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traffic and transportation

Former Nestle Factory, Hayes

Scenario Tests

Produced for Barratt Homes

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1 Norman Rourke Pryme (NRP) has been commissioned by Barratt Homes (in conjunction with Markides Associates) to undertake traffic modelling to assess the impact of the proposed development at the Former Nestle Factory, Hayes.

1.1.2 The purpose of this study is to produce a number of scenario based VISSIM models of the Hayes Town Centre to include Station Road to the south, Botwell Common to the North, the A312 The Parkway to the east, and Shepiston Lane to the west.

1.1.3 The scenarios tested and discussed within this document include:

- Baseline 2024
- Baseline 2024 + Development
- Baseline 2024 + Development + Sensitivity
- 5 Years After Opening
- 5 Years After Opening + Development
- 5 Years After Opening + Development + Sensitivity

1.1.4 VISSIM version 5.40-08 was used in the development of these models.

1.1.5 The model filenames submitted with this note are constructed using the following references – note the **XXX** will be replaced by the initials shown in bold below.

- Main title: HayesTC_5408_**XXX**_AM.inp / HayesTC_5408_**XXX**_PM.inp
- Baseline 2024 – **BL**
- Baseline 2024 + Development - **BLD**
- Baseline 2024 + Development + Sensitivity - **BLDS**
- Baseline 2029 - 5 Years After Opening – **5BL**
- Baseline 2029 - 5 Years After Opening + Development – **5BLD**
- Baseline 2029 - 5 Years After Opening + Development + Sensitivity – **5BDS**

1.1.6 All maps / plots within this document contain *OS data © Crown copyright and database right (2016)* and *© OpenStreetMap contributors.*

2 PURPOSE AND SCOPE OF THE VISSIM MODEL

2.1 PURPOSE

2.1.1 The purpose of this study is to produce a number of scenario tests that accurately represent future traffic conditions to compare to the initial base model so that a reliable comparison of the impact can be made to the proposed scheme.

2.2 SCOPE

2.2.1 The scope of the model is shown in Figure 2.1 on the following page.

Figure 2.1: Study area

2.2.2 The area bounded by the dashed line, indicates a 'buffer zone' where the validation criteria required is turning counts only in the base model, however for consistency, this area is included in the scenario models.

2.2.3 The signalised junction and pedestrian crossings included within the scenario models are listed below:

VA Junction

- J26/010 - STATION / NORTH HYDE ROAD – CLF Control / V/A.
- J26/261 - MILLINGTON ROAD / STATION ROAD – CLF Control
- J26/075 - HIGH STREET / STATION ROAD – Local Control VA

UTC SCOOT

- J25/126 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT

- J25/127 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J25/128 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J25/129 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J26/130 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J25/131 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J25/132 - HAYES ROAD - A312 THE PARKWAY - A437 NORTH HYDE ROAD - BULLS BRIDGE ROUNDABOUT
- J26/146 - NORTH HYDE ROAD - NORTH HYDE GARDENS - WATERSPLASH LANE

Pelican

- J26/134 - BOTWELL LANE @ CENTRAL [PEL]J00/263 - B518 AGINCOURT ROAD BY CRESSY ROAD

Puffin

- J26/024 - NORTH HYDE ROAD BY ROSEVILLE ROAD [PUFFIN]
- J26/031 - STATION ROAD BY REDMEAD ROAD [PUFFIN]
- J26/056 - DAWLEY ROAD BYBLYTH ROAD [PUFFIN]
- J26/059 - NORTH HYDE ROAD BY CRANFORD PARK [PUFFIN]

PED X CROSSING – **NEW**

- J26/098 - PUMP LANE @ STATION [PED X CROSSING]
- J26/107 - BOTWELL @ STATION [PED X CROSSING]
- J26/108 - COLDHARBOUR LANE @ PUMP LANE [PED X CROSSING]
- J26/109 – STATION ROAD [PED X CROSSING]

2.2.4 The Puffin crossings **J26/098**, **J26/107** and **J26/108** have been recoded as **Ped X Crossings**. The stoplines for **J26/107** have been moved to the west to accommodate the new link connecting Station Road to the Botwell Lane roundabout.

2.2.5 These changes are part of the Hayes Town Centre redevelopment scheme and have been coded using the provided VISSIM proposed model from SDG. The SDG associated VISSIM Proposed Model Validation Technical report is dated October 2014. The timings coded have been based on the timing data shown below (also found in the SDG report).

Figure 2.2 - Pedestrian Crossing Timings

Timings

Pedestrians	Traffic		7 / 20
Red Man	Green (UTC/Local)	A	
Red Man	Amber	A to B I/G	3
Red Man	Red		2
Green Man	Red	B	6
Blackout	Red	B to A I/G	5
Red Man	Red		3
Red Man	Starting Amber		2

PRE-Timed Max Road Width 9.2 m

26/98 Pump Lane

Timings

Pedestrians	Traffic		7 / 20
Red Man	Green (UTC/Local)	A	
Red Man	Amber	A to B I/G	3
Red Man	Red		2
Green Man	Red	B	6
Blackout	Red	B to A I/G	8
Red Man	Red		3
Red Man	Starting Amber		2

PRE-Timed Max Road Width 12 m

26/109 Station Road

Timings

Pedestrians	Traffic		7 / 20
Red Man	Green (UTC/Local)	A	
Red Man	Amber	A to B I/G	3
Red Man	Red		2
Green Man	Red	B	6
Blackout	Red	B to A I/G	4
Red Man	Red		3
Red Man	Starting Amber		2

PRE-Timed Max Road Width m

26/107 Botwell Lane

Timings

Pedestrians	Traffic		7 / 20
Red Man	Green (UTC/Local)	A	
Red Man	Amber	A to B I/G	3
Red Man	Red		2
Green Man	Red	B	6
Blackout	Red	B to A I/G	7
Red Man	Red		3
Red Man	Starting Amber		2

PRE-Timed Max Road Width 11.2 m

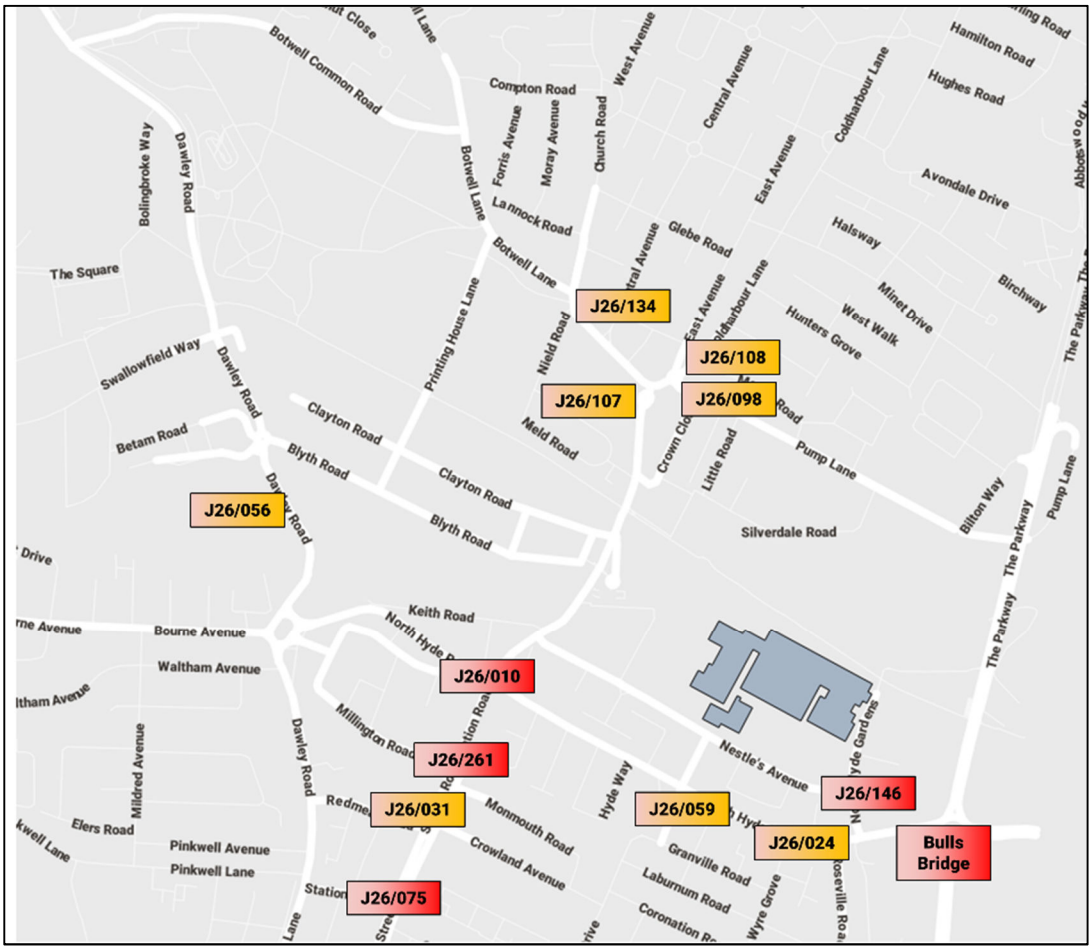
26/108 Coldharbour Lane

Model Calibration Signal Operation (replicated from the base model)

- J25/115 Parkway SB OffSlip & Circulatory – replicates Southbound congestion seen A312 towards the M4.
- J25/114 M4 OffSlip & Circulatory – replicates M4 Offslip platooning traffic
- HGV Unstick - Pump Lane – replicates width restriction operation on Pump Lane
- J25/135 - HAYES LANE / TESCO ACCESS [FT] – replicates Hayes Lane / Tesco Access platooning traffic

2.2.6 The operation of the three VA junctions have been coded using a combination of CLF plan data and site observations. It should be noted that none of the traffic signals are part of the TfL UTC network.

Figure 2.3: Signalised junction locations



2.2.7 The Zebra crossings at the following locations are also included in the model:

- Botwelll Common Road o/s no 112 Botwell Common Road.
- Station Road at the Station Road / Shepiston Lane / Dawley Road mini-roundabout
- Dawley Road at the Station Road / Shepiston Lane / Dawley Road mini-roundabout
- Dawley Road north of Redmead Road junction
- Botwell Common Road at the Botwell Common Road / Botwell Lane mini-roundabout
- Botwell Lane at the Botwell Common Road / Botwell Lane mini-roundabout
- Crown Lane at the Crown Lane / Pump Lane junction
- Clayton Road at the Station Approach / Clayton Road / Station Road mini-roundabout
- Station Road o/s Hayes & Harlington Railway Station

2.2.8 The Scenario models have been developed in accordance with TfL VMAP under '*Stage 5 – Proposed*' for the AM and PM peak periods.

3 MAP STAGE 5 – SCENARIO TESTS

3.1 NETWORK CHANGES (V503)

3.1.1 As part of committed development in and around Hayes Town Centre, the following figures show the coding changes between the Base and the Scenario models. All the network changes are consistent with the changes provided as part of the SDG proposed model.

NOTE – the SDG model contained off-road cycle lanes. These have not been coded into the scenario models as cyclist have not explicitly been modelled. As such, there would be no comparison available between the base and the scenario models.

3.1.2 The **Hayes town centre improvements** introduce a new link between Station Road and Botwell Lane. An additional roundabout is located here with one additional pedestrian crossing.

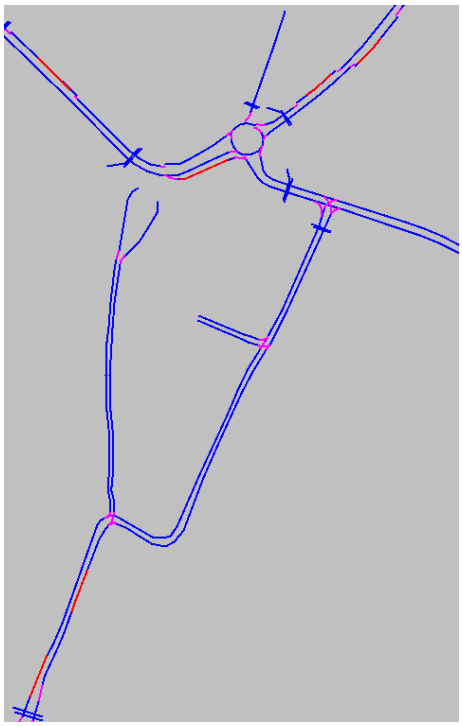
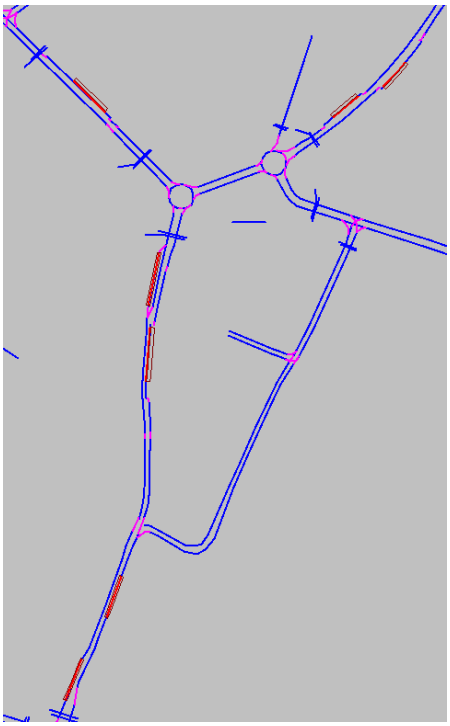
3.1.3 Two bus stops are introduced in both directions.

3.1.4 Traffic can no longer travel northbound via Crown Lane whereas all traffic can now travel southbound rather than only public transport through the Crown Lane bus gate.

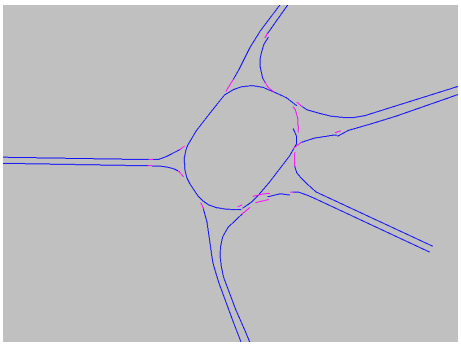
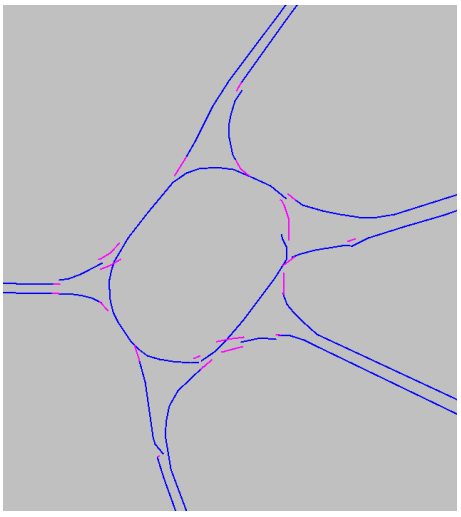
3.1.5 Figure 3.1.1 below, shows the Hayes Town Centre improvement scheme as prepared by the London Borough of Hillingdon in December 2014. The provided VISSIM model from SDG contains coding for this improvement scheme and has been replicated as part of this work. The coding at the two roundabouts is fairly rudimentary in the way traffic operates. In order to replicate previous work – the coding has been retained with a few refinements such as priority rule tweaks.

Figure 3.1: Hayes Town Centre Improvement Scheme

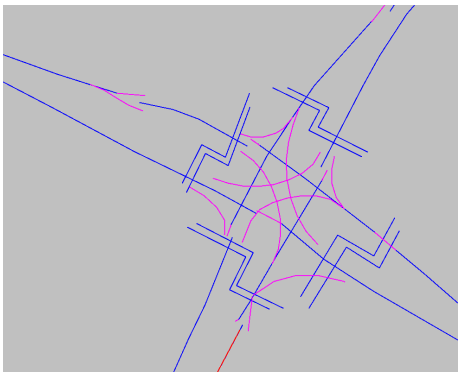
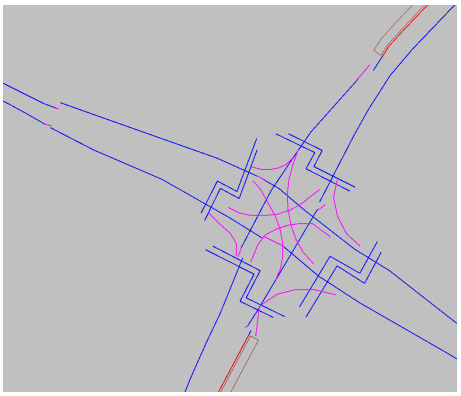
3.1.6 The following images show the network changes coded between the base and the scenario models. These include the Hayes town centre improvement works but also a number of minor amendments to the modelled road network as part of committed development mitigation measures within the study area such as those for the Old Vinyl Factory redevelopment on Blyth Road.

	
Base Model	Scenario Models

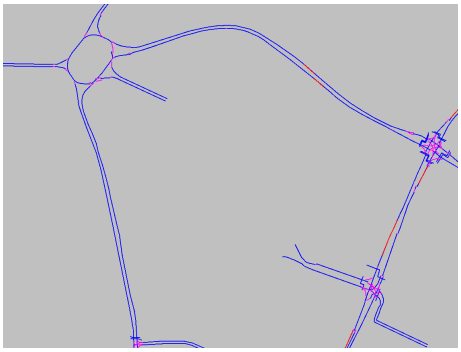
3.1.7 As part of the Old Vinyl Factory redevelopment, the Bourne Avenue / North Hyde Road roundabout will have some minor amendments made to it. From Bourne Avenue, an additional lane entering the roundabout will be introduced. Priority rules have been amended as appropriate. As does the northbound Shepiston Lane approach.

	
Base Model	Scenario Models

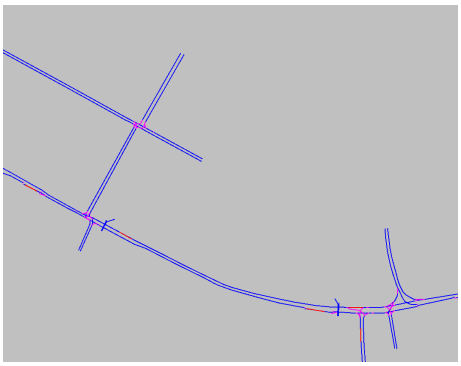
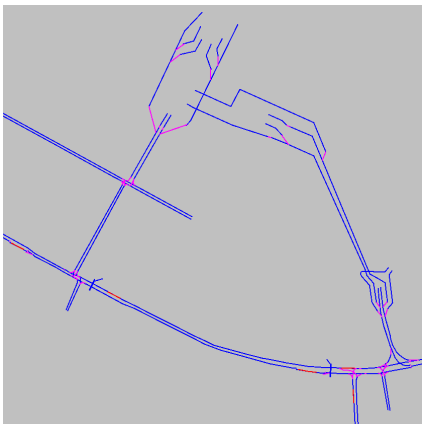
3.1.8 The Station Road / North Hyde Road junction has also been amended. The eastbound North Hyde Road approach has an extended left-turn flare lane.

	
Base Model	Scenario Models

3.1.9 The provided TfL Future Base WeLHAM model introduces an additional link between the Millington Road junction with Station Road and the Millington Road junction and Shepiston Lane. In the base models Millington Road was separated, whereas now access to the Millington Road zone can be accessed via Shepiston Lane or Station Road. The network has been coded as appropriate. Note that traffic cannot use Millington Road as a through route.

	
Base Model	Scenario Models

3.1.10 In addition to the Millington Road changes found in the Future Base WeLHAM Model, an additional connector was added for traffic entering the industrial estate via North Hyde Gardens, which did not exist in the base model. The VISSIM models now contain the additional link representing this traffic movement.

	
Base Model	Scenario Models

3.1.11 No other network changes have been made to the modelled network. Bulls Bridge Roundabout retains its existing layout. Timings have been coded based upon the standalone WelHAM scenario tests – under separate submission.

3.2 FLOW CONSISTENCY CHECK (V504)

3.2.1 Two peak periods have been modelled. The AM peak (**0800-0900**), and the PM peak (**1700-1800**).

3.2.2 The simulation start time is **900** seconds before the start of the peak hour for each peak hour periods.

3.2.3 The simulation period is **3600** seconds for each peak hour period. There is a **900** second warmup period and a **900** second cool down period.

3.2.4 The following traffic compositions have been used with separate peak compositions calculated as per the survey proportions.

- Peak Lights (vehicle type – Car); Note this includes the PCU equivalent of motorcycles;
- Peak Taxis (vehicle type – Taxi); and
- Peak Heavies (vehicle type – MGV, HGV).

3.2.5 Pedestrians have also been used when necessary for demand dependent signal stages at all pedestrian crossings including Puffins. The traffic flow for motorcyclists have been converted into PCUs and added to the Lights traffic flow. This methodology has been adopted in previous models and approved by TfL.

3.2.6 The number of pedestrians remain identical to those found in base model. With the exception of the new pedestrian crossing on the approach to Botwell Lane via the new Station Road link.

3.3 PUBLIC TRANSPORT (V223)

3.3.1 Bus routes and frequencies have been obtained from online TfL timetables. The bus start times have been offset from each other using a randomising algorithm so that buses do not all enter the modelled network at the same time.

3.3.2 The frequency of bus services remains identical to those coded within the base model. To recap, they have been derived from the first bus stop that the bus stops at.

3.3.3 Due to the changes of the network at Station Road and the new link with Botwell Lane, buses are coded to operate via Station Road in both directions rather via the bus gate located on Crown Close. Two bus stops have been created with one northbound, and one southbound within the new link section. All routes that previously ran via Crown Close now stop and use these two bus stops. The two bus stops located to the south of Crown Road (M Clayton Road and D Clayton Road), have been removed as per the improvement works – as shown in the diagram below.

3.3.4 Dwell time information has been provided by TfL. The dwell times have been calculated from iBUS data for each bus route and each bus stop is provided with a dwell time per bus route. Where dwell time information was not provided, the VISSIM default dwell time (Mean Value: 20.0 and Standard Deviation 2.0) has been used. The dwell times used for the two new bus stops are identical to those already located on Station Road. Northbound buses use the same dwell times as those of the removed bus stop M Clayton Road. Southbound buses use the same dwell times as the removed bus stop D Clayton Road.

3.4 SIGNAL DATA (V224)

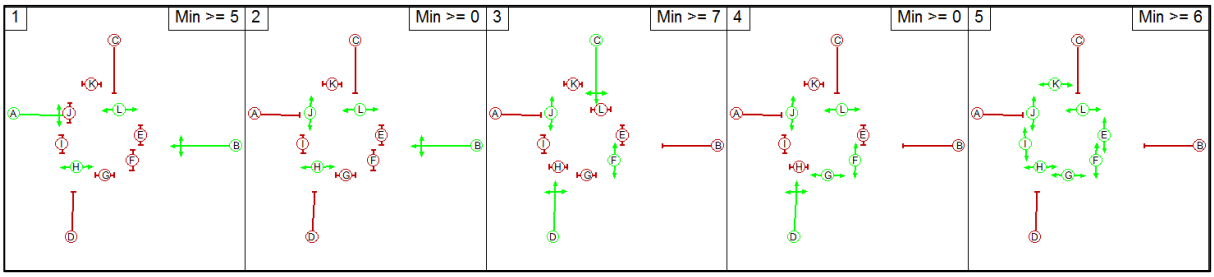
3.4.1 The Bulls Bridge Roundabout has been coded using updated timings based on the separate TfL LinSigs coded using the WeLHAM Saturn scenario flows. Under separate submission.

3.4.2 The **J26/010** Station Road / High Street junction has been coded to operate using the method of control suggested by Alan Baxter as part of the Old Vinyl Factory Committed Development.

3.4.3 The Stages coded are shown in Figure 3.2. The east/westbound traffic now operate concurrently with an early cut-off of the eastbound movement, allowing additional time for the westbound traffic to make an unopposed right-turn towards Hayes Town Centre. Similarly, the north/southbound traffic operate concurrently, as before, but the southbound operates with an early cut-off allowing additional time for the northbound traffic making an unopposed right-turn towards Bulls Bridge and the A312. The timings here have been prepared using individual LinSigs with the calculated proposed flows.

3.4.4 As in the base, the junction operates under VA control and each stage is provided with a maximum and a minimum stage length called using 'Demand Detectors' on the approach to the junction.

Figure 3.2 - Old Vinyl Factory Signal Stages

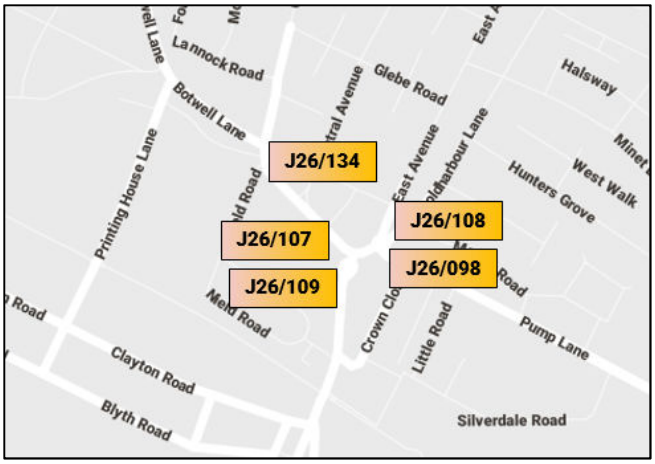


3.4.5 Puffin crossings extend the green time for pedestrians if they are detected on the crossing. As such, there is no fixed cycle time for these crossings. Pedestrians have been coded into the models to arrive and demand the crossing at the same time as those observed on site. This ensures that the signals are demanded correctly. No change has been made to the pedestrian demand from the base model.

3.4.6 The stage intergreens and phase delays remain identical to the base model (with exception of the updated Station Road junction.)

3.4.7 The signals have been coded using VAP control. All relevant PUA files and VAP files are attached with this submission.

3.4.8 The Hayes town centre redevelopment scheme introduces an additional roundabout between Pump Lane and Printinghouse Lane with a new link joining Station Road with Botwell Lane. The roundabout, has been coded as per the SDG model and has introduced an additional pedestrian crossing – J26/109, and converted the remaining crossings in the vicinity to Ped X Crossings.



3.4.9 The VAP and PUA files have been taken directly from the SDG model (and amended as necessary). The pedestrian demand remains the same as the base model for all of the pedestrian facilities with the exception of **J26/109**. The demand for this crossing has been calculated to be based on the average demand for all of the other pedestrian crossings. This methodology replicates those of the SDG reporting.

3.5 PRIORITY RULES / CONFLICT AREAS (V225)

3.5.1 As mentioned in TN01, Priority rules have been used throughout the model to replicate give-way junctions, yellow boxes and other important observed behavioural characteristics. These have been carefully calibrated so that the behaviour in the model matches those observed on site.

3.5.2 Priority rules at the Pump Lane / Coldharbour Lane / Botwell Lane / Station Road roundabouts have been coded as per the SDG model however they have been amended slightly to better represent driver behaviour.

3.6 REDUCED SPEED AREAS (V226)

3.6.1 Reduced speeds areas (RSAs) have been used to reduce vehicle speeds at bends and to calibrate saturation flows.

3.6.2 Additional reduced speed areas have been coded along Station Road, as per the SDG model.

3.6.3 As with the priority rules, the reduced speed areas coded in the SDG model have been replicated here at the Botweel Lane / Station Road roundabouts. They are set to reduce the speed of buses significantly when entering these roundabouts. They may be deemed too severe however for consistency - they have been retained.

3.7 LINK-CONNECTOR STRUCTURE / NETWORK OPERATION (V227)

3.7.1 The network structure has been coded so that it matches the network layout (and the base model) and has been calibrated to match on-site behaviour.

3.7.2 Any changes have been due to proposed network changes previously listed.

4 SCENARIO DATA ANALYSIS

4.1 DEMAND DEPENDENCY

4.1.1 Detailed observations have been carried out at each of the junctions and pedestrian crossing locations. Demand data has been analysed and the models coded to replicate the crossing detection accurately. A comparison between modelled and observed demand dependency is shown in Tables 1-3.

Table 1: Demand dependency comparison – AM peak

Junction	TfL ref	AM peak						
		Base	Baseline	Baseline + DEV	Baseline + DEV + SEN	5 Yr Baseline	5 Yr Baseline + DEV	5 Yr Baseline + DEV + SEN
NORTH HYDE ROAD - NORTH HYDE GARDENS - WATERSPLASH LANE	26/146	0%	0%	0%	0%	0%	0%	0%
BOTWELL LANE @ CENTRAL [PEL]	26/134	72%	68%	68%	69%	68%	69%	69%
NORTH HYDE ROAD BY ROSEVILLE ROAD [PUFFIN]	26/024	20%	20%	20%	20%	19%	20%	20%
STATION ROAD BY REDMEAD ROAD [PUFFIN]	26/031	33%	33%	33%	33%	33%	33%	33%
DAWLEY ROAD BY BLYTH ROAD [PUFFIN]	26/056	18%	18%	18%	18%	18%	18%	18%
NORTH HYDE ROAD BY CRANFORD PARK [PUFFIN]	26/059	19%	19%	19%	19%	19%	19%	19%
PUMP LANE @ STATION [PUFFIN]	26/098	97%	72%	72%	72%	72%	72%	72%
BOTWELL @ STATION [PUFFIN]	26/107	87%	68%	68%	68%	68%	68%	68%
COLDHARBOUR LANE @ PUMP LANE [PUFFIN]	26/108	67%	50%	50%	50%	50%	50%	50%
STATION / NORTH HYDE ROAD – Local Control VA	26/010	52%	46%	52%	52%	49%	49%	52%

MILLINGTON ROAD / STATION ROAD – CLF Control	26/261	52%	52%	52%	52%	52%	52%	52%
HIGH STREET / STATION ROAD – Local Control VA	26/075	100%	100%	100%	100%	100%	100%	100%

Table 2: Demand dependency comparison – PM peak

Junction	TfL ref	PM peak						
		Base	Baseline	Baseline + DEV	Baseline + DEV + SEN	5 Yr Baseline	5 Yr Baseline + DEV	5 Yr Baseline + DEV + SEN
NORTH HYDE ROAD - NORTH HYDE GARDENS - WATERSPLASH LANE	26/146	16%	0%	0%	0%	0%	0%	0%
BOTWELL LANE @ CENTRAL [PEL]	26/134	58%	57%	57%	57%	57%	57%	57%
NORTH HYDE ROAD BY ROSEVILLE ROAD [PUFFIN]	26/024	25%	26%	26%	25%	26%	26%	26%
STATION ROAD BY REDMEAD ROAD [PUFFIN]	26/031	12%	12%	12%	12%	12%	12%	12%
DAWLEY ROAD BY BLYTH ROAD [PUFFIN]	26/056	9%	9%	9%	9%	9%	9%	9%
NORTH HYDE ROAD BY CRANFORD PARK [PUFFIN]	26/059	17%	17%	17%	17%	17%	17%	17%
PUMP LANE @ STATION [PUFFIN]	26/098	100%	81%	81%	81%	81%	81%	81%
BOTWELL @ STATION [PUFFIN]	26/107	99%	80%	80%	80%	80%	80%	80%
COLDHARBOUR LANE @ PUMP LANE [PUFFIN]	26/108	95%	72%	72%	72%	72%	72%	72%

STATION / NORTH HYDE ROAD – Local Control VA	26/010	49%	52%	49%	49%	52%	35%	49%
MILLINGTON ROAD / STATION ROAD – CLF Control	26/261	49%	49%	49%	49%	49%	49%	49%
HIGH STREET / STATION ROAD – Local Control VA	26/075	100%	100%	100%	100%	100%	100%	100%

4.1.2 The Puffin crossings do not have cycle times and so the number of times called for modelled and observed has been presented with a percentage difference.

4.1.3 Where the pedestrian demand is calling stages, specifically at the Pelicans and Puffins, the time when the signal was called has been noted for each peak. Using Public Transport routes, pedestrians have been coded to arrive and demand the crossing at these times within the modelled hour. The pedestrians have been coded using vehicle class **501** [Demand Dependant PED] with the associated signal detectors configured only to activate when these vehicles arrive.

4.2 SIGNAL GREEN TIMES

4.2.1 Junction 26/075 HIGH STREET / STATION ROAD – operates under Local Control Vehicle Actuation and as such phases are called when there is vehicle demand rather than following a dedicated stage order. The average modelled green times are shown in the following tables.

	AM PEAK							PM PEAK						
Approach	**Base**	**BL**	**BLD**	**BLDS**	**5BL**	**5BLD**	**5BLDS**	**Base**	**BL**	**BLD**	**BLDS**	**5BL**	**5BLD**	**5BLDS**
Station Road SB SA	33	35	35	33	34	34	36	32	34	35	33	37	33	36
High Street NB SA LT	13	14	14	13	13	14	14	16	19	17	17	18	17	19
Station Road EB	17	17	21	19	17	19	19	19	19	19	19	19	19	19

4.2.2 Junction 26/010 HIGH STREET / NORTH HYDE ROAD – operates under Local Control Vehicle Actuation and as such phases are called when there is vehicle demand rather than following a dedicated stage order. The average modelled green times are shown in the following tables.

	AM PEAK							PM PEAK						
Approach	**Base**	**BL**	**BLD**	**BLDS**	**5BL**	**5BLD**	**5BLDS**	**Base**	**BL**	**BLD**	**BLDS**	**5BL**	**5BLD**	**5BLDS**
North Hyde Road EB SA/RT/LT	19	25	25	24	22	27	24	19	27	29	29	27	26	29
North Hyde Road WB SA/RT/LT	22	29	29	27	26	31	27	22	42	44	20	42	42	20
Station Road SB	28	39	40	36	39	40	36	28	40	36	29	39	38	29
Station Road NB	28	46	43	36	46	47	36	28	44	39	29	43	46	29

4.3 SATURATION FLOWS (V303)

4.3.1 A comparison of the VISSIM and LinSig (observed) saturation flows is provided in Table 4. The saturation flows are an average of AM and PM peak hour periods with 10 seeds run for each peak.

Table 3: Saturation flow validation (PCUs/hr)

Junction	Approach	Base	Baseline	Baseline + DEV	Baseline + DEV + SEN	5 Yr Baseline	5 Yr Baseline + DEV	5 Yr Baseline + DEV + SEN
26/075	Station Road SB SA	1917	1908	1905	1903	1914	1911	1906
26/075	Station Road SB SA RT	1861	1873	1861	1872	1874	1867	1875
26/075	High Street NB SA LT	1897	1898	1912	1900	1910	1917	1906
26/075	High Street NB SA	2015	2024	2021	2014	2032	2019	2022
26/075	Station Road EB	1951	1925	1967	1947	1938	1962	1949
26/261	Station Road SB SA	1925	1911	1925	1915	1920	1913	1899
26/261	Station Road SB RT	1926	1909	1904	1896	1923	1911	1906
26/261	Bedwell Gardens	1824	1824	1827	1813	1825	1817	1822
26/261	Station Road NB SA RT	1879	1866	1865	1849	1847	1873	1854
26/261	Station Road NB SA LT	1926	1909	1904	1896	1923	1911	1906

26/261	Station Road NB SA LT	1859	1827	1839	1839	1812	1827	1800
26/261	Millington Road EB LT	1851	1851	1844	1843	1830	1830	1838
26/010	Millington Road EB RT	2013	2028	2008	2037	2061	1991	2027
26/010	Station Road SB SA LT	Too Few Vehs	1809	-	1812	1808	-	1808
26/010	Station Road SB RT	1880	1909	1892	1898	1886	1898	1891
26/010	North Hyde Road WB SA LT	1869	1835	1846	1875	1826	1856	1884
26/010	North Hyde Road WB RT	1990	1991	1992	2003	1967	1998	2025
26/010	Station Road NB SA LT	1806	1809	1813	1814	1818	1802	1800
26/010	Station Road NB SA RT	1916	1854	1842	1856	1847	1847	1853
26/010	North Hyde Road EB SA LT	1892	1848	1850	1860	1839	1832	1856
26/146	North Hyde Road EB RT	1844	1843	1836	1879	1844	1826	1875
26/146	North Hyde Road EB	-	1823	1813	1818	Too Few Vehs	1800	1811
26/146	North Hyde Gardens	2012	1965	1878	1923	1857	1873	1926
26/146	North Hyde Road WB	-	-	-	-	-	-	-
25/126	Watersplash Road NB	1934	1902	1884	1875	1897	1887	1890
25/126	North Hyde Road EB Appr	1866	1855	1823	1847	1838	1830	1840
25/126	North Hyde Road EB Appr	1825	-	-	-	-	-	Too Few Vehs
25/127	North Hyde Road EB Appr FLARE	2006	2022	1968	1985	2029	2018	1977
25/127	Parkway [N] SB Lane 1 FLARE	1947	1967	1978	2001	1957	1946	1989
25/127	Parkway [N] SB Lane 2	2013	1997	2106	2124	1988	1981	2124
25/129	Parkway [N] SB Lane 3 Offside	1877	1951	1926	1967	1937	1935	1956

25/129	Hayes Road WB Lane 1 Kerbside	1886	1892	1943	1941	1885	1876	1928
25/129	Hayes Road WB Lane 2	1831	1815	1823	1816	1813	1822	1820
25/129	Hayes Road WB Lane 3	1867	1847	1869	1869	1858	1848	1856
25/131	Hayes Road WB Lane 4 Offside	2033	1894	1985	1970	1882	1899	1982
25/131	Parkway [S] NB Lane 1 FLARE OFFSIDE	1975	1860	1941	1934	1868	1886	1942
25/131	Parkway [S] NB Lane 2	1985	1871	1948	1933	1863	1888	1940
25/131	Parkway [S] NB Lane 3	1845	1878	1852	1844	1897	1881	1855
25/127	Parkway [S] NB Lane 4 FLARE KERBSIDE	1969	1843	1945	1892	1840	1845	1862
25/127	Northern Circulatory LANE 1 KERBSIDE	1881	1820	1907	1847	1820	1808	1834
25/127	Northern Circulatory LANE 2	1854	1866	1843	1834	1852	1846	1848
25/127	Northern Circulatory LANE 3	-	-	-	-	-	-	-
25/129	Northern Circulatory LANE 4 OFFSIDE	1947	1895	1905	1991	1832	1836	1954
25/129	Western Circulatory LANE 1 KERBSIDE	1948	1917	1923	2026	1837	1831	2003
25/129	Western Circulatory LANE 2	1905	1991	2002	2119	1855	1850	2179
25/129	Western Circulatory LANE 3	1940	1883	1873	1897	1864	1851	1916
25/131	Western Circulatory LANE 4 OFFSIDE	1881	1890	1871	1887	1883	1884	1883
25/131	Southern Circulatory LANE 1 KERBSIDE	2120	1813	2120	1927	1818	1805	1983

25/131	Southern Circulatory LANE 2	2060	1865	2023	1935	1930	1921	1977
25/126	Southern Circulatory LANE 3 OFFSIDE	1938	1948	2109	1946	2086	2136	1953
25/126	Eastern Circulatory LANE 1 KERBSIDE	1874	1922	2086	1896	2109	2126	1905
25/126	Eastern Circulatory LANE 2	1891	1906	2032	1872	2095	2080	1881
25/126	Eastern Circulatory LANE 3	2076	1836	2085	1862	1911	1961	1846
26/031	Eastern Circulatory LANE 4 OFFSIDE	1910	1875	1869	1872	1877	1882	1866
26/031	Station Road NB	1975	1913	1951	1924	1929	1935	1905
26/024	Station Road SB	1872	1887	1880	1925	1900	1884	1925
26/024	North Hyde Road EB	1975	1950	1973	1928	1984	1940	1933
26/059	North Hyde Road WB	1946	1894	1886	1887	1902	1855	1891
26/059	North Hyde Road EB	1979	1940	1970	1898	1974	2017	1894
26/098	North Hyde Road WB	1835	1822	1828	1843	1885	1825	1854
26/098	Pump Lane WB	1835	1822	1828	1843	1885	1825	1854
26/108	Pump Lane EB	1814	1800	1802	1804	1805	1801	1802
26/108	Coldharbour Lane NB	1802	1803	1804	1801	1802	1803	1804
26/107	Coldharbour Lane SB	1825	1802	1803	1804	1802	1805	1803
26/107	Botwell Lane WB	1841	1817	1822	1820	1823	1818	1820
26/134	Botwell Lane EB	1862	1842	1860	1841	1857	1857	1855
26/134	Botwell Lane WB	1810	1804	1805	1805	1811	1804	1805
26/109	Station Road Link NB	-	1817	1819	1814	1827	1844	1808
26/109	Station Road Link SB	-	1809	1809	1800	1809	1800	1800

4.3.2 The table found above can also be seen in **Appendix A**.

4.4 Model Convergence

4.4.1 When a VISSIM model is coded to operate under Dynamic Assignment, a series of iterated model runs are used to determine the routes vehicles travel through the network from each OD pair, based on total travel cost. There is a need to assess the convergence of the model to test whether the travel times and volumes do not change significantly from one iteration to the next. This ensures that the model is stable enough for results to be used with confidence.

4.4.2 The Design Manual for Road and Bridges (DMRB) emphasises the importance of convergence within traffic models primarily for strategic models, however it is deemed good practice to ensure the microsimulation model converges also. There are two convergence criteria available for assessment with a VISSIM model.

4.4.3 These are :

- The percentage of links with a flow change (P) of less than 5% should be greater than 90% for four consecutive iterations; and
- The percentage change in user costs or time spent within the network (V) of less than 1% for four consecutive iterations.

4.4.4 A *.CVA file output from VISSIM can be used to assess the P statistic and the *.NPE file output can be used to assess the V statistic.

4.4.5 The data provided in Table 4 and Table 5 indicate that both the AM and PM models are fully converged and provide a suitable platform for further validation.

4.4.6 Under heavily congested networks, there may iterations that do not converge or fully satisfy the convergence criteria. When this is the case, a judgment is made on the stability of the model and wither the convergence will be achieved by further model iterations. If it is deemed that the convergence will not get any better, then the model must be caveated as such.

Table 4: Model Convergence – AM – Baseline

AM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1381.99	1412.12	1382.71	1392.64	1366.66	1514.91	1363.32	1385.52	1388.76	1372.13
% Change in Travel Time:	0%	2%	-2%	1%	-2%	11%	-10%	2%	0%	-1%
% Edges with flow change of less than 5%:	88%	80%	80%	86%	88%	76%	74%	86%	82%	83%

Table 5: Model Convergence – PM – Baseline

PM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1677.67	1645.50	1620.09	1693.31	1672.52	1867.43	1745.30	1708.30	1772.99	1851.32
% Change in Travel Time:	-3%	-2%	-2%	5%	-1%	12%	-7%	-2%	4%	4%

% Edges with flow change of less than 5%:	85%	80%	81%	84%	85%	79%	73%	85%	82%	80%

Table 6: Model Convergence – AM – Baseline + DEV

AM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1413.74	1346.23	1397.57	1410.89	1412.37	1408.05	1414.17	1352.99	1379.88	1371.92
% Change in Travel Time:	1%	-5%	4%	1%	0%	0%	0%	-4%	2%	-1%
% Edges with flow change of less than 5%:	87%	86%	85%	86%	86%	90%	89%	90%	91%	93%

Table 7: Model Convergence – PM – Baseline + DEV

PM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1452.60	1475.46	1460.83	1448.35	1412.99	1444.21	1433.52	1431.23	1449.06	1446.17
% Change in Travel Time:	1%	2%	-1%	-1%	-2%	2%	-1%	0%	1%	0%
% Edges with flow change of less than 5%:	90%	88%	91%	92%	90%	91%	88%	90%	90%	89%

Table 8: Model Convergence – AM – Baseline + DEV + SEN

AM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1546.59	1566.23	1578.82	1562.42	1605.29	1615.88	1561.45	1554.06	1587.30	1562.40
% Change in Travel Time:	-5%	1%	1%	-1%	3%	1%	-3%	0%	2%	-2%
% Edges with flow change of less than 5%:	72%	82%	83%	80%	79%	82%	82%	83%	80%	78%

Table 9: Model Convergence – PM – Baseline + DEV + SEN

PM	Run (Random seed 42)									
	1	2	3	4	5	6	7	8	9	10
Total Travel Time:	1463.32	1453.07	1447.16	1447.67	1454.37	1441.46	1451.72	1416.55	1448.86	1458.91
% Change in Travel Time:	-1%	-1%	0%	0%	0%	-1%	1%	-2%	2%	1%
% Edges with flow change of less than 5%:	83%	87%	85%	85%	86%	87%	88%	86%	87%	86%

4.4.7 IT can seen that the Baseline, and the Baseline + DEV scenario convergence is fairly stable and converges nicely. The Baseline + DEV + SEN scenario, especially in the AM peak, shows the that the converge fluctuates over the course of a number of iterations.

4.4.8 The convergence assessment has only be conducted on the Baseline, Baseline + DEV, and the Baseline + DEV+ SEN models. There is no +5 Yr WelHAM model, as such, the WelHAM assignment for the +5Yr scenarios utilised the baseline dataset.

4.5 Traffic Assignment Methodology

4.5.1 The following text outlines the steps taken to code the VISSIM model with traffic inputs and routing information. It does not detail every calculation but it provides a summary of the methodology.

4.5.2 The base model traffic inputs have been factored using provided TEMPRO values to represent future year baseline traffic growth. It does not take into account any possible traffic reassignment away from the study area due to traffic growth or other unknown factors. The possible reassignment cannot fully be understood using TEMPRO uplifts whereas the use of a strategic model – such as WelHAM, to provide the baseline growth factor would reflect this assignment. It may be the case that certain model inputs would be reduced when using a strategic model because of reassignment of trips to other routes, whereas the TEMPRO factor can only uplift this traffic.

4.5.3 Therefore, the TEMPRO factor can be seen as the worst case and may increase baseline traffic growth to a greater value than would be seen in reality.

4.5.4 The Baseline 2024 TEMPRO factors used are:

- AM Peak: 1.0843
- PM Peak: 1.0853

4.5.5 The 2029 (+5Yr) TEMPRO factors used are:

- AM Peak: 1.1103
- PM Peak: 1.113

4.5.6 In addition, within the Baseline scenario, traffic has been introduced from/to the Nestle Site in the form of B2 land use traffic to represent re-occupation of the existing buildings on site, of which the following table indicates trip generation numbers. These values are in PCU's.

Table 10 - Baseline B2 Trip Generation

B2 Use	AM Peak			PM Peak		
Trip Generation	**IN**	**OUT**	**Total**	**IN**	**OUT**	**Total**
Car trip rate	223	36	**259**	27	201	**228**
Goods Vehicle trip rate	17	15	**32**	6	7	**13**
Total	**241**	**51**	**292**	**33**	**208**	**241**

4.5.7 Within the Development Scenario, the following trips have been assigned to the Nestle Site.

Table 11 - +DEV Development Trip Generation

Proposed Development	AM Peak			PM Peak		
Trip Generation	**IN**	**OUT**	**Total**	**IN**	**OUT**	**Total**
Nursery	20	21	**41**	16	27	**43**
Residential	54	215	**269**	224	130	**354**
Gym / Office	13	6	**19**	9	12	**21**
New Employment	58 (2)	27 (8)	**55**	13 (6)	61 (6)	**86**
Total	**147**	**227**	**384**	**268**	**236**	**504**

4.5.8 Note that the numbers in brackets are HGV traffic.

4.5.9 The following table shows the trips assigned to the remainder of the Nestle site by way of Sensitivity Traffic.

Table 12 - +SEN Sensitivity Trip Generation

Sensitivity Traffic	AM Peak			PM Peak		
Development	**IN**	**OUT**	**Total**	**IN**	**OUT**	**Total**
Beccluech Site	16	63	**79**	66	38	**104**
Squirrel TW	15	61	**76**	64	37	**101**
Precis Resi	6	25	**31**	26	15	**41**
Precis Office	25	3	**28**	5	27	**32**
Total	**62**	**152**	**214**	**161**	**117**	**278**

4.5.10 When developing the traffic matrices for each of the scenarios, the following steps have been undertaken:

1 - OBTAIN WELHAM SCENARIO MATRIX

2 - OBTAIN WELHAM ROUTING FILE (SATPIG)

3 – CREATE WELHAM DIFFERENCE MATRIX BETWEEN BASE AND SCENARIO MATRIX

4 – UPLIFT TRAFFIC FLOW INPUTS BASED UPON TEMPRO AND COMMITTED DEVELOPMENTS PLUS PROPOSED / SENSITIVITY TRAFFIC

5 – USE WELHAM ASSIGNMENT PROPORTIONS PER SCENARIO

6 - PREPARE SCENARIO TRAFFIC MATRICES

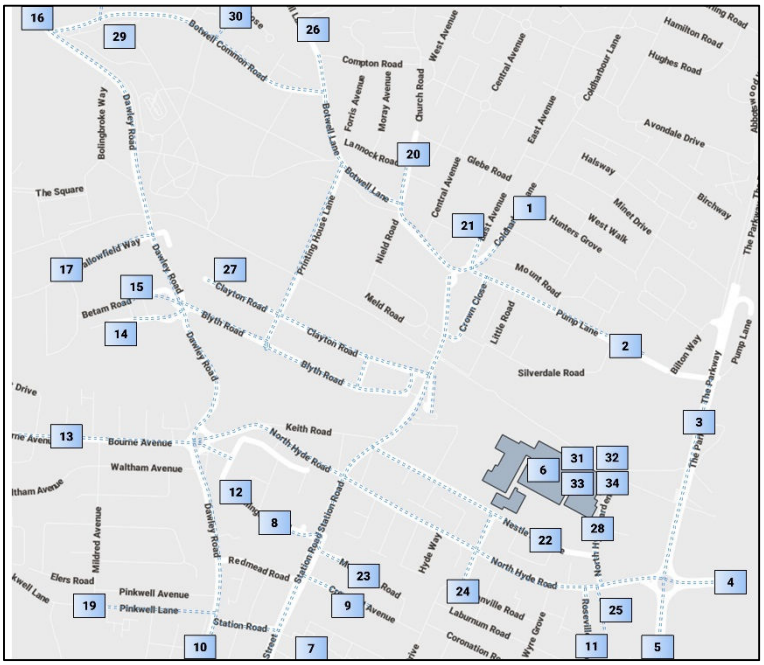
7 – DYNAMICALLY ASSIGN MATRICES WITHIN VISSIM

4.5.11 The routing assignment from the WELHAM model and the Dynamic Assignment run in VISSIM can often be different. The VISSIM assignment is compared with the WelHAM assignment and matched where possible.

4.5.12 The Origin and Destination Zones used within the Future Base Scenario is shown in Figure 4.1. Note the additional zones – 31 to 34. 31 is used to represent proposed Nursery traffic, 32 is used to represent the proposed Residential traffic, 33 is used to represent the Office/Gym proposed traffic and zone 34 is used to represent the proposed new employment traffic. Zone 34 access the site via North Hyde Gardens, whereas the 31, 32, and 33 all access the site via Nestle Avenue.

4.5.13 Note that Zone 6 represents the Former Nestle Site. In the Base model, this zone has 0 trips assigned to it. Within the Baseline Scenario, the site is to be assess with B2 Existing Employment trips. In the with Development scenarios, this is to be replaced with the New Employment traffic.

Figure 4.1: O-D Zone Locations – Baseline Scenario, Baseline + DEV, and Baseline + DEV + SEN



4.5.14 For each of the committed developments in and around Hayes Town Centre, a new zone has been created in order for this traffic to be assigned correctly within the model. If the flows associated with the committed developments were assigned using the WELHAM OD proportions for trips entering and leaving the model extent, these trips, although travelling through the model, would not be accurately routed to the correct zones. As such, each committed development has a specific trip value per Origin and Destination within the model.

Figure 4.2: O-D Zone Locations – Committed Developments

The committed developments include the following:

- **101** - Silverdale Road
- **102** - Rackspace City, Millington Road
- **103** - Union House, Clayton Road
- **104** - Trident House, Blyth Road
- **105** - Unit A, Bulls Bridge Centre, North Hyde Gardens
- **106** - Hyde Park Hayes, Millington Road
- **107** - 20 Blyth Road
- **108** - Southwall Gas Works, via Hayes Lane
- **109** – Old Vinyl Factory, Blyth Road
- **110** – Gatefold Building, Blyth Road
- **111** – UTC College (Combined with 109)
- **112** – Asda Industrial, Millington Road

Table 13 - Committed Development Flows - Both Peaks

		AM Peak		PM Peak	
Development	**Road Access**	**IN**	**OUT**	**IN**	**OUT**
Silverdale Road	Pump Lane	5	15	10	6
22632 App	Millington Rd	5	15	15	9
Union House	Clayton Rd	3	7	4	1
Trident House	Clayton Rd	1	14	9	5
Unit A Bulls Bridge	North Hyde Gardens	50	30	24	48
HPH	Millington	65	9	11	66

20 Blyth Road	Blyth Road	4	15	12	10
Gas Works	Blyth Road	30	59	58	52
Old Vinyl Factory (incl UTC College)	Blyth Road	717	221	192	794
Gatefold Building	Blyth Road	8	37	14	13
Asda	Asda	71	13	11	54
Silverdale Road	PUMP LANE	5	15	10	6

4.6 TRAFFIC FLOW VALIDATION (V304)

4.6.1 The traffic flows measured from VISSIM are the average of **10** seed runs. The modelled flows are extracted from VISSIM using Data Collection points and are separated by vehicle type. The vehicle flow numbers are converted into PCU values and compared for each with the surveyed PCU flows.

4.6.2 As with the base model, U-Turning traffic is not explicitly modelled, with the exception of traffic leaving North Hyde Gardens with a destination to the west. These vehicles must turn left onto North Hyde Road and make a U-Turn via Bulls Bridge Roundabout to enter North Hyde Road in a westbound direction.

4.6.3 With Station Road linking directly with Botwell Lane the model cannot reflect vehicles in the base previously parking at Station Road. These trips have been removed. As mentioned in the LMVR document, (and shown below), public transport routes were used to reflect this traffic.

Similarly, the SATURN WeLHAM model does not route traffic into the available parking at Station Road. Traffic has been assigned, using Public Transport routes to enter into this section of the network.

4.6.4 Warmup traffic introduced and retained as part of the scenario tests.

- Bourne Avenue – AM: 140 vehs, PM: 250 vehs.
- A312 Parkway SB – AM: 500 vehs, PM: 150 vehs.
- Hayes Road WB – AM: 150 vehs, PM: 85 vehs.

4.6.5 These additional vehicles do not affect the traffic flow validation as they create congestion and queueing conditions that occur at the beginning of the peak period. The warmup traffic is only loaded into the network during the warmup period.

4.6.6 The comparison of the VISSIM traffic flows is provided at **Appendix B**.

4.7 QUEUE LENGTH ANALYSIS (V305)

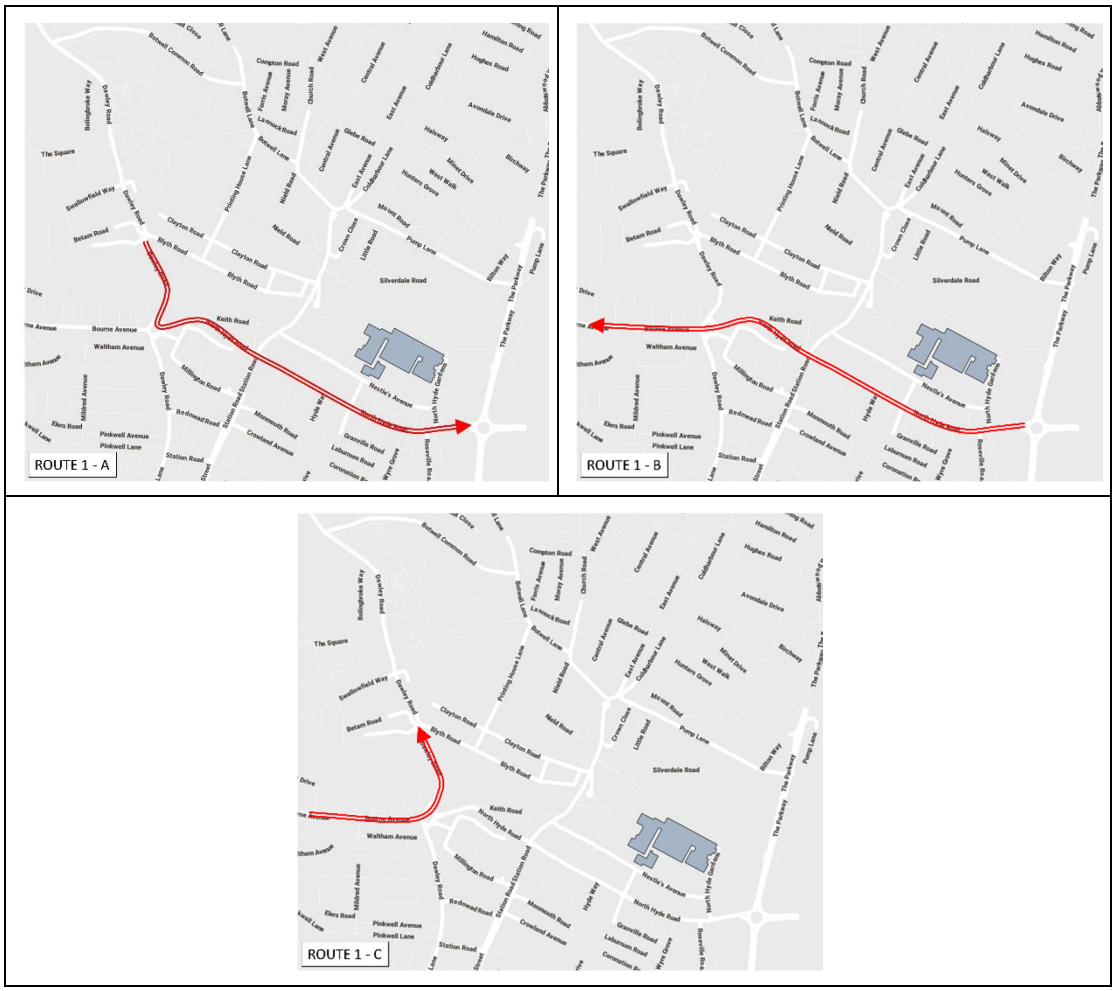
4.7.1 Queue lengths in the scenario models have been analysed and compared between the modelled scenarios.

4.7.2 The comparison between VISSIM modelled queue lengths and those observed on site can be found in **Appendix C**.

4.8 JOURNEY TIME COMPARISON (V306)

4.8.1 The journey time routes are shown in Figure 4.3, Figure 4.4 and Figure 4.5 remain active in the scenario tests, and comparison between these and the base model has been provided.

Figure 4.3: Route 1 Sections A, B & C



4.8.2 Route **1** Section **A** runs between:

- Blyth Road to the A312 via Dawley Road & North Hyde Road EASTBOUND.

4.8.3 Route **1** Section **B** runs between:

- A312 Bulls Bridge Roundabout to Bourne Avenue via North Hyde Road WESTBOUND.

4.8.4 Route **1** Section **C** runs between:

- Bourne Avenue to Betham Road via Dawley Road NORTHBOUND.

Figure 4.4: Route 2 Sections, A, B, C & D

4.8.5 Route **2** Section **A** runs between:

- High Street / Station Road to Blyth Road / Dawley Road via High Street & Blyth Road NORTHBOUND.

4.8.6 Route **2** Section **B** runs between:

- Blyth Road / Dawley Avenue to Station Approach via Clayton Road EASTBOUND.

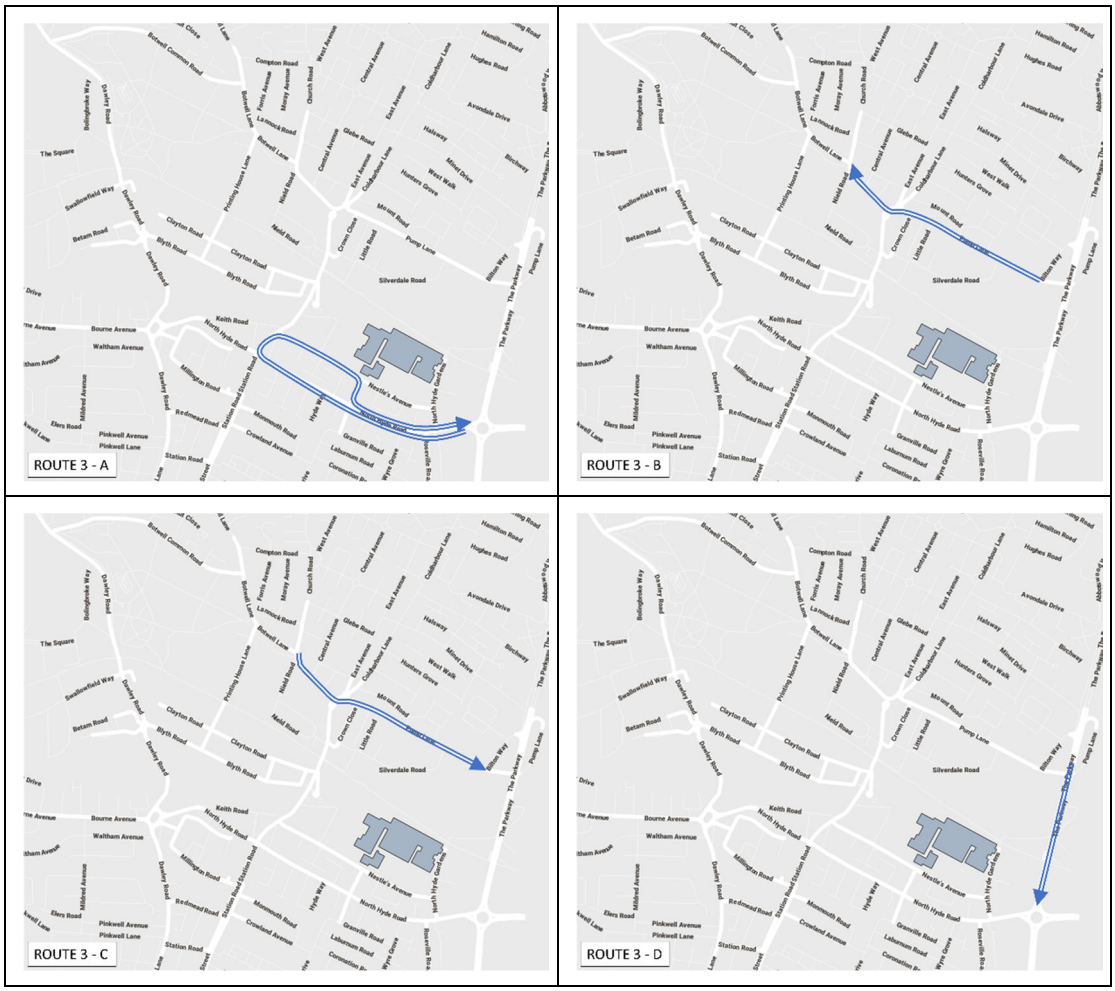
4.8.7 Route **2** Section **C** runs between:

- Station Road Parking NORTHBOUND / SOUTHBOUND.

4.8.8 Route **2** Section **D** runs between:

- Station Road to High Street / Station Road SOUTHBOUND.

Figure 4.5: Route 3 Sections A, B, C & D



4.8.9 Route **3** Section **A** runs between:

- The Parkway / Hayes Road A312 westbound via North Hyde Road via Station Road, Nestle Avenue (eastbound), Harold Avenue and returns eastbound via North Hyde Road to the A312.

4.8.10 Route **3** Section **B** runs between:

- Pump Lane towards Church Road / Botwell Road WESTBOUND

4.8.11 Route **3** Section **C** runs between:

- Church Road / Botwell Road towards Pump Lane EASTBOUND

4.8.12 Route **3** Section **D** runs between:

- Pump Lane and the A312 Bulls Bridge junction along the A312 SOUTHBOUND.

4.8.13 A comparison of the VISSIM and observed journey times is provided in Figure 4.6. The journey time results are the average of 10 seed runs.

Figure 4.6: Modelled Journey Times

AM

Route 1 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 1 - Blyth Road to A312 EB	436	451	481	856	**15 | 3%**	**30 | 7%**	405 | 90%	478	522	824	**28 | 6%**	**44 | 9%**	346 | 79%
B Route 1 - A312 to Bourne Avenue WB	254	463	309	602	209 | 82%	-154 | -33%	139 | 30%	269	283	573	-193 | -42%	**14 | 5%**	304 | 119%
C Route 1 - Bourne Avenue to Betam Road NB	340	391	347	575	**51 | 15%**	**-44 | -11%**	183 | 47%	486	371	634	95 | 24%	-116 | -24%	148 | 44%

Route 2 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 2 - High Street to Blyth Road / Dawley Road NB	316	313	542	982	**-4 | -1%**	230 | 74%	669 | 214%	322	890	735	**9 | 3%**	568 | 177%	413 | 131%
B Route 2 - Blyth Road / Dawley Road to Station Approach RAB EB	133	130	137	184	**-3 | -2%**	**7 | 5%**	53 | 41%	134	138	164	**3 | 2%**	**4 | 3%**	31 | 23%
C Route 2 - Station Road Parking	62	50	142	135	-12 | -20%	92 | 186%	86 | 172%	50	157	130	**0 | 1%**	107 | 214%	80 | 129%
D Route 2 - Station Road to High Street SB	221	253	200	454	**31 | 14%**	-52 | -21%	201 | 80%	279	206	386	**27 | 10%**	-73 | -26%	107 | 48%

Route 3 - Individual	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A A312 The Pkwy / North Hyde Road RAB to North Hyde Road / North Hyde Green Jct	15	18	20	28	3 | 17%	**2 | 12%**	10 | 55%	22	21	24	4 | 24%	**-1 | -7%**	**2 | 12%**
A North Hyde Road / North Hyde Green Jct to North Hyde Road / Roseville Ped X	18	20	21	34	**2 | 11%**	**1 | 5%**	14 | 71%	20	21	31	**0 | -2%**	**2 | 9%**	11 | 62%
A North Hyde Road / Roseville Ped X to North Hyde Road / Harold Road Ped X	34	67	35	135	33 | 97%	-32 | -47%	68 | 102%	38	36	122	-30 | -44%	**-2 | -4%**	85 | 249%
A North Hyde Road / Harold Road Ped X to A437 Station Road / A437 North Hyde Road Jct	119	287	149	314	168 | 141%	-137 | -48%	**27 | 9%**	121	127	306	-166 | -58%	**6 | 5%**	185 | 156%
A A437 Station Road / A437 North Hyde Road Jct to Nestles Avenue / Station Road Jct	25	53	65	24	29 | 117%	11 | 21%	-29 | -55%	49	70	24	**-5 | -9%**	21 | 44%	-25 | -100%
A Nestles Avenue / Station Road Jct to Nestles Avenue / Harold Avenue Jct	60	61	59	59	**0 | 0%**	**-2 | -2%**	**-2 | -3%**	60	58	61	**-1 | -1%**	**-2 | -3%**	**1 | 1%**
A Nestles Avenue / Harold Avenue Jct to Harold Avenue / North Hyde Road Jct	18	21	25	40	3 | 16%	4 | 18%	19 | 86%	21	24	45	**-1 | -3%**	4 | 17%	24 | 132%
A Harold Avenue / North Hyde Road Jct to North Hyde Road / Harold Road Ped X	6	8	10	7	2 | 32%	2 | 26%	-2 | -20%	12	10	6	3 | 42%	**-1 | -10%**	-5 | -87%
A North Hyde Road / Harold Road Ped X to North Hyde Road / Roseville Ped X	49	64	99	49	15 | 30%	35 | 55%	-15 | -23%	90	108	53	26 | 41%	18 | 20%	-37 | -76%
A North Hyde Road / Roseville Road Ped X to North Hyde Road / Watersplash Lane / North Hyde Gardens Jct	20	19	25	17	**0 | -1%**	6 | 29%	**-3 | -13%**	22	26	18	**3 | 15%**	4 | 18%	-4 | -23%
A North Hyde Road / Watersplash Lane / North Hyde Gardens Jct to A312 The Pkwy / North Hyde Road RAB	70	45	59	42	-25 | -35%	14 | 31%	**-3 | -6%**	60	62	44	15 | 34%	**1 | 2%**	-16 | -24%

Route 3 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 3 - A312 Parkway Loop	434	664	568	748	230 | 53%	**-95 | -14%**	**85 | 13%**	514	564	734	-149 | -23%	**50 | 10%**	220 | 51%
B Route 3 - Pump Lane to Church Road RAB WB	69	83	95	100	14 | 20%	**12 | 15%**	17 | 21%	87	96	90	**5 | 6%**	**8 | 9%**	**2 | 3%**
C Route 3 - Pump Lane to Church Road RAB EB	47	74	86	73	27 | 58%	12 | 16%	**-1 | -2%**	77	86	76	**2 | 3%**	**9 | 12%**	**-1 | -2%**
D Route 3 - SB A312 Approach to Bulls Bridge RAB	244	248	147	254	**5 | 2%**	-101 | -41%	**5 | 2%**	158	167	250	-90 | -36%	**9 | 5%**	91 | 37%

Bulls Bridge to Harold Avenue	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
Harold Road to Bulls Bridge Roundabout - Eastbound	138	128	183	108	**-10 | -7%**	55 | 43%	**-20 | -16%**	173	196	115	45 | 35%	**23 | 13%**	-58 | -42%
Bulls Bridge Roundabout to Harold Road - Westbound	67	105	77	197	38 | 56%	-28 | -27%	92 | 88%	79	78	177	-26 | -24%	**-1 | -2%**	98 | 145%

Botwell Common	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
Botwell Common Road - Eastbound	247	272	319	455	**25 | 10%**	47 | 17%	183 | 67%	468	385	378	195 | 72%	-83 | -18%	-89 | -36%
Botwell Common Road - Westbound	230	246	254	446	**17 | 7%**	**8 | 3%**	200 | 81%	249	260	568	**3 | 1%**	**11 | 4%**	319 | 139%

PM

Route 1 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 1 - Blyth Road to A312 EB	639	1187	629	642	549 | 86%	-559 | -47%	-545 | -46%	1023	1096	641	**-165 | -14%**	**73 | 7%**	-381 | -37%
B Route 1 - A312 to Bourne Avenue WB	256	268	235	423	**11 | 4%**	**-33 | -12%**	156 | 58%	231	242	404	**-37 | -14%**	**11 | 5%**	173 | 75%
C Route 1 - Bourne Avenue to Betam Road NB	324	357	331	388	**33 | 10%**	**-27 | -7%**	**31 | 9%**	365	340	366	**8 | 2%**	**-25 | -7%**	**1 | 0%**

Route 2 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 2 - High Street to Blyth Road / Dawley Road NB	378	609	406	525	231 | 61%	-203 | -33%	**-84 | -14%**	577	554	608	**-32 | -5%**	**-23 | -4%**	**31 | 5%**
B Route 2 - Blyth Road / Dawley Road to Station Approach RAB EB	129	404	141	277	275 | 213%	-263 | -65%	-127 | -32%	319	291	364	-86 | -21%	**-28 | -9%**	**45 | 14%**
C Route 2 - Station Road Parking	79	70	162	145	**-9 | -11%**	93 | 133%	75 | 108%	78	129	126	**8 | 12%**	51 | 66%	48 | 61%
D Route 2 - Station Road to High Street SB	264	419	208	453	155 | 59%	-211 | -50%	**34 | 8%**	408	414	485	**-12 | -3%**	**6 | 2%**	78 | 19%

Route 3 - Individual	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A A312 The Pkwy / North Hyde Road RAB to North Hyde Road / North Hyde Green Jct	28	24	23	24	**-3 | -12%**	**-2 | -7%**	**0 | -2%**	23	26	21	**-2 | -7%**	**3 | 15%**	**-2 | -7%**
A North Hyde Road / North Hyde Green Jct to North Hyde Road / Roseville Ped X	30	28	22	24	**-2 | -7%**	-6 | -21%	**-3 | -12%**	26	27	22	**-2 | -7%**	**1 | 3%**	**-4 | -15%**
A North Hyde Road / Roseville Ped X to North Hyde Road / Harold Road Ped X	36	35	38	51	**0 | -1%**	**3 | 8%**	15 | 44%	36	36	43	**1 | 2%**	**0 | -1%**	7 | 20%
A North Hyde Road / Harold Road Ped X to A437 Station Road / A437 North Hyde Road Jct	96	116	90	257	20 | 20%	-26 | -23%	141 | 122%	89	91	252	-27 | -23%	**2 | 2%**	163 | 184%
A A437 Station Road / A437 North Hyde Road Jct to Nestles Avenue / Station Road Jct	23	92	54	43	69 | 300%	-38 | -42%	-49 | -53%	66	86	45	-27 | -29%	20 | 30%	-21 | -32%
A Nestles Avenue / Station Road Jct to Nestles Avenue / Harold Avenue Jct	61	60	60	57	**-1 | -2%**	**0 | 1%**	**-2 | -4%**	60	60	58	**0 | 0%**	**1 | 1%**	**-2 | -4%**
A Nestles Avenue / Harold Avenue Jct to Harold Avenue / North Hyde Road Jct	19	20	21	28	**1 | 4%**	**2 | 9%**	9 | 45%	19	25	26	**0 | -1%**	6 | 29%	6 | 32%
A Harold Avenue / North Hyde Road Jct to North Hyde Road / Harold Road Ped X	10	25	9	7	15 | 162%	-16 | -64%	-18 | -73%	22	23	7	**-3 | -14%**	**2 | 9%**	-15 | -68%
A North Hyde Road / Harold Road Ped X to North Hyde Road / Roseville Ped X	122	229	113	70	107 | 88%	-116 | -51%	-159 | -69%	184	202	74	-45 | -20%	**18 | 10%**	-110 | -60%
A North Hyde Road / Roseville Road Ped X to North Hyde Road / Watersplash Lane / North Hyde Gardens Jct	35	44	30	25	9 | 27%	-14 | -31%	-19 | -42%	35	38	26	-8 | -19%	**3 | 8%**	-9 | -27%
A North Hyde Road / Watersplash Lane / North Hyde Gardens Jct to A312 The Pkwy / North Hyde Road RAB	86	85	61	46	**-1 | -1%**	-24 | -28%	-39 | -46%	82	82	46	**-2 | -3%**	**-1 | -1%**	-37 | -44%

Route 3 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A Route 3 - A312 Parkway Loop	544	758	521	633	214 | 39%	-237 | -31%	-125 | -17%	642	696	619	**-116 | -15%**	**54 | 8%**	**-22 | -3%**
B Route 3 - Pump Lane to Church Road RAB WB	70	107	86	79	37 | 53%	-21 | -19%	-28 | -26%	92	91	77	**-15 | -14%**	**-2 | -2%**	-15 | -17%
C Route 3 - Pump Lane to Church Road RAB EB	53	136	102	95	83 | 157%	-34 | -25%	-41 | -30%	116	108	101	**-20 | -15%**	**-8 | -7%**	**-15 | -13%**
D Route 3 - SB A312 Approach to Bulls Bridge RAB	167	571	236	252	403 | 241%	-334 | -59%	-318 | -56%	568	569	246	**-3 | 0%**	**1 | 0%**	-322 | -57%

Bulls Bridge to Harold Avenue	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
Harold Road to Bulls Bridge Roundabout - Eastbound	243	358	204	141	220 | 159%	76 | 59%	3 | 2%	302	322	146	**174 | 135%**	**149 | 86%**	-27 | -19%
Bulls Bridge Roundabout to Harold Road - Westbound	93	87	83	99	**20 | 30%**	**-22 | -21%**	**31 | 47%**	84	88	86	**-21 | -20%**	**9 | 11%**	**7 | 10%**

Botwell Common	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
Botwell Common Road - Eastbound	236	395	277	265	148 | 60%	5 | 2%	18 | 7%	341	309	266	**69 | 25%**	**-159 | -34%**	-201 | -82%
Botwell Common Road - Westbound	222	264	249	239	34 | 15%	**3 | 1%**	**9 | 4%**	263	253	238	**17 | 7%**	**4 | 1%**	**-12 | -5%**

4.8.14 Bus travel time data has been compared between scenarios. Also found in Appendix D.

4.9 Error Logs (V307)

4.9.1 The error logs have been interrogated and there are not significant issues. It should be noted that minimum green time violation errors occur – these can be ignored as the signals operate under VAP control which provides to correct operation of the signals.

APPENDIX A - SATURATION FLOWS

JCT	REF	Approach	v_Ref	AM	PM	LinSig saturation Flow	Base	BASELINE	BASELINE + DEV	BASELINE + DEV + SEN	5YR BASELINE	5YR BASELINE + DEV	5YR BASELINE + DEV + SEN
26/075	A1	Station Road SB SA	750402	1985	2012	1999	1917	1908	1905	1903	1914	1911	1906
26/075	A2	Station Road SB SA RT	750301	1945	2250	2097	1861	1873	1861	1872	1874	1867	1875
26/075	B1	High Street NB SA LT	750102	2056	2026	2041	1897	1898	1912	1900	1910	1917	1906
26/075	B2	High Street NB SA	750101	2109	2081	2095	2015	2024	2021	2014	2032	2019	2022
26/075	C	Station Road WB	750201	1940	1958	1949	1951	1925	1967	1947	1938	1962	1949
26/261	A1	Station Road SB SA	2610202	2064	2026	2045	1925	1911	1925	1915	1920	1913	1899
26/261	A2	Station Road SB RT	2610201	2064	2026	2045	1926	1909	1904	1896	1923	1911	1906
26/261	B	Bedwell Gardens	2610401	1995	1993	1994	1824	1824	1827	1813	1825	1817	1822
26/261	C1	Station Road NB SA RT	2610101	2021	2032	2027	1879	1866	1865	1849	1847	1873	1854
26/261	C2	Station Road NB SA LT	2610201	2156	2023	2089	1926	1909	1904	1896	1923	1911	1906
26/261	D1	Millington Road EB LT	2610302	2386	2386	2386	1859	1827	1839	1839	1812	1827	1800
26/261	D2	Millington Road EB RT	2610301	1982	1925	1953	1851	1851	1844	1843	1830	1830	1838
26/010	A1	Station Road SB SA LT	100302	2149	2062	2106	2013	2028	2008	2037	2061	1991	2027
26/010	A2	Station Road SB RT	100301	2040	2010	2025	Too Few Vehs	1809	-	1812	1808	-	1808
26/010	B1	North Hyde Road WB SA LT	100202	1966	1932	1949	1880	1909	1892	1898	1886	1898	1891
26/010	B2	North Hyde Road WB RT	100201	2094	1988	2041	1869	1835	1846	1875	1826	1856	1884
26/010	C1	Station Road NB SA LT	100402	2287	2113	2200	1990	1991	1992	2003	1967	1998	2025
26/010	C2	Station Road NB SA RT	100401	#DIV/0!	1872	#DIV/0!	1806	1809	1813	1814	1818	1802	1800
26/010	D1	North Hyde Road EB SA LT	100102	1958	2078	2018	1916	1854	1842	1856	1847	1847	1853
26/010	D2	North Hyde Road EB RT	100101	2160	1800	1980	1892	1848	1850	1860	1839	1832	1856
26/146	J4:X	North Hyde Road EB	1460101	1800	1800	1800	1844	1843	1836	1879	1844	1826	1875
26/146	J4:X	North Hyde Gardens	1460301	1800	1800	1800	-	1823	1813	1818	Too Few Vehs	1800	1811
26/146	J4:1/1	North Hyde Road WB	1460202	1780	1780	1780	2012	1965	1878	1923	1857	1873	1926
26/146	J4:X	Watersplash Road NB	1460401	1800	1800	1800	-	-	-	-	-	-	-
25/126	J1:2/1	North Hyde Road EB Appr	1260103	2094	2029	2062	1934	1902	1884	1875	1897	1887	1890
25/126	J1:2/2	North Hyde Road EB Appr	1260102	2123	2025	2074	1866	1855	1823	1847	1838	1830	1840
25/126	0	North Hyde Road EB Appr FLARE	1260101	2520	2268	2394	1825	-	-	-	-	-	Too Few Vehs
25/127	J1:5/1	Parkway [N] SB Lane 1 FLARE	1270503	2117	1963	2040	2006	2022	1968	1985	2029	2018	1977
25/127	J1:5/2	Parkway [N] SB Lane 2	1270502	2059	2034	2046	1947	1967	1978	2001	1957	1946	1989
25/127	J1:5/3	Parkway [N] SB Lane 3 Offside	1270501	2282	2071	2177	2013	1997	2106	2124	1988	1981	2124
25/129	J2:2/1	Hayes Road WB Lane 1 Kerbside	1290104	1951	2030	1991	1877	1951	1926	1967	1937	1935	1956
25/129	J2:2/2	Hayes Road WB Lane 2	1290103	2053	2084	2069	1886	1892	1943	1941	1885	1876	1928
25/129	J2:2/3	Hayes Road WB Lane 3	1290102	2062	2089	2075	1831	1815	1823	1816	1813	1822	1820
25/129	J2:2/4	Hayes Road WB Lane 4 Offside	1290101	1980	1933	1956	1867	1847	1869	1869	1858	1848	1856
25/131	J2:6/4	Parkway [S] NB Lane 1 FLARE OFFSIDE	1310601	2087	2156	2121	2033	1894	1985	1970	1882	1899	1982
25/131	J2:6/3	Parkway [S] NB Lane 2	1310602	2058	2060	2059	1975	1860	1941	1934	1868	1886	1942
25/131	J2:6/2	Parkway [S] NB Lane 3	1310603	2075	2005	2040	1985	1871	1948	1933	1863	1888	1940
25/131	J2:6/1	Parkway [S] NB Lane 4 FLARE KERBSIDE	1310699	2152	2040	2096	1845	1878	1852	1844	1897	1881	1855
25/127	J1:4/1	Northern Circulatory LANE 1 KERBSIDE	1270604	1965	1965	1965	1969	1843	1945	1892	1840	1845	1862
25/127	J1:4/2	Northern Circulatory LANE 2	1270603	1675	1675	1675	1881	1820	1907	1847	1820	1808	1834
25/127	J1:4/3	Northern Circulatory LANE 3	1270602	1975	1975	1975	1854	1866	1843	1834	1852	1846	1848
25/127	J1:4/4	Northern Circulatory LANE 4 OFFSIDE	1270601	1965	1965	1965	-	-	-	-	-	-	-
25/129	J2:1/1	Western Circulatory LANE 1 KERBSIDE	1290204	1995	1995	1995	1947	1895	1905	1991	1832	1836	1954
25/129	J2:1/2	Western Circulatory LANE 2	1290203	1995	1995	1995	1948	1917	1923	2026	1837	1831	2003
25/129	J2:1/3	Western Circulatory LANE 3	1290202	1995	1995	1995	1905	1991	2002	2119	1855	1850	2179
25/129	J2:1/4	Western Circulatory LANE 4 OFFSIDE	1290201	1995	1995	1995	1940	1883	1873	1897	1864	1851	1916
25/131	J2:3/1	Southern Circulatory LANE 1 KERBSIDE	1310703	1995	1995	1995	1881	1890	1871	1887	1883	1884	1883
25/131	J2:3/2	Southern Circulatory LANE 2	1310702	1995	1995	1995	2120	1813	2120	1927	1818	1805	1983
25/131	J2:3/3	Southern Circulatory LANE 3 OFFSIDE	1310701	1975	1975	1975	2060	1865	2023	1935	1930	1921	1977
25/126	J1:1/1	Eastern Circulatory LANE 1 KERBSIDE	1260204	1975	1975	1975	1938	1948	2109	1946	2086	2136	1953
25/126	J1:1/2	Eastern Circulatory LANE 2	1260203	1975	1975	1975	1874	1922	2086	1896	2109	2126	1905
25/126	J1:1/3	Eastern Circulatory LANE 3	1260202	1965	1965	1965	1891	1906	2032	1872	2095	2080	1881
25/126	J1:1/4	Eastern Circulatory LANE 4 OFFSIDE	1260201	1965	1965	1965	2076	1836	2085	1862	1911	1961	1846
26/031	0	Station Road NB	310101	1800	1800	1800	1910	1875	1869	1872	1877	1882	1866
26/031	0	Station Road SB	310401	1800	1800	1800	1975	1913	1951	1924	1929	1935	1905
26/024	0	North Hyde Road EB	240101	1800	1800	1800	1872	1887	1880	1925	1900	1884	1925
26/024	0	North Hyde Road WB	240401	1800	1800	1800	1975	1950	1973	1928	1984	1940	1933
26/059	0	North Hyde Road EB	590101	1800	1800	1800	1946	1894	1886	1887	1902	1855	1891
26/059	0	North Hyde Road WB	590401	1800	1800	1800	1979	1940	1970	1898	1974	2017	1894
26/098	0	Pump Lane WB	980401	1800	1800	1800	1835	1822	1828	1843	1885	1825	1854
26/098	0	Pump Lane EB	980401	1800	1800	1800	1835	1822	1828	1843	1885	1825	1854
26/108	0	Coldharbour Lane NB	1080101	1800	1800	1800	1814	1800	1802	1804	1805	1801	1802
26/108	0	Coldharbour Lane SB	1080401	1800	1800	1800	1802	1803	1804	1801	1802	1803	1804
26/107	0	Botwell Lane WB	1070101	1800	1800	1800	1825	1802	1803	1804	1802	1805	1803
26/107	0	Botwell Lane EB	1070401	1800	1800	1800	1841	1817	1822	1820	1823	1818	1820
26/134	0	Botwell Lane WB	1340401	1800	1800	1800	1862	1842	1860	1841	1857	1857	1855
26/134	0	Botwell Lane EB	1340401	1800	1800	1800	1810	1804	1805	1805	1811	1804	1805
26/109		Station Road NB	1090401	1800	1800	1800	-	1817	1819	1814	1827	1844	1808
26/109		Station Road SB	1090101	1800	1800	1800	-	1809	1809	1800	1809	1800	1800

APPENDIX B -TRAFFIC FLOWS

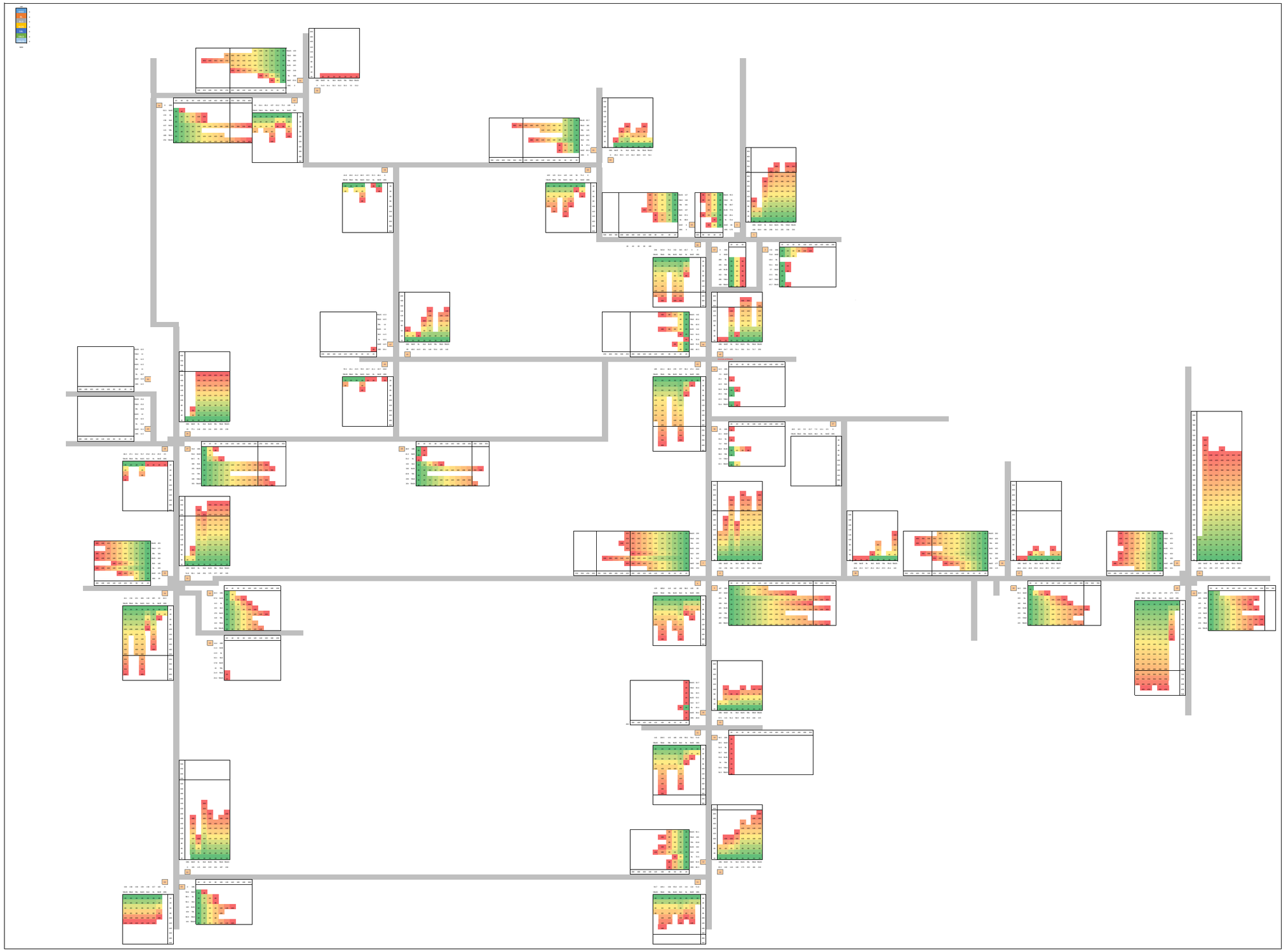
		BASE			BASELINE			BASELINE + DEV			BASELINE + DEV + SENS			5Yr BASELINE			5Yr BASELINE + DEV			5 Yrs BASELINE + DEV + SENS		
AM	MOVEMENT	BASE	Diff	GEH	FB	Diff	GEH	FBS	Diff	GEH				PROP	Diff	GEH				PROPS	Diff	GEH
1_A-B	1_A-B Dawley Road [N] to Blyth Road	128.59		4.7	186	58	4.6	181	-5	4.2	178	-9	4.0	168	-18	3.3	167	-1	3.2	169	2	3.3
1_A-C	1_A-C Dawley Road [N] to Dawley Road [S]	778.96		0.6	824	45	1.6	793	-31	0.5	746	-78	1.2	755	-69	0.9	722	-33	2.1	729	7	1.8
1_A-D	1_A-D Dawley Road [N] to Kestrel Way	32.7		2.6	46	14	2.2	46	0	2.1	35	-11	0.4	41	-5	1.4	41	0	1.4	33	-8	0.0
1_A-E	1_A-E Dawley Road [N] to Betam Road	25.5		0.3	4	-22	5.6	4	0	5.6	3	-1	6.0	3	-1	5.9	3	0	5.8	3	-1	6.1
1_B-A	1_B-A Blyth Road to Dawley Road [N]	83.7		2.6	123	39	3.8	105	-18	2.2	45	-78	4.8	123	0	3.8	82	-41	0.2	47	-34	4.5
1_B-C	1_B-C Blyth Road to Dawley Road [S]	285.89		1.9	292	6	0.3	435	143	7.8	473	181	9.6	353	62	3.8	403	50	6.3	468	64	9.4
1_B-D	1_B-D Blyth Road to Kestrel Way	3.8		0.4	13	9	3.1	5	-8	0.6	6	-7	0.8	19	6	4.5	6	-13	0.9	7	1	1.3
1_B-E	1_B-E Blyth Road to Betam Road	11		1.2	0	-11	4.7	0	0	4.7	0	0	4.7	1	1	4.3	0	-1	4.7	0	0	4.7
1_C-A	1_C-A Dawley Road [S] to Dawley Road [N]	631.56		0.2	579	-52	2.1	580	1	2.1	615	36	0.7	576	-4	2.3	606	31	1.0	627	21	0.2
1_C-B	1_C-B Dawley Road [S] to Blyth Road	310.96		2.0	477	166	8.4	487	10	8.8	607	129	13.8	532	55	10.8	527	-5	10.6	595	68	13.4
1_C-D	1_C-D Dawley Road [S] to Kestrel Way	70.78		1.6	36	-35	4.8	40	4	4.1	39	3	4.3	31	-4	5.5	40	9	4.1	41	1	4.0
1_C-E	1_C-E Dawley Road [S] to Betam Road	42.2		1.4	0	-42	9.2	0	0	9.2	0	0	9.2	0	0	9.2	0	0	9.2	0	0	9.2
1_D-A	1_D-A Kestrel Way to Dawley Road [N]	4		1.1	5	1	0.4	5	0	0.4	5	0	0.3	6	1	0.9	5	-1	0.4	5	0	0.3
1_D-B	1_D-B Kestrel Way to Blyth Road	5.9		0.4	7	1	0.4	7	0	0.4	6	-1	0.1	7	0	0.4	7	0	0.4	6	-1	0.1
1_D-C	1_D-C Kestrel Way to Dawley Road [S]	23.7		0.6	23	0	0.1	24	1	0.1	24	1	0.0	27	4	0.6	27	0	0.7	28	1	0.8
1_D-E	1_D-E Kestrel Way to Betam Road	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_E-A	1_E-A Betam Road to Dawley Road [N]	10.9		2.0	14	3	0.7	14	0	0.8	14	1	1.0	14	1	0.9	13	-1	0.7	14	1	1.0
1_E-B	1_E-B Betam Road to Blyth Road	14		1.8	18	4	1.1	18	0	1.0	17	-1	0.9	18	-1	1.0	18	1	1.1	17	-2	0.7
1_E-C	1_E-C Betam Road to Dawley Road [S]	20.7		0.9	21	0	0.1	22	1	0.3	22	1	0.2	21	-1	0.0	22	1	0.3	22	0	0.2
1_E-D	1_E-D Betam Road to Kestrel Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_A-A	1_A-A Dawley Road [N] to Dawley Road [N]	0		3.3	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_B-B	1_B-B Blyth Road to Blyth Road	0		1.4	0	0	0.0	0	0	0.0	1	1	1.5	0	0	0.0	0	0	0.0	1	1	1.3
1_C-C	1_C-C Dawley Road [S] to Dawley Road [S]	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_D-D	1_D-D Kestrel Way to Kestrel Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_E-E	1_E-E Betam Road to Betam Road	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_A-B	2_A-B Dawley Road [N] to A437	253.77		0.9	290	36	2.2	354	64	5.7	315	25	3.6	285	-5	1.9	322	37	4.0	300	-22	2.8
2_A-C	2_A-C Dawley Road [N] to Millington Road	149.1		1.7	61	-88	8.5	71	10	7.4	58	-4	9.0	67	5	7.9	64	-2	8.2	54	-10	9.4
2_A-D	2_A-D Dawley Road [N] to Dawley Road [S[	599.93		0.4	647	47	1.9	682	35	3.2	661	14	2.4	650	3	2.0	632	-19	1.3	669	37	2.7
2_A-E	2_A-E Dawley Road [N] to Bourne Avenue	108.48		0.3	128	19	1.8	158	30	4.3	116	-12	0.7	128	1	1.8	149	21	3.6	112	-38	0.3
2_B-A	2_B-A A437 to Dawley Road [N]	239.64		3.0	302	63	3.8	300	-3	3.7	328	25	5.2	278	-24	2.4	317	39	4.6	342	25	6.0
2_B-C	2_B-C A437 to Millington Road	13.3		2.6	78	65	9.6	73	-5	9.1	66	-13	8.3	74	-5	9.2	76	2	9.4	67	-9	8.5
2_B-D	2_B-D A437 to Dawley Road [S[	106		2.4	43	-63	7.3	26	-17	9.9	22	-21	10.5	41	-2	7.6	29	-12	9.3	26	-3	9.8
2_B-E	2_B-E A437 to Bourne Avenue	46.3		1.5	56	9	1.3	36	-19	1.6	50	-6	0.5	62	6	2.1	38	-24	1.3	54	16	1.1
2_C-A	2_C-A Millington Road to Dawley Road [N]	52.3		0.8	57	5	0.7	58	1	0.8	66	8	1.7	60	3	1.0	60	0	1.0	64	4	1.6
2_C-B	2_C-B Millington Road to A437	0		1.4	10	10	4.5	20	10	6.2	21	11	6.5	10	0	4.4	21	12	6.5	25	4	7.1
2_C-D	2_C-D Millington Road to Dawley Road [S[	33.09		2.5	26	-7	1.3	55	29	3.3	66	40	4.7	27	1	1.1	59	32	3.8	61	2	4.0
2_C-E	2_C-E Millington Road to Bourne Avenue	6		0.4	15	9	2.8	13	-2	2.2	12	-3	2.0	17	2	3.2	13	-3	2.3	12	-1	2.1
2_D-A	2_D-A Dawley Road [S[to Dawley Road [N]	598.94		2.3	620	21	0.9	605	-16	0.2	736	116	5.3	696	76	3.8	649	-47	2.0	731	82	5.1
2_D-B	2_D-B Dawley Road [S[to A437	71.1		1.6	200	129	11.1	93	-107	2.4	83	-117	1.4	180	-20	9.7	105	-74	3.7	85	-20	1.6
2_D-C	2_D-C Dawley Road [S[to Millington Road	59.15		0.9	156	97	9.4	147	-10	8.6	145	-11	8.5	153	-3	9.1	148	-5	8.7	142	-6	8.3
2_D-E	2_D-E Dawley Road [S[to Bourne Avenue	20.5		2.3	19	-1	0.2	20	0	0.2	24	4	0.6	19	0	0.3	21	2	0.2	26	4	1.1
2_E-A	2_E-A Bourne Avenue to Dawley Road [N]	166.1		0.9	117	-49	4.1	151	34	1.2	115	-2	4.3	112	-6	4.6	154	42	1.0	113	-41	4.5
2_E-B	2_E-B Bourne Avenue to A437	103.5		1.0	165	62	5.3	139	-26	3.2	130	-36	2.4	157	-8	4.7	140	-17	3.3	129	-11	2.4
2_E-C	2_E-C Bourne Avenue to Millington Road	8.8		2.0	20	12	3.0	24	3	3.7	20	0	3.0	21	0	3.1	24	3	3.8	19	-5	2.8
2_E-D	2_E-D Bourne Avenue to Dawley Road [S[	56.9		0.5	56	-1	0.2	58	2	0.1	55	0	0.2	54	-2	0.4	61	7	0.5	52	-9	0.7
2_A-A	2_A-A Dawley Road [N] to Dawley Road [N]	0		5.1	0	0	0.0	0	0	0.0	26	26	7.3	0	0	0.0	0	0	0.4	30	29	7.7
2_B-B	2_B-B A437 to A437	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_C-C	2_C-C Millington Road to Millington Road	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_D-D	2_D-D Dawley Road [S[to Dawley Road [S[	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_E-E	2_E-E Bourne Avenue to Bourne Avenue	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_A-A	3_A-A Station Road [N] to Station Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_A-B	3_A-B Station Road [N] to High Street [S]	516.63		1.5	479	-38	1.7	537	58	0.9	470	-8	2.1	499	21	0.8	560	61	1.9	472	-88	2.0
3_A-C	3_A-C Station Road [N] to Station Road [W]	223.5		2.0	366	142	8.3	315	-50	5.6	411	46	10.5	369	3	8.4	340	-29	6.9	370	30	8.5
3_B-A	3_B-A High Street [S] to Station Road [N]	427.4		0.9	364	-64	3.2	374	10	2.7	347	-17	4.1	374	10	2.7	379	5	2.4	341	-38	4.4
3_B-B	3_B-B High Street [S] to High Street [S]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_B-C	3_B-C High Street [S] to Station Road [W]	224.4		0.9	265	40	2.6	248	-16	1.6	284	20	3.8	267	3	2.7	257	-10	2.1	254	-3	1.9
3_C-A	3_C-A Station Road [W] to Station Road [N]	161.9		3.8	116	-46	3.9	332	216	10.8	232	116	5.0	157	42	0.4	328	171	10.6	200	-128	2.8
3_C-B	3_C-B Station Road [W] to High Street [S]	266.88		0.3	282	15	0.9	258	-24	0.6	269	-13	0.1	277	-5	0.6	237	-40	1.9	247	10	1.3
3_C-C	3_C-C Station Road [W] to Station Road [W]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
4_A-B	4_A-B Station Road [N] to Bedwell Gardens	61.5		2.6	61	0	0.0	62	1	0.1	50	-12	1.6	61	0	0.0	60	-1	0.1	70	9	1.0
4_A-C	4_A-C Station Road [N] to Station Road [S]	490.23		0.3	404	-87	4.1	431	27	2.8	441	38	2.3	418	14	3.4	444	25	2.2	419	-24	3.3
4_A-D	4_A-D Station Road [N] to Millington Road	85.7		0.2	83	-3	0.3	69	-14	1.9	79	-4	0.7	71	-12	1.7	71	0	1.7	72	1	1.6
4_A-A	4_A-A Station Road [N] to Station Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
4_B-A	4_B-A Bedwell Gardens to Station Road [N]	66.6		2.5	45	-22	2.9	31	-14	5.1	31	-14	5.1	48	3	2.5	32	-15	4.9	51	19	2.0
4_B-C	4_B-C Bedwell Gardens to Station Road [S]	1.9		1.9	38	36	8.1	49	11	9.3	49	11	9.3	40	2	8.3	52	12	9.7	47	-6	9.1
4_B-D	4_B-D Bedwell Gardens to Millington Road	37.6		0.8	4	-34	7.4	4	0	7.4	4	0	7.4	4	0	7.4	4	0	7.4	18	14	3.7
4_B-B	4_B-B Bedwell Gardens to Bedwell Gardens	0			0	0		0	0		0	0		0	0		0	0		0	0	
4_C-A	4_C-A Station Road [S] to Station Road [N]	407.9		0.6	338	-70	3.6	533	194	5.8	401	63	0.3	386	48	1.1	512	126	4.9	415	-98	0.3
4_C-B	4_C-B Station Road [S] to Bedwell Gardens	17		4.9	109	92	11.6	111	2	11.8	123	15	12.7	110	1	11.7	107	-3	11.4	138	31	13.7
4_C-D	4_C-D Station Road [S] to Millington Road	162.5		1.4	133	-30	2.4	137	5	2.1	133	0	2.4	138	5	2.0	140	2	1.9	175	35	0.9
4_C-C	4_C-C Station Road [S] to Station Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
4_D-A	4_D-A Millington Road to Station Road [N]	66.1		2.6	61	-5	0.6	52	-9	1.8	35	-26	4.4	62	1	0.5	50	-12	2.1	35	-15	4.4
4_D-B	4_D-B Millington Road to Bedwell Gardens	51.9		0.1	4	-48	9.1	4	0	9.1	4	0	9.1	4	0	9.1	4	0	9.1	7	3	8.4
4_D-C	4_D-C Millington Road to Station Road [S]	56.9		2.8	98	42	4.7	77	-22	2.4	79	-19	2.7	101	3	5.0	80	-21	2.7	82	3	3.0
4_D-D	4_D-D Millington Road to Millington Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
5_A-B	5_A-B Station Road [N] to North Hyde Road [E]	91.5		1.9	187	96	8.1	180	-7	7.6	165	-23	6.5	195	8	8.6	186	-9	8.0	170	-16	6.8
5_A-C	5_A-C Station Road [N] to Station Road [S]	369.33		0.7	350	-20	1.0	269	-81	5.6	302	-47	3.7	376	26	0.3	287	-89	4.5	350	63	1.0
5_A-D	5_A-D Station Road [N] to North Hyde Road [W]	69.2		0.3	112	43	4.5	22	-90	7.0	91	-22	2.4	125	12	5.6	23	-102	6.8	132	109	6.2
5_A-A	5_A-A Station Road [N] to Station Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
5_B-A	5_B-A North Hyde Road [E] to Station Road [N]	135.46		1.4	125	-10	0.9	101	-24	3.2	97	-28	3.6	113	-12	2.0	85	-28	4.8	114	29	1.9
5_B-C	5_B-C North Hyde Road [E] to Station Road [S]	192.5		1.3	140	-52	4.0	216	76	1.7	212	72	1.4	127	-13	5.1	218	90	1.8	187	-31	0.4
5_B-D	5_B-D North Hyde Road [E] to North Hyde Road [W]	314.31		0.8	293	-21	1.2	387	94	3.9	355	62	2.2	267	-26	2.8	410	143	5.0	340	-71	1.4
5_B-B	5_B-B North Hyde Road [E] to North Hyde Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
5_C-A	5_C-A Station Road [S] to Station Road [N]	343		1.6	263	-80	4.6	429	166	4.4	311	48	1.8	294	31	2.7	404	110	3.2	271	-134	4.1
5_C-B	5_C-B Station Road [S] to North Hyde Road [E]	164.9		2.4	133	-32	2.6	160	27	0.4	128	-5	3.0	151	18	1.1	153	2	0.9	170	16	0.4
5_C-D	5_C-D Station Road [S] to North Hyde Road [W]	25.7		4.2	48	22	3.6	15	-32	2.3	26	-21	0.1	53	5	4.3	17	-36	1.9	56	39	4.8
5_C-C	5_C-C Station Road [S] to Station Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
5_D-A	5_D-A North Hyde Road [W] to Station Road [N]	31.4		1.8	72	41	5.7	68	-5	5.2	81	9	6.6	65	-8	4.8	68	3	5.1	83	15	6.8
5_D-B	5_D-B North Hyde Road [W] to North Hyde Road [E]	315.3		3.2	488	173	8.6	426	-62	5.8	380	-108	3.5	482	-6	8.4	417	-66	5.3	384	-32	3.7
5_D-C	5_D-C North Hyde Road [W] to Station Road [S]	80.2		2.5	60	-20	2.4	80	20	0.0	58	-2	2.7	50	-10	3.7	75	24	0.6	63	-12	2.1
5_D-D	5_D-D North Hyde Road [W] to North Hyde Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_A-B	6_A-B North Hyde Gardens to North Hyde Road [E]	55.55		1.5	129	73	7.6	130	2	7.7	132	4	7.9	75	-53	2.4	133	58	8.0	166	33	10.5
6_A-C	6_A-C North Hyde Gardens to Watersplash Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_A-D	6_A-D North Hyde Gardens to North Hyde Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_A-A	6_A-A North Hyde Gardens to North Hyde Gardens	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_B-A	6_B-A North Hyde Road [E] to North Hyde Gardens	81.1		0.7	222	141	11.5	110	-112	2.9	113	-109	3.2	190	-32	9.4	113	-77	3.2	108	-5	2.8
6_B-C	6_B-C North Hyde Road [E] to Watersplash Road	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	7	7	3.8
6_B-D	6_B-D North Hyde Road [E] to North Hyde Road [W]	740.77		2.0	894	154	5.4	833	-61	3.3	894	0	5.4	800	-95	2.1	838	38	3.4	833	-4	3.3
6_B-B	6_B-B North Hyde Road [E] to North Hyde Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_C-A	6_C-A Watersplash Road to North Hyde Gardens	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	7	7	3.8
6_C-B	6_C-B Watersplash Road to North Hyde Road [E]	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	8	8	4.0
6_C-D	6_C-D Watersplash Road to North Hyde Road [W]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	7	7	3.7
6_C-C	6_C-C Watersplash Road to Watersplash Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
6_D-A	6_D-A North Hyde Road [W] to North Hyde Gardens	8.4		2.2	43	34	6.8	13	-30	1.3	12	-31	1.1	42	-1	6.7	12	-29	1.2	10	-2	0.6
6_D-B	6_D-B North Hyde Road [W] to North Hyde Road [E]	870.3		1.5	959	88	2.9	907	-52	1.2	845	-114	0.9	944	-15	2.5	891	-53	0.7	912	21	1.4
6_D-C	6_D-C North Hyde Road [W] to Watersplash Road	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_D-D	6_D-D North Hyde Road [W] to North Hyde Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
7_A-A	7_A-A The Parkway (A312) [N] to The Parkway (A312) [N]	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
7_A-B	7_A-B The Parkway (A312) [N] to Hayes Road	608.96		0.5	339	-270	12.4	383	44	10.2	349	10	11.9	382	43	10.2	392	10	9.7	340	-52	12.3
7_A-C	7_A-C The Parkway (A312) [N] to The Parkway (A312) [S]	1466.22		2.2	1870	403	9.9	2073	203	14.4	1899	30	10.6	2112	242	15.3	2142	30	15.9	1853	-289	9.5
7_A-D	7_A-D The Parkway (A312) [N] to North Hyde Road [W]	240.6		2.7	159	-82	5.8	137	-22	7.5	123	-36	8.7	175	16	4.5	136	-39	7.6	117	-19	9.2
7_B-A	7_B-A Hayes Road to The Parkway (A312) [N]	356.29		0.9	160	-196	12.2	182	22	10.7	175	16	11.1	169	9	11.6	185	16	10.4	183	-1	10.5
7_B-B	7_B-B Hayes Road to Hayes Road	4.1		0.4	0	-4	2.9	0	0	2.9	0	0	2.9	0	0	2.9	0	0	2.9	0	0	2.9
7_B-C	7_B-C Hayes Road to The Parkway (A312) [S]	423.92		0.3	599	175	7.8	616	17	8.4	603	4	7.9	625	26	8.8	637	12	9.2	635	-2	9.2
7_B-D	7_B-D Hayes Road to North Hyde Road [W]	314.78		0.0	495	180	9.0	470	-25	7.9	457	-38	7.3	500	5	9.2	466	-35	7.6	467	2	7.7
7_C-A	7_C-A The Parkway (A312) [S] to The Parkway (A312) [N]	1282.78		0.2	1436	153	4.2	1158	-279	3.6	1484	48	5.4	986	-450	8.8	1158	171	3.6	1501	343	5.8
7_C-B	7_C-B The Parkway (A312) [S] to Hayes Road	430.17		3.1	268	-162	8.7	210	-58	12.3	291	23	7.3	175	-94	14.7	213	38	12.1	291	79	7.3
7_C-C	7_C-C The Parkway (A312) [S] to The Parkway (A312) [S]	0		3.3	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
7_C-D	7_C-D The Parkway (A312) [S] to North Hyde Road [W]	268.74		0.2	499	231	11.8	327	-173	3.4	427	-72	8.5	347	-152	4.5	328	-19	3.4	421	93	8.2
7_D-A	7_D-A North Hyde Road [W] to The Parkway (A312) [N]	310.05		4.0	377	67	3.6	318	-59	0.4	305	-72	0.3	356	-22	2.5	307	-48	0.1	320	13	0.6
7_D-B	7_D-B North Hyde Road [W] to Hayes Road	446.16		1.1	415	-31	1.5	404	-12	2.1	378	-37	3.3	410	-5	1.7	391	-19	2.7	381	-10	3.2
7_D-C	7_D-C North Hyde Road [W] to The Parkway (A312) [S]	166.74		0.3	321	154	9.9	299	-22	8.7	269	-52	7.0	283	-38	7.7	299	16	8.7	310	11	9.3
7_D-D	7_D-D North Hyde Road [W] to North Hyde Road [W]	0		2.8	4	4	2.9	47	43	9.7	48	44	9.8	0	-4	0.0	50	50	10.0	53	2	10.3
8_A-B	8_A-B Keith Road to Station Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_A-C	8_A-C Keith Road to Nestles Avenue	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_A-D	8_A-D Keith Road to Station Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_A-A	8_A-A Keith Road to Keith Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_B-A	8_B-A Station Road [N] to Keith Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_B-C	8_B-C Station Road [N] to Nestles Avenue	97.7		1.8	133	35	3.3	46	-87	6.2	14	-119	11.3	109	-24	1.1	45	-64	6.2	89	44	0.9
8_B-D	8_B-D Station Road [N] to Station Road [S]	463.48		1.5	528	65	2.9	455	-73	0.4	467	-61	0.2	579	51	5.1	483	-96	0.9	421	-62	2.0
8_B-B	8_B-B Station Road [N] to Station Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_C-A	8_C-A Nestles Avenue to Keith Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_C-B	8_C-B Nestles Avenue to Station Road [N]	0		8.3	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	12	12	4.9
8_C-D	8_C-D Nestles Avenue to Station Road [S]	72		1.8	116	44	4.6	12	-104	9.2	98	-18	2.9	113	-4	4.2	12	-101	9.2	106	94	3.6
8_C-C	8_C-C Nestles Avenue to Nestles Avenue	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_D-A	8_D-A Station Road [S] to Keith Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
8_D-B	8_D-B Station Road [S] to Station Road [N]	447.16		2.2	449	2	0.1	588	139	6.2	489	40	1.9	463	14	0.7	550	87	4.6	434	-116	0.6
8_D-C	8_D-C Station Road [S] to Nestles Avenue	61.1		0.4	13	-48	8.0	0	-13	11.1	0	-13	11.1	11	-2	8.4	0	-11	11.1	67	67	0.7
8_D-D	8_D-D Station Road [S] to Station Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
9_A-A	9_A-A Nestles Avenue [W] to Nestles Avenue [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
9_A-B	9_A-B Nestles Avenue [W] to Nestles Avenue [E]	32		2.3	17	-15	3.0	45	28	2.1	2	-16	7.4	11	-7	4.6	45	34	2.1	23	-22	1.7
9_A-C	9_A-C Nestles Avenue [W] to Harold Avenue	126.1		1.9	126	-1	0.1	1	-125	15.8	12	-114	13.8	107	-18	1.8	0	-107	15.8	74	74	5.2
9_B-A	9_B-A Nestles Avenue [E] to Nestles Avenue [W]	17.9		1.0	3	-15	4.8	12	10	1.5	32	29	2.8	2	0	4.9	12	10	1.5	54	42	6.1
9_B-B	9_B-B Nestles Avenue [E] to Nestles Avenue [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
9_B-C	9_B-C Nestles Avenue [E] to Harold Avenue	36.2		3.8	33	-4	0.6	259	227	18.4	331	299	21.8	33	0	0.6	260	227	18.4	299	39	20.3
9_C-A	9_C-A Harold Avenue to Nestles Avenue [W]	55		3.4	112	57	6.2	0	-112	10.5	70	-42	1.9	111	-1	6.2	0	-111	10.5	99	99	5.1
9_C-B	9_C-B Harold Avenue to Nestles Avenue [E]	34.8		5.1	194	159	14.9	241	48	17.6	305	111	20.7	179	-15	14.0	240	61	17.5	321	81	21.4
9_C-C	9_C-C Harold Avenue to Harold Avenue	0			0	0		0	0		0	0		0	0		0	0		0	0	
10_A-A	10_A-A Harold Avenue to Harold Avenue	0			0	0		0	0		0	0		0	0		0	0		0	0	
10_A-B	10_A-B Harold Avenue to North Hyde Road [E]	139.8		0.8	149	10	0.8	170	20	2.4	231	82	6.7	131	-18	0.8	170	39	2.4	273	103	9.3
10_A-C	10_A-C Harold Avenue to Crane Gardens	15.9		2.0	0	-16	5.6	0	0	5.6	0	0	5.6	0	0	5.6	0	0	5.6	2	2	4.7
10_A-D	10_A-D Harold Avenue to North Hyde Road [W]	6		1.1	8	2	0.9	92	83	12.3	114	105	13.9	9	0	1.0	92	83	12.3	105	13	13.3
10_B-A	10_B-A North Hyde Road [E] to Harold Avenue	54.3		3.0	217	163	14.0	115	-102	6.6	206	-12	13.3	197	-20	12.7	115	-82	6.6	200	84	12.9
10_B-B	10_B-B North Hyde Road [E] to North Hyde Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
10_B-C	10_B-C North Hyde Road [E] to Crane Gardens	20.2		1.7	0	-20	6.4	0	0	6.4	0	0	6.4	0	0	6.4	0	0	6.4	21	21	0.1
10_B-D	10_B-D North Hyde Road [E] to North Hyde Road [W]	612.42		1.2	569	-43	1.8	617	48	0.2	566	-3	1.9	497	-72	4.9	622	125	0.4	541	-81	3.0
10_C-A	10_C-A Crane Gardens to Harold Avenue	20		1.2	0	-20	6.3	0	0	6.3	0	0	6.3	0	0	6.3	0	0	6.3	0	0	6.3
10_C-B	10_C-B Crane Gardens to North Hyde Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
10_C-C	10_C-C Crane Gardens to Crane Gardens	0			0	0		0	0		0	0		0	0		0	0		0	0	
10_C-D	10_C-D Crane Gardens to North Hyde Road [W]	25		2.0	0	-25	7.1	0	0	7.1	0	0	7.1	0	0	7.1	0	0	7.1	0	0	7.0
10_D-A	10_D-A North Hyde Road [W] to Harold Avenue	15.7		1.9	89	73	10.1	126	37	13.1	170	81	16.0	93	4	10.5	125	31	13.0	143	18	14.3
10_D-B	10_D-B North Hyde Road [W] to North Hyde Road [E]	536.3		3.4	720	184	7.3	639	-81	4.2	513	-208	1.0	729	9	7.7	628	-101	3.8	467	-161	3.1
10_D-C	10_D-C North Hyde Road [W] to Crane Gardens	18.6		3.2	0	-19	6.1	0	0	6.1	0	0	6.1	0	0	6.1	0	0	6.1	3	3	4.6
10_D-D	10_D-D North Hyde Road [W] to North Hyde Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
11_A-A	11_A-A Station Road [N] to Station Road [N]	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0

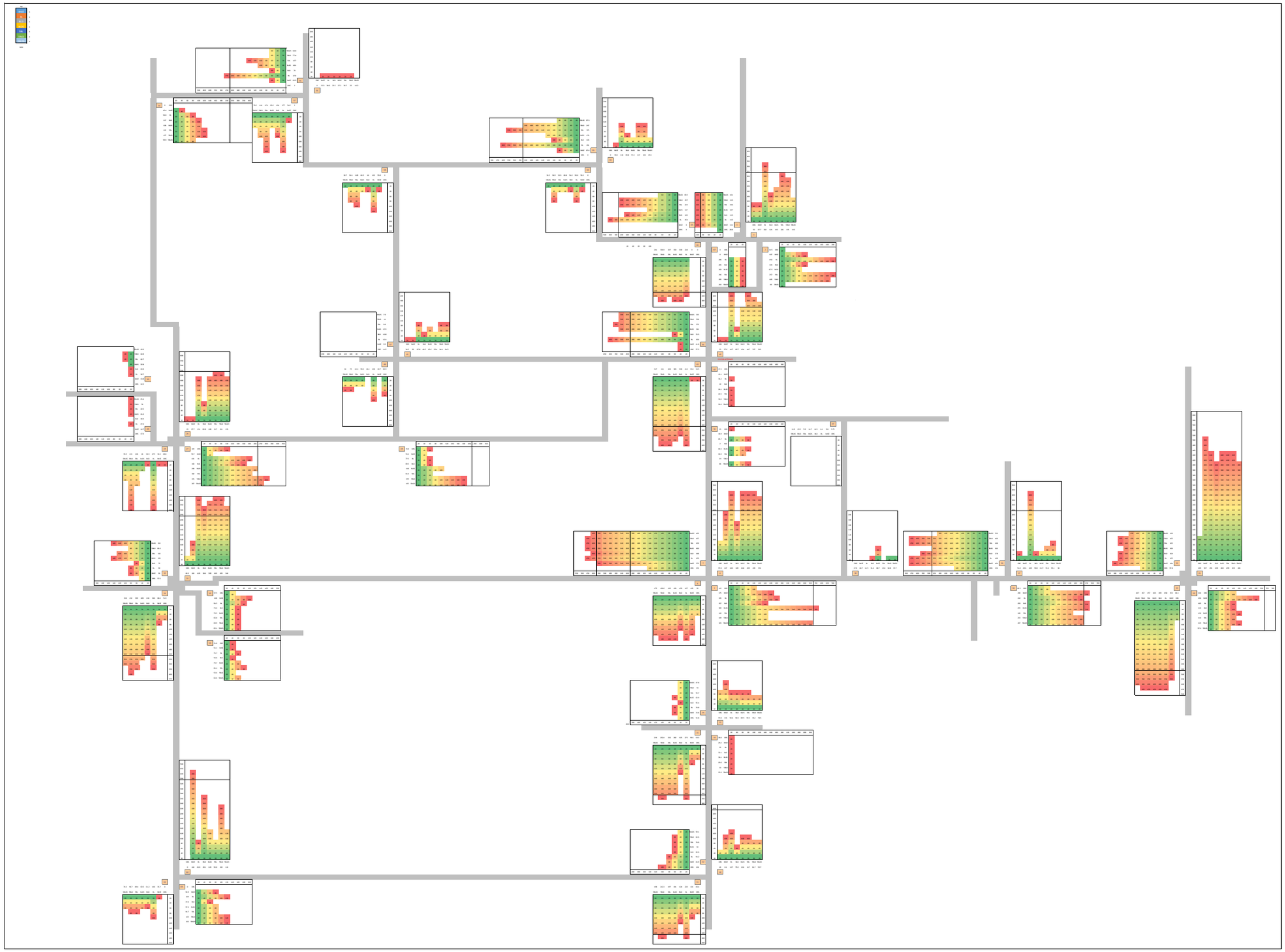
		BASE			BASELINE			BASELINE + DEV			BASELINE + DEV + SENS			5Yr BASELINE			5Yr BASELINE + DEV			5 Yrs BASELINE + DEV + SENS		
AM	MOVEMENT	BASE	Diff	GEH	FB	Diff	GEH	FBS	Diff	GEH				PROP	Diff	GEH				PROPS	Diff	GEH
11_A-B	11_A-B Station Road [N] to Station Approach	0		3.3	4	4	3.0	13	8	5.0	12	7	4.9	7	3	3.8	13	6	5.2	10	-3	4.4
11_A-C	11_A-C Station Road [N] to Station Road [S]	124.8		1.0	641	516	26.4	487	-154	20.7	445	-196	19.0	651	10	26.7	513	-138	21.8	522	9	22.1
11_A-D	11_A-D Station Road [N] to Clayton Road	25.6		0.2	104	78	9.7	43	-61	2.9	29	-74	0.7	106	2	9.9	29	-77	0.6	33	4	1.3
11_B-A	11_B-A Station Approach to Station Road [N]	0		3.2	41	41	9.0	38	-3	8.7	47	6	9.7	42	1	9.2	49	7	9.9	47	-2	9.7
11_B-C	11_B-C Station Approach to Station Road [S]	66.1		1.4	34	-32	4.5	44	10	2.9	55	20	1.5	34	0	4.5	44	10	2.9	56	11	1.4
11_B-D	11_B-D Station Approach to Clayton Road	34.3		0.2	26	-8	1.4	25	-1	1.7	2	-25	7.7	29	3	0.9	13	-17	4.4	2	-11	7.5
11_B-B	11_B-B Station Approach to Station Approach	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
11_C-A	11_C-A Station Road [S] to Station Road [N]	229.6		3.2	375	145	8.3	561	186	16.7	448	74	11.9	405	31	9.9	524	119	15.2	440	-84	11.5
11_C-B	11_C-B Station Road [S] to Station Approach	40		1.9	90	50	6.2	65	-25	3.5	70	-19	4.1	85	-5	5.7	65	-20	3.4	73	8	4.4
11_C-C	11_C-C Station Road [S] to Station Road [S]	0		7.1	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
11_C-D	11_C-D Station Road [S] to Clayton Road	182.41		3.5	117	-65	5.3	71	-46	9.9	65	-52	10.5	112	-5	5.8	56	-56	11.5	64	8	10.6
11_D-A	11_D-A Clayton Road to Station Road [N]	32.9		0.2	28	-5	0.9	89	61	7.2	124	96	10.3	28	0	0.9	101	73	8.3	119	18	9.8
11_D-B	11_D-B Clayton Road to Station Approach	15.99		0.3	76	60	8.9	80	3	9.2	59	-17	7.0	78	2	9.1	75	-3	8.8	57	-18	6.8
11_D-C	11_D-C Clayton Road to Station Road [S]	371.78		0.6	117	-255	16.3	86	-31	18.9	86	-31	18.9	135	18	14.9	85	-50	19.0	102	17	17.5
11_D-D	11_D-D Clayton Road to Clayton Road	0		6.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_A-A	12_A-A Trevor Road [N] to Trevor Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_A-B	12_A-B Trevor Road [N] to Clayton Road [E]	354.83		1.3	169	-185	11.5	137	-33	13.9	170	1	11.4	189	20	10.0	130	-59	14.4	179	48	10.8
12_A-C	12_A-C Trevor Road [N] to Trevor Road [S]	282.61		1.5	233	-50	3.1	442	210	8.4	455	222	9.0	299	67	1.0	432	132	7.9	439	7	8.2
12_A-D	12_A-D Trevor Road [N] to Clayton Road [W]	9.7		0.9	147	137	15.5	148	1	15.5	111	-36	13.0	141	-6	15.1	140	-1	15.0	108	-32	12.8
12_B-A	12_B-A Clayton Road [E] to Trevor Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
12_B-B	12_B-B Clayton Road [E] to Clayton Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
12_B-C	12_B-C Clayton Road [E] to Trevor Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
12_B-D	12_B-D Clayton Road [E] to Clayton Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
12_C-A	12_C-A Trevor Road [S] to Trevor Road [N]	397.63		0.1	201	-196	11.3	123	-78	17.0	327	126	3.7	268	67	7.1	124	-144	16.9	322	197	4.0
12_C-B	12_C-B Trevor Road [S] to Clayton Road [E]	162.83		3.7	242	79	5.6	273	30	7.5	288	46	8.4	234	-8	5.1	279	44	7.8	279	0	7.8
12_C-C	12_C-C Trevor Road [S] to Trevor Road [S]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_C-D	12_C-D Trevor Road [S] to Clayton Road [W]	65.8		4.6	103	37	4.0	118	15	5.4	91	-12	2.8	91	-12	2.8	123	32	5.9	94	-29	3.2
12_D-A	12_D-A Clayton Road [W] to Trevor Road [N]	12.9		0.3	16	3	0.8	18	2	1.3	16	-1	0.7	15	-1	0.6	20	5	1.7	16	-4	0.8
12_D-B	12_D-B Clayton Road [W] to Clayton Road [E]	5		1.2	13	8	2.7	9	-4	1.5	6	-8	0.2	13	0	2.7	9	-4	1.6	7	-3	0.7
12_D-C	12_D-C Clayton Road [W] to Trevor Road [S]	26.13		1.6	30	4	0.7	31	2	1.0	35	5	1.6	32	2	1.1	31	-1	0.9	36	5	1.7
12_D-D	12_D-D Clayton Road [W] to Clayton Road [W]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
13_A-A	13_A-A Trevor Road [N] to Trevor Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
13_A-B	13_A-B Trevor Road [N] to Blyth Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
13_A-C	13_A-C Trevor Road [N] to Blyth Road [W]	308.24		0.9	261	-47	2.8	473	212	8.3	495	234	9.3	330	69	1.2	456	126	7.6	504	48	9.7
13_B-A	13_B-A Blyth Road [E] to Trevor Road [N]	166.51		2.9	81	-86	7.7	56	-25	10.5	17	-64	15.6	73	-8	8.6	34	-39	13.2	22	-12	14.8
13_B-B	13_B-B Blyth Road [E] to Blyth Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
13_B-C	13_B-C Blyth Road [E] to Blyth Road [W]	76.9		7.1	221	144	11.8	141	-79	6.2	58	-163	2.2	226	5	12.1	85	-140	0.9	73	-13	0.5
13_C-A	13_C-A Blyth Road [W] to Trevor Road [N]	459.05		0.9	465	6	0.3	462	-3	0.1	706	241	10.2	533	68	3.3	491	-41	1.5	639	148	7.7
13_C-B	13_C-B Blyth Road [W] to Blyth Road [E]	0			0	0		0	0		0	0		0	0		0	0		0	0	
13_C-C	13_C-C Blyth Road [W] to Blyth Road [W]	0			0	0		0	0		0	0		0	0		0	0		0	0	
14_A-A	14_A-A Dawley Road [N] to Dawley Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_A-B	14_A-B Dawley Road [N] to Access	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_A-C	14_A-C Dawley Road [N] to Dawley Road [S]	873.5		1.3	950	77	2.5	914	-36	1.4	876	-74	0.1	856	-94	0.6	826	-30	1.6	840	14	1.1
14_A-D	14_A-D Dawley Road [N] to Swallowfield Way	79.6		0.6	0	-80	12.6	0	0	12.6	0	0	12.6	0	0	12.6	0	0	12.6	0	0	12.6
14_B-A	14_B-A Access to Dawley Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-B	14_B-B Access to Access	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-C	14_B-C Access to Dawley Road [S]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-D	14_B-D Access to Swallowfield Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-A	14_C-A Dawley Road [S] to Dawley Road [N]	638.26		0.8	668	29	1.1	655	-13	0.7	664	-4	1.0	667	-1	1.1	673	6	1.4	675	2	1.4
14_C-B	14_C-B Dawley Road [S] to Access	0		3.9	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-C	14_C-C Dawley Road [S] to Dawley Road [S]	0		3.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-D	14_C-D Dawley Road [S] to Swallowfield Way	89.6		4.1	50	-40	4.8	45	-5	5.4	16	-34	10.2	50	0	4.8	33	-17	7.2	18	-15	9.7
14_D-A	14_D-A Swallowfield Way to Dawley Road [N]	36.2		0.1	0	-36	8.5	0	0	8.5	18	18	3.6	0	0	8.5	0	0	8.5	17	17	3.8
14_D-B	14_D-B Swallowfield Way to Access	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_D-C	14_D-C Swallowfield Way to Dawley Road [S]	93.8		0.2	119	25	2.4	118	-1	2.4	99	-20	0.5	123	4	2.8	123	0	2.8	104	-18	1.1
14_D-D	14_D-D Swallowfield Way to Swallowfield Way	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
17_A-A	17_A-A East Avenue to East Avenue	0			0	0		0	0		0	0		0	0		0	0		0	0	
17_A-B	17_A-B East Avenue to Coldharbour Lane	0			0	0		0	0		0	0		0	0		0	0		0	0	
17_A-C	17_A-C East Avenue to Pump Lane	0			0	0		0	0		0	0		0	0		0	0		0	0	
17_A-D	17_A-D East Avenue to Botwell Lane	0			0	0		0	0		0	0		0	0		0	0		0	0	
17_B-A	17_B-A Coldharbour Lane to East Avenue	24.2		0.1	0	-24	7.0	0	0	7.0	0	0	7.0	0	0	7.0	0	0	7.0	0	0	7.0
17_B-B	17_B-B Coldharbour Lane to Coldharbour Lane	0		3.3	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
17_B-C	17_B-C Coldharbour Lane to Pump Lane	198.5		0.1	197	-2	0.1	229	32	2.1	197	0	0.1	194	-3	0.3	225	31	1.8	211	-13	0.9
17_B-D	17_B-D Coldharbour Lane to Botwell Lane	212.66		2.3	366	154	9.0	336	-30	7.5	358	-8	8.6	386	20	10.0	356	-30	8.5	371	15	9.3
17_C-A	17_C-A Pump Lane to East Avenue	20.2		0.0	1	-20	6.0	1	0	6.0	1	0	6.0	1	0	6.0	1	0	6.0	1	0	6.0
17_C-B	17_C-B Pump Lane to Coldharbour Lane	101.9		0.9	34	-68	8.2	35	1	8.1	34	0	8.2	34	0	8.2	39	4	7.6	38	0	7.6
17_C-C	17_C-C Pump Lane to Pump Lane	6.48		2.8	0	-6	3.6	0	0	3.6	0	0	3.6	0	0	3.6	0	0	3.6	0	0	3.6
17_C-D	17_C-D Pump Lane to Botwell Lane	302.3		1.1	92	-210	15.0	223	131	4.9	173	81	8.4	95	3	14.7	221	126	5.0	173	-48	8.4
17_D-A	17_D-A Botwell Lane to East Avenue	59.5		1.4	1	-58	10.6	38	37	3.1	1	0	10.6	37	36	3.3	37	1	3.2	1	-36	10.6
17_D-B	17_D-B Botwell Lane to Coldharbour Lane	143.7		1.0	304	160	10.7	336	32	12.4	297	-7	10.3	299	-5	10.4	327	28	11.9	303	-24	10.6
17_D-C	17_D-C Botwell Lane to Pump Lane	349.7		1.3	439	90	4.5	456	17	5.3	431	-9	4.1	410	-29	3.1	443	32	4.7	407	-35	3.0
17_D-D	17_D-D Botwell Lane to Botwell Lane	0		2.6	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
20_A-A	20_A-A Dawley Road [N] to Dawley Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
20_A-B	20_A-B Dawley Road [N] to Botwell Common Road	157.8		1.8	314	156	10.2	366	52	12.9	210	-104	3.8	398	84	14.4	351	-47	12.1	184	-167	2.0
20_A-C	20_A-C Dawley Road [N] to Dawley Road [S]	718.28		2.1	737	19	0.7	697	-41	0.8	629	-109	3.4	689	-48	1.1	658	-31	2.3	555	-103	6.5
20_B-A	20_B-A Botwell Common Road to Dawley Road [N]	117.53		1.9	260	143	10.4	261	1	10.4	191	-69	5.9	245	-15	9.5	257	12	10.2	170	-87	4.4
20_B-B	20_B-B Botwell Common Road to Botwell Common Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
20_B-C	20_B-C Botwell Common Road to Dawley Road [S]	233.89		1.2	211	-23	1.5	194	-17	2.7	278	66	2.7	166	-46	4.8	206	41	1.9	297	91	3.9
20_C-A	20_C-A Dawley Road [S] to Dawley Road [N]	469.06		0.6	451	-18	0.8	453	2	0.7	454	3	0.7	453	2	0.8	453	0	0.8	434	-18	1.6
20_C-B	20_C-B Dawley Road [S] to Botwell Common Road	209.3		2.4	197	-13	0.9	186	-11	1.7	211	15	0.1	199	2	0.7	198	-1	0.8	205	7	0.3
20_C-C	20_C-C Dawley Road [S] to Dawley Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
21_A-A	21_A-A Botwell Lane [N] to Botwell Lane [N]	0		2.8	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
21_A-B	21_A-B Botwell Lane [N] to Botwell Lane [S]	293.8		0.2	378	84	4.6	323	-55	1.7	227	-151	4.1	307	-71	0.8	291	-16	0.2	234	-57	3.7
21_A-C	21_A-C Botwell Lane [N] to Botwell Common Road [W]	113.6		0.5	94	-20	1.9	85	-9	2.9	81	-13	3.3	75	-18	3.9	79	4	3.5	81	2	3.3
21_B-A	21_B-A Botwell Lane [S] to Botwell Lane [N]	243.7		3.3	134	-110	8.0	134	0	8.0	108	-26	10.2	136	2	7.8	134	-2	8.0	108	-26	10.3
21_B-B	21_B-B Botwell Lane [S] to Botwell Lane [S]	0		2.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
21_B-C	21_B-C Botwell Lane [S] to Botwell Common Road [W]	229.33		2.6	254	25	1.6	256	2	1.7	224	-30	0.4	253	-1	1.5	261	8	2.0	222	-39	0.5
21_C-A	21_C-A Botwell Common Road [W] to Botwell Lane [N]	79.6		0.5	0	-80	12.6	40	40	5.1	16	16	9.3	38	38	5.5	40	2	5.2	16	-24	9.2
21_C-B	21_C-B Botwell Common Road [W] to Botwell Lane [S]	227.1		0.3	389	161	9.2	483	94	13.6	289	-100	3.9	532	144	15.7	480	-52	13.4	286	-194	3.7
21_C-C	21_C-C Botwell Common Road [W] to Botwell Common Road [W]	0		1.7	0	0	0.0	0	0	0.0	16	16	5.7	0	0	0.0	0	0	0.0	16	16	5.7
22_A-A	22_A-A Botwell Lane [N] to Botwell Lane [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
22_A-B	22_A-B Botwell Lane [N] to Botwell Lane [S]	316.3		0.1	436	119	6.2	489	53	8.6	189	-246	8.0	437	1	6.2	482	45	8.3	217	-265	6.1
22_A-C	22_A-C Botwell Lane [N] to Printinghouse Lane	201.8		0.3	304	103	6.5	295	-9	5.9	274	-30	4.7	372	67	10.0	264	-108	4.1	328	64	7.8
22_B-A	22_B-A Botwell Lane [S] to Botwell Lane [N]	271.25		1.0	275	3	0.2	301	26	1.7	260	-15	0.7	285	10	0.8	304	19	1.9	262	-42	0.6
22_B-B	22_B-B Botwell Lane [S] to Botwell Lane [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
22_B-C	22_B-C Botwell Lane [S] to Printinghouse Lane	445.21		0.5	239	-206	11.1	434	195	0.5	499	260	2.5	244	5	10.8	445	200	0.0	449	4	0.2
22_C-A	22_C-A Printinghouse Lane to Botwell Lane [N]	203.3		0.7	85	-119	9.9	67	-18	11.8	60	-25	12.5	81	-3	10.2	67	-15	11.7	61	-6	12.4
22_C-B	22_C-B Printinghouse Lane to Botwell Lane [S]	203.08		1.8	129	-74	5.7	76	-53	10.8	280	151	5.0	200	71	0.2	76	-124	10.7	287	211	5.4
22_C-C	22_C-C Printinghouse Lane to Printinghouse Lane	0			0	0		0	0		0	0		0	0		0	0		0	0	
23_A-A	23_A-A Church Road to Church Road	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
23_A-B	23_A-B Church Road to Botwell Lane [E]	148.2		0.8	250	102	7.2	189	-61	3.2	223	-27	5.5	256	6	7.6	198	-58	3.8	230	32	5.9
23_A-C	23_A-C Church Road to Botwell Lane [W]	290.9		1.2	234	-57	3.5	262	28	1.7	263	29	1.7	241	7	3.1	259	18	2.0	256	-3	2.1
23_B-A	23_B-A Botwell Lane [E] to Church Road	88.2		0.0	140	51	4.8	272	133	13.7	159	19	6.3	172	32	7.3	266	94	13.4	161	-105	6.5
23_B-B	23_B-B Botwell Lane [E] to Botwell Lane [E]	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
23_B-C	23_B-C Botwell Lane [E] to Botwell Lane [W]	425.41		0.5	306	-119	6.2	502	196	3.6	463	157	1.8	311	5	5.9	514	203	4.1	463	-51	1.8
23_C-A	23_C-A Botwell Lane [W] to Church Road	110.73		4.1	121	10	1.0	62	-59	5.2	165	44	4.6	184	63	6.1	63	-122	5.2	170	107	5.0
23_C-B	23_C-B Botwell Lane [W] to Botwell Lane [E]	405.6		0.7	469	63	3.0	515	46	5.1	279	-190	6.8	464	-5	2.8	505	41	4.7	269	-237	7.5
23_C-C	23_C-C Botwell Lane [W] to Botwell Lane [W]	0		2.4	0	0	0.0	0	0	0.0	49	49	9.9	0	0	0.0	0	0	0.0	48	48	9.8
24_A-A	24_A-A Dawley Road [N] to Dawley Road [N]	0			0	0		0	0		0	0		0	0		0	0		0	0	
24_A-B	24_A-B Dawley Road [N] to Station Road	232.18		0.5	246	14	0.9	223	-23	0.6	249	3	1.1	237	-9	0.3	197	-40	2.4	252	54	1.2
24_A-C	24_A-C Dawley Road [N] to Shepiston Road [S]	475.72		2.8	423	-53	2.5	470	47	0.3	460	37	0.7	432	9	2.0	465	33	0.5	462	-3	0.7
24_B-A	24_B-A Station Road to Dawley Road [N]	253.2		2.1	278	25	1.5	264	-14	0.7	309	32	3.4	282	4	1.8	299	17	2.8	308	9	3.3
24_B-B	24_B-B Station Road to Station Road	0			0	0		0	0		0	0		0	0		0	0		0	0	
24_B-C	24_B-C Station Road to Shepiston Road [S]	194.75		0.8	230	35	2.4	204	-26	0.7	265	35	4.6	234	4	2.7	203	-31	0.6	267	64	4.7
24_C-A	24_C-A Shepiston Road [S] to Dawley Road [N]	510.64		1.2	671	161	6.6	546	-126	1.5	654	-18	5.9	725	54	8.6	574	-151	2.7	656	82	6.0
24_C-B	24_C-B Shepiston Road [S] to Station Road	172.4		0.1	128	-44	3.6	342	214	10.6	215	87	3.0	169	41	0.3	340	171	10.4	218	-122	3.2
24_C-C	24_C-C Shepiston Road [S] to Shepiston Road [S]	0			0	0		0	0		0	0		0	0		0	0		0	0	
55_A-B	55_A-B Roseville Road [S] to North Hyde Road [E]	210.1		1.0	138	-72	5.5	122	-16	6.9	114	-24	7.5	141	3	5.2	115	-26	7.5	112	-3	7.7
55_A-C	55_A-C Roseville Road [S] to North Hyde Road [W]	0		3.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	41	41	9.1
55_B-A	55_B-A North Hyde Road [E] to Roseville Road [S]	53.7		1.1	109	55	6.1	99	-10	5.2	92	-16	4.5	103	-5	5.6	99	-4	5.2	90	-9	4.3
55_C-A	55_C-A North Hyde Road [W] to Roseville Road [S]	0		2.8	0	0	0.0	0	0	0.0	1	1	1.7	0	0	0.0	0	0	0.0	4	4	2.7
88_C-A	88_C-A Station Road [S] to Botwell Lane [W]	0		0.0	192	192	19.6	345	153	26.3	224	32	21.2	223	30	21.1	336	113	25.9	230	-106	21.4
88_C-B	88_C-B Station Road [S] to Botwell Lane [E]	0		0.0	251	251	22.4	324	72	25.4	385	134	27.8	256	5	22.6	317	61	25.2	373	56	27.3
88_A-B	88_A-B Botwell Lane [W] to Botwell Lane [E]	0		0.0	494	494	31.4	507	13	31.8	343	-150	26.2	490	-3	31.3	491	1	31.3	338	-153	26.0
88_A-C	88_A-C Botwell Lane [W] to Station Road [S]	0		0.0	211	211	20.5	173	-38	18.6	158	-53	17.8	213	2	20.6	190	-22	19.5	165	-25	18.2
88_B-C	88_B-C Botwell Lane [E] to Station Road [S]	0		0.0	208	208	20.4	132	-76	16.2	131	-77	16.2	222	13	21.1	132	-90	16.2	141	10	16.8
88_B-A	88_B-A Botweel Lane [E] to Botwell Lane [W]	0		0.0	252	252	22.4	429	178	29.3	399	148	28.3	260	8	22.8	447	187	29.9	400	-47	28.3
31_	31_ Exit Zone 31 - Direct	0		0.0	0	0	0.0	16	16	5.7	16	16	5.6	0	0	0.0	16	16	5.7	45	29	9.5
32_	32_ Exit Zone 32 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
33_	33_ Exit Zone 33 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
34_	34_ Exit Zone 34 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_	6_ Into Nestle Zone 6 - Direct	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	29	29	7.6
6_	6_ Exit Nestle Zone 6 - Direct	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	30	30	7.8
31_	31_ Into Zone 31 - Direct	0		0.0	0	0	0.0	80	80	12.7	109	109	14.7	0	0	0.0	79	79	12.5	109	30	14.8
32_	32_ Into Zone 32 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
33_	33_ Into Zone 33 -NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
34_	34_ Into Zone 34 - NGH	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	24	24	6.9
6_	6_ Into Nestle Zone 6 - NHG	0		0.0	236	236	21.7	0	-236	0.0	0	-236	0.0	206	-30	20.3	0	-206	0.0	0	0	0.0
6_	6_ Exit Nestle Zone 6 - NHG	0		0.0	0	0	0.0	236	236	21.7	329	329	25.6	0	0	0.0	236	236	21.7	297	60	24.4
112_A-B	112_A-B Station Road [S] Northbound	0		0.0	443	443	29.8	678	235	36.8	615	172	35.1	475	32	30.8	664	189	36.5	605	-60	34.8
112_B-A	112_B-A Station Road [N] Southbound	0		0.0	420	420	29.0	305	-115	24.7	272	-148	23.3	436	16	29.5	321	-115	25.3	305	-16	24.7
112_C-B	112_C-B SB Crown Lane left into Station Road [S]	127		15.9	332	205	13.5	237	-95	8.2	227	-105	7.5	333	1	13.6	234	-99	8.0	266	31	9.9
62418_A-B	62418_A-B Pump Lane [W] to Pump Lane [E]	427.48		29.2	543	115	5.2	562	19	6.0	533	-10	4.8	517	-25	4.1	549	32	5.5	513	-36	4.0
62418_A-C	62418_A-C Pump Lane [W] to Crown Road [S]	128.4		16.0	94	-35	3.3	124	31	0.4	94	0	3.2	87	-6	3.9	119	31	0.9	107	-12	2.0
62418_B-A	62418_B-A Pump Lane [E] to Pump Lane [W]	302.7		24.6	126	-176	12.0	258	131	2.7	208	82	5.9	129	3	11.8	260	130	2.6	212	-48	5.7
62418_B-C	62418_B-C Pump Lane [E] to Crown Close [S]	0		0.0	238	238	21.8	113	-125	15.0	158	-79	17.8	247	10	22.2	115	-133	15.1	163	48	18.1
62418_C-A	62418_C-A Crown Close [S] to Pump Lane [W]	128.8		16.0	0	-129	16.0	0	0	16.0	0	0	16.0	0	0	16.0	0	0	16.0	0	0	16.0
62418_C-B	62418_C-B Crown Close [S] to Pump Lane [E]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
9999916_A-B	9999916_A-B Nestle Site RT Nestle Ave [W]	0		0.0	0	0	0.0	0	0	0.0	26	26	7.2	0	0	0.0	0	0	0.0	27	27	7.3
9999916_A-D	9999916_A-D Nestle Site LT Nestle Ave [E]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.9	0	0	0.0	0	0	0.0	0	0	0.9
9999916_B-A	9999916_B-A Nestle Ave [W] to Nestle Site [N]	0		0.0	0	0	0.0	11	11	4.8	0	0	0.0	0	0	0.0	12	12	4.8	0	-12	0.0
9999916_C-A	9999916_C-A Harold Avenue [S] to Neslte Site [N]	0		0.0	0	0	0.0	69	69	11.7	108	108	14.7	0	0	0.0	67	67	11.5	106	40	14.6
9999916_A-C	9999916_A-C Nestle Site [S] to Harold Avenue	0		0.0	0	0	0.0	236	236	21.7	301	301	24.5	0	0	0.0	236	236	21.7	301	65	24.5

PM	MOVEMENT	BASE			BASELINE			BASELINE + DEV			BASELINE + DEV + SENS			5Yr BASELINE			5Yr BASELINE + DEV			5 Yrs BASELINE + DEV + SENS		
		BASE	Diff	GEH	FB	Diff	GEH	FBS	Diff	GEH				PROP	Diff	GEH				PROPS	Diff	GEH
1_A-B	1_A-B Dawley Road [N] to Blyth Road	83.45		2.9	79	-4	0.4	75	-4	0.9	97	18	1.5	86	6	0.3	59	53	2.9	107	54	2.4
1_A-C	1_A-C Dawley Road [N] to Dawley Road [S]	593.11		0.9	372	-221	10.1	481	109	4.8	478	106	5.0	403	30	8.5	401	370	8.6	453	83	6.1
1_A-D	1_A-D Dawley Road [N] to Kestrel Way	3.8		1.9	3	0	0.2	5	2	0.7	6	2	0.8	4	0	0.1	5	5	0.7	5	0	0.7
1_A-E	1_A-E Dawley Road [N] to Betam Road	11		0.6	0	-11	4.7	0	0	4.7	0	0	4.7	0	0	4.7	0	0	4.7	0	0	4.7
1_B-A	1_B-A Blyth Road to Dawley Road [N]	101.9		3.2	148	46	4.1	182	34	6.7	158	10	4.9	151	3	4.3	134	131	3.0	133	2	2.9
1_B-C	1_B-C Blyth Road to Dawley Road [S]	400		0.4	237	-163	9.1	460	223	2.9	447	210	2.3	256	19	7.9	387	368	0.7	401	34	0.1
1_B-D	1_B-D Blyth Road to Kestrel Way	0		2.0	2	2	2.1	4	2	2.9	3	1	2.5	3	1	2.4	3	2	2.4	3	0	2.2
1_B-E	1_B-E Blyth Road to Betam Road	0		4.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_C-A	1_C-A Dawley Road [S] to Dawley Road [N]	706.68		1.7	772	66	2.4	689	-83	0.7	765	-7	2.2	791	18	3.1	687	668	0.8	764	96	2.1
1_C-B	1_C-B Dawley Road [S] to Blyth Road	238.9		0.7	270	31	1.9	331	61	5.5	365	96	7.3	273	3	2.1	323	320	5.0	368	48	7.4
1_C-D	1_C-D Dawley Road [S] to Kestrel Way	40.61		1.3	10	-30	6.0	16	6	4.5	16	6	4.6	13	3	5.3	14	12	5.0	15	4	4.8
1_C-E	1_C-E Dawley Road [S] to Betam Road	20.3		0.6	0	-20	6.4	0	0	6.4	0	0	6.4	0	0	6.4	0	0	6.4	0	0	6.4
1_D-A	1_D-A Kestrel Way to Dawley Road [N]	5.1		2.1	16	11	3.4	21	5	4.4	20	4	4.2	16	0	3.3	20	21	4.2	20	-1	4.2
1_D-B	1_D-B Kestrel Way to Blyth Road	12.15		1.6	16	4	1.0	29	14	3.8	15	-1	0.8	17	1	1.2	27	26	3.4	17	-9	1.3
1_D-C	1_D-C Kestrel Way to Dawley Road [S]	58.68		0.6	46	-12	1.7	29	-18	4.5	42	-5	2.4	47	0	1.6	31	31	4.1	43	12	2.2
1_D-E	1_D-E Kestrel Way to Betam Road	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_E-A	1_E-A Betam Road to Dawley Road [N]	48.9		2.0	25	-24	3.9	31	6	2.9	30	5	3.0	26	1	3.7	31	30	2.9	30	0	3.1
1_E-B	1_E-B Betam Road to Blyth Road	19.9		0.2	73	53	7.8	43	-31	4.1	29	-44	1.8	74	0	7.9	41	41	3.9	27	-14	1.5
1_E-C	1_E-C Betam Road to Dawley Road [S]	33		3.0	15	-18	3.7	40	25	1.1	53	38	3.0	15	0	3.6	43	43	1.6	57	14	3.6
1_E-D	1_E-D Betam Road to Kestrel Way	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_A-A	1_A-A Dawley Road [N] to Dawley Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_B-B	1_B-B Blyth Road to Blyth Road	0		2.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_C-C	1_C-C Dawley Road [S] to Dawley Road [S]	0		2.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_D-D	1_D-D Kestrel Way to Kestrel Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
1_E-E	1_E-E Betam Road to Betam Road	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_A-B	2_A-B Dawley Road [N] to A437	226.01		0.1	278	52	3.3	355	77	7.6	404	126	10.0	287	9	3.8	308	299	5.0	402	102	9.9
2_A-C	2_A-C Dawley Road [N] to Millington Road	80.8		0.6	74	-7	0.8	96	23	1.6	99	26	2.0	80	7	0.1	84	77	0.3	95	18	1.5
2_A-D	2_A-D Dawley Road [N] to Dawley Road [S[	677.43		1.5	456	-221	9.3	616	160	2.4	528	72	6.1	488	32	7.8	527	495	6.1	485	-10	8.0
2_A-E	2_A-E Dawley Road [N] to Bourne Avenue	95.8		2.9	40	-56	6.8	65	25	3.5	55	15	4.8	46	6	6.0	54	48	4.9	50	2	5.4
2_B-A	2_B-A A437 to Dawley Road [N]	286.2		0.4	193	-94	6.1	200	8	5.5	219	26	4.2	196	4	5.8	195	191	5.9	222	31	4.0
2_B-C	2_B-C A437 to Millington Road	10		0.7	70	60	9.4	73	4	9.8	86	17	11.0	73	3	9.8	64	60	8.8	85	25	10.9
2_B-D	2_B-D A437 to Dawley Road [S[	56.5		3.7	0	-57	10.6	37	37	2.8	30	30	4.1	0	0	10.6	38	38	2.7	32	-6	3.7
2_B-E	2_B-E A437 to Bourne Avenue	74.5		0.3	60	-15	1.8	59	-1	1.9	66	7	1.0	66	6	1.1	54	48	2.6	63	15	1.4
2_C-A	2_C-A Millington Road to Dawley Road [N]	129.7		0.2	204	74	5.7	161	-43	2.6	164	-40	2.8	210	6	6.1	163	157	2.7	167	11	3.1
2_C-B	2_C-B Millington Road to A437	7.9		2.2	103	95	12.7	69	-33	9.9	72	-30	10.2	155	53	16.3	63	10	9.2	75	65	10.4
2_C-D	2_C-D Millington Road to Dawley Road [S[	166.5		1.4	121	-45	3.8	219	97	3.7	204	83	2.7	122	1	3.7	224	223	4.1	208	-16	3.0
2_C-E	2_C-E Millington Road to Bourne Avenue	14.4		0.2	43	29	5.3	30	-13	3.2	29	-14	3.2	44	1	5.5	31	30	3.4	29	0	3.2
2_D-A	2_D-A Dawley Road [S[to Dawley Road [N]	501.79		0.8	512	10	0.4	561	49	2.6	551	39	2.1	523	12	1.0	551	539	2.1	541	2	1.7
2_D-B	2_D-B Dawley Road [S[to A437	29.5		3.4	27	-3	0.5	124	97	10.8	118	91	10.3	28	1	0.3	63	62	5.0	120	58	10.5
2_D-C	2_D-C Dawley Road [S[to Millington Road	25.28		1.4	97	72	9.2	98	0	9.2	99	2	9.4	98	1	9.3	97	97	9.2	94	-3	8.9
2_D-E	2_D-E Dawley Road [S[to Bourne Avenue	58.9		0.3	29	-30	4.5	35	6	3.4	36	7	3.3	31	2	4.2	32	30	3.9	35	5	3.5
2_E-A	2_E-A Bourne Avenue to Dawley Road [N]	91.3		1.9	78	-14	1.5	113	35	2.2	110	32	1.8	78	0	1.5	121	121	2.9	118	-3	2.6
2_E-B	2_E-B Bourne Avenue to A437	95		2.4	125	30	2.8	97	-28	0.2	101	-24	0.6	127	3	3.1	95	93	0.0	102	9	0.7
2_E-C	2_E-C Bourne Avenue to Millington Road	12.7		0.4	16	3	0.8	14	-2	0.2	14	-1	0.4	16	0	0.8	14	13	0.2	15	1	0.5
2_E-D	2_E-D Bourne Avenue to Dawley Road [S[	43.2		0.8	42	-1	0.2	35	-7	1.3	38	-4	0.8	42	0	0.2	36	37	1.1	38	1	0.9
2_A-A	2_A-A Dawley Road [N] to Dawley Road [N]	0		4.5	72	72	12.0	0	-72	0.0	104	32	14.4	75	3	12.3	0	-3	0.0	105	108	14.5
2_B-B	2_B-B A437 to A437	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_C-C	2_C-C Millington Road to Millington Road	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_D-D	2_D-D Dawley Road [S[to Dawley Road [S[	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
2_E-E	2_E-E Bourne Avenue to Bourne Avenue	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_A-A	3_A-A Station Road [N] to Station Road [N]	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_A-B	3_A-B Station Road [N] to High Street [S]	540.05		2.6	368	-172	8.1	431	63	5.0	388	20	7.1	404	36	6.3	417	381	5.6	401	20	6.4
3_A-C	3_A-C Station Road [N] to Station Road [W]	238.7		1.2	237	-1	0.1	183	-55	3.9	269	31	1.9	291	54	3.2	158	104	5.7	265	161	1.6
3_B-A	3_B-A High Street [S] to Station Road [N]	444.05		0.8	447	3	0.2	429	-18	0.7	417	-31	1.3	480	32	1.7	454	422	0.5	431	9	0.6
3_B-B	3_B-B High Street [S] to High Street [S]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
3_B-C	3_B-C High Street [S] to Station Road [W]	323.16		0.2	297	-26	1.5	388	91	3.5	370	73	2.5	326	29	0.2	368	339	2.4	372	33	2.6
3_C-A	3_C-A Station Road [W] to Station Road [N]	183		1.7	169	-14	1.1	167	-2	1.2	178	9	0.4	178	9	0.4	163	154	1.5	184	30	0.0
3_C-B	3_C-B Station Road [W] to High Street [S]	251.83		1.2	153	-99	6.9	190	37	4.2	176	22	5.2	158	5	6.5	176	170	5.2	174	4	5.3
3_C-C	3_C-C Station Road [W] to Station Road [W]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
4_A-B	4_A-B Station Road [N] to Bedwell Gardens	75.3		0.6	34	-41	5.6	46	12	3.8	38	4	4.9	39	5	4.7	42	37	4.4	38	1	5.0
4_A-C	4_A-C Station Road [N] to Station Road [S]	444.45		2.2	307	-138	7.1	304	-3	7.3	349	42	4.8	340	33	5.3	282	249	8.5	351	101	4.7
4_A-D	4_A-D Station Road [N] to Millington Road	95.21		1.1	68	-27	3.0	86	18	0.9	53	-15	4.9	76	8	2.0	79	70	1.8	53	-18	4.9
4_B-A	4_B-A Bedwell Gardens to Station Road [N]	27.6		0.3	36	9	1.5	41	5	2.2	32	-4	0.8	38	1	1.7	43	42	2.6	33	-9	0.9
4_B-C	4_B-C Bedwell Gardens to Station Road [S]	3		0.6	31	28	6.8	30	-1	6.7	36	5	7.4	32	1	7.0	30	29	6.7	35	7	7.4
4_B-D	4_B-D Bedwell Gardens to Millington Road	30.9		0.5	1	-30	7.7	1	0	7.7	1	0	7.6	1	0	7.7	1	1	7.7	1	0	7.7
4_C-A	4_C-A Station Road [S] to Station Road [N]	446.65		1.6	410	-37	1.8	410	1	1.8	415	6	1.5	453	44	0.3	440	397	0.3	432	35	0.7
4_C-B	4_C-B Station Road [S] to Bedwell Gardens	6.9		2.7	164	157	17.0	179	15	17.9	167	2	17.1	181	17	18.0	180	164	17.9	176	12	17.7
4_C-D	4_C-D Station Road [S] to Millington Road	118.3		0.3	58	-61	6.5	61	3	6.1	53	-4	7.0	65	7	5.5	54	47	6.9	53	6	7.0
4_D-A	4_D-A Millington Road to Station Road [N]	122.4		1.1	63	-59	6.2	71	8	5.3	61	-3	6.5	72	9	5.1	80	71	4.3	66	-5	5.8
4_D-B	4_D-B Millington Road to Bedwell Gardens	74.4		0.4	74	0	0.0	76	2	0.2	73	-1	0.2	4	-70	11.2	75	145	0.1	74	-71	0.0
4_D-C	4_D-C Millington Road to Station Road [S]	137.3		1.6	115	-23	2.0	92	-22	4.2	108	-7	2.7	152	37	1.2	94	56	4.0	112	56	2.3
5_A-B	5_A-B Station Road [N] to North Hyde Road [E]	83.3		2.6	143	60	5.6	128	-15	4.3	176	33	8.1	159	16	6.9	118	101	3.4	196	94	9.5
5_A-C	5_A-C Station Road [N] to Station Road [S]	389.35		3.8	283	-107	5.8	192	-91	11.6	211	-72	10.3	324	41	3.5	174	133	12.8	212	79	10.2
5_A-D	5_A-D Station Road [N] to North Hyde Road [W]	44.9		3.2	77	32	4.1	6	-71	7.6	78	1	4.3	84	7	4.9	6	-1	7.7	79	80	4.4
5_B-A	5_B-A North Hyde Road [E] to Station Road [N]	87.7		1.7	116	29	2.8	136	19	4.5	96	-20	0.9	119	3	3.1	95	92	0.8	103	11	1.5
5_B-C	5_B-C North Hyde Road [E] to Station Road [S]	193.9		3.0	119	-75	6.0	198	80	0.3	145	26	3.8	123	4	5.6	187	183	0.5	143	-40	3.9
5_B-D	5_B-D North Hyde Road [E] to North Hyde Road [W]	309.7		1.7	216	-94	5.8	339	123	1.6	271	56	2.2	220	4	5.5	321	316	0.6	281	-36	1.7
5_C-A	5_C-A Station Road [S] to Station Road [N]	315.5		2.3	382	67	3.6	334	-48	1.0	295	-88	1.2	424	41	5.6	367	326	2.8	318	-8	0.1
5_C-B	5_C-B Station Road [S] to North Hyde Road [E]	199.7		1.2	77	-123	10.5	164	88	2.6	156	80	3.3	92	15	9.0	160	144	3.0	159	15	3.0
5_C-D	5_C-D Station Road [S] to North Hyde Road [W]	72.75		0.7	14	-58	8.8	10	-4	9.8	19	4	8.0	18	3	8.2	9	6	10.0	17	11	8.3
5_D-A	5_D-A North Hyde Road [W] to Station Road [N]	40.1		0.6	84	44	5.5	141	57	10.6	118	34	8.8	86	2	5.7	80	78	5.1	119	41	8.9
5_D-B	5_D-B North Hyde Road [W] to North Hyde Road [E]	295.2		0.2	378	83	4.5	412	35	6.2	392	15	5.2	450	72	8.0	367	295	4.0	420	125	6.6
5_D-C	5_D-C North Hyde Road [W] to Station Road [S]	32.91		2.2	9	-23	5.1	46	37	2.1	84	74	6.7	9	-1	5.3	41	42	1.4	84	42	6.7
6_A-B	6_A-B North Hyde Gardens to North Hyde Road [E]	81.8		0.7	206	125	10.4	178	-28	8.5	178	-29	8.4	104	-102	2.3	152	255	6.5	172	-82	8.0
6_B-A	6_B-A North Hyde Road [E] to North Hyde Gardens	20		0.2	35	15	2.8	56	21	5.8	53	18	5.5	34	0	2.7	44	44	4.2	53	9	5.4
6_B-C	6_B-C North Hyde Road [E] to Watersplash Road	0		3.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_B-D	6_B-D North Hyde Road [E] to North Hyde Road [W]	877.5		0.1	806	-71	2.4	1085	278	6.6	1010	203	4.3	827	21	1.7	884	864	0.2	1038	175	5.2
6_C-A	6_C-A Watersplash Road to North Hyde Gardens	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_C-B	6_C-B Watersplash Road to North Hyde Road [E]	2		0.0	0	-2	2.0	0	0	2.0	0	0	2.0	0	0	2.0	0	0	2.0	0	0	2.0
6_C-D	6_C-D Watersplash Road to North Hyde Road [W]	8		0.0	0	-8	4.0	0	0	4.0	0	0	4.0	0	0	4.0	0	0	4.0	0	0	4.0
6_D-A	6_D-A North Hyde Road [W] to North Hyde Gardens	2.6		3.5	7	4	2.0	5	-1	1.4	5	-2	1.2	7	0	2.0	4	4	0.7	4	0	0.8
6_D-B	6_D-B North Hyde Road [W] to North Hyde Road [E]	718.6		4.5	612	-107	4.1	773	161	2.0	751	139	1.2	709	98	0.3	677	580	1.6	781	202	2.3
6_D-C	6_D-C North Hyde Road [W] to Watersplash Road	0		3.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
7_A-A	7_A-A The Parkway (A312) [N] to The Parkway (A312) [N]	0		4.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
7_A-B	7_A-B The Parkway (A312) [N] to Hayes Road	578.71		1.6	235	-344	17.0	344	109	10.9	336	100	11.4	235	0	17.0	187	187	20.0	344	157	10.9
7_A-C	7_A-C The Parkway (A312) [N] to The Parkway (A312) [S]	1352.86		1.9	976	-377	11.0	1834	858	12.1	1806	830	11.4	971	-5	11.2	997	1002	10.4	1832	830	12.0
7_A-D	7_A-D The Parkway (A312) [N] to North Hyde Road [W]	313.9		0.8	96	-217	15.2	216	120	6.0	214	118	6.1	96	-1	15.2	114	115	13.6	215	100	6.1
7_B-A	7_B-A Hayes Road to The Parkway (A312) [N]	490.5		1.4	448	-43	2.0	489	42	0.1	503	55	0.5	492	44	0.1	504	460	0.6	466	6	1.1
7_B-B	7_B-B Hayes Road to Hayes Road	2.9		2.2	99	96	13.5	0	-99	2.4	0	-99	2.4	0	-99	2.4	0	99	2.4	0	-99	2.4
7_B-C	7_B-C Hayes Road to The Parkway (A312) [S]	503.62		1.3	526	22	1.0	553	27	2.1	552	26	2.1	581	55	3.3	570	515	2.9	527	12	1.0
7_B-D	7_B-D Hayes Road to North Hyde Road [W]	388.8		1.4	473	84	4.1	496	23	5.1	489	15	4.8	510	37	5.7	506	470	5.5	483	13	4.5
7_C-A	7_C-A The Parkway (A312) [S] to The Parkway (A312) [N]	1758.84		0.9	1212	-547	14.2	1612	400	3.6	1525	313	5.8	1210	-2	14.2	1203	1205	14.4	1533	328	5.6
7_C-B	7_C-B The Parkway (A312) [S] to Hayes Road	284.45		3.4	150	-134	9.1	216	65	4.4	206	56	5.0	149	-2	9.2	154	156	8.8	205	49	5.1
7_C-C	7_C-C The Parkway (A312) [S] to The Parkway (A312) [S]	0		2.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
7_C-D	7_C-D The Parkway (A312) [S] to North Hyde Road [W]	198.3		1.4	297	98	6.3	417	120	12.5	412	116	12.2	296	-1	6.2	313	314	7.2	413	99	12.3
7_D-A	7_D-A North Hyde Road [W] to The Parkway (A312) [N]	311		4.3	236	-75	4.6	258	22	3.2	276	40	2.1	217	-18	5.8	227	246	5.1	272	27	2.3
7_D-B	7_D-B North Hyde Road [W] to Hayes Road	325.2		0.5	404	79	4.1	506	102	8.9	513	109	9.2	478	74	7.6	423	349	5.1	507	157	8.9
7_D-C	7_D-C North Hyde Road [W] to The Parkway (A312) [S]	164.5		2.7	186	22	1.6	182	-4	1.4	166	-20	0.1	146	-40	1.5	158	198	0.5	189	-9	1.8
7_D-D	7_D-D North Hyde Road [W] to North Hyde Road [W]	0		5.5	20	20	6.3	51	31	10.1	52	32	10.2	1	-19	1.1	42	61	9.2	50	-11	10.0
8_B-C	8_B-C Station Road [N] to Nestles Avenue	72.6		3.2	69	-4	0.5	129	60	5.6	9	-60	10.1	87	18	1.6	118	100	4.7	9	-91	10.0
8_B-D	8_B-D Station Road [N] to Station Road [S]	429.8		1.1	400	-30	1.5	320	-80	5.7	385	-15	2.2	462	63	1.5	298	235	6.9	404	169	1.2
8_C-B	8_C-B Nestles Avenue to Station Road [N]	0		7.3	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
8_C-D	8_C-D Nestles Avenue to Station Road [S]	89.5		0.3	109	20	2.0	3	-106	12.6	85	-24	0.4	115	6	2.5	3	-2	12.6	89	91	0.0
8_D-B	8_D-B Station Road [S] to Station Road [N]	378.4		0.5	572	194	8.9	609	37	10.4	505	-67	6.0	623	51	10.9	532	481	7.2	543	61	7.7
8_D-C	8_D-C Station Road [S] to Nestles Avenue	62.8		1.6	1	-62	10.9	0	-1	11.2	0	-1	11.2	1	0	11.0	0	0	11.2	0	0	11.2
9_A-B	9_A-B Nestles Avenue [W] to Nestles Avenue [E]	38.9		3.5	44	5	0.8	129	85	9.8	4	-40	7.7	56	12	2.5	116	104	8.8	3	-101	7.8
9_A-C	9_A-C Nestles Avenue [W] to Harold Avenue	94.9		2.6	25	-69	9.0	1	-24	13.6	5	-20	12.7	30	5	8.2	1	-4	13.5	6	9	12.6
9_B-A	9_B-A Nestles Avenue [E] to Nestles Avenue [W]	5.3		2.5	1	-4	2.3	3	2	1.1	20	19	4.2	1	0	2.1	3	3	1.0	20	17	4.1
9_B-C	9_B-C Nestles Avenue [E] to Harold Avenue	14.8		0.8	25	10	2.3	176	151	16.5	216	191	18.7	25	0	2.2	176	176	16.5	223	47	19.1
9_C-A	9_C-A Harold Avenue to Nestles Avenue [W]	85.2		3.2	116	31	3.1	0	-116	13.0	68	-48	2.0	119	3	3.4	0	-3	13.0	76	79	1.0
9_C-B	9_C-B Harold Avenue to Nestles Avenue [E]	17		2.5	109	92	11.6	303	195	22.6	442	334	28.1	117	8	12.2	236	228	19.4	454	226	28.5
10_A-B	10_A-B Harold Avenue to North Hyde Road [E]	106.1		2.3	47	-59	6.7	114	67	0.8	141	94	3.1	52	5	6.1	114	109	0.8	145	36	3.5
10_A-C	10_A-C Harold Avenue to Crane Gardens	0		2.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
10_A-D	10_A-D Harold Avenue to North Hyde Road [W]	2.7		0.2	3	0	0.0	64	61	10.6	79	77	12.0	3	0	0.1	64	64	10.6	86	22	12.5
10_B-A	10_B-A North Hyde Road [E] to Harold Avenue	72.6		2.7	167	94	8.6	206	39	11.3	290	123	16.1	173	6	9.0	153	147	7.6	302	154	16.7
10_B-C	10_B-C North Hyde Road [E] to Crane Gardens	52.4		0.2	0	-52	10.2	0	0	10.2	0	0	10.2	0	0	10.2	0	0	10.2	0	0	10.2
10_B-D	10_B-D North Hyde Road [E] to North Hyde Road [W]	571.6		0.1	452	-120	5.3	602	150	1.2	456	4	5.1	461	9	4.9	541	532	1.3	472	-60	4.4
10_C-A	10_C-A Crane Gardens to Harold Avenue	17.4		3.7	0	-17	5.9	0	0	5.9	0	0	5.9	0	0	5.9	0	0	5.9	0	0	5.9
10_C-D	10_C-D Crane Gardens to North Hyde Road [W]	16.6		2.4	0	-17	5.8	0	0	5.8	0	0	5.8	0	0	5.8	0	0	5.8	0	0	5.8
10_D-A	10_D-A North Hyde Road [W] to Harold Avenue	11.9		1.2	57	45	7.6	97	40	11.5	221	165	19.4	62	6	8.3	82	76	10.2	229	153	19.8
10_D-B	10_D-B North Hyde Road [W] to North Hyde Road [E]	544.1		0.4	516	-28	1.2	601	85	2.4	510	-6	1.5	603	87	2.5	514	427	1.3	547	120	0.1
10_D-C	10_D-C North Hyde Road [W] to Crane Gardens	15.5		1.1	0	-16	5.6	0	0	5.6	0	0	5.6	0	0	5.6	0	0	5.6	0	0	5.6
11_A-A	11_A-A Station Road [N] to Station Road [N]	0		2.0	0	0	0.0	0	0	0.0	28	28	7.5	0	0	0.0	0	0	0.0	23	23	6.8
11_A-B	11_A-B Station Road [N] to Station Approach	0		2.4	24	24	6.9	38	13	8.7	48	23	9.7	30	6	7.8	37	31	8.6	40	9	8.9
11_A-C	11_A-C Station Road [N] to Station Road [S]	166.1		0.4	393	227	13.6	346	-47	11.3	340	-54	10.9	446	53	16.0	340	288	10.9	329	41	10.3
11_A-D	11_A-D Station Road [N] to Clayton Road	44.3		1.3	27	-17	2.9	31	4	2.2	96	69	6.2	27	0	2.9	28	28	2.7	84	55	4.9
11_B-A	11_B-A Station Approach to Station Road [N]	0		2.7	30	30	7.8	25	-5	7.1	33	3	8.1	33	2	8.1	36	33	8.4	32	-1	8.0
11_B-C	11_B-C Station Approach to Station Road [S]	32.9		1.8	8	-25	5.5	14	6	3.9	15	7	3.7	8	0	5.5	15	15	3.7	16	2	3.3
11_B-D	11_B-D Station Approach to Clayton Road	45.2		3.2	20	-26	4.5	20	0	4.5	13	-6	5.9	20	0	4.4	12	12	6.1	13	1	5.9
11_B-B	11_B-B Station Approach to Station Approach	7.1		0.0	0	-7	3.8	0	0	3.8	0	0	3.8	0	0	3.8	0	0	3.8	0	0	3.8
11_C-A	11_C-A Station Road [S] to Station Road [N]	128.8		0.9	487	358	20.4	504	17	21.1	460	-27	19.3	523	36	21.8	458	423	19.2	474	52	19.9
11_C-B	11_C-B Station Road [S] to Station Approach	61.9		0.6	151	89	8.6	171	20	10.1	155	4	8.9	168	17	9.9	152	135	8.7	155	20	8.9
11_C-C	11_C-C Station Road [S] to Station Road [S]	0		6.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
11_C-D	11_C-D Station Road [S] to Clayton Road	187.6		1.0	50	-137	12.6	59	9	11.5	58	8	11.7	53	3	12.3	45	42	13.3	59	17	11.6
11_D-A	11_D-A Clayton Road to Station Road [N]	44.5		0.2	29	-16	2.6	68	39	3.1	124	95	8.7	32	3	2.0	61	58	2.3	116	58	8.0
11_D-B	11_D-B Clayton Road to Station Approach	8.7		2.0	37	28	5.9	50	13	7.6	49	12	7.4	44	7	6.8	40	33	6.4	43	10	6.8
11_D-C	11_D-C Clayton Road to Station Road [S]	304.85		1.0	174	-131	8.4	217	43	5.5	201	27	6.5	202	28	6.5	178	150	8.1	198	48	6.7
11_D-D	11_D-D Clayton Road to Clayton Road	0		4.5	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_A-A	12_A-A Trevor Road [N] to Trevor Road [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_A-B	12_A-B Trevor Road [N] to Clayton Road [E]	242.8		0.9	140	-103	7.5	150	10	6.6	181	41	4.2	159	19	5.9	135	116	7.8	184	68	4.0

		BASE			BASELINE			BASELINE + DEV			BASELINE + DEV + SENS			5Yr BASELINE			5Yr BASELINE + DEV			5 Yrs BASELINE + DEV + SENS		
PM	MOVEMENT	BASE	Diff	GEH	FB	Diff	GEH	FBS	Diff	GEH				PROP	Diff	GEH				PROPS	Diff	GEH
12_A-C	12_A-C Trevor Road [N] to Trevor Road [S]	293.8		0.7	83	-211	15.3	249	166	2.7	216	133	4.9	95	12	14.3	221	209	4.6	205	-4	5.6
12_A-D	12_A-D Trevor Road [N] to Clayton Road [W]	0.8		1.0	5	4	2.5	12	7	4.4	12	7	4.4	7	2	3.1	11	9	4.1	9	0	3.7
12_C-A	12_C-A Trevor Road [S] to Trevor Road [N]	490		0.8	325	-165	8.2	368	42	5.9	357	32	6.5	334	8	7.7	350	342	6.8	361	19	6.3
12_C-B	12_C-B Trevor Road [S] to Clayton Road [E]	47.5		10.3	134	86	9.1	175	41	12.1	221	88	15.0	135	2	9.2	155	153	10.7	225	71	15.2
12_C-C	12_C-C Trevor Road [S] to Trevor Road [S]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
12_C-D	12_C-D Trevor Road [S] to Clayton Road [W]	8.3		1.7	21	13	3.4	26	5	4.3	18	-3	2.7	24	2	3.8	24	21	3.8	18	-3	2.7
12_D-A	12_D-A Clayton Road [W] to Trevor Road [N]	6.1		1.5	8	2	0.7	8	0	0.6	9	1	1.1	8	0	0.6	9	9	1.0	10	1	1.4
12_D-B	12_D-B Clayton Road [W] to Clayton Road [E]	5.7		1.8	23	18	4.6	11	-13	1.7	9	-14	1.2	23	-1	4.5	11	12	1.9	7	-5	0.6
12_D-C	12_D-C Clayton Road [W] to Trevor Road [S]	16.1		0.2	7	-9	2.5	23	15	1.5	22	15	1.4	8	1	2.3	21	20	1.0	24	4	1.8
12_D-D	12_D-D Clayton Road [W] to Clayton Road [W]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
13_A-C	13_A-C Trevor Road [N] to Blyth Road [W]	309.6		0.8	94	-216	15.2	268	174	2.4	211	117	6.1	107	13	14.0	236	223	4.4	217	-7	5.7
13_B-A	13_B-A Blyth Road [E] to Trevor Road [N]	192.3		3.9	16	-177	17.3	20	5	16.7	21	6	16.5	17	1	17.2	12	11	17.8	16	5	17.3
13_B-C	13_B-C Blyth Road [E] to Blyth Road [W]	194		4.3	230	36	2.5	227	-4	2.2	271	40	5.0	239	9	3.0	181	173	0.9	220	47	1.8
13_C-A	13_C-A Blyth Road [W] to Trevor Road [N]	353.6		1.1	448	94	4.7	553	105	9.4	539	91	8.8	477	29	6.0	530	501	8.4	569	68	10.0
14_A-A	14_A-A Dawley Road [N] to Dawley Road [N]	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_A-B	14_A-B Dawley Road [N] to Access	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_A-C	14_A-C Dawley Road [N] to Dawley Road [S]	603.06		1.4	392	-212	9.5	510	118	4.0	538	146	2.7	410	18	8.6	438	420	7.2	535	115	2.9
14_A-D	14_A-D Dawley Road [N] to Swallowfield Way	28.9		0.3	35	6	1.1	39	4	1.7	41	6	2.1	38	3	1.5	35	32	1.1	41	9	2.0
14_B-A	14_B-A Access to Dawley Road [N]	0		2.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-B	14_B-B Access to Access	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-C	14_B-C Access to Dawley Road [S]	0		3.7	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_B-D	14_B-D Access to Swallowfield Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-A	14_C-A Dawley Road [S] to Dawley Road [N]	776.95		3.2	866	89	3.1	829	-38	1.8	888	21	3.8	891	25	3.9	797	773	0.7	880	107	3.6
14_C-B	14_C-B Dawley Road [S] to Access	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-C	14_C-C Dawley Road [S] to Dawley Road [S]	0		3.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_C-D	14_C-D Dawley Road [S] to Swallowfield Way	83.9		2.6	88	4	0.4	92	4	0.8	82	-5	0.2	91	3	0.7	73	70	1.2	69	-2	1.7
14_D-A	14_D-A Swallowfield Way to Dawley Road [N]	91.9		0.0	0	-92	13.6	129	129	3.5	134	134	3.9	91	91	0.1	129	38	3.5	133	95	3.8
14_D-B	14_D-B Swallowfield Way to Access	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
14_D-C	14_D-C Swallowfield Way to Dawley Road [S]	90		3.5	92	2	0.3	63	-30	3.1	58	-35	3.7	100	7	1.0	59	52	3.6	60	8	3.5
14_D-D	14_D-D Swallowfield Way to Swallowfield Way	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
17_B-A	17_B-A Coldharbour Lane to East Avenue	30.4		0.1	0	-30	7.8	0	0	7.8	0	0	7.8	0	0	7.8	0	0	7.8	0	0	7.8
17_B-B	17_B-B Coldharbour Lane to Coldharbour Lane	0		4.9	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
17_B-C	17_B-C Coldharbour Lane to Pump Lane	172.8		0.3	260	87	5.9	238	-22	4.6	273	13	6.7	273	13	6.7	251	238	5.4	277	39	7.0
17_B-D	17_B-D Coldharbour Lane to Botwell Lane	207.9		3.0	161	-47	3.4	209	48	0.1	176	15	2.3	167	6	3.0	208	202	0.0	185	-17	1.6
17_C-A	17_C-A Pump Lane to East Avenue	50.6		1.0	1	-50	9.9	1	0	9.9	1	0	9.9	1	0	9.9	1	1	9.9	1	0	9.9
17_C-B	17_C-B Pump Lane to Coldharbour Lane	180.9		1.3	72	-109	9.7	106	34	6.3	103	30	6.6	90	18	7.9	107	89	6.2	84	-5	8.4
17_C-C	17_C-C Pump Lane to Pump Lane	14.23		3.8	111	97	12.2	0	-111	5.3	0	-111	5.3	0	-111	5.3	0	111	5.3	0	-111	5.3
17_C-D	17_C-D Pump Lane to Botwell Lane	387.4		0.4	198	-189	11.0	355	157	1.7	252	53	7.6	255	56	7.4	361	305	1.3	204	-101	10.7
17_D-A	17_D-A Botwell Lane to East Avenue	51.1		4.0	6	-46	8.5	8	2	8.0	8	2	8.1	7	1	8.2	7	6	8.2	8	2	8.0
17_D-B	17_D-B Botwell Lane to Coldharbour Lane	206.5		2.4	333	127	7.7	416	83	11.9	417	84	11.9	370	37	9.6	406	369	11.4	434	65	12.7
17_D-C	17_D-C Botwell Lane to Pump Lane	326.5		0.3	305	-22	1.2	391	86	3.4	409	104	4.3	335	30	0.4	386	356	3.2	396	39	3.6
17_D-D	17_D-D Botwell Lane to Botwell Lane	0		3.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
20_A-B	20_A-B Dawley Road [N] to Botwell Common Road	93		2.5	313	220	15.4	260	-53	12.5	248	-65	11.9	310	-3	15.3	258	261	12.5	241	-19	11.5
20_A-C	20_A-C Dawley Road [N] to Dawley Road [S]	506.36		1.1	360	-146	7.0	416	56	4.2	409	48	4.6	367	7	6.6	421	414	4.0	422	8	3.9
20_B-A	20_B-A Botwell Common Road to Dawley Road [N]	85.2		2.2	239	153	12.1	303	64	15.6	221	-17	11.0	287	48	14.8	307	259	15.9	210	-50	10.2
20_B-C	20_B-C Botwell Common Road to Dawley Road [S]	121.9		1.5	100	-22	2.1	122	22	0.0	141	41	1.7	101	2	1.9	125	123	0.3	149	26	2.3
20_C-A	20_C-A Dawley Road [S] to Dawley Road [N]	761.3		2.3	675	-86	3.2	709	35	1.9	729	54	1.2	781	106	0.7	683	577	2.9	744	167	0.6
20_C-B	20_C-B Dawley Road [S] to Botwell Common Road	112.07		3.3	166	53	4.5	216	50	8.1	218	53	8.3	178	12	5.4	232	220	9.2	217	-4	8.2
21_A-A	21_A-A Botwell Lane [N] to Botwell Lane [N]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
21_A-B	21_A-B Botwell Lane [N] to Botwell Lane [S]	203.7		0.4	218	15	1.0	263	45	3.9	250	32	3.1	239	21	2.4	271	250	4.4	248	-2	2.9
21_A-C	21_A-C Botwell Lane [N] to Botwell Common Road [W]	23		3.4	0	-23	6.8	0	0	6.8	15	15	1.9	0	0	6.8	0	0	6.8	24	24	0.1
21_B-A	21_B-A Botwell Lane [S] to Botwell Lane [N]	210.2		0.2	146	-64	4.8	149	3	4.6	135	-12	5.7	169	23	3.0	144	121	5.0	129	8	6.2
21_B-B	21_B-B Botwell Lane [S] to Botwell Lane [S]	0		1.4	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
21_B-C	21_B-C Botwell Lane [S] to Botwell Common Road [W]	154.7		0.5	324	169	10.9	408	84	15.1	325	1	11.0	364	40	13.0	396	356	14.5	317	-39	10.6
21_C-A	21_C-A Botwell Common Road [W] to Botwell Lane [N]	99.7		0.1	0	-100	14.1	35	35	7.9	45	45	6.5	0	0	14.1	38	38	7.5	45	7	6.4
21_C-B	21_C-B Botwell Common Road [W] to Botwell Lane [S]	169.2		0.2	300	131	8.5	275	-25	7.1	271	-29	6.9	328	28	10.1	277	250	7.2	269	19	6.7
21_C-C	21_C-C Botwell Common Road [W] to Botwell Common Road [W]	0		0.0	0	0	0.0	0	0	0.0	7	7	3.6	0	0	0.0	0	0	0.0	6	6	3.4
22_A-B	22_A-B Botwell Lane [N] to Botwell Lane [S]	272.4		0.4	310	38	2.2	355	45	4.7	292	-18	1.2	347	36	4.2	364	328	5.1	284	-43	0.7
22_A-C	22_A-C Botwell Lane [N] to Printinghouse Lane	101.4		0.0	173	72	6.1	158	-15	5.0	166	-7	5.6	192	19	7.5	148	129	4.2	185	56	7.0
22_B-A	22_B-A Botwell Lane [S] to Botwell Lane [N]	199.2		3.3	255	56	3.7	352	96	9.2	239	-17	2.7	313	58	7.1	336	278	8.3	233	-45	2.3
22_B-C	22_B-C Botwell Lane [S] to Printinghouse Lane	433.5		1.4	74	-360	22.6	253	179	9.8	211	137	12.4	83	10	21.8	235	226	10.8	214	-12	12.2
22_C-A	22_C-A Printinghouse Lane to Botwell Lane [N]	166.5		4.3	182	16	1.2	188	5	1.6	170	-13	0.2	199	17	2.4	174	157	0.6	176	18	0.7
22_C-B	22_C-B Printinghouse Lane to Botwell Lane [S]	325.1		0.8	125	-200	13.4	186	61	8.7	176	51	9.4	137	12	12.4	183	171	8.9	183	11	8.9
23_A-A	23_A-A Church Road to Church Road	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
23_A-B	23_A-B Church Road to Botwell Lane [E]	106.2		0.3	157	51	4.4	163	6	4.9	139	-18	3.0	168	11	5.3	167	156	5.2	146	-10	3.5
23_A-C	23_A-C Church Road to Botwell Lane [W]	182.8		0.7	71	-112	9.9	140	68	3.4	160	89	1.7	79	8	9.0	130	122	4.2	161	39	1.7
23_B-A	23_B-A Botwell Lane [E] to Church Road	146.4		0.0	169	23	1.8	157	-12	0.8	169	0	1.8	193	24	3.6	154	130	0.6	149	19	0.2
23_B-B	23_B-B Botwell Lane [E] to Botwell Lane [E]	0		4.2	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
23_B-C	23_B-C Botwell Lane [E] to Botwell Lane [W]	448.4		3.1	288	-160	8.4	481	193	1.5	343	55	5.3	333	45	5.8	470	425	1.0	320	-105	6.6
23_C-A	23_C-A Botwell Lane [W] to Church Road	114		2.1	66	-48	5.1	113	47	0.1	104	38	0.9	70	4	4.6	108	105	0.5	102	-3	1.2
23_C-B	23_C-B Botwell Lane [W] to Botwell Lane [E]	478.8		0.5	366	-113	5.5	445	79	1.6	410	45	3.2	398	32	3.9	454	421	1.2	405	-17	3.5
23_C-C	23_C-C Botwell Lane [W] to Botwell Lane [W]	0		2.4	0	0	0.0	0	0	0.0	5	5	3.2	0	0	0.0	0	0	0.0	5	5	3.0
24_A-B	24_A-B Dawley Road [N] to Station Road	239.83		2.0	141	-99	7.2	178	37	4.3	182	41	4.0	146	5	6.8	163	158	5.4	172	14	4.7
24_A-C	24_A-C Dawley Road [N] to Shepiston Road [S]	620.5		1.3	357	-264	11.9	518	161	4.3	470	114	6.4	372	16	11.1	481	465	6.0	444	-21	7.7
24_B-A	24_B-A Station Road to Dawley Road [N]	357.51		2.6	199	-158	9.5	337	138	1.1	340	141	0.9	223	24	7.9	284	261	4.1	330	69	1.5
24_B-C	24_B-C Station Road to Shepiston Road [S]	201.1		0.3	157	-44	3.3	122	-36	6.3	173	16	2.0	199	42	0.2	118	77	6.6	165	89	2.7
24_C-A	24_C-A Shepiston Road [S] to Dawley Road [N]	312.46		0.7	416	104	5.4	423	7	5.8	408	-8	5.0	422	6	5.7	418	412	5.5	414	2	5.3
24_C-B	24_C-B Shepiston Road [S] to Station Road	160.6		0.4	133	-28	2.3	134	1	2.2	151	18	0.8	140	7	1.7	132	125	2.4	154	30	0.5
55_A-B	55_A-B Roseville Road [S] to North Hyde Road [E]	110.5		2.4	80	-31	3.1	77	-3	3.5	102	22	0.9	82	2	2.9	77	74	3.5	91	16	2.0
55_A-C	55_A-C Roseville Road [S] to North Hyde Road [W]	6		2.5	0	-6	3.5	0	0	3.5	0	0	3.5	0	0	3.5	0	0	3.5	0	0	3.5
55_B-A	55_B-A North Hyde Road [E] to Roseville Road [S]	195.9		0.7	189	-7	0.5	277	88	5.3	260	71	4.2	196	6	0.0	192	185	0.3	266	81	4.6
55_C-A	55_C-A North Hyde Road [W] to Roseville Road [S]	9.2		0.3	0	-9	4.3	0	0	4.3	0	0	4.3	0	0	4.3	0	0	4.3	0	0	4.3
88_C-A	88_C-A Station Road [S] to Botwell Lane [W]	0		0.0	193	193	19.7	181	-12	19.0	180	-13	19.0	205	12	20.2	160	148	17.9	179	31	18.9
88_C-B	88_C-B Station Road [S] to Botwell Lane [E]	0		0.0	335	335	25.9	397	63	28.2	448	113	29.9	373	38	27.3	380	341	27.6	461	120	30.4
88_A-B	88_A-B Botwell Lane [W] to Botwell Lane [E]	0		0.0	309	309	24.9	418	109	28.9	385	76	27.7	340	31	26.1	419	388	28.9	376	-12	27.4
88_A-C	88_A-C Botwell Lane [W] to Station Road [S]	0		0.0	187	187	19.3	165	-22	18.2	147	-40	17.2	204	17	20.2	173	156	18.6	154	-2	17.5
88_B-C	88_B-C Botwell Lane [E] to Station Road [S]	0		0.0	88	88	13.3	109	21	14.7	94	6	13.7	93	5	13.6	105	100	14.5	98	-3	14.0
88_B-A	88_B-A Botweel Lane [E] to Botwell Lane [W]	0		0.0	270	270	23.2	455	185	30.2	333	63	25.8	327	57	25.6	463	407	30.4	291	-116	24.1
31_	31_ Exit Zone 31 - Direct	0		0.0	0	0	0.0	20	20	6.3	20	20	6.3	0	0	0.0	20	20	6.3	19	-1	6.2
32_	32_ Exit Zone 32 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
33_	33_ Exit Zone 33 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
34_	34_ Exit Zone 34 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_	6_ Into Nestle Zone 6 - Direct	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_	6_ Exit Nestle Zone 6 - Direct	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
31_	31_ Into Zone 31 - Direct	0		0.0	0	0	0.0	233	233	21.6	283	283	23.8	0	0	0.0	175	175	18.7	289	113	24.0
32_	32_ Into Zone 32 - NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
33_	33_ Into Zone 33 -NHG	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
34_	34_ Into Zone 34 - NGH	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
6_	6_ Into Nestle Zone 6 - NHG	0		0.0	30	30	7.8	0	-30	0.0	0	-30	0.0	30	0	7.8	0	0	0.0	0	0	0.0
6_	6_ Exit Nestle Zone 6 - NHG	0		0.0	0	0	0.0	156	156	17.7	217	217	20.8	0	0	0.0	156	156	17.7	220	64	21.0
112_A-B	112_A-B Station Road [S] Northbound	0		0.0	541	541	32.9	591	50	34.4	639	99	35.8	585	44	34.2	551	507	33.2	645	138	35.9
112_B-A	112_B-A Station Road [N] Southbound	0		0.0	259	259	22.8	273	14	23.4	239	-20	21.9	280	21	23.7	271	250	23.3	242	-8	22.0
112_C-B	112_C-B SB Crown Lane left into Station Road [S]	127.2		15.9	196	69	5.4	143	-54	1.3	282	86	10.8	234	38	7.9	145	108	1.6	242	134	8.4
62418_A-B	62418_A-B Pump Lane [W] to Pump Lane [E]	384.23		27.7	589	205	9.3	584	-5	9.1	606	16	10.0	514	-75	6.1	587	662	9.2	597	-65	9.6
62418_A-C	62418_A-C Pump Lane [W] to Crown Road [S]	128.2		16.0	85	-43	4.2	44	-41	9.0	77	-8	5.1	91	6	3.6	51	45	8.2	77	32	5.1
62418_B-A	62418_B-A Pump Lane [E] to Pump Lane [W]	504.88		31.8	384	-120	5.7	462	78	1.9	355	-30	7.2	348	-37	7.6	471	507	1.6	289	-219	10.8
62418_B-C	62418_B-C Pump Lane [E] to Crown Close [S]	0		0.0	139	139	16.7	98	-41	14.0	206	67	20.3	172	33	18.5	97	65	13.9	172	107	18.5
62418_C-A	62418_C-A Crown Close [S] to Pump Lane [W]	127.6		16.0	0	-128	16.0	0	0	16.0	0	0	16.0	0	0	16.0	0	0	16.0	0	0	16.0
62418_C-B	62418_C-B Crown Close [S] to Pump Lane [E]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
9999916_A-B	9999916_A-B Nestle Site RT Nestle Ave [W]	0		0.0	0	0	0.0	0	0	0.0	17	17	5.8	0	0	0.0	0	0	0.0	18	18	6.0
9999916_A-D	9999916_A-D Nestle Site LT Nestle Ave [E]	0		0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0
9999916_B-A	9999916_B-A Nestle Ave [W] to Nestle Site [N]	20.3		6.4	0	-20	6.4	8	8	3.2	0	0	6.4	0	0	6.4	8	8	3.3	0	-8	6.4
9999916_C-A	9999916_C-A Harold Avenue [S] to Neslte Site [N]	0		0.0	0	0	0.0	224	224	21.2	303	303	24.6	0	0	0.0	168	168	18.3	297	129	24.4
9999916_A-C	9999916_A-C Nestle Site [S] to Harold Avenue	0		0.0	0	0	0.0	156	156	17.6	208	208	20.4	0	0	0.0	156	156	17.6	207	52	20.4

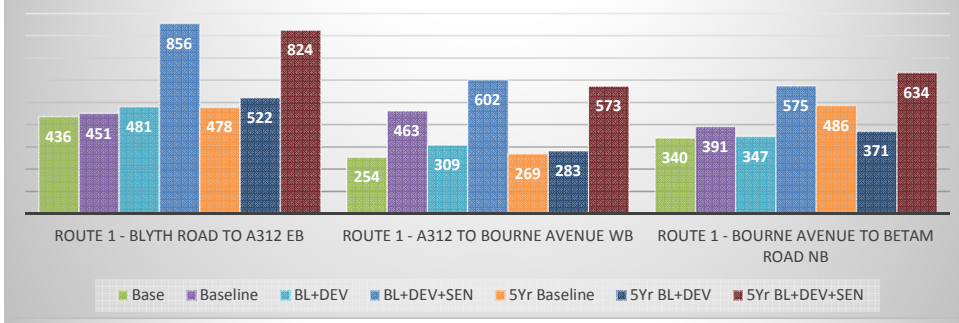
APPENDIX C - QUEUE LENGTH



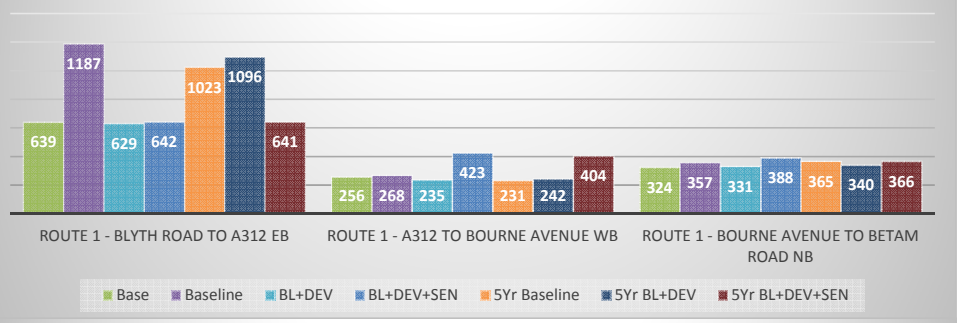


APPENDIX D - TRAVEL TIMES – GENERAL TRAFFIC

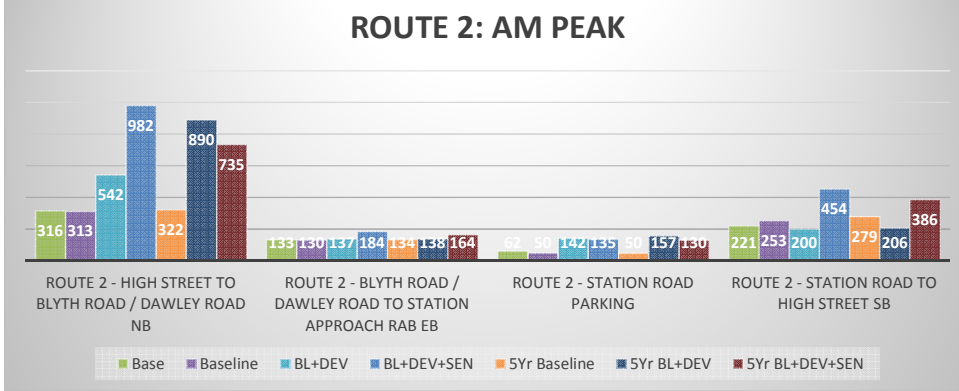
ROUTE 1: AM PEAK



ROUTE 1: PM PEAK



ROUTE 2: AM PEAK



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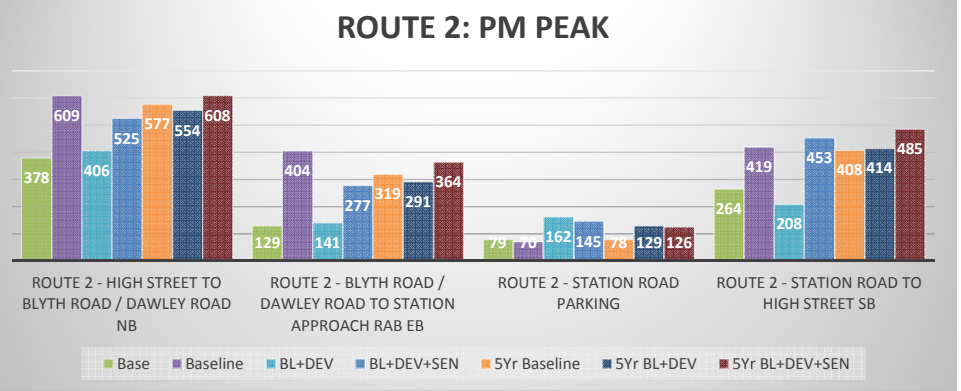
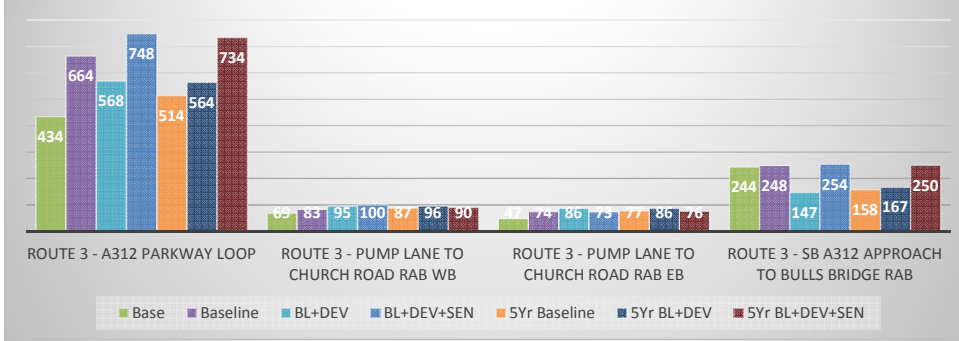
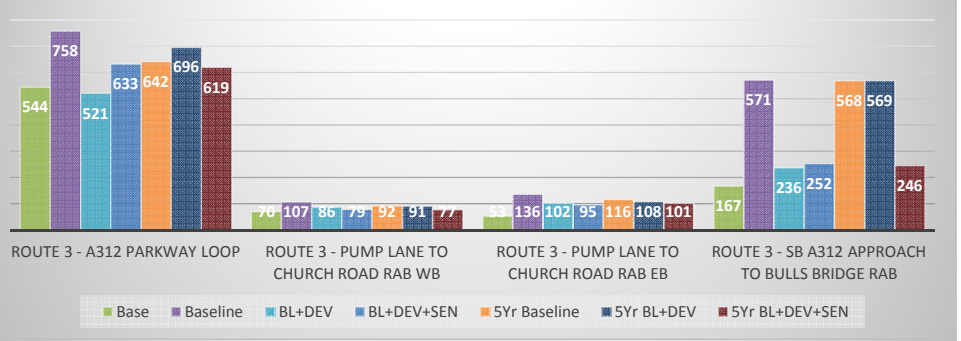


ROUTE 3: AM PEAK



ROUTE 3: PM PEAK



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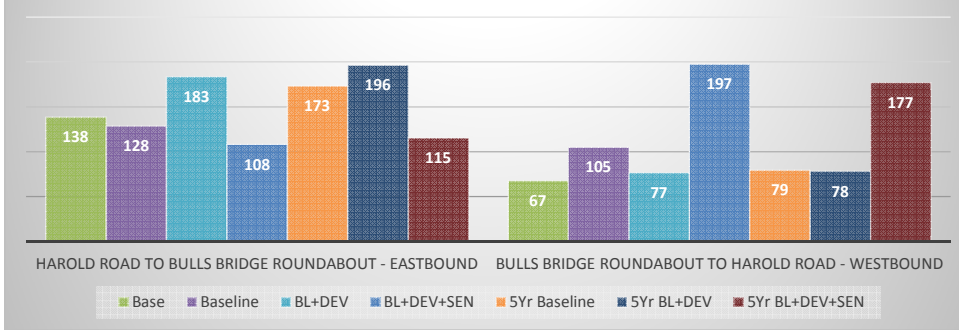
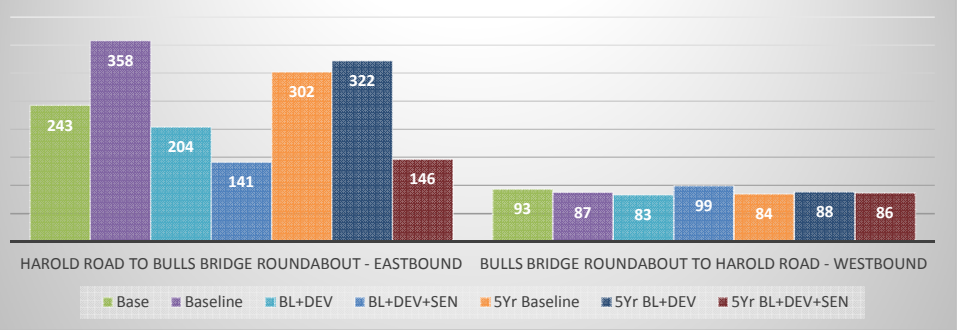
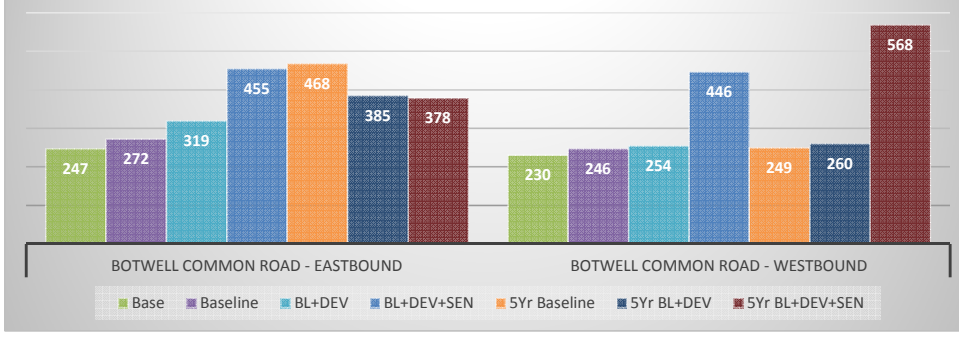


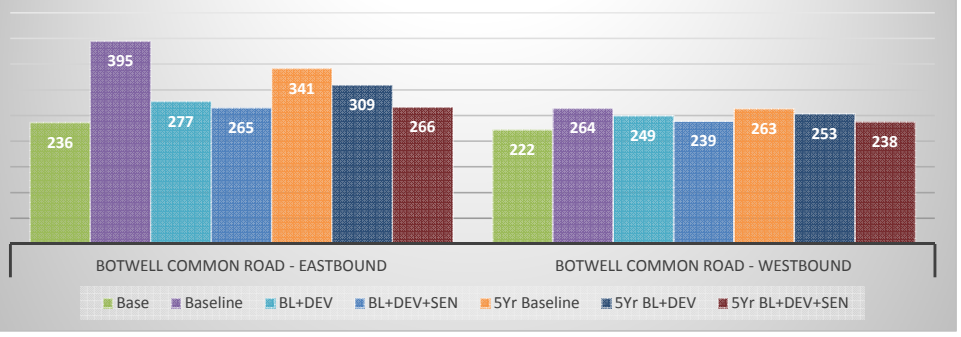
ROUTE 2: PM PEAK



Botwell Common: AM PEAK



Botwell Common: PM PEAK



		AM												
	Route 1 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 1 - Blyth Road to A312 EB	436	451	481	856	**15 | 3%**	**30 | 7%**	405 | 90%	478	522	824	**28 | 6%**	**44 | 9%**	346 | 79%
B	Route 1 - A312 to Bourne Avenue WB	254	463	309	602	209 | 82%	-154 | -33%	139 | 30%	269	283	573	-193 | -42%	**14 | 5%**	304 | 119%
C	Route 1 - Bourne Avenue to Betam Road NB	340	391	347	575	**51 | 15%**	**-44 | -11%**	183 | 47%	486	371	634	95 | 24%	-116 | -24%	148 | 44%
	Route 2 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 2 - High Street to Blyth Road / Dawley Road NB	316	313	542	982	**-4 | -1%**	230 | 74%	669 | 214%	322	890	735	**9 | 3%**	568 | 177%	413 | 131%
B	Route 2 - Blyth Road / Dawley Road to Station Approach RAB EB	133	130	137	184	**-3 | -2%**	**7 | 5%**	53 | 41%	134	138	164	**3 | 2%**	**4 | 3%**	31 | 23%
C	Route 2 - Station Road Parking	62	50	142	135	-12 | -20%	92 | 186%	86 | 172%	50	157	130	**0 | 1%**	107 | 214%	80 | 129%
D	Route 2 - Station Road to High Street SB	221	253	200	454	**31 | 14%**	-52 | -21%	201 | 80%	279	206	386	**27 | 10%**	-73 | -26%	107 | 48%
	Route 3 - Individual	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	A312 The Pkwy / North Hyde Road RAB to North Hyde Road / North Hyde Green Jct	15	18	20	28	3 | 17%	**2 | 12%**	10 | 55%	22	21	24	4 | 24%	**-1 | -7%**	**2 | 12%**
A	North Hyde Road / North Hyde Green Jct to North Hyde Road / Roseville Ped X	18	20	21	34	**2 | 11%**	**1 | 5%**	14 | 71%	20	21	31	**0 | -2%**	**2 | 9%**	11 | 62%
A	North Hyde Road / Roseville Ped X to North Hyde Road / Harold Road Ped X	34	67	35	135	33 | 97%	-32 | -47%	68 | 102%	38	36	122	-30 | -44%	**-2 | -4%**	85 | 249%
A	North Hyde Road / Harold Road Ped X to A437 Station Road / A437 North Hyde Road Jct	119	287	149	314	168 | 141%	-137 | -48%	**27 | 9%**	121	127	306	-166 | -58%	**6 | 5%**	185 | 156%
A	A437 Station Road / A437 North Hyde Road Jct to Nestles Avenue / Station Road Jct	25	53	65	24	29 | 117%	11 | 21%	-29 | -55%	49	70	24	**-5 | -9%**	21 | 44%	-25 | -100%
A	Nestles Avenue / Station Road Jct to Nestles Avenue / Harold Avenue Jct	60	61	59	59	**0 | 0%**	**-2 | -2%**	**-2 | -3%**	60	58	61	**-1 | -1%**	**-2 | -3%**	**1 | 1%**
A	Nestles Avenue / Harold Avenue Jct to Harold Avenue / North Hyde Road Jct	18	21	25	40	3 | 16%	4 | 18%	19 | 86%	21	24	45	**-1 | -3%**	4 | 17%	24 | 132%
A	Harold Avenue / North Hyde Road Jct to North Hyde Road / Harold Road Ped X	6	8	10	7	2 | 32%	2 | 26%	-2 | -20%	12	10	6	3 | 42%	**-1 | -10%**	-5 | -87%
A	North Hyde Road / Harold Road Ped X to North Hyde Road / Roseville Ped X	49	64	99	49	15 | 30%	35 | 55%	-15 | -23%	90	108	53	26 | 41%	18 | 20%	-37 | -76%
A	North Hyde Road / Roseville Road Ped X to North Hyde Road / Watersplash Lane / North Hyde Gardens Jct	20	19	25	17	**0 | -1%**	6 | 29%	**-3 | -13%**	22	26	18	**3 | 15%**	4 | 18%	-4 | -23%
A	North Hyde Road / Watersplash Lane / North Hyde Gardens Jct to A312 The Pkwy / North Hyde Road RAB	70	45	59	42	-25 | -35%	14 | 31%	**-3 | -6%**	60	62	44	15 | 34%	**1 | 2%**	-16 | -24%
	Route 3 - Combined	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 3 - A312 Parkway Loop	434	664	568	748	230 | 53%	**-95 | -14%**	**85 | 13%**	514	564	734	-149 | -23%	**50 | 10%**	220 | 51%
B	Route 3 - Pump Lane to Church Road RAB WB	69	83	95	100	14 | 20%	**12 | 15%**	17 | 21%	87	96	90	**5 | 6%**	**8 | 9%**	**2 | 3%**
C	Route 3 - Pump Lane to Church Road RAB EB	47	74	86	73	27 | 58%	12 | 16%	**-1 | -2%**	77	86	76	**2 | 3%**	**9 | 12%**	**-1 | -2%**
D	Route 3 - SB A312 Approach to Bulls Bridge RAB	244	248	147	254	**5 | 2%**	-101 | -41%	**5 | 2%**	158	167	250	-90 | -36%	**9 | 5%**	91 | 37%
	Bulls Bridge to Harold Avenue	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
	Harold Road to Bulls Bridge Roundabout - Eastbound	138	128	183	108	**-10 | -7%**	55 | 43%	**-20 | -16%**	173	196	115	45 | 35%	**23 | 13%**	-58 | -42%
	Bulls Bridge Roundabout to Harold Road - Westbound	67	105	77	197	38 | 56%	-28 | -27%	92 | 88%	79	78	177	-26 | -24%	**-1 | -2%**	98 | 145%
	Botwell Common	Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
	Botwell Common Road - Eastbound	247	272	319	455	**25 | 10%**	47 | 17%	183 | 67%	468	385	378	195 | 72%	-83 | -18%	-89 | -36%
	Botwell Common Road - Westbound	230	246	254	446	**17 | 7%**	**8 | 3%**	200 | 81%	249	260	568	**3 | 1%**	**11 | 4%**	319 | 139%

		PM											
Route 1 - Combined		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 1 - Blyth Road to A312 EB	639	1187	629	642	549 | 86%	-559 | -47%	-545 | -46%	1023	1096	641	**-165 | -14%**	**73 | 7%**	-381 | -37%
B	Route 1 - A312 to Bourne Avenue WB	256	268	235	423	**11 | 4%**	**-33 | -12%**	156 | 58%	231	242	404	**-37 | -14%**	**11 | 5%**	173 | 75%
C	Route 1 - Bourne Avenue to Betam Road NB	324	357	331	388	**33 | 10%**	**-27 | -7%**	**31 | 9%**	365	340	366	**8 | 2%**	**-25 | -7%**	**1 | 0%**
Route 2 - Combined		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 2 - High Street to Blyth Road / Dawley Road NB	378	609	406	525	231 | 61%	-203 | -33%	**-84 | -14%**	577	554	608	**-32 | -5%**	**-23 | -4%**	**31 | 5%**
B	Route 2 - Blyth Road / Dawley Road to Station Approach RAB EB	129	404	141	277	275 | 213%	-263 | -65%	-127 | -32%	319	291	364	-86 | -21%	**-28 | -9%**	**45 | 14%**
C	Route 2 - Station Road Parking	79	70	162	145	**-9 | -11%**	93 | 133%	75 | 108%	78	129	126	**8 | 12%**	51 | 66%	48 | 61%
D	Route 2 - Station Road to High Street SB	264	419	208	453	155 | 59%	-211 | -50%	**34 | 8%**	408	414	485	**-12 | -3%**	**6 | 2%**	78 | 19%
Route 3 - Individual		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	A312 The Pkwy / North Hyde Road RAB to North Hyde Road / North Hyde Green Jct	28	24	23	24	**-3 | -12%**	**-2 | -7%**	**0 | -2%**	23	26	21	**-2 | -7%**	**3 | 15%**	**-2 | -7%**
A	North Hyde Road / North Hyde Green Jct to North Hyde Road / Roseville Ped X	30	28	22	24	**-2 | -7%**	-6 | -21%	**-3 | -12%**	26	27	22	**-2 | -7%**	**1 | 3%**	**-4 | -15%**
A	North Hyde Road / Roseville Ped X to North Hyde Road / Harold Road Ped X	36	35	38	51	**0 | -1%**	**3 | 8%**	15 | 44%	36	36	43	**1 | 2%**	**0 | -1%**	7 | 20%
A	North Hyde Road / Harold Road Ped X to A437 Station Road / A437 North Hyde Road Jct	96	116	90	257	20 | 20%	-26 | -23%	141 | 122%	89	91	252	-27 | -23%	**2 | 2%**	163 | 184%
A	A437 Station Road / A437 North Hyde Road Jct to Nestles Avenue / Station Road Jct	23	92	54	43	69 | 300%	-38 | -42%	-49 | -53%	66	86	45	-27 | -29%	20 | 30%	-21 | -32%
A	Nestles Avenue / Station Road Jct to Nestles Avenue / Harold Avenue Jct	61	60	60	57	**-1 | -2%**	**0 | 1%**	**-2 | -4%**	60	60	58	**0 | 0%**	**1 | 1%**	**-2 | -4%**
A	Nestles Avenue / Harold Avenue Jct to Harold Avenue / North Hyde Road Jct	19	20	21	28	**1 | 4%**	**2 | 9%**	9 | 45%	19	25	26	**0 | -1%**	6 | 29%	6 | 32%
A	Harold Avenue / North Hyde Road Jct to North Hyde Road / Harold Road Ped X	10	25	9	7	15 | 162%	-16 | -64%	-18 | -73%	22	23	7	**-3 | -14%**	**2 | 9%**	-15 | -68%
A	North Hyde Road / Harold Road Ped X to North Hyde Road / Roseville Ped X	122	229	113	70	107 | 88%	-116 | -51%	-159 | -69%	184	202	74	-45 | -20%	**18 | 10%**	-110 | -60%
A	North Hyde Road / Roseville Road Ped X to North Hyde Road / Watersplash Lane / North Hyde Gardens Jct	35	44	30	25	9 | 27%	-14 | -31%	-19 | -42%	35	38	26	-8 | -19%	**3 | 8%**	-9 | -27%
A	North Hyde Road / Watersplash Lane / North Hyde Gardens Jct to A312 The Pkwy / North Hyde Road RAB	86	85	61	46	**-1 | -1%**	-24 | -28%	-39 | -46%	82	82	46	**-2 | -3%**	**-1 | -1%**	-37 | -44%
Route 3 - Combined		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
A	Route 3 - A312 Parkway Loop	544	758	521	633	214 | 39%	-237 | -31%	-125 | -17%	642	696	619	**-116 | -15%**	**54 | 8%**	**-22 | -3%**
B	Route 3 - Pump Lane to Church Road RAB WB	70	107	86	79	37 | 53%	-21 | -19%	-28 | -26%	92	91	77	**-15 | -14%**	**-2 | -2%**	-15 | -17%
C	Route 3 - Pump Lane to Church Road RAB EB	53	136	102	95	83 | 157%	-34 | -25%	-41 | -30%	116	108	101	**-20 | -15%**	**-8 | -7%**	**-15 | -13%**
D	Route 3 - SB A312 Approach to Bulls Bridge RAB	167	571	236	252	403 | 241%	-334 | -59%	-318 | -56%	568	569	246	**-3 | 0%**	**1 | 0%**	-322 | -57%
Bulls Bridge to Harold Avenue		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
	Harold Road to Bulls Bridge Roundabout - Eastbound	243	358	204	141	220 | 159%	76 | 59%	3 | 2%	302	322	146	**174 | 135%**	**149 | 86%**	-27 | -19%
	Bulls Bridge Roundabout to Harold Road - Westbound	93	87	83	99	**20 | 30%**	**-22 | -21%**	**31 | 47%**	84	88	86	**-21 | -20%**	**9 | 11%**	**7 | 10%**
Botwell Common		Base	Baseline	BL+DEV	BL+DEV+SEN	Baseline vs Base	BLD vs BL	BLDS vs BL	5Yr Baseline	5Yr BL+DEV	5Yr BL+DEV+SEN	5YrBL vs BL	5YrBLD vs 5YrBL	5YrBLDS vs 5YrBL
	Botwell Common Road - Eastbound	236	395	277	265	148 | 60%	5 | 2%	18 | 7%	341	309	266	**69 | 25%**	**-159 | -34%**	-201 | -82%
	Botwell Common Road - Westbound	222	264	249	239	34 | 15%	**3 | 1%**	**9 | 4%**	263	253	238	**17 | 7%**	**4 | 1%**	**-12 | -5%**

APPENDIX D - TRAVEL TIMES – BUSES

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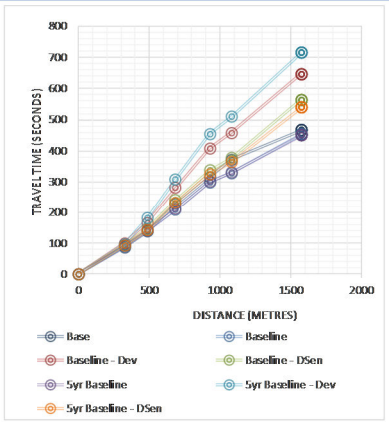

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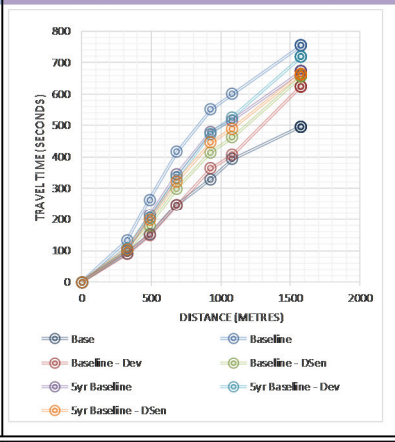

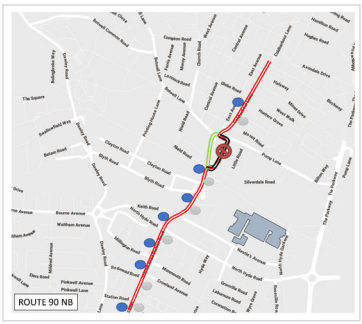

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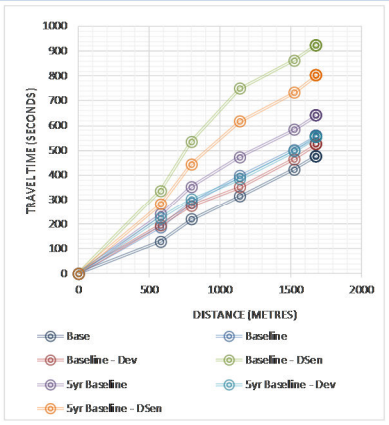

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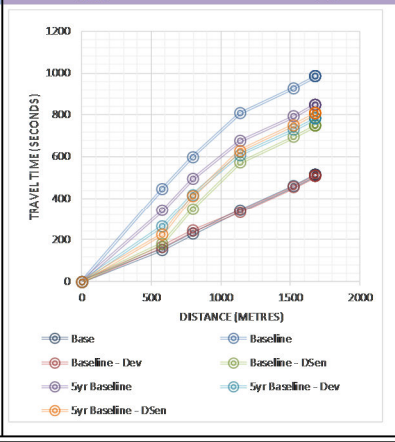

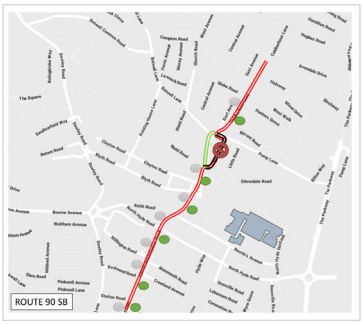

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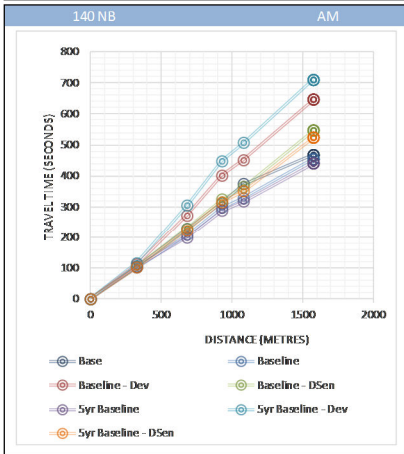

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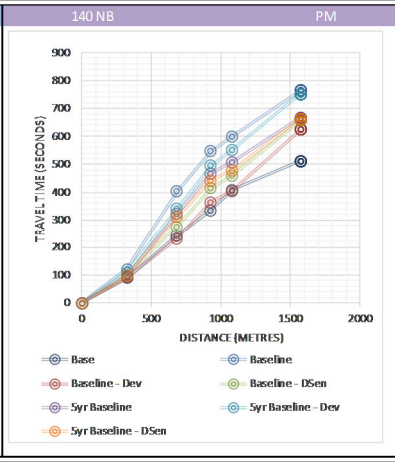

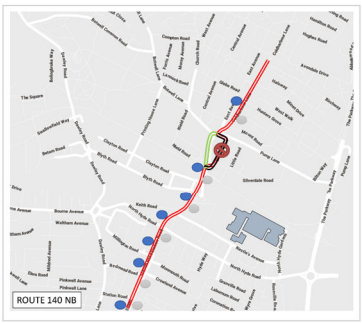

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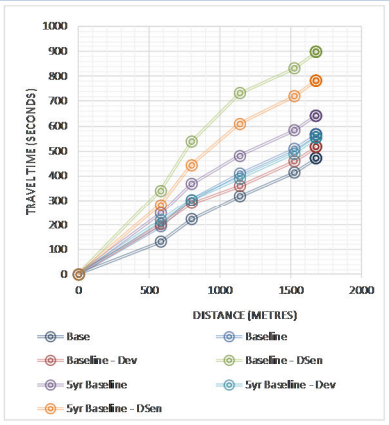

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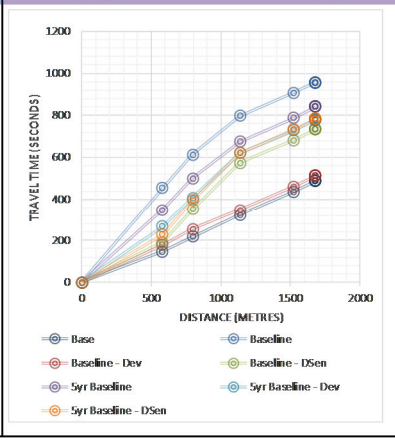

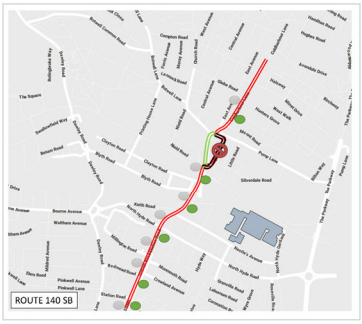

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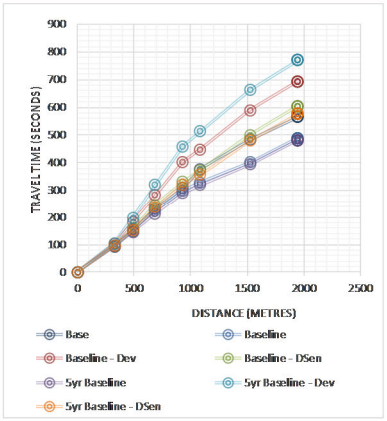

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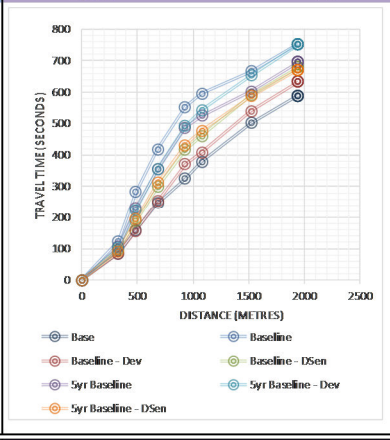

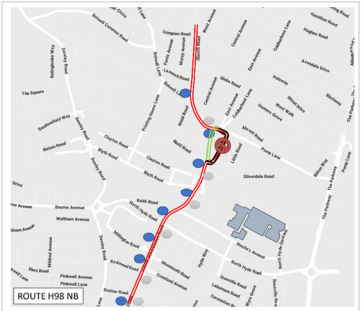

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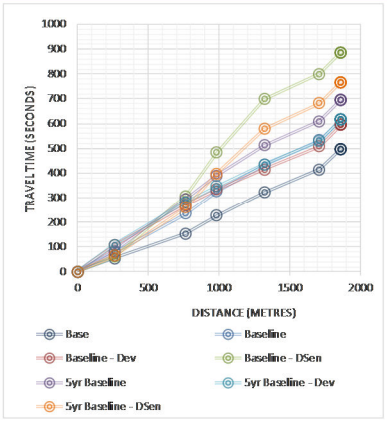

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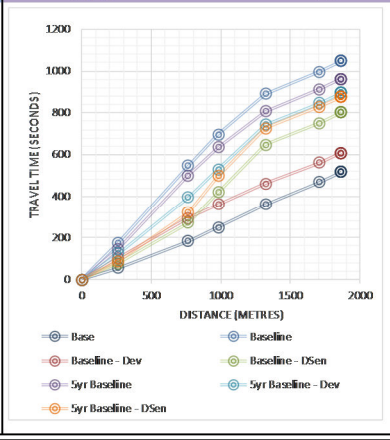

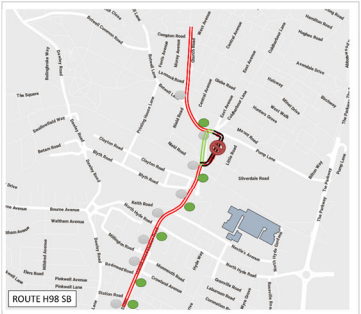

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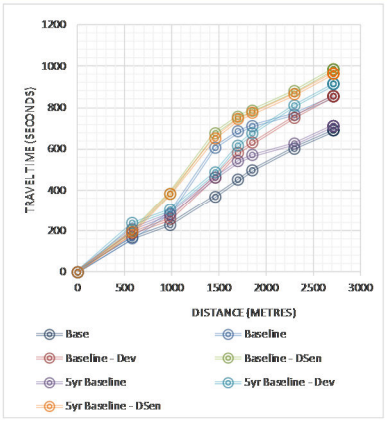

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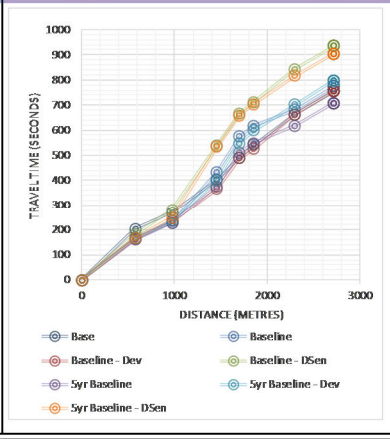

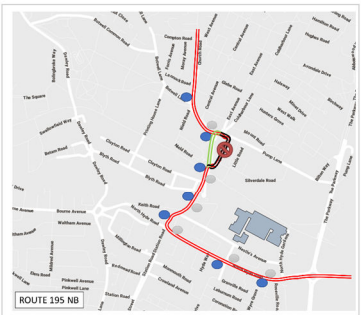

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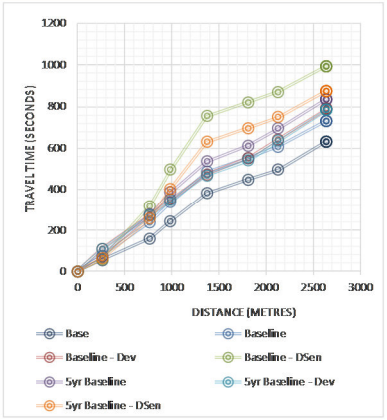

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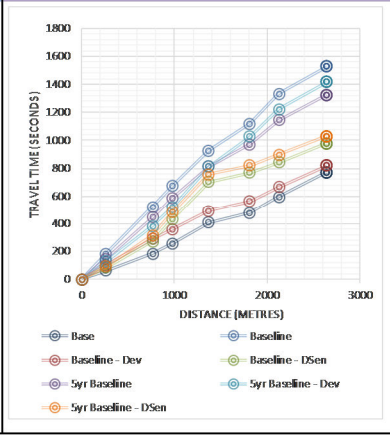

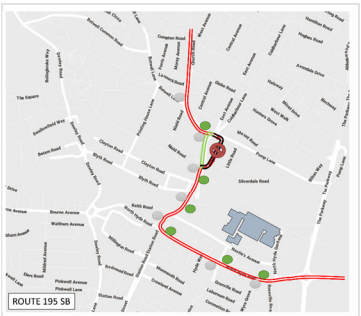

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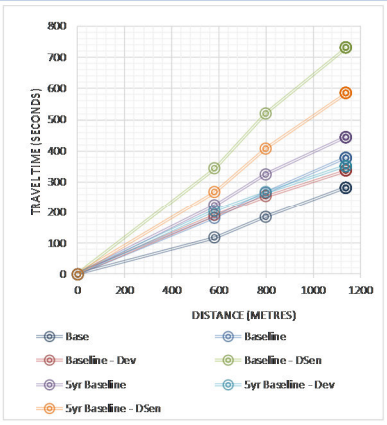

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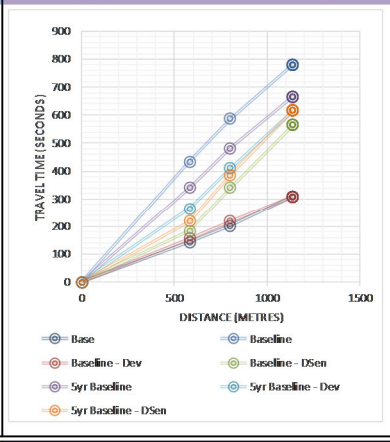

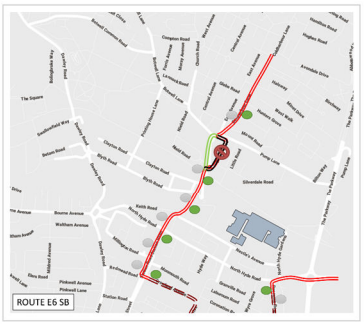

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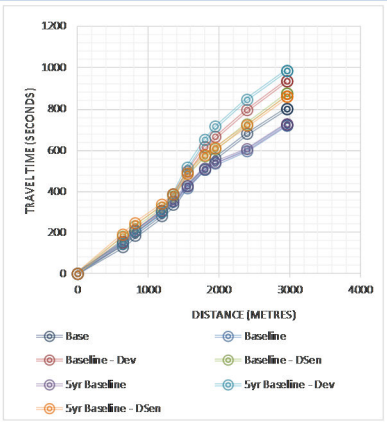

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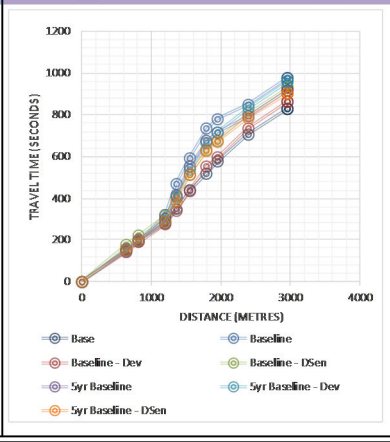

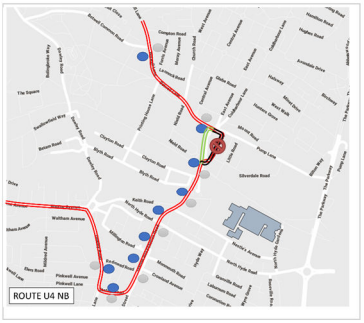

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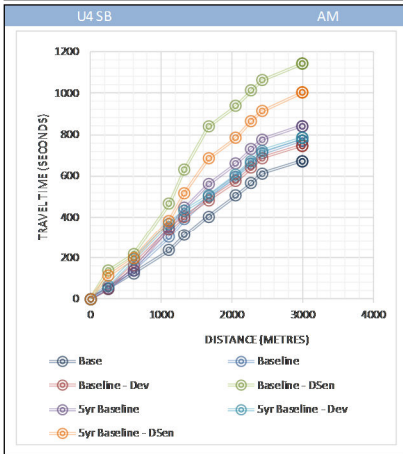

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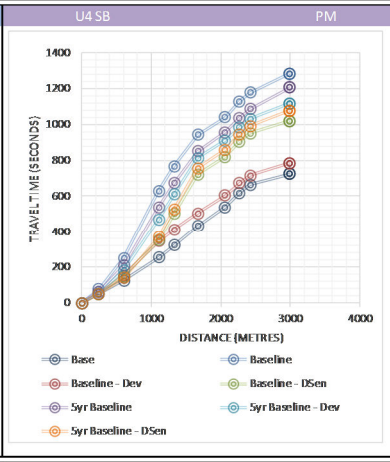

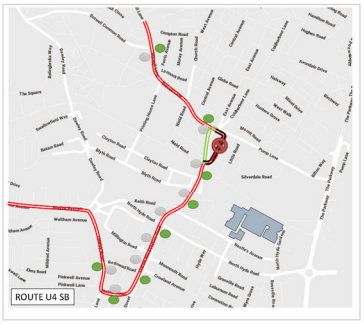

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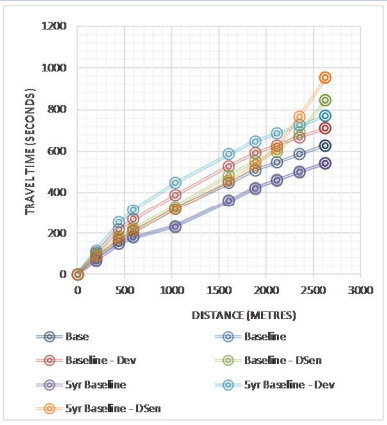

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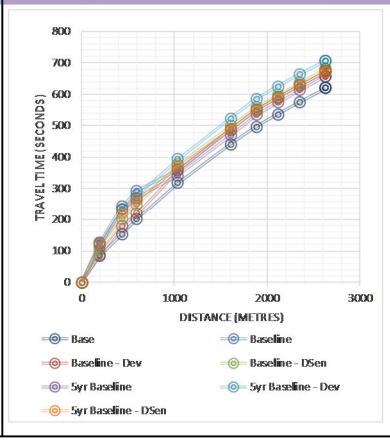

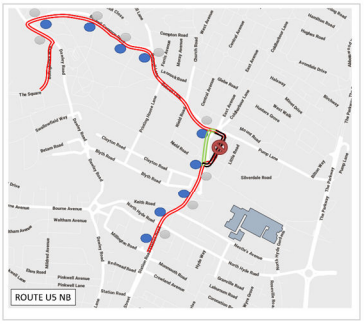

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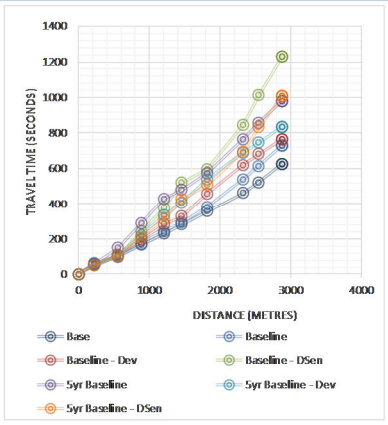

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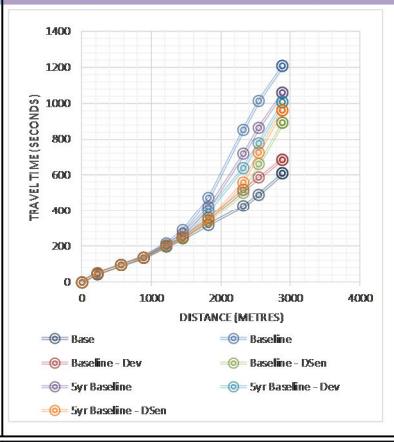

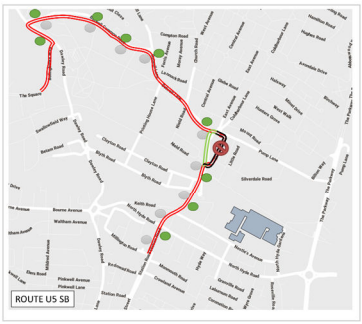

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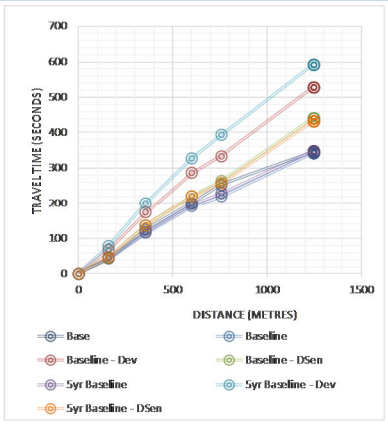

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