	60%	0%	0%	40%	0%
DM 1	2026	0%	40%	20%	0%	20%	20%
DM 2	2026	0%	40%	20%	0%	0%	40%
DM2 NLP7	2026	0%	40%	20%	0%	20%	20%
DM2 NLP9	2026	20%	20%	20%	0%	20%	20%
DS 1	2026	0%	40%	20%	0%	20%	20%
DS1 NLP7	2026	0%	40%	20%	0%	20%	20%
DS1 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 2	2026	0%	40%	20%	0%	20%	20%
DS2 NLP7	2026	0%	40%	20%	0%	20%	20%
DS2 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 3	2026	0%	40%	20%	0%	0%	40%
DS3 NLP7	2026	0%	40%	20%	0%	20%	20%
DS3 NLP9	2026	20%	20%	20%	0%	20%	20%

Table 5.4 Link Saturation – M6 Junction 1 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	100%	0%	0%	0%
DM 1	2026	0%	25%	75%	0%	0%	0%
DM 2	2016	0%	25%	75%	0%	0%	0%
DM2 NLP7	2016	0%	25%	75%	0%	0%	0%
DM2 NLP9	2016	0%	25%	75%	0%	0%	0%
DS 1	2016	0%	25%	75%	0%	0%	0%
DS1 NLP7	2016	0%	25%	75%	0%	0%	0%
DS1 NLP9	2016	0%	25%	75%	0%	0%	0%
DS 3	2016	0%	25%	75%	0%	0%	0%
DS3 NLP7	2016	0%	25%	75%	0%	0%	0%
DS3 NLP9	2016	0%	25%	75%	0%	0%	0%

Table 5.5 Link Saturation – Evesham 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	-	-	-	0%	0%	100%
DM1	2026	-	-	-	0%	60%	30%
DM2	2026	-	-	-	0%	50%	40%
DM2 NLP9	2026	-	-	-	0%	60%	30%

Table 5.6 Link Saturation – A5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	-	-	-	0%	10%	90%
DM1	2026	-	-	-	0%	15%	85%
DM2	2026	-	-	-	0%	20%	80%
DM2 NLP7	2026	-	-	-	0%	20%	80%
DM2 NLP9	2026	-	-	-	0%	30%	70%

Table 5.7 Link Saturation – A38 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2006	0%	0%	15%	0%	22%	63%
DM1	2026	6%	7%	2%	30%	41%	15%
DM2	2026	6%	7%	2%	39%	33%	13%
DM2 NLP9	2026	6%	7%	2%	50%	22%	13%
DS1	2026	4%	4%	7%	41%	30%	15%
DS1 NLP9	2026	4%	4%	7%	48%	24%	13%
DS2	2026	4%	4%	7%	26%	30%	30%
DS2 NLP9	2026	4%	4%	7%	26%	31%	28%
DS3	2026	6%	2%	7%	30%	28%	28%
DS3 NLP9	2026	6%	2%	7%	31%	28%	26%

Table 5.8 Link Saturation – A46 Corridor 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2007	-	-	-	0.0%	10.0%	90.0%
DM1	2026	-	-	-	40.0%	40.0%	20.0%
DM2	2026	-	-	-	35.0%	45.0%	20.0%
DM2 NLP7	2026	-	-	-	40.0%	40.0%	20.0%
DM2 NLP9	2026	-	-	-	40.0%	40.0%	20.0%
DS1	2026	-	-	-	35.0%	45.0%	20.0%
DS1 NLP7	2026	-	-	-	35.0%	45.0%	20.0%
DS1 NLP9	2026	-	-	-	40.0%	40.0%	20.0%
DS2	2026	-	-	-	40.0%	40.0%	20.0%
DS2 NLP7	2026	-	-	-	45.0%	35.0%	20.0%
DS2 NLP9	2026	-	-	-	45.0%	35.0%	20.0%
DS3	2026	-	-	-	45.0%	35.0%	20.0%
DS3 NLP7	2026	-	-	-	45.0%	35.0%	20.0%
DS3 NLP9	2026	-	-	-	55.0%	25.0%	20.0%

Table 5.9 Link Saturation – A46 Stratford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2007	-	-	-	0.0%	0.0%	100.0%
DM1	2026	-	-	-	0.0%	37.5%	62.5%
DM2	2026	-	-	-	0.0%	25.0%	75.0%
DM2 NLP7	2026	-	-	-	0.0%	25.0%	75.0%
DM2 NLP9	2026	-	-	-	0.0%	50.0%	50.0%
DS1	2026	-	-	-	0.0%	25.0%	75.0%
DS1 NLP7	2026	-	-	-	0.0%	37.5%	62.5%
DS1 NLP9	2026	-	-	-	0.0%	50.0%	50.0%

Table 5.10 Link Saturation – Hereford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with sat >100%	% links with sat 75-100%	% links with sat <75%	% links with sat >100%	% links with sat 75-100%	% links with sat <75%
Base	2007	-	-	-	0%	8%	92%
DM1	2026	-	-	-	9%	16%	75%
DM2	2026	-	-	-	9%	19%	73%
DM2 NLP9	2026	-	-	-	10%	16%	74%
DS2 RSS2	2026	-	-	-	9%	12%	79%
DS2 NLP9	2026	-	-	-	9%	15%	77%

6 Link Delay – 2026 PM

Table 6.1 Link Delay – M5 Junction 5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	100%	0%	0%	0%	0%	0%
DM 1	2026	50%	50%	0%	0%	0%	0%
DM 2	2026	50%	50%	0%	0%	0%	0%
DM2 NLP7	2026	50%	50%	0%	0%	0%	0%
DM2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 1	2026	50%	50%	0%	0%	0%	0%
DS1 NLP7	2026	50%	50%	0%	0%	0%	0%
DS1 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 2	2026	50%	50%	0%	0%	0%	0%
DS2 NLP7	2026	50%	50%	0%	0%	0%	0%
DS2 NLP9	2026	50%	50%	0%	0%	0%	0%
DS 3	2026	50%	50%	0%	0%	0%	0%
DS3 NLP7	2026	50%	50%	0%	0%	0%	0%
DS3 NLP9	2026	50%	50%	0%	0%	0%	0%

Table 6.2 Link Delay – M5 Junction 6 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	33%	33%	0%	0%	0%
DM 1	2026	33%	33%	0%	0%	0%	33%
DM 2	2026	67%	0%	0%	33%	0%	0%
DM2 NLP7	2026	67%	0%	0%	33%	0%	0%
DM2 NLP9	2026	67%	0%	0%	33%	0%	0%
DS 1	2026	67%	0%	0%	0%	33%	0%
DS1 NLP7	2026	33%	33%	0%	33%	0%	0%
DS1 NLP9	2026	67%	0%	0%	33%	0%	0%
DS 2	2026	0%	0%	33%	0%	0%	33%
DS2 NLP7	2026	0%	0%	33%	0%	0%	33%
DS2 NLP9	2026	0%	0%	33%	0%	0%	33%
DS 3	2026	0%	0%	33%	0%	0%	33%
DS3 NLP7	2026	0%	0%	33%	0%	0%	33%
DS3 NLP9	2026	0%	0%	33%	0%	0%	33%

Table 6.3 Link Delay – M5 Junction 7 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	60%	0%	0%	40%
DM 1	2026	0%	40%	20%	0%	20%	20%
DM 2	2026	0%	40%	20%	0%	0%	40%
DM2 NLP7	2026	0%	40%	20%	0%	20%	20%
DM2 NLP9	2026	20%	20%	20%	0%	20%	20%
DS 1	2026	0%	40%	20%	0%	20%	20%
DS1 NLP7	2026	0%	40%	20%	0%	20%	20%
DS1 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 2	2026	0%	40%	20%	0%	20%	20%
DS2 NLP7	2026	0%	40%	20%	0%	20%	20%
DS2 NLP9	2026	0%	40%	20%	0%	20%	20%
DS 3	2026	0%	40%	20%	0%	0%	40%
DS3 NLP7	2026	0%	40%	20%	0%	20%	20%
DS3 NLP9	2026	20%	20%	20%	0%	20%	20%

Table 6.4 Link Delay – M6 Junction 1 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	100%	0%	0%	0%
DM 1	2026	0%	0%	100%	0%	0%	0%
DM 2	2026	0%	0%	100%	0%	0%	0%
DM2 NLP7	2026	0%	0%	100%	0%	0%	0%
DM2 NLP9	2026	0%	0%	100%	0%	0%	0%
DS 1	2026	0%	0%	100%	0%	0%	0%
DS1 NLP7	2026	0%	0%	100%	0%	0%	0%
DS1 NLP9	2026	0%	0%	100%	0%	0%	0%
DS 3	2026	0%	0%	100%	0%	0%	0%
DS3 NLP7	2026	0%	0%	100%	0%	0%	0%
DS3 NLP9	2026	0%	0%	100%	0%	0%	0%

Table 6.5 Link Delay – Evesham 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	-	-	-	0%	0%	0%
DM1	2026	-	-	-	0%	20%	50%
DM2	2026	-	-	-	0%	0%	70%
DM2 NLP9	2026	-	-	-	0%	0%	70%

Table 6.6 Link Delay – A5 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	-	-	-	0%	0%	5%
DM1	2026	-	-	-	0%	0%	5%
DM2	2026	-	-	-	0%	5%	0%
DM2 NLP7	2026	-	-	-	0%	5%	5%
DM2 NLP9	2026	-	-	-	0%	5%	10%

Table 6.7 Link Delay – A38 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2006	0%	0%	0%	0%	0%	0%
DM1	2026	6%	0%	0%	30%	0%	2%
DM2	2026	6%	0%	0%	39%	0%	0%
DM2 NLP9	2026	6%	0%	0%	50%	0%	0%
DS1	2026	4%	0%	0%	41%	0%	0%
DS1 NLP9	2026	4%	0%	0%	48%	0%	0%
DS2	2026	4%	0%	0%	26%	0%	0%
DS2 NLP9	2026	4%	0%	0%	26%	0%	0%
DS3	2026	6%	0%	0%	30%	0%	0%
DS3 NLP9	2026	6%	0%	0%	31%	0%	0%

Table 6.8 Link Delay – A46 Corridor 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	0.0%	5.6%	83.3%
DM1	2026	-	-	-	11.1%	27.8%	11.1%
DM2	2026	-	-	-	22.2%	5.6%	11.1%
DM2 NLP7	2026	-	-	-	22.2%	5.6%	11.1%
DM2 NLP9	2026	-	-	-	22.2%	5.6%	11.1%
DS1	2026	-	-	-	22.2%	11.1%	11.1%
DS1 NLP7	2026	-	-	-	22.2%	16.7%	11.1%
DS1 NLP9	2026	-	-	-	22.2%	11.1%	11.1%
DS2	2026	-	-	-	16.7%	11.1%	16.7%
DS2 NLP7	2026	-	-	-	22.2%	5.6%	11.1%
DS2 NLP9	2026	-	-	-	22.2%	5.6%	11.1%
DS3	2026	-	-	-	16.7%	11.1%	16.7%
DS3 NLP7	2026	-	-	-	22.2%	5.6%	11.1%
DS3 NLP9	2026	-	-	-	22.2%	11.1%	11.1%

Table 6.9 Link Delay – A46 Stratford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	0.0%	0.0%	100%
DM1	2026	-	-	-	0.0%	16.7%	83.3%
DM2	2026	-	-	-	0.0%	0.0%	100.0%
DM2 NLP7	2026	-	-	-	0.0%	0.0%	100.0%
DM2 NLP9	2026	-	-	-	0.0%	0.0%	100.0%
DS1	2026	-	-	-	0.0%	0.0%	100.0%
DS1 NLP7	2026	-	-	-	0.0%	0.0%	100.0%
DS1 NLP9	2026	-	-	-	0.0%	0.0%	100.0%

Table 6.10 Link Delay – Hereford 2026 PM Scenarios

Scenario	Year	Motorway Impacts			Impacts on Trunk Road		
		% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s	% links with Delay per km > 120s	% links with Delay per km between 60-120s	% links with Delay per km 30-60s
Base	2007	-	-	-	23%	16%	27%
DM1	2026	-	-	-	32%	19%	20%
DM2	2026	-	-	-	37%	17%	22%
DM2 NLP9	2026	-	-	-	37%	17%	22%
DS2 RSS2	2026	-	-	-	23%	21%	26%
DS2 NLP9	2026	-	-	-	23%	21%	26%