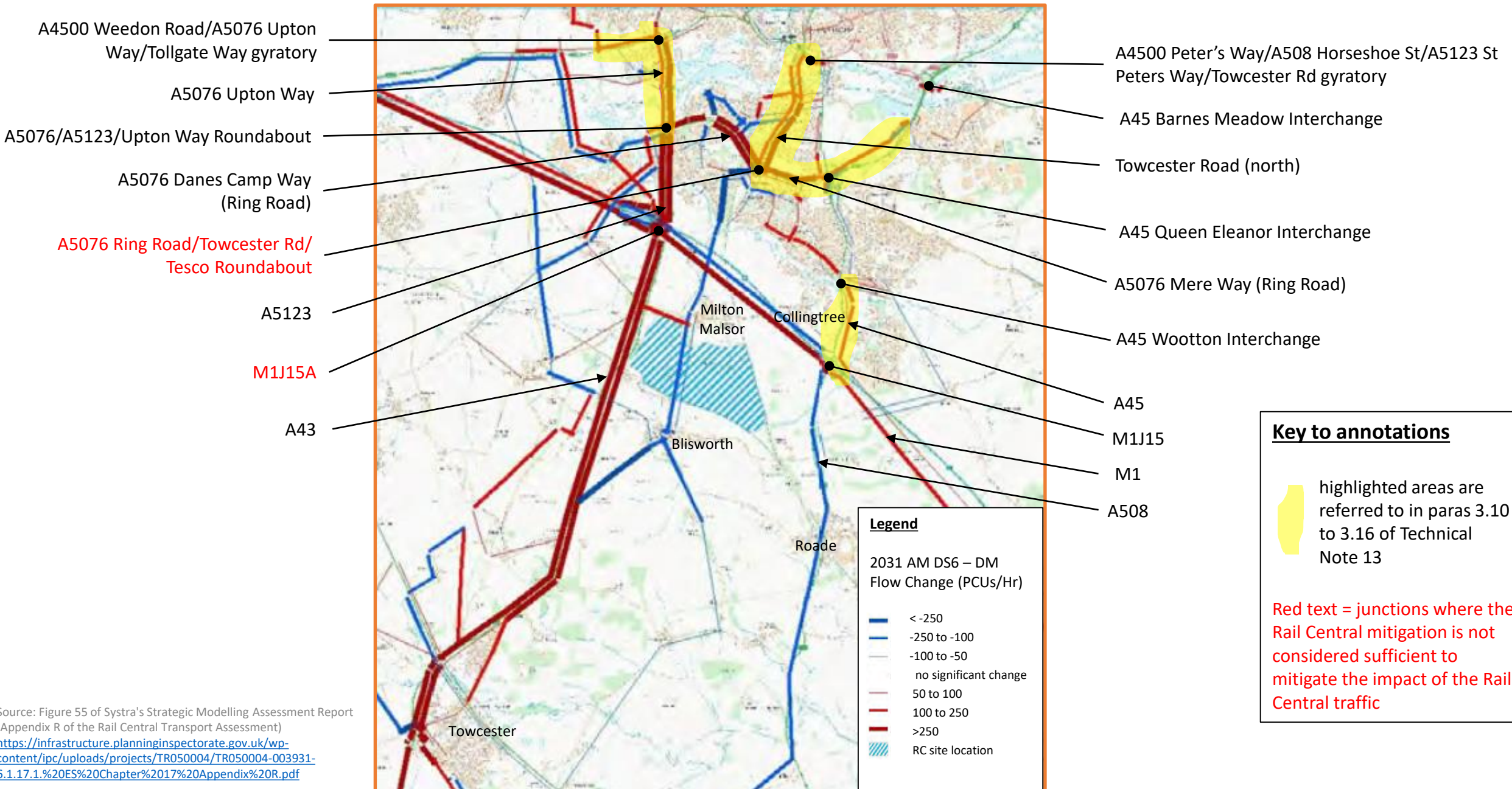


Annotated **FIGURE 1** of Technical Note 13

(Appendix 3 to the Applicant's updated Cumulative Impact Assessment with Rail Central (Doc 8.13 [AS-040]))



- A4500 Weedon Road/A5076 Upton Way/Tollgate Way gyratory
- A5076 Upton Way
- A5076/A5123/Upton Way Roundabout
- A5076 Danes Camp Way (Ring Road)
- A5076 Ring Road/Towcester Rd/Tesco Roundabout**
- A5123
- M1J15A**
- A43

- A4500 Peter's Way/A508 Horseshoe St/A5123 St Peters Way/Towcester Rd gyratory
- A45 Barnes Meadow Interchange
- Towcester Road (north)
- A45 Queen Eleanor Interchange
- A5076 Mere Way (Ring Road)
- A45 Wootton Interchange
- A45
- M1J15
- M1
- A508

Legend

2031 AM DS6 – DM Flow Change (PCUs/Hr)

- █ < -250
- █ -250 to -100
- █ -100 to -50
- █ no significant change
- █ 50 to 100
- █ 100 to 250
- █ >250
- ▨ RC site location

Key to annotations

highlighted areas are referred to in paras 3.10 to 3.16 of Technical Note 13

Red text = junctions where the Rail Central mitigation is not considered sufficient to mitigate the impact of the Rail Central traffic

Source: Figure 55 of Systra's Strategic Modelling Assessment Report (Appendix R of the Rail Central Transport Assessment)
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR050004/TR050004-003931-6.1.17.1.%20ES%20Chapter%2017%20Appendix%20R.pdf>