

# Appendix A - Flow Delay Curves

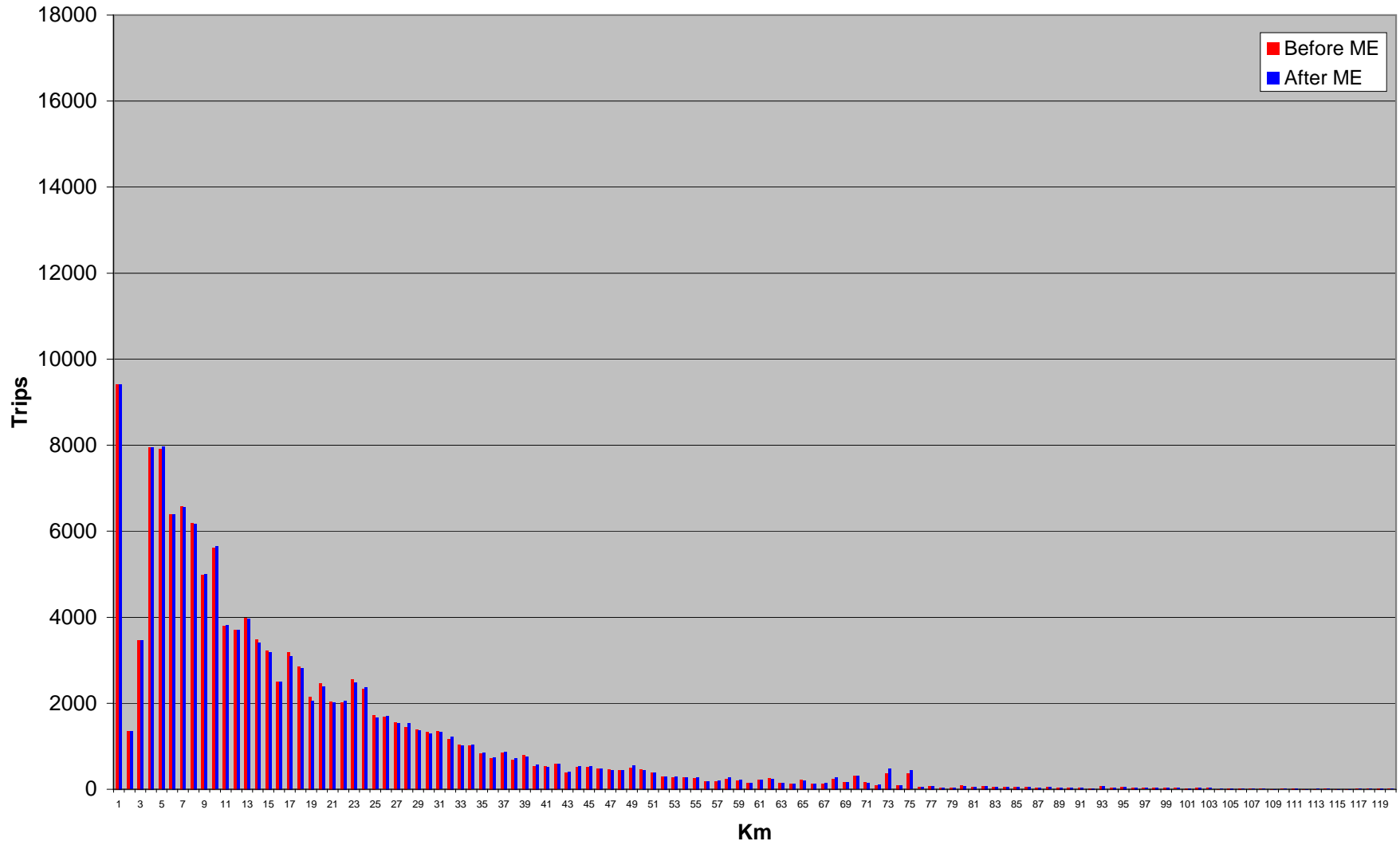
<b>Description</b>	<b>Free-flow speed (kph)</b>	<b>Speed at Capacity (kph)</b>	<b>Link capacity (pcu/hour)</b>	<b>Power</b>	<b>Link class</b>
Urban Central	32	15	2000	1.73	1
Urban Non Central - Single	42	25	2000	1.48	2
Urban Non Central - Dual	51	25	5000	1.67	3
Small Town	44	30	2000	2.45	4
Suburban - Single	45	35	2000	1.55	5
Suburban - Dual	54	35	5000	1.4	6
Urban Motorway 70mph	99	45	4800	3.68	7
Urban Motorway <70mph	73	35	4800	3.29	8
Ramp at Grade Separation	96	45	1800	3.29	9
Rural Single Hilliness H Bendiness H	61	45	1600	2.16	10
Rural Single Hilliness H Bendiness M	74	45	1600	2.16	11
Rural Single Hilliness H Bendiness L	83	45	1600	2.16	12
Rural Single Hilliness M Bendiness H	70	45	1600	2.16	13
Rural Single Hilliness M Bendiness M	74	45	1600	2.16	14
Rural Single Hilliness M Bendiness L	83	45	1600	2.16	15
Rural Single Hilliness L Bendiness H	69	45	1600	2.16	16
Rural Single Hilliness L Bendiness M	75	45	1600	2.16	17

Rural Single Hilliness L Bendiness L	83	45	1600	2.16	18
Rural Dual Hilliness H Bendiness H	78	45	3600	3.68	19
Rural Dual Hilliness H Bendiness M	87	45	3600	3.68	20
Rural Dual Hilliness H Bendiness L	94	45	3600	3.68	21
Rural Dual Hilliness M Bendiness H	80	45	3600	3.68	22
Rural Dual Hilliness M Bendiness M	90	45	3600	3.68	23
Rural Dual Hilliness M Bendiness L	96	45	3600	3.68	24
Rural Dual Hilliness L Bendiness H	83	45	3600	3.68	25
Rural Dual Hilliness L Bendiness M	93	45	3600	3.68	26
Rural Dual Hilliness L Bendiness L	100	45	3600	3.68	27
Motorway 2 lanes Hilliness H Bendiness H	77	45	4800	3.85	28
Motorway 2 lanes Hilliness H Bendiness M	84	45	4800	3.85	29
Motorway 2 lanes Hilliness H Bendiness L	90	45	4800	3.85	30
Motorway 2 lanes Hilliness M Bendiness H	80	45	4800	3.85	31
Motorway 2 lanes Hilliness M Bendiness M	86	45	4800	3.85	32
Motorway 2 lanes Hilliness M Bendiness L	92	45	4800	3.85	33
Motorway 2 lanes Hilliness L Bendiness H	82	45	4800	3.85	34

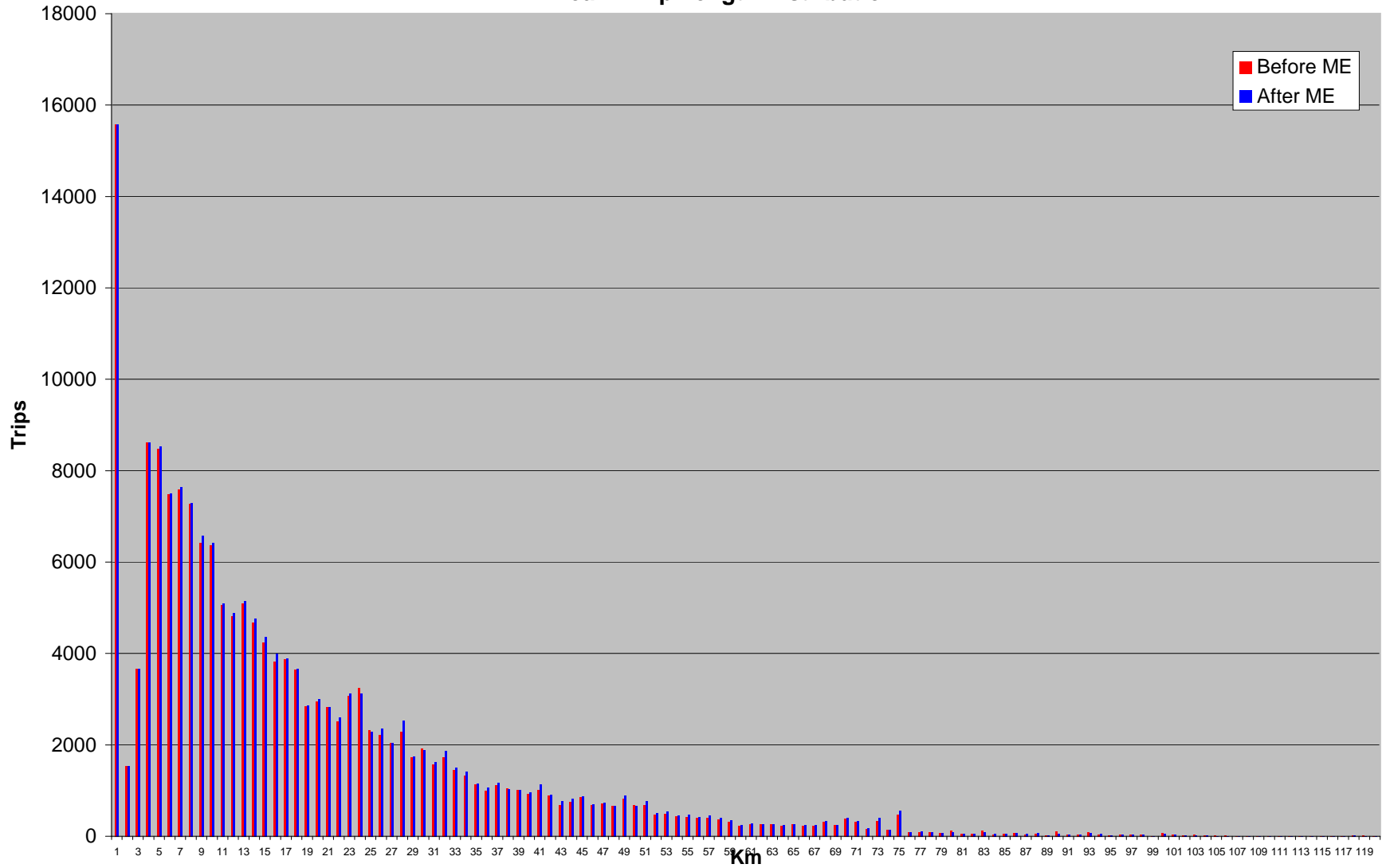
Motorway 2 lanes Hilliness L Bendiness M	89	45	4800	3.85	35
Motorway 2 lanes Hilliness L Bendiness L	96	45	4800	3.85	36
Motorway 3 lanes Hilliness H Bendiness H	83	45	7200	3.81	37
Motorway 3 lanes Hilliness H Bendiness M	90	45	7200	3.81	38
Motorway 3 lanes Hilliness H Bendiness L	96	45	7200	3.81	39
Motorway 3 lanes Hilliness M Bendiness H	86	45	7200	3.81	40
Motorway 3 lanes Hilliness M Bendiness M	92	45	7200	3.81	41
Motorway 3 lanes Hilliness M Bendiness L	98	45	7200	3.81	42
Motorway 3 lanes Hilliness L Bendiness H	88	45	7200	3.81	43
Motorway 3 lanes Hilliness L Bendiness M	95	45	7200	3.81	44
Motorway 3 lanes Hilliness L Bendiness L	101	45	7200	3.81	45
40mph road	65	30	2000	3	46
Centroid Connector	50	50	9999	0	900

# Appendix B - Trip Length Distribution

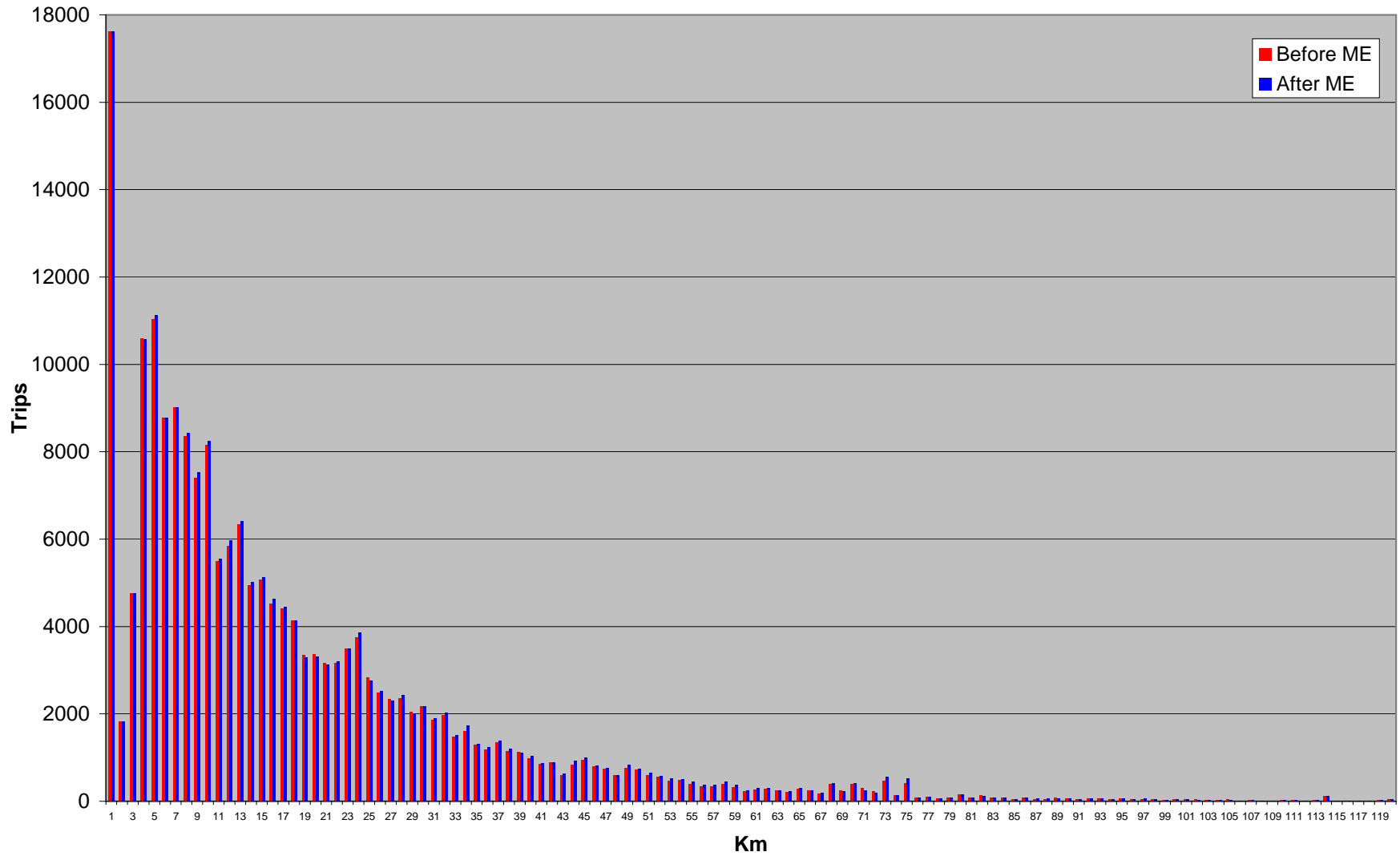
Inter Peak - Trip Length Distribution



AM Peak - Trip Length Distribution



PM Peak - Trip Length Distribution





# Appendix C - Post ME vs Prior Sector Matrix Comparison

PM Post ME v Prior % Difference Sector Matrix

PM % diff	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Total	
1	-1%	-8%	-35%	-18%	1%	-2%	31%	-13%	-26%	15%	19%	-53%	-54%	-40%	-47%	-43%	-22%	31%	-93%	n/a	13%	n/a	22%	n/a	n/a	n/a	-8%	-5%	
2	-6%	-3%	-5%	-5%	91%	141%	1%	119%	17%	112%	199%	2%	-11%	19%	-19%	-44%	-3%	179%	56%	-27%	171%	-3%	26%	n/a	n/a	419%	104%	-1%	
3	15%	1%	-10%	-11%	23%	2%	-6%	-1%	61%	-26%	-38%	-9%	-16%	41%	-5%	21%	80%	159%	47%	141%	130%	-31%	102%	n/a	n/a	245%	156%	-6%	
4	-14%	15%	-11%	0%	-23%	0%	0%	2%	62%	-27%	6%	-38%	-45%	-27%	-34%	-29%	19%	57%	7%	40%	57%	-33%	-32%	-25%	n/a	148%	143%	-1%	
5	-10%	100%	-3%	-39%	2%	-14%	-39%	-20%	-1%	6%	5%	-32%	-46%	-49%	-39%	-47%	-24%	30%	9%	-29%	5%	-39%	14%	226%	-53%	73%	157%	-4%	
6	6%	165%	-7%	0%	1%	0%	1%	-6%	1%	-22%	-22%	-32%	-34%	-8%	-20%	-16%	24%	80%	8%	52%	86%	-4%	39%	20%	458%	172%	150%	-3%	
7	71%	61%	-6%	0%	-27%	5%	5%	4%	60%	-28%	3%	-34%	-43%	-22%	-31%	-24%	20%	61%	0%	16%	83%	6%	45%	15%	381%	160%	156%	4%	
8	-33%	113%	2%	-2%	-11%	-4%	1%	-2%	-1%	-3%	-2%	-2%	-1%	-1%	-1%	-1%	-1%	-3%	-1%	-1%	-2%	-1%	-1%	0%	-2%	-2%	-1%	-3%	
9	8%	68%	61%	33%	15%	40%	31%	-1%	-1%	0%	-1%	-1%	-1%	-1%	-1%	0%	-1%	0%	0%	0%	0%	0%	0%	0%	-1%	0%	0%	0%	2%
10	16%	140%	-7%	-28%	12%	-33%	-16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11	23%	159%	-3%	44%	12%	-31%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
12	-29%	50%	-29%	-64%	-20%	-22%	-63%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-2%
13	-59%	-20%	-24%	-60%	-51%	-32%	-62%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-3%
14	-39%	32%	7%	-45%	-25%	18%	-45%	-10%	-4%	-4%	-3%	-4%	-3%	-4%	-15%	-10%	-12%	-11%	-10%	-22%	-11%	-13%	-6%	-31%	-23%	-13%	-15%	-9%	
15	-41%	-1%	11%	-47%	-18%	9%	-48%	-9%	-9%	-6%	-7%	-6%	-9%	-5%	-7%	-4%	-6%	-6%	-7%	-10%	-5%	-3%	-7%	-15%	-9%	-10%	-7%	-7%	
16	-1%	6%	57%	-22%	-1%	48%	-32%	-1%	0%	-1%	1%	0%	0%	-1%	-2%	-2%	-2%	-1%	-1%	-2%	-1%	-1%	-1%	-1%	-2%	0%	0%	-1%	
17	-46%	22%	-5%	-54%	-34%	6%	-53%	-4%	-4%	-6%	-4%	-6%	-4%	-4%	-4%	-4%	-5%	-4%	-4%	-4%	-4%	-2%	-4%	-1%	-4%	-4%	-4%	-4%	-4%
18	43%	110%	74%	-16%	11%	90%	-18%	-19%	-22%	-21%	-19%	-20%	-21%	-22%	-23%	-20%	-21%	-20%	-20%	-17%	-18%	-22%	-20%	-24%	-24%	-20%	-21%	-20%	
19	n/a	28%	3%	-28%	-9%	60%	-27%	-3%	-3%	-4%	-3%	-4%	-3%	-3%	-5%	-3%	-4%	-3%	-4%	-4%	-3%	-4%	-4%	-4%	-4%	-4%	-4%	-4%	
20	n/a	-35%	84%	-22%	-1%	79%	-26%	-3%	-2%	-1%	-1%	-1%	-1%	-1%	-1%	1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-2%	-1%	-2%	-2%	-1%	
21	-29%	63%	76%	-9%	14%	106%	-10%	-2%	-2%	-2%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-2%	-1%	-2%	-1%	-1%	-1%	
22	n/a	-53%	-30%	-60%	-16%	6%	-46%	-4%	-2%	-2%	-3%	-3%	-3%	-4%	-3%	-3%	-2%	-4%	-1%	-3%	-3%	-1%	-3%	-1%	0%	-3%	-3%	-1%	
23	-29%	43%	61%	-26%	29%	47%	-32%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	-1%	-1%	0%	0%	0%	
24	n/a	n/a	n/a	-83%	-72%	-43%	-84%	-1%	-1%	-2%	-2%	-2%	-2%	-1%	0%	-3%	-1%	-2%	-1%	-1%	-2%	-1%	-1%	-2%	-2%	-1%	-2%	-2%	
25	n/a	n/a	n/a	n/a	-31%	114%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	-76%	-12%	63%	-35%	39%	83%	-23%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	59%	-24%	49%	28%	16%	101%	16%	-3%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-1%	-2%	-1%	-1%	-1%	-1%	
<b>Total</b>	<b>-4%</b>	<b>3%</b>	<b>-6%</b>	<b>-4%</b>	<b>-1%</b>	<b>0%</b>	<b>-3%</b>	<b>-2%</b>	<b>0%</b>	<b>-1%</b>	<b>0%</b>	<b>-2%</b>	<b>-2%</b>	<b>-2%</b>	<b>-5%</b>	<b>-2%</b>	<b>-3%</b>	<b>-6%</b>	<b>-3%</b>	<b>-3%</b>	<b>-3%</b>	<b>-2%</b>	<b>-2%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-2%</b>	

IP Post ME v Prior Difference Sector Matrix

IP Diff	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Total
1	-6	-27	-3	0	-1	0	0	-1	0	0	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-37
2	-17	10	7	-2	13	9	0	26	0	12	2	0	0	-1	-10	-1	-2	0	0	0	0	0	0	0	0	0	0	46
3	3	46	-108	-20	4	0	-1	0	2	-6	-1	0	1	1	0	3	1	1	0	0	1	0	2	1	0	0	1	-69
4	0	5	-19	0	-1	0	0	-2	0	-3	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	-21
5	0	13	4	-2	78	-3	-8	-44	15	23	3	-8	1	5	-5	9	2	5	3	2	2	-2	10	0	0	2	24	125
6	0	10	1	0	-5	0	0	-36	-44	-18	-4	-10	-2	2	-3	0	1	1	0	0	1	-1	2	0	0	1	2	-105
7	0	1	-1	0	-8	1	14	-4	13	4	-1	-4	-6	1	-3	1	0	1	0	0	1	0	0	0	0	0	1	11
8	-1	25	4	1	-44	-9	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-20
9	-2	6	29	18	38	42	82	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	213
10	1	11	-3	-2	16	-24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11	0	3	0	5	3	-4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
12	0	1	-1	-1	-9	-4	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21
13	-3	0	-2	-4	-29	-6	-21	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-64
14	0	0	0	0	-1	1	-2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-1
15	0	0	1	-2	-5	2	-6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-8
16	0	2	7	0	13	17	1	3	6	3	2	4	8	1	1	8	1	0	0	1	0	0	0	0	0	2	3	84
17	0	-1	0	-1	-4	1	-2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-4
18	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
21	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22	0	0	0	0	-4	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6
23	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11
24	0	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	1
25	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	0
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
27	0	0	0	0	-4	1	-1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Total	-26	104	-76	-11	55	25	74	-58	-8	15	2	-20	2	10	-21	39	3	8	3	3	4	-3	15	1	0	5	30	173



AM Post ME v Prior Difference Sector Matrix

IP Diff	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Total	
1	-1	-8	-1	0	-11	0	0	-4	2	3	1	-1	-4	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-26	
2	8	17	12	-5	17	19	1	38	10	32	7	1	-7	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	149
3	4	70	61	-8	2	0	-1	-6	-8	-20	-8	-7	-15	-1	-3	0	-1	0	0	0	0	0	0	0	0	0	0	0	58
4	1	32	-8	0	-5	0	0	-4	0	-8	-1	-2	-16	1	5	7	0	1	1	0	1	1	0	0	0	0	0	24	29
5	1	25	6	0	43	2	-2	-29	63	63	15	-53	-116	-6	-20	-5	-8	-3	-1	0	-1	-1	-1	0	0	0	2	-23	
6	0	12	1	0	-3	0	2	-57	-58	-68	-15	-24	-76	-5	-16	-4	-5	-1	-1	0	0	0	0	-1	0	0	2	-319	
7	0	4	-1	0	-20	-1	9	-43	3	-45	-5	-4	-55	1	15	47	0	2	3	0	2	3	1	0	1	2	59	-22	
8	-1	23	9	2	-106	25	18	-93	-31	0	0	0	0	-8	-20	-1	-7	-4	-1	0	0	-1	0	0	0	0	0	-2	-197
9	-3	6	75	16	16	78	59	-16	-52	0	0	0	0	-4	-33	1	-6	-4	-1	0	-1	-1	0	0	0	0	0	-1	130
10	1	21	4	0	24	-33	-4	-35	-13	0	0	0	0	-3	-13	-3	-2	-4	-1	0	-1	-1	0	0	0	0	0	-1	-64
11	0	7	0	3	3	-6	22	-5	-6	0	0	0	0	-1	-4	0	-1	-2	0	0	0	0	0	0	0	0	0	0	9
12	-3	1	6	-1	-6	1	-12	-5	-7	0	0	0	0	-4	-8	-1	-3	-6	-1	0	0	-1	0	0	0	0	0	-1	-52
13	-6	1	14	0	-13	21	-7	-8	-14	0	0	0	0	-3	-19	3	-6	-4	-1	0	0	-1	0	0	0	0	0	-2	-45
14	0	4	5	0	-1	5	0	-1	-2	0	0	0	0	-15	-3	-2	-5	-10	-1	0	-1	-2	0	0	0	0	0	-1	-31
15	0	0	5	-1	-10	13	-3	-2	-7	0	0	0	0	-14	-31	-5	-2	-3	-1	0	0	-1	0	0	0	0	0	-1	-62
16	0	4	12	1	-6	50	5	25	4	6	2	5	12	-65	-29	-169	-33	-15	-2	0	1	-3	7	0	0	5	-1	-184	
17	0	0	1	-2	-9	0	-4	-2	-2	0	0	0	0	-34	-10	-17	-215	-11	-2	-1	-1	-2	0	0	0	0	0	-52	-364
18	0	0	4	0	6	4	2	-1	0	0	0	0	0	-9	-1	-1	-4	-123	-8	0	-7	-9	0	-1	0	0	-2	-149	
19	0	0	0	0	1	0	-1	0	0	0	0	0	0	-5	-1	-1	-3	-52	-92	0	-4	-16	-1	-1	0	0	-1	-177	
20	0	0	0	0	0	1	0	0	0	0	0	0	0	-4	0	0	-4	-30	-2	-2	-3	-2	0	0	0	0	-3	-50	
21	0	0	1	0	2	3	1	-1	0	0	0	0	0	-7	-1	0	-5	-85	-9	-1	-15	-13	0	0	0	0	-3	-132	
22	0	0	0	0	-2	0	-1	0	-1	0	0	0	0	-7	-1	-3	-3	-79	-85	-1	-9	-57	-3	-4	0	0	-2	-257	
23	0	0	1	-1	-2	3	1	0	-1	0	0	0	0	-7	-2	-1	-6	-85	-16	-1	-10	-25	-4	-3	0	0	-4	-164	
24	0	0	0	0	-1	0	0	0	0	0	0	0	0	-1	0	0	0	-4	-4	0	0	-2	-1	-18	0	0	0	-33	
25	0	0	0	0	0	1	0	0	0	0	0	0	0	-1	0	0	-1	-7	-8	0	-1	-3	-1	-6	0	0	0	-26	
26	0	0	0	0	0	1	0	0	0	0	0	0	0	-2	-1	2	-14	-9	-1	-2	-1	-2	0	0	0	0	-21	-50	
27	0	0	1	0	-2	3	0	-1	-1	0	0	0	0	-12	-6	2	-91	-6	-1	-1	-1	-2	0	0	0	0	-111	-229	
Total	2	221	208	4	-85	192	85	-249	-123	-38	-3	-86	-278	-216	-203	-149	-424	-546	-237	-11	-51	-141	-4	-36	1	8	-122	-2282	

**AM Post ME v Prior % Difference Sector Matrix**

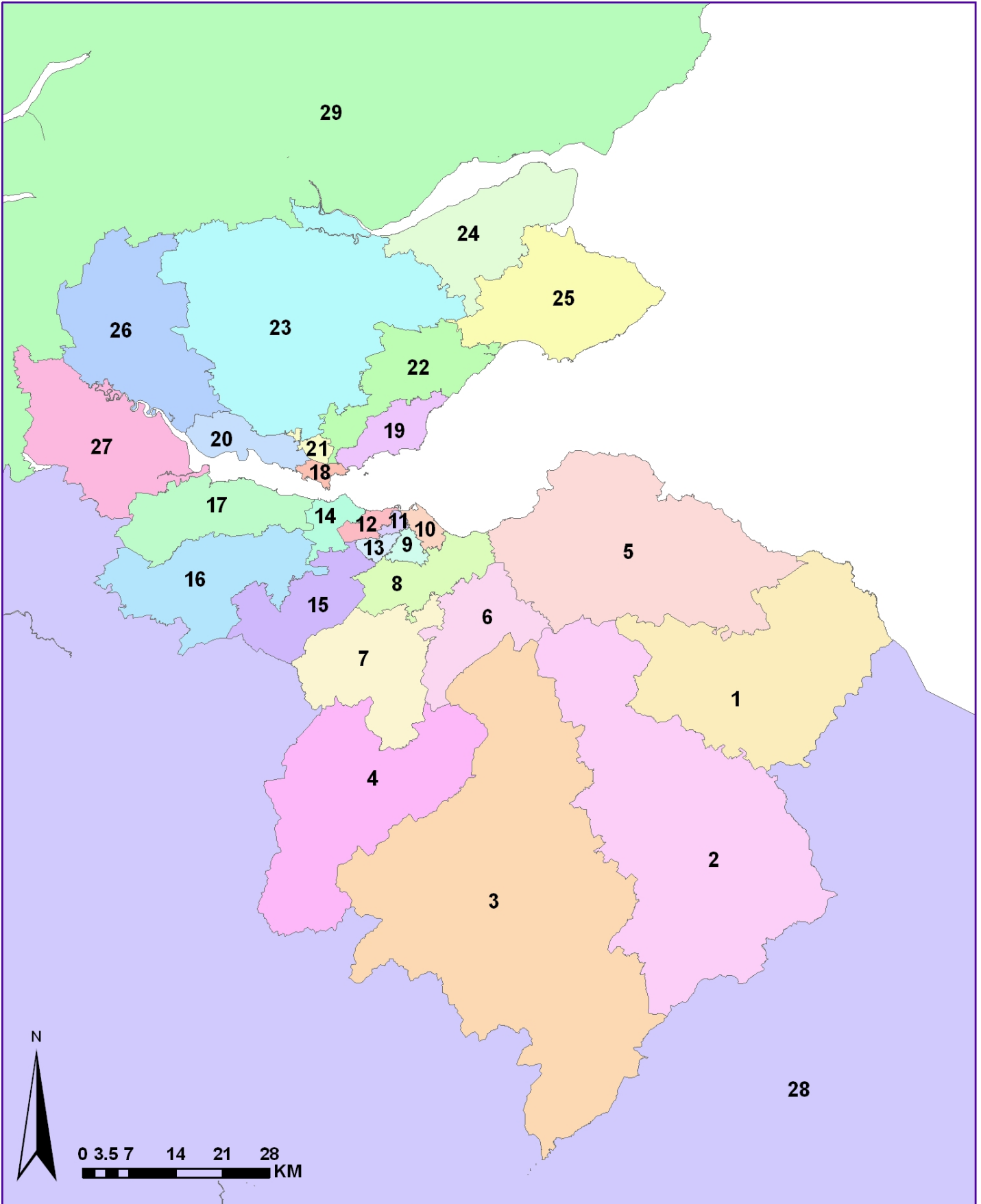
AM % Diff	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Total		
1	0%	-5%	-2%	-6%	-7%	7%	0%	-5%	8%	17%	25%	-15%	-66%	-52%	-37%	-12%	-62%	-18%	-47%	n/a	-27%	-2%	-23%	n/a	n/a	-3%	80%	-3%		
2	5%	1%	2%	-13%	84%	103%	15%	65%	29%	105%	107%	22%	-59%	-23%	-9%	15%	-37%	-26%	-28%	-42%	13%	0%	-42%	n/a	n/a	103%	-43%	6%		
3	19%	11%	4%	-6%	9%	-1%	-3%	-9%	-14%	-67%	-74%	-67%	-72%	-49%	-49%	3%	-50%	-32%	-28%	-19%	-16%	-8%	-10%	n/a	n/a	22%	-11%	2%		
4	16%	63%	-6%	0%	-51%	0%	0%	-4%	0%	-27%	-6%	-15%	-36%	16%	30%	87%	0%	62%	92%	81%	100%	97%	96%	-30%	n/a	182%	550%	3%		
5	1%	149%	39%	1%	2%	3%	-4%	-3%	12%	13%	14%	-32%	-62%	-51%	-34%	-5%	-57%	-33%	-25%	-29%	-20%	-12%	-29%	-64%	12%	6%	30%	0%		
6	21%	175%	5%	0%	-3%	0%	8%	-10%	-22%	-34%	-33%	-53%	-76%	-53%	-40%	-13%	-58%	-36%	-29%	-26%	-22%	-23%	-21%	-67%	-14%	11%	45%	-18%		
7	10%	62%	-4%	0%	-58%	-2%	4%	-13%	1%	-29%	-12%	-8%	-38%	15%	43%	110%	0%	46%	94%	40%	98%	94%	90%	-32%	145%	181%	519%	-1%		
8	-6%	142%	24%	7%	-15%	10%	11%	-3%	-1%	0%	0%	0%	0%	-11%	-8%	0%	-6%	-17%	-4%	-4%	-2%	-5%	0%	-1%	0%	0%	0%	-3%	-2%	
9	-31%	38%	289%	64%	6%	90%	59%	-1%	-1%	0%	0%	0%	0%	-5%	-8%	0%	-5%	-21%	-3%	-3%	-2%	-2%	0%	0%	0%	0%	0%	-2%	1%	
10	26%	135%	16%	-3%	7%	-38%	-6%	-3%	-1%	0%	0%	0%	0%	-8%	-8%	-1%	-6%	-19%	-4%	-1%	-2%	-2%	0%	-3%	0%	0%	0%	-3%	-1%	
11	27%	211%	-2%	96%	5%	-35%	91%	-2%	-1%	0%	0%	0%	0%	-8%	-6%	0%	-4%	-17%	-4%	0%	-2%	-3%	0%	-2%	0%	0%	0%	-2%	0%	
12	-27%	42%	87%	-17%	-11%	5%	-20%	-1%	-1%	0%	0%	0%	0%	-4%	-5%	0%	-7%	-16%	-4%	-1%	-2%	-4%	0%	-2%	0%	0%	0%	0%	-2%	-1%
13	-19%	44%	114%	-1%	-21%	68%	-14%	-1%	-1%	0%	0%	0%	0%	-5%	-6%	1%	-4%	-17%	-3%	-2%	-2%	-4%	0%	-3%	0%	0%	0%	-2%	-1%	
14	-6%	74%	308%	-12%	-20%	147%	-4%	-1%	-1%	0%	0%	0%	0%	-5%	-3%	-1%	-5%	-20%	-4%	0%	-2%	-4%	0%	-1%	0%	0%	0%	-4%	-2%	
15	-19%	75%	156%	-24%	-33%	109%	-18%	-1%	-2%	0%	0%	0%	0%	-24%	-6%	-1%	-4%	-21%	-6%	-1%	-2%	-4%	0%	0%	0%	0%	0%	-2%	-2%	
16	20%	162%	346%	10%	-7%	186%	24%	7%	1%	2%	1%	2%	1%	-17%	-6%	-2%	-6%	-15%	-2%	1%	1%	-2%	6%	-3%	0%	10%	0%	-1%		
17	-47%	-16%	47%	-56%	-60%	1%	-57%	-1%	-1%	0%	0%	0%	0%	-14%	-7%	-2%	-6%	-19%	-5%	-2%	-2%	-3%	0%	-1%	0%	0%	0%	-2%	-4%	
18	113%	593%	573%	79%	102%	329%	79%	-2%	-1%	0%	0%	0%	0%	-15%	-6%	-1%	-8%	-18%	-3%	-1%	-2%	-4%	0%	-3%	0%	0%	0%	-4%	-6%	
19	n/a	202%	202%	-8%	16%	-4%	-26%	-1%	-1%	0%	0%	0%	0%	-15%	-7%	-2%	-5%	-18%	-5%	-2%	-1%	-1%	0%	-2%	0%	0%	0%	-2%	-4%	
20	n/a	376%	425%	18%	-14%	249%	22%	-1%	-1%	0%	0%	0%	0%	-26%	-9%	-2%	-5%	-20%	-4%	-1%	-2%	-4%	0%	-2%	0%	0%	0%	-2%	-4%	
21	96%	384%	532%	79%	47%	347%	81%	-2%	-1%	0%	0%	0%	0%	-15%	-5%	0%	-7%	-18%	-4%	-1%	-2%	-4%	0%	-2%	0%	0%	0%	-4%	-4%	
22	14%	-67%	-3%	-25%	-63%	5%	-14%	-1%	-1%	0%	0%	0%	0%	-18%	-2%	-3%	-3%	-21%	-5%	-2%	-2%	-1%	0%	-2%	0%	0%	0%	-2%	-3%	
23	80%	-24%	184%	-63%	-42%	85%	41%	-1%	-1%	0%	0%	0%	0%	-10%	-6%	-1%	-6%	-21%	-4%	-1%	-2%	-3%	0%	-2%	0%	0%	0%	-1%	-3%	
24	n/a	n/a	n/a	-81%	-32%	-24%	-79%	0%	-1%	0%	0%	0%	0%	-34%	-10%	-2%	-1%	-30%	-6%	-2%	-1%	-1%	-1%	-2%	0%	0%	0%	-2%	-2%	
25	n/a	n/a	n/a	n/a	-81%	403%	67%	-2%	0%	0%	0%	0%	0%	-27%	-9%	-2%	-8%	-25%	-6%	-1%	-2%	-1%	-1%	-2%	0%	0%	0%	-1%	-1%	
26	n/a	44%	248%	-2%	5%	185%	20%	-2%	-1%	0%	0%	0%	0%	-17%	-9%	4%	-4%	-24%	-5%	-2%	-1%	-3%	0%	-2%	0%	0%	0%	-1%	-1%	
27	33%	107%	139%	2%	-10%	118%	3%	-2%	-1%	0%	0%	0%	0%	-14%	-8%	1%	-5%	-20%	-4%	-2%	-1%	-4%	0%	-2%	0%	0%	0%	-2%	-2%	
Total	0%	10%	8%	1%	-2%	18%	9%	-2%	-1%	0%	0%	-2%	-3%	-13%	-7%	-1%	-5%	-19%	-5%	-2%	-1%	-2%	0%	-2%	0%	0%	-1%	-2%		

PM Post ME v Prior Difference Sector Matrix

IP Diff	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Total
1	-5	-19	-7	-1	1	0	1	-2	-2	1	0	-5	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-56
2	-14	-53	-45	-4	20	14	0	24	4	21	8	0	0	0	0	-10	0	0	0	0	0	0	0	0	0	0	0	-33
3	7	9	-229	-30	4	0	-2	-1	19	-7	-1	-1	-2	0	0	1	1	1	0	0	0	0	1	0	0	0	2	-228
4	0	7	-25	0	-2	0	0	1	18	-3	0	-2	-4	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	-13
5	-18	20	-1	-5	56	-12	-13	-159	-4	20	3	-23	-42	-2	-32	-17	-3	6	1	0	0	-1	2	12	0	1	29	-185
6	0	25	-2	0	1	0	1	-24	2	-20	-4	-5	-14	0	-3	-4	1	1	0	0	1	0	1	0	1	0	2	-39
7	1	3	-2	0	-9	2	17	11	85	-19	1	-14	-22	-1	-5	-4	1	1	0	0	1	0	1	0	0	1	3	52
8	-17	43	2	-2	-129	-23	5	-105	-23	-42	-4	-5	-8	-1	-1	-4	-1	-1	0	0	-1	0	0	0	0	0	-1	-318
9	2	22	52	39	93	109	111	-28	-53	-12	-4	-6	-17	-1	-5	-3	-1	0	0	0	0	0	0	0	0	0	-1	295
10	3	27	-3	-12	72	-61	-25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
11	1	8	0	7	15	-12	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36
12	-3	2	-5	-8	-41	-8	-33	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-95
13	-4	-2	-7	-27	-102	-29	-93	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-260
14	0	0	0	-2	-3	1	-4	-8	-4	-3	-1	-5	-3	-11	-14	-68	-27	-9	-5	-4	-7	-7	-6	-1	-1	-2	-9	-203
15	-1	0	1	-7	-11	3	-15	-22	-38	-12	-5	-10	-27	-3	-40	-31	-5	-1	-1	0	-1	-1	-2	0	0	-1	-2	-235
16	0	0	3	-1	-1	14	-12	-5	-1	-3	1	0	0	-2	-9	-172	-17	-1	-1	-1	-1	-2	-1	0	0	0	0	-211
17	0	0	0	0	-6	0	-4	-3	-5	-3	-1	-5	-6	-4	-2	-28	-216	-2	-1	-3	-2	-1	-3	0	0	-13	-97	-408
18	0	0	1	0	1	2	-1	-4	-6	-5	-3	-6	-7	-7	-2	-15	-11	-136	-65	-19	-83	-84	-75	-2	-4	-7	-8	-546
19	0	0	0	0	0	1	-1	-1	-1	-1	0	-1	-1	-1	0	-2	-2	-10	-99	-2	-10	-84	-17	-4	-6	-1	-1	-242
20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	-1	0	0	-2	-1	-1	-1	0	0	-2	-2	-10
21	0	0	1	0	0	1	0	0	-1	0	0	0	-1	0	0	-1	-1	-7	-4	-3	-16	-8	-10	0	0	-1	-1	-53
22	0	-1	0	0	-1	0	-1	-1	-1	-1	0	-1	-1	-1	0	-3	-1	-12	-19	-2	-14	-56	-27	-3	-2	-1	-1	-150
23	0	1	13	0	3	0	-1	0	0	0	0	0	0	0	0	6	0	0	-1	0	0	-3	-3	-1	-1	0	0	12
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	-4	-3	-15	-7	0	0	-33
25	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
26	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
27	0	0	1	2	1	3	2	-1	-1	-1	0	-1	-1	-1	-1	3	-51	-1	-1	-3	-1	-1	-3	0	0	-27	-124	-207
Total	-49	93	-252	-52	-36	8	-54	-326	-14	-91	-13	-91	-174	-35	-118	-342	-334	-170	-197	-38	-135	-255	-148	-15	-21	-52	-209	-3122

# Appendix D - Sector Definition





Office: # Location# Drawn: # INIT# Date: # Date Of Creation# Revised: # PR# Client: # Client# File Path: # File Path#

# SEStran Regional Model

Title  
SEStran Sector System

Scale  
1:756,575  
at A3

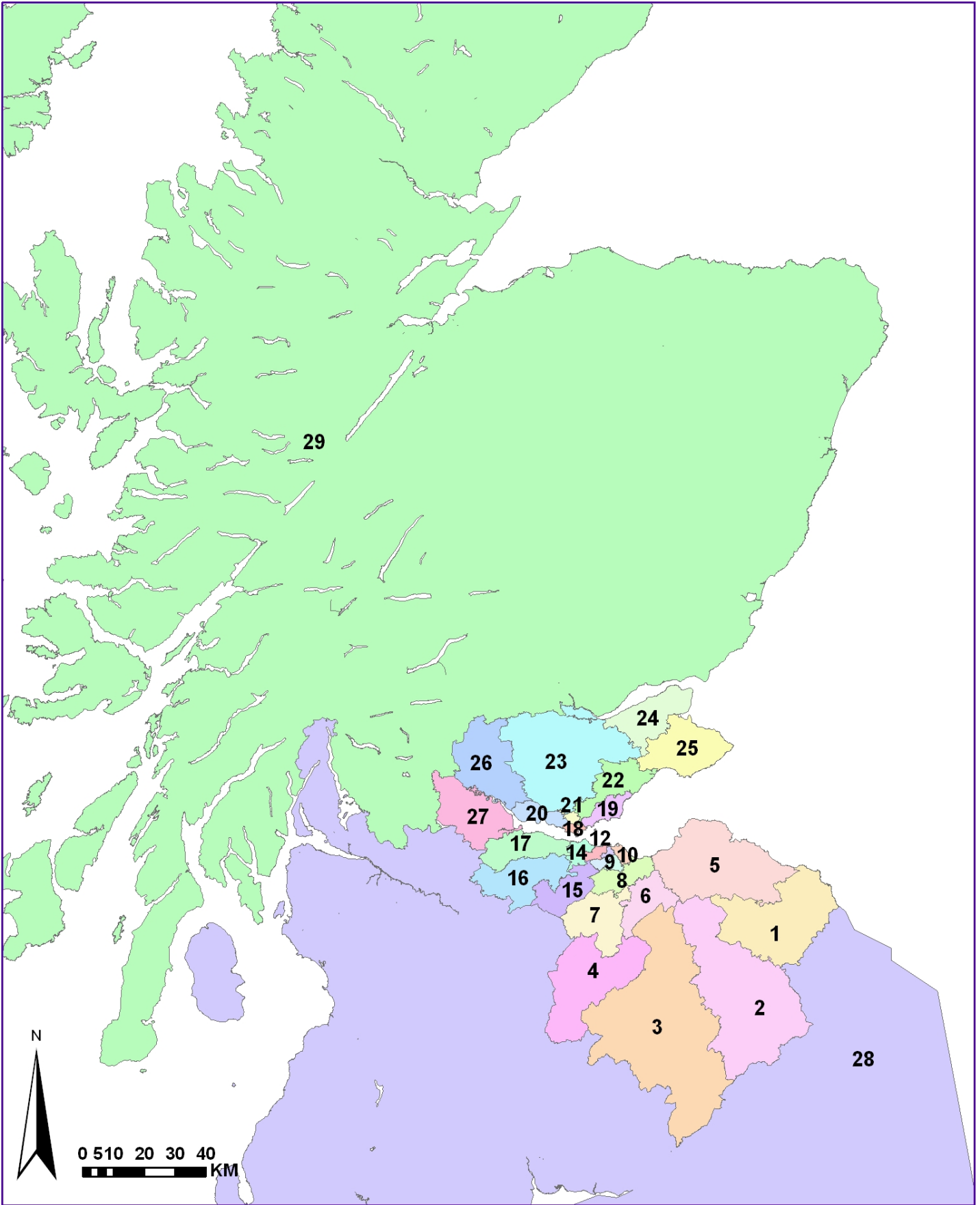
Prepared for SEStran  
November 2009

Project No. C3942600

Figure

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**mvaconsultancy**



Office: # Location# Drawn: # INIT# Date: # Date Of Creation# Revised: # RR# Client: # Client# File Path: # File Path#

# SEStran Regional Model

Title  
SEStran Sector System Scotland

Scale  
1:1,632,142  
at A3

Prepared for SEStran  
November 2009

Project No. C3942600

Figure

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**mvaconsultancy**

# Appendix E - Traffic Count Calibration

SCREENLINE	PM TOT_COUNT	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
SCRL 1 NB	2485	2339	-146	-6%	2.97
SCRL 1 SB	1702	1752	50	3%	1.21
SCRL 2 EB	6418	6301	-117	-2%	1.47
SCRL 2 WB	7754	7615	-139	-2%	1.58
SCRL 3a EB	1950	1971	21	1%	0.47
SCRL 3b EB	3486	3412	-74	-2%	1.25
SCRL 3c EB	1508	1529	21	1%	0.53
SCRL 3a WB	3254	3159	-95	-3%	1.69
SCRL 3b WB	4721	4337	-384	-8%	5.70
SCRL 3c WB	1691	1548	-143	-8%	3.56
SCRL 4a NB	3892	3890	-2	0%	0.03
SCRL 4b NB	4358	4199	-159	-4%	2.43
SCRL 4c NB	100	100	0	0%	0.00
SCRL 4a SB	4402	4372	-30	-1%	0.46
SCRL 4b SB	4384	4393	9	0%	0.13
SCRL 4c SB	105	104	-1	-1%	0.09
SCRL 5a NB	1365	1352	-13	-1%	0.35
SCRL 5b NB	3622	3460	-162	-4%	2.72
SCRL 5a SB	1167	1171	4	0%	0.11
SCRL 5b SB	2867	2865	-2	0%	0.04
SCRL 6 NB	4067	4052	-15	0%	0.24
SCRL 6 SB	3225	3257	32	1%	0.57
SCRL 7a EB	2383	2400	17	1%	0.34
SCRL 7b EB	4663	4708	45	1%	0.65
SCRL 7a WB	1556	1614	58	4%	1.46
SCRL 7b WB	4071	3965	-106	-3%	1.67
SCRL 8 EB	1339	1364	25	2%	0.69
SCRL 8 WB	1326	1287	-39	-3%	1.09
SCRL 9a EB	1521	1468	-53	-3%	1.37
SCRL 9b EB	3552	3410	-142	-4%	2.41
SCRL 9a WB	1514	1501	-13	-1%	0.34
SCRL 9b WB	3349	3286	-63	-2%	1.10
SCRL 10 NB	3354	3384	30	1%	0.51
SCRL 10 SB	3551	3568	17	0%	0.29
SCRL 11 NB	418	416	-2	-1%	0.11
SCRL 11 SB	498	481	-17	-3%	0.77
SCRL 12 IN	3266	3702	437	13%	7.40
SCRL 12 OUT	3017	3122	105	3%	1.89
SCRL 13 IN	428	448	20	5%	0.95
SCRL 13 OUT	471	465	-6	-1%	0.28
SCRL 14 IN	446	448	2	0%	0.10
SCRL 14 OUT	529	514	-15	-3%	0.66
SCRL 15 NB	1189	1186	-3	0%	0.08
SCRL 15 SB	1608	1612	4	0%	0.10
SCRL 17 NB	116	116	0	0%	0.00
SCRL 17 SB	103	103	0	0%	0.04
SCRL 18 NB	113	111	-2	-2%	0.17
SCRL 18 SB	113	112	-1	-1%	0.07
SCRL 19 WB	199	199	0	0%	0.02
SCRL 19 EB	163	164	1	1%	0.08

SCREENLINE	AM				
	TOT_COUNT	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
SCRL 20 NB	324	316	-8	-2%	0.45
SCRL 20 SB	377	376	-1	0%	0.07
SCRL 21 NB	559	500	-59	-11%	2.59
SCRL 21 SB	760	744	-16	-2%	0.60
SCRL 22 NB	883	845	-38	-4%	1.29
SCRL 22 SB	1331	1200	-131	-10%	3.70
SCRL 23 WB	2690	2677	-13	0%	0.25
SCRL 23 EB	3313	3430	117	4%	2.01
SCRL 25 EB	1784	1787	4	0%	0.09
SCRL 25 WB	3246	3087	-159	-5%	2.83
SCRL 26 NB	313	300	-13	-4%	0.71
SCRL 26 SB	368	374	6	2%	0.31
SCRL 27 NB	290	304	14	5%	0.83
SCRL 27 SB	412	404	-8	-2%	0.38
SCRL 28 EB	487	473	-14	-3%	0.65
SCRL 28 WB	453	461	8	2%	0.38
SCRL 29 NB	1378	1402	24	2%	0.65
SCRL 29 SB	1562	1557	-5	0%	0.13
SCRL 30 NB	1183	1097	-86	-7%	2.54
SCRL 30 SB	1209	1199	-11	-1%	0.30
SCRL 31 NB	816	816	0	0%	0.01
SCRL 31 SB	1090	1090	0	0%	0.01
SCRL 32 NB	255	305	50	19%	2.97
SCRL 32 SB	346	357	11	3%	0.60
SCRL 33 NB	585	551	-35	-6%	1.46
SCRL 33 SB	390	386	-4	-1%	0.21
SCRL 34 EB	62	99	38	61%	4.19
SCRL 34 WB	133	149	16	12%	1.37
SCRL 35 WB	2065	2250	185	9%	3.99
SCRL 35 EB	2586	2965	379	15%	7.20
SCRL 36 NB	1215	1168	-46	-4%	1.34
SCRL 36 SB	1267	1257	-10	-1%	0.27

SCREENLINE	IP				
	TOT_COUNT	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
SCRL 1 NB	1230	1137	-93	-8%	2.71
SCRL 1 SB	1151	1182	31	3%	0.90
SCRL 2 EB	5026	5008	-18	0%	0.25
SCRL 2 WB	5275	5338	63	1%	0.87
SCRL 3a EB	1408	1446	38	3%	1.00
SCRL 3b EB	2884	2858	-26	-1%	0.48
SCRL 3c EB	874	890	16	2%	0.55
SCRL 3a WB	1852	1810	-42	-2%	0.99
SCRL 3b WB	3068	2969	-99	-3%	1.81
SCRL 3c WB	897	1000	103	11%	3.35
SCRL 4a NB	2466	2477	11	0%	0.22
SCRL 4b NB	2737	2631	-106	-4%	2.04
SCRL 4c NB	70	70	0	0%	0.00
SCRL 4a SB	2290	2304	14	1%	0.29
SCRL 4b SB	2744	2767	23	1%	0.45
SCRL 4c SB	67	67	0	0%	0.00
SCRL 5a NB	937	872	-65	-7%	2.18
SCRL 5b NB	1931	1998	67	3%	1.51
SCRL 5a SB	862	869	7	1%	0.25
SCRL 5b SB	2099	2106	7	0%	0.14
SCRL 6 NB	2575	2623	48	2%	0.94
SCRL 6 SB	2718	2885	167	6%	3.16
SCRL 7a EB	1248	1336	88	7%	2.46
SCRL 7b EB	2974	3216	242	8%	4.36
SCRL 7a WB	1246	1366	120	10%	3.33
SCRL 7b WB	2954	3019	65	2%	1.20
SCRL 8 EB	962	946	-16	-2%	0.51
SCRL 8 WB	890	891	1	0%	0.02
SCRL 9a EB	1005	1055	50	5%	1.56
SCRL 9b EB	2366	2260	-106	-4%	2.20
SCRL 9a WB	1067	1086	19	2%	0.58
SCRL 9b WB	2309	2168	-141	-6%	2.98
SCRL 10 NB	2421	2418	-3	0%	0.06
SCRL 10 SB	2494	2540	46	2%	0.91
SCRL 11 NB	290	291	0	0%	0.03
SCRL 11 SB	309	311	2	1%	0.10
SCRL 12 IN	2467	2445	-21	-1%	0.43
SCRL 12 OUT	2669	2590	-80	-3%	1.55
SCRL 13 IN	378	395	17	5%	0.88
SCRL 13 OUT	355	354	-1	0%	0.03
SCRL 14 IN	380	373	-6	-2%	0.33
SCRL 14 OUT	372	362	-10	-3%	0.53
SCRL 15 NB	1037	1031	-6	-1%	0.17
SCRL 15 SB	1043	1040	-3	0%	0.10
SCRL 17 NB	93	93	0	0%	0.04
SCRL 17 SB	102	102	0	0%	0.00
SCRL 18 NB	112	112	0	0%	0.01
SCRL 18 SB	125	123	-2	-1%	0.16
SCRL 19 WB	165	165	0	0%	0.02
SCRL 19 EB	159	159	0	0%	0.03

SCREENLINE	AM				
	TOT_COUNT	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
SCRL 20 NB	319	317	-2	-1%	0.10
SCRL 20 SB	356	353	-3	-1%	0.16
SCRL 21 NB	523	482	-40	-8%	1.81
SCRL 21 SB	540	514	-26	-5%	1.14
SCRL 22 NB	667	629	-38	-6%	1.49
SCRL 22 SB	766	766	0	0%	0.00
SCRL 23 WB	2373	2267	-106	-4%	2.20
SCRL 23 EB	2595	2450	-145	-6%	2.89
SCRL 25 EB	1505	1497	-8	-1%	0.20
SCRL 25 WB	2056	2001	-55	-3%	1.23
SCRL 26 NB	250	240	-10	-4%	0.62
SCRL 26 SB	251	245	-7	-3%	0.41
SCRL 27 NB	221	227	6	3%	0.41
SCRL 27 SB	235	235	0	0%	0.01
SCRL 28 EB	367	328	-39	-11%	2.07
SCRL 28 WB	363	335	-28	-8%	1.51
SCRL 29 NB	1094	1083	-11	-1%	0.33
SCRL 29 SB	1072	1069	-2	0%	0.07
SCRL 30 NB	895	862	-34	-4%	1.14
SCRL 30 SB	1013	988	-24	-2%	0.77
SCRL 31 NB	646	652	7	1%	0.26
SCRL 31 SB	627	627	0	0%	0.01
SCRL 32 NB	238	257	19	8%	1.23
SCRL 32 SB	238	253	15	6%	0.97
SCRL 33 NB	411	400	-11	-3%	0.53
SCRL 33 SB	413	408	-5	-1%	0.26
SCRL 34 EB	59	74	14	24%	1.75
SCRL 34 WB	63	59	-4	-6%	0.47
SCRL 35 WB	1875	1832	-43	-2%	1.00
SCRL 35 EB	1951	1925	-26	-1%	0.60
SCRL 36 NB	960	935	-24	-3%	0.79
SCRL 36 SB	1065	1046	-19	-2%	0.58

SCREENLINE	AM	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
	TOT_COUNT				
SCRL 1 NB	1440	1447	7	0%	0.19
SCRL 1 SB	2186	2113	-73	-3%	1.58
SCRL 2 EB	8745	8742	-3	0%	0.03
SCRL 2 WB	6096	6269	173	3%	2.19
SCRL 3a EB	3212	3245	33	1%	0.59
SCRL 3b EB	4793	4737	-56	-1%	0.81
SCRL 3c EB	1457	1414	-43	-3%	1.13
SCRL 3a WB	2066	1993	-73	-4%	1.63
SCRL 3b WB	3419	3377	-42	-1%	0.73
SCRL 3c WB	1235	1245	10	1%	0.27
SCRL 4a NB	4268	4293	25	1%	0.38
SCRL 4b NB	4061	3965	-96	-2%	1.51
SCRL 4c NB	85	85	0	0%	0.00
SCRL 4a SB	3596	3596	0	0%	0.00
SCRL 4b SB	4038	4149	111	3%	1.73
SCRL 4c SB	90	90	0	0%	0.04
SCRL 5a NB	1258	1243	-15	-1%	0.43
SCRL 5b NB	2886	2834	-52	-2%	0.97
SCRL 5a SB	1345	1356	11	1%	0.31
SCRL 5b SB	3450	3451	1	0%	0.02
SCRL 6 NB	2801	2730	-71	-3%	1.35
SCRL 6 SB	3560	3760	200	6%	3.31
SCRL 7a EB	1294	1356	62	5%	1.71
SCRL 7b EB	3642	3688	46	1%	0.76
SCRL 7a WB	2343	2389	46	2%	0.94
SCRL 7b WB	4753	4513	-240	-5%	3.53
SCRL 8 EB	1684	1506	-178	-11%	4.46
SCRL 8 WB	1398	1264	-134	-10%	3.68
SCRL 9a EB	1421	1262	-159	-11%	4.34
SCRL 9b EB	3011	3003	-8	0%	0.14
SCRL 9a WB	1521	1313	-208	-14%	5.53
SCRL 9b WB	3182	3034	-148	-5%	2.66
SCRL 10 NB	3273	3267	-6	0%	0.10
SCRL 10 SB	3121	3103	-18	-1%	0.32
SCRL 11 NB	465	465	0	0%	0.00
SCRL 11 SB	368	377	9	2%	0.46
SCRL 12 IN	3178	3194	16	1%	0.28
SCRL 12 OUT	3732	4285	553	15%	8.74
SCRL 13 IN	500	487	-13	-3%	0.58
SCRL 13 OUT	345	356	11	3%	0.58
SCRL 14 IN	499	496	-2	0%	0.10
SCRL 14 OUT	424	407	-17	-4%	0.82
SCRL 15 NB	1528	1522	-7	0%	0.17
SCRL 15 SB	1155	1157	3	0%	0.08
SCRL 17 NB	106	106	0	0%	0.02
SCRL 17 SB	94	94	0	0%	0.03
SCRL 18 NB	82	80	-2	-2%	0.17
SCRL 18 SB	70	70	0	-1%	0.05
SCRL 19 WB	143	143	0	0%	0.04
SCRL 19 EB	174	174	0	0%	0.03



SCREENLINE	AM				
	TOT_COUNT	TOT_MODELLED	TOT_DIFF	% DIFF	GEH
SCRL 20 NB	312	311	-1	0%	0.06
SCRL 20 SB	265	253	-12	-5%	0.76
SCRL 21 NB	724	694	-30	-4%	1.14
SCRL 21 SB	512	487	-25	-5%	1.10
SCRL 22 NB	1323	1026	-297	-22%	8.66
SCRL 22 SB	859	836	-23	-3%	0.79
SCRL 23 WB	2996	3310	313	10%	5.58
SCRL 23 EB	3253	2973	-280	-9%	5.01
SCRL 25 EB	2762	2743	-19	-1%	0.36
SCRL 25 WB	2261	2182	-79	-4%	1.68
SCRL 26 NB	361	345	-16	-5%	0.86
SCRL 26 SB	249	247	-2	-1%	0.12
SCRL 27 NB	420	440	20	5%	0.97
SCRL 27 SB	292	277	-15	-5%	0.88
SCRL 28 EB	369	362	-7	-2%	0.36
SCRL 28 WB	373	330	-42	-11%	2.26
SCRL 29 NB	1419	1426	7	0%	0.17
SCRL 29 SB	1385	1386	1	0%	0.02
SCRL 30 NB	1297	1214	-82	-6%	2.32
SCRL 30 SB	966	957	-10	-1%	0.32
SCRL 31 NB	1174	1557	383	33%	10.37
SCRL 31 SB	667	695	29	4%	1.11
SCRL 32 NB	344	349	5	1%	0.25
SCRL 32 SB	234	250	17	7%	1.07
SCRL 33 NB	353	349	-3	-1%	0.19
SCRL 33 SB	507	492	-15	-3%	0.66
SCRL 34 EB	139	143	4	3%	0.33
SCRL 34 WB	45	44	-1	-2%	0.10
SCRL 35 WB	2375	2619	244	10%	4.89
SCRL 35 EB	2171	2330	158	7%	3.34
SCRL 36 NB	1375	1318	-57	-4%	1.54
SCRL 36 SB	987	978	-9	-1%	0.29







New N	A	B	DESCRIPTION	AM					IP					PM				
				OBS PCU	MODELL ED PCU	DIFF	% DIFF	GEH	OBS PCU	MODELL ED PCU	DIFF	% DIFF	GEH	OBS PCU	MODELL ED PCU	DIFF	% DIFF	GEH
121	32300	37781	A91 Burns	261	262	-1	0.00	0.06	197	213	-16	-0.08	1.13	256	255	1	0.01	0.08
122	32549	32507	A92 NEW I	1038	1024	14	0.01	0.43	773	772	1	0.00	0.03	1180	1162	18	0.02	0.52
123	32985	32999	A916_nort	167	180	-13	-0.08	0.96	131	143	-12	-0.09	0.99	212	217	-5	-0.02	0.35
124	33144	32954	A915 W Ln	630	571	59	0.09	2.39	376	339	37	0.10	1.93	398	399	-1	0.00	0.03

# Appendix F - Traffic Count Validation















# Appendix G - Journey Time Validation

IP Peak Model  
 COU JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
1N	1N-Total	742	694	-48	-6%	Yes	Yes
1S	1S-Total	699	708	9	1%	Yes	Yes
2C	2C-Total	743	805	62	8%	Yes	Yes
2AC	2AC-Total	596	677	81	14%	Yes	Yes
3N	3N-Total	620	647	27	4%	Yes	Yes
3S	3S-Total	655	748	93	14%	Yes	Yes
4E	4E-Total	418	393	-25	-6%	Yes	Yes
4W	4W-Total	380	379	-1	0%	Yes	Yes
5N	5N-Total	530	513	-17	-3%	Yes	Yes
5S	5S-Total	643	561	-82	-13%	Yes	Yes
6E	6E-Total	431	351	-80	-19%	no	No
6W	6W-Total	488	352	-136	-28%	no	No
7N	7N-Total	302	377	75	25%	no	No
7S	7S-Total	340	313	-27	-8%	Yes	Yes
8E	8E-Total	1039	963	-76	-7%	Yes	Yes
8W	8W-Total	1003	931	-72	-7%	Yes	Yes
9E	9E-Total	596	535	-61	-10%	Yes	Yes
9W	9W-Total	554	537	-17	-3%	Yes	Yes

COU Surveys	<15%		DMRB	
Yes	15	83%	15	83%
No	3	17%	3	17%

ITIS JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
11N	11N-Total	6118	5324	-794	-13%	Yes	Yes
11S	11S-Total	5880	5231	-649	-11%	Yes	Yes
12N	12N-Total	3447	3580	133	4%	Yes	Yes
12S	12S-Total	4170	3667	-503	-12%	Yes	Yes
13E	13E-Total	3668	3679	11	0%	Yes	Yes
13W	13W-Total	3711	3773	62	2%	Yes	Yes
14W	14W-Total	1525	1561	36	2%	Yes	Yes
14E	14E-Total	1649	1553	-96	-6%	Yes	Yes
15W	15W-Total	1577	1630	53	3%	Yes	Yes
15E	15E-Total	1559	1600	41	3%	Yes	Yes
16N	16N-Total	398	380	-18	-5%	Yes	Yes
16S	16S-Total	344	352	8	2%	Yes	Yes
17E	17E-Total	2032	2090	58	3%	Yes	Yes
17W	17W-Total	2014	1859	-155	-8%	Yes	Yes
18N	18N-Total	447	363	-84	-19%	no	No
18S	18S-Total	397	317	-80	-20%	no	No

ITIS Surveys	<15%		DMRB	
Yes	14	88%	14	78%
No	2	13%	2	11%

Overall	<15%		DMRB	
Yes	29	85%	29	85%
No	5	15%	5	15%

AM Peak Model

COU JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
1N	1N-Total	843	805	-38	-5%	Yes	Yes
1S	1S-Total	808	756	-52	-6%	Yes	Yes
2C	2C-Total	843	876	33	4%	Yes	Yes
2AC	2AC-Total	842	730	-112	-13%	Yes	Yes
3N	3N-Total	770	698	-72	-9%	Yes	Yes
3S	3S-Total	1228	1102	-126	-10%	Yes	Yes
4E	4E-Total	457	510	53	12%	Yes	Yes
4W	4W-Total	387	388	1	0%	Yes	Yes
5N	5N-Total	629	538	-91	-14%	Yes	Yes
5S	5S-Total	607	658	51	8%	Yes	Yes
6E	6E-Total	318	356	38	12%	Yes	Yes
6W	6W-Total	338	370	32	9%	Yes	Yes
7N	7N-Total	285	378	93	33%	no	No
7S	7S-Total	347	313	-34	-10%	Yes	Yes
8E	8E-Total	1082	993	-89	-8%	Yes	Yes
8W	8W-Total	998	954	-44	-4%	Yes	Yes
9E	9E-Total	635	554	-81	-13%	Yes	Yes
9W	9W-Total	598	545	-53	-9%	Yes	Yes

COU Surveys	<15%		DMRB	
Yes	17	94%	17	94%
No	1	6%	1	6%

ITIS JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
11N	11N-Total	6309	5823	-486	-8%	Yes	Yes
11S	11S-Total	6113	5403	-710	-12%	Yes	Yes
12N	12N-Total	3697	4154	457	12%	Yes	Yes
12S	12S-Total	4716	4264	-452	-10%	Yes	Yes
13E	13E-Total	3894	3817	-77	-2%	Yes	Yes
13W	13W-Total	3771	3807	36	1%	Yes	Yes
14W	14W-Total	1545	1593	48	3%	Yes	Yes
14E	14E-Total	1963	1848	-115	-6%	Yes	Yes
15W	15W-Total	1619	1714	95	6%	Yes	Yes
15E	15E-Total	1630	1649	19	1%	Yes	Yes
16N	16N-Total	432	395	-37	-9%	Yes	Yes
16S	16S-Total	347	367	20	6%	Yes	Yes
17E	17E-Total	2060	2167	107	5%	Yes	Yes
17W	17W-Total	2202	2003	-199	-9%	Yes	Yes
18N	18N-Total	450	367	-83	-18%	no	No
18S	18S-Total	458	342	-116	-25%	no	No

ITIS Surveys	<15%		DMRB	
Yes	14	88%	14	78%
No	2	13%	2	11%

Overall	<15%		DMRB	
Yes	31	91%	31	91%
No	3	9%	3	9%

















		<b>16S-Total</b>	<b>348</b>	<b>376</b>	<b>28</b>	<b>8%</b>	<b>Yes</b>
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**JT Route 17E**

17E	1	17E-1	31540-31506	106	106	67	67	-39	-37%	no
17E	2	17E-2	31506-31159	239	345	253	320	14	6%	Yes
17E	3	17E-3	31159-31234	152	497	120	440	-32	-21%	no
17E	4	17E-4	31234-31245	122	619	121	561	-1	-1%	Yes
17E	5	17E-5	31245-31740	178	797	256	817	78	44%	no
17E	6	17E-6	31740-31756	158	955	119	936	-39	-25%	no
17E	7	17E-7	31756-31905	605	1560	649	1585	44	7%	Yes
17E	8	17E-8	31905-33884	326	1886	300	1885	-26	-8%	Yes
17E	9	17E-9	33884-4041	223	2109	191	2076	-32	-14%	Yes
17E	10	17E-10	4041-4007	38	2147	258	2334	220	579%	no
		<b>17E-Total</b>		<b>2147</b>		<b>2334</b>		<b>187</b>	<b>9%</b>	<b>Yes</b>

**JT Route 17W**

17W	1	17W-1	4007-4041	38	38	245	245	207	545%	no
17W	2	17W-2	4041-33884	214	252	182	427	-32	-15%	Yes
17W	3	17W-3	33884-31906	325	577	291	718	-34	-10%	Yes
17W	4	17W-4	31906-31756	541	1118	477	1195	-64	-12%	Yes
17W	5	17W-5	31756-31740	127	1245	105	1300	-22	-17%	no
17W	6	17W-6	31740-31247	143	1388	146	1446	3	2%	Yes
17W	7	17W-7	31247-31229	117	1505	125	1571	8	7%	Yes
17W	8	17W-8	31229-31154	179	1684	126	1697	-53	-30%	no
17W	9	17W-9	31154-31514	247	1931	214	1911	-33	-13%	Yes
17W	10	17W-10	31514-31540	121	2052	91	2002	-30	-25%	no
		<b>17W-Total</b>		<b>2052</b>		<b>2002</b>		<b>-50</b>	<b>-2%</b>	<b>Yes</b>

**JT Route 18N**

18N	1	18N-1	8070-8076	107	107	111	111	4	4%	Yes
18N	2	18N-2	8076-8129	110	217	116	227	6	5%	Yes
18N	3	18N-3	8129-60772	299	516	160	387	-139	-46%	no
		<b>18N-Total</b>		<b>516</b>		<b>387</b>		<b>-129</b>	<b>-25%</b>	<b>no</b>

**JT Route 18S**

18S	1	18S-1	60773-8126	223	223	149	149	-74	-33%	no
18S	2	18S-2	8126-8127	42	265	36	185	-6	-14%	Yes
18S	3	18S-3	8127-8073	125	390	136	321	11	9%	Yes
		<b>18S-Total</b>		<b>390</b>		<b>321</b>		<b>-69</b>	<b>-18%</b>	<b>no</b>





2AC-6	8305_8350	37	331	42	394	5	15%	Yes
2AC-7	8350_8329	3	334	1	395	-2	-67%	no
2AC-8	8329_8328	16	350	25	420	9	60%	no
2AC-9	8328_8367	13	362	11	431	-2	-13%	Yes
2AC-10	8367_8300	7	369	7	438	0	6%	Yes
2AC-11	8300_8547	10	379	9	447	-1	-6%	Yes
2AC-12	8547_8545	4	382	21	468	17	483%	no
2AC-13	8545_8292	43	425	48	516	5	13%	Yes
2AC-14	8292_8296	11	436	11	527	0	2%	Yes
2AC-15	8296_8085	23	458	29	556	6	27%	no
2AC-16	8085_8024	137	596	121	677	-16	-12%	Yes
2AC-17								
2AC-Total		596		677		81	14%	Yes

JT Route 3N								
3N-1	8353_8358	11	11	9	9	-2	-17%	no
3N-2	8358_8359	37	48	18	27	-19	-52%	no
3N-3	8359_4010	52	100	94	121	42	82%	no
3N-4	4010_8513	53	152	55	176	2	4%	Yes
3N-5	8513_4046	91	244	108	284	17	18%	no
3N-6	4046_8458	43	287	9	293	-34	-79%	no
3N-7	8458_8563	48	335	68	361	20	42%	no
3N-8	8563_8581	32	367	32	393	0	1%	Yes
3N-9	8581_8582	18	385	19	412	1	6%	Yes
3N-10	8582_8570	38	423	39	451	1	2%	Yes
3N-11	8570_60772	125	548	121	572	-4	-4%	Yes
3N-12	60772_8148	40	588	47	619	7	19%	no
3N-13	8148_8171	32	620	27	646	-5	-17%	no
3N-14	8171_8191	-	-	1	647	-	-	no
3N-15								
3N-Total		620		647		27	4%	Yes

JT Route 3S								
3S-1	8160_8187	-	-	2	2	-	-	no
3S-2	8187_8186	-	-	12	14	-	-	no
3S-3	8186_8156	-	-	1	15	-	-	no
3S-4	8156_8155	17	17	15	30	-2	-14%	Yes
3S-5	8155_60773	37	54	39	69	2	7%	Yes
3S-6	60773_8571	120	174	121	190	1	1%	Yes
3S-7	8571_8580	40	214	47	237	7	19%	no
3S-8	8580_8564	53	267	47	284	-6	-12%	Yes
3S-9	8564_8563	7	274	5	289	-2	-24%	no
3S-10	8563_8458	53	326	70	359	17	33%	no
3S-11	8458_4045	64	390	28	387	-36	-56%	no
3S-12	4045_4046	20	410	16	403	-4	-22%	no
3S-13	4046_8513	88	499	107	510	19	21%	no
3S-14	8513_4010	100	598	190	700	90	91%	no
3S-15	4010_8357	22	620	21	721	-1	-3%	Yes
3S-16	8357_8355	5	625	5	726	0	4%	Yes
3S-17	8355_8354	30	655	22	748	-8	-27%	no
3S-18								
3S-Total		655		748		93	14%	Yes

JT Route 4E								
4E-1	11684_11722	158	158	136	136	-22	-14%	Yes
4E-2	11722_11732	61	219	3	139	-58	-95%	no
4E-3	11732_8162	100	319	139	278	39	40%	no
4E-4	8162_8179	8	326	13	291	5	67%	no
4E-5	8179_8165	65	391	77	368	12	19%	no
4E-6	8165_8192	21	412	23	391	2	10%	Yes
4E-7	8192_8152	5	418	2	393	-3	-63%	no
4E-8								
4E-Total		418		393		-25	-6%	Yes

JT Route 4W								
4W-1	8171_8191	3	3	1	1	-2	-67%	no
4W-2	8191_8165	4	7	3	4	-1	-17%	no
4W-3	8165_8179	59	65	78	82	19	33%	no
4W-4	8179_8162	7	73	13	95	6	81%	no
4W-5	8162_11732	98	171	142	237	44	44%	no
4W-6	11732_11722	61	232	3	240	-58	-95%	no
4W-7	11722_11684	148	380	139	379	-9	-6%	Yes
4W-8								
4W-Total		380		379		-1	0%	Yes

JT Route 5N								
5N-1	8192_8152	3	3	1	1	-2	-67%	no
5N-2	8152_8153	34	37	19	20	-15	-43%	no
5N-3	8153_34208	191	227	167	187	-24	-12%	Yes
5N-4	34208_34212	26	253	34	221	8	32%	no
5N-5	34212_34244	32	286	33	254	1	2%	Yes
5N-6	34244_34381	20	305	21	275	1	6%	Yes
5N-7	34381_34374	11	316	11	286	0	2%	Yes
5N-8	34374_34380	26	343	29	315	3	10%	Yes
5N-9	34380_34571	90	433	96	411	6	7%	Yes
5N-10	34571_34572	29	461	28	439	-1	-3%	Yes
5N-11	34572_34543	31	492	32	471	1	5%	Yes
5N-12	34543_34470	32	524	23	494	-9	-29%	no
5N-13	34470_34530	3	527	1	495	-2	-67%	no
5N-14	34530_34529	3	530	18	513	15	500%	no
5N-15								
5N-Total		530.4		513		-17	-3%	Yes

JT Route 5S								
5S-1	34475_34476	7	7	3	3	-4	-55%	no
5S-2	34476_34477	7	13	31	34	24	370%	no
5S-3	34477_34488	3	16	1	35	-2	-67%	no
5S-4	34488_34541	14	31	15	50	1	4%	Yes
5S-5	34541_34569	29	59	29	79	0	1%	Yes
5S-6	34569_34570	30	89	31	110	1	3%	Yes
5S-7	34570_34379	89	179	95	205	6	6%	Yes
5S-8	34379_34382	16	194	16	221	0	3%	Yes
5S-9	34382_34375	23	217	24	245	1	5%	Yes
5S-10	34375_34245	21	238	22	267	1	5%	Yes
5S-11	34245_34210	104	343	49	316	-55	-53%	no
5S-12	34210_34205	30	373	24	340	-6	-20%	no
5S-13	34205_4128	106	478	121	461	15	15%	Yes
5S-14	4128_8158	103	581	55	516	-48	-47%	no
5S-15	8158_8160	54	635	31	547	-23	-43%	no
5S-16	8160_8187	4	639	2	549	-2	-44%	no
5S-17	8187_8186	4	643	12	561	8	233%	no
5S-18								
5S-Total		643		561		-82	-13%	Yes

JT Route 6E								
6E-1	34295_34293	5	5	3	3	-2	-38%	no
6E-2	34293_34384	65	70	58	61	-7	-11%	Yes
6E-3	34384_34400	52	122	73	134	21	41%	no
6E-4	34400_34390	3	125	5	139	2	67%	no
6E-5	34390_34739	28	153	24	163	-4	-15%	Yes
6E-6	34739_34370	95	248	124	287	29	30%	no
6E-7	34370_34743	182	431	64	351	-118	-65%	no
6E-8								
6E-Total		431		351		-80	-19%	no

JT Route 6W								
6W-1	34743_34370	226	226	61	61	-165	-73%	no
6W-2	34370_34739	103	328	126	187	23	23%	no
6W-3	34739_34390	31	359	25	212	-6	-20%	no
6W-4	34390_34400	3	362	1	213	-2	-67%	no
6W-5	34400_34384	65	427	84	297	19	30%	no
6W-6	34384_34293	53	481	49	346	-4	-8%	Yes
6W-7	34293_34294	8	488	6	352	-2	-23%	no
6W-8								
6W-Total		488		352		-136	-28%	no

JT Route 7N								
7N-1	34287_34288	-	-			-	-	no
7N-2	34288_34260	-	-			-	-	no
7N-3	34260_34253	-	-			-	-	no
7N-4	34253_34264	-	-			-	-	no
7N-5	34264_34292	-	-			-	-	no
7N-6	34292_34311	-	-			-	-	no
7N-7	34311_34307	-	-			-	-	no
7N-8	34307_34341	-	-			-	-	no
7N-9	34341_34360	-	-	108	108	-	-	no
7N-10	34360_34424	99	99	71	179	-28	-28%	no
7N-11	34424_34563	10	109	8	187	-2	-17%	no

7N-12	34563_34596	184	292	173	360	-11	-6%	Yes
7N-13	34596_34634	7	299	3	363	-4	-55%	no
7N-14	34634_34595	4	302	14	377	10	289%	no
7N-15								
<b>7N-Total</b>		<b>302</b>		<b>377</b>		<b>75</b>	<b>25%</b>	<b>no</b>

**JT Route 7S**

7S-1	34634_34596	3	3	2	2	-1	-33%	no
7S-2	34596_34563	170	173	173	175	3	2%	Yes
7S-3	34563_34424	23	197	9	184	-14	-62%	no
7S-4	34424_34360	85	281	71	255	-14	-16%	no
7S-5	34360_34341	46	328	43	298	-3	-7%	Yes
7S-6	34341_34308	6	334	4	302	-2	-33%	no
7S-7	34308_34295	3	337	1	303	-2	-67%	no
7S-8	34295_34294	4	340	2	305	-2	-44%	no
7S-9	34294_34291	-	-	1	306	-	-	no
7S-10	34291_34290	-	-	6	312	-	-	no
7S-11	34290_34310	-	-	1	313	-	-	no
7S-12	34310_34309	-	-			-	-	no
7S-13	34309_34262	-	-			-	-	no
7S-14	34262_34253	-	-			-	-	no
7S-15	34253_34260	-	-			-	-	no
7S-16	34260_34268	-	-			-	-	no
7S-17	34268_34251	-	-			-	-	no
<b>7S-Total</b>		<b>340</b>		<b>313</b>		<b>-27</b>	<b>-8%</b>	<b>Yes</b>

**JT Route 8E**

8E-1	33938_33951	52	52	44	44	-8	-15%	Yes
8E-2	33951_34178	150	202	136	180	-14	-9%	Yes
8E-3	34178_34043	3	205	2	182	-1	-33%	no
8E-4	34043_34044	16	220	16	198	0	3%	Yes
8E-5	34044_34069	143	363	163	361	20	14%	Yes
8E-6	34069_34159	40	403	50	411	10	26%	no
8E-7	34159_4003	38	440	22	433	-16	-42%	no
8E-8	4003_60758	8	448	2	435	-6	-74%	no
8E-9	60758_4005	76	524	40	475	-36	-47%	no
8E-10	4005_34068	45	569	52	527	7	16%	no
8E-11	34068_34164	3	572	2	529	-1	-33%	no
8E-12	34164_34165	4	576	13	542	9	210%	no
8E-13	34165_34119	9	585	1	543	-8	-89%	no
8E-14	34119_34118	6	591	14	557	8	133%	no
8E-15	34118_34061	3	594	1	558	-2	-67%	no
8E-16	34061_34093	61	655	61	619	0	1%	Yes
8E-17	34093_34128	4	658	1	620	-3	-72%	no
8E-18	34128_34127	3	661	2	622	-1	-33%	no
8E-19	34127_34125	3	664	1	623	-2	-67%	no
8E-20	34125_34070	37	701	36	659	-1	-2%	Yes
8E-21	34070_34073	3	704	3	662	0	0%	Yes
8E-22	34073_4021	69	773	47	709	-22	-32%	no
8E-23	4021_34427	26	799	34	743	8	29%	no
8E-24	34427_34437	6	805	3	746	-3	-50%	no
8E-25	34437_34435	3	808	1	747	-2	-67%	no
8E-26	34435_34415	63	871	65	812	2	3%	Yes
8E-27	34415_34422	3	874	1	813	-2	-67%	no
8E-28	34422_34421	3	877	2	815	-1	-33%	no
8E-29	34421_34417	3	880	1	816	-2	-67%	no
8E-30	34417_34259	19	899	21	837	2	13%	Yes
8E-31	34259_34269	8	907	5	842	-3	-40%	no
8E-32	34269_34358	3	910	1	843	-2	-67%	no
8E-33	34358_34372	61	971	67	910	6	11%	Yes
8E-34	34372_34382	23	994	18	928	-5	-21%	no
8E-35	34382_34375	28	1021	25	953	-3	-9%	Yes
8E-36	34375_34287	17	1039	10	963	-7	-43%	no
8E-37								
<b>8E-Total</b>		<b>1039</b>		<b>963</b>		<b>-76</b>	<b>-7%</b>	<b>Yes</b>

**JT Route 8W**

8W-1	34302_34283	-	-	2	2	-	-	no
8W-2	34283_34284	-	-	4	6	-	-	no
8W-3	34284_34381	13	13	11	17	-2	-13%	Yes
8W-4	34381_34374	14	26	11	28	-3	-20%	no
8W-5	34374_34373	29	55	28	56	-1	-3%	Yes
8W-6	34373_34270	47	102	46	102	-1	-2%	Yes



9W-20								
	9W-Total	554		537		-17	-3%	Yes

ITIS Journey Time Data

JT Route 11N								
11N-1	25104-25702	215	215	189	189	-26	-12%	Yes
11N-2	25702-26232	326	541	342	531	16	5%	Yes
11N-3	26232-4007	425	966	310	841	-115	-27%	no
11N-4	4007-33938	591	1557	524	1365	-67	-11%	Yes
11N-5	33938-34283	579	2136	531	1896	-48	-8%	Yes
11N-6	34283-35030	841	2977	818	2714	-23	-3%	Yes
11N-7	35030-4002	667	3644	420	3134	-247	-37%	no
11N-8	4002-35494	487	4131	372	3506	-115	-24%	no
11N-9	35494-32459	288	4419	245	3751	-43	-15%	Yes
11N-10	32459-32623	249	4668	219	3970	-30	-12%	Yes
11N-11	32623-32793	400	5068	363	4333	-37	-9%	Yes
11N-12	32793-32816	257	5325	246	4579	-11	-4%	Yes
11N-13	32816-33319	793	6118	745	5324	-48	-6%	Yes
	11N-Total	6118		5324		-794	-13%	Yes

JT Route 11S								
11S-1	33320-32816	757	757	751	751	-6	-1%	Yes
11S-2	32816-32768	373	1130	348	1099	-25	-7%	Yes
11S-3	32768-32628	309	1439	260	1359	-49	-16%	no
11S-4	32628-32484	257	1696	213	1572	-44	-17%	no
11S-5	32484-35490	322	2018	312	1884	-10	-3%	Yes
11S-6	35490-4002	470	2488	410	2294	-60	-13%	Yes
11S-7	4002-35043	664	3152	402	2696	-262	-39%	no
11S-8	35043-34268	839	3991	814	3510	-25	-3%	Yes
11S-9	34268-33938	587	4578	542	4052	-45	-8%	Yes
11S-10	33938-4007	587	5165	529	4581	-58	-10%	Yes
11S-11	4007-26230	412	5577	331	4912	-81	-20%	no
11S-12	26230-25704	303	5880	319	5231	16	5%	Yes
	11S-Total	5880		5231		-649	-11%	Yes

JT Route 12N								
12N-1	5886-7720	255	255	139	139	-116	-45%	no
12N-2	7720-9282	186	441	183	322	-3	-2%	Yes
12N-3	9282-9273	100	541	109	431	9	9%	Yes
12N-4	9273-8589	220	761	280	711	60	27%	no
12N-5	8589-8336	76	837	79	790	3	4%	Yes
12N-6	8336-8312	53	890	36	826	-17	-32%	no
12N-7	8312-8353	126	1016	120	946	-6	-5%	Yes
12N-8	8353-4010	57	1073	121	1067	64	112%	no
12N-9	4010-4046	152	1225	163	1230	11	7%	Yes
12N-10	4046-60772	294	1519	288	1518	-6	-2%	Yes
12N-11	60772-8148	62	1581	47	1565	-15	-24%	no
12N-12	8148-34374	322	1903	296	1861	-26	-8%	Yes
12N-13	34374-34572	157	2060	153	2014	-4	-3%	Yes
12N-14	34572-37176	565	2625	612	2626	47	8%	Yes
12N-15	37176-37225	196	2821	209	2835	13	7%	Yes
12N-16	37225-37257	464	3285	582	3417	118	25%	no
12N-17	37257-37428	162	3447	163	3580	1	1%	Yes
12N-18								
	12N-Total	3447		3580		133	4%	Yes

JT Route 12S								
12S-1	37426-37296	142	142	142	142	0	0%	Yes
12S-2	37296-37224	506	648	606	748	100	20%	no
12S-3	37224-37178	169	817	174	922	5	3%	Yes
12S-4	37178-34569	961	1778	631	1553	-330	-34%	no
12S-5	34569-34379	256	2034	127	1680	-129	-50%	no
12S-6	34379-8155	341	2375	372	2052	31	9%	Yes
12S-7	8155-60773	69	2444	39	2091	-30	-43%	no
12S-8	60773-4045	431	2875	318	2409	-113	-26%	no
12S-9	4045-4010	178	3053	313	2722	135	76%	no
12S-10	4010-8354	40	3093	48	2770	8	20%	no
12S-11	8354-8303	86	3179	52	2822	-34	-40%	no
12S-12	8303-8339	211	3390	83	2905	-128	-61%	no
12S-13	8339-8591	80	3470	73	2978	-7	-9%	Yes
12S-14	8591-8660	194	3664	224	3202	30	15%	no
12S-15	8660-9289	106	3770	123	3325	17	16%	no

12S-16	9289-7657	211	3981	198	3523	-13	-6%	Yes
12S-17	7657-5897	189	4170	144	3667	-45	-24%	no
12S-18								
<b>12S-Total</b>		<b>4170</b>		<b>3667</b>		<b>-503</b>	<b>-12%</b>	<b>Yes</b>

<b>JT Route 13E</b>								
13E-1	36845-36173	779	779	716	716	-63	-8%	Yes
13E-2	36173-35895	388	1167	393	1109	5	1%	Yes
13E-3	35895-30582	271	1438	275	1384	4	1%	Yes
13E-4	30582-31444	118	1556	107	1491	-11	-9%	Yes
13E-5	31444-31407	152	1708	166	1657	14	9%	Yes
13E-6	31407-31551	250	1958	265	1922	15	6%	Yes
13E-7	31551-26232	296	2254	319	2241	23	8%	Yes
13E-8	26232-26827	191	2445	195	2436	4	2%	Yes
13E-9	26827-26734	140	2585	142	2578	2	1%	Yes
13E-10	26734-26740	56	2641	52	2630	-4	-7%	Yes
13E-11	26740-11344	300	2941	325	2955	25	8%	Yes
13E-12	11344-8126	352	3293	371	3326	19	5%	Yes
13E-13	8126-8028	107	3400	85	3411	-22	-21%	no
13E-14	8028-8083	134	3534	120	3531	-14	-10%	Yes
13E-15	8083-8353	134	3668	148	3679	14	10%	Yes
13E-16								
<b>13E-Total</b>		<b>3668</b>		<b>3679</b>		<b>11</b>	<b>0%</b>	<b>Yes</b>

<b>JT Route 13W</b>								
13W-1	8329-8296	121	121	132	132	11	9%	Yes
13W-2	8296-8026	166	287	165	297	-1	-1%	Yes
13W-3	8026-8129	108	395	114	411	6	6%	Yes
13W-4	8129-11346	342	737	363	774	21	6%	Yes
13W-5	11346-27066	269	1006	291	1065	22	8%	Yes
13W-6	27066-26733	85	1091	85	1150	0	0%	Yes
13W-7	26733-26826	124	1215	128	1278	4	3%	Yes
13W-8	26826-26230	223	1438	223	1501	0	0%	Yes
13W-9	26230-31500	247	1685	265	1766	18	7%	Yes
13W-10	31500-31225	273	1958	293	2059	20	7%	Yes
13W-11	31225-31448	175	2133	172	2231	-3	-2%	Yes
13W-12	31448-30565	85	2218	86	2317	1	1%	Yes
13W-13	30565-35901	307	2525	307	2624	0	0%	Yes
13W-14	35901-36163	399	2924	369	2993	-30	-8%	Yes
13W-15	36163-36827	787	3711	780	3773	-7	-1%	Yes
13W-16								
<b>13W-Total</b>		<b>3711</b>		<b>3773</b>		<b>62</b>	<b>2%</b>	<b>Yes</b>

<b>JT Route 14W</b>								
14W-1	8440-8070	201	201	217	217	16	8%	Yes
14W-2	8070-11580	316	517	336	553	20	6%	Yes
14W-3	11580-10795	224	741	236	789	12	5%	Yes
14W-4	10795-10573	127	868	133	922	6	5%	Yes
14W-5	10573-25328	657	1525	639	1561	-18	-3%	Yes
14W-6								
<b>14W-Total</b>		<b>1525</b>		<b>1561</b>		<b>36</b>	<b>2%</b>	<b>Yes</b>

<b>JT Route 14E</b>								
14E-1	25329-10571	771	771	587	587	-184	-24%	no
14E-2	10571-11145	164	935	179	766	15	9%	Yes
14E-3	11145-11256	154	1089	174	940	20	13%	Yes
14E-4	11256-8066	272	1361	312	1252	40	15%	Yes
14E-5	8066-8442	288	1649	301	1553	13	5%	Yes
14E-6								
<b>14E-Total</b>		<b>1649</b>		<b>1553</b>		<b>-96</b>	<b>-6%</b>	<b>Yes</b>

<b>JT Route 15W</b>								
15W-1	35489-35360	151	151	144	144	-7	-5%	Yes
15W-2	35360-34851	327	478	333	477	6	2%	Yes
15W-3	34851-34477	207	685	220	697	13	6%	Yes
15W-4	34477-34447	175	860	210	907	35	20%	no
15W-5	34447-34118	196	1056	186	1093	-10	-5%	Yes
15W-6	34118-34069	176	1232	185	1278	9	5%	Yes
15W-7	34069-33938	345	1577	352	1630	7	2%	Yes
15W-8								
<b>15W-Total</b>		<b>1577</b>		<b>1630</b>		<b>53</b>	<b>3%</b>	<b>Yes</b>

<b>JT Route 15E</b>								
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15E-1	33938-34069	361	361	361	361	0	0%	Yes
15E-2	34069-34068	151	512	166	527	15	10%	Yes
15E-3	34068-34447	189	701	204	731	15	8%	Yes
15E-4	34447-34453	147	848	150	881	3	2%	Yes
15E-5	34453-34803	184	1032	212	1093	28	15%	no
15E-6	34803-35335	350	1382	360	1453	10	3%	Yes
15E-7	35335-35492	177	1559	147	1600	-30	-17%	no
15E-8								
15E-Total		1559		1600		41	3%	Yes

JT Route 16N								
16N-1	34374-34270	100	100	75	75	-25	-25%	no
16N-2	34270-4021	157	257	151	226	-6	-4%	Yes
16N-3	4021-34075	79	336	80	306	1	1%	Yes
16N-4	34075-34059	62	398	74	380	12	19%	no
16N-5								
16N-Total		398		380		-18	-5%	Yes

JT Route 16S								
16S-1	34061-34093	59	59	61	61	2	3%	Yes
16S-2	34093-4021	82	141	90	151	8	10%	Yes
16S-3	4021-34259	130	271	128	279	-2	-2%	Yes
16S-4	34259-34372	73	344	73	352	0	0%	Yes
16S-5								
16S-Total		344		352		8	2%	Yes

JT Route 17E								
17E-1	31540-31506	83	83	58	58	-25	-30%	no
17E-2	31506-31159	234	317	234	292	0	0%	Yes
17E-3	31159-31234	151	468	120	412	-31	-21%	no
17E-4	31234-31245	111	579	121	533	10	9%	Yes
17E-5	31245-31740	153	732	159	692	6	4%	Yes
17E-6	31740-31756	133	865	105	797	-28	-21%	no
17E-7	31756-31905	559	1424	592	1389	33	6%	Yes
17E-8	31905-33884	338	1762	292	1681	-46	-14%	Yes
17E-9	33884-4041	232	1994	183	1864	-49	-21%	no
17E-10	4041-4007	38	2032	226	2090	188	495%	no
17E-11								
17E-Total		2032		2090		58	3%	Yes

JT Route 17W								
17W-1	4007-4041	38	38	210	210	172	453%	no
17W-2	4041-33884	220	258	174	384	-46	-21%	no
17W-3	33884-31906	340	598	280	664	-60	-18%	no
17W-4	31906-31756	549	1147	450	1114	-99	-18%	no
17W-5	31756-31740	129	1276	102	1216	-27	-21%	no
17W-6	31740-31247	145	1421	141	1357	-4	-3%	Yes
17W-7	31247-31229	109	1530	125	1482	16	15%	Yes
17W-8	31229-31154	176	1706	116	1598	-60	-34%	no
17W-9	31154-31514	213	1919	185	1783	-28	-13%	Yes
17W-10	31514-31540	95	2014	76	1859	-19	-20%	no
17W-11								
17W-Total		2014		1859		-155	-8%	Yes

JT Route 18N								
18N-1	8070-8076	100	100	106	106	6	6%	Yes
18N-2	8076-8129	109	209	103	209	-6	-6%	Yes
18N-3	8129-60772	238	447	154	363	-84	-35%	no
18N-4								
18N-Total		447		363		-84	-19%	no

JT Route 18S								
18S-1	60773-8126	229	229	148	148	-81	-35%	no
18S-2	8126-8127	41	270	35	183	-6	-15%	Yes
18S-3	8127-8073	127	397	134	317	7	6%	Yes
18S-4								
18S-Total		397		317		-80	-20%	no



















PM Peak Model

COU JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
1N	1N-Total	750	742	-8	-1%	Yes	Yes
1S	1S-Total	814	759	-55	-7%	Yes	Yes
2C	2C-Total	1079	1109	30	3%	Yes	Yes
2AC	2AC-Total	1065	948	-117	-11%	Yes	Yes
3N	3N-Total	1010	1092	82	8%	Yes	Yes
3S	3S-Total	852	771	-81	-10%	Yes	Yes
4E	4E-Total	406	403	-3	-1%	Yes	Yes
4W	4W-Total	394	412	18	5%	Yes	Yes
5N	5N-Total	750	592	-158	-21%	no	No
5S	5S-Total	569	599	30	5%	Yes	Yes
6E	6E-Total	316	376	60	19%	no	No
6W	6W-Total	347	360	13	4%	Yes	Yes
7N	7N-Total	294	381	87	30%	no	No
7S	7S-Total	340	314	-26	-8%	Yes	Yes
8E	8E-Total	1104	995	-109	-10%	Yes	Yes
8W	8W-Total	1060	965	-95	-9%	Yes	Yes
9E	9E-Total	613	549	-64	-10%	Yes	Yes
9W	9W-Total	618	546	-72	-12%	Yes	Yes

COU Surveys	<15%		DMRB	
Yes	15	83%	15	83%
No	3	17%	3	17%

ITIS JT Surveys (seconds)

Route		Observed	Modelled	Diff	% Diff	<15%	Within DMRB?
11N	11N-Total	6262	5630	-632	-10%	Yes	Yes
11S	11S-Total	5933	5418	-515	-9%	Yes	Yes
12N	12N-Total	3533	4220	687	19%	no	No
12S	12S-Total	4542	4167	-375	-8%	Yes	Yes
13E	13E-Total	3694	3712	18	0%	Yes	Yes
13W	13W-Total	3743	4153	410	11%	Yes	Yes
14W	14W-Total	1720	1853	133	8%	Yes	Yes
14E	14E-Total	1709	1584	-125	-7%	Yes	Yes
15W	15W-Total	1572	1687	115	7%	Yes	Yes
15E	15E-Total	1591	1694	103	6%	Yes	Yes
16N	16N-Total	420	400	-20	-5%	Yes	Yes
16S	16S-Total	348	376	28	8%	Yes	Yes
17E	17E-Total	2147	2334	187	9%	Yes	Yes
17W	17W-Total	2052	2002	-50	-2%	Yes	Yes
18N	18N-Total	516	387	-129	-25%	no	No
18S	18S-Total	390	321	-69	-18%	no	No

ITIS Surveys	<15%		DMRB	
Yes	13	81%	13	72%
No	3	19%	3	17%

Overall	<15%		DMRB	
Yes	28	82%	28	82%
No	6	18%	6	18%



## Appendix H - Locations where 'Speed Plus with NAVTEQ streets' was used to infill ITIS data

Locations where 'Speed Plus with NAVTEQ streets' was used to infill ITIS data

