

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement and Additional Provision 2 Environmental Statement

Volume 5 | Technical appendices

Traffic and transport (TR-001-000) Annexes

July 2015

SES and AP2 ES 3.5.3.2



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Additional Provision 2 Environmental Statement

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Traffic and transport (TR-001-000) Annexes

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Annex A: Framework travel plan

Framework travel plan

- no changes or addenda to the original scheme document

Annex B: Baseline survey reports

Baseline survey reports

- **Bi:** London Euston – no change or addenda
- **Bii:** London Metropolitan – supplementary baseline survey data for CFAs 4-6
- **Biii:** Country South – no change or addenda
- **Biv:** Country North – supplementary baseline survey data for CFAs 16-22
- **Bv:** West Midlands – no change or addenda
- **Bvi:** Langley – new baseline survey data for off-route Langley assessment

Annex B(ii): Supplementary baseline survey report (CFA4-6)

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1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken between June and December 2014 to provide additional information to the previous surveys of 2012 and 2013. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA2-6 (TR-001-000.13).
- 1.1.2 The surveys were undertaken to complete a database of information where surveys could not be previously undertaken (i.e. gaps in data) or there had been a change in the project scope.
- 1.1.3 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.

2 Traffic survey location plans and schedules

2.1 Schedules

Note that "Turning Count Extra" refers to additional MCC undertaken beyond the original specification".

ATC Schedules (see Appendix HS.1 to HS.7)

Contract 221 London Metropolitan Sheets 1-4			
		Proposed Survey Date	Actual Survey Date
ATC 2 weeks in 15 minute intervals			
ID	Location		
Survey Locations – Salisbury Road CFA 4			
1_A1	Harvist Road, between Salisbury Road and Dudley Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
1_A2	Salisbury Road, between Brondesbury Road and Albert Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
1_A3	Kilburn Lane, between Calremont Road and Harries Street	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
1_A4	Albert Road, between Salisbury Road and Rupert Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
1_A5	Carlton Vale, between Frenhead Road and Malvern Place	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
1_A6	Fernhead Road, between Carlton Vale and Saltram Crescent	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
Survey Locations – Old Oak Common CFA 4			
2_A1	School Road, between St Leonard's Road and Victoria Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A2	St Leonard's Road, between School Road and Bashley Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A3	North Acton road, between Harold Road and Everitt Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A4	Acton Lane, between Wesley Avenue and Barretts Green Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A5	Acton Lane, between Fairlight Avenue and Connaught Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A6	Station Road, between Ranelagh Road and Harley Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A7	Scrubs Lane, between Caverswall Street and Glenroy Street	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
2_A8	Abbey Road, south of the access to Grand Union Trade Park	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
4_A9	Acton Lane, between Waxlow Road and Mordaunt Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
4_A10	Hillside, between the Avenue and Wesley Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
Survey Locations – South Ruislip CFA5			
5_A1	Victoria Road, between Long Drive and access road to Sainsburys	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
5_A2	Victoria Road, between Princes Way and Stonefield Way	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
5_A3	Field End Road, between Somerell Road and Bradfield Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
Survey Locations – Ruislip CFA 6			
6_A1	Long Lane, between Court Road and Long Lane (slip road)	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A2	High Road Ickenham, between The Green and Oak Avenue	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A3	High Road Ickenham, between Lysander Road and Fairfield Court	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A4	Swakeleys Road, between Rectory Road and Eleanor Grove	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A5	Swakeleys Road, between Woodstock Drive and Warren Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A6	Breakspear Road South, between Greenacres Avenue and Cophthall Road West	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A7	Harvil Road, between Highfield Road and The Drive	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A8	A40 Western Avenue (west of Swakeleys roundabout)	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
6_A9	A40 Western Avenue (east of Swakeleys roundabout)	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
7_A10	Breakspear Road South, between Newyears Green Lane and Fine Bush Lane	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
7_A11	Newyears Green Lane, between BFA Recycling and Breakspear Road South	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
7_A12	Breakspear Road, between Ladygate Lane and Fine Bush Lane	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
7_A13	Bury Street, between Mead Way and Pinn Way	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014
8_A14	Breakspear Road North, between Northwood Road and Rickmansworth Road	9/06/2014 - 22/06/2014	16/06/2014 - 30/06/2014

MCC Schedules (see Appendix IS.1 to IS.8)

Contract 221 London Metropolitan Sheets 1-4			
		Proposed Survey Date	Actual Survey Date
MCC in 15 minute intervals			
ID	Location		
Survey Locations – Salisbury Road CFA 4			
1_M1	Salisbury Rd / Brondesbury Rd / Harvist Rd	w/c 16/06/2014	19/06/2014
1_M2	Kilburn Lane / Claremont Rd (Western access)	w/c 16/06/2014	19/06/2014
1_M3	Kilburn Lane / Bravington Rd	w/c 16/06/2014	19/06/2014
1_M4	Kilburn Lane / Claremont Rd (Eastern access)	w/c 16/06/2014	19/06/2014
1_M5	Kilburn Lane / Premier Corner	w/c 16/06/2014	19/06/2014
1_M6	Salisbury Rd / Premier Corner / Albert Rd	w/c 16/06/2014	19/06/2014
1_M7	Kilburn Lane / Salisbury Rd / Carlton Vale / Fernhead Rd	w/c 16/06/2014	19/06/2014
Survey Locations – Old Oak Common CFA 4			
2_M1	Chase Road / Bethune Road	w/c 16/06/2014	19/06/2014
2_M2	School Road / Victoria Road	w/c 16/06/2014	19/06/2014
2_M3	Chase Road / Bashley Road / Standard Road Roundabout	w/c 16/06/2014	19/06/2014
2_M4	St Leonard's Road / Bashley Road	w/c 16/06/2014	19/06/2014
2_M5	Station Road / High Street / Acton Lane	w/c 16/06/2014	19/06/2014
2_M6	High Street / Park Parade	w/c 16/06/2014	19/06/2014
2_M7	Barretts Green Road / Acton Lane / North Acton Road	w/c 16/06/2014	19/06/2014
2_M8	Wood Lane / Du Cane Road	w/c 16/06/2014	19/06/2014
3_M9	Wales Farm Road / A40 Western Avenue	w/c 16/06/2014	19/06/2014
3_M10	Horn Lane / Leamington Park	w/c 16/06/2014	19/06/2014
4_M11	Hillside / Brentfield Road / Craven Park / Knatchbull Road	w/c 16/06/2014	19/06/2014
4_M12	Acton Lane / Mordaunt Road	w/c 16/06/2014	19/06/2014
4_M13	Winchelsea Road / Mordaunt Road	w/c 16/06/2014	19/06/2014
MCCQ_1			
_Q3	Victoria Road / Atlas Road / Old Oak Lane / Old Oak Common Lane	w/c 16/06/2015	19/06/2014
Survey Locations – South Ruislip CFA5			
5_M1	Queens Walk / Victoria Road	w/c 16/06/2014	19/06/2014
5_M2	Field End Road / Eastcote Lane (roundabout)	w/c 16/06/2014	19/06/2014
Survey Locations – Ruislip CFA 6			
6_M1	Swakeleys Road / Park Road / A40 Western Avenue Swakeleys Roundabout	w/c 16/06/2014	19/06/2014
6_M2	Swakeleys Road / Harvil Road (Roundabout)	w/c 16/06/2014	19/06/2014
6_M3	Swakeleys Road / Breakspear Road (Roundabout)	w/c 16/06/2014	19/06/2014
6_M4	Swakeleys Road / High Road Ickenham	w/c 16/06/2014	19/06/2014
6_M5	Hill Lane / High Road Ickenham	w/c 16/06/2014	19/06/2014
6_M6	Sharps lane / Ickenham Road / Kingsend / Wood Lane Roundabout	w/c 16/06/2014	19/06/2014
7_M7	Breakspear Road South / Breakspear Road	w/c 16/06/2014	19/06/2014
7_M8	Ladygate Lane / Breakspear Road	w/c 16/06/2014	19/06/2014
7_M9	Ducks Hill Road / Breakspear Road / Bury Street Roundabout	w/c 16/06/2014	19/06/2014
7_M10	Ickenham Road / High Street	w/c 16/06/2014	19/06/2014
8_M11	Breakspear Road North / Rickmansworth Road / Park Lane	w/c 16/06/2014	19/06/2014
8_M12	Harvil Road / Moorhall Road	w/c 16/06/2014	19/06/2014

Note: due to changes in road layout, the survey at Victoria Road / Atlas Road / Old Oak Lane / Old Oak Common Lane was undertaken as MCC + Queue Length Survey

Contract 221 London Metropolitan			
		Proposed Survey Date	Actual Survey Date
MCC 15 minutes intervals			
ID	Location		
Survey Location - Old Oak Common			
OOO_M1	Regency Street / Bethune Road (Quattro access to Websters yard)	w/c 25/11/2014	29/11/14 & 02/12/14

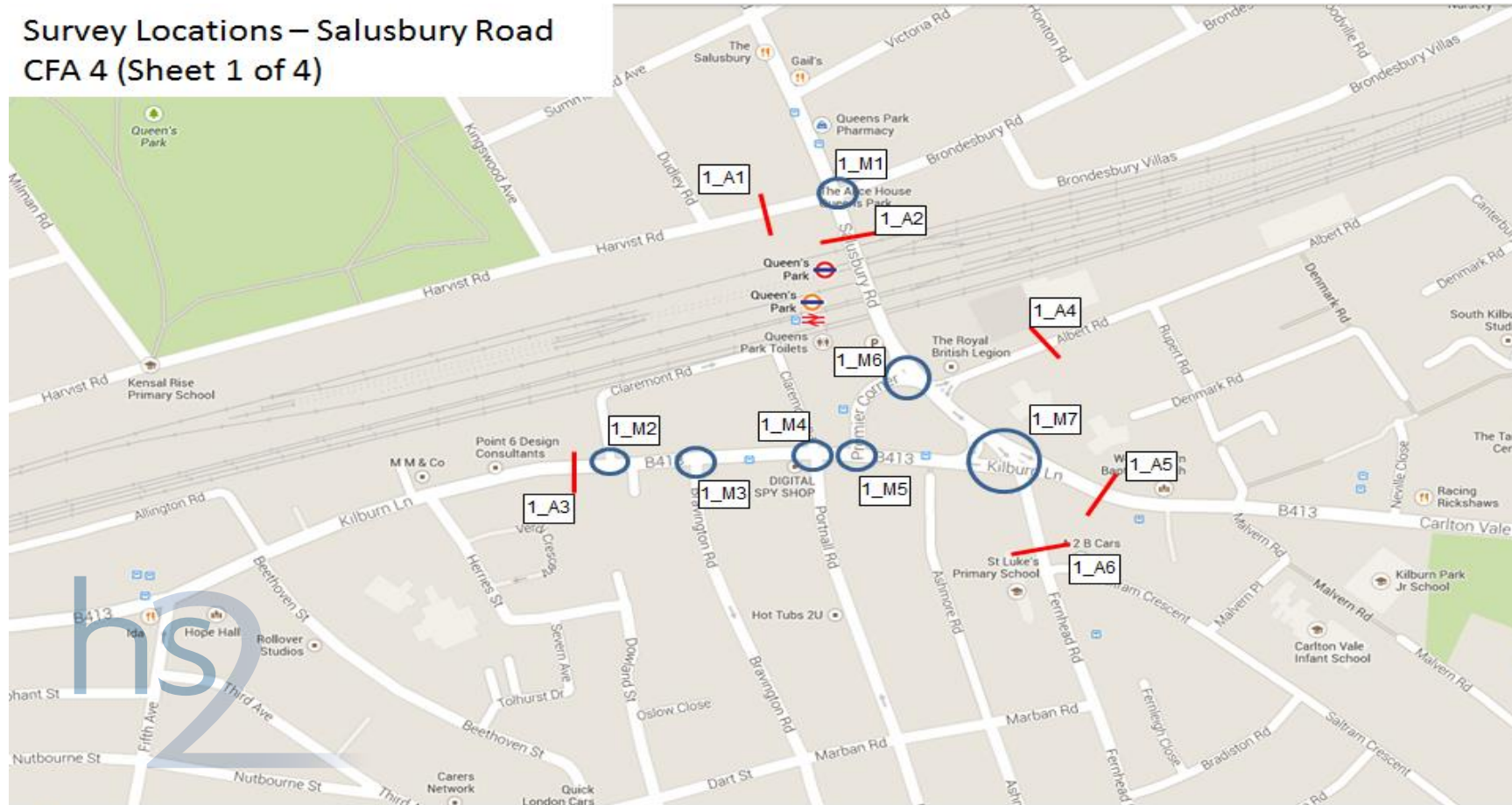
2.1.1 For pedestrian surveys results for CFA-4 to CFA-6 derived from MCC counts, see JS.1 to JS.8.

Additional pedestrian surveys at OOC (see Appendix JS.9)

Contract 221 London Metropolitan			
Ped 1hr AM and PM peaks		Proposed Survey Date	Actual Survey Date
ID	Location		
Survey Location - Old Oak Common			
OOC_M1	Regency Street / Bethune Road (Quattro access to Websters yard)	28, 29 or 30/11/14	29/11/2014
OOC_M1	Regency Street / Bethune Road (Quattro access to Websters yard)	28, 29 or 30/11/14	02/11/2014
OOC_P1	Old Oak Common Lane / Wells House Road	28, 29 or 30/11/14	29/11/2014
OOC_P1	Old Oak Common Lane / Wells House Road	28, 29 or 30/11/14	02/11/2014

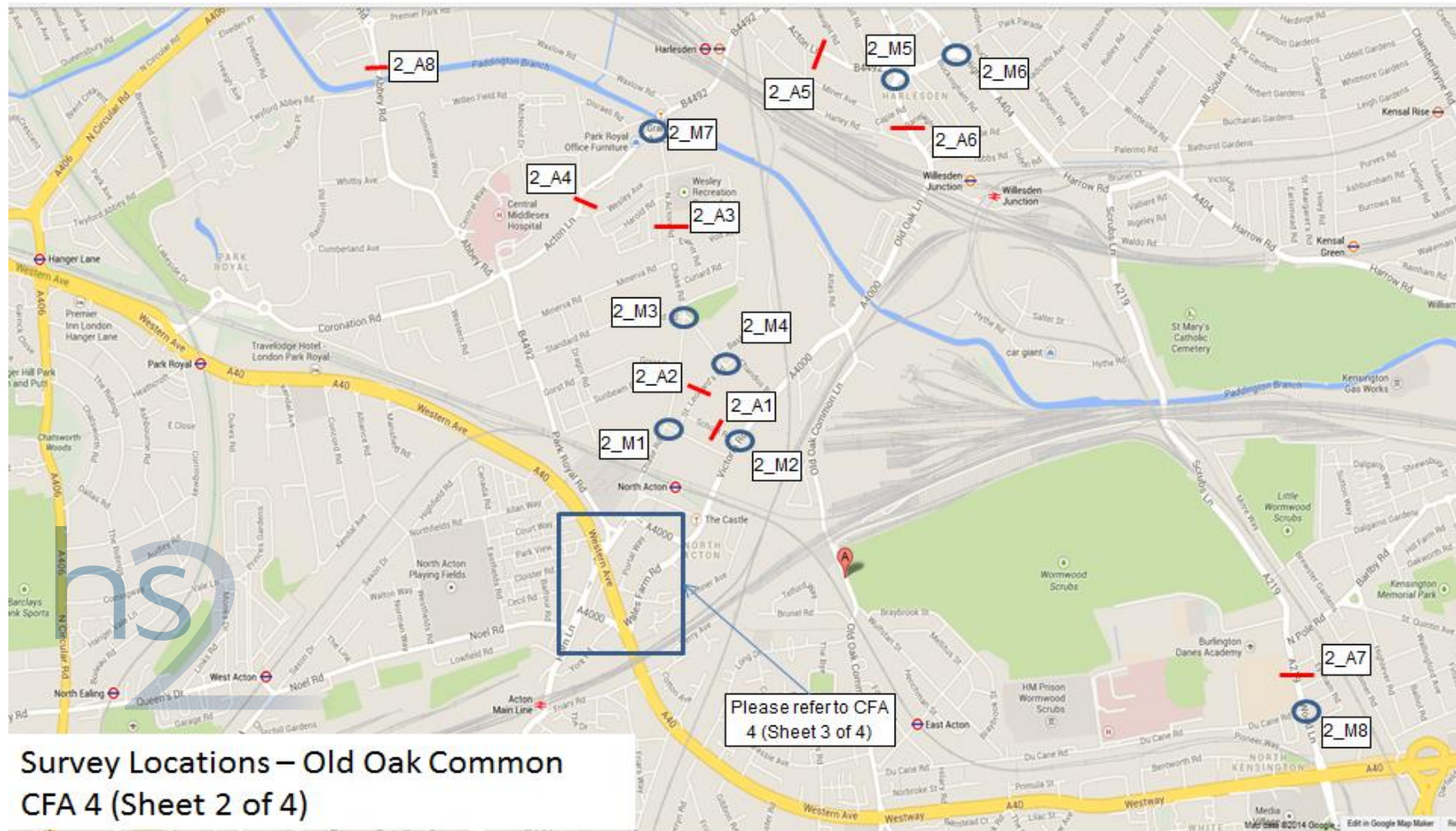
2.2 Survey locations for CFA 4 to CFA 6

Survey Locations – Salisbury Road CFA 4 (Sheet 1 of 4)



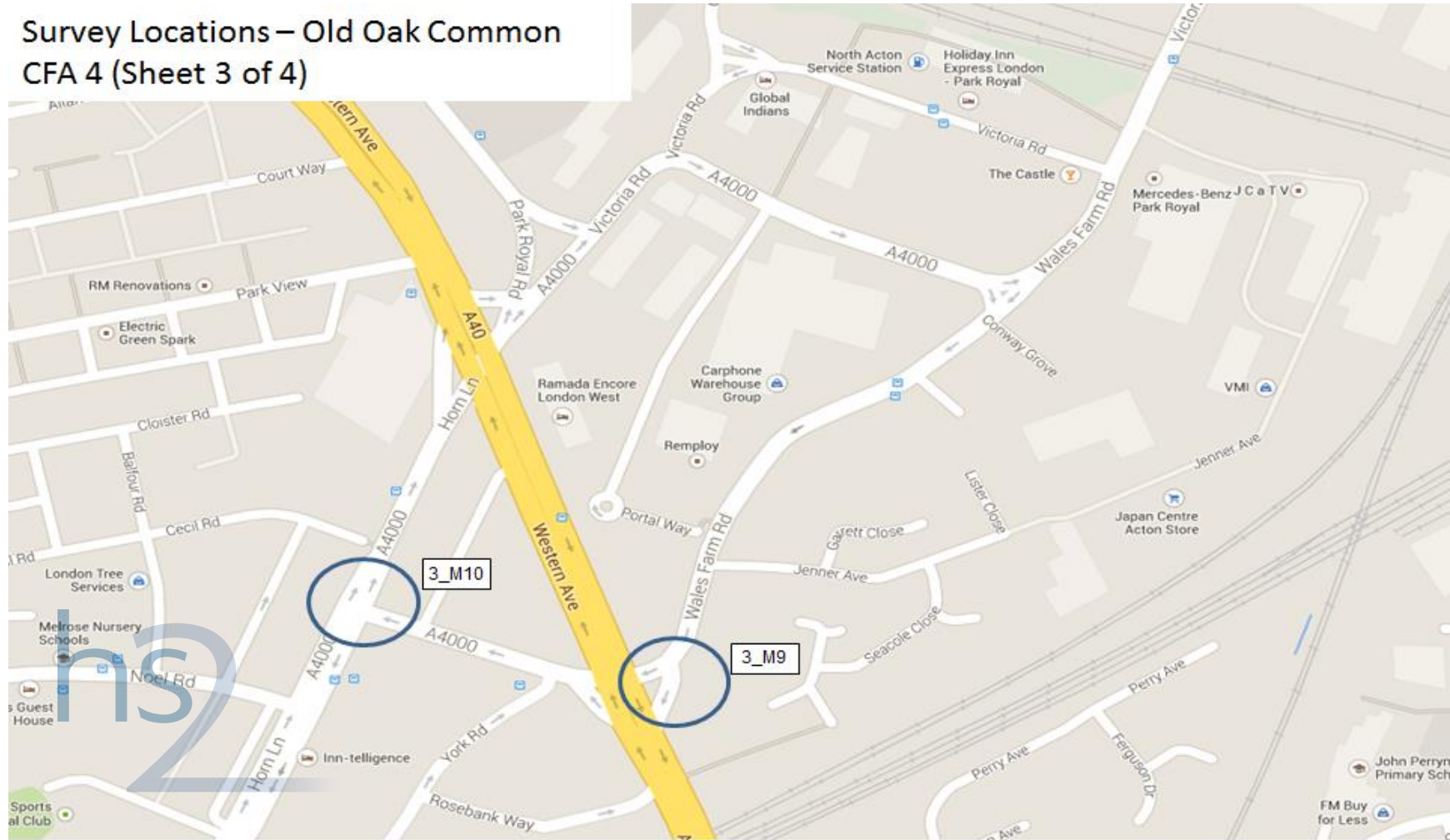
○ MCC counts
— ATC counts

13/11/2014



13/11/2014

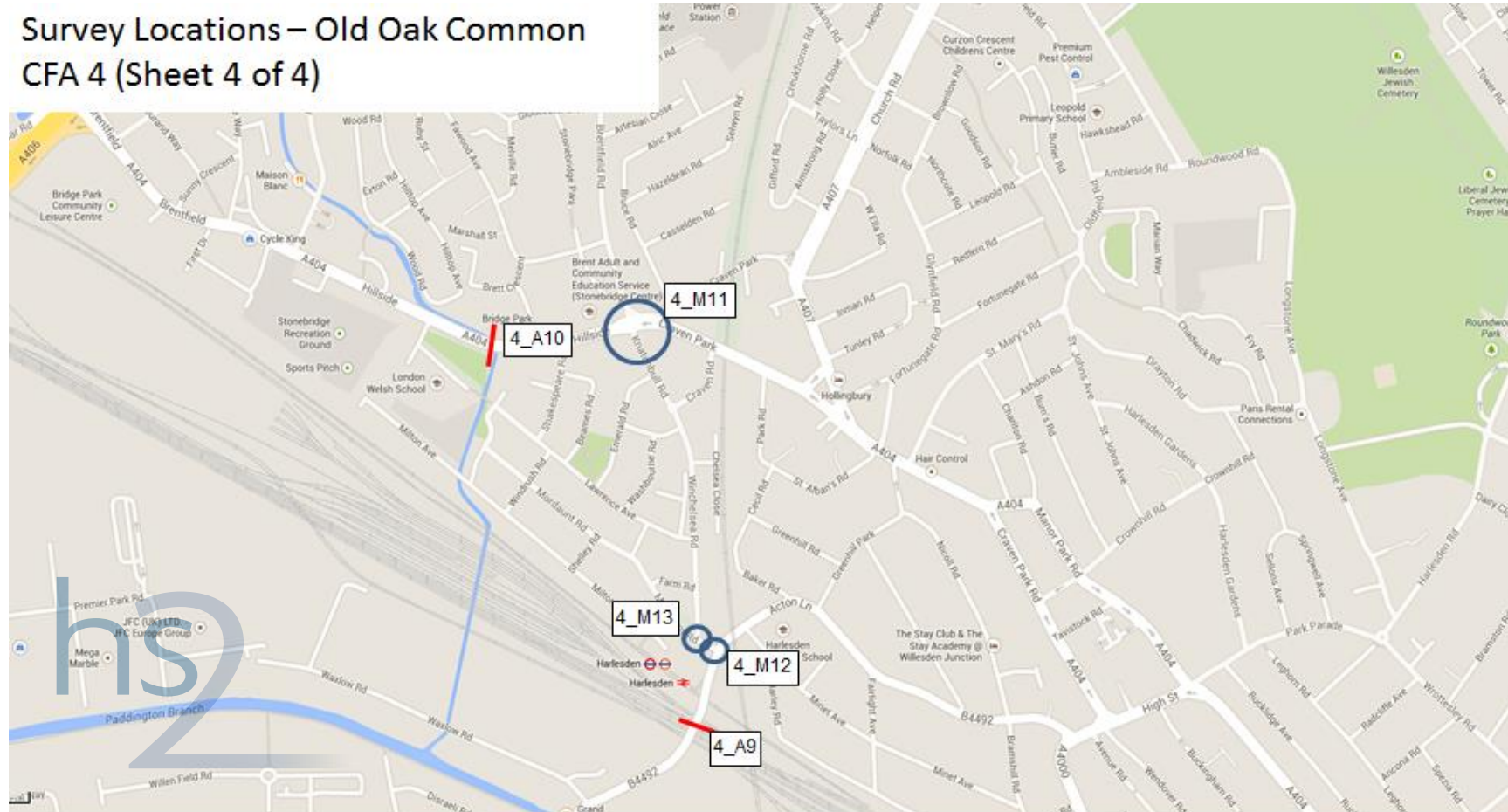
Survey Locations – Old Oak Common CFA 4 (Sheet 3 of 4)



- MCC counts
- ATC counts

13/11/2014

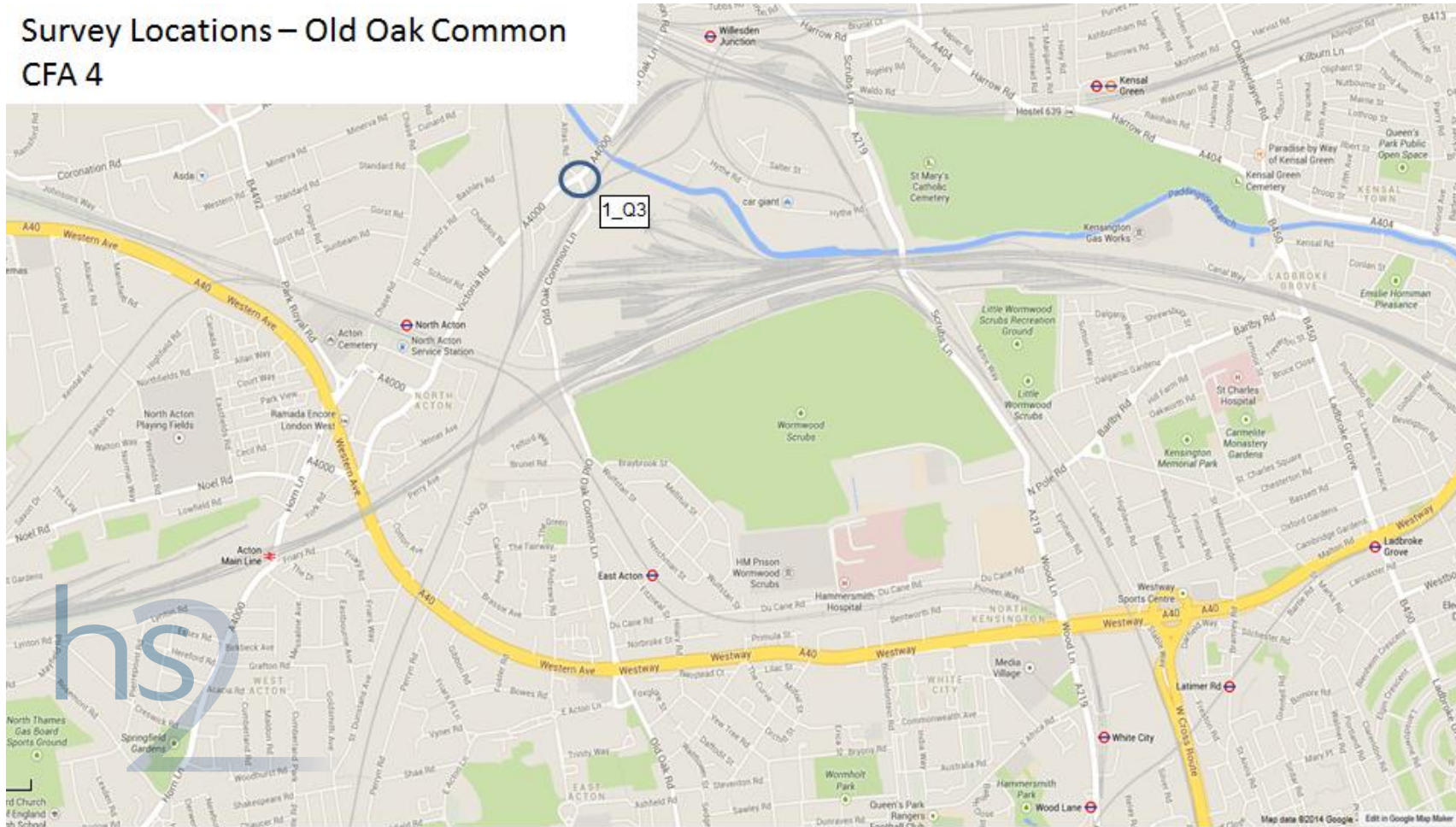
Survey Locations – Old Oak Common CFA 4 (Sheet 4 of 4)



○ MCC counts
— ATC counts

13/11/2014

Survey Locations – Old Oak Common CFA 4



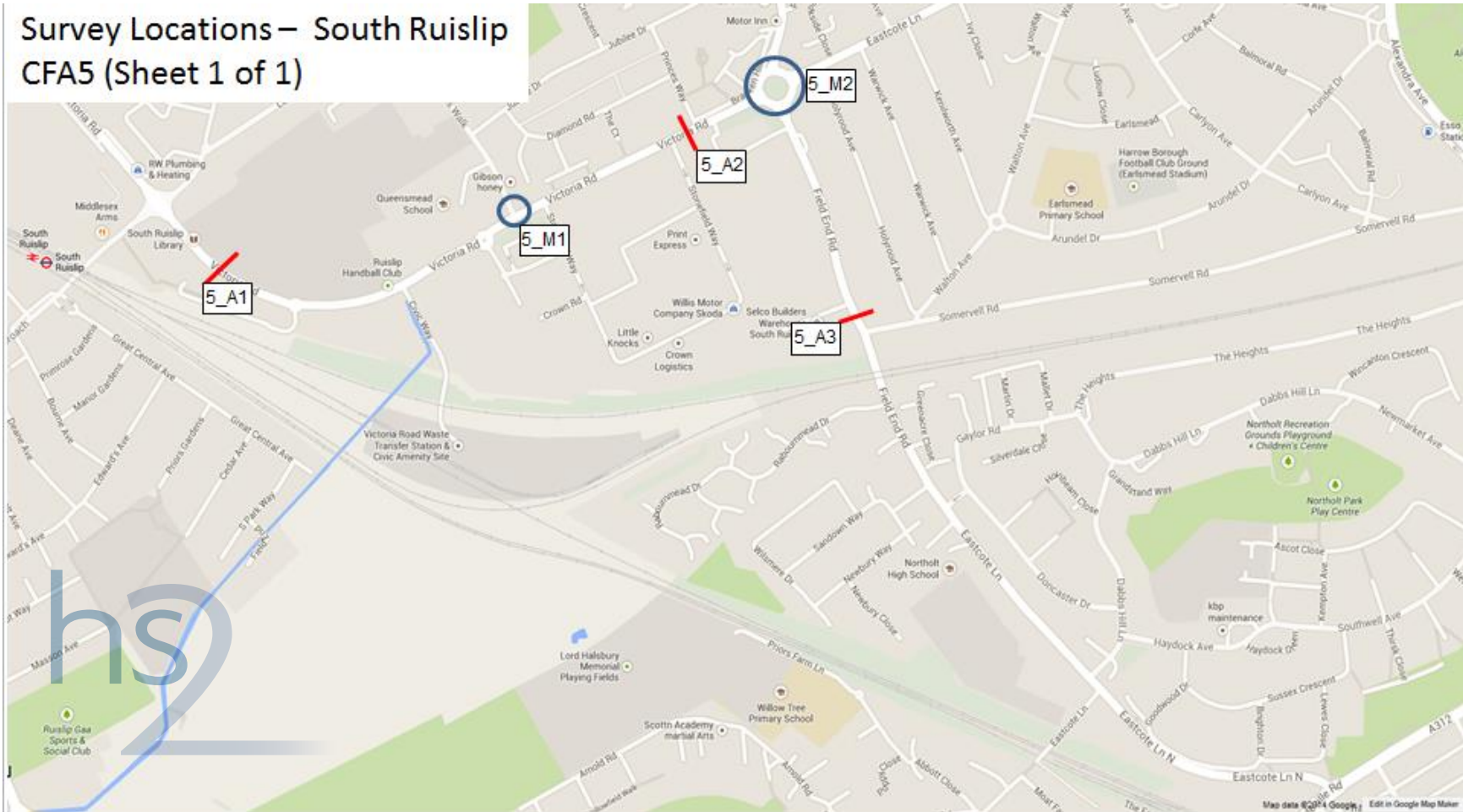
○ Queue Length Counts

07/11/2014

Survey locations – pedestrian counts (OOC)



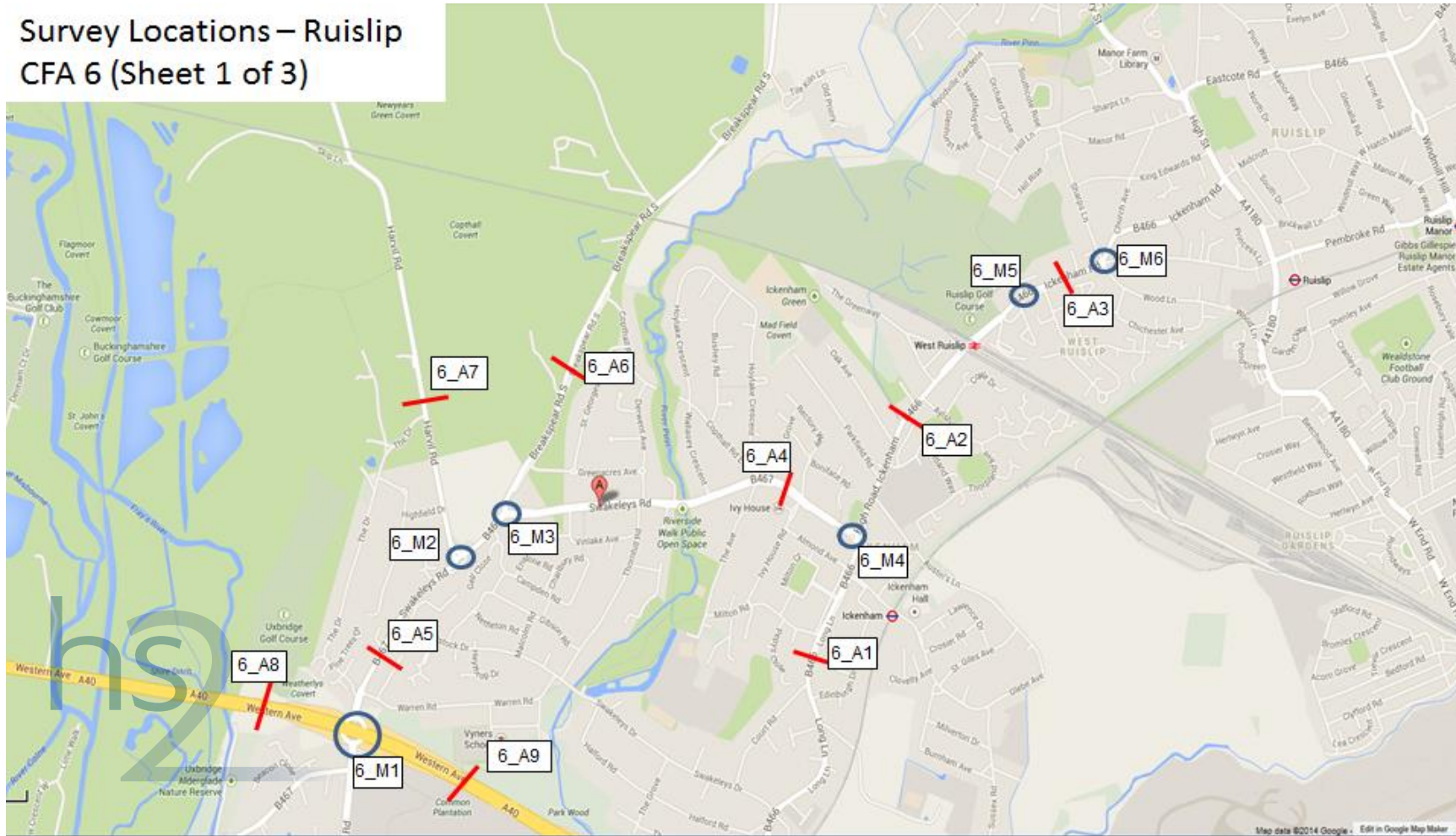
Survey Locations – South Ruislip CFA5 (Sheet 1 of 1)



○ MCC counts
— ATC counts

13/11/2014

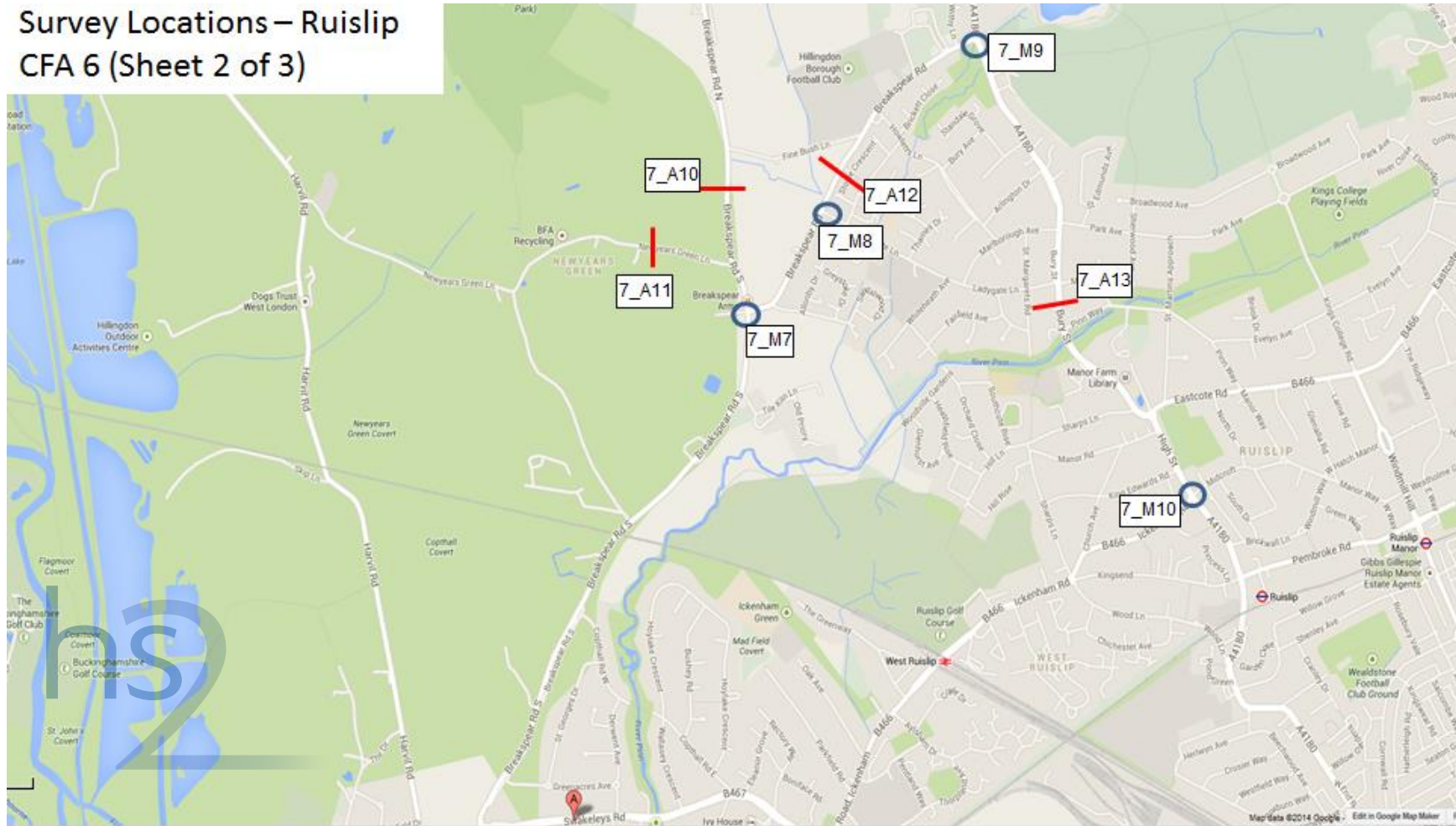
Survey Locations – Ruislip CFA 6 (Sheet 1 of 3)





○ MCC counts
— ATC counts

13/11/2014

Survey Locations – Ruislip CFA 6 (Sheet 2 of 3)



 MCC counts
 ATC counts

13/11/2014



○ MCC counts
— ATC counts

13/11/2014

3 Appendix HS – automatic traffic counts

Note:

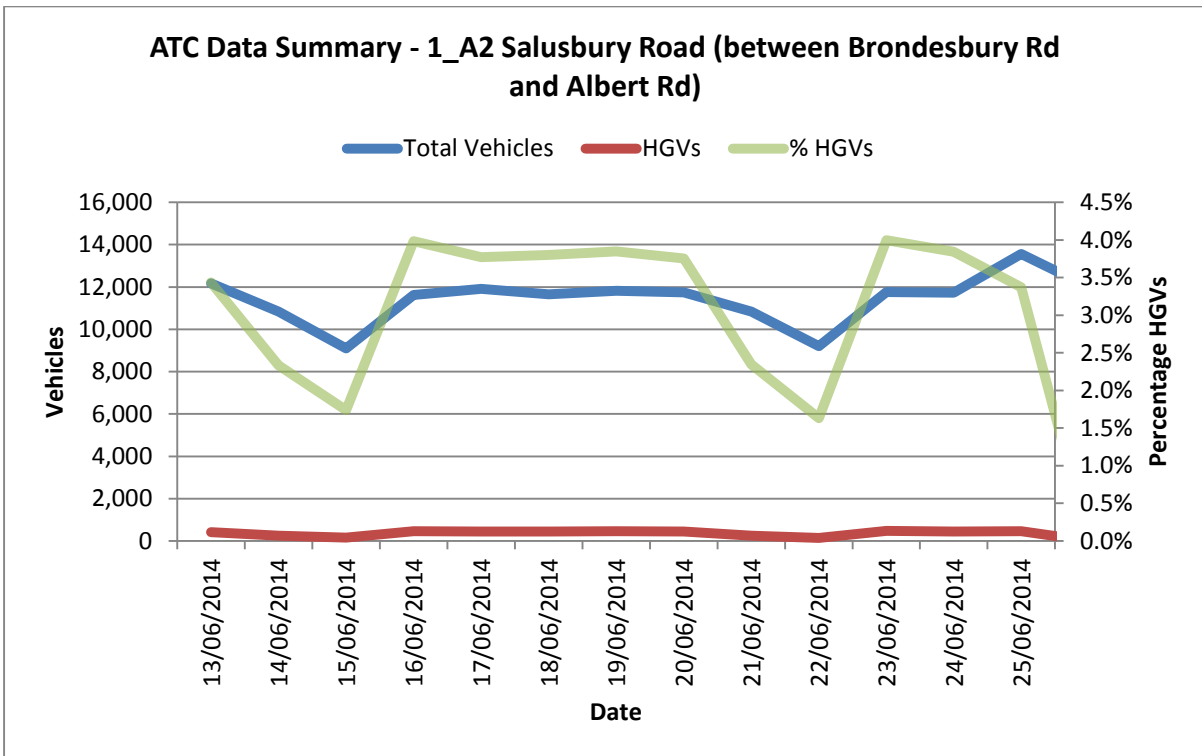
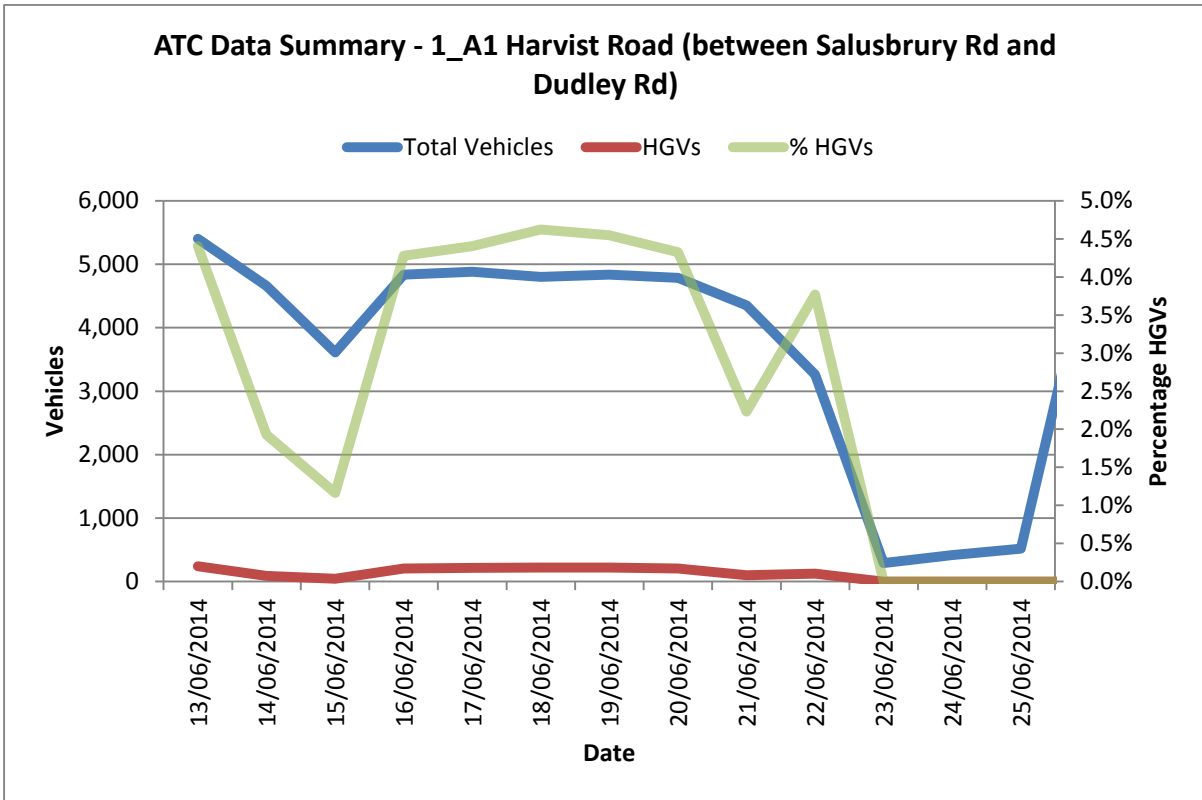
- all the ATC have been undertaken between June and September 2014 from 7am to 7pm
- HGVs include OGV₁, OGV₂ and coaches but DO NOT include buses

June	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Day	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su

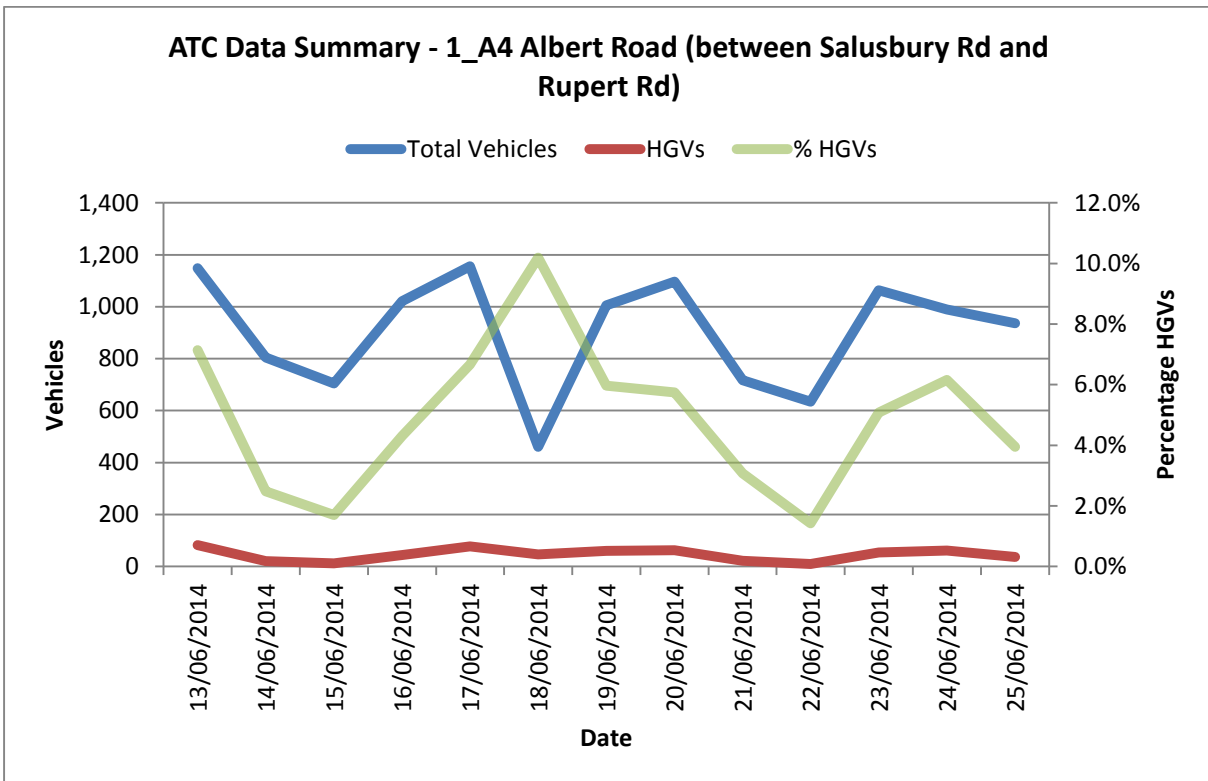
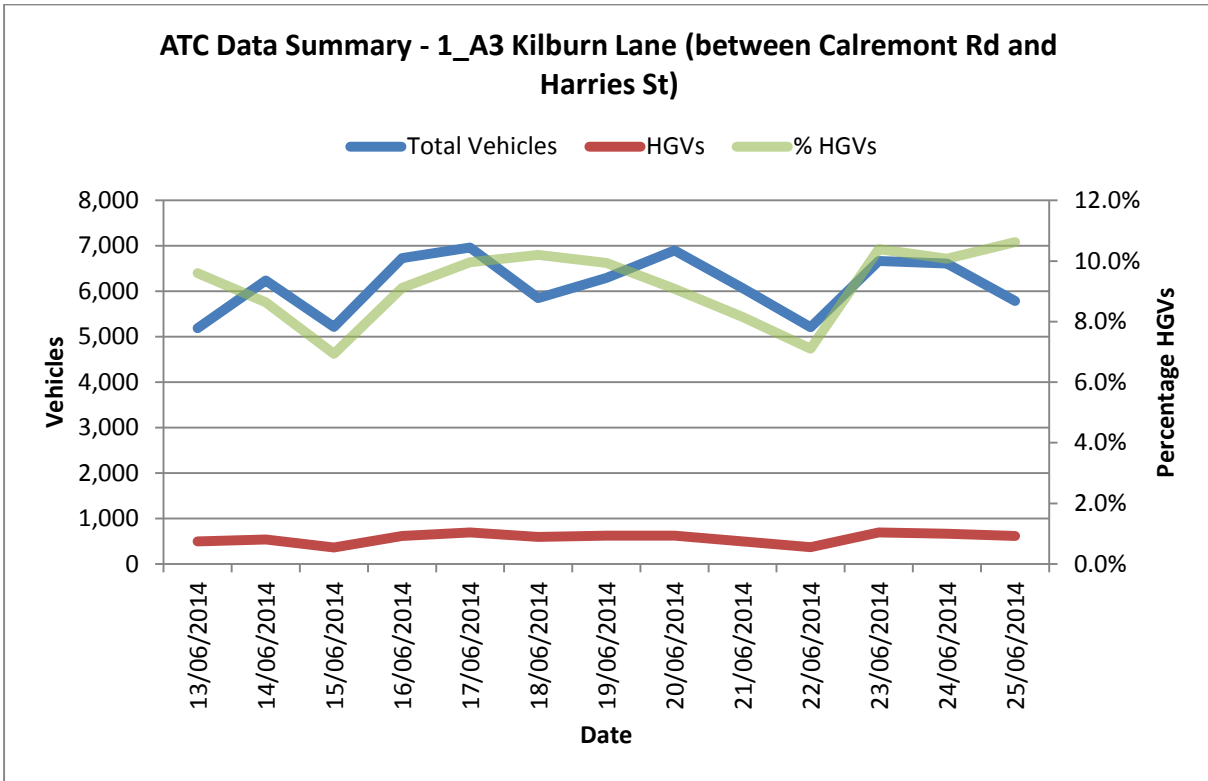
Aug/Sept	27	28	29	30	31	01	02	03	04	05	06	07	08
Day	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo

Appendix HS.1 – ATC – CFA4 – Sheet 1

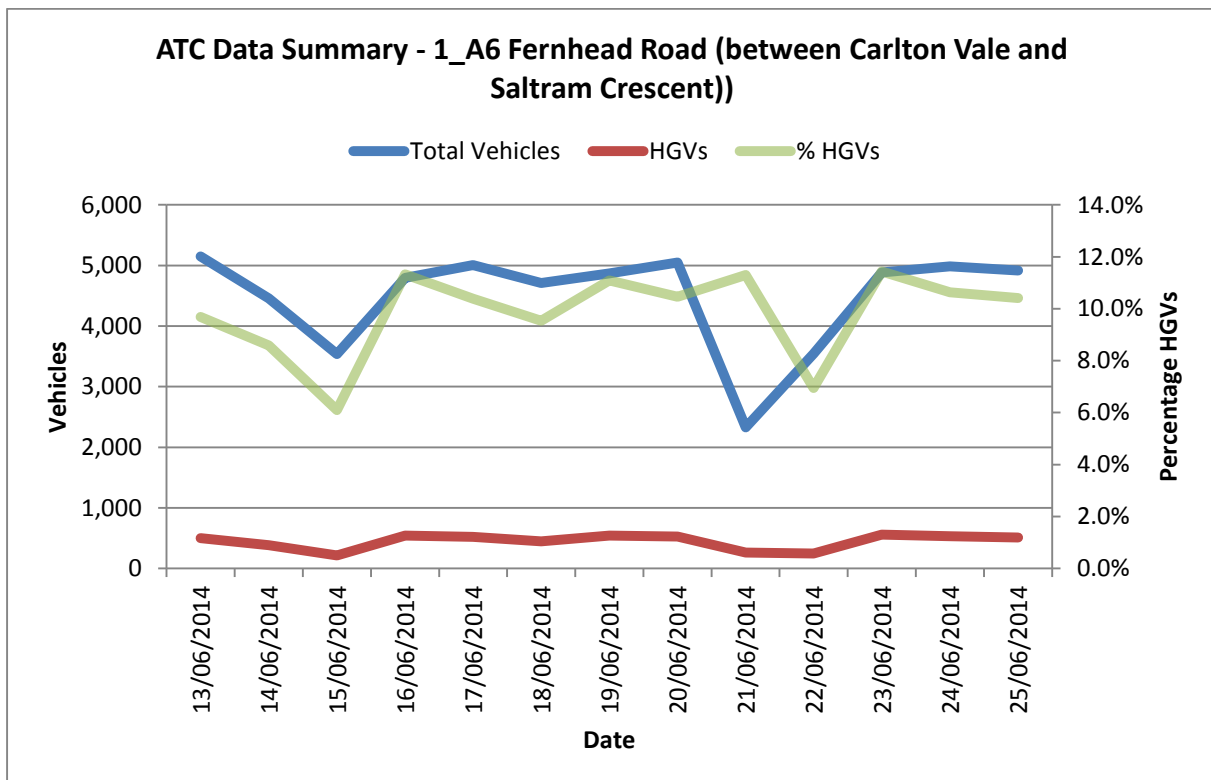
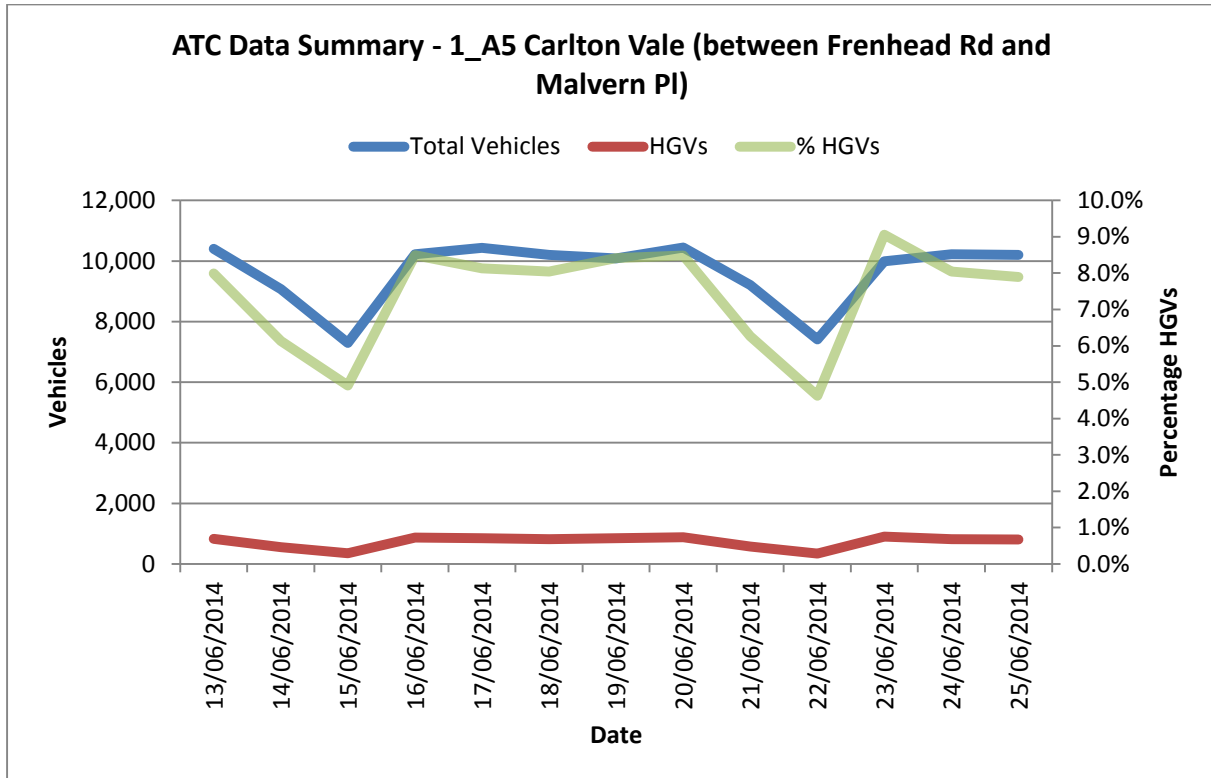
Surveys undertaken in June 2014



Surveys undertaken in June 2014

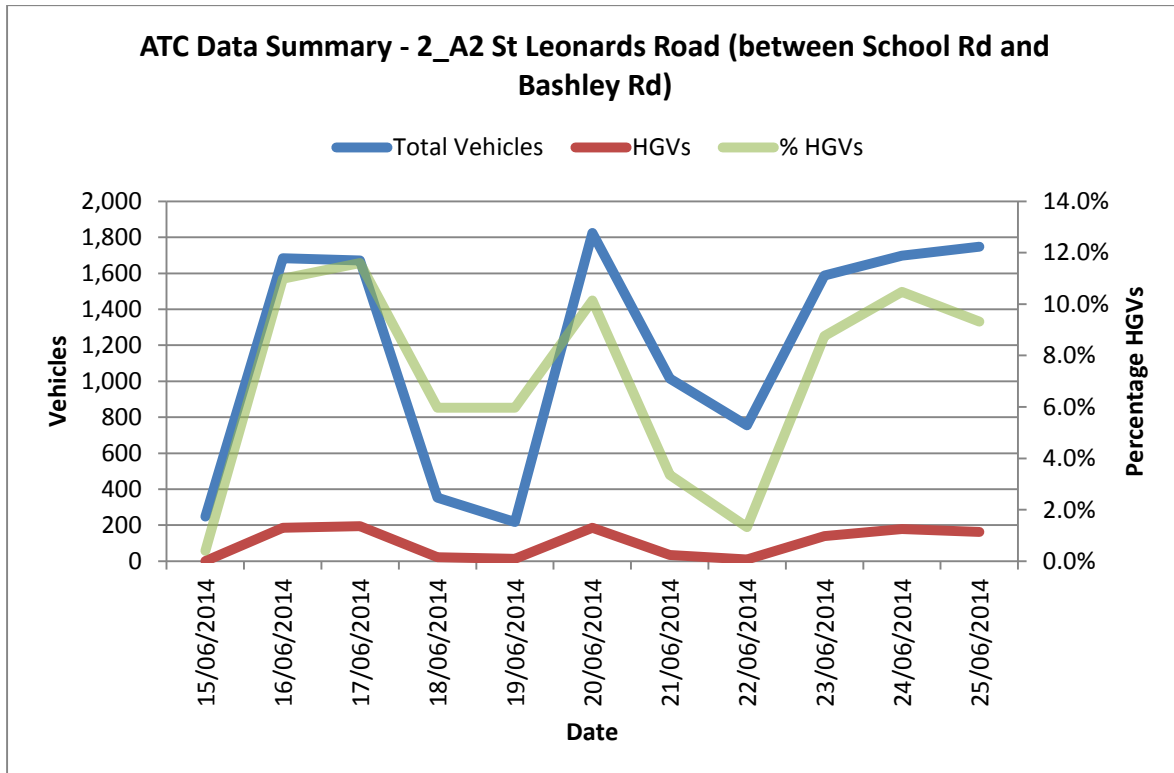
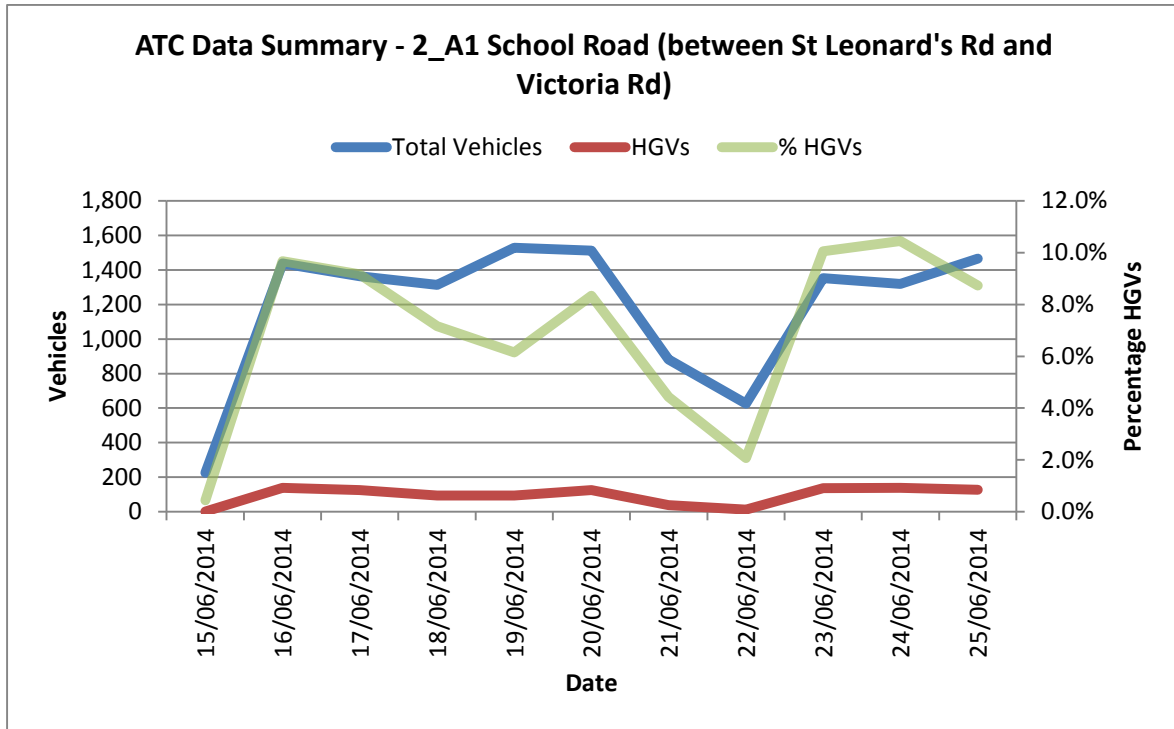


Surveys undertaken in June 2014

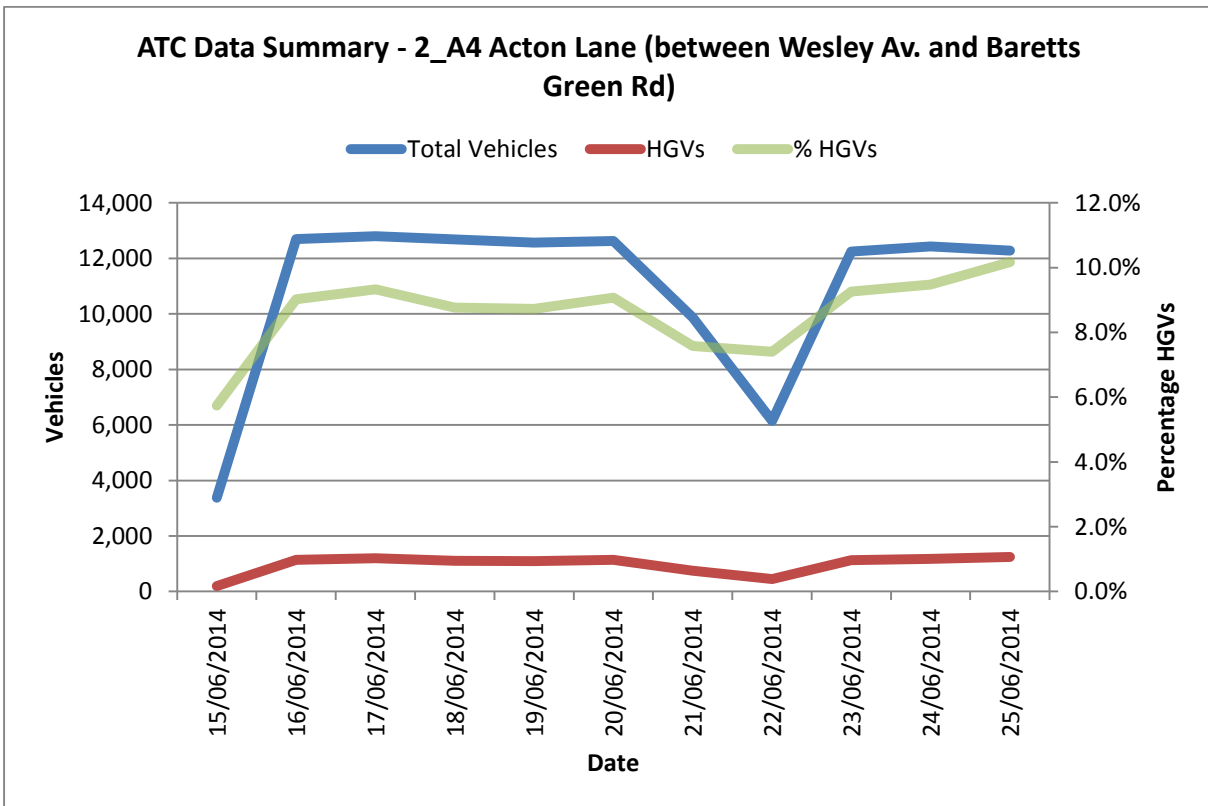
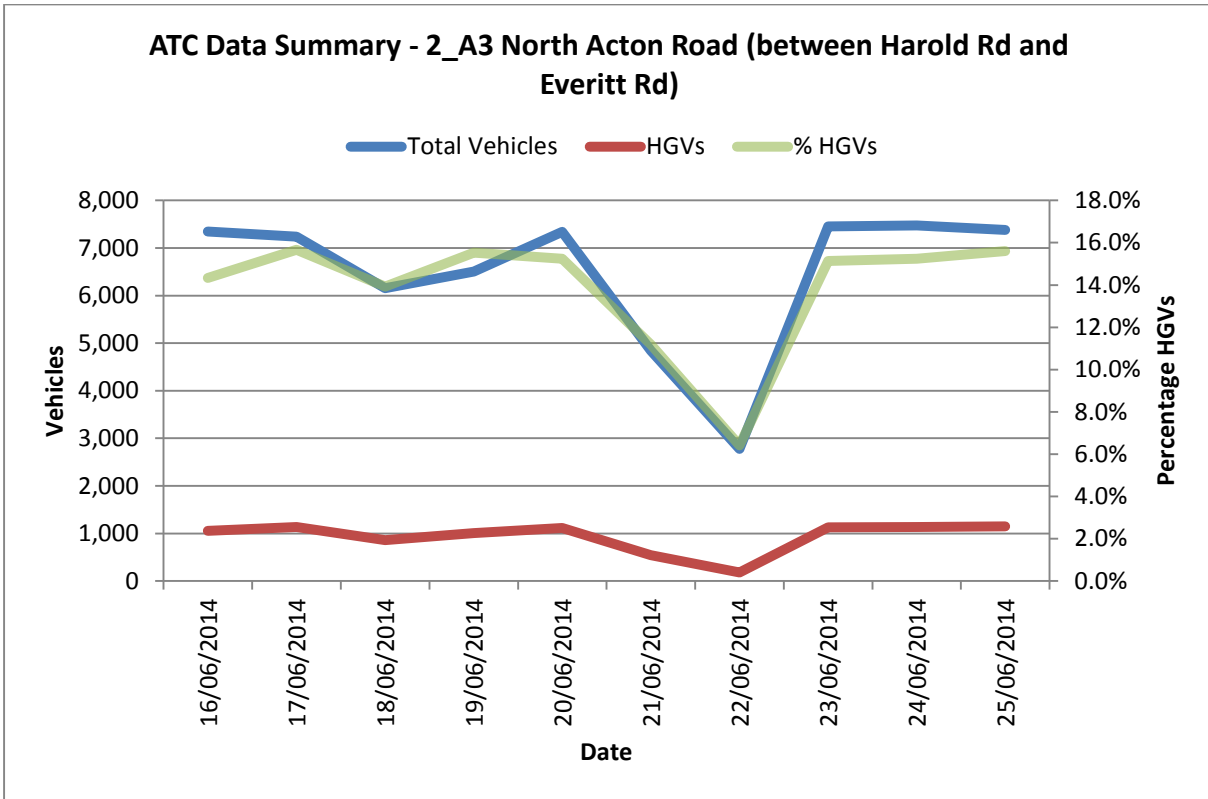


Appendix HS.2 – ATC – CFA4 – Sheet 2

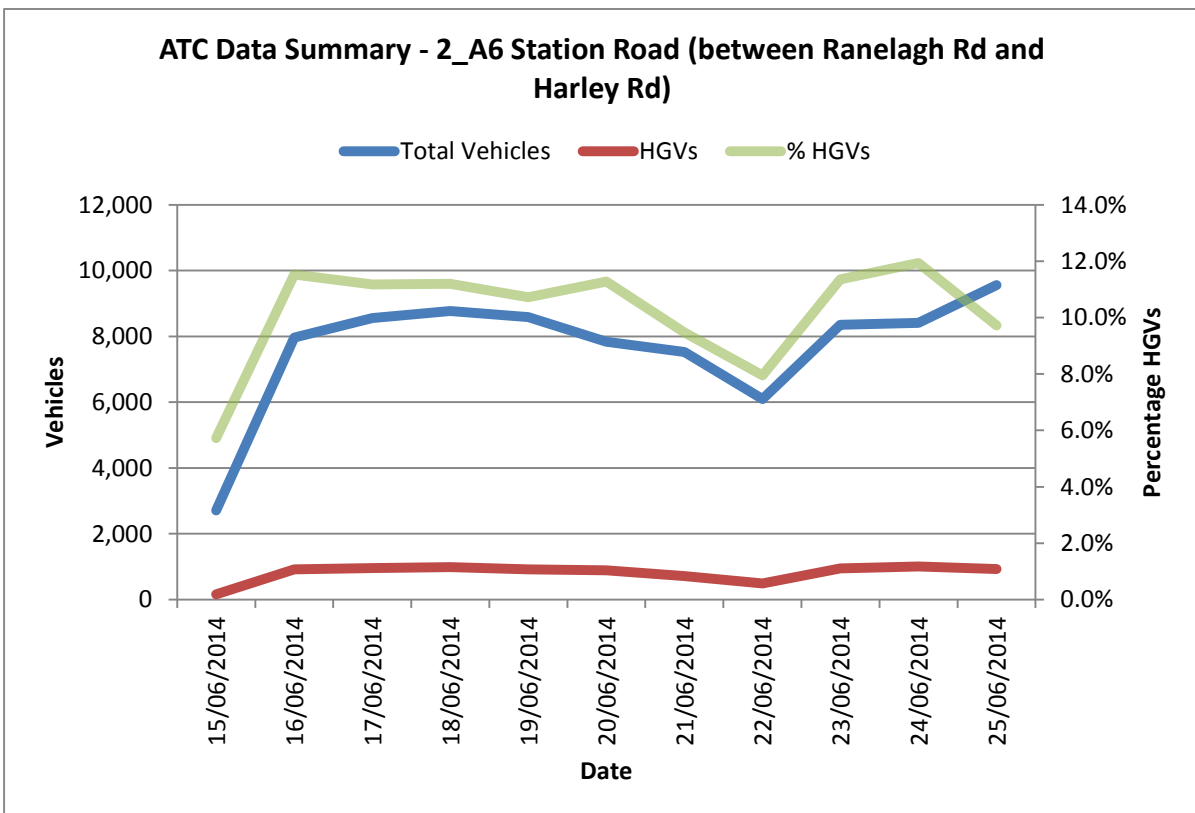
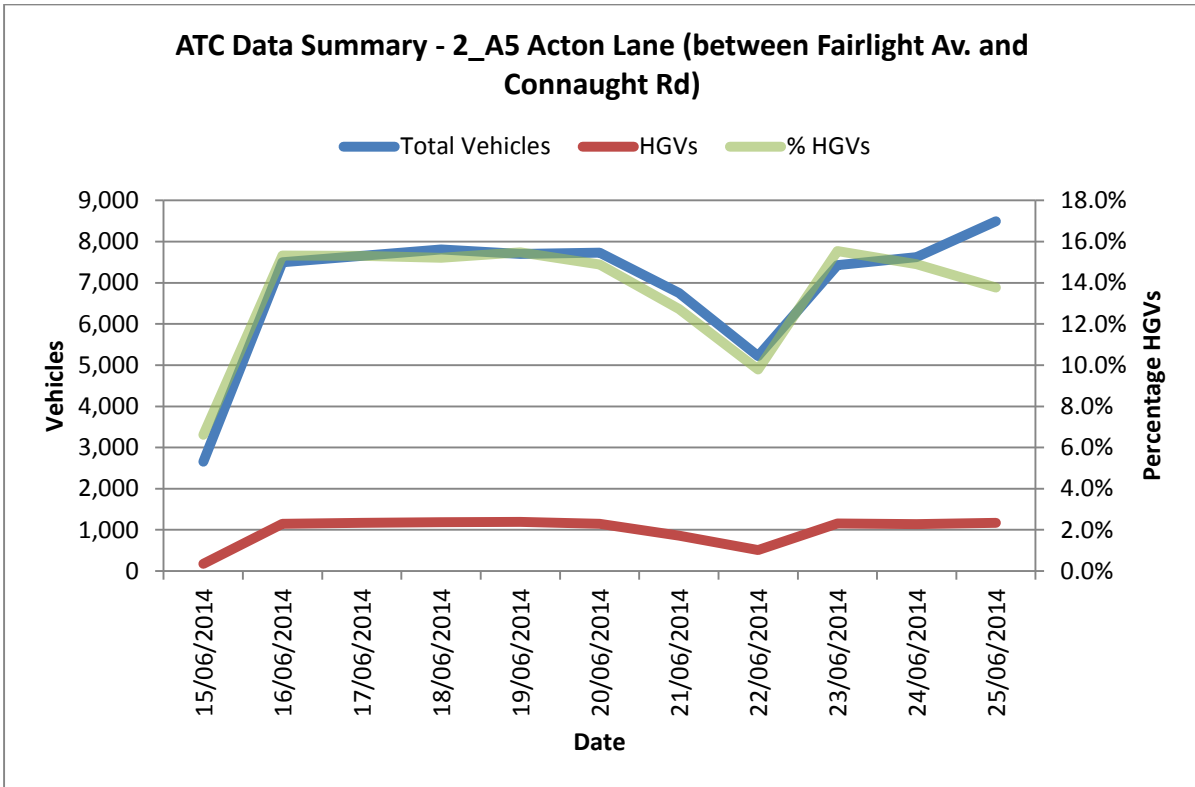
Surveys undertaken in June 2014



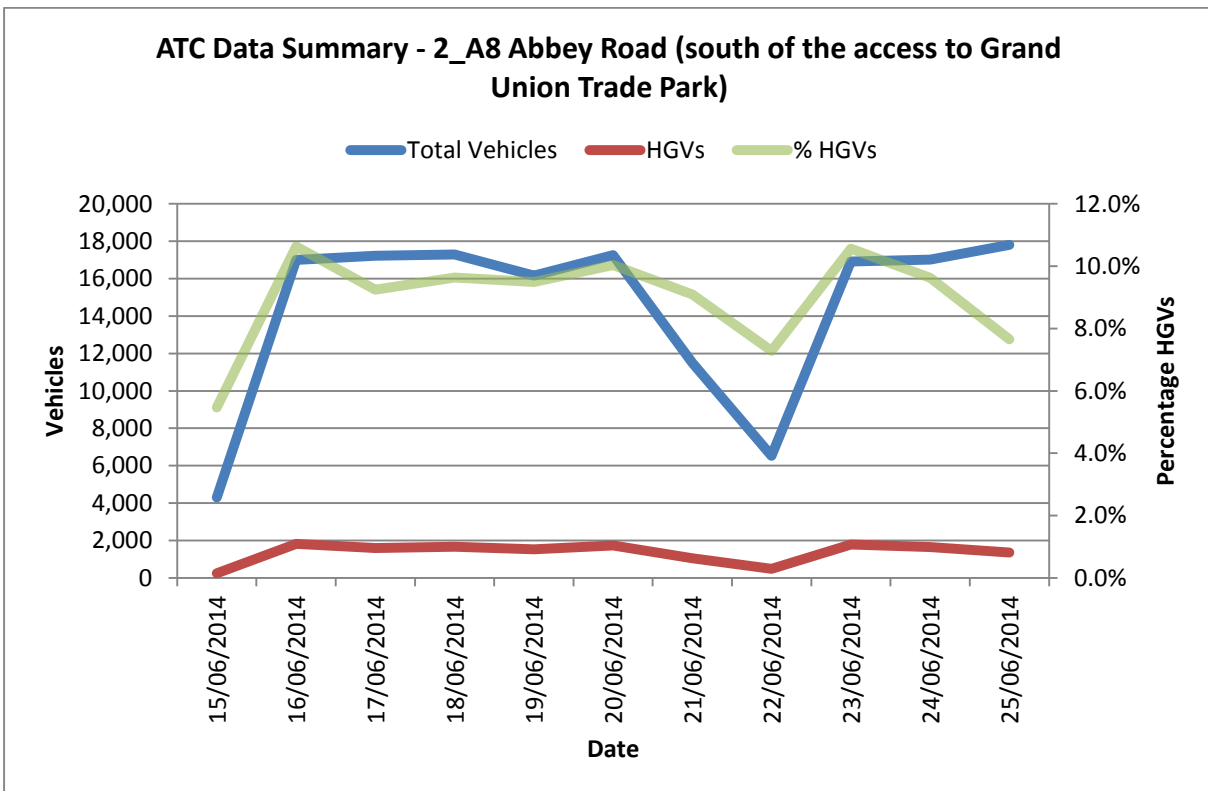
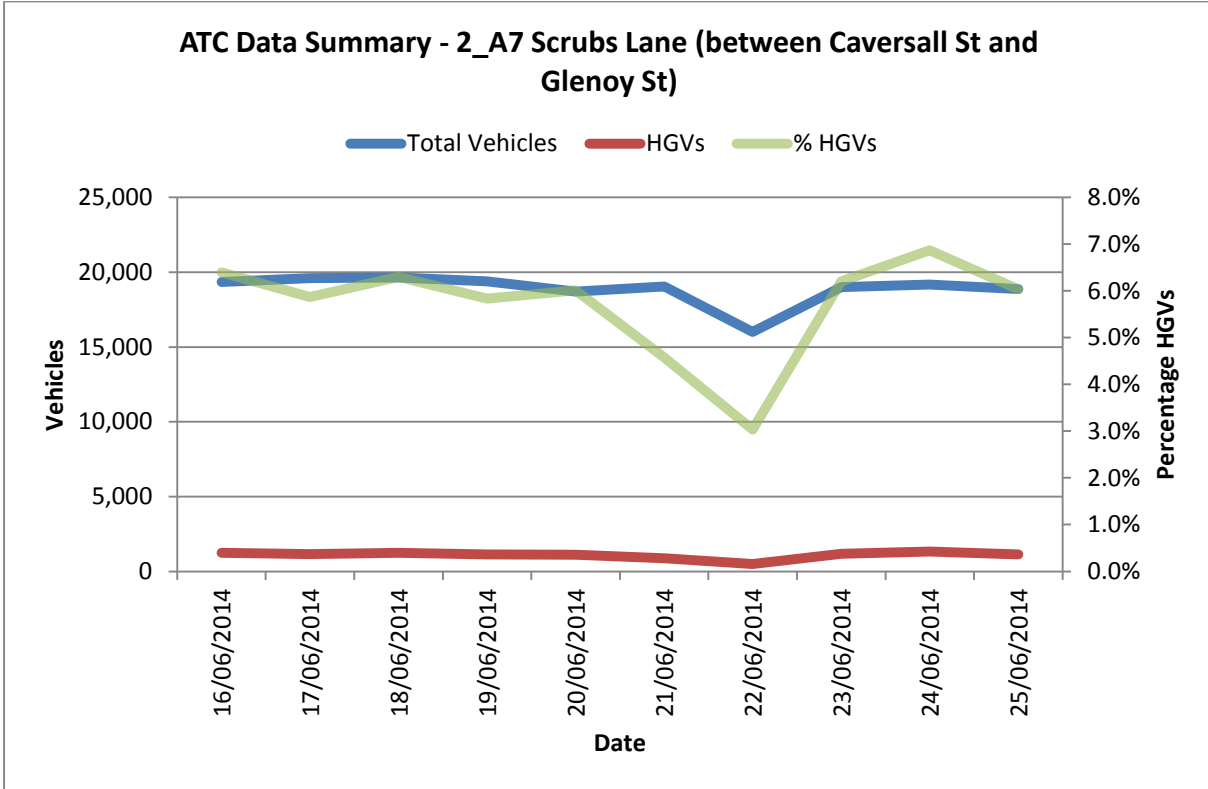
Surveys undertaken in June 2014



Surveys undertaken in June 2014

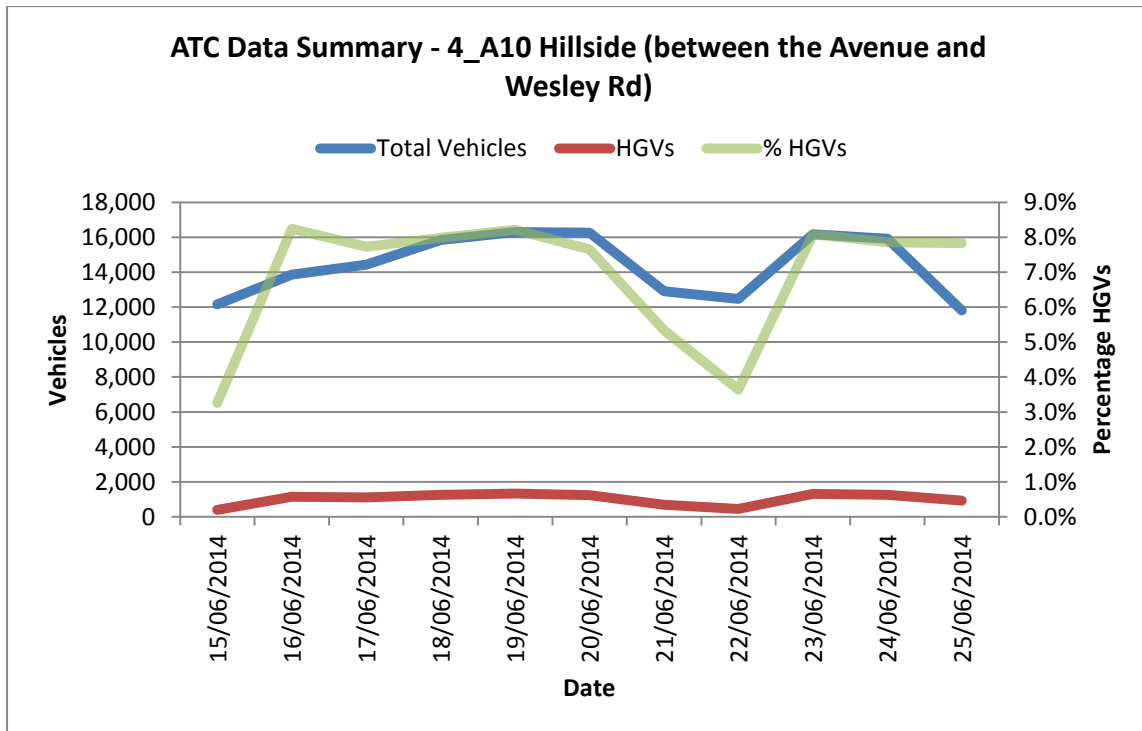
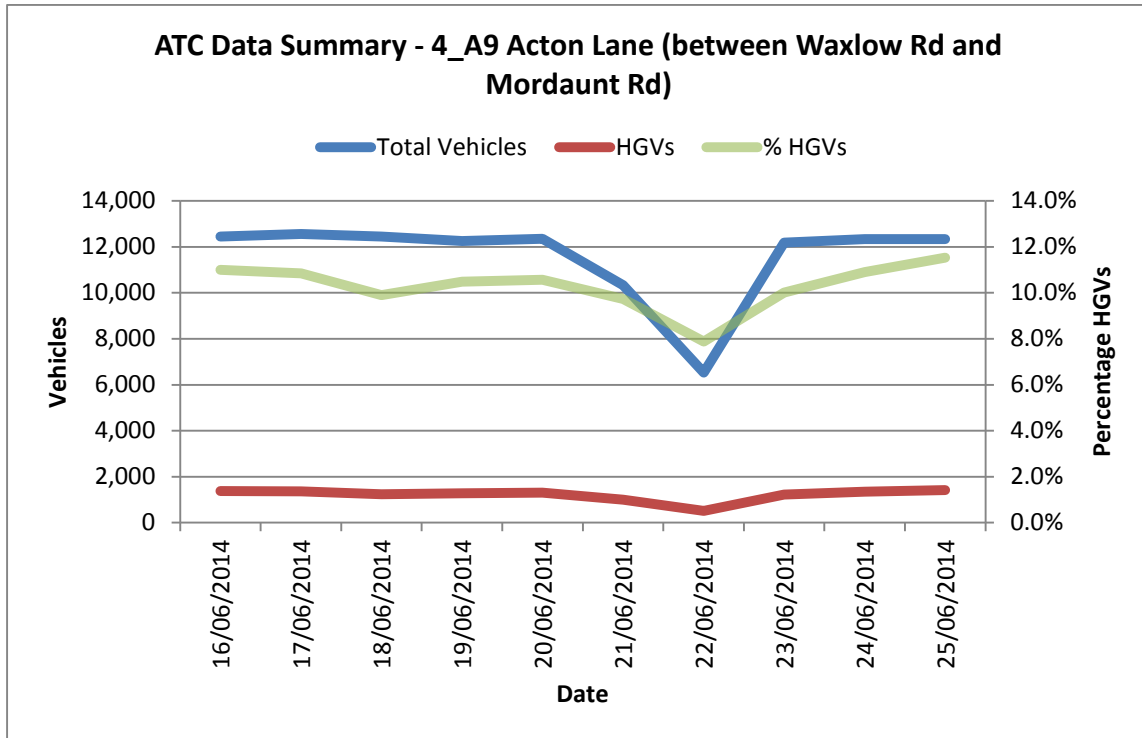


Surveys undertaken in June 2014



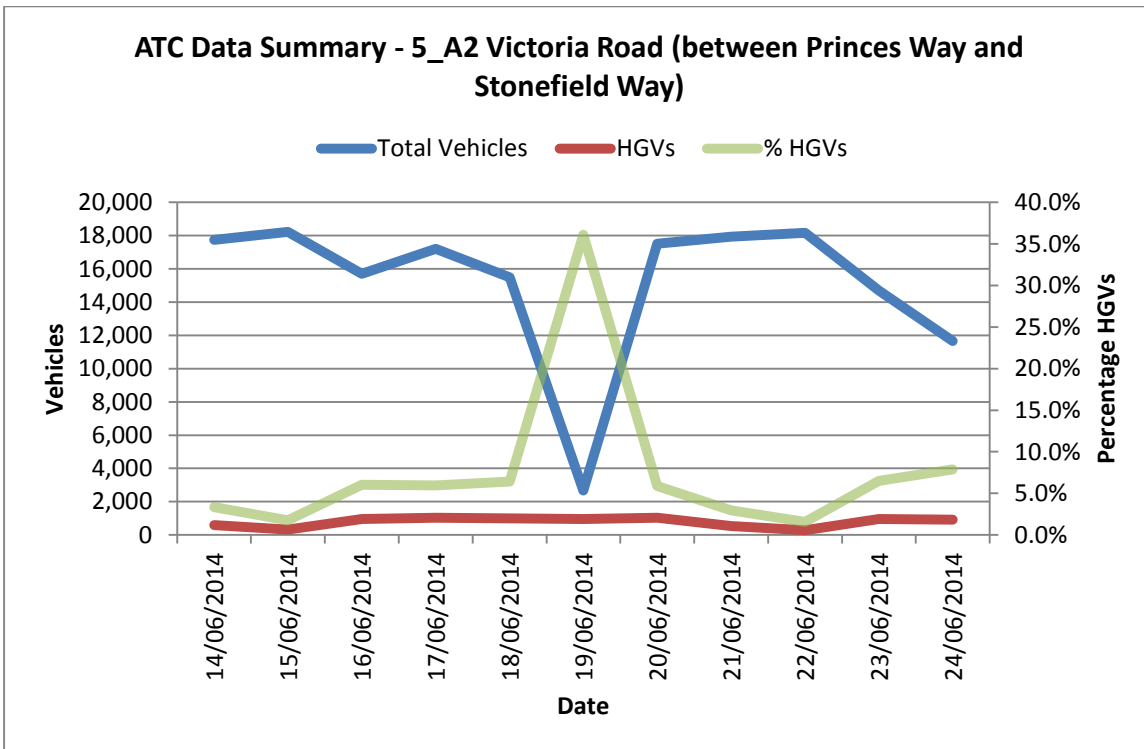
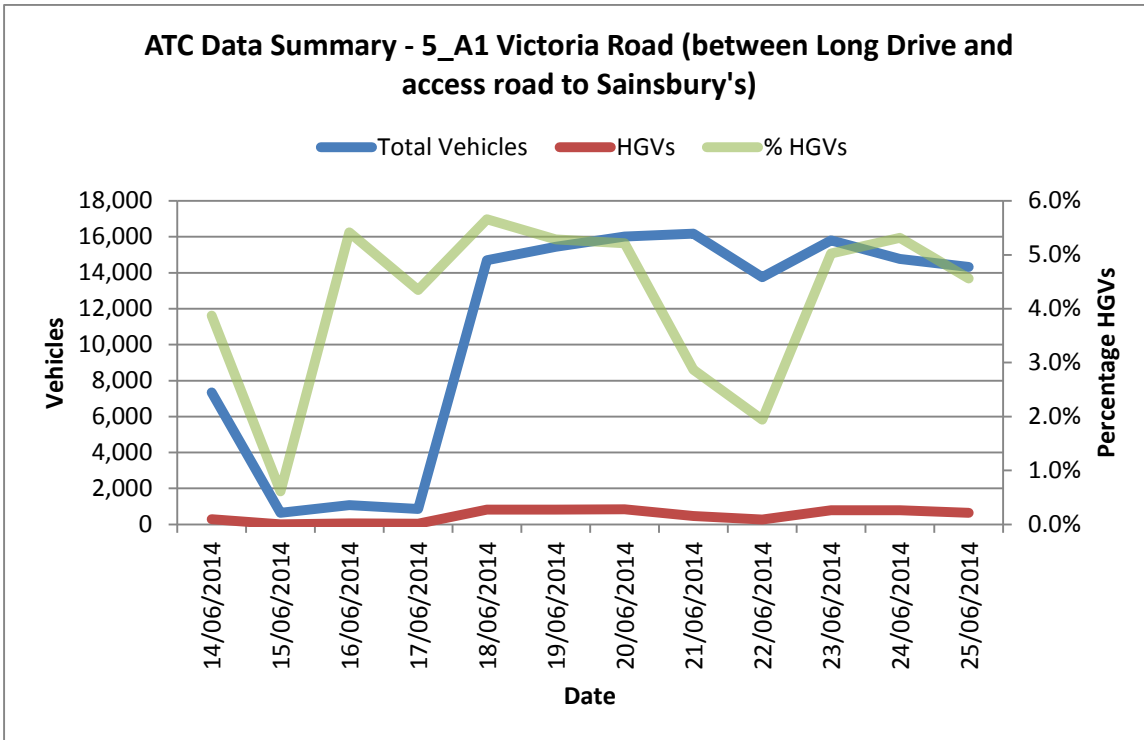
Appendix HS.3 – ATC – CFA4 – Sheet 4

Surveys undertaken in June 2014

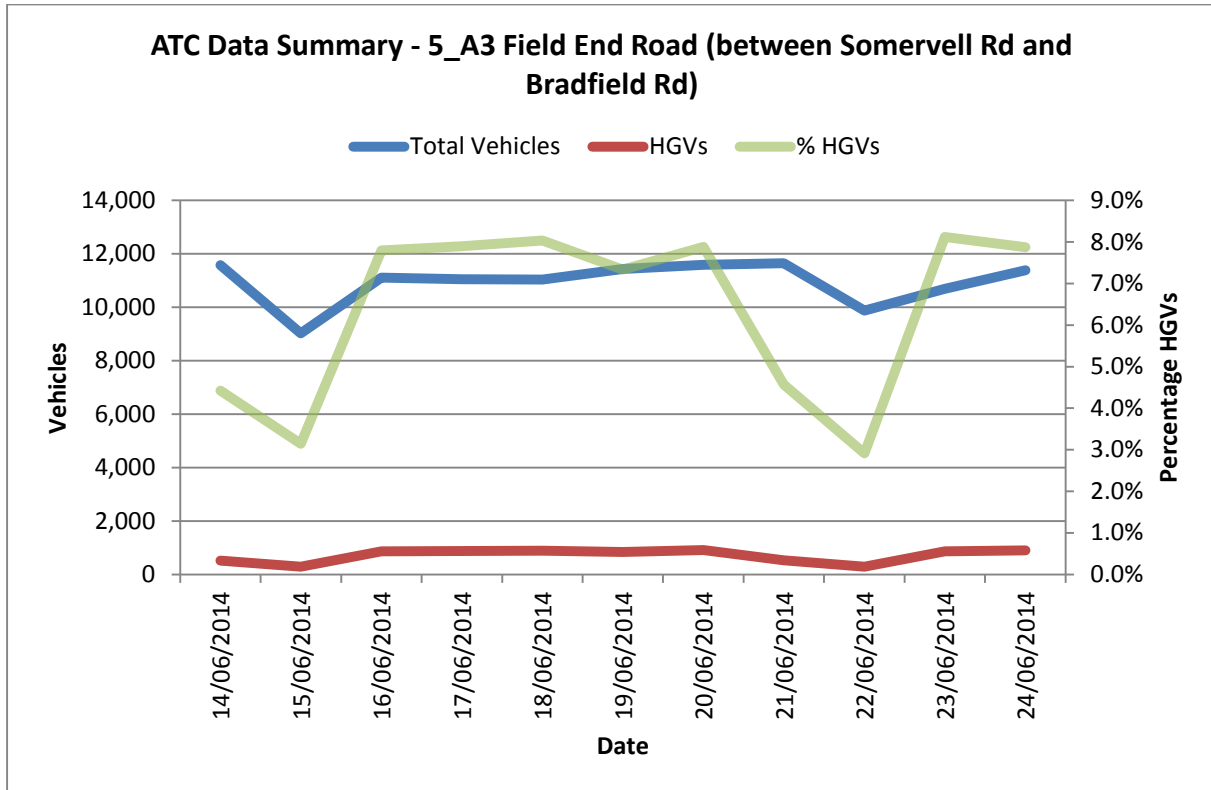


Appendix HS.4 – ATC – CFA5 – Sheet 1

Surveys undertaken in June 2014

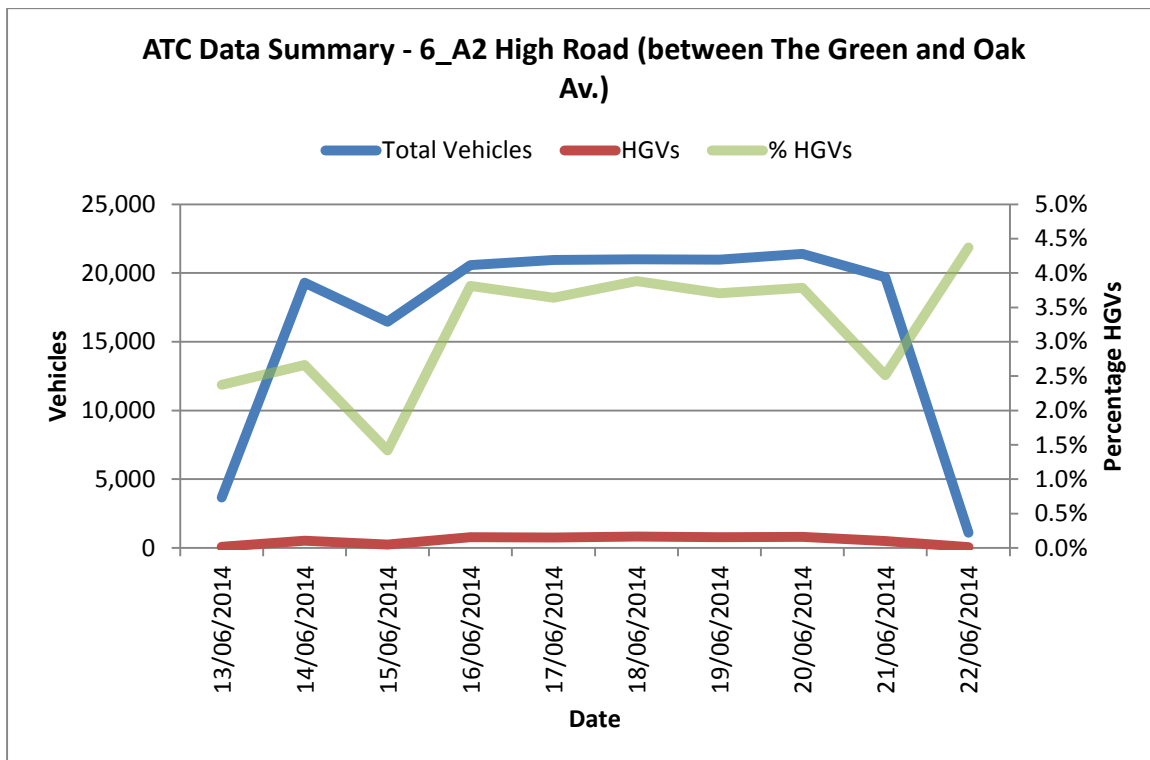
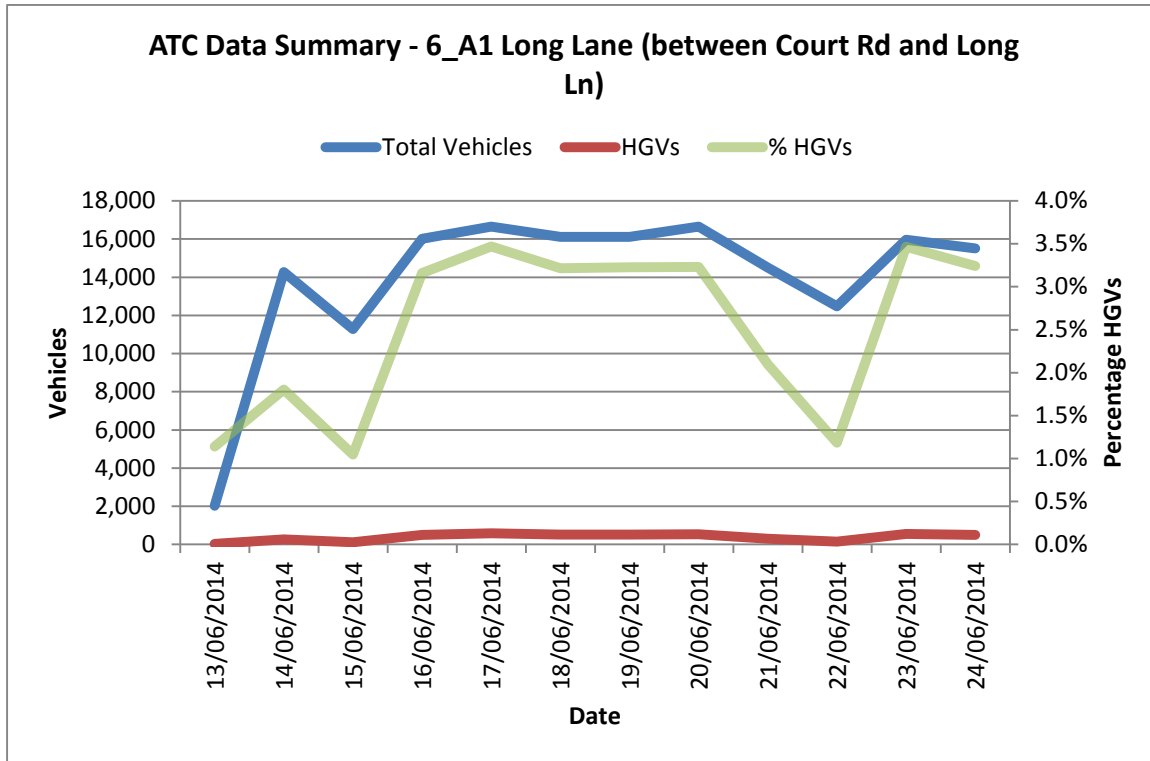


Survey undertaken in June 2014

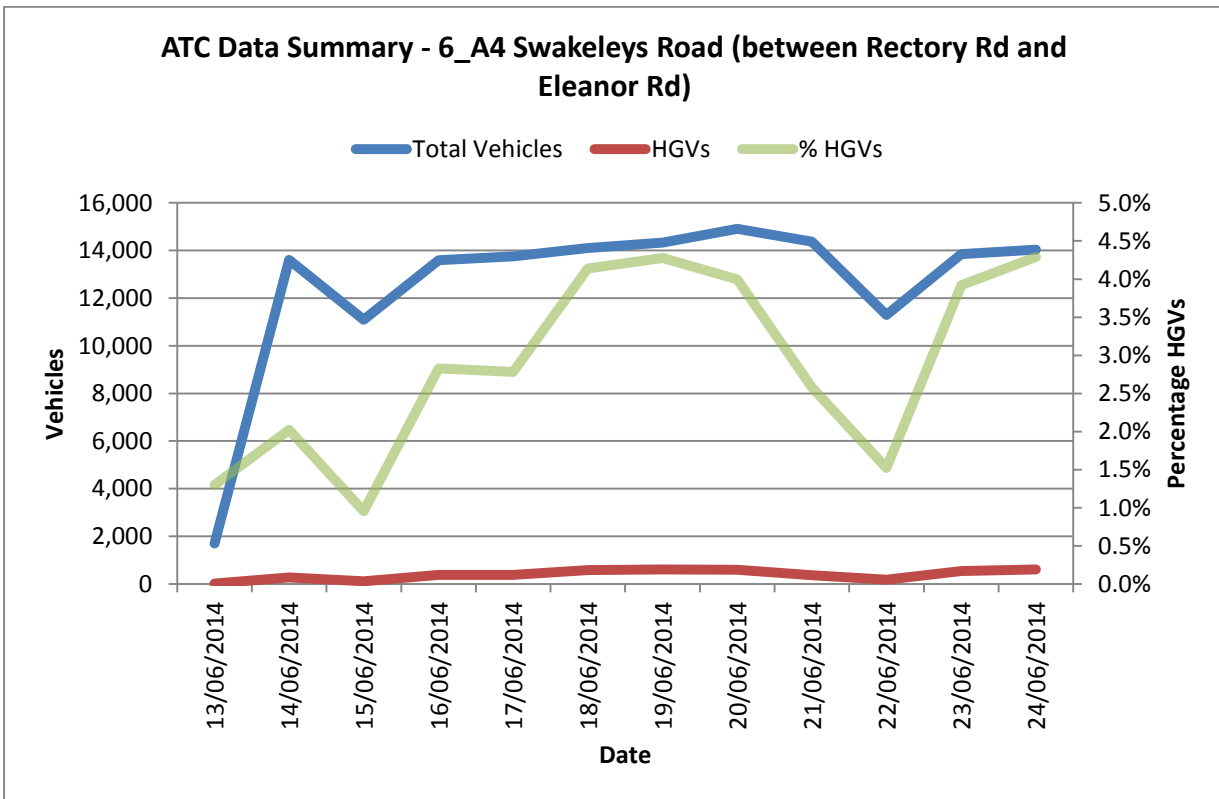
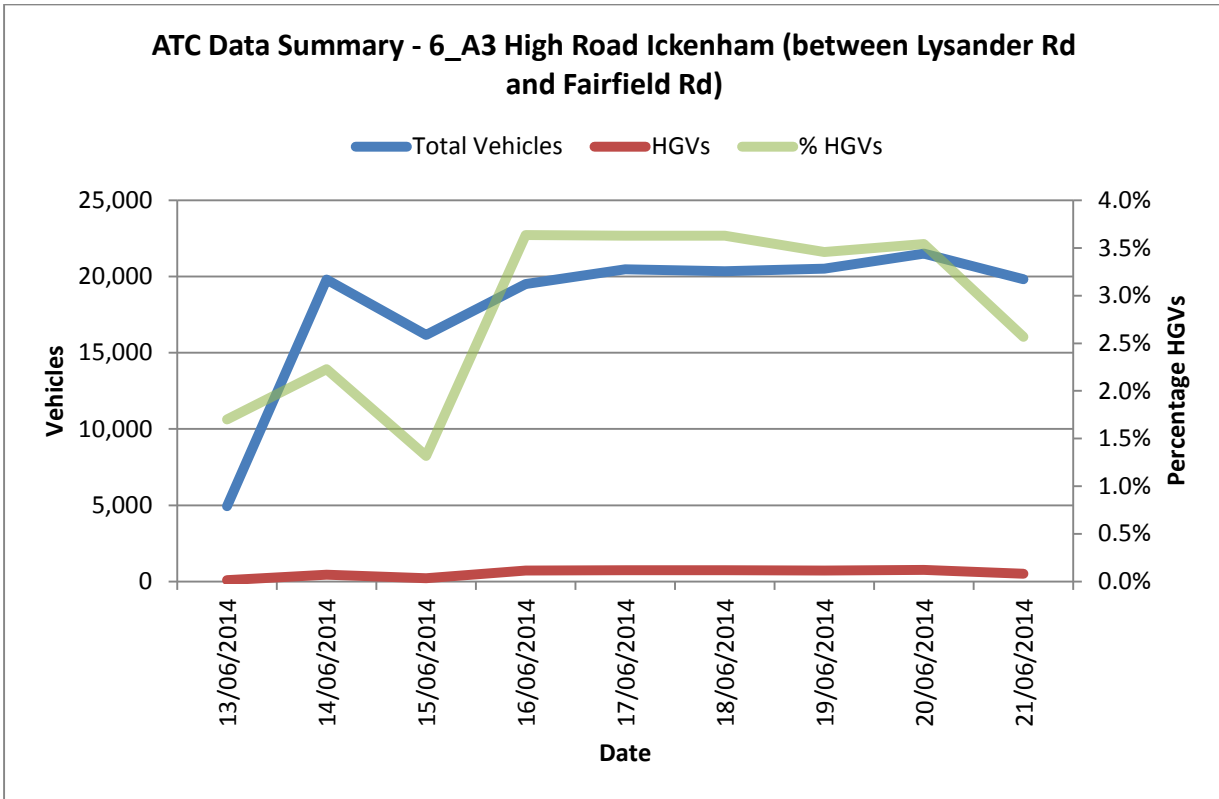


Appendix HS.5 – ATC – CFA6 – Sheet 1

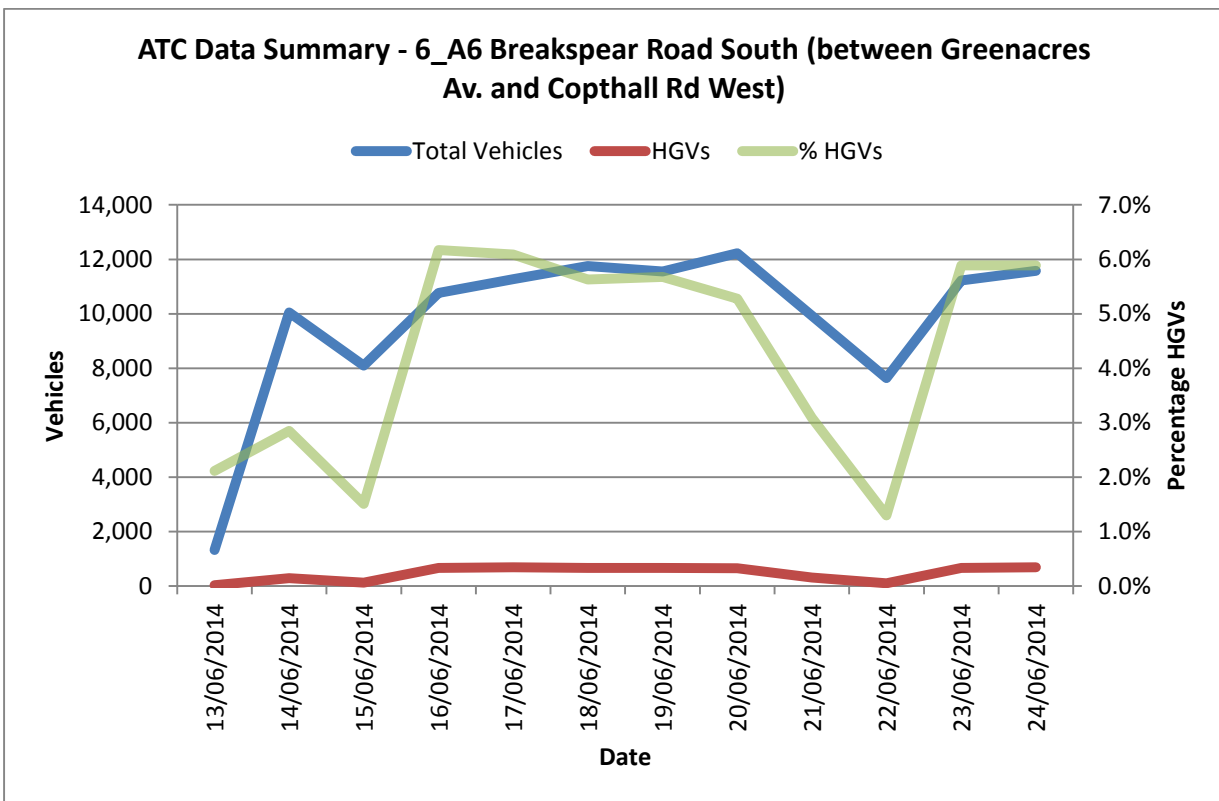
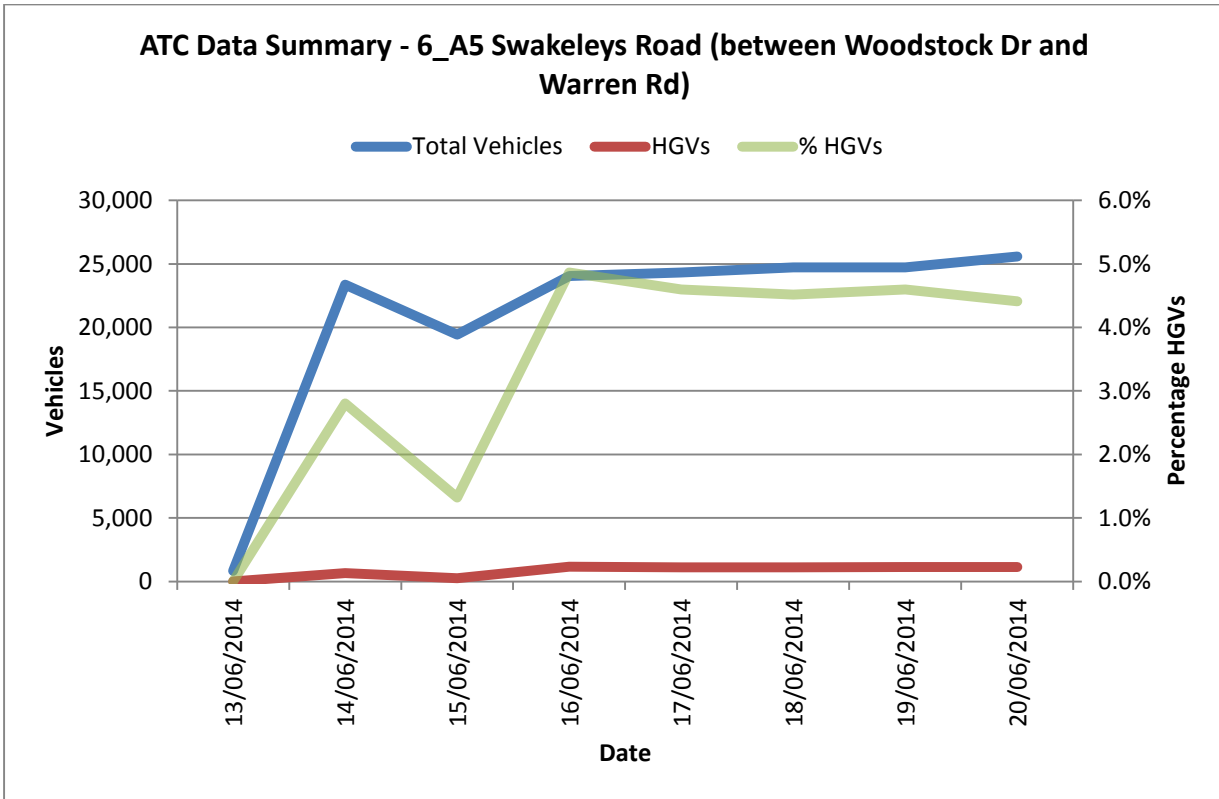
Surveys undertaken in June 2014



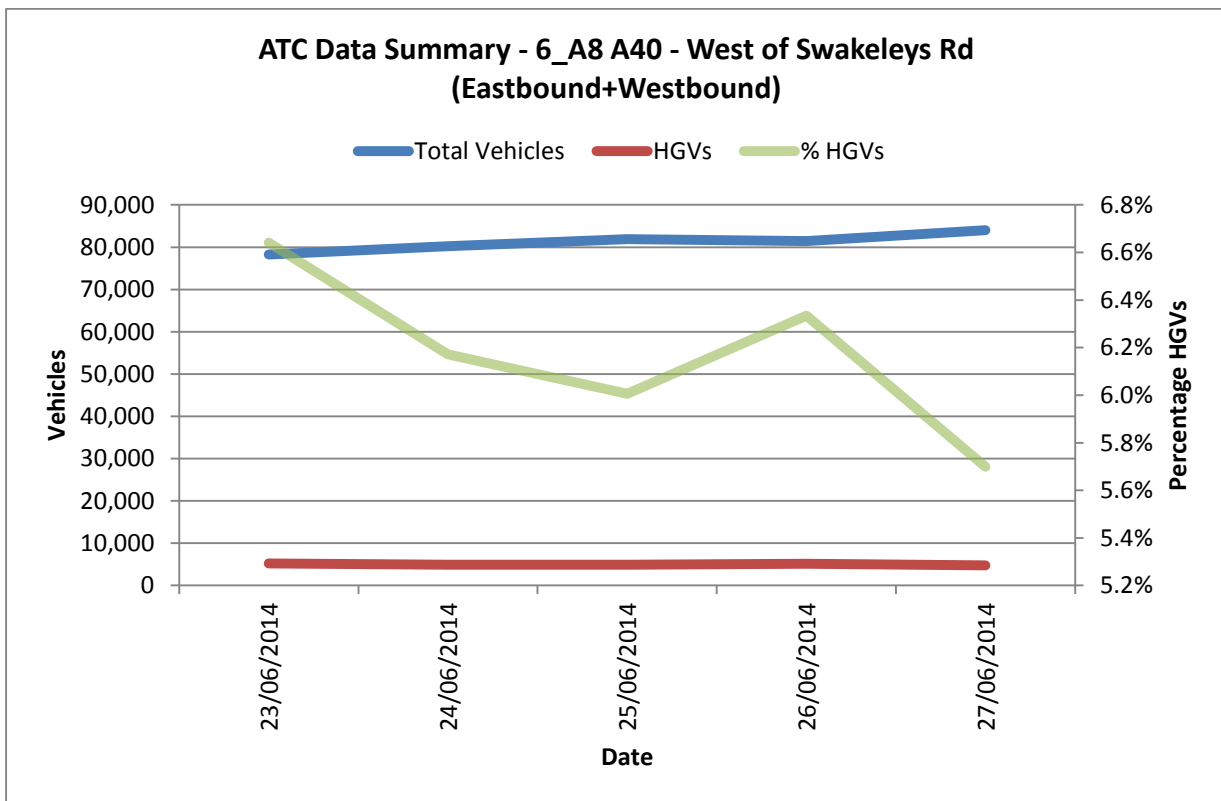
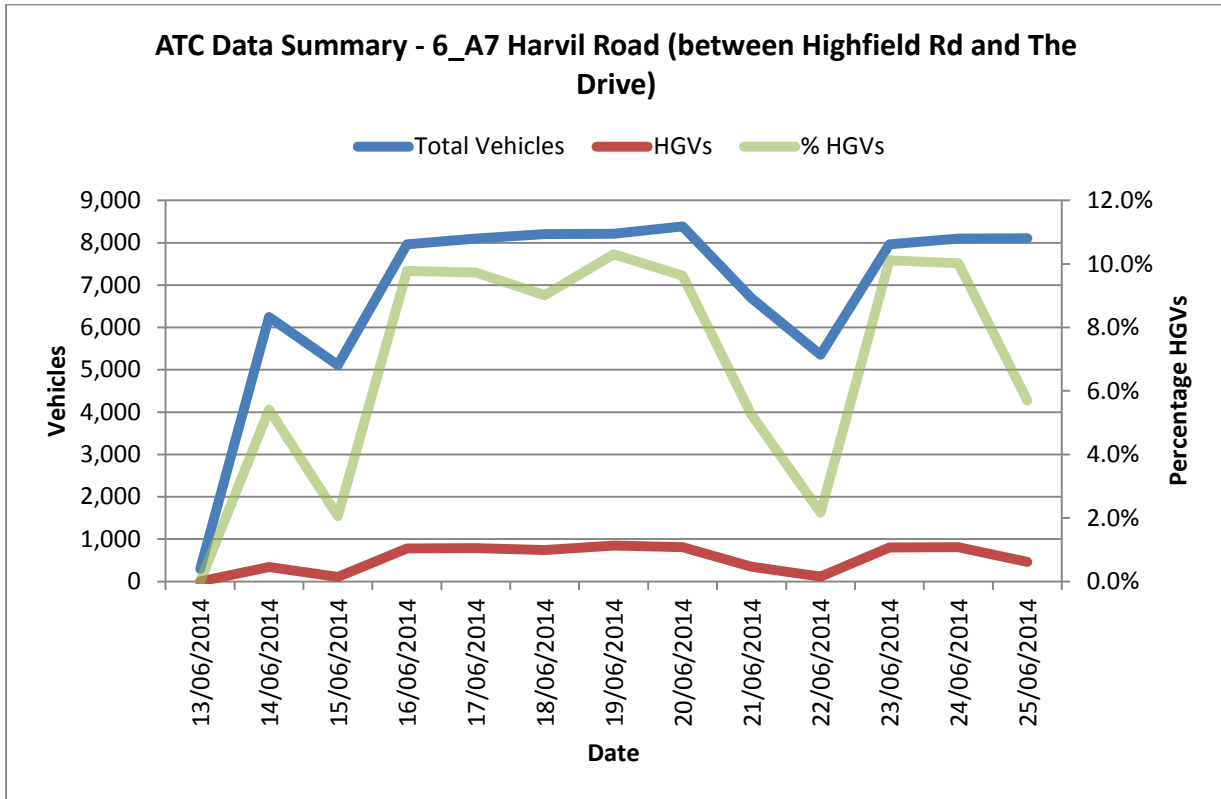
Surveys undertaken in June 2014



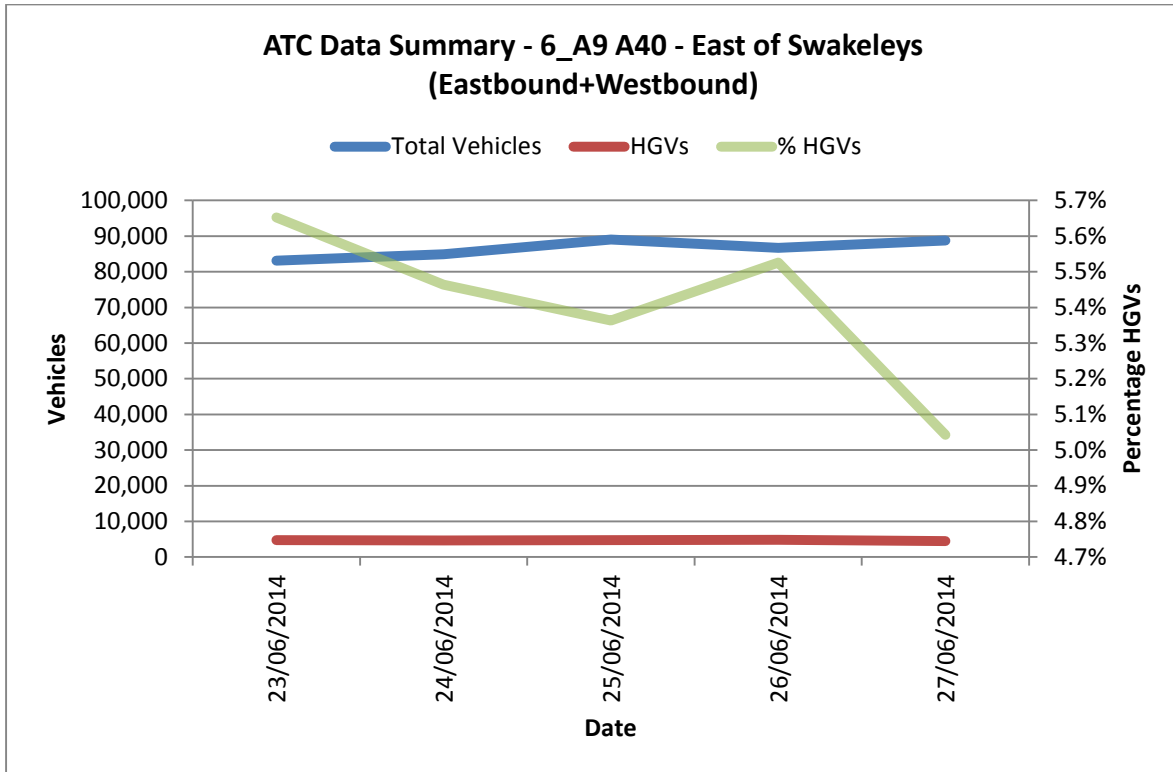
Surveys undertaken in June 2014



Surveys undertaken in June 2014

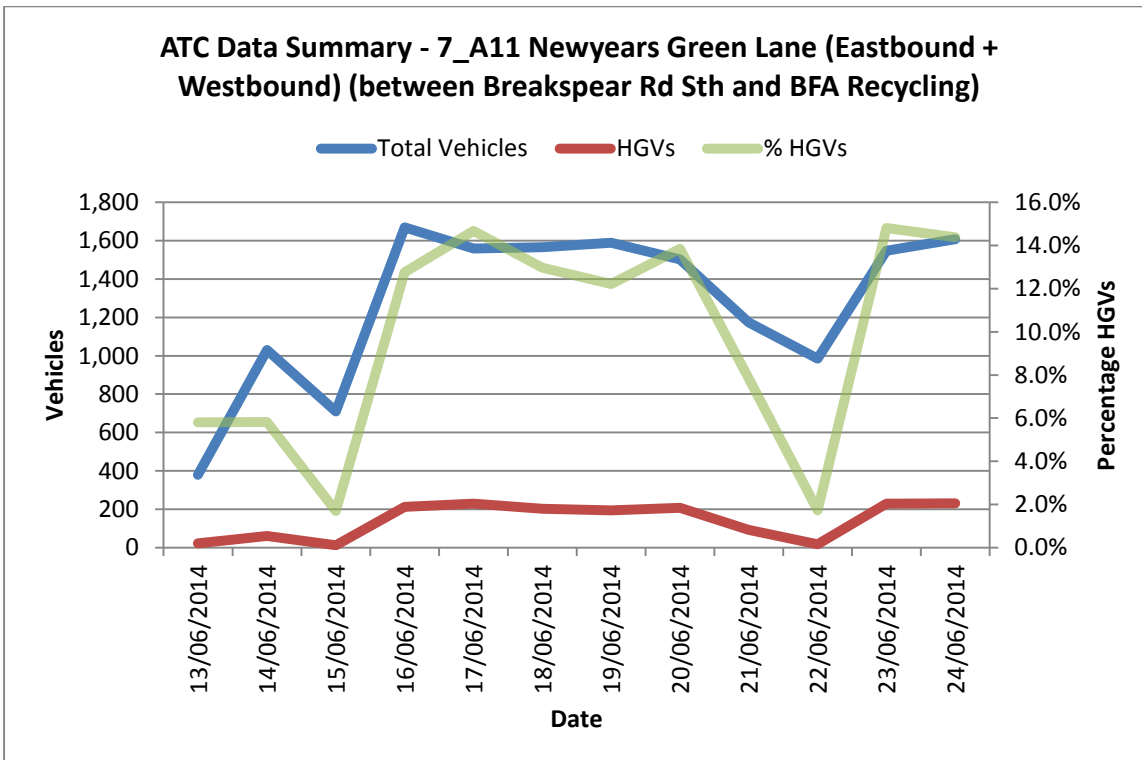
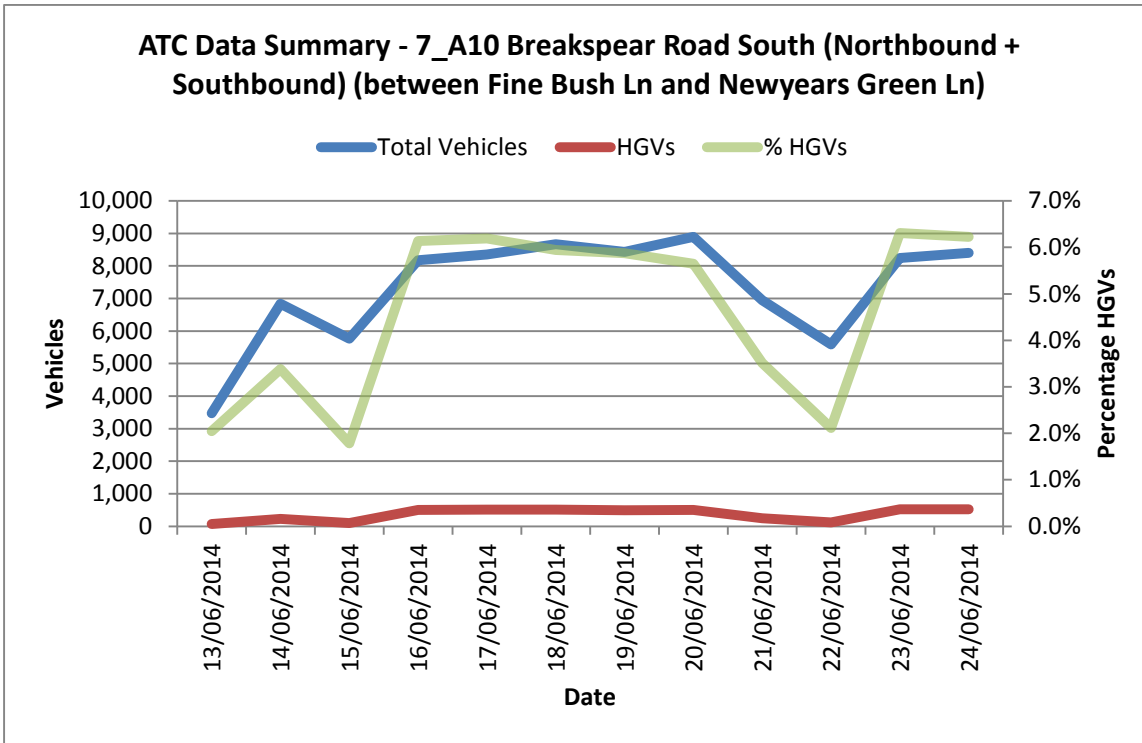


Surveys undertaken in June 2014

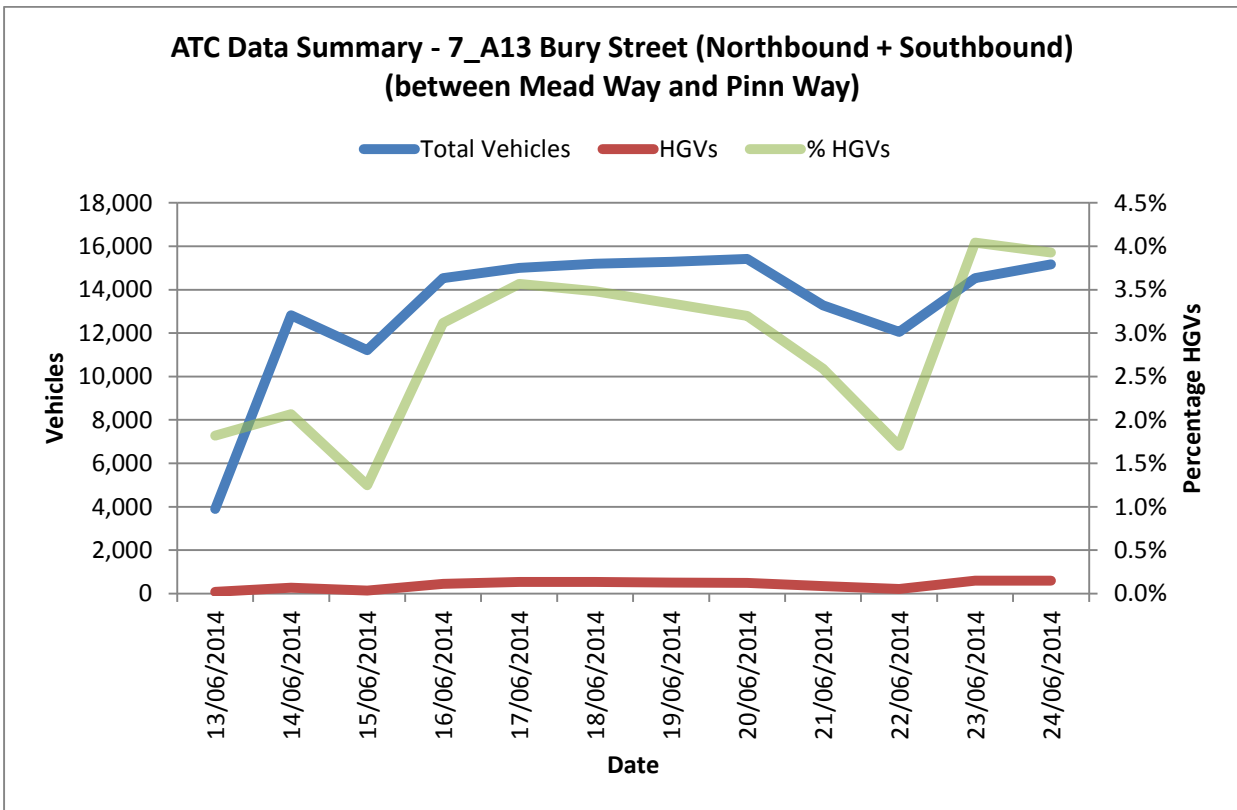
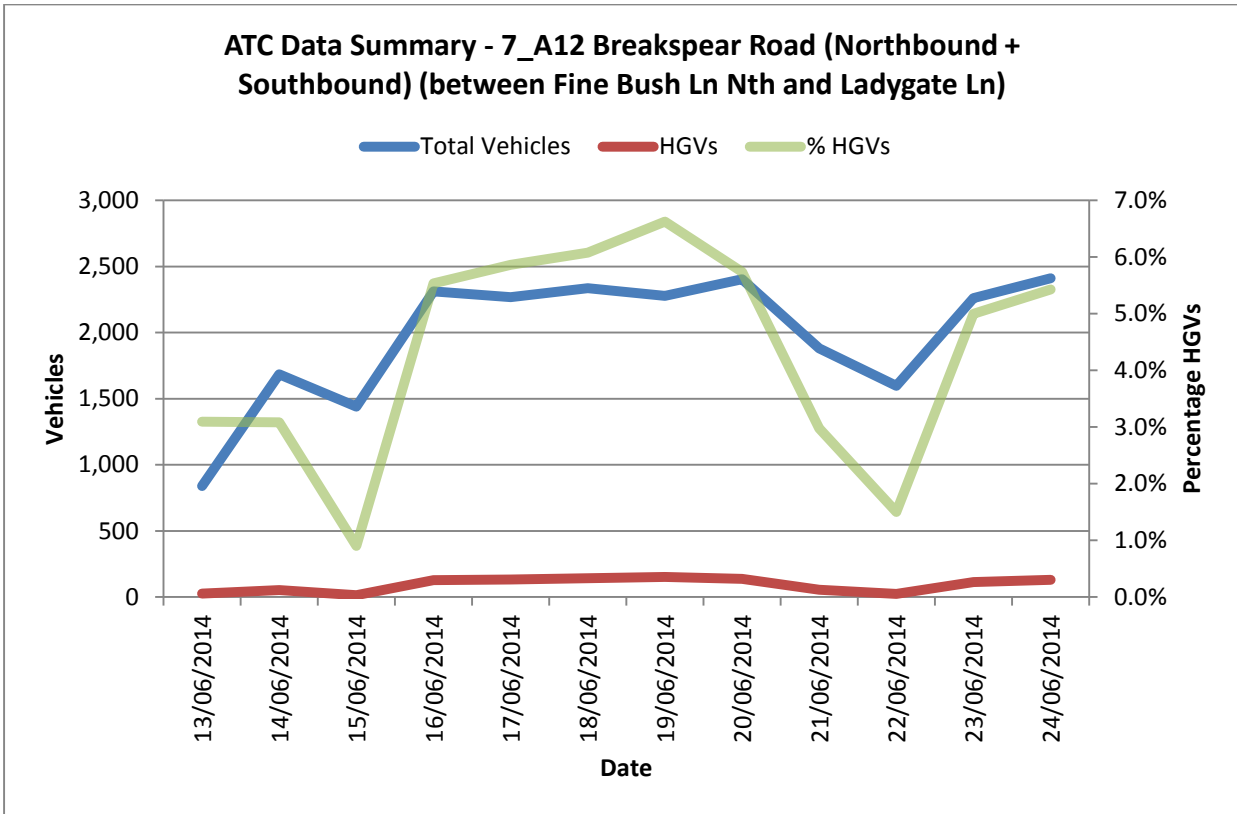


Appendix HS.6 – ATC – CFA6 – Sheet 2

Surveys undertaken in June 2014

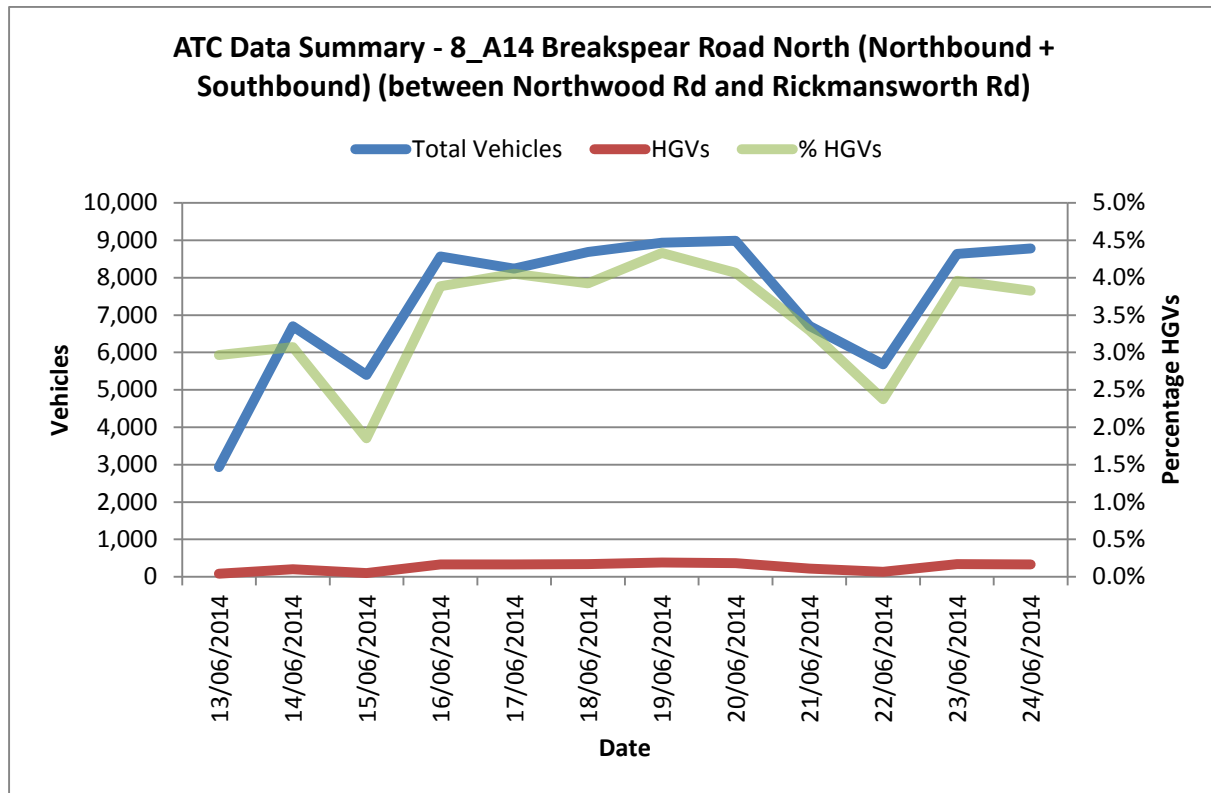


Surveys undertaken in June 2014



Appendix HS.7 – ATC – CFA6 - Sheet 3

Survey undertaken in June 2014

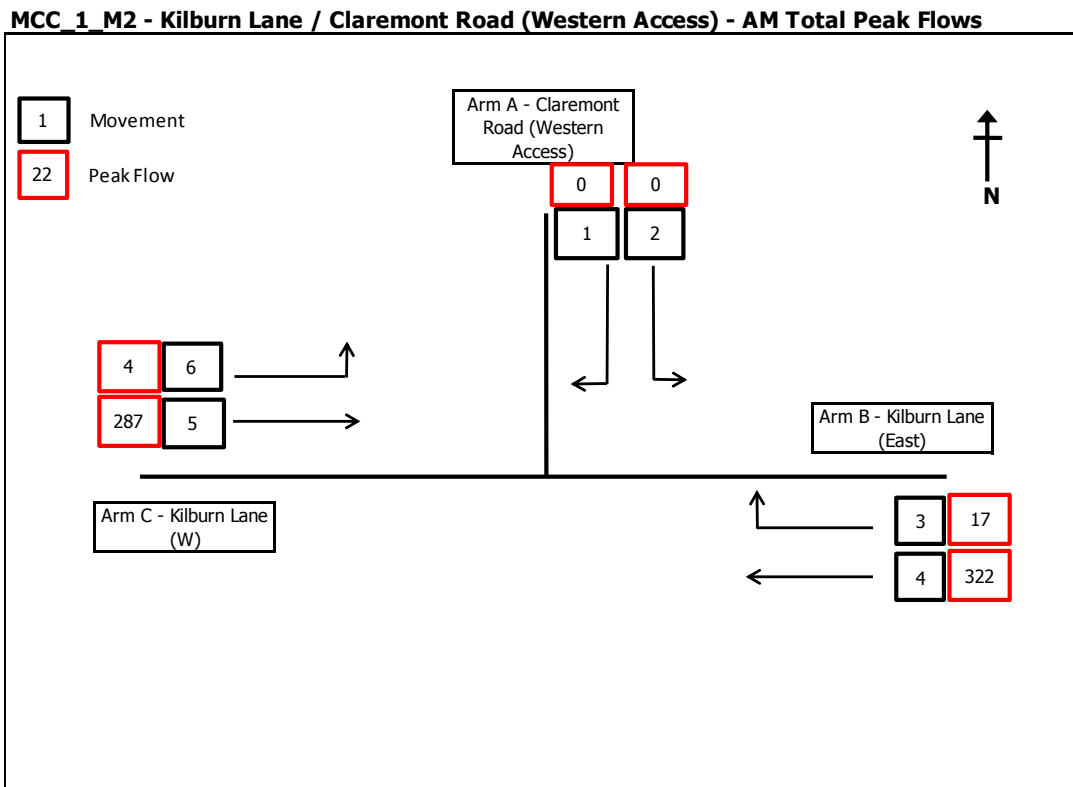
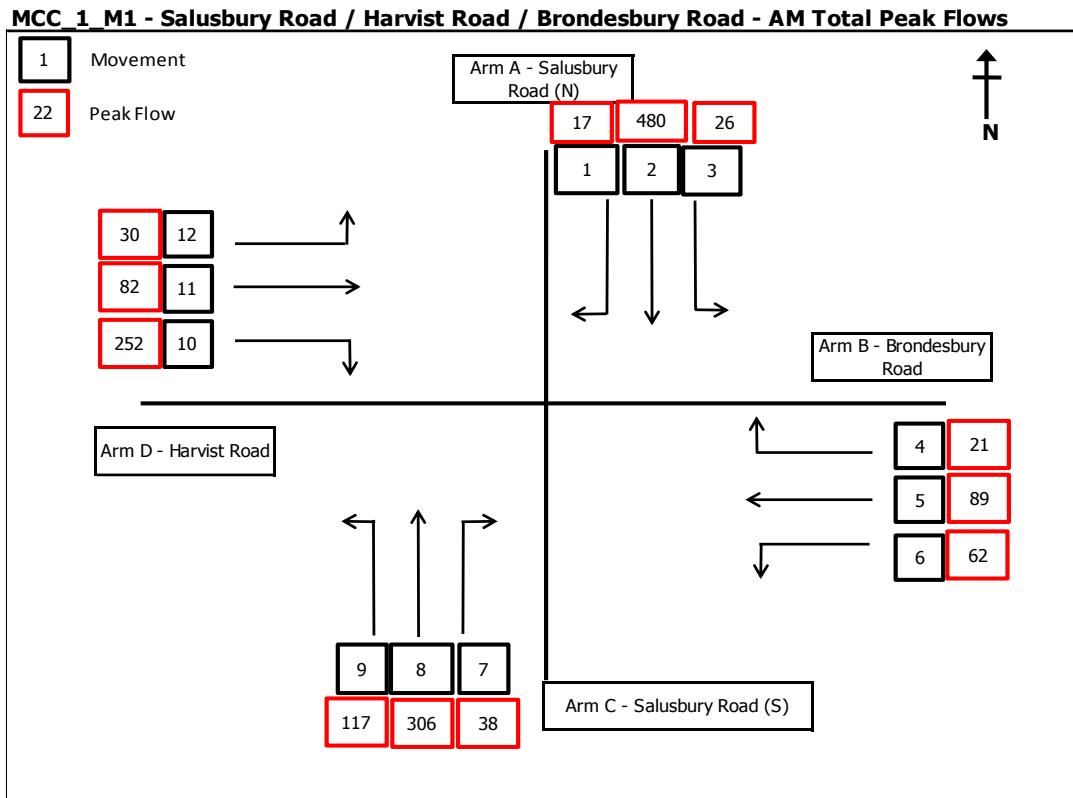


4 Appendix IS – MCC Survey Summary Sheets

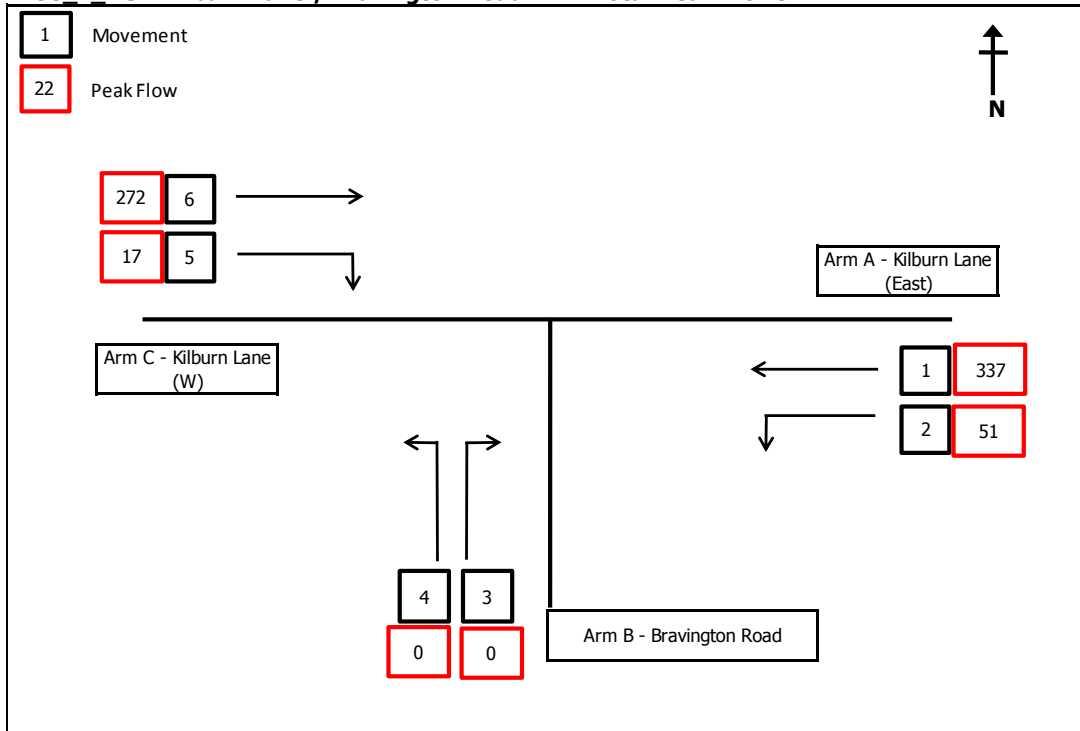
Notes:

- MCC calculations include taxis, cars, LGV, OGV, buses and coaches but NOT cycles
- surveys undertaken between 19/06 and 05/09, from 8am to 9am

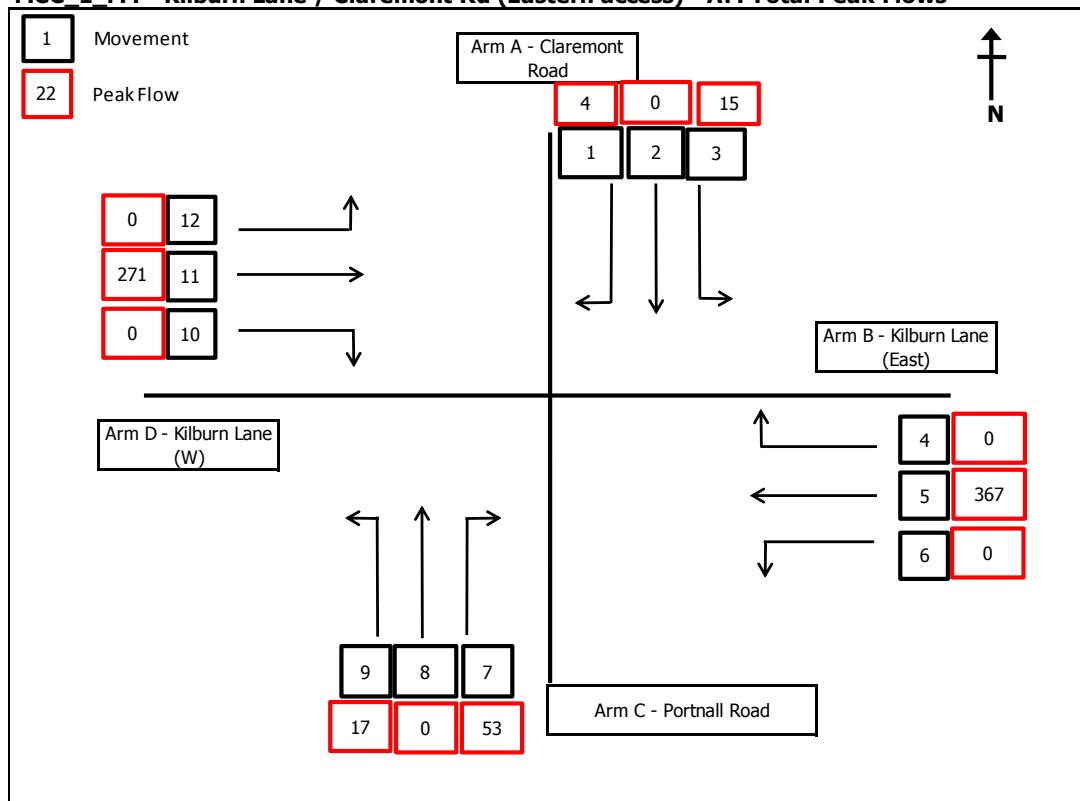
Appendix IS.1 – MCC – CFA4 – Sheet 1



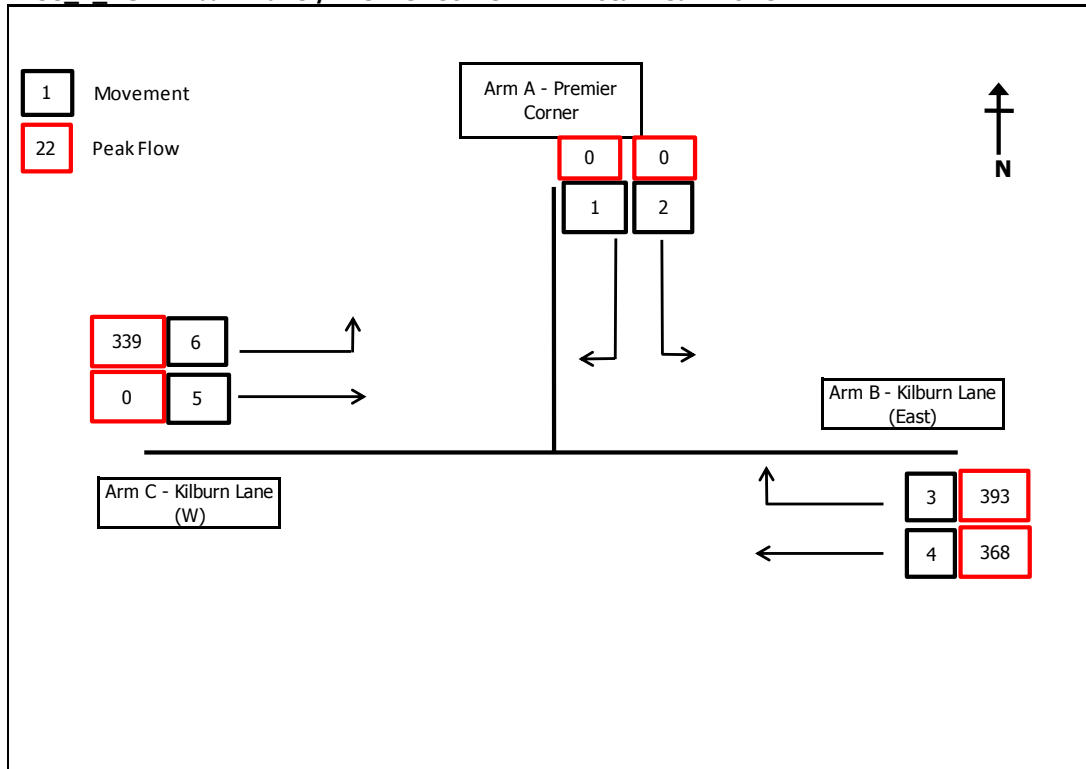
MCC 1 M3 - Kilburn Lane / Bravington Road - AM Total Peak Flows



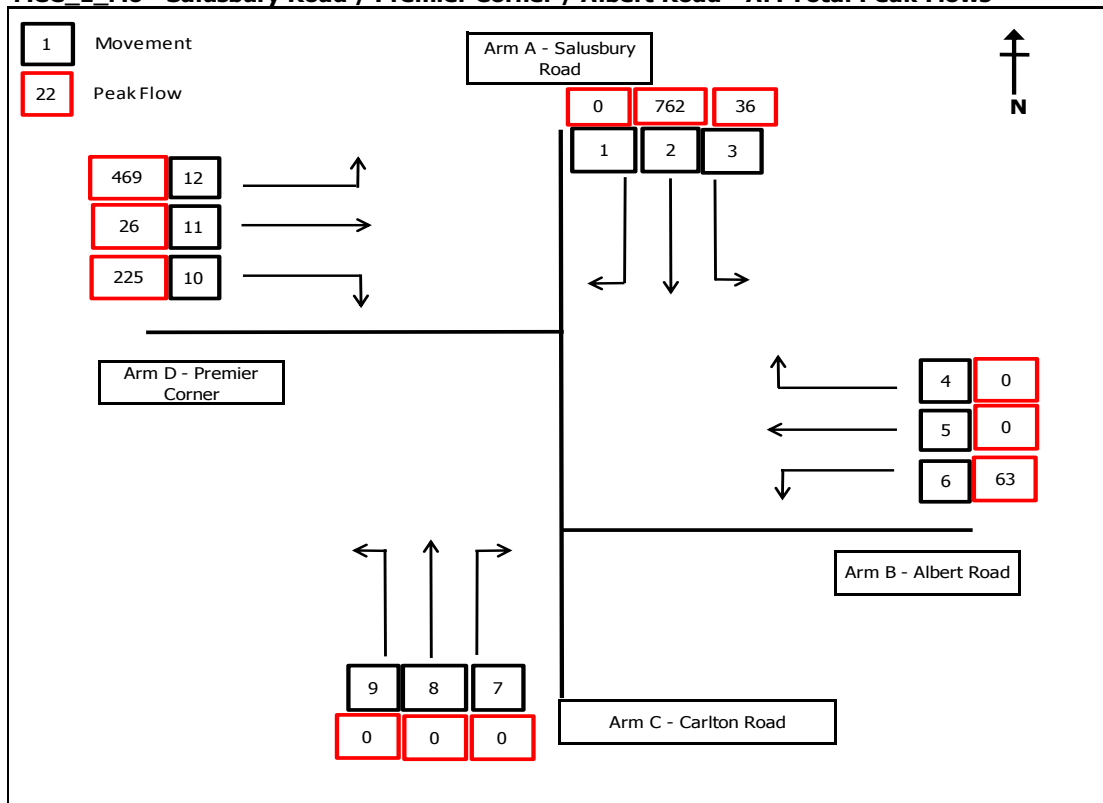
MCC 1 M4 - Kilburn Lane / Claremont Rd (Eastern access) - AM Total Peak Flows



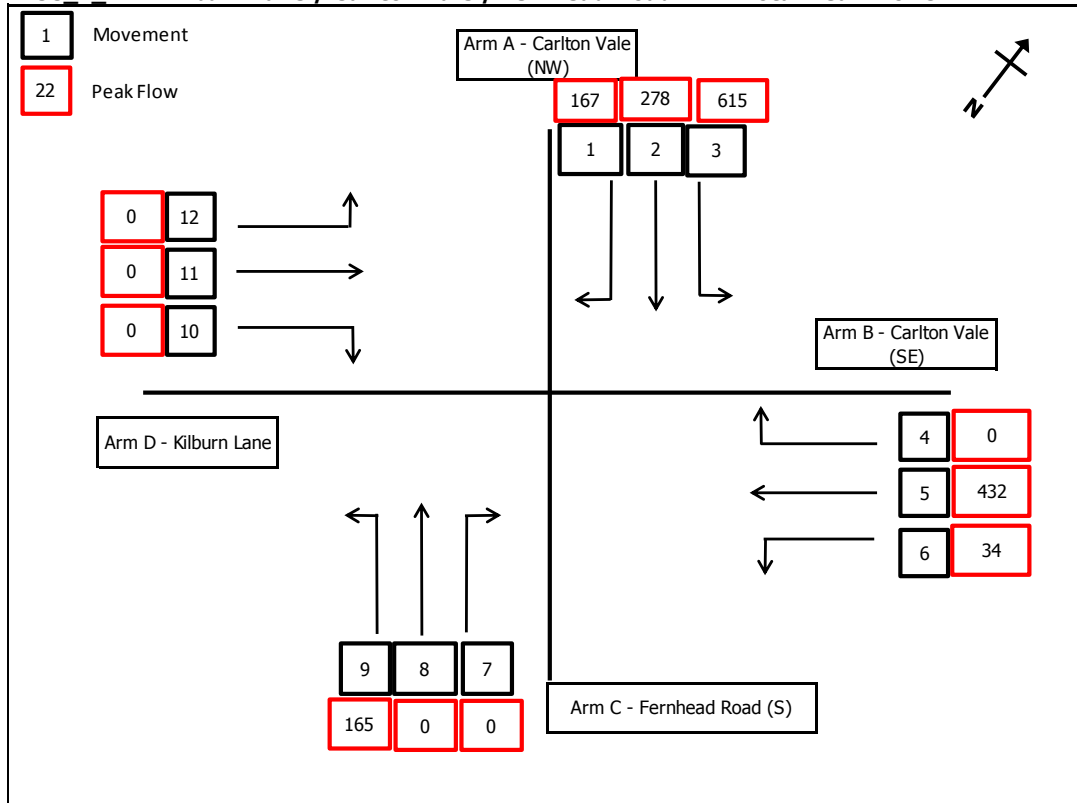
MCC_1_M5 - Kilburn Lane / Premier Corner - AM Total Peak Flows



MCC_1_M6 - Salisbury Road / Premier Corner / Albert Road - AM Total Peak Flows

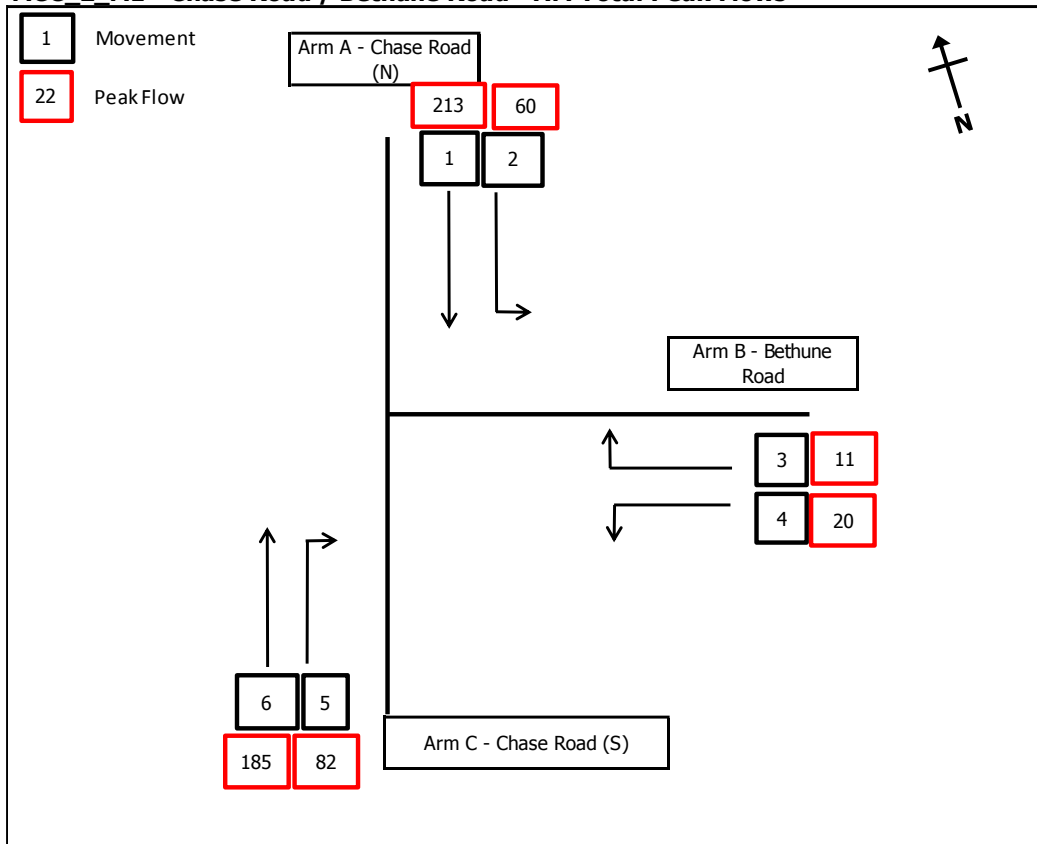


MCC 1 M7 - Kilburn Lane / Carlton Vale / Fernhead Road - AM Total Peak Flows

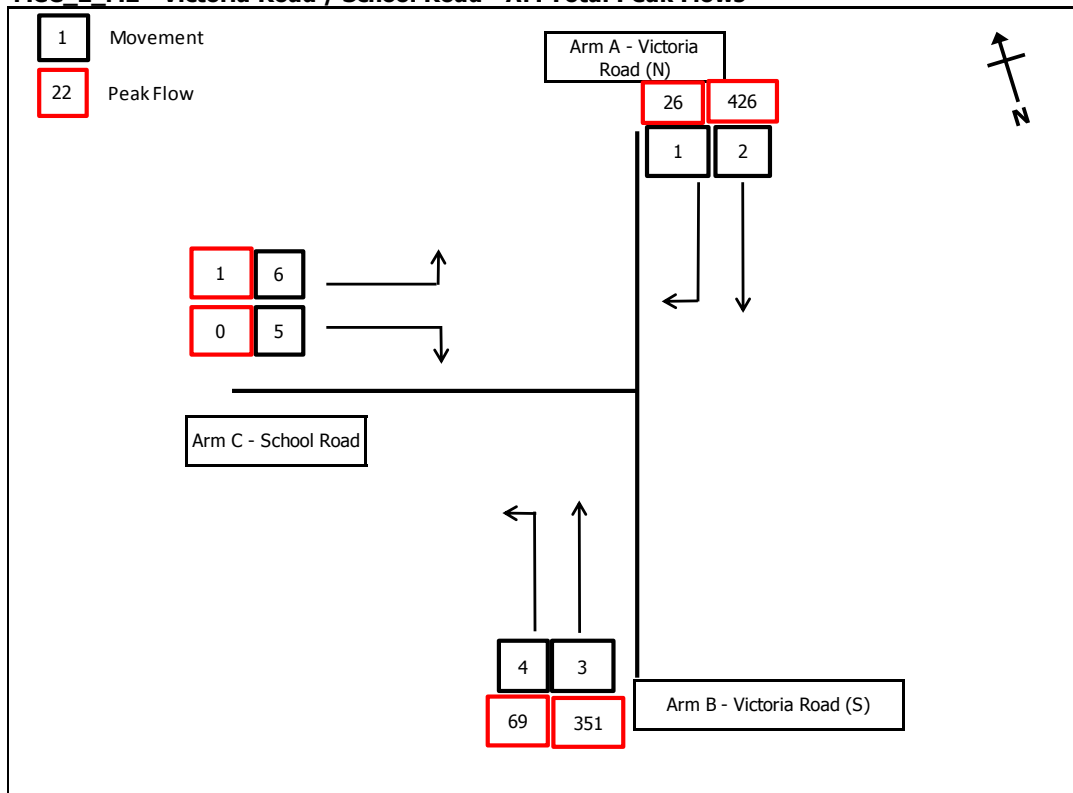


Appendix IS.2 – MCC – CFA4 – Sheet 2

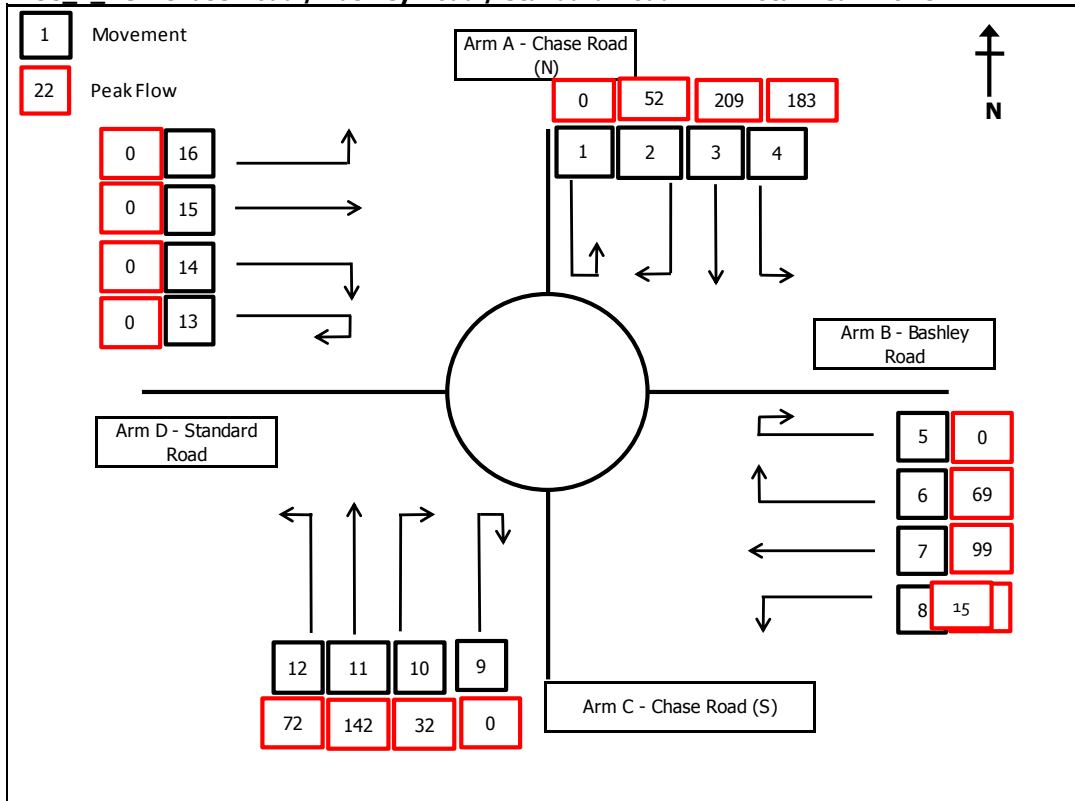
MCC_2_M1 - Chase Road / Bethune Road - AM Total Peak Flows



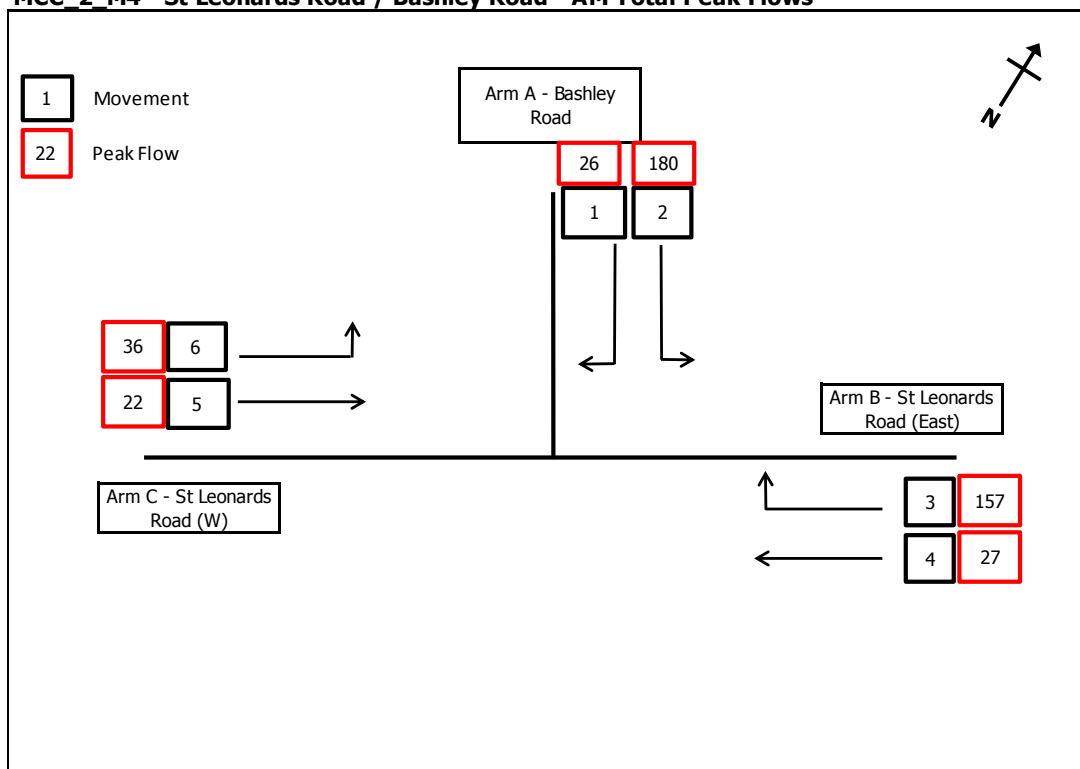
MCC_2_M2 - Victoria Road / School Road - AM Total Peak Flows



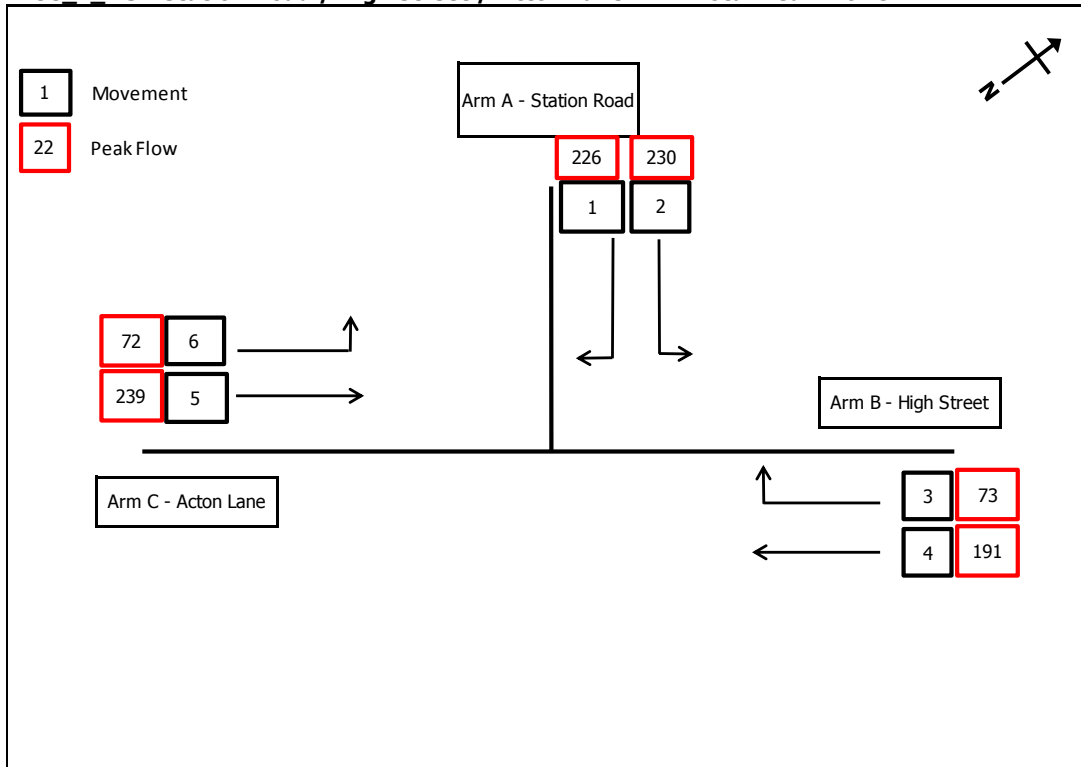
MCC 2 M3 - Chase Road / Bashley Road / Standard Road - AM Total Peak Flows



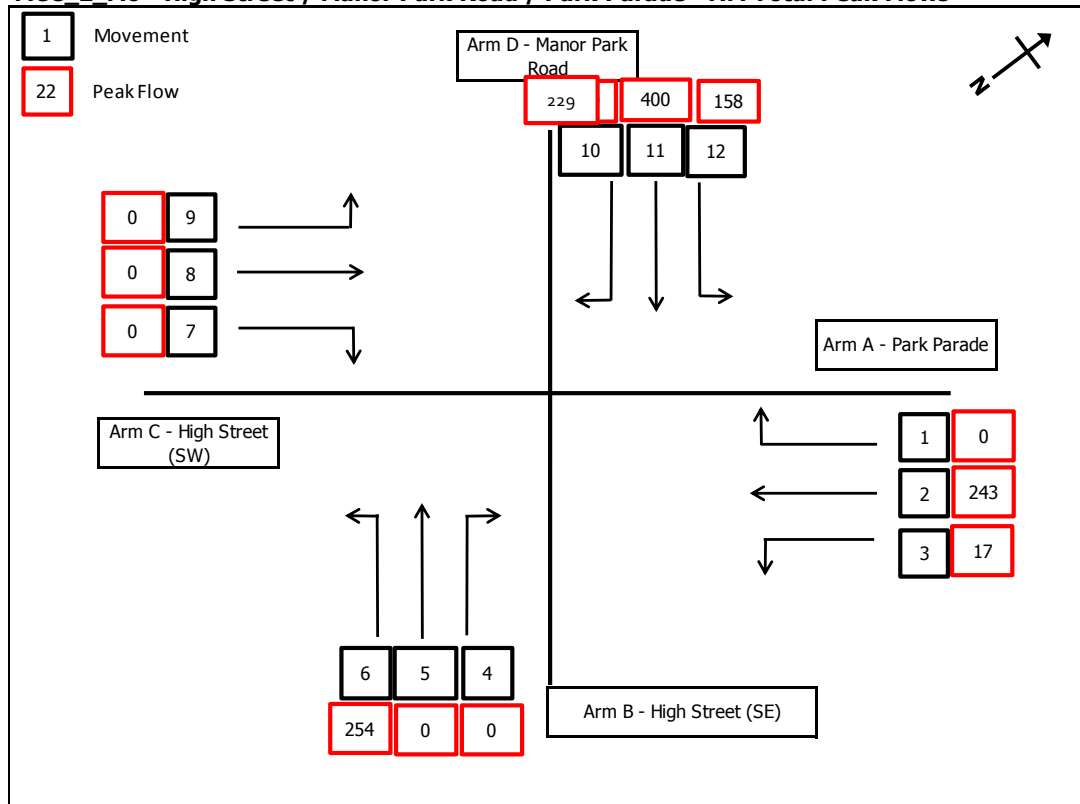
MCC 2 M4 - St Leonards Road / Bashley Road - AM Total Peak Flows



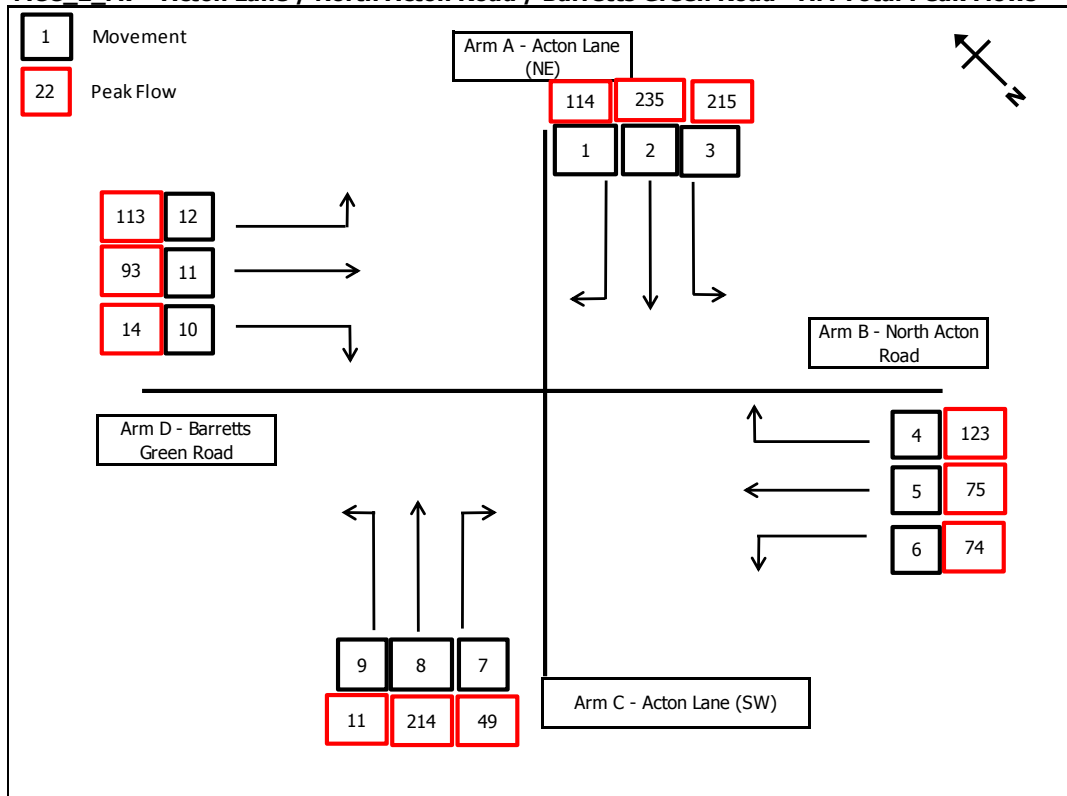
MCC_2_M5 - Station Road / High Street / Acton Lane - AM Total Peak Flows



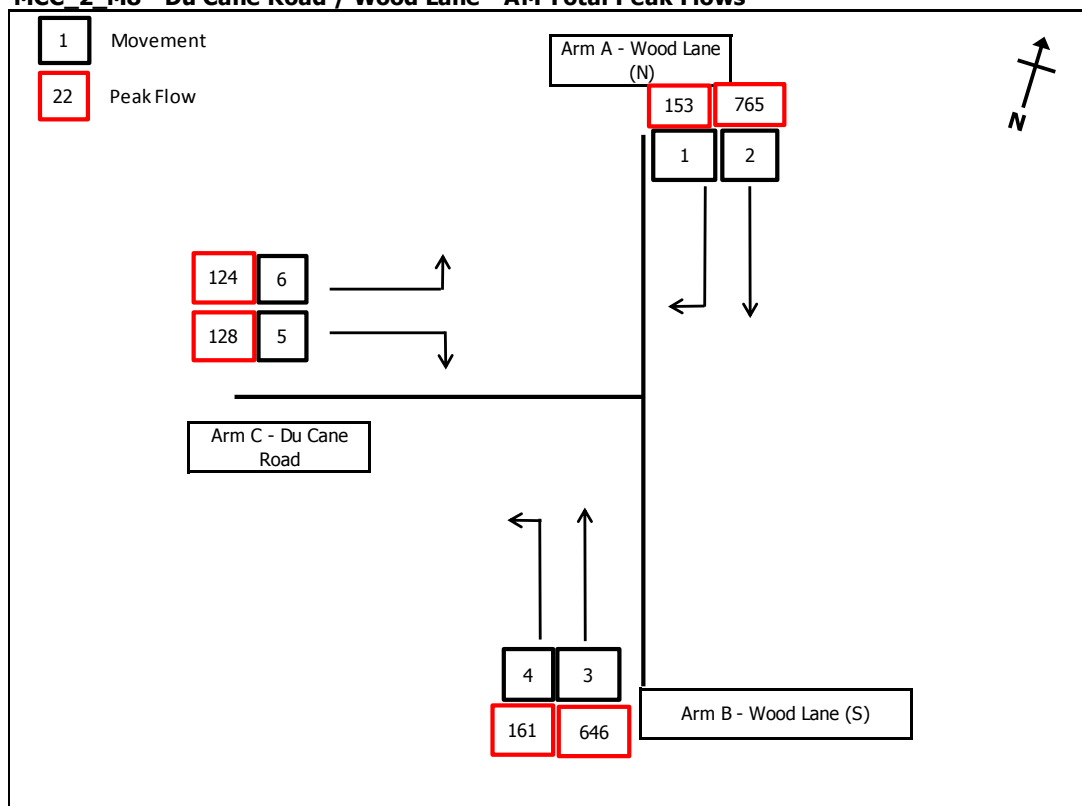
MCC_2_M6 - High Street / Manor Park Road / Park Parade - AM Total Peak Flows



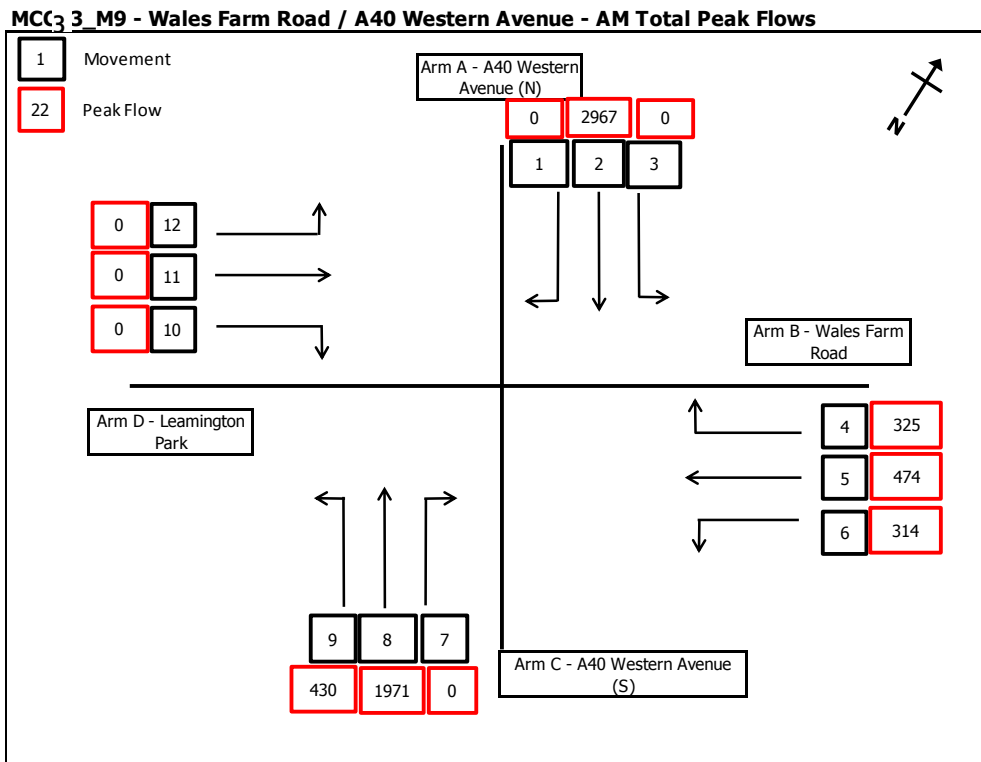
MCC 2 M7 - Acton Lane / North Acton Road / Barretts Green Road - AM Total Peak Flows



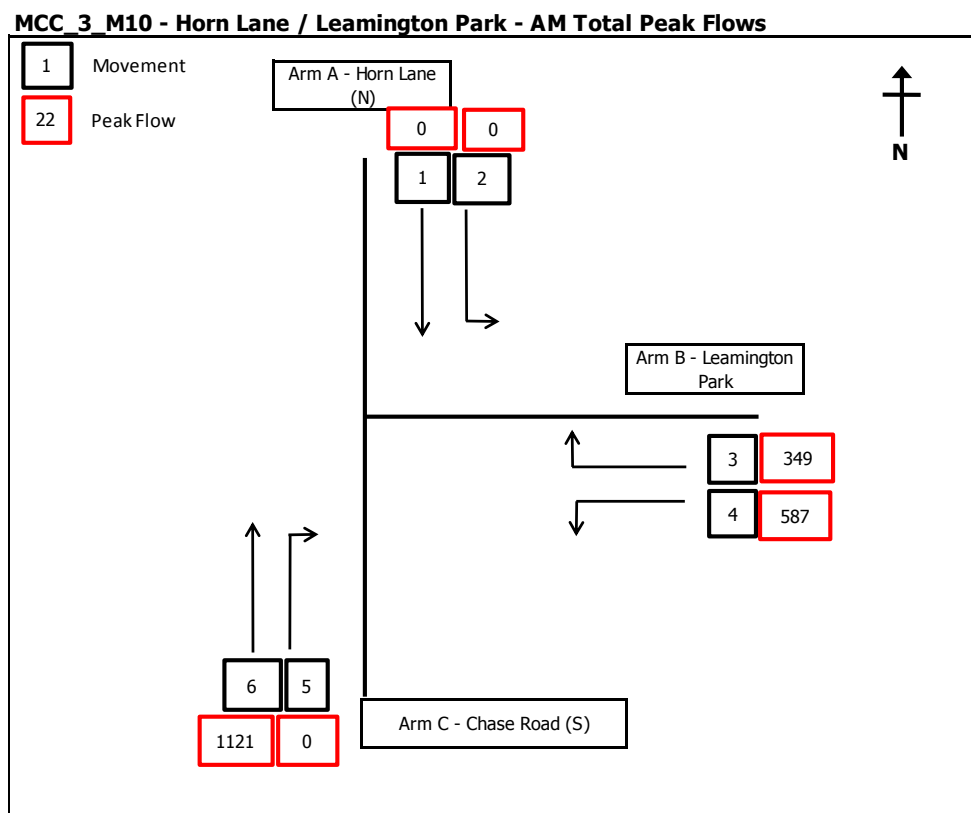
MCC 2 M8 - Du Cane Road / Wood Lane - AM Total Peak Flows



Appendix IS.3 – MCC – CFA4 – Sheet 3

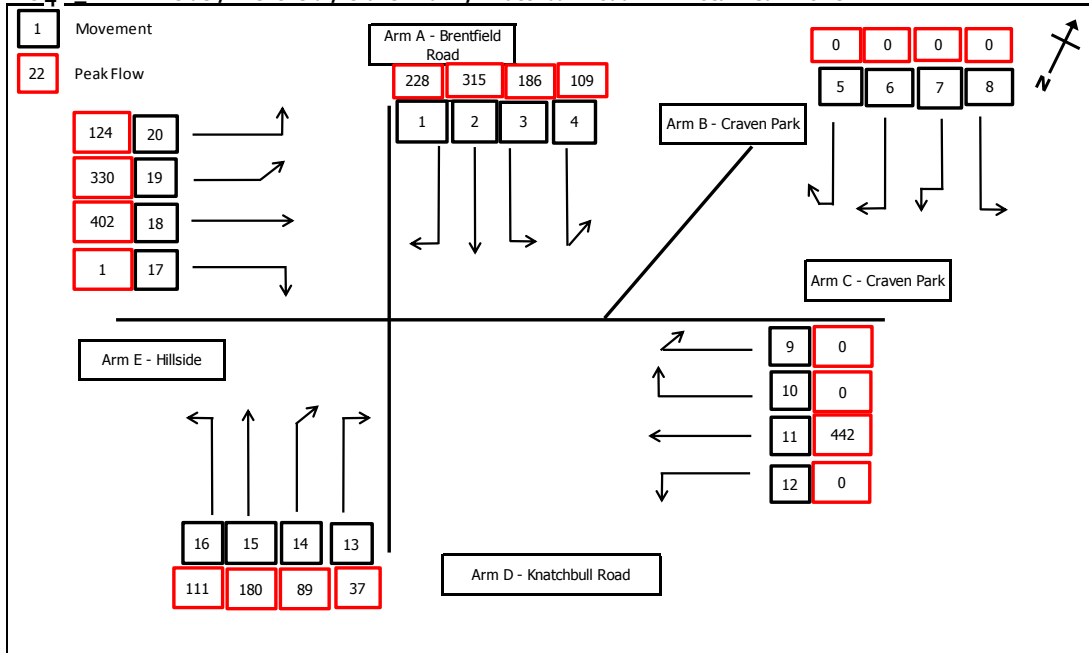


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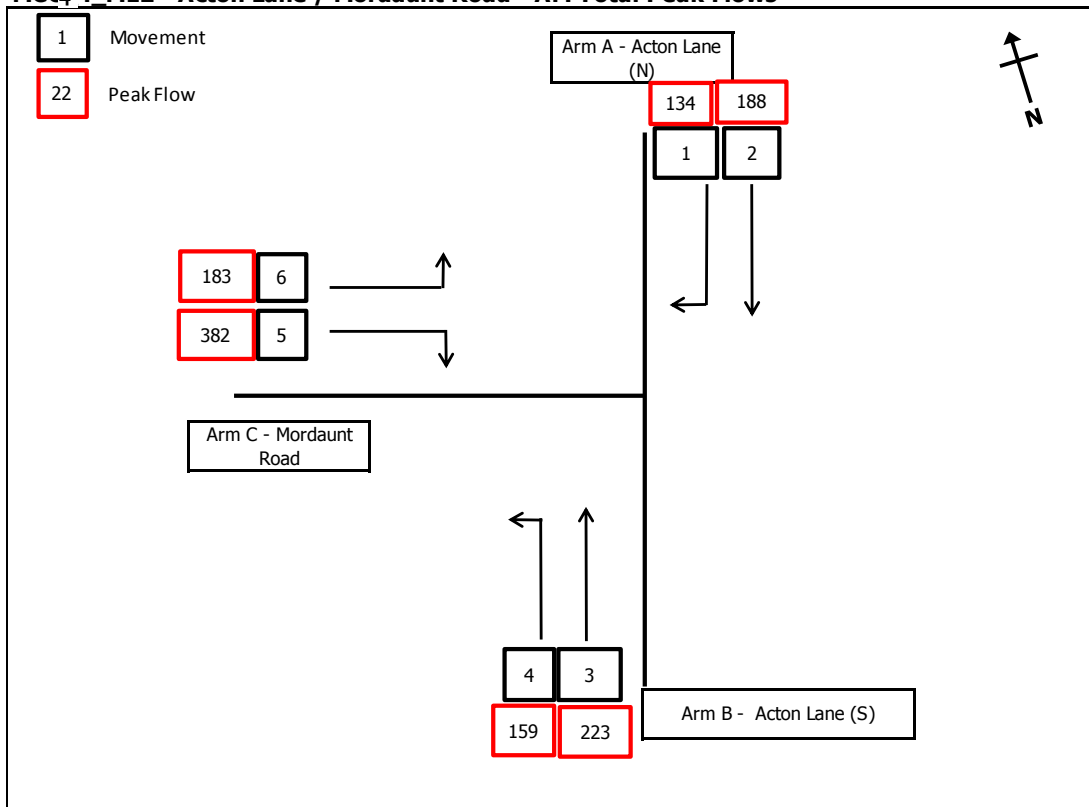


Appendix IS.4 – MCC – CFA4 – Sheet 4

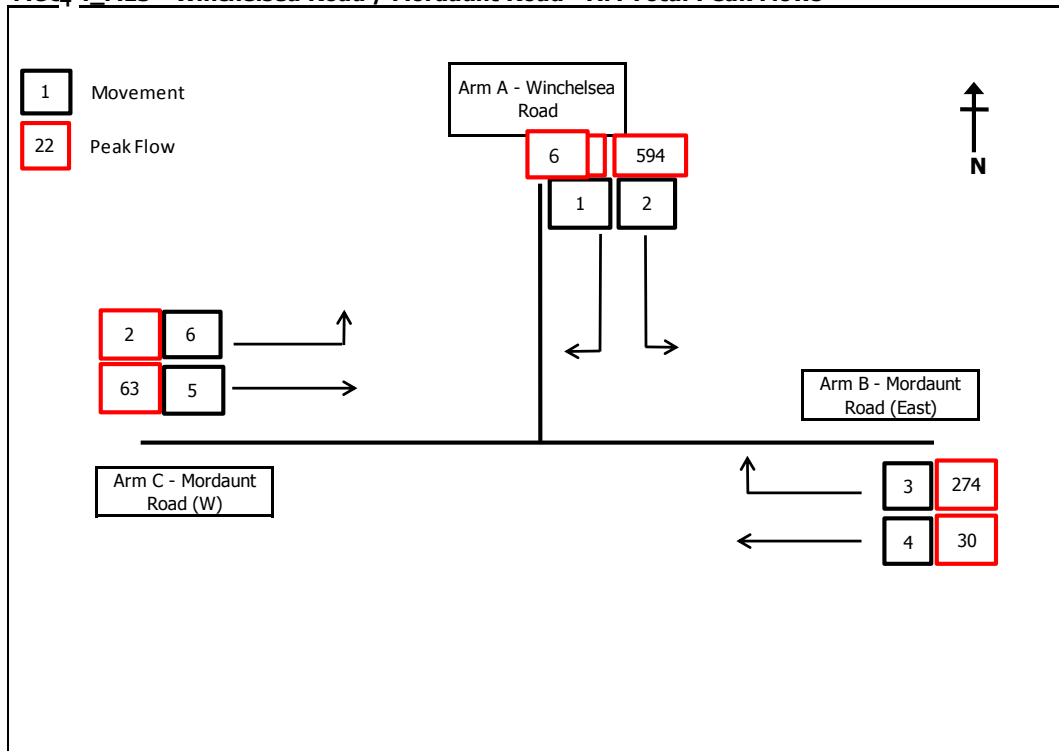
MCC4 4 M11 - Hillside / Brentfield / Craven Park / Knatchbull Road - AM Total Peak Flows



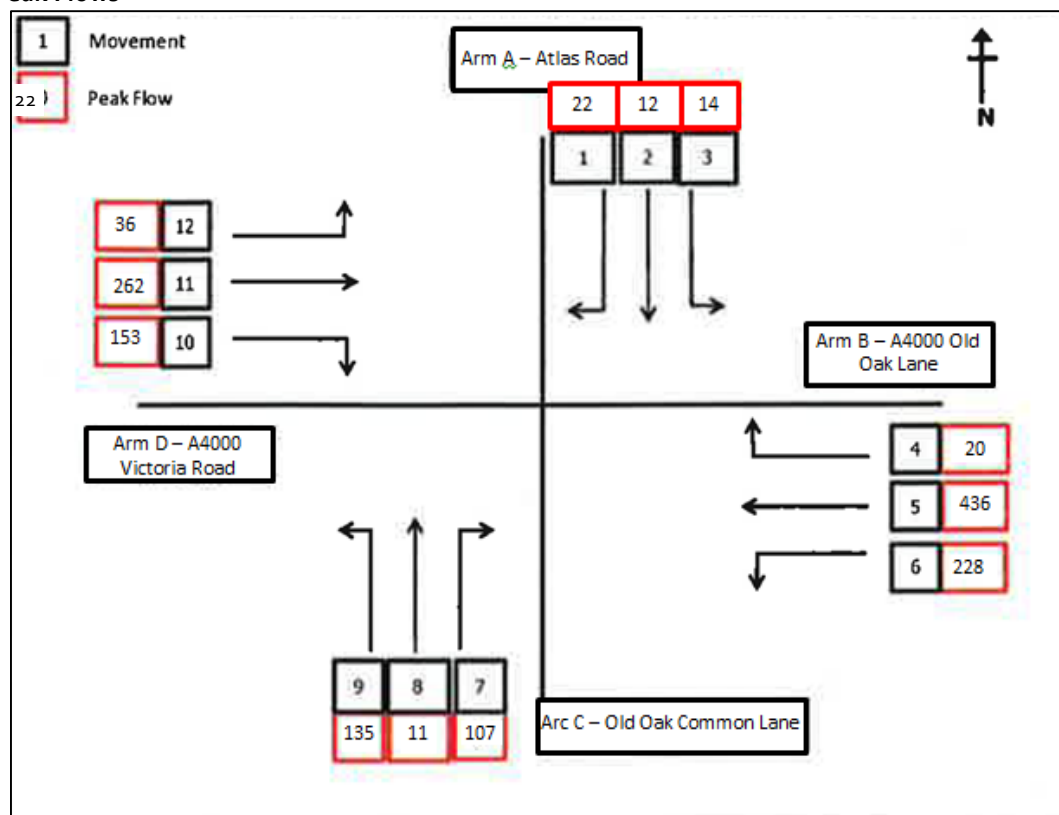
MCC4 4 M12 - Acton Lane / Mordaunt Road - AM Total Peak Flows



MCC4 4 M13 - Winchelsea Road / Mordaunt Road - AM Total Peak Flows

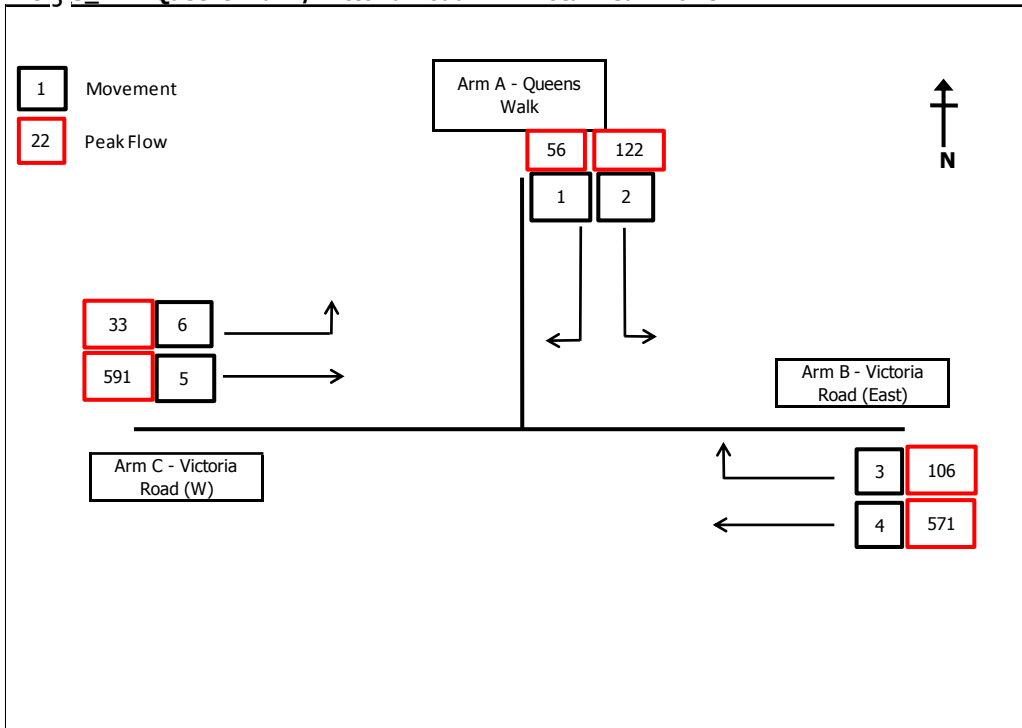


MCC and Queue 1_Q3_Victoria Road / Atlas Road / Old Oak Lane / Old Oak Common Lane – AM Total Peak Flows

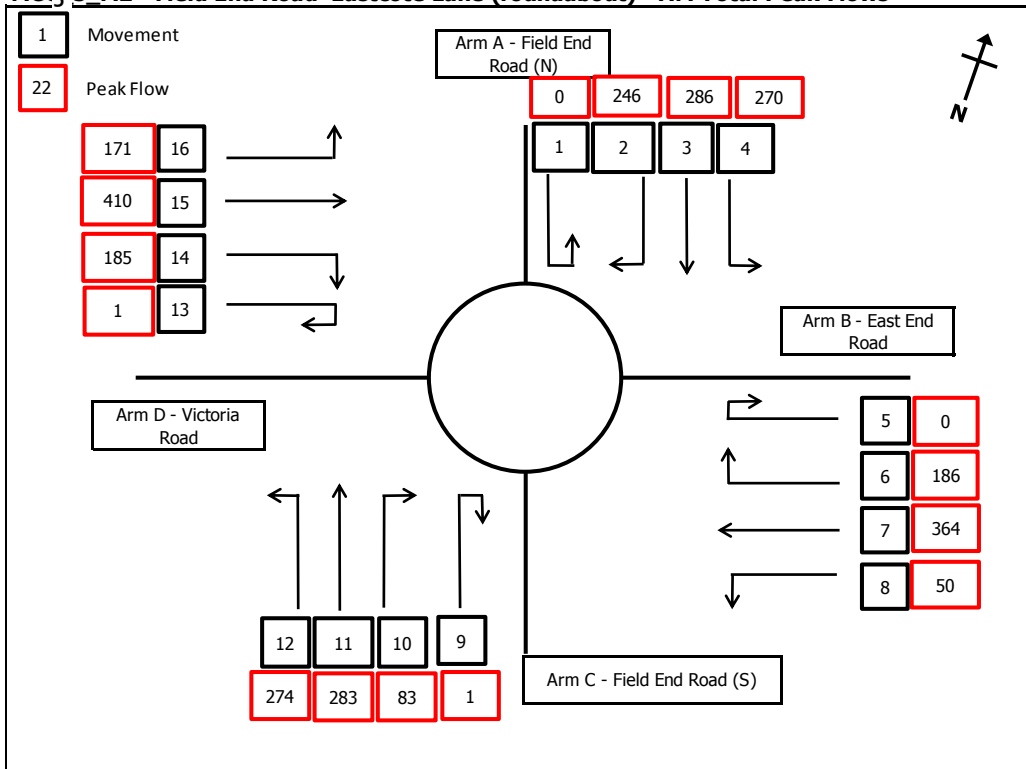


Appendix IS.5 – MCC – CFA5 – Sheet 1

MC5 5_M1 - Queens Walk / Victoria Road - AM Total Peak Flows

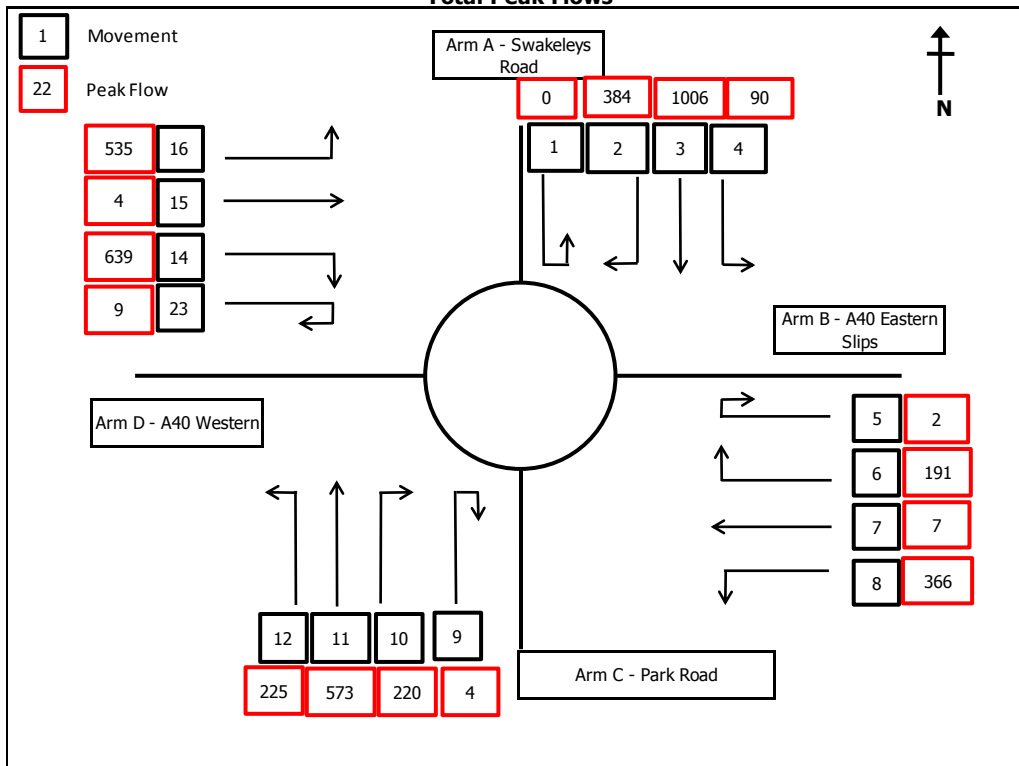


MC5 5_M2 - Field End Road Eastcote Lane (roundabout) - AM Total Peak Flows



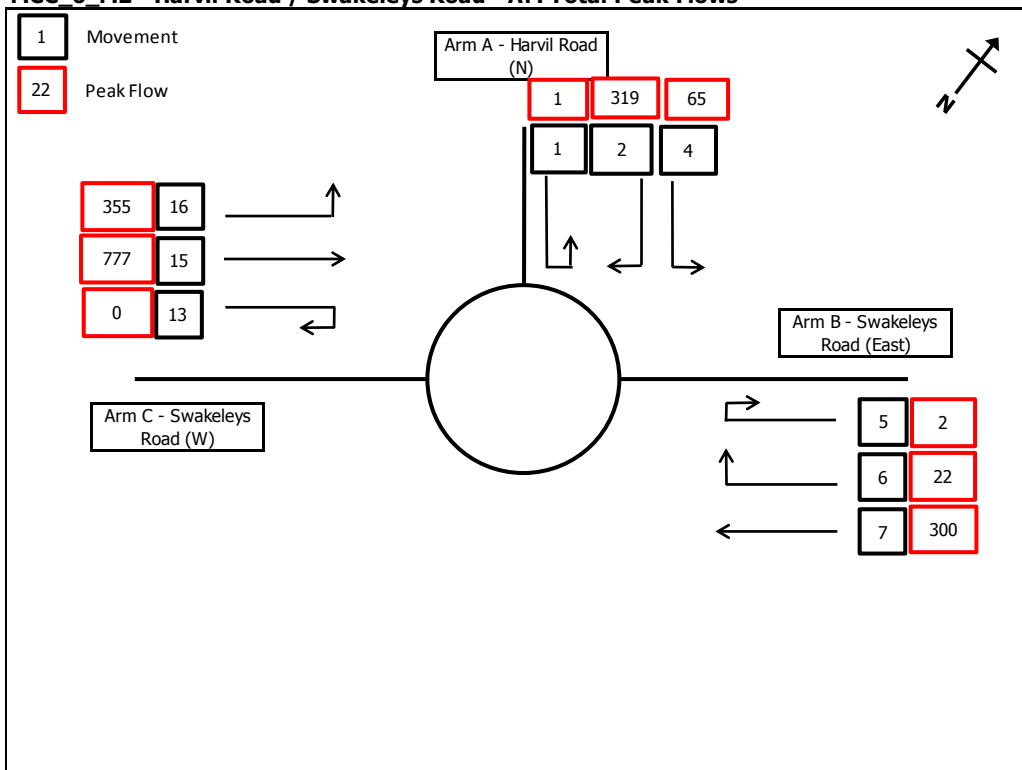
Appendix IS.6 – MCC – CFA6 – Sheet 1

MCC6_6_M1 - Swakeleys Road Park Road A40 Western Avenue Swakeleys Rounabout - AM Total Peak Flows

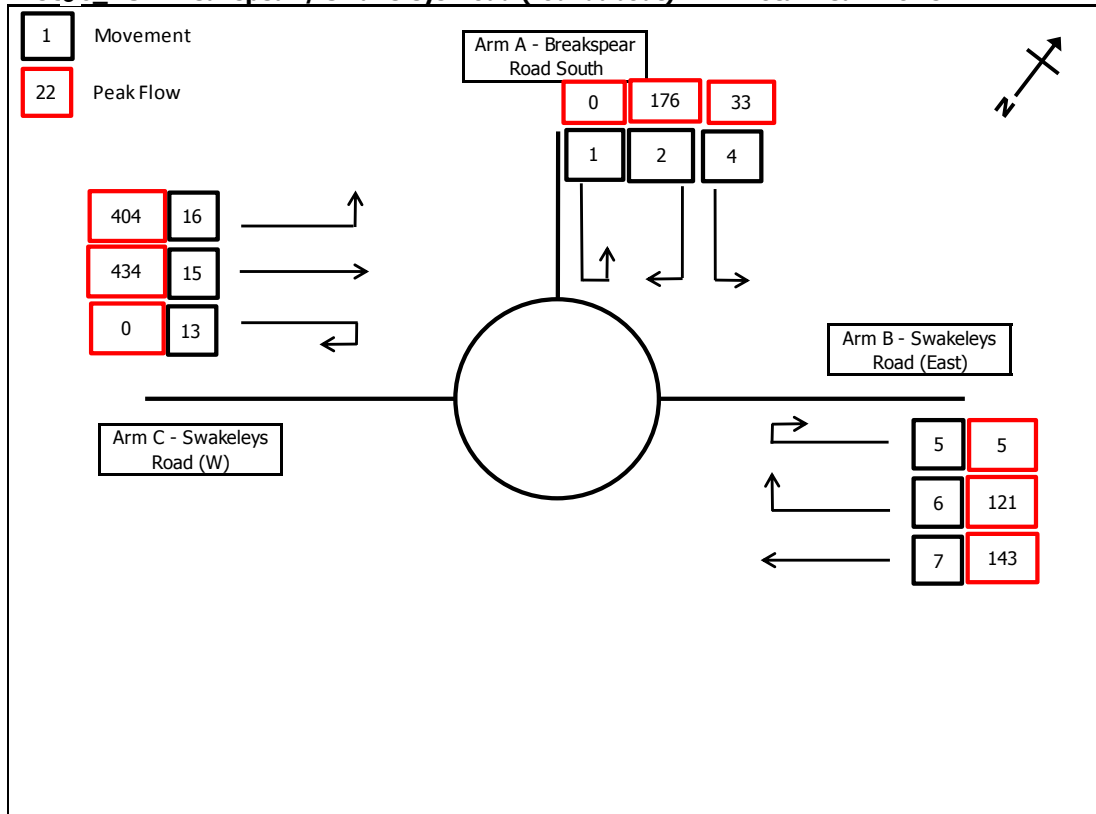


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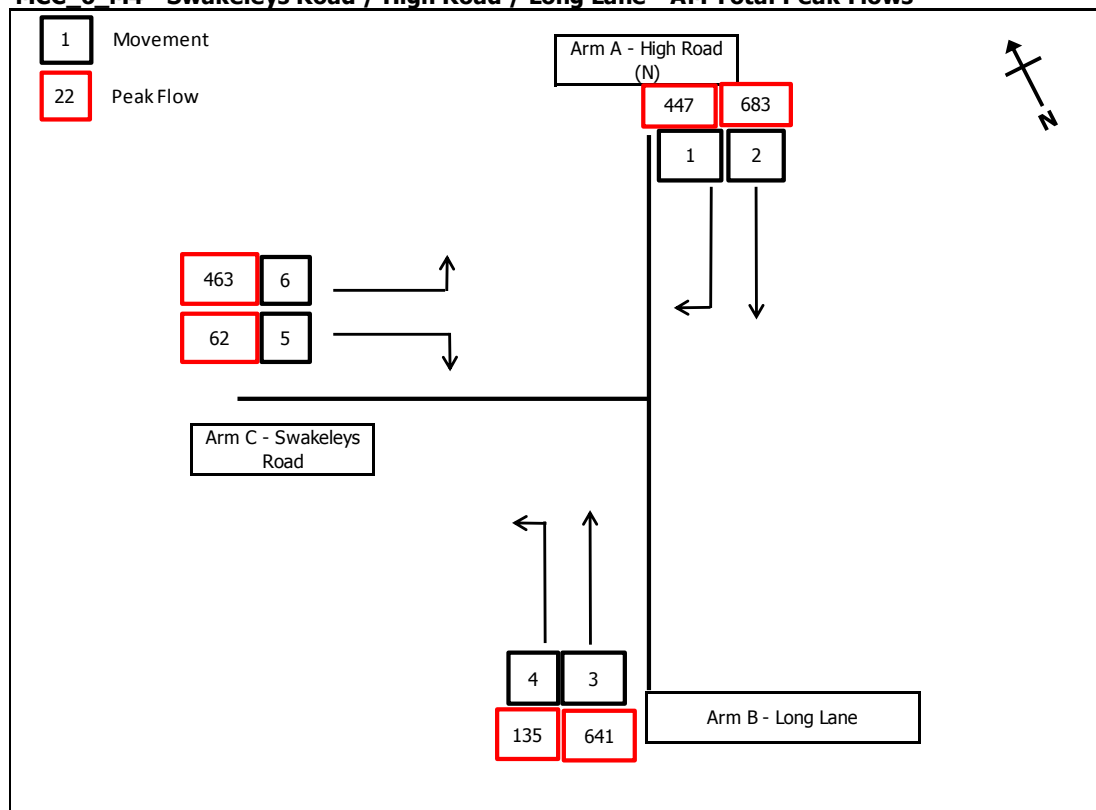
MCC_6_M2 - Harvil Road / Swakeleys Road - AM Total Peak Flows



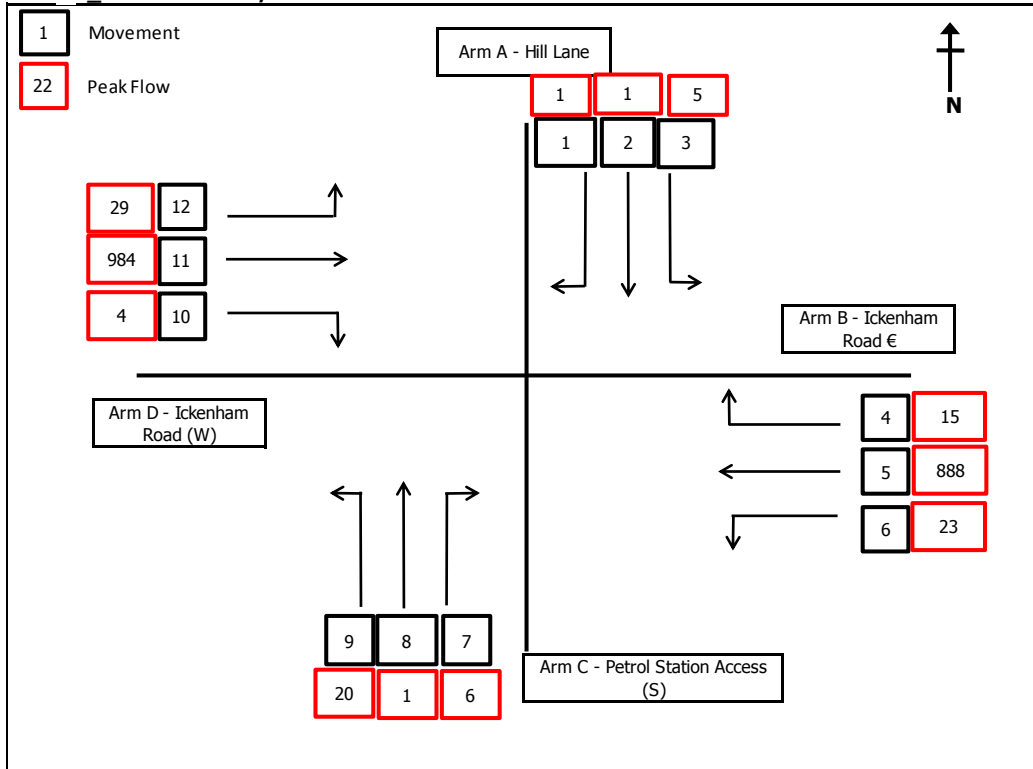
MCC6 6 M3 - Breakspear / Swakeleys Road (roundabout) - AM Total Peak Flows



MCC 6 M4 - Swakeleys Road / High Road / Long Lane - AM Total Peak Flows

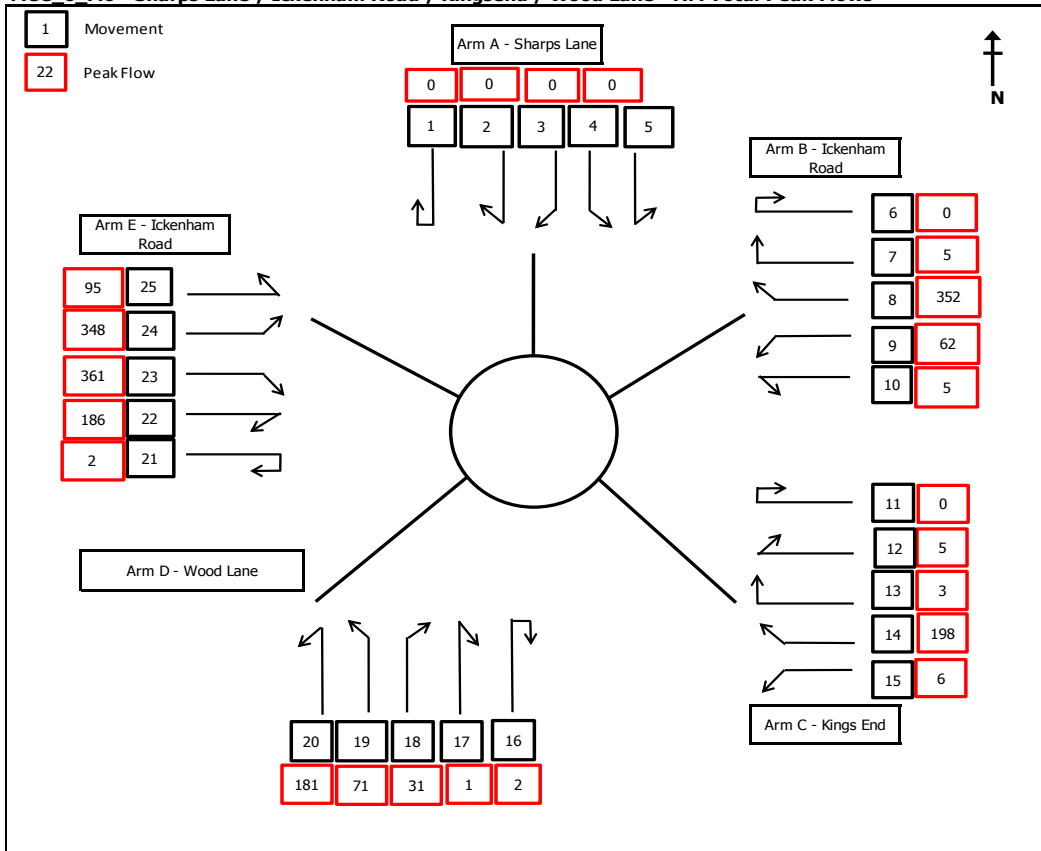


MCC6 6 M5 - Hill Lane / Ickenham Road - AM Total Peak Flows



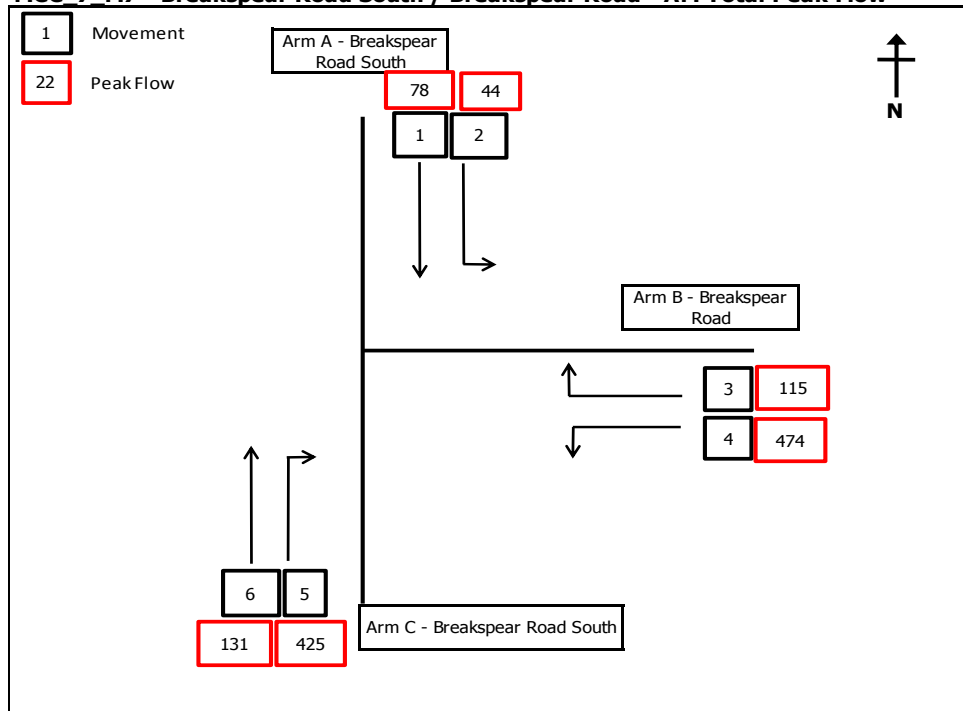
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MCC 6 M6 - Sharps Lane / Ickenham Road / Kingsend / Wood Lane - AM Total Peak Flows

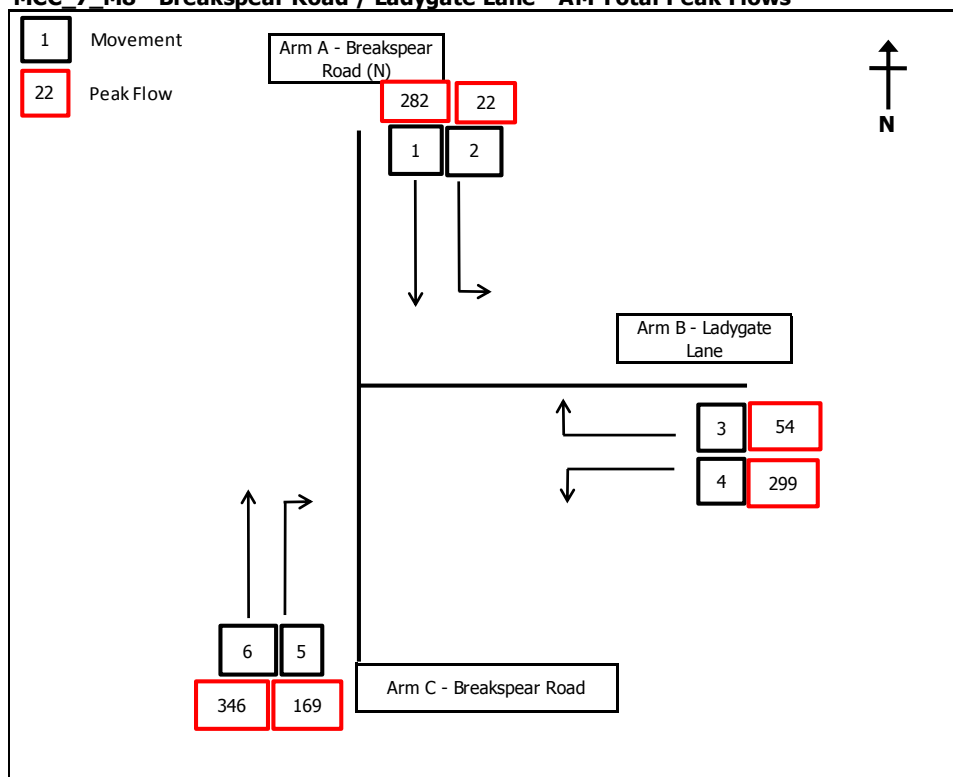


Appendix IS.7 – MCC – CFA6 – Sheet 2

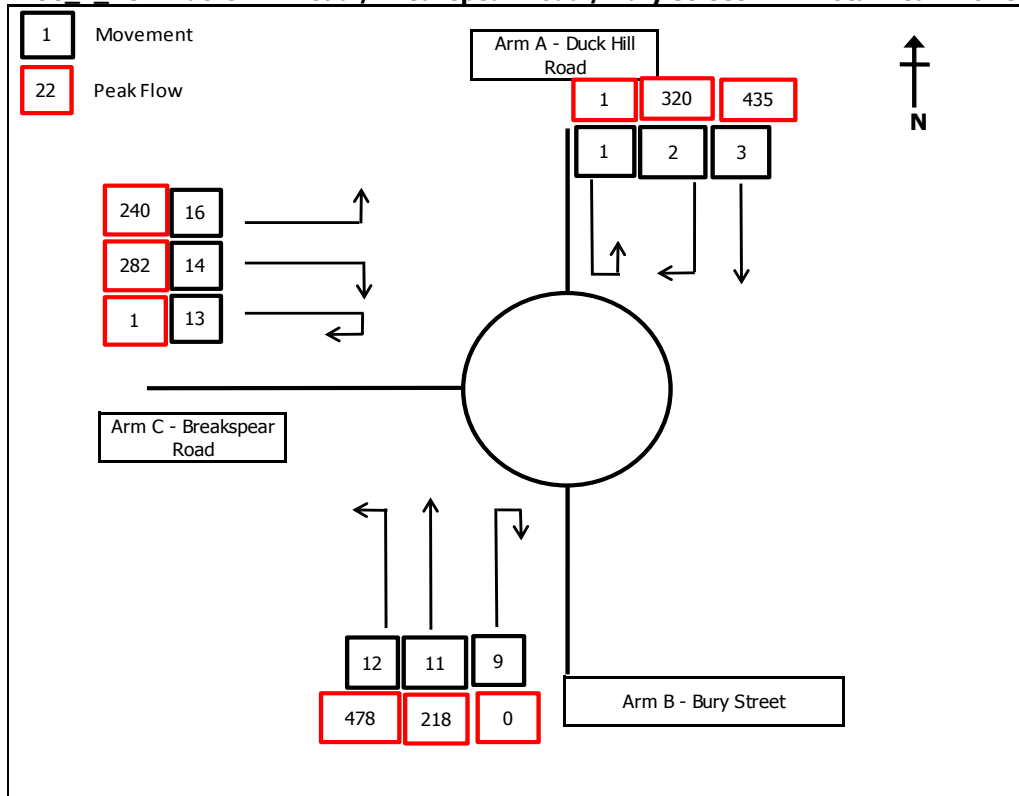
MCC 7 M7 - Breakspear Road South / Breakspear Road - AM Total Peak Flow



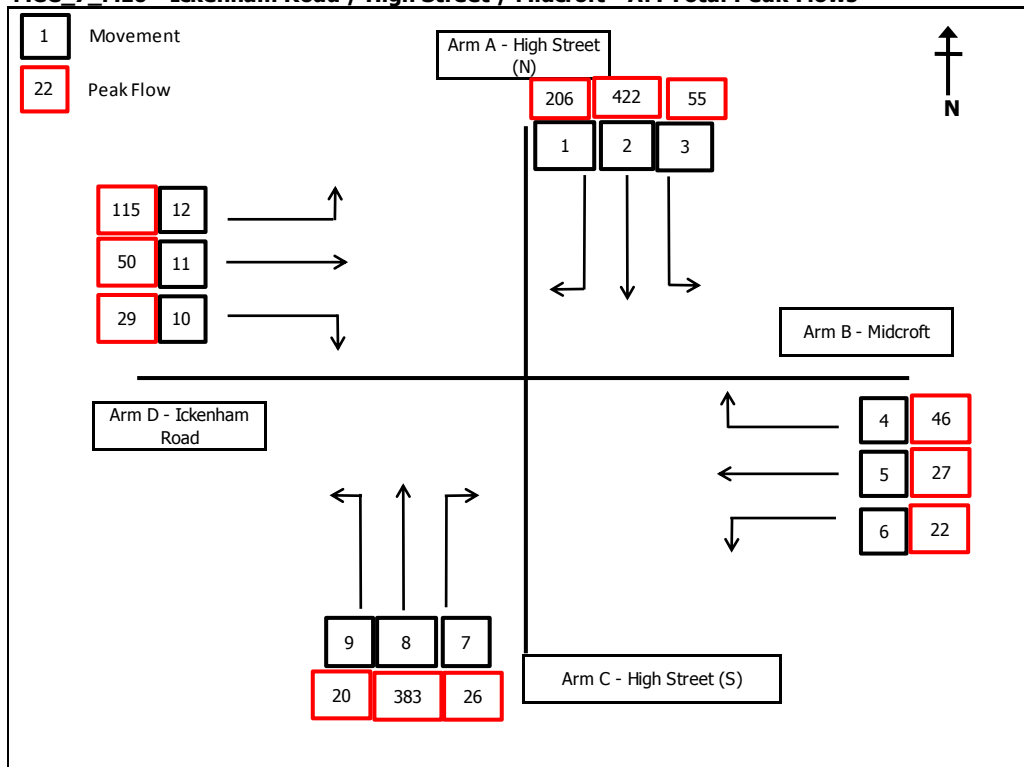
MCC 7 M8 - Breakspear Road / Ladygate Lane - AM Total Peak Flows



MCC 7 M9 - Ducks Hill Road / Breakspeare Road / Bury Street - AM Total Peak Flows

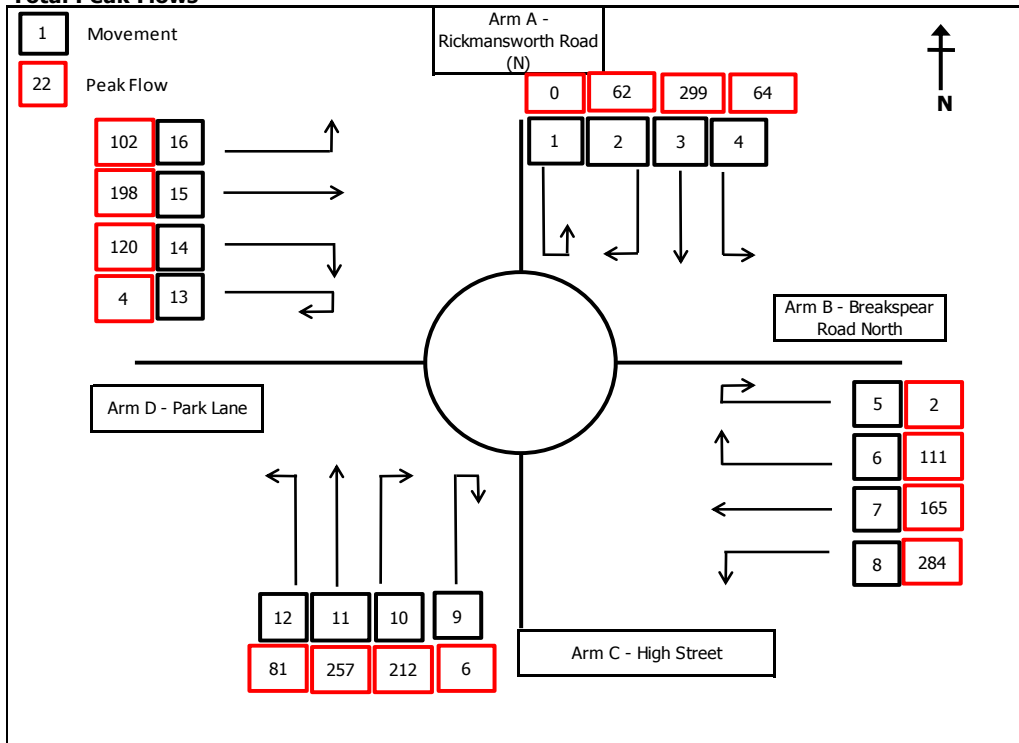


MCC 7 M10 - Ickenham Road / High Street / Midcroft - AM Total Peak Flows

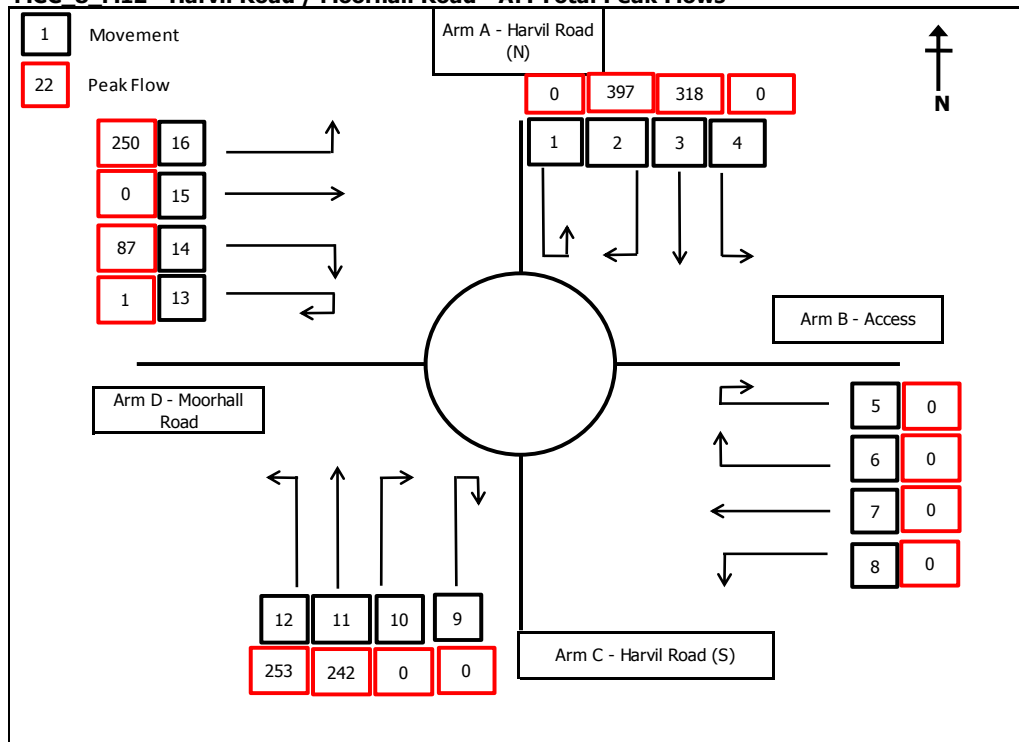


Appendix IS.8 – MCC – CFA6 – Sheet 3

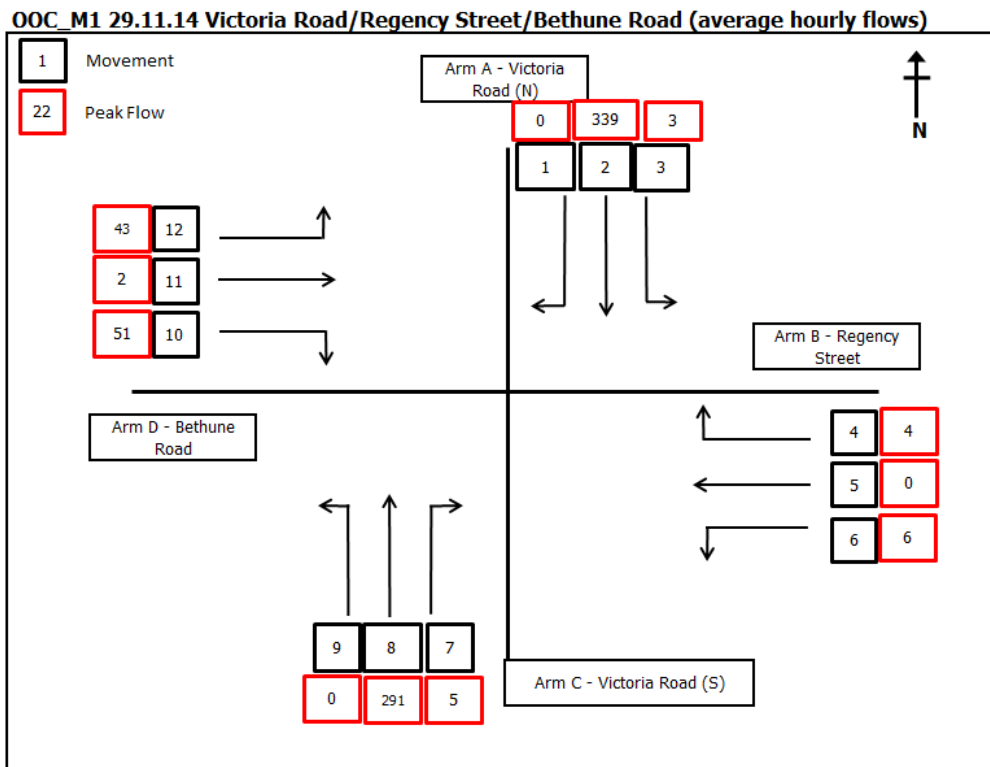
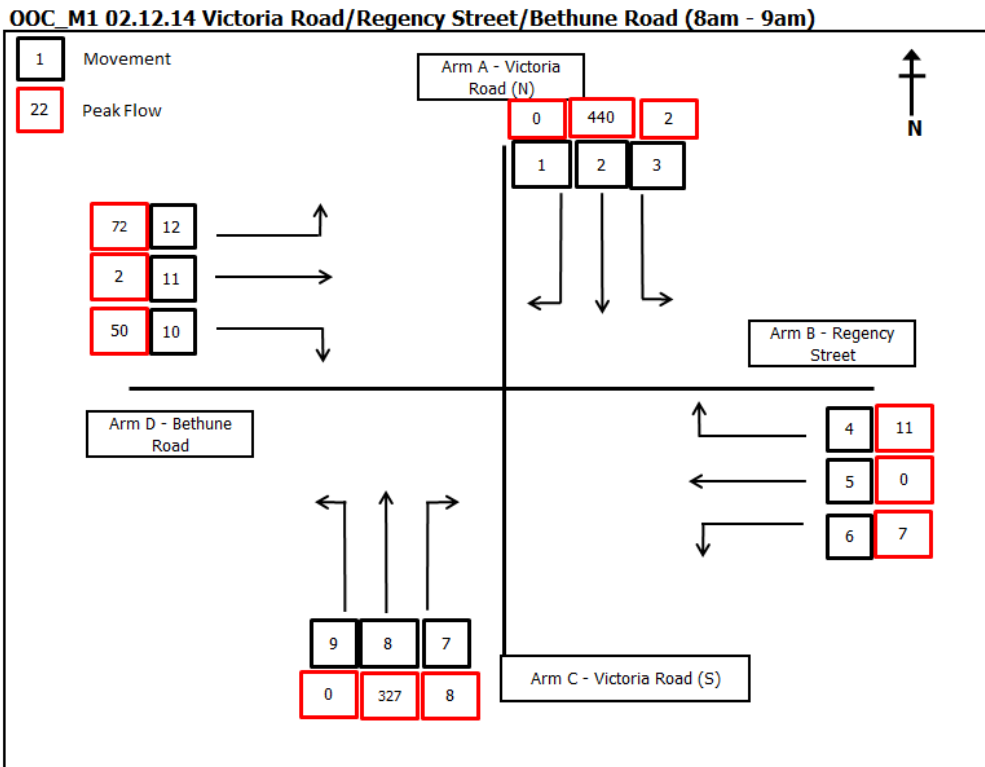
MCC_8_M11 - Rickmansworth Road / High Street / Breakspeare Road North / Park Lane - AM Total Peak Flows



MCC_8_M12 - Harvil Road / Moorhall Road - AM Total Peak Flows



Appendix IS.9-OOC – MCC

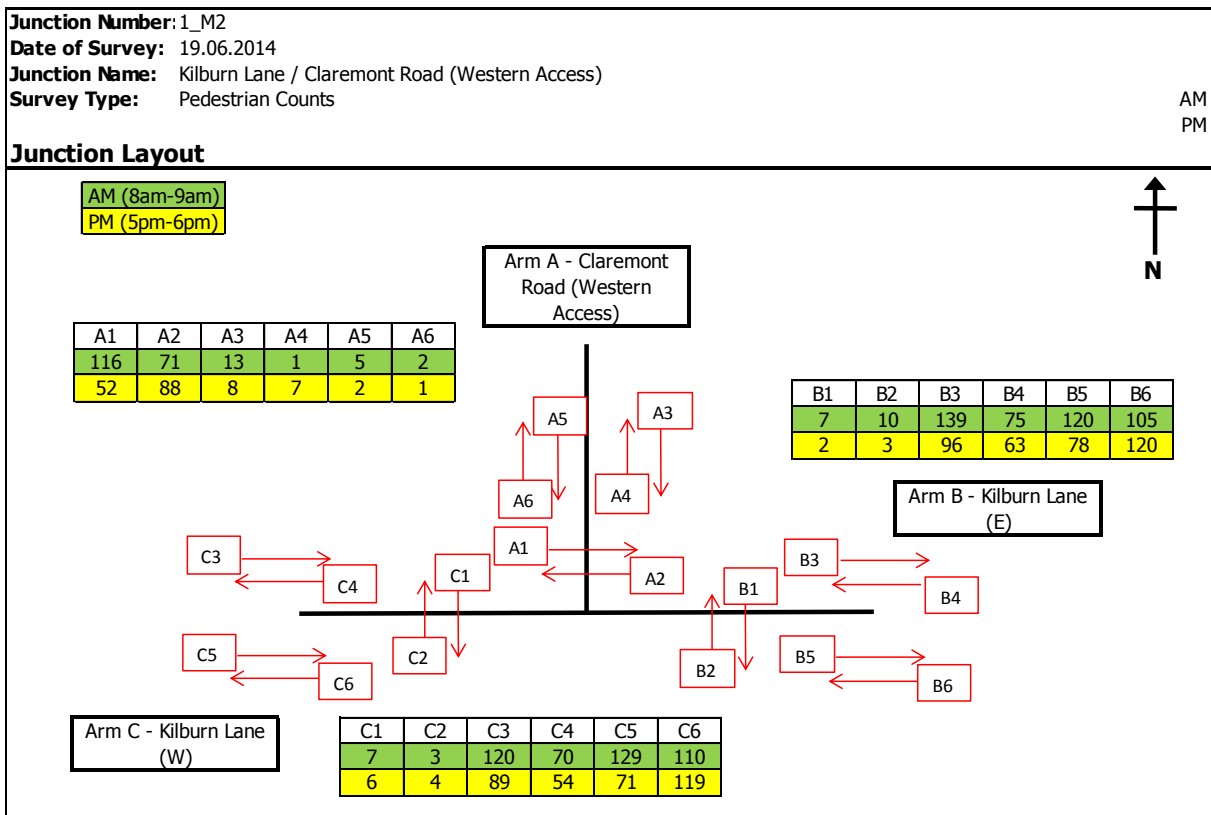
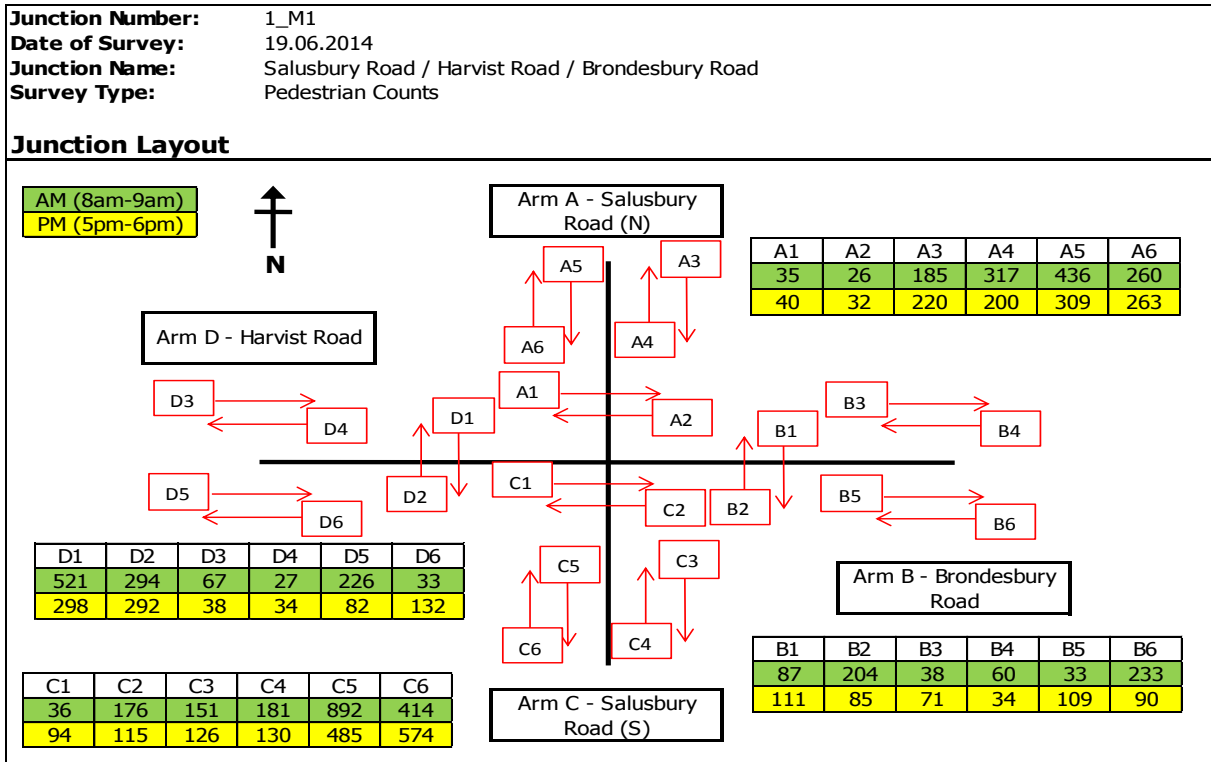


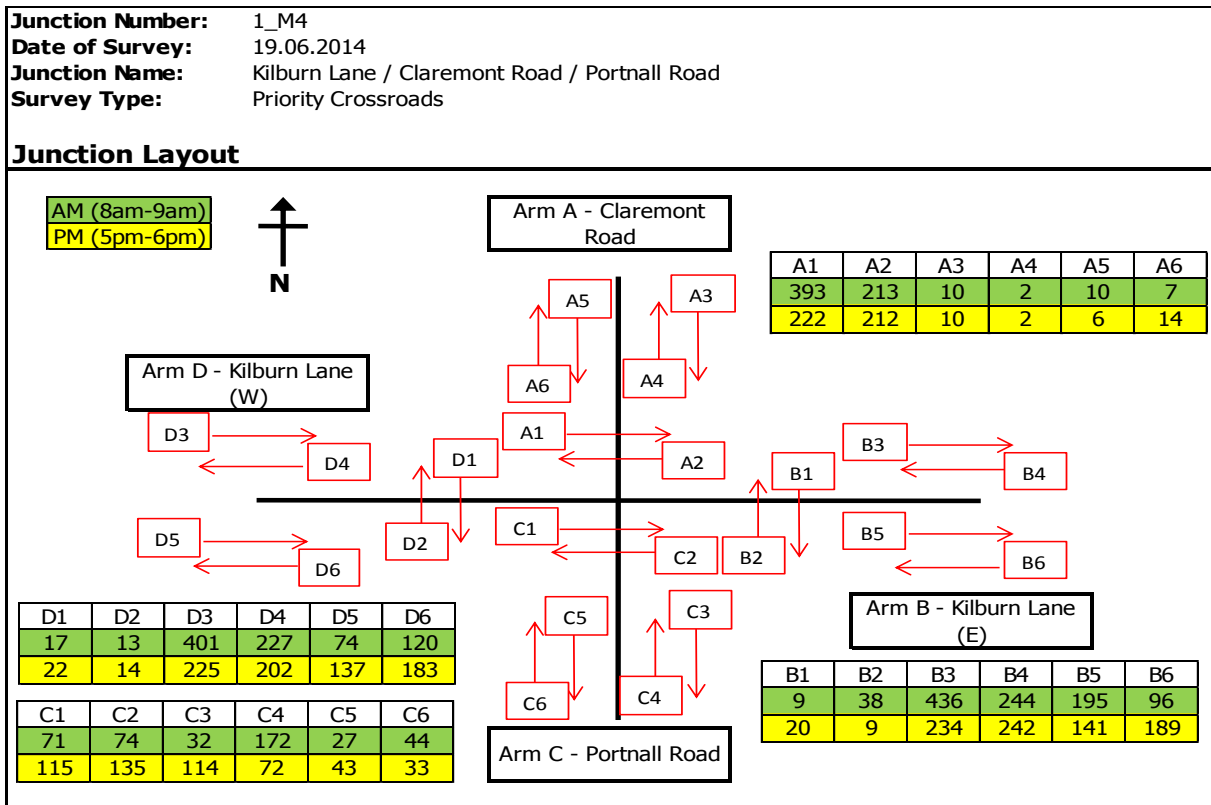
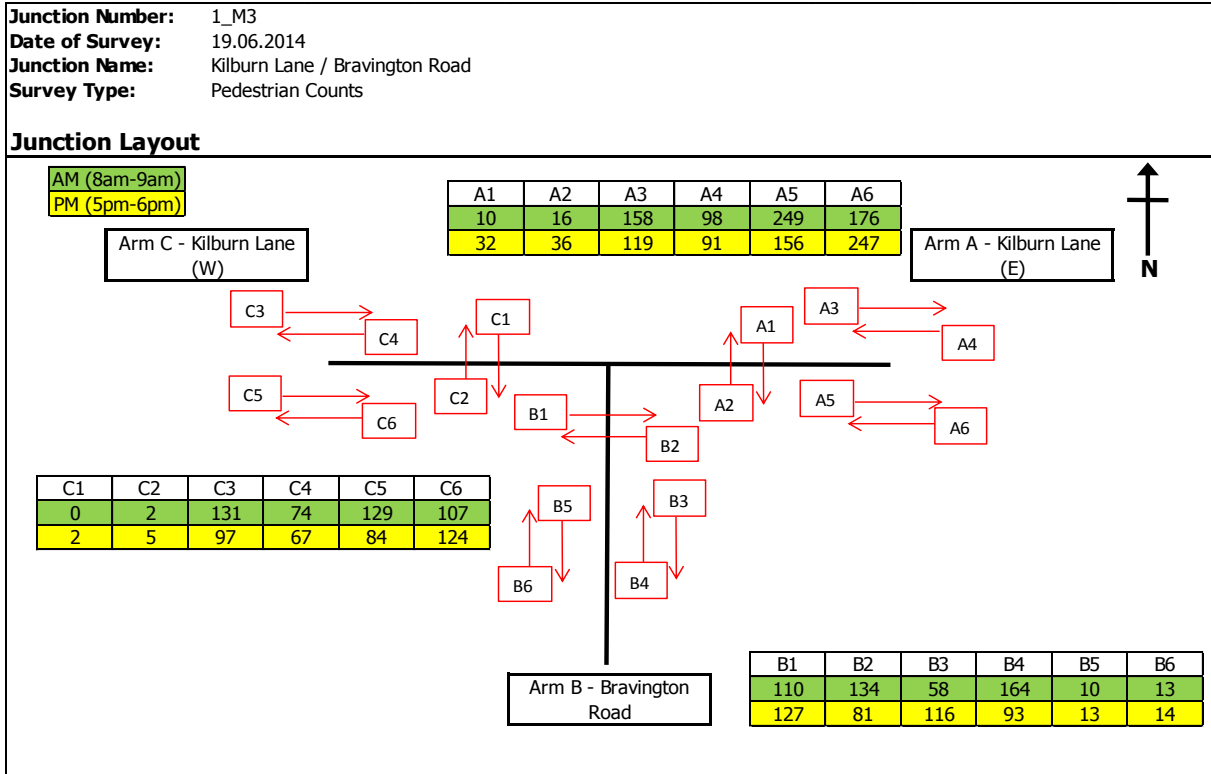
5 Appendix JS – Pedestrian Counts Summary Sheets

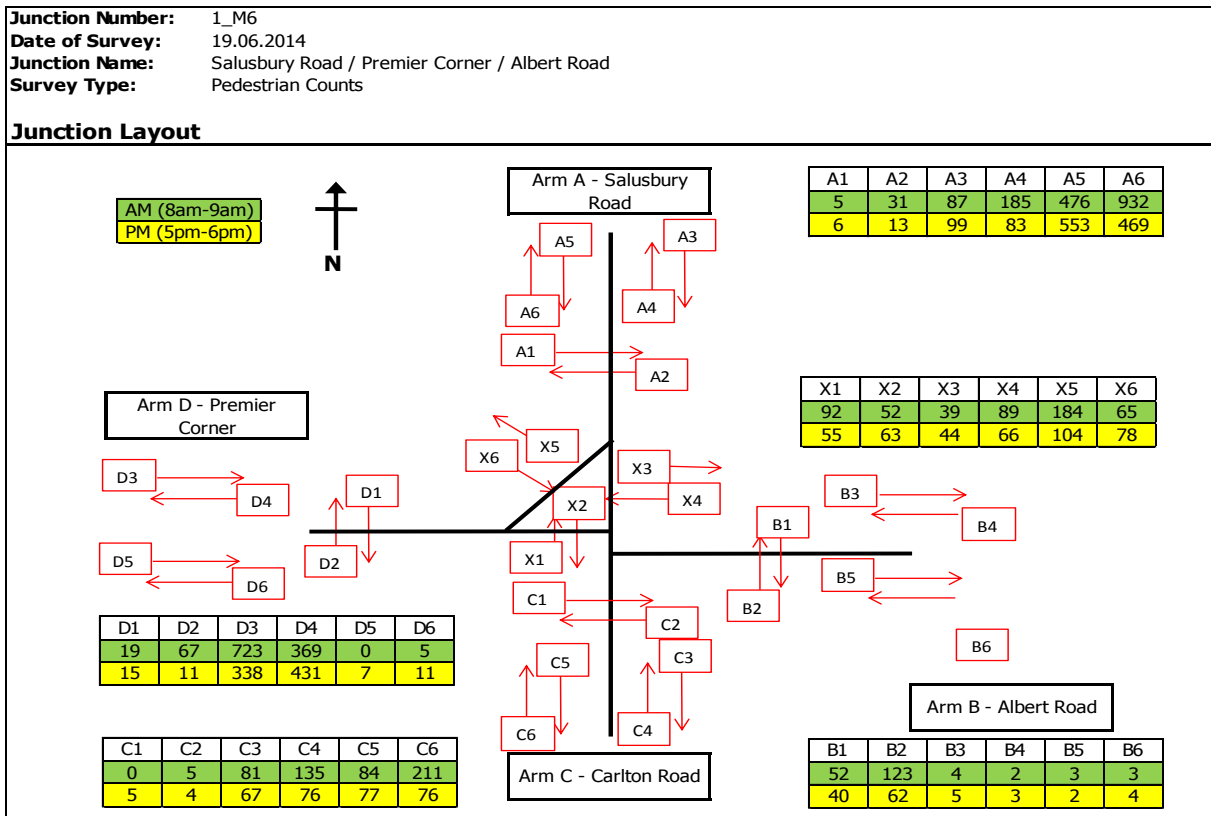
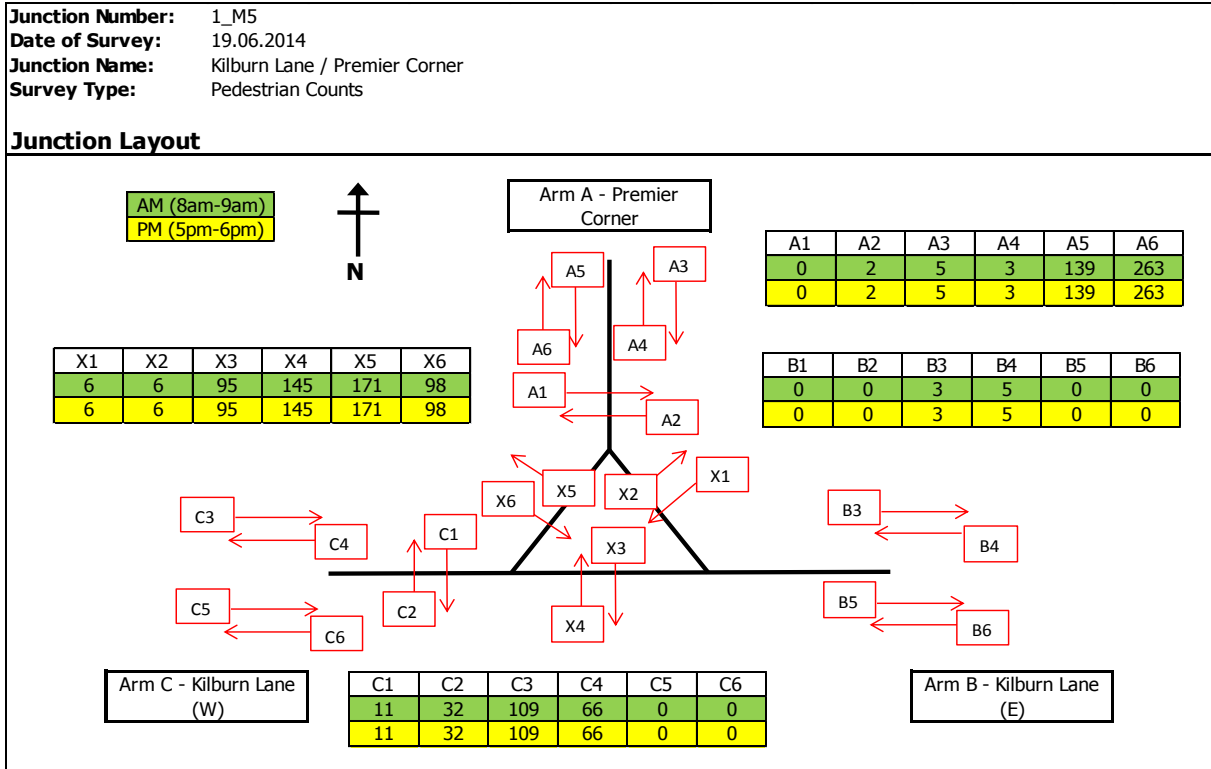
Note:

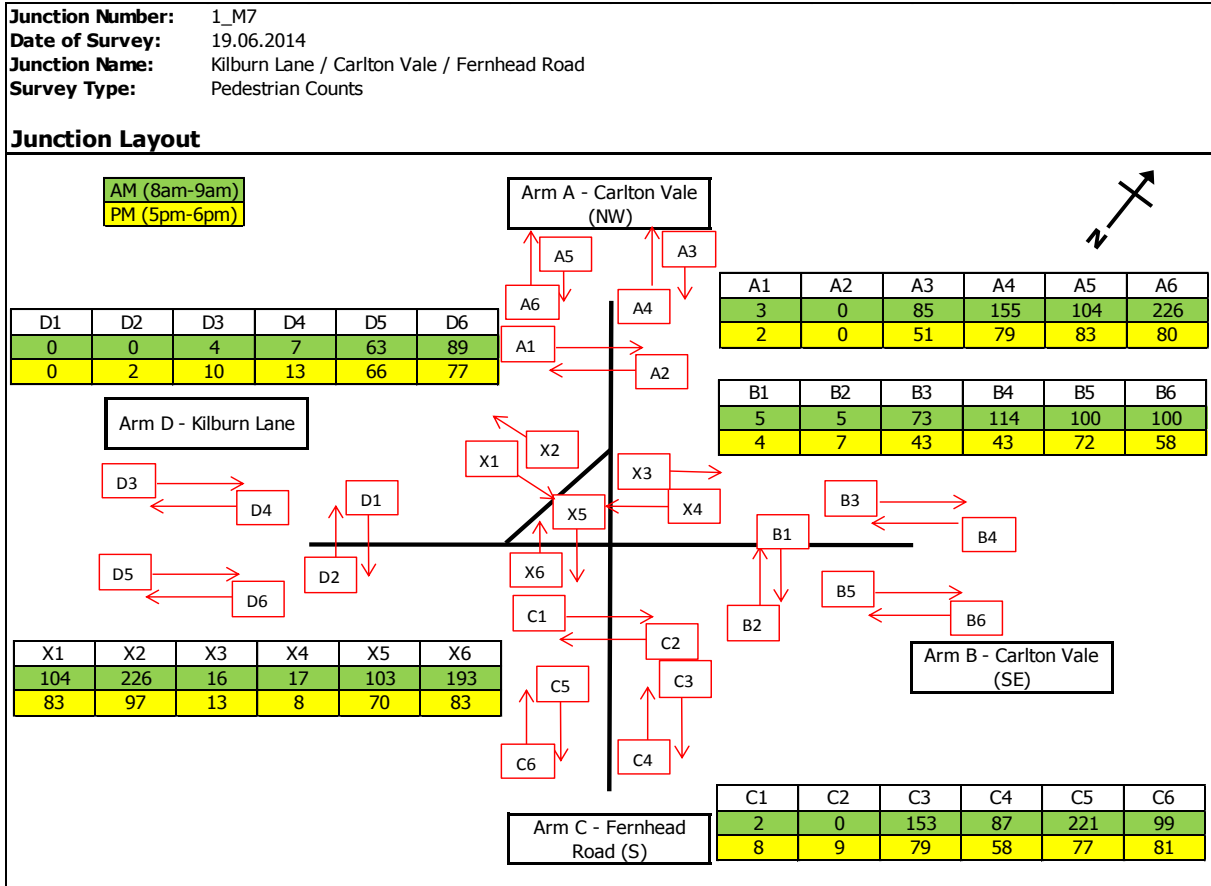
- Surveys undertaken at peak hours (8 to 9am and 5 to 6pm) on 19/06

Appendix JS.1 – Pedestrian Counts – CFA4 – Sheet 1

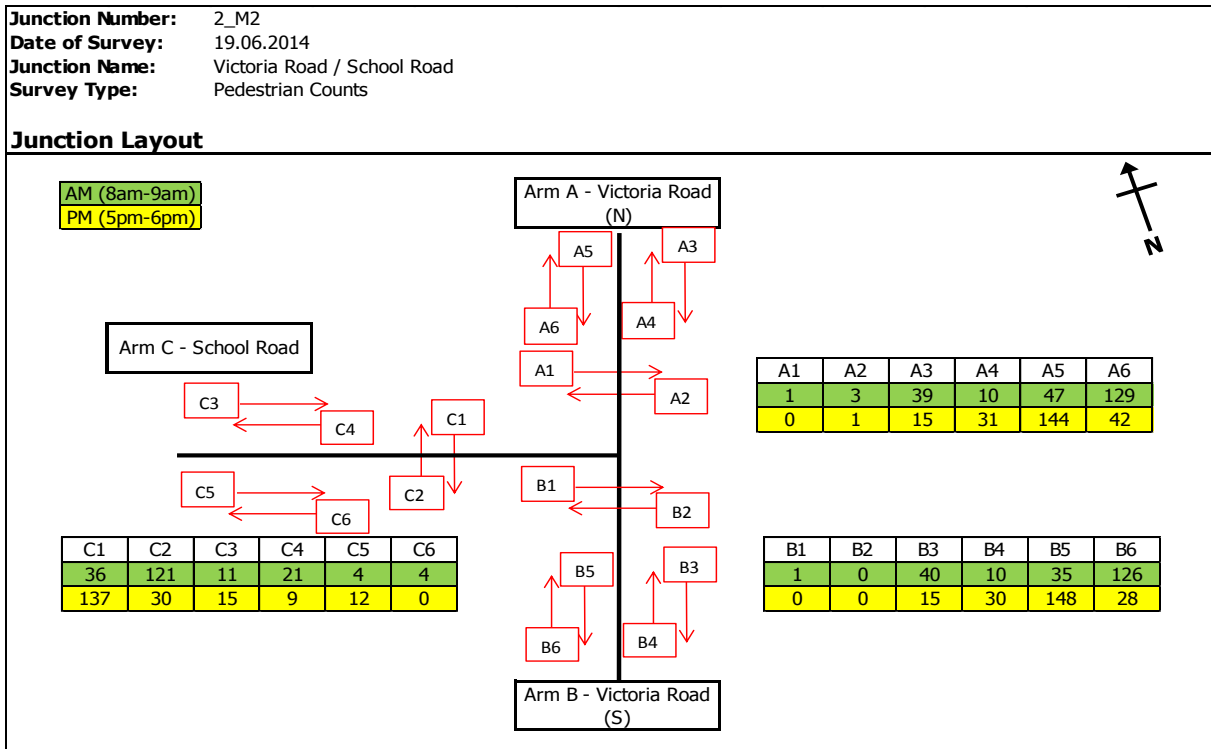
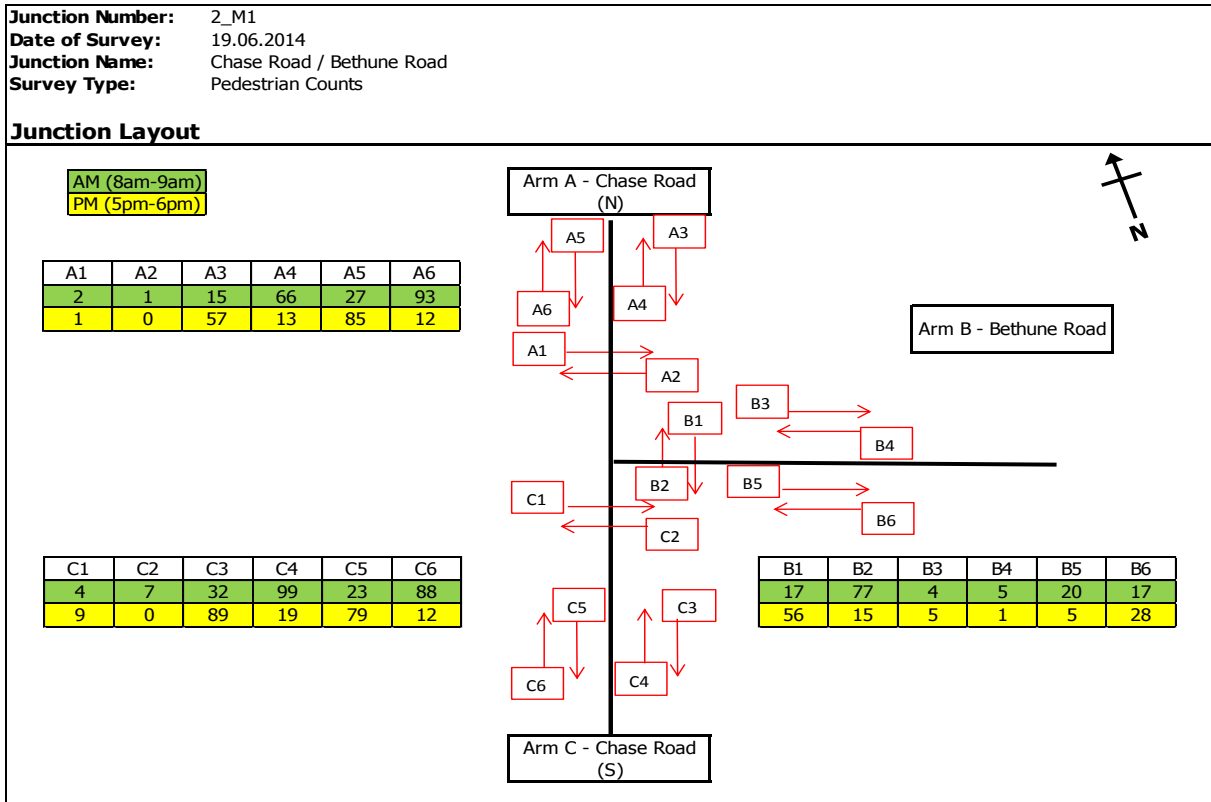


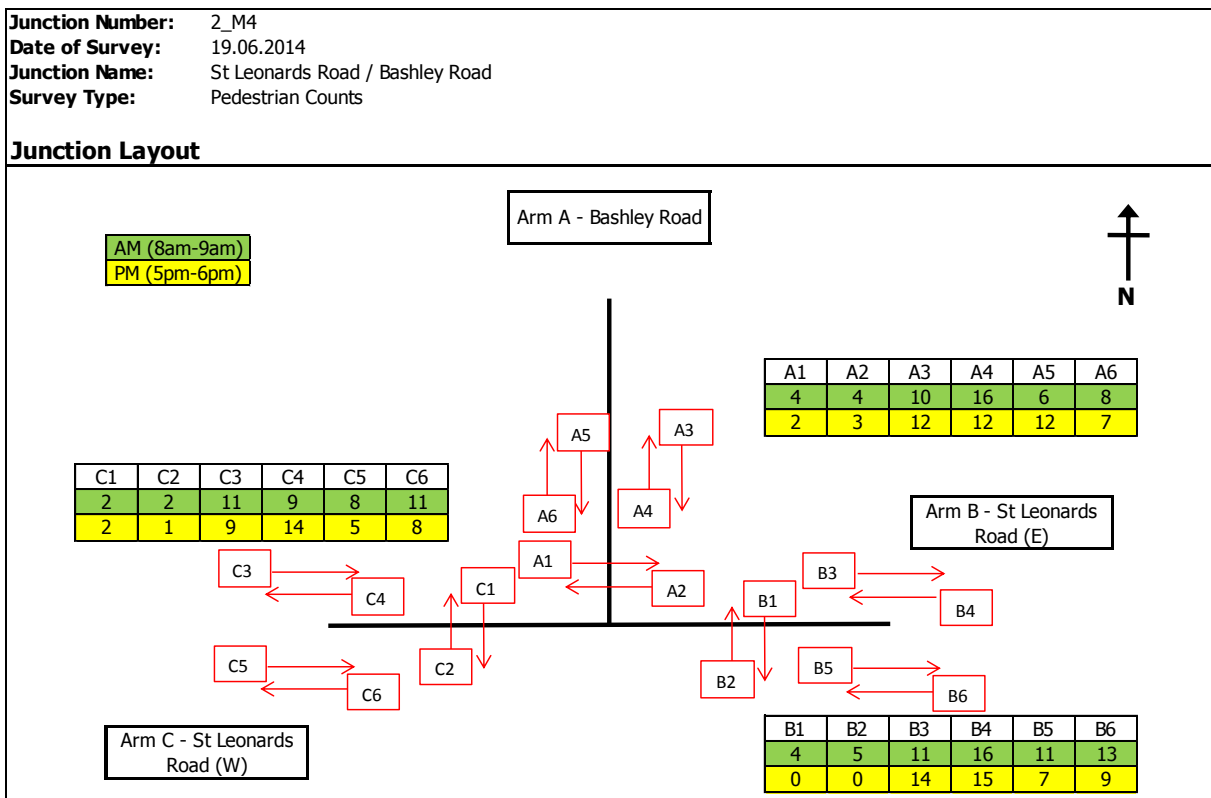
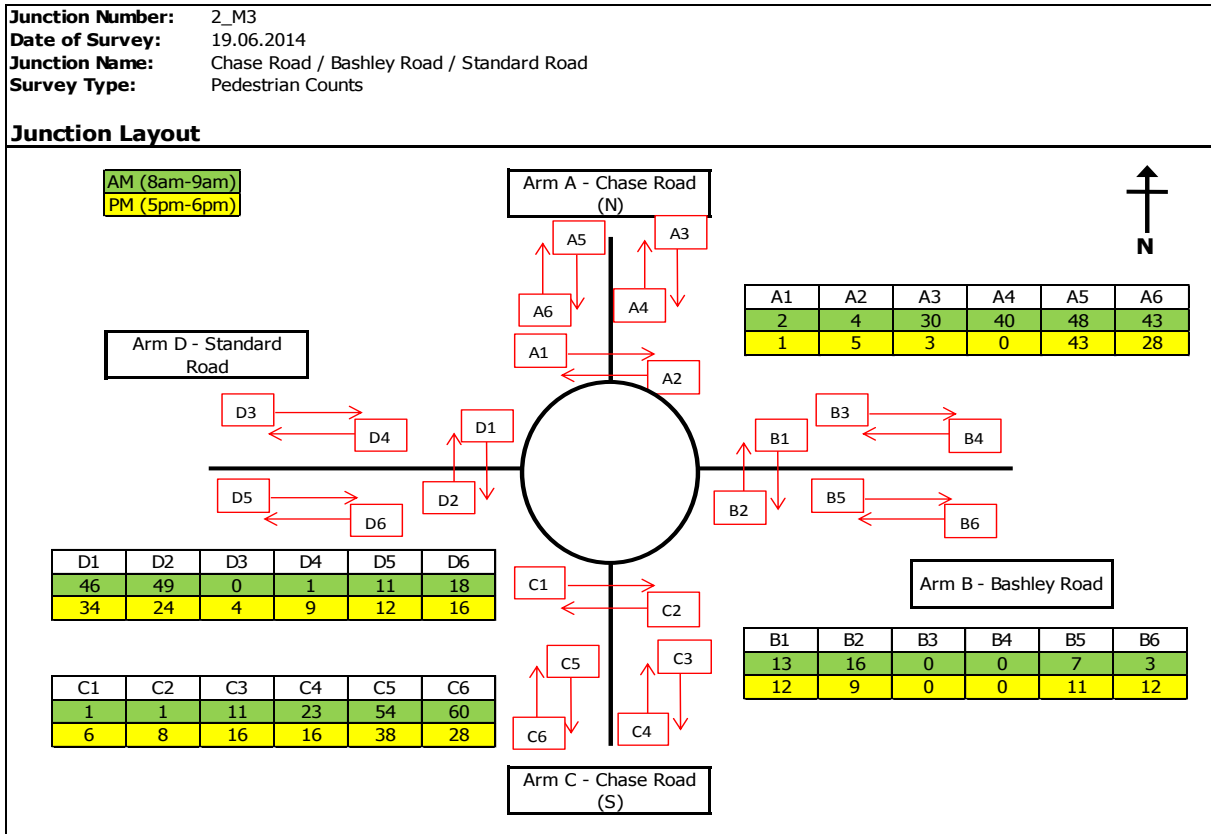


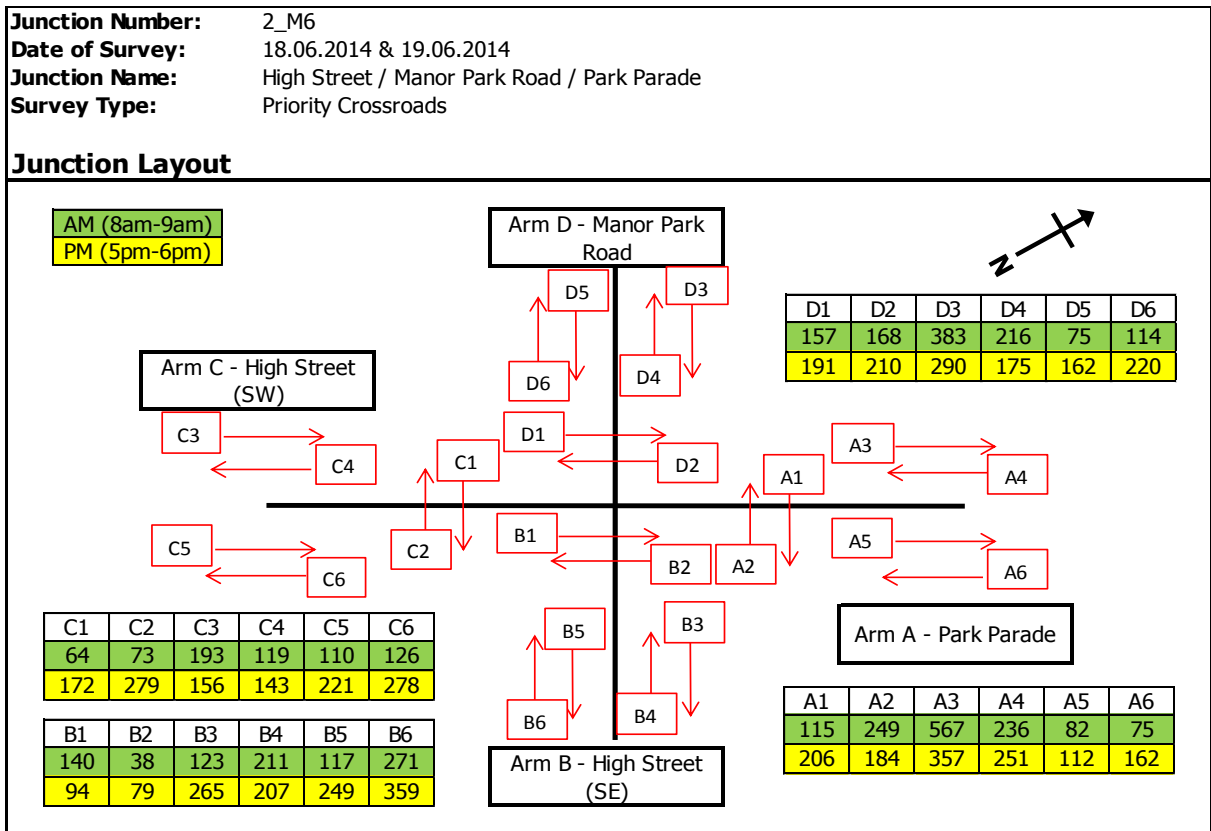
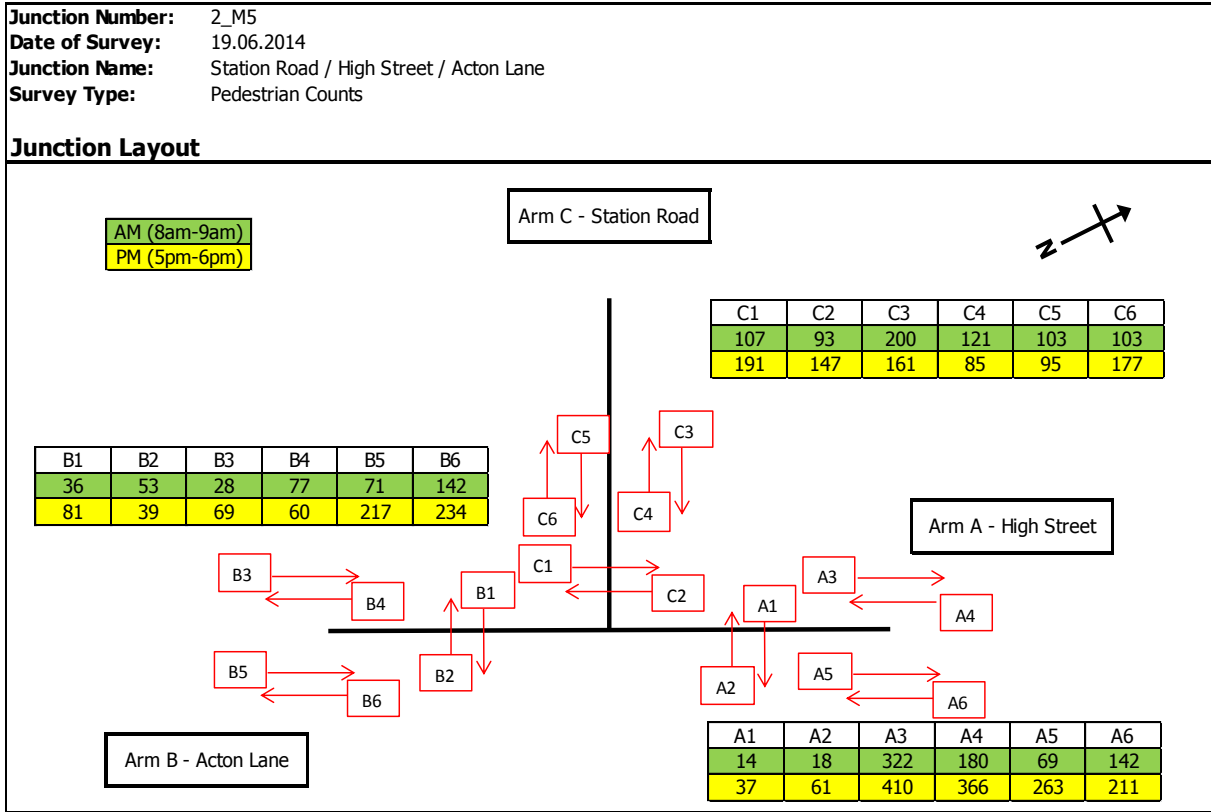


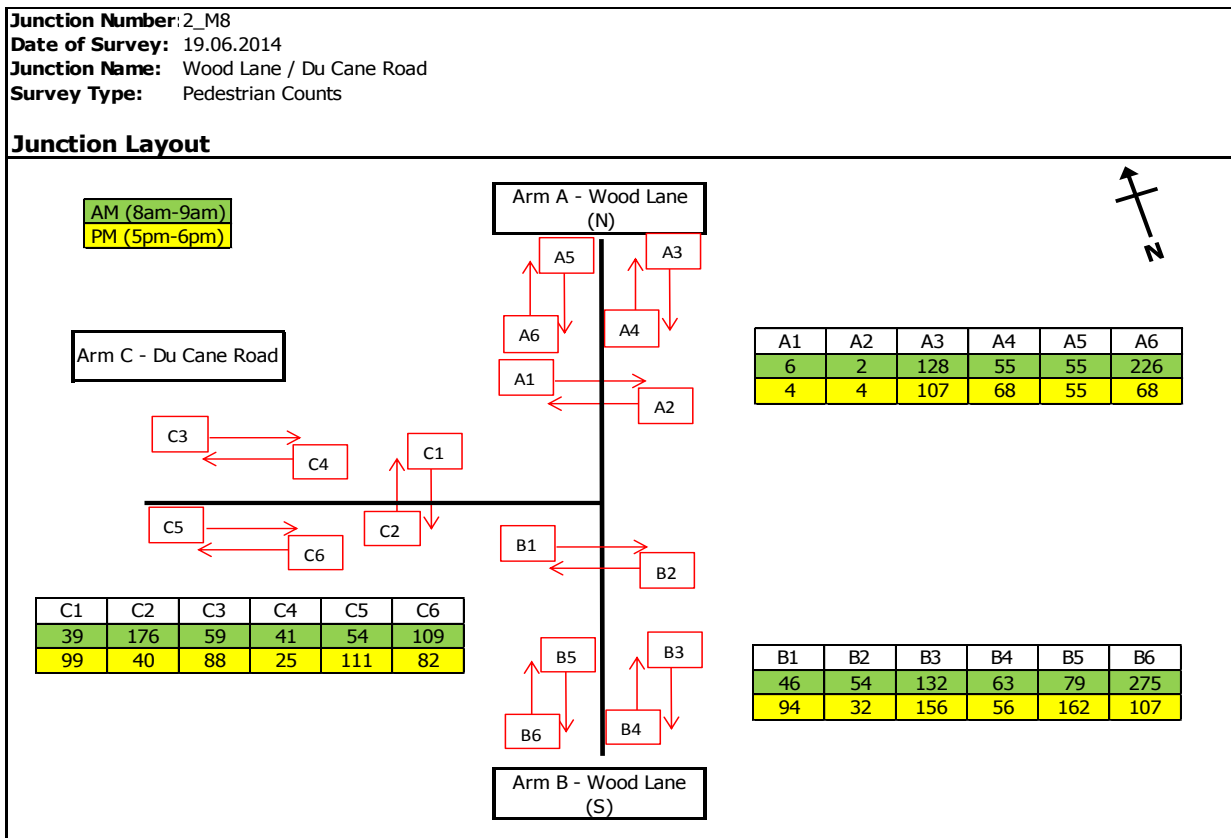
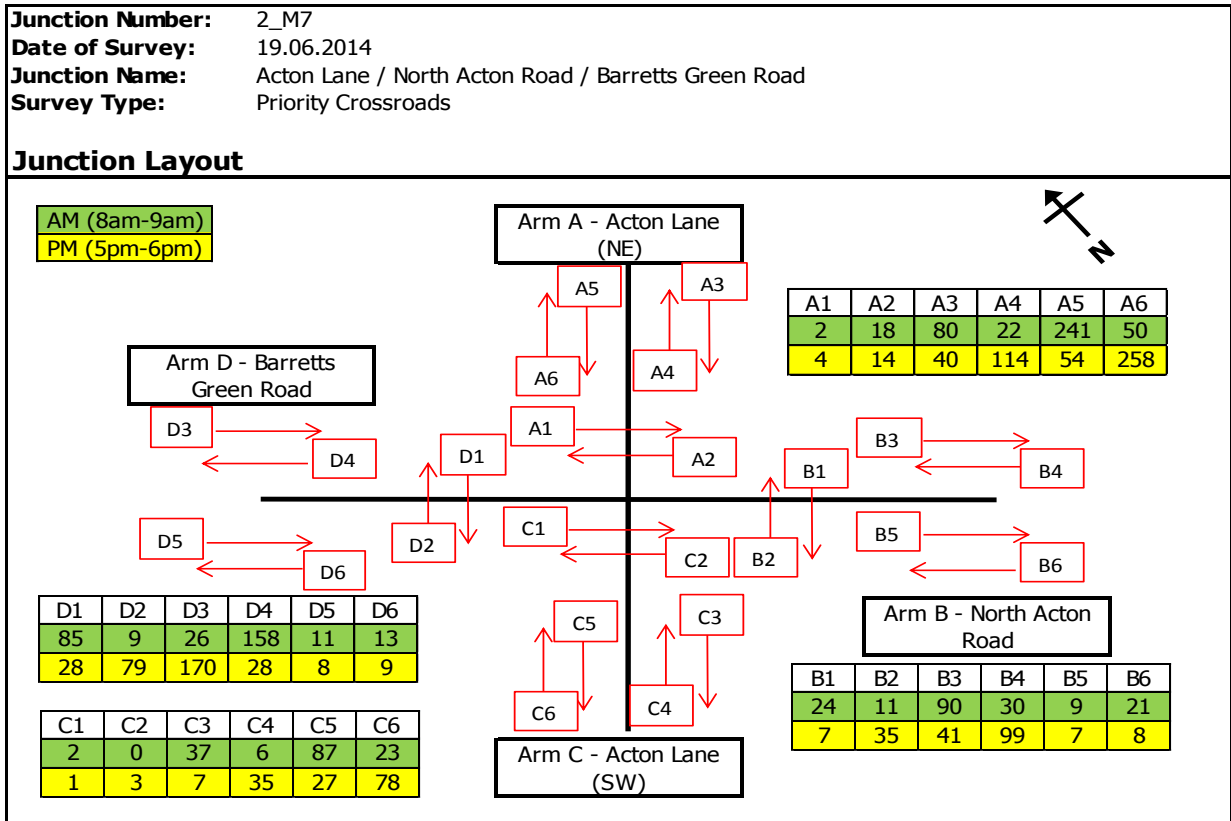


Appendix JS.2 – Pedestrian Counts – CFA4 – Sheet 2

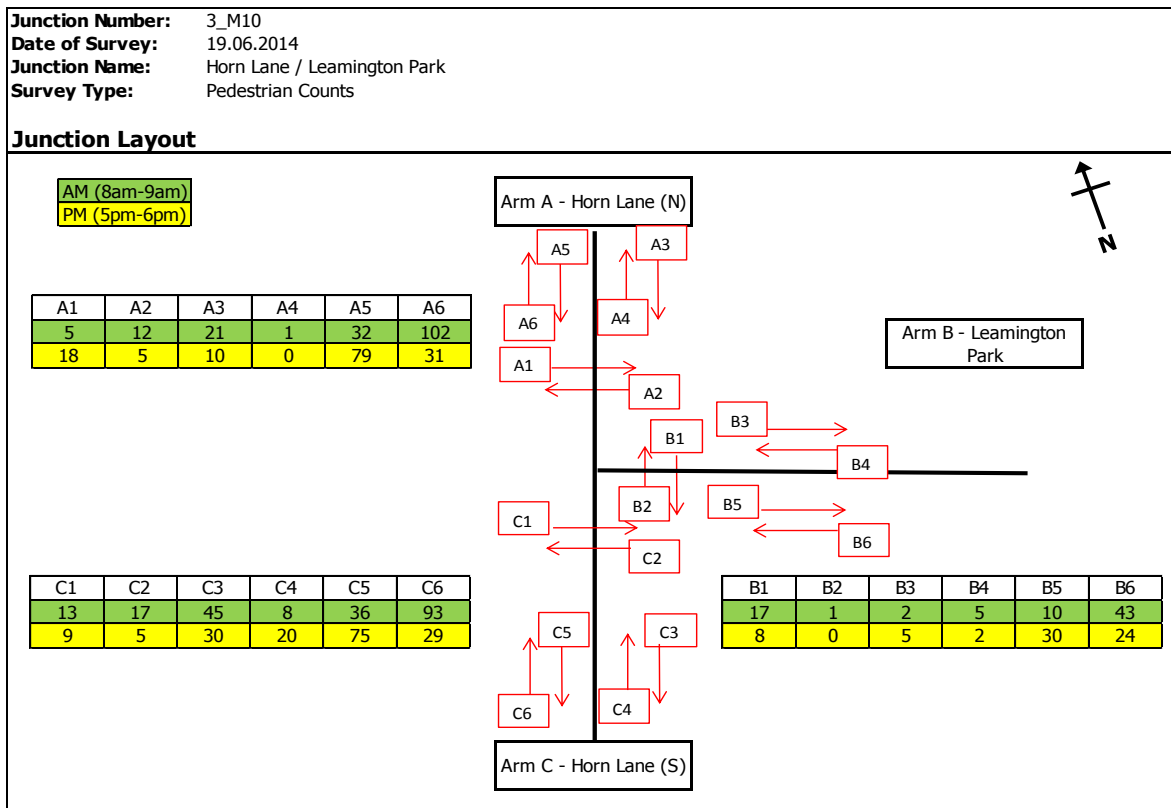
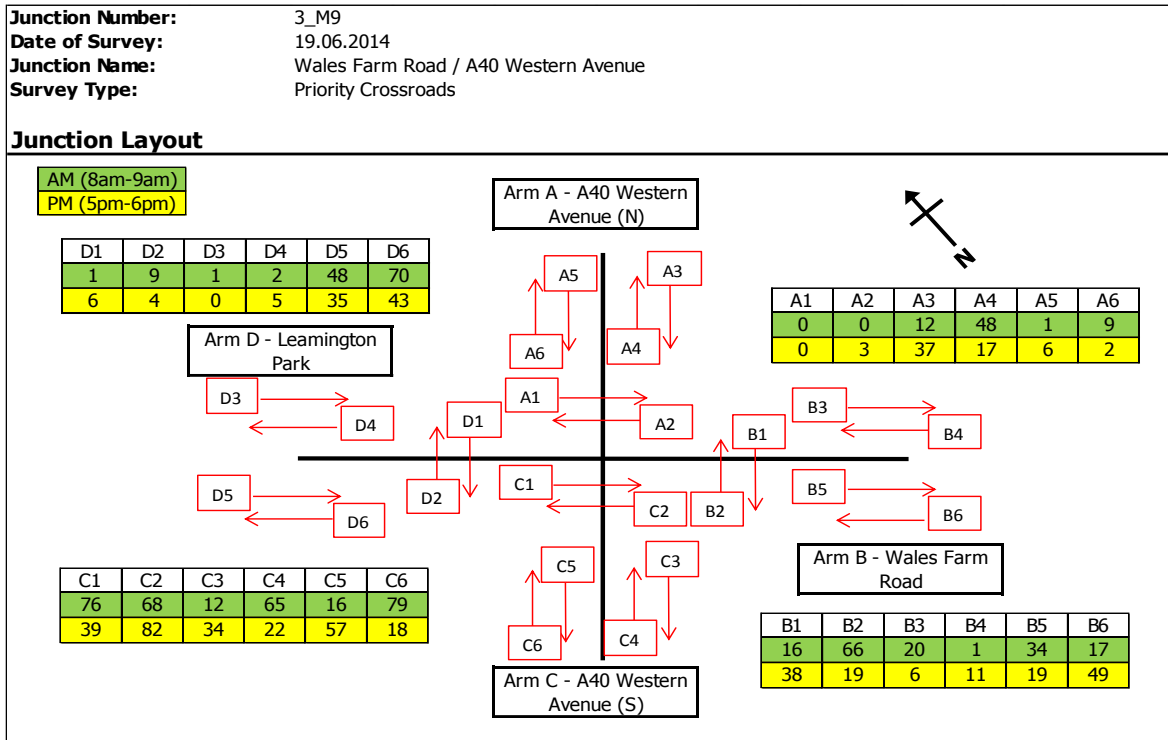




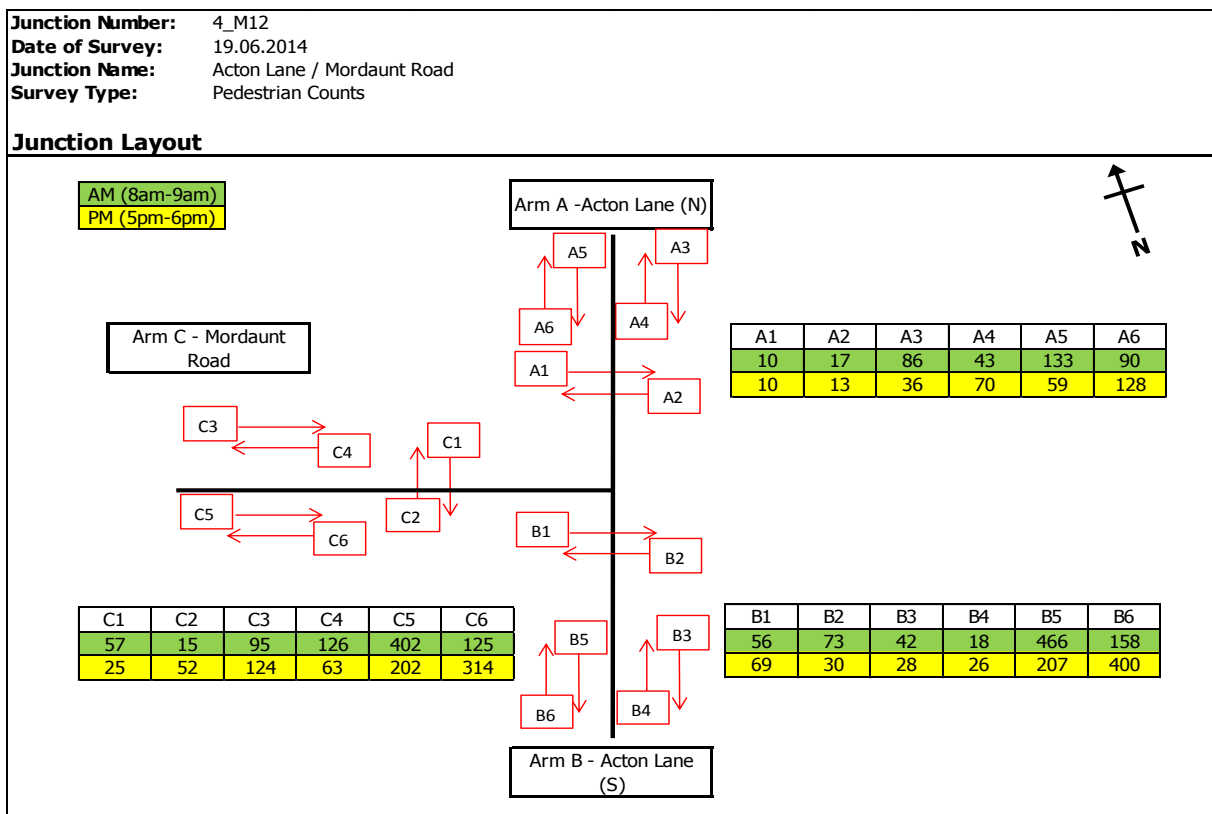
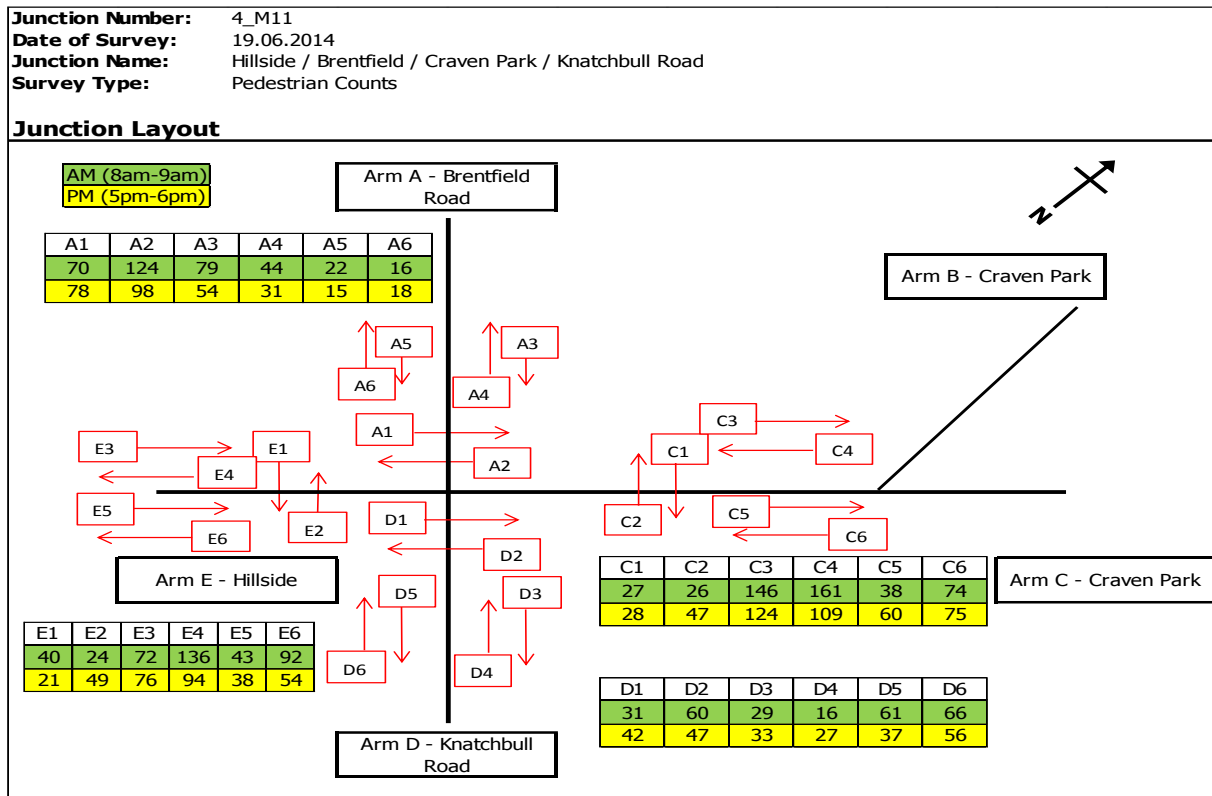


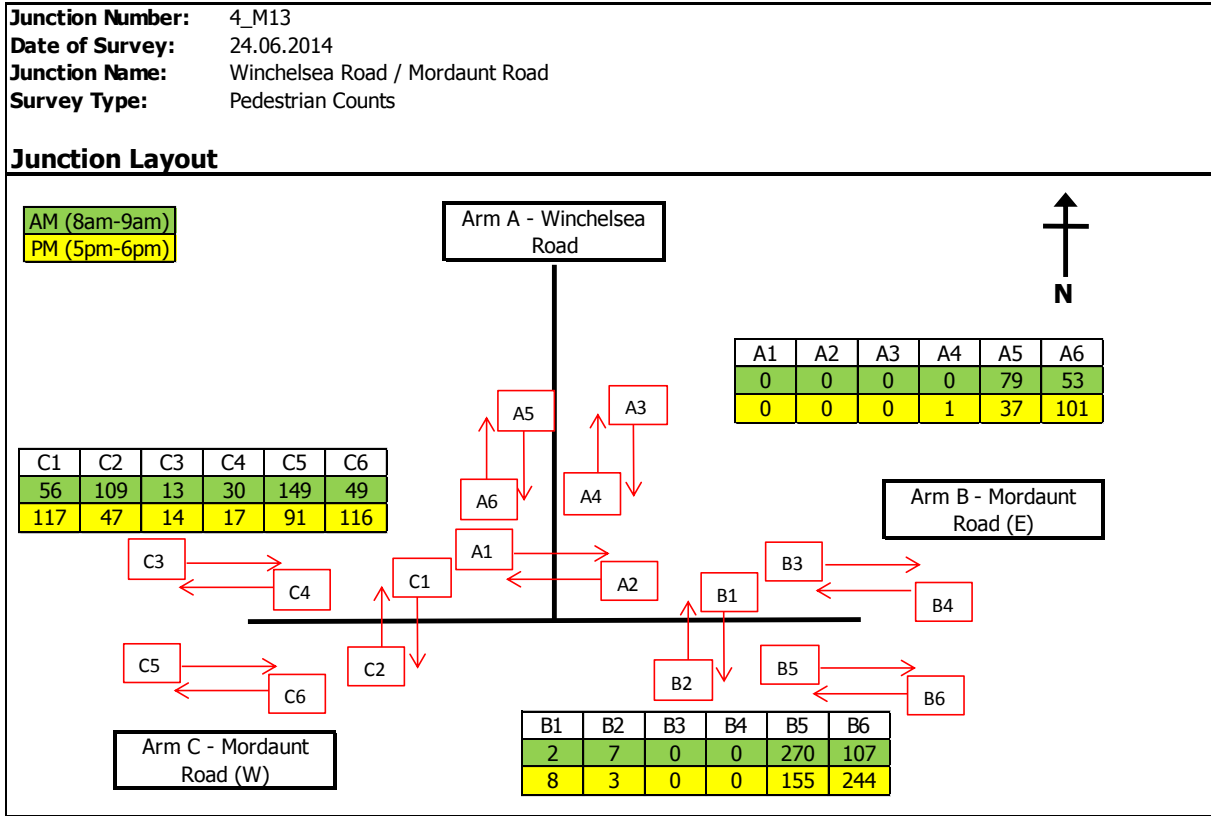


Appendix JS.3 – Pedestrian Counts – CFA 4 – Sheet 3

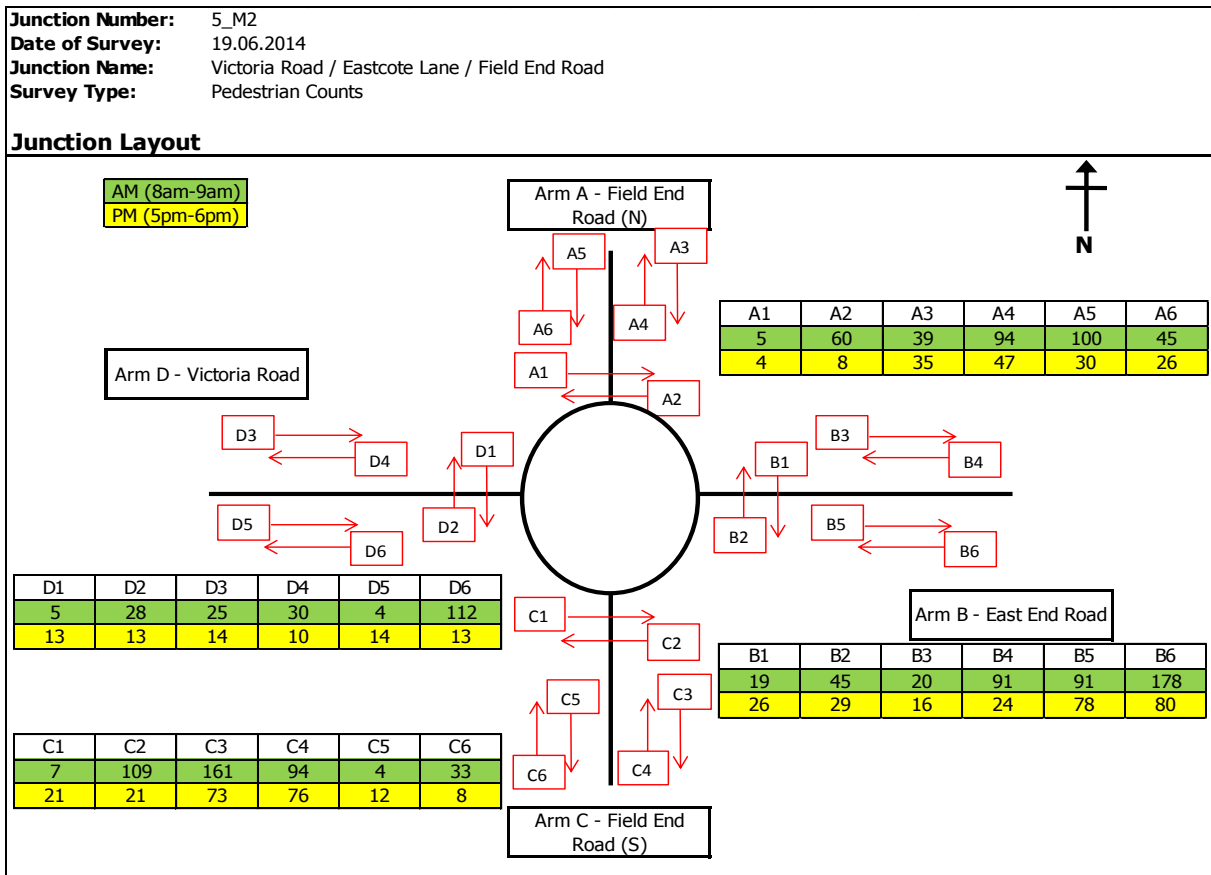
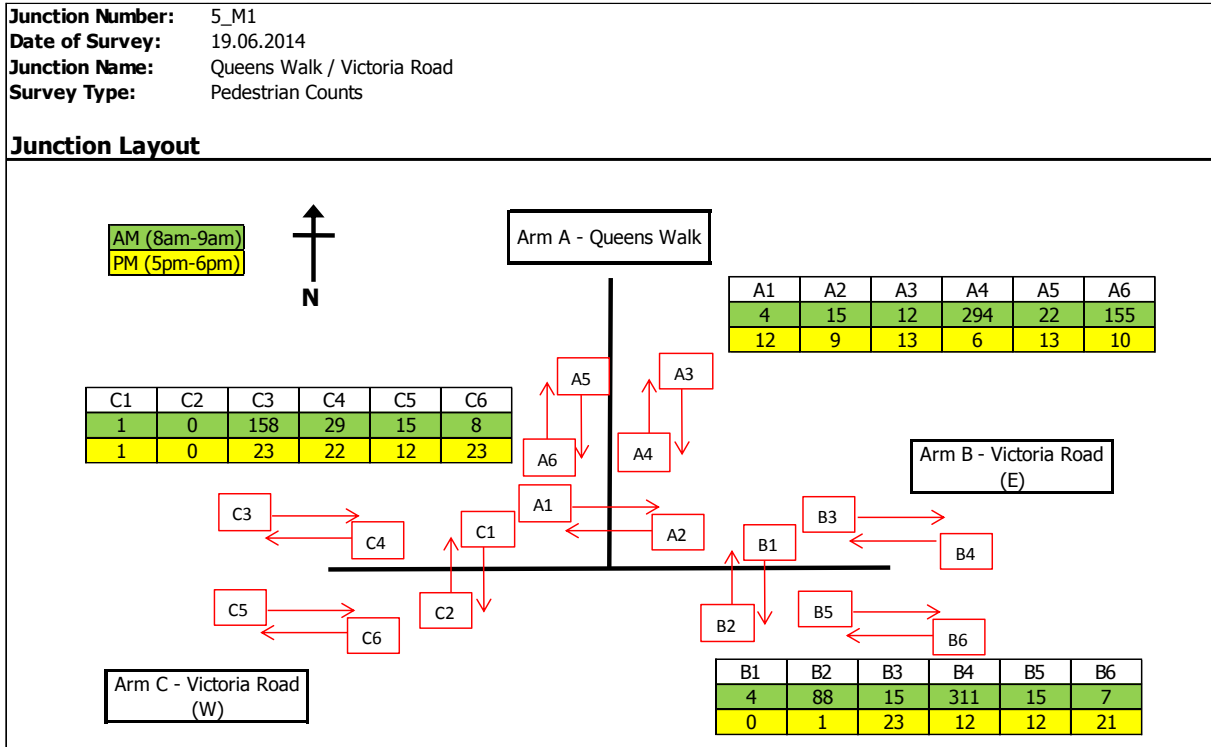


Appendix JS.4 – Pedestrian Counts – CFA 4 – Sheet 4

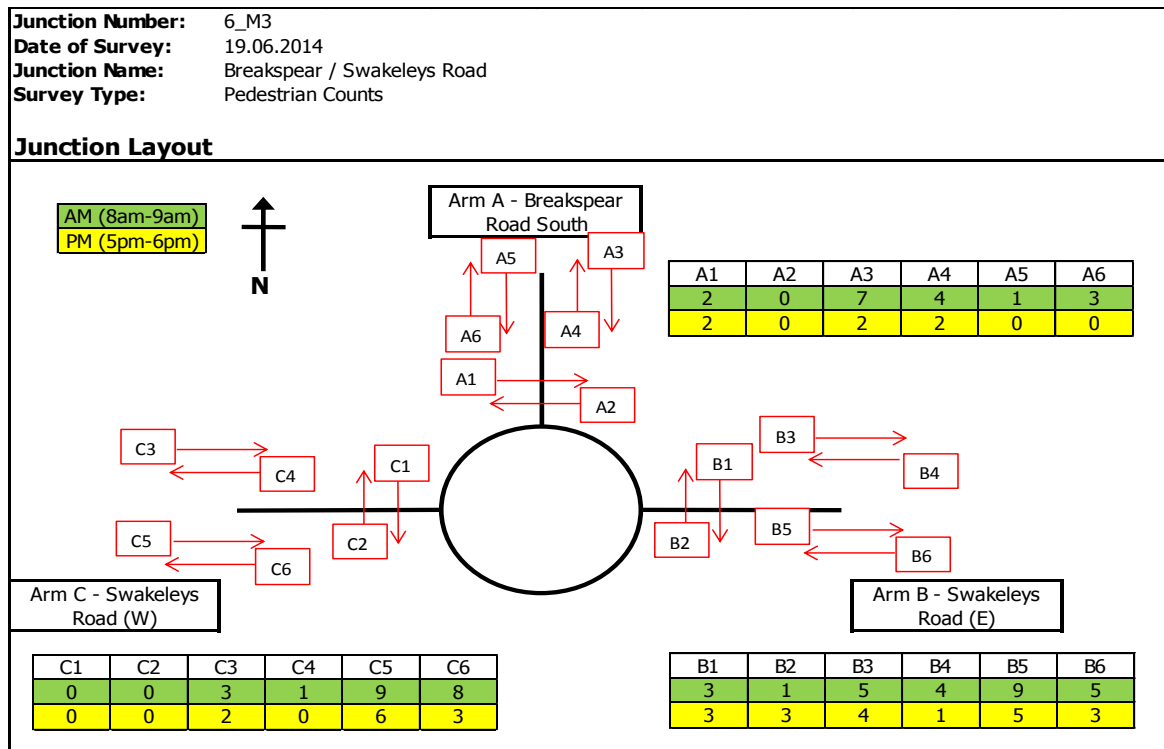
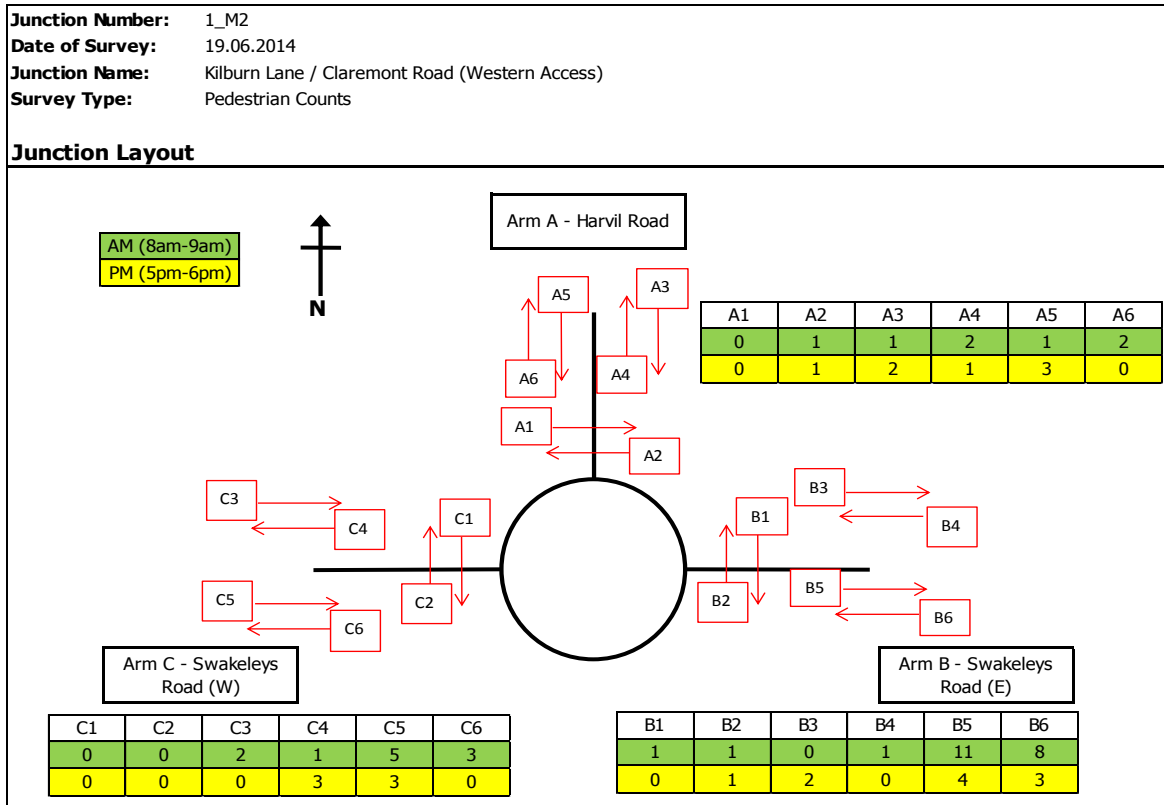


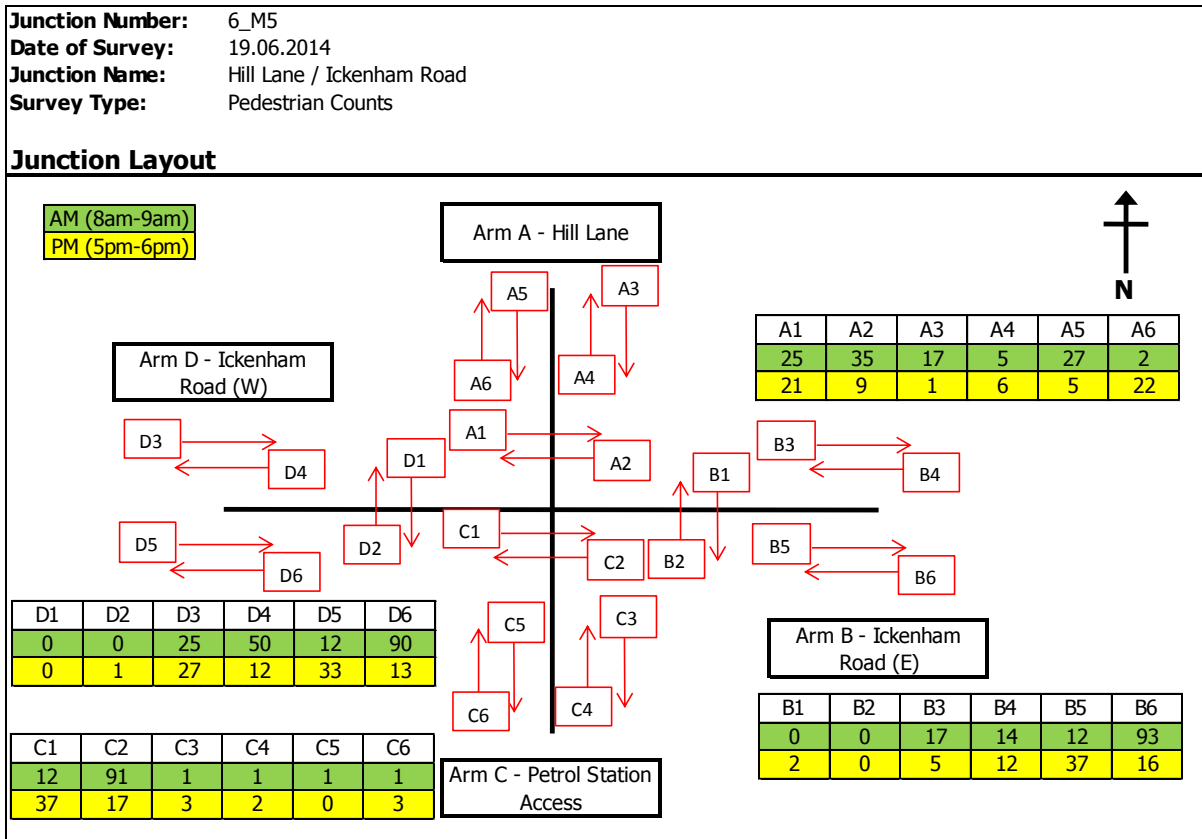
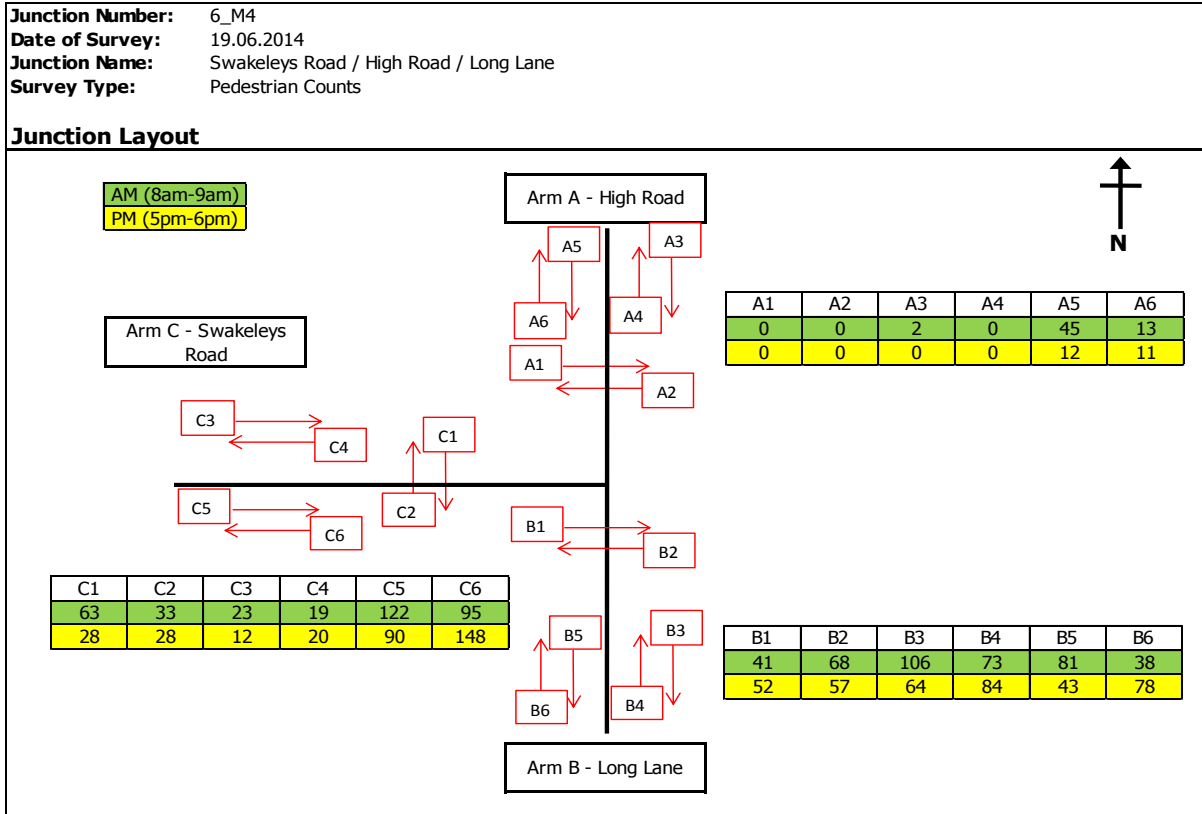


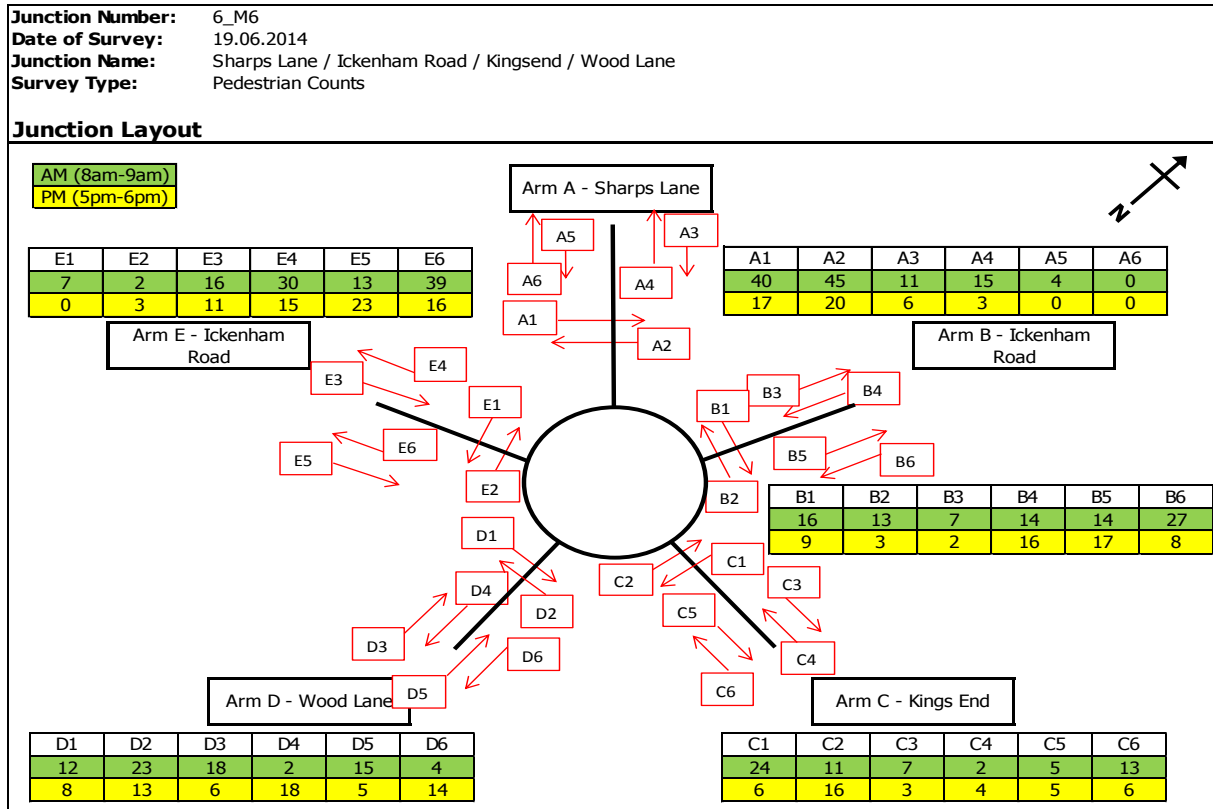
Appendix JS.5 – Pedestrian Counts – CFA 5 – Sheet 1



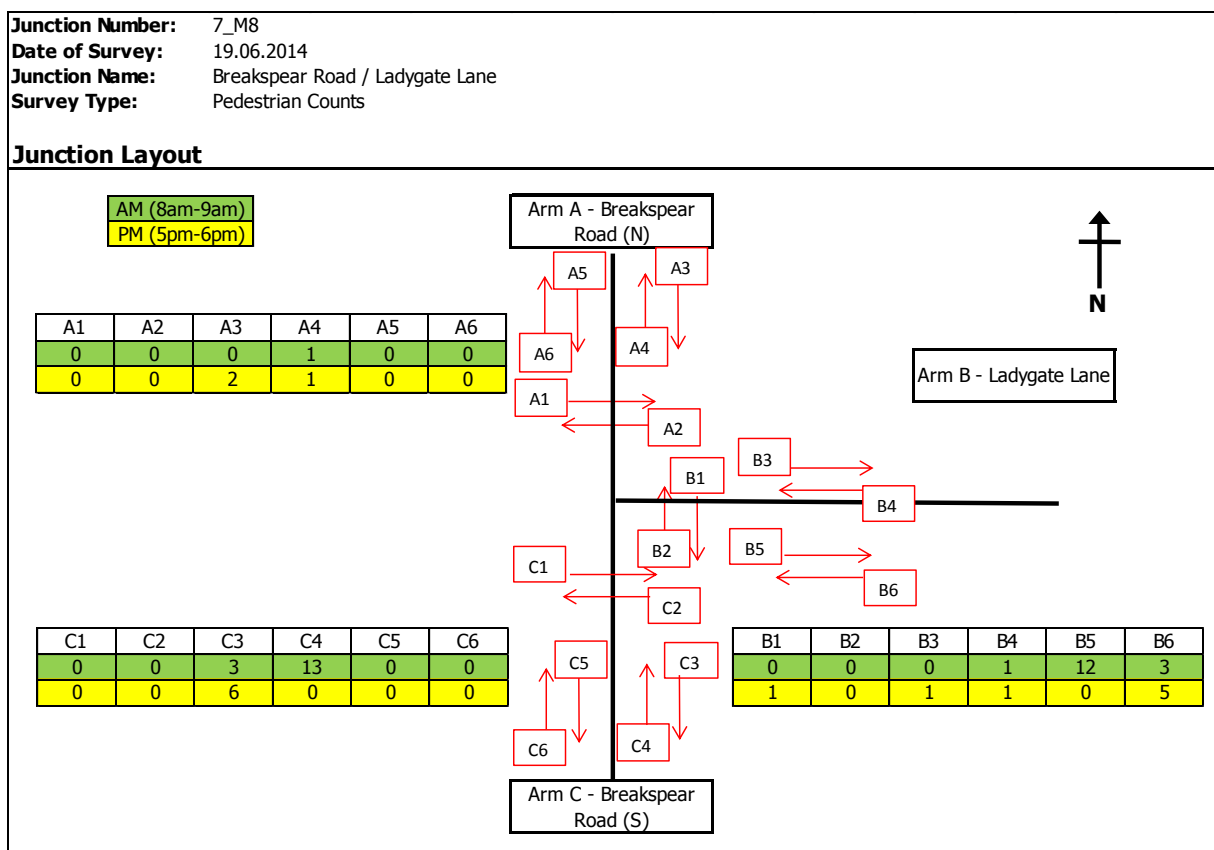
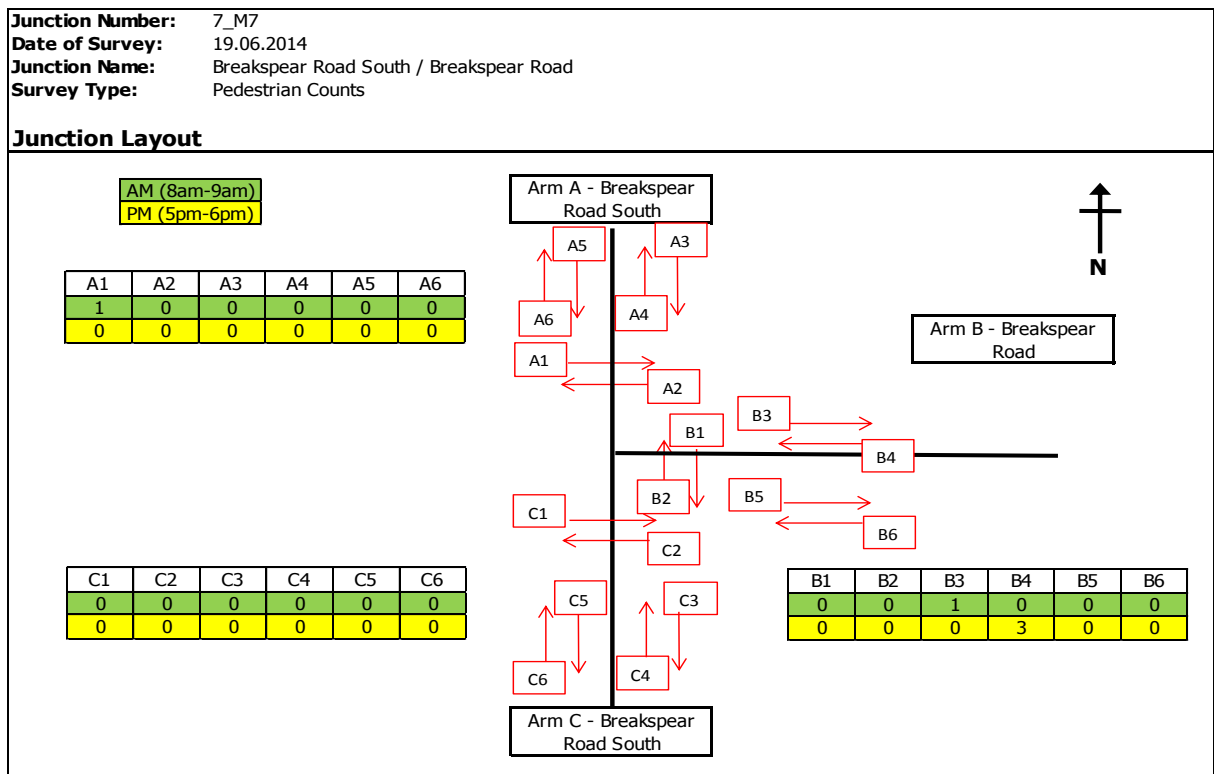
Appendix JS.6 – Pedestrian Counts – CFA 6 – Sheet 1

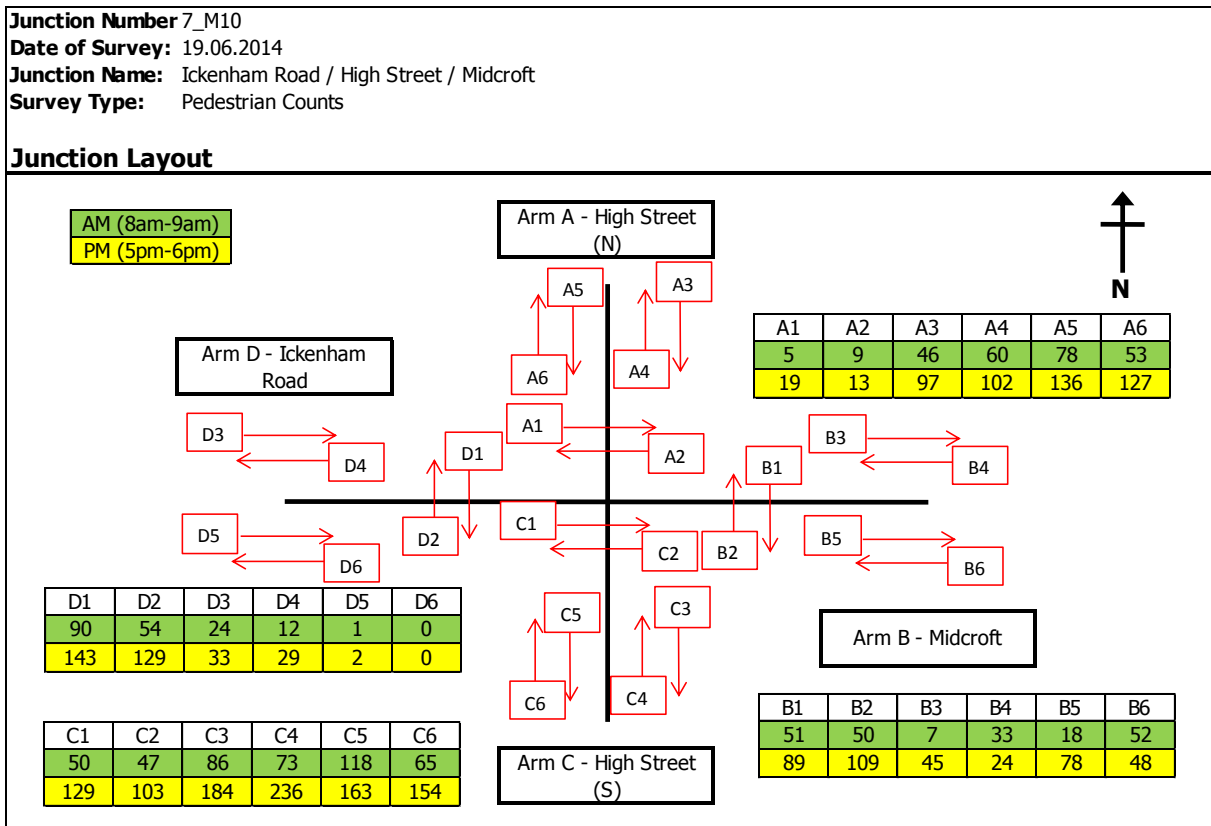
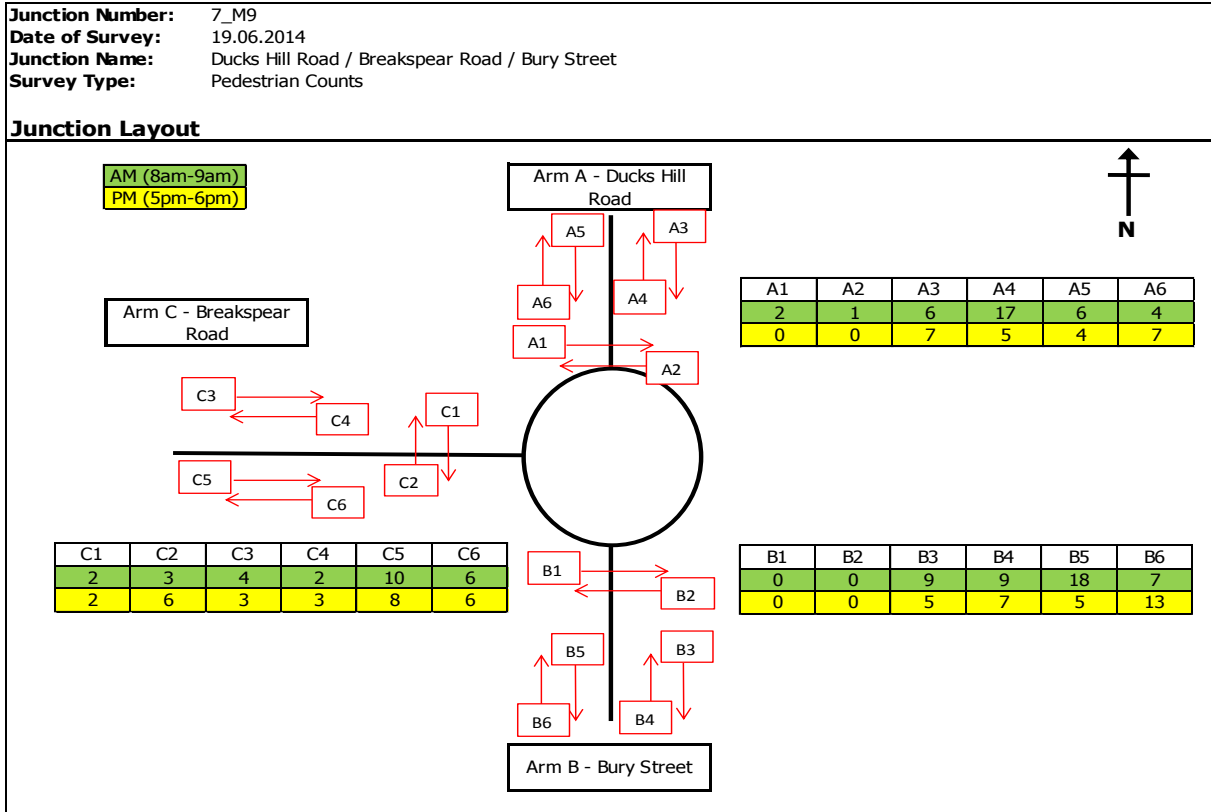




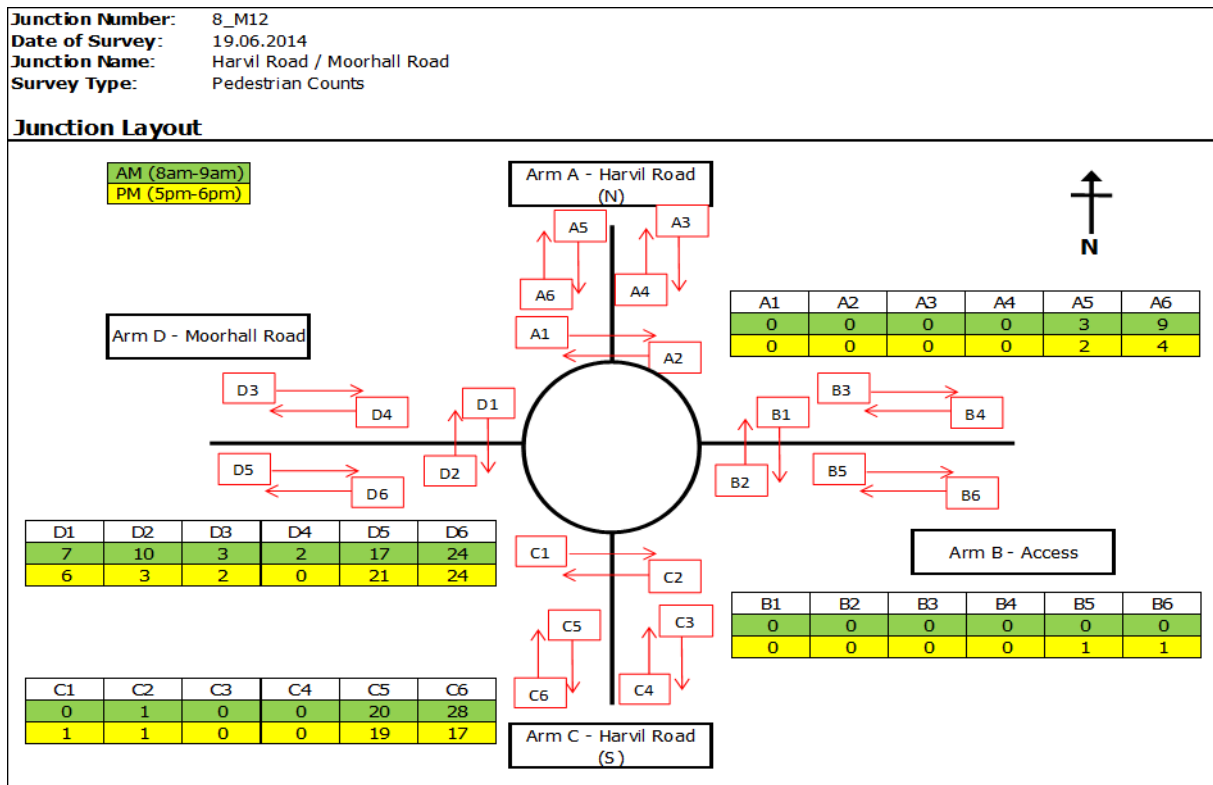
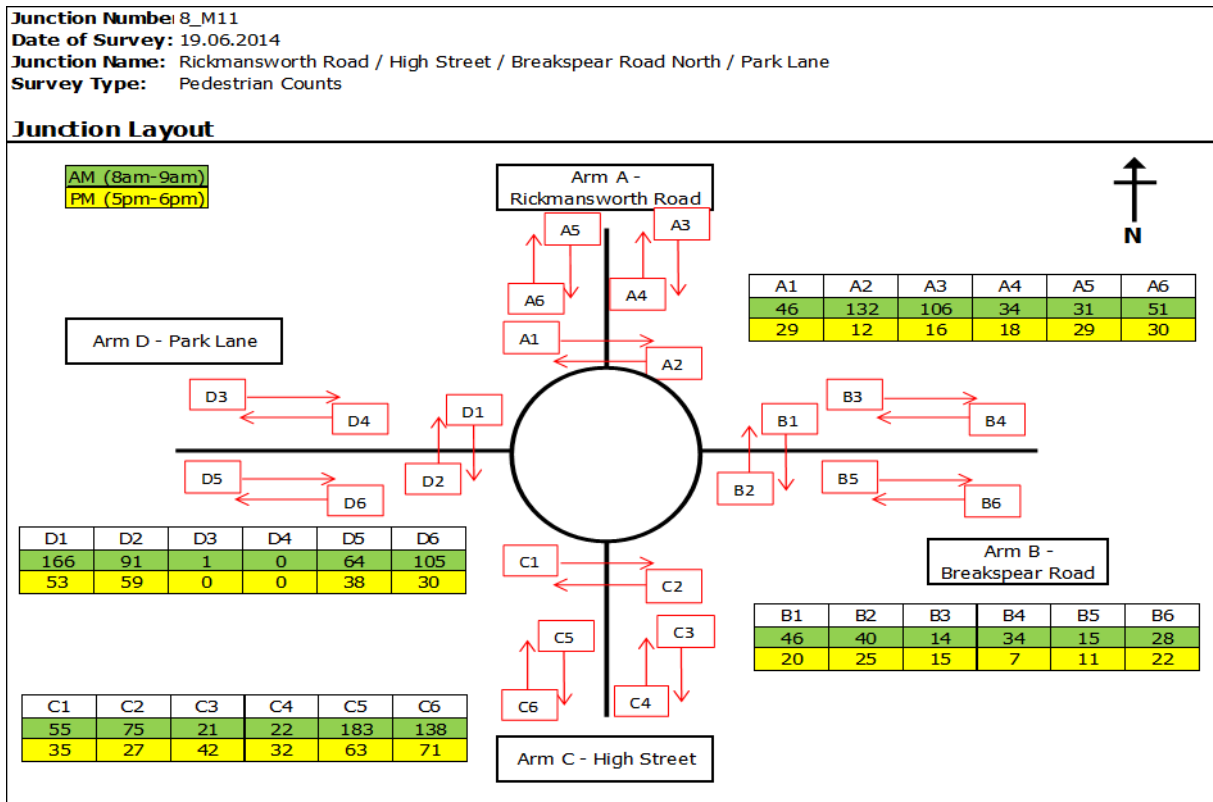


Appendix JS.7 – Pedestrian Counts – CFA 6 – Sheet 2

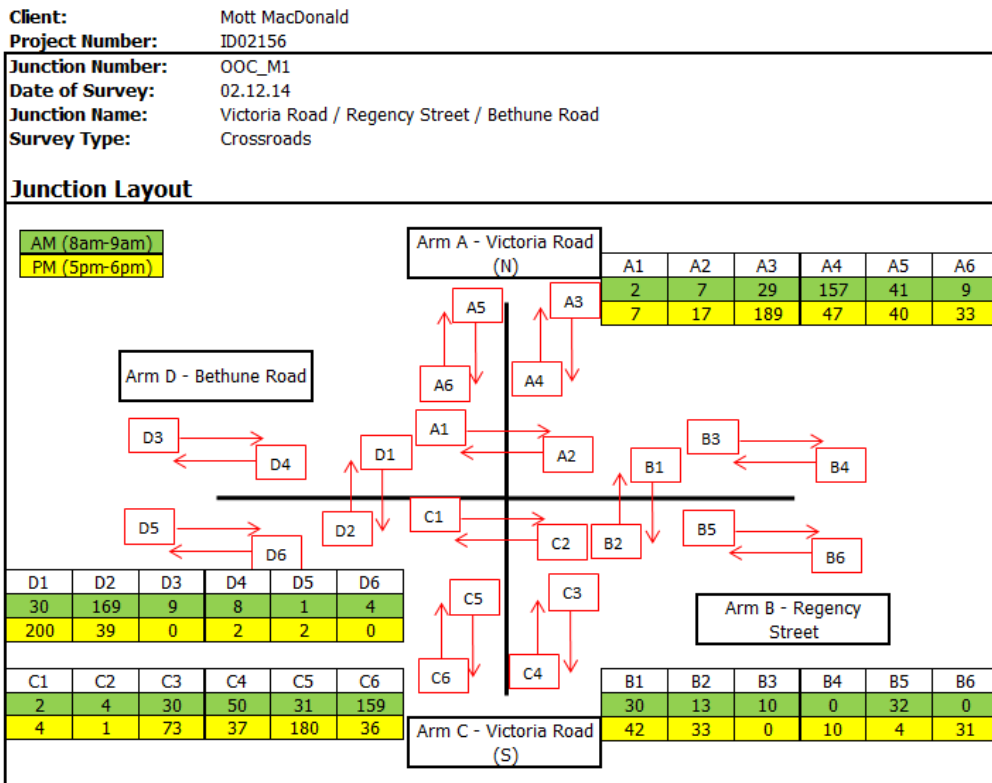
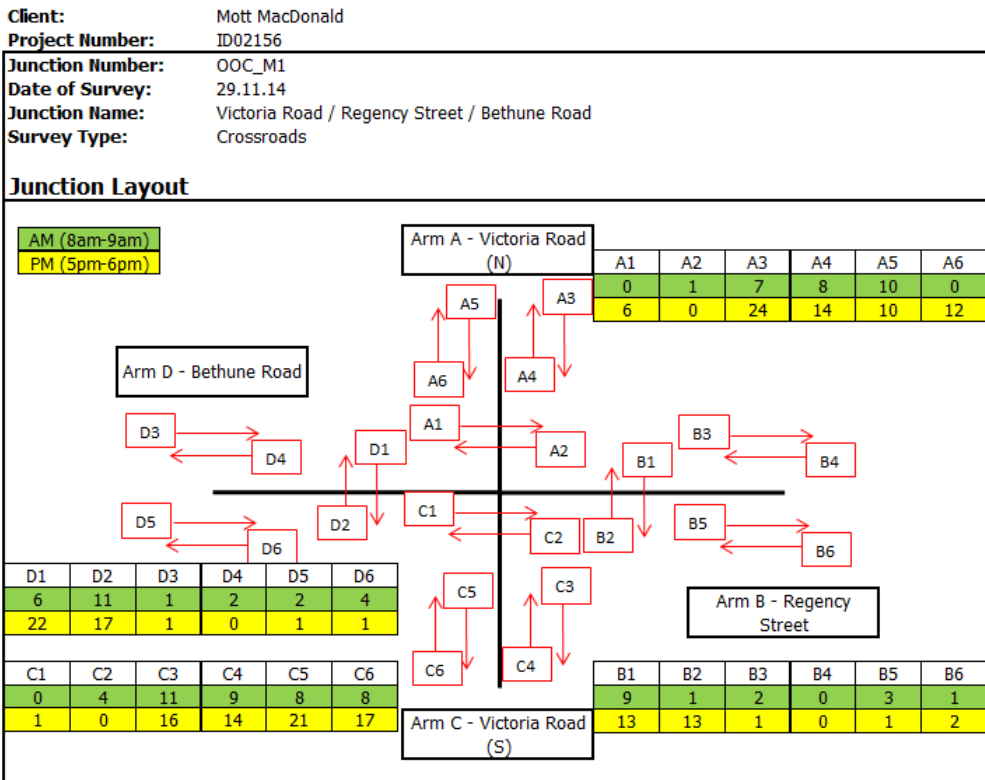




Appendix JS.8 – Pedestrian Counts – CFA 6 – Sheet 3



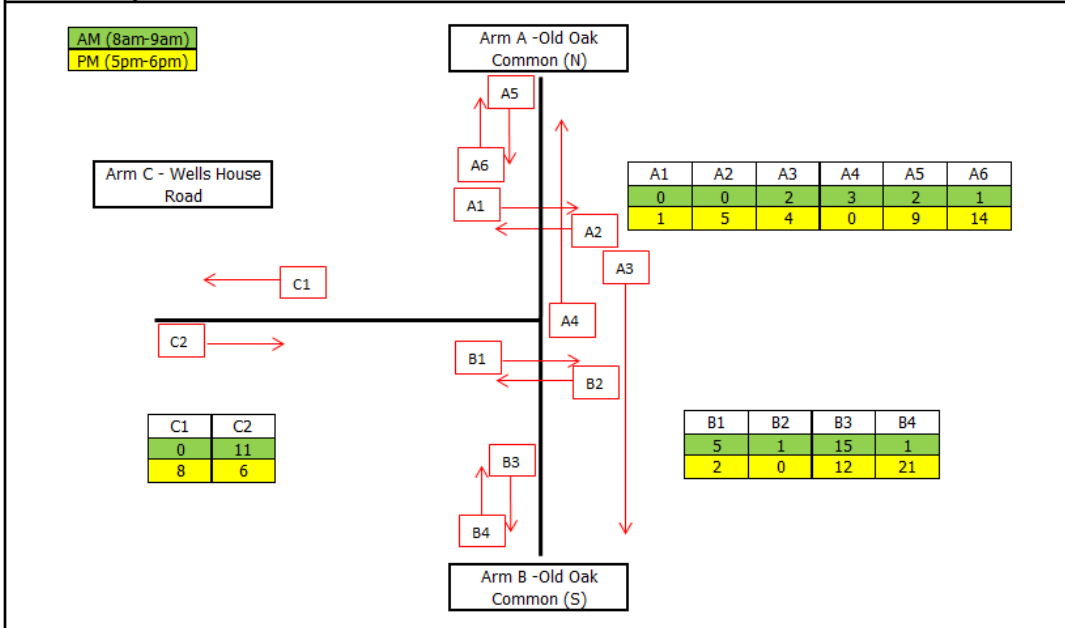
Appendix JS.9 - OOC – Pedestrian Counts



Client: Mott MacDonald
Project Number: ID02156

Junction Number: OOC_P1
Date of Survey: 29.11.14
Junction Name: Old Oak Common Lane / Wells House Road
Survey Type: T-Junction

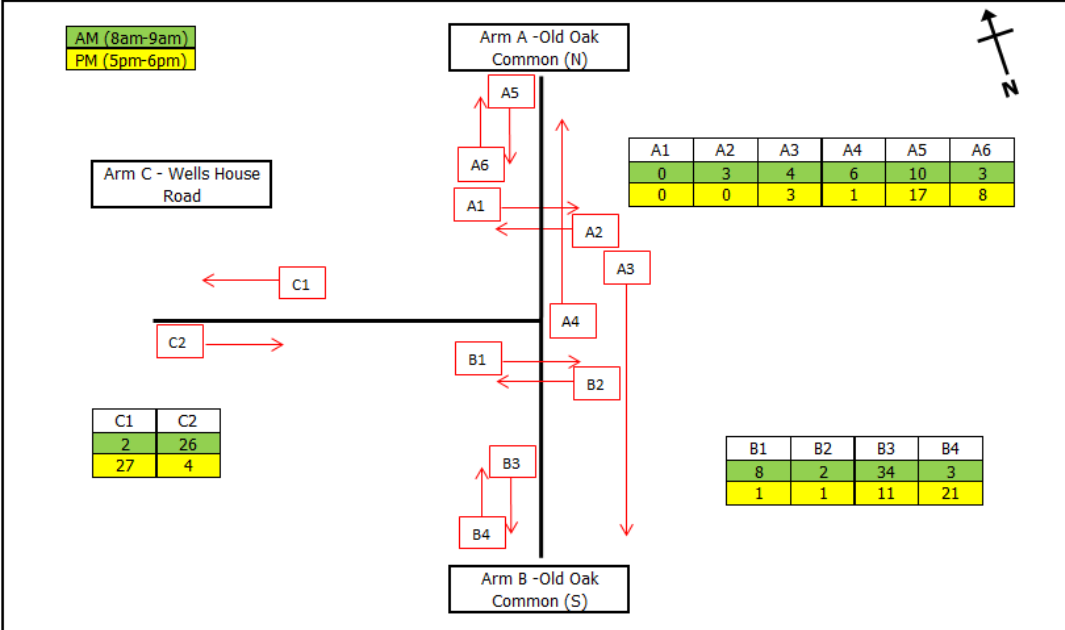
Junction Layout



Client: Mott MacDonald
Project Number: ID02156

Junction Number: OOC_P1
Date of Survey: 02.11.14
Junction Name: Old Oak Common Lane / Wells House Road
Survey Type: T-Junction

Junction Layout



Annex B(iv): Supplementary baseline survey report (CFA16-22)

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1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken between in September 2014 to provide additional information to the previous surveys of 2012 and 2013. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA16-22 (TR-001-000.15).
- 1.1.2 The surveys were undertaken to complete a database of information where surveys could not be previously undertaken (i.e. gaps in data) or there had been a change in the project scope as a result of the AP2 revised scheme.
- 1.1.3 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.

2 Traffic surveys

- 2.1.1 The traffic surveys comprised:
- Automatic traffic counts (ATC) on highway links.; and
 - Classified turning counts (CTC) surveys at highway junctions.
- 2.1.2 The traffic survey data has been further supplemented by traffic data obtained from Warwickshire County Council which is also provided in this report.

2.2 Automatic traffic counts

- 2.2.1 The scope of the ATC surveys carried out is outlined in Table 1.

Table 1 - Scope of ATC Surveys

Automatic Traffic Count Survey Scope	
Site locations	The locations of ATC surveys undertaken are detailed in Section 4.
Date carried out	June and September 2012 and February 2013, excluding Public Holidays and school holiday periods.
Survey duration	Continuous 24 hours, for a two week period.
Approvals and inspection	Relevant highway authority and police were informed of all surveys carried out. All ATC equipment was inspected every 24 hours and repaired or replaced immediately if found to be malfunctioning.
Data obtained	Counts recorded in 15 minute time intervals by vehicle classification, as well as by total vehicles, with sub-total for every hour. Totals for 12 (07:00-19:00), 16 (06:00-22:00), 18 (06:00-00:00) and 24 hours for each day by vehicle classification, as well as by total vehicles. Average vehicle speed data by vehicle classification by hour and by 12 (07:00-19:00), 16 (06:00-22:00), 18 (06:00-00:00) and 24 hours for each day.
Classification	Classification was as consistent as possible with that used by DfT for fixed traffic count points on the UK main network profile.

Automatic Traffic Count Survey Scope	
Site information recorded	Weather conditions and any other observed events which could affect the survey results were recorded.
Data verification	Data was checked against nearby CTCs and DfT fixed count points where possible and appropriate for verification

2.3 Classified turning counts

2.3.1 The scope of the CTC surveys carried out at junctions is outlined in Table 2.

Table 2 - Scope of Classified Turning Counts

Classified Turning Count Survey Scope	
Site locations	The locations of classified turning count surveys undertaken are detailed in Section 4.
Date carried out	June and September 2012, excluding Public Holidays and school holiday periods.
Survey duration	One weekday (Tuesday, Wednesday or Thursday). Video cameras were installed to record between 07:00-19:00. Counts were between 07:00-10:00 and 16:00-19:00.
Approvals and inspection	Relevant highway authority and police were informed of all surveys carried out.
Data obtained	Counts were recorded in 15 minute time intervals for every arm of the junction, by vehicle classification, as well as by total vehicles and total Passenger Car Units (PCUs) with sub-totals for every hour. PCUs were calculated using factors as shown in Table 3.
Classification	Full vehicle classification, consistent with Transport in the Urban Environment, published in 1997 by The Institute of Highways and Transportation, as shown in Figure 1.
Site information recorded	Weather conditions and any other observed events which could affect the survey results were recorded.
Data verification	Total number of vehicles entering and exiting every arm of the junction for each hour were compared to ensure data accuracy.

Figure 1 - Vehicle Classification

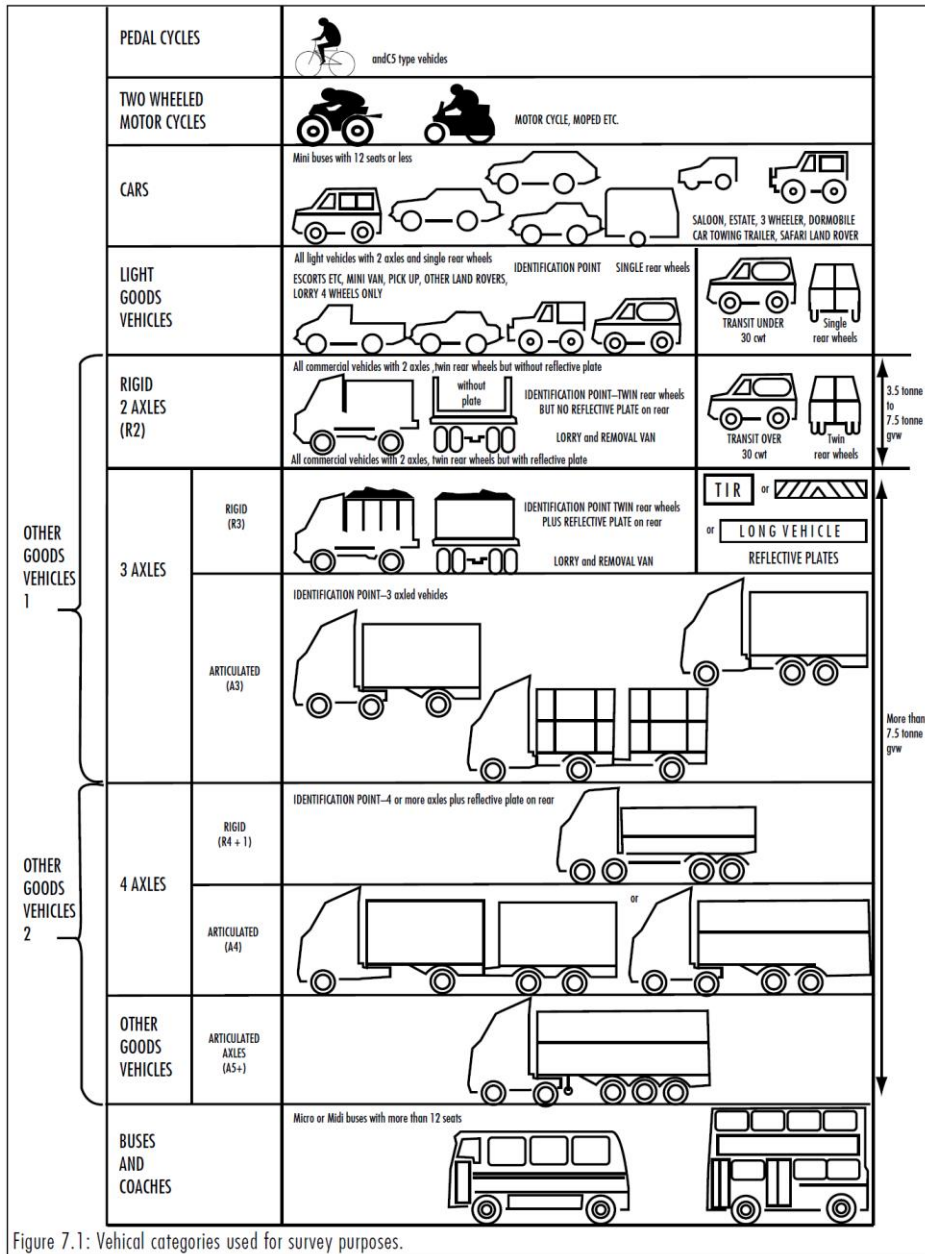


Figure 7.1: Vehical categories used for survey purposes.

Table 3 - Vehicle Classification

Vehicle classification	PCU equivalent
Car or Light Goods Vehicle (LGV)	1.0
Medium Goods Vehicle (MGV)	1.5
Heavy Goods Vehicle (HGV)	2.3
Bus and coach	2.0
Two wheeled motorcycle	0.4
Pedal cycle	0.2

3 Survey schedules and locations

3.1.1 Schedules outlining each of the traffic and non-motorised user survey undertaken are shown in tables below:

- Table 4 - ATC sites
- Table 5 - Junction count sites

Table 4 - ATC sites

Automatic traffic count surveys			
ATC Reference No.	CFA	Road Name/ no.	Borough or County
ATC Site S ₃	22	Wood End Lane	Staffordshire

Table 5 - Junction count sites

Classified turning count surveys			
Junction Count Reference No.	CFA	Junction	Borough or County
Site No 18 WCC	19 Coleshill Junction	A446 Stonebridge Road / M6	Warwickshire
Site No 16 WCC	19 Coleshill Junction	A446 Stonebridge Road / Coventry Road	Warwickshire
Site 6 WCC	19 Coleshill Junction	A46 Lichfield Road / Gorse Lane	Warwickshire
Site 4 WCC	19 Coleshill Junction	A46 Lichfield Road / Watton Lane	Warwickshire
Site 3 WCC	19 Coleshill Junction	A46 Lichfield Road / Marsh Lane	Warwickshire
Site 1 WCC	20 Curdworth and Middleton	A46 Lichfield Road / Faraday Avenue/ Marsh Lane	Warwickshire
Site S ₁	22 Whittington to Handsacre	A51 Tamworth Road / A5206 London Road	Staffordshire
Site S ₂	22 Whittington to Handsacre	A5192 Capper's Lane/ Europa Way	Staffordshire
Site S ₃	22 Whittington to Handsacre	A38 / Wood End Lane (Hilliards Cross) west side	Staffordshire
Site S ₉	22 Whittington to Handsacre	A515 Stafford Road /A5192 Eastern Avenue	Staffordshire

4 Survey data

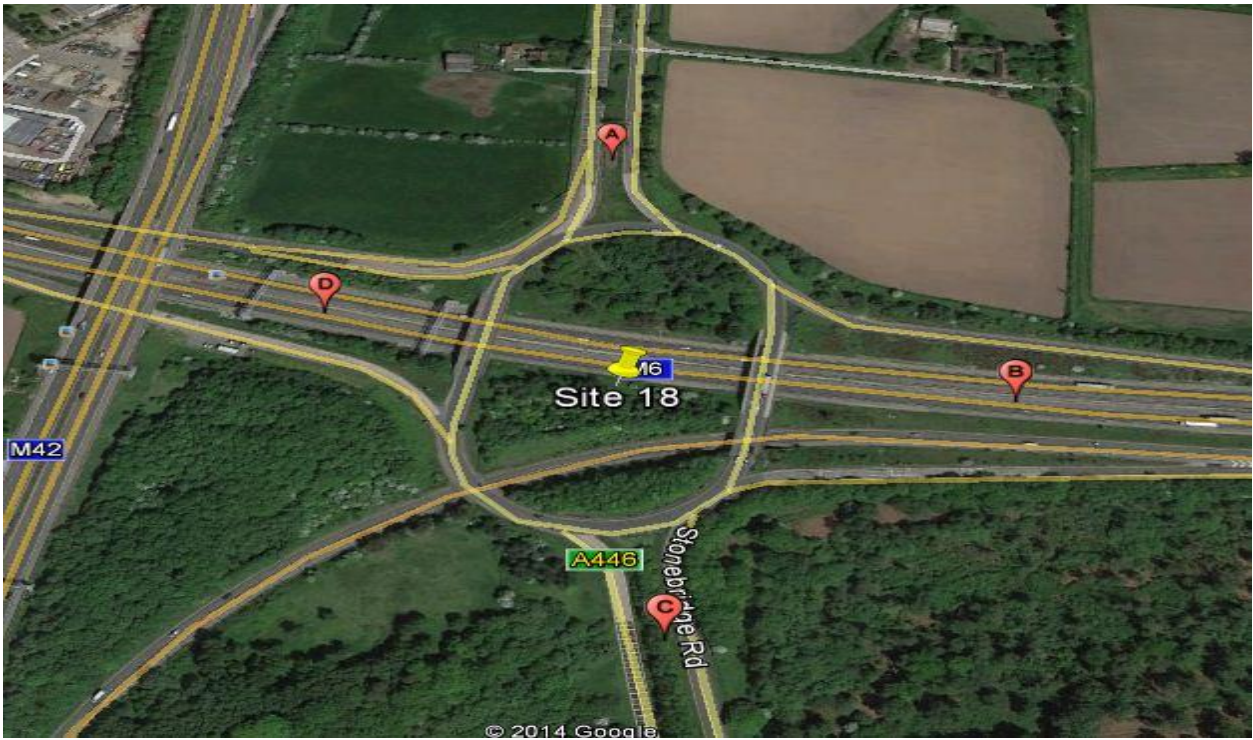
4.1.1 Full data obtained for all surveys undertaken is shown in the Appendices below:

- Appendix A - ATC data
- Appendix B - Junction turning count

Appendix A - Automatic traffic count site data

ATC		24 Hour Weekday		18 Hour Weekday		16 Hour Weekday		12 Hour Weekday	
		Total	% HGV	Total	% HGV	Total	% HGV	Total	% HGV
Wood End Lane (West of A38)	Eastbound	8459	15%	7454	15%	6871	13%	5407	11%
	Westbound	8656	13%	7497	10%	7027	9%	5776	9%

Appendix B - Junction count data



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
	1	1	1	1.5	2.3	2	2	0.4	0.2													
07:00	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	0	84	86
07:15	1	0	0	0	0	0	0	0	0	1	1	48	0	13	3	3	0	0	0	0	67	72.4
07:30	0	0	0	0	0	0	0	0	0	0	0	64	0	22	6	1	0	0	0	0	93	97.3
07:45	2	0	0	0	0	0	0	0	0	2	2	50	0	9	6	5	0	0	0	0	70	79.5
H/Total	3	0	0	0	0	0	0	0	0	3	3	222	0	64	19	9	0	0	0	0	314	335.2
08:00	1	0	0	0	0	0	0	0	0	1	1	43	0	10	5	2	0	0	0	0	60	65.1
08:15	0	0	0	0	0	0	0	0	0	0	0	35	0	9	5	2	0	0	0	0	51	56.1
08:30	1	0	0	0	0	0	0	0	0	1	1	30	0	14	5	5	0	0	0	0	54	63
08:45	2	0	0	0	0	0	0	0	0	2	2	27	0	10	0	6	0	0	0	0	43	50.8
H/Total	4	0	0	0	0	0	0	0	0	4	4	135	0	43	15	15	0	0	0	0	208	235
09:00	2	0	1	0	0	0	0	0	0	3	3	28	0	11	7	4	0	0	0	0	50	58.7
09:15	0	0	0	0	0	0	0	0	0	0	0	28	0	7	2	4	0	0	0	0	41	47.2
09:30	1	0	0	0	0	0	0	0	0	1	1	20	0	8	0	6	0	0	0	0	34	41.8
09:45	0	0	1	0	0	0	0	0	0	1	1	15	0	6	5	2	0	0	0	0	28	33.1
H/Total	3	0	2	0	0	0	0	0	0	5	5	91	0	32	14	16	0	0	0	0	153	180.8
10:00	0	0	0	0	1	0	0	0	0	1	2.3	23	0	6	1	1	0	0	0	0	31	32.8
10:15	0	0	2	0	0	0	0	0	0	2	2	19	0	8	2	2	0	0	0	0	31	34.6
10:30	0	0	1	0	0	0	0	0	0	1	1	19	0	3	4	3	0	0	0	0	29	34.9
10:45	0	0	0	0	0	0	0	0	0	0	0	26	0	10	1	2	1	0	0	0	40	44.1
H/Total	0	0	3	0	1	0	0	0	0	4	5.3	87	0	27	8	8	1	0	0	0	131	146.4
11:00	0	0	0	0	0	0	0	0	0	0	0	20	0	6	4	5	0	0	0	0	35	43.5
11:15	1	0	1	0	1	0	0	0	0	3	4.3	20	0	8	1	5	0	0	0	0	34	41
11:30	0	0	0	0	1	0	0	0	0	1	2.3	24	0	6	2	9	0	0	1	0	42	54.1
11:45	1	0	1	0	0	0	0	0	0	2	2	23	0	4	7	6	0	0	0	0	40	51.3
H/Total	2	0	2	0	2	0	0	0	0	6	8.6	87	0	24	14	25	0	0	1	0	151	189.9
12:00	0	0	0	0	0	0	0	0	0	0	0	17	0	5	0	5	0	0	0	0	27	33.5
12:15	1	0	0	0	0	0	0	0	0	1	1	20	0	7	3	7	0	0	0	0	37	47.6
12:30	0	0	0	0	0	0	0	0	0	0	0	31	0	3	4	11	0	0	0	0	49	65.3
12:45	1	0	0	0	0	0	0	0	0	1	1	13	0	9	1	5	0	0	0	0	28	35
H/Total	2	0	0	0	0	0	0	0	0	2	2	81	0	24	8	28	0	0	0	0	141	181.4
13:00	1	0	0	0	0	0	0	0	0	1	1	28	0	5	0	4	0	0	0	0	37	42.2
13:15	1	0	0	0	0	0	0	0	0	1	1	28	0	11	1	4	0	0	0	0	44	49.7
13:30	1	0	0	0	0	0	0	0	0	1	1	24	0	6	3	2	0	0	0	0	35	39.1
13:45	1	0	0	0	0	0	0	0	0	1	1	16	0	7	5	13	0	0	0	0	41	60.4
H/Total	4	0	0	0	0	0	0	0	0	4	4	96	0	29	9	23	0	0	0	0	157	191.4
14:00	6	0	0	0	0	0	0	0	0	6	6	25	0	6	2	1	0	0	0	0	34	36.3
14:15	0	0	0	0	0	0	0	0	0	0	0	31	0	9	5	6	0	0	0	0	51	61.3
14:30	0	0	0	0	0	0	0	0	0	0	0	16	0	6	2	7	0	0	0	0	31	41.1
14:45	1	0	1	0	0	0	0	0	0	2	2	24	0	5	1	4	0	0	0	0	34	39.7
H/Total	7	0	1	0	0	0	0	0	0	8	8	96	0	26	10	18	0	0	0	0	150	178.4
15:00	1	0	0	0	1	0	0	0	0	2	3.3	26	0	4	0	4	0	0	1	0	35	39.6
15:15	0	0	0	0	0	0	0	0	0	0	0	31	0	8	3	2	0	0	0	0	44	48.1
15:30	1	0	0	0	0	0	0	0	0	1	1	34	0	13	0	5	0	0	0	0	52	58.5
15:45	0	0	0	0	0	0	0	0	0	0	0	47	0	9	1	1	0	0	2	0	60	60.6
H/Total	2	0	0	0	1	0	0	0	0	3	4.3	138	0	34	4	12	0	0	3	0	191	206.8
16:00	1	0	0	0	0	0	0	0	0	1	1	36	0	10	5	4	0	0	0	0	55	62.7
16:15	0	0	0	0	0	0	0	0	0	0	0	42	0	8	3	4	0	0	1	0	58	64.1
16:30	1	0	0	0	0	0	0	0	0	1	1	56	0	10	1	7	0	0	0	0	74	83.6
16:45	0	0	0	0	0	0	0	0	0	0	0	67	0	5	0	1	0	0	0	0	73	74.3
H/Total	2	0	0	0	0	0	0	0	0	2	2	201	0	33	9	16	0	0	1	0	260	284.7
17:00	0	0	0	0	0	0	0	0	0	0	0	52	0	10	2	6	0	0	0	0	70	78.8
17:15	0	0	0	0	0	0	0	0	0	0	0	63	0	8	1	4	0	0	0	0	76	81.7
17:30	0	0	0	0	0	0	0	0	0	0	0	61	0	2	2	5	0	0	0	0	70	77.5
17:45	0	0	0	0	0	0	0	0	0	0	0	50	0	5	0	1	0	0	0	0	56	57.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	226	0	25	5	16	0	0	0	0	272	295.3
18:00	2	0	1	0	0	0	0	0	0	3	3	41	0	5	1	8	0	0	0	0	55	65.9
18:15	1	0	0	0	0	0	0	0	0	1	1	34	0	6	0	1	0	0	1	0	42	42.7
18:30	0	0	0	0	0	0	0	0	0	0	0	26	0	6	1	2	0	0	0	0	35	38.1
18:45	1	0	0	0	0	0	0	1	0	2	1.4	29	0	4	2	2	0	0	0	0	37	40.6
H/Total	4	0	1	0	0	0	0	1	0	6	5.4	130	0	21	4	13	0	0	1	0	169	187.3
Total	33	0	9	0	4	0	0	1	0	47	51.6	1590	0	382	119	199	1	0	6	0	2297	2612.6

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	A - C										A - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	115	0	18	5	7	0	0	2	0	147	157.4	37	0	15	3	1	0	0	0	56	58.8
07:15	187	0	24	6	10	0	0	1	0	228	243.4	22	0	17	1	3	0	0	0	43	47.4
07:30	183	0	15	5	11	0	0	0	0	214	230.8	27	0	8	3	1	0	0	0	39	41.8
07:45	222	0	22	7	8	0	1	1	0	261	275.3	26	0	7	1	0	0	0	0	34	34.5
H/Total	707	0	79	23	36	0	1	4	0	850	906.9	112	0	47	8	5	0	0	0	172	182.5
08:00	194	0	19	7	1	0	0	0	0	221	225.8	31	0	4	2	0	0	0	0	37	38
08:15	224	0	22	1	7	0	0	2	0	256	264.4	22	0	7	1	0	0	0	0	30	30.5
08:30	186	0	17	7	3	0	2	2	0	217	225.2	17	0	8	3	0	0	0	0	28	29.5
08:45	187	0	34	3	5	0	0	0	0	229	237	14	0	7	0	0	0	0	0	21	21
H/Total	791	0	92	18	16	0	2	4	0	923	952.4	84	0	26	6	0	0	0	0	116	119
09:00	168	0	21	6	4	0	0	0	0	199	207.2	22	0	7	0	2	0	0	0	31	33.6
09:15	126	0	20	6	10	0	0	0	0	162	178	19	0	9	1	4	0	0	0	33	38.7
09:30	119	0	17	7	5	0	0	1	0	149	158.4	22	0	4	2	0	0	0	0	28	29
09:45	79	0	15	7	6	0	0	0	0	107	118.3	18	0	6	1	0	0	0	0	25	25.5
H/Total	492	0	73	26	25	0	0	1	0	617	661.9	81	0	26	4	6	0	0	0	117	126.8
10:00	84	0	8	6	2	0	0	0	0	100	105.6	30	0	5	3	0	0	0	0	38	39.5
10:15	80	0	13	4	5	0	0	2	0	104	111.3	17	0	2	1	1	0	0	0	21	22.8
10:30	82	0	12	4	7	0	0	0	0	105	116.1	11	0	3	2	0	0	0	0	16	17
10:45	81	0	17	1	5	0	0	1	0	105	111.4	11	0	5	0	0	0	0	0	16	16
H/Total	327	0	50	15	19	0	0	3	0	414	444.4	69	0	15	6	1	0	0	0	91	95.3
11:00	81	0	12	3	11	0	1	1	0	109	125.2	18	0	5	3	0	0	0	0	26	27.5
11:15	67	1	9	1	2	0	0	2	0	82	83.9	19	0	8	2	0	0	0	0	29	30
11:30	72	0	13	4	5	0	2	1	0	97	106.9	18	0	8	7	1	0	0	0	34	38.8
11:45	85	0	10	1	4	0	1	2	0	103	108.5	21	0	11	2	0	0	0	0	34	35
H/Total	305	1	44	9	22	0	4	6	0	391	424.5	76	0	32	14	1	0	0	0	123	131.3
12:00	70	0	15	0	5	0	0	0	0	90	96.5	10	0	7	1	0	0	0	0	18	18.5
12:15	83	0	8	7	7	0	0	2	0	107	118.4	11	0	9	1	3	0	0	1	25	28.8
12:30	78	0	13	5	9	0	0	2	0	107	120	14	0	8	3	2	0	0	0	27	31.1
12:45	80	0	10	3	7	0	0	2	0	102	111.4	16	0	5	2	0	0	0	0	23	24
H/Total	311	0	46	15	28	0	0	6	0	406	446.3	51	0	29	7	5	0	0	1	93	102.4
13:00	70	0	7	3	5	0	0	4	0	89	94.6	17	0	9	4	2	0	0	0	32	36.6
13:15	63	0	13	3	6	0	0	3	0	88	95.5	20	0	6	1	2	0	0	0	29	32.1
13:30	76	0	11	3	10	0	1	0	0	101	116.5	11	0	8	2	1	0	0	0	22	24.3
13:45	65	0	12	8	6	0	0	3	0	94	104	14	0	8	4	1	0	0	0	27	30.3
H/Total	274	0	43	17	27	0	1	10	0	372	410.6	62	0	31	11	6	0	0	0	110	123.3
14:00	79	0	13	4	7	0	0	0	0	103	114.1	24	0	5	0	0	0	1	0	30	29.4
14:15	58	0	11	3	4	0	0	0	0	76	82.7	13	0	6	1	1	0	0	1	22	23.2
14:30	52	0	15	7	2	0	0	12	0	88	86.9	16	0	8	3	2	0	0	0	29	33.1
14:45	57	0	12	3	5	0	1	0	0	78	87	18	0	8	1	1	0	0	0	28	29.8
H/Total	246	0	51	17	18	0	1	12	0	345	370.7	71	0	27	5	4	0	2	0	109	115.5
15:00	77	0	10	3	1	0	0	2	1	94	94.8	32	0	11	1	0	0	0	0	44	44.5
15:15	65	0	16	5	6	0	0	2	0	94	103.1	15	0	12	0	2	0	0	0	29	31.6
15:30	77	0	7	2	3	0	1	1	0	91	96.3	22	0	10	1	0	0	0	0	33	33.5
15:45	80	0	23	0	5	0	0	0	0	108	114.5	18	0	9	1	1	0	0	0	29	30.8
H/Total	299	0	56	10	15	0	1	5	1	387	408.7	87	0	42	3	3	0	0	0	135	140.4
16:00	102	0	18	1	4	0	0	1	0	126	131.1	32	0	7	1	2	0	0	0	42	45.1
16:15	113	0	22	1	3	0	1	0	0	140	145.4	19	0	15	0	1	0	0	0	35	36.3
16:30	135	0	18	4	5	0	1	3	0	166	173.7	34	0	10	0	0	0	1	0	45	44.4
16:45	102	0	11	3	5	0	5	2	0	128	139.8	42	0	9	0	1	0	0	0	52	53.3
H/Total	452	0	69	9	17	0	7	6	0	560	590	127	0	41	1	4	0	1	0	174	179.1
17:00	148	0	15	3	0	0	0	3	0	169	168.7	61	0	6	1	0	0	0	0	68	68.5
17:15	133	0	13	3	3	0	1	0	0	153	159.4	53	0	4	1	1	0	0	0	59	60.8
17:30	140	0	10	2	5	0	0	0	0	157	164.5	37	0	4	1	2	0	3	0	47	48.3
17:45	151	0	5	4	5	0	1	1	0	167	175.9	26	0	1	0	0	0	0	0	27	27
H/Total	572	0	43	12	13	0	2	4	0	646	668.5	177	0	15	3	3	0	3	0	201	204.6
18:00	115	0	7	0	5	1	0	0	0	128	135.5	31	0	4	0	0	0	0	0	35	35
18:15	97	0	10	1	2	0	0	2	0	112	113.9	17	0	0	0	0	0	0	0	17	17
18:30	83	0	4	4	2	0	0	0	0	93	97.6	18	0	1	2	0	0	0	0	21	22
18:45	71	0	4	3	2	0	0	0	0	80	84.1	6	0	0	0	1	0	0	0	7	8.3
H/Total	366	0	25	8	11	1	0	2	0	413	431.1	72	0	5	2	1	0	0	0	80	82.3

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	B - A										B - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	28	0	7	2	4	0	0	0	0	41	47.2	0	0	0	0	0	0	0	0	0	0	0
07:15	56	0	14	4	3	0	0	0	0	77	82.9	0	0	0	0	0	0	0	0	0	0	0
07:30	63	0	10	0	2	0	0	0	0	75	77.6	0	0	0	0	0	0	0	0	0	0	0
07:45	61	0	20	3	3	2	0	1	0	90	96.8	0	0	0	0	0	0	0	0	0	0	0
H/Total	208	0	51	9	12	2	0	1	0	283	304.5	0	0	0	0	0	0	0	0	0	0	0
08:00	48	0	5	0	3	0	0	0	0	56	59.9	0	0	0	1	0	0	0	0	0	1	2.3
08:15	51	0	7	3	3	0	0	0	0	64	69.4	0	0	0	0	0	0	0	0	0	0	0
08:30	41	0	6	3	4	0	0	0	0	54	60.7	0	0	0	0	0	0	0	0	0	0	0
08:45	51	0	5	2	0	1	0	0	0	59	61	0	0	0	0	0	0	0	0	0	0	0
H/Total	191	0	23	8	10	1	0	0	0	233	251	0	0	0	1	0	0	0	0	0	1	2.3
09:00	43	0	4	2	1	0	0	1	0	51	52.7	0	0	0	0	0	0	0	0	0	0	0
09:15	39	0	3	6	3	0	0	0	0	51	57.9	0	0	0	1	0	0	0	0	0	1	1.5
09:30	33	0	2	3	7	0	0	0	0	45	55.6	2	1	0	0	0	0	0	0	0	3	3
09:45	30	0	6	2	6	0	0	0	0	44	52.8	3	0	0	0	0	0	0	0	0	3	3
H/Total	145	0	15	13	17	0	0	1	0	191	219	5	1	0	1	0	0	0	0	0	7	7.5
10:00	23	0	9	4	5	0	0	0	0	41	49.5	2	0	0	0	0	0	0	0	0	2	2
10:15	13	0	8	1	1	0	0	0	0	23	24.8	0	0	0	1	0	0	0	0	0	1	2.3
10:30	19	0	5	6	2	0	0	0	0	32	37.6	3	0	0	0	0	0	0	0	0	3	3
10:45	15	0	1	5	2	0	0	0	0	23	28.1	4	0	1	0	0	0	0	0	0	5	5
H/Total	70	0	23	16	10	0	0	0	0	119	140	9	0	1	0	1	0	0	0	0	11	12.3
11:00	8	0	6	3	3	0	0	1	0	21	25.8	1	0	1	0	0	0	0	0	0	2	2
11:15	19	0	4	2	5	1	0	0	0	31	39.5	1	0	0	0	0	0	0	0	0	1	1
11:30	17	0	7	4	4	0	0	0	0	32	39.2	0	0	0	0	0	0	0	0	0	0	0
11:45	18	0	5	2	4	0	0	0	0	29	35.2	2	0	2	0	1	0	0	0	0	5	6.3
H/Total	62	0	22	11	16	1	0	1	0	113	139.7	4	0	3	0	1	0	0	0	0	8	9.3
12:00	15	0	4	2	2	0	0	0	0	23	26.6	2	0	0	0	1	0	0	0	0	3	4.3
12:15	15	0	8	3	0	0	0	0	0	26	27.5	0	0	1	0	2	0	0	0	0	3	5.6
12:30	9	0	5	0	5	0	0	1	0	20	25.9	2	0	0	0	2	0	0	0	0	4	6.6
12:45	24	0	10	1	6	0	0	0	0	41	49.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	63	0	27	6	13	0	0	1	0	110	129.3	4	0	1	0	5	0	0	0	0	10	16.5
13:00	18	0	10	3	5	0	0	0	0	36	44	0	0	1	0	0	0	0	0	0	1	1
13:15	20	0	7	2	3	0	0	0	0	32	36.9	4	0	0	0	0	0	0	0	0	4	4
13:30	21	0	7	2	5	0	0	0	0	35	42.5	2	0	0	0	0	0	0	0	0	2	2
13:45	19	0	13	3	3	0	0	0	0	38	43.4	1	0	2	0	0	0	0	0	0	3	3
H/Total	78	0	37	10	16	0	0	0	0	141	166.8	7	0	3	0	0	0	0	0	0	10	10
14:00	20	0	8	3	5	0	0	0	0	36	44	1	0	0	0	0	0	0	0	0	1	1
14:15	23	0	10	2	4	0	0	0	0	39	45.2	2	0	0	0	1	0	0	0	0	3	4.3
14:30	26	0	6	1	2	3	0	0	0	38	44.1	0	0	1	0	0	0	0	0	0	1	1
14:45	27	0	9	5	6	0	0	0	0	47	57.3	1	0	0	0	0	0	0	0	0	1	1
H/Total	96	0	33	11	17	3	0	0	0	160	190.6	4	0	1	0	1	0	0	0	0	6	7.3
15:00	20	0	11	3	4	0	0	0	0	38	44.7	0	0	0	0	0	0	0	0	0	0	0
15:15	24	0	13	3	1	0	0	2	0	43	44.6	0	0	0	0	0	0	0	0	0	0	0
15:30	18	0	13	2	7	0	0	0	0	40	50.1	1	0	0	0	0	0	0	0	0	1	1
15:45	20	0	7	4	3	0	0	0	0	34	39.9	1	0	1	0	0	1	0	0	0	3	4
H/Total	82	0	44	12	15	0	0	2	0	155	179.3	2	0	1	0	0	1	0	0	0	4	5
16:00	29	0	16	2	6	0	0	0	0	53	61.8	2	0	0	0	0	0	0	0	0	2	2
16:15	45	1	25	3	4	0	0	0	0	78	84.7	2	0	1	0	0	0	0	0	0	3	3
16:30	29	0	14	3	4	0	0	0	0	50	56.7	5	0	0	0	0	0	0	0	0	5	5
16:45	59	0	13	1	3	0	0	0	0	76	80.4	2	0	0	0	0	0	0	0	0	2	2
H/Total	162	1	68	9	17	0	0	0	0	257	283.6	11	0	1	0	0	0	0	0	0	12	12
17:00	63	0	14	5	6	0	0	0	0	88	98.3	0	0	0	0	1	0	0	0	0	1	2.3
17:15	69	0	13	3	4	0	0	2	0	91	96.5	0	0	0	0	0	0	0	0	0	0	0
17:30	60	0	17	2	3	0	0	1	0	83	87.3	1	0	0	0	0	0	0	0	0	1	1
17:45	64	0	10	0	2	0	0	0	0	76	78.6	0	0	0	0	0	0	0	0	0	0	0
H/Total	256	0	54	10	15	0	0	3	0	338	360.7	1	0	0	0	1	0	0	0	0	2	3.3
18:00	60	0	10	1	1	0	0	1	0	73	74.2	0	0	0	0	0	0	0	0	0	0	0
18:15	53	0	7	2	3	0	0	1	0	66	70.3	1	0	0	0	0	0	0	0	0	1	1
18:30	33	0	9	1	3	0	0	1	0	47	50.8	0	0	0	0	0	0	0	0	0	0	0
18:45	35	0	6	2	0	0	0	0	0	43	44	0	0	0	0	0	0	0	0	0	0	0
H/Total	181	0	32	6	7	0	0	3	0	229	239.3	1	0	0	0	0	0	0	0	0	1	1
Total	1594	1	429	121	165	7	0	12	0	2329	2603.8	48	1	11	1	10	1	0	0	0	72	86.5

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	B - C										B - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:00	46	0	8	1	4	0	0	2	0	61	65.5	1	0	0	0	0	0	0	0	1	1
07:15	78	0	20	1	4	0	0	0	0	103	108.7	1	0	0	0	0	0	0	0	1	1
07:30	64	0	7	0	1	0	0	0	0	72	73.3	1	0	0	0	0	0	0	0	1	1
07:45	115	0	8	2	4	0	0	0	0	129	135.2	1	0	1	0	0	0	0	0	2	2
H/Total	303	0	43	4	13	0	0	2	0	365	382.7	4	0	1	0	0	0	0	0	5	5
08:00	96	0	13	3	3	0	1	0	0	116	122.4	0	0	0	0	1	0	0	0	1	2.3
08:15	117	0	11	1	1	0	0	1	0	131	132.2	0	0	0	0	0	0	0	0	0	0
08:30	158	0	7	2	5	0	0	1	0	173	179.9	0	0	0	0	0	0	0	0	0	0
08:45	115	0	6	0	1	0	0	0	0	122	123.3	1	0	0	0	0	0	0	0	1	1
H/Total	486	0	37	6	10	0	1	2	0	542	557.8	1	0	0	0	1	0	0	0	2	3.3
09:00	60	0	4	0	3	0	0	0	0	67	70.9	0	0	0	0	0	0	0	0	0	0
09:15	73	0	3	0	2	0	0	0	0	78	80.6	0	0	0	1	0	0	0	0	1	1.5
09:30	83	0	5	2	4	0	0	0	0	94	100.2	0	0	0	0	0	0	0	0	0	0
09:45	74	0	6	1	7	0	0	0	0	88	97.6	0	0	0	0	0	0	0	0	0	0
H/Total	290	0	18	3	16	0	0	0	0	327	349.3	0	0	0	1	0	0	0	0	1	1.5
10:00	76	0	9	1	3	0	0	0	0	89	93.4	2	0	0	0	0	0	0	0	2	2
10:15	36	0	5	1	1	0	1	0	0	44	46.8	0	0	0	0	0	0	0	0	0	0
10:30	37	0	5	1	3	0	1	0	0	47	52.4	0	0	0	0	0	0	0	0	0	0
10:45	25	0	6	3	3	0	0	1	0	38	42.8	0	0	0	0	0	0	0	0	0	0
H/Total	174	0	25	6	10	0	2	1	0	218	235.4	2	0	0	0	0	0	0	0	2	2
11:00	26	0	5	0	2	0	0	0	0	33	35.6	0	0	0	0	0	0	0	0	0	0
11:15	22	0	6	3	3	0	0	0	0	34	39.4	1	0	0	0	0	0	0	0	1	1
11:30	33	0	4	3	6	0	0	0	0	46	55.3	0	0	0	0	0	0	0	0	0	0
11:45	22	0	4	0	6	0	0	0	0	32	39.8	1	0	0	0	0	0	0	0	1	1
H/Total	103	0	19	6	17	0	0	0	0	145	170.1	2	0	0	0	0	0	0	0	2	2
12:00	22	0	5	0	3	0	0	0	0	30	33.9	0	0	0	0	0	0	0	0	0	0
12:15	27	0	7	1	3	0	0	0	0	38	42.4	1	0	0	0	0	0	0	0	1	1
12:30	27	0	5	0	3	0	1	0	0	36	40.9	1	0	0	0	0	0	0	0	1	1
12:45	20	0	6	0	8	0	0	0	0	34	44.4	0	0	0	0	0	0	0	0	0	0
H/Total	96	0	23	1	17	0	1	0	0	138	161.6	2	0	0	0	0	0	0	0	2	2
13:00	29	0	5	1	2	0	0	0	0	37	40.1	1	0	1	0	0	0	0	0	2	2
13:15	28	0	1	1	4	0	1	0	0	35	41.7	2	0	0	0	0	0	0	0	2	2
13:30	19	0	4	1	5	0	0	0	0	29	36	0	0	0	0	0	0	0	0	0	0
13:45	20	1	8	3	3	0	0	0	0	35	40.4	1	0	1	0	0	0	0	0	2	2
H/Total	96	1	18	6	14	0	1	0	0	136	158.2	4	0	2	0	0	0	0	0	6	6
14:00	16	0	5	3	0	0	0	0	0	24	25.5	0	0	0	0	0	0	0	0	0	0
14:15	14	0	3	0	3	0	0	0	0	20	23.9	2	0	0	0	0	0	0	0	2	2
14:30	24	0	10	3	8	0	0	0	0	45	56.9	1	0	1	0	0	0	0	0	2	2
14:45	21	0	5	2	2	0	0	0	0	30	33.6	1	0	1	0	0	0	0	0	2	2
H/Total	75	0	23	8	13	0	0	0	0	119	139.9	4	0	2	0	0	0	0	0	6	6
15:00	28	0	4	4	5	0	0	0	0	41	49.5	0	0	0	0	0	0	0	0	0	0
15:15	21	0	5	2	4	0	0	0	0	32	38.2	0	0	0	0	0	0	0	0	0	0
15:30	23	0	2	3	5	0	0	0	0	33	41	0	0	0	1	0	0	0	0	1	1.5
15:45	14	0	6	5	2	0	0	0	0	27	32.1	1	0	0	0	0	0	0	0	1	1
H/Total	86	0	17	14	16	0	0	0	0	133	160.8	1	0	0	1	0	0	0	0	2	2.5
16:00	22	0	14	2	3	0	0	0	0	41	45.9	0	0	1	0	0	0	0	0	1	1
16:15	24	0	6	1	5	1	1	0	0	38	47	1	0	0	0	1	0	0	0	2	3.3
16:30	37	0	11	0	3	0	0	1	0	52	55.3	2	0	0	0	0	0	0	0	2	2
16:45	32	1	4	1	2	0	0	0	0	40	43.1	0	0	0	0	0	0	0	0	0	0
H/Total	115	1	35	4	13	1	1	1	0	171	191.3	3	0	1	0	1	0	0	0	5	6.3
17:00	35	0	8	2	4	0	0	1	0	50	55.6	2	0	0	0	0	0	0	0	2	2
17:15	41	0	7	3	3	0	0	0	0	54	59.4	1	0	0	0	0	0	0	0	1	1
17:30	31	0	1	3	3	0	0	0	0	38	43.4	0	0	1	0	0	0	0	0	1	1
17:45	29	0	3	2	5	0	0	0	0	39	46.5	1	0	0	0	0	0	0	0	1	1
H/Total	136	0	19	10	15	0	0	1	0	181	204.9	4	0	1	0	0	0	0	0	5	5
18:00	34	0	2	2	2	0	0	0	0	40	43.6	0	0	0	0	0	0	0	0	0	0
18:15	31	0	8	2	3	0	0	0	0	44	48.9	1	0	0	0	0	0	0	0	1	1
18:30	26	0	2	0	5	0	0	0	0	33	39.5	3	0	0	0	0	0	0	0	3	3
18:45	21	0	1	0	6	0	0	0	0	28	35.8	2	0	0	0	0	0	0	0	2	2
H/Total	112	0	13	4	16	0	0	0	0	145	167.8	6	0	0	0	0	0	0	0	6	6

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	55	0	12	4	6	0	0	1	1	79	87.4	31	0	3	2	3	0	0	0	0	39	43.9
07:15	71	0	13	1	3	0	0	1	0	89	92.8	28	0	9	3	7	0	1	1	0	49	60
07:30	85	0	12	4	6	0	0	2	0	109	117.6	35	0	8	1	3	0	0	1	0	48	51.8
07:45	110	0	17	1	5	0	0	0	0	133	140	32	0	2	3	1	0	0	0	0	38	40.8
H/Total	321	0	54	10	20	0	0	4	1	410	437.8	126	0	22	9	14	0	1	2	0	174	196.5
08:00	98	0	11	4	8	0	0	0	0	121	133.4	40	0	7	4	5	0	0	0	0	56	64.5
08:15	118	0	14	1	3	0	0	1	0	144	156.6	29	0	4	3	3	0	0	1	0	40	44.8
08:30	129	0	9	4	11	0	0	0	0	153	169.3	25	0	9	0	3	0	0	0	0	37	40.9
08:45	164	0	20	5	7	0	1	0	0	197	209.6	12	0	11	0	6	0	0	0	0	29	36.8
H/Total	509	0	54	14	35	0	2	1	0	615	668.9	106	0	31	7	17	0	0	1	0	162	187
09:00	123	0	18	5	6	0	0	0	0	152	162.3	22	0	9	0	3	0	0	0	0	34	37.9
09:15	67	0	13	2	4	0	0	0	0	86	92.2	23	0	4	5	5	0	0	0	0	37	46
09:30	82	0	15	5	3	0	0	0	0	105	111.4	21	0	7	0	4	0	0	0	0	32	37.2
09:45	58	0	5	3	6	0	1	0	0	73	83.3	22	0	6	0	3	0	0	0	0	31	34.9
H/Total	330	0	51	15	19	0	1	0	0	416	449.2	88	0	26	5	15	0	0	0	0	134	156
10:00	59	0	12	4	11	0	0	1	0	87	102.7	20	0	11	2	5	0	0	0	0	38	45.5
10:15	34	0	13	5	7	0	0	0	0	59	70.6	19	0	11	4	5	0	0	0	0	39	47.5
10:30	54	0	9	7	13	0	0	2	0	85	104.2	17	0	2	5	2	0	0	0	0	26	31.1
10:45	59	0	19	3	5	0	0	0	0	86	94	25	0	9	0	5	0	0	0	0	39	45.5
H/Total	206	0	53	19	36	0	0	3	0	317	371.5	81	0	33	11	17	0	0	0	0	142	169.6
11:00	52	0	13	4	4	0	0	3	0	76	81.4	12	0	8	3	6	0	0	0	0	29	38.3
11:15	50	0	15	5	5	0	0	1	0	76	84.4	25	0	8	2	2	0	0	0	0	37	40.6
11:30	49	0	11	2	7	0	0	0	0	69	79.1	17	0	5	4	4	0	0	0	0	30	37.2
11:45	59	0	12	8	4	0	0	0	0	83	92.2	43	0	3	4	0	0	0	0	0	50	52
H/Total	210	0	51	19	20	0	0	4	0	304	337.1	97	0	24	13	12	0	0	0	0	146	168.1
12:00	64	0	9	7	2	0	0	2	0	84	88.9	32	0	4	2	5	0	0	0	0	43	50.5
12:15	60	0	12	2	5	0	0	1	0	80	86.9	23	0	3	0	4	0	0	0	0	30	35.2
12:30	80	0	5	2	11	0	0	2	0	100	114.1	27	0	4	4	4	0	0	0	0	39	46.2
12:45	78	0	14	4	7	0	0	1	0	104	114.5	29	0	7	1	4	0	0	0	0	41	46.7
H/Total	282	0	40	15	25	0	0	6	0	368	404.4	111	0	18	7	17	0	0	0	0	153	178.6
13:00	82	0	11	4	5	1	0	1	0	104	112.9	42	0	6	2	4	0	0	0	0	54	60.2
13:15	79	0	12	4	7	0	0	1	0	103	113.5	42	0	8	3	0	0	0	0	0	53	54.5
13:30	96	0	17	2	2	0	0	4	0	121	122.2	43	0	6	3	5	2	0	1	0	60	69.4
13:45	86	0	18	5	4	0	0	1	0	114	121.1	55	0	6	3	1	0	0	0	0	65	67.8
H/Total	343	0	58	15	18	1	0	7	0	442	469.7	182	0	26	11	10	2	0	1	0	232	251.9
14:00	87	0	21	2	13	1	0	0	0	124	142.9	37	0	8	1	8	0	0	0	0	54	64.9
14:15	99	0	13	11	8	0	0	1	0	132	147.3	43	0	10	1	3	0	0	0	0	57	61.4
14:30	67	0	21	9	7	0	1	0	0	105	119.6	46	0	4	2	2	0	0	0	0	54	57.6
14:45	80	0	19	7	5	0	0	2	0	113	121.8	37	0	3	4	5	0	0	0	0	49	57.5
H/Total	333	0	74	29	33	1	1	3	0	474	531.6	163	0	25	8	18	0	0	0	0	214	241.4
15:00	99	0	18	3	4	0	0	1	0	125	131.1	45	0	4	1	6	0	0	0	0	56	64.3
15:15	86	0	22	1	9	0	1	0	1	120	132.4	56	0	4	0	2	0	0	2	0	64	65.4
15:30	85	0	17	6	16	0	0	2	0	126	148.6	64	0	6	3	6	0	0	0	0	79	88.3
15:45	106	0	17	6	9	0	0	4	0	142	154.3	51	0	14	4	1	0	1	0	0	71	75.3
H/Total	376	0	74	16	38	0	1	7	1	513	566.4	216	0	28	8	15	0	1	2	0	270	293.3
16:00	153	0	28	7	1	0	0	1	1	191	194.4	93	0	10	2	0	0	0	1	0	106	106.4
16:15	137	0	36	9	6	0	0	2	0	190	201.1	104	0	16	4	3	0	0	1	0	128	133.3
16:30	178	0	13	8	4	0	0	1	0	204	212.6	94	0	6	4	2	0	0	0	0	106	110.6
16:45	156	0	28	6	4	0	0	1	0	195	202.6	102	0	5	1	1	0	1	0	0	110	112.8
H/Total	624	0	105	30	15	0	0	5	1	780	810.7	393	0	37	11	6	0	1	2	0	450	463.1
17:00	148	0	24	5	2	0	0	2	0	181	184.9	124	0	7	0	3	0	0	1	0	135	138.3
17:15	152	0	12	3	5	0	0	3	0	175	181.2	131	0	1	0	6	0	0	0	0	138	145.8
17:30	208	1	18	2	1	0	1	4	0	235	235.9	120	0	5	3	1	0	0	0	0	129	131.8
17:45	184	0	20	3	4	0	0	7	0	218	220.5	128	1	0	0	2	0	0	0	0	131	133.6
H/Total	692	1	74	13	12	0	1	16	0	809	822.5	503	1	13	3	12	0	0	1	0	533	549.5
18:00	187	0	6	5	5	0	0	11	0	214	216.4	109	0	5	0	1	0	1	0	0	116	118.3
18:15	131	0	15	1	3	0	0	10	0	160	158.4	96	0	11	1	1	0	2	0	0	111	114.8
18:30	117	0	5	1	0	0	0	6	0	129	125.9	68	0	7	0	4	0	1	0	0	80	86.2
18:45	97	0	12	7	3	0	0	2	0	121	127.2	47	0	5	0	1	0	0	0	0	53	54.3
H/Total	532	0	38	14	11	0	0	29	0	624	627.9	320	0	28	1	7	0	4	0	0	360	373.6
Total	4758	1	726	209	282	2	6	85	3	6072	6497.7	2386	1	311	94	160	2	7	9	0	2970	3228.6

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	C - C										C - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	155.8
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	153.7
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	126	133.3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	148.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	553	591.3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	107	123.3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	117.7
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	102	108.8
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	93.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	403	443.6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	110.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	111	121
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	118.1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	99	114.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	399	464.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	113.4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	116.4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	97	115.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	110.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	455.9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	116.6
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	118.6
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	101.2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	108	130.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	400	467
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	131.1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	124.5
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	120.5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	143.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	452	519.6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	115.7
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	129	141.7
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	163.7
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	133	149.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	510	570.3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	145.1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	172
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	172
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	132.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	546	621.9
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	146.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	192.2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	141.2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	176.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	588	656.3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	221.8
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	193	205.7
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	215.1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	209.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	822	851.9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	156.3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	165.9
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	177.9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	205.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	691	705.6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	201.9
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164	170.7
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	153.5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	121.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	632	647.9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6378	6995.5

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 18
 Location: Stone Bridge Road/ M6
 Date: 09 September 2014, Tuesday



Time	D - A										D - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	40	0	21	1	2	0	0	0	0	64	67.1	0	0	0	0	0	0	0	0	0	0	0
07:15	62	0	25	2	0	0	0	0	0	89	90	0	0	0	0	0	0	0	0	0	0	0
07:30	60	0	18	2	0	0	0	0	0	80	81	1	0	1	0	0	0	0	0	0	2	2
07:45	56	0	24	1	2	0	0	0	0	83	86.1	0	0	0	0	0	0	0	0	0	0	0
H/Total	218	0	88	6	4	0	0	0	0	316	324.2	1	0	1	0	0	0	0	0	0	2	2
08:00	81	0	20	7	0	0	0	0	0	108	111.5	0	0	0	0	0	0	0	0	0	0	0
08:15	78	0	11	2	1	0	0	0	0	92	94.3	0	0	0	0	0	0	0	0	0	0	0
08:30	82	0	14	3	1	0	0	0	0	100	102.8	0	0	0	0	0	0	0	0	0	0	0
08:45	84	0	9	2	0	0	1	0	0	96	98	0	0	0	0	0	0	0	0	0	0	0
H/Total	325	0	54	14	2	0	1	0	0	396	406.6	0	0	0	0	0	0	0	0	0	0	0
09:00	56	0	7	1	3	0	0	0	0	67	71.4	0	0	1	0	0	0	0	0	0	1	1
09:15	47	0	12	5	0	0	0	0	0	64	66.5	0	0	0	0	0	0	0	0	0	0	0
09:30	57	0	5	0	1	0	0	0	0	63	64.3	0	0	0	1	0	0	0	0	0	1	1.5
09:45	58	0	13	3	0	0	0	0	0	74	75.5	0	0	0	0	0	0	0	0	0	0	0
H/Total	218	0	37	9	4	0	0	0	0	268	277.7	0	0	1	1	0	0	0	0	0	2	2.5
10:00	54	0	12	1	1	0	0	0	0	68	69.8	0	0	0	0	0	0	0	0	0	0	0
10:15	27	0	15	2	1	0	0	1	0	46	47.7	1	0	1	0	0	0	0	0	0	2	2
10:30	29	0	11	5	3	0	0	0	0	48	54.4	3	0	0	0	0	0	0	0	0	3	3
10:45	26	0	13	4	1	0	0	0	0	44	47.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	136	0	51	12	6	0	0	1	0	206	219.2	4	0	1	0	0	0	0	0	0	5	5
11:00	24	0	13	2	1	0	0	0	0	40	42.3	2	0	0	0	0	0	0	0	0	2	2
11:15	22	0	12	2	2	0	0	0	0	38	41.6	0	0	0	0	0	0	0	0	0	0	0
11:30	30	0	5	1	3	0	0	0	0	39	43.4	0	0	0	0	0	0	0	0	0	0	0
11:45	21	0	10	3	2	0	0	0	0	36	40.1	0	0	0	1	0	0	0	0	0	1	2.3
H/Total	97	0	40	8	8	0	0	0	0	153	167.4	2	0	0	0	1	0	0	0	0	3	4.3
12:00	20	0	17	2	2	0	0	0	0	41	44.6	0	0	0	0	0	0	0	0	0	0	0
12:15	24	0	9	1	2	0	0	0	0	36	39.1	1	0	0	0	0	0	0	0	0	1	1
12:30	22	0	13	1	1	0	0	0	0	37	38.8	1	0	0	0	0	0	0	0	0	1	1
12:45	25	0	10	7	0	0	0	0	0	42	45.5	0	0	0	0	0	0	0	0	0	0	0
H/Total	91	0	49	11	5	0	0	0	0	156	168	2	0	0	0	0	0	0	0	0	2	2
13:00	23	0	12	1	3	0	0	1	0	40	43.8	0	0	0	0	0	0	0	0	0	0	0
13:15	31	0	15	2	0	0	0	1	0	49	49.4	1	0	0	0	0	0	0	0	0	1	1
13:30	27	0	6	2	1	0	3	1	0	40	44.7	1	0	0	0	1	0	0	0	0	2	3.3
13:45	32	0	10	4	1	0	1	0	0	48	52.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	113	0	43	9	5	0	4	3	0	177	190.2	2	0	0	0	1	0	0	0	0	3	4.3
14:00	33	0	16	4	3	0	0	0	0	56	61.9	1	0	0	0	0	0	0	0	0	1	1
14:15	26	0	8	1	0	0	0	0	0	35	35.5	3	0	0	0	0	0	0	0	0	3	3
14:30	34	0	12	1	3	0	0	0	0	50	54.4	0	0	0	0	0	0	0	0	0	0	0
14:45	40	0	21	4	0	0	0	0	0	65	67	1	0	0	0	0	0	0	0	0	1	1
H/Total	133	0	57	10	6	0	0	0	0	206	218.8	5	0	0	0	0	0	0	0	0	5	5
15:00	38	0	12	4	3	0	0	0	0	57	62.9	1	0	0	0	0	0	0	0	0	1	1
15:15	37	0	17	1	4	0	0	0	0	59	64.7	1	0	0	0	0	0	0	0	0	1	1
15:30	28	0	13	2	1	0	0	0	0	44	46.3	0	0	0	0	0	0	0	0	0	0	0
15:45	48	0	19	6	2	0	0	2	0	77	81.4	0	0	0	0	0	0	0	0	0	0	0
H/Total	151	0	61	13	10	0	0	2	0	237	255.3	2	0	0	0	0	0	0	0	0	2	2
16:00	62	0	15	4	1	0	0	1	0	83	85.7	0	0	0	0	0	0	0	0	0	0	0
16:15	89	0	23	1	0	0	1	1	0	115	115.9	0	0	1	0	0	0	0	0	0	1	1
16:30	74	0	22	3	1	0	0	0	0	100	102.8	0	0	0	0	0	0	0	0	0	0	0
16:45	65	0	13	2	1	0	0	0	0	81	83.3	0	0	0	0	1	0	0	0	0	1	2.3
H/Total	290	0	73	10	3	0	1	2	0	379	387.7	0	0	1	0	1	0	0	0	0	2	3.3
17:00	90	0	19	1	2	0	0	0	0	112	115.1	0	0	0	0	0	0	0	0	0	0	0
17:15	88	1	19	2	1	0	0	1	0	112	113.7	1	0	1	0	1	0	0	0	0	3	4.3
17:30	85	0	15	0	0	0	0	0	0	100	100	0	0	1	0	2	0	0	0	0	3	5.6
17:45	109	0	18	1	0	0	0	1	0	129	128.9	0	0	0	1	0	0	0	0	0	1	1.5
H/Total	372	1	71	4	3	0	0	2	0	453	457.7	1	0	2	1	3	0	0	0	0	7	11.4
18:00	78	0	15	1	0	0	0	0	0	94	94.5	0	0	0	0	0	0	0	0	0	0	0
18:15	57	0	7	0	1	0	0	0	0	65	66.3	0	0	0	0	0	0	0	0	0	0	0
18:30	46	0	6	0	0	0	0	1	0	53	52.4	0	0	0	0	0	0	0	0	0	0	0
18:45	35	0	5	2	0	0	0	0	0	42	43	0	0	0	0	0	0	0	0	0	0	0
H/Total	216	0	33	3	1	0	0	1	0	254	256.2	0	0	0	0	0	0	0	0	0	0	0
Total	2360	1	657	109	57	0	6	11	0	3201	3329	19	0	6	2	6	0	0	0	0	33	41.8

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **18**
 Location: **Stone Bridge Road/ M6**
 Date: **09 September 2014, Tuesday**



Time	D - C											D - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	182	0	48	9	9	0	1	2	0	251	267	2	0	0	0	0	0	0	0	0	2	2
07:15	189	0	41	1	10	0	0	1	0	242	254.9	0	0	0	0	1	0	0	0	0	1	2.3
07:30	188	0	40	4	6	0	0	1	0	239	248.2	1	0	0	0	0	0	0	0	0	1	1
07:45	181	0	45	4	13	0	0	1	0	244	262.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	740	0	174	18	38	0	1	5	0	976	1032.4	3	0	0	0	1	0	0	0	0	4	5.3
08:00	195	1	27	7	8	0	0	1	0	239	252.3	0	0	0	0	0	0	0	0	0	0	0
08:15	194	0	51	7	6	0	0	0	0	258	269.3	0	0	0	0	0	0	0	0	0	0	0
08:30	181	1	39	7	11	0	1	1	0	241	259.0	0	0	0	0	0	0	0	0	0	0	0
08:45	143	1	30	6	11	0	1	1	0	193	210.7	1	0	1	0	2	0	0	0	0	4	6.6
H/Total	713	3	147	27	36	0	2	3	0	931	991.5	1	0	1	0	2	0	0	0	0	4	6.6
09:00	107	0	23	3	8	0	2	0	0	143	156.9	0	0	0	0	1	0	0	0	0	1	2.3
09:15	118	1	28	5	9	0	0	0	0	161	175.2	0	0	0	0	1	0	0	0	0	1	2.3
09:30	71	0	17	4	18	0	1	0	0	111	137.4	1	0	0	0	0	0	0	0	0	1	1
09:45	88	0	19	6	11	0	1	0	0	125	143.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	384	1	87	18	46	0	4	0	0	540	612.8	1	0	0	0	2	0	0	0	0	3	5.6
10:00	74	0	18	4	10	0	1	0	0	107	123	2	0	0	0	0	0	0	0	0	2	2
10:15	150	2	34	9	16	0	0	0	0	211	236.3	3	0	0	0	0	0	0	0	0	3	3
10:30	59	0	17	7	12	0	0	0	0	95	114.1	1	0	0	0	0	0	0	0	0	1	1
10:45	62	1	18	6	11	0	0	0	0	98	115.3	1	0	1	0	0	0	0	0	0	2	2
H/Total	345	3	87	26	49	0	1	0	0	511	588.7	7	0	1	0	0	0	0	0	0	8	8
11:00	56	1	15	2	8	0	0	0	0	82	93.4	3	0	1	0	0	0	0	0	0	4	4
11:15	49	0	20	5	10	0	2	0	0	86	103.5	2	0	1	0	0	0	0	0	0	3	3
11:30	61	0	21	3	13	0	0	0	0	98	116.4	1	0	0	0	0	0	0	0	0	1	1
11:45	67	0	17	8	9	0	0	0	0	101	116.7	4	0	0	0	0	0	0	0	0	4	4
H/Total	233	1	73	18	40	0	2	0	0	367	430	10	0	2	0	0	0	0	0	0	12	12
12:00	73	1	17	3	6	0	0	1	0	101	109.7	0	0	0	0	0	0	0	0	0	0	0
12:15	67	1	16	3	7	0	0	0	0	94	104.6	3	0	0	0	0	0	0	0	0	3	3
12:30	65	1	18	9	13	0	1	0	0	107	129.4	3	0	0	1	0	0	0	0	0	4	4.5
12:45	86	0	17	4	11	0	0	1	0	119	134.7	2	0	1	0	0	0	0	0	0	3	3
H/Total	291	3	68	19	37	0	1	2	0	421	478.4	8	0	1	1	0	0	0	0	0	10	10.5
13:00	67	0	13	5	15	0	0	1	0	101	122.4	2	0	1	0	0	0	0	0	0	3	3
13:15	76	0	29	3	10	0	0	0	0	118	132.5	2	0	0	0	0	0	0	0	0	2	2
13:30	69	0	28	5	8	0	0	1	0	111	123.3	2	0	0	0	0	0	0	0	0	2	2
13:45	56	0	15	1	12	0	0	0	0	84	100.1	2	0	0	0	0	0	0	0	0	2	2
H/Total	268	0	85	14	45	0	0	2	0	414	478.3	8	0	1	0	0	0	0	0	0	9	9
14:00	60	3	13	5	16	0	0	0	0	97	120.3	1	0	1	0	0	0	0	0	0	2	2
14:15	69	1	14	7	6	0	0	0	0	97	108.3	3	0	1	2	0	0	0	0	0	6	7
14:30	71	0	18	8	7	0	0	0	0	104	117.1	2	0	1	0	0	0	0	0	0	3	3
14:45	96	0	18	3	15	0	0	0	0	132	153	0	0	0	0	0	0	0	0	0	0	0
H/Total	296	4	63	23	44	0	0	0	0	430	498.7	6	0	3	2	0	0	0	0	0	11	12
15:00	70	1	5	9	13	0	0	0	0	98	119.4	2	0	1	0	1	0	0	0	0	4	5.3
15:15	93	1	13	3	4	0	0	0	0	114	120.7	2	0	0	0	0	0	0	0	0	2	2
15:30	74	3	9	1	5	0	0	0	0	92	99	1	0	0	0	0	0	0	0	0	1	1
15:45	82	1	25	4	10	0	1	0	0	123	139	1	0	0	0	0	0	0	0	0	1	1
H/Total	319	6	52	17	32	0	1	0	0	427	478.1	6	0	1	0	1	0	0	0	0	8	9.3
16:00	101	0	10	5	5	0	2	1	0	124	134.4	1	0	0	0	0	0	0	0	0	1	1
16:15	82	1	14	3	6	0	0	0	0	106	115.3	0	0	0	0	1	0	0	0	0	1	2.3
16:30	134	0	28	4	2	0	0	2	0	170	173.4	0	0	0	0	0	0	0	0	0	0	0
16:45	101	3	7	3	1	0	0	2	0	117	118.6	0	0	0	0	0	0	0	0	0	0	0
H/Total	418	4	59	15	14	0	2	5	0	517	541.7	1	0	0	0	1	0	0	0	0	2	3.3
17:00	97	0	12	1	2	0	0	0	0	112	115.1	0	0	0	0	0	0	0	0	0	0	0
17:15	103	0	13	1	3	0	0	2	0	122	125.2	0	0	0	0	0	0	0	0	0	0	0
17:30	92	0	18	2	3	0	0	1	0	116	120.3	0	0	0	0	0	0	0	0	0	0	0
17:45	100	0	13	4	5	0	0	1	0	123	130.9	0	0	0	0	0	0	0	0	0	0	0
H/Total	392	0	56	8	13	0	0	4	0	473	491.5	0	0	0	0	0	0	0	0	0	0	0
18:00	112	2	6	0	7	0	0	1	0	128	136.5	1	0	1	0	0	0	0	0	0	2	2
18:15	120	0	6	1	2	0	0	1	0	130	132.5	0	0	0	0	0	0	0	0	0	0	0
18:30	97	1	8	2	0	0	0	2	0	110	109.8	0	0	0	0	0	0	0	0	0	0	0
18:45	68	1	10	0	6	0	0	2	0	87	93.6	0	0	0	0	0	0	0	0	0	0	0
H/Total	397	4	30	3	15	0	0	6	0	455	472.4	1	0	1	0	0	0	0	0	0	2	2
Total	4796	29	981	206	409	0	14	27	0	6462	7094.5	52	0	11	3	7	0	0	0	0	73	83.6



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	1	0	0	1	0	5	5.7
07:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	5
H/Total	0	0	1	0	0	0	0	0	0	1	1	16	0	0	1	0	0	1	0	1	18	18.7
08:00	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	1	1	0	0	12	14.3	
08:15	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	1	0	0	0	21	22	
08:30	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	1	0	0	0	28	29.3	
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	56	0	4	0	2	1	1	0	64	68.6	
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	3	4.8	
09:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	4	
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	1	0	0	0	11	12.8	
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
10:15	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	
10:30	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2	
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
H/Total	1	0	1	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	5	5	
11:00	1	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2	2.5	
11:15	2	0	0	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	2	3.3	
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	6	6.5	
H/Total	3	0	0	0	0	0	0	0	0	3	3	7	0	3	2	1	0	0	0	13	15.3	
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	3	
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	1	0	0	0	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	5	5.5	
H/Total	1	0	0	0	0	0	0	0	0	1	1	4	1	3	1	0	0	0	0	9	9.5	
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	6	6.5	
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	3	
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	4.3	
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	1	0	0	0	13	14.8	
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
14:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	8	8.5	
H/Total	1	0	0	0	0	0	0	0	0	1	1	8	0	1	1	0	0	0	0	10	10.5	
15:00	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	1	0	0	16	17	
15:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	7	
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
15:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	1	0	0	7	9.3	
H/Total	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	1	1	1	0	31	34.3	
16:00	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3	
16:15	1	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2	2.5	
16:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	4	
H/Total	2	0	0	0	0	0	0	0	0	2	2	10	0	1	1	0	0	0	0	12	12.5	
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	4	
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4	
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	11	11	
18:00	0	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2	
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	
18:30	1	0	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	4	4	
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2	
H/Total	1	0	1	0	0	0	0	0	0	2	2	10	0	1	0	0	0	0	0	11	11	
Total	9	0	3	0	0	0	0	0	0	12	12	169	1	19	7	7	2	2	1	0	208	224

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	A - C											A - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	185	0	38	9	11	0	0	2	0	245	262.6	0	0	0	0	0	0	0	0	0	0	0
07:15	208	0	40	8	13	0	0	0	2	271	290.3	0	0	0	0	0	0	0	0	0	0	0
07:30	250	0	36	13	11	0	1	2	1	314	333.8	0	0	0	0	0	0	0	0	0	0	0
07:45	250	0	35	12	13	1	0	2	0	313	335.7	0	0	0	0	0	0	0	0	0	0	0
H/Total	893	0	149	42	48	1	1	6	3	1143	1222.4	0	0	0	0	0	0	0	0	0	0	0
08:00	232	0	22	8	8	1	0	2	0	273	287.2	0	0	0	0	0	0	0	0	0	0	0
08:15	252	0	28	11	7	0	0	2	0	300	313.4	0	0	0	0	0	0	0	0	0	0	0
08:30	214	0	21	12	6	0	0	0	0	253	266.8	0	0	0	0	0	0	0	0	0	0	0
08:45	204	0	32	6	10	1	2	1	0	256	274.4	0	0	0	0	0	0	0	0	0	0	0
H/Total	902	0	103	37	31	2	2	5	0	1082	1141.8	0	0	0	0	0	0	0	0	0	0	0
09:00	191	0	26	9	10	0	0	0	0	236	253.5	0	0	0	0	0	0	0	0	0	0	0
09:15	165	2	22	5	18	0	0	1	0	213	238.3	0	0	0	0	0	0	0	0	0	0	0
09:30	143	0	26	11	11	0	0	0	1	192	211	0	0	0	0	0	0	0	0	0	0	0
09:45	113	0	21	9	8	0	0	0	0	151	165.9	0	0	0	0	0	0	0	0	0	0	0
H/Total	612	2	95	34	47	0	0	1	1	792	868.7	0	0	0	0	0	0	0	0	0	0	0
10:00	117	0	17	5	4	0	0	0	0	143	150.7	0	0	0	0	0	0	0	0	0	0	0
10:15	102	0	23	2	8	0	0	3	0	138	147.6	0	0	0	0	0	0	0	0	0	0	0
10:30	96	0	20	6	10	0	0	0	0	132	148	0	0	0	0	0	0	0	0	0	0	0
10:45	101	0	23	1	7	0	0	0	0	132	141.6	0	0	0	0	0	0	0	0	0	0	0
H/Total	416	0	83	14	29	0	0	3	0	545	587.9	0	0	0	0	0	0	0	0	0	0	0
11:00	85	0	12	7	14	0	1	1	0	120	142.1	0	0	0	0	0	0	0	0	0	0	0
11:15	91	1	19	4	7	0	0	3	0	125	134.3	0	0	0	0	0	0	0	0	0	0	0
11:30	95	0	21	6	14	0	2	5	0	143	163.2	0	0	0	0	0	0	0	0	0	0	0
11:45	92	0	13	7	9	0	1	2	0	124	139	0	0	0	0	0	0	0	0	0	0	0
H/Total	363	1	65	24	44	0	4	11	0	512	578.6	0	0	0	0	0	0	0	0	0	0	0
12:00	79	0	16	1	10	0	1	0	0	107	121.5	0	0	0	0	0	0	0	0	0	0	0
12:15	106	0	16	10	15	1	0	3	0	151	174.7	0	0	0	0	0	0	0	0	0	0	0
12:30	118	0	17	10	20	0	0	2	0	167	196.8	0	0	0	0	0	0	0	0	0	0	0
12:45	89	1	11	6	12	0	0	1	0	120	138	0	0	0	0	0	0	0	0	0	0	0
H/Total	392	1	60	27	57	1	1	6	0	545	631	0	0	0	0	0	0	0	0	0	0	0
13:00	106	0	13	5	11	0	0	6	0	141	154.2	0	0	0	0	0	0	0	0	0	0	0
13:15	98	0	17	7	9	0	1	3	0	135	149.4	0	0	0	0	0	0	0	0	0	0	0
13:30	103	0	14	7	12	0	1	0	0	137	157.1	0	0	0	0	0	0	0	0	0	0	0
13:45	79	0	16	11	18	0	0	3	0	127	154.1	0	0	0	0	0	0	0	0	0	0	0
H/Total	386	0	60	30	50	0	2	12	0	540	614.8	0	0	0	0	0	0	0	0	0	0	0
14:00	125	0	21	6	7	0	0	3	0	162	172.3	0	0	0	0	0	0	0	0	0	0	0
14:15	97	0	18	7	9	0	0	0	0	131	146.2	0	0	0	0	0	0	0	0	0	0	0
14:30	86	0	17	10	9	1	0	12	0	135	145.5	0	0	0	0	0	0	0	0	0	0	0
14:45	100	0	13	4	8	0	1	0	0	126	139.4	0	0	0	0	0	0	0	0	0	0	0
H/Total	408	0	69	27	33	1	1	15	0	554	603.4	0	0	0	0	0	0	0	0	0	0	0
15:00	127	0	20	7	5	0	0	4	0	163	170.6	0	0	0	0	0	0	0	0	0	0	0
15:15	112	0	34	8	10	0	1	2	0	167	183.8	0	0	0	0	0	0	0	0	0	0	0
15:30	120	0	14	4	5	0	0	2	0	145	152.3	0	0	0	0	0	0	0	0	0	0	0
15:45	126	0	25	3	10	0	1	1	0	166	180.9	0	0	0	0	0	0	0	0	0	0	0
H/Total	485	0	93	22	30	0	2	9	0	641	687.6	0	0	0	0	0	0	0	0	0	0	0
16:00	155	0	20	4	9	0	0	1	0	189	202.1	0	0	0	0	0	0	0	0	0	0	0
16:15	135	0	30	3	7	0	0	1	0	176	186	0	0	0	0	0	0	0	0	0	0	0
16:30	181	0	21	8	13	0	0	4	0	227	245.5	0	0	0	0	0	0	0	0	0	0	0
16:45	149	0	16	2	6	0	5	2	0	180	192.6	0	0	0	0	0	0	0	0	0	0	0
H/Total	620	0	87	17	35	0	5	8	0	772	826.2	0	0	0	0	0	0	0	0	0	0	0
17:00	218	0	28	3	7	0	0	1	0	257	267	0	0	0	0	0	0	0	0	0	0	0
17:15	203	0	17	4	8	0	1	2	0	235	247.2	0	0	0	0	0	0	0	0	0	0	0
17:30	190	0	10	5	4	0	0	2	0	211	217.5	0	0	0	0	0	0	0	0	0	0	0
17:45	163	0	5	3	6	0	1	2	0	180	189.1	0	0	0	0	0	0	0	0	0	0	0
H/Total	774	0	60	15	25	0	2	7	0	883	920.8	0	0	0	0	0	0	0	0	0	0	0
18:00	165	1	13	2	13	0	0	0	0	194	211.9	0	0	0	0	0	0	0	0	0	0	0
18:15	137	0	13	2	3	0	0	2	1	158	160.9	0	0	0	0	0	0	0	0	0	0	0
18:30	115	0	10	4	4	0	0	0	0	133	140.2	0	0	0	0	0	0	0	0	0	0	0
18:45	94	0	5	5	4	0	0	1	0	109	116.1	0	0	0	0	0	0	0	0	0	0	0
H/Total	511	1	41	13	24	0	0	3	1	594	629.1	0	0	0	0	0	0	0	0	0	0	0
Total	6762	5	965	302	453	5	20	86	5	8603	9312.3	0	0	0	0	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	A - E											B - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	B - B										B - C											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	40	0	8	1	0	1	0	0	50	51.5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	76	0	10	3	2	1	0	1	93	97.5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	71	0	12	0	0	2	0	1	88	87.8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	87	0	6	2	0	0	0	0	95	96
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	274	0	36	6	2	4	0	2	326	332.8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	105	0	11	1	1	1	0	0	120	122
08:15	0	0	0	0	0	0	0	0	0	0	0	0	142	0	11	1	1	1	0	1	158	159.4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	116	0	10	1	0	0	1	0	128	129.5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	95	0	11	0	1	1	0	0	109	112.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	458	0	43	3	3	3	2	1	515	523.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	82	1	3	0	0	1	0	0	87	88
09:15	0	0	0	0	0	0	0	0	0	0	0	0	39	0	9	3	0	2	0	0	53	56.5
09:30	0	0	0	0	0	0	0	0	0	0	0	0	24	0	6	1	1	1	0	1	34	36.2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	17	0	4	2	0	0	1	0	24	24.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	162	1	22	6	1	4	0	2	198	205.1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	25	0	5	1	0	1	0	0	32	33.5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	28	0	5	3	0	1	0	0	37	39.5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	1	0	1	0	0	30	31.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	21	0	11	0	1	1	0	0	35	36.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	23	5	1	4	0	0	134	141
11:00	0	0	0	0	0	0	0	0	0	0	0	0	25	0	4	1	1	1	0	0	32	34.8
11:15	0	0	0	0	0	0	0	0	0	0	0	0	21	0	2	1	0	1	0	0	25	26.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	27	0	9	4	0	1	0	1	43	44.6
11:45	0	0	0	0	0	0	0	0	0	0	0	0	33	0	5	2	1	0	0	1	43	43.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	106	0	20	8	2	3	0	2	143	149.8
12:00	0	0	0	0	0	0	0	0	0	0	0	0	31	0	3	0	0	1	0	0	35	36
12:15	0	0	0	0	0	0	0	0	0	0	0	0	36	0	8	1	0	1	0	1	47	47.9
12:30	0	0	0	0	0	0	0	0	0	0	0	0	30	0	5	2	0	0	0	3	40	39.2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	36	0	9	1	0	0	0	1	49	47.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	133	0	25	4	0	2	0	5	171	170.4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	29	0	8	2	0	1	0	0	40	42
13:15	0	0	0	0	0	0	0	0	0	0	0	0	21	0	6	0	1	1	0	0	29	31.3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	29	0	9	1	0	1	0	0	40	41.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	24	0	6	1	0	0	0	0	31	31.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	103	0	29	4	1	3	0	0	140	146.3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	0	2	0	0	24	26
14:15	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	2	2	0	0	2	34	36.4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	32	0	7	0	1	1	0	0	41	43.3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	17	0	5	0	0	0	0	0	22	22
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	94	0	17	2	3	3	0	2	121	127.7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	35	0	5	1	0	1	0	1	44	44.1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	101	0	2	0	0	4	1	0	108	113
15:30	0	0	0	0	0	0	0	0	0	0	0	0	71	0	8	0	0	0	0	1	80	79.4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	42	0	11	0	0	1	0	0	54	55
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	249	0	26	1	0	6	1	2	286	291.5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	40	0	5	0	0	0	0	0	45	45
16:15	0	0	0	0	0	0	0	0	0	0	0	0	40	0	4	0	1	1	0	0	46	48.3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	48	0	13	1	0	2	1	0	65	68.5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	59	0	8	0	0	0	0	0	67	67
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	187	0	30	1	1	3	1	0	223	228.8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	63	0	7	1	0	2	0	2	75	76.3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	66	0	6	0	0	1	0	1	74	74.4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	87	0	10	0	0	0	0	1	98	97.4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	53	0	1	0	0	1	0	0	56	56.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	269	0	24	1	0	4	0	4	303	304.3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	46	0	3	0	0	1	0	0	50	51
18:15	0	0	0	0	0	0	0	0	0	0	0	0	29	0	5	0	0	1	0	0	35	36
18:30	0	0	0	0	0	0	0	0	0	0	0	0	33	0	1	1	0	0	0	1	36	35.7
18:45	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	1	0	0	33	33.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	139	0	9	1	0	3	0	0	154	155.9
Total	0	0	0	0	0	0	0	0	0	0	0	0	2274	1	304	42	14	42	4	20	2714	2776.8

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	B - D											B - E										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	92	0	14	7	10	0	1	1	0	125	141.9	25	0	7	0	1	0	0	3	37	36.9	
07:15	133	0	32	6	6	0	0	1	0	178	188.2	35	0	5	0	0	3	0	0	43	46	
07:30	146	0	27	9	7	0	0	1	1	191	203.2	30	0	10	0	0	2	0	1	44	44.6	
07:45	175	0	33	3	7	0	0	2	0	220	229.4	47	0	10	0	1	2	0	0	61	63.5	
H/Total	546	0	106	25	30	0	1	5	1	714	762.7	137	0	32	0	2	8	0	1	185	191	
08:00	169	0	23	8	8	0	0	0	0	208	222.4	56	0	5	0	2	0	0	0	63	65.6	
08:15	233	0	18	7	11	2	1	4	0	276	294.4	78	0	5	0	0	2	0	0	85	87	
08:30	197	0	21	7	13	0	0	0	0	238	258.4	71	0	9	1	0	0	0	0	81	81.5	
08:45	230	0	20	8	5	1	1	2	0	267	278.3	51	0	7	2	0	1	0	0	61	63	
H/Total	829	0	82	30	37	3	2	6	0	989	1053.5	256	0	26	3	2	3	0	0	290	297.1	
09:00	163	1	26	7	9	0	0	1	0	207	221.6	45	0	10	1	0	0	0	0	56	56.5	
09:15	96	0	28	12	7	0	0	0	0	143	158.1	48	0	2	0	0	3	0	0	53	56	
09:30	115	0	21	8	7	0	0	2	0	153	164.9	28	0	6	0	0	1	0	0	35	36	
09:45	93	0	22	4	13	1	0	1	0	134	153.3	26	0	5	1	0	2	0	1	35	36.9	
H/Total	467	1	97	31	36	1	0	4	0	637	697.9	147	0	23	2	0	6	0	1	179	185.4	
10:00	76	0	18	6	16	0	0	1	0	117	140.2	28	0	3	0	0	0	0	0	31	31	
10:15	56	0	28	10	8	0	0	2	0	104	118.2	19	0	11	0	0	3	0	0	33	36	
10:30	74	0	18	10	16	0	0	0	0	118	143.8	21	0	8	2	0	1	0	1	33	34.4	
10:45	64	0	31	7	10	1	0	0	0	113	130.5	27	0	3	1	0	2	0	0	34	35.7	
H/Total	270	0	95	33	50	1	0	3	0	452	532.7	95	0	25	3	0	6	0	1	131	137.1	
11:00	57	0	20	8	10	0	0	4	0	99	113.6	26	0	4	2	0	0	0	1	33	33.4	
11:15	62	0	30	9	11	0	0	0	0	112	130.8	25	0	6	0	0	3	0	1	36	37.6	
11:30	74	0	18	11	14	1	0	2	0	120	143.5	16	0	8	0	0	0	0	0	24	24	
11:45	75	0	19	13	8	0	0	1	1	117	132.5	33	0	9	1	0	2	0	0	45	47.5	
H/Total	268	0	87	41	43	1	0	7	1	448	520.4	100	0	27	3	0	5	0	2	138	142.5	
12:00	86	0	18	7	7	0	0	1	0	119	131	45	0	6	2	0	0	0	2	55	54.8	
12:15	82	0	13	5	8	0	0	0	0	108	120.9	36	0	9	0	0	2	0	1	48	49.4	
12:30	92	0	21	4	14	1	0	2	0	134	154	35	0	6	0	1	0	0	1	46	44.3	
12:45	116	0	20	9	11	0	0	1	0	157	175.2	36	0	7	3	0	1	0	0	47	49.5	
H/Total	376	0	72	25	40	1	0	4	0	518	581.1	152	0	28	5	1	3	0	4	196	198	
13:00	117	0	20	11	9	0	2	1	0	160	178.6	33	0	8	1	0	0	0	0	42	42.5	
13:15	99	0	22	9	11	0	0	3	0	144	161	31	0	5	0	1	3	0	0	40	44.3	
13:30	119	0	30	8	4	1	3	5	0	170	180.2	35	0	3	0	0	0	0	1	40	38.6	
13:45	121	0	28	7	5	0	0	3	0	164	172.2	32	0	3	1	0	1	0	0	37	38.5	
H/Total	456	0	100	35	29	1	5	12	0	638	692	131	0	19	2	1	4	0	1	159	163.9	
14:00	119	0	27	9	16	0	0	1	0	172	196.7	49	0	7	0	1	0	0	0	57	58.3	
14:15	117	0	26	7	18	1	1	1	0	171	199.3	31	0	6	0	1	2	0	0	40	43.3	
14:30	109	0	28	9	10	0	1	1	0	158	175.9	40	0	10	0	0	3	0	1	54	56.4	
14:45	106	0	17	14	12	0	0	2	0	151	172.4	70	0	11	1	0	2	0	0	84	86.5	
H/Total	451	0	98	39	56	1	2	5	0	652	744.3	190	0	34	1	2	7	0	1	235	244.5	
15:00	133	0	24	5	18	0	0	1	0	181	206.3	67	0	10	0	0	1	0	2	80	79.8	
15:15	110	0	36	5	12	2	1	2	1	169	188.1	41	0	6	0	0	1	1	2	51	51.8	
15:30	112	0	30	8	20	0	0	1	1	172	200.6	42	0	9	0	0	0	0	1	52	51.4	
15:45	144	0	32	8	15	0	0	4	0	203	224.1	42	0	6	0	0	1	0	0	49	50	
H/Total	499	0	122	26	65	2	1	8	2	725	819.1	192	0	31	0	0	3	1	5	232	233	
16:00	173	0	32	7	13	0	0	3	1	229	246.8	67	0	13	1	1	0	0	0	82	83.8	
16:15	179	0	44	14	10	1	0	2	0	250	269.8	85	1	18	1	0	0	0	0	106	105.7	
16:30	223	0	31	12	9	0	0	3	0	278	293.9	77	0	11	0	0	1	0	1	91	90.6	
16:45	217	0	41	9	6	0	0	3	0	276	286.5	101	0	15	0	0	1	0	0	117	118	
H/Total	792	0	148	42	38	1	0	11	1	1033	1097	330	1	57	2	1	2	0	1	2	396	398.1
17:00	228	0	28	7	9	0	0	3	0	275	288.4	91	0	23	0	0	1	0	0	116	116.2	
17:15	227	0	17	6	11	1	0	4	0	266	281.9	98	1	9	0	0	1	0	0	110	110.2	
17:30	269	0	30	4	4	0	0	3	0	310	315.4	92	0	9	1	0	1	0	1	106	105.3	
17:45	263	0	34	4	5	0	0	7	2	315	317.7	88	0	5	0	0	0	0	1	95	93.6	
H/Total	987	0	109	21	29	1	0	17	2	1166	1203.4	369	1	46	1	0	3	0	2	5	427	425.3
18:00	251	0	19	6	6	0	0	10	0	292	296.8	81	0	10	0	0	0	0	1	94	91.8	
18:15	184	0	19	4	6	0	0	10	0	223	226.8	73	0	6	0	0	1	0	0	81	81.2	
18:30	168	0	17	0	3	0	0	9	0	197	195.5	83	0	2	0	0	1	0	1	87	87.4	
18:45	125	0	7	10	3	0	0	3	1	149	155.3	61	0	6	1	0	0	0	0	68	68.5	
H/Total	728	0	62	20	18	0	0	32	1	861	874.4	298	0	24	1	0	2	0	2	330	328.9	
Total	6669	1	1178	368	471	13	11	114	8	8833	9578.5	2397	2	372	23	9	52	1	21	21	2898	2944.8

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	C - C											C - D										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	1	0	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	1	0	0	0	0	0	2	2.5	4	0	0	0	0	0	0	0	4	4	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	C - E											D - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	1	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	1	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	1	0	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	1	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	1	0	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	1	0	2	0	0	0	0	4	6.6	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	2	0	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	2	0	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	4	0	0	0	0	5	10.2	1	0	0	0	0	0	0	0	0	1	1
17:00	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
Total	10	0	6	2	7	0	0	0	0	25	35.1	3	0	0	0	0	0	0	0	3	3	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 16
 Location: Stone bridge Road/Coventry Road
 Date: 09 September 2014, Tuesday



Time	D - B											D - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	D - D											D - E										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	E - A										E - B												
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00	0	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	1	0	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	1	2	0	0	0	0	4	7.1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	1	0	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	1	0	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	1	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1
Total	7	0	1	2	3	0	0	0	0	13	17.9	2	0	3	0	0	0	0	0	0	5	5	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	E - C										E - D											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	2	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **16**
 Location: **Stone bridge Road/Coventry Road**
 Date: **09 September 2014, Tuesday**



Time	E - E									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP11858**
Project Name: **Coleshill**
Survey Type: **Manual Classified Traffic Count**
Site No: **6**
Location: **A446 Lichfield Road/ Gorsey Lane**



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 6
 Location: A446 Lichfield Road/ Gorsey Lane
 Date: 09 September 2014, Tuesday



Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	55	0	12	1	3	2	0	1	0	74	79.8
07:15	0	0	0	0	0	0	0	0	0	0	0	64	0	5	0	0	1	0	1	0	71	71.4
07:30	0	0	0	0	0	0	0	0	0	0	0	82	0	10	0	1	0	0	0	0	93	94.3
07:45	0	0	0	0	0	0	0	0	0	0	0	90	0	16	1	0	2	0	0	0	109	111.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	291	0	43	2	4	5	0	2	0	347	357
08:00	0	0	0	0	0	0	0	0	0	0	0	103	0	9	1	5	1	0	2	0	121	127.8
08:15	0	0	0	0	0	0	0	0	0	0	0	110	0	9	2	5	1	0	1	0	128	135.9
08:30	0	0	0	0	0	0	0	0	0	0	0	112	0	8	4	3	2	0	0	0	129	136.9
08:45	0	0	0	0	0	0	0	0	0	0	0	127	0	11	2	1	1	0	0	0	142	145.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	452	0	37	9	14	5	0	3	0	520	545.9
09:00	0	0	0	0	0	0	0	0	0	0	0	79	0	7	4	5	2	0	3	0	100	108.7
09:15	0	0	0	0	0	0	0	0	0	0	0	46	0	6	4	3	2	0	1	1	63	69.5
09:30	0	0	0	0	0	0	0	0	0	0	0	33	0	10	3	5	0	0	1	0	52	59.4
09:45	0	0	0	0	0	0	0	0	0	0	0	30	0	6	1	2	0	0	0	1	40	42.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	188	0	29	12	15	4	0	5	2	255	279.9
10:00	0	0	0	0	0	0	0	0	0	0	0	42	0	7	3	5	1	0	0	0	58	67
10:15	0	0	0	0	0	0	0	0	0	0	0	20	0	7	2	1	0	0	0	0	37	44.1
10:30	0	0	0	0	0	0	0	0	0	0	0	19	0	20	4	5	1	0	0	0	49	58.5
10:45	0	0	0	0	0	0	0	0	0	0	0	17	0	5	4	3	1	0	1	0	31	37.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	98	0	39	18	15	4	0	1	0	175	206.9
11:00	0	0	0	0	0	0	0	0	0	0	0	24	0	8	1	5	1	0	0	0	39	47
11:15	0	0	0	0	0	0	0	0	0	0	0	27	0	7	4	2	0	0	0	0	40	44.6
11:30	0	0	0	0	0	0	0	0	0	0	0	25	0	8	4	1	1	0	0	0	39	43.3
11:45	0	0	0	0	0	0	0	0	0	0	0	11	0	9	2	4	1	0	0	0	27	34.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	87	0	32	11	12	3	0	0	0	145	169.1
12:00	0	0	0	0	0	0	0	0	0	0	0	35	0	9	4	2	2	0	0	0	52	58.6
12:15	0	0	0	0	0	0	0	0	0	0	0	24	0	8	1	3	0	0	0	0	36	40.4
12:30	0	0	0	0	0	0	0	0	0	0	0	30	0	7	4	7	2	1	1	1	53	65.7
12:45	0	0	0	0	0	0	0	0	0	0	0	24	0	11	4	3	1	0	1	0	44	50.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	113	0	35	13	15	5	1	2	1	185	215
13:00	0	0	0	0	0	0	0	0	0	0	0	26	0	8	4	3	1	0	1	0	43	49.3
13:15	0	0	0	0	0	0	0	0	0	0	0	28	0	10	8	4	0	1	1	0	52	61.6
13:30	0	0	0	0	0	0	0	0	0	0	0	38	0	6	2	5	1	0	0	0	52	60.5
13:45	0	0	0	0	0	0	0	0	0	0	0	33	0	8	3	7	2	0	0	0	53	65.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	125	0	32	17	19	4	1	2	0	200	237
14:00	0	0	0	0	0	0	0	0	0	0	0	31	0	13	4	0	1	1	1	0	51	54.4
14:15	0	0	0	0	0	0	0	0	0	0	0	41	0	7	3	4	0	0	0	0	55	61.7
14:30	0	0	0	0	0	0	0	0	0	0	0	35	0	11	5	4	1	0	0	0	56	64.7
14:45	0	0	0	0	0	0	0	0	0	0	0	46	0	9	6	3	0	1	1	0	66	73.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	153	0	40	18	11	2	2	2	0	228	254.1
15:00	0	0	0	0	0	0	0	0	0	0	0	28	0	6	6	6	2	0	0	0	48	60.8
15:15	0	0	0	0	0	0	0	0	0	0	0	23	0	13	7	4	0	0	0	0	47	55.7
15:30	0	0	0	0	0	0	0	0	0	0	0	35	0	11	4	1	1	0	2	0	54	57.1
15:45	0	0	0	0	0	0	0	0	0	0	0	34	0	10	2	4	0	0	0	0	50	56.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	120	0	40	19	15	3	0	2	0	199	229.8
16:00	0	0	0	0	0	0	0	0	0	0	0	25	0	5	3	7	0	0	0	0	40	50.6
16:15	0	0	0	0	0	0	0	0	0	0	0	43	0	7	6	1	3	0	0	0	60	67.3
16:30	0	0	0	0	0	0	0	0	0	0	0	23	0	7	4	4	0	0	1	0	39	45.6
16:45	0	0	0	0	0	0	0	0	0	0	0	35	0	9	5	4	1	0	0	0	54	62.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	126	0	28	18	16	4	0	1	0	193	226.2
17:00	0	0	0	0	0	0	0	0	0	0	0	37	0	3	5	2	0	0	1	0	48	52.5
17:15	0	0	0	0	0	0	0	0	0	0	0	42	0	5	5	2	1	0	0	0	55	61.1
17:30	0	0	0	0	0	0	0	0	0	0	0	32	0	6	3	1	2	0	1	0	45	49.2
17:45	0	0	0	0	0	0	0	0	0	0	0	36	0	2	3	3	1	0	0	0	45	51.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	147	0	16	16	8	4	0	2	0	193	214.2
18:00	0	0	0	0	0	0	0	0	0	0	0	16	0	4	5	1	1	0	0	2	29	32.2
18:15	0	0	0	0	0	0	0	0	0	0	0	20	0	1	1	2	0	0	0	0	24	27.1
18:30	0	0	0	0	0	0	0	0	0	0	0	16	0	2	1	2	1	0	0	0	22	26.1
18:45	0	0	0	0	0	0	0	0	0	0	0	28	0	1	2	0	0	0	0	1	32	32.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	80	0	8	9	5	2	0	0	3	107	117.6
Total	0	0	0	0	0	0	0	0	0	0	0	1980	0	379	162	149	45	4	22	6	2747	3052.7

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A446 Lichfield Road/ Gorse Lane**
 Date: **09 September 2014, Tuesday**



Time	A - C											B - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	133	0	31	3	11	0	0	1	0	179	194.2	52	0	10	2	3	1	0	0	0	68	73.9
07:15	163	0	23	5	7	0	2	1	0	201	214	14	0	8	7	2	1	0	0	0	32	39.1
07:30	181	0	30	7	7	0	1	0	0	226	239.6	32	0	4	10	3	2	1	0	0	52	63.9
07:45	181	0	30	4	11	0	0	2	0	228	243.1	22	0	8	5	2	1	1	0	0	39	46.1
H/Total	658	0	114	19	36	0	3	4	0	834	890.9	120	0	30	24	10	5	2	0	0	191	223
08:00	186	0	21	7	4	1	1	2	0	222	231.5	29	0	11	3	2	0	0	0	0	45	49.1
08:15	185	0	20	5	4	0	0	2	0	216	222.5	26	0	13	4	4	0	0	1	0	48	54.6
08:30	182	0	23	4	3	1	0	0	0	213	219.9	35	0	6	0	5	1	0	0	0	47	54.5
08:45	190	0	32	4	7	0	0	1	0	234	244.5	17	0	2	4	1	1	0	0	0	25	29.3
H/Total	743	0	96	20	18	2	1	5	0	885	918.4	107	0	32	11	12	2	0	1	0	165	187.5
09:00	172	0	17	12	7	0	0	2	0	210	223.9	19	0	13	7	2	0	0	0	0	41	47.1
09:15	147	1	18	3	14	0	0	0	0	183	202.7	21	0	12	7	4	0	0	0	0	44	52.7
09:30	122	0	26	2	8	0	0	3	0	161	170.6	14	0	4	4	3	2	0	0	0	27	34.9
09:45	113	0	17	4	4	0	1	0	0	139	147.2	17	0	7	3	2	3	0	0	0	32	39.1
H/Total	554	1	78	21	33	0	1	5	0	693	744.4	71	0	36	21	11	5	0	0	0	144	173.8
10:00	104	0	14	9	3	0	0	0	0	130	138.4	19	0	13	5	4	0	0	0	0	41	48.7
10:15	100	0	18	1	7	0	0	4	0	130	137.2	23	0	7	3	1	0	0	0	0	34	36.8
10:30	94	0	14	5	11	0	0	3	0	127	142	14	0	7	5	5	2	0	0	0	33	44
10:45	88	0	22	4	6	0	0	0	0	120	129.8	17	0	14	7	3	0	0	0	1	42	48.6
H/Total	386	0	68	19	27	0	0	7	0	507	547.4	73	0	41	20	13	2	0	0	1	150	178.1
11:00	76	0	14	3	8	0	1	1	0	103	115.3	15	0	6	7	6	1	0	0	0	35	47.3
11:15	84	1	14	4	9	0	0	4	0	116	127.3	11	0	6	3	0	0	0	0	0	20	21.5
11:30	75	0	13	7	4	0	2	4	0	105	113.3	16	0	5	2	3	1	0	1	0	28	33.3
11:45	71	0	16	2	7	0	1	4	0	101	109.7	24	0	11	3	4	0	0	0	0	42	48.7
H/Total	306	1	57	16	28	0	4	13	0	425	465.6	66	0	28	15	13	2	0	1	0	125	150.8
12:00	75	0	18	5	10	0	1	2	0	111	126.3	33	0	9	4	1	1	0	0	0	48	52.3
12:15	71	0	9	7	13	0	0	0	0	100	120.4	26	0	13	3	2	1	0	0	0	45	50.1
12:30	90	1	16	4	14	1	0	2	1	129	148.2	18	0	2	4	3	1	0	1	0	29	35.3
12:45	72	0	14	2	11	0	0	4	0	103	115.9	25	0	7	5	3	1	0	0	0	41	48.4
H/Total	308	1	57	18	48	1	1	8	1	443	510.8	102	0	31	16	9	4	0	1	0	163	186.1
13:00	71	0	16	4	7	0	1	1	0	100	111.5	32	0	8	3	5	0	0	0	0	48	56
13:15	93	0	17	5	11	0	0	0	0	126	142.8	27	0	10	4	4	0	0	0	0	45	52.2
13:30	79	0	14	6	11	0	0	0	0	110	127.3	30	0	13	5	4	2	0	0	0	54	63.7
13:45	83	0	18	5	9	0	0	2	0	117	130	29	0	8	2	3	0	0	1	0	43	47.3
H/Total	326	0	65	20	38	0	1	3	0	453	511.6	118	0	39	14	16	2	0	1	0	190	219.2
14:00	124	0	21	6	4	0	1	3	0	159	166.4	49	0	10	2	4	1	0	0	0	66	73.2
14:15	104	0	21	3	8	0	0	11	0	147	152.3	29	0	9	4	5	0	0	1	0	48	55.9
14:30	75	0	15	7	4	1	1	5	0	108	115.7	32	0	11	5	2	3	0	0	0	53	61.1
14:45	98	0	16	5	7	0	1	1	0	128	140	43	0	12	2	5	0	0	0	0	62	69.5
H/Total	401	0	73	21	23	1	3	20	0	542	574.4	153	0	42	13	16	4	0	1	0	229	259.7
15:00	72	0	16	5	6	0	0	3	0	102	110.5	83	0	10	5	4	1	0	1	0	104	112.1
15:15	88	0	21	4	7	1	0	3	1	125	134.5	33	0	5	7	2	0	0	1	0	48	53.5
15:30	110	0	23	3	6	0	0	2	0	144	152.1	38	0	7	5	3	2	0	0	0	55	63.4
15:45	104	0	25	4	6	0	1	1	0	141	151.2	34	0	12	4	2	1	0	0	0	53	58.6
H/Total	374	0	85	16	25	1	1	9	1	512	548.3	188	0	34	21	11	4	0	2	0	260	287.6
16:00	118	0	27	2	9	0	0	0	0	156	168.7	143	0	8	1	3	0	0	3	0	158	160.6
16:15	107	0	23	6	8	0	0	0	0	144	157.4	57	0	9	1	6	0	0	3	0	76	82.5
16:30	134	0	25	8	5	0	0	4	0	176	184.1	87	0	9	3	2	0	1	1	0	103	107.5
16:45	121	0	26	3	4	0	1	4	0	159	164.3	64	0	15	4	3	1	0	1	0	88	94.3
H/Total	480	0	101	19	26	0	1	8	0	635	674.5	351	0	41	9	14	1	1	8	0	425	444.9
17:00	148	0	22	4	7	0	1	0	0	182	194.1	99	0	7	2	4	0	0	7	0	119	121
17:15	157	0	19	7	10	0	0	4	0	197	211.1	79	0	3	2	3	1	0	0	0	88	93.9
17:30	117	0	12	5	4	0	0	1	0	139	146.1	98	0	4	5	1	1	0	1	0	110	114.2
17:45	143	0	18	8	10	0	1	4	0	184	199.6	66	0	6	2	1	1	0	0	1	77	79.5
H/Total	565	0	71	24	31	0	2	9	0	702	750.9	342	0	20	11	9	3	0	8	1	394	408.6
18:00	138	1	12	2	10	0	0	2	0	165	177.8	69	0	6	1	2	1	0	0	0	79	83.1
18:15	113	0	14	2	2	0	0	1	1	133	135.2	36	0	2	1	3	1	0	0	2	45	48.8
18:30	102	0	12	5	2	0	0	3	0	124	127.3	35	0	2	0	3	0	0	0	2	42	44.3
18:45	85	0	12	4	3	0	0	1	0	105	110.3	29	0	2	1	3	1	0	0	0	36	41.4
H/Total	438	1	50	13	17	0	0	7	1	527	550.6	169	0	12	3	11	3	0	0	4	202	217.6
Total	5539	4	915	226	350	5	18	98	3	7158	7687.8	1860	0	386	178	145	37	3	23	6	2638	2936.9

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A446 Lichfield Road/ Gorse Lane**
 Date: **09 September 2014, Tuesday**



Time	B - B											B - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	32	0	4	3	5	0	0	0	0	44	52
07:15	0	0	0	0	0	0	0	0	0	0	0	12	0	2	8	3	0	0	0	0	25	32.9
07:30	0	0	0	0	0	0	0	0	0	0	0	19	0	3	6	2	0	0	0	0	30	35.6
07:45	0	0	0	0	0	0	0	0	0	0	0	17	0	5	6	1	0	0	0	0	29	33.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	80	0	14	23	11	0	0	0	0	128	153.8
08:00	0	0	0	0	0	0	0	0	0	0	0	13	0	5	7	6	0	0	0	0	31	42.3
08:15	0	0	0	0	0	0	0	0	0	0	0	9	0	6	4	1	0	0	0	0	20	23.3
08:30	0	0	0	0	0	0	0	0	0	0	0	13	0	3	4	5	0	0	0	0	25	33.5
08:45	0	0	0	0	0	0	0	0	0	0	0	6	0	3	4	3	0	0	0	0	16	21.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	41	0	17	19	15	0	0	0	0	92	121
09:00	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	4	0	0	0	0	16	21.7
09:15	0	0	0	0	0	0	0	0	0	0	0	25	0	3	3	5	0	0	0	0	36	44
09:30	0	0	0	0	0	0	0	0	0	0	0	17	0	8	7	3	1	0	0	0	36	44.4
09:45	0	0	0	0	0	0	0	0	0	0	0	15	0	5	5	4	0	0	0	0	29	36.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	66	0	18	16	16	1	0	0	0	117	146.8
10:00	0	0	0	0	0	0	0	0	0	0	0	16	0	4	0	2	0	0	0	0	22	24.6
10:15	0	0	0	0	0	0	0	0	0	0	0	10	0	6	3	0	0	0	0	0	19	20.5
10:30	0	0	0	0	0	0	0	0	0	0	0	10	0	7	3	2	0	0	0	0	22	26.1
10:45	0	0	0	0	0	0	0	0	0	0	0	12	0	5	2	4	0	0	0	0	23	29.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	48	0	22	8	8	0	0	0	0	86	100.4
11:00	0	0	0	0	0	0	0	0	0	0	0	13	0	4	4	3	0	0	0	0	24	29.9
11:15	0	0	0	0	0	0	0	0	0	0	0	16	0	7	6	1	0	0	0	0	30	34.3
11:30	0	0	0	0	0	0	0	0	0	0	0	17	0	3	1	3	0	0	0	0	24	28.4
11:45	0	0	0	0	0	0	0	0	0	0	0	17	0	4	4	3	0	0	0	0	28	33.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	63	0	18	15	10	0	0	0	0	106	126.5
12:00	0	0	0	0	0	0	0	0	0	0	0	22	0	6	1	3	0	1	0	0	33	38.4
12:15	0	0	0	0	0	0	0	0	0	0	0	20	0	6	7	3	0	0	0	0	36	43.4
12:30	0	0	0	0	0	0	0	0	0	0	0	18	0	6	4	3	0	0	0	0	31	36.9
12:45	0	0	0	0	0	0	0	0	0	0	0	18	0	4	5	6	0	0	1	0	34	43.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	78	0	22	17	15	0	1	1	0	134	162.4
13:00	0	0	0	0	0	0	0	0	0	0	0	25	0	1	5	3	0	0	1	0	35	40.8
13:15	0	0	0	0	0	0	0	0	0	0	0	18	0	1	3	2	0	1	0	0	25	30.1
13:30	0	0	0	0	0	0	0	0	0	0	0	24	0	4	5	3	0	0	0	0	36	42.4
13:45	0	0	0	0	0	0	0	0	0	0	0	15	0	6	2	8	0	0	0	0	31	42.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	82	0	12	15	16	0	1	1	0	127	155.7
14:00	0	0	0	0	0	0	0	0	0	0	0	27	0	7	6	3	0	0	1	0	44	50.3
14:15	0	0	0	0	0	0	0	0	0	0	0	14	0	3	4	1	0	0	0	0	22	25.3
14:30	0	0	0	0	0	0	0	0	0	0	0	20	0	3	2	0	0	0	0	0	25	26
14:45	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	4	0	0	0	0	25	30.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	81	0	14	12	8	0	0	1	0	116	131.8
15:00	0	0	0	0	0	0	0	0	0	0	0	79	0	5	3	2	0	0	1	0	90	93.5
15:15	0	0	0	0	0	0	0	0	0	0	0	23	0	5	2	3	0	0	0	0	33	37.9
15:30	0	0	0	0	0	0	0	0	0	0	0	20	0	6	3	2	0	0	0	0	31	35.1
15:45	0	0	0	0	0	0	0	0	0	0	0	26	0	3	1	5	0	0	0	0	35	42
H/Total	0	0	0	0	0	0	0	0	0	0	0	148	0	19	9	12	0	0	1	0	189	208.5
16:00	0	0	0	0	0	0	0	0	0	0	0	56	0	6	1	2	0	0	1	0	66	68.5
16:15	0	0	0	0	0	0	0	0	0	0	0	31	0	4	3	1	0	0	1	0	40	42.2
16:30	0	0	0	0	0	0	0	0	0	0	0	39	0	5	2	4	0	0	1	1	52	56.8
16:45	0	0	0	0	0	0	0	0	0	0	0	43	0	2	0	4	0	0	0	0	49	54.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	169	0	17	6	11	0	0	3	1	207	221.7
17:00	0	0	0	0	0	0	0	0	0	0	0	71	0	4	0	1	0	0	1	0	77	77.7
17:15	0	0	0	0	0	0	0	0	0	0	0	56	0	2	2	1	0	0	0	0	61	63.3
17:30	0	0	0	0	0	0	0	0	0	0	0	64	0	2	3	1	0	0	0	0	70	72.8
17:45	0	0	0	0	0	0	0	0	0	0	0	35	0	2	1	1	0	0	0	0	39	40.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	226	0	10	6	4	0	0	1	0	247	254.6
18:00	0	0	0	0	0	0	0	0	0	0	0	49	0	2	1	2	0	0	1	0	55	57.5
18:15	0	0	0	0	0	0	0	0	0	0	0	25	0	1	0	0	0	0	1	0	27	26.4
18:30	0	0	0	0	0	0	0	0	0	0	0	18	0	1	1	2	0	0	0	0	22	25.1
18:45	0	0	0	0	0	0	0	0	0	0	0	14	0	1	1	0	0	0	0	0	16	16.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	106	0	5	3	4	0	0	2	0	120	125.5
Total	0	0	0	0	0	0	0	0	0	0	0	1188	0	188	149	130	1	2	10	1	1669	1908.7

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A446 Lichfield Road/ Gorse Lane**
 Date: **09 September 2014, Tuesday**



Time	C - A											C - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	69	0	13	2	10	0	0	0	0	94	108	36	0	5	1	4	0	0	0	0	46	51.7
07:15	86	0	16	6	4	0	0	0	0	112	120.2	42	0	9	3	1	0	0	0	0	55	57.8
07:30	113	0	33	9	7	0	1	1	0	164	178	42	0	4	2	1	0	0	0	0	49	51.3
07:45	132	0	13	3	0	0	0	2	0	150	150.3	49	0	9	2	4	0	0	0	0	64	70.2
H/Total	400	0	75	20	21	0	1	3	0	520	556.5	169	0	27	8	10	0	0	0	0	214	231
08:00	115	0	14	3	9	0	0	1	1	143	154.8	61	0	11	3	4	0	0	0	0	79	85.7
08:15	102	0	20	4	15	1	1	2	0	145	167.3	60	0	4	0	2	1	0	0	0	67	70.6
08:30	116	0	15	6	12	0	0	0	0	149	167.6	58	0	6	2	7	0	0	0	0	73	83.1
08:45	113	0	21	7	5	0	0	0	0	146	156	86	0	6	3	4	0	0	1	0	100	106.1
H/Total	446	0	70	20	41	1	1	3	1	583	645.7	265	0	27	8	17	1	0	1	0	319	345.5
09:00	89	0	13	9	8	0	0	0	0	119	133.9	52	0	5	4	1	0	0	1	0	63	65.7
09:15	89	0	24	10	10	0	0	0	0	133	151	21	0	9	3	2	0	0	0	0	35	39.1
09:30	83	0	19	3	4	0	0	1	0	110	116.1	37	0	4	5	1	0	0	1	0	48	51.2
09:45	76	0	17	2	11	1	1	1	0	109	125.7	22	0	4	1	3	0	0	0	0	30	34.4
H/Total	337	0	73	24	33	1	1	2	0	471	526.7	132	0	22	13	7	0	0	2	0	176	190.4
10:00	66	0	12	5	14	0	0	1	0	98	118.1	18	0	8	5	1	0	0	0	0	32	35.8
10:15	60	0	19	9	10	0	0	2	0	100	116.3	15	0	5	5	2	0	0	0	0	27	32.1
10:30	81	0	17	4	12	0	0	0	0	114	131.6	14	0	3	5	6	0	0	0	0	28	38.3
10:45	45	0	29	5	8	1	0	0	0	88	101.9	18	0	8	4	4	0	0	0	0	34	41.2
H/Total	252	0	77	23	44	1	0	3	0	400	467.9	65	0	24	19	13	0	0	0	0	121	147.4
11:00	66	0	13	10	8	0	0	1	0	98	112.8	9	0	4	3	1	0	0	0	0	17	19.8
11:15	75	0	20	2	11	0	0	1	0	109	123.7	10	0	4	4	2	0	0	0	0	20	24.6
11:30	86	0	20	7	6	1	0	2	0	122	133.1	10	0	9	6	5	0	0	0	0	30	39.5
11:45	74	0	20	10	7	0	0	3	0	114	126.3	13	0	4	7	4	0	1	0	1	30	38.9
H/Total	301	0	73	29	32	1	0	7	0	443	495.9	42	0	21	20	12	0	1	0	1	97	122.8
12:00	80	0	18	7	4	0	0	0	0	109	117.7	12	0	5	7	1	0	0	0	0	25	29.8
12:15	69	0	13	4	10	0	0	3	0	99	112.2	21	0	3	1	3	0	0	0	0	28	32.4
12:30	89	0	10	4	11	1	0	1	0	116	132.7	12	0	4	2	1	0	0	1	0	20	21.7
12:45	107	0	14	6	11	0	1	2	0	141	158.1	19	0	2	5	3	0	0	0	0	29	35.4
H/Total	345	0	55	21	36	1	1	6	0	465	520.7	64	0	14	15	8	0	0	1	0	102	119.3
13:00	103	0	12	7	9	1	1	0	0	133	150.2	25	0	6	5	4	0	1	1	0	42	50.1
13:15	104	0	20	4	9	0	0	4	0	141	152.3	28	0	2	4	3	0	0	1	0	38	43.3
13:30	102	0	19	0	6	1	0	3	0	131	138	30	0	8	4	1	0	0	1	0	44	46.7
13:45	108	0	25	2	5	0	1	2	0	143	150.3	41	0	9	9	3	0	0	0	0	62	70.4
H/Total	417	0	76	13	29	2	2	9	0	548	590.8	124	0	25	22	11	0	1	3	0	186	210.5
14:00	85	0	24	7	12	0	1	0	0	129	149.1	28	0	2	5	6	0	0	0	0	41	51.3
14:15	101	0	19	8	10	1	1	0	0	140	159	23	0	7	6	3	0	0	0	0	39	45.9
14:30	107	0	23	2	8	0	1	1	0	142	153.8	33	0	3	4	3	0	0	1	0	44	49.3
14:45	96	0	24	6	7	0	0	2	0	135	145.9	21	0	4	6	5	0	0	0	0	36	45.5
H/Total	389	0	90	23	37	1	3	3	0	546	607.8	105	0	16	21	17	0	0	1	0	160	192
15:00	109	0	23	6	7	0	0	4	0	149	158.7	20	0	4	7	3	0	0	0	0	34	41.4
15:15	84	0	23	2	10	1	0	5	0	125	137	20	0	8	6	4	0	0	0	0	38	46.2
15:30	99	0	20	1	7	0	0	0	2	129	137	21	0	1	5	6	0	0	0	0	33	43.3
15:45	132	0	15	2	17	0	0	5	0	171	191.1	18	0	4	8	3	0	0	0	0	33	40.9
H/Total	424	0	81	11	41	1	0	14	2	574	623.8	79	0	17	26	16	0	0	0	0	138	171.8
16:00	148	0	28	10	10	0	1	2	0	199	216.8	11	0	5	3	3	0	0	1	0	23	27.8
16:15	181	0	26	3	5	1	0	3	0	219	226.2	15	0	6	9	6	0	0	0	0	36	48.3
16:30	158	0	27	5	6	0	0	4	0	200	207.9	19	0	4	7	2	0	0	1	0	33	38.5
16:45	168	0	19	5	4	0	0	1	0	197	204.1	15	0	3	6	5	0	0	0	0	29	38.5
H/Total	655	0	100	23	25	1	1	10	0	815	855	60	0	18	25	16	0	0	2	0	121	153.1
17:00	178	0	13	5	4	0	0	4	0	204	209.3	12	0	2	8	2	0	0	1	0	25	31
17:15	138	0	13	4	5	1	0	5	0	166	172.5	14	1	0	4	4	0	0	1	0	24	30.6
17:30	165	0	13	3	3	0	0	7	0	191	192.2	5	0	3	3	6	0	0	0	0	17	26.3
17:45	160	1	18	4	1	0	0	7	0	191	190.1	10	0	1	3	3	0	0	2	0	19	23.2
H/Total	641	1	57	16	13	1	0	23	0	752	764.1	41	1	6	18	15	0	0	4	0	85	111.1
18:00	201	0	11	3	2	0	0	11	0	228	225.5	9	0	1	0	1	0	0	0	0	11	12.3
18:15	161	0	12	4	6	0	0	13	0	196	198	8	0	2	2	1	0	0	1	0	14	15.7
18:30	115	0	11	2	2	0	0	13	0	143	138.8	11	0	1	0	3	0	0	0	0	15	18.9
18:45	118	0	12	5	3	0	0	13	0	151	149.6	4	0	1	0	1	0	0	0	0	6	7.3
H/Total	595	0	46	14	13	0	0	50	0	718	711.9	32	0	5	2	6	0	0	1	0	46	54.2
Total	5202	1	873	237	365	11	10	133	3	6835	7366.8	1178	1	222	197	148	1	2	15	1	1765	2049.1

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **6**
 Location: **A446 Lichfield Road/ Gorse Lane**
 Date: **09 September 2014, Tuesday**



Time	C - C									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1	1
08:45	0	0	1	0	0	0	0	0	0	1	1
H/Total	1	0	1	0	0	0	0	0	0	2	2
09:00	1	0	0	0	0	0	0	0	0	1	1
09:15	3	0	0	0	0	0	0	0	0	3	3
09:30	1	0	0	0	0	0	0	0	0	1	1
09:45	4	0	0	0	0	0	0	0	0	4	4
H/Total	9	0	0	0	0	0	0	0	0	9	9
10:00	2	0	0	0	0	0	0	0	0	2	2
10:15	1	0	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	4	0	0	0	0	0	0	0	0	4	4
11:00	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	1	1
11:30	0	0	1	0	0	0	0	0	0	1	1
11:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	2	0	1	0	0	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1	1
12:30	1	0	1	0	0	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	1	0	0	0	0	0	0	3	3
13:00	1	0	0	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	0	0	1	1
13:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	3	0	0	0	0	0	0	0	0	3	3
14:00	0	0	1	0	0	0	0	0	0	1	1
14:15	2	0	2	0	0	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	3	0	3	0	0	0	0	0	0	6	6
15:00	1	0	0	0	0	0	0	0	0	1	1
15:15	3	0	0	0	0	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	5	0	0	0	0	0	0	0	0	5	5
16:00	1	0	0	0	0	0	0	0	0	1	1
16:15	3	0	0	0	0	0	0	0	0	3	3
16:30	1	0	0	0	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	6	0	0	0	0	0	0	0	0	6	6
17:00	4	0	0	0	0	0	0	0	0	4	4
17:15	1	0	0	0	0	0	0	0	0	1	1
17:30	3	0	0	0	0	0	0	0	0	3	3
17:45	4	0	3	0	0	0	0	0	0	7	7
H/Total	12	0	3	0	0	0	0	0	0	15	15
18:00	0	0	0	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	0	0	3	3
18:30	1	0	0	0	0	0	0	0	0	1	1
18:45	4	0	0	0	0	0	0	0	0	4	4
H/Total	8	0	0	0	0	0	0	0	0	8	8
Total	55	0	9	0	0	0	0	0	0	64	64



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A446/B4117 Watton Ln**
 Date: **09 September 2014, Tuesday**



Time	A - C											B - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	4	0	0	0	0	0	0	0	0	4	4	90	0	17	3	11	0	0	0	0	121	136.8
07:15	1	0	1	0	0	0	0	0	0	2	2	96	0	17	12	8	0	0	0	0	133	149.4
07:30	0	0	1	0	0	0	0	0	0	1	1	125	0	36	19	10	0	1	1	0	192	214.9
07:45	1	0	0	0	0	0	0	0	0	1	1	133	0	19	6	2	0	0	2	0	162	166.4
H/Total	6	0	2	0	0	0	0	0	0	8	8	444	0	89	40	31	0	1	3	0	608	667.5
08:00	2	0	0	1	0	0	0	0	0	3	3.5	116	0	23	5	11	0	0	1	1	157	172.4
08:15	2	0	1	0	0	0	0	0	0	3	3	112	0	28	11	17	1	1	3	0	173	200.8
08:30	8	0	2	0	0	0	0	0	0	10	10	137	0	16	6	18	0	0	0	0	177	203.4
08:45	3	0	0	0	0	0	0	0	0	3	3	135	0	22	10	6	0	0	0	0	173	185.8
H/Total	15	0	3	1	0	0	0	0	0	19	19.5	500	0	89	32	52	1	1	4	1	680	762.4
09:00	2	0	2	0	0	0	0	0	0	4	4	97	0	20	16	10	0	0	0	0	143	164
09:15	0	0	3	0	0	0	0	0	0	3	3	101	0	31	18	15	0	0	0	0	165	193.5
09:30	3	0	1	0	0	0	0	0	0	4	4	94	0	19	6	7	0	0	1	0	127	138.5
09:45	5	0	1	1	0	0	0	0	0	7	7.5	78	0	22	2	13	1	1	1	0	118	137.3
H/Total	10	0	7	1	0	0	0	0	0	18	18.5	370	0	92	42	45	1	1	2	0	553	633.3
10:00	2	0	1	0	0	0	0	0	0	3	3	71	0	23	10	16	0	0	1	0	121	146.2
10:15	3	0	1	0	0	0	0	0	0	4	4	71	0	29	12	12	0	0	2	0	126	146.4
10:30	5	0	1	0	0	0	0	0	0	6	6	78	0	24	11	15	0	0	0	0	128	153
10:45	6	0	1	0	0	0	0	0	0	7	7	62	0	38	12	9	0	0	1	0	122	139.1
H/Total	16	0	4	0	0	0	0	0	0	20	20	282	0	114	45	52	0	0	4	0	497	584.7
11:00	2	0	1	0	0	0	0	0	0	3	3	69	0	18	13	13	0	0	1	0	114	136.8
11:15	5	0	1	0	0	0	0	0	1	7	6.2	76	0	28	6	12	0	0	1	0	123	141
11:30	6	0	2	0	0	0	0	0	0	8	8	87	0	23	9	10	1	0	2	0	132	149.3
11:45	4	0	0	0	0	0	0	0	0	4	4	96	0	29	13	10	0	0	3	0	151	168.7
H/Total	17	0	4	0	0	0	0	0	1	22	21.2	328	0	98	41	45	1	0	7	0	520	595.8
12:00	0	0	0	0	0	0	0	0	0	0	0	91	0	24	11	5	0	0	0	0	131	143
12:15	6	0	1	1	0	0	0	0	0	8	8.5	83	0	23	6	13	0	0	3	0	128	146.1
12:30	10	0	1	0	0	0	0	0	0	11	11	93	0	15	8	14	1	0	1	0	132	154.6
12:45	5	0	1	0	0	0	0	0	0	6	6	103	0	19	11	14	0	1	2	0	150	173.5
H/Total	21	0	3	1	0	0	0	0	0	25	25.5	370	0	81	36	46	1	1	6	0	541	617.2
13:00	6	0	1	0	0	0	0	0	0	7	7	117	0	15	10	15	1	1	0	0	159	185.5
13:15	6	0	3	0	0	0	0	0	0	9	9	126	0	24	7	13	0	0	4	0	174	192
13:30	7	0	3	0	0	0	0	0	0	10	10	124	0	28	7	9	1	0	3	0	172	186.4
13:45	3	0	0	0	1	0	0	0	0	4	5.3	125	0	32	3	8	0	1	3	0	172	183.1
H/Total	22	0	7	0	1	0	0	0	0	30	31.3	492	0	99	27	45	2	2	10	0	677	747
14:00	6	0	2	1	0	0	0	0	0	9	9.5	112	0	32	9	16	0	0	0	0	169	194.3
14:15	2	0	2	0	0	0	0	1	0	5	4.4	114	0	26	10	15	0	1	1	0	167	191.9
14:30	5	0	1	0	0	0	0	0	0	6	6	119	0	34	7	10	1	1	1	0	173	190.9
14:45	10	0	0	0	0	0	0	0	0	10	10	120	0	32	7	13	0	1	2	0	175	195.2
H/Total	23	0	5	1	0	0	0	1	0	30	29.9	465	0	124	33	54	1	3	4	0	684	772.3
15:00	8	0	0	0	0	0	0	0	0	8	8	158	0	27	11	11	0	0	4	0	211	228.4
15:15	4	0	2	0	0	0	0	0	0	6	6	106	0	30	7	12	1	0	6	0	162	178.5
15:30	6	0	0	0	0	1	0	0	0	7	8	119	0	25	8	9	1	0	0	1	163	178.9
15:45	7	0	2	0	0	0	0	0	0	9	9	144	0	25	6	19	0	0	5	0	199	223.7
H/Total	25	0	4	0	0	1	0	0	0	30	31	527	0	107	32	51	2	0	15	1	735	809.5
16:00	7	0	1	0	0	0	0	0	0	8	8	236	0	29	11	14	0	1	4	0	295	317.3
16:15	8	0	0	0	0	0	0	0	0	8	8	208	0	31	3	11	1	0	5	0	259	272.8
16:30	9	0	2	0	0	0	0	0	0	11	11	204	0	29	7	8	0	0	4	0	252	263.5
16:45	12	0	1	0	0	0	0	1	0	14	13.4	208	0	34	6	7	0	0	0	0	255	267.1
H/Total	36	0	4	0	0	0	0	1	0	41	40.4	856	0	123	27	40	1	1	13	0	1061	1120.7
17:00	25	0	1	0	0	0	0	0	0	26	26	232	0	14	10	6	0	0	8	0	270	278
17:15	26	0	4	0	0	0	0	1	0	31	30.4	193	0	14	4	8	1	0	6	0	226	235.8
17:30	16	0	2	0	0	0	0	1	0	19	18.4	204	0	14	9	5	0	0	8	0	240	246.2
17:45	10	0	0	0	0	0	0	1	0	11	10.4	217	1	20	7	2	0	0	8	0	255	256.3
H/Total	77	0	7	0	0	0	0	3	0	87	85.2	846	1	62	30	21	1	0	30	0	991	1016.3
18:00	5	0	2	0	0	0	0	0	0	7	7	225	0	14	5	4	0	0	11	0	259	260.1
18:15	10	0	3	0	0	0	0	0	0	13	13	197	0	13	5	10	0	0	12	0	237	245.3
18:30	8	0	1	0	0	0	0	0	0	9	9	135	0	10	2	5	0	0	13	0	165	164.7
18:45	7	0	0	0	0	0	0	0	0	7	7	120	0	14	7	6	1	0	13	0	161	165.5
H/Total	30	0	6	0	0	0	0	0	0	36	36	677	0	51	19	25	1	0	49	0	822	835.6
Total	298	0	56	4	1	1	0	5	1	366	366.5	6157	1	1129	404	507	12	10	147	2	8369	9162.3

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A446/B4117 Watton Ln**
 Date: **09 September 2014, Tuesday**



Time	B - B											B - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	23	0	4	1	0	1	0	0	0	29	30.5
07:15	0	0	0	0	0	0	0	0	0	0	0	12	0	5	1	0	1	0	0	0	19	20.5
07:30	0	0	0	0	0	0	0	0	0	0	0	14	0	5	1	0	2	1	0	0	23	26.5
07:45	0	0	0	0	0	0	0	0	0	0	0	23	0	1	1	0	1	1	0	0	27	29.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	72	0	15	4	0	5	2	0	0	98	107
08:00	0	0	0	0	0	0	0	0	0	0	0	17	0	2	1	0	0	0	0	0	20	20.5
08:15	0	0	0	0	0	0	0	0	0	0	0	17	0	6	0	1	0	0	0	0	24	25.3
08:30	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	0	1	0	0	0	24	25
08:45	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	9	9
H/Total	0	0	0	0	0	0	0	0	0	0	0	63	0	11	1	1	1	0	0	0	77	79.8
09:00	0	0	0	0	0	0	0	0	0	0	0	13	0	4	1	0	1	0	0	0	19	20.5
09:15	0	0	0	0	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	0	16	16
09:30	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	2	0	0	0	12	14
09:45	0	0	0	0	0	0	0	0	0	0	0	15	0	2	1	0	2	0	0	0	20	22.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	45	0	15	2	0	5	0	0	0	67	73
10:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	10
10:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9	9
10:30	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	2	0	0	0	12	14
10:45	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	1	0	0	0	1	14	14.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	36	0	5	0	1	2	0	0	1	45	47.5
11:00	0	0	0	0	0	0	0	0	0	0	0	10	0	4	2	0	1	0	0	0	17	19
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	6	6
11:30	0	0	0	0	0	0	0	0	0	0	0	13	0	2	0	0	2	0	1	0	18	19.4
11:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	8
H/Total	0	0	0	0	0	0	0	0	0	0	0	35	0	8	2	0	3	0	1	0	49	52.4
12:00	0	0	0	0	0	0	0	0	0	0	0	17	0	4	0	0	1	0	0	0	22	23
12:15	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	0	0	14	14
12:30	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	2	0	1	0	17	18.4
12:45	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	1	0	0	0	23	24
H/Total	0	0	0	0	0	0	0	0	0	0	0	65	0	6	0	0	4	0	1	0	76	79.4
13:00	0	0	0	0	0	0	0	0	0	0	0	22	0	3	0	0	0	0	0	0	25	25
13:15	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	9	9
13:30	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	2	0	0	0	13	15
13:45	0	0	0	0	0	0	0	0	0	0	0	14	0	4	0	0	0	0	0	0	18	18
H/Total	0	0	0	0	0	0	0	0	0	0	0	51	0	12	0	0	2	0	0	0	65	67
14:00	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	0	1	1	0	0	27	29
14:15	0	0	0	0	0	0	0	0	0	0	0	11	0	2	1	0	0	0	0	0	14	14.5
14:30	0	0	0	0	0	0	0	0	0	0	0	20	0	3	0	0	2	0	0	0	25	27
14:45	0	0	0	0	0	0	0	0	0	0	0	24	0	4	0	0	0	0	0	0	28	28
H/Total	0	0	0	0	0	0	0	0	0	0	0	79	0	10	1	0	3	1	0	0	94	98.5
15:00	0	0	0	0	0	0	0	0	0	0	0	29	0	6	0	0	1	0	1	0	37	37.4
15:15	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	0	0	0	12	12
15:30	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	1	1	0	0	1	19	20.5
15:45	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	1	0	0	0	19	20
H/Total	0	0	0	0	0	0	0	0	0	0	0	69	0	12	0	1	3	0	1	1	87	89.9
16:00	0	0	0	0	0	0	0	0	0	0	0	45	0	4	0	0	1	0	1	0	51	51.4
16:15	0	0	0	0	0	0	0	0	0	0	0	29	0	3	0	0	0	0	1	0	33	32.4
16:30	0	0	0	0	0	0	0	0	0	0	0	32	0	5	1	0	0	0	1	0	39	38.9
16:45	0	0	0	0	0	0	0	0	0	0	0	20	0	3	0	0	1	0	1	0	25	25.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	126	0	15	1	0	2	0	4	0	148	148.1
17:00	0	0	0	0	0	0	0	0	0	0	0	46	0	5	0	0	0	0	3	0	54	52.2
17:15	0	0	0	0	0	0	0	0	0	0	0	33	0	2	0	0	1	0	0	0	36	37
17:30	0	0	0	0	0	0	0	0	0	0	0	49	0	2	0	0	1	0	0	0	52	53
17:45	0	0	0	0	0	0	0	0	0	0	0	29	0	4	0	0	1	0	0	0	34	35
H/Total	0	0	0	0	0	0	0	0	0	0	0	157	0	13	0	0	3	0	3	0	176	177.2
18:00	0	0	0	0	0	0	0	0	0	0	0	41	0	4	0	0	1	0	0	0	46	47
18:15	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	1	0	1	2	26	24.8
18:30	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	0	2	0	20	18.4
18:45	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	1	0	0	0	28	29
H/Total	0	0	0	0	0	0	0	0	0	0	0	104	0	8	0	0	3	0	1	4	120	119.2
Total	0	0	0	0	0	0	0	0	0	0	0	902	0	130	11	3	36	3	11	6	1102	1139

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A446/B4117 Watton Ln**
 Date: **09 September 2014, Tuesday**



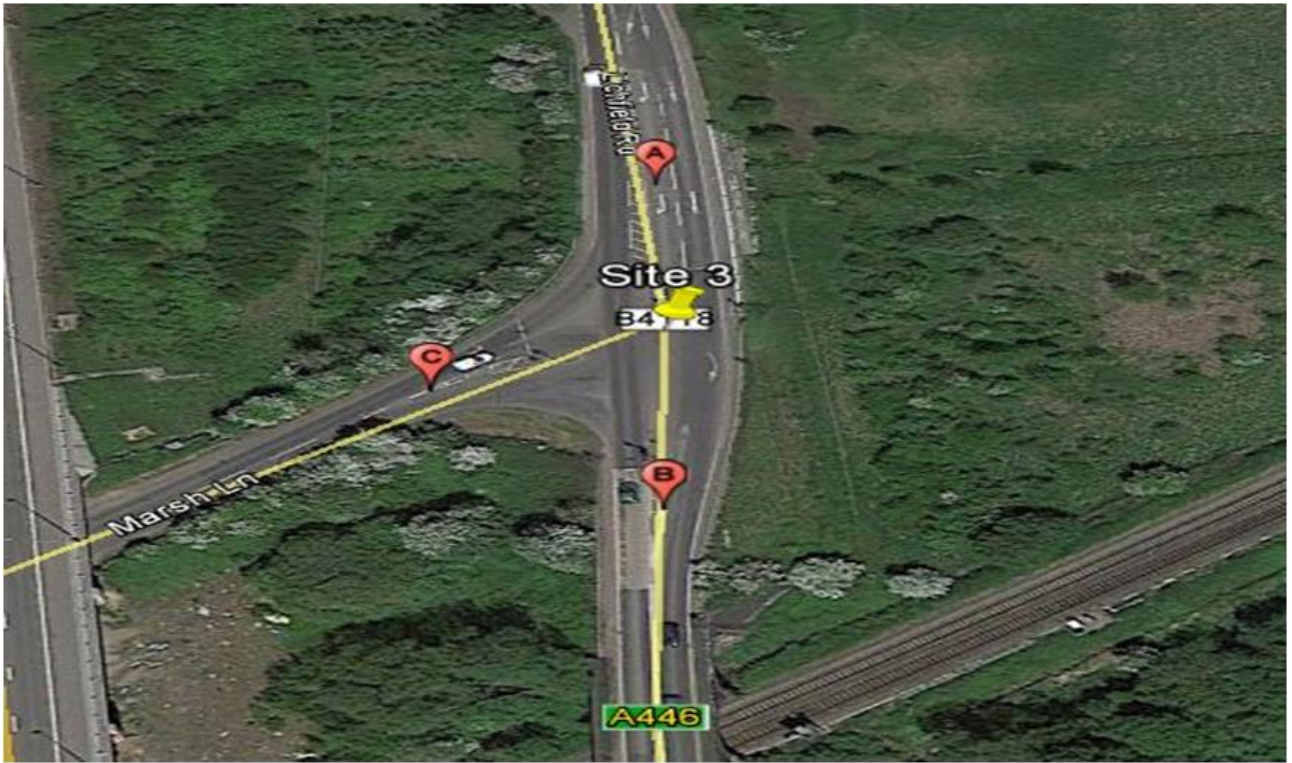
Time	C - A											C - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3	0	0	0	0	0	0	0	0	3	3	20	0	3	0	0	2	0	1	2	28	27.8
07:15	4	0	1	0	0	0	0	0	0	5	5	23	0	4	1	0	1	0	0	0	29	30.5
07:30	6	0	1	1	0	0	0	0	0	8	8.5	31	0	2	0	0	0	0	0	2	35	33.4
07:45	10	0	1	1	0	0	0	0	0	12	12.5	39	0	7	0	0	1	0	0	2	49	48.4
H/Total	23	0	3	2	0	0	0	0	0	28	29	113	0	16	1	0	4	0	1	6	141	140.1
08:00	12	0	0	3	0	0	0	0	0	15	16.5	29	0	3	0	0	1	2	0	2	37	38.4
08:15	4	0	1	0	0	0	1	0	0	6	7	36	0	1	0	0	1	1	0	1	40	41.2
08:30	7	0	2	0	0	0	0	0	0	9	9	39	0	3	0	0	1	0	0	0	43	44
08:45	2	0	2	0	1	0	0	0	0	5	6.3	42	0	6	0	0	1	0	0	0	49	50
H/Total	25	0	5	3	1	1	0	0	0	35	38.8	146	0	13	0	0	4	3	0	3	169	173.6
09:00	5	0	0	0	0	0	0	0	0	5	5	30	0	3	0	0	2	0	2	1	38	38
09:15	8	0	0	0	0	0	0	0	1	9	8.2	19	0	5	0	0	1	0	0	1	26	26.2
09:30	5	0	0	1	0	0	0	0	0	6	6.5	12	0	8	0	0	0	0	0	0	20	20
09:45	4	0	1	0	0	0	0	0	0	5	5	18	0	0	0	0	0	0	0	2	20	18.4
H/Total	22	0	1	1	0	0	0	0	1	25	24.7	79	0	16	0	0	3	0	2	4	104	102.6
10:00	5	0	1	1	0	0	0	0	1	8	7.7	15	0	1	1	0	1	0	0	0	18	19.5
10:15	4	0	0	0	0	0	0	0	0	4	4	16	0	5	2	0	0	0	0	0	23	24
10:30	11	0	0	0	0	0	0	0	0	11	11	9	0	5	0	0	1	0	2	2	19	17.2
10:45	8	0	0	0	1	0	0	0	0	9	10.3	14	0	2	0	0	1	0	0	0	17	18
H/Total	28	0	1	1	1	0	0	0	1	32	33	54	0	13	3	0	3	0	2	2	77	78.7
11:00	4	0	3	0	0	0	0	0	0	7	7	15	0	3	0	0	1	0	1	1	21	20.6
11:15	4	0	1	0	0	0	0	0	0	5	5	14	0	4	0	0	0	0	0	0	18	18
11:30	8	0	1	0	0	0	0	0	0	9	9	14	0	4	1	0	1	0	0	1	21	21.7
11:45	5	0	0	0	0	0	0	0	0	5	5	6	0	1	1	0	1	0	1	0	10	10.9
H/Total	21	0	5	0	0	0	0	0	0	26	26	49	0	12	2	0	3	0	2	2	70	71.2
12:00	4	0	3	0	0	0	0	0	0	7	7	11	0	2	0	0	1	0	0	0	14	15
12:15	0	0	2	1	0	0	0	0	0	3	3.5	8	0	3	0	0	0	0	0	1	12	11.2
12:30	8	0	1	0	0	0	0	0	0	9	9	18	0	1	0	0	1	0	0	1	21	21.2
12:45	6	0	3	0	0	0	0	1	1	11	9.6	16	0	6	0	0	1	0	1	0	24	24.4
H/Total	18	0	9	1	0	0	0	1	1	30	29.1	53	0	12	0	0	3	0	1	2	71	71.8
13:00	9	0	0	0	0	0	0	0	0	9	9	13	0	1	0	0	1	0	0	3	18	16.6
13:15	6	0	3	0	0	0	0	0	0	9	9	14	0	1	0	0	0	0	0	1	16	15.2
13:30	6	0	0	0	0	0	0	0	1	7	6.4	22	0	0	1	0	1	0	0	0	24	25.5
13:45	8	0	3	0	0	0	0	0	0	11	11	16	0	1	0	0	1	0	0	0	18	19
H/Total	29	0	6	0	0	0	0	1	0	36	35.4	65	0	3	1	0	3	0	0	4	76	76.3
14:00	6	0	0	0	1	0	0	1	0	8	8.7	12	0	4	0	0	1	0	0	0	17	18
14:15	4	0	0	0	0	0	0	0	0	4	4	20	0	4	0	0	1	0	1	0	26	26.4
14:30	4	0	0	0	0	0	0	0	0	4	4	26	0	4	1	0	0	0	0	0	31	31.5
14:45	4	1	1	1	0	0	0	0	0	7	7.5	28	0	2	1	0	0	0	1	0	32	31.9
H/Total	18	1	1	1	1	0	0	1	0	23	24.2	86	0	14	2	0	2	0	2	0	106	107.8
15:00	5	0	1	0	0	0	0	0	0	6	6	13	0	3	0	0	2	0	0	2	20	20.4
15:15	8	0	3	0	0	0	0	0	0	11	11	18	0	5	1	0	1	0	1	3	29	27.5
15:30	3	0	1	1	1	0	0	0	0	6	7.8	27	0	3	0	0	1	0	0	0	31	32
15:45	5	0	2	0	0	0	0	0	0	7	7	17	0	4	0	0	0	1	0	0	22	23
H/Total	21	0	7	1	1	0	0	0	0	30	31.8	75	0	15	1	0	4	1	1	5	102	102.9
16:00	5	0	1	0	0	0	0	0	0	6	6	19	0	2	1	0	0	0	0	0	22	22.5
16:15	6	0	3	0	0	0	0	0	0	9	9	16	0	2	0	0	3	0	0	1	22	24.2
16:30	4	0	4	0	0	0	0	0	0	8	8	20	0	3	0	0	0	1	1	0	25	25.4
16:45	6	0	0	0	0	0	0	0	0	6	6	23	0	5	0	0	1	0	0	1	30	30.2
H/Total	21	0	8	0	0	0	0	0	0	29	29	78	0	12	1	0	4	1	1	2	99	102.3
17:00	12	0	1	0	0	0	0	0	0	13	13	20	0	3	0	0	1	0	0	1	25	25.2
17:15	24	0	4	0	1	0	0	0	0	29	30.3	19	0	1	0	0	0	0	0	0	20	20
17:30	20	0	0	0	0	0	1	0	0	21	22	14	0	3	0	0	1	0	1	1	20	19.6
17:45	22	0	3	0	0	0	0	0	0	25	25	24	0	1	0	0	1	0	0	0	26	27
H/Total	78	0	8	0	1	0	1	0	0	88	90.3	77	0	8	0	0	3	0	1	2	91	91.8
18:00	12	0	2	0	0	0	0	0	0	14	14	9	0	2	0	0	1	0	0	0	12	13
18:15	11	0	1	0	0	0	0	0	0	12	12	18	0	3	0	0	0	0	0	0	21	21
18:30	7	0	1	0	0	0	0	0	0	8	8	14	0	1	0	0	1	0	0	1	17	17.2
18:45	9	0	0	0	0	0	0	0	0	9	9	18	0	1	0	0	0	0	0	1	20	19.2
H/Total	39	0	4	0	0	0	0	0	0	43	43	59	0	7	0	0	2	0	0	2	70	70.4
Total	343	1	58	10	5	1	1	3	3	425	434.3	934	0	141	11	0	38	5	13	34	1176	1189.5

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **A446/B4117 Watton Ln**
 Date: **09 September 2014, Tuesday**



Time	C - C									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 3
 Location: Lichfield Road/Marsh Ln
 Date: 09 September 2014, Tuesday



Time	A - A										A - B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
	1	1	1	1.5	2.3	2	2	0.4	0.2											
07:00	0	0	0	0	0	0	0	0	0	0	163	0	40	4	12	0	0	2	0	221
07:15	0	0	0	0	0	0	0	0	0	0	205	0	24	6	4	0	2	0	0	241
07:30	0	0	0	0	0	0	0	0	0	0	233	0	42	7	8	0	1	0	1	292
07:45	0	0	0	0	0	0	0	0	0	0	236	0	31	4	11	1	0	4	0	287
H/Total	0	0	0	0	0	0	0	0	0	0	837	0	137	21	35	1	3	6	1	1041
08:00	0	0	0	0	0	0	0	0	0	0	248	0	27	10	9	0	0	2	0	296
08:15	0	0	0	0	0	0	0	0	0	0	259	0	25	8	8	0	0	3	0	303
08:30	0	0	0	0	0	0	0	0	0	0	239	0	27	11	3	1	0	0	0	281
08:45	0	0	0	0	0	0	0	0	0	0	259	0	37	5	9	0	0	2	0	312
H/Total	0	0	0	0	0	0	0	0	0	0	1005	0	116	34	29	1	0	7	0	1192
09:00	0	0	0	0	0	0	0	0	0	0	205	0	23	15	14	0	0	2	0	259
09:15	0	0	0	0	0	0	0	0	0	0	174	1	19	9	15	1	0	0	0	219
09:30	0	0	0	0	0	0	0	0	0	0	135	0	27	6	12	0	1	5	0	186
09:45	0	0	0	0	0	0	0	0	0	0	128	0	20	7	8	0	0	0	0	163
H/Total	0	0	0	0	0	0	0	0	0	0	642	1	89	37	49	1	1	7	0	827
10:00	0	0	0	0	0	0	0	0	0	0	130	0	18	8	8	0	0	0	0	164
10:15	0	0	0	0	0	0	0	0	0	0	97	0	21	6	12	1	0	3	0	140
10:30	0	0	0	0	0	0	0	0	0	0	98	0	25	8	11	0	0	0	0	142
10:45	0	0	0	0	0	0	0	0	0	0	98	0	25	9	14	0	0	3	0	149
H/Total	0	0	0	0	0	0	0	0	0	0	423	0	89	31	45	1	0	6	0	595
11:00	0	0	0	0	0	0	0	0	0	0	84	0	18	4	9	0	1	1	0	117
11:15	0	0	0	0	0	0	0	0	0	0	89	1	15	11	12	0	0	2	1	131
11:30	0	0	0	0	0	0	0	0	0	0	94	0	13	9	6	0	2	1	0	125
11:45	0	0	0	0	0	0	0	0	0	0	58	0	22	6	9	0	1	3	0	99
H/Total	0	0	0	0	0	0	0	0	0	0	325	1	68	30	36	0	4	7	1	472
12:00	0	0	0	0	0	0	0	0	0	0	88	0	21	7	13	1	0	2	0	132
12:15	0	0	0	0	0	0	0	0	0	0	90	0	11	6	18	0	1	0	2	128
12:30	0	0	0	0	0	0	0	0	0	0	101	1	26	10	15	1	0	2	0	156
12:45	0	0	0	0	0	0	0	0	0	0	76	0	16	6	15	0	0	3	0	116
H/Total	0	0	0	0	0	0	0	0	0	0	355	1	74	29	61	2	1	7	2	532
13:00	0	0	0	0	0	0	0	0	0	0	84	0	23	9	11	1	0	1	0	129
13:15	0	0	0	0	0	0	0	0	0	0	101	0	24	5	18	0	1	2	0	151
13:30	0	0	0	0	0	0	0	0	0	0	93	0	23	7	17	0	0	0	0	140
13:45	0	0	0	0	0	0	0	0	0	0	98	0	21	11	17	1	0	3	0	151
H/Total	0	0	0	0	0	0	0	0	0	0	376	0	91	32	63	2	1	6	0	571
14:00	0	0	0	0	0	0	0	0	0	0	153	0	27	9	4	0	1	3	0	197
14:15	0	0	0	0	0	0	0	0	0	0	107	0	28	6	11	0	1	11	0	164
14:30	0	0	0	0	0	0	0	0	0	0	91	0	18	8	7	0	1	5	0	130
14:45	0	0	0	0	0	0	0	0	0	0	101	0	24	8	12	1	1	1	0	148
H/Total	0	0	0	0	0	0	0	0	0	0	452	0	97	31	34	1	4	20	0	639
15:00	0	0	0	0	0	0	0	0	0	0	89	0	16	11	11	0	0	2	0	129
15:15	0	0	0	0	0	0	0	0	0	0	82	0	27	7	12	1	0	4	0	133
15:30	0	0	0	0	0	0	0	0	0	0	122	0	29	7	6	0	0	1	0	165
15:45	0	0	0	0	0	0	0	0	0	0	104	0	30	7	12	1	1	2	0	157
H/Total	0	0	0	0	0	0	0	0	0	0	397	0	102	32	41	2	1	9	0	584
16:00	0	0	0	0	0	0	0	0	0	0	133	0	28	5	11	0	0	0	1	178
16:15	0	0	0	0	0	0	0	0	0	0	125	0	27	10	10	0	0	0	0	172
16:30	0	0	0	0	0	0	0	0	0	0	134	0	30	11	9	0	0	1	0	185
16:45	0	0	0	0	0	0	0	0	0	0	135	0	29	10	7	1	0	3	0	185
H/Total	0	0	0	0	0	0	0	0	0	0	527	0	114	36	37	1	0	4	1	720
17:00	0	0	0	0	0	0	0	0	0	0	178	0	24	7	9	0	0	1	0	219
17:15	0	0	0	0	0	0	0	0	0	0	188	0	18	15	11	0	0	4	0	236
17:30	0	0	0	0	0	0	0	0	0	0	151	0	19	5	4	0	0	3	1	183
17:45	0	0	0	0	0	0	0	0	0	0	154	0	14	12	14	1	0	4	0	199
H/Total	0	0	0	0	0	0	0	0	0	0	671	0	75	39	38	1	0	12	1	837
18:00	0	0	0	0	0	0	0	0	0	0	138	1	19	4	8	0	0	3	0	173
18:15	0	0	0	0	0	0	0	0	0	0	108	0	13	3	5	0	0	0	0	129
18:30	0	0	0	0	0	0	0	0	0	0	119	0	12	7	4	0	0	1	0	143
18:45	0	0	0	0	0	0	0	0	0	0	89	0	13	6	4	0	0	1	0	113
H/Total	0	0	0	0	0	0	0	0	0	0	454	1	57	20	21	0	0	5	0	558
Total	0	0	0	0	0	0	0	0	0	0	6464	4	1109	372	489	13	15	96	6	8568

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Lichfield Road/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	A - C											B - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	33	0	3	0	0	1	0	0	0	37	38	87	0	15	2	12	0	0	0	0	116	132.6
07:15	38	0	2	2	2	0	0	0	0	44	47.6	82	0	20	11	7	0	0	0	0	120	134.6
07:30	37	0	4	0	0	0	0	1	0	42	41.4	127	0	33	19	9	0	1	1	0	190	211.6
07:45	43	0	6	0	0	0	0	1	0	50	49.4	133	0	25	9	4	0	0	1	0	172	181.1
H/Total	151	0	15	2	2	1	0	2	0	173	176.4	429	0	93	41	32	0	1	2	0	598	659.9
08:00	29	0	6	0	0	1	1	0	2	39	39.4	123	0	16	8	10	0	0	1	1	159	174.6
08:15	37	0	2	1	1	0	0	0	1	42	43	104	0	25	12	7	2	1	2	0	153	169.9
08:30	31	0	6	0	0	0	0	1	0	38	37.4	120	0	19	7	18	0	0	0	0	164	190.9
08:45	19	0	4	0	1	0	0	0	0	24	25.3	144	0	19	8	6	0	0	0	0	177	188.8
H/Total	116	0	18	1	2	1	1	1	3	143	145.1	491	0	79	35	41	2	1	3	1	653	724.2
09:00	32	0	7	0	1	0	0	0	0	40	41.3	91	0	19	13	12	0	0	0	0	135	157.1
09:15	14	0	4	1	0	0	0	0	0	19	19.5	104	0	29	16	13	0	0	0	1	163	187.1
09:30	20	0	2	0	1	0	0	0	0	23	24.3	93	0	18	8	8	0	0	1	0	128	141.8
09:45	13	0	1	1	0	0	0	0	0	15	15.5	83	0	17	3	13	1	1	1	0	119	138.8
H/Total	79	0	14	2	2	0	0	0	0	97	100.6	371	0	83	40	46	1	1	2	1	545	624.8
10:00	9	0	2	2	1	0	0	0	0	14	16.3	72	0	21	10	16	0	0	1	1	121	145.4
10:15	17	0	2	0	1	0	0	0	0	20	21.3	71	0	23	10	13	0	0	4	0	121	140.5
10:30	16	0	3	1	0	0	0	0	1	21	20.7	83	0	21	12	14	0	0	0	0	130	154.2
10:45	20	0	0	2	0	1	0	1	0	24	25.4	66	0	36	13	11	1	0	1	0	128	149.2
H/Total	62	0	7	5	2	1	0	1	1	79	83.7	292	0	101	45	54	1	0	6	1	500	589.3
11:00	19	0	4	0	0	0	0	0	0	23	23	74	0	19	11	15	0	0	0	0	119	144
11:15	12	0	5	1	0	0	0	0	0	18	18.5	78	0	24	5	9	0	0	0	0	116	130.2
11:30	24	0	1	0	0	0	0	0	0	25	25	86	0	22	8	11	1	0	0	0	128	147.3
11:45	9	0	1	0	0	1	0	0	0	11	12	89	0	25	13	9	0	0	1	0	137	154.6
H/Total	64	0	11	1	0	1	0	0	0	77	78.5	327	0	90	37	44	1	0	1	0	500	576.1
12:00	18	0	4	0	0	0	0	0	0	22	22	88	0	27	9	6	0	0	3	0	133	143.5
12:15	20	0	5	2	0	0	0	0	0	27	28	82	0	25	7	13	0	0	1	0	128	147.8
12:30	15	0	4	0	0	0	0	0	0	19	19	96	0	12	6	15	1	0	1	0	131	153.9
12:45	18	0	1	2	1	1	0	0	0	23	26.3	97	0	20	12	11	0	1	1	1	143	162.9
H/Total	71	0	14	4	1	1	0	0	0	91	95.3	363	0	84	34	45	1	1	6	1	535	608.1
13:00	22	0	3	1	0	0	0	0	0	26	26.5	119	0	15	7	17	1	1	1	0	161	188
13:15	12	0	3	0	1	0	0	1	0	17	17.7	121	0	24	8	12	0	0	4	0	169	186.2
13:30	25	0	3	0	1	0	0	0	0	29	30.3	127	0	23	5	12	0	0	4	0	171	186.7
13:45	30	0	4	1	3	1	0	1	2	42	45.2	123	0	30	3	9	1	1	2	0	169	183
H/Total	89	0	13	2	5	1	0	2	2	114	119.7	490	0	92	23	50	2	2	11	0	670	743.9
14:00	72	0	6	1	0	0	0	0	0	79	79.5	116	0	29	9	15	0	0	2	0	171	193.8
14:15	27	0	1	0	0	0	0	0	2	30	28.4	117	0	27	8	16	0	1	1	0	170	195.2
14:30	23	0	5	2	1	0	0	0	1	32	33.5	117	0	31	10	12	1	1	1	0	173	195
14:45	27	0	2	1	0	1	0	1	0	32	32.9	128	1	32	7	12	0	1	1	0	182	201.5
H/Total	149	0	14	4	1	1	0	1	3	173	174.3	478	1	119	34	55	1	3	5	0	696	785.5
15:00	31	0	4	1	1	0	0	1	0	38	39.2	137	0	22	11	10	0	0	4	0	184	200.1
15:15	31	0	6	1	0	0	0	0	1	39	38.7	128	0	36	6	13	1	0	3	0	187	206.1
15:30	26	0	3	2	0	0	0	1	0	32	32.4	117	0	23	7	8	1	0	1	1	158	171.5
15:45	29	0	4	0	0	0	1	1	0	35	35.4	143	0	23	5	17	0	0	4	0	192	214.2
H/Total	117	0	17	4	1	0	1	3	1	144	145.7	525	0	104	29	48	2	0	12	1	721	791.9
16:00	27	0	0	0	0	0	0	1	0	28	27.4	214	0	25	11	14	0	1	2	0	267	290.5
16:15	34	0	5	1	0	1	1	1	0	43	44.9	213	0	32	6	12	1	0	5	0	269	285.6
16:30	38	0	4	1	0	0	0	0	0	43	43.5	200	0	26	6	9	0	0	5	0	246	257.7
16:45	36	0	3	0	0	0	0	0	0	39	39	229	0	33	3	7	0	0	1	0	273	283
H/Total	135	0	12	2	0	1	1	2	0	153	154.8	856	0	116	26	42	1	1	13	0	1055	1116.8
17:00	43	0	4	0	0	0	0	2	0	49	47.8	218	0	23	11	5	0	0	7	0	264	271.8
17:15	44	0	0	0	0	0	0	0	0	44	44	213	0	15	3	11	0	0	6	0	248	260.2
17:30	45	0	2	0	0	1	0	0	2	50	49.4	227	0	16	11	5	1	0	11	0	271	277.4
17:45	33	0	3	0	0	0	0	0	0	36	36	250	1	23	5	1	0	1	5	0	286	287.8
H/Total	165	0	9	0	0	1	0	2	2	179	177.2	908	1	77	30	22	1	1	29	0	1069	1097.2
18:00	49	0	5	0	0	0	0	0	3	57	54.6	229	0	15	6	4	0	0	12	0	266	267
18:15	34	0	3	0	0	0	0	0	1	38	37.2	226	0	16	5	10	0	0	12	0	269	277.3
18:30	31	0	6	0	0	0	0	0	0	37	37	139	0	11	1	5	0	0	13	0	169	168.2
18:45	31	0	6	0	0	0	0	0	0	37	37	123	0	9	6	6	0	0	13	0	157	160
H/Total	145	0	20	0	0	0	0	0	4	169	165.8	717	0	51	18	25	0	0	50	0	861	872.5
Total	1343	0	164	27	16	9	3	14	16	1592	1617.1	6247	2	1089	392	504	13	11	140	5	8403	9190.2

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 3
 Location: Lichfield Road/Marsh Ln
 Date: 09 September 2014, Tuesday



Time	B - B											B - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	1	0	10	9.4
07:15	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	0	11	11
07:30	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	9	9
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	6	6
H/Total	0	0	0	0	0	0	0	0	0	0	0	32	0	3	0	0	0	0	1	0	36	35.4
08:00	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	1	0	11	10.4
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	8	8
08:30	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11	11
08:45	0	0	0	0	0	0	0	0	0	0	0	5	0	3	1	1	0	0	0	0	10	11.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	30	0	7	1	1	0	0	1	0	40	41.2
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	7	7.5
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	3
09:45	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	11	11
H/Total	0	0	0	0	0	0	0	0	0	0	0	14	0	10	1	0	0	0	0	0	25	25.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	7	7
10:15	0	0	0	0	0	0	0	0	0	0	0	9	0	4	1	0	0	0	0	0	14	14.5
10:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	8
10:45	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	1	0	0	0	0	9	10.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	27	0	9	1	1	0	0	0	0	38	39.8
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	1	0	0	0	0	9	10.8
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	1	0	9	9.4
11:45	0	0	0	0	0	0	0	0	0	0	0	9	0	1	1	0	0	0	0	0	11	11.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	5	4	1	0	0	1	0	32	34.7
12:00	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6	7
12:15	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	7	7
12:30	0	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	9	9.5
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	1	0	7	6.9
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	9	4	0	0	0	1	0	29	30.4
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	8	8.5
13:15	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	9	9
13:30	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	0	0	0	12	12
13:45	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	9	9
H/Total	0	0	0	0	0	0	0	0	0	0	0	29	0	8	1	0	0	0	0	0	38	38.5
14:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	6
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	4	3.9
14:30	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	13	0	5	1	0	0	0	1	0	20	19.9
15:00	0	0	0	0	0	0	0	0	0	0	0	16	0	3	0	0	0	0	0	0	19	19
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1	0	5	5.7
15:30	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	1	0	0	0	0	8	9.3
15:45	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	27	0	7	0	2	0	0	1	0	37	39
16:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	10	8.8
16:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	6	6
16:30	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	7	7
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	3.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	3	1	0	0	0	2	0	26	25.3
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	4
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	5	3.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	2	0	14	12.8
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	7
18:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	1	0	7	6.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	1	21	20.2
Total	0	0	0	0	0	0	0	0	0	0	0	258	0	68	14	5	0	0	10	1	356	362.7

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Lichfield Road/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	C - A										C - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	29	0	3	0	0	0	0	0	1	33	32.2	13	0	2	0	0	0	0	0	0	15	15
07:15	23	0	8	0	0	0	0	1	1	33	31.6	7	0	2	0	0	0	0	0	0	9	9
07:30	40	0	7	0	0	0	1	0	0	48	49	8	0	1	0	0	0	0	0	0	9	9
07:45	41	0	6	0	0	2	0	0	1	50	51.2	17	0	2	1	0	0	0	0	0	20	20.5
H/Total	133	0	24	0	0	2	1	1	3	164	164	45	0	7	1	0	0	0	0	0	53	53.5
08:00	38	0	3	1	1	0	0	1	0	44	45.2	8	0	0	1	0	0	0	0	0	9	9.5
08:15	32	0	5	1	0	0	0	0	1	39	38.7	11	0	1	1	0	0	0	0	0	13	13.5
08:30	28	0	3	2	0	0	0	1	0	34	34.4	31	0	2	1	0	0	0	1	0	35	34.9
08:45	35	0	3	0	0	0	0	0	0	38	38	13	0	4	0	0	0	0	0	0	17	17
H/Total	133	0	14	4	1	0	0	2	1	155	156.3	63	0	7	3	0	0	0	1	0	74	74.9
09:00	29	0	3	1	0	0	0	0	0	33	33.5	10	0	2	0	1	0	0	0	0	13	14.3
09:15	16	0	2	0	0	0	0	1	1	20	18.6	9	0	1	0	1	0	0	0	0	11	12.3
09:30	24	0	5	0	1	0	0	0	0	30	31.3	6	0	1	0	0	0	0	0	0	7	7
09:45	19	0	5	1	0	1	0	0	0	26	27.5	6	0	2	0	0	0	0	0	0	8	8
H/Total	88	0	15	2	1	1	0	1	1	109	110.9	31	0	6	0	2	0	0	0	0	39	41.6
10:00	15	0	4	0	0	0	0	0	1	20	19.2	10	0	2	0	0	0	0	0	0	12	12
10:15	17	0	3	1	1	0	0	1	0	23	24.2	6	0	0	0	0	0	0	0	0	6	6
10:30	13	0	1	0	1	0	0	0	0	15	16.3	9	0	3	0	0	0	0	0	0	12	12
10:45	15	0	1	1	0	1	0	0	0	18	19.5	4	0	2	0	0	0	0	0	0	6	6
H/Total	60	0	9	2	2	1	0	1	1	76	79.2	29	0	7	0	0	0	0	0	0	36	36
11:00	13	0	3	0	0	0	0	0	0	16	16	5	0	1	1	0	0	0	0	0	7	7.5
11:15	21	0	2	0	2	0	0	0	1	26	27.8	8	0	1	0	1	0	0	1	0	11	11.7
11:30	18	1	3	0	1	0	0	0	0	23	24.3	5	0	3	0	0	0	0	1	0	9	8.4
11:45	26	0	3	0	0	1	0	0	1	31	31.2	8	0	2	0	0	0	0	0	0	10	10
H/Total	78	1	11	0	3	1	0	0	2	96	99.3	26	0	7	1	1	0	0	2	0	37	37.6
12:00	17	0	1	1	0	0	0	0	0	19	19.5	11	0	1	0	0	0	0	0	0	12	12
12:15	13	0	7	1	0	0	0	0	0	21	21.5	8	0	2	1	0	0	0	0	0	11	11.5
12:30	19	0	2	2	0	0	0	0	1	24	24.2	5	0	0	0	0	0	0	1	0	6	5.4
12:45	21	0	2	0	0	1	0	0	1	25	25.2	9	0	4	0	1	0	0	0	0	14	15.3
H/Total	70	0	12	4	0	1	0	0	2	89	90.4	33	0	7	1	1	0	0	1	0	43	44.2
13:00	30	0	0	0	0	0	0	0	0	30	30	7	0	0	0	0	0	0	1	0	8	7.4
13:15	32	0	4	1	0	0	0	0	3	40	38.1	10	0	4	1	0	0	0	1	0	16	15.9
13:30	49	0	2	0	0	0	0	1	1	53	51.6	7	0	0	0	0	0	0	0	0	7	7
13:45	20	0	5	1	0	1	0	0	0	27	28.5	7	0	2	0	0	0	0	0	0	9	9
H/Total	131	0	11	2	0	1	0	1	4	150	148.2	31	0	6	1	0	0	0	2	0	40	39.3
14:00	12	0	5	2	1	0	0	0	0	20	22.3	7	0	1	1	0	0	0	0	0	9	9.5
14:15	23	0	1	1	2	0	0	0	0	27	30.1	4	0	3	2	0	0	0	0	0	9	10
14:30	20	0	5	0	0	1	0	0	0	26	27	13	0	0	0	0	0	0	0	0	13	13
14:45	21	0	2	0	1	0	0	0	0	24	25.3	13	0	5	1	0	0	0	0	0	19	19.5
H/Total	76	0	13	3	4	1	0	0	0	97	104.7	37	0	9	4	0	0	0	0	0	50	52
15:00	18	0	5	0	0	0	0	1	0	24	23.4	12	0	3	0	0	0	0	1	0	16	15.4
15:15	14	0	6	0	0	0	0	0	1	21	20.2	7	0	3	0	1	0	0	0	1	12	12.5
15:30	24	0	3	0	0	0	1	0	0	28	29	16	0	2	0	0	0	0	2	0	20	18.8
15:45	18	0	5	1	1	0	0	0	0	25	26.8	11	0	1	0	0	0	0	0	0	12	12
H/Total	74	0	19	1	1	0	1	1	1	98	99.4	46	0	9	0	1	0	0	3	1	60	58.7
16:00	35	0	4	3	1	0	1	0	0	44	47.8	4	0	0	0	0	0	0	0	0	4	4
16:15	28	0	4	0	1	0	0	0	1	34	34.5	11	0	1	0	0	0	0	1	0	13	12.4
16:30	42	0	2	2	0	0	0	1	0	47	47.4	10	0	2	1	0	0	0	2	0	15	14.3
16:45	46	0	5	0	0	0	0	0	0	51	51	15	0	0	0	0	0	0	0	0	15	15
H/Total	151	0	15	5	2	0	1	1	1	176	180.7	40	0	3	1	0	0	0	3	0	47	45.7
17:00	57	0	5	0	0	0	0	0	5	67	63	13	0	2	0	0	0	1	0	0	16	17
17:15	67	0	2	0	0	0	0	2	0	71	69.8	12	0	1	0	0	0	1	0	0	14	15
17:30	55	0	5	2	0	0	0	0	0	62	63	6	0	0	0	0	0	0	0	0	6	6
17:45	42	0	2	1	0	1	0	2	0	48	48.3	9	0	0	0	1	0	0	1	0	11	11.7
H/Total	221	0	14	3	0	1	0	4	5	248	244.1	40	0	3	0	1	0	2	1	0	47	49.7
18:00	34	0	1	0	0	0	0	1	0	36	35.4	7	0	0	0	0	0	0	2	0	9	7.4
18:15	38	0	2	0	0	0	0	1	2	43	40.8	4	0	0	1	0	0	0	0	0	5	5.5
18:30	37	0	0	0	0	1	0	0	1	39	39.2	4	0	0	0	0	0	0	2	0	6	4.8
18:45	29	0	0	0	0	0	0	0	1	30	29.2	1	0	3	0	0	0	0	0	0	4	4
H/Total	138	0	3	0	0	1	0	2	4	148	144.6	16	0	3	1	0	0	0	2	2	24	21.7
Total	1353	1	160	26	14	10	3	14	25	1606	1621.8	437	0	74	13	6	0	2	15	3	550	554.9

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 3
 Location: Lichfield Road/Marsh Ln
 Date: 09 September 2014, Tuesday



Time	C - C									TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY		
07:00	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP11858**
Project Name: **Coleshill**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	A - A										A - B											
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
	1	1	1	1.5	2.3	2	2	0.4	0.2													
07:00	1	0	2	0	1	0	0	0	0	4	5.3	63	0	14	6	14	0	0	1	0	98	118.6
07:15	3	0	1	0	0	0	0	0	0	4	4	92	0	8	10	11	0	0	1	0	122	140.7
07:30	2	0	1	0	1	0	0	0	0	4	5.3	72	0	9	4	22	0	0	1	0	108	138
07:45	4	0	0	0	1	0	0	0	0	5	6.3	87	0	4	6	15	0	0	2	0	114	135.3
08:00	3	0	1	0	2	0	0	0	0	6	8.6	71	0	7	7	26	0	0	1	0	112	148.7
08:15	4	0	2	0	0	0	0	0	0	6	6	89	0	6	9	13	0	0	2	0	119	139.2
08:30	3	0	1	0	1	0	0	0	0	5	6.3	82	0	9	4	27	0	0	1	0	123	159.5
08:45	4	0	1	0	3	0	0	0	0	8	11.9	91	0	8	5	30	0	0	1	0	135	175.9
09:00	0	0	0	0	4	0	0	0	0	4	9.2	59	0	4	10	12	0	0	0	0	85	105.6
09:15	3	0	1	0	3	0	0	0	0	7	10.9	48	0	3	2	20	1	0	0	0	74	102
09:30	1	0	1	1	0	0	0	0	0	3	3.5	49	0	4	5	24	0	0	1	0	83	116.1
09:45	4	0	1	0	2	0	0	0	0	7	9.6	56	0	7	8	27	0	0	0	0	98	137.1
10:00	3	0	1	1	1	0	0	0	0	6	7.8	31	0	9	7	26	1	0	0	0	74	112.3
10:15	3	0	1	0	1	0	0	0	0	5	6.3	26	0	4	5	25	0	0	0	0	60	95
10:30	1	0	0	1	0	0	0	0	0	2	2.5	16	0	7	3	16	0	0	0	1	43	64.5
10:45	1	0	0	0	2	0	0	1	0	4	6	16	0	4	8	31	0	0	0	0	59	103.3
11:00	0	0	2	0	2	0	0	0	0	4	6.6	29	0	10	8	26	0	1	0	0	74	112.8
11:15	3	0	0	1	2	0	0	0	0	6	9.1	31	0	12	1	17	0	0	0	0	61	83.6
11:30	1	0	0	0	5	0	0	0	0	6	12.5	17	0	13	4	26	1	0	0	0	61	97.8
11:45	0	0	0	0	1	0	0	0	0	1	2.3	17	0	12	8	21	0	0	2	0	60	90.1
12:00	0	0	1	0	1	0	0	0	0	2	3.3	12	0	10	3	21	0	0	0	0	46	74.8
12:15	1	0	1	0	0	0	0	0	0	2	2	19	0	6	5	33	1	0	0	0	64	110.4
12:30	3	0	0	0	2	0	0	0	0	5	7.6	31	0	13	4	18	0	0	0	0	66	91.4
12:45	0	0	1	1	1	0	0	0	0	3	4.8	36	0	10	5	24	0	0	2	0	77	109.5
13:00	5	0	1	0	2	0	0	0	0	8	10.6	43	0	8	6	26	0	0	1	0	84	120.2
13:15	1	0	0	0	3	0	0	0	0	4	7.9	64	0	8	6	27	0	0	3	0	108	144.3
13:30	2	0	0	0	4	0	0	0	0	6	11.2	82	0	7	6	23	1	0	1	0	120	153.3
13:45	4	0	1	0	1	0	0	0	0	6	7.3	48	0	2	3	26	0	0	0	0	79	114.3
14:00	3	0	1	0	1	0	0	0	0	5	6.3	18	0	5	3	23	0	0	0	0	49	80.4
14:15	3	0	0	0	3	0	0	0	0	6	9.9	15	0	3	4	23	1	0	0	0	46	78.9
14:30	1	0	0	0	2	0	0	0	0	3	5.6	18	0	3	3	30	0	0	0	0	54	94.5
14:45	2	0	0	0	1	0	0	0	0	3	4.3	19	0	6	5	25	0	0	0	0	55	90
15:00	0	0	0	1	3	0	0	0	0	4	8.4	15	0	5	9	31	0	1	0	0	61	106.8
15:15	2	0	1	0	1	0	0	0	0	4	5.3	30	0	4	5	24	1	0	0	0	64	98.7
15:30	3	0	0	0	1	0	0	0	0	4	5.3	22	0	6	7	28	0	0	0	0	63	102.9
15:45	0	0	0	1	2	0	0	0	0	3	6.1	15	0	3	5	20	0	0	0	0	43	71.5
16:00	3	0	1	1	1	0	0	0	0	6	7.8	9	0	3	7	26	0	0	0	0	45	82.3
16:15	2	0	0	1	0	0	0	0	0	3	3.5	10	0	3	7	28	0	0	0	0	48	87.9
16:30	5	0	1	0	2	0	0	1	0	9	11	13	0	3	9	24	1	0	0	0	50	86.7
16:45	3	0	0	1	1	0	0	0	0	5	6.8	17	0	3	8	21	0	0	1	0	50	80.7
17:00	4	0	0	0	0	0	0	0	0	4	4	22	0	2	3	22	0	0	0	0	49	79.1
17:15	5	0	0	0	0	0	0	0	0	5	5	35	0	5	7	28	0	0	1	0	76	115.3
17:30	1	0	0	0	0	0	0	1	0	2	1.4	52	0	2	7	19	1	1	1	0	83	112.6
17:45	1	0	1	0	0	0	0	0	0	2	2	30	0	5	5	22	0	0	0	0	62	93.1
18:00	5	0	0	0	1	0	0	0	0	6	7.3	14	0	4	2	22	0	0	0	0	42	71.6
18:15	4	0	1	0	0	0	0	0	0	5	5	12	0	3	5	17	0	0	0	0	37	61.6
18:30	1	0	0	0	0	0	0	0	0	1	1	21	0	2	0	16	1	0	0	0	40	61.8
18:45	0	0	1	0	0	0	0	0	0	1	1	17	0	3	1	19	0	0	3	0	43	66.4
Total	108	0	28	10	65	0	0	3	0	214	301.7	1781	0	291	260	1095	10	3	26	1	3467	5017.1

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	A - C									TOTAL	TOTAL (PCU)	A - D									TOTAL	TOTAL (PCU)		
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY			CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY				
07:00	155	0	38	4	5	0	0	1	0	203	210.9	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	204	0	24	1	4	0	2	0	1	236	242.9	1	0	0	0	0	0	0	0	0	0	0	1	1
07:30	230	0	35	4	6	0	1	1	0	277	287.2	1	0	0	0	0	0	0	0	0	0	0	1	1
07:45	238	0	28	4	6	0	0	4	0	280	287.4	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	226	0	19	9	7	0	0	2	1	264	275.6	2	0	0	0	0	0	0	0	0	0	2	2	
08:15	227	0	20	7	6	0	0	2	0	262	272.1	1	0	0	0	0	0	0	0	0	0	1	1	
08:30	230	0	24	4	2	1	0	1	0	262	267	1	0	0	0	0	0	0	0	0	0	1	1	
08:45	199	0	22	8	8	0	0	2	0	239	252.2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	189	0	21	12	12	0	0	2	0	236	256.4	0	0	1	0	0	0	0	0	0	0	1	1	
09:15	161	1	17	4	10	0	0	0	0	193	208	1	0	0	0	0	0	0	0	0	0	1	1	
09:30	124	0	24	6	9	0	1	3	0	167	180.9	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	119	0	15	5	5	0	0	0	0	144	153	1	0	0	0	0	0	0	0	0	0	1	1	
10:00	122	0	14	8	7	0	0	0	0	151	164.1	2	0	0	0	0	0	0	0	0	0	2	2	
10:15	95	0	19	5	7	0	0	3	0	129	138.8	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	89	0	19	7	8	0	0	0	0	123	136.9	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	98	0	22	8	9	0	0	3	0	140	153.9	1	0	0	0	0	0	0	0	0	0	1	1	
11:00	74	0	17	3	7	0	0	1	0	102	112	1	0	0	0	0	0	0	0	0	0	1	1	
11:15	79	0	14	8	5	0	0	2	0	108	117.3	1	0	0	0	0	0	0	0	0	0	1	1	
11:30	81	0	13	6	2	0	2	1	0	105	112	1	0	0	0	0	0	0	0	0	0	1	1	
11:45	53	0	20	6	6	0	1	3	0	89	99	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	54	0	19	3	8	0	0	1	0	85	96.3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	84	0	9	8	7	0	1	0	1	110	123.3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	73	0	20	6	6	1	0	2	0	108	118.6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	76	0	13	7	11	0	0	2	0	109	125.6	1	0	0	1	0	0	0	0	0	0	2	2.5	
13:00	78	0	21	5	5	0	0	0	0	109	118	1	0	0	0	0	0	0	0	0	0	1	1	
13:15	74	0	27	3	12	0	1	3	0	120	136.3	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	74	0	19	5	11	0	0	0	0	109	125.8	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	79	0	16	5	12	0	0	2	0	114	130.9	1	0	0	0	0	0	0	0	0	0	1	1	
14:00	82	0	23	8	3	0	1	1	0	118	126.3	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	72	0	26	7	8	1	0	10	0	124	132.9	1	0	0	0	0	0	0	0	0	0	1	1	
14:30	82	0	19	8	2	0	2	4	0	117	123.2	1	0	0	0	0	0	0	0	0	0	1	1	
14:45	91	0	17	9	9	0	1	1	0	128	144.6	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	70	0	18	7	6	0	0	1	0	102	112.7	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	78	0	25	7	8	1	0	4	0	123	135.5	1	0	0	0	0	0	0	0	0	0	1	1	
15:30	118	0	23	8	5	0	0	1	0	155	164.9	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	101	0	25	5	10	0	1	2	0	144	159.3	1	0	1	0	0	0	0	0	0	0	2	2	
16:00	103	0	24	4	9	0	0	1	0	141	154.1	2	0	0	0	0	0	0	0	0	0	2	2	
16:15	108	0	25	7	3	0	0	0	0	143	150.4	1	0	0	0	0	0	0	0	0	0	1	1	
16:30	102	0	31	6	7	0	0	1	0	147	158.5	1	0	0	0	0	0	0	0	0	0	1	1	
16:45	120	0	23	9	4	0	0	2	0	158	166.5	1	0	0	0	0	0	0	0	0	0	1	1	
17:00	160	0	20	8	4	0	0	0	0	192	201.2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	153	0	13	6	7	0	0	3	0	182	192.3	1	0	0	0	0	0	0	0	0	0	1	1	
17:30	135	0	20	7	1	0	0	4	0	167	169.0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	114	0	15	8	7	0	0	3	0	147	158.3	1	0	0	0	0	0	0	0	0	0	1	1	
18:00	105	1	20	4	5	0	0	1	0	136	143.9	2	0	0	0	0	0	0	0	0	0	2	2	
18:15	105	0	13	1	2	0	0	0	0	121	124.1	1	0	0	0	0	0	0	0	0	0	1	1	
18:30	98	0	13	4	1	0	0	1	0	117	119.7	1	0	0	0	0	0	0	0	0	0	1	1	
18:45	103	0	11	3	0	0	0	3	0	120	119.7	0	0	0	0	0	0	0	0	0	0	0	0	0
25:75	5685	2	973	287	304	4	14	84	3	7356	7859.9	32	0	2	1	0	0	0	0	0	0	35	35.5	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	B - A										TOTAL	TOTAL (PCU)	B - B										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY				
07:00	13	0	3	8	28	0	0	0	0	52	92.4	2	0	0	1	0	0	0	0	3	3.5			
07:15	8	0	5	5	27	1	0	1	0	47	85	0	0	1	1	0	0	0	0	1	1			
07:30	10	0	9	6	28	0	0	1	0	54	92.8	2	0	0	0	1	0	0	0	3	4.3			
07:45	9	0	8	6	29	0	0	0	0	52	92.7	2	0	0	0	0	0	0	0	2	2			
08:00	9	0	9	11	27	0	0	0	0	56	96.6	2	0	0	0	1	0	0	0	3	4.3			
08:15	7	0	5	5	29	0	0	0	0	46	86.2	1	0	1	0	0	0	0	0	2	2			
08:30	9	0	2	7	24	1	1	0	0	44	80.7	0	0	0	1	0	0	0	0	1	1.5			
08:45	12	0	5	8	28	0	0	0	0	53	93.4	1	0	1	0	0	0	0	0	2	2			
09:00	4	0	7	6	20	0	0	0	0	37	66	0	0	2	3	0	0	0	0	5	6.5			
09:15	7	0	2	3	23	0	0	0	0	35	66.4	0	0	0	0	0	0	0	0	0	0			
09:30	11	0	4	4	26	1	0	1	0	47	83.2	2	0	2	1	1	0	0	0	6	7.8			
09:45	4	0	4	4	22	0	0	0	0	34	64.6	0	0	0	0	2	0	0	0	2	4.6			
10:00	18	0	5	4	20	0	0	0	0	47	75	0	0	1	0	0	0	0	0	1	1			
10:15	17	0	3	9	25	0	0	0	0	54	91	0	0	3	0	0	0	0	0	3	3			
10:30	13	0	6	4	25	1	0	0	0	49	84.5	0	0	0	0	0	0	0	0	0	0			
10:45	8	0	5	5	28	0	0	0	0	46	84.9	0	0	0	0	0	0	0	0	0	0			
11:00	12	0	6	3	22	0	0	1	0	44	73.5	1	0	1	2	0	0	0	0	4	5			
11:15	19	0	3	6	28	0	0	0	0	56	95.4	0	0	1	0	0	0	0	0	1	1			
11:30	17	0	7	10	20	0	1	0	0	55	87	1	0	1	0	0	0	0	0	2	2			
11:45	17	0	7	4	27	0	1	0	0	56	94.1	0	0	1	1	0	0	0	0	2	2.5			
12:00	20	0	8	7	21	0	0	0	0	56	86.8	1	0	1	0	3	0	0	0	5	8.9			
12:15	18	0	11	7	26	0	0	0	0	62	99.3	2	0	1	0	1	0	0	0	4	5.3			
12:30	17	0	5	6	22	0	1	0	0	51	83.6	1	0	0	0	0	0	0	0	1	1			
12:45	26	0	18	3	13	0	0	0	0	60	78.4	3	0	0	0	0	0	0	0	3	3			
13:00	42	0	18	1	13	0	0	1	0	75	91.8	4	0	2	1	0	0	0	0	7	7.5			
13:15	19	0	22	6	24	0	0	0	0	71	105.2	1	0	2	0	0	0	0	0	3	3			
13:30	74	0	26	4	28	0	0	1	0	133	170.8	2	0	0	0	0	0	0	0	2	2			
13:45	56	0	11	3	24	1	0	0	0	95	128.7	1	0	1	0	0	0	0	0	2	2			
14:00	185	0	8	2	19	0	0	1	0	215	240.1	10	0	1	0	0	0	1	0	12	11.4			
14:15	92	0	4	0	18	0	0	2	0	116	138.2	0	0	0	0	0	0	0	0	0	0			
14:30	52	0	10	1	23	1	0	0	0	87	118.4	4	0	1	0	0	0	0	0	5	5			
14:45	42	0	4	2	23	0	0	0	0	71	101.9	1	0	0	0	0	0	0	0	1	1			
15:00	72	0	5	5	22	0	0	2	0	106	135.9	2	0	0	0	0	0	0	0	2	2			
15:15	46	0	4	1	17	0	1	0	0	69	92.6	3	0	0	0	0	0	0	0	3	3			
15:30	72	0	6	3	17	0	0	1	0	99	122	6	0	2	0	0	0	1	0	9	10			
15:45	56	0	8	5	16	1	0	0	0	86	110.3	3	0	1	0	0	0	0	0	4	4			
16:00	130	0	11	2	19	0	0	2	0	164	188.5	11	0	0	0	0	0	0	0	11	11			
16:15	56	0	9	4	17	0	0	0	0	86	110.1	8	0	2	0	0	0	0	0	10	10			
16:30	109	0	9	8	18	0	0	0	0	144	171.4	16	0	0	0	0	0	0	0	16	16			
16:45	82	0	6	4	18	1	0	0	0	111	137.4	2	0	1	0	0	0	0	0	3	3			
17:00	164	0	5	3	13	0	0	0	0	185	203.4	19	0	2	0	0	0	0	1	22	21.4			
17:15	85	0	4	4	17	0	0	1	0	111	134.5	12	0	0	0	0	0	0	0	12	12			
17:30	111	0	2	3	24	0	0	1	0	141	173.1	17	0	0	0	0	0	0	1	18	17.4			
17:45	97	0	2	2	15	0	0	0	0	116	136.5	6	0	0	0	0	0	0	1	7	6.4			
18:00	122	0	3	7	18	1	0	2	0	153	179.7	12	0	0	0	0	0	0	0	12	12			
18:15	60	0	11	7	14	0	0	1	0	93	114.1	8	0	0	0	0	0	0	0	8	8			
18:30	51	0	1	7	16	0	0	1	0	76	99.7	4	0	1	0	0	0	0	1	6	5.4			
18:45	32	0	2	4	16	0	0	0	0	54	76.8	3	0	0	0	0	0	0	0	3	3			
25:75	2212	0	338	229	1037	9	5	20	0	3850	5314.6	176	0	33	10	9	0	1	5	234	248.7			

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	B - C										TOTAL	TOTAL (PCU)	B - D										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY				
07:00	23	0	4	0	7	0	0	0	0	0	34	43.1	1	0	0	0	0	0	0	0	0	1	2	1.2
07:15	11	0	0	4	4	0	0	0	0	0	19	26.2	3	0	0	0	0	0	0	0	0	3	3	3
07:30	21	0	6	3	2	0	0	0	0	0	32	36.1	2	0	0	0	0	0	0	0	0	2	2	2
07:45	24	0	7	0	8	1	0	1	0	0	41	51.8	0	0	0	0	0	0	0	0	0	0	0	0
08:00	26	0	1	3	2	1	0	0	1	0	34	38.3	0	0	0	0	0	0	0	0	0	0	0	0
08:15	27	0	3	0	2	0	0	0	0	0	32	34.6	2	0	1	0	0	0	0	0	0	3	3	3
08:30	18	0	2	2	1	0	0	0	0	0	23	25.3	4	0	0	1	0	0	0	0	0	5	5.5	5.5
08:45	19	0	4	1	2	0	0	0	0	0	26	29.1	1	0	0	0	0	0	0	0	0	1	1	1
09:00	12	0	4	2	3	0	0	0	0	0	21	25.9	3	0	0	0	0	0	0	0	0	3	3	3
09:15	5	0	5	5	3	1	0	0	0	0	19	26.4	1	0	0	0	0	0	0	0	0	1	1	1
09:30	6	0	7	1	3	0	0	1	0	0	18	21.8	0	0	0	1	0	0	0	0	0	1	1.5	1.5
09:45	16	0	2	1	3	0	0	0	0	0	22	26.4	0	0	1	0	0	0	0	0	0	1	1	1
10:00	12	0	6	4	3	0	0	0	0	0	25	30.9	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10	0	2	1	5	1	0	0	1	0	20	27.2	2	0	0	0	0	0	0	0	0	2	2	2
10:30	19	0	5	1	3	0	0	0	0	0	28	32.4	2	0	1	0	0	0	0	0	0	3	3	3
10:45	15	0	6	3	5	0	0	1	0	0	30	37.4	2	0	1	0	0	0	0	0	0	3	3	3
11:00	17	0	3	2	2	0	1	0	0	0	25	29.6	0	0	4	0	0	0	0	0	1	5	4.2	4.2
11:15	17	0	6	2	7	0	0	0	1	0	33	42.3	3	0	0	0	0	0	0	0	0	3	3	3
11:30	20	0	1	3	4	0	0	0	0	0	28	34.7	0	0	0	0	0	0	0	0	0	0	0	0
11:45	11	0	4	0	4	0	0	0	0	0	19	24.2	3	0	0	0	0	0	0	0	0	3	3	3
12:00	28	0	6	4	5	0	1	1	0	0	45	53.9	3	0	0	0	0	0	0	0	0	3	3	3
12:15	17	0	6	2	10	0	0	0	1	0	36	49.2	2	0	1	0	0	0	0	0	0	3	3	3
12:30	26	0	7	4	9	0	0	0	0	0	46	59.7	1	0	0	0	0	0	0	0	0	1	1	1
12:45	14	0	4	2	4	0	0	1	0	0	25	30.6	3	0	0	0	0	0	0	0	0	3	3	3
13:00	26	0	3	3	4	1	0	0	0	0	37	44.7	6	0	2	0	0	0	0	0	1	9	8.2	8.2
13:15	21	0	0	2	7	0	0	0	0	0	30	40.1	3	0	1	0	0	0	0	0	0	4	4	4
13:30	33	0	7	1	7	0	0	1	1	0	50	58.2	8	0	0	0	0	0	1	0	9	8.4	8.4	
13:45	39	0	5	2	7	1	0	1	0	0	55	65.5	3	0	0	0	0	0	0	0	0	3	3	3
14:00	128	0	8	2	1	0	0	1	2	0	142	142.1	14	0	2	0	0	0	0	0	1	17	16.2	16.2
14:15	44	0	4	1	4	0	0	1	1	0	55	59.3	7	0	0	0	0	0	0	0	0	7	7	7
14:30	29	0	4	0	6	0	0	1	1	0	41	47.4	3	0	1	0	0	0	0	0	0	4	4	4
14:45	25	0	4	2	3	0	0	1	0	0	35	39.3	4	0	0	0	0	0	0	0	0	4	4	4
15:00	48	0	4	2	5	0	0	2	0	0	61	67.3	4	0	1	0	0	0	0	0	0	5	5	5
15:15	27	0	8	2	4	0	0	0	1	0	42	47.4	4	0	1	0	0	0	0	0	0	5	5	5
15:30	25	0	7	0	2	0	0	1	0	0	35	37	5	0	0	0	0	0	0	0	0	5	5	5
15:45	22	0	5	2	6	0	0	1	0	0	36	44.2	5	0	0	0	0	0	0	0	1	6	5.2	5.2
16:00	57	0	7	1	2	0	0	0	1	0	68	70.3	17	0	0	0	0	0	0	0	1	18	17.2	17.2
16:15	28	0	3	5	4	0	1	1	0	0	42	50.1	3	0	0	0	0	0	0	0	0	3	3	3
16:30	51	0	4	4	3	0	0	0	0	0	62	67.9	11	0	1	0	0	0	0	0	0	12	12	12
16:45	39	0	9	3	3	1	0	1	0	0	56	61.8	0	0	1	0	0	0	0	0	0	1	1	1
17:00	61	0	3	1	5	0	0	2	0	0	72	77.8	16	0	1	0	0	0	0	0	0	17	17	17
17:15	39	0	5	5	4	0	0	0	1	0	54	60.9	13	0	0	0	0	0	0	0	0	13	13	13
17:30	59	0	2	1	3	0	0	0	2	0	67	69.8	11	0	0	0	0	0	0	0	1	12	11.2	11.2
17:45	43	0	2	2	6	1	0	0	0	0	54	63.8	5	0	0	0	0	0	0	0	0	5	5	5
18:00	70	0	2	2	3	0	0	3	1	0	81	83.3	9	0	0	0	0	0	0	0	2	11	9.4	9.4
18:15	24	0	6	1	4	0	0	0	1	0	36	40.9	3	0	1	0	0	0	0	0	1	5	4.2	4.2
18:30	36	0	4	3	3	0	0	0	0	0	46	51.4	4	0	0	0	0	0	0	1	0	5	4.4	4.4
18:45	20	0	4	4	3	0	0	0	0	0	31	36.9	2	0	1	0	0	0	0	0	0	3	3	3
25.75	1408	0	211	101	200	8	3	22	16	0	1969	2264.5	198	0	22	2	0	0	0	0	2	10	234	225.8

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	C - A										TOTAL	TOTAL (PCU)	C - B										TOTAL	TOTAL (PCU)
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY				
07:00	79	0	15	2	9	0	0	0	0	0	105	117.7	27	0	5	0	3	0	0	0	1	36	39.1	
07:15	65	0	23	6	3	0	0	0	0	0	97	103.9	39	0	3	4	4	0	0	1	1	52	57.8	
07:30	89	0	31	11	6	0	1	1	0	0	139	152.7	60	0	9	8	5	0	1	0	0	83	94.5	
07:45	98	0	19	4	4	0	1	1	0	0	127	134.6	76	0	7	3	0	0	0	0	0	86	87.5	
08:00	117	0	15	8	5	0	0	0	0	0	145	155.5	27	0	4	2	4	0	0	1	0	38	43.6	
08:15	99	0	23	7	14	0	2	1	0	0	146	169.1	26	0	5	4	4	0	0	1	1	41	46.8	
08:30	90	0	18	5	9	0	0	0	0	0	122	136.2	44	0	4	3	8	0	1	1	0	61	73.3	
08:45	118	0	16	6	5	0	0	0	0	0	145	154.5	58	0	4	2	1	0	0	0	0	65	67.3	
09:00	87	0	19	14	6	0	0	0	0	0	126	140.8	22	0	5	2	6	0	0	0	0	35	43.8	
09:15	94	0	18	9	7	0	0	0	0	0	128	141.6	19	0	6	6	5	0	0	1	0	37	45.9	
09:30	83	0	20	8	7	0	0	0	0	0	118	131.1	28	0	5	1	2	0	0	1	0	37	39.5	
09:45	65	0	19	3	7	0	0	1	0	0	95	105	23	0	3	1	6	0	1	0	0	34	43.3	
10:00	67	0	19	6	6	0	1	1	1	1	101	111.4	14	0	6	4	11	0	0	0	0	35	51.3	
10:15	63	0	21	8	7	0	0	3	0	0	102	113.3	15	0	5	2	7	0	0	0	1	30	39.3	
10:30	74	0	17	10	11	0	0	0	0	0	112	131.3	20	0	6	2	2	0	0	0	0	30	33.6	
10:45	58	0	26	10	9	0	0	0	0	0	103	119.7	10	0	2	3	2	0	0	1	0	18	21.5	
11:00	68	0	20	9	8	0	0	0	0	0	105	119.9	12	0	3	3	6	0	0	0	0	24	33.3	
11:15	63	0	21	5	7	0	0	0	0	0	96	107.6	22	0	5	2	3	0	0	0	0	32	36.9	
11:30	71	0	21	7	5	0	0	0	0	0	104	114	20	1	3	0	5	1	0	0	1	31	37.7	
11:45	74	0	24	10	8	0	0	0	0	0	116	131.4	21	0	2	2	3	0	0	1	0	29	33.3	
12:00	90	0	19	9	4	0	0	3	0	0	125	132.9	19	0	6	0	3	0	0	0	0	28	31.9	
12:15	79	0	18	7	9	0	0	1	0	0	114	128.6	15	0	8	2	4	0	0	0	0	29	35.2	
12:30	84	0	10	5	11	0	0	1	0	0	111	127.2	21	0	3	2	2	0	0	0	0	28	31.6	
12:45	76	0	14	6	11	0	1	1	0	0	109	126.7	32	0	6	4	3	1	0	0	0	46	52.9	
13:00	88	0	13	4	12	1	1	1	1	0	120	139	48	0	1	3	7	0	0	0	0	59	69.6	
13:15	88	0	24	6	5	0	0	3	1	0	127	133.9	60	0	3	2	5	0	0	1	1	72	78.1	
13:30	99	0	19	3	12	0	0	3	0	0	136	151.3	79	0	3	2	1	0	0	1	1	87	87.9	
13:45	82	0	26	3	5	0	1	3	0	0	120	127.2	48	0	4	0	4	1	0	0	0	57	63.2	
14:00	99	0	26	11	9	0	0	3	0	0	148	163.4	19	0	7	0	6	0	0	0	0	32	39.8	
14:15	117	0	20	8	15	0	1	1	0	0	162	185.9	15	0	4	0	2	0	0	0	0	21	23.6	
14:30	114	0	27	6	10	0	1	0	0	0	158	175	15	0	4	2	5	1	0	1	0	28	35.9	
14:45	113	0	24	6	7	0	1	1	0	0	152	164.5	26	0	5	2	4	0	0	0	0	37	43.2	
15:00	132	1	28	7	7	0	0	3	0	0	178	188.8	10	0	1	4	5	0	0	0	0	20	28.5	
15:15	116	0	32	5	8	0	0	4	0	0	165	175.5	17	0	8	0	5	1	0	0	0	31	38.5	
15:30	111	0	19	8	1	1	0	0	0	0	140	146.3	16	0	2	0	4	0	1	0	0	23	29.2	
15:45	131	0	20	5	9	0	0	5	0	0	170	181.2	18	0	7	1	11	0	0	0	0	37	51.8	
16:00	218	0	24	10	11	0	1	2	0	0	266	285.1	15	0	0	3	4	0	0	0	0	22	28.7	
16:15	202	0	31	4	7	0	0	2	0	0	246	255.9	18	0	2	2	4	0	0	0	0	26	32.2	
16:30	220	0	22	3	5	0	0	6	0	0	256	260.4	13	0	1	6	4	1	0	0	1	26	34.4	
16:45	231	0	27	2	3	0	0	2	0	0	265	268.7	23	0	6	1	3	0	0	0	0	33	37.4	
17:00	216	0	21	7	5	0	0	7	0	0	256	261.8	32	0	5	4	1	0	0	0	1	43	45.5	
17:15	226	0	15	1	4	0	0	8	0	0	254	254.9	34	0	1	2	7	0	0	1	0	45	54.5	
17:30	220	0	17	9	4	0	0	10	0	0	260	263.7	33	0	4	2	1	1	0	1	0	42	44.7	
17:45	233	1	18	5	1	0	1	4	0	0	263	265.4	35	0	1	2	0	0	0	2	0	40	39.8	
18:00	233	0	11	2	1	0	0	12	0	0	259	254.1	18	0	1	3	2	0	0	2	0	26	28.9	
18:15	215	0	17	2	7	0	0	10	0	0	251	255.1	32	0	2	3	4	0	0	2	0	43	48.5	
18:30	137	0	12	0	2	0	0	12	0	0	163	158.4	31	0	0	1	3	0	0	0	1	36	39.6	
18:45	121	0	9	4	4	0	0	13	0	0	151	150.4	14	0	1	2	1	0	0	0	1	19	20.5	
25:75	5713	2	968	296	332	2	13	129	2	0	7457	7972.6	1339	1	188	109	192	7	4	19	11	1870	2164.9	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	C - C										TOTAL	TOTAL (PCU)	C - D										TOTAL	TOTAL (PCU)		
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY						
07:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	1	0	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	2	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
09:00	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
09:15	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
09:30	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
09:45	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
10:00	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
10:15	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
10:30	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
10:45	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
11:00	1	0	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	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
11:45	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
12:00	0	0	0	0	0	0	0	1	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	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
12:30	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	1	0	0	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	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
13:30	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
13:45	0	0	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1	1	1
14:00	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
14:15	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
14:30	1	0	1	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	1	1	1	1
14:45	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
15:00	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1
15:30	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
15:45	1	0	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1
16:15	0	0	0	0	1	0	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1
17:00	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	2	2
17:45	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
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0.2
18:15	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
18:30	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	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
25.75	12	0	16	2	1	0	0	1	0	0	32	33.7	7	0	1	0	0	0	0	0	0	1	9	9	8.2	8.2

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: TSP11858
 Project Name: Coleshill
 Survey Type: Manual Classified Traffic Count
 Site No: 1
 Location: A446 Lichfield Road/Faraday Ave/Marsh Ln
 Date: 09 September 2014, Tuesday



Time	D - A										TOTAL	TOTAL (PCU)	D - B										TOTAL	TOTAL (PCU)	
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY					
07:00	1	0	1	0	0	0	0	0	0	0	2	2	11	0	2	0	0	0	0	0	0	1	14	13.2	
07:15	4	0	3	0	0	0	0	0	0	0	7	7	19	0	2	0	0	0	0	0	0	1	22	21.2	
07:30	7	0	0	0	0	0	0	0	0	0	7	7	21	0	1	0	0	0	0	0	0	0	22	22	
07:45	7	0	1	0	0	0	0	0	0	0	8	8	31	0	0	0	0	0	0	0	0	0	31	31	
08:00	2	0	0	0	0	1	0	0	0	0	3	4	14	0	2	0	0	0	0	0	0	0	16	16	
08:15	2	0	1	0	0	0	0	0	0	0	3	3	24	0	0	0	0	0	0	1	0	0	25	24.4	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	30	30	
08:45	3	0	0	0	0	0	0	0	0	0	3	3	20	0	0	0	0	0	0	0	0	0	20	20	
09:00	1	0	1	0	0	0	0	0	0	0	2	2	7	0	1	0	0	0	0	0	0	0	8	8	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	7	7	
09:30	2	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	3	3	
09:45	3	0	0	0	0	0	0	0	0	0	3	3	5	0	0	0	0	0	0	0	0	0	5	5	
10:00	2	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	3	3	
10:15	1	0	0	0	0	0	0	0	0	0	1	1	3	0	2	1	0	0	0	0	0	0	6	6.5	
10:30	1	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	1	4	3.2	
10:45	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	
11:00	1	0	1	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	5	5	
11:15	0	0	1	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	0	0	5	5	
11:30	0	0	0	1	0	0	0	0	0	0	1	1.5	1	0	1	0	0	0	0	0	0	1	3	2.2	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	3	
12:00	1	0	1	0	0	0	0	0	0	0	2	2	4	0	1	1	0	0	0	0	0	0	6	6.5	
12:15	3	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	6	6	
12:30	2	0	0	0	0	0	0	0	0	0	2	2	6	0	1	0	0	0	0	0	0	0	7	7	
12:45	2	0	0	0	0	0	0	0	0	0	2	2	2	0	2	0	0	0	0	0	0	0	4	4	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	6	6	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	11	
13:30	1	0	0	0	0	0	0	0	0	0	1	1	16	0	1	0	0	0	0	0	0	0	17	17	
13:45	2	0	1	0	0	0	0	0	0	0	3	3	8	0	0	0	0	0	0	0	0	0	8	8	
14:00	2	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	2	2	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	3	
14:30	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	5	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	4	
15:15	4	0	0	0	0	0	0	0	0	0	4	4	2	0	1	0	0	0	0	0	0	0	3	3	
15:30	1	0	0	0	0	0	0	0	0	0	1	1	4	0	1	0	0	0	1	1	1	1	8	7.6	
15:45	3	0	2	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	
16:15	1	0	0	0	0	0	0	0	0	1	2	1.2	1	0	0	0	0	0	0	0	0	0	1	1	
16:30	4	0	0	0	0	0	0	0	0	0	4	4	2	0	1	0	0	0	0	0	0	0	3	3	
16:45	1	0	1	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	5	5	
17:00	4	0	1	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	0	0	0	3	3	
17:15	1	0	1	0	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	0	0	6	6	
17:30	2	0	0	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	5	5	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	2	8	6.4	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	4	
18:15	2	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	1	1	4	3.2	
18:30	3	0	0	0	0	0	0	0	0	0	3	3	4	0	0	0	0	1	0	0	0	0	5	6	
18:45	2	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	1	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Project Number: **TSP11858**
 Project Name: **Coleshill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **A446 Lichfield Road/Faraday Ave/Marsh Ln**
 Date: **09 September 2014, Tuesday**



Time	D - C										TOTAL	TOTAL (PCU)	D - D										TOTAL	TOTAL (PCU)	
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	CAR			TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY					
07:00	25	0	3	0	0	1	0	0	0	0	29	30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	30	0	2	0	0	0	0	0	0	1	33	32.2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	43	0	3	0	0	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	43	0	2	0	0	1	0	0	0	0	46	47	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	37	0	5	1	0	0	0	0	0	0	43	43.5	1	0	0	0	0	0	0	0	0	0	1	1	1
08:15	38	0	3	0	0	0	0	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	37	0	2	0	0	0	0	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	17	0	0	0	0	1	0	0	0	0	18	19	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	30	0	3	0	0	0	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	13	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	10	0	1	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	13	0	1	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11	0	1	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	7	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	9	0	1	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	9	0	0	0	0	1	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	1	1	0	0	0	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	4	0	2	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12	0	2	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	9	0	1	0	0	1	0	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	0	2	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	10	0	1	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	14	0	1	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	4	0	1	0	0	1	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	7	0	0	1	0	0	0	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	8	0	0	2	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	8	0	0	2	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	10	0	2	2	0	1	0	0	0	0	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	13	0	3	0	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	6	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	5	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	9	0	2	0	0	1	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	8	0	3	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	11	0	1	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	10	0	1	0	0	0	1	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	10	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	15	0	5	0	0	1	0	0	0	0	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16	0	1	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	13	0	1	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	21	0	3	0	0	0	0	1	0	0	25	24.4	0	0	1	0	0	0	0	0	0	1	1	1	1
17:15	23	0	1	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	10	0	3	0	0	1	0	0	0	0	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	16	0	1	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	14	0	1	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	8	0	1	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	10	0	1	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	12	0	1	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

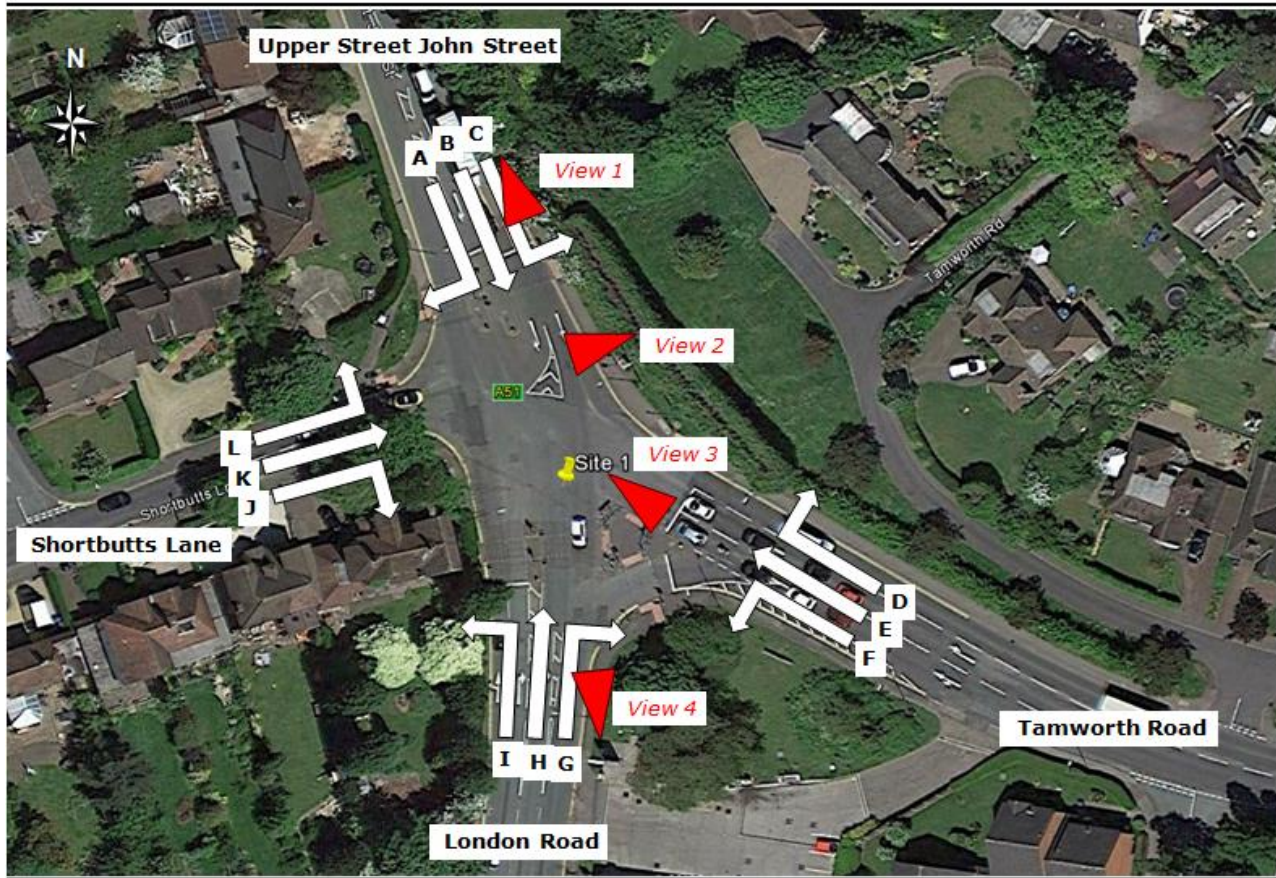
Site S1 - A51/A5206

Site Plan

Job Number & Name: **6256 HS2**

Client: **Capita**

Date: **Tuesday 09 Sep 2014**



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research
Site S1 - A51/A5206
Classified Counts

Job Number & Name: **6256 HS2**
 Client: **Capita**
 Date: **Tuesday 09 September 2014**

Times	Movement A							Movement B							Movement C						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	2	0	0	0	0	0	0	109	17	5	3	0	1	0	15	2	4	0	1	0	0
07:15 - 07:30	2	0	0	0	0	0	0	96	14	2	1	0	3	0	20	3	3	0	0	1	1
07:30 - 07:45	1	0	0	0	0	0	0	100	10	1	0	0	0	0	37	12	0	0	3	0	0
07:45 - 08:00	2	0	0	0	0	0	0	89	8	2	3	0	1	1	55	4	4	0	2	0	0
Hourly Total	7	0	0	0	0	0	0	394	49	10	7	0	5	1	127	21	11	0	6	1	1
08:00 - 08:15	7	0	0	0	0	0	0	95	12	2	2	0	1	0	33	4	1	0	3	0	0
08:15 - 08:30	5	0	0	0	0	0	0	71	4	3	1	0	0	0	31	3	0	0	2	0	0
08:30 - 08:45	9	0	0	0	0	0	0	75	3	1	1	0	0	0	17	3	2	0	2	1	0
08:45 - 09:00	17	0	1	1	2	0	0	80	8	2	1	2	0	0	38	3	2	0	3	0	0
Hourly Total	38	0	1	1	2	0	0	321	27	8	5	2	1	0	119	13	5	0	10	1	0
09:00 - 09:15	4	0	1	0	0	0	0	61	9	1	1	1	0	1	29	3	1	0	3	0	0
09:15 - 09:30	5	0	0	0	0	0	0	52	8	3	1	0	1	0	26	4	1	0	4	1	0
09:30 - 09:45	7	0	0	0	0	0	0	57	9	5	0	0	1	0	31	4	2	1	2	1	0
09:45 - 10:00	4	0	0	0	0	0	0	42	8	5	2	1	0	0	31	2	1	0	1	0	0
Hourly Total	20	0	1	0	0	0	0	212	34	14	4	2	2	1	117	13	5	1	10	2	0
16:00 - 16:15	9	0	0	0	0	0	0	79	11	0	1	0	0	0	50	5	1	0	5	0	0
16:15 - 16:30	8	1	0	0	0	0	0	56	7	0	0	0	0	0	55	2	1	0	1	2	0
16:30 - 16:45	13	0	0	0	0	0	0	55	5	1	0	0	0	0	40	4	2	0	2	1	0
16:45 - 17:00	6	0	0	0	0	0	0	61	7	1	1	0	0	0	44	5	0	0	2	1	0
Hourly Total	36	1	0	0	0	0	0	251	30	2	2	0	0	0	189	16	4	0	10	4	0
17:00 - 17:15	1	0	0	0	0	0	1	88	4	2	0	1	1	0	47	2	0	0	1	0	0
17:15 - 17:30	12	0	0	0	0	0	0	72	7	0	0	0	0	0	35	5	0	0	2	0	1
17:30 - 17:45	8	2	1	0	0	0	1	88	2	1	1	0	0	0	44	2	0	0	4	2	2
17:45 - 18:00	8	1	0	0	0	0	0	83	2	1	1	0	0	0	39	4	1	0	1	1	0
Hourly Total	29	3	1	0	0	0	2	331	15	4	2	1	1	0	165	13	1	0	8	3	3
18:00 - 18:15	9	0	0	0	0	0	0	66	6	1	2	0	0	0	44	2	1	0	0	2	0
18:15 - 18:30	10	0	0	0	0	0	0	54	8	1	0	1	1	0	54	1	0	0	1	0	0
18:30 - 18:45	13	1	0	0	0	0	0	45	6	0	1	1	3	0	35	3	0	0	0	0	0
18:45 - 19:00	5	0	0	0	0	0	0	43	2	4	0	0	2	0	26	1	0	0	2	1	0
Hourly Total	37	1	0	0	0	0	0	208	22	6	3	2	6	0	159	7	1	0	3	3	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S1 - A51/A5206

Classified Counts

Job Number & Name: **6256 HS2**

Client: **Capita**

Date: **Tuesday 09 September 2014**

Times	Movement D							Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	12	0	0	0	1	0	0	7	6	0	0	0	1	0	6	0	0	0	0	0	0
07:15 - 07:30	17	5	0	0	1	0	0	14	0	0	0	0	0	2	0	0	0	0	0	0	
07:30 - 07:45	13	3	3	0	4	0	0	21	1	0	0	0	1	2	0	1	0	0	0	0	
07:45 - 08:00	36	4	1	0	1	0	1	35	3	0	0	0	0	1	0	0	0	0	0	0	
Hourly Total	78	12	4	0	7	0	1	77	10	0	0	0	1	1	11	0	1	0	0	0	0
08:00 - 08:15	33	0	1	0	2	0	0	16	2	0	0	0	0	4	1	0	0	0	0	0	
08:15 - 08:30	46	3	1	0	1	0	1	28	1	0	1	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	39	2	1	0	3	0	0	22	4	0	0	0	1	3	0	2	1	0	0	0	
08:45 - 09:00	35	6	1	1	2	0	0	24	4	0	0	0	0	2	1	1	0	0	0	0	
Hourly Total	153	11	4	1	8	0	1	90	11	0	1	0	0	1	9	2	3	1	0	0	0
09:00 - 09:15	37	5	1	0	2	0	0	33	4	0	0	0	0	5	0	2	0	0	0	0	
09:15 - 09:30	46	2	0	1	1	1	0	12	3	0	0	0	1	1	0	0	0	0	0	0	
09:30 - 09:45	31	3	1	0	1	0	0	15	3	0	0	0	1	3	1	0	0	0	0	0	
09:45 - 10:00	26	3	1	0	1	1	0	20	3	1	0	0	0	4	0	0	0	0	0	0	
Hourly Total	140	13	3	1	5	2	0	80	13	1	0	0	1	1	13	1	2	0	0	0	0
16:00 - 16:15	29	4	0	0	2	2	0	40	1	1	0	0	0	7	1	0	0	0	0	0	
16:15 - 16:30	45	4	0	0	0	0	0	43	4	0	0	0	1	4	0	0	0	0	0	0	
16:30 - 16:45	43	4	0	0	3	0	0	43	6	0	0	0	1	4	2	0	0	0	0	0	
16:45 - 17:00	56	5	1	0	1	0	0	63	5	2	0	0	0	7	0	1	0	0	0	0	
Hourly Total	173	17	1	0	6	2	0	189	16	3	0	0	2	1	22	3	1	0	0	0	0
17:00 - 17:15	40	5	1	0	2	0	0	54	4	0	0	0	0	4	1	0	0	0	0	0	
17:15 - 17:30	64	6	1	0	1	0	0	73	6	0	0	0	1	5	1	1	1	0	0	0	
17:30 - 17:45	38	4	0	0	2	0	0	47	4	0	0	0	1	4	0	0	0	0	0	0	
17:45 - 18:00	33	1	2	0	2	0	0	39	1	0	0	0	1	3	0	0	1	0	0	0	
Hourly Total	175	16	4	0	7	0	0	213	15	0	0	0	3	0	16	2	1	2	0	0	0
18:00 - 18:15	42	0	0	0	0	0	1	26	2	0	0	0	0	0	0	0	0	0	0	0	
18:15 - 18:30	36	3	0	0	1	1	0	34	3	0	0	0	1	3	0	0	0	0	0	0	
18:30 - 18:45	33	1	1	0	0	0	0	29	3	0	0	0	1	3	0	0	0	0	0	0	
18:45 - 19:00	41	2	0	0	1	0	0	21	5	0	0	0	1	1	0	0	0	0	0	0	
Hourly Total	152	6	1	0	2	1	1	110	13	0	0	0	3	3	7	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S1 - A51/A5206

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement G							Movement H							Movement I						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0	32	3	2	2	0	0	0	3	1	1	0	0	0	0
07:15 - 07:30	1	0	0	0	0	0	0	34	5	7	4	0	0	0	2	0	0	0	0	0	0
07:30 - 07:45	4	0	0	0	0	0	0	56	7	3	0	2	0	0	6	0	0	0	0	0	0
07:45 - 08:00	4	0	0	0	0	0	0	70	10	5	0	1	0	0	7	0	0	0	0	0	0
Hourly Total	10	0	0	0	0	0	0	192	25	17	6	3	0	0	18	1	1	0	0	0	0
08:00 - 08:15	2	1	0	0	0	0	0	81	8	0	2	0	0	0	12	4	1	0	0	0	0
08:15 - 08:30	3	0	0	0	0	0	0	91	2	3	1	0	0	0	14	3	1	0	0	0	0
08:30 - 08:45	4	1	1	0	0	0	0	90	5	1	1	2	2	0	17	1	0	0	0	0	0
08:45 - 09:00	3	0	0	0	0	0	0	94	8	2	3	2	0	0	16	2	0	0	0	0	0
Hourly Total	12	2	1	0	0	0	0	356	23	6	7	4	2	0	59	10	2	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	69	8	5	2	0	0	0	12	2	0	0	0	0	0
09:15 - 09:30	3	1	0	0	0	0	0	55	5	6	2	1	0	0	5	0	2	0	0	0	0
09:30 - 09:45	6	1	0	0	0	0	0	64	5	4	2	0	0	0	10	0	0	0	0	0	0
09:45 - 10:00	4	0	0	0	0	0	0	63	7	3	3	0	0	0	10	1	0	0	0	0	0
Hourly Total	14	2	0	0	0	0	0	251	25	18	9	1	0	0	37	3	2	0	0	0	0
16:00 - 16:15	5	0	0	0	0	0	0	86	24	4	0	0	1	0	28	2	0	0	0	0	0
16:15 - 16:30	1	0	0	0	0	0	0	89	12	1	2	0	1	0	38	3	1	0	0	1	0
16:30 - 16:45	3	0	0	0	0	0	0	98	25	7	5	0	4	0	44	6	0	0	0	0	0
16:45 - 17:00	3	0	1	0	0	0	0	112	16	3	1	0	1	0	43	4	0	0	0	0	0
Hourly Total	12	0	1	0	0	0	0	385	77	15	8	0	7	0	153	15	1	0	0	1	0
17:00 - 17:15	5	0	0	0	0	0	0	121	17	3	0	0	4	0	47	5	1	0	0	0	0
17:15 - 17:30	8	0	0	0	1	0	0	100	8	4	1	1	0	0	54	1	1	0	0	0	0
17:30 - 17:45	5	0	0	0	0	0	0	139	12	3	2	0	3	1	39	2	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0	134	11	6	2	0	2	0	48	2	0	0	0	0	0
Hourly Total	19	0	0	0	1	0	0	494	48	16	5	1	9	1	188	10	2	0	0	0	0
18:00 - 18:15	8	0	0	0	0	0	0	102	14	0	0	1	3	0	47	3	1	0	0	1	0
18:15 - 18:30	2	0	0	0	0	0	0	83	7	2	2	0	3	0	45	2	1	0	0	0	0
18:30 - 18:45	1	1	0	0	0	0	0	102	6	1	0	1	2	0	50	1	0	0	0	0	0
18:45 - 19:00	6	0	0	0	0	0	0	121	10	0	1	0	1	0	30	0	0	0	0	0	0
Hourly Total	17	1	0	0	0	0	0	408	37	3	3	2	9	0	172	6	2	0	0	1	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S1 - A51/A5206

Classified Counts

Job Number & Name: 6256 HS2

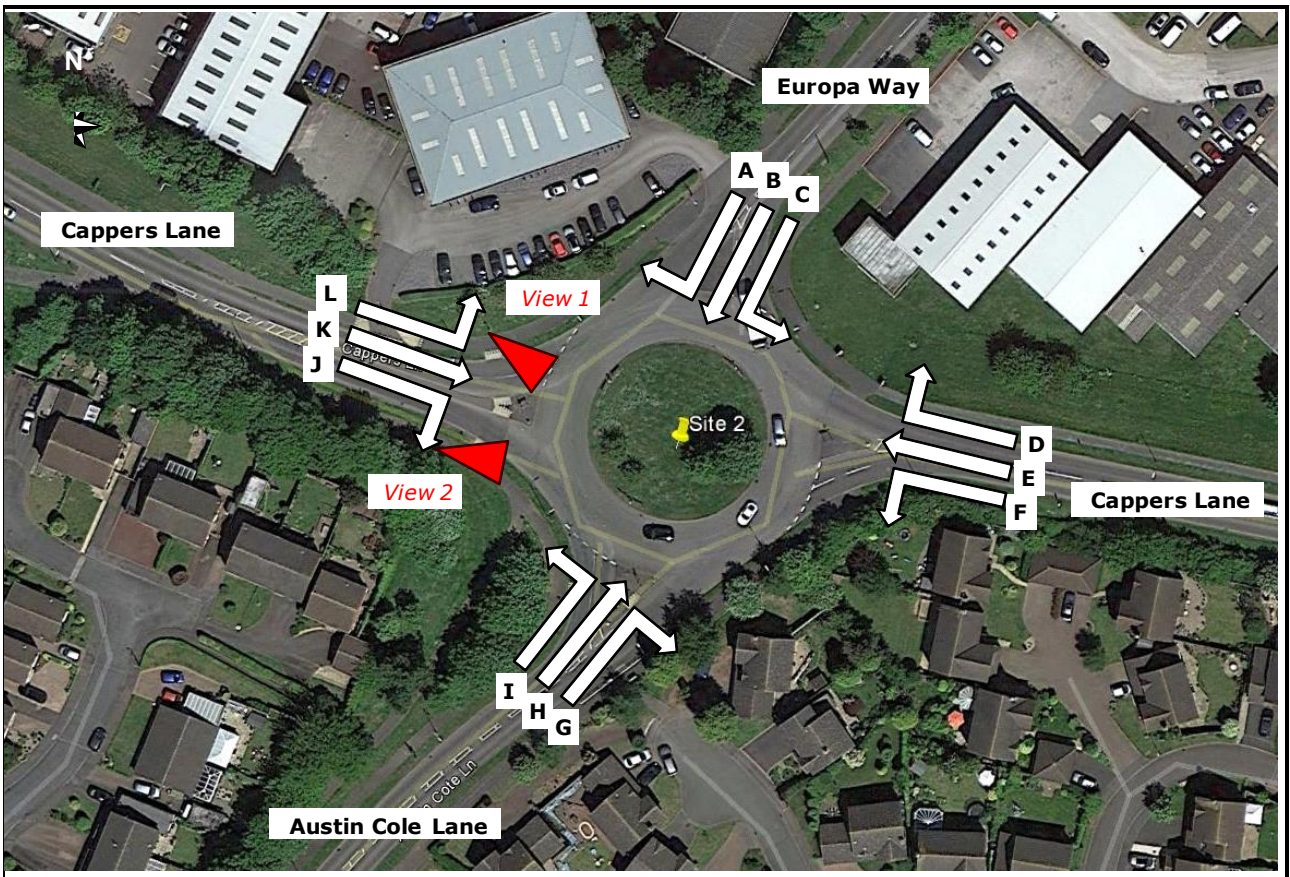
Client: Capita

Date: Tuesday 09 September 2014

Times	Movement J							Movement K							Movement L							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	54	7	0	0	0	0	0	27	3	1	0	0	0	0	3	0	0	0	0	0	0	0
07:15 - 07:30	58	3	1	0	0	1	0	29	2	0	0	0	1	0	6	0	0	0	0	0	0	0
07:30 - 07:45	37	4	0	0	0	0	0	63	5	2	0	0	0	0	2	0	0	0	0	0	0	0
07:45 - 08:00	38	2	0	0	0	0	0	44	8	0	0	0	0	1	4	0	0	0	0	0	0	0
Hourly Total	187	16	1	0	0	1	0	163	18	3	0	0	1	1	15	0	0	0	0	0	0	0
08:00 - 08:15	29	3	2	0	0	0	0	42	3	1	0	0	1	0	4	1	0	0	0	0	0	0
08:15 - 08:30	27	1	0	0	0	1	0	41	5	0	0	0	0	0	15	0	0	0	0	0	0	0
08:30 - 08:45	25	6	0	0	0	0	0	48	5	3	0	0	0	0	21	1	0	0	0	0	0	0
08:45 - 09:00	26	1	0	0	0	1	0	29	3	2	0	0	0	0	9	1	0	0	1	0	0	0
Hourly Total	107	11	2	0	0	2	0	160	16	6	0	0	1	0	49	3	0	0	1	0	0	0
09:00 - 09:15	30	2	0	0	0	0	0	39	2	0	0	0	0	0	6	0	0	0	0	0	0	0
09:15 - 09:30	21	2	1	0	0	0	0	31	2	2	0	0	0	0	5	0	0	0	0	0	0	0
09:30 - 09:45	24	1	0	0	0	0	0	20	2	0	0	0	0	0	4	0	0	0	0	0	0	0
09:45 - 10:00	13	1	0	0	0	1	0	22	3	1	0	0	0	1	3	0	0	0	0	0	0	0
Hourly Total	88	6	1	0	0	1	0	112	9	3	0	0	0	1	18	0	0	0	0	0	0	0
16:00 - 16:15	13	1	0	0	0	0	0	16	1	0	0	0	0	0	6	0	0	0	0	0	0	0
16:15 - 16:30	8	1	0	0	1	0	0	29	4	1	0	0	1	0	6	0	0	0	0	0	0	0
16:30 - 16:45	11	1	0	0	0	0	0	28	3	0	0	0	0	0	12	1	0	0	0	0	0	0
16:45 - 17:00	11	1	0	0	0	0	0	25	0	0	0	0	1	0	3	0	0	0	0	0	0	0
Hourly Total	43	4	0	0	1	0	0	98	8	1	0	0	2	0	27	1	0	0	0	0	0	0
17:00 - 17:15	19	2	0	0	0	0	0	19	5	0	0	0	0	1	9	1	1	0	0	0	0	0
17:15 - 17:30	14	3	0	0	0	0	0	33	2	0	0	0	1	0	10	0	0	0	0	0	0	0
17:30 - 17:45	17	0	0	0	0	0	0	20	1	0	0	0	0	0	9	0	0	0	0	0	0	0
17:45 - 18:00	8	2	0	0	0	0	0	24	4	1	0	0	0	2	6	1	1	0	0	0	0	0
Hourly Total	58	7	0	0	0	0	0	96	12	1	0	0	1	3	34	2	2	0	0	0	0	0
18:00 - 18:15	14	0	0	0	1	0	0	30	3	0	0	0	0	3	4	0	0	0	0	0	0	0
18:15 - 18:30	8	1	0	0	0	1	0	23	0	0	0	0	1	2	10	0	0	0	0	0	0	0
18:30 - 18:45	9	2	0	0	0	0	0	22	0	0	0	0	5	0	7	2	0	0	0	0	0	0
18:45 - 19:00	13	0	0	0	0	0	0	20	2	1	0	0	0	0	15	0	0	0	0	0	0	0
Hourly Total	44	3	0	0	1	1	0	95	5	1	0	0	6	5	36	2	0	0	0	0	0	0

Advanced Transport Research
Site S2 - Cappers Lane/Europa Way
Site Plan

Job Number & Name: **6256 HS2**
Client: **Capita**
Date: **Tuesday 09 Sep 2014**



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S2 - Cappers Lane/Europa Way

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement A							Movement B							Movement C						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	10	1	0	0	0	0	0	2	0	0	0	0	0	3	0	1	0	0	0	0	0
07:15 - 07:30	2	0	3	0	0	0	0	3	1	1	0	0	0	0	0	1	1	0	0	0	0
07:30 - 07:45	3	0	3	1	0	0	0	4	2	2	0	0	0	2	1	4	0	0	0	0	0
07:45 - 08:00	10	10	3	1	0	0	0	7	1	2	0	0	0	2	6	2	0	0	0	0	0
Hourly Total	25	11	9	2	0	0	0	16	4	5	0	0	0	7	7	8	1	0	0	0	0
08:00 - 08:15	8	4	1	0	0	0	0	2	7	1	0	0	0	2	3	1	0	0	0	0	0
08:15 - 08:30	10	4	2	0	0	0	0	4	6	3	0	0	0	6	3	1	0	0	0	0	1
08:30 - 08:45	5	3	3	0	0	0	0	7	7	1	0	0	0	6	4	3	1	0	0	0	0
08:45 - 09:00	16	9	2	0	0	0	0	8	4	2	0	0	0	6	4	0	0	0	0	0	0
Hourly Total	39	20	8	0	0	0	0	21	24	7	0	0	0	20	14	5	1	0	0	0	1
09:00 - 09:15	13	9	2	0	0	0	0	5	5	1	0	0	0	7	5	3	3	0	0	0	0
09:15 - 09:30	21	7	7	1	0	0	0	13	8	0	0	0	0	5	11	3	0	0	0	0	0
09:30 - 09:45	21	9	2	1	0	0	0	10	18	1	0	0	0	3	2	3	2	0	0	0	0
09:45 - 10:00	13	10	5	0	0	0	0	5	7	0	0	0	0	3	4	1	1	0	0	0	0
Hourly Total	68	35	16	2	0	0	0	33	38	2	0	0	0	18	22	10	6	0	0	0	0
16:00 - 16:15	31	7	0	0	0	0	0	13	2	0	0	0	0	13	4	0	0	0	0	0	0
16:15 - 16:30	25	11	1	0	0	0	0	11	2	0	0	0	0	4	8	2	0	0	0	0	0
16:30 - 16:45	44	11	2	0	0	0	0	24	1	0	0	0	1	15	7	0	0	0	0	0	0
16:45 - 17:00	31	7	1	0	0	0	0	11	1	1	0	0	0	13	4	0	0	0	0	2	0
Hourly Total	131	36	4	0	0	0	0	59	6	1	0	0	1	45	23	2	0	0	0	2	0
17:00 - 17:15	76	6	0	1	0	2	0	54	3	0	0	0	1	37	2	0	0	0	0	1	0
17:15 - 17:30	35	3	0	0	0	0	0	33	1	0	0	0	0	11	2	0	0	0	0	0	0
17:30 - 17:45	38	4	0	0	0	0	1	15	2	0	0	0	0	25	2	0	0	0	0	0	0
17:45 - 18:00	17	2	0	1	0	1	0	14	3	0	0	0	0	8	0	1	0	0	0	0	0
Hourly Total	166	15	0	2	0	3	1	116	9	0	0	0	1	81	6	1	0	0	0	1	0
18:00 - 18:15	13	3	0	0	0	0	0	4	0	0	0	0	0	13	0	0	0	0	0	0	0
18:15 - 18:30	13	2	0	0	0	0	0	20	3	0	0	0	3	8	3	0	0	0	0	0	0
18:30 - 18:45	9	2	1	0	0	0	0	13	1	0	0	0	0	6	0	0	0	0	0	0	0
18:45 - 19:00	5	2	2	0	0	0	0	6	1	0	0	0	0	7	1	0	0	0	0	0	0
Hourly Total	40	9	3	0	0	0	0	43	5	0	0	0	3	34	4	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S2 - Cappers Lane/Europa Way

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement D							Movement E							Movement F							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	11	2	0	0	0	0	0	18	2	1	1	0	0	0	2	2	0	0	0	0	0	0
07:15 - 07:30	9	3	2	0	0	2	0	25	2	1	3	0	0	1	10	0	0	0	0	0	0	0
07:30 - 07:45	12	8	2	2	0	0	0	45	8	5	3	0	0	0	7	0	0	0	0	0	0	0
07:45 - 08:00	17	6	1	0	0	0	0	57	3	3	2	0	3	0	9	2	0	0	0	0	0	0
Hourly Total	49	19	5	2	0	2	0	145	15	10	9	0	3	1	28	4	0	0	0	0	0	0
08:00 - 08:15	24	5	0	1	0	0	0	48	10	1	3	0	0	0	16	1	0	2	0	0	0	0
08:15 - 08:30	20	5	0	0	0	0	0	83	7	3	3	0	1	0	12	2	0	0	0	0	1	0
08:30 - 08:45	13	5	4	2	0	0	0	53	4	2	2	0	0	0	16	2	3	0	0	0	0	0
08:45 - 09:00	16	6	0	0	0	1	0	70	10	1	2	0	0	0	10	1	0	0	0	0	0	0
Hourly Total	73	21	4	3	0	1	0	254	31	7	10	0	1	0	54	6	3	2	0	1	0	0
09:00 - 09:15	24	5	2	0	0	0	0	38	6	0	4	0	0	0	14	1	0	0	0	0	0	0
09:15 - 09:30	13	5	2	0	0	1	0	26	7	0	2	0	0	0	13	1	0	0	0	0	0	0
09:30 - 09:45	3	4	1	1	0	0	0	30	3	2	3	0	0	0	15	1	1	0	0	0	0	0
09:45 - 10:00	12	1	7	0	0	0	0	25	2	2	3	0	0	0	11	3	1	1	0	0	0	0
Hourly Total	52	15	12	1	0	1	0	119	18	4	12	0	0	0	53	6	2	1	0	0	0	0
16:00 - 16:15	3	5	1	0	0	0	0	50	8	1	1	0	0	0	21	0	0	0	0	0	0	1
16:15 - 16:30	2	6	4	0	0	0	0	56	12	3	2	0	0	0	18	1	0	0	0	0	1	0
16:30 - 16:45	4	6	0	1	0	0	0	60	11	2	1	0	1	0	18	3	0	0	0	0	1	0
16:45 - 17:00	3	5	0	0	0	0	0	53	10	2	3	0	2	0	26	2	0	0	0	0	0	1
Hourly Total	12	22	5	1	0	0	0	219	41	8	7	0	3	0	83	6	0	0	0	0	2	2
17:00 - 17:15	0	2	2	0	0	0	0	57	7	1	3	1	0	0	24	2	0	0	0	0	1	1
17:15 - 17:30	8	1	0	0	0	0	0	65	8	2	1	0	0	0	50	2	1	0	0	0	0	0
17:30 - 17:45	6	0	0	0	0	0	0	69	6	2	1	0	2	0	31	1	0	0	0	0	0	0
17:45 - 18:00	2	1	0	0	0	0	0	76	8	1	0	0	1	0	21	5	0	0	0	0	0	0
Hourly Total	16	4	2	0	0	0	0	267	29	6	5	1	3	0	126	10	1	0	0	0	1	1
18:00 - 18:15	3	3	0	0	0	0	0	65	11	1	0	0	0	0	25	0	1	0	0	0	0	0
18:15 - 18:30	3	0	1	0	0	0	1	59	6	0	0	0	1	0	26	1	0	0	0	0	0	2
18:30 - 18:45	4	0	0	0	0	0	0	49	11	0	1	0	0	0	25	3	0	0	0	0	0	2
18:45 - 19:00	2	0	1	0	0	0	0	38	2	1	0	0	1	0	20	0	2	0	0	0	0	0
Hourly Total	12	3	2	0	0	0	1	211	30	2	1	0	2	0	96	4	3	0	0	0	0	4

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S2 - Cappers Lane/Europa Way

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement G							Movement H							Movement I						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	29	2	0	0	0	1	0	5	0	0	0	0	0	0	26	5	1	0	0	0	0
07:15 - 07:30	24	0	0	0	0	0	0	12	1	0	0	0	1	0	44	2	0	0	0	0	0
07:30 - 07:45	34	1	0	0	0	0	0	17	3	1	0	0	0	0	64	2	0	0	2	0	0
07:45 - 08:00	16	4	0	0	0	0	0	21	3	0	1	0	0	0	81	4	2	0	0	1	0
Hourly Total	103	7	0	0	0	1	0	55	7	1	1	0	1	0	215	13	3	0	2	1	0
08:00 - 08:15	20	1	1	0	0	0	0	14	9	1	0	0	0	0	77	5	0	0	1	0	0
08:15 - 08:30	30	2	0	0	0	0	0	19	3	2	0	0	0	1	92	4	1	0	1	0	0
08:30 - 08:45	35	1	0	0	0	0	0	26	4	2	0	0	0	0	88	4	1	0	0	0	0
08:45 - 09:00	25	1	0	0	0	0	0	19	5	0	0	0	0	0	83	6	3	0	0	0	0
Hourly Total	110	5	1	0	0	0	0	78	21	5	0	0	0	1	340	19	5	0	2	0	0
09:00 - 09:15	13	0	2	0	0	0	0	14	4	3	0	0	0	0	47	2	3	0	0	0	0
09:15 - 09:30	13	1	0	0	0	0	0	13	5	1	0	0	0	0	45	4	1	0	0	0	0
09:30 - 09:45	11	0	2	0	0	0	0	9	6	2	0	0	0	0	41	3	2	1	1	0	0
09:45 - 10:00	20	1	0	0	0	0	0	9	7	2	0	0	0	0	36	5	2	1	0	0	0
Hourly Total	57	2	4	0	0	0	0	45	22	8	0	0	0	0	169	14	8	2	1	0	0
16:00 - 16:15	9	2	0	0	0	0	0	10	3	0	0	0	0	0	50	15	0	0	1	1	1
16:15 - 16:30	12	3	0	0	0	0	2	8	3	0	0	0	0	0	48	3	1	0	0	1	0
16:30 - 16:45	19	3	2	0	0	0	0	6	2	0	0	0	0	0	58	3	0	0	0	0	0
16:45 - 17:00	17	6	0	0	0	0	0	10	0	0	0	0	0	0	71	5	0	0	0	1	0
Hourly Total	57	14	2	0	0	0	2	34	8	0	0	0	0	0	227	26	1	0	1	3	1
17:00 - 17:15	11	3	0	0	0	0	0	11	2	0	0	0	0	0	48	6	2	0	0	2	0
17:15 - 17:30	25	0	0	0	0	0	1	8	1	0	0	0	0	0	78	9	0	0	0	0	0
17:30 - 17:45	11	2	0	0	0	0	2	3	3	0	0	0	0	0	70	0	3	0	0	0	0
17:45 - 18:00	18	0	0	0	0	0	1	2	1	0	0	0	0	0	79	2	0	0	0	1	0
Hourly Total	65	5	0	0	0	0	4	24	7	0	0	0	0	0	275	17	5	0	0	3	0
18:00 - 18:15	15	1	1	0	0	0	1	4	1	0	0	0	0	0	60	5	0	0	0	0	0
18:15 - 18:30	14	0	0	0	0	0	0	4	1	0	0	0	0	0	69	1	0	0	0	1	1
18:30 - 18:45	13	0	0	0	0	0	0	2	1	1	0	0	0	0	42	4	0	0	0	1	0
18:45 - 19:00	12	0	1	0	0	0	1	7	1	1	0	0	0	0	56	2	2	0	0	0	0
Hourly Total	54	1	2	0	0	0	2	17	4	2	0	0	0	0	227	12	2	0	0	2	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S2 - Cappers Lane/Europa Way

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement J							Movement K							Movement L							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	32	3	0	0	0	0	1	82	9	2	1	0	0	0	18	1	3	0	0	0	0	0
07:15 - 07:30	32	1	2	0	0	1	0	65	7	4	4	0	0	0	29	3	2	0	0	0	0	0
07:30 - 07:45	33	6	2	0	0	1	0	77	5	2	2	0	1	0	23	8	0	1	0	1	0	0
07:45 - 08:00	33	5	3	0	0	0	0	85	11	1	2	0	2	0	67	13	3	0	0	0	0	0
Hourly Total	130	15	7	0	0	2	1	309	32	9	9	0	3	0	137	25	8	1	0	1	0	0
08:00 - 08:15	46	4	1	0	0	1	0	80	10	4	1	0	1	0	42	12	5	0	0	0	0	0
08:15 - 08:30	47	7	3	0	0	0	0	63	5	3	0	0	1	0	38	7	0	0	0	0	0	0
08:30 - 08:45	59	5	3	0	0	2	0	79	7	2	5	1	0	0	32	7	7	1	0	0	0	1
08:45 - 09:00	65	6	1	0	1	0	0	69	7	3	1	0	1	0	50	7	4	1	0	0	0	1
Hourly Total	217	22	8	0	1	3	0	291	29	12	7	1	3	0	162	33	16	2	0	0	0	2
09:00 - 09:15	50	7	0	0	0	0	0	55	9	3	1	0	0	1	37	11	4	0	0	1	0	0
09:15 - 09:30	49	2	1	0	1	0	0	49	8	1	2	0	0	1	28	10	5	0	0	0	0	0
09:30 - 09:45	41	7	2	0	0	1	0	44	4	3	4	0	0	0	23	8	4	2	0	0	0	0
09:45 - 10:00	33	4	0	0	0	0	0	45	10	4	4	1	0	1	31	6	0	0	0	0	0	1
Hourly Total	173	20	3	0	1	1	0	193	31	11	11	1	0	3	119	35	13	2	0	0	1	1
16:00 - 16:15	64	3	1	0	0	1	0	63	7	0	2	0	2	0	22	2	3	0	0	0	0	0
16:15 - 16:30	52	3	0	0	0	0	0	57	8	4	3	0	0	0	19	6	1	1	0	0	0	0
16:30 - 16:45	64	5	0	0	0	0	0	64	12	5	1	0	0	1	20	6	2	0	0	0	0	0
16:45 - 17:00	69	7	0	0	0	0	0	59	7	2	4	0	0	0	24	4	1	0	0	1	0	0
Hourly Total	249	18	1	0	0	1	0	243	34	11	10	0	2	1	85	18	7	1	0	1	0	0
17:00 - 17:15	93	5	1	0	0	0	1	75	6	1	1	0	1	0	14	2	1	1	0	0	0	0
17:15 - 17:30	87	6	0	0	0	0	0	58	11	2	1	0	2	0	8	2	0	0	0	0	0	0
17:30 - 17:45	79	7	0	0	0	1	0	61	4	1	1	0	1	1	4	2	0	0	0	0	0	0
17:45 - 18:00	81	2	1	0	0	1	2	72	6	3	3	0	4	0	8	1	0	0	0	0	0	0
Hourly Total	340	20	2	0	0	2	3	266	27	7	6	0	8	1	34	7	1	1	0	0	0	0
18:00 - 18:15	77	5	1	0	0	0	0	56	2	2	1	0	0	0	3	4	0	0	0	0	0	0
18:15 - 18:30	74	3	0	0	0	0	0	66	5	1	1	0	2	1	4	1	0	0	0	0	0	0
18:30 - 18:45	55	2	0	0	1	0	0	28	3	1	0	0	0	2	3	2	0	0	0	0	0	0
18:45 - 19:00	64	4	0	0	0	0	0	33	4	0	0	0	0	0	3	3	0	0	0	0	0	0
Hourly Total	270	14	1	0	1	0	0	183	14	4	2	0	2	3	13	10	0	0	0	0	0	0

Advanced Transport Research

Job Number & Name:

6256 HS2

Site S3 - A38/Wood End Lane (Hillards Cross)

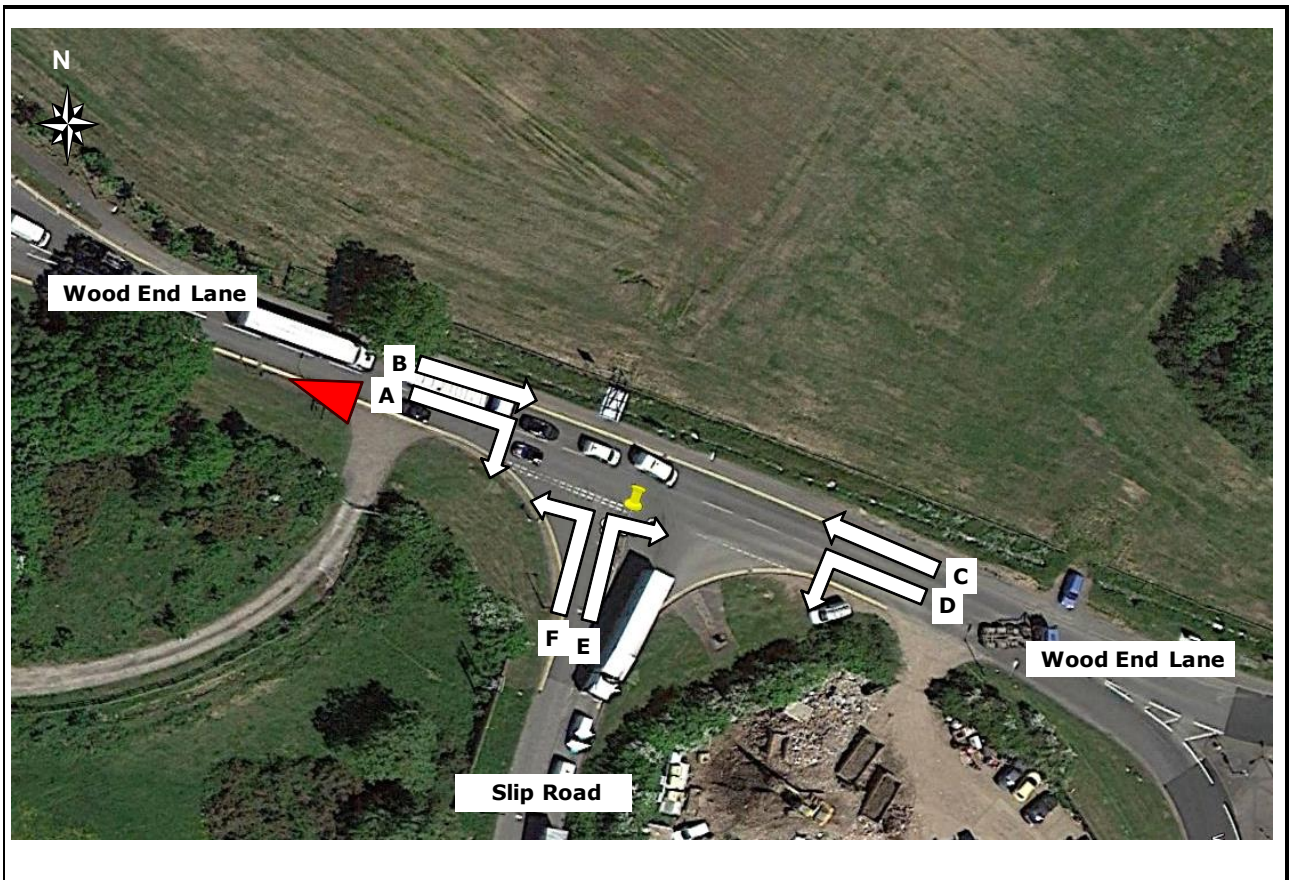
Client:

Capita

Site Plan

Date:

Tuesday 09 Sep 2014



Advanced Transport Research

Job Number & Name: **6256 HS2**

Site S3 - A38/Wood End Lane (Hillards Cross)

Client: **Capita**

Classified Counts

Date: **Tuesday 09 September 2014**

Times	Movement A							Movement B						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	60	4	2	9	0	0	0	36	1	5	6	0	0	0
07:15 - 07:30	57	6	8	8	0	0	0	8	7	3	6	0	0	0
07:30 - 07:45	71	15	3	14	1	1	0	20	6	4	6	0	0	0
07:45 - 08:00	71	15	8	8	0	0	0	24	9	5	6	0	0	0
Hourly Total	259	40	21	39	1	1	0	88	23	17	24	0	0	0
08:00 - 08:15	53	20	15	11	0	0	0	14	4	4	12	0	0	0
08:15 - 08:30	65	10	10	9	0	0	0	9	3	7	10	0	0	0
08:30 - 08:45	53	10	10	12	0	0	0	8	5	5	9	0	0	0
08:45 - 09:00	60	13	7	17	0	0	0	15	10	5	4	0	0	0
Hourly Total	231	53	42	49	0	0	0	46	22	21	35	0	0	0
09:00 - 09:15	57	7	6	16	1	0	0	9	8	4	3	0	0	0
09:15 - 09:30	39	13	6	8	0	0	0	5	5	3	7	0	0	0
09:30 - 09:45	32	14	5	18	0	0	0	5	4	2	4	0	0	0
09:45 - 10:00	29	13	3	12	0	0	0	4	5	0	7	0	0	0
Hourly Total	157	47	20	54	1	0	0	23	22	9	21	0	0	0

16:00 - 16:15	99	12	6	14	0	1	0	48	2	3	2	0	0	0
16:15 - 16:30	65	13	4	12	0	1	0	22	5	2	6	0	0	0
16:30 - 16:45	98	13	4	7	1	2	0	28	4	1	1	0	0	0
16:45 - 17:00	61	7	3	10	0	0	0	38	3	0	5	0	1	0
Hourly Total	323	45	17	43	1	4	0	136	14	6	14	0	1	0
17:00 - 17:15	167	9	3	8	0	0	0	35	5	2	7	0	0	2
17:15 - 17:30	115	11	2	8	1	1	0	37	2	1	4	0	0	0
17:30 - 17:45	96	8	2	16	0	1	0	50	2	1	4	0	0	0
17:45 - 18:00	99	7	2	11	0	1	0	37	3	3	0	0	0	0
Hourly Total	477	35	9	43	1	3	0	159	12	7	15	0	0	2
18:00 - 18:15	98	2	2	16	0	1	0	54	0	0	5	0	0	0
18:15 - 18:30	61	8	2	8	1	3	0	11	1	0	4	0	0	0
18:30 - 18:45	54	7	4	5	0	0	3	15	1	0	1	0	1	0
18:45 - 19:00	55	4	2	3	0	0	1	12	2	3	4	0	0	0
Hourly Total	268	21	10	32	1	4	4	92	4	3	14	0	1	0

Advanced Transport Research

Job Number & Name: **6256 HS2**

Site S3 - A38/Wood End Lane (Hillards Cross)

Client: **Capita**

Classified Counts

Date: **Tuesday 09 September 2014**

Times	Movement C							Movement D						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	48	14	0	14	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	76	4	8	9	0	1	1	0	0	0	0	0	0	0
07:30 - 07:45	70	7	4	6	0	1	0	1	0	0	0	0	0	0
07:45 - 08:00	109	10	5	5	1	1	0	1	1	2	0	0	0	0
Hourly Total	303	35	17	34	2	3	1	2	1	2	0	0	0	0
08:00 - 08:15	90	7	5	5	0	1	0	2	1	0	0	0	0	0
08:15 - 08:30	144	5	6	11	0	0	3	0	0	1	0	0	0	0
08:30 - 08:45	100	8	8	9	0	1	0	3	0	0	0	0	0	0
08:45 - 09:00	120	11	4	3	0	0	0	1	0	1	0	0	0	0
Hourly Total	454	31	23	28	0	2	3	6	1	2	0	0	0	0
09:00 - 09:15	76	7	6	10	0	0	1	1	1	1	0	0	0	0
09:15 - 09:30	31	3	3	8	0	1	1	5	1	0	0	0	0	0
09:30 - 09:45	37	4	6	11	1	3	0	3	0	1	0	0	0	0
09:45 - 10:00	30	5	3	8	0	0	0	3	2	0	0	0	0	0
Hourly Total	174	19	18	37	1	4	2	12	4	2	0	0	0	0

16:00 - 16:15	43	9	7	20	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	38	15	4	17	0	0	0	1	1	0	0	0	0	0
16:30 - 16:45	41	12	4	16	0	0	0	7	1	1	0	0	1	0
16:45 - 17:00	51	12	3	11	0	2	0	0	2	0	0	0	1	0
Hourly Total	173	48	18	64	0	2	0	8	4	1	0	0	2	0
17:00 - 17:15	66	8	7	18	0	0	0	1	0	0	0	0	0	0
17:15 - 17:30	76	15	5	9	0	1	1	6	0	0	0	0	0	0
17:30 - 17:45	77	11	8	11	1	0	0	3	0	0	0	0	0	0
17:45 - 18:00	91	3	10	24	0	0	0	3	0	0	0	0	0	0
Hourly Total	310	37	30	62	1	1	1	13	0	0	0	0	0	0
18:00 - 18:15	45	8	5	15	0	0	0	3	0	0	0	0	0	0
18:15 - 18:30	47	8	6	9	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	54	6	5	13	1	0	0	2	0	0	0	0	0	0
18:45 - 19:00	55	5	7	14	0	0	0	1	0	0	0	0	0	0
Hourly Total	201	27	23	51	1	0	0	6	0	0	0	0	0	0

Advanced Transport Research

Job Number & Name: **6256 HS2**

Site S3 - A38/Wood End Lane (Hillards Cross)

Client: **Capita**

Classified Counts

Date: **Tuesday 09 September 2014**

Times	Movement E							Movement F						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	4	0	0	0	0	0	0	20	3	4	3	0	0	0
07:15 - 07:30	1	0	0	0	0	0	0	29	3	0	3	0	1	0
07:30 - 07:45	7	0	0	0	0	0	0	45	7	1	3	0	1	0
07:45 - 08:00	6	2	0	0	0	0	0	66	7	2	2	0	0	0
Hourly Total	18	2	0	0	0	0	0	160	20	7	11	0	2	0
08:00 - 08:15	10	0	1	0	0	0	0	26	10	2	1	0	0	0
08:15 - 08:30	3	0	1	0	0	0	0	48	2	2	4	0	1	0
08:30 - 08:45	10	0	0	0	0	0	0	50	8	1	2	0	0	1
08:45 - 09:00	8	0	0	0	0	0	0	45	3	4	1	1	0	1
Hourly Total	31	0	2	0	0	0	0	169	23	9	8	1	1	2
09:00 - 09:15	5	2	0	0	0	0	0	24	4	2	4	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	14	2	3	6	0	0	0
09:30 - 09:45	5	2	0	0	0	0	0	21	6	2	4	0	0	0
09:45 - 10:00	3	0	0	0	0	0	0	16	6	0	5	0	0	1
Hourly Total	13	4	1	0	0	0	0	75	18	7	19	0	0	1

16:00 - 16:15	7	0	0	0	1	0	0	18	5	2	4	0	0	0
16:15 - 16:30	6	3	0	0	0	0	0	14	3	1	3	0	0	0
16:30 - 16:45	7	2	2	0	0	0	0	18	5	7	4	0	0	0
16:45 - 17:00	3	0	1	0	0	0	0	16	1	2	5	0	0	1
Hourly Total	23	5	3	0	1	0	0	66	14	12	16	0	0	1
17:00 - 17:15	7	2	0	0	0	0	0	21	6	1	6	0	0	0
17:15 - 17:30	8	0	0	0	0	0	0	27	7	2	7	0	0	0
17:30 - 17:45	4	2	0	0	0	0	0	28	4	0	4	0	0	1
17:45 - 18:00	7	0	0	0	0	0	0	25	1	5	6	0	1	3
Hourly Total	26	4	0	0	0	0	0	101	18	8	23	0	1	4
18:00 - 18:15	8	0	0	0	0	0	0	13	2	4	2	0	1	1
18:15 - 18:30	5	0	0	0	0	1	0	11	3	3	4	0	1	0
18:30 - 18:45	5	0	0	0	0	0	0	21	4	5	3	0	1	0
18:45 - 19:00	3	1	0	0	0	0	0	15	2	3	3	0	0	0
Hourly Total	21	1	0	0	0	1	0	60	11	15	12	0	3	1

Advanced Transport Research

Site S9 - A51/A5192 (R3)

Site Plan

Job Number & Name:

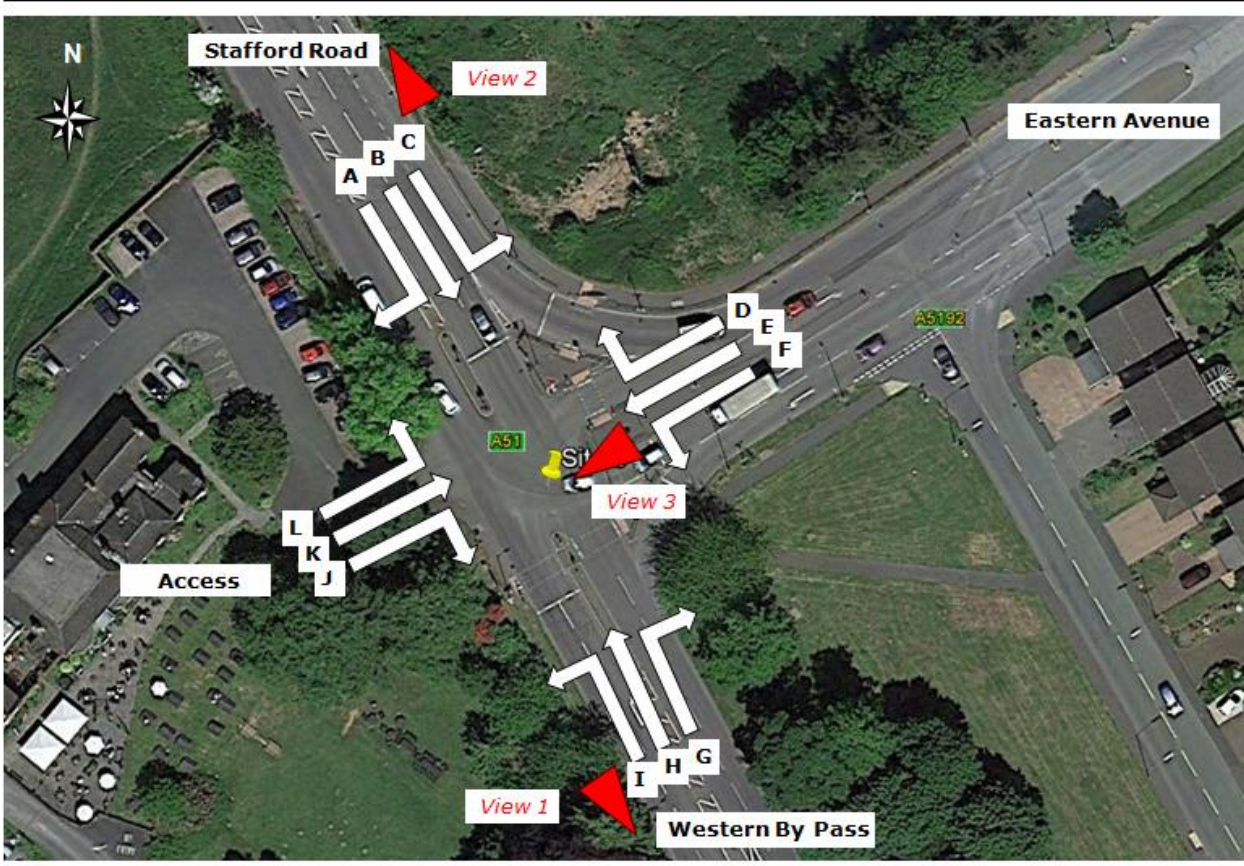
6256 HS2

Client:

Capita

Date:

Tuesday 09 Sep 2014



SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research
 Site S9 - A51/A5192 (R3)
 Classified Counts

Job Number & Name: **6256 HS2**
 Client: **Capita**
 Date: **Tuesday 09 September 2014**

Times	Movement A							Movement B							Movement C						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	132	20	1	3	0	1	1	28	3	3	0	1	1	0
07:15 - 07:30	0	0	0	0	0	0	0	150	21	4	3	0	4	0	38	10	0	3	1	0	0
07:30 - 07:45	0	0	0	0	0	0	0	128	23	7	3	0	0	0	69	12	0	2	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	174	18	5	5	0	2	0	85	10	1	1	1	2	0
Hourly Total	0	0	0	0	0	0	0	584	82	17	14	0	7	1	220	35	4	6	3	3	0
08:00 - 08:15	0	0	0	0	0	0	0	177	15	7	3	0	2	0	90	7	4	3	2	0	0
08:15 - 08:30	0	0	0	0	0	0	0	178	16	4	4	0	0	0	137	10	6	4	3	0	0
08:30 - 08:45	0	0	0	0	0	0	0	139	19	3	3	0	1	0	139	5	3	2	2	0	0
08:45 - 09:00	0	0	0	0	0	0	0	162	20	5	4	0	1	0	98	8	3	1	1	0	0
Hourly Total	0	0	0	0	0	0	0	656	70	19	14	0	4	0	464	30	16	10	8	0	0
09:00 - 09:15	0	0	0	0	0	0	0	139	8	2	1	0	0	2	79	11	3	1	0	1	0
09:15 - 09:30	0	0	0	0	0	0	0	112	5	5	4	1	0	0	59	5	3	3	1	0	0
09:30 - 09:45	0	0	0	0	0	0	0	114	16	3	5	1	1	0	55	4	2	4	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	100	11	3	4	0	2	2	42	9	3	1	0	1	0
Hourly Total	0	0	0	0	0	0	0	465	40	13	14	2	3	4	235	29	11	9	1	2	0
16:00 - 16:15	1	0	0	0	0	0	0	105	14	0	2	2	5	0	53	9	2	2	1	1	0
16:15 - 16:30	0	0	0	0	0	0	0	103	16	3	0	0	1	0	62	2	3	2	0	1	0
16:30 - 16:45	0	0	0	0	0	0	0	86	16	3	3	1	0	0	65	10	1	1	1	2	0
16:45 - 17:00	0	0	0	0	0	0	0	130	13	9	1	1	1	0	69	14	1	5	2	0	0
Hourly Total	1	0	0	0	0	0	0	424	59	15	6	4	7	0	249	35	7	10	4	4	0
17:00 - 17:15	0	0	0	0	0	0	0	139	19	5	1	0	1	0	67	12	2	4	1	0	0
17:15 - 17:30	0	0	0	0	0	0	0	152	9	2	0	2	0	1	73	8	2	1	0	2	0
17:30 - 17:45	0	0	0	0	0	0	0	117	11	2	2	0	0	0	74	4	2	0	1	1	0
17:45 - 18:00	0	0	0	0	0	0	0	102	7	3	1	1	1	0	52	10	1	3	0	0	0
Hourly Total	0	0	0	0	0	0	0	510	46	12	4	3	2	1	266	34	7	8	2	3	0
18:00 - 18:15	0	0	0	0	0	0	0	107	9	1	2	0	3	0	39	2	1	2	1	1	0
18:15 - 18:30	0	0	0	0	0	0	0	104	6	1	0	0	3	1	58	2	1	2	0	0	2
18:30 - 18:45	0	0	0	0	0	0	0	102	8	2	1	0	3	0	39	3	1	0	1	0	0
18:45 - 19:00	0	0	0	0	0	0	0	92	3	2	1	0	3	2	51	3	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	405	26	6	4	0	12	3	187	10	3	4	2	1	2

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research

Site S9 - A51/A5192 (R3)

Classified Counts

Job Number & Name: 6256 HS2

Client: Capita

Date: Tuesday 09 September 2014

Times	Movement D							Movement E							Movement F							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
07:00 - 07:15	23	6	0	0	1	0	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	
07:15 - 07:30	36	5	5	2	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	1	0
07:30 - 07:45	36	6	3	1	3	0	1	0	0	0	0	0	0	0	21	3	2	1	0	1	0	
07:45 - 08:00	54	11	6	5	1	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	
Hourly Total	149	28	14	8	5	0	1	0	0	0	0	0	0	0	70	9	3	1	0	2	0	
08:00 - 08:15	44	3	1	0	1	1	0	0	0	0	0	0	0	0	23	0	0	1	0	0	0	
08:15 - 08:30	69	3	0	3	0	1	0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	
08:30 - 08:45	81	4	5	4	1	0	0	0	0	0	0	0	0	0	46	4	0	0	1	0	0	
08:45 - 09:00	48	1	1	2	1	0	0	0	0	0	0	0	0	0	14	4	1	0	1	1	0	
Hourly Total	242	11	7	9	3	2	0	0	0	0	0	0	0	0	105	12	2	1	2	1	0	
09:00 - 09:15	33	5	2	2	2	0	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	
09:15 - 09:30	38	4	1	2	0	0	0	0	0	0	0	0	0	0	26	7	0	0	0	0	0	
09:30 - 09:45	30	4	2	1	1	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	
09:45 - 10:00	37	4	0	1	0	1	0	0	0	0	0	0	0	0	39	3	5	0	0	1	0	
Hourly Total	138	17	5	6	3	1	0	0	0	0	0	0	0	0	115	13	6	0	0	1	0	
16:00 - 16:15	66	9	3	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	1	0	
16:15 - 16:30	54	13	2	0	1	2	1	0	0	0	0	0	0	0	32	3	0	0	1	0	0	
16:30 - 16:45	73	3	5	3	1	2	0	0	0	0	0	0	0	0	53	7	1	0	0	1	0	
16:45 - 17:00	62	9	0	3	1	0	0	0	0	0	0	0	0	0	36	4	0	0	1	0	0	
Hourly Total	255	34	10	6	3	4	1	0	0	0	0	0	0	0	139	18	1	0	2	2	0	
17:00 - 17:15	85	11	0	3	0	1	0	0	0	0	0	0	0	0	59	5	0	0	1	1	1	
17:15 - 17:30	110	6	2	1	1	0	0	0	0	0	0	0	0	0	52	6	2	0	0	0	0	
17:30 - 17:45	78	4	0	0	0	0	0	0	0	0	0	0	0	0	43	5	0	1	1	1	0	
17:45 - 18:00	85	5	0	2	1	1	0	0	0	0	0	0	0	0	44	3	0	0	0	0	2	
Hourly Total	358	26	2	6	2	2	0	0	0	0	0	0	0	0	198	19	2	1	2	2	3	
18:00 - 18:15	63	7	2	0	1	1	0	0	0	0	0	0	0	0	36	1	1	0	0	1	0	
18:15 - 18:30	55	3	1	2	0	0	1	0	0	0	0	0	0	0	33	1	0	0	0	0	0	
18:30 - 18:45	46	1	0	0	0	1	1	0	0	0	0	0	0	0	34	0	0	0	0	0	1	
18:45 - 19:00	41	3	2	3	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	
Hourly Total	205	14	5	5	1	2	2	0	0	0	0	0	0	0	135	3	1	0	0	1	1	

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research
 Site S9 - A51/A5192 (R3)
 Classified Counts

Job Number & Name: 6256 HS2
 Client: Capita
 Date: Tuesday 09 September 2014

Times	Movement G							Movement H							Movement I						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	7	1	0	0	0	0	1	61	11	3	1	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	16	0	0	0	0	1	0	119	13	4	4	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	30	5	0	0	0	0	0	115	12	8	5	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	32	3	0	0	0	0	0	93	20	4	1	1	0	0	0	0	0	0	0	0	0
Hourly Total	85	9	0	0	0	1	1	388	56	19	11	1	1	0	0	0	0	0	0	0	0
08:00 - 08:15	40	5	0	0	0	1	0	118	18	7	4	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	61	4	1	0	0	0	0	124	15	3	2	1	0	0	0	0	0	0	0	0	0
08:30 - 08:45	83	3	0	0	2	0	1	131	15	4	1	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	54	1	1	0	0	1	0	118	17	3	7	1	0	1	0	0	0	0	0	0	0
Hourly Total	238	13	2	0	2	2	1	491	65	17	14	2	2	1	0	0	0	0	0	0	0
09:00 - 09:15	28	8	0	1	0	0	0	91	15	1	2	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	20	2	0	1	0	0	0	86	12	2	6	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	19	1	2	0	0	0	0	81	9	2	4	0	0	1	0	0	0	0	0	0	0
09:45 - 10:00	20	2	3	0	1	0	0	58	12	7	3	1	0	0	0	0	0	0	0	0	0
Hourly Total	87	13	5	2	1	0	0	316	48	12	15	1	0	1	0	0	0	0	0	0	0
16:00 - 16:15	25	4	0	1	1	0	0	135	22	5	3	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	30	4	1	0	1	0	0	134	28	2	6	0	3	0	1	0	0	0	0	0	0
16:30 - 16:45	33	3	0	0	0	0	0	134	19	2	7	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	35	0	2	0	0	0	0	157	28	5	4	0	4	2	0	0	0	0	0	0	0
Hourly Total	123	11	3	1	2	0	0	560	97	14	20	0	9	2	1	0	0	0	0	0	0
17:00 - 17:15	35	4	0	0	0	0	0	171	25	4	1	0	5	1	0	0	0	0	0	0	0
17:15 - 17:30	19	1	0	0	0	0	0	202	16	2	0	0	3	0	0	0	0	0	0	0	0
17:30 - 17:45	22	3	0	0	0	0	0	195	19	4	2	0	4	0	0	0	0	0	0	0	0
17:45 - 18:00	34	2	1	0	0	0	1	185	15	6	1	0	3	0	0	0	0	0	0	0	0
Hourly Total	110	10	1	0	0	0	1	753	75	16	4	0	15	1	0	0	0	0	0	0	0
18:00 - 18:15	32	1	2	0	0	0	0	180	21	4	2	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	37	1	0	0	0	2	0	145	12	1	0	0	1	3	0	0	0	0	0	0	0
18:30 - 18:45	35	3	0	0	0	0	0	137	12	0	3	1	3	1	0	0	0	0	0	0	0
18:45 - 19:00	23	2	0	0	0	0	0	104	10	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	127	7	2	0	0	2	0	566	55	5	5	1	8	4	0	0	0	0	0	0	0

SES and AP2 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

Advanced Transport Research
 Site S9 - A51/A5192 (R3)
 Classified Counts

Job Number & Name: 6256 HS2
 Client: Capita
 Date: Tuesday 09 September 2014

Times	Movement J							Movement K							Movement L						
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:45 - 18:00	3	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	0	5	0	0	0	0	0	0	6	0	0	0	0	0	0

Annex B(vi): Supplementary baseline survey report (Langley)

Contents

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1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken between November 2014 and February 2015 to provide additional information to the previous surveys of 2012, 2013 and June 2014. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA2-6 (TR-001-000.13).
- 1.1.2 The surveys were undertaken to complete a database of information where surveys could not be previously undertaken (i.e. gaps in data) or there had been a change in the project scope.
- 1.1.3 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.
- 1.1.4 As a result of completion of 20mph scheme in Langley in late 2014, a number of detailed classified surveys originally planned were not progressed where ATC or model data was available. These surveys could be progressed at a later stage, once traffic patterns have become fully established.

2 Traffic survey location plans and schedules

2.1 Schedules

Note that "Turning Count Extra" refers to additional MCC undertaken beyond the original specification".

ATC Schedules (see Appendix Langley)

Contract 221 London Metropolitan			
		Proposed Survey Date	Actual Survey Date
ATC 2 weeks in 15 minutes intervals			
ID	Location		
Survey Location - Langley			
L_A1	Parlaunt Road between Tamar Way and Heron Drive	w/c 13/01/2015	20/01/2015 - 03/02/2015
L_A2	Langley Road (eastbound + westbound) - not required	w/c 13/01/2015	N/A
L_A3	Station Road between Langley Rd and Scholar Rd	w/c 13/01/2015	20/01/2015 - 03/02/2015
L_A4	Langley Park Road between Canal Wharf and Trenches Ln	w/c 13/01/2015	21/11/2014 - 07/12/2014
L_A5	Hollow Hill Lane (eastbound + westbound)	w/c 13/01/2015	Cancelled
L_A6	Mansion Lane between Mansion Ln and Hollow Hill Ln	w/c 13/01/2015	21/11/2014 - 07/12/2014
XA_1	Denham Road between Seven Hills and Denham Rd	w/c 13/01/2015	20/01/2015 - 03/02/2015
XA_2	Wood Lane between Langley Park Rd and Bellswood Ln	w/c 13/01/2015	20/01/2015 - 03/02/2015
XA_3	Bangors Road South between Copins Ln and Love Green Ln	w/c 13/01/2015	20/01/2015 - 03/02/2015
XA_4	Thorney Lane North between Ridgeway and Marina Way	w/c 13/01/2015	20/01/2015 - 03/02/2015
XA_5	Parlaunt Road between Sutton Ln and Richings Place	w/c 13/01/2015	20/01/2015 - 03/02/2015
XA_6	Sutton Lane between Hurricane Way and Grasholm Way	w/c 13/01/2015	20/01/2015 - 03/02/2015

MCC Schedules (see Appendix IS-Langley)

Contract 221 London Metropolitan			
		Proposed Survey Date	Actual Survey Date
MCC 15 minutes intervals			
ID	Location		
Survey Location - Langley			
L_M1	Sutton Lane / North Park	w/c 15/01/2015	21/22 & 24/01/15
L_M2	Parlaunt Road / Market Lane	w/c 15/01/2015	21/22 & 24/01/15
L_M3	High Street / Parlaunt Road	w/c 15/01/2015	21/22 & 24/01/15
L_M4	High Street / Langley Road / Station Road	w/c 15/01/2015	21/22 & 24/01/15
L_M5	Station Road / Waterside Drive / Langley Station parking entrance (7am to 7pm)	w/c 15/01/2015	29/11/14 & 02/12/14
L_M6	B470 / Wood Lane / Market Lane	w/c 15/01/2015	21/22 & 24/01/15
L_M7	Market Lane / Maplin Park	w/c 15/01/2015	28/29 & 31/01/15
L_M8	Hollow Hill Lane / Mansion Lane	w/c 15/01/2015	Deferred due to road closure
XM_6	Thorney Lane North / Unknown Road to Iver Station	w/c 15/01/2015	21/22 & 24/01/15

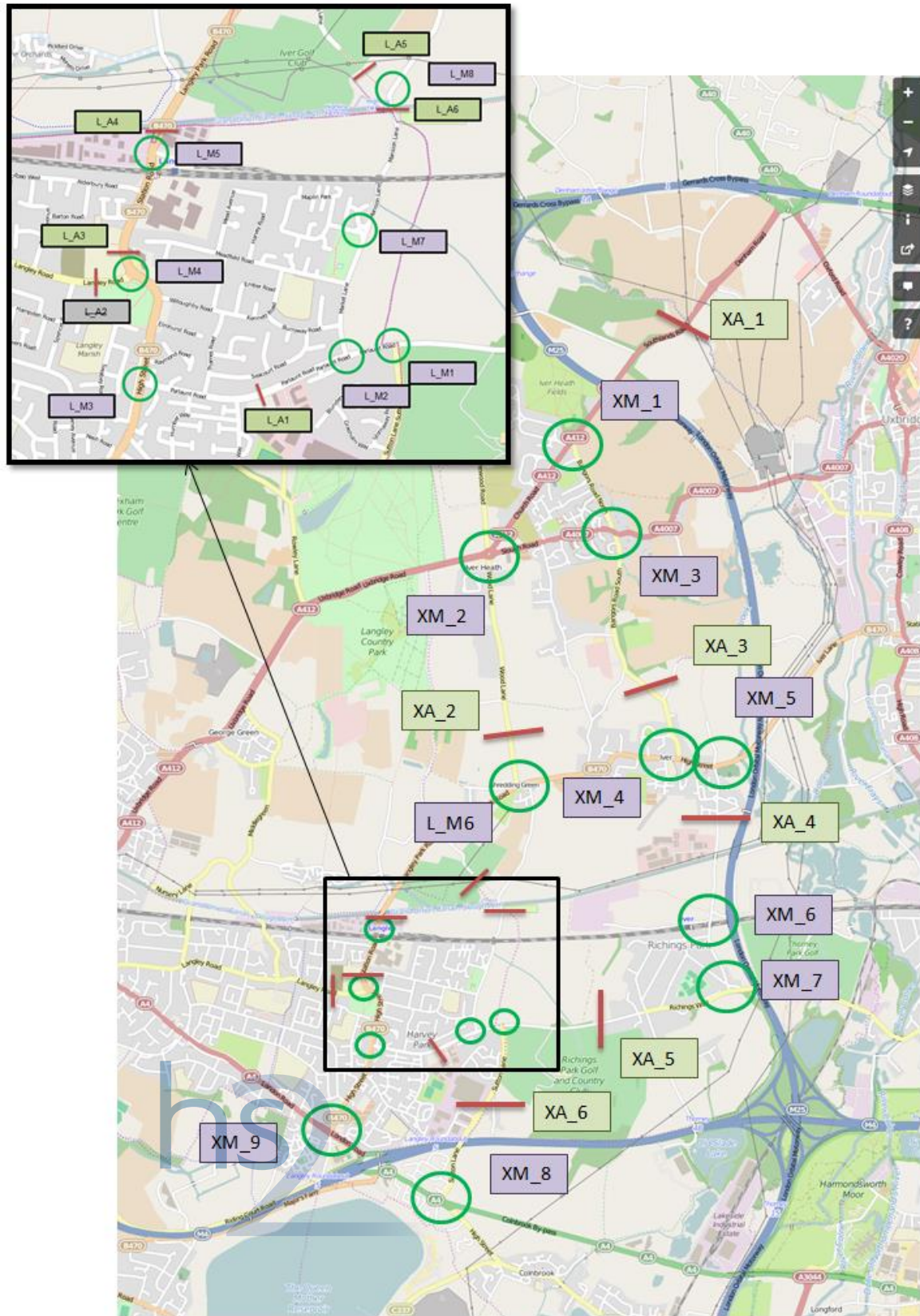
Note: Sites XM_1 – XM_5 and XM_7 – XM_11 have not been progressed within the AP2

Pedestrian surveys at stations (see JS-Langley)

Contract 221 London Metropolitan			
Ped 1hr AM and PM peaks		Proposed Survey Date	Actual Survey Date
ID	Location		
Survey Location - Langley			
LM_3	High Street / Parlaunt Road	w/c 15/01/2015	21/01/2015
LM_3	High Street / Parlaunt Road	w/c 15/01/2015	22/01/2015
LM_3	High Street / Parlaunt Road	w/c 15/01/2015	24/01/2015
LM_4	High Street / Langley Road / Station Road	w/c 15/01/2015	21/01/2015
LM_4	High Street / Langley Road / Station Road	w/c 15/01/2015	22/01/2015
LM_4	High Street / Langley Road / Station Road	w/c 15/01/2015	24/01/2015
LM_5	Station Road / Waterside Drive / Station Access	28, 29 or 30/11/14	29/11/2014
LM_5	Station Road / Waterside Drive / Station Access	28, 29 or 30/11/14	02/11/2014
LM_7	Market Lane / Maplin Park	w/c 15/01/2015	24/01/2015
LM_7	Market Lane / Maplin Park	w/c 15/01/2015	28/01/2015
LM_7	Market Lane / Maplin Park	w/c 15/01/2015	29/01/2015
XM_6	Thorney Lane North / Unknown Road to Iver Station	w/c 15/01/2015	21/01/2015
XM_6	Thorney Lane North / Unknown Road to Iver Station	w/c 15/01/2015	22/01/2015
XM_6	Thorney Lane North / Unknown Road to Iver Station	w/c 15/01/2015	24/01/2015

2.2 Surveys locations

Langley area



3 Appendix HS-Langley – automatic traffic counts

Note:

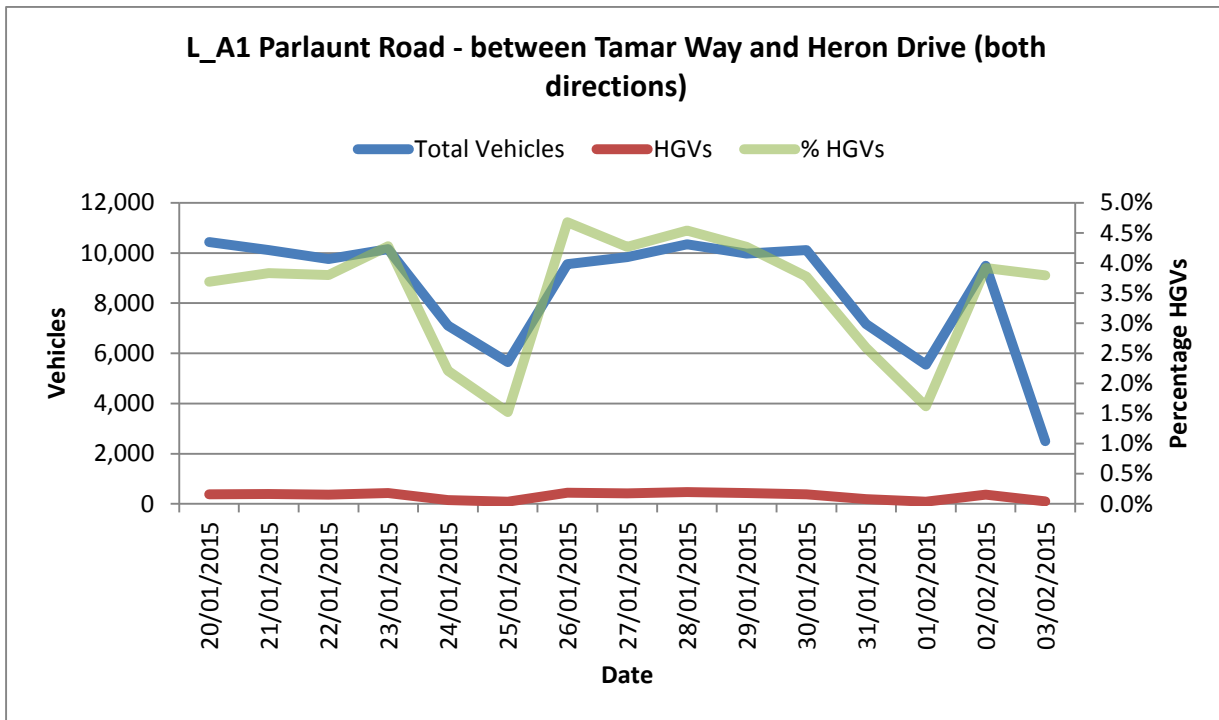
- all the ATC have been undertaken between January and February 2015 from 7am to 7pm
- HGVs include OGV1, OGV2 and coaches but DO NOT include buses
- LA_4 and LA_6 have been undertaken before the proposed survey date

January	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	01
Day	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su

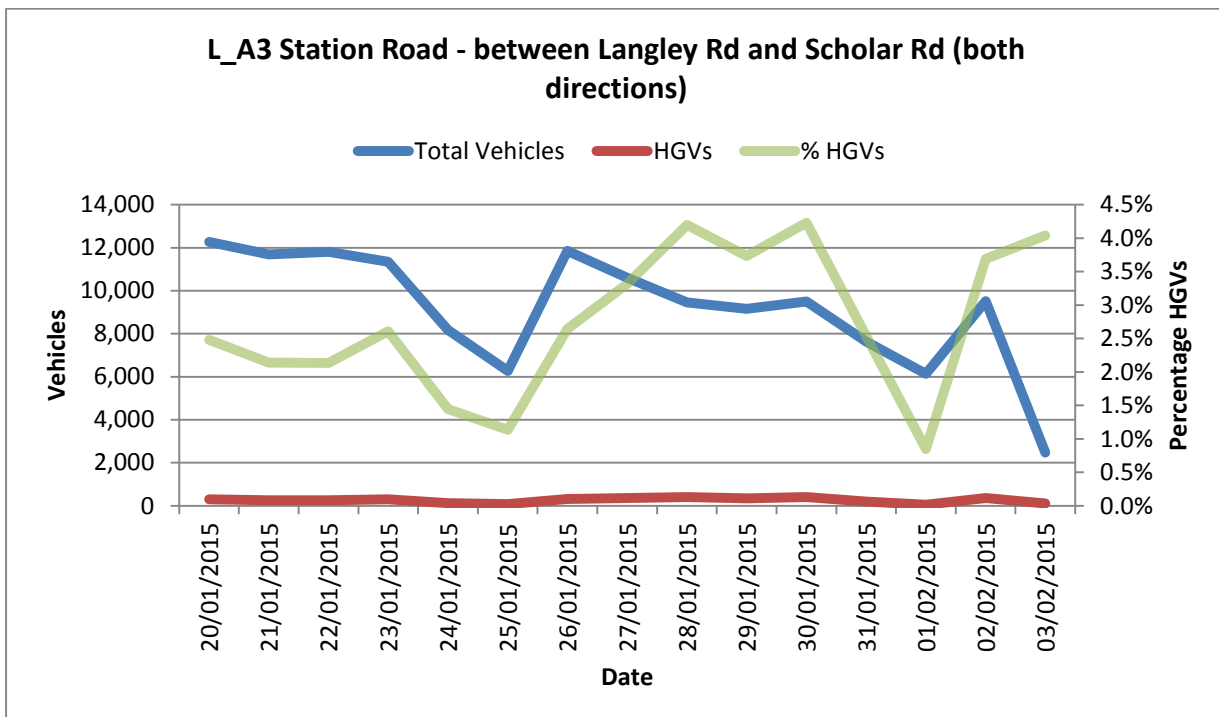
February	01	02	03	04	05	06	07	08	09	10	11	12	13
Day	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr

Appendix HS-Langley – ATC

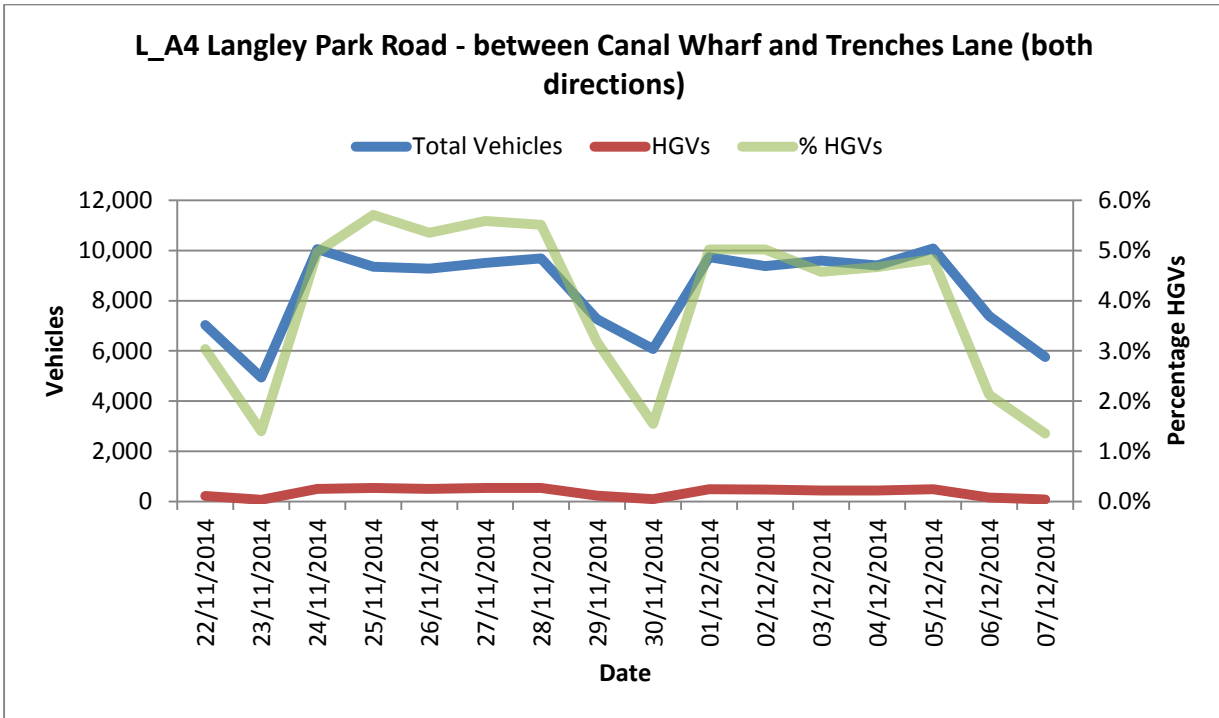
Surveys undertaken in January 2015



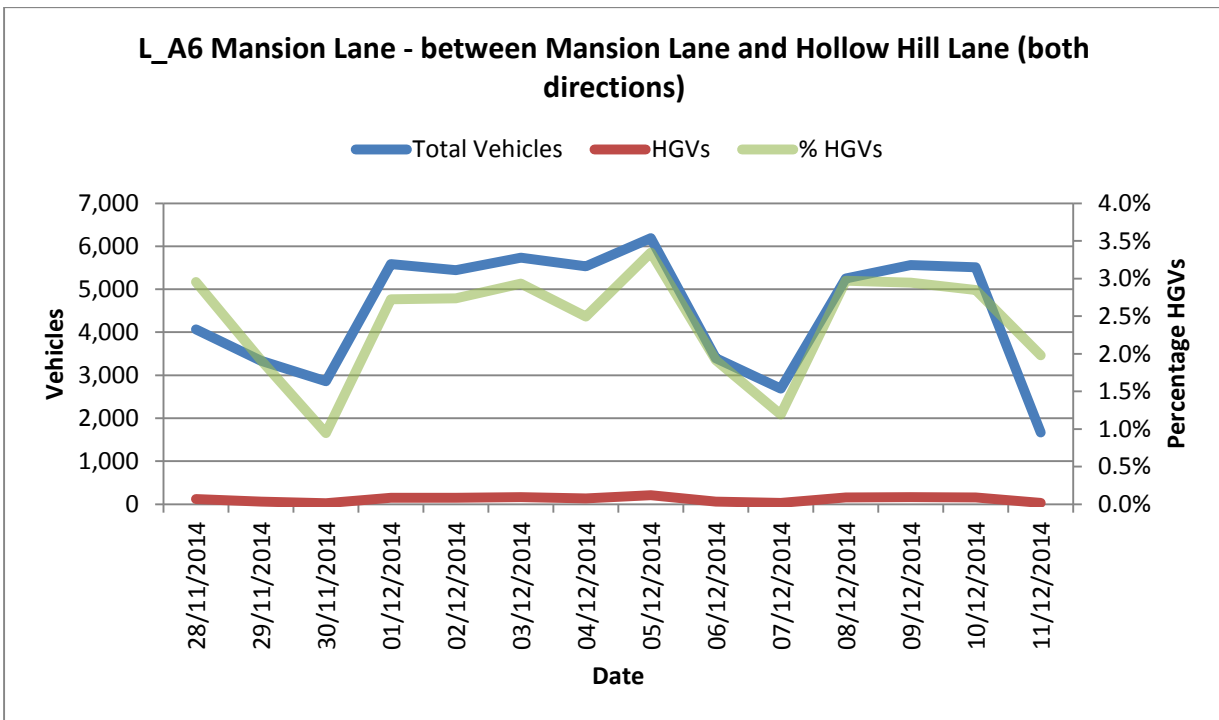
Surveys undertaken in January 2015



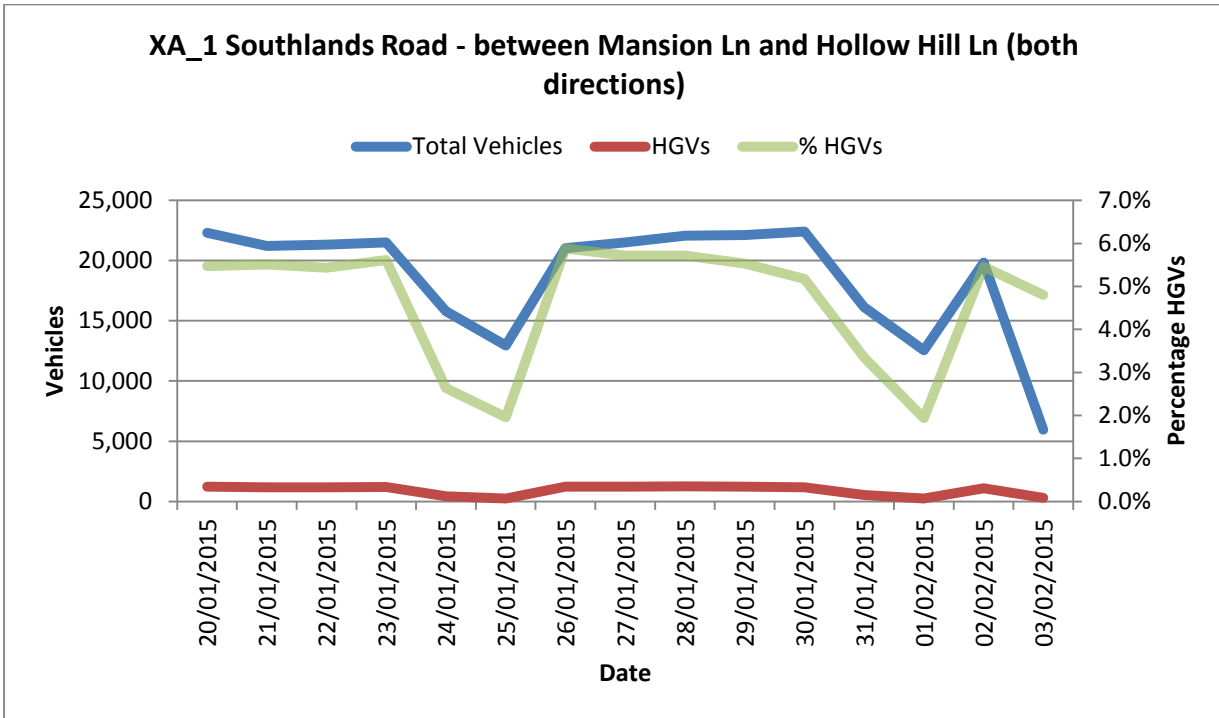
Surveys undertaken in November 2014



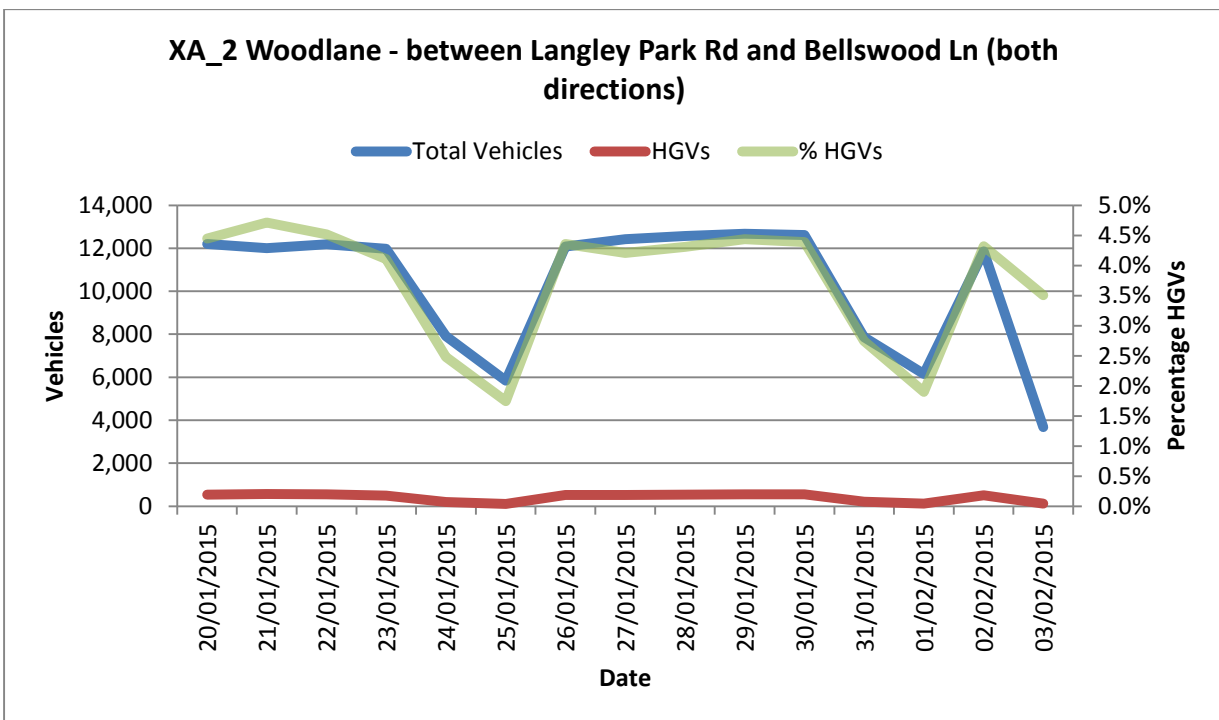
Surveys undertaken in November 2014



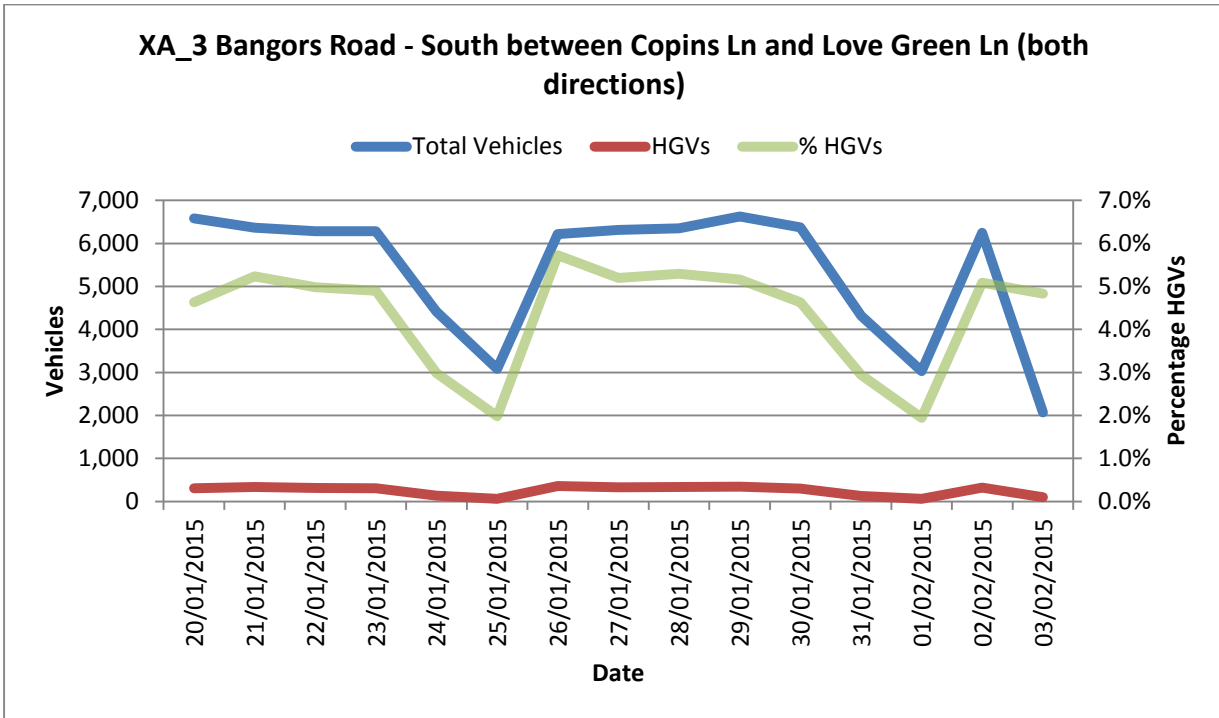
Surveys undertaken in January 2015



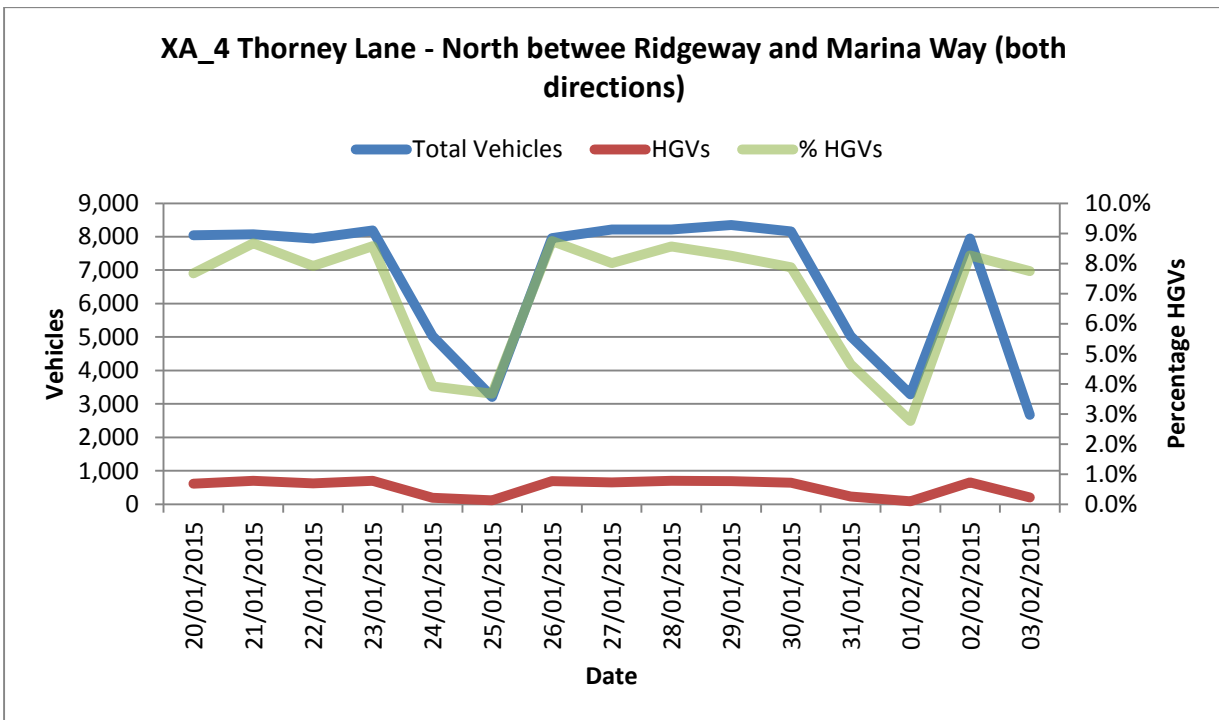
Surveys undertaken in January 2015



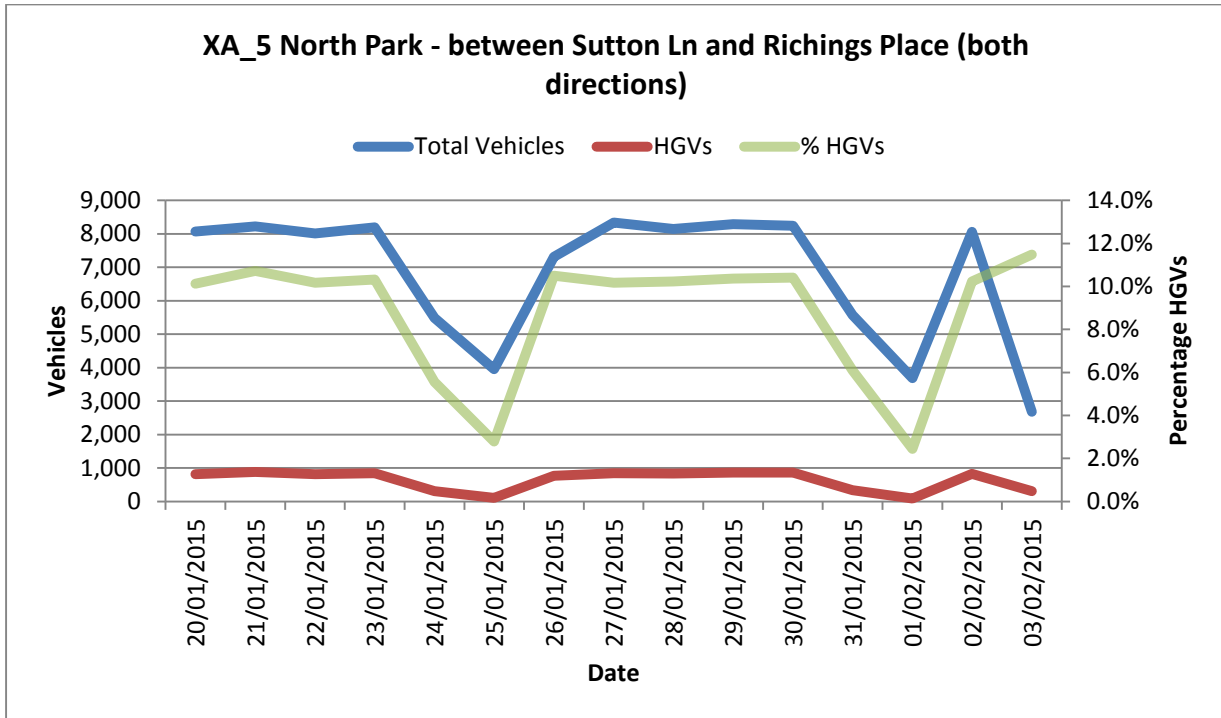
Surveys undertaken in January 2015



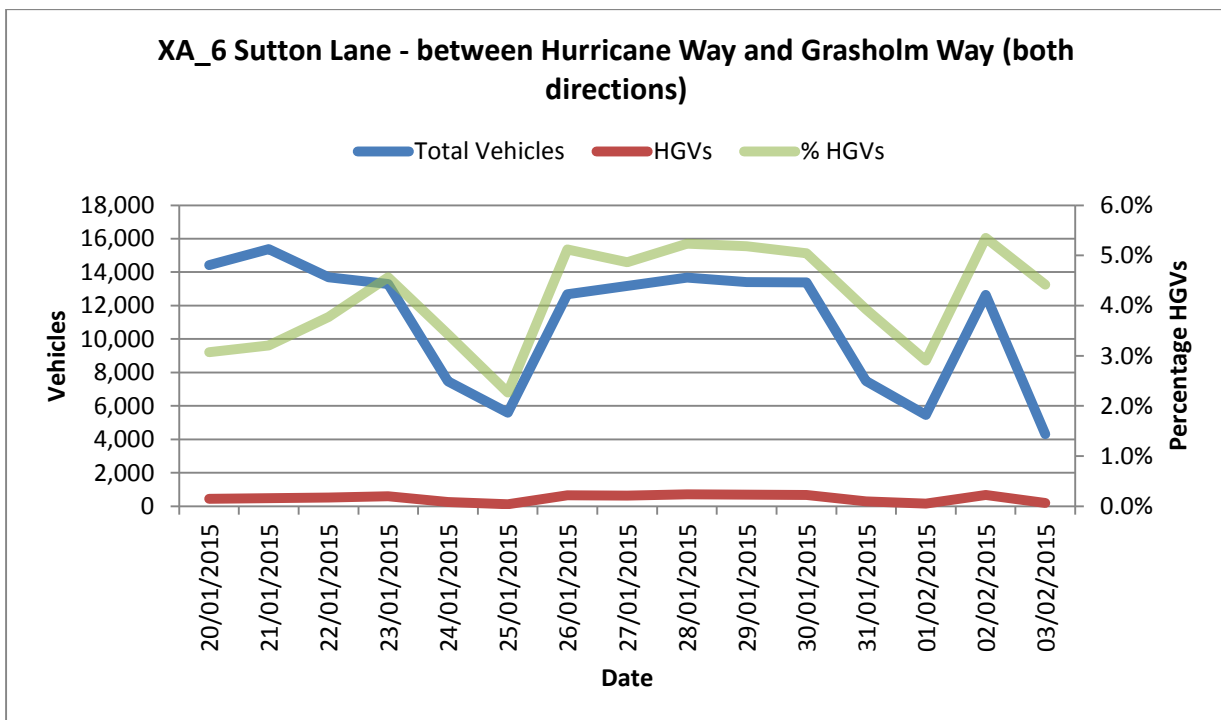
Surveys undertaken in January 2015



Surveys undertaken in January 2015



Surveys undertaken in January 2015



4 Appendix IS – Langley - MCC Survey Summary Sheets

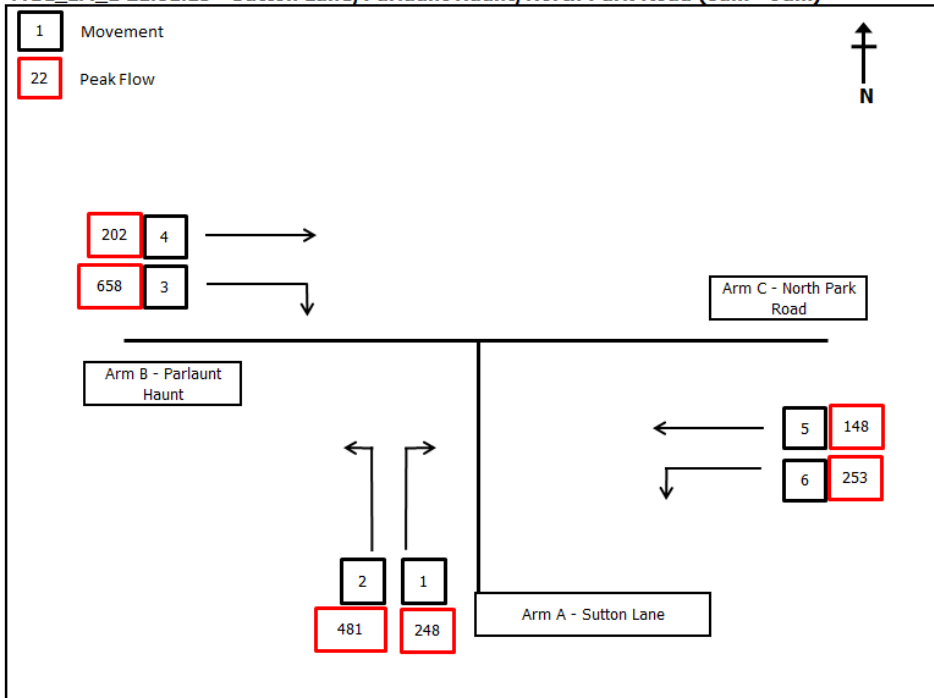
Notes:

- MCC calculations include taxis, cars, LGV, OGV, coaches but NOT cycles and buses
- Surveys undertaken between 21/01/15 & 31/01/15, from 7am to 10am

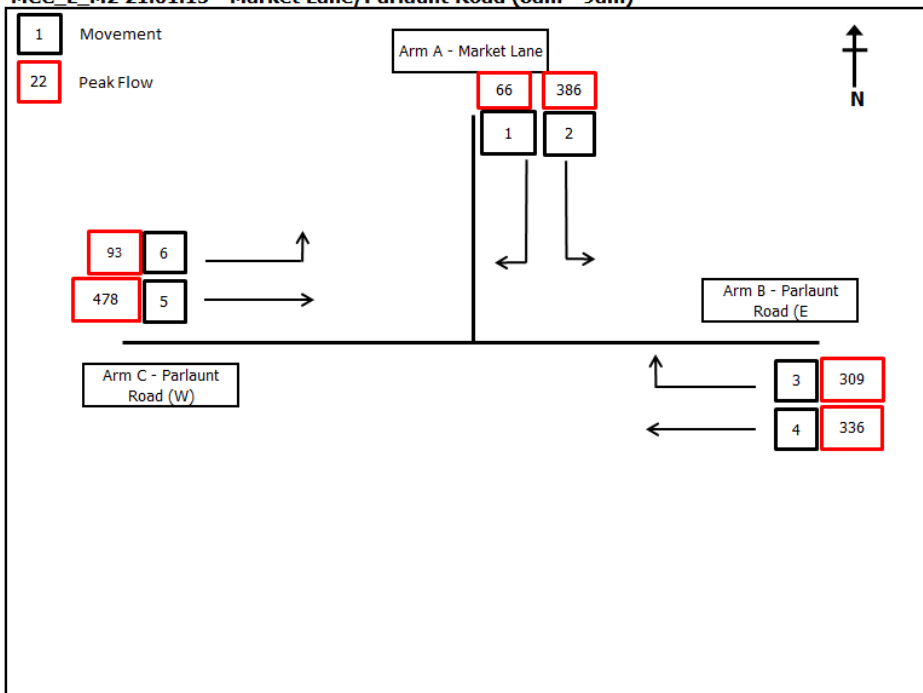
January	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	01
Day	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su

Appendix IS.1-Langley – MCC – Weekday 1

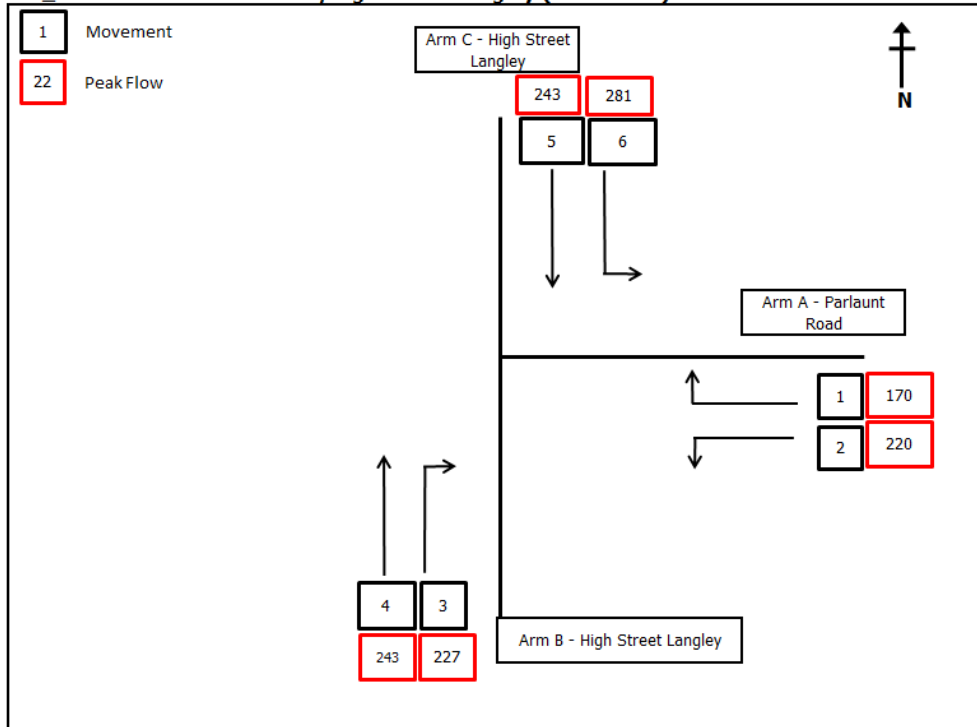
MCC_LM_1 21.01.15 - Sutton Lane/Parlaunt Haunt/North Park Road (8am - 9am)



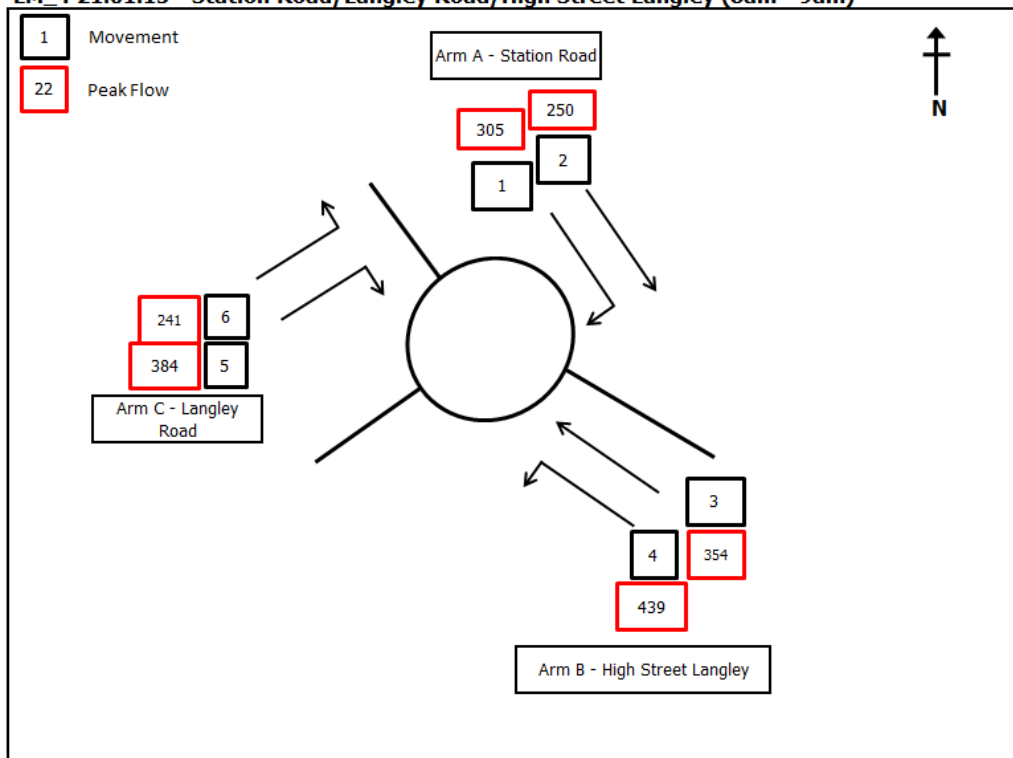
MCC_L_M2 21.01.15 - Market Lane/Parlaunt Road (8am - 9am)



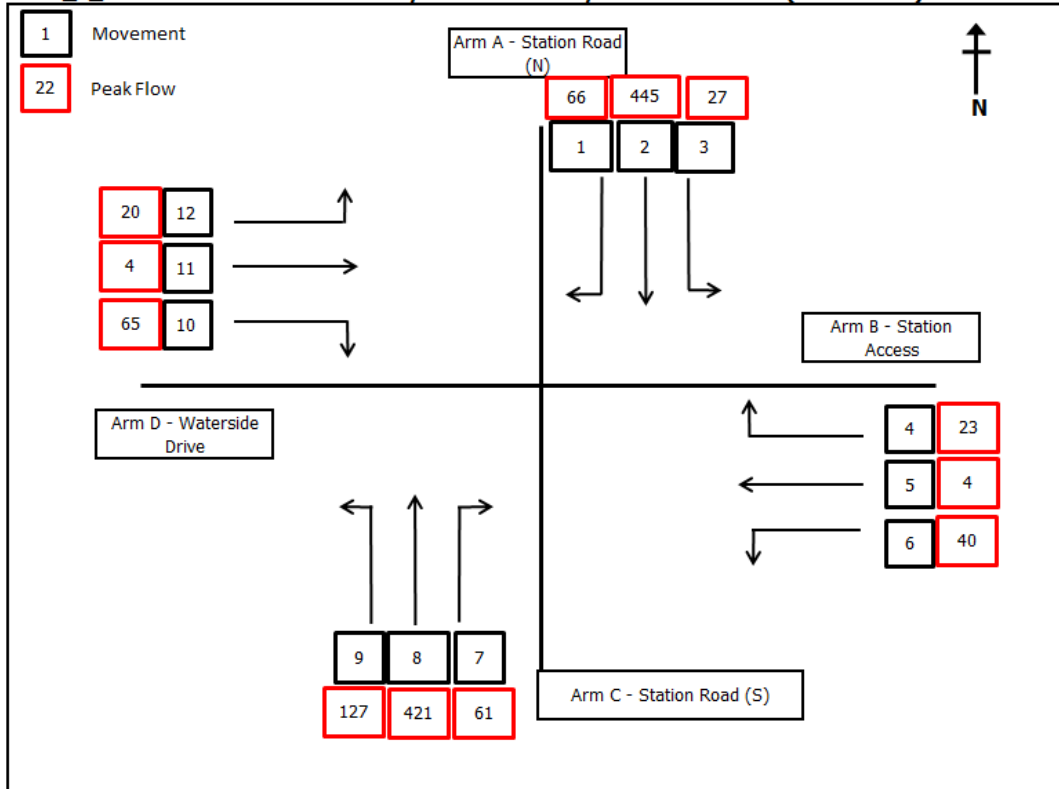
LM_3 21.01.15 Parlaunt Road/High Street Langley (8am - 9am)



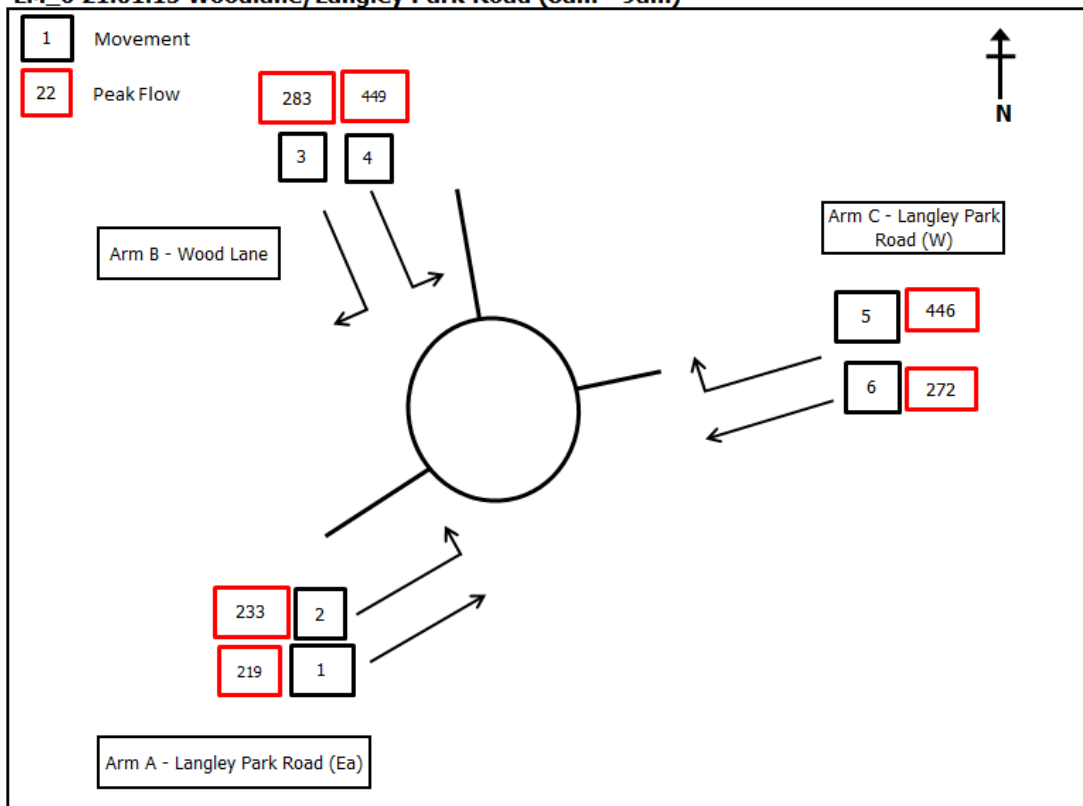
LM_4 21.01.15 - Station Road/Langley Road/High Street Langley (8am - 9am)



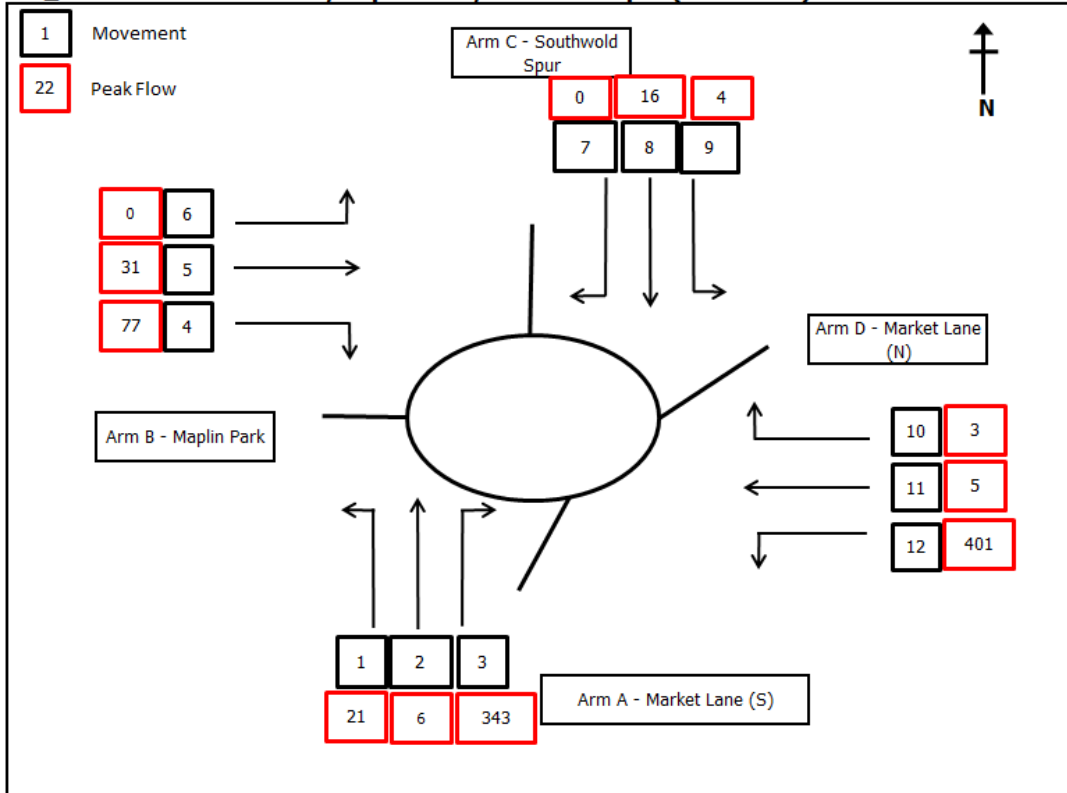
MCC_L_M5 02.12.14 - Station Road/Station Access/Waterside Drive (8am - 9am)



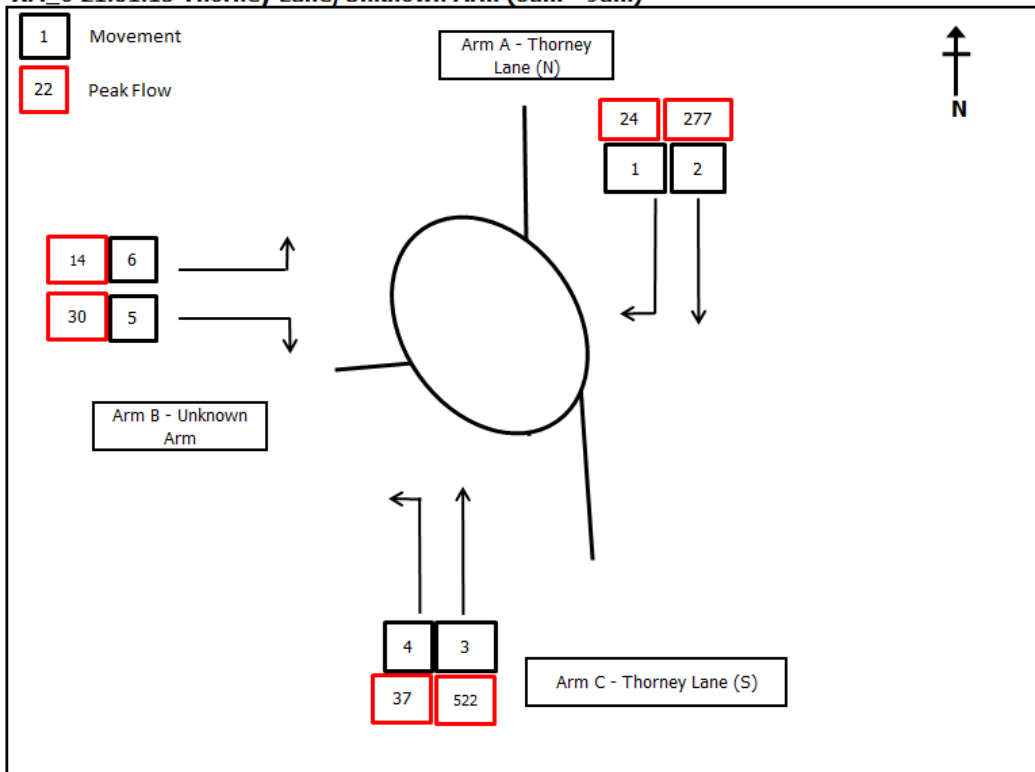
LM_6 21.01.15 Woodlane/Langley Park Road (8am - 9am)



LM_7 28.01.15 Market Lane/Maplin Park/Southwold Spur (8am - 9am)

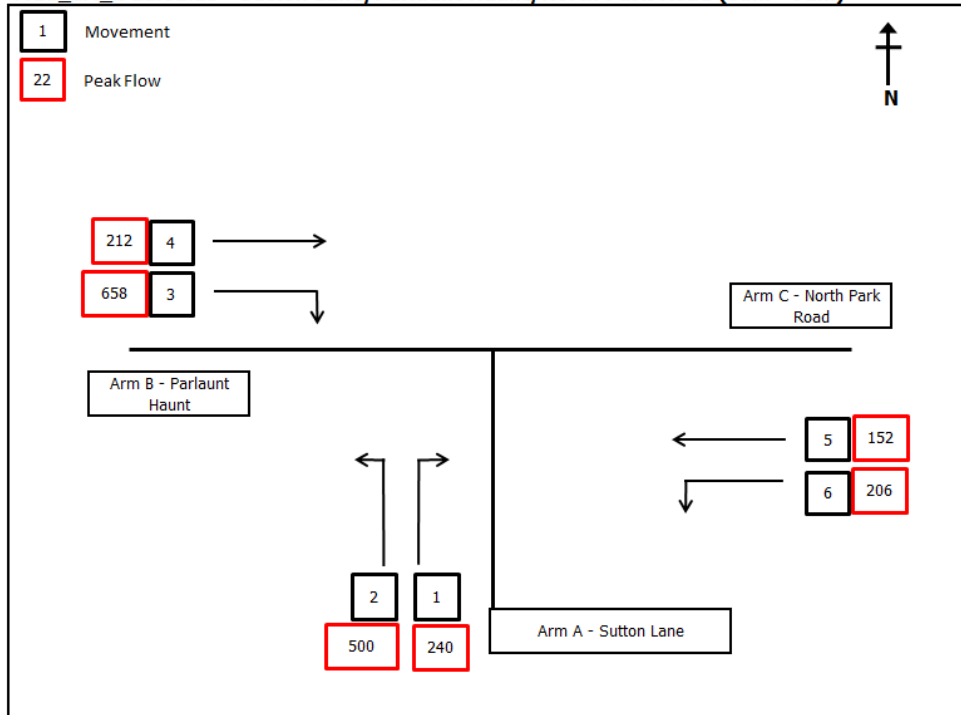


XM_6 21.01.15 Thorney Lane/Unknown Arm (8am - 9am)

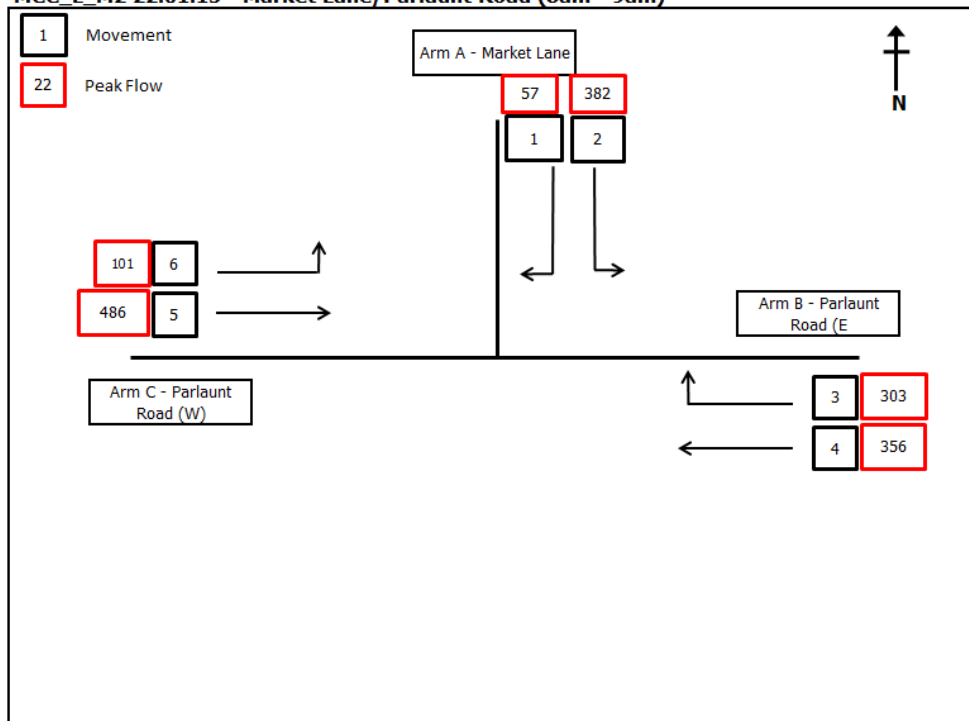


Appendix IS.2-Langley – MCC – Weekday 2

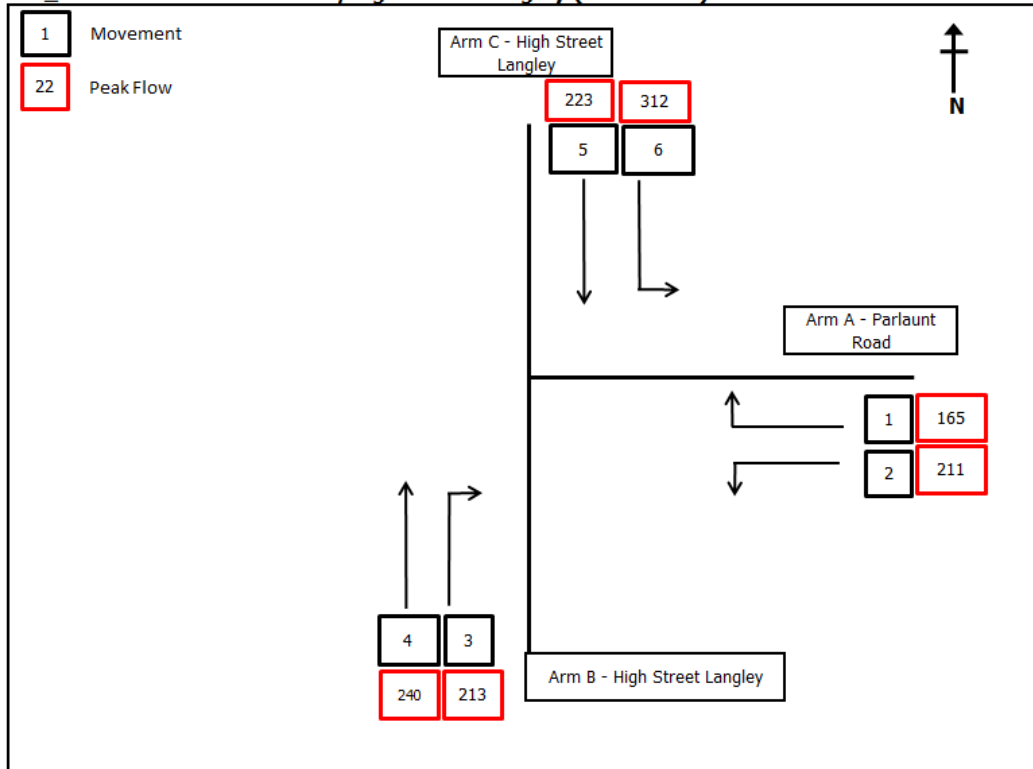
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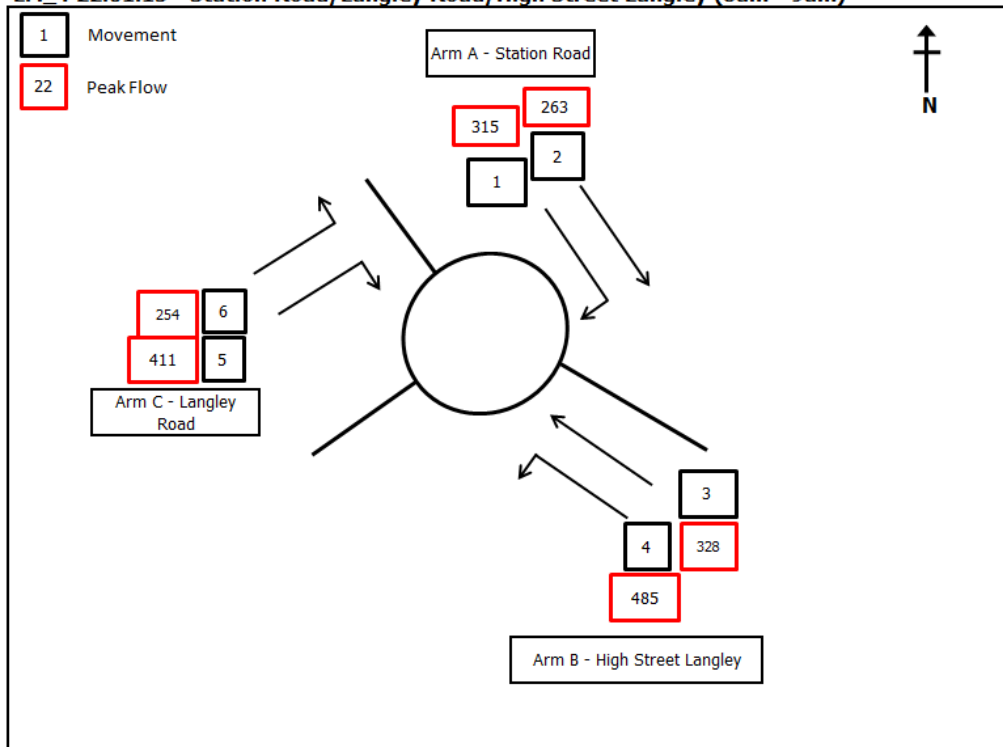
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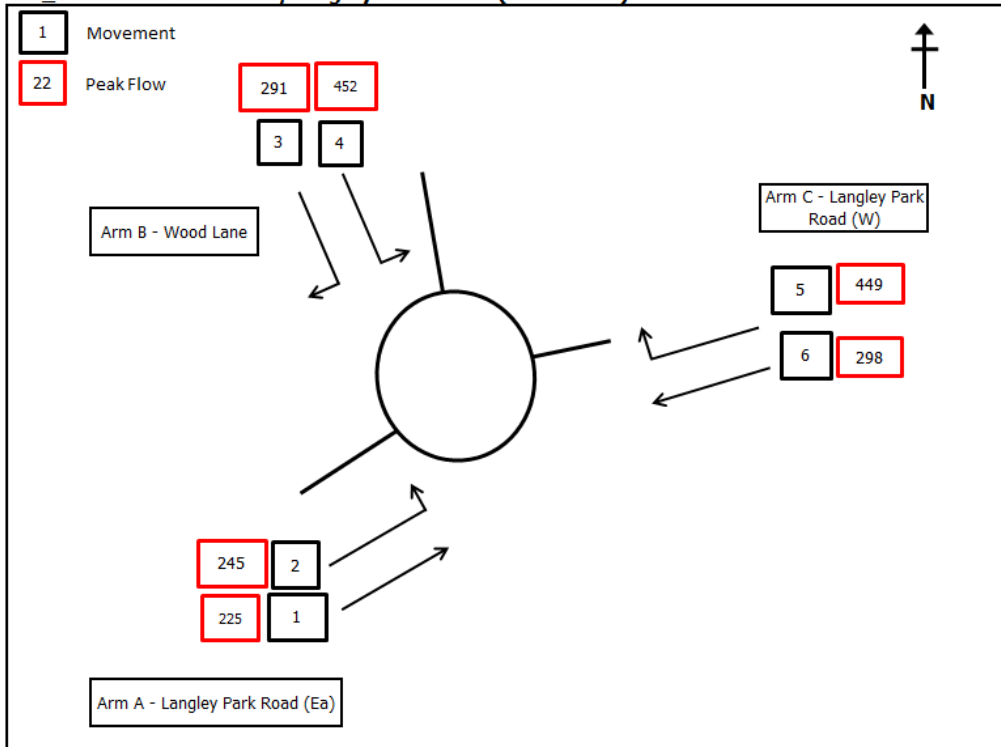
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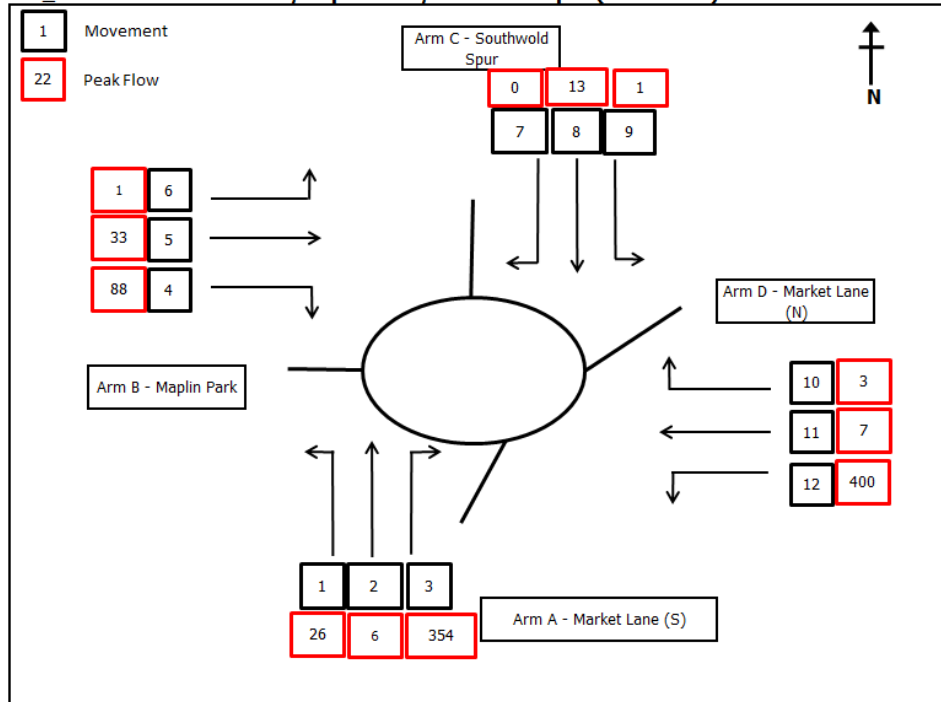
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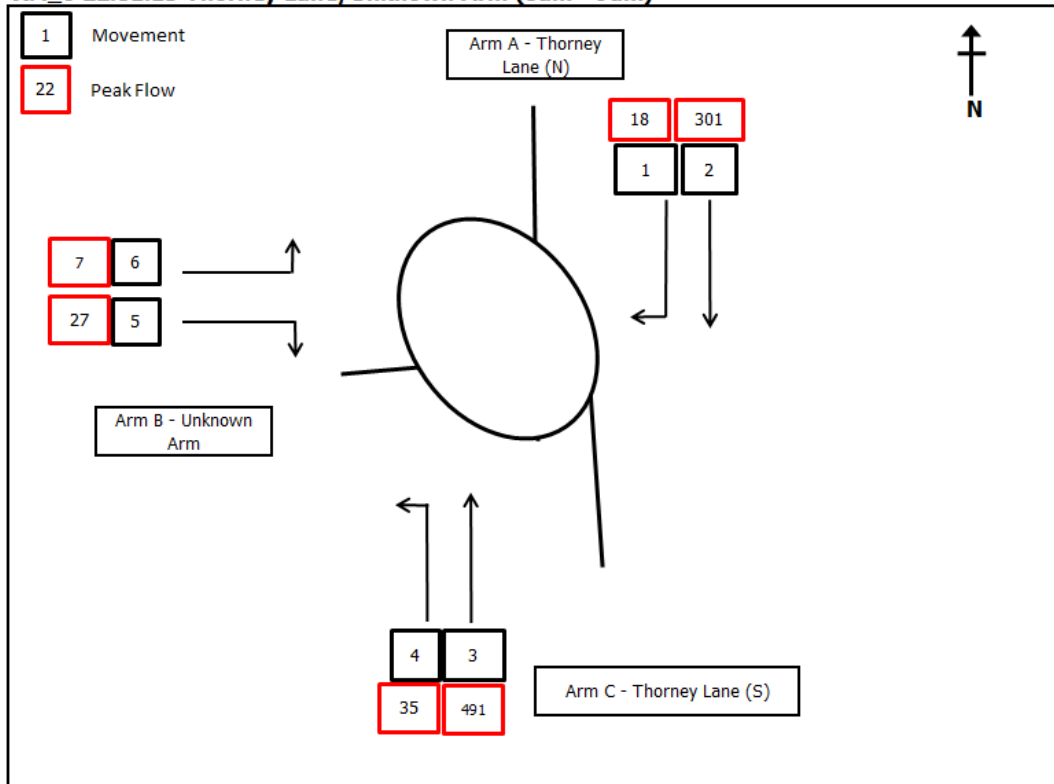
LM_6 22.01.15 Woodlane/Langley Park Road (8am - 9am)



LM_7 29.01.15 Market Lane/Maplin Park/Southwold Spur (8am - 9am)

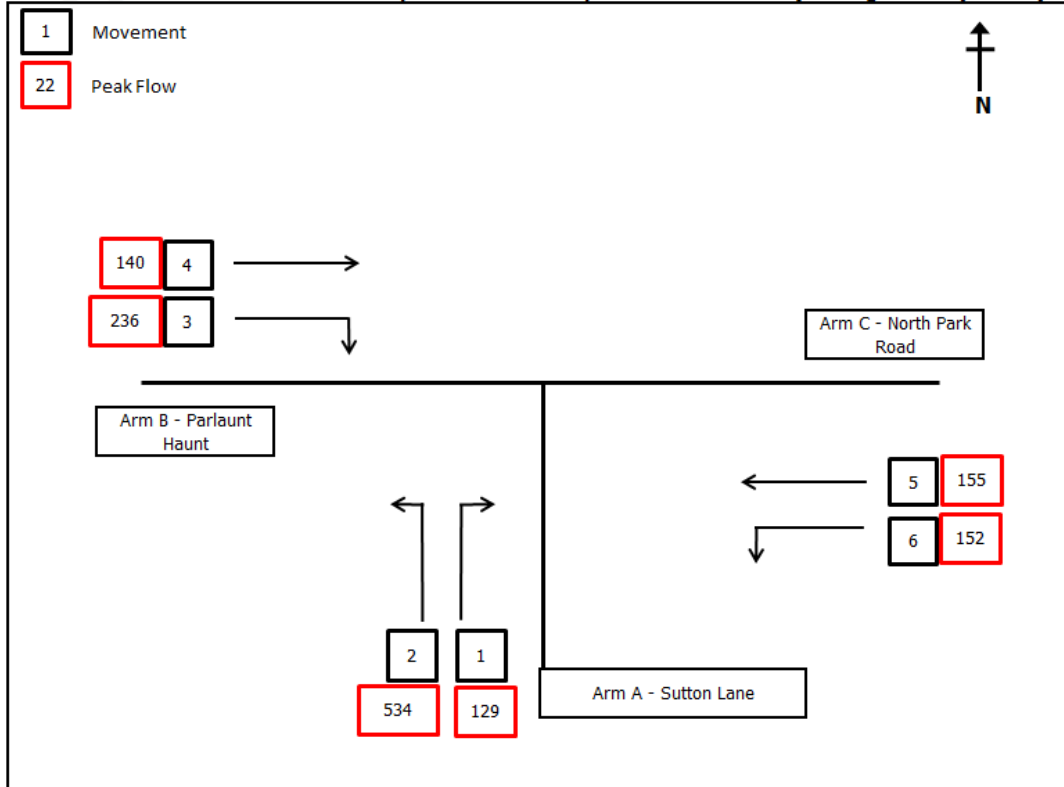


XM_6 22.01.15 Thorney Lane/Unknown Arm (8am - 9am)

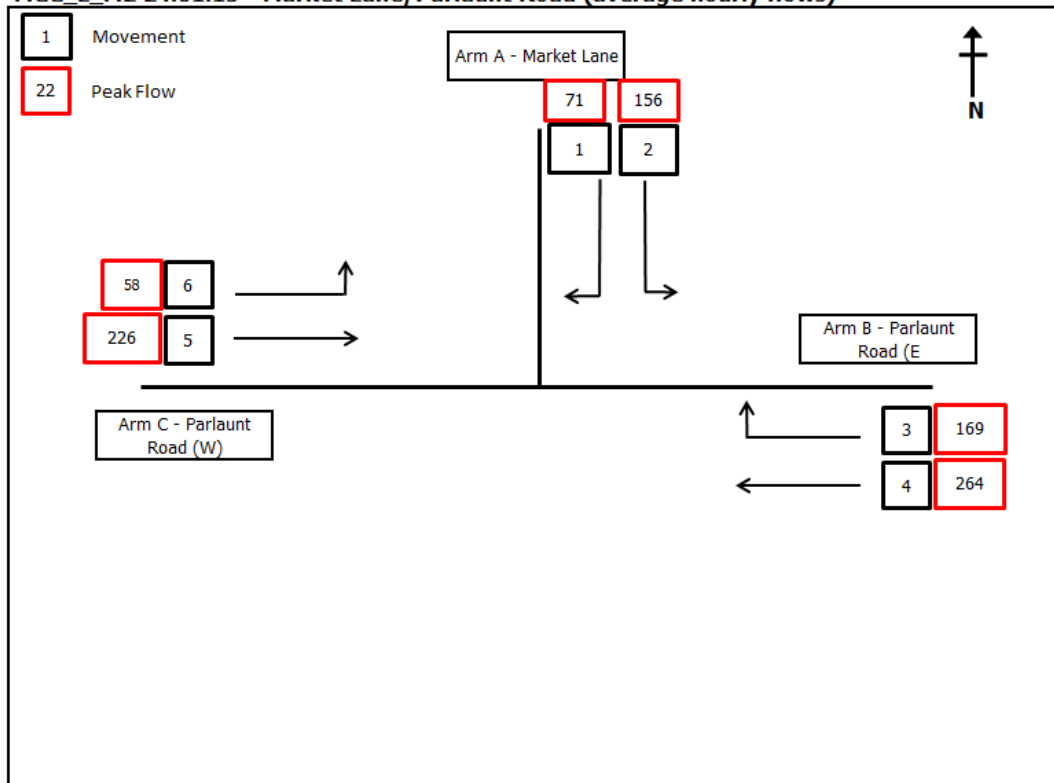


Appendix IS.3-Langley – MCC – Weekend day

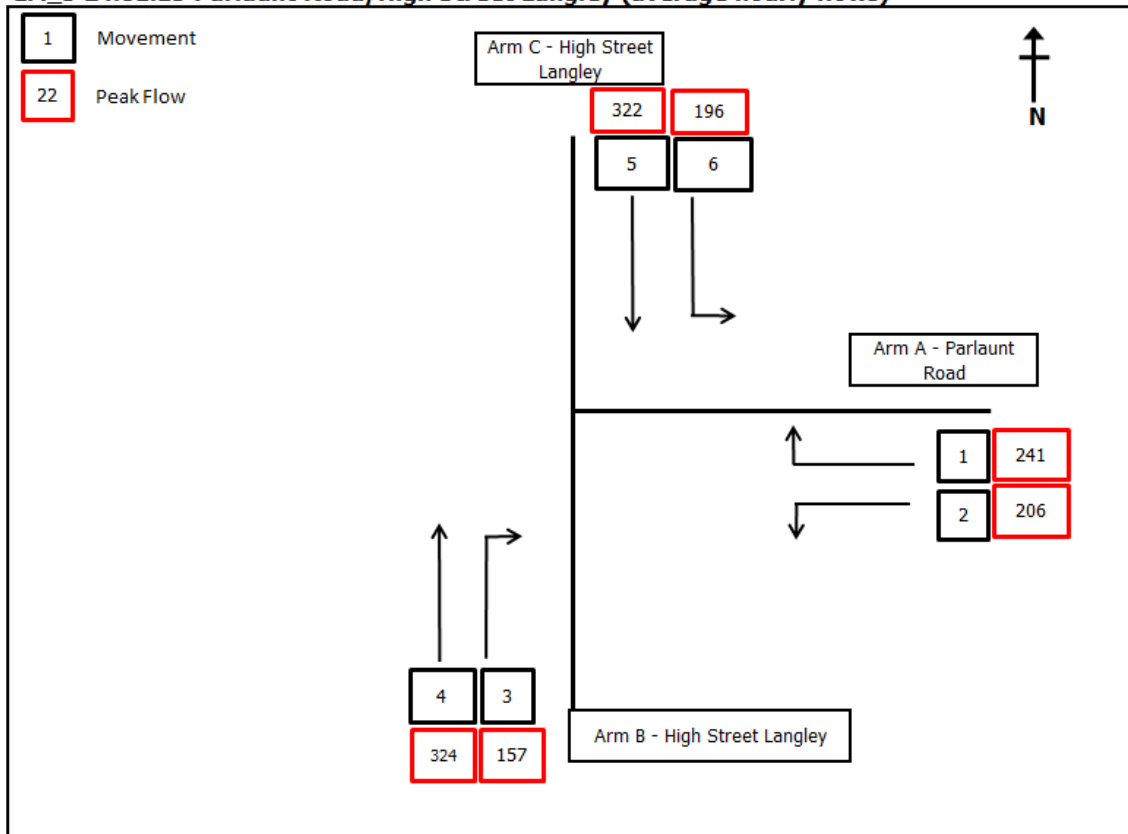
MCC_LM_1 24.01.15 - Sutton Lane/Parlaunt Haunt/North Park Road (average hourly flows)



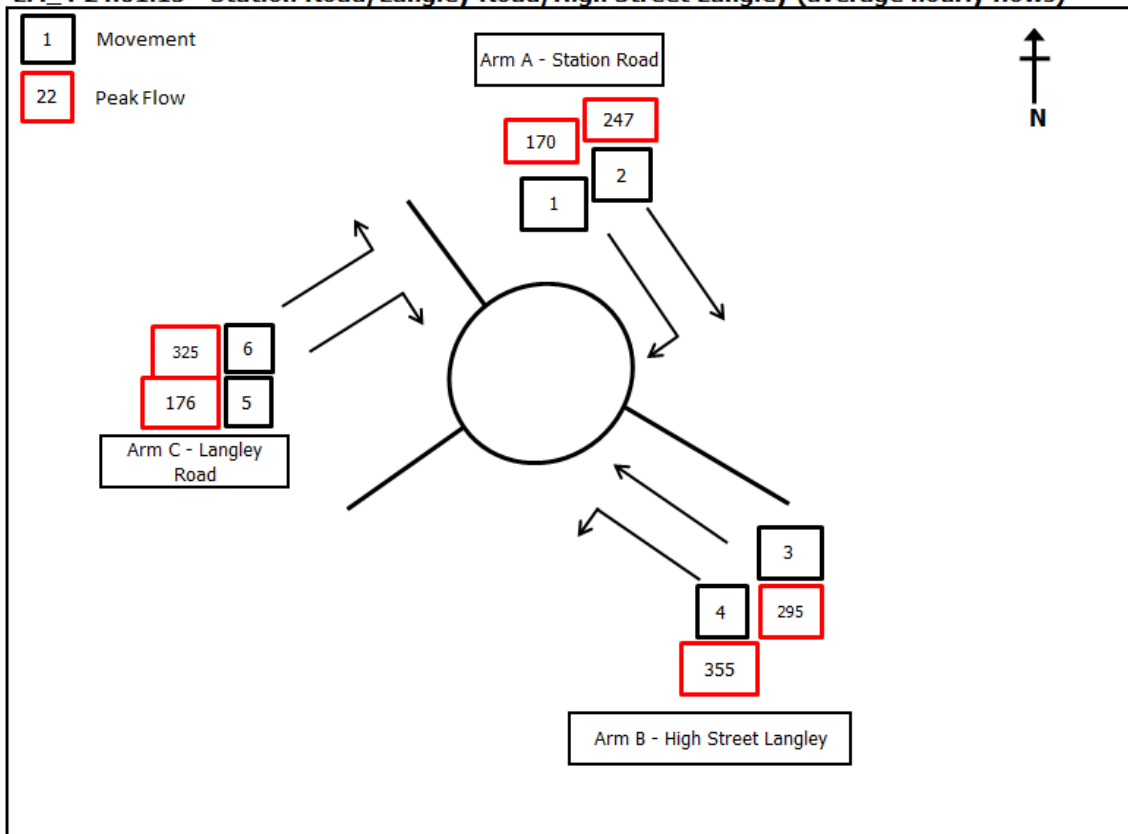
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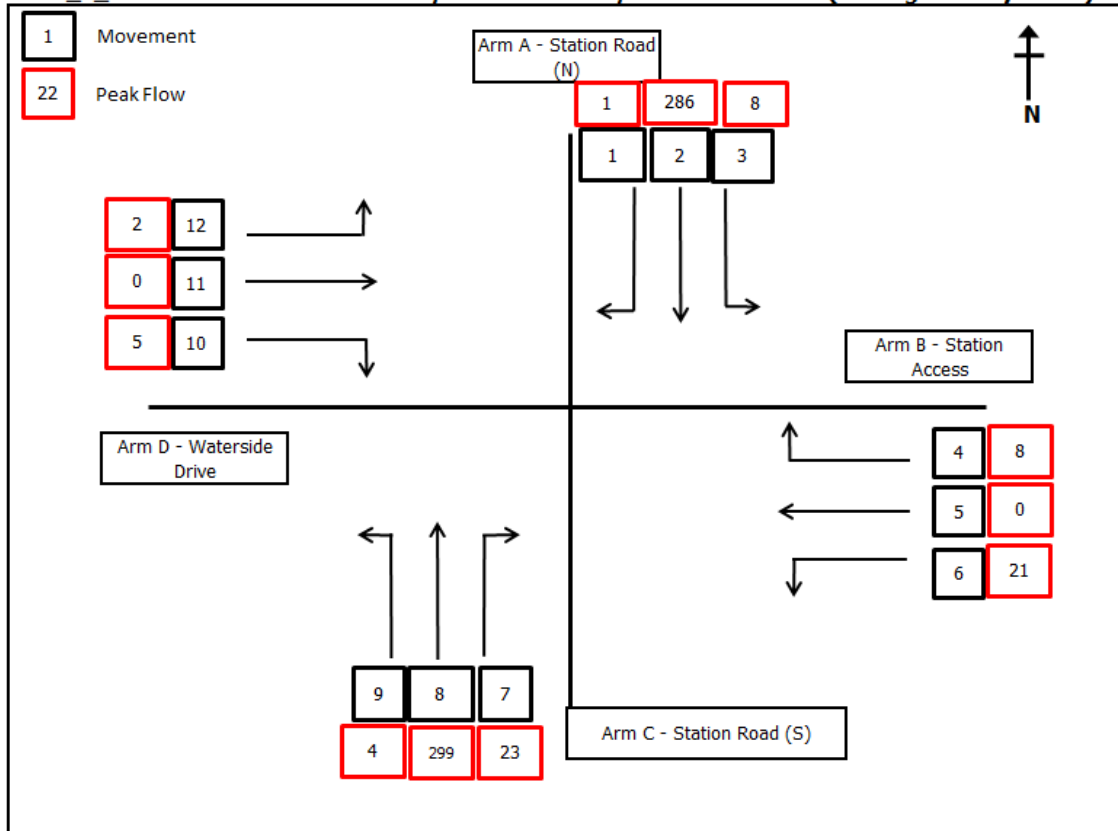
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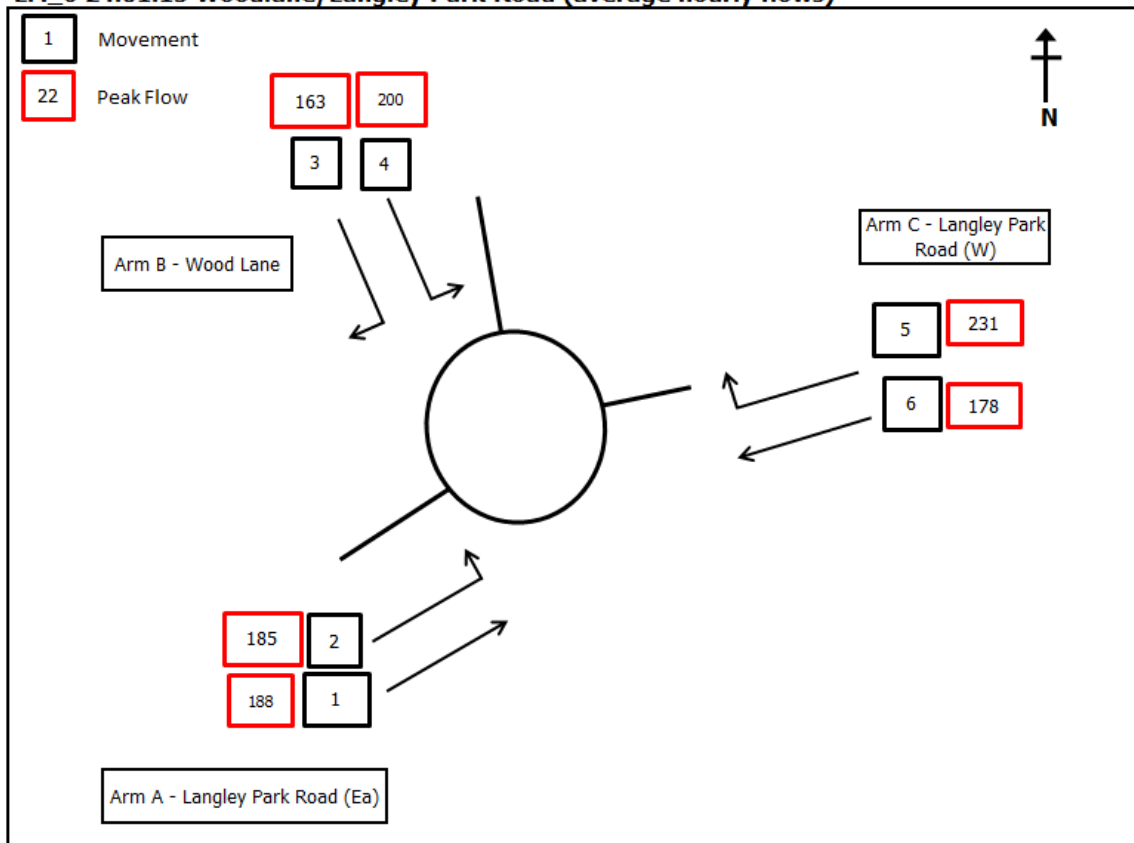
LM_4 24.01.15 - Station Road/Langley Road/High Street Langley (average hourly flows)



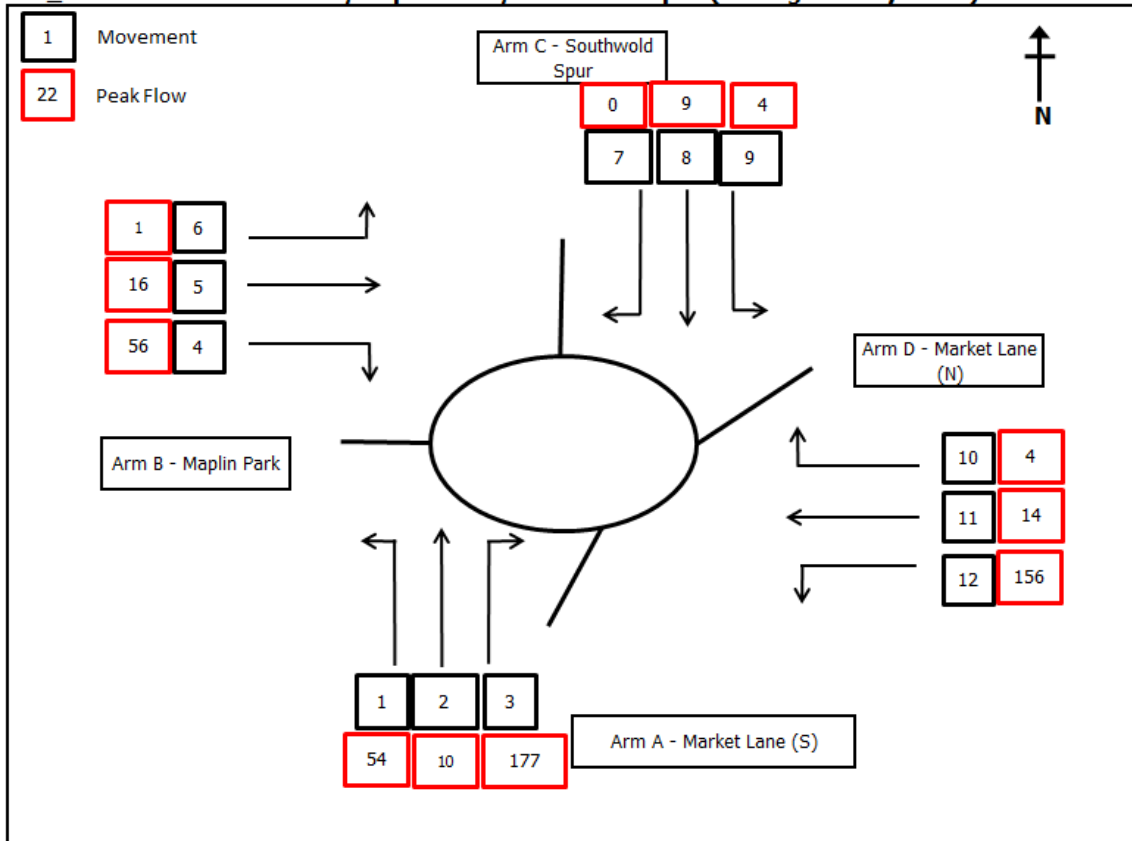
MCC_L_M5 29.11.14 - Station Road/Station Access/Waterside Drive (average hourly flows)



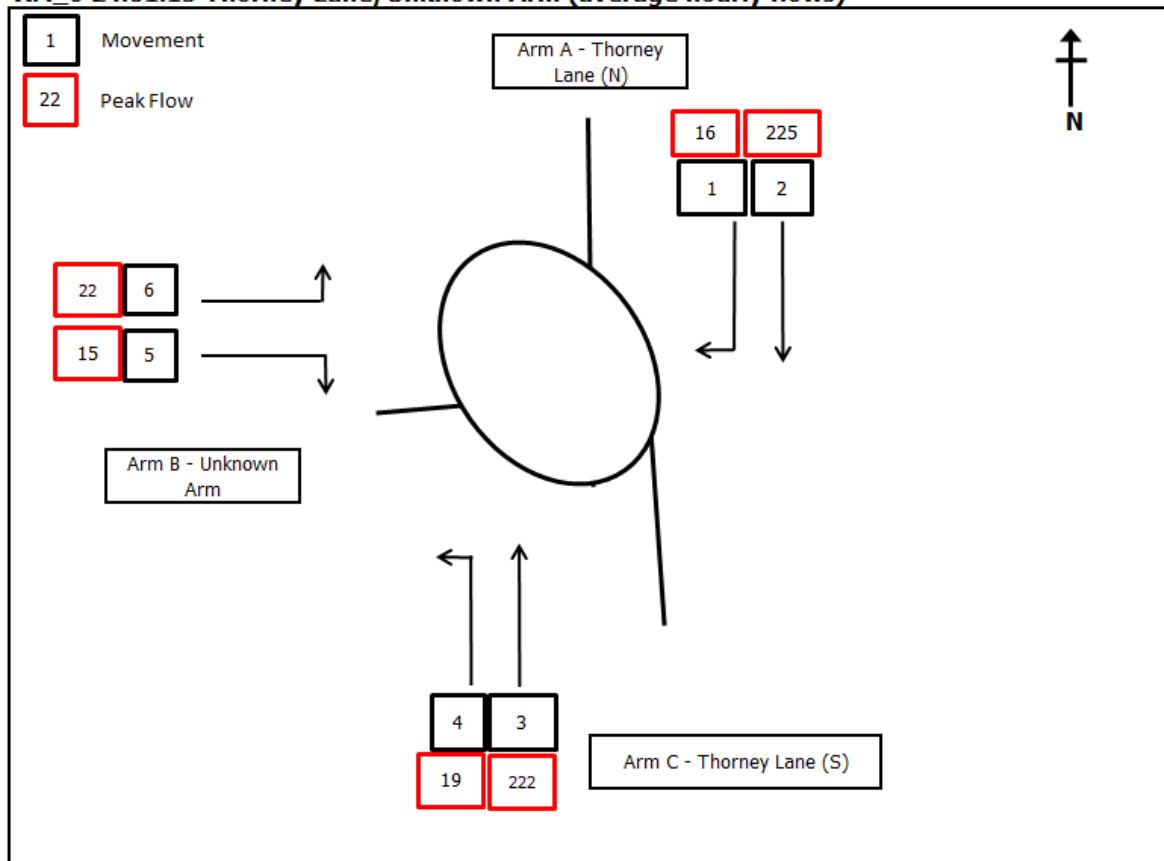
LM_6 24.01.15 Woodlane/Langley Park Road (average hourly flows)



LM_7 24.01.15 Market Lane/Maplin Park/Southwold Spur (average hourly flows)

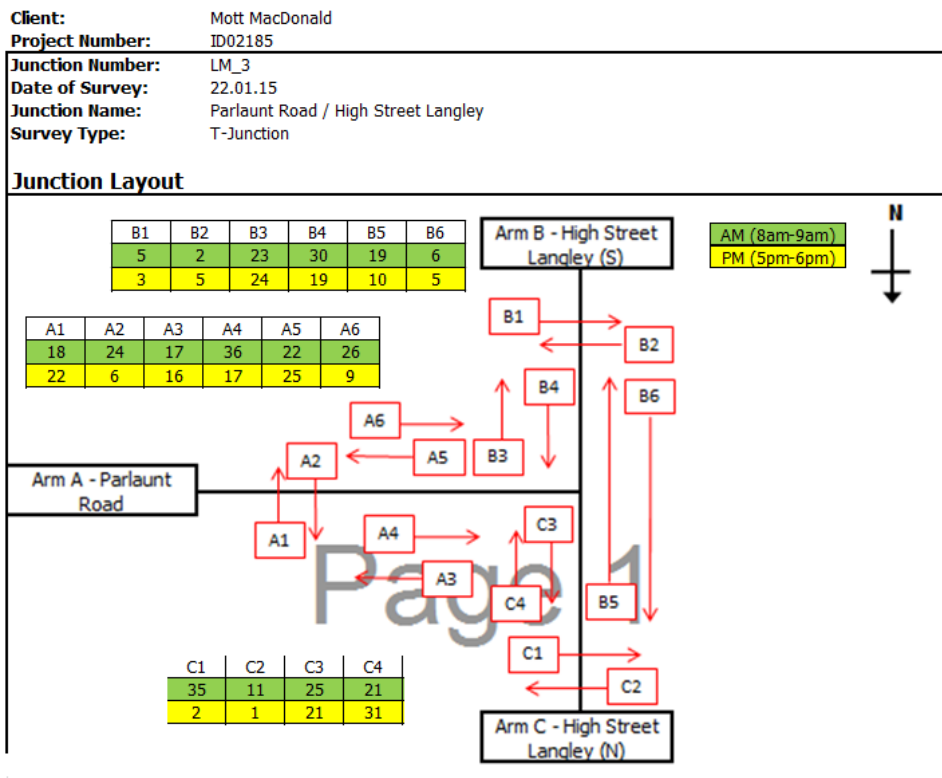
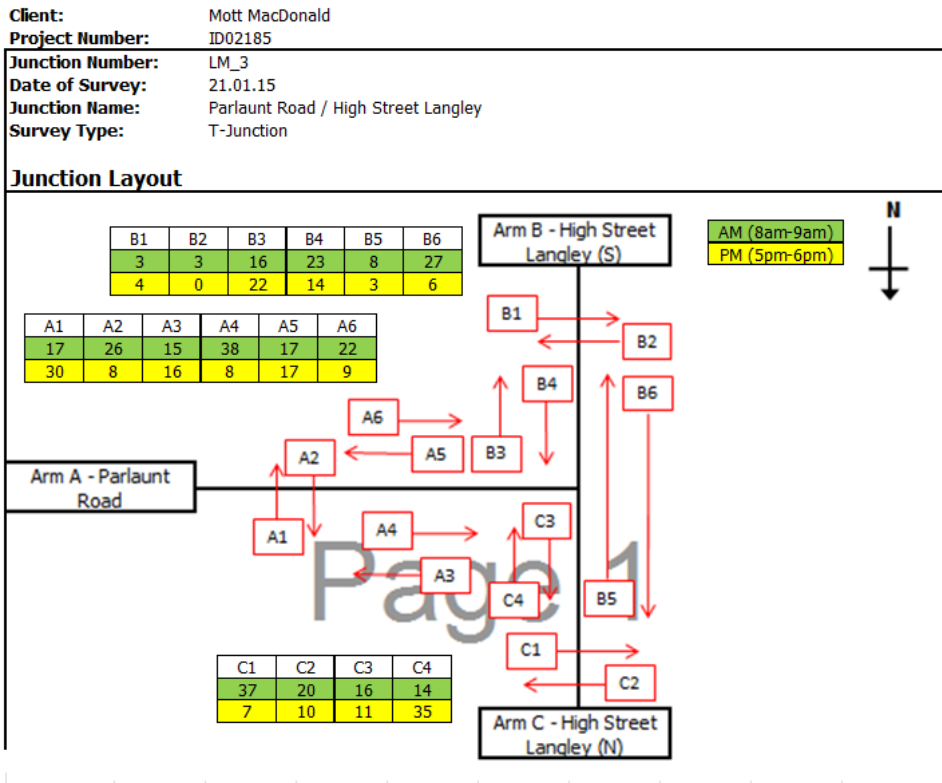


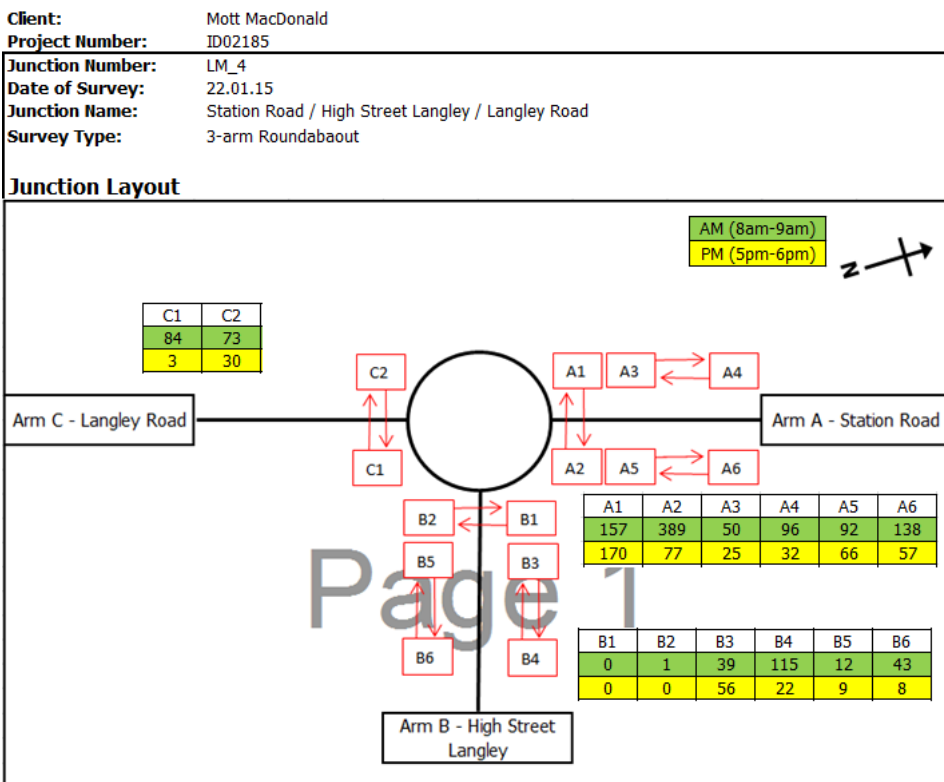
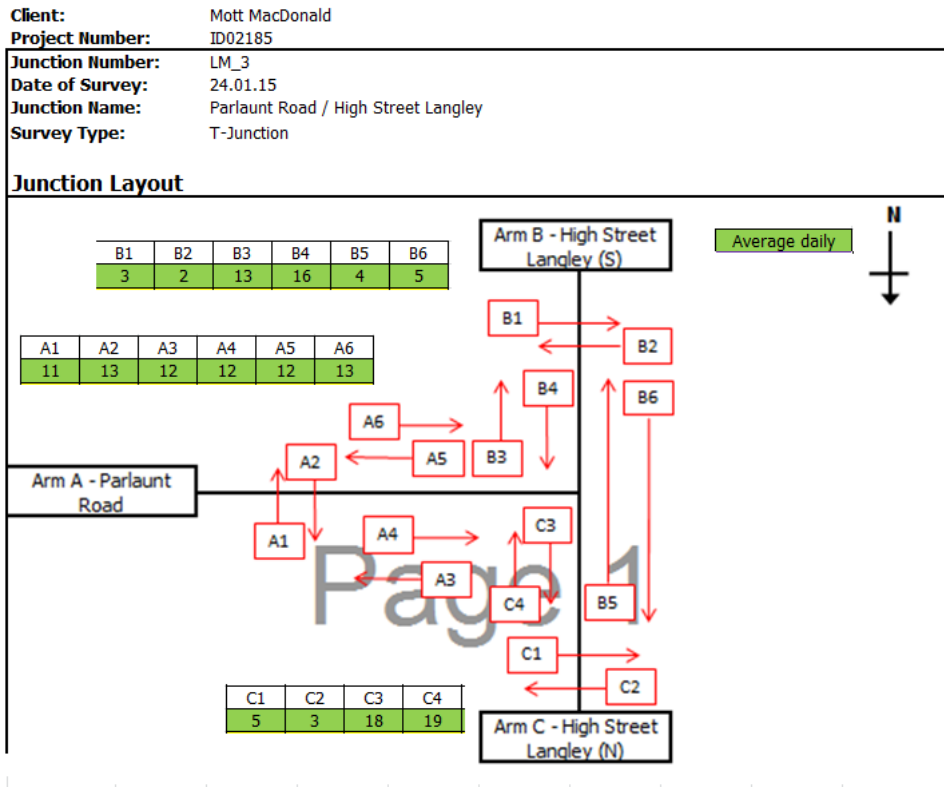
XM_6 24.01.15 Thorney Lane/Unknown Arm (average hourly flows)

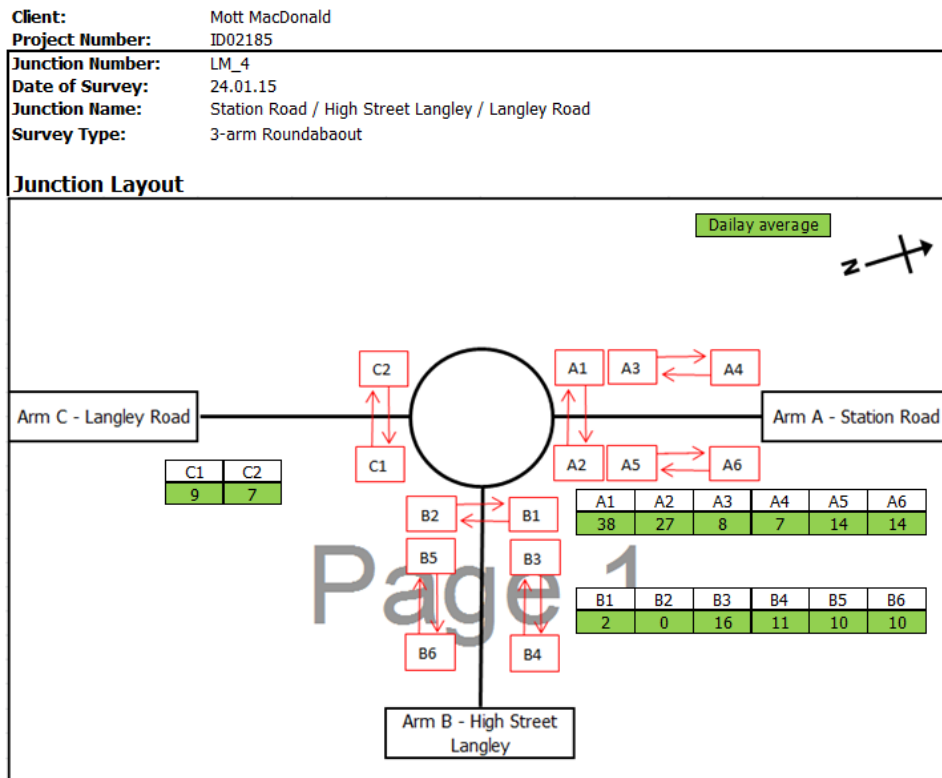
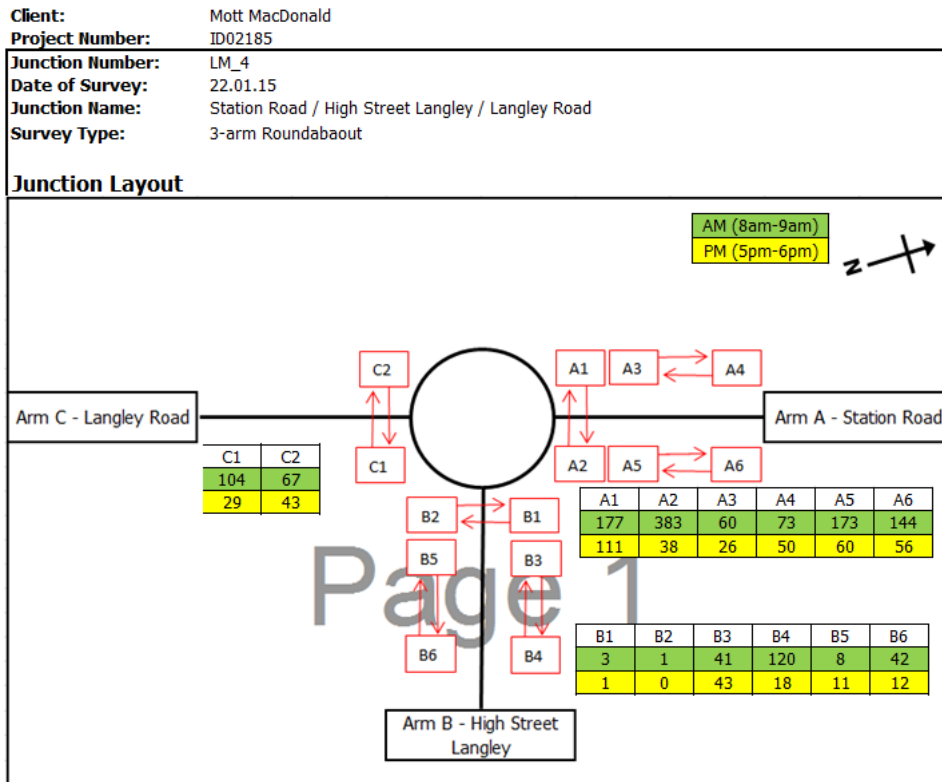


5 Appendix JS – Langley Pedestrian Counts Summary Sheets

Appendix JS.1-Langley – Pedestrian Counts

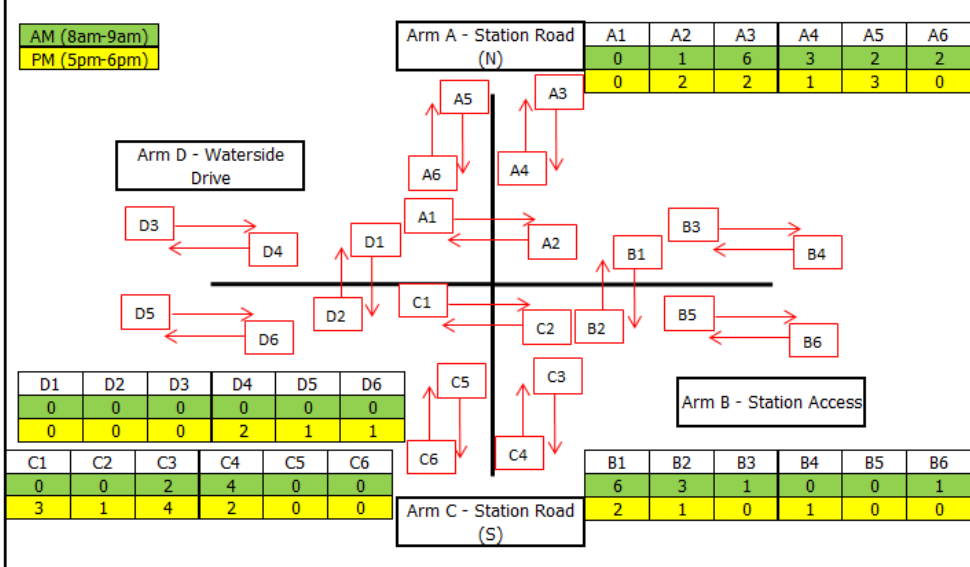






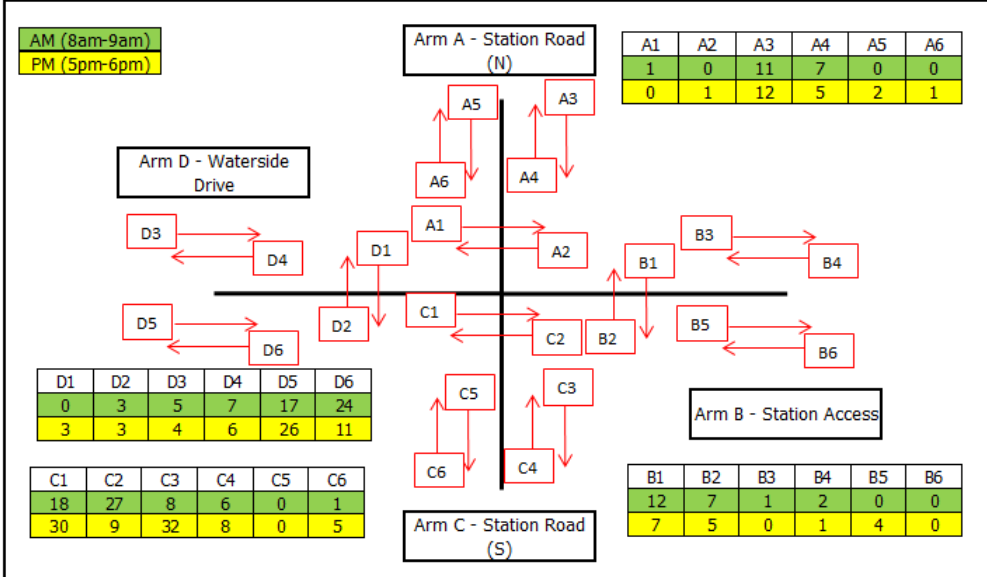
Client: MottMacDonald
Project Number: ID02156
Junction Number: LM_5
Date of Survey: 29.11.14
Junction Name: Station Road / Waterside Drive / Station Access
Survey Type: Crossroads

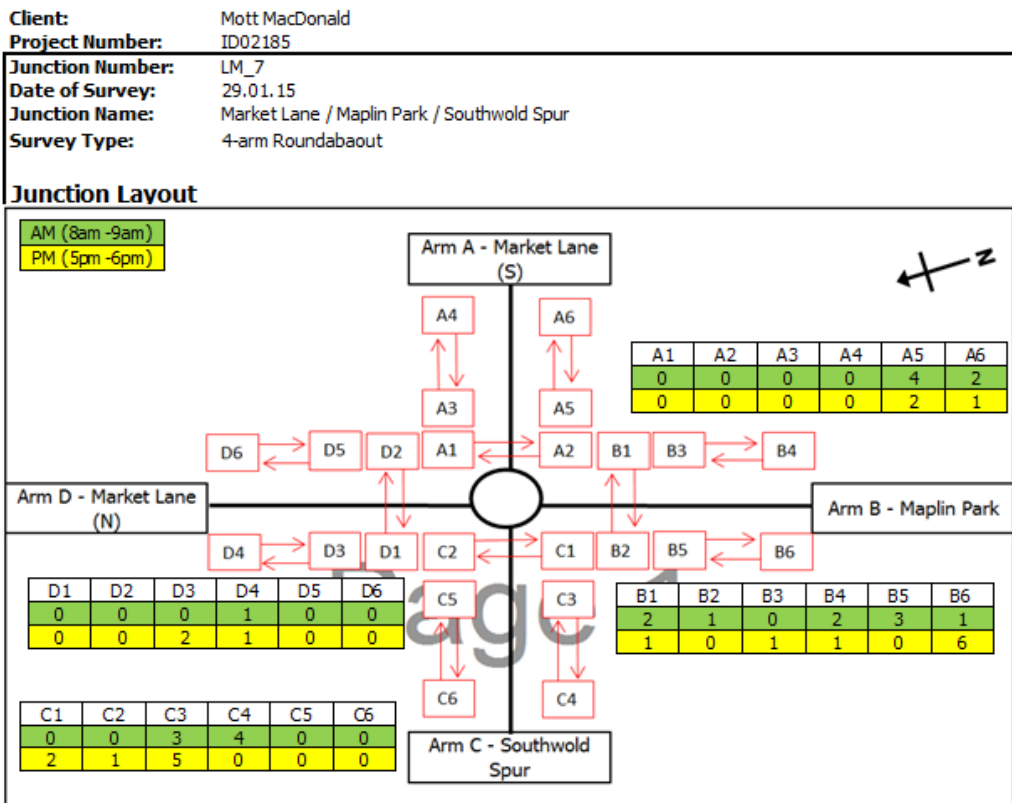
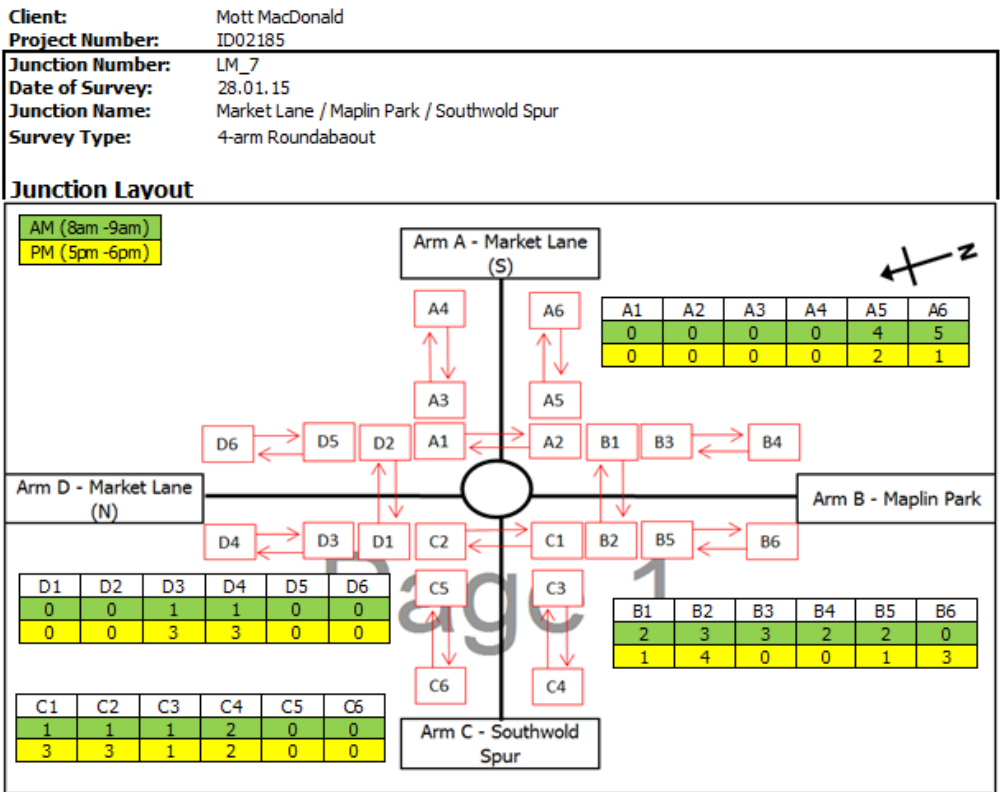
Junction Layout

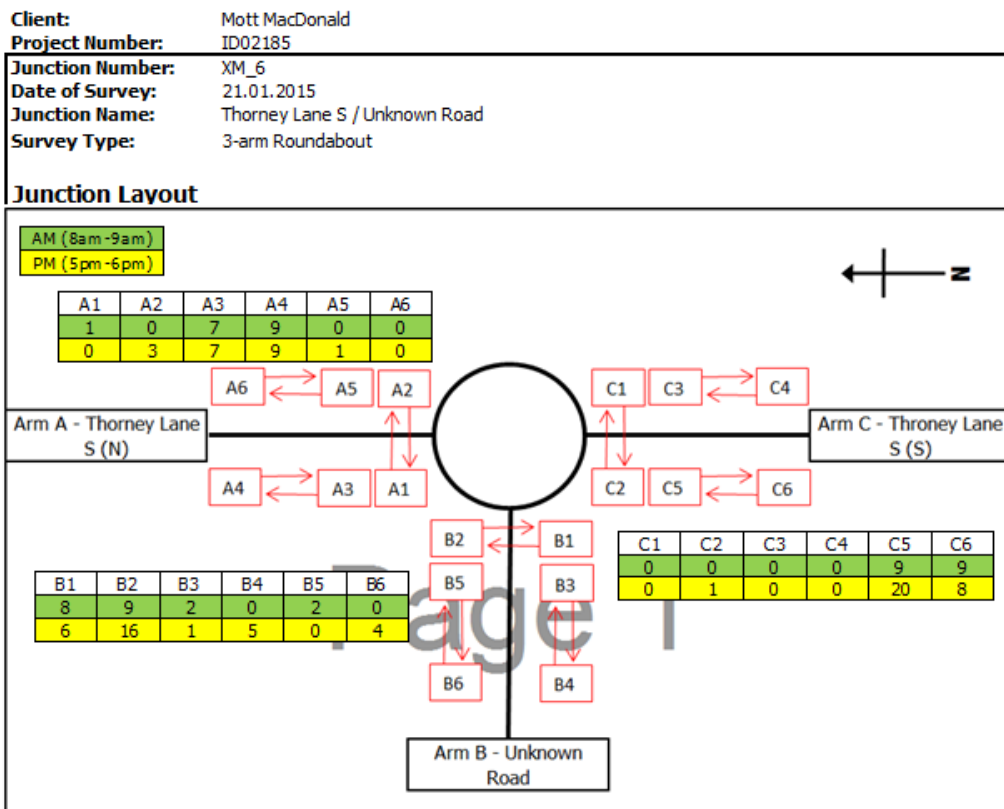
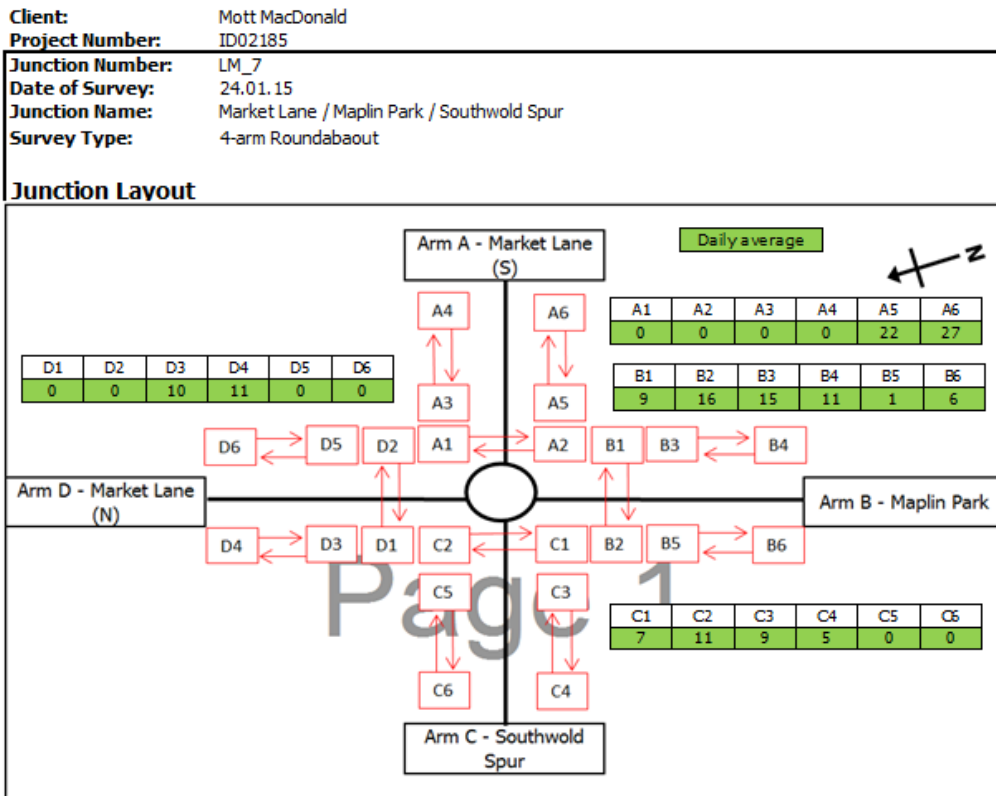


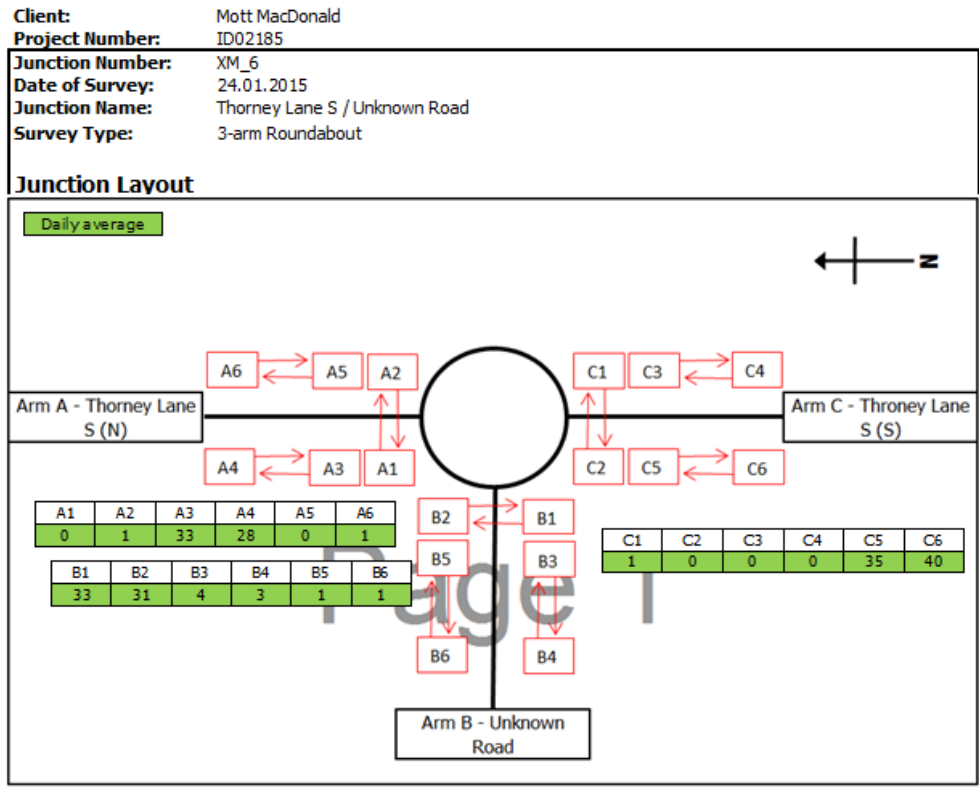
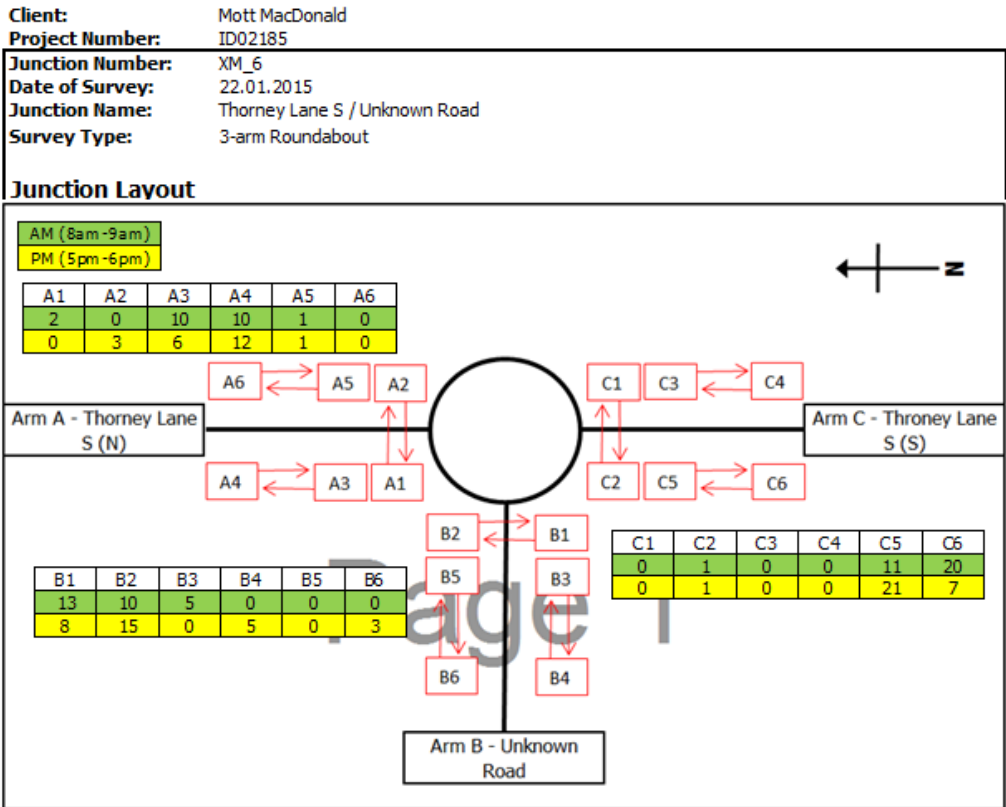
Client: MottMacDonald
Project Number: ID02156
Junction Number: LM_5
Date of Survey: 02.12.14
Junction Name: Station Road / Waterside Drive / Station Access
Survey Type: Crossroads

Junction Layout









Annex C: Modelling performance report

Modelling performance report (Ciii)

- supplementary report on WeLHAM (P3) Old Oak Common Baseline MPR

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1 Introduction

1.1 Background

- 1.1.1 The implementation of High Speed 2 (HS2) in West London is anticipated to primarily impact on traffic flows in the areas around Old Oak Common (OOC) and West Ruislip. The section between these two locations will be tunnelled thereby minimising potential construction impacts and traffic disruptions. Traffic effects will be most significant at either end of the tunnel; the Old Oak Common area will be affected both during construction and on completion of the scheme and West Ruislip will primarily be affected during construction. Accordingly, the traffic modelling was focused on these two local study areas, following liaison with Transport for London (TfL).
- 1.1.2 The SATURN West London Highway Assignment Model (WeLHAM) developed by TfL covers the area from Old Oak Common westwards up to the M25 and provides an appropriate basis for the strategic assessment of traffic interventions and operational effects.
- 1.1.3 The purpose of this model performance report (MPR) is to provide an overview of the recalibration that was undertaken in the two local study areas in order to inform on the construction and operational impacts on the wider highway network and associated environmental effects.
- 1.1.4 Further information on model performance for the original scheme can be found in main ES Volume 5 Appendix TR-001-000.17 (Annex C).
- 1.1.5 TfL have provided HS2 with a 2012 base year WeLHAM model. This is an update of the 2009 WeLHAM (version p1) base model previously used for the assessment. The 2012 base year WeLHAM model (version p3) handed over by TfL (Spring 2014) is still a work-in-progress with TfL continuing to work on the validation of the full modelled area during the production of this transport assessment. The interim model handed over by TfL had already been subject to matrix estimation but the overall validation was not due to be completed in time for use by HS2.
- 1.1.6 Discussions with TfL confirmed that the interim 2012 base year WeLHAM model would provide a better base than the previous 2009 WeLHAM model. HS2 have therefore taken the interim 2012 WeLHAM model and calibrated and validated the model in the areas of interest to HS2, namely Old Oak Common and West Ruislip/Ickenham. Table 1 gives a brief overview of these models.

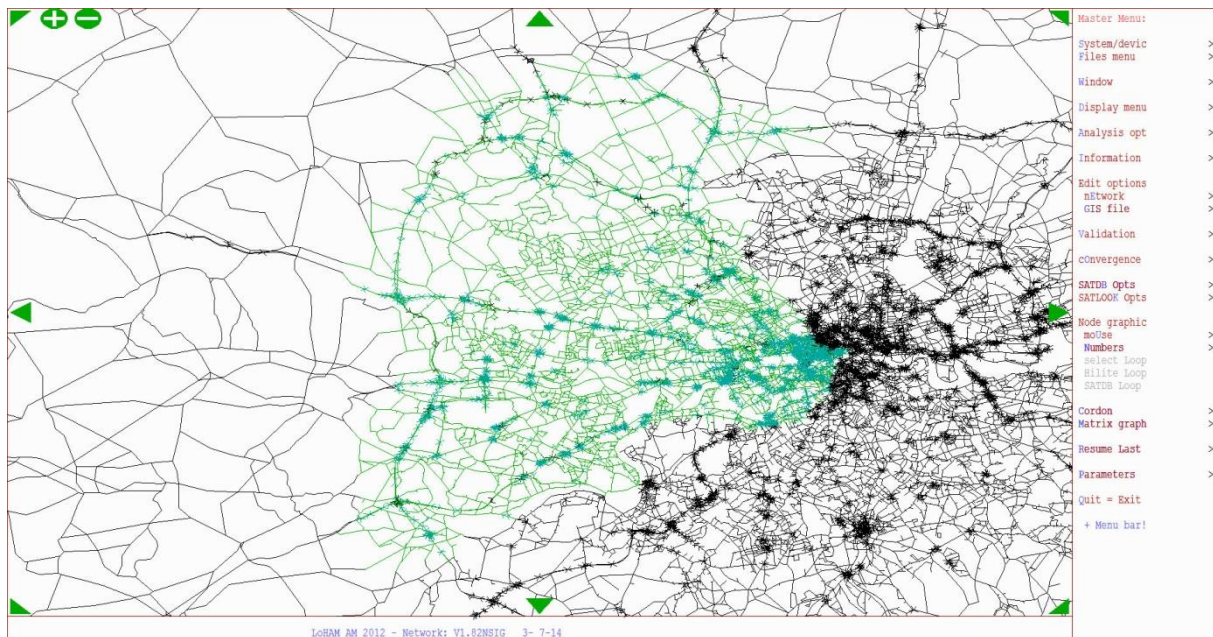
Table 1: WeLHAM model version overview

Model Reference	2009 WeLHAM (p1)	2012 WeLHAM (p3)	2012 WeLHAM (p3) OOC
Developer	TfL	TfL	TfL/MML (C221)
Study Area(s)	West London	West London	OOO Station area, West Ruislip/Ickenham
ME/Validation Counts Year	2009	2012	2012
Peak Periods	AM Peak Hour, Inter Peak, PM Peak Hour	AM Peak Hour, PM Peak Hour	AM Peak Hour, PM Peak Hour

1.1.7 Appendix A contains a factsheet that describes the basic model parameters for 2012 WeLHAM (p3) OOC and files used in the modelling process.

1.1.8 Figure 1 shows the full extent of the WeLHAM model. The links in green represents the core modelled network. It is comprised of West London and parts of Northwest and Southwest London up to the M25, M1 (North) and the M3 (South). The network density is high around the Central London area and decreases steadily when going westwards.

Figure 1: SATURN WeLHAM network



1.2 Study areas

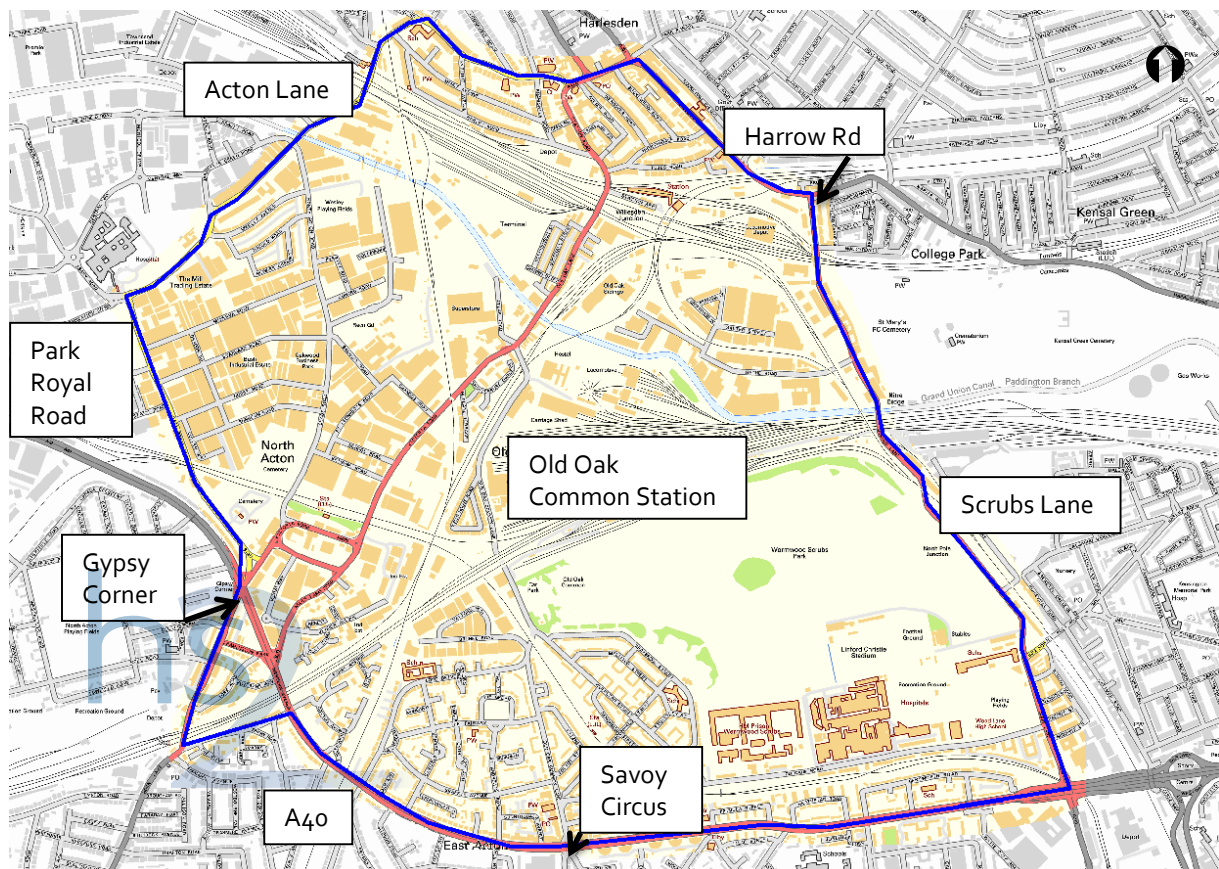
1.2.1 As mentioned in the previous section, the local recalibration of the 2012 WeLHAM (p3) OOC Model has focused on the following two local study areas:

- Old Oak Common (OOC)
- West Ruislip

1.2.2 It is expected that on completion of HS2 construction, including any temporary localised interventions, at all locations except OOC, the highway network will effectively revert to the pre-HS2 network layout. Certain road sections in the West Ruislip area may also be subject to minor alterations which do not affect strategic capacity.

1.2.3 Due to the geographic distance between these areas combined impacts are not anticipated and it is therefore appropriate to carry out the comparison for the local study areas separately. Figure 2 shows OOC, the first core study area. The proposed OOC Station is in the centre of the study area. It is encompassed by Scrubs Lane in the East, the A40 in the south, Park Royal Road/Acton Lane in the West and the A404/Harrow Road in the north.

Figure 2: Overview of core study areas - OOC

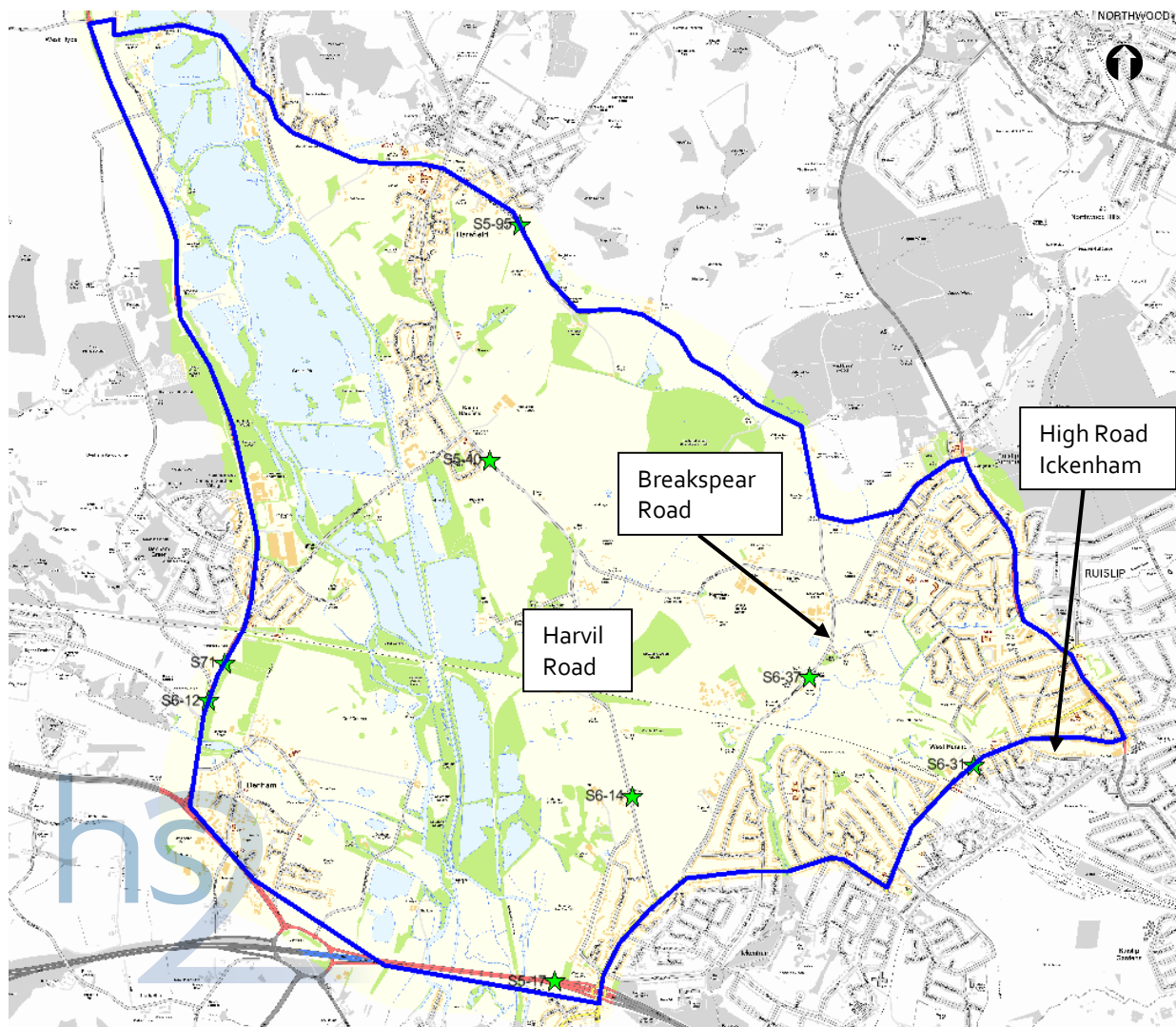


Source: contains Ordnance Survey Data, 2012

1.2.4 Figure 3 shows the extent of the West Ruislip core study area. It extends from Swakeleys Road/High Road Ickenham/Bury Street in the East to North Orbital

Road/Denham Drive in the West and from the A40 in the South to Breakspeare Road/Park Lane in the North.

Figure 3: Overview of core study areas – West Ruislip



Source: Contains Ordnance Survey Data, 2012; TfL Count Location GIS Layer

1.3 2012 WeLHAM (p3) model network coverage

1.3.1 The 2012 WeLHAM (p3) base model provided by TfL to HS2 Ltd for the current Transport Assessment work updates the 2009 WeLHAM base model, the version on which the original scheme Volume 5 Appendix Transport Assessment (TR-001-000) was based. The 2012 WeLHAM (p3) base represents the highway network and flows in 2012. It includes the additional network coding added to the previous 2009 WeLHAM model for the purposes of HS2 assessment as well as any network changes between 2009 and 2012.

1.4 2012 WeLHAM (p3) zoning system

1.4.1 The 2012 WeLHAM (p3) model consists of 2,288 zones. The expanded zonal system in the HS2 areas of interest was incorporated within the 2012 WeLHAM (p3) model. Figure 4 shows the expanded zonal system around OOC.

Figure 4: 2012 WelHAM (p3) model zones OOC area



Source: Contains Ordnance Survey Data, 2012, Zone GIS Layers provided by TfL (18/06/2014)

2 Traffic data

2.1 Purpose of traffic surveys

- 2.1.1 A significant number of surveys were undertaken by C221 over the period June 2012 to July 2012 as well as October 2012 in the West London area along the HS2 corridor. These surveys captured traffic and pedestrian movements around the proposed HS2 intervention sites, as well as on the surrounding road network. These surveys enabled comparison between the 2012 modelled and observed flows in the OOC study area to be made.
- 2.1.2 C221 survey locations were selected based on areas in close proximity to interventions and construction worksites and took into consideration locations where TfL data existed. In order to avoid undertaking the surveys during the closure of the Hammersmith Flyover and during the 2012 Olympic Games a period in the early summer was chosen.
- 2.1.3 Appendix B provides the location of all survey sites used for the 2012 WelHAM OOC comparison and calibration.
- 2.1.4 Additional 2012 survey information was received from TfL for the two study areas. As it was not feasible for C221 to collect comprehensive 2012 survey data in the London Borough of Hillingdon, the TfL surveys in this area provided the most reliable source of information in terms of traffic flows on major roads.

2.2 Types of surveys

- 2.2.1 Two types of traffic surveys were undertaken which are relevant for the comparison and validation process:
- automatic traffic counts (ATCs)
 - Manual Classified Counts (MCCs)
- 2.2.2 The ATC and MCC counts were processed for the input and comparison with modelled flows. In addition to the ATC and MCC surveys, associated surveys for broader Transport Assessment purposes were also undertaken by C221 for
- journey time;
 - pedestrian; and
 - parking occupancy.

Automatic traffic counts

- 2.2.3 ATCs were collected for up to two weeks per survey site to record speed and vehicle class data and link traffic volumes along the highway routes. A total of 17 sites were used for model validation. As indicated above TfL ATC information was also used for calibration and validation purposes.

- 2.2.4 A comparison of vehicle splits between ATC and MCC data around the two study areas showed that the split of cars and LGVs appeared to be inconsistent at comparable sites. As the split of LGVs in the ATC data appeared to be too high, it was adjusted based on the split of cars and LGVs derived from MCC data which is likely to be a more reliable indicator of the vehicle splits.

Manual traffic counts

- 2.2.5 The MCCs used are fully classified traffic count data surveys undertaken at highway junctions, to identify the existing traffic demand and turning profiles at the key junctions. Modelled flows were compared to MCC data on a link flow basis.
- 2.2.6 The majority of TfL MCCs are multi-day counts and could therefore be used for model calibration as well as validation.

Count comparison

- 2.2.7 As part of the update to a base year of 2012, TfL have checked and reviewed the survey data to ensure accuracy and consistency between nearby count sites.

Journey times

- 2.2.8 TrafficMaster data was provided by TfL for the purpose of journey time analysis and validation. Data from November 2012 was used to avoid any skewing.

3 2012 WELHAM (p3) Interim Model Review

3.1 2012 WELHAM (p3) Interim Model – Observed Data Comparison

3.1.1 An initial Comparison was undertaken to determine how well the interim 2012 WelHAM (p3) model received from TfL validated in the two study areas.

3.1.2 The Design Manual for Roads and Bridges (DMRB, Volume 2 Section 2) states that there are two principle statistics to determine the difference between model and observed traffic flows:

- GEH statistic
- Modelled divided by observed flows (% difference criteria)

3.1.3 The GEH statistic is a measure to determine the goodness of fit between modelled and observed flows. It is a form of Chi-squared statistic that incorporates both relative and absolute errors between the two sets of data and is based on the following equation:

$$GEH = \sqrt{\frac{(M - C)^2}{\frac{(M + C)}{2}}}$$

GEH GEH statistic
M Modelled Flow
C Observed Flow

3.1.4 A GEH value of less than 5 is deemed to be acceptable by the DMRB. This is equivalent of a 95% confidence level. The validation acceptability guidance states that this condition must be met in greater than 85% of cases.

3.1.5 The second method divides model flows by observed flows and the result is assessed against the criteria in the table below. The validation acceptability guidance is also that the conditions should be met in greater than 85% of cases. However, the DMRB also states that models which fall short of meeting these criteria may still be acceptable as long as the links with the largest discrepancies are located outside the immediate area of interest.

Calibration and Validation Criteria

Observed Flows (vehicles per hour)	Criteria
700 to 2700	Individual flows within 15%
<700	Individual flows within 100 vph
>2700	Individual flows within 400 vph
All Flows	GEH Statistic <5

3.1.6 Since this report is a MPR and not a formal local model validation report, these criteria will be used as guidance to assess the robustness of the model.

- 3.1.7 Table 2 details the flow validation of the 2012 WeLHAM (p3) interim AM model in the OOC study area. A screen line has been devised along the railway line to the north of the A40 to show whether total northbound and southbound traffic flows north of the A40 in the OOC study area are accurate. o provides diagrams of the other screen line locations used by TfL in the vicinity of Old Oak Common and West Ruislip for the interim 2012 validation of WeLHAM (p3).
- 3.1.8 The total number of count locations, including the screen line elements, with GEH less than 5 is 94% and the number of locations with GEH less than 7.5 is 97%. Total modelled northbound flows across the railway screenline are close to observed flows but the allocation to the different roads within the screenline is not as accurate with too much traffic on Western Avenue and not enough on Park Royal Road, Chase Road or Victoria Road. Total modelled southbound flows across the railway are higher than observed with modelled flows on Ladbroke Grove almost double that observed.
- 3.1.9 Of the other locations, the most significant ones where modelled flows do not match observed are the A40 west of Gypsy Corner in both directions, the approach of Wales Farm Road to the A40 at Gypsy Corner and the A40 eastbound approach to the junction with Old Oak Common Lane.

SES and AP2 ES Appendix TR-001-000 - Supplementary model performance report (Ciii)

Table 2: AM 2012 WeLHAM (p3) interim validation (OOC Area)

Site description	A node	B node	Traffic flows in vehs: AM 08:00-09:00				
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH
Railway screenline - northbound							
Western Avenue access to Park Royal	64359	66012	730	1,213	483	66%	15.48
B4492 - Park Royal Road	64099	64639	378	191	-187	-49%	11.09
Chase Road	64634	64632	234	182	-52	-22%	3.60
A4000 - Victoria Road	64635	64630	351	115	-236	-67%	15.44
Old Oak Common Lane	32614	66528	233	337	104	45%	6.19
A219 Scrubs Lane	32167	32094	443	467	24	5%	1.10
B450 Ladbroke Grove	34174	34344	635	622	-13	-2%	0.52
TOTAL NB			3,005	3,127	123	4%	
Railway screenline - southbound							
Western Avenue access to Park Royal	66012	64359	203	267	64	31%	4.14
B4492 - Park Royal Road	64639	64099	355	224	-131	-37%	7.71
Chase Road	64632	64634	266	219	-47	-18%	3.01
A4000 - Victoria Road	64630	64635	507	694	188	37%	7.66
Old Oak Common Lane	66528	32614	387	374	-12	-3%	0.63
A219 Scrubs Lane	32094	32167	893	876	-17	-2%	0.58
B450 Ladbroke Grove	34344	34174	437	847	410	94%	16.18
TOTAL SB			3,048	3,501	453	15%	
Other locations							
A40 W of Gypsy Corner e/b	64650	64386	2,757	2,339	-418	-15%	8.28
A40 W of Gypsy Corner w/b	64342	64341	2,352	2,894	542	23%	10.59
A406 between Abbey Rd/A404 n/b	66156	66155	3,099	3,368	269	9%	4.73
A406 between Abbey Rd/A404 s/b	66155	66156	3,687	3,697	10	0%	0.16
A406 N of A404 Jnc. n/b	66978	66077	3,253	3,273	21	1%	0.36
A406 N of A404 Jnc. s/b	66077	66978	3,437	3,304	-134	-4%	2.30
A406 N of HLG n/b	64124	64407	2,937	3,164	227	8%	4.11
A406 N of HLG s/b	64407	64124	2,946	2,974	28	1%	0.51
Hanger Lane N of HLG n/b	64574	64921	703	729	27	4%	0.99
Hanger Lane N of HLG s/b	64921	64574	1,151	1,280	129	11%	3.69
Hanger Lane S of HLG n/b	64158	64133	1,291	1,330	39	3%	1.09
Hanger Lane S of HLG s/b	64133	64158	1,541	1,543	2	0%	0.03
Twyford Abbey Rd ne/b	64123	66009	146	138	-8	-5%	0.64
Twyford Abbey Rd sw/b	66009	64123	224	226	2	1%	0.16
Wales Farm Rd s/b	64101	64097	1,163	872	-291	-25%	9.11
Hanger Ln S of Queens Dr n/b	64125	64587	1,079	1,051	-27	-3%	0.84
Hanger Ln S of Queens Dr s/b	64587	64125	1,097	1,160	63	6%	1.88
Acton Ln N of Mordaunt Rd Jnc e/b	66397	66137	802	550	-252	-31%	9.70
Acton Ln N of Mordaunt Rd Jnc w/b	66137	66397	353	379	27	8%	1.40
A4000 Station Rd S of Tubbs Rd n/b	64313	66211	359	363	4	1%	0.18
A4000 Station Rd S of Tubbs Rd s/b	66211	64313	575	579	4	1%	0.15
A404 Harrow Rd W of Scrubs Ln n/b	66205	66205	581	796	215	37%	8.18
A404 Harrow Rd W of Scrubs Ln s/b	66205	66205	866	989	123	14%	4.04
Old Oak Common Ln S of A4000 n/b	66528	64129	278	374	96	35%	5.32
Old Oak Common Ln S of A4000 s/b	64129	66528	407	385	-22	-5%	1.12
A4000 Horn Ln S of Noel Rd n/b	64067	64096	800	772	-28	-4%	1.00
A4000 Horn Ln S of Noel Rd s/b	64096	64067	484	515	31	6%	1.38
Coronation Road e/b	66502	64231	259	258	-1	0%	0.05
Coronation Road w/b	64231	66502	146	6	-140	-96%	16.07
A404 High Street n/b	66024	66405	292	289	-4	-1%	0.21
A404 High Street s/b	66405	66024	776	1,020	245	32%	8.17
North Circular Road Hanger Lane n/b	64063	64337	1,135	912	-222	-20%	6.95
North Circular Road Hanger Lane s/b	64337	64063	973	1,082	109	11%	3.41
OOC/A40 - Old Oak Common Lane N s/b	32091	64904	424	284	-141	-33%	7.47
OOC/A40 - Old Oak Common Lane N n/b	64904	32091	531	568	38	7%	1.60
OOC/A40 - A40E w/b	32061	64904	2,230	2,312	82	4%	1.72
OOC/A40 - A40E e/b	64904	32218	2,902	2,543	-359	-12%	6.88
OOC/A40 - Old Oak Common Lane S n/b	64903	64904	1,310	1,380	70	5%	1.90
OOC/A40 - Old Oak Road s/b	64904	64901	1,315	1,236	-79	-6%	2.22
OOC/A40 - A40W e/b	64165	64904	3,238	2,791	-447	-14%	8.15
OOC/A40 - A40W w/b	64904	64165	2,455	2,401	-54	-2%	1.10
OOC/A40 - E Acton Lane E w/b	64901	64903	1,155	1,154	-1	0%	0.03
OOC/A40 - E Acton Lane W e/b	64166	64903	670	721	52	8%	1.96
OOC/A40 - E Acton Lane W w/b	64903	64166	478	450	-28	-6%	1.29
OOC/A40 - Old Oak Road S n/b	32790	64901	468	530	62	13%	2.77
OOC/A40 - Old Oak Road S s/b	64901	32790	650	614	-36	-5%	1.42
GEH<5:							68%
GEH<7.5:							77%

Source: 2012 AM WeLHAM (p3) interim model (rec 03/07/14)

3.1.10 Table 3 shows the comparison of modelled and observed flows for the 2012 WeLHAM (p3) interim PM model. The validation is worse than the AM peak overall. The total number of count locations, including the screenline elements, with GEH less than 5 is 57% and the number of locations with GEH less than 7.5

is 67%. Total modelled northbound flows across the railway screenline are almost identical to observed flows but the allocation to the different roads within the screenline is not as accurate with too much traffic on Western Avenue and Old Oak Common Lane with not enough traffic on Park Royal Road and Victoria Road. Total modelled southbound flows across the railway are lower than observed with modelled flows lower than observed on Western Avenue, Park Royal Road and Chase Road.

- 3.1.11 Of the other locations, the most significant ones where modelled flows do not match observed are the A40 west of Gypsy Corner eastbound, the approach of Wales Farm Road to the A40 at Gypsy Corner, Station Road southbound and a number of approaches to the junction of A40/Old Oak Common Lane.

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Table 3: PM 2012 WeLHAM (p3) interim validation Comparison (OOC Area)

Site description	A node	B node	Traffic flows in vehs: AM 08:00-09:00				
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH
Railway screenline - northbound							
Western Avenue access to Park Royal	64359	66012	215	446	231	108%	12.72
B4492 - Park Royal Road	64099	64639	535	350	-185	-35%	8.79
Chase Road	64634	64632	191	213	23	12%	1.60
A4000 - Victoria Road	64635	64630	363	107	-256	-71%	16.72
Old Oak Common Lane	32614	66528	386	523	137	36%	6.43
A219 Scrubs Lane	32167	32094	1,017	1,013	-5	0%	0.15
B450 Ladbroke Grove	34174	34344	483	539	56	12%	2.47
TOTAL NB			3,190	3,191	1	0%	
Railway screenline - southbound							
Western Avenue access to Park Royal	66012	64359	561	363	-199	-35%	9.25
B4492 - Park Royal Road	64639	64099	295	70	-225	-76%	16.64
Chase Road	64632	64634	374	165	-209	-56%	12.72
A4000 - Victoria Road	64630	64635	596	591	-5	-1%	0.21
Old Oak Common Lane	66528	32614	241	239	-2	-1%	0.12
A219 Scrubs Lane	32094	32167	570	732	161	28%	6.32
B450 Ladbroke Grove	34344	34174	523	551	28	5%	1.21
TOTAL SB			3,161	2,711	-450	-14%	
Other locations							
A40 W of Gypsy Corner e/b	64650	64386	2,501	1,973	-528	-21%	11.17
A40 W of Gypsy Corner w/b	64342	64341	3,417	3,416	-1	0%	0.01
A406 between Abbey Rd/A404 n/b	66156	66155	3,981	4,059	78	2%	1.23
A406 between Abbey Rd/A404 s/b	66155	66156	3,412	3,488	76	2%	1.29
A406 N of A404 Jnc. n/b	66978	66077	3,687	4,237	550	15%	8.74
A406 N of A404 Jnc. s/b	66077	66978	3,333	3,474	141	4%	2.42
A406 N of HLG n/b	64124	64407	3,344	3,394	49	1%	0.85
A406 N of HLG s/b	64407	64124	2,759	2,907	147	5%	2.77
Hanger Lane N of HLG n/b	64574	64921	927	1,019	92	10%	2.94
Hanger Lane N of HLG s/b	64921	64574	1,042	1,099	57	6%	1.75
Hanger Lane S of HLG n/b	64158	64133	1,030	1,102	72	7%	2.21
Hanger Lane S of HLG s/b	64133	64158	1,449	1,699	251	17%	6.32
Twyford Abbey Rd ne/b	64123	66009	74	81	7	9%	0.78
Twyford Abbey Rd sw/b	66009	64123	255	294	39	15%	2.35
Wales Farm Rd s/b	64101	64097	1,131	882	-248	-22%	7.83
Hanger Ln S of Queens Dr n/b	64125	64587	1,035	955	-80	-8%	2.53
Hanger Ln S of Queens Dr s/b	64587	64125	1,208	1,428	220	18%	6.05
Acton Ln N of Mordaunt Rd Jnc e/b	66397	66137	460	641	181	39%	7.71
Acton Ln N of Mordaunt Rd Jnc w/b	66137	66397	783	607	-176	-22%	6.67
A4000 Station Rd S of Tubbs Rd n/b	64313	66211	548	514	-34	-6%	1.47
A4000 Station Rd S of Tubbs Rd s/b	66211	64313	399	610	211	53%	9.40
A404 Harrow Rd W of Scrubs Ln n/b	66205	66025	878	858	-20	-2%	0.68
A404 Harrow Rd W of Scrubs Ln s/b	66025	66205	636	885	249	39%	9.04
Old Oak Common Ln S of A4000 n/b	66528	64129	463	547	84	18%	3.73
Old Oak Common Ln S of A4000 s/b	64129	66528	286	270	-15	-5%	0.92
A4000 Horn Ln S of Noel Rd n/b	64067	64096	834	516	-319	-38%	12.26
A4000 Horn Ln S of Noel Rd s/b	64096	64067	553	389	-164	-30%	7.58
Coronation Road e/b	66502	64231	222	5	-217	-98%	20.33
Coronation Road w/b	64231	66502	182	165	-17	-9%	1.29
A404 High Street n/b	66024	66405	353	370	17	5%	0.89
A404 High Street s/b	66405	66024	687	942	255	37%	8.94
North Circular Road Hanger Lane n/b	64063	64337	822	864	43	5%	1.47
North Circular Road Hanger Lane s/b	64337	64063	1,144	1,367	224	20%	6.31
OOC/A40 - Old Oak Common Lane N s/b	32091	64904	452	264	-188	-42%	9.93
OOC/A40 - Old Oak Common Lane N n/b	64904	32091	467	420	-48	-10%	2.26
OOC/A40 - A40E w/b	32061	64904	2,204	2,804	601	27%	12.01
OOC/A40 - A40E e/b	64904	32218	2,588	2,034	-553	-21%	11.51
OOC/A40 - Old Oak Common Lane S n/b	64903	64904	1,339	1,407	68	5%	1.83
OOC/A40 - Old Oak Road s/b	64904	64901	1,302	1,145	-158	-12%	4.50
OOC/A40 - A40W e/b	64165	64904	3,016	2,100	-916	-30%	18.11
OOC/A40 - A40W w/b	64904	64165	2,654	2,784	130	5%	2.50
OOC/A40 - E Acton Lane E w/b	64901	64903	1,082	1,074	-8	-1%	0.25
OOC/A40 - E Acton Lane W e/b	64166	64903	615	713	98	16%	3.82
OOC/A40 - E Acton Lane W w/b	64903	64166	350	328	-22	-6%	1.21
OOC/A40 - Old Oak Road S n/b	32790	64901	418	504	86	21%	4.01
OOC/A40 - Old Oak Road S s/b	64901	32790	660	577	-83	-13%	3.32
GEH<5:							57%
GEH<7.5:							67%

Source: 2012 PM WeLHAM (p3) interim model (rec 03/07/14)

3.1.12 Table 4 shows a comparison between the AM peak 2012 WeLHAM (p3) interim modelled and observed flows for the West Ruislip area.

Table 4: AM 2012 WeLHAM (p3) interim validation (West Ruislip Area)

Site description	A node	B node	Traffic flows in vehs: AM 08:00-09:00					
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH	
A412 North Orbital Road, Denham Green n/b	76878	76943	906	1,006	99	11%	3.2	
A412 North Orbital Road, Denham Green s/b	76943	76878	1,288	1,279	-8	-1%	0.2	
Western Avenue, filmed from the B467 RBT e/b	76888	76867	4,001	4,169	167	4%	2.6	
Western Avenue, filmed from the B467 RBT w/b	76867	76888	3,781	3,948	167	4%	2.7	
Harvil Road North n/b	62124	62132	440	655	214	49%	9.2	
Harvil Road North s/b	62132	62124	436	633	197	45%	8.5	
Harvil Road South n/b	62109	62124	337	529	192	57%	9.2	
Harvil Road South s/b	62124	62109	533	610	77	14%	3.2	
Breakspear Road North n/b	62156	62141	414	153	-260	-63%	15.5	
Breakspear Road North s/b	62141	62156	307	113	-193	-63%	13.3	
Breakspear Road South (Near Rail Bridge) n/b	62110	62123	540	311	-229	-42%	11.1	
Breakspear Road South (Near Rail Bridge) s/b	62123	62110	665	570	-95	-14%	3.8	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) n/b	62447	62629	808	896	88	11%	3.0	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) s/b	62629	62447	1,098	1,155	57	5%	1.7	
							GEH<5:	57%
							GEH<7.5:	57%

Source: 2012 AM WeLHAM (p3) interim model (rec 03/07/14)

3.1.13 Table 5 shows that the PM 2012 WeLHAM (p3) interim model also validates poorly in West Ruislip. As with the AM Peak, the flows on Breakspear Road are significantly lower than the survey counts and the modelled flows on Harvil Road are generally too high.

Table 5: PM 2012 WeLHAM (p3) interim validation (West Ruislip Area)

Site description	A node	B node	Traffic flows in vehs: AM 08:00-09:00					
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH	
A412 North Orbital Road, Denham Green n/b	76878	76943	955	1,030	75	8%	2.4	
A412 North Orbital Road, Denham Green s/b	76943	76878	964	1,064	101	10%	3.2	
Western Avenue, filmed from the B467 RBT e/b	76888	76867	4,365	4,431	66	2%	1.0	
Western Avenue, filmed from the B467 RBT w/b	76867	76888	4,425	4,391	-34	-1%	0.5	
Harvil Road North n/b	62124	62132	355	539	185	52%	8.7	
Harvil Road North s/b	62132	62124	451	627	177	39%	7.6	
Harvil Road South n/b	62109	62124	327	516	190	58%	9.2	
Harvil Road South s/b	62124	62109	413	583	170	41%	7.6	
Breakspear Road North n/b	62156	62141	219	74	-145	-66%	12.0	
Breakspear Road North s/b	62141	62156	315	146	-169	-54%	11.1	
Breakspear Road South (Near Rail Bridge) n/b	62110	62123	829	688	-141	-17%	5.1	
Breakspear Road South (Near Rail Bridge) s/b	62123	62110	499	344	-155	-31%	7.5	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) n/b	62447	62629	1,106	1,210	104	9%	3.1	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) s/b	62629	62447	956	1,025	69	7%	2.2	
							GEH<5:	43%
							GEH<7.5:	50%

Source: 2012 PM WeLHAM (p3) interim model (rec 03/07/14)

3.2 2012 WeLHAM (p3) Interim Model Conclusion

3.2.1 The comparisons above show that the 2012 interim WeLHAM (p3) model received from TfL still required improved calibration and validation in the areas of Old Oak Common and West Ruislip and in both AM and PM peak periods to form a more solid foundation for the forecast assessments.

3.2.2 A detailed review of the network and matrix estimation was undertaken by HS2 to address these issues and is described in the following sections. This was undertaken alongside continuing validation work being undertaken by TfL with updates in the models passed between HS2 and TfL to ensure consistency.

4 Network Calibration and Matrix Estimation

4.1 Network Calibration

- 4.1.1 A number of adjustments were made to the network to ensure the coding reflected the junction layouts, capacities and levels of delay observed.
- 4.1.2 Junction coding in the study areas was reviewed to ensure that the capacities were not less than the observed count data and that the level of observed delays was replicated. This resulted in the adjustment of signal timings at a number of junctions in the OOC area. A number of pelicans were included along the B466 through Ickenham to reflect the delays to traffic.
- 4.1.3 Saturation flows were reviewed to ensure they were consistent with HAM coding guidelines. Free flow speeds were checked to ensure they were consistent with similar adjacent links. Speed flow curves were introduced along the A412 between Rickmansworth and Denham to ensure that vehicles travelled at appropriate speeds.
- 4.1.4 At the end of the network calibration process, the number of sites where modelled flows matched counts had improved. However a number of roads in both the OOC and West Ruislip study areas still did not validate and so matrix estimation was undertaken.

4.2 Model Matrix Estimation Objectives

- 4.2.1 The objective of matrix estimation is to improve flow validation along key traffic routes in the two study areas. This is done by correcting and refining trip patterns in the model such that they more closely match traffic counts using a selected set of observed link flows.

4.3 Process of Matrix Estimation

- 4.3.1 The matrix estimation process selectively factors individual matrix cells to achieve a better fit between modelled and observed flows. In order to achieve this, C221 utilised the batch files and Prior Matrices provided by TfL. Several matrix estimation runs need to be undertaken in order to iteratively improve the validation in the study areas.

4.4 Prior Matrix

- 4.4.1 The Prior Matrix used for the ME process is based the same Prior Matrix that was used for the 2012 WeLHAM (p3) interim Model provided by TfL. The main reason for basing ME on Prior Matrices is that it retains as much of the observed pattern of trip making in the final matrices as possible.

4.5 Post Matrix Estimation Model Convergence

4.5.1 WebTAG guidance (Unit M3.1) states that model proximity is measured with Delta and %GAP which should be less than 0.1%, however, it is recommended to aim for a value of less than 0.05% to ensure a more robust model basis. WebTAG further states that model stability is measured with %FLOW and the change should be less than 1% for four consecutive iterations greater than 98%.

4.5.2 Table 6 shows AM 2012 WeLHAM OOC model convergence statistics for the assignment in the last loop of matrix estimation. The Delta and %GAP guidance were met, and the %FLOW is within 1% when rounded to whole percentage points.

Table 6: AM 2012 WeLHAM (p3) OOC Convergence Statistics

Loop	Delta (%)	% GAP	% Flows
1	0.38600	0.5250	
2	0.14600	0.2290	65.9
3	0.06000	0.1960	77.8
4	0.04300	0.0960	84.4
22	0.00497	0.0110	98.8
23	0.00433	0.0086	98.9
24	0.00369	0.0088	99.0
25	0.00420	0.0081	99.0

4.5.3 Table 7 shows the statistics for the PM 2012 WeLHAM OOC model. In the PM peak all the WebTAG convergence criteria are met.

Table 7: PM 2012 WeLHAM (p3) OOC Convergence Statistics

Loop	Delta (%)	% GAP	% Flows
1	0.28700	0.6110	
2	0.10500	0.2560	67.7
3	0.04400	0.1690	78.4
4	0.03600	0.1190	85.5
22	0.00426	0.0081	99.3
23	0.00531	0.0078	99.1
24	0.00390	0.0072	99.3
25	0.00467	0.0094	99.3

4.6 Post Matrix Estimation Results – Matrix Impacts

4.6.1 Table 8 shows the differences in total trips between the 2012 Prior Matrix, and the 2012 post ME WeLHAM (p3) OOC matrix. The total differences for the AM peak indicate that ME has added 41,434 trips to the Prior Matrix.

4.6.2 A comparison between Prior Matrix and post ME WeLHAM (p3) OOC matrix shows that this process had added approximately 0.7% to the overall matrix total in both peak periods.

Table 8: Prior Matrix and 2012 Matrix Total Comparison

Matrix	Prior Matrix	2012 WeLHAM (p3) OOC Matrix	2012 WeLHAM (p3) OOC – Prior Matrix	% of trips added to the prior matrix
AM	5,576,295	5,617,729	41,434	0.74%
PM	5,293,280	5,329,242	35,962	0.67%

4.6.3 Table 9 shows the final matrix totals by user class and peak model. The comparison by user class with the Prior Matrix can be found in o.

Table 9: 2012 Final ME Matrix Totals

Matrix	Cars and Taxis 2012 Post ME PCU	LGV 2012 Post ME PCU	HGV 2012 Post ME PCU	GRAND TOTALS 2012 Post ME PCU
AM	5,354,777	143,597	119,354	5,617,729
PM	5,125,709	128,364	75,169	5,329,242

4.7 Post Matrix Estimation Results – AM Flow Validation

4.7.1 Table 10 shows the flow validation results for the final AM model. The described network changes and matrix estimation have resulted in an improvement of the validation in the OOC study area. 94% of flow locations now have a GEH of less than 5. Total modelled flows across the railway screenline in both directions are within 4% of the observed flows.

4.7.2 Only two links have a GEH greater than 7.5 and these are Chase Road southbound and the B450 Ladbroke Grove southbound.

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Table 10: 2012 WeLHAM (p3) OOC AM Final Flow Validation – OOC Area

Site description	A node	B node	AB	Traffic flows in vehs: AM 08:00-09:00				
				Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH
Railway screenline - northbound								
Western Avenue access to Park Royal	64359	66012	6435966012	730	763	32	4%	1.19
B4492 - Park Royal Road	64099	64639	6409964639	378	369	-9	-2%	0.47
Chase Road	64634	64632	6463464632	234	227	-6	-3%	0.41
A4000 - Victoria Road	64635	64630	6463564630	351	333	-18	-5%	0.97
Old Oak Common Lane	32614	66528	3261466528	233	253	20	9%	1.30
A219 Scrubs Lane	32167	32094	3216732094	443	457	14	3%	0.66
B450 Ladbroke Grove	34174	34344	3417434344	635	636	1	0%	0.03
TOTAL NB				3,005	3,039	34	1%	0.62
Railway screenline - southbound								
Western Avenue access to Park Royal	66012	64359	6601264359	203	218	14	7%	0.99
B4492 - Park Royal Road	64639	64099	6463964099	355	335	-21	-6%	1.11
Chase Road	64632	64634	6463264634	266	147	-119	-45%	8.30
A4000 - Victoria Road	64630	64635	6463064635	507	491	-16	-3%	0.70
Old Oak Common Lane	66528	32614	6652832614	387	365	-22	-6%	1.11
A219 Scrubs Lane	32094	32167	3209432167	893	865	-28	-3%	0.95
B450 Ladbroke Grove	34344	34174	3434434174	437	687	250	57%	10.53
TOTAL SB				3,048	3,106	59	2%	1.06
Other locations								
A40 W of Gypsy Corner e/b	64650	64386	6465064386	2,757	2,718	-39	-1%	0.75
A40 W of Gypsy Corner w/b	64342	64341	6434264341	2,352	2,278	-73	-3%	1.53
A406 between Abbey Rd/A404 n/b	66156	66155	6615666155	3,099	3,253	153	5%	2.72
A406 between Abbey Rd/A404 s/b	66155	66156	6615566156	3,687	3,705	18	0%	0.29
A406 N of A404 Jnc. n/b	66978	66077	6697866077	3,253	3,318	65	2%	1.13
A406 N of A404 Jnc. s/b	66077	66978	6607766978	3,437	3,264	-174	-5%	3.00
A406 N of HLG n/b	64124	64407	6412464407	2,937	3,070	134	5%	2.44
A406 N of HLG s/b	64407	64124	6440764124	2,946	2,990	44	1%	0.80
Hanger Lane N of HLG n/b	64574	64921	6457464921	703	723	20	3%	0.76
Hanger Lane N of HLG s/b	64921	64574	6492164574	1,151	1,207	56	5%	1.62
Hanger Lane S of HLG n/b	64158	64133	6415864133	1,291	1,333	42	3%	1.17
Hanger Lane S of HLG s/b	64133	64158	6413364158	1,541	1,380	-161	-10%	4.22
Twyford Abbey Rd ne/b	64123	66009	6412366009	146	150	4	3%	0.32
Twyford Abbey Rd sw/b	66009	64123	6600964123	224	214	-10	-4%	0.65
Wales Farm Rd s/b	64101	64097	6410164097	1,163	1,070	-93	-8%	2.79
Hanger Ln S of Queens Dr n/b	64125	64587	6412564587	1,079	1,058	-20	-2%	0.63
Hanger Ln S of Queens Dr s/b	64587	64125	6458764125	1,097	1,161	63	6%	1.89
Acton Ln N of Mordaunt Rd Jnc e/b	66397	66137	6639766137	802	782	-21	-3%	0.74
Acton Ln N of Mordaunt Rd Jnc w/b	66137	66397	6613766397	353	368	15	4%	0.79
A4000 Station Rd S of Tubbs Rd n/b	64313	66211	6431366211	359	373	14	4%	0.72
A4000 Station Rd S of Tubbs Rd s/b	66211	64313	6621164313	575	598	23	4%	0.94
A404 Harrow Rd W of Scrubs Ln n/b	66205	66025	6620566025	581	599	18	3%	0.74
A404 Harrow Rd W of Scrubs Ln s/b	66025	66205	6602566205	866	865	0	0%	0.01
Old Oak Common Ln S of A4000 n/b	66528	64129	6652864129	278	286	9	3%	0.52
Old Oak Common Ln S of A4000 s/b	64129	66528	6412966528	407	377	-30	-7%	1.53
A4000 Horn Ln S of Noel Rd n/b	64067	64096	6406764096	800	784	-16	-2%	0.57
A4000 Horn Ln S of Noel Rd s/b	64096	64067	6409664067	484	491	7	1%	0.31
Coronation Road e/b	64246	64231	6424664231	259	184	-75	-29%	5.05
Coronation Road w/b	64231	64246	6423164246	146	137	-9	-6%	0.72
A404 High Street n/b	66024	66405	6602466405	292	298	6	2%	0.35
A404 High Street s/b	66405	66024	6640566024	776	868	93	12%	3.24
North Circular Road Hanger Lane n/b	64063	64337	6406364337	1,135	900	-235	-21%	7.37
North Circular Road Hanger Lane s/b	64337	64063	6433764063	973	993	19	2%	0.62
OOC/A40 - Old Oak Common Lane N s/b	32091	64904	3209164904	424	377	-47	-11%	2.33
OOC/A40 - Old Oak Common Lane N n/b	64904	32091	6490432091	531	553	22	4%	0.95
OOC/A40 - A40E w/b	32061	64904	3206164904	2,230	2,237	6	0%	0.13
OOC/A40 - A40E e/b	64904	32218	6490432218	2,902	2,883	-19	-1%	0.36
OOC/A40 - Old Oak Common Lane S n/b	64903	64904	6490364904	1,310	1,384	73	6%	2.00
OOC/A40 - Old Oak Road s/b	64904	64901	6490464901	1,315	1,343	28	2%	0.76
OOC/A40 - A40W e/b	64165	64904	6416564904	3,238	3,324	86	3%	1.50
OOC/A40 - A40W w/b	64904	64165	6490464165	2,455	2,510	55	2%	1.10
OOC/A40 - E Acton Lane E w/b	64901	64903	6490164903	1,155	1,173	18	2%	0.54
OOC/A40 - E Acton Lane W e/b	64166	64903	6416664903	670	718	48	7%	1.84
OOC/A40 - E Acton Lane W w/b	64903	64166	6490364166	478	473	-5	-1%	0.23
OOC/A40 - Old Oak Road S n/b	32790	64901	3279064901	468	509	41	9%	1.85
OOC/A40 - Old Oak Road S s/b	64901	32790	6490132790	650	679	29	5%	1.15
GEH<5:								94%
GEH<7.5:								97%

4.7.3 Table 11 shows the level of validation of the AM model in the West Ruislip area. All links now have a GEH of less than 5.

Table 11: 2012 WeLHAM (p3) OOC AM Final Flow Validation – West Ruislip Area

Site description	A node	B node	AB	Traffic flows in vehs: AM 08:00-09:00				
				Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH
A412 North Orbital Road, Denham Green n/b	76878	76943	7687876943	906	960	53	6%	1.8
A412 North Orbital Road, Denham Green s/b	76943	76878	7694376878	1,288	1,310	23	2%	0.6
Western Avenue, filmed from the B467 RBT e/b	76888	76867	7688876867	4,001	4,170	169	4%	2.6
Western Avenue, filmed from the B467 RBT w/b	76867	76888	7686776888	3,781	3,841	60	2%	1.0
Harvil Road North n/b	62124	62132	6212462132	440	440	0	0%	0.0
Harvil Road North s/b	62132	62124	6213262124	436	455	19	4%	0.9
Harvil Road South n/b	62109	62124	6210962124	337	333	-4	-1%	0.2
Harvil Road South s/b	62124	62109	6212462109	533	435	-98	-18%	4.5
Breakspear Road North n/b	62156	62141	6215662141	414	376	-38	-9%	1.9
Breakspear Road North s/b	62141	62156	6214162156	307	301	-6	-2%	0.3
Breakspear Road South (Near Rail Bridge) n/b	62110	62123	6211062123	540	554	14	3%	0.6
Breakspear Road South (Near Rail Bridge) s/b	62123	62110	6212362110	665	672	7	1%	0.3
Ickenham Road (BTW West Ruislip Station and Ickenham Close) n/b	62447	62629	6244762629	808	924	116	14%	4.0
Ickenham Road (BTW West Ruislip Station and Ickenham Close) s/b	62629	62447	6262962447	1,098	1,067	-31	-3%	0.9
							GEH<5:	100%
							GEH<7.5:	100%

4.8 Post Matrix Estimation Results – PM Flow Validation

- 4.8.1 Table 12 shows the results of matrix estimation for the PM model. The described network changes and matrix estimation have resulted in an improvement of the validation in the OOC study area. 94% of flow locations now have a GEH of less than 5. Total modelled flows across the railway screenline in both directions are within 4% of the observed flows.
- 4.8.2 Only two links have a GEH greater than 7.5 and these are the A406 northbound north of the A404 junction and the A40 westbound into Savoy Circus, the junction with Old Oak Common Lane.

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Table 12: 2012 WeLHAM (p3) OOC PM Final Flow Validation – OOC Area

Site description	A node	B node	Traffic flows in vehs: PM 17:00-18:00				
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH
Railway screenline - northbound							
Western Avenue access to Park Royal	64359	66012	215	199	-16	-7%	1.11
B4492 - Park Royal Road	64099	64639	535	541	6	1%	0.25
Chase Road	64634	64632	191	141	-50	-26%	3.88
A4000 - Victoria Road	64635	64630	363	333	-31	-8%	1.64
Old Oak Common Lane	32614	66528	386	451	64	17%	3.15
A219 Scrubs Lane	32167	32094	1,017	1,062	44	4%	1.38
B450 Ladbroke Grove	34174	34344	483	504	21	4%	0.94
TOTAL NB			3,190	3,229	39	1%	0.69
Railway screenline - southbound							
Western Avenue access to Park Royal	66012	64359	561	542	-20	-4%	0.84
B4492 - Park Royal Road	64639	64099	295	285	-10	-4%	0.61
Chase Road	64632	64634	374	252	-122	-33%	6.88
A4000 - Victoria Road	64630	64635	596	676	80	13%	3.15
Old Oak Common Lane	66528	32614	241	257	16	7%	1.00
A219 Scrubs Lane	32094	32167	570	577	7	1%	0.28
B450 Ladbroke Grove	34344	34174	523	515	-8	-2%	0.36
TOTAL SB			3,161	3,103	-58	-2%	1.04
Other locations							
A40 W of Gypsy Corner e/b	64650	64386	2,501	2,479	-22	-1%	0.43
A40 W of Gypsy Corner w/b	64342	64341	3,417	3,409	-8	0%	0.13
A406 between Abbey Rd/A404 n/b	66156	66155	3,981	4,045	64	2%	1.01
A406 between Abbey Rd/A404 s/b	66155	66156	3,412	3,419	7	0%	0.11
A406 N of A404 Jnc. n/b	66978	66077	3,687	4,199	513	14%	8.16
A406 N of A404 Jnc. s/b	66077	66978	3,333	3,197	-136	-4%	2.38
A406 N of HLG n/b	64124	64407	3,344	3,366	22	1%	0.37
A406 N of HLG s/b	64407	64124	2,759	2,799	40	1%	0.76
Hanger Lane N of HLG n/b	64574	64921	927	1,049	122	13%	3.88
Hanger Lane N of HLG s/b	64921	64574	1,042	1,110	67	6%	2.05
Hanger Lane S of HLG n/b	64158	64133	1,030	1,098	68	7%	2.09
Hanger Lane S of HLG s/b	64133	64158	1,449	1,589	140	10%	3.59
Twyford Abbey Rd ne/b	64123	66009	74	77	3	4%	0.38
Twyford Abbey Rd sw/b	66009	64123	255	274	19	7%	1.15
Wales Farm Rd s/b	64101	64097	1,131	1,171	41	4%	1.20
Hanger Ln S of Queens Dr n/b	64125	64587	1,035	1,091	56	5%	1.73
Hanger Ln S of Queens Dr s/b	64587	64125	1,208	1,361	152	13%	4.25
Acton Ln N of Mordaunt Rd Jnc e/b	66397	66137	460	465	5	1%	0.25
Acton Ln N of Mordaunt Rd Jnc w/b	66137	66397	783	587	-196	-25%	7.47
A4000 Station Rd S of Tubbs Rd n/b	64313	66211	548	549	1	0%	0.05
A4000 Station Rd S of Tubbs Rd s/b	66211	64313	399	437	38	10%	1.88
A404 Harrow Rd W of Scrubs Ln n/b	66205	66025	878	764	-114	-13%	3.99
A404 Harrow Rd W of Scrubs Ln s/b	66025	66205	636	605	-30	-5%	1.22
Old Oak Common Ln S of A4000 n/b	66528	64129	463	481	18	4%	0.83
Old Oak Common Ln S of A4000 s/b	64129	66528	286	294	9	3%	0.50
A4000 Hom Ln S of Noel Rd n/b	64067	64096	834	763	-72	-9%	2.54
A4000 Hom Ln S of Noel Rd s/b	64096	64067	553	520	-33	-6%	1.41
Coronation Road e/b	64246	64231	222	219	-3	-1%	0.21
Coronation Road w/b	64231	64246	182	164	-18	-10%	1.39
A404 High Street n/b	66024	66405	353	342	-10	-3%	0.55
A404 High Street s/b	66405	66024	687	656	-31	-5%	1.20
North Circular Road Hanger Lane n/b	64063	64337	822	869	47	6%	1.62
North Circular Road Hanger Lane s/b	64337	64063	1,144	1,234	91	8%	2.63
OOC/A40 - Old Oak Common Lane N s/b	32091	64904	452	384	-68	-15%	3.33
OOC/A40 - Old Oak Common Lane N n/b	64904	32091	467	494	27	6%	1.23
OOC/A40 - A40E w/b	32061	64904	2,204	2,718	515	23%	10.37
OOC/A40 - A40E e/b	64904	32218	2,588	2,617	29	1%	0.57
OOC/A40 - Old Oak Common Lane S n/b	64903	64904	1,339	1,437	98	7%	2.63
OOC/A40 - Old Oak Road s/b	64904	64901	1,302	1,381	78	6%	2.13
OOC/A40 - A40W e/b	64165	64904	3,016	2,936	-80	-3%	1.47
OOC/A40 - A40W w/b	64904	64165	2,654	2,763	109	4%	2.10
OOC/A40 - E Acton Lane E w/b	64901	64903	1,082	1,224	142	13%	4.18
OOC/A40 - E Acton Lane W e/b	64166	64903	615	626	12	2%	0.46
OOC/A40 - E Acton Lane W w/b	64903	64166	350	374	23	7%	1.22
OOC/A40 - Old Oak Road S n/b	32790	64901	418	489	71	17%	3.35
OOC/A40 - Old Oak Road S s/b	64901	32790	660	646	-13	-2%	0.53
GEH<5:							94%
GEH<7.5:							97%

4.8.3 Table 13 shows the level of validation of the PM model in the West Ruislip area. The number of locations with a GEH of less than 5 has increased from 43% to 100% and the number of locations with a GEH of less than 7.5 has increased

from 50% to 100%. This represents a significant improvement compared to the previous version of the model.

Table 13: 2012 WeLHAM (p3) OOC PM Final Flow Validation – West Ruislip Area

Site description	A node	B node	Traffic flows in vehs: PM 17:00-18:00					
			Observed	Modelled	Diff (Mod-Obs)	% Diff	GEH	
A412 North Orbital Road, Denham Green n/b	76878	76943	955	997	42	4%	1.4	
A412 North Orbital Road, Denham Green s/b	76943	76878	964	1,056	92	10%	2.9	
Western Avenue, filmed from the B467 RBT e/b	76888	76867	4,365	4,459	94	2%	1.4	
Western Avenue, filmed from the B467 RBT w/b	76867	76888	4,425	4,536	111	3%	1.7	
Harvil Road North n/b	62124	62132	355	375	20	6%	1.1	
Harvil Road North s/b	62132	62124	451	457	6	1%	0.3	
Harvil Road South n/b	62109	62124	327	326	0	0%	0.0	
Harvil Road South s/b	62124	62109	413	426	12	3%	0.6	
Breakspears Road North n/b	62156	62141	219	222	3	1%	0.2	
Breakspears Road North s/b	62141	62156	315	317	2	1%	0.1	
Breakspears Road South (Near Rail Bridge) n/b	62110	62123	829	859	30	4%	1.0	
Breakspears Road South (Near Rail Bridge) s/b	62123	62110	499	519	20	4%	0.9	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) n/b	62447	62629	1,106	1,195	88	8%	2.6	
Ickenham Road (BTW West Ruislip Station and Ickenham Close) s/b	62629	62447	956	1,014	58	6%	1.9	
							GEH<5:	100%
							GEH<7.5:	100%

4.9 Post Matrix Estimation Results – AM Screenline Validation

4.9.1 Table 14 shows the AM screenline performance for TfL screenlines in the vicinity of both study areas. Appendix C shows the location of the screenlines. Table 14 illustrates that there are only minor differences between the interim model received from TfL and the final OOC validation. All of the screenlines retain a flow difference of less than 5% and overall one additional screenline has a GEH of more than 4. All GEH values remain less than 5.

Table 14: TfL Screenline Performance Comparison – WeLHAM AM Models

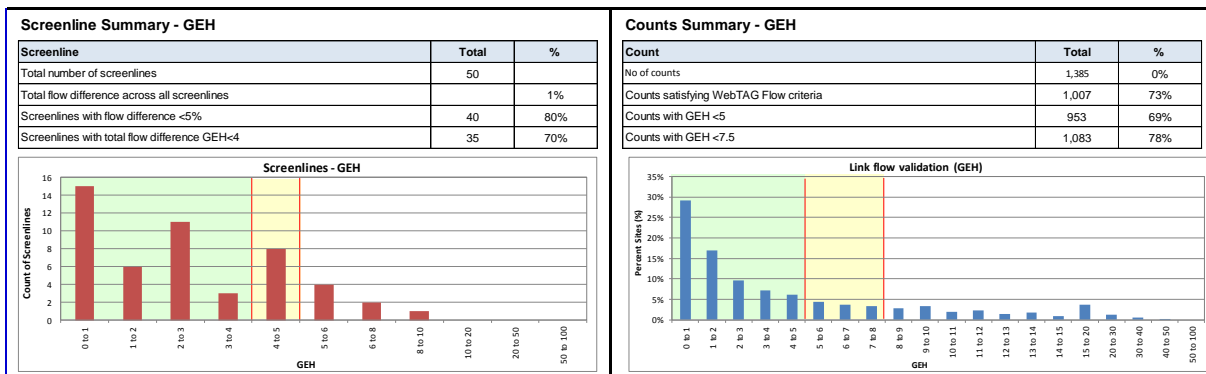
Study Area	Screenline	Direction	2012 WeLHAM (p3) interim		2012 WeLHAM (p3) OOC	
			% diff	GEH	% diff	GEH
OOC	West Coast Mainline	Eastbound	2.7%	3.25	3.7%	4.36
		Westbound	-1.9%	2.35	-2.3%	2.79
	Great Western	Northbound	2.1%	2.45	2.8%	3.23
		Southbound	-0.5%	0.60	1.0%	1.27
	Barnes - Old Oak	Inbound	-2.2%	2.31	0.7%	0.76
		Outbound	0.1%	0.12	-0.9%	0.83
Radial North-West	Northbound	4.2%	4.58	3.4%	3.70	
	Southbound	-2.2%	2.68	-3.8%	4.68	
West Ruislip	M25 cordon	Eastbound	0.7%	1.40	0.5%	1.00
		Westbound	0.2%	0.32	-0.2%	0.37
	Boundary WeLHAM	Inbound	-0.1%	0.22	-0.6%	1.25
		Outbound	0.6%	1.04	0.0%	0.08
	NS Watford-Ashford	Eastbound	-0.2%	0.28	-0.8%	1.25
		Westbound	3.1%	4.73	2.8%	4.36

4.9.2 Table 15 and Table 16 show extracts from the AM peak hour TfL dashboards which were set up to assess strategic performance of the model across a wide area using screenlines. These dashboards indicate that there has been a small improvement in the whole of WeLHAM area.

4.9.3 The 'Screenline with flow difference' guidance has increased from 38 screenlines with a GEH of less than 5 to 43 screenlines with a GEH of less than 5. A similar

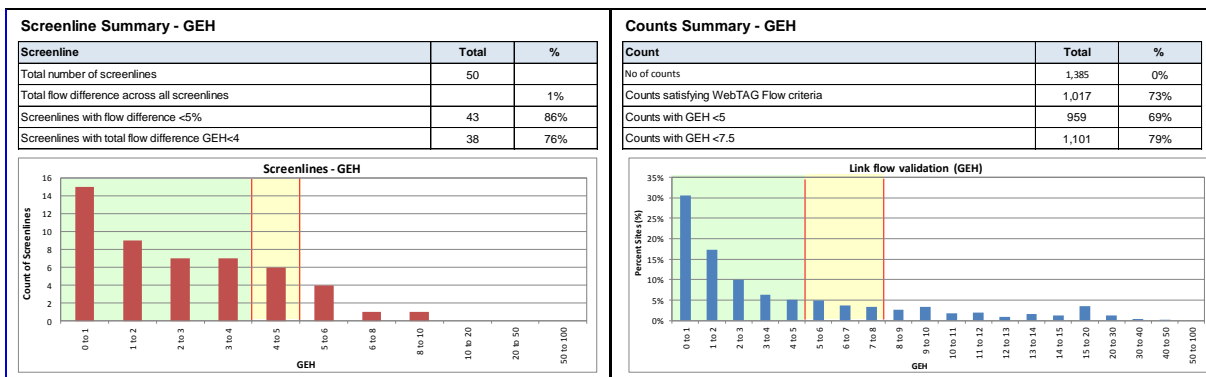
increase in screenlines with a total flow difference of less than 4% has also occurred.

Table 15: AM 2012 WeLHAM (p3) interim Dashboard Summary



Source: Dashboard_v3.17-BS-OOC-R001-PostME-WeLHAM.xlsx

Table 16: 2012 WeLHAM (p3) OOC AM Dashboard Summary



Source: Dashboard_v3.18-BS-OOC-R001-PostME-bespoke -OOCAM_welham.xlsx

4.9.4 Of the ten screenlines for which calibration has improved or deteriorated, four are the OOC Railway southbound screenline reported in Table 3 and Table 10, as well as the Radial North-West and West Coast mainline eastbound screenline reported in Table 14. The remaining screenlines for which calibration has improved or deteriorated are shown in Table 17. None of the changes are significant with all flow differences less than 6% and all GEH values less than 5.

Table 17: TfL Screenline Difference Comparison – WeLHAM AM Models

Screenline	Direction	2012 WeLHAM (p3) interim		2012 WeLHAM (p3) OOC	
		% diff	GEH	% diff	GEH
VAL-Kingsbury Circle	Eastbound	5.4%	3.50	4.8%	3.11
Chiswick-Moor Junction	Southbound	-5.2%	2.70	-1.6%	0.84
Kensington Palace-Bedford Park	Northbound	-4.7%	4.36	-5.3%	4.88
Harrow - Hendon	Northbound	4.0%	4.18	3.8%	3.98
Heathrow - North Harrow	Eastbound	3.1%	4.08	2.7%	3.62
North Harrow - North Hendon	Northbound	5.2%	4.49	4.3%	3.74

Source: TfL Dashboards

4.10 Post Matrix Estimation Results – PM Screenline Validation

4.10.1 Table 18 shows the PM screenline comparison in the vicinity of both study areas. The validation of West Coast mainline westbound, Great Western southbound

and both directions of NS Watford-Ashford deteriorate in the OOC model. However the validation of the West Coast Mainline eastbound and the Barnes-Old Oak inbound screenlines improve.

Table 18: TfL Screenline Performance Comparison – WeLHAM PM Models

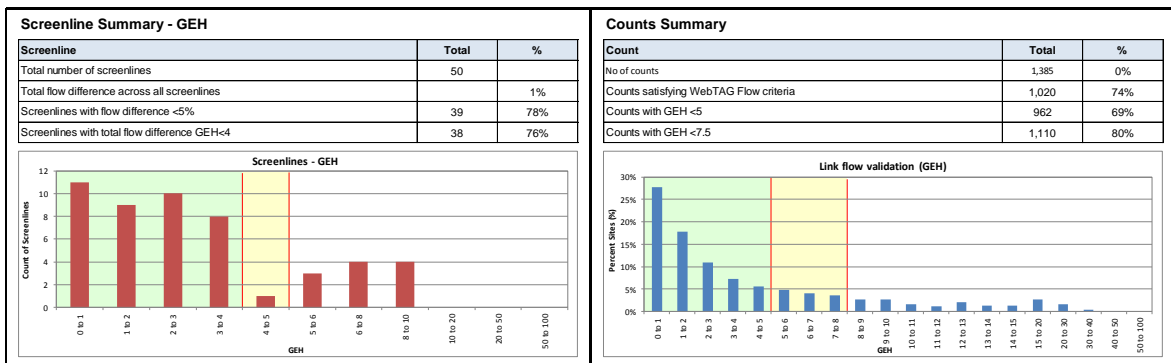
Study Area	Screenline	Direction	2012 WeLHAM (p3) interim		2012 WeLHAM (p3) OOC	
			% diff	GEH	% diff	GEH
OOO	West Coast Mainline	Eastbound	6.7%	7.81	4.3%	5.00
		Westbound	-2.9%	3.60	-5.5%	6.81
	Great Western	Northbound	0.1%	0.16	1.1%	1.43
		Southbound	1.2%	1.43	6.0%	7.11
	Barnes - Old Oak	Inbound	-5.3%	5.16	1.2%	1.13
		Outbound	2.8%	2.70	1.1%	1.11
	Radial North-West	Northbound	2.8%	3.35	2.0%	2.36
		Southbound	1.0%	1.20	1.9%	2.24
West Ruislip	M25 cordon	Eastbound	1.2%	2.06	1.2%	2.19
		Westbound	1.9%	3.22	2.2%	3.73
	Boundary WeLHAM	Inbound	1.9%	3.47	2.1%	3.81
		Outbound	0.4%	0.76	0.7%	1.34
	NS Watford-Ashford	Eastbound	-2.5%	4.05	-2.9%	4.68
		Westbound	3.4%	5.29	3.6%	5.67

Source: TfL Dashboards

4.10.2 Table 19 and Table 20 show extracts from the PM peak hour TfL dashboards which were set up to assess strategic performance of the model across a wide area using screenlines. These dashboards indicate that there has been a small improvement in the calibration performance when the whole of WeLHAM is taken into account.

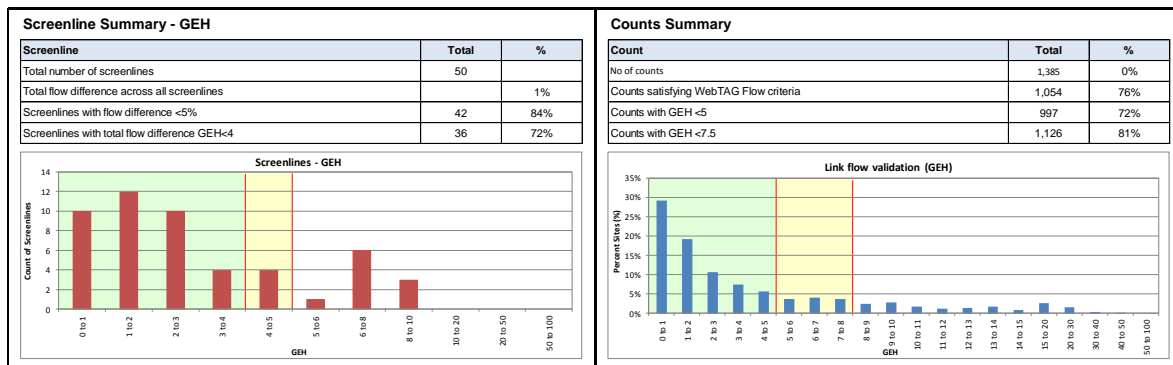
4.10.3 The 'Screenline with flow difference' guidance has increased from 39 screenlines with a GEH of less than 5 to 44 screenlines with a GEH of less than 5.

Table 19: PM 2012 WeLHAM (p3) interim Dashboard Summary



Source: Dashboard_v3.17-BS-OOC-R001-PostME-WeLHAM.xlsx

Table 20: 2012 WeLHAM (p3) OOC PM Dashboard Summary



Source: DashBoard_WeLHAM_BY09_HS2_OOC_V4

4.10.4 Of the nine screenlines for which calibration has improved or deteriorated, five are the OOC Railway southbound screenline reported in Table 2 and Table 12 and the Great Western southbound, West Coast Mainline and Barnes-Old Oak Inbound screenline reported in Table 18. The remaining screenlines for which calibration has improved or deteriorated are shown in Table 21. None of the changes are significant with all flow differences less than 6% and all GEH values less than 5.

Table 21: TfL Screenline Difference Comparison – WeLHAM PM Models

Screenline	Direction	2012 WeLHAM (p3) interim		2012 WeLHAM (p3) OOC	
		% diff	GEH	% diff	GEH
VAL-Kingsbury Circle	Westbound	5.1%	3.24	4.7%	2.96
Chiswick-Moor Junction	Northbound	5.6%	2.70	4.1%	1.97
Wembley - Cricklewood	Eastbound	-4.4%	3.91	-4.7%	4.20
Wembley - Cricklewood	Westbound	-3.5%	3.43	-4.2%	4.11

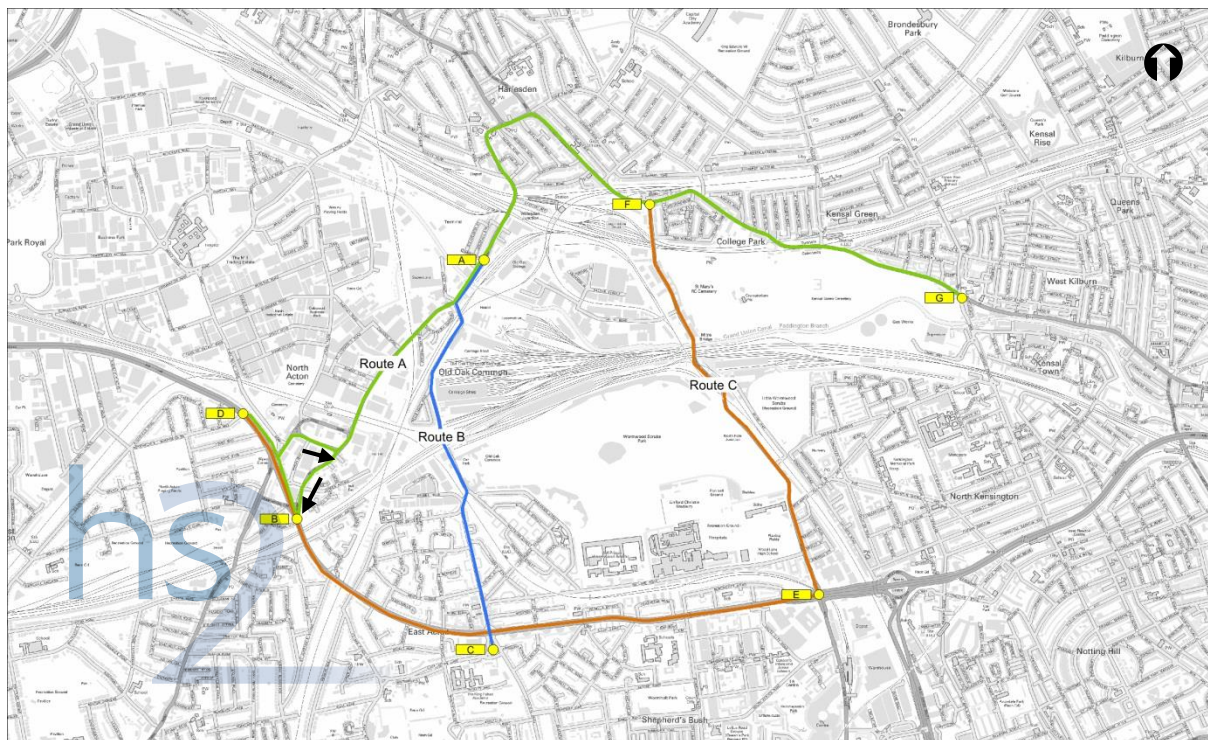
Source: TfL Dashboards

4.11 Post Matrix Estimation Results – Journey Time Validation

4.11.1 The calibration of journey times was undertaken against November 2012 TrafficMaster data provided by TfL. Three journey time routes were identified in the OOC and West Ruislip study areas. Figure 5 shows three journey time routes in the OOC area.

1. Route A runs along Harrow Road, Victoria Road and then joins the A40. This route aims to test the journey times on Victoria Road, the Gyratory and access to the A40.
2. Route B tests the journey time along Old Oak Common Lane and access to the A40 junction at Savoy Circus.
3. Route C tests the journey time along Scrubs Lane, the A40 junction with Scrubs Lane as well as the A40 past Gypsy Corner.

Figure 5: OOC Study Area Journey Time Routes



Source: Contains Ordnance Survey Maps, 2012

4.11.2 Table 22 shows the journey times for the OOC area in the AM peak. All modelled cumulative journey times are within the TfL guidance of +/-15% of the observed times except from Route A northbound.

4.11.3 The modelled journey times match the observed up to the junction of A404 Craven Park Road/Manor Park Road. East of this location, average modelled speeds through Harlesden town centre and along the A404 Harrow Road are 19km/hr compared to observed speeds of 12km/hr. The observed data shows that this average speed is consistent along this section of the route and not due to significant delays at specific junctions. The detailed segmented comparison can be found in Appendix E.

Table 22: AM OOC Study Area Journey Time Performance

Journey Time Route	Observed (secs)	WeLHAM (p3) OOC (secs)	% Diff
Route A - Southbound	1066	931	-13%
Route A - Northbound	1405	1121	-20%
Route B - Southbound	636	587	-8%
Route B - Northbound	429	473	10%
Route C - Southbound	802	913	14%
Route C - Northbound	726	764	5%

Note: Observed information derived from data provided by TrafficMaster obtained from vehicles fitted with GPS devices. Produced by TfL Network Performance – Traffic Analysis Centre

4.11.4 Table 23 shows the journey times for the OOC area in the PM peak. Route A northbound falls short of the TfL guidance of +/-15% within the observed time by between 4 to 10%. For the southbound route this is due to lower modelled

speeds from Tubbs Road westward. Similarly, for the northbound direction, modelled speeds are faster than those observed north of Chandos Road. As with the AM peak the observed data shows that speeds are consistent along the route and not due to significant delays at specific junctions.

- 4.11.5 Route B southbound does not meet the validation criteria due to insufficient delays at the approach of Old Oak Common Lane at its junction with the A40. The modelled delays are 125 seconds with observed delays of approximately 275 seconds.
- 4.11.6 Route C southbound does not meet the validation criteria due to insufficient delays at the approach of the A40 westbound at its junction with Old Oak Common Lane. The modelled delays are 185 seconds with observed delays of over 480 seconds.

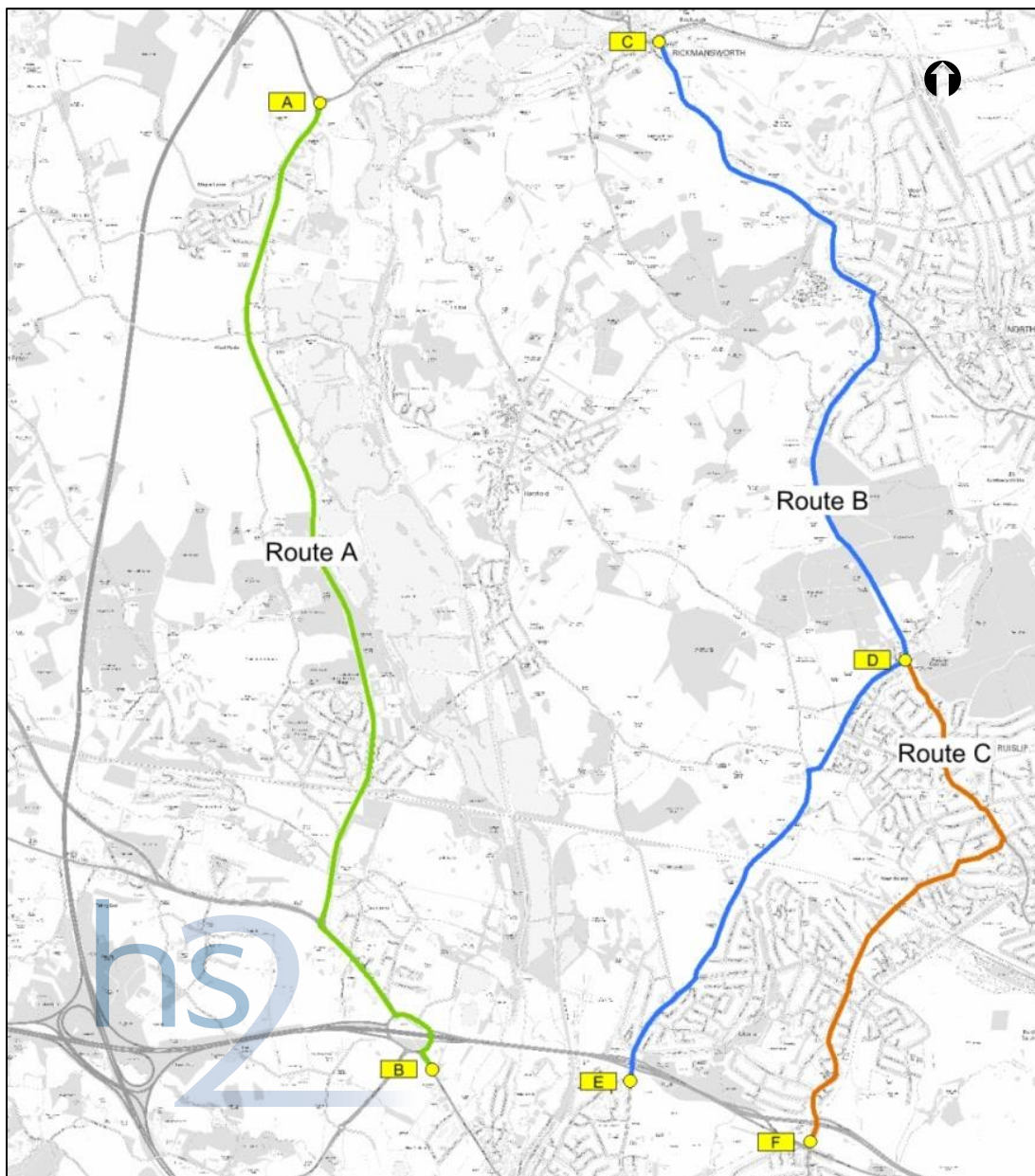
Table 23: PM OOC Study Area Journey Time Performance

Journey Time Route	Observed (secs)	WelHAM (p3) OOC (secs)	% Diff
Route A - Southbound	1482	1071	-28%
Route A - Northbound	1663	1319	-21%
Route B - Southbound	744	521	-30%
Route B - Northbound	588	619	5%
Route C - Southbound	1436	1016	-29%
Route C - Northbound	754	723	-4%

Note: Observed information derived from data provided by TrafficMaster obtained from vehicles fitted with GPS devices. Produced by TfL Network Performance – Traffic Analysis Centre

- 4.11.7 Figure 6 shows the journey time routes for the West Ruislip area. Due to limited TrafficMaster data being available for this area, it was not possible to include Harvil Road and Breakspear Road North.
 1. Route A runs along A412/North Orbital Road, Denham Avenue and Oxford Road up to Denham Roundabout. It is expected that this route may be used as a diversion route during the time of construction in the West Ruislip area.
 2. Route B runs parallel to Route A along the A404/London Road, A4180/Duck’s Hill Road, Breakspear Road and Breakspear Road South as well as B467/Swakeleys Road up to the A40. It is expected that this route may be impacted by construction traffic.
 3. Route C is a shorter route that runs along Bury Street, B466 Ickenham Road and Long Lane up to the A40. Ickenham High Road may experience some heavy construction traffic and Long Lane may be used as a diversion route to access the A40.

Figure 6: West Ruislip Journey Time Routes



Source: Contains Ordnance Survey Maps, 2012

- 4.11.8 Table 24 shows the journey time comparison for the West Ruislip study area in the AM peak. Route A southbound and Route C southbound fall short of the TfL guidance of +/-15% within the observed time, whereas all other routes meet the guidance.
- 4.11.9 Observed data for Route A suggests that significant delays are occurring southbound on the A412 North Orbital Road into Denham. The main bottleneck appears to be the signalised junction of North Orbital Road/Moorfield Road. Modelled journey times on the approach to this junction are 6 minutes with equivalent observed travel times of over 12 minutes.
- 4.11.10 The main cause of delay on Route B southbound which is resulting in the significant difference between observed and model journey times is on the 550m stretch of B466 Ickenham Road between A4180 Ruislip High Street and

the roundabout with Wood Lane. The journey time to the roundabout approach according to TrafficMaster is 10.5 minutes compared to 1min journey time in the model.

Table 24: AM West Ruislip Study Area Journey Time Performance

Journey Time Route	Observed (secs)	WeLHAM (p3) OOC (secs)	% Diff
Route A - Southbound	1613	1058	-34%
Route A - Northbound	876	882	1%
Route B - Southbound	1914	1928	1%
Route B - Northbound	1077	1223	14%
Route C - Southbound	1549	1306	-16%
Route C - Northbound	715	746	4%

Note: Observed information derived from data provided by TrafficMaster obtained from vehicles fitted with GPS devices. Produced by TfL Network Performance – Traffic Analysis Centre

4.11.11 Table 25 shows that the PM journey times in general validate better against the observed journey times compared to the AM peak. The modelled Route C southbound journey time is different from the observed journey time due to more modelled delay at the junction of A4180 Ruislip High Street with B466 Ickenham Road.

Table 25: PM West Ruislip Study Area Journey Time Performance

Journey Time Route	Observed (secs)	WeLHAM (p3) OOC (secs)	% Diff
Route A - Southbound	1031	911	-12%
Route A - Northbound	874	983	12%
Route B - Southbound	1181	1172	-1%
Route B - Northbound	1153	1320	14%
Route C - Southbound	598	753	26%
Route C - Northbound	807	855	6%

Note: Observed information derived from data provided by TrafficMaster obtained from vehicles fitted with GPS devices. Produced by TfL Network Performance – Traffic Analysis Centre

4.11.12 The journey time performance tables suggest that around Old Oak Common the model has difficulty in replicating PM peak hour delays at the junction of Old Oak Common Lane and the A40 and slow travel speeds through Harlesden in both peak periods. In the West Ruislip area the modelled delays at the junctions of A4180 Ruislip High Street with B466 Ickenham Road and North Orbital Road/Moorfield Road do not match those observed.

5 Forecast Model Trip Matrices

5.1.1 The 2012 WeLHAM OOC base model was used to derive the following forecast models:

- 2021 Reference Case
- 2021 Construction Tests
- 2026 Reference Case
- 2026 Operational Tests
- 2041 Reference Case
- 2041 Operational Tests

5.1.2 The forecast matrices for all forecast models are derived from the LTS model and were provided by TfL. As this model takes into account demographic changes and economic growth in different areas of London the increase in overall peak hour vehicular trips over the period from 2012 to 2041 is around 31% as Table 26 illustrates.

Table 26: Forecast Model Matrix Totals (PCUs/hour)

Matrix Totals	2012 WeLHAM (p3) OOC	2021 Reference	2026 Reference	2041 Reference
AM	5,617,729	6,243,442	6,503,745	7,396,144
AM % change to 2012		11.1%	15.8%	31.7%
PM	5,329,242	5,907,404	6,154,793	7,000,500
AM % change to 2012		10.8%	15.5%	31.4%

5.1.3 The forecast models used the following convergence criteria:

- GAP less than 0.05% on 4 successive iterations

5.1.4 This was met for all forecast models.

5.1.5 The 2021 construction test models were used to assess the impact of construction traffic on major junctions and road links in the OOC and West Ruislip areas. The 2026 and 2041 models were used to assess the impact of traffic generated at OOC Station. In the construction assignments construction traffic was preloaded as bus routes, and the 2041 assignments included bus route extensions to serve Old Oak Common Station.

6 Report Summary

- 6.1.1 This 2012 WeLHAM OOC Model Performance Report discusses the local recalibration of two core study areas using the 2012 WeLHAM (p3) interim model received from TfL as the starting point. The aim was to provide a solid baseline for assessing the construction and operational impacts of HS2 around Old Oak Common and West Ruislip.
- 6.1.2 A review of the interim model flows and comparison to 2012 count data showed that the 2012 interim WeLHAM (p3) model received from TfL still required improved calibration and validation in the areas of Old Oak Common and West Ruislip and in both AM and PM peak periods to form a more solid foundation for the forecast assessments.
- 6.1.3 A detailed review of the network and matrix estimation was undertaken by HS2 to address these issues. This was undertaken alongside continuing validation work being undertaken by TfL with updates in the models passed between HS2 and TfL to ensure consistency.
- 6.1.4 The results of the network review and matrix estimation showed a general improvement in flow validation on the majority of links in the study areas. The validation around West Ruislip in particular improved substantially. The TfL Dashboard suggests that the Matrix Estimation process did not materially affect the screenline calibration results for the model over the wider area.
- 6.1.5 A total of six journey time routes were identified in the two study areas. The journey time performance tables suggest that around Old Oak Common the model has difficulty in replicating PM peak hour delays at the junction of Old Oak Common Lane and the A40 and slow travel speeds through Harlesden in both peak periods. In the West Ruislip area the modelled delays at the junctions of A4180 Ruislip High Street with B466 Ickenham Road and North Orbital Road/Moorfield Road do not match those observed. All other locations validate well.
- 6.1.6 The main limitations of the model are insufficient delays at the junction of A40 and Old Oak Common Lane in the PM Peak period and insufficiently slow travel speeds through Harlesden. However, it is believed that this model still represents an appropriate basis for assessing the strategic traffic effects of HS2 as well as identifying potential incremental changes arising from the construction and operational effects of HS2.
- 6.1.7 The forecast baseline 2021 model information developed from the TfL LTS matrices will be used as the benchmark for assessment of construction effects and the forecast 2026 and 2041 models for HS2 operational schemes. Local models (e.g. TRANSYT or LINSIG) will be used to assist optimising signal timings in the vicinity of OOC. Where appropriate, as well as strategic model flow information from WELHAM, TfL Trafficmaster data or similar will be used to assist in calibrating local models around OOC.

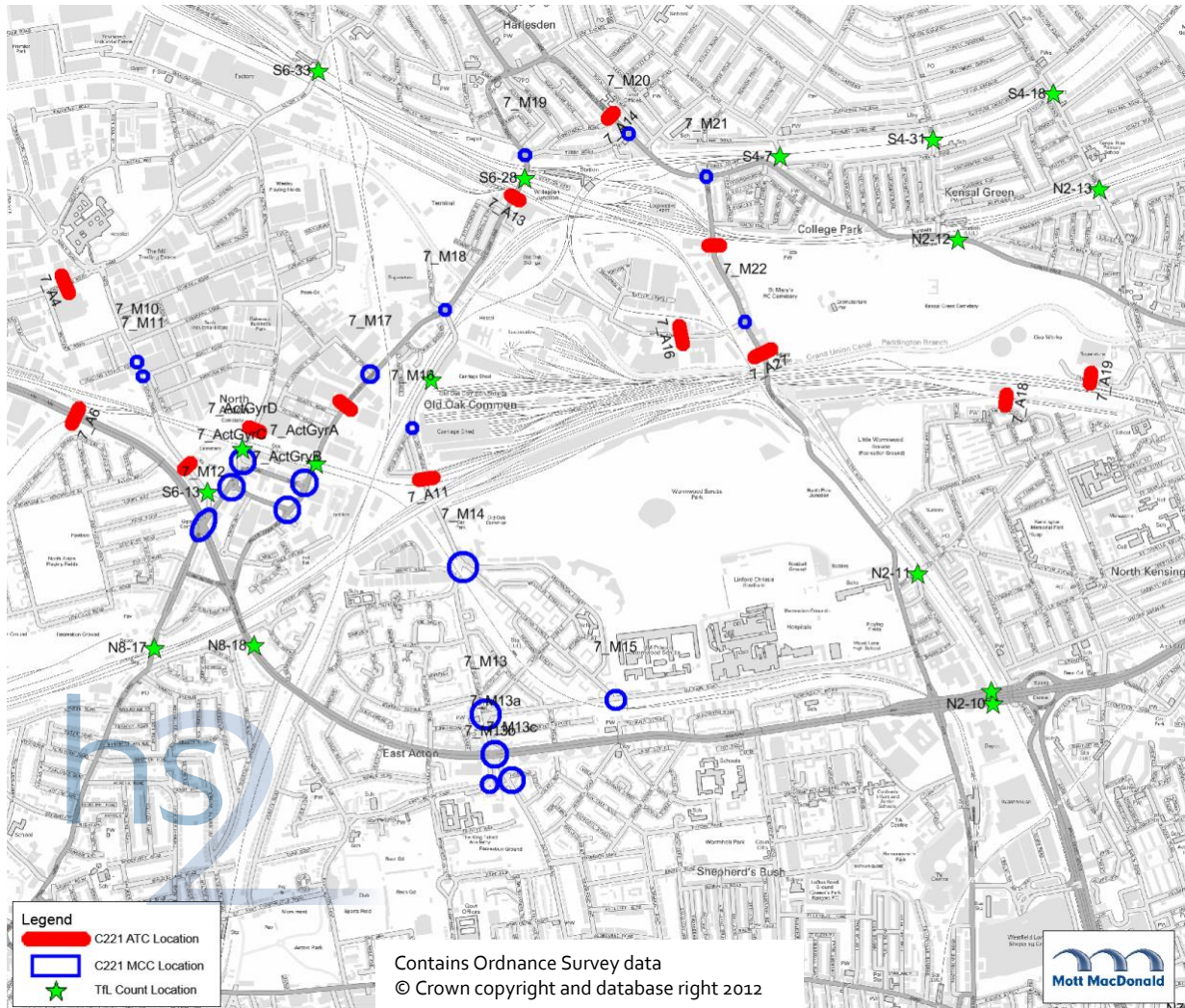
- 6.1.8 For operational junction testing using TRANSYT (or LINSIG) local models it is noted that the absolute changes from HS2 (or factored flows) will be manually loaded onto the forecast baseline HS2 model flows derived from the WeLHAM model. This will provide a robust assessment, as no reduction is made for potential reassignment of traffic away from the area.
- 6.1.9 Furthermore, it is anticipated that no reduction will be made for diverted trips to the new OOC station that may be already on the road network.
- 6.1.10 More detailed scheme refinement and testing of specific construction and operational sub-phases to assist in optimising the implementation of schemes may be appropriate post Hybrid Bill submission.

Appendix A– 2012 WeLHAM OOC Model Factsheet

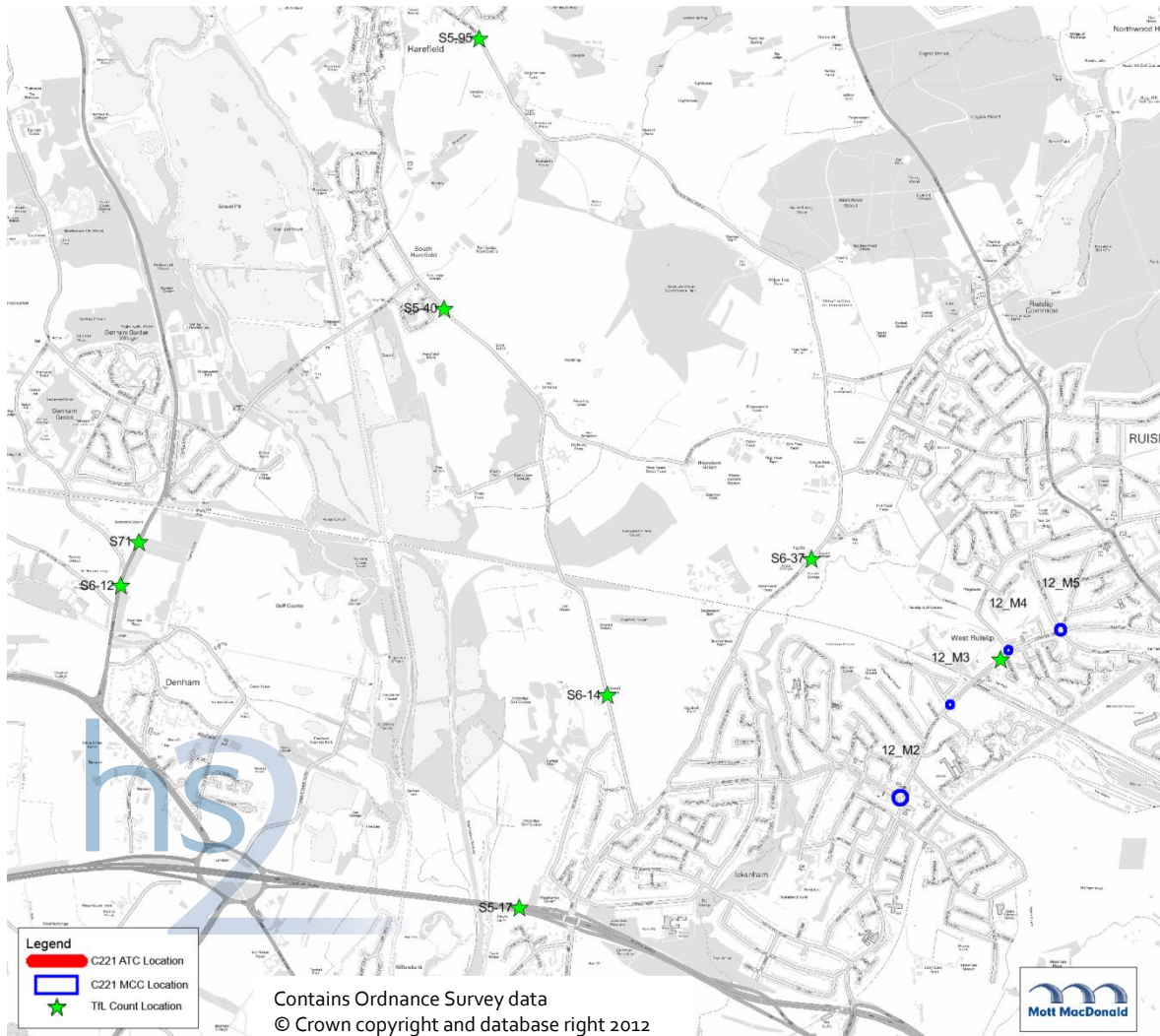
Core Study Area Boundaries	Old Oak Common	A40 (S) A404 Harrow Road (N) A219 Scrubs Lane (E) Park Royal Rd/Acton Lane (W)
	West Ruislip/Ickenham	A40 (S) Breakspear Rd North/Park Lane (N) Long Lane/High Road Ickenham (E) North Orbital Rd/Denham Av (W)
Counts	C221	Summer 2012
	TfL	Autumn 2012
SATURN Version	11.2.05 N4	
SATURN Zones	2288	
User Classes	UC1 (cars internal), UC2 (cars external), UC3 (taxis), UC4 (lgvs), UC5 (hgvs)	
Base Year	AM	PM
Time Periods	08:00-09:00	17:00-18:00
PassQ Factor	0.91 (GONZO)	0.88 (GONZO)
PassQ Network	W3_BY12_v88Net_R002_AM_OOCq_F.dat	W3_BY12_v58Net_R002_PM_OOC5q_F_M4.dat
PassQ Matrix	W3_5194Z_R003_ADJ_TES_AM_E6.ufm	W3_5194Z_R003_3D_ENC_ADJ_PM_E6.ufm
PassQ Assigned Model	W3_BY12_v88Net_R002_AM_OOCq_F.ufs	W3_BY12_v58Net_R002_PM_OOC5q_F_M4.ufs
Peak Hour Network	W3_BY12_v88Net_R002_AM_OOC_F.dat	W3_BY12_v58Net_R002_PM_OOC5_F_M4.dat
Peak Hour Matrix	W3_5194Z_R003_ADJ_TES_AM_E6.ufm	W3_5194Z_R003_3D_ENC_ADJ_PM_E6.ufm
Peak Hour Assigned Model	W3_BY12_v88Net_R002_AM_OOC_F.ufs	W3_BY12_v58Net_R002_PM_OOC5_F_M4.ufs
KNOBS File	LoHAM_Tolls_28_V95_2012p_MJH.dat	LoHAM_Tolls_28_V95_2012p_MJH_OOC.dat.dat

Appendix B – Traffic Survey Locations (2011/2012)

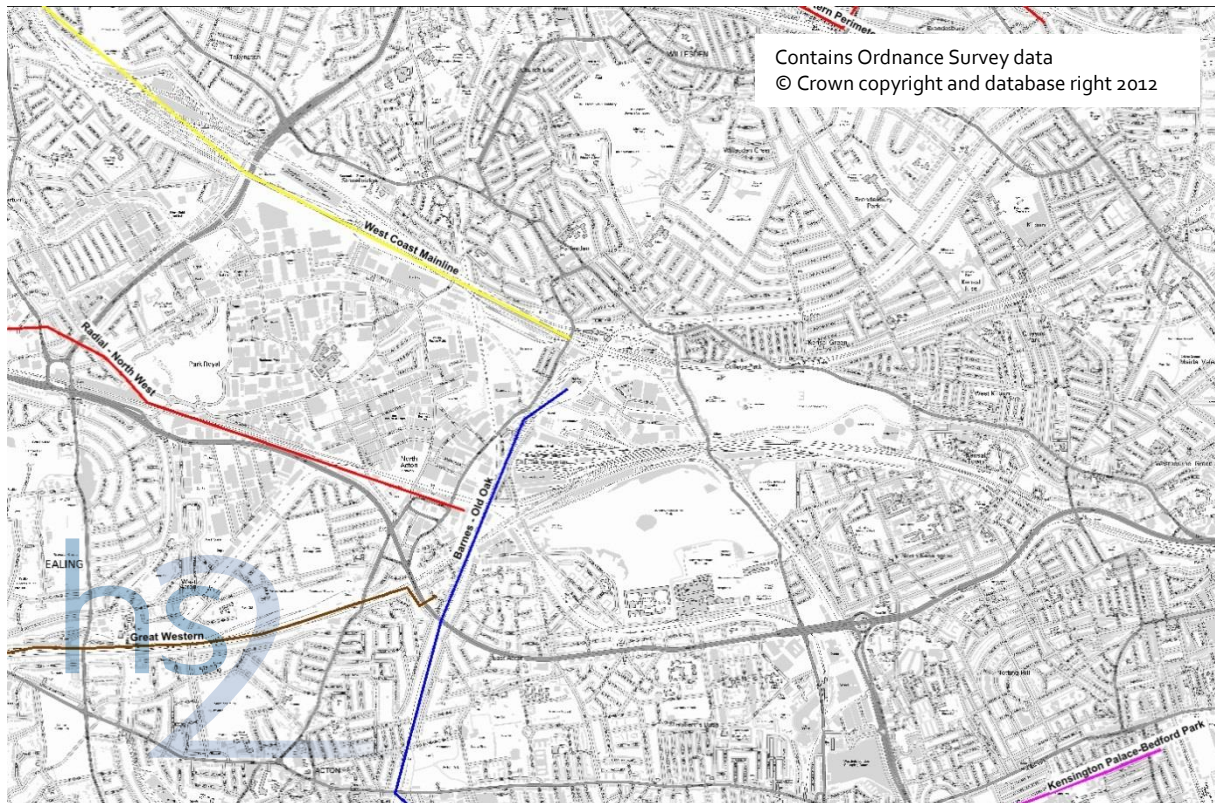
Traffic Count Survey Locations – Old Oak Common Area



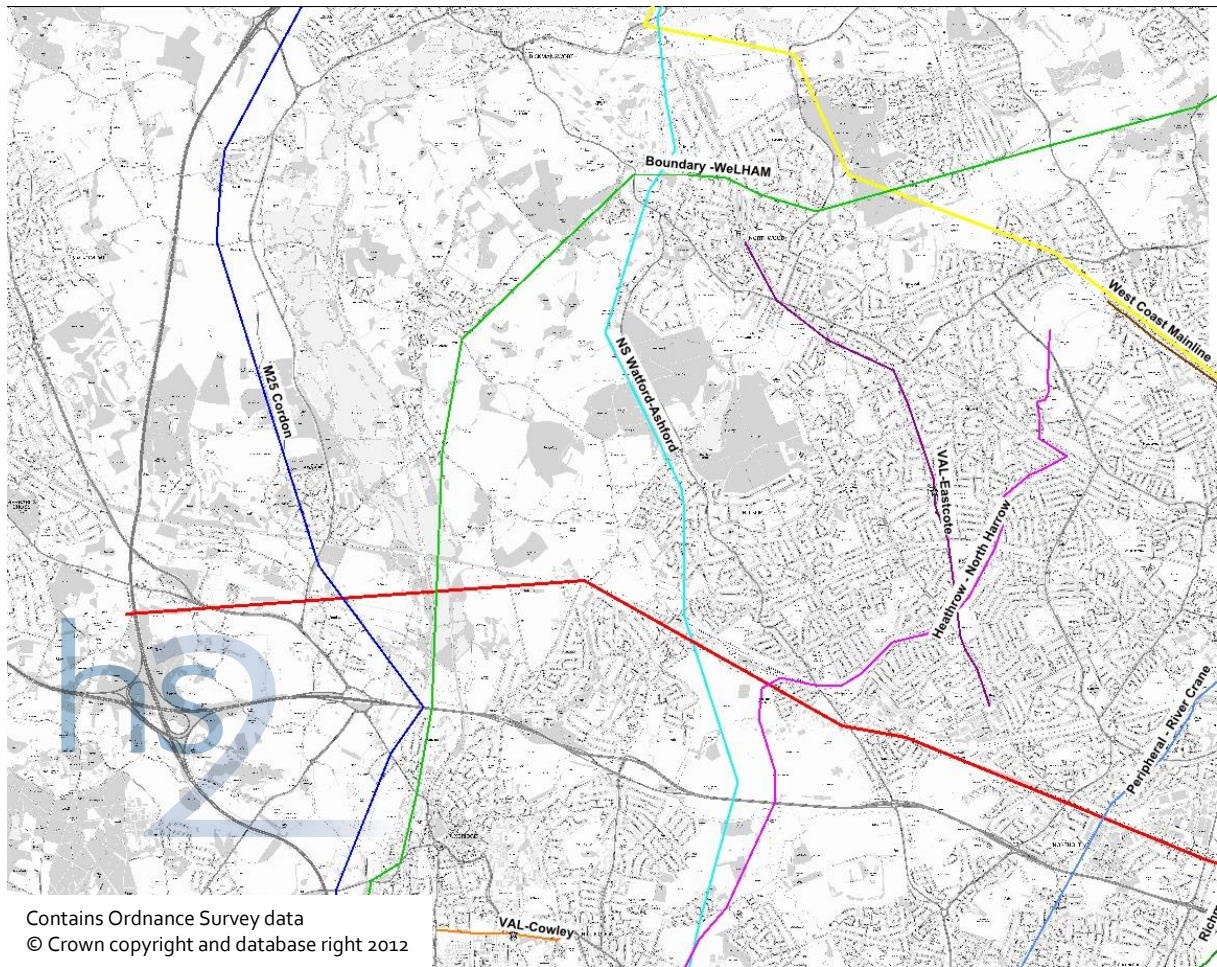
Traffic Count Survey Locations – West Ruislip Area



Appendix C – WeLHAM Screenlines



Source: Contains Ordnance survey data 2012; WeLHAM Screenline Layer provided by TfL



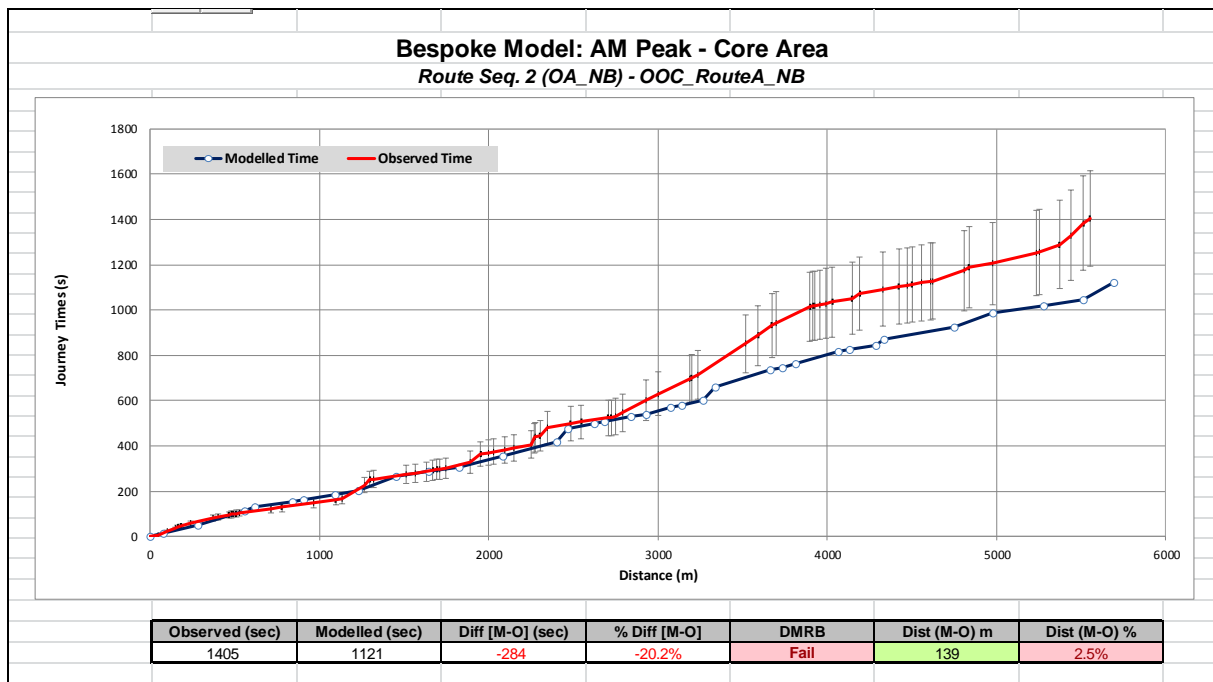
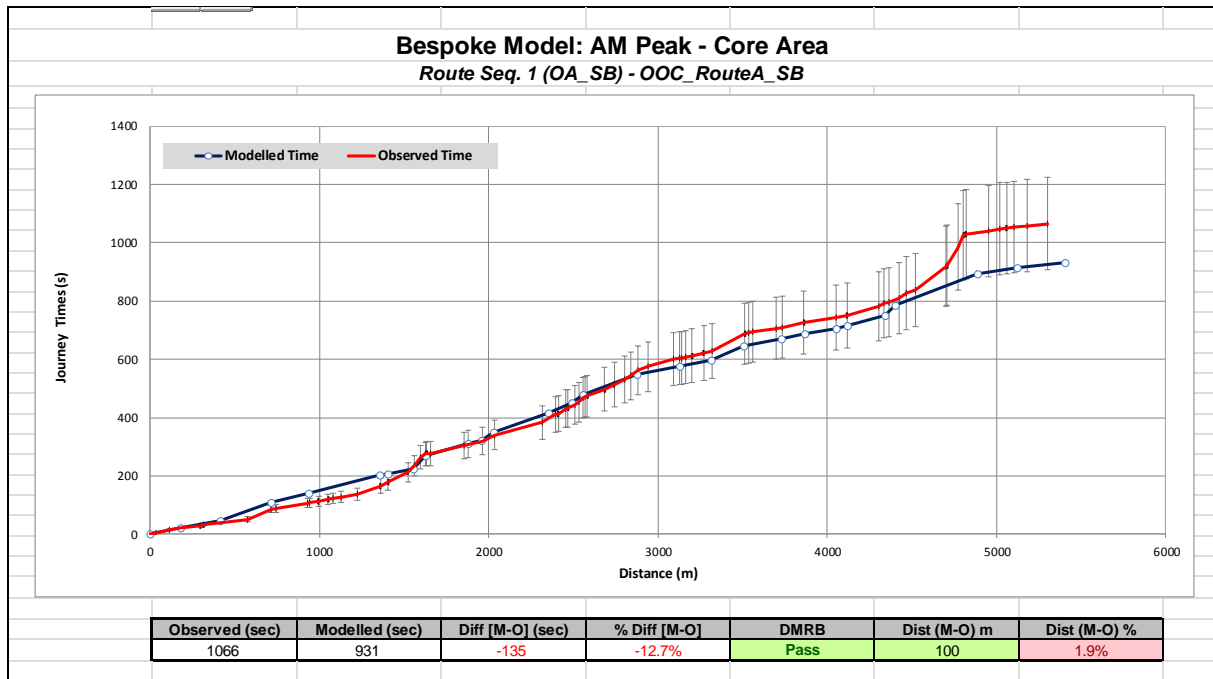
Source: Contains Ordnance survey data 2012; WelHAM Screenline Layer provided by TfL

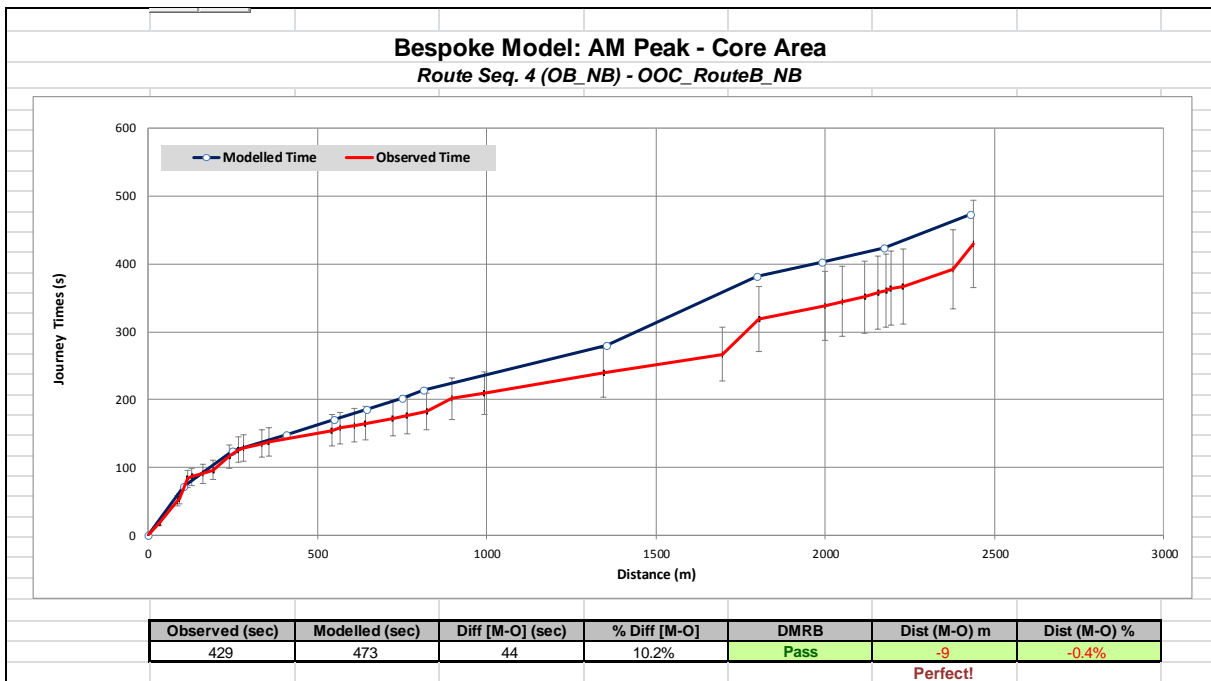
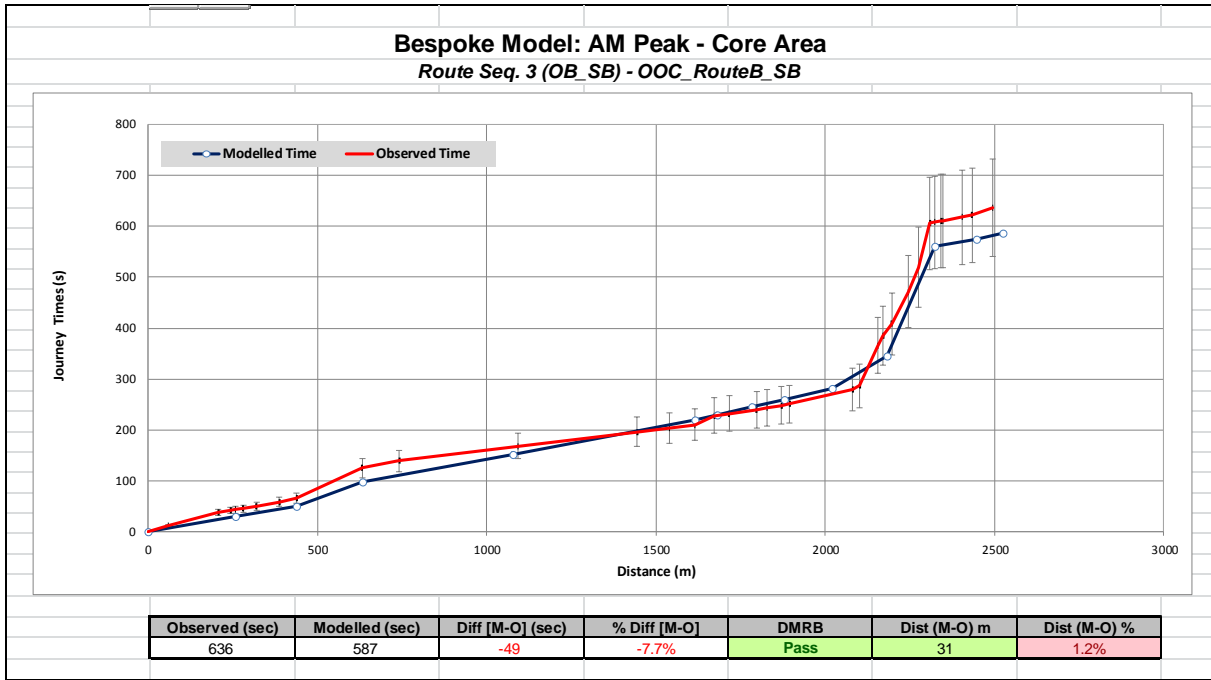
Appendix D – Matrix Comparison by User Class

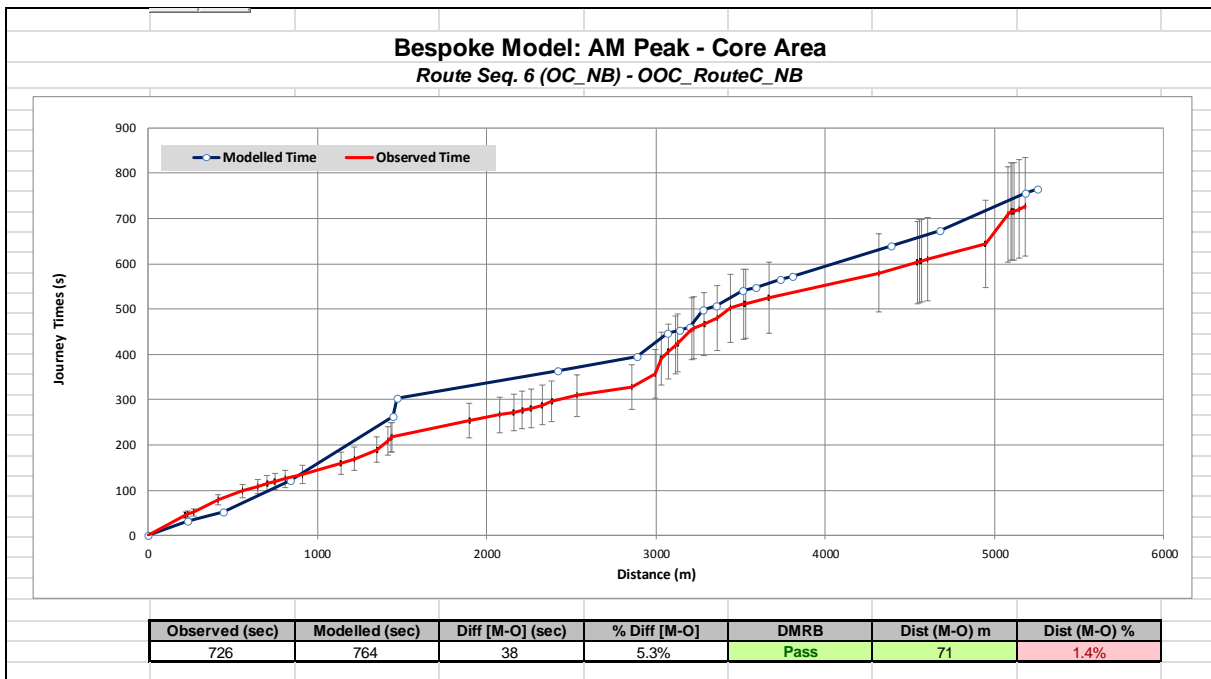
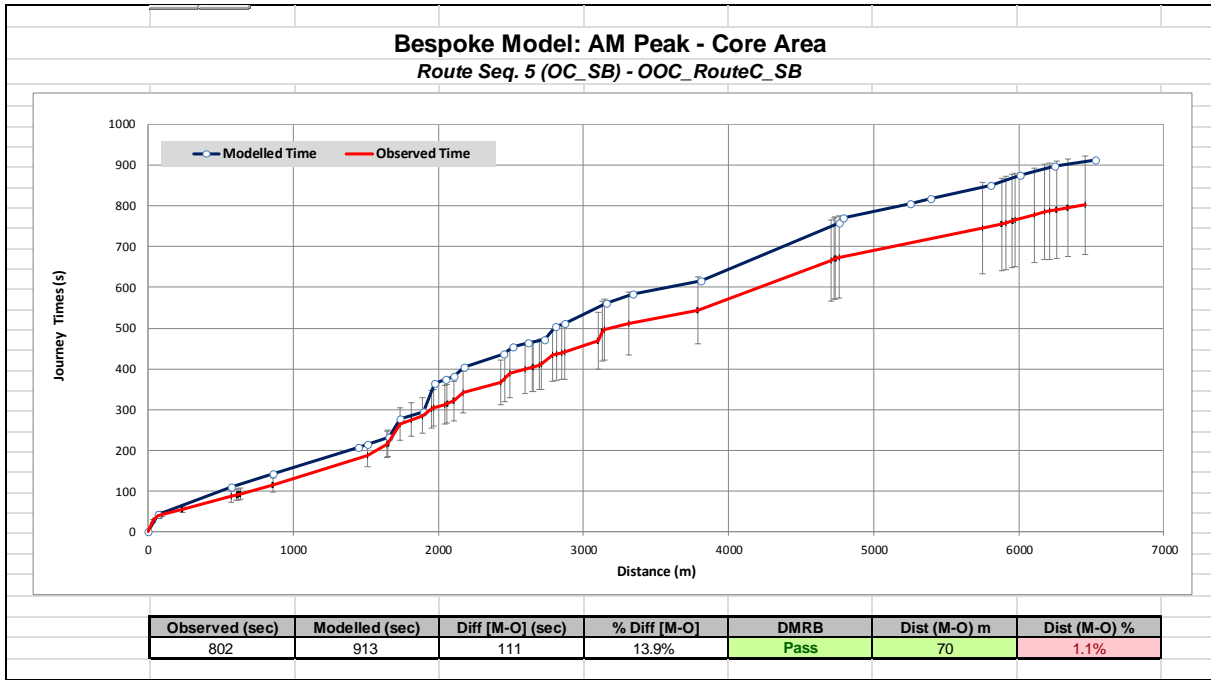
Matrix		Prior Matrix	2012 WeLHAM (p3) OOC Matrix	2012 WeLHAM (p3) OOC – Prior Matrix
AM	UC1 Cars Internal	681,319	737,898	56,579
	UC2 Cars External	4,599,774	4,593,018	-6,756
	UC3 Taxis	25,640	23,862	-1,778
	UC4 LGVs	146,783	143,597	-3,186
	UC5 HGVs	122,779	119,354	-3,425
PM	UC1 Cars Internal	718,603	770,180	51,577
	UC2 Cars External	4,322,405	4,318,131	-4,274
	UC3 Taxis	39,531	37,398	-2,133
	UC4 LGVs	128,859	128,364	-495
	UC5 HGVs	83,882	75,169	-8,713

Appendix E – Journey Time Graphs

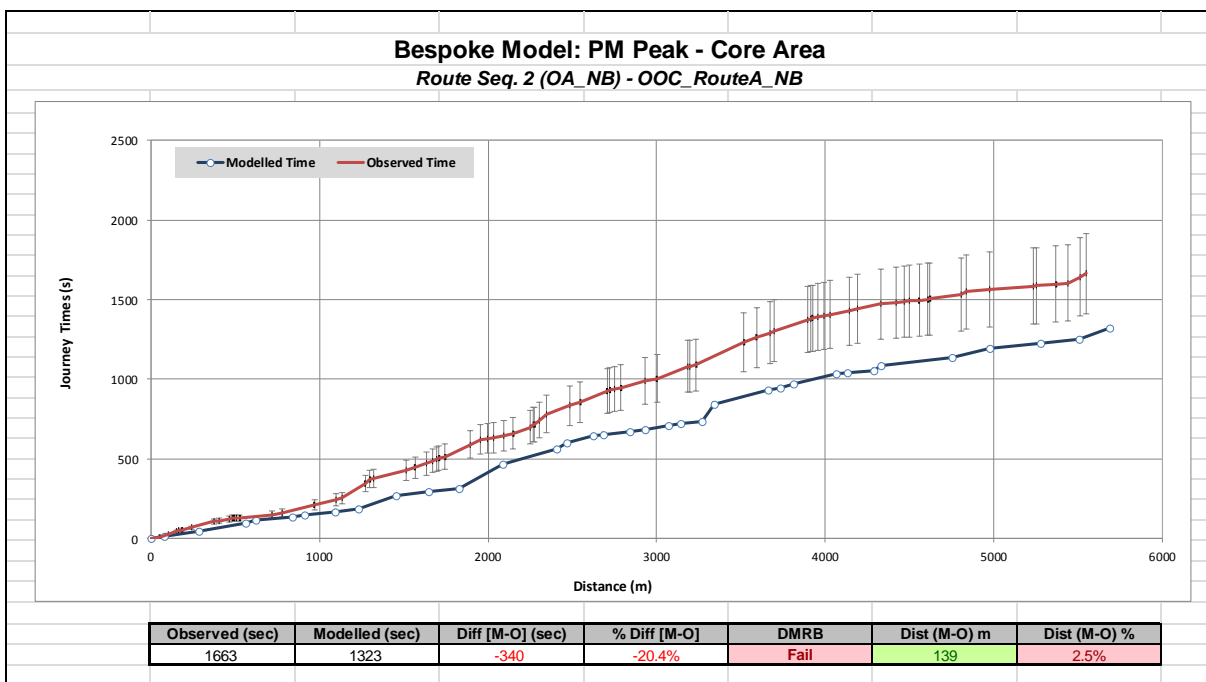
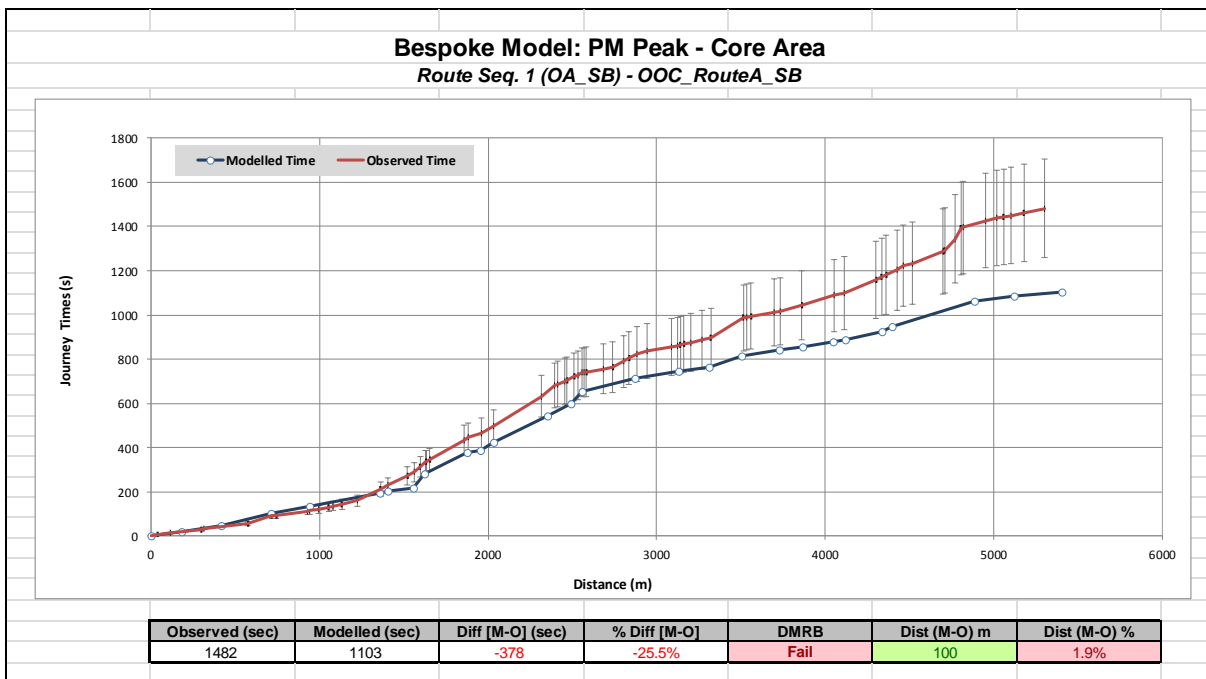
AM – OOC Study Area

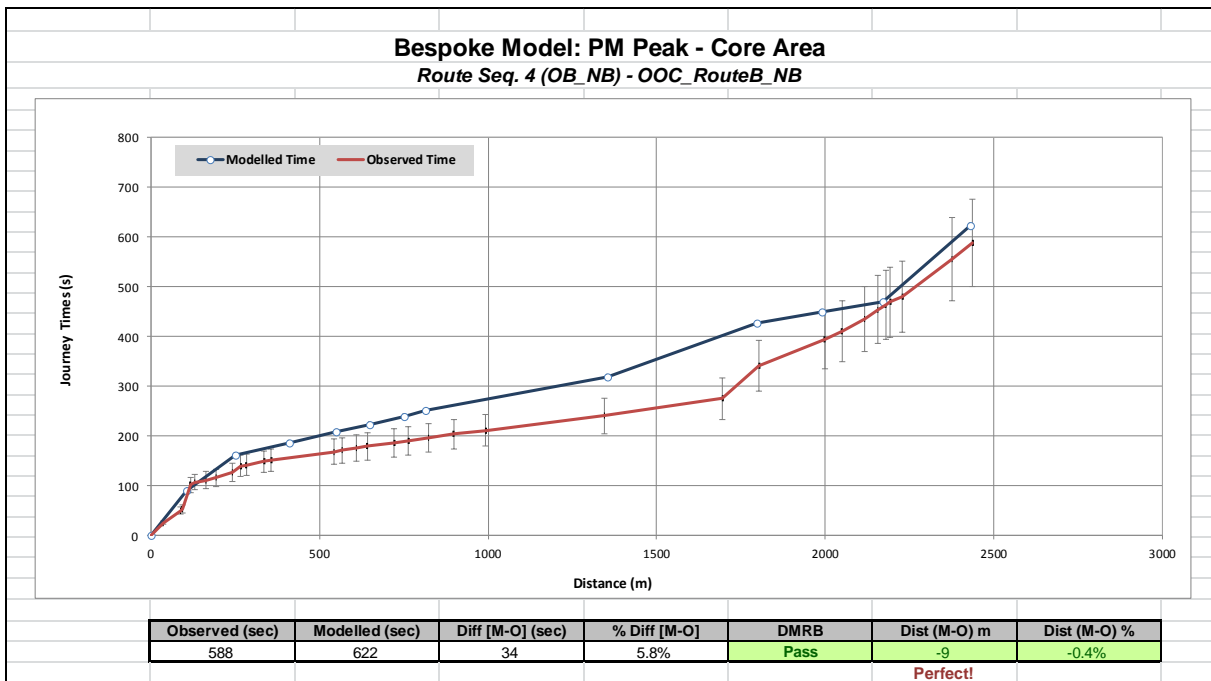
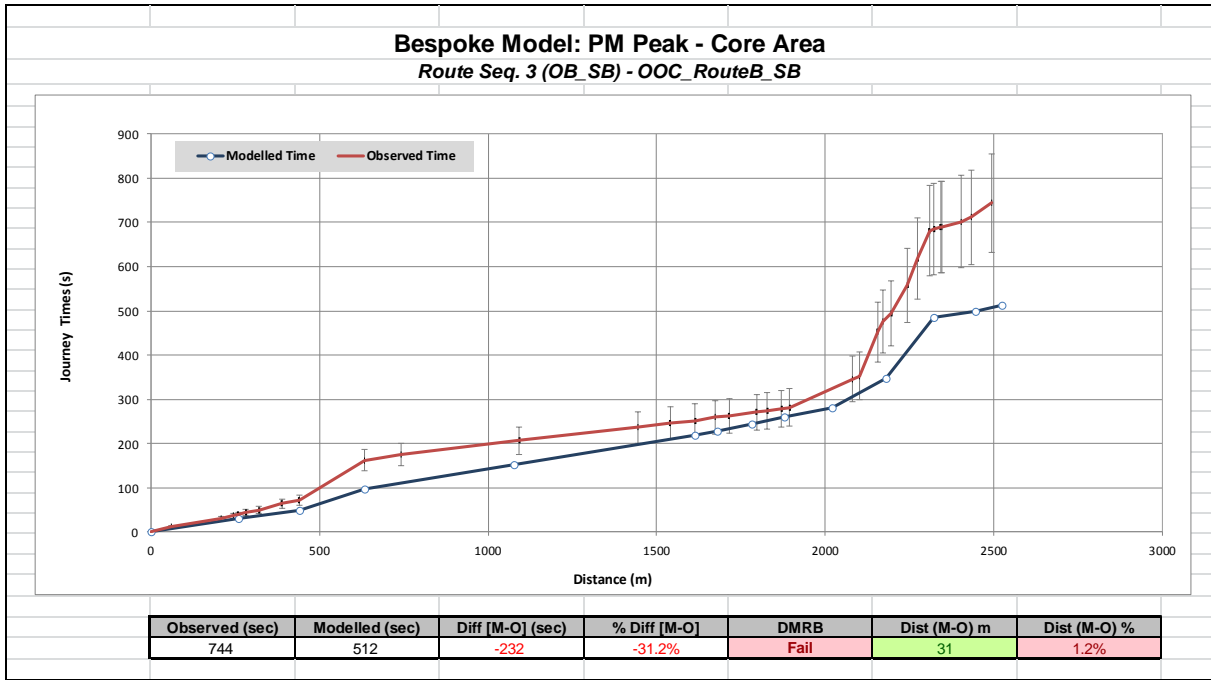


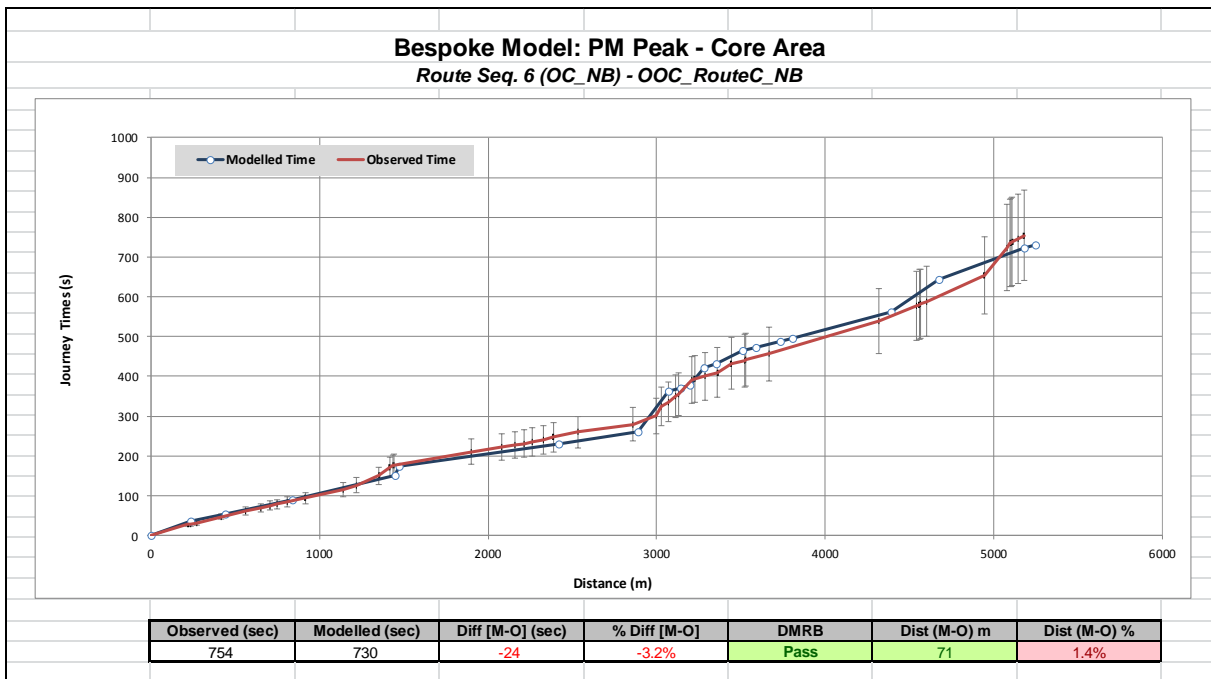
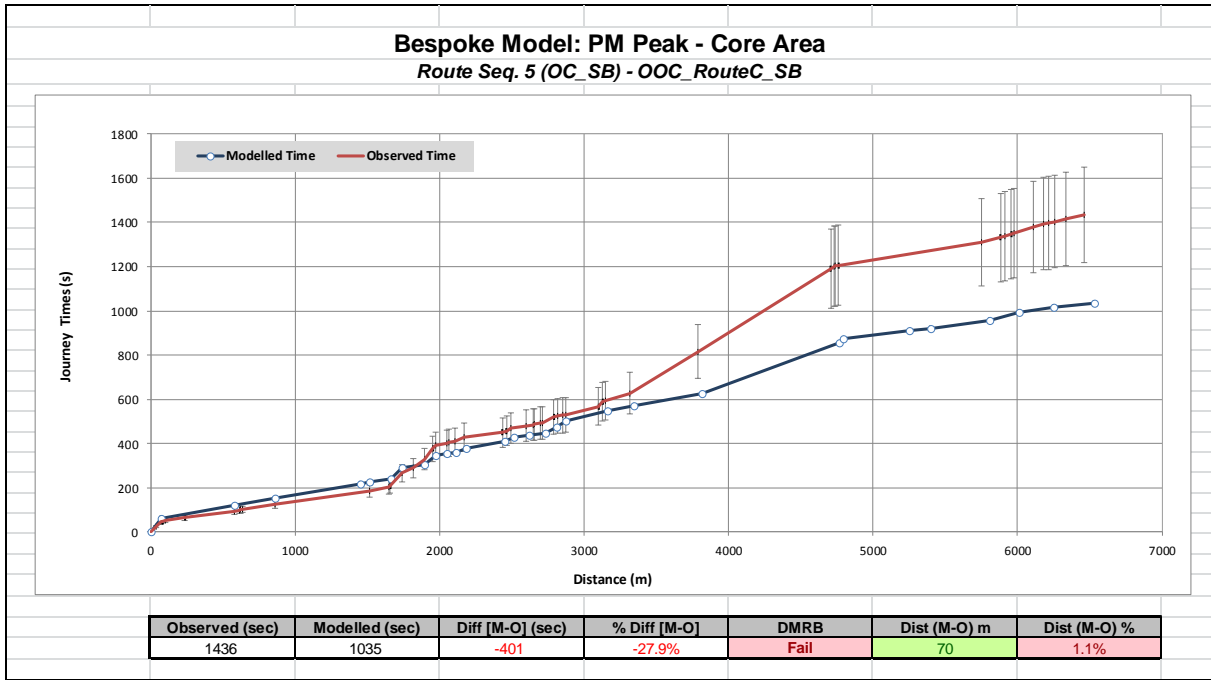




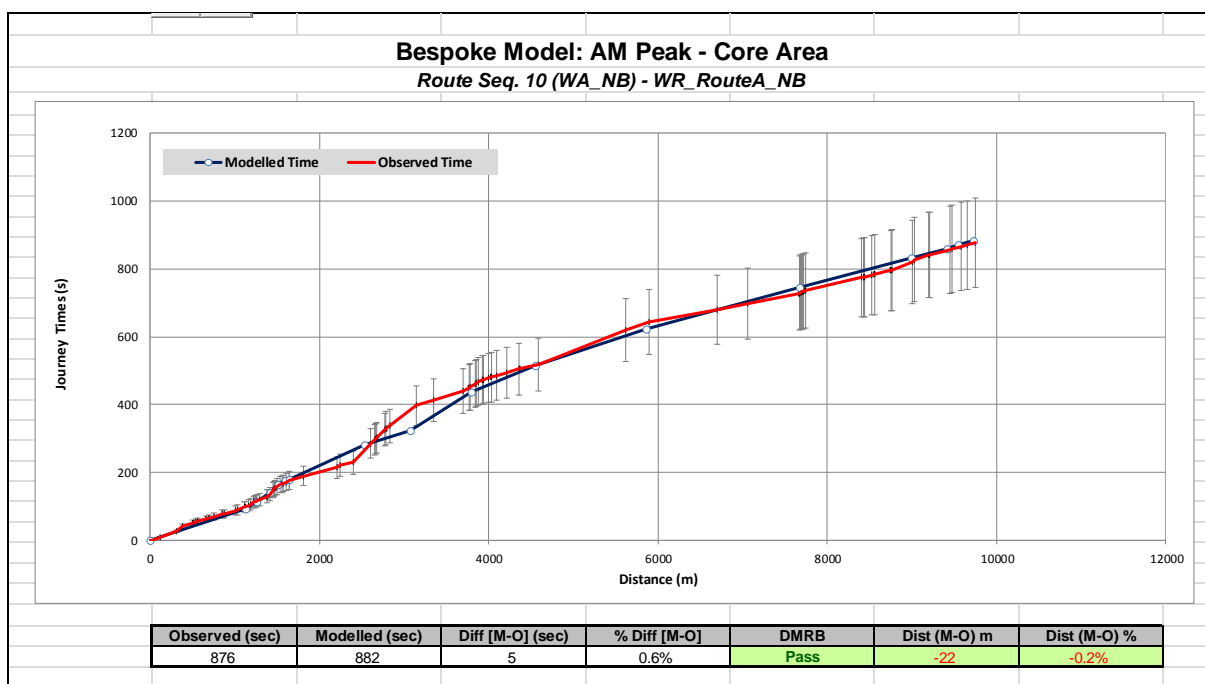
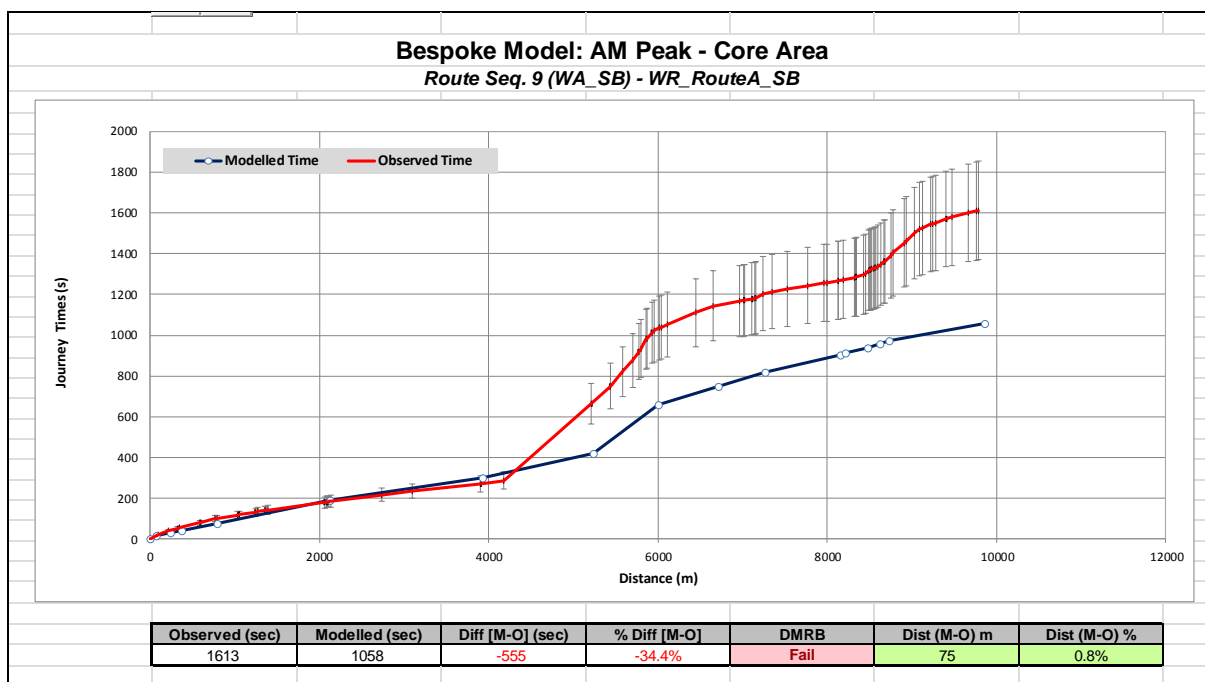
PM – OOC Study Area

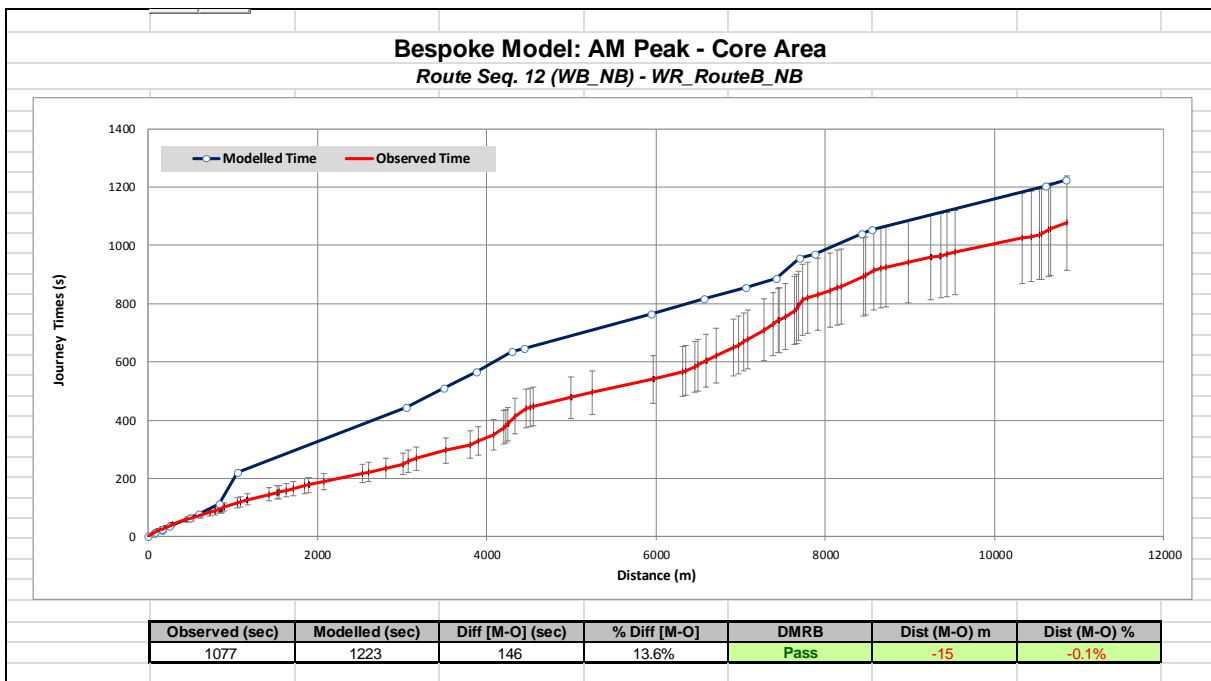
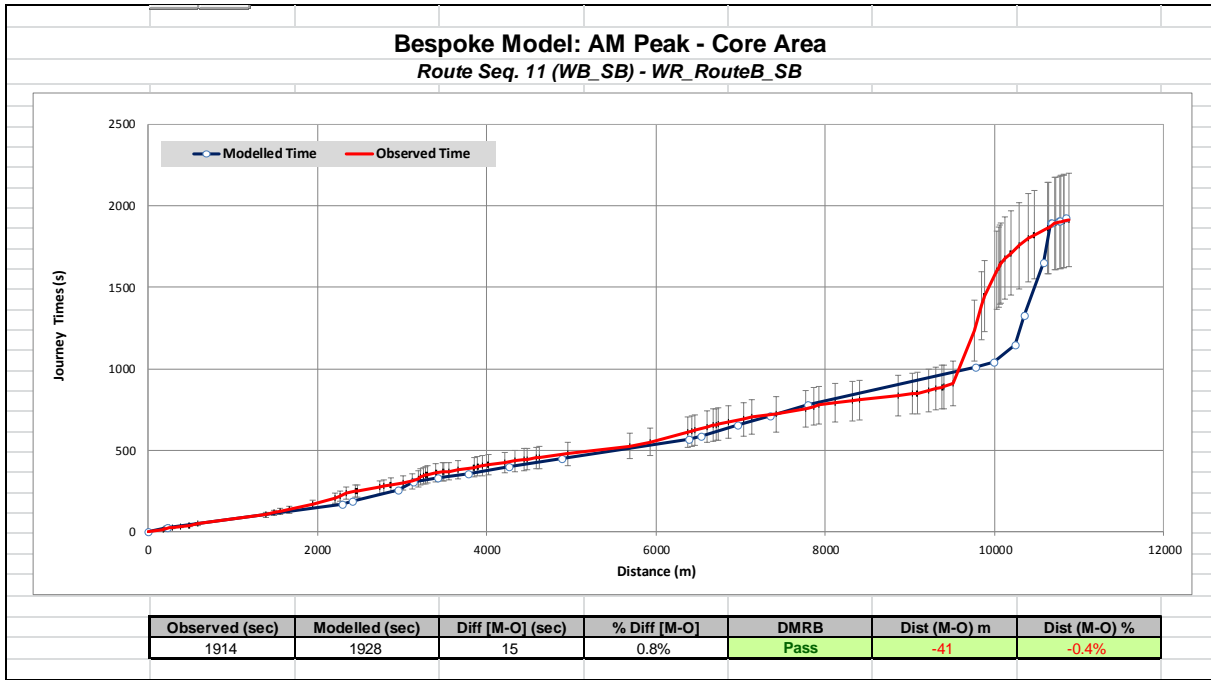


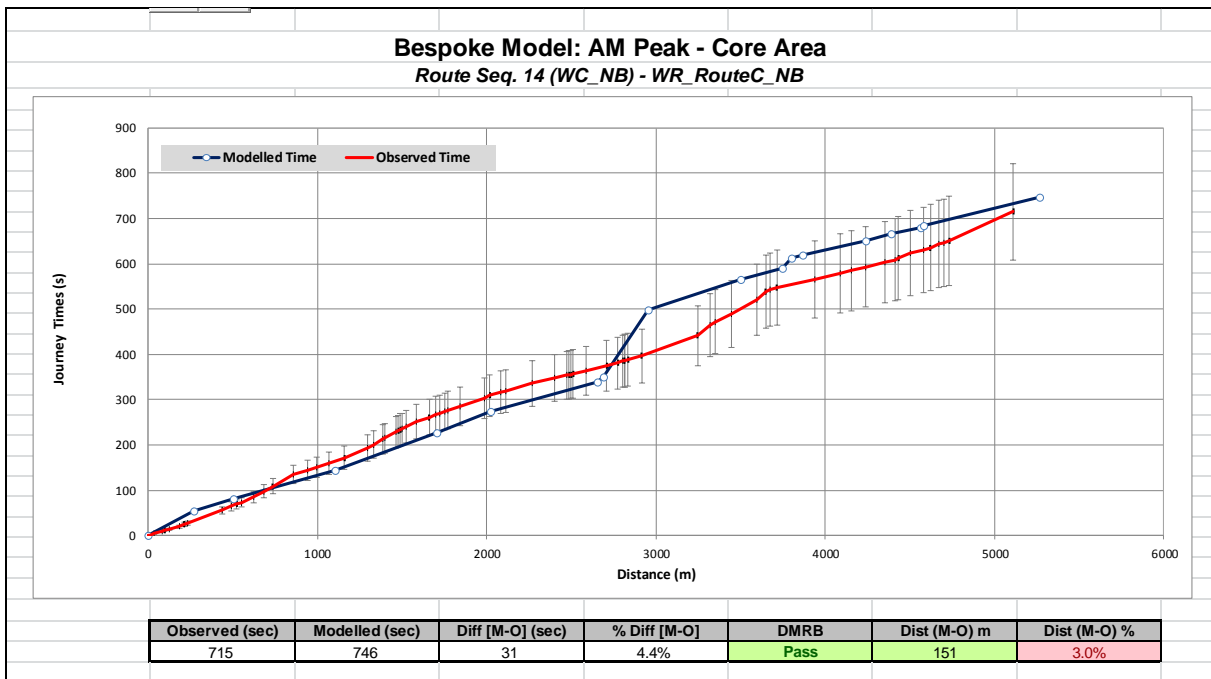
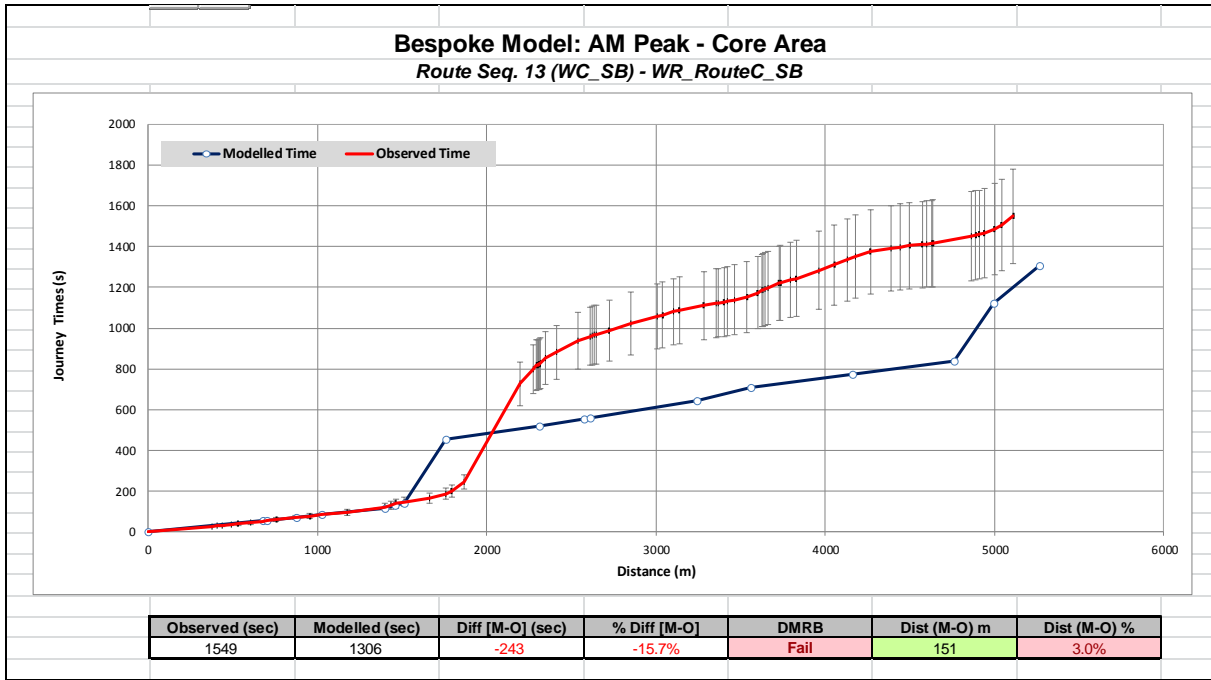




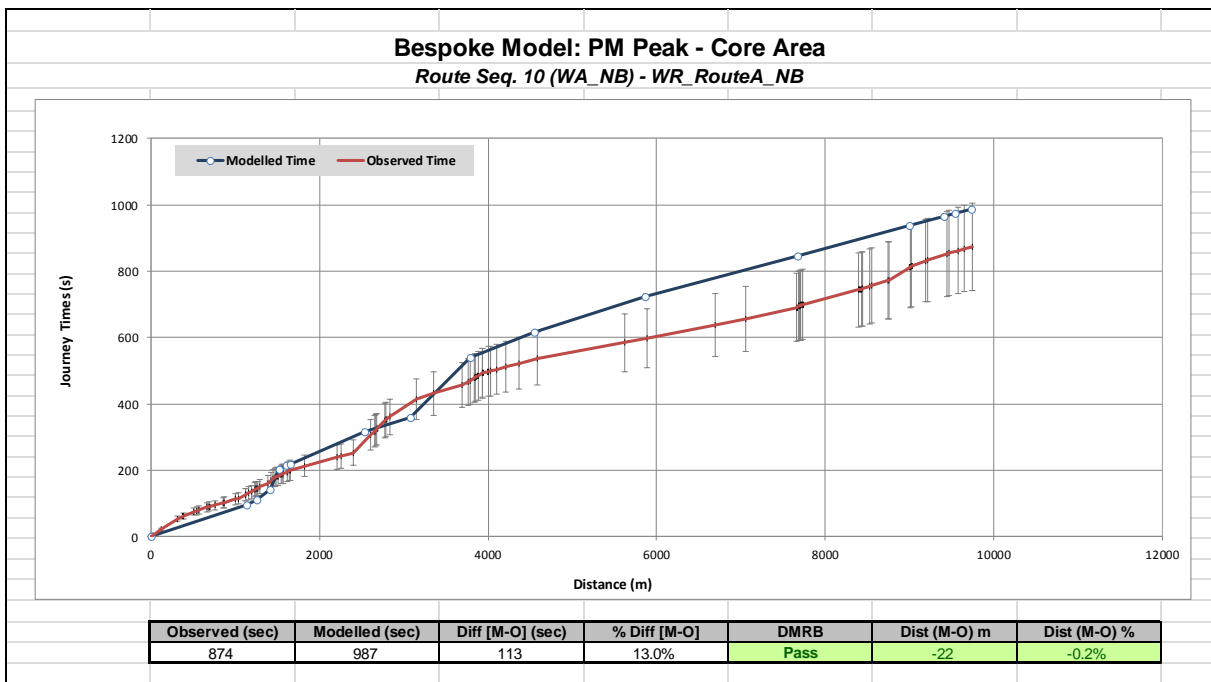
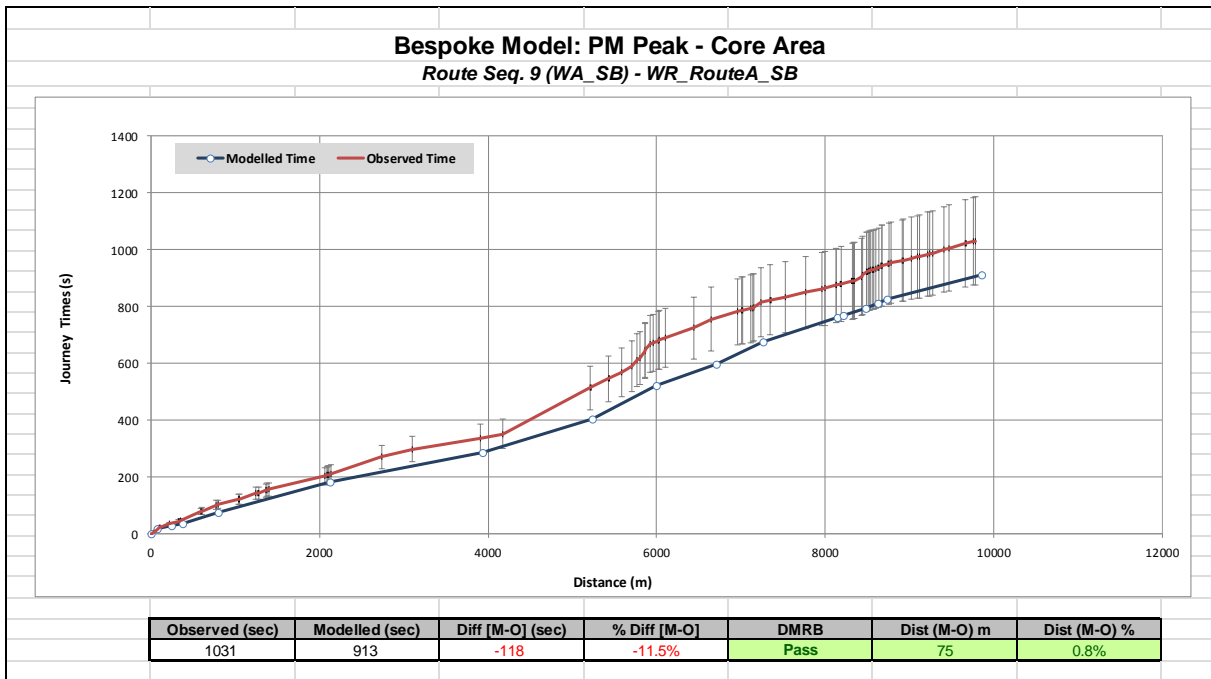
AM – West Ruislip Study Area

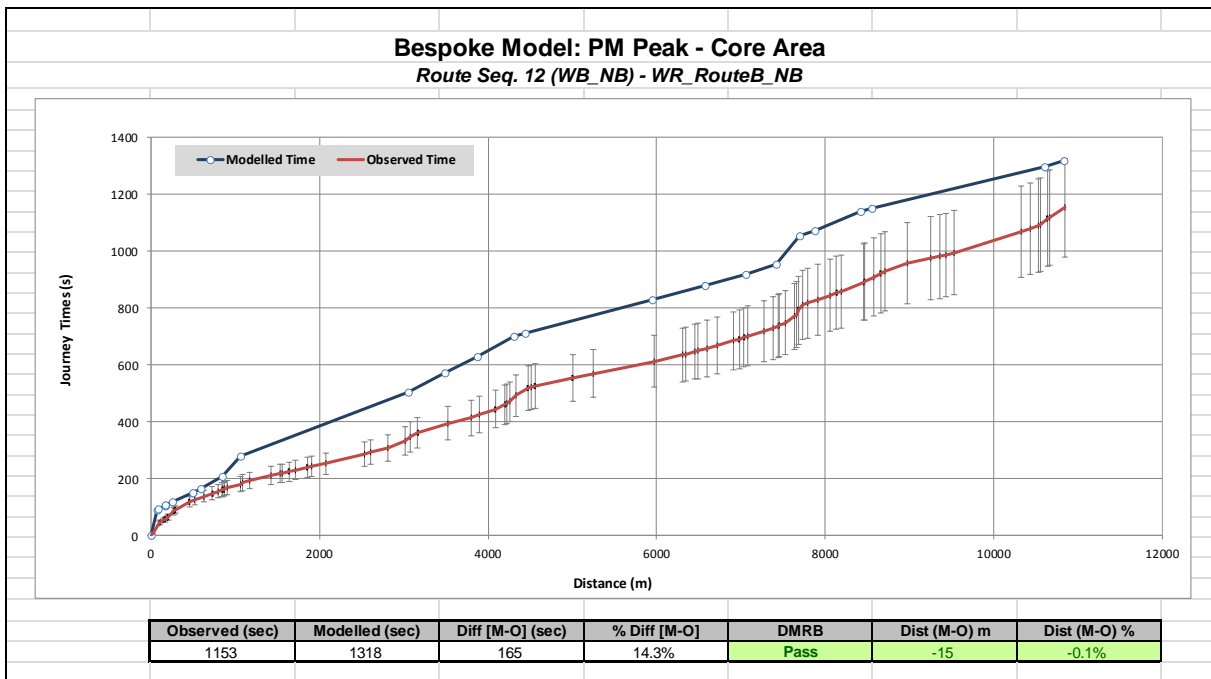
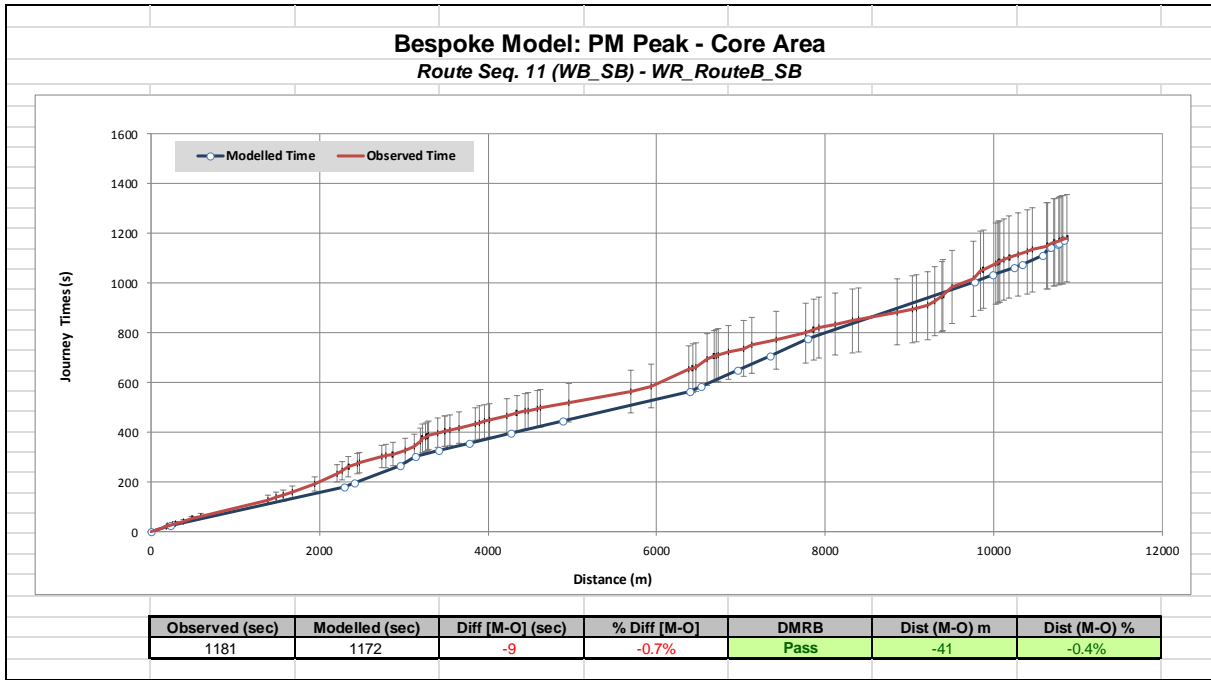


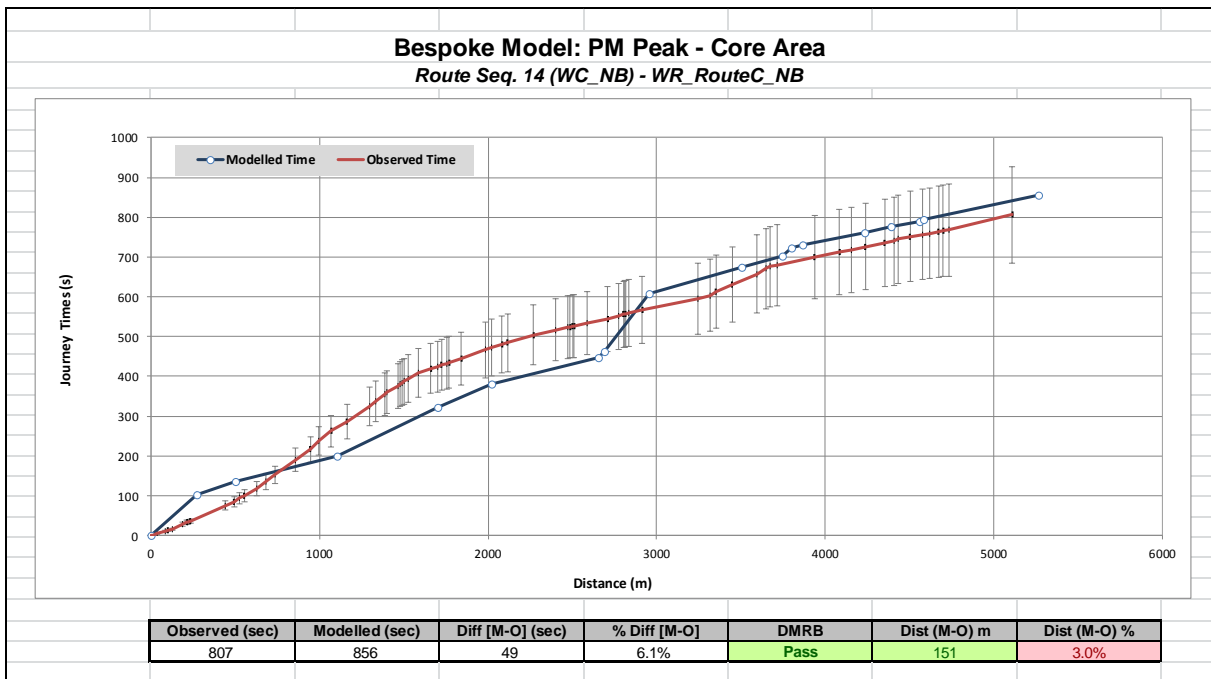
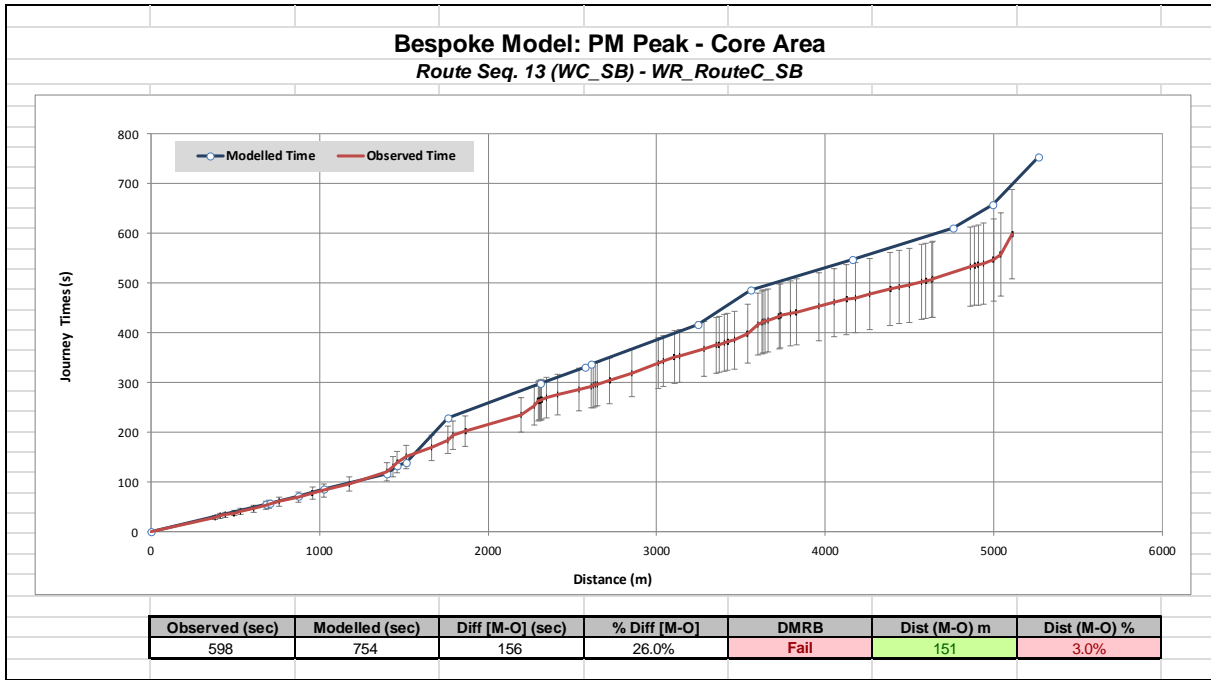




PM – West Ruislip Study Area







Annex D: Traffic data used for air quality

Traffic data used for air quality

- revisions to data for AP2 revised scheme

CFA4 Baseline Traffic Data

Table 1: Traffic data used in the baseline assessment for receptors within CFA 4 and CFA 5

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
12895_34337	12895	34337	6,117	595	32.7
13222_34173	13222	34173	136	130	22.9
32061_32297	32061	32297	2,188	165	24.4
32061_64904	32061	64904	37,981	1,895	19.0
32062_32061	32062	32061	37,681	1,961	40.8
32062_34159	32062	34159	7,131	281	8.9
32062_34168	32062	34168	34,949	1,644	59.4
32091_32242	32091	32242	5,500	545	23.7
32091_32269	32091	32269	2,825	483	24.2
32091_64904	32091	64904	5,768	335	3.1
32094_32167	32094	32167	11,063	569	32.0
32094_32316	32094	32316	2,501	265	25.0
32094_66205	32094	66205	11,505	506	23.1
32166_32269	32166	32269	586	493	24.7
32166_32405	32166	32405	2,356	42	24.6
32166_34010	32166	34010	2,682	561	12.7
32167_32094	32167	32094	11,690	490	17.5
32167_32213	32167	32213	10,907	441	32.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
32212_32213	32212	32213	156	129	31.6
32213_32167	32213	32167	11,691	491	32.0
32213_32214	32213	32214	10,912	563	32.0
32214_32213	32214	32213	11,575	482	32.0
32214_32215	32214	32215	159	129	34.0
32214_32216	32214	32216	10,880	446	32.0
32215_32216	32215	32216	159	129	30.0
32216_32214	32216	32214	11,734	490	32.0
32216_34158	32216	34158	10,920	569	6.2
32218_32062	32218	32062	42,080	1,925	57.7
32241_32243	32241	32243	334	15	18.7
32241_32613	32241	32613	3,767	521	23.2
32241_64593	32241	64593	4,887	524	23.2
32242_32091	32242	32091	3,933	498	8.8
32242_32243	32242	32243	569	23	19.7
32242_32613	32242	32613	5,288	542	23.6
32243_64399	32243	64399	154	2	10.1
32269_32091	32269	32091	1,311	494	11.3
32269_32166	32269	32166	513	483	24.7
32269_32404	32269	32404	2,319	0	21.5

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
32270_32790	32270	32790	7,789	412	23.6
32297_32061	32297	32061	2,273	100	8.0
32316_32094	32316	32094	2,788	257	10.1
32404_32269	32404	32269	734	0	20.6
32404_32405	32404	32405	316	1	21.3
32404_32613	32404	32613	371	5	21.8
32405_32166	32405	32166	2,176	71	23.7
32405_32404	32405	32404	39	1	21.4
32405_32614	32405	32614	1,267	21	22.8
32613_32241	32613	32241	5,279	515	23.0
32613_32242	32613	32242	4,062	525	24.0
32613_32404	32613	32404	85	29	24.1
32614_32405	32614	32405	736	46	24.1
32614_64593	32614	64593	3,857	188	23.3
32614_66528	32614	66528	5,445	226	29.5
32790_32270	32790	32270	6,787	402	25.0
32790_32791	32790	32791	4,188	14	25.0
32790_64901	32790	64901	7,636	416	16.8
32791_32790	32791	32790	667	9	11.7
34001_34178	34001	34178	1,000	312	23.3

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34005_34006	34005	34006	1	0	25.0
34005_34174	34005	34174	1,724	364	19.9
34005_34175	34005	34175	1,162	286	21.3
34006_34005	34006	34005	1	0	15.0
34007_34008	34007	34008	1,140	34	14.8
34008_34007	34008	34007	999	23	25.0
34008_34177	34008	34177	1,724	103	15.4
34008_34179	34008	34179	4,964	172	21.6
34009_34011	34009	34011	818	32	14.6
34010_32166	34010	32166	2,943	535	24.1
34010_34314	34010	34314	15,330	1,037	32.0
34010_34338	34010	34338	14,524	854	33.0
34011_34009	34011	34009	569	24	25.0
34011_34012	34011	34012	705	36	25.0
34011_34177	34011	34177	2,380	132	12.5
34011_34343	34011	34343	800	89	25.0
34012_34011	34012	34011	120	37	14.9
34015_34016	34015	34016	503	16	15.1
34016_34015	34016	34015	287	10	25.0
34016_34179	34016	34179	1,462	268	17.2

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34016_34341	34016	34341	2,316	270	32.0
34018_34380	34018	34380	767	44	14.0
34019_34020	34019	34020	661	41	25.0
34019_34021	34019	34021	6,931	443	29.8
34019_34380	34019	34380	4,271	314	30.6
34020_34019	34020	34019	767	61	14.7
34021_34019	34021	34019	4,503	339	29.9
34021_34022	34021	34022	535	34	25.0
34021_34059	34021	34059	7,462	480	25.0
34022_34021	34022	34021	875	50	13.3
34023_34033	34023	34033	932	53	13.0
34024_34275	34024	34275	3,189	586	25.0
34025_34026	34025	34026	1,150	23	21.9
34025_34339	34025	34339	936	8	20.5
34026_34025	34026	34025	936	8	19.2
34028_34030	34028	34030	6,496	673	29.0
34028_34206	34028	34206	9,007	692	8.8
34029_34302	34029	34302	6,076	29	28.5
34030_34028	34030	34028	9,007	692	9.3
34032_34339	34032	34339	4,369	389	23.5

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34032_34378	34032	34378	7,368	517	18.7
34033_34023	34033	34023	695	35	25.0
34033_34059	34033	34059	4,445	344	35.0
34033_34339	34033	34339	8,771	543	25.8
34055_34316	34055	34316	6,642	658	5.7
34056_34057	34056	34057	3,378	327	26.0
34056_34380	34056	34380	5,469	383	21.2
34057_34056	34057	34056	5,469	383	43.0
34057_34182	34057	34182	2,077	230	13.3
34057_34511	34057	34511	1,302	97	21.1
34059_34021	34059	34021	4,694	359	23.8
34059_34033	34059	34033	7,295	472	31.5
34060_34344	34060	34344	1,524	106	12.3
34079_34080	34079	34080	12	0	18.2
34079_34418	34079	34418	829	12	14.7
34080_34079	34080	34079	829	12	19.4
34080_34240	34080	34240	2,134	32	17.2
34080_34352	34080	34352	1,289	15	21.5
34080_34422	34080	34422	2,365	135	23.6
34138_34261	34138	34261	6,699	741	8.4

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34148_34173	34148	34173	10,840	921	29.8
34148_34334	34148	34334	7,108	538	32.0
34148_34335	34148	34335	8,613	634	33.0
34148_66088	34148	66088	9,380	649	30.6
34158_32216	34158	32216	11,636	483	32.0
34158_34171	34158	34171	4,705	569	32.0
34158_34338	34158	34338	14,449	916	32.0
34159_34169	34159	34169	9,556	499	30.2
34159_34170	34159	34170	9,217	688	12.4
34159_34313	34159	34313	15,671	947	32.0
34163_34165	34163	34165	29,268	1,884	46.7
34164_34163	34164	34163	9,530	688	10.8
34164_34167	34164	34167	17,873	877	20.2
34165_34166	34165	34166	17,377	1,060	57.1
34165_34186	34165	34186	11,891	824	52.0
34166_34164	34166	34164	4,724	256	9.0
34166_34312	34166	34312	21,363	1,131	38.3
34167_34168	34167	34168	12,812	677	22.4
34167_34170	34167	34170	5,061	200	22.0
34168_32062	34168	32062	36,585	1,741	60.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34168_34169	34168	34169	10,179	698	45.1
34168_34186	34168	34186	24,769	946	73.9
34169_34163	34169	34163	19,735	1,199	11.6
34170_32062	34170	32062	1,096	220	29.9
34170_34159	34170	34159	11,976	821	23.7
34170_34321	34170	34321	9,486	580	28.2
34171_34158	34171	34158	5,388	543	2.8
34171_34178	34171	34178	4,705	569	28.5
34173_13222	34173	13222	922	156	23.5
34173_34148	34173	34148	9,347	848	18.8
34173_34344	34173	34344	10,307	1,140	19.9
34174_34005	34174	34005	1,162	286	24.3
34174_34288	34174	34288	7,980	964	32.0
34174_34344	34174	34344	8,735	1,121	30.4
34175_34005	34175	34005	1,724	364	24.2
34176_34186	34176	34186	32,482	1,389	79.9
34177_34008	34177	34008	5,006	171	22.7
34177_34011	34177	34011	1,735	95	20.9
34177_34288	34177	34288	7,576	883	32.0
34177_34342	34177	34342	7,157	960	29.6

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34178_34001	34178	34001	1,495	391	24.6
34178_34171	34178	34171	5,388	543	32.0
34178_34287	34178	34287	3,211	179	30.8
34179_34008	34179	34008	1,540	94	24.4
34179_34016	34179	34016	2,230	271	19.3
34179_34511	34179	34511	6,077	227	26.5
34180_34182	34180	34182	1,429	257	16.8
34180_34342	34180	34342	8,945	833	26.4
34182_34057	34182	34057	1,491	210	20.6
34182_34180	34182	34180	3,891	292	20.7
34186_34166	34186	34166	8,712	324	50.2
34186_34168	34186	34168	23,770	1,065	74.2
34186_34176	34186	34176	36,667	1,761	79.7
34187_34380	34187	34380	1,033	15	23.2
34206_34028	34206	34028	6,496	673	3.4
34206_34207	34206	34207	10,140	692	18.9
34207_34206	34207	34206	5,423	654	23.9
34207_34208	34207	34208	14,362	1,027	33.0
34207_34209	34207	34209	4,316	217	22.5
34208_34207	34208	34207	5,423	654	18.3

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34208_34304	34208	34304	14,362	1,027	14.8
34208_34378	34208	34378	5,332	434	29.5
34209_34348	34209	34348	2,139	207	15.5
34209_34395	34209	34395	2,177	9	22.1
34240_34080	34240	34080	2,268	156	16.8
34240_34232	34240	34232	2,185	34	11.7
34240_34420	34240	34420	0	0	0.0
34253_34255	34253	34255	5,736	289	15.1
34255_34253	34255	34253	8,168	453	22.4
34255_34297	34255	34297	4,839	281	29.9
34255_34422	34255	34422	3,934	35	24.8
34255_34521	34255	34521	361	5	25.0
34258_34368	34258	34368	3,293	93	25.0
34259_34276	34259	34276	9,264	489	32.0
34259_34297	34259	34297	8,800	364	29.9
34259_34489	34259	34489	18,084	980	22.6
34260_34276	34260	34276	5,347	185	36.0
34261_34138	34261	34138	9,107	663	26.6
34261_34264	34261	34264	8,485	756	19.7
34261_34358	34261	34358	3,971	227	29.3

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34264_34261	34264	34261	12,655	663	11.5
34264_34278	34264	34278	7,477	780	27.2
34264_34302	34264	34302	5,400	6	30.8
34265_34291	34265	34291	10,958	679	28.8
34265_34368	34265	34368	2,732	71	25.0
34265_34459	34265	34459	1,713	134	24.0
34265_34470	34265	34470	4,340	685	28.1
34266_34275	34266	34275	7,896	665	32.0
34266_34470	34266	34470	9,240	729	28.0
34266_34473	34266	34473	4,082	327	25.5
34266_34476	34266	34476	2,036	148	23.7
34267_34270	34267	34270	19,408	883	15.9
34270_34271	34270	34271	10,911	796	10.0
34270_34272	34270	34272	11,004	403	30.2
34270_34478	34270	34478	11,721	478	24.1
34271_34270	34271	34270	8,989	329	19.6
34274_34366	34274	34366	15,698	646	32.0
34274_34456	34274	34456	12,034	351	25.1
34275_34024	34275	34024	7,896	665	8.4
34275_34266	34275	34266	3,189	586	1.6

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34276_34259	34276	34259	5,400	184	8.0
34276_34260	34276	34260	8,821	453	12.5
34278_34264	34278	34264	10,957	679	9.3
34278_34291	34278	34291	7,476	780	27.2
34287_34178	34287	34178	4,388	231	31.1
34288_34174	34288	34174	6,853	865	23.8
34288_34177	34288	34177	8,862	1,044	29.5
34291_34265	34291	34265	7,476	780	19.3
34291_34278	34291	34278	10,957	679	26.4
34297_34255	34297	34255	8,260	340	9.3
34297_34259	34297	34259	5,582	287	11.3
34297_34488	34297	34488	41	0	21.3
34299_34478	34299	34478	3,884	436	23.6
34299_34496	34299	34496	9,341	48	30.7
34302_34029	34302	34029	5,402	6	9.8
34302_34264	34302	34264	6,076	29	8.9
34304_34208	34304	34208	10,755	1,088	34.3
34304_34303	34304	34303	40,670	2,367	16.6
34305_34304	34305	34304	37,060	2,428	17.2
34305_34310	34305	34310	21,117	1,175	37.7

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34306_34365	34306	34365	25,535	1,390	33.8
34308_34311	34308	34311	1,921	135	34.0
34309_34305	34309	34305	21,555	1,090	20.3
34310_34311	34310	34311	20,757	1,173	38.5
34311_34164	34311	34164	22,679	1,308	38.6
34312_34309	34312	34309	20,757	1,081	38.5
34312_34894	34312	34894	606	49	32.5
34313_34159	34313	34159	15,330	1,037	12.9
34313_34314	34313	34314	15,258	535	32.0
34313_34315	34313	34315	413	413	32.0
34314_34010	34314	34010	15,671	947	6.7
34314_34313	34314	34313	15,330	1,037	32.0
34315_34314	34315	34314	413	413	20.0
34316_34055	34316	34055	6,487	657	15.7
34316_34317	34316	34317	8,132	729	7.3
34316_34507	34316	34507	3,705	131	24.6
34316_34895	34316	34895	1,035	25	40.0
34317_34316	34317	34316	9,485	595	8.2
34317_34318	34317	34318	7,643	241	26.5
34317_34319	34317	34319	488	488	23.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34318_34317	34318	34317	9,485	595	21.4
34318_34321	34318	34321	7,792	245	28.2
34319_34321	34319	34321	488	488	21.3
34320_34318	34320	34318	368	368	22.2
34321_34170	34321	34170	8,281	732	7.2
34321_34318	34321	34318	9,118	213	29.1
34321_34320	34321	34320	368	368	23.0
34334_34148	34334	34148	6,970	485	9.0
34334_66257	34334	66257	7,678	548	32.0
34335_34148	34335	34148	7,165	666	7.2
34335_34337	34335	34337	8,613	634	23.0
34336_34335	34336	34335	460	460	22.1
34337_12895	34337	12895	7,530	587	32.0
34337_34335	34337	34335	6,705	206	30.1
34337_34336	34337	34336	460	460	23.0
34338_34010	34338	34010	14,449	916	5.3
34338_34158	34338	34158	14,524	854	17.1
34339_34025	34339	34025	1,150	23	22.3
34339_34032	34339	34032	7,620	520	23.3
34339_34033	34339	34033	5,304	398	24.4

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34341_34016	34341	34016	1,332	261	21.0
34342_34177	34342	34177	8,509	830	29.2
34342_34180	34342	34180	8,494	982	25.2
34343_34011	34343	34011	1,780	116	24.3
34344_34060	34344	34060	1,777	147	25.0
34344_34173	34344	34173	9,599	1,093	23.4
34344_34174	34344	34174	9,190	1,126	22.8
34348_34206	34348	34206	2,206	17	7.1
34352_34080	34352	34080	505	12	21.6
34358_34261	34358	34261	2,197	243	10.1
34365_34259	34365	34259	25,518	1,387	8.0
34365_34421	34365	34421	18	3	21.2
34366_34274	34366	34274	11,294	350	32.0
34368_34258	34368	34258	3,216	80	18.3
34368_34265	34368	34265	2,910	74	9.4
34378_34032	34378	34032	4,202	383	28.3
34378_34207	34378	34207	8,539	552	9.3
34380_34018	34380	34018	489	19	23.0
34380_34019	34380	34019	6,593	397	31.0
34380_34056	34380	34056	3,378	327	22.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34380_34187	34380	34187	1,079	13	24.2
34395_34412	34395	34412	2,177	9	25.0
34395_34636	34395	34636	1,031	8	21.0
34412_34395	34412	34395	1,031	8	15.2
34417_34306	34417	34306	831	12	3.1
34418_34079	34418	34079	13	0	14.8
34418_34417	34418	34417	831	12	24.0
34420_34240	34420	34240	2,320	157	18.3
34420_34491	34420	34491	0	0	0.0
34421_34422	34421	34422	115	6	17.4
34422_34080	34422	34080	3,683	30	18.3
34422_34255	34422	34255	2,480	140	7.2
34422_34421	34422	34421	251	5	23.5
34456_34274	34456	34274	16,285	668	27.0
34458_34492	34458	34492	24,414	1,368	21.6
34459_34455	34459	34455	556	27	18.5
34459_34465	34459	34465	1,157	106	13.6
34460_34456	34460	34456	29	0	23.9
34463_34468	34463	34468	1,832	68	23.3
34468_34469	34468	34469	2,137	70	17.7

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34469_34462	34469	34462	2,137	70	20.5
34470_34265	34470	34265	9,240	729	15.0
34470_34266	34470	34266	4,340	685	13.2
34473_34266	34473	34266	10,723	286	13.5
34473_34460	34473	34460	630	28	22.0
34473_34496	34473	34496	3,970	318	27.0
34474_34475	34474	34475	1,590	14	23.8
34474_34479	34474	34479	3,482	124	25.0
34475_34474	34475	34474	2,831	103	23.0
34475_34476	34475	34476	83	12	20.9
34475_34477	34475	34477	1,639	12	19.7
34476_34266	34476	34266	5,009	304	5.8
34476_34475	34476	34475	658	16	21.6
34477_34475	34477	34475	2,306	96	24.1
34478_34270	34478	34270	5,242	465	11.2
34478_34299	34478	34299	10,818	430	24.0
34479_34474	34479	34474	2,896	25	21.6
34488_34297	34488	34297	253	0	20.0
34491_34420	34491	34420	2,268	156	21.9
34491_34492	34491	34492	354	14	18.1

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
34492_34306	34492	34306	24,704	1,378	18.5
34492_34491	34492	34491	64	4	21.3
34496_34299	34496	34299	3,970	318	31.0
34496_34473	34496	34473	11,242	305	16.3
34507_34316	34507	34316	2,142	224	17.5
34511_34057	34511	34057	3,978	174	24.2
34511_34179	34511	34179	3,434	152	20.5
34521_34255	34521	34255	668	3	7.3
34894_34309	34894	34309	798	9	27.4
34895_34316	34895	34316	1,088	65	4.2
60217_64022	60217	64022	1,891	83	24.8
60217_64024	60217	64024	5,551	174	29.7
64022_60217	64022	60217	1,949	65	23.9
64024_60217	64024	60217	7,688	181	28.8
64069_64097	64069	64097	39,331	1,787	24.4
64069_64399	64069	64399	47,526	2,322	29.6
64073_64173	64073	64173	1,806	24	25.0
64097_64069	64097	64069	47,526	2,322	39.1
64097_64098	64097	64098	38,528	1,435	38.9
64097_64215	64097	64215	14,715	991	29.9

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
64098_64097	64098	64097	44,003	2,079	25.2
64098_64099	64098	64099	16,988	1,205	18.3
64099_64100	64099	64100	14,737	890	22.9
64100_64101	64100	64101	10,994	589	17.1
64100_64634	64100	64634	3,833	303	9.9
64101_64097	64101	64097	17,197	865	15.8
64101_64635	64101	64635	4,702	339	12.9
64129_64395	64129	64395	7,965	402	29.3
64129_64643	64129	64643	7,138	549	31.8
64129_64646	64129	64646	334	11	30.0
64129_66528	64129	66528	5,172	309	29.2
64165_64175	64165	64175	40,486	2,211	45.7
64165_64904	64165	64904	48,137	2,348	3.4
64166_64903	64166	64903	10,187	199	5.0
64173_64073	64173	64073	6,697	151	10.5
64175_64070	64175	64070	40,486	2,211	46.2
64313_64643	64313	64643	7,920	631	33.6
64313_66211	64313	66211	7,067	564	11.3
64395_64129	64395	64129	6,459	327	10.9
64395_64628	64395	64628	7,677	397	31.3

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
64399_64165	64399	64165	48,666	2,384	25.0
64593_32241	64593	32241	4,270	541	22.5
64593_32614	64593	32614	4,508	179	17.7
64593_64594	64593	64594	423	346	23.9
64594_64593	64594	64593	568	468	18.6
64594_64595	64594	64595	423	346	25.0
64595_64596	64595	64596	344	344	25.0
64596_64594	64596	64594	213	114	19.2
64627_64628	64627	64628	2,390	92	20.6
64627_64633	64627	64633	0	0	0.0
64628_64395	64628	64395	6,213	318	24.5
64628_64627	64628	64627	824	34	22.1
64628_64629	64628	64629	8,124	437	33.4
64629_64628	64629	64628	5,081	296	34.0
64629_64630	64629	64630	8,124	437	29.8
64630_64629	64630	64629	5,081	296	30.6
64630_64635	64630	64635	8,935	437	21.1
64631_64630	64631	64630	811	0	18.3
64631_64632	64631	64632	0	0	0.0
64631_64633	64631	64633	350	0	22.7

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
64632_64631	64632	64631	1,161	0	23.3
64632_64634	64632	64634	3,040	160	15.6
64633_64627	64633	64627	350	0	24.4
64633_64631	64633	64631	0	0	0.0
64634_64100	64634	64100	2,867	104	13.9
64634_64632	64634	64632	2,844	167	28.4
64634_64635	64634	64635	185	185	8.1
64635_64101	64635	64101	9,530	605	7.8
64635_64630	64635	64630	5,081	296	34.1
64635_64634	64635	64634	599	74	18.0
64643_64129	64643	64129	7,988	631	14.5
64643_64313	64643	64313	7,054	558	30.2
64643_64647	64643	64647	331	11	30.0
64646_64129	64646	64129	260	17	11.2
64647_64643	64647	64643	314	20	22.1
64901_32790	64901	32790	10,156	410	22.5
64901_64903	64901	64903	18,240	747	21.6
64903_64166	64903	64166	6,402	207	25.0
64903_64904	64903	64904	21,458	724	4.8
64904_32091	64904	32091	7,949	344	8.5

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
64904_32218	64904	32218	42,080	1,925	57.1
64904_64165	64904	64165	40,486	2,211	6.7
64904_64901	64904	64901	20,760	741	30.9
66017_66079	66017	66079	12,637	819	23.6
66017_66404	66017	66404	9,099	802	32.4
66017_66474	66017	66474	1,278	17	16.9
66020_66021	66020	66021	2,781	567	5.2
66020_66211	66020	66211	5,827	755	17.2
66020_66455	66020	66455	7,273	822	30.1
66021_66020	66021	66020	7,373	778	6.7
66021_66200	66021	66200	6,805	1,111	16.7
66022_66021	66022	66021	11,398	1,321	11.4
66022_66312	66022	66312	3,761	313	33.0
66022_66405	66022	66405	6,240	726	14.9
66024_66450	66024	66450	4,114	566	10.8
66025_66205	66025	66205	11,248	948	15.7
66043_66044	66043	66044	5,204	333	29.3
66044_66146	66044	66146	10,971	848	37.3
66044_66409	66044	66409	9,679	821	36.0
66045_66438	66045	66438	12,752	1,063	32.4

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
66045_66454	66045	66454	12,450	1,083	36.0
66047_66048	66047	66048	13,074	1,227	32.0
66047_66407	66047	66407	5,524	740	20.5
66052_66081	66052	66081	7,417	219	35.0
66052_66308	66052	66308	4,979	350	8.8
66052_66309	66052	66309	8,913	613	18.6
66053_66087	66053	66087	455	266	23.0
66053_66091	66053	66091	3,670	127	18.5
66053_66111	66053	66111	3,834	399	16.4
66079_66017	66079	66017	11,098	745	14.8
66079_66243	66079	66243	6,886	377	20.5
66079_66305	66079	66305	8,838	785	12.5
66081_66052	66081	66052	6,205	276	18.9
66081_66461	66081	66461	7,417	219	23.4
66082_66305	66082	66305	2,543	412	26.0
66087_66053	66087	66053	1,102	286	22.7
66088_34148	66088	34148	12,623	727	17.4
66091_66053	66091	66053	2,287	106	24.4
66111_66053	66111	66053	4,804	404	22.6
66111_66308	66111	66308	3,834	399	15.6

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
66132_66185	66132	66185	1,132	93	23.2
66146_66044	66146	66044	6,070	530	38.4
66146_66437	66146	66437	16,895	1,328	28.6
66147_66146	66147	66146	11,994	1,010	15.2
66197_66047	66197	66047	5,652	868	26.0
66198_66197	66198	66197	729	12	18.8
66198_66201	66198	66201	12,346	1,214	23.6
66200_66197	66200	66197	4,923	856	29.7
66200_66201	66200	66201	1,881	256	16.3
66201_66290	66201	66290	853	800	36.0
66201_66291	66201	66291	13,373	671	24.2
66205_32094	66205	32094	10,604	595	28.8
66205_66025	66205	66025	10,423	1,004	14.5
66205_66403	66205	66403	10,719	568	30.8
66211_64313	66211	64313	7,915	632	30.7
66211_66020	66211	66020	4,542	771	15.0
66211_66450	66211	66450	4,224	204	2.0
66212_66401	66212	66401	8,992	712	32.0
66243_66079	66243	66079	10,475	731	33.4
66257_34334	66257	34334	7,583	226	32.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
66290_66291	66290	66291	853	800	30.9
66291_66022	66291	66022	14,227	1,470	3.4
66305_66079	66305	66079	3,708	358	25.5
66305_66082	66305	66082	6,401	650	31.9
66305_66474	66305	66474	523	126	24.3
66307_66308	66307	66308	87	57	22.8
66308_66052	66308	66052	4,081	345	8.0
66308_66111	66308	66111	4,804	404	15.8
66308_66307	66308	66307	94	57	25.0
66309_66052	66309	66052	11,023	562	18.2
66309_66347	66309	66347	2,481	54	25.0
66309_66418	66309	66418	6,070	539	24.6
66312_66022	66312	66022	3,901	272	4.0
66347_66309	66347	66309	3,503	40	22.3
66401_66212	66401	66212	10,720	568	6.2
66401_66402	66401	66402	289	274	23.0
66401_66403	66401	66403	8,703	438	32.0
66402_66403	66402	66403	289	274	20.7
66403_66205	66403	66205	8,992	712	4.9
66403_66401	66403	66401	10,720	568	32.0

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
66404_66017	66404	66017	9,866	775	15.0
66404_66409	66404	66409	9,921	827	32.1
66405_66022	66405	66022	3,813	660	13.8
66407_66047	66407	66047	12,946	1,098	22.2
66407_66454	66407	66454	5,524	740	26.1
66408_66474	66408	66474	1,622	22	23.5
66409_66044	66409	66044	8,945	808	34.4
66409_66404	66409	66404	10,526	831	32.0
66418_66309	66418	66309	7,155	512	23.1
66437_66045	66437	66045	12,450	1,083	37.0
66437_66438	66437	66438	4,444	246	13.1
66438_66147	66438	66147	17,197	1,308	24.8
66450_66211	66450	66211	3,841	293	4.3
66450_66405	66450	66405	4,496	474	14.5
66452_66453	66452	66453	5,594	174	24.2
66452_66455	66452	66455	2,257	563	35.0
66453_66454	66453	66454	7,227	324	15.7
66454_66045	66454	66045	12,752	1,063	36.0
66454_66407	66454	66407	12,450	1,083	5.3
66455_66020	66455	66020	3,967	594	8.2

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
66455_66452	66455	66452	3,382	628	32.3
66455_66453	66455	66453	1,633	150	22.9
66461_66081	66461	66081	6,205	276	25.0
66474_66017	66474	66017	1,737	137	7.0
66474_66305	66474	66305	0	0	0.0
66474_66408	66474	66408	1,686	28	23.2
66528_32614	66528	32614	4,777	271	29.4
66528_64129	66528	64129	5,926	297	15.1
66528_66529	66528	66529	395	38	25.0
66529_66528	66529	66528	480	72	21.6
64069_64068	64069	64068	1,153	427	22.9
64070_64069	64070	64069	40,486	2,211	43.0
64072_64173	64072	64173	6,697	151	25.0
64099_64639	64099	64639	6,997	625	34.9
64173_64072	64173	64072	1,806	24	16.8
64386_64098	64386	64098	39,809	1,632	45.7
64639_64099	64639	64099	4,758	309	21.4
66147_66148	66147	66148	10,532	765	8.4
66148_66147	66148	66147	5,310	465	32.3
64215_64098	64215	64098	24,032	1,823	7.2

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
64098_64342	64098	64342	41,323	1,597	56.9
64342_64341	64342	64341	43,651	1,592	43.3
64342_64609	64342	64609	873	48	20.0
64609_64342	64609	64342	3,285	68	8.6
66043_66148	66043	66148	6,519	541	20.2
66148_66043	66148	66043	8,307	632	11.1
66148_66138	66148	66138	3,425	209	20.2

CFA4-Construction Traffic Data Test 1

Table 2: Traffic data used in the construction assessment for receptors within CFA4 and CFA5

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
12895_34337	12895	34337	6,194	609	32.5	6,155	612	32.6	-40	2	0.0
13222_34173	13222	34173	136	130	22.9	136	130	22.9	0	0	0.0
32061_32297	32061	32297	2,087	179	24.4	2,075	180	24.4	-12	0	0.0
32061_64904	32061	64904	37,347	2,073	20.2	37,492	2,085	20.1	145	12	-0.1
32062_32061	32062	32061	37,014	2,133	42.2	37,158	2,146	42.1	144	13	-0.1
32062_34159	32062	34159	7,269	321	8.8	7,057	321	8.9	-212	0	0.1
32062_34168	32062	34168	34,415	1,650	59.5	34,004	1,669	59.7	-411	18	0.2
32091_32242	32091	32242	4,377	539	23.8	4,411	542	23.8	34	3	0.0
32091_32269	32091	32269	3,754	528	24.1	4,058	527	24.1	304	0	0.0
32091_64904	32091	64904	6,000	342	3.6	5,907	334	3.3	-94	-7	-0.3
32094_32167	32094	32167	10,525	579	32.0	10,695	587	32.0	170	8	0.0
32094_32316	32094	32316	2,471	256	25.0	2,471	256	25.0	0	0	0.0
32094_66205	32094	66205	11,733	531	23.1	11,752	531	23.1	19	0	0.0
32166_32269	32166	32269	567	501	24.7	573	500	24.7	6	0	0.0
32166_32405	32166	32405	2,629	70	24.6	2,590	68	24.6	-39	-1	0.0
32166_34010	32166	34010	2,917	585	16.0	2,793	578	15.3	-123	-7	-0.7
32167_32094	32167	32094	11,876	527	18.3	11,943	526	18.6	67	-1	0.2
32167_32213	32167	32213	10,363	450	32.0	10,529	458	32.0	166	8	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
32212_32213	32212	32213	162	129	31.6	166	129	31.6	4	0	0.0
32213_32167	32213	32167	11,876	527	32.0	11,942	526	32.0	66	-1	0.0
32213_32214	32213	32214	10,380	573	32.0	10,549	580	32.0	169	8	0.0
32214_32213	32214	32213	11,760	518	32.0	11,827	518	32.0	67	-1	0.0
32214_32215	32214	32215	166	129	34.0	170	129	34.0	4	0	0.0
32214_32216	32214	32216	10,343	455	32.0	10,508	463	32.0	165	8	0.0
32215_32216	32215	32216	166	129	30.0	170	129	30.0	4	0	0.0
32216_32214	32216	32214	11,921	526	32.0	11,987	526	32.0	66	-1	0.0
32216_34158	32216	34158	10,382	578	6.4	10,551	586	6.3	169	8	-0.1
32218_32062	32218	32062	41,684	1,972	58.0	41,061	1,989	58.3	-623	18	0.3
32241_32243	32241	32243	315	15	18.7	328	15	18.7	13	0	0.0
32241_32613	32241	32613	4,111	520	23.2	3,905	511	23.2	-205	-9	0.0
32241_64593	32241	64593	3,945	560	23.2	3,960	561	23.2	15	1	0.0
32242_32091	32242	32091	3,964	508	8.7	3,834	501	8.7	-130	-7	0.0
32242_32243	32242	32243	569	22	19.7	572	22	19.7	3	0	0.0
32242_32613	32242	32613	4,279	550	23.7	4,307	552	23.7	28	2	0.0
32243_64399	32243	64399	125	2	10.6	154	2	10.2	29	0	-0.4
32269_32091	32269	32091	1,308	504	11.3	1,346	504	11.3	38	0	0.0
32269_32166	32269	32166	576	495	24.7	572	494	24.7	-5	-1	0.0
32269_32404	32269	32404	3,180	32	21.4	3,488	34	21.4	309	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
32270_32790	32270	32790	7,845	399	23.7	7,878	401	23.6	32	2	0.0
32297_32061	32297	32061	2,268	112	7.9	2,261	112	7.9	-8	0	0.0
32316_32094	32316	32094	2,827	250	10.1	2,827	250	10.1	0	0	0.0
32404_32269	32404	32269	744	3	20.5	776	3	20.5	31	0	0.0
32404_32405	32404	32405	1,100	1	21.2	1,409	1	21.2	310	0	0.0
32404_32613	32404	32613	390	5	21.8	442	6	21.8	52	1	0.0
32405_32166	32405	32166	2,345	85	23.7	2,227	79	23.7	-118	-6	0.0
32405_32404	32405	32404	48	1	21.3	61	1	21.3	13	0	0.0
32405_32614	32405	32614	1,217	22	22.9	1,056	16	22.9	-161	-6	0.0
32613_32241	32613	32241	4,308	551	23.0	4,347	553	23.0	39	2	0.0
32613_32242	32613	32242	4,433	524	24.0	4,270	516	24.0	-162	-8	0.0
32613_32404	32613	32404	39	1	24.1	36	1	24.1	-3	0	0.0
32614_32405	32614	32405	734	42	24.1	634	33	24.1	-99	-9	0.0
32614_64593	32614	64593	4,173	180	23.3	3,968	170	23.3	-204	-10	0.0
32614_66528	32614	66528	5,535	263	29.5	5,494	519	29.5	-41	256	0.0
32790_32270	32790	32270	6,538	405	25.0	6,762	407	25.0	223	2	0.0
32790_32791	32790	32791	4,276	20	25.0	4,270	20	25.0	-6	0	0.0
32790_64901	32790	64901	7,775	407	16.8	7,797	409	16.8	22	2	0.0
32791_32790	32791	32790	752	16	11.6	752	16	11.6	0	0	-0.1
34001_34178	34001	34178	1,146	325	23.3	1,207	330	23.3	61	5	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34005_34006	34005	34006	1	0	25.0	1	0	25.0	0	0	0.0
34005_34174	34005	34174	2,175	351	19.4	2,120	350	19.4	-55	0	0.0
34005_34175	34005	34175	1,328	293	21.3	1,389	299	21.3	60	5	0.0
34006_34005	34006	34005	1	0	15.0	1	0	15.0	0	0	0.0
34007_34008	34007	34008	1,134	35	14.8	1,134	35	14.8	0	0	0.0
34008_34007	34008	34007	1,002	25	25.0	1,002	25	25.0	0	0	0.0
34008_34177	34008	34177	2,308	97	15.4	2,311	96	15.4	3	-1	0.0
34008_34179	34008	34179	5,476	143	21.5	5,513	134	21.5	36	-9	0.0
34009_34011	34009	34011	821	34	14.6	821	34	14.6	0	0	0.0
34010_32166	34010	32166	3,196	570	24.1	3,163	568	24.1	-33	-1	0.0
34010_34314	34010	34314	14,701	1,064	32.0	14,810	1,067	32.0	110	3	0.0
34010_34338	34010	34338	15,159	889	33.0	15,164	886	33.0	5	-4	0.0
34011_34009	34011	34009	573	25	25.0	573	25	25.0	0	0	0.0
34011_34012	34011	34012	722	38	25.0	722	38	25.0	0	0	0.0
34011_34177	34011	34177	2,210	144	12.4	2,211	142	12.4	1	-1	0.0
34011_34343	34011	34343	821	83	25.0	822	84	25.0	1	1	0.0
34012_34011	34012	34011	123	39	14.9	123	39	14.9	0	0	0.0
34015_34016	34015	34016	505	17	15.1	505	17	15.1	0	0	0.0
34016_34015	34016	34015	288	10	25.0	288	10	25.0	0	0	0.0
34016_34179	34016	34179	1,323	266	17.0	1,321	266	17.0	-2	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34016_34341	34016	34341	2,245	277	32.0	2,248	276	32.0	3	-1	0.0
34018_34380	34018	34380	760	44	14.0	760	44	14.0	0	0	0.0
34019_34020	34019	34020	642	39	25.0	642	39	25.0	0	0	0.0
34019_34021	34019	34021	6,591	454	29.8	6,690	455	29.8	99	1	0.0
34019_34380	34019	34380	4,811	353	30.7	4,829	353	30.7	18	0	0.0
34020_34019	34020	34019	736	59	14.7	736	59	14.7	0	0	0.0
34021_34019	34021	34019	5,042	377	29.9	5,063	376	29.9	22	0	0.0
34021_34022	34021	34022	515	33	25.0	515	33	25.0	0	0	0.0
34021_34059	34021	34059	7,093	488	25.0	7,192	489	25.0	99	1	0.0
34022_34021	34022	34021	828	47	13.3	828	47	13.3	0	0	0.0
34023_34033	34023	34033	884	50	13.1	884	50	13.1	0	0	0.0
34024_34275	34024	34275	3,164	590	25.0	3,183	610	25.0	19	20	0.0
34025_34026	34025	34026	1,072	21	21.8	1,072	21	21.8	0	0	0.0
34025_34339	34025	34339	785	6	20.5	784	6	20.4	-1	0	0.0
34026_34025	34026	34025	785	6	19.2	784	6	19.2	-1	0	0.0
34028_34030	34028	34030	6,130	698	29.0	6,108	698	29.0	-21	1	0.0
34028_34206	34028	34206	7,820	663	9.2	7,798	668	9.2	-22	5	0.0
34029_34302	34029	34302	5,848	34	28.5	5,890	34	28.5	42	0	0.0
34030_34028	34030	34028	7,820	663	10.3	7,798	668	10.3	-22	5	0.0
34032_34339	34032	34339	5,070	428	23.5	5,093	427	23.5	23	-1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34032_34378	34032	34378	7,105	526	18.8	7,203	526	18.7	98	0	0.0
34033_34023	34033	34023	670	34	25.0	670	34	25.0	0	0	0.0
34033_34059	34033	34059	4,974	381	35.0	4,996	381	35.0	22	0	0.0
34033_34339	34033	34339	8,410	550	25.9	8,508	551	25.8	99	0	0.0
34055_34316	34055	34316	6,494	705	5.7	6,530	705	5.7	36	-1	0.0
34056_34057	34056	34057	3,946	360	26.6	3,969	360	26.5	24	0	-0.1
34056_34380	34056	34380	5,318	399	21.2	5,419	400	21.2	101	1	0.0
34057_34056	34057	34056	5,318	399	43.0	5,419	400	43.0	101	1	0.0
34057_34182	34057	34182	2,099	270	13.3	2,120	271	13.3	21	1	0.0
34057_34511	34057	34511	1,847	90	20.9	1,849	89	20.9	2	-1	0.0
34059_34021	34059	34021	5,231	397	23.8	5,253	396	23.8	22	0	0.0
34059_34033	34059	34033	6,923	480	31.6	7,022	481	31.6	99	0	0.0
34060_34344	34060	34344	1,507	105	11.9	1,507	105	11.9	0	0	0.0
34079_34080	34079	34080	11	0	18.2	11	0	18.2	0	0	0.0
34079_34418	34079	34418	799	10	14.7	797	10	14.7	-1	0	0.0
34080_34079	34080	34079	799	10	19.4	797	10	19.4	-1	0	0.0
34080_34240	34080	34240	2,239	35	17.2	2,226	41	17.2	-14	6	0.0
34080_34352	34080	34352	1,247	13	21.6	1,249	13	21.6	2	0	0.0
34080_34422	34080	34422	2,740	109	23.6	2,745	109	23.6	5	0	0.0
34138_34261	34138	34261	6,448	745	8.6	6,451	746	8.6	2	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34148_34173	34148	34173	11,145	954	29.8	11,340	961	29.8	196	7	0.0
34148_34334	34148	34334	6,924	532	32.0	6,844	534	32.0	-80	3	0.0
34148_34335	34148	34335	8,804	642	33.0	8,824	642	33.0	20	0	0.0
34148_66088	34148	66088	10,337	678	29.2	10,284	677	29.2	-53	-1	0.0
34158_32216	34158	32216	11,820	518	32.0	11,886	517	32.0	66	0	0.0
34158_34171	34158	34171	5,098	566	32.0	5,051	565	32.0	-47	-1	0.0
34158_34338	34158	34338	13,946	938	32.0	14,109	948	32.0	163	10	0.0
34159_34169	34159	34169	8,950	509	30.2	8,897	510	30.3	-53	1	0.0
34159_34170	34159	34170	9,052	717	12.4	9,034	721	12.2	-18	4	-0.1
34159_34313	34159	34313	16,192	1,000	32.0	16,230	995	32.0	38	-5	0.0
34163_34165	34163	34165	30,082	1,861	42.9	29,862	1,877	43.0	-220	16	0.1
34164_34163	34164	34163	9,455	621	10.9	9,532	642	10.8	77	21	0.0
34164_34167	34164	34167	18,407	1,036	19.7	18,413	1,030	19.7	7	-6	-0.1
34165_34166	34165	34166	18,508	1,105	57.0	18,225	1,101	57.0	-283	-4	0.0
34165_34186	34165	34186	11,574	756	46.6	11,637	776	46.6	63	20	0.0
34166_34164	34166	34164	4,819	292	8.9	4,832	292	8.9	13	0	0.0
34166_34312	34166	34312	23,424	1,186	38.2	23,197	1,195	38.2	-227	9	0.0
34167_34168	34167	34168	13,091	816	22.0	13,082	813	22.0	-9	-3	0.0
34167_34170	34167	34170	5,315	220	21.8	5,330	217	21.8	15	-3	0.0
34168_32062	34168	32062	35,760	1,865	60.5	35,911	1,879	60.4	151	14	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34168_34169	34168	34169	11,676	732	44.6	11,432	727	44.7	-244	-5	0.1
34168_34186	34168	34186	22,739	918	74.4	22,572	941	74.5	-167	24	0.1
34169_34163	34169	34163	20,627	1,241	11.4	20,330	1,237	11.4	-297	-4	0.1
34170_32062	34170	32062	1,252	269	30.0	1,246	268	30.0	-6	-1	0.0
34170_34159	34170	34159	12,220	843	23.7	12,290	840	23.7	70	-3	0.0
34170_34321	34170	34321	9,376	622	28.2	9,357	626	28.3	-19	4	0.0
34171_34158	34171	34158	5,357	550	2.7	5,364	554	2.7	7	4	0.0
34171_34178	34171	34178	5,099	566	28.6	5,051	565	28.6	-47	-1	0.0
34173_13222	34173	13222	1,070	156	23.5	1,104	156	23.5	35	0	0.0
34173_34148	34173	34148	10,467	865	18.1	10,461	864	18.1	-5	-1	0.1
34173_34344	34173	34344	10,465	1,173	19.5	10,626	1,179	19.5	161	7	0.0
34174_34005	34174	34005	1,328	293	24.3	1,389	299	24.3	60	5	0.0
34174_34288	34174	34288	7,958	996	32.0	8,062	998	32.0	104	1	0.0
34174_34344	34174	34344	9,908	1,145	30.2	9,905	1,145	30.2	-3	0	0.0
34175_34005	34175	34005	2,175	351	24.2	2,119	350	24.2	-55	0	0.0
34176_34186	34176	34186	32,403	1,422	80.1	32,633	1,450	80.0	231	28	-0.1
34177_34008	34177	34008	5,519	141	22.7	5,555	132	22.7	36	-9	0.0
34177_34011	34177	34011	1,805	105	20.9	1,804	106	20.9	-1	0	0.0
34177_34288	34177	34288	8,263	932	32.0	8,318	932	32.0	55	0	0.0
34177_34342	34177	34342	6,437	1,018	29.7	6,459	1,028	29.7	21	10	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34178_34001	34178	34001	1,918	383	24.6	1,862	383	24.6	-55	0	0.0
34178_34171	34178	34171	5,357	550	32.0	5,364	554	32.0	7	4	0.0
34178_34287	34178	34287	3,181	183	30.8	3,189	182	30.8	8	-1	0.0
34179_34008	34179	34008	2,133	89	24.4	2,136	88	24.4	3	-1	0.0
34179_34016	34179	34016	2,170	278	19.3	2,173	277	19.3	3	-1	0.0
34179_34511	34179	34511	6,436	189	26.5	6,471	179	26.5	34	-9	0.0
34180_34182	34180	34182	772	310	16.8	780	318	16.8	8	8	0.0
34180_34342	34180	34342	9,091	882	26.4	9,098	883	26.4	7	1	0.0
34182_34057	34182	34057	831	256	20.6	839	265	20.6	8	9	0.0
34182_34180	34182	34180	3,874	338	20.8	3,906	339	20.8	32	1	0.0
34186_34166	34186	34166	9,735	373	50.1	9,805	384	50.2	70	11	0.1
34186_34168	34186	34168	22,668	1,050	75.4	22,829	1,066	75.3	160	16	-0.1
34186_34176	34186	34176	34,315	1,670	70.4	34,212	1,713	70.5	-103	43	0.1
34187_34380	34187	34380	837	12	23.2	838	12	23.2	1	0	0.0
34206_34028	34206	34028	6,130	697	3.4	6,109	698	3.4	-21	1	0.0
34206_34207	34206	34207	8,977	664	18.3	8,964	669	18.3	-12	5	0.0
34207_34206	34207	34206	5,078	679	24.0	5,070	680	24.0	-8	1	0.0
34207_34208	34207	34208	12,862	988	33.0	12,904	993	33.0	42	5	0.0
34207_34209	34207	34209	4,426	224	22.6	4,466	225	22.6	39	0	0.0
34208_34207	34208	34207	5,078	679	18.4	5,070	680	18.4	-8	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34208_34304	34208	34304	12,862	988	15.3	12,904	993	15.2	42	5	0.0
34208_34378	34208	34378	6,149	470	29.4	6,169	469	29.4	20	-1	0.0
34209_34348	34209	34348	2,312	217	15.5	2,352	217	15.4	40	0	0.0
34209_34395	34209	34395	2,114	8	22.1	2,113	8	22.1	-1	0	0.0
34240_34080	34240	34080	2,618	130	16.7	2,622	130	16.7	3	0	0.0
34240_34232	34240	34232	2,278	36	11.7	2,264	42	11.7	-13	6	0.0
34240_34420	34240	34420	6	1	19.0	6	1	19.0	0	0	0.0
34253_34255	34253	34255	5,646	281	15.2	5,636	282	15.2	-10	1	0.0
34255_34253	34255	34253	8,007	461	22.4	8,005	459	22.4	-2	-3	0.0
34255_34297	34255	34297	4,535	272	29.9	4,559	273	29.9	24	1	0.0
34255_34422	34255	34422	3,991	34	24.8	3,981	40	24.8	-10	6	0.0
34255_34521	34255	34521	364	5	25.0	366	5	25.0	2	0	0.0
34258_34368	34258	34368	3,600	82	25.0	3,578	82	25.0	-22	0	0.0
34259_34276	34259	34276	9,347	483	32.0	9,361	482	32.0	14	0	0.0
34259_34297	34259	34297	7,960	400	30.0	7,961	403	30.0	2	4	0.0
34259_34489	34259	34489	18,194	1,011	22.6	18,165	1,021	22.6	-29	10	0.0
34260_34276	34260	34276	4,977	195	36.0	4,984	201	36.0	7	6	0.0
34261_34138	34261	34138	7,652	662	26.9	7,740	663	26.9	88	2	0.0
34261_34264	34261	34264	7,878	759	19.9	7,887	760	19.8	9	2	0.0
34261_34358	34261	34358	3,417	227	29.4	3,409	228	29.4	-8	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34264_34261	34264	34261	10,676	662	12.4	10,771	664	12.3	95	2	0.0
34264_34278	34264	34278	7,942	787	27.1	7,958	788	27.1	16	1	0.0
34264_34302	34264	34302	5,472	9	30.8	5,494	9	30.8	22	0	0.0
34265_34291	34265	34291	10,350	677	28.9	10,430	680	28.9	81	3	0.0
34265_34368	34265	34368	3,235	77	25.0	3,271	80	25.0	36	3	0.0
34265_34459	34265	34459	1,629	130	24.0	1,648	132	24.0	19	2	0.0
34265_34470	34265	34470	4,211	680	28.1	4,202	681	28.1	-9	0	0.0
34266_34275	34266	34275	8,126	668	32.0	8,092	665	32.0	-34	-3	0.0
34266_34470	34266	34470	8,096	724	28.2	8,231	732	28.1	135	8	0.0
34266_34473	34266	34473	3,950	324	25.6	3,937	324	25.6	-13	0	0.0
34266_34476	34266	34476	2,173	151	23.7	2,139	147	23.7	-34	-4	0.0
34267_34270	34267	34270	19,493	925	15.8	19,453	935	15.8	-40	10	0.0
34270_34271	34270	34271	10,710	788	10.4	10,778	799	10.3	69	11	-0.1
34270_34272	34270	34272	11,243	444	29.4	11,249	444	29.4	5	0	0.0
34270_34478	34270	34478	10,846	476	24.3	10,908	487	24.2	62	10	0.0
34271_34270	34271	34270	8,044	328	20.2	8,171	339	20.2	126	11	0.0
34274_34366	34274	34366	15,536	612	32.0	15,830	624	32.0	293	12	0.0
34274_34456	34274	34456	12,230	391	25.0	12,246	391	25.0	16	0	0.0
34275_34024	34275	34024	8,126	668	8.0	8,092	665	8.1	-34	-3	0.1
34275_34266	34275	34266	3,164	590	1.6	3,183	610	1.5	19	20	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34276_34259	34276	34259	4,988	194	8.1	4,994	200	8.0	6	6	0.0
34276_34260	34276	34260	8,937	447	12.5	8,949	447	12.5	12	0	0.0
34278_34264	34278	34264	10,350	677	9.8	10,430	680	9.8	80	3	0.0
34278_34291	34278	34291	7,941	787	27.1	7,959	788	27.0	17	1	0.0
34287_34178	34287	34178	4,211	225	31.1	4,157	224	31.1	-54	-1	0.0
34288_34174	34288	34174	7,587	909	22.9	7,642	908	22.8	54	0	-0.1
34288_34177	34288	34177	8,808	1,080	29.0	8,911	1,081	29.0	103	1	0.0
34291_34265	34291	34265	7,941	787	19.0	7,959	788	18.9	17	1	-0.1
34291_34278	34291	34278	10,350	677	26.6	10,430	680	26.6	80	3	0.0
34297_34255	34297	34255	7,561	376	10.3	7,563	379	10.3	2	4	0.0
34297_34259	34297	34259	5,539	279	11.4	5,567	279	11.4	29	1	0.0
34297_34488	34297	34488	36	0	21.2	36	0	21.2	0	0	0.0
34299_34478	34299	34478	3,790	434	23.9	3,787	434	23.9	-3	1	0.0
34299_34496	34299	34496	8,323	49	30.8	8,349	48	30.8	26	0	0.0
34302_34029	34302	34029	5,473	9	10.5	5,493	9	10.5	20	0	0.0
34302_34264	34302	34264	5,848	34	9.5	5,890	34	9.3	42	0	-0.2
34304_34208	34304	34208	11,227	1,149	34.0	11,239	1,149	34.0	13	0	0.0
34304_34303	34304	34303	40,369	2,407	17.6	40,200	2,418	17.6	-169	11	0.0
34305_34304	34305	34304	38,730	2,570	17.0	38,532	2,577	17.0	-198	7	0.1
34305_34310	34305	34310	21,530	1,222	37.7	21,601	1,237	37.7	71	15	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34306_34365	34306	34365	25,327	1,446	33.1	25,284	1,453	33.1	-43	7	0.0
34308_34311	34308	34311	1,899	145	34.0	1,897	147	34.0	-3	1	0.0
34309_34305	34309	34305	23,459	1,146	19.0	23,217	1,154	19.2	-241	9	0.2
34310_34311	34310	34311	21,143	1,219	38.5	21,214	1,234	38.5	71	15	0.0
34311_34164	34311	34164	23,043	1,365	38.3	23,111	1,381	38.2	68	16	0.0
34312_34309	34312	34309	22,546	1,135	38.5	22,306	1,144	38.5	-240	9	0.0
34312_34894	34312	34894	878	51	32.6	891	51	32.6	13	0	0.0
34313_34159	34313	34159	14,701	1,064	13.2	14,810	1,067	13.2	110	3	0.0
34313_34314	34313	34314	15,778	586	32.0	15,815	581	32.0	38	-5	0.0
34313_34315	34313	34315	414	414	32.0	414	414	32.0	0	0	0.0
34314_34010	34314	34010	16,193	1,000	6.7	16,230	995	6.7	37	-5	0.0
34314_34313	34314	34313	14,701	1,064	32.0	14,810	1,067	32.0	110	3	0.0
34315_34314	34315	34314	414	414	20.0	414	414	20.0	0	0	0.0
34316_34055	34316	34055	6,387	691	15.6	6,361	692	15.6	-26	1	0.0
34316_34317	34316	34317	8,303	787	7.0	8,354	786	7.0	51	-1	0.0
34316_34507	34316	34507	3,730	147	24.6	3,731	152	24.6	1	4	0.0
34316_34895	34316	34895	1,148	53	40.0	1,148	53	40.0	0	0	0.0
34317_34316	34317	34316	9,382	640	8.4	9,367	645	8.3	-15	4	0.0
34317_34318	34317	34318	7,814	299	26.1	7,865	298	26.0	51	-1	-0.1
34317_34319	34317	34319	488	488	23.0	488	488	23.0	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34318_34317	34318	34317	9,382	640	21.4	9,367	645	21.4	-16	4	0.0
34318_34321	34318	34321	7,992	310	28.1	8,040	308	28.1	48	-1	0.0
34319_34321	34319	34321	488	488	21.3	488	488	21.3	0	0	0.0
34320_34318	34320	34318	371	371	22.2	370	370	22.2	0	0	0.0
34321_34170	34321	34170	8,481	798	7.2	8,529	796	7.1	48	-2	0.0
34321_34318	34321	34318	9,005	252	28.9	8,986	256	28.9	-19	4	0.0
34321_34320	34321	34320	371	371	23.0	370	370	23.0	0	0	0.0
34334_34148	34334	34148	6,713	487	9.4	6,779	488	9.2	65	2	-0.3
34334_66257	34334	66257	7,504	541	32.0	7,421	544	32.0	-84	3	0.0
34335_34148	34335	34148	7,234	678	7.6	7,189	680	7.5	-45	2	-0.1
34335_34337	34335	34337	8,804	642	22.8	8,824	642	22.8	20	0	0.0
34336_34335	34336	34335	474	474	22.1	474	474	22.1	0	0	0.0
34337_12895	34337	12895	7,748	594	31.9	7,768	594	31.9	20	0	0.0
34337_34335	34337	34335	6,759	204	30.1	6,714	206	30.1	-45	2	0.0
34337_34336	34337	34336	474	474	23.0	474	474	23.0	0	0	0.0
34338_34010	34338	34010	13,946	938	6.1	14,109	948	5.8	163	10	-0.2
34338_34158	34338	34158	15,158	889	17.0	15,164	886	17.0	5	-4	0.0
34339_34025	34339	34025	1,072	21	22.3	1,072	21	22.3	0	0	0.0
34339_34032	34339	34032	7,338	529	23.3	7,436	529	23.3	99	0	0.0
34339_34033	34339	34033	5,853	434	24.6	5,876	433	24.6	22	-1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34341_34016	34341	34016	1,181	258	21.1	1,179	258	21.1	-2	0	0.0
34342_34177	34342	34177	8,696	876	29.3	8,703	877	29.3	6	1	0.0
34342_34180	34342	34180	7,731	1,041	26.4	7,752	1,051	26.3	21	10	0.0
34343_34011	34343	34011	1,578	111	24.3	1,580	111	24.3	2	0	0.0
34344_34060	34344	34060	1,762	146	25.0	1,762	146	25.0	0	0	0.0
34344_34173	34344	34173	10,719	1,109	23.2	10,713	1,109	23.2	-6	-1	0.0
34344_34174	34344	34174	9,398	1,168	22.4	9,562	1,175	22.1	164	7	-0.3
34348_34206	34348	34206	2,210	17	7.2	2,207	17	7.2	-3	0	0.0
34352_34080	34352	34080	501	9	21.6	501	9	21.6	0	0	0.0
34358_34261	34358	34261	1,816	243	10.4	1,816	243	10.4	0	0	0.0
34365_34259	34365	34259	25,327	1,446	8.0	25,283	1,453	8.0	-44	7	0.0
34365_34421	34365	34421	0	0	21.2	0	0	21.2	0	0	0.0
34366_34274	34366	34274	11,507	390	32.0	11,509	390	32.0	2	0	0.0
34368_34258	34368	34258	3,657	85	18.2	3,689	87	18.2	32	2	0.0
34368_34265	34368	34265	3,243	64	8.9	3,219	64	8.9	-24	0	0.0
34378_34032	34378	34032	4,910	421	28.2	4,932	421	28.2	22	-1	0.0
34378_34207	34378	34207	8,312	549	9.4	8,406	549	9.4	94	0	0.0
34380_34018	34380	34018	486	19	23.0	486	19	23.0	0	0	0.0
34380_34019	34380	34019	6,266	411	31.0	6,361	411	31.0	95	1	0.0
34380_34056	34380	34056	3,946	360	22.0	3,969	360	22.0	24	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34380_34187	34380	34187	1,029	18	23.9	1,030	18	23.9	1	0	0.0
34395_34412	34395	34412	2,114	8	25.0	2,113	8	25.0	-1	0	0.0
34395_34636	34395	34636	962	8	21.0	965	8	21.0	3	0	0.0
34412_34395	34412	34395	962	8	15.2	965	8	15.2	3	0	0.0
34417_34306	34417	34306	804	10	3.1	803	9	3.1	-1	0	0.0
34418_34079	34418	34079	11	0	14.9	11	0	14.9	0	0	0.0
34418_34417	34418	34417	804	10	24.0	803	9	24.0	-1	0	0.0
34420_34240	34420	34240	2,663	132	18.2	2,667	132	18.2	4	0	0.0
34420_34491	34420	34491	7	1	22.4	7	1	22.4	0	0	0.0
34421_34422	34421	34422	90	2	17.3	90	2	17.3	0	0	0.0
34422_34080	34422	34080	3,746	31	18.3	3,736	37	18.3	-11	6	0.0
34422_34255	34422	34255	2,830	112	7.0	2,834	112	7.0	4	0	0.0
34422_34421	34422	34421	245	3	23.5	245	3	23.5	1	0	0.0
34456_34274	34456	34274	16,125	633	27.0	16,426	645	27.0	300	12	0.0
34458_34492	34458	34492	24,251	1,425	21.7	24,208	1,432	21.7	-43	8	0.0
34459_34455	34459	34455	529	27	18.5	530	27	18.5	1	0	0.0
34459_34465	34459	34465	1,101	104	13.5	1,118	106	13.5	18	2	0.1
34460_34456	34460	34456	38	0	23.9	32	0	23.9	-6	0	0.0
34463_34468	34463	34468	1,734	65	23.3	1,736	65	23.3	2	0	0.0
34468_34469	34468	34469	2,045	66	17.7	2,045	66	17.7	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34469_34462	34469	34462	2,045	66	20.5	2,046	66	20.5	0	0	0.0
34470_34265	34470	34265	8,096	724	15.8	8,231	732	15.7	135	8	-0.1
34470_34266	34470	34266	4,211	680	13.3	4,202	681	13.3	-9	0	0.0
34473_34266	34473	34266	9,827	287	13.9	9,842	287	13.9	15	0	0.0
34473_34460	34473	34460	616	28	22.0	611	28	22.0	-6	0	0.0
34473_34496	34473	34496	3,840	315	27.0	3,837	315	27.0	-3	0	0.0
34474_34475	34474	34475	1,592	22	23.8	1,610	22	23.8	18	0	0.0
34474_34479	34474	34479	3,319	120	25.0	3,327	121	25.0	8	0	0.0
34475_34474	34475	34474	2,932	102	22.7	2,925	92	22.7	-7	-10	0.0
34475_34476	34475	34476	68	8	20.9	67	8	20.9	0	0	0.0
34475_34477	34475	34477	1,632	20	20.0	1,648	20	19.9	15	0	0.0
34476_34266	34476	34266	5,191	302	5.4	5,212	299	5.3	21	-3	-0.1
34476_34475	34476	34475	628	19	21.6	622	9	21.6	-6	-10	0.0
34477_34475	34477	34475	2,412	89	24.1	2,407	89	24.1	-5	0	0.0
34478_34270	34478	34270	5,263	455	11.1	5,312	456	11.1	49	1	0.0
34478_34299	34478	34299	9,928	431	24.2	9,960	431	24.2	33	0	0.0
34479_34474	34479	34474	2,761	24	21.6	2,761	24	21.6	0	0	0.0
34488_34297	34488	34297	652	0	19.9	657	0	19.9	5	0	0.0
34491_34420	34491	34420	2,618	130	21.9	2,622	130	21.9	4	0	0.0
34491_34492	34491	34492	337	15	18.2	338	15	18.2	1	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34492_34306	34492	34306	24,523	1,436	18.5	24,480	1,443	18.6	-42	7	0.0
34492_34491	34492	34491	66	4	21.2	66	4	21.2	0	0	0.0
34496_34299	34496	34299	3,840	315	31.0	3,837	315	31.0	-3	0	0.0
34496_34473	34496	34473	10,334	306	16.6	10,353	306	16.6	19	0	0.0
34507_34316	34507	34316	2,482	238	17.4	2,487	239	17.4	5	1	0.0
34511_34057	34511	34057	4,487	143	24.2	4,580	135	24.2	93	-8	0.0
34511_34179	34511	34179	3,952	147	20.4	3,958	145	20.4	6	-2	0.0
34521_34255	34521	34255	711	2	7.3	730	2	7.2	19	0	0.0
34894_34309	34894	34309	913	10	27.4	911	10	27.4	-2	0	0.0
34895_34316	34895	34316	1,209	95	4.1	1,209	95	4.1	0	0	0.0
60217_64022	60217	64022	1,758	87	24.8	1,766	87	24.8	9	0	0.0
60217_64024	60217	64024	5,344	165	29.8	5,392	166	29.8	48	1	0.0
64022_60217	64022	60217	2,393	76	23.9	2,336	74	23.9	-58	-2	0.0
64024_60217	64024	60217	6,787	166	29.1	6,859	166	29.1	72	0	0.0
64069_64097	64069	64097	39,159	1,794	27.9	39,234	1,809	27.9	75	15	0.0
64069_64399	64069	64399	46,584	2,343	33.3	46,625	2,371	33.9	40	28	0.6
64073_64173	64073	64173	2,558	27	25.0	2,656	28	25.0	98	0	0.0
64097_64069	64097	64069	46,584	2,343	40.2	46,625	2,371	40.2	40	28	0.0
64097_64098	64097	64098	38,528	1,538	38.3	38,374	1,717	37.7	-154	179	-0.6
64097_64215	64097	64215	15,859	939	27.7	15,778	970	27.7	-81	31	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64098_64097	64098	64097	43,096	2,100	30.3	43,095	2,123	30.5	-1	24	0.1
64098_64099	64098	64099	17,755	1,193	17.9	17,572	1,405	17.8	-183	213	-0.1
64099_64100	64099	64100	15,472	913	22.9	15,255	1,129	23.0	-218	216	0.1
64100_64101	64100	64101	12,081	677	20.0	11,868	904	19.6	-213	227	-0.4
64100_64634	64100	64634	3,602	301	9.8	3,599	303	9.8	-2	2	0.0
64101_64097	64101	64097	18,476	909	15.9	18,204	1,112	16.0	-273	204	0.1
64101_64635	64101	64635	5,697	344	12.4	5,303	525	12.3	-395	181	-0.1
64129_64395	64129	64395	9,099	431	29.7	8,181	439	29.6	-918	8	-0.1
64129_64643	64129	64643	7,118	535	31.9	7,133	584	31.8	15	49	-0.1
64129_64646	64129	64646	335	9	30.0	606	280	30.0	271	271	0.0
64129_66528	64129	66528	5,868	307	29.2	5,282	544	29.2	-586	237	0.0
64165_64175	64165	64175	40,480	2,341	45.7	40,543	2,351	45.7	63	10	-0.1
64165_64904	64165	64904	47,763	2,406	3.4	47,692	2,424	3.4	-71	18	0.0
64166_64903	64166	64903	10,423	190	7.4	10,387	195	6.7	-36	5	-0.6
64173_64073	64173	64073	6,599	109	11.6	6,651	118	11.5	52	8	-0.2
64175_64070	64175	64070	40,480	2,341	46.2	40,543	2,351	46.1	63	10	0.0
64313_64643	64313	64643	9,173	618	33.4	8,270	577	33.5	-903	-41	0.1
64313_66211	64313	66211	7,038	548	9.3	7,032	562	10.7	-5	14	1.4
64395_64129	64395	64129	6,879	314	25.1	6,303	358	9.2	-576	43	-15.9
64395_64628	64395	64628	8,795	426	19.5	7,893	435	21.2	-901	9	1.7

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64399_64165	64399	64165	47,764	2,406	28.7	47,859	2,436	27.1	95	30	-1.7
64593_32241	64593	32241	4,600	540	22.6	4,395	530	22.5	-206	-10	0.0
64593_32614	64593	32614	3,551	204	18.6	3,561	206	18.5	10	2	-0.1
64593_64594	64593	64594	421	356	23.9	429	355	23.9	8	-1	0.0
64594_64593	64594	64593	567	475	18.7	569	475	18.7	2	0	0.0
64594_64595	64594	64595	421	356	25.0	429	355	25.0	8	-1	0.0
64595_64596	64595	64596	354	354	25.0	353	353	25.0	-1	-1	0.0
64596_64594	64596	64594	206	115	19.2	207	115	19.2	2	0	0.0
64627_64628	64627	64628	-	-	-	-	-	-	-	-	-
64627_64633	64627	64633	345	10	24.2	351	10	24.2	6	0	0.0
64628_64395	64628	64395	6,630	305	24.3	6,054	348	24.4	-576	44	0.1
64628_64627	64628	64627	823	38	21.7	699	28	21.8	-123	-10	0.0
64628_64629	64628	64629	7,880	394	33.4	7,141	414	33.5	-739	20	0.1
64629_64628	64629	64628	7,450	331	25.4	6,929	376	25.8	-521	45	0.4
64629_64630	64629	64630	7,880	394	29.9	7,141	414	30.1	-739	20	0.2
64630_64629	64630	64629	7,450	331	30.0	6,929	376	30.1	-521	45	0.1
64630_64635	64630	64635	10,133	399	21.5	9,619	557	21.2	-514	157	-0.4
64631_64630	64631	64630	3,617	35	17.3	3,706	34	17.7	89	-1	0.4
64631_64632	64631	64632	7	0	19.1	7	0	19.2	0	0	0.0
64631_64633	64631	64633	0	0	0.0	0	0	0.0	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64632_64631	64632	64631	3,279	26	23.2	3,363	25	23.2	83	-1	0.0
64632_64634	64632	64634	3,156	218	15.5	3,178	228	15.5	21	11	0.0
64633_64627	64633	64627	0	0	0.0	0	0	0.0	0	0	0.0
64633_64631	64633	64631	345	10	17.7	351	10	17.7	6	0	0.0
64634_64100	64634	64100	2,974	160	13.9	2,945	171	13.9	-29	11	0.0
64634_64632	64634	64632	2,616	167	28.9	2,603	170	28.9	-13	2	0.0
64634_64635	64634	64635	186	186	8.1	186	186	8.1	0	0	0.0
64635_64101	64635	64101	10,725	568	7.4	10,271	726	7.4	-454	158	0.0
64635_64630	64635	64630	6,086	301	34.0	5,694	482	34.0	-393	181	0.0
64635_64634	64635	64634	577	74	18.3	533	74	18.2	-45	0	-0.1
64643_64129	64643	64129	9,253	619	25.5	8,374	613	12.0	-879	-6	-13.5
64643_64313	64643	64313	7,025	542	30.2	7,018	556	30.2	-7	14	0.0
64643_64647	64643	64647	332	10	30.0	370	48	30.0	38	38	0.0
64646_64129	64646	64129	261	15	25.5	537	291	3.9	276	276	-21.5
64647_64643	64647	64643	319	19	21.9	357	57	21.7	38	38	-0.2
64901_32790	64901	32790	9,994	415	22.5	10,199	417	22.5	206	2	0.0
64901_64903	64901	64903	18,230	751	21.7	18,245	745	21.7	15	-6	0.0
64903_64166	64903	64166	7,094	209	25.0	6,972	200	25.0	-122	-9	0.0
64903_64904	64903	64904	21,295	726	4.8	21,332	734	5.0	37	7	0.2
64904_32091	64904	32091	9,452	446	7.9	9,813	451	7.6	361	5	-0.3

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64904_32218	64904	32218	41,685	1,972	57.4	41,062	1,989	57.7	-623	18	0.3
64904_64165	64904	64165	40,480	2,341	6.8	40,543	2,351	6.7	63	10	-0.1
64904_64901	64904	64901	20,449	759	31.0	20,648	753	31.0	199	-5	0.0
66017_66079	66017	66079	12,975	645	23.6	12,965	643	23.6	-9	-2	0.0
66017_66404	66017	66404	9,838	830	31.6	9,618	816	31.7	-220	-15	0.1
66017_66474	66017	66474	1,430	201	18.0	1,422	201	18.0	-8	0	0.0
66020_66021	66020	66021	2,682	589	5.3	2,852	594	5.2	170	5	-0.1
66020_66211	66020	66211	6,995	756	15.0	6,363	733	16.2	-632	-23	1.2
66020_66455	66020	66455	7,336	819	29.8	7,334	831	30.1	-2	11	0.3
66021_66020	66021	66020	7,961	783	7.1	7,665	778	7.0	-296	-5	-0.1
66021_66200	66021	66200	6,653	1,144	17.2	6,857	1,149	16.9	204	5	-0.4
66022_66021	66022	66021	11,933	1,337	11.2	11,671	1,332	11.4	-262	-5	0.1
66022_66312	66022	66312	3,688	282	33.0	3,728	281	33.0	40	-1	0.0
66022_66405	66022	66405	6,059	749	15.2	6,109	748	15.1	50	-1	-0.1
66024_66450	66024	66450	4,258	578	8.9	4,073	567	10.0	-185	-10	1.2
66025_66205	66025	66205	10,985	955	16.2	11,065	961	16.2	80	6	0.0
66043_66044	66043	66044	5,466	326	28.9	5,424	326	28.9	-42	0	0.0
66044_66146	66044	66146	11,792	872	36.8	11,557	857	36.9	-235	-15	0.1
66044_66409	66044	66409	9,925	827	36.0	9,915	825	36.0	-10	-2	0.0
66045_66438	66045	66438	12,521	1,110	32.5	12,710	1,082	32.4	189	-27	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66045_66454	66045	66454	12,610	1,065	36.0	12,560	1,061	36.0	-50	-4	0.0
66047_66048	66047	66048	13,103	1,208	32.0	13,007	1,201	32.0	-96	-7	0.0
66047_66407	66047	66407	5,199	769	20.8	5,422	775	20.6	222	6	-0.2
66052_66081	66052	66081	7,277	216	35.0	7,278	216	35.0	1	0	0.0
66052_66308	66052	66308	5,968	364	8.8	6,030	364	8.8	62	0	0.0
66052_66309	66052	66309	8,855	644	18.6	8,852	642	18.6	-3	-1	0.0
66053_66087	66053	66087	451	273	23.0	452	273	23.0	1	0	0.0
66053_66091	66053	66091	4,677	134	18.4	4,740	134	18.3	63	0	0.0
66053_66111	66053	66111	3,713	429	16.5	3,712	428	16.5	0	-1	0.0
66079_66017	66079	66017	11,734	701	14.3	11,507	686	14.4	-227	-15	0.1
66079_66243	66079	66243	7,692	377	20.1	7,632	375	20.0	-60	-2	-0.1
66079_66305	66079	66305	8,828	606	12.7	8,920	608	12.5	92	2	-0.1
66081_66052	66081	66052	6,139	272	18.8	6,205	272	18.8	66	0	0.0
66081_66461	66081	66461	7,277	216	23.4	7,278	216	23.4	1	0	0.0
66082_66305	66082	66305	2,606	455	26.0	2,616	446	26.0	9	-9	0.0
66087_66053	66087	66053	1,058	311	22.6	1,061	311	22.6	3	0	0.0
66088_34148	66088	34148	12,959	759	16.8	13,045	766	16.8	87	6	0.1
66091_66053	66091	66053	2,205	111	24.4	2,203	111	24.4	-2	-1	0.0
66111_66053	66111	66053	5,837	416	22.5	5,899	416	22.5	63	0	0.0
66111_66308	66111	66308	3,713	429	15.6	3,712	428	15.6	0	-1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66132_66185	66132	66185	1,202	58	23.2	1,121	55	23.2	-81	-4	0.0
66146_66044	66146	66044	6,166	543	38.4	6,185	541	38.4	19	-2	0.0
66146_66437	66146	66437	17,251	1,349	28.5	17,158	1,336	28.5	-93	-13	0.0
66147_66146	66147	66146	11,625	1,020	15.4	11,786	1,020	15.5	161	0	0.0
66197_66047	66197	66047	5,328	898	26.2	5,550	904	26.1	222	6	-0.1
66198_66197	66198	66197	592	12	19.0	625	12	18.9	33	0	-0.1
66198_66201	66198	66201	12,512	1,197	23.6	12,383	1,189	23.6	-129	-8	0.0
66200_66197	66200	66197	4,736	886	29.7	4,926	892	29.7	190	6	0.0
66200_66201	66200	66201	1,917	258	16.3	1,932	257	16.3	15	-1	0.1
66201_66290	66201	66290	872	814	36.0	885	813	36.0	12	0	0.0
66201_66291	66201	66291	13,555	643	24.2	13,429	634	24.2	-126	-9	0.0
66205_32094	66205	32094	10,027	590	29.5	10,148	598	29.3	122	9	-0.2
66205_66025	66205	66025	10,796	1,052	15.9	10,711	1,048	15.9	-85	-5	0.0
66205_66403	66205	66403	11,003	614	30.8	10,994	614	31.0	-9	0	0.1
66211_64313	66211	64313	9,162	618	30.6	8,261	577	30.6	-901	-41	0.1
66211_66020	66211	66020	4,555	783	15.9	4,640	798	14.9	85	16	-1.1
66211_66450	66211	66450	4,224	190	2.2	4,216	196	2.1	-8	7	-0.1
66212_66401	66212	66401	9,109	770	32.0	9,037	767	32.0	-72	-2	0.0
66243_66079	66243	66079	11,493	711	33.3	11,353	707	33.3	-140	-4	0.0
66257_34334	66257	34334	7,305	215	32.0	7,352	216	32.0	47	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66290_66291	66290	66291	872	814	30.9	885	813	30.9	12	0	0.0
66291_66022	66291	66022	14,429	1,455	3.7	14,314	1,446	3.7	-114	-9	0.0
66305_66079	66305	66079	3,786	329	25.4	3,739	320	25.4	-47	-9	0.0
66305_66082	66305	66082	6,546	657	31.9	6,636	659	31.9	91	2	0.0
66305_66474	66305	66474	594	198	24.3	592	198	24.3	-1	0	0.0
66307_66308	66307	66308	86	57	22.8	86	57	22.8	0	0	0.0
66308_66052	66308	66052	3,957	379	8.0	3,957	378	8.0	0	-1	0.0
66308_66111	66308	66111	5,837	416	15.3	5,899	416	15.3	63	0	-0.1
66308_66307	66308	66307	93	57	25.0	93	57	25.0	0	0	0.0
66309_66052	66309	66052	12,004	573	18.0	11,997	573	18.0	-7	0	0.0
66309_66347	66309	66347	2,476	63	25.0	2,389	62	25.0	-86	-1	0.0
66309_66418	66309	66418	6,014	560	24.6	6,096	559	24.6	81	0	0.0
66312_66022	66312	66022	3,879	284	4.2	3,821	284	4.5	-58	0	0.3
66347_66309	66347	66309	4,137	45	22.2	4,180	45	22.2	44	0	0.0
66401_66212	66401	66212	11,003	614	6.0	10,994	614	6.0	-9	0	0.0
66401_66402	66401	66402	305	287	23.0	305	287	23.0	0	0	0.0
66401_66403	66401	66403	8,804	482	32.0	8,732	480	32.0	-72	-2	0.0
66402_66403	66402	66403	305	287	20.7	305	287	20.7	0	0	0.0
66403_66205	66403	66205	9,109	770	5.2	9,037	767	5.3	-72	-2	0.2
66403_66401	66403	66401	11,003	614	32.0	10,994	614	32.0	-9	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66404_66017	66404	66017	10,168	786	14.9	10,160	785	14.9	-9	-2	0.0
66404_66409	66404	66409	10,667	855	31.3	10,447	840	31.4	-220	-15	0.1
66405_66022	66405	66022	3,902	672	14.2	3,906	672	14.4	5	1	0.2
66407_66047	66407	66047	12,975	1,080	22.0	12,879	1,073	22.1	-96	-7	0.2
66407_66454	66407	66454	5,199	769	26.2	5,422	775	26.1	222	6	-0.1
66408_66474	66408	66474	1,808	23	23.5	1,808	23	23.5	0	0	0.0
66409_66044	66409	66044	9,702	837	34.3	9,482	822	34.3	-220	-15	0.0
66409_66404	66409	66404	10,829	841	31.9	10,821	839	31.9	-8	-2	0.0
66418_66309	66418	66309	7,482	518	23.0	7,433	519	23.0	-50	0	0.0
66437_66045	66437	66045	12,610	1,065	37.0	12,560	1,061	37.0	-50	-4	0.0
66437_66438	66437	66438	4,641	284	13.0	4,598	275	13.0	-43	-8	0.0
66438_66147	66438	66147	17,163	1,393	24.8	17,309	1,357	24.8	146	-36	0.0
66450_66211	66450	66211	3,972	291	4.2	3,787	281	4.4	-185	-10	0.2
66450_66405	66450	66405	4,465	470	14.5	4,465	478	14.4	0	7	-0.1
66452_66453	66452	66453	5,559	211	24.2	5,710	179	24.2	151	-32	0.0
66452_66455	66452	66455	2,791	570	35.0	2,567	552	35.0	-224	-18	0.0
66453_66454	66453	66454	7,321	340	15.8	7,288	307	15.7	-33	-33	-0.1
66454_66045	66454	66045	12,521	1,110	36.0	12,710	1,082	36.0	189	-27	0.0
66454_66407	66454	66407	12,610	1,065	5.0	12,560	1,061	5.1	-50	-4	0.1
66455_66020	66455	66020	4,497	599	7.7	4,244	581	8.0	-254	-18	0.3

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66455_66452	66455	66452	3,383	645	32.3	3,503	657	32.3	121	12	0.1
66455_66453	66455	66453	1,762	130	22.9	1,578	128	22.9	-184	-1	0.0
66461_66081	66461	66081	6,139	272	25.0	6,205	272	25.0	66	0	0.0
66474_66017	66474	66017	1,994	210	6.9	1,994	210	6.9	0	0	0.0
66474_66305	66474	66305	185	185	11.4	185	185	11.4	0	0	0.0
66474_66408	66474	66408	1,651	27	23.2	1,643	27	23.2	-9	0	0.0
66528_32614	66528	32614	5,460	269	29.4	4,883	507	29.4	-577	237	0.0
66528_64129	66528	64129	6,027	333	26.5	5,985	590	14.6	-42	256	-11.9
66528_66529	66528	66529	408	37	25.0	400	37	25.0	-8	0	0.0
66529_66528	66529	66528	491	71	21.6	489	71	21.5	-2	0	-0.1
64069_64068	64069	64068	1,319	549	22.8	1,307	544	22.8	-12	-5	0.0
64070_64069	64070	64069	40,480	2,341	43.0	40,543	2,351	43.0	63	10	0.0
64072_64173	64072	64173	6,599	109	25.0	6,651	118	25.0	52	8	0.0
64099_64639	64099	64639	6,856	617	34.9	6,991	637	34.9	135	20	0.0
64173_64072	64173	64072	2,558	27	17.7	2,656	28	17.5	98	0	-0.2
64386_64098	64386	64098	39,629	1,663	46.0	39,479	1,870	45.8	-150	207	-0.2
64639_64099	64639	64099	4,587	338	22.0	4,706	363	21.7	119	24	-0.2
66147_66148	66147	66148	10,425	837	8.4	10,485	803	8.3	61	-34	0.0
66148_66147	66148	66147	4,864	462	32.4	4,941	464	32.3	77	2	0.0
64215_64098	64215	64098	23,929	1,827	7.4	23,894	1,860	7.4	-35	33	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64098_64342	64098	64342	41,233	1,728	57.3	41,080	1,915	57.1	-153	187	-0.2
64342_64341	64342	64341	44,068	1,721	43.7	43,903	1,908	43.4	-166	186	-0.3
64342_64609	64342	64609	839	45	20.0	818	45	20.0	-22	0	0.0
64609_64342	64609	64342	3,710	64	9.6	3,689	64	9.4	-21	0	-0.2
66043_66148	66043	66148	6,094	531	20.1	6,257	531	20.0	163	0	-0.1
66148_66043	66148	66043	8,089	722	11.2	8,172	687	11.2	83	-35	0.0
66148_66138	66148	66138	3,553	184	20.2	3,617	183	20.2	64	-1	0.0

CFA4-Construction Traffic Data Test 2

Table 3: Traffic data used in the construction assessment for receptors within CFA4 and CFA5

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
12895_34337	12895	34337	6,194	609	32.5	6,174	616	32.6	-20	7	0.0
13222_34173	13222	34173	136	130	22.9	136	130	22.9	0	0	-0.1
32061_32297	32061	32297	2,087	179	24.4	2,084	170	24.4	-3	-9	0.0
32061_64904	32061	64904	37,347	2,073	20.2	36,991	2,042	17.7	-356	-32	-2.5
32062_32061	32062	32061	37,014	2,133	42.2	36,773	2,098	42.8	-241	-34	0.5
32062_34159	32062	34159	7,269	321	8.8	6,712	323	9.7	-558	2	0.9
32062_34168	32062	34168	34,415	1,650	59.5	32,046	1,596	60.5	-2,369	-55	1.0
32091_32242	32091	32242	4,377	539	23.8	4,651	551	23.7	274	12	0.0
32091_32269	32091	32269	3,754	528	24.1	4,902	531	24.0	1,148	3	-0.1
32091_64904	32091	64904	6,000	342	3.6	5,822	377	2.4	-178	35	-1.2
32094_32167	32094	32167	10,525	579	32.0	11,372	620	32.0	847	41	0.0
32094_32316	32094	32316	2,471	256	25.0	2,456	254	25.0	-15	-1	0.0
32094_66205	32094	66205	11,733	531	23.1	12,366	545	22.9	633	14	-0.1
32166_32269	32166	32269	567	501	24.7	642	500	24.7	75	-1	0.0
32166_32405	32166	32405	2,629	70	24.6	3,014	75	24.6	385	5	0.0
32166_34010	32166	34010	2,917	585	16.0	5,200	587	17.4	2,284	2	1.4
32167_32094	32167	32094	11,876	527	18.3	12,635	534	16.4	760	7	-1.9
32167_32213	32167	32213	10,363	450	32.0	11,214	491	32.0	851	41	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
32212_32213	32212	32213	162	129	31.6	158	129	31.6	-4	0	0.0
32213_32167	32213	32167	11,876	527	32.0	12,633	534	32.0	757	7	0.0
32213_32214	32213	32214	10,380	573	32.0	11,225	614	32.0	845	41	0.0
32214_32213	32214	32213	11,760	518	32.0	12,519	525	32.0	759	7	0.0
32214_32215	32214	32215	166	129	34.0	162	129	34.0	-4	0	0.0
32214_32216	32214	32216	10,343	455	32.0	11,195	496	32.0	852	41	0.0
32215_32216	32215	32216	166	129	30.0	162	129	30.0	-4	0	0.0
32216_32214	32216	32214	11,921	526	32.0	12,677	533	32.0	756	7	0.0
32216_34158	32216	34158	10,382	578	6.4	11,229	619	6.0	847	41	-0.4
32218_32062	32218	32062	41,684	1,972	58.0	38,780	1,921	59.3	-2,904	-51	1.3
32241_32243	32241	32243	315	15	18.7	51	2	18.7	-264	-13	0.0
32241_32613	32241	32613	4,111	520	23.2	3,204	507	23.2	-907	-13	0.0
32241_64593	32241	64593	3,945	560	23.2	3,204	501	23.3	-741	-59	0.0
32242_32091	32242	32091	3,964	508	8.7	3,656	515	8.7	-308	7	0.0
32242_32243	32242	32243	569	22	19.7	846	34	19.7	276	12	0.0
32242_32613	32242	32613	4,279	550	23.7	3,876	523	23.7	-403	-27	0.0
32243_64399	32243	64399	125	2	10.6	221	10	8.4	97	8	-2.2
32269_32091	32269	32091	1,308	504	11.3	1,326	505	11.3	18	1	0.0
32269_32166	32269	32166	576	495	24.7	783	490	24.7	207	-5	0.0
32269_32404	32269	32404	3,180	32	21.4	4,127	41	21.3	947	9	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
32270_32790	32270	32790	7,845	399	23.7	7,686	400	23.6	-159	1	0.0
32297_32061	32297	32061	2,268	112	7.9	2,222	108	8.0	-47	-4	0.1
32316_32094	32316	32094	2,827	250	10.1	2,827	250	9.9	0	0	-0.3
32404_32269	32404	32269	744	3	20.5	693	5	20.5	-51	2	0.0
32404_32405	32404	32405	1,100	1	21.2	1,767	9	21.0	668	8	-0.2
32404_32613	32404	32613	390	5	21.8	760	15	21.8	369	10	0.0
32405_32166	32405	32166	2,345	85	23.7	4,425	89	23.5	2,081	4	-0.1
32405_32404	32405	32404	48	1	21.3	168	4	21.3	120	3	0.0
32405_32614	32405	32614	1,217	22	22.9	16	0	23.2	-1,201	-22	0.3
32613_32241	32613	32241	4,308	551	23.0	4,001	521	23.0	-307	-30	0.0
32613_32242	32613	32242	4,433	524	24.0	3,718	516	24.0	-715	-8	0.0
32613_32404	32613	32404	39	1	24.1	120	9	24.1	81	8	0.0
32614_32405	32614	32405	734	42	24.1	30	1	24.4	-704	-42	0.3
32614_64593	32614	64593	4,173	180	23.3	2,660	133	23.3	-1,513	-47	0.0
32614_66528	32614	66528	5,535	263	29.5	338	338	29.6	-5,197	75	0.1
32790_32270	32790	32270	6,538	405	25.0	6,619	409	25.0	81	4	0.0
32790_32791	32790	32791	4,276	20	25.0	4,235	20	25.0	-41	0	0.0
32790_64901	32790	64901	7,775	407	16.8	7,570	408	16.3	-205	1	-0.5
32791_32790	32791	32790	752	16	11.6	752	16	11.7	0	0	0.1
34001_34178	34001	34178	1,146	325	23.3	1,339	336	23.3	193	11	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34005_34006	34005	34006	1	0	25.0	1	0	25.0	0	0	0.0
34005_34174	34005	34174	2,175	351	19.4	2,049	364	19.3	-126	13	0.0
34005_34175	34005	34175	1,328	293	21.3	1,522	304	21.3	194	11	0.0
34006_34005	34006	34005	1	0	15.0	1	0	14.9	0	0	0.0
34007_34008	34007	34008	1,134	35	14.8	1,134	35	14.8	0	0	0.0
34008_34007	34008	34007	1,002	25	25.0	1,001	25	25.0	-1	0	0.0
34008_34177	34008	34177	2,308	97	15.4	2,724	98	15.4	416	1	0.0
34008_34179	34008	34179	5,476	143	21.5	5,543	115	21.5	67	-28	0.0
34009_34011	34009	34011	821	34	14.6	821	34	14.6	0	0	0.0
34010_32166	34010	32166	3,196	570	24.1	3,656	574	24.1	460	5	0.0
34010_34314	34010	34314	14,701	1,064	32.0	15,517	1,078	32.0	817	14	0.0
34010_34338	34010	34338	15,159	889	33.0	15,722	905	33.0	563	16	0.0
34011_34009	34011	34009	573	25	25.0	573	25	25.0	0	0	0.0
34011_34012	34011	34012	722	38	25.0	721	37	25.0	-1	0	0.0
34011_34177	34011	34177	2,210	144	12.4	2,210	141	12.2	0	-3	-0.2
34011_34343	34011	34343	821	83	25.0	814	84	25.0	-7	2	0.0
34012_34011	34012	34011	123	39	14.9	123	39	14.9	0	0	0.0
34015_34016	34015	34016	505	17	15.1	505	17	15.1	0	0	0.0
34016_34015	34016	34015	288	10	25.0	288	10	25.0	0	0	0.0
34016_34179	34016	34179	1,323	266	17.0	1,324	265	17.0	1	-1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34016_34341	34016	34341	2,245	277	32.0	2,272	275	32.0	27	-2	0.0
34018_34380	34018	34380	760	44	14.0	760	44	14.0	0	0	0.0
34019_34020	34019	34020	642	39	25.0	641	39	25.0	-1	0	0.0
34019_34021	34019	34021	6,591	454	29.8	6,960	457	29.8	369	3	0.0
34019_34380	34019	34380	4,811	353	30.7	5,525	356	30.7	714	3	0.0
34020_34019	34020	34019	736	59	14.7	736	59	14.7	0	0	0.0
34021_34019	34021	34019	5,042	377	29.9	5,804	379	29.8	762	3	-0.1
34021_34022	34021	34022	515	33	25.0	515	33	25.0	0	0	0.0
34021_34059	34021	34059	7,093	488	25.0	7,466	491	25.0	374	3	0.0
34022_34021	34022	34021	828	47	13.3	828	47	13.2	0	0	-0.1
34023_34033	34023	34033	884	50	13.1	884	50	13.0	0	0	-0.1
34024_34275	34024	34275	3,164	590	25.0	3,242	577	25.0	77	-13	0.0
34025_34026	34025	34026	1,072	21	21.8	1,074	21	21.8	3	0	0.0
34025_34339	34025	34339	785	6	20.5	777	6	20.2	-8	0	-0.2
34026_34025	34026	34025	785	6	19.2	777	6	19.2	-8	0	0.0
34028_34030	34028	34030	6,130	698	29.0	5,974	699	29.1	-156	1	0.0
34028_34206	34028	34206	7,820	663	9.2	7,785	690	9.2	-35	26	0.0
34029_34302	34029	34302	5,848	34	28.5	5,927	34	28.5	79	-1	0.0
34030_34028	34030	34028	7,820	663	10.3	7,785	690	10.3	-35	26	0.0
34032_34339	34032	34339	5,070	428	23.5	5,838	429	23.4	768	2	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34032_34378	34032	34378	7,105	526	18.8	7,472	528	18.6	366	2	-0.1
34033_34023	34033	34023	670	34	25.0	670	34	25.0	-1	0	0.0
34033_34059	34033	34059	4,974	381	35.0	5,740	383	35.0	766	2	0.0
34033_34339	34033	34339	8,410	550	25.9	8,780	553	25.8	370	2	-0.1
34055_34316	34055	34316	6,494	705	5.7	6,322	696	5.9	-172	-10	0.2
34056_34057	34056	34057	3,946	360	26.6	4,677	363	26.2	731	3	-0.3
34056_34380	34056	34380	5,318	399	21.2	5,619	402	21.2	301	3	0.0
34057_34056	34057	34056	5,318	399	43.0	5,619	402	43.0	301	3	0.0
34057_34182	34057	34182	2,099	270	13.3	2,463	273	13.1	364	3	-0.2
34057_34511	34057	34511	1,847	90	20.9	2,214	90	20.7	367	0	-0.2
34059_34021	34059	34021	5,231	397	23.8	5,997	399	23.8	767	3	0.0
34059_34033	34059	34033	6,923	480	31.6	7,295	483	31.5	372	2	-0.1
34060_34344	34060	34344	1,507	105	11.9	1,507	105	11.4	0	0	-0.5
34079_34080	34079	34080	11	0	18.2	11	0	18.2	0	0	0.0
34079_34418	34079	34418	799	10	14.7	793	10	14.7	-6	0	0.0
34080_34079	34080	34079	799	10	19.4	793	10	19.4	-6	0	0.0
34080_34240	34080	34240	2,239	35	17.2	2,253	33	17.2	14	-2	0.0
34080_34352	34080	34352	1,247	13	21.6	1,241	13	21.6	-6	0	0.0
34080_34422	34080	34422	2,740	109	23.6	2,733	109	23.6	-7	0	0.0
34138_34261	34138	34261	6,448	745	8.6	6,420	748	8.6	-29	3	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34148_34173	34148	34173	11,145	954	29.8	11,768	977	29.7	623	23	-0.1
34148_34334	34148	34334	6,924	532	32.0	7,084	561	32.0	160	29	0.0
34148_34335	34148	34335	8,804	642	33.0	8,832	642	33.0	28	1	0.0
34148_66088	34148	66088	10,337	678	29.2	10,806	684	29.4	470	6	0.2
34158_32216	34158	32216	11,820	518	32.0	12,580	525	32.0	759	7	0.0
34158_34171	34158	34171	5,098	566	32.0	4,981	576	32.0	-118	10	0.0
34158_34338	34158	34338	13,946	938	32.0	14,690	983	32.0	744	45	0.0
34159_34169	34159	34169	8,950	509	30.2	9,352	519	30.2	402	11	0.0
34159_34170	34159	34170	9,052	717	12.4	9,181	718	12.1	129	2	-0.2
34159_34313	34159	34313	16,192	1,000	32.0	15,005	986	32.0	-1,187	-14	0.0
34163_34165	34163	34165	30,082	1,861	42.9	29,727	1,880	43.1	-355	19	0.2
34164_34163	34164	34163	9,455	621	10.9	9,798	676	10.7	344	55	-0.1
34164_34167	34164	34167	18,407	1,036	19.7	17,568	1,007	20.8	-838	-29	1.1
34165_34166	34165	34166	18,508	1,105	57.0	17,390	1,072	57.1	-1,118	-33	0.1
34165_34186	34165	34186	11,574	756	46.6	12,337	808	46.3	763	52	-0.3
34166_34164	34166	34164	4,819	292	8.9	4,804	277	8.9	-15	-15	0.0
34166_34312	34166	34312	23,424	1,186	38.2	22,479	1,183	38.2	-945	-3	0.0
34167_34168	34167	34168	13,091	816	22.0	13,035	800	22.0	-56	-16	0.0
34167_34170	34167	34170	5,315	220	21.8	4,533	207	21.9	-782	-13	0.1
34168_32062	34168	32062	35,760	1,865	60.5	35,525	1,837	60.6	-235	-28	0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34168_34169	34168	34169	11,676	732	44.6	10,574	688	44.9	-1,102	-44	0.3
34168_34186	34168	34186	22,739	918	74.4	21,473	908	75.0	-1,266	-10	0.6
34169_34163	34169	34163	20,627	1,241	11.4	19,927	1,207	11.5	-699	-34	0.2
34170_32062	34170	32062	1,252	269	30.0	1,247	262	30.1	-5	-8	0.0
34170_34159	34170	34159	12,220	843	23.7	11,304	826	23.7	-915	-17	0.0
34170_34321	34170	34321	9,376	622	28.2	9,506	625	28.2	130	3	0.0
34171_34158	34171	34158	5,357	550	2.7	5,328	555	2.7	-28	5	0.0
34171_34178	34171	34178	5,099	566	28.6	4,979	575	28.6	-120	9	-0.1
34173_13222	34173	13222	1,070	156	23.5	1,182	156	23.5	112	1	0.0
34173_34148	34173	34148	10,467	865	18.1	11,249	890	18.2	782	26	0.1
34173_34344	34173	34344	10,465	1,173	19.5	10,977	1,195	19.3	512	22	-0.2
34174_34005	34174	34005	1,328	293	24.3	1,522	304	24.2	194	11	0.0
34174_34288	34174	34288	7,958	996	32.0	8,295	1,001	32.0	337	5	0.0
34174_34344	34174	34344	9,908	1,145	30.2	10,704	1,167	30.2	796	22	0.0
34175_34005	34175	34005	2,175	351	24.2	2,048	364	24.2	-126	13	0.0
34176_34186	34176	34186	32,403	1,422	80.1	32,384	1,423	80.1	-19	1	0.0
34177_34008	34177	34008	5,519	141	22.7	5,593	114	22.7	74	-28	0.0
34177_34011	34177	34011	1,805	105	20.9	1,793	104	20.8	-12	-1	0.0
34177_34288	34177	34288	8,263	932	32.0	9,184	938	32.0	921	6	0.0
34177_34342	34177	34342	6,437	1,018	29.7	6,568	1,049	29.7	131	31	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34178_34001	34178	34001	1,918	383	24.6	1,787	395	24.6	-130	12	0.0
34178_34171	34178	34171	5,357	550	32.0	5,328	555	32.0	-28	5	0.0
34178_34287	34178	34287	3,181	183	30.8	3,191	180	30.8	10	-3	0.0
34179_34008	34179	34008	2,133	89	24.4	2,541	90	24.4	408	1	0.0
34179_34016	34179	34016	2,170	278	19.3	2,197	276	19.3	26	-2	0.0
34179_34511	34179	34511	6,436	189	26.5	6,502	159	26.5	66	-30	0.0
34180_34182	34180	34182	772	310	16.8	839	337	16.8	66	27	-0.1
34180_34342	34180	34342	9,091	882	26.4	9,453	887	26.3	362	5	0.0
34182_34057	34182	34057	831	256	20.6	897	283	20.6	66	27	0.0
34182_34180	34182	34180	3,874	338	20.8	4,277	341	20.7	403	3	-0.1
34186_34166	34186	34166	9,735	373	50.1	9,894	386	50.9	160	13	0.8
34186_34168	34186	34168	22,668	1,050	75.4	22,490	1,037	75.6	-179	-12	0.2
34186_34176	34186	34176	34,315	1,670	70.4	33,814	1,708	71.0	-501	38	0.5
34187_34380	34187	34380	837	12	23.2	873	12	23.2	35	0	0.0
34206_34028	34206	34028	6,130	697	3.4	5,972	699	3.4	-158	1	0.0
34206_34207	34206	34207	8,977	664	18.3	8,960	690	18.3	-17	26	-0.1
34207_34206	34207	34206	5,078	679	24.0	4,965	680	24.0	-113	1	0.0
34207_34208	34207	34208	12,862	988	33.0	13,113	1,017	33.0	251	28	0.0
34207_34209	34207	34209	4,426	224	22.6	4,519	224	22.6	92	0	0.0
34208_34207	34208	34207	5,078	679	18.4	4,966	680	18.4	-112	1	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34208_34304	34208	34304	12,862	988	15.3	13,113	1,017	15.2	251	28	-0.1
34208_34378	34208	34378	6,149	470	29.4	6,914	471	29.3	766	1	-0.2
34209_34348	34209	34348	2,312	217	15.5	2,407	216	15.4	95	0	-0.1
34209_34395	34209	34395	2,114	8	22.1	2,112	8	22.1	-2	0	0.0
34240_34080	34240	34080	2,618	130	16.7	2,607	130	16.7	-12	0	0.0
34240_34232	34240	34232	2,278	36	11.7	2,292	35	11.8	14	-2	0.1
34240_34420	34240	34420	6	1	19.0	6	1	19.0	-1	0	0.0
34253_34255	34253	34255	5,646	281	15.2	5,670	280	15.2	24	-1	0.0
34255_34253	34255	34253	8,007	461	22.4	8,015	460	22.4	8	-1	0.0
34255_34297	34255	34297	4,535	272	29.9	4,535	271	29.9	1	-1	0.0
34255_34422	34255	34422	3,991	34	24.8	4,002	33	24.8	11	-2	0.0
34255_34521	34255	34521	364	5	25.0	373	5	25.0	9	0	0.0
34258_34368	34258	34368	3,600	82	25.0	3,605	83	25.0	5	0	0.0
34259_34276	34259	34276	9,347	483	32.0	9,329	482	32.0	-18	-1	0.0
34259_34297	34259	34297	7,960	400	30.0	7,974	397	30.0	14	-3	0.0
34259_34489	34259	34489	18,194	1,011	22.6	18,108	1,020	22.6	-86	9	0.0
34260_34276	34260	34276	4,977	195	36.0	4,987	194	36.0	9	-1	0.0
34261_34138	34261	34138	7,652	662	26.9	7,761	661	26.9	109	-1	0.0
34261_34264	34261	34264	7,878	759	19.9	7,872	761	19.8	-6	3	0.0
34261_34358	34261	34358	3,417	227	29.4	3,460	228	29.4	43	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34264_34261	34264	34261	10,676	662	12.4	10,842	662	12.3	166	0	0.0
34264_34278	34264	34278	7,942	787	27.1	7,871	790	27.1	-71	3	0.0
34264_34302	34264	34302	5,472	9	30.8	5,461	9	30.8	-11	0	0.0
34265_34291	34265	34291	10,350	677	28.9	10,364	676	28.9	15	-1	0.0
34265_34368	34265	34368	3,235	77	25.0	3,246	76	25.0	11	-1	0.0
34265_34459	34265	34459	1,629	130	24.0	1,676	134	24.0	46	3	0.0
34265_34470	34265	34470	4,211	680	28.1	4,188	681	28.1	-23	1	0.0
34266_34275	34266	34275	8,126	668	32.0	8,004	666	32.0	-122	-2	0.0
34266_34470	34266	34470	8,096	724	28.2	8,207	723	28.2	111	-2	0.0
34266_34473	34266	34473	3,950	324	25.6	3,930	324	25.6	-20	0	0.0
34266_34476	34266	34476	2,173	151	23.7	2,225	144	23.7	52	-8	0.0
34267_34270	34267	34270	19,493	925	15.8	19,375	933	15.8	-118	9	0.0
34270_34271	34270	34271	10,710	788	10.4	10,769	797	10.3	59	9	-0.1
34270_34272	34270	34272	11,243	444	29.4	11,249	445	29.4	6	1	-0.1
34270_34478	34270	34478	10,846	476	24.3	10,803	483	24.3	-43	6	0.0
34271_34270	34271	34270	8,044	328	20.2	8,138	335	20.3	93	8	0.2
34274_34366	34274	34366	15,536	612	32.0	15,769	619	32.0	233	7	0.0
34274_34456	34274	34456	12,230	391	25.0	12,233	393	25.0	3	1	0.0
34275_34024	34275	34024	8,126	668	8.0	8,004	666	7.7	-122	-2	-0.3
34275_34266	34275	34266	3,164	590	1.6	3,242	577	1.6	77	-13	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34276_34259	34276	34259	4,988	194	8.1	4,999	193	8.0	11	-1	0.0
34276_34260	34276	34260	8,937	447	12.5	8,919	446	12.5	-18	-1	0.0
34278_34264	34278	34264	10,350	677	9.8	10,364	676	9.8	15	-1	0.0
34278_34291	34278	34291	7,941	787	27.1	7,871	790	27.1	-70	3	0.0
34287_34178	34287	34178	4,211	225	31.1	3,989	219	31.1	-222	-6	0.0
34288_34174	34288	34174	7,587	909	22.9	8,505	914	22.2	918	6	-0.7
34288_34177	34288	34177	8,808	1,080	29.0	9,148	1,085	28.9	340	5	-0.1
34291_34265	34291	34265	7,941	787	19.0	7,871	790	19.1	-70	3	0.1
34291_34278	34291	34278	10,350	677	26.6	10,364	676	26.6	15	-1	0.0
34297_34255	34297	34255	7,561	376	10.3	7,575	373	10.3	14	-3	0.0
34297_34259	34297	34259	5,539	279	11.4	5,549	278	11.4	10	-1	0.0
34297_34488	34297	34488	36	0	21.2	36	0	21.2	1	0	0.0
34299_34478	34299	34478	3,790	434	23.9	3,768	434	23.9	-21	0	0.0
34299_34496	34299	34496	8,323	49	30.8	8,314	48	30.8	-9	-1	0.0
34302_34029	34302	34029	5,473	9	10.5	5,461	9	10.5	-12	0	0.0
34302_34264	34302	34264	5,848	34	9.5	5,927	34	9.4	79	-1	-0.1
34304_34208	34304	34208	11,227	1,149	34.0	11,880	1,151	34.0	653	3	-0.1
34304_34303	34304	34303	40,369	2,407	17.6	39,754	2,437	17.4	-615	30	-0.2
34305_34304	34305	34304	38,730	2,570	17.0	38,516	2,575	17.2	-213	4	0.2
34305_34310	34305	34310	21,530	1,222	37.7	21,027	1,262	37.7	-503	40	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34306_34365	34306	34365	25,327	1,446	33.1	25,218	1,452	33.1	-109	7	0.0
34308_34311	34308	34311	1,899	145	34.0	1,921	147	34.0	21	1	0.0
34309_34305	34309	34305	23,459	1,146	19.0	22,498	1,143	19.7	-961	-2	0.7
34310_34311	34310	34311	21,143	1,219	38.5	20,640	1,260	38.5	-503	40	0.0
34311_34164	34311	34164	23,043	1,365	38.3	22,561	1,406	38.7	-482	42	0.5
34312_34309	34312	34309	22,546	1,135	38.5	21,592	1,133	38.5	-954	-2	0.0
34312_34894	34312	34894	878	51	32.6	887	51	32.6	9	-1	0.0
34313_34159	34313	34159	14,701	1,064	13.2	15,517	1,078	13.1	817	14	-0.1
34313_34314	34313	34314	15,778	586	32.0	14,592	574	32.0	-1,185	-13	0.0
34313_34315	34313	34315	414	414	32.0	412	412	32.0	-2	-2	0.0
34314_34010	34314	34010	16,193	1,000	6.7	15,006	986	5.9	-1,187	-14	-0.7
34314_34313	34314	34313	14,701	1,064	32.0	15,517	1,078	32.0	817	14	0.0
34315_34314	34315	34314	414	414	20.0	412	412	20.0	-2	-2	0.0
34316_34055	34316	34055	6,387	691	15.6	6,323	688	15.6	-64	-3	0.0
34316_34317	34316	34317	8,303	787	7.0	8,168	777	7.1	-135	-9	0.1
34316_34507	34316	34507	3,730	147	24.6	3,922	155	24.6	192	7	0.0
34316_34895	34316	34895	1,148	53	40.0	1,143	53	40.0	-5	0	0.0
34317_34316	34317	34316	9,382	640	8.4	9,510	644	8.3	128	3	0.0
34317_34318	34317	34318	7,814	299	26.1	7,679	289	26.4	-135	-9	0.4
34317_34319	34317	34319	488	488	23.0	488	488	23.0	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34318_34317	34318	34317	9,382	640	21.4	9,520	644	21.4	137	4	0.0
34318_34321	34318	34321	7,992	310	28.1	7,855	299	28.1	-137	-11	0.0
34319_34321	34319	34321	488	488	21.3	488	488	21.3	0	0	0.0
34320_34318	34320	34318	371	371	22.2	369	369	22.2	-2	-2	0.0
34321_34170	34321	34170	8,481	798	7.2	8,344	787	7.2	-137	-11	0.1
34321_34318	34321	34318	9,005	252	28.9	9,140	257	28.9	135	4	0.1
34321_34320	34321	34320	371	371	23.0	369	369	23.0	-2	-2	0.0
34334_34148	34334	34148	6,713	487	9.4	6,886	495	8.4	172	8	-1.1
34334_66257	34334	66257	7,504	541	32.0	7,663	570	32.0	159	29	0.0
34335_34148	34335	34148	7,234	678	7.6	7,208	685	7.5	-26	6	-0.1
34335_34337	34335	34337	8,804	642	22.8	8,832	642	22.8	28	1	0.0
34336_34335	34336	34335	474	474	22.1	475	474	22.1	1	0	0.0
34337_12895	34337	12895	7,748	594	31.9	7,778	595	31.9	30	1	0.0
34337_34335	34337	34335	6,759	204	30.1	6,732	210	30.1	-27	6	0.0
34337_34336	34337	34336	474	474	23.0	475	474	23.0	1	0	0.0
34338_34010	34338	34010	13,946	938	6.1	14,690	983	4.8	744	45	-1.3
34338_34158	34338	34158	15,158	889	17.0	15,724	905	16.8	566	16	-0.2
34339_34025	34339	34025	1,072	21	22.3	1,074	21	22.3	3	0	0.0
34339_34032	34339	34032	7,338	529	23.3	7,705	531	23.3	368	2	0.0
34339_34033	34339	34033	5,853	434	24.6	6,615	436	24.5	762	2	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34341_34016	34341	34016	1,181	258	21.1	1,183	257	21.1	2	-1	0.0
34342_34177	34342	34177	8,696	876	29.3	9,055	881	29.3	359	5	0.0
34342_34180	34342	34180	7,731	1,041	26.4	7,864	1,072	26.2	134	31	-0.2
34343_34011	34343	34011	1,578	111	24.3	1,581	111	24.3	3	0	0.0
34344_34060	34344	34060	1,762	146	25.0	1,761	146	25.0	-1	0	0.0
34344_34173	34344	34173	10,719	1,109	23.2	11,501	1,135	23.0	782	25	-0.2
34344_34174	34344	34174	9,398	1,168	22.4	9,925	1,187	21.2	527	19	-1.2
34348_34206	34348	34206	2,210	17	7.2	2,185	17	7.2	-24	0	0.0
34352_34080	34352	34080	501	9	21.6	500	9	21.6	-1	0	0.0
34358_34261	34358	34261	1,816	243	10.4	1,829	243	10.4	13	0	0.0
34365_34259	34365	34259	25,327	1,446	8.0	25,217	1,452	8.0	-110	7	0.1
34365_34421	34365	34421	0	0	21.2	0	0	0.0	0	0	-21.2
34366_34274	34366	34274	11,507	390	32.0	11,525	392	32.0	18	1	0.0
34368_34258	34368	34258	3,657	85	18.2	3,665	84	18.2	8	-1	0.0
34368_34265	34368	34265	3,243	64	8.9	3,244	65	8.9	1	0	0.0
34378_34032	34378	34032	4,910	421	28.2	5,680	423	28.1	770	2	-0.2
34378_34207	34378	34207	8,312	549	9.4	8,673	551	9.3	361	2	-0.2
34380_34018	34380	34018	486	19	23.0	485	19	23.0	0	0	0.0
34380_34019	34380	34019	6,266	411	31.0	6,587	413	31.0	322	3	0.0
34380_34056	34380	34056	3,946	360	22.0	4,676	363	22.0	731	3	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34380_34187	34380	34187	1,029	18	23.9	1,028	18	24.1	-1	0	0.2
34395_34412	34395	34412	2,114	8	25.0	2,112	8	25.0	-2	0	0.0
34395_34636	34395	34636	962	8	21.0	986	8	21.0	25	0	0.0
34412_34395	34412	34395	962	8	15.2	986	8	15.2	25	0	0.0
34417_34306	34417	34306	804	10	3.1	799	9	3.1	-6	0	0.0
34418_34079	34418	34079	11	0	14.9	11	0	14.9	0	0	0.0
34418_34417	34418	34417	804	10	24.0	799	9	24.0	-6	0	0.0
34420_34240	34420	34240	2,663	132	18.2	2,652	132	18.2	-12	0	0.0
34420_34491	34420	34491	7	1	22.4	6	1	22.4	0	0	0.0
34421_34422	34421	34422	90	2	17.3	90	2	17.3	0	0	0.0
34422_34080	34422	34080	3,746	31	18.3	3,757	30	18.3	11	-2	0.0
34422_34255	34422	34255	2,830	112	7.0	2,823	112	7.0	-7	0	0.0
34422_34421	34422	34421	245	3	23.5	245	3	23.5	0	0	0.0
34456_34274	34456	34274	16,125	633	27.0	16,361	640	27.0	236	7	0.0
34458_34492	34458	34492	24,251	1,425	21.7	24,149	1,432	21.7	-102	7	0.0
34459_34455	34459	34455	529	27	18.5	528	27	18.5	-1	0	0.0
34459_34465	34459	34465	1,101	104	13.5	1,148	107	13.5	47	4	0.0
34460_34456	34460	34456	38	0	23.9	39	0	23.9	1	0	0.0
34463_34468	34463	34468	1,734	65	23.3	1,735	65	23.3	1	0	0.0
34468_34469	34468	34469	2,045	66	17.7	2,045	66	17.7	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34469_34462	34469	34462	2,045	66	20.5	2,045	66	20.5	0	0	0.0
34470_34265	34470	34265	8,096	724	15.8	8,207	723	15.7	111	-1	0.0
34470_34266	34470	34266	4,211	680	13.3	4,188	681	13.3	-23	1	0.0
34473_34266	34473	34266	9,827	287	13.9	9,800	287	13.9	-28	0	0.0
34473_34460	34473	34460	616	28	22.0	619	28	22.0	3	0	0.0
34473_34496	34473	34496	3,840	315	27.0	3,819	315	27.0	-22	0	0.0
34474_34475	34474	34475	1,592	22	23.8	1,608	22	23.8	16	0	0.0
34474_34479	34474	34479	3,319	120	25.0	3,319	121	25.0	0	0	0.0
34475_34474	34475	34474	2,932	102	22.7	2,953	96	22.7	21	-6	0.0
34475_34476	34475	34476	68	8	20.9	62	8	20.9	-6	0	0.0
34475_34477	34475	34477	1,632	20	20.0	1,652	20	19.9	20	0	0.0
34476_34266	34476	34266	5,191	302	5.4	5,198	299	5.4	7	-3	0.0
34476_34475	34476	34475	628	19	21.6	646	13	21.6	18	-6	0.0
34477_34475	34477	34475	2,412	89	24.1	2,413	89	24.1	1	0	0.0
34478_34270	34478	34270	5,263	455	11.1	5,310	455	11.1	47	0	0.0
34478_34299	34478	34299	9,928	431	24.2	9,883	431	24.2	-44	0	0.0
34479_34474	34479	34474	2,761	24	21.6	2,761	24	21.6	0	0	0.0
34488_34297	34488	34297	652	0	19.9	660	0	20.0	8	0	0.0
34491_34420	34491	34420	2,618	130	21.9	2,605	130	21.9	-13	0	0.0
34491_34492	34491	34492	337	15	18.2	336	15	18.2	-1	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
34492_34306	34492	34306	24,523	1,436	18.5	24,419	1,443	18.6	-104	7	0.0
34492_34491	34492	34491	66	4	21.2	66	4	21.2	0	0	0.0
34496_34299	34496	34299	3,840	315	31.0	3,819	315	31.0	-22	0	0.0
34496_34473	34496	34473	10,334	306	16.6	10,307	305	16.6	-27	0	0.0
34507_34316	34507	34316	2,482	238	17.4	2,514	240	17.4	32	2	0.0
34511_34057	34511	34057	4,487	143	24.2	4,722	118	24.2	235	-25	0.0
34511_34179	34511	34179	3,952	147	20.4	4,384	145	20.2	432	-2	-0.2
34521_34255	34521	34255	711	2	7.3	710	2	7.3	-1	0	0.0
34894_34309	34894	34309	913	10	27.4	906	10	27.4	-7	0	0.0
34895_34316	34895	34316	1,209	95	4.1	1,209	95	4.1	0	0	0.0
60217_64022	60217	64022	1,758	87	24.8	1,810	89	24.8	52	2	0.0
60217_64024	60217	64024	5,344	165	29.8	5,381	172	29.8	37	7	0.0
64022_60217	64022	60217	2,393	76	23.9	2,451	78	23.9	58	2	0.0
64024_60217	64024	60217	6,787	166	29.1	6,858	173	29.1	71	7	0.0
64069_64097	64069	64097	39,159	1,794	27.9	39,486	1,857	27.8	327	64	-0.1
64069_64399	64069	64399	46,584	2,343	33.3	48,141	2,400	31.5	1,557	58	-1.9
64073_64173	64073	64173	2,558	27	25.0	3,313	40	25.0	755	13	0.0
64097_64069	64097	64069	46,584	2,343	40.2	48,141	2,400	38.8	1,557	58	-1.4
64097_64098	64097	64098	38,528	1,538	38.3	37,312	1,713	38.9	-1,217	176	0.7
64097_64215	64097	64215	15,859	939	27.7	16,207	997	27.6	349	59	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64098_64097	64098	64097	43,096	2,100	30.3	43,433	2,154	30.4	337	54	0.0
64098_64099	64098	64099	17,755	1,193	17.9	18,353	1,437	17.4	598	245	-0.5
64099_64100	64099	64100	15,472	913	22.9	16,404	1,091	22.8	932	178	-0.1
64100_64101	64100	64101	12,081	677	20.0	12,662	873	19.9	581	196	-0.1
64100_64634	64100	64634	3,602	301	9.8	3,729	297	9.8	127	-4	0.0
64101_64097	64101	64097	18,476	909	15.9	18,495	1,089	14.9	19	180	-1.1
64101_64635	64101	64635	5,697	344	12.4	5,926	529	12.0	229	185	-0.4
64129_64395	64129	64395	9,099	431	29.7	6,806	439	29.9	-2,293	8	0.2
64129_64643	64129	64643	7,118	535	31.9	5,501	467	32.4	-1,617	-68	0.5
64129_64646	64129	64646	335	9	30.0	609	283	30.0	274	273	0.0
64129_66528	64129	66528	5,868	307	29.2	737	376	29.0	-5,131	69	-0.2
64165_64175	64165	64175	40,480	2,341	45.7	40,535	2,376	45.8	55	35	0.1
64165_64904	64165	64904	47,763	2,406	3.4	48,631	2,415	3.1	868	10	-0.3
64166_64903	64166	64903	10,423	190	7.4	9,524	221	5.1	-899	31	-2.3
64173_64073	64173	64073	6,599	109	11.6	6,574	138	11.3	-25	28	-0.4
64175_64070	64175	64070	40,480	2,341	46.2	40,535	2,376	46.2	55	35	0.0
64313_64643	64313	64643	9,173	618	33.4	6,632	478	33.6	-2,541	-140	0.3
64313_66211	64313	66211	7,038	548	9.3	5,452	446	18.4	-1,586	-102	9.0
64395_64129	64395	64129	6,879	314	25.1	5,588	353	9.8	-1,291	39	-15.3
64395_64628	64395	64628	8,795	426	19.5	6,656	434	22.8	-2,138	9	3.3

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64399_64165	64399	64165	47,764	2,406	28.7	49,409	2,470	23.1	1,645	65	-5.7
64593_32241	64593	32241	4,600	540	22.6	3,055	493	23.3	-1,545	-47	0.7
64593_32614	64593	32614	3,551	204	18.6	2,830	152	16.7	-721	-52	-1.9
64593_64594	64593	64594	421	356	23.9	426	351	23.9	5	-5	0.0
64594_64593	64594	64593	567	475	18.7	561	473	19.1	-6	-2	0.4
64594_64595	64594	64595	421	356	25.0	426	351	25.0	5	-5	0.0
64595_64596	64595	64596	354	354	25.0	349	349	25.0	-5	-5	0.0
64596_64594	64596	64594	206	115	19.2	200	114	19.2	-6	-1	0.0
64627_64628	64627	64628	-	-	-	-	-	-	-	-	-
64627_64633	64627	64633	345	10	24.2	426	10	24.2	81	0	0.0
64628_64395	64628	64395	6,630	305	24.3	5,390	344	24.0	-1,240	39	-0.3
64628_64627	64628	64627	823	38	21.7	326	18	21.8	-497	-21	0.1
64628_64629	64628	64629	7,880	394	33.4	6,450	425	33.6	-1,431	30	0.1
64629_64628	64629	64628	7,450	331	25.4	6,523	372	26.3	-928	40	0.9
64629_64630	64629	64630	7,880	394	29.9	6,450	425	30.2	-1,431	30	0.3
64630_64629	64630	64629	7,450	331	30.0	6,523	372	30.2	-928	41	0.2
64630_64635	64630	64635	10,133	399	21.5	9,473	567	20.9	-660	168	-0.6
64631_64630	64631	64630	3,617	35	17.3	3,357	26	17.5	-260	-9	0.1
64631_64632	64631	64632	7	0	19.1	7	0	19.2	0	0	0.0
64631_64633	64631	64633	0	0	0.0	0	0	0.0	0	0	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64632_64631	64632	64631	3,279	26	23.2	2,938	16	23.3	-341	-9	0.0
64632_64634	64632	64634	3,156	218	15.5	3,045	235	15.7	-112	17	0.1
64633_64627	64633	64627	0	0	0.0	0	0	0.0	0	0	0.0
64633_64631	64633	64631	345	10	17.7	426	10	17.8	81	0	0.1
64634_64100	64634	64100	2,974	160	13.9	2,706	170	13.9	-268	10	0.1
64634_64632	64634	64632	2,616	167	28.9	2,711	169	28.9	95	2	0.0
64634_64635	64634	64635	186	186	8.1	185	185	8.1	-1	-1	-0.1
64635_64101	64635	64101	10,725	568	7.4	10,391	738	7.4	-334	170	-0.1
64635_64630	64635	64630	6,086	301	34.0	6,182	486	34.0	95	185	0.0
64635_64634	64635	64634	577	74	18.3	434	73	18.3	-144	-1	-0.1
64643_64129	64643	64129	9,253	619	25.5	6,694	514	12.0	-2,559	-105	-13.5
64643_64313	64643	64313	7,025	542	30.2	5,430	440	30.3	-1,596	-102	0.1
64643_64647	64643	64647	332	10	30.0	369	48	30.0	37	37	0.0
64646_64129	64646	64129	261	15	25.5	537	291	4.0	276	276	-21.5
64647_64643	64647	64643	319	19	21.9	357	57	22.4	38	38	0.5
64901_32790	64901	32790	9,994	415	22.5	9,987	419	22.5	-7	4	0.0
64901_64903	64901	64903	18,230	751	21.7	19,669	839	21.4	1,439	89	-0.3
64903_64166	64903	64166	7,094	209	25.0	6,993	198	25.0	-101	-11	0.0
64903_64904	64903	64904	21,295	726	4.8	21,695	847	3.2	400	121	-1.5
64904_32091	64904	32091	9,452	446	7.9	10,960	484	6.4	1,509	37	-1.5

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64904_32218	64904	32218	41,685	1,972	57.4	38,664	1,913	58.8	-3,020	-59	1.4
64904_64165	64904	64165	40,480	2,341	6.8	40,535	2,376	6.8	55	35	0.0
64904_64901	64904	64901	20,449	759	31.0	22,071	850	30.6	1,622	92	-0.3
66017_66079	66017	66079	12,975	645	23.6	12,312	620	23.9	-663	-24	0.3
66017_66404	66017	66404	9,838	830	31.6	9,422	789	31.9	-416	-41	0.3
66017_66474	66017	66474	1,430	201	18.0	1,431	200	18.0	1	0	0.0
66020_66021	66020	66021	2,682	589	5.3	2,480	553	5.4	-202	-36	0.1
66020_66211	66020	66211	6,995	756	15.0	4,817	675	18.0	-2,178	-81	3.0
66020_66455	66020	66455	7,336	819	29.8	6,505	767	31.4	-830	-53	1.5
66021_66020	66021	66020	7,961	783	7.1	7,067	724	6.5	-894	-59	-0.6
66021_66200	66021	66200	6,653	1,144	17.2	6,831	1,112	17.1	177	-32	-0.1
66022_66021	66022	66021	11,933	1,337	11.2	11,418	1,283	11.2	-515	-54	-0.1
66022_66312	66022	66312	3,688	282	33.0	4,127	281	33.0	439	-1	0.0
66022_66405	66022	66405	6,059	749	15.2	6,139	724	15.2	80	-25	0.0
66024_66450	66024	66450	4,258	578	8.9	4,162	553	10.0	-96	-25	1.1
66025_66205	66025	66205	10,985	955	16.2	11,457	958	14.8	471	3	-1.4
66043_66044	66043	66044	5,466	326	28.9	5,480	328	29.1	14	3	0.2
66044_66146	66044	66146	11,792	872	36.8	11,370	830	36.9	-422	-41	0.1
66044_66409	66044	66409	9,925	827	36.0	9,158	802	36.0	-767	-25	0.0
66045_66438	66045	66438	12,521	1,110	32.5	11,565	1,069	32.5	-955	-41	0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66045_66454	66045	66454	12,610	1,065	36.0	12,289	1,021	36.0	-321	-44	0.0
66047_66048	66047	66048	13,103	1,208	32.0	12,758	1,150	32.0	-346	-58	0.0
66047_66407	66047	66407	5,199	769	20.8	5,184	755	20.9	-15	-14	0.1
66052_66081	66052	66081	7,277	216	35.0	7,794	222	35.0	517	6	0.0
66052_66308	66052	66308	5,968	364	8.8	6,393	364	8.8	425	0	0.0
66052_66309	66052	66309	8,855	644	18.6	9,132	646	18.5	277	3	-0.1
66053_66087	66053	66087	451	273	23.0	467	273	23.0	15	0	0.0
66053_66091	66053	66091	4,677	134	18.4	5,109	134	18.2	432	0	-0.1
66053_66111	66053	66111	3,713	429	16.5	3,694	432	16.5	-19	2	0.0
66079_66017	66079	66017	11,734	701	14.3	11,321	660	14.5	-414	-41	0.2
66079_66243	66079	66243	7,692	377	20.1	7,393	357	20.8	-299	-20	0.8
66079_66305	66079	66305	8,828	606	12.7	8,518	604	12.8	-310	-2	0.2
66081_66052	66081	66052	6,139	272	18.8	6,595	273	18.7	456	1	-0.1
66081_66461	66081	66461	7,277	216	23.4	7,794	222	23.4	517	6	0.0
66082_66305	66082	66305	2,606	455	26.0	2,680	449	26.0	74	-6	0.0
66087_66053	66087	66053	1,058	311	22.6	1,078	314	22.5	21	3	-0.1
66088_34148	66088	34148	12,959	759	16.8	13,319	779	16.6	360	19	-0.1
66091_66053	66091	66053	2,205	111	24.4	2,178	111	24.4	-27	-1	0.0
66111_66053	66111	66053	5,837	416	22.5	6,262	416	22.5	425	0	0.0
66111_66308	66111	66308	3,713	429	15.6	3,694	432	15.6	-19	2	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66132_66185	66132	66185	1,202	58	23.2	1,011	45	23.2	-191	-13	0.0
66146_66044	66146	66044	6,166	543	38.4	5,429	514	38.5	-737	-28	0.1
66146_66437	66146	66437	17,251	1,349	28.5	16,886	1,303	28.5	-365	-45	0.0
66147_66146	66147	66146	11,625	1,020	15.4	10,944	988	15.1	-680	-32	-0.3
66197_66047	66197	66047	5,328	898	26.2	5,313	884	26.3	-15	-14	0.1
66198_66197	66198	66197	592	12	19.0	646	11	19.0	55	0	0.1
66198_66201	66198	66201	12,512	1,197	23.6	12,112	1,139	23.6	-400	-58	0.0
66200_66197	66200	66197	4,736	886	29.7	4,666	873	29.7	-70	-13	0.0
66200_66201	66200	66201	1,917	258	16.3	2,164	239	16.4	247	-19	0.1
66201_66290	66201	66290	872	814	36.0	885	813	36.0	13	0	0.0
66201_66291	66201	66291	13,555	643	24.2	13,390	566	24.2	-166	-76	0.0
66205_32094	66205	32094	10,027	590	29.5	10,834	640	27.7	807	50	-1.8
66205_66025	66205	66025	10,796	1,052	15.9	11,179	1,065	15.9	383	13	0.0
66205_66403	66205	66403	11,003	614	30.8	10,948	572	31.3	-55	-42	0.5
66211_64313	66211	64313	9,162	618	30.6	6,630	479	30.7	-2,532	-139	0.2
66211_66020	66211	66020	4,555	783	15.9	3,239	693	16.3	-1,316	-89	0.4
66211_66450	66211	66450	4,224	190	2.2	4,281	217	1.7	57	27	-0.5
66212_66401	66212	66401	9,109	770	32.0	9,139	777	32.0	30	7	0.0
66243_66079	66243	66079	11,493	711	33.3	11,169	678	33.3	-324	-33	0.0
66257_34334	66257	34334	7,305	215	32.0	7,478	223	32.0	173	9	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66290_66291	66290	66291	872	814	30.9	885	813	30.9	13	0	0.0
66291_66022	66291	66022	14,429	1,455	3.7	14,276	1,378	3.6	-153	-77	-0.1
66305_66079	66305	66079	3,786	329	25.4	3,750	323	25.4	-36	-6	0.1
66305_66082	66305	66082	6,546	657	31.9	6,286	655	31.9	-259	-2	0.0
66305_66474	66305	66474	594	198	24.3	593	198	24.3	0	0	0.0
66307_66308	66307	66308	86	57	22.8	86	57	22.7	0	0	0.0
66308_66052	66308	66052	3,957	379	8.0	3,934	381	8.0	-22	2	-0.1
66308_66111	66308	66111	5,837	416	15.3	6,262	416	15.0	425	0	-0.3
66308_66307	66308	66307	93	57	25.0	93	57	25.0	0	0	0.0
66309_66052	66309	66052	12,004	573	18.0	12,788	579	17.8	784	6	-0.2
66309_66347	66309	66347	2,476	63	25.0	2,312	62	25.0	-164	-2	0.0
66309_66418	66309	66418	6,014	560	24.6	6,425	562	24.6	411	3	0.0
66312_66022	66312	66022	3,879	284	4.2	3,873	273	4.2	-6	-11	0.0
66347_66309	66347	66309	4,137	45	22.2	4,494	45	22.1	357	0	-0.1
66401_66212	66401	66212	11,003	614	6.0	10,948	572	6.0	-55	-42	0.0
66401_66402	66401	66402	305	287	23.0	309	287	23.0	3	0	0.0
66401_66403	66401	66403	8,804	482	32.0	8,831	490	32.0	27	8	0.0
66402_66403	66402	66403	305	287	20.7	309	287	20.7	3	0	0.0
66403_66205	66403	66205	9,109	770	5.2	9,140	777	5.3	30	7	0.1
66403_66401	66403	66401	11,003	614	32.0	10,948	572	32.0	-55	-42	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66404_66017	66404	66017	10,168	786	14.9	9,453	761	15.3	-715	-25	0.4
66404_66409	66404	66409	10,667	855	31.3	10,235	814	31.6	-433	-41	0.3
66405_66022	66405	66022	3,902	672	14.2	4,211	676	13.9	309	4	-0.4
66407_66047	66407	66047	12,975	1,080	22.0	12,629	1,022	22.3	-346	-58	0.3
66407_66454	66407	66454	5,199	769	26.2	5,184	755	26.2	-15	-14	0.0
66408_66474	66408	66474	1,808	23	23.5	1,862	24	23.5	55	0	0.0
66409_66044	66409	66044	9,702	837	34.3	9,266	795	34.3	-435	-41	0.0
66409_66404	66409	66404	10,829	841	31.9	10,095	816	32.3	-734	-25	0.4
66418_66309	66418	66309	7,482	518	23.0	7,897	524	23.0	415	6	0.0
66437_66045	66437	66045	12,610	1,065	37.0	12,289	1,021	37.0	-321	-44	0.0
66437_66438	66437	66438	4,641	284	13.0	4,597	282	13.1	-44	-2	0.1
66438_66147	66438	66147	17,163	1,393	24.8	16,164	1,350	25.1	-999	-43	0.3
66450_66211	66450	66211	3,972	291	4.2	3,877	268	4.3	-94	-23	0.1
66450_66405	66450	66405	4,465	470	14.5	4,545	500	14.9	80	30	0.4
66452_66453	66452	66453	5,559	211	24.2	5,543	235	24.2	-16	25	0.0
66452_66455	66452	66455	2,791	570	35.0	1,841	548	35.1	-951	-22	0.0
66453_66454	66453	66454	7,321	340	15.8	6,381	314	16.3	-940	-27	0.5
66454_66045	66454	66045	12,521	1,110	36.0	11,565	1,069	36.0	-956	-41	0.0
66454_66407	66454	66407	12,610	1,065	5.0	12,289	1,021	5.2	-321	-44	0.2
66455_66020	66455	66020	4,497	599	7.7	3,496	577	8.4	-1,001	-21	0.7

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
66455_66452	66455	66452	3,383	645	32.3	3,510	646	32.4	128	1	0.1
66455_66453	66455	66453	1,762	130	22.9	838	78	22.9	-924	-51	0.1
66461_66081	66461	66081	6,139	272	25.0	6,595	273	25.0	456	1	0.0
66474_66017	66474	66017	1,994	210	6.9	2,048	210	6.9	54	0	0.0
66474_66305	66474	66305	185	185	11.4	185	185	11.4	0	0	0.0
66474_66408	66474	66408	1,651	27	23.2	1,653	27	23.2	1	0	0.0
66528_32614	66528	32614	5,460	269	29.4	338	338	29.6	-5,122	69	0.2
66528_64129	66528	64129	6,027	333	26.5	832	409	17.3	-5,194	76	-9.2
66528_66529	66528	66529	408	37	25.0	398	38	25.0	-9	0	0.0
66529_66528	66529	66528	491	71	21.6	495	71	21.9	4	0	0.3
64069_64068	64069	64068	1,319	549	22.8	1,047	520	22.9	-272	-29	0.0
64070_64069	64070	64069	40,480	2,341	43.0	40,535	2,376	43.1	55	35	0.0
64072_64173	64072	64173	6,599	109	25.0	6,574	138	25.0	-25	28	0.0
64099_64639	64099	64639	6,856	617	34.9	6,833	663	34.9	-23	45	0.0
64173_64072	64173	64072	2,558	27	17.7	3,313	40	15.7	755	13	-1.9
64386_64098	64386	64098	39,629	1,663	46.0	39,945	1,953	45.6	316	290	-0.4
64639_64099	64639	64099	4,587	338	22.0	4,918	319	21.7	331	-20	-0.3
66147_66148	66147	66148	10,425	837	8.4	10,235	823	8.7	-190	-14	0.4
66148_66147	66148	66147	4,864	462	32.4	4,993	458	32.3	129	-4	0.0
64215_64098	64215	64098	23,929	1,827	7.4	24,626	1,853	6.8	697	26	-0.6

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
64098_64342	64098	64342	41,233	1,728	57.3	39,991	1,921	57.6	-1,242	193	0.4
64342_64341	64342	64341	44,068	1,721	43.7	43,093	1,910	44.1	-975	189	0.4
64342_64609	64342	64609	839	45	20.0	801	45	20.0	-38	0	0.0
64609_64342	64609	64342	3,710	64	9.6	3,975	60	9.1	265	-3	-0.5
66043_66148	66043	66148	6,094	531	20.1	6,215	522	20.2	122	-9	0.1
66148_66043	66148	66043	8,089	722	11.2	7,919	701	11.3	-170	-20	0.1
66148_66138	66148	66138	3,553	184	20.2	3,526	184	20.2	-27	0	0.0

CFA6 Baseline Traffic Data

Table 4: Traffic data used in the baseline assessment for receptors within CFA5, CFA6 and CFA7

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62328_64914	62328	64914	11,354	233	61.9
62421_64914	62421	64914	49,196	2,997	61.4
64914_62329	64914	62329	10,432	443	37.2
64914_62421	64914	62421	46,902	2,464	93.6
62078_62087	62078	62087	2,525	209	22.9
62078_62712	62078	62712	1,102	285	31.2
62083_62346	62083	62346	15,234	1,747	22.0
62085_62344	62085	62344	6,718	944	24.3
62085_62711	62085	62711	4,240	737	31.0
62085_62901	62085	62901	3,637	524	35.2
62086_62087	62086	62087	14,056	1,026	34.0
62087_62078	62087	62078	2,364	336	23.3
62087_62086	62087	62086	9,838	577	14.8
62088_62344	62088	62344	17,180	1,994	12.3
62088_62899	62088	62899	13,863	968	14.1
62089_62099	62089	62099	87	85	23.6
62090_62092	62090	62092	50,001	3,676	90.6
62090_62203	62090	62203	16,325	692	67.9

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62091_62103	62091	62103	62,646	3,705	49.9
62093_62099	62093	62099	12,313	451	7.5
62094_62091	62094	62091	52,740	3,012	88.9
62094_62099	62094	62099	6,046	321	35.3
62099_62089	62099	62089	3,077	101	24.8
62099_62093	62099	62093	19,374	822	12.9
62099_62203	62099	62203	10,235	700	12.4
62099_62702	62099	62702	11,707	429	36.8
62100_62391	62100	62391	8,619	722	29.4
62100_62393	62100	62393	22,026	1,257	37.0
62101_62387	62101	62387	11,827	745	63.2
62101_62389	62101	62389	22,818	1,807	11.7
62101_62901	62101	62901	2,843	80	35.3
62102_63025	62102	63025	19,526	1,015	35.0
62103_62090	62103	62090	66,328	4,368	42.5
62103_62321	62103	62321	52,807	3,049	59.0
62103_62325	62103	62325	9,839	656	30.0
62104_62307	62104	62307	20,522	1,280	31.1
62104_62388	62104	62388	16,192	612	5.8
62109_62110	62109	62110	15,980	644	9.5

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62110_62109	62110	62109	12,084	313	25.6
62110_62111	62110	62111	4,860	275	17.5
62110_62123	62110	62123	10,731	309	31.9
62111_62110	62111	62110	3,052	151	40.7
62111_62447	62111	62447	16,064	513	21.8
62111_62668	62111	62668	14,502	333	34.8
62114_62116	62114	62116	3,359	54	25.0
62114_62117	62114	62117	904	2	18.1
62114_62121	62114	62121	11,326	423	29.6
62114_62296	62114	62296	14,172	396	28.2
62116_62114	62116	62114	4,011	26	22.5
62117_62114	62117	62114	75	0	23.0
62119_62123	62119	62123	392	0	23.9
62119_62156	62119	62156	39	0	24.6
62121_62114	62121	62114	10,020	371	29.1
62123_62110	62123	62110	8,954	134	31.2
62123_62119	62123	62119	1,206	0	23.8
62123_62162	62123	62162	11,120	310	23.2
62156_62119	62156	62119	3	0	24.6
62162_62123	62162	62123	10,158	134	22.7

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62191_62702	62191	62702	3,992	302	36.9
62203_62091	62203	62091	9,904	694	57.4
62203_62099	62203	62099	16,656	698	9.0
62274_62294	62274	62294	812	6	25.0
62294_62274	62294	62274	1,146	3	14.4
62296_62114	62296	62114	16,157	493	6.5
62296_62629	62296	62629	14,173	396	23.9
62305_62308	62305	62308	41	0	24.5
62305_62668	62305	62668	14,462	301	34.9
62307_62104	62307	62104	16,287	617	14.7
62308_62305	62308	62305	575	0	14.4
62308_62307	62308	62307	2,537	69	2.2
62321_62103	62321	62103	55,810	3,472	51.2
62322_62323	62322	62323	32,383	2,368	11.3
62323_62104	62323	62104	20,522	1,280	23.4
62323_62388	62323	62388	11,861	1,088	24.8
62324_62103	62324	62103	10,526	885	57.0
62324_62325	62324	62325	17,575	808	28.1
62325_62326	62325	62326	27,413	1,467	14.2
62326_62101	62326	62101	16,525	889	14.8

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62326_62389	62326	62389	10,887	579	24.9
62328_62329	62328	62329	19,390	1,599	38.0
62329_62330	62329	62330	29,825	2,038	8.4
62330_62390	62330	62390	17,342	1,107	29.9
62330_62392	62330	62392	12,483	931	4.5
62331_62332	62331	62332	20,244	936	38.2
62331_62333	62331	62333	11,884	867	49.8
62332_62100	62332	62100	30,645	1,979	19.5
62333_62332	62333	62332	10,396	1,049	33.0
62333_62421	62333	62421	49,196	2,997	93.4
62343_62899	62343	62899	13,407	1,007	5.5
62344_62085	62344	62085	8,646	1,271	34.4
62344_62345	62344	62345	15,255	1,664	14.7
62345_62346	62345	62346	15,255	1,664	11.5
62346_62083	62346	62083	12,960	1,399	18.5
62346_62088	62346	62088	17,529	2,012	14.4
62387_62101	62387	62101	16,066	1,065	38.9
62388_62324	62388	62324	28,100	1,695	15.1
62389_62327	62389	62327	33,352	2,372	20.5
62390_62331	62390	62331	32,127	1,804	19.3

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62392_62390	62392	62390	15,282	723	2.1
62392_64006	62392	64006	12,284	916	50.2
62393_62391	62393	62391	22,390	1,132	5.5
62393_63025	62393	63025	22,026	1,257	21.8
62421_62333	62421	62333	46,902	2,464	84.5
62447_62111	62447	62111	15,769	454	16.7
62447_62629	62447	62629	16,064	513	34.3
62629_62296	62629	62296	16,156	493	10.4
62629_62447	62629	62447	15,769	454	28.2
62629_62630	62629	62630	5,496	75	25.0
62630_62629	62630	62629	7,184	112	13.1
62668_62111	62668	62111	12,422	243	20.9
62668_62305	62668	62305	16,817	475	34.1
62668_62669	62668	62669	2,890	32	25.0
62669_62668	62669	62668	3,280	78	16.7
62702_62099	62702	62099	8,519	429	10.0
62702_62191	62702	62191	2,361	324	2.6
62702_62703	62702	62703	9,946	117	25.0
62703_62702	62703	62702	5,192	135	22.6
62711_62085	62711	62085	3,526	827	24.9

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62711_62712	62711	62712	5,843	628	24.9
62712_62078	62712	62078	2,847	284	23.5
62712_62711	62712	62711	4,252	802	30.0
62712_62713	62712	62713	1,482	172	27.0
62713_62712	62713	62712	1,392	515	21.7
62899_62088	62899	62088	13,508	956	17.5
62899_62343	62899	62343	14,223	1,043	41.5
62899_62900	62899	62900	1,096	72	25.0
62900_62899	62900	62899	1,557	95	3.1
62901_62085	62901	62085	2,508	58	32.7
62901_62101	62901	62101	4,223	611	23.9
63025_62102	63025	62102	19,884	1,210	12.9
63025_62393	63025	62393	22,390	1,132	37.0
64006_62392	64006	62392	15,282	723	45.0
62109_62124	62109	62124	5,019	231	51.6
62109_62306	62109	62306	12,672	442	22.4
62119_62124	62119	62124	1,167	0	24.3
62124_62109	62124	62109	6,520	139	48.7
62124_62119	62124	62119	390	0	24.5
62124_62132	62124	62132	6,186	231	47.4

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62132_62124	62132	62124	6,910	139	51.1
62306_62109	62306	62109	16,293	849	22.8
62306_62307	62306	62307	14,322	567	19.7
62306_62308	62306	62308	2,556	51	29.1
62307_62306	62307	62306	20,723	1,280	24.0
62321_62322	62321	62322	9,818	742	8.0
62327_62321	62327	62321	10,677	731	71.4
62327_62322	62327	62322	22,675	1,641	28.2
62343_76866	62343	76866	13,956	1,043	46.0
76866_62343	76866	62343	11,307	991	46.0

CFA6 Construction Traffic Data Test 1

Table 5: Traffic data used in the construction assessment for receptors within CFA5, CFA6 and CFA7

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62328_64914	62328	64914	9,710	119	62.0	9,377	114	62.0	-334	-4	0.0
62421_64914	62421	64914	53,633	2,828	58.2	53,493	3,048	57.8	-140	219	-0.4
64914_62329	64914	62329	10,026	430	32.1	9,966	427	29.9	-59	-3	-2.1
64914_62421	64914	62421	51,239	2,582	92.6	51,093	2,752	92.4	-146	169	-0.1
62078_62087	62078	62087	2,860	211	22.9	2,886	208	22.9	26	-2	0.0
62078_62712	62078	62712	1,265	284	31.2	1,605	283	31.2	340	-1	0.0
62083_62346	62083	62346	16,102	1,807	21.7	16,209	1,821	21.6	108	15	-0.1
62085_62344	62085	62344	6,896	962	24.1	7,053	959	24.0	157	-3	-0.1
62085_62711	62085	62711	4,013	732	31.0	4,698	845	31.0	685	113	0.0
62085_62901	62085	62901	3,723	546	35.2	3,182	511	35.2	-541	-34	0.0
62086_62087	62086	62087	13,575	907	34.1	13,025	879	34.2	-550	-29	0.2
62087_62078	62087	62078	2,699	347	23.3	2,462	235	23.3	-237	-112	0.0
62087_62086	62087	62086	9,889	730	14.5	9,723	733	15.2	-166	3	0.7
62088_62344	62088	62344	18,268	1,901	12.0	18,719	1,981	12.0	450	80	0.0
62088_62899	62088	62899	14,904	1,034	12.7	15,521	1,081	12.4	617	48	-0.3
62089_62099	62089	62099	89	86	23.6	175	88	23.6	86	3	0.0
62090_62092	62090	62092	55,373	3,459	88.0	55,390	3,673	87.8	17	214	-0.2
62090_62203	62090	62203	16,122	597	68.2	16,481	591	68.1	358	-6	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62091_62103	62091	62103	68,413	3,681	45.5	68,717	3,909	44.8	303	228	-0.7
62093_62099	62093	62099	12,130	421	7.6	11,883	450	7.2	-247	30	-0.4
62094_62091	62094	62091	58,928	3,085	85.6	59,203	3,277	85.0	275	191	-0.6
62094_62099	62094	62099	6,740	332	35.6	6,611	329	35.5	-129	-2	0.0
62099_62089	62099	62089	3,668	111	24.8	3,504	112	24.8	-163	1	0.0
62099_62093	62099	62093	20,393	803	13.4	20,821	800	11.9	428	-2	-1.5
62099_62203	62099	62203	10,324	636	12.4	10,346	671	12.3	22	36	-0.1
62099_62702	62099	62702	11,908	420	36.8	11,978	413	36.7	70	-7	0.0
62100_62391	62100	62391	8,120	637	29.6	8,208	647	29.6	88	10	0.0
62100_62393	62100	62393	22,465	1,205	37.0	22,530	1,203	37.0	65	-3	0.0
62101_62387	62101	62387	11,849	907	63.3	11,243	797	63.4	-607	-110	0.1
62101_62389	62101	62389	22,720	1,711	12.2	21,111	1,642	11.8	-1,609	-68	-0.4
62101_62901	62101	62901	2,937	99	35.3	2,656	93	35.3	-281	-6	0.0
62102_63025	62102	63025	20,133	991	34.9	20,152	992	34.9	19	1	0.0
62103_62090	62103	62090	71,495	4,056	34.4	71,870	4,265	33.5	375	209	-0.8
62103_62321	62103	62321	58,727	2,915	54.6	58,857	3,160	53.9	130	245	-0.7
62103_62325	62103	62325	9,684	765	28.4	9,871	749	25.3	187	-16	-3.1
62104_62307	62104	62307	21,529	1,392	30.2	20,963	1,899	29.2	-566	508	-1.0
62104_62388	62104	62388	16,684	699	7.8	16,619	1,187	5.6	-65	487	-2.1
62109_62110	62109	62110	16,281	687	6.6	15,539	856	7.2	-742	170	0.7

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62110_62109	62110	62109	12,470	371	25.4	11,773	489	25.3	-697	118	-0.2
62110_62111	62110	62111	4,984	313	18.2	4,681	414	17.7	-303	102	-0.5
62110_62123	62110	62123	10,927	305	31.8	10,807	369	31.8	-119	64	0.0
62111_62110	62111	62110	3,379	207	40.5	2,943	251	40.5	-435	44	0.0
62111_62447	62111	62447	16,049	550	21.8	15,923	657	21.5	-126	106	-0.3
62111_62668	62111	62668	14,563	323	34.8	14,748	378	34.8	186	55	0.0
62114_62116	62114	62116	3,269	45	25.0	3,275	45	25.0	5	1	0.0
62114_62117	62114	62117	1,000	0	18.0	990	0	18.0	-10	0	0.0
62114_62121	62114	62121	11,310	471	29.7	11,323	470	29.6	13	-1	-0.1
62114_62296	62114	62296	13,889	423	28.4	13,647	524	28.3	-241	102	-0.1
62116_62114	62116	62114	3,947	27	22.6	3,705	26	22.6	-242	0	0.0
62117_62114	62117	62114	137	0	23.0	94	0	23.0	-43	0	0.0
62119_62123	62119	62123	761	0	23.9	1,113	0	23.9	352	0	0.0
62119_62156	62119	62156	452	0	24.6	466	0	24.6	14	0	0.0
62121_62114	62121	62114	9,742	397	29.4	9,669	386	29.5	-74	-11	0.1
62123_62110	62123	62110	9,315	136	31.2	9,344	208	31.1	29	72	-0.1
62123_62119	62123	62119	2,128	0	23.8	2,231	1	23.8	103	0	0.0
62123_62162	62123	62162	11,627	306	23.0	11,579	300	23.0	-47	-6	0.0
62156_62119	62156	62119	131	0	24.2	433	0	24.5	302	0	0.3
62162_62123	62162	62123	11,382	136	22.6	11,229	133	22.6	-153	-3	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62191_62702	62191	62702	4,388	298	36.8	4,580	302	36.8	191	4	0.0
62203_62091	62203	62091	9,483	597	57.2	9,513	633	56.9	29	36	-0.2
62203_62099	62203	62099	16,962	635	8.8	17,314	630	8.8	351	-6	0.0
62274_62294	62274	62294	847	6	25.0	851	6	25.0	4	0	0.0
62294_62274	62294	62274	1,135	4	14.5	1,134	4	14.5	0	0	0.0
62296_62114	62296	62114	16,118	531	6.5	16,084	638	7.5	-33	107	1.0
62296_62629	62296	62629	13,889	423	24.0	13,648	524	23.9	-241	102	-0.1
62305_62308	62305	62308	168	0	24.5	286	0	24.5	118	0	0.0
62305_62668	62305	62668	14,960	303	34.9	15,169	305	34.9	209	2	0.0
62307_62104	62307	62104	16,765	705	14.3	16,663	1,193	11.6	-102	489	-2.7
62308_62305	62308	62305	780	0	16.2	606	0	17.7	-175	0	1.5
62308_62307	62308	62307	2,607	68	2.6	2,717	65	2.4	109	-3	-0.1
62321_62103	62321	62103	62,395	3,213	43.2	62,685	3,450	42.7	290	237	-0.5
62322_62323	62322	62323	32,416	2,495	11.4	30,577	2,857	11.8	-1,839	363	0.4
62323_62104	62323	62104	21,529	1,392	23.1	20,963	1,899	22.8	-566	508	-0.3
62323_62388	62323	62388	10,885	1,105	25.1	9,618	955	25.7	-1,267	-149	0.7
62324_62103	62324	62103	9,368	842	34.4	9,359	812	37.1	-9	-30	2.7
62324_62325	62324	62325	18,264	952	28.1	16,966	1,343	28.0	-1,298	391	-0.1
62325_62326	62325	62326	27,946	1,722	13.8	26,846	2,087	13.2	-1,100	365	-0.7
62326_62101	62326	62101	16,970	1,080	14.6	15,856	964	15.7	-1,113	-116	1.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62326_62389	62326	62389	10,976	643	24.7	10,984	1,131	23.8	8	488	-0.9
62328_62329	62328	62329	21,401	1,616	37.6	21,830	1,632	37.5	430	16	-0.1
62329_62330	62329	62330	31,430	2,042	7.4	31,799	2,055	7.1	369	14	-0.3
62330_62390	62330	62390	18,920	1,096	29.6	19,300	1,118	29.5	379	21	-0.1
62330_62392	62330	62392	12,510	946	4.5	12,499	938	4.8	-11	-8	0.3
62331_62332	62331	62332	18,136	820	38.7	17,892	814	38.7	-244	-6	0.0
62331_62333	62331	62333	14,427	835	43.0	14,726	855	41.6	299	20	-1.4
62332_62100	62332	62100	30,586	1,841	19.6	30,740	1,848	19.5	153	7	0.0
62333_62332	62333	62332	12,448	1,024	29.6	12,846	1,037	29.5	398	13	-0.1
62333_62421	62333	62421	53,633	2,828	91.8	53,493	3,048	91.7	-140	219	-0.2
62343_62899	62343	62899	14,347	906	5.1	14,959	1,017	5.2	612	111	0.1
62344_62085	62344	62085	8,400	1,282	34.5	8,548	1,360	34.3	148	78	-0.2
62344_62345	62344	62345	16,769	1,578	14.6	17,227	1,578	14.6	457	0	0.0
62345_62346	62345	62346	16,769	1,578	11.2	17,227	1,578	10.7	457	0	-0.5
62346_62083	62346	62083	14,200	1,309	18.0	14,293	1,309	17.9	93	-1	0.0
62346_62088	62346	62088	18,671	2,075	14.3	19,143	2,090	14.5	472	16	0.1
62387_62101	62387	62101	15,525	947	39.9	14,676	916	37.6	-849	-31	-2.2
62388_62324	62388	62324	27,629	1,800	15.3	26,324	2,158	15.1	-1,305	358	-0.2
62389_62327	62389	62327	33,439	2,344	20.5	31,745	2,747	20.6	-1,694	404	0.0
62390_62331	62390	62331	32,561	1,655	18.8	32,616	1,669	18.7	55	14	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62392_62390	62392	62390	14,135	581	1.7	13,829	575	1.6	-306	-6	0.0
62392_64006	62392	64006	12,314	930	50.2	12,319	924	50.2	5	-7	0.0
62393_62391	62393	62391	22,985	1,105	5.4	22,993	1,107	5.3	8	1	-0.1
62393_63025	62393	63025	22,465	1,205	28.8	22,530	1,203	28.8	65	-3	0.0
62421_62333	62421	62333	51,239	2,582	78.8	51,088	2,751	78.0	-151	169	-0.9
62447_62111	62447	62111	15,543	481	16.6	15,214	583	15.2	-329	102	-1.4
62447_62629	62447	62629	16,049	550	34.3	15,923	657	34.3	-126	106	0.0
62629_62296	62629	62296	16,118	531	10.4	16,083	638	10.1	-35	107	-0.3
62629_62447	62629	62447	15,543	481	28.3	15,214	583	28.2	-329	102	-0.1
62629_62630	62629	62630	5,462	75	25.0	5,457	75	25.0	-5	0	0.0
62630_62629	62630	62629	7,187	112	13.1	7,187	112	13.1	0	0	0.0
62668_62111	62668	62111	12,870	248	19.1	13,066	250	19.0	197	3	-0.1
62668_62305	62668	62305	16,817	445	34.0	17,009	496	33.7	192	52	-0.3
62668_62669	62668	62669	2,887	32	25.0	2,878	32	25.0	-9	0	0.0
62669_62668	62669	62668	3,270	77	16.3	3,270	77	15.9	0	0	-0.3
62702_62099	62702	62099	9,362	429	8.8	9,653	430	8.2	291	2	-0.6
62702_62191	62702	62191	2,452	312	2.8	2,423	296	2.7	-30	-15	-0.1
62702_62703	62702	62703	10,060	122	25.0	10,157	129	25.0	97	8	0.0
62703_62702	62703	62702	5,672	136	22.4	5,786	135	22.3	114	-1	-0.1
62711_62085	62711	62085	3,555	834	24.9	3,939	834	24.9	385	0	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62711_62712	62711	62712	5,534	623	25.3	6,211	736	25.0	677	112	-0.4
62712_62078	62712	62078	2,889	285	23.5	3,285	285	23.5	395	0	0.0
62712_62711	62712	62711	4,275	809	30.0	4,665	809	30.0	390	0	0.0
62712_62713	62712	62713	1,128	170	27.0	1,407	282	27.0	279	111	0.0
62713_62712	62713	62712	1,209	525	21.7	1,232	526	21.7	22	0	0.0
62899_62088	62899	62088	14,496	865	17.2	15,093	976	17.0	597	111	-0.2
62899_62343	62899	62343	15,158	1,103	41.3	15,761	1,151	41.2	604	48	-0.1
62899_62900	62899	62900	1,036	66	25.0	1,045	66	25.0	9	0	0.0
62900_62899	62900	62899	1,439	94	3.3	1,419	94	3.3	-20	0	0.0
62901_62085	62901	62085	2,687	73	32.8	2,447	67	32.7	-240	-6	-0.1
62901_62101	62901	62101	4,292	631	23.5	3,735	596	22.2	-557	-34	-1.2
63025_62102	63025	62102	20,274	1,154	13.2	20,346	1,152	13.3	71	-2	0.1
63025_62393	63025	62393	22,985	1,105	37.0	22,993	1,107	37.0	8	1	0.0
64006_62392	64006	62392	14,135	581	47.4	13,829	575	48.0	-306	-6	0.5
62109_62124	62109	62124	5,837	272	51.6	5,909	609	51.6	72	337	0.0
62109_62306	62109	62306	13,093	531	21.9	12,741	1,043	20.6	-352	512	-1.4
62119_62124	62119	62124	1,703	0	24.2	1,793	1	24.2	90	0	0.0
62124_62109	62124	62109	6,854	173	48.6	7,014	568	48.4	160	394	-0.2
62124_62119	62124	62119	658	0	24.5	708	0	24.5	50	0	0.0
62124_62132	62124	62132	7,540	273	47.3	7,309	223	47.3	-231	-50	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62132_62124	62132	62124	7,512	174	51.1	7,318	174	51.1	-194	1	0.0
62306_62109	62306	62109	17,024	933	21.9	16,542	1,439	20.1	-482	506	-1.9
62306_62307	62306	62307	14,514	644	19.6	14,110	1,115	18.9	-404	471	-0.8
62306_62308	62306	62308	2,857	84	29.1	2,595	85	29.2	-262	1	0.1
62307_62306	62307	62306	21,758	1,392	18.6	21,169	1,899	15.7	-589	507	-2.9
62321_62322	62321	62322	9,970	778	9.5	9,237	1,227	6.4	-732	449	-3.2
62327_62321	62327	62321	11,100	630	70.4	10,579	1,119	70.1	-521	489	-0.3
62327_62322	62327	62322	22,338	1,713	29.9	21,164	1,630	31.9	-1,175	-83	2.0
62343_76866	62343	76866	14,751	1,097	46.0	15,385	1,146	46.0	635	48	0.0
76866_62343	76866	62343	12,251	870	46.0	12,900	982	46.0	649	112	0.0

CFA6 Construction Traffic Data Test 2

Table 6: Traffic data used in the construction assessment for receptors within CFA5, CFA6 and CFA7

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62328_64914	62328	64914	9,710	119	62.0	9,368	109	62.0	-343	-9	0.0
62421_64914	62421	64914	53,633	2,828	58.2	53,516	3,031	57.8	-116	203	-0.4
64914_62329	64914	62329	10,026	430	32.1	10,041	427	29.4	15	-3	-2.7
64914_62421	64914	62421	51,239	2,582	92.6	50,970	2,736	92.5	-269	154	-0.1
62078_62087	62078	62087	2,860	211	22.9	2,841	208	22.9	-19	-3	0.0
62078_62712	62078	62712	1,265	284	31.2	1,549	284	31.2	284	-1	0.0
62083_62346	62083	62346	16,102	1,807	21.7	16,108	1,823	21.7	6	16	0.0
62085_62344	62085	62344	6,896	962	24.1	6,982	959	24.0	86	-3	0.0
62085_62711	62085	62711	4,013	732	31.0	4,650	845	31.0	637	113	0.0
62085_62901	62085	62901	3,723	546	35.2	3,225	525	35.2	-497	-20	0.0
62086_62087	62086	62087	13,575	907	34.1	13,124	873	34.2	-451	-34	0.1
62087_62078	62087	62078	2,699	347	23.3	2,440	235	23.3	-259	-112	0.0
62087_62086	62087	62086	9,889	730	14.5	9,689	733	15.2	-200	3	0.8
62088_62344	62088	62344	18,268	1,901	12.0	18,645	1,988	12.0	376	88	0.0
62088_62899	62088	62899	14,904	1,034	12.7	15,366	1,068	12.4	462	34	-0.3
62089_62099	62089	62099	89	86	23.6	172	88	23.6	82	2	0.0
62090_62092	62090	62092	55,373	3,459	88.0	55,389	3,671	87.7	16	212	-0.3
62090_62203	62090	62203	16,122	597	68.2	16,450	580	68.2	328	-17	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62091_62103	62091	62103	68,413	3,681	45.5	68,642	3,891	44.9	229	210	-0.6
62093_62099	62093	62099	12,130	421	7.6	11,878	442	7.2	-252	21	-0.4
62094_62091	62094	62091	58,928	3,085	85.6	59,144	3,268	85.0	217	183	-0.5
62094_62099	62094	62099	6,740	332	35.6	6,585	331	35.6	-155	0	0.0
62099_62089	62099	62089	3,668	111	24.8	3,485	112	24.8	-182	1	0.0
62099_62093	62099	62093	20,393	803	13.4	20,852	794	12.0	459	-9	-1.4
62099_62203	62099	62203	10,324	636	12.4	10,363	663	12.3	39	27	-0.1
62099_62702	62099	62702	11,908	420	36.8	11,986	420	36.7	78	0	0.0
62100_62391	62100	62391	8,120	637	29.6	8,204	658	29.6	84	21	0.0
62100_62393	62100	62393	22,465	1,205	37.0	22,550	1,209	37.0	86	4	0.0
62101_62387	62101	62387	11,849	907	63.3	11,264	797	63.4	-585	-111	0.1
62101_62389	62101	62389	22,720	1,711	12.2	21,213	1,648	11.8	-1,507	-63	-0.4
62101_62901	62101	62901	2,937	99	35.3	2,633	93	35.2	-304	-6	0.0
62102_63025	62102	63025	20,133	991	34.9	20,155	995	34.9	23	4	0.0
62103_62090	62103	62090	71,495	4,056	34.4	71,838	4,252	33.4	343	196	-1.0
62103_62321	62103	62321	58,727	2,915	54.6	58,892	3,154	53.8	165	238	-0.8
62103_62325	62103	62325	9,684	765	28.4	9,738	736	25.6	54	-29	-2.8
62104_62307	62104	62307	21,529	1,392	30.2	20,995	1,902	29.1	-534	511	-1.1
62104_62388	62104	62388	16,684	699	7.8	16,610	1,186	5.7	-73	487	-2.1
62109_62110	62109	62110	16,281	687	6.6	15,561	854	7.0	-720	167	0.5

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62110_62109	62110	62109	12,470	371	25.4	11,762	491	25.3	-708	120	-0.2
62110_62111	62110	62111	4,984	313	18.2	4,676	413	17.8	-308	101	-0.4
62110_62123	62110	62123	10,927	305	31.8	10,815	367	31.8	-112	62	0.0
62111_62110	62111	62110	3,379	207	40.5	2,943	255	40.5	-436	48	0.0
62111_62447	62111	62447	16,049	550	21.8	15,931	660	21.5	-118	110	-0.3
62111_62668	62111	62668	14,563	323	34.8	14,741	379	34.8	178	56	0.0
62114_62116	62114	62116	3,269	45	25.0	3,265	45	25.0	-4	0	0.0
62114_62117	62114	62117	1,000	0	18.0	1,011	0	18.0	11	0	0.0
62114_62121	62114	62121	11,310	471	29.7	11,312	474	29.6	2	3	-0.1
62114_62296	62114	62296	13,889	423	28.4	13,619	526	28.3	-270	103	-0.1
62116_62114	62116	62114	3,947	27	22.6	3,694	26	22.6	-253	0	0.0
62117_62114	62117	62114	137	0	23.0	109	0	23.0	-28	0	0.0
62119_62123	62119	62123	761	0	23.9	1,098	0	23.9	337	0	0.0
62119_62156	62119	62156	452	0	24.6	477	0	24.6	25	0	0.0
62121_62114	62121	62114	9,742	397	29.4	9,635	387	29.5	-107	-10	0.1
62123_62110	62123	62110	9,315	136	31.2	9,332	206	31.1	17	70	0.0
62123_62119	62123	62119	2,128	0	23.8	2,243	1	23.8	114	0	0.0
62123_62162	62123	62162	11,627	306	23.0	11,606	297	23.1	-21	-8	0.0
62156_62119	62156	62119	131	0	24.2	402	0	24.5	271	0	0.3
62162_62123	62162	62123	11,382	136	22.6	11,261	132	22.6	-122	-5	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62191_62702	62191	62702	4,388	298	36.8	4,546	311	36.8	158	13	0.0
62203_62091	62203	62091	9,483	597	57.2	9,496	623	57.0	13	26	-0.2
62203_62099	62203	62099	16,962	635	8.8	17,317	619	8.8	354	-16	0.0
62274_62294	62274	62294	847	6	25.0	850	6	25.0	3	0	0.0
62294_62274	62294	62274	1,135	4	14.5	1,140	4	14.5	5	0	0.0
62296_62114	62296	62114	16,118	531	6.5	16,087	641	7.5	-31	111	1.0
62296_62629	62296	62629	13,889	423	24.0	13,619	526	24.0	-270	103	-0.1
62305_62308	62305	62308	168	0	24.5	297	0	24.5	128	0	0.0
62305_62668	62305	62668	14,960	303	34.9	15,177	310	34.9	217	7	0.0
62307_62104	62307	62104	16,765	705	14.3	16,657	1,193	11.7	-108	488	-2.6
62308_62305	62308	62305	780	0	16.2	665	0	17.5	-115	0	1.3
62308_62307	62308	62307	2,607	68	2.6	2,665	63	2.4	58	-5	-0.1
62321_62103	62321	62103	62,395	3,213	43.2	62,761	3,427	42.7	365	214	-0.5
62322_62323	62322	62323	32,416	2,495	11.4	30,564	2,875	11.8	-1,852	380	0.4
62323_62104	62323	62104	21,529	1,392	23.1	20,996	1,902	22.8	-534	511	-0.3
62323_62388	62323	62388	10,885	1,105	25.1	9,572	970	25.8	-1,313	-135	0.7
62324_62103	62324	62103	9,368	842	34.4	9,274	823	36.4	-94	-19	2.0
62324_62325	62324	62325	18,264	952	28.1	17,011	1,348	28.0	-1,253	395	-0.1
62325_62326	62325	62326	27,946	1,722	13.8	26,759	2,079	13.2	-1,187	357	-0.6
62326_62101	62326	62101	16,970	1,080	14.6	15,851	963	15.8	-1,118	-117	1.2

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62326_62389	62326	62389	10,976	643	24.7	10,902	1,124	23.9	-74	480	-0.9
62328_62329	62328	62329	21,401	1,616	37.6	21,836	1,651	37.5	436	35	-0.1
62329_62330	62329	62330	31,430	2,042	7.4	31,883	2,073	7.0	452	31	-0.4
62330_62390	62330	62390	18,920	1,096	29.6	19,376	1,126	29.5	455	29	-0.1
62330_62392	62330	62392	12,510	946	4.5	12,507	948	4.8	-3	2	0.2
62331_62332	62331	62332	18,136	820	38.7	17,881	808	38.7	-256	-11	0.0
62331_62333	62331	62333	14,427	835	43.0	14,750	863	41.5	323	28	-1.5
62332_62100	62332	62100	30,586	1,841	19.6	30,756	1,866	19.5	170	25	0.0
62333_62332	62333	62332	12,448	1,024	29.6	12,874	1,059	29.5	426	36	-0.1
62333_62421	62333	62421	53,633	2,828	91.8	53,516	3,031	91.6	-116	203	-0.2
62343_62899	62343	62899	14,347	906	5.1	14,986	1,011	5.1	639	105	0.0
62344_62085	62344	62085	8,400	1,282	34.5	8,541	1,374	34.3	140	92	-0.2
62344_62345	62344	62345	16,769	1,578	14.6	17,090	1,570	14.6	321	-7	0.0
62345_62346	62345	62346	16,769	1,578	11.2	17,090	1,570	10.8	321	-7	-0.4
62346_62083	62346	62083	14,200	1,309	18.0	14,279	1,302	17.9	79	-8	0.0
62346_62088	62346	62088	18,671	2,075	14.3	18,919	2,091	14.5	248	17	0.2
62387_62101	62387	62101	15,525	947	39.9	14,775	910	34.4	-750	-37	-5.5
62388_62324	62388	62324	27,629	1,800	15.3	26,284	2,174	15.1	-1,346	373	-0.2
62389_62327	62389	62327	33,439	2,344	20.5	31,769	2,744	20.6	-1,670	401	0.0
62390_62331	62390	62331	32,561	1,655	18.8	32,629	1,673	18.7	67	17	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62392_62390	62392	62390	14,135	581	1.7	13,780	571	1.6	-355	-10	-0.1
62392_64006	62392	64006	12,314	930	50.2	12,322	933	50.2	8	3	0.0
62393_62391	62393	62391	22,985	1,105	5.4	22,994	1,110	5.3	9	4	-0.1
62393_63025	62393	63025	22,465	1,205	28.8	22,550	1,209	28.8	85	4	0.0
62421_62333	62421	62333	51,239	2,582	78.8	50,978	2,736	78.0	-261	154	-0.8
62447_62111	62447	62111	15,543	481	16.6	15,192	585	15.2	-351	104	-1.5
62447_62629	62447	62629	16,049	550	34.3	15,931	660	34.3	-118	110	0.0
62629_62296	62629	62296	16,118	531	10.4	16,087	641	10.1	-31	111	-0.3
62629_62447	62629	62447	15,543	481	28.3	15,192	585	28.2	-351	104	-0.1
62629_62630	62629	62630	5,462	75	25.0	5,455	75	25.0	-8	0	0.0
62630_62629	62630	62629	7,187	112	13.1	7,187	112	13.1	0	0	0.0
62668_62111	62668	62111	12,870	248	19.1	13,069	255	19.0	199	7	-0.1
62668_62305	62668	62305	16,817	445	34.0	17,002	495	33.8	185	50	-0.2
62668_62669	62668	62669	2,887	32	25.0	2,880	32	25.0	-8	0	0.0
62669_62668	62669	62668	3,270	77	16.3	3,270	77	16.0	0	0	-0.3
62702_62099	62702	62099	9,362	429	8.8	9,687	439	8.3	324	10	-0.5
62702_62191	62702	62191	2,452	312	2.8	2,380	314	2.7	-72	3	-0.1
62702_62703	62702	62703	10,060	122	25.0	10,208	119	25.0	148	-3	0.0
62703_62702	62703	62702	5,672	136	22.4	5,858	134	22.3	186	-2	-0.1
62711_62085	62711	62085	3,555	834	24.9	3,876	835	24.9	321	1	-0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62711_62712	62711	62712	5,534	623	25.3	6,163	736	25.0	629	112	-0.3
62712_62078	62712	62078	2,889	285	23.5	3,255	284	23.5	365	-1	0.0
62712_62711	62712	62711	4,275	809	30.0	4,599	810	30.0	324	1	0.0
62712_62713	62712	62713	1,128	170	27.0	1,392	282	27.0	264	112	0.0
62713_62712	62713	62712	1,209	525	21.7	1,230	526	21.7	20	0	0.0
62899_62088	62899	62088	14,496	865	17.2	15,085	970	17.0	589	105	-0.2
62899_62343	62899	62343	15,158	1,103	41.3	15,621	1,137	41.2	463	34	-0.1
62899_62900	62899	62900	1,036	66	25.0	1,042	66	25.0	6	0	0.0
62900_62899	62900	62899	1,439	94	3.3	1,396	94	3.3	-43	0	0.0
62901_62085	62901	62085	2,687	73	32.8	2,443	66	32.7	-244	-7	-0.1
62901_62101	62901	62101	4,292	631	23.5	3,781	611	21.9	-511	-20	-1.6
63025_62102	63025	62102	20,274	1,154	13.2	20,366	1,159	13.3	92	4	0.1
63025_62393	63025	62393	22,985	1,105	37.0	22,994	1,110	37.0	8	4	0.0
64006_62392	64006	62392	14,135	581	47.4	13,780	571	48.1	-355	-10	0.6
62109_62124	62109	62124	5,837	272	51.6	5,890	601	51.6	53	329	0.0
62109_62306	62109	62306	13,093	531	21.9	12,802	1,045	20.4	-291	514	-1.5
62119_62124	62119	62124	1,703	0	24.2	1,794	1	24.2	90	0	0.0
62124_62109	62124	62109	6,854	173	48.6	7,067	567	48.4	213	394	-0.2
62124_62119	62124	62119	658	0	24.5	725	0	24.5	67	0	0.0
62124_62132	62124	62132	7,540	273	47.3	7,290	215	47.3	-249	-58	0.0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62132_62124	62132	62124	7,512	174	51.1	7,387	174	51.1	-125	1	0.0
62306_62109	62306	62109	17,024	933	21.9	16,566	1,430	20.0	-459	497	-1.9
62306_62307	62306	62307	14,514	644	19.6	14,132	1,111	18.9	-382	467	-0.8
62306_62308	62306	62308	2,857	84	29.1	2,591	96	29.2	-266	11	0.1
62307_62306	62307	62306	21,758	1,392	18.6	21,203	1,902	15.4	-555	510	-3.2
62321_62322	62321	62322	9,970	778	9.5	9,162	1,244	6.4	-808	466	-3.1
62327_62321	62327	62321	11,100	630	70.4	10,601	1,119	70.0	-499	490	-0.3
62327_62322	62327	62322	22,338	1,713	29.9	21,166	1,627	31.8	-1,172	-87	2.0
62343_76866	62343	76866	14,751	1,097	46.0	15,275	1,133	46.0	524	35	0.0
76866_62343	76866	62343	12,251	870	46.0	12,922	977	46.0	671	106	0.0

CFA7 Baseline Traffic Data

Table 7: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
62321_76867	62321	76867	63,485	3,779	52.0
76866_76886	76866	76886	15,002	1,197	43.1
76867_62321	76867	62321	65,628	4,214	16.6
76867_76888	76867	76888	63,485	3,779	52.0
76886_76866	76886	76866	13,108	1,233	47.0
76888_76867	76888	76867	65,628	4,214	50.5

CFA7 Construction Traffic Data Test 1

Table 8: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62321_76867	62321	76867	69,828	3,544	47.6	69,419	4,241	46.1	-408	697	-1.5
76866_76886	76866	76886	15,753	1,228	42.8	16,427	1,277	42.8	674	49	0.0
76867_62321	76867	62321	72,366	3,990	10.5	71,902	4,645	8.1	-464	655	-2.4
76867_76888	76867	76888	69,816	3,543	47.6	69,407	4,240	46.1	-409	697	-1.5
76886_76866	76886	76866	13,777	1,095	47.0	14,460	1,208	47.0	683	113	0.0
76888_76867	76888	76867	72,366	3,990	45.7	71,902	4,645	44.2	-464	655	-1.5

CFA7 Construction Traffic Data Test 2

Table 9: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
62321_76867	62321	76867	69,828	3,544	47.6	69,475	4,235	46.0	-352	691	-1.6
76866_76886	76866	76886	15,753	1,228	42.8	16,313	1,264	42.8	559	36	0.0
76867_62321	76867	62321	72,366	3,990	10.5	71,902	4,638	8.1	-465	649	-2.4
76867_76888	76867	76888	69,816	3,543	47.6	69,486	4,235	46.0	-330	692	-1.6
76886_76866	76886	76866	13,777	1,095	47.0	14,516	1,203	47.0	738	108	0.0
76888_76867	76888	76867	72,366	3,990	45.7	71,902	4,638	44.2	-465	649	-1.5

CFA11 Baseline Traffic Data

Table 10: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
A418 Oxford Road - Aylesbury	5010	0623	20971	747	71
A41 (east of Blackgrove Road) - Waddesdon	5011	0677	15863	1841	73

CFA11 Construction Traffic Data

Table 11: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A418 Oxford Road (north east of HS2 alignment) - Aylesbury	5010	0623	24505	873	71.4	24714	903	71.4	209	30	0
A41 (east of Blackgrove Road) - Waddesdon	5011	0677	18536	2152	73.5	18855	2193	73.5	319	41	0

CFA15 Baseline Traffic Data

Table 12: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
B4525 Banbury Lane (SW of Banbury Road)	n/a	n/a	6603	230	96.5
Banbury Lane (SW of Thorpe Mandeville)	n/a	n/a	2459	27	98.9
Banbury Road	5017	1046	2114	25	98.8
A361 Byfield Road (south of Welsh Road)	5018	1107	6232	120	98.1

CFA15 Construction Traffic Data

Table 13: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
B4525 Banbury Lane (SW of Banbury Road)	n/a	n/a	7661	267	53.4	8733	1300	53.4	1072	1033	0
Banbury Lane (SW of Thorpe Mandeville)	n/a	n/a	2853	31	50.4	3973	1073	50.4	1120	1042	0
Banbury Road	5017	1046	2452	28	50.4	3985	1087	50.4	1533	1059	0
A361 Banbury Road (south of Bypass)	n/a	n/a	7231	139	49.7	9576	2379	49.7	2444	2240	0
A361 Chipping Warden Bypass - Phase 1	n/a	n/a	0	0	0	0	0	0	0	0	0
Chipping Warden (road through village) - Phase 1	n/a	n/a	7231	139	49.7	7388	190	49.7	157	51	0
A361 Chipping Warden Bypass - Phase 2	n/a	n/a	0	0	0	7920	2376	50	7920	2376	50
Chipping Warden (road through	n/a	n/a	7231	139	49.7	1857	43	49.7	-5374	-96	0

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
village) - Phase 2											
A361 Byfield Road (between 290/05 and Bypass)	n/a	n/a	7231	139	49.7	9935	2383	49.7	2703	2244	0

CFA15 Operational Traffic Data

Table 14: Traffic data used in the construction assessment 2026

Road	Without the Proposed Scheme 2026			With the Proposed Scheme 2026			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A361 Chipping Warden Bypass	0	0	0	6397	152	80	6397	152	80
Chipping Warden (road through village)	7871	151	49.7	1745	3	49.7	-6126	-148	0

Table 15: Traffic data used in the construction assessment 2041

Road	Without the Proposed Scheme 2041			With the Proposed Scheme 2041			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A361 Chipping Warden Bypass	0	0	49.7	8185	186	80	8185	186	80
Chipping Warden (road through village)	9783	188	49.7	1745	3	49.7	-8038	-185	0

CFA18 Baseline Traffic Data

Table 16: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
Cromwell Lane, Burton Green - south of junction with Hodgetts Lane	3670	165	51
Hodgetts Lane, Burton Green - south of Waste Lane junction leading into Burton Green	3811	80	48
B4101 Waste Lane, Balsall Common - between Hodgetts Lane and Windmill Lane	4872	287	64
B4104 Kelsey Lane, Balsall Common - between Windmill Lane and the A452	5034	181	48

CFA18 Construction Traffic Data

Table 17: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
Cromwell Lane, Burton Green - south of junction with Hodgetts Lane	4028	181	51	4239	246	51	211	65	0
Hodgetts Lane, Burton Green - south of Waste Lane junction leading into Burton Green	4218	89	48	4218	89	48	0	0	0
B4101 Waste Lane, Balsall Common - between Hodgetts Lane and Windmill Lane	5392	318	64	6050	944	64	658	626	0
B4104 Kelsey Lane, Balsall Common - between Windmill Lane and the A452	5572	201	48	6032	531	48	460	330	0

CFA18 Operational Traffic Data

Table 18: Traffic data used in the operational assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
Cromwell Lane, Burton Green - south of junction with Hodgetts Lane	4295	193	51	4295	193	51	0	0	0
Hodgetts Lane, Burton Green - south of Waste Lane junction leading into Burton Green	4509	95	48	4509	95	48	0	0	0
B4101 Waste Lane, Balsall Common - between Hodgetts Lane and Windmill Lane	5764	340	64	5764	340	64	0	0	0
B4104 Kelsey Lane, Balsall Common - between Windmill Lane and the A452	5956	214	48	5956	214	48	0	0	0

CFA19 Baseline Traffic Data

Table 19: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
A446 between Coleshill Heath Road and Hall Walk, Coleshill	24778	2131	113
A446 between Hall Walk, Coleshill and A4114 Birmingham Road	26185	2304	113
A4114 Birmingham Road	17377	938	80
Manor Drive	14262	927	69
A446 between A4114 Birmingham Road and B4117	23354	2219	113
A446 north of B4117 Gilson Road	19052	2153	61

CFA19 Construction Traffic Data

Table 20: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A446 between Coleshill Heath Road and Hall Walk, Coleshill	28166	2422	113	29919	4099	113	1753	1677	0
A446 between Hall Walk, Coleshill and A4114 Birmingham Road	29764	2619	113	31518	4286	113	1754	1667	0
A4114 Birmingham Road	19752	1067	80	21602	2808	80	1850	1741	0
Manor Drive	16212	1054	69	17635	2204	69	1423	1150	0
A446 between A4114 Birmingham Road and B4117	26547	2522	113	27654	3457	113	1107	935	0
A446 north of B4117 Gilson Road	21657	2447	61	23184	3964	61	1527	1517	0

CFA19 Operational Traffic Data

Table 21: Traffic data used in the operational assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A4114 Birmingham Road	21483	1160	80	21483	1160	80	0	0	0
Manor Drive	17632	1146	69	17632	1146	69	0	0	0

CFA2o Baseline Traffic Data

Table 22: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
A446 between Faraday Avenue and Junction 9 of the M42 motorway	22200	4262	48
A446 between Junction M42 motorway and the A4091	22983	2942	113
A446 Lichfield Road west of the A4091	11498	1403	80
A4091 Tamworth Road between A446 and Cuttle Mill Lane	9447	633	97
A446 Lichfield Road south of the A453	17398	2157	97
A4091 Tamworth Road between Cuttle Mill Lane and Church Lane	9941	815	91
Crowbury Lane	200	14	41
Church Lane	866	61	55

CFA2o Construction Traffic Data

Table 23: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A446 between Faraday Avenue and Junction 9 of the M42 motorway	25235	4845	48	27195	6173	48	1960	1328	0
A446 between Junction M42 motorway and the A4091	25902	3315	113	27762	4747	113	1860	1432	0
A446 Lichfield Road west of the A4091	12959	1581	80	14350	2813	80	1391	1232	0
A4091 Tamworth Road between A446 and Cuttle Mill Lane	10647	713	97	11114	934	97	467	221	0
A446 Lichfield Road south of the A453	19481	2416	97	20872	3632	97	1391	1216	0

CFA2o Operational Traffic Data

Table 24: Traffic data used in the operational assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A4091 Tamworth Road between Cuttle Mill Lane and Church Lane	12121	994	91	12121	994	91	0	0	0
Crowbury Lane	243	17	41	243	17	41	0	0	0
Church Lane	1056	75	55	1056	75	55	0	0	0

CFA21 Baseline Traffic Data

Table 25: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
A453 Sutton Road, Tamworth	16480	972	82
Rock Hill	1318	134	66
A5 east of the A38	22228	3757	109
A5 between the A38 and M6 Toll junction T5	20770	2845	97
A38 between the A5 and the A5148	38100	3962	113
A5127 Birmingham Road, north of the A5	13356	401	80

CFA21 Construction Traffic Data

Table 26: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A453 Sutton Road, Tamworth	18453	1089	82	18613	1191	82	160	102	0
Rock Hill	1476	151	66	1898	374	66	422	223	0
A5 east of the A38	24888	4206	109	24955	4267	109	67	61	0
A5 between the A38 and M6 Toll T5	23256	3186	97	23891	3560	97	635	374	0
A38 between the A5 and the A5148	42660	4437	113	43843	5130	113	1183	693	0
A5127 Birmingham Road, north of the A5	14955	449	80	15590	811	80	635	362	0

CFA22 Baseline Traffic Data

Table 27: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
Darnford Lane	211	11	47
Cappers Lane	2685	121	69
Broad Lane	752	64	57
A38 east of Streethay	39332	7866	106
A5127 Burton Road	12980	883	56
Wood End Lane	3682	453	78

CFA22 Construction Traffic Data

Table 28: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
Darnford Lane	236	13	47	236	13	47	0	0	0
Cappers Lane	2973	134	69	3016	139	69	43	5	0
Broad Lane	832	71	57	2147	711	57	1315	640	0
A38 east of Streethay	43548	8710	106	45088	10100	106	1540	1390	0
A5127 Burton Road	14371	977	56	14396	979	56	25	2	0

CFA22 Operational Traffic Data

Table 29: Traffic data used in the operational assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
Darnford Lane	252	14	47	252	14	47	0	0	0
Cappers Lane	3153	142	69	3153	142	69	0	0	0
Broad Lane	883	75	57	883	75	57	0	0	0
Wood End Lane	4395	541	78	4395	541	78	0	0	0

CFA23 Baseline Traffic Data

Table 30: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
A45	423937282834	426315282347	49037	2795	85
A45	422917282915	422083283144	54316	3096	85
A452	1000	1001	19320	425	85
A452	1001	1002	19061	419	85
A452	1002	1003	19470	428	85
A452	1003	1004	17175	378	36
A452	1004	1005	17290	380	36
A452	1005	1033	19090	420	36
A452	1007	1010	17411	383	36
A452	1007	1033	18555	408	36
A452	1010	1011	14667	323	36
A452	1011	1037	14771	325	36
A452	2006	1000	21195	466	36
Alder Lane	1009	1011	5490	27	36
B4101	1011	1036	5450	27	36
B4101	1012	1039	6513	33	36
B4101	1012	1036	5947	30	36
Balsall Street	1008	2002	6188	31	36

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
Birmingham Road	423347282585	422917282915	3092	9	36
Bradnocks Marsh Lane	2005	1000	884	3	36
Hall Meadow Road	1003	1006	1975	6	36
Lavender Hall Lane	1005	1006	1753	5	36
Shepherds Lane	423088282923	423413283214	2181	7	36
Station Road	1007	1034	5356	16	36
Station Road	1007	1035	5100	15	36
Station Road	1008	1035	2419	7	36
Windmill Lane	1013	1012	2502	8	36
Wootton Green Lane	423263278390	423143278235	79	0	36
Wootton Lane	1002	423263278390	277	1	36
Wootton Lane	423263278390	423062278515	297	1	36

CFA23 Construction Traffic Data

Table 31: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A45	423937282834	426315282347	57984	3305	85	58295	3556	85	311	251	<0.1
A45	422917282915	422083283144	63635	3627	85	63960	3902	85	325	274	<0.1
A452	1000	1001	22562	496	85	23220	813	85	658	316	<0.1
A452	1001	1002	22267	490	85	22625	701	85	358	212	<0.1
A452	1002	1003	22746	500	85	23104	716	85	358	216	<0.1
A452	1003	1004	20064	441	36	20420	653	36	355	212	<0.1
A452	1004	1005	20195	444	36	20550	658	36	355	213	<0.1
A452	1005	1033	22283	490	36	22639	702	36	355	212	<0.1
A452	1007	1010	20320	447	36	20639	660	36	320	213	<0.1
A452	1007	1033	21658	476	36	22014	682	36	355	206	<0.1
A452	1010	1011	17146	377	36	17466	594	36	320	217	<0.1
A452	1011	1037	17272	380	36	17272	380	36	0	0	<0.1
A452	2006	1000	24773	545	36	25505	918	36	732	373	<0.1
Alder Lane	1009	1011	5877	29	36	5877	29	36	0	0	<0.1
B4101	1011	1036	5835	29	36	6154	240	36	320	211	<0.1
B4101	1012	1039	6972	35	36	7292	248	36	320	213	<0.1
B4101	1012	1036	6367	32	36	6686	247	36	320	216	<0.1

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
Balsall Street	1008	2002	6624	33	36	6624	33	36	0	0	<0.1
Birmingham Road	423347282585	422917282915	3310	10	36	3338	13	36	28	3	<0.1
Bradnocks Marsh Lane	2005	1000	946	3	36	946	3	36	0	0	<0.1
Hall Meadow Road	1003	1006	2115	6	36	2117	6	36	3	0	<0.1
Lavender Hall Lane	1005	1006	1877	6	36	1877	6	36	0	0	<0.1
Shepherds Lane	423088282923	423413283214	2334	7	36	2362	9	36	28	2	<0.1
Station Rd	1007	1034	5733	17	36	5769	17	36	36	0	<0.1
Station Rd	1007	1035	5459	16	36	5459	16	36	0	0	<0.1
Station Road	1008	1035	2590	8	36	2590	8	36	0	0	<0.1
Windmill Lane	1013	1012	2678	8	36	2678	8	36	0	0	<0.1
Wootton Green Lane	423263278390	423143278235	85	0	36	85	0	36	0	0	<0.1
Wootton Lane	1002	423263278390	297	1	36	297	1	36	0	0	<0.1
Wootton Lane	423263278390	423062278515	318	1	36	318	1	36	0	0	<0.1

CFA24 Baseline Traffic Data

Table 32: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
A446	5049	8000115	38044	2183	85
M42	7500020	5029	136540	8113	85
M6 westbound off slip	2100010000	8000129	15215	904	64
M6 westbound on slip	8000129	8000130	6151	365	64
M6	8000118	417782288909	79668	4734	85
M6 eastbound on slip	8000126	8000127	7196	428	64
M6 eastbound off slip	8000118	8000120	11073	658	64
M6 westbound on slip	8000133	2100010004	26663	1584	64
A45	7500018	7500029	65651	3766	85
A45 westbound off slip	7500018	2100110820	18015	1034	85
M42	7500019	7500265	136540	8113	85
M42 northbound off slip	7500019	2000016852	22391	1330	64
M42 southbound on slip	7500027	2100010078	21031	1250	64
A452	7500185	7500202	18813	1079	85

CFA24 Construction Traffic Data

Table 33: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
A446	5049	8000115	44486	2552	85	45236	2863	85	783	313	<0.1
M42	7500020	5029	136395	8104	85	136816	8376	85	757	292	<0.1
M6 westbound off slip	210001000	8000129	22408	1331	64	22608	1442	64	230	113	<0.1
M6 westbound on slip	8000129	8000130	6444	383	64	6497	415	64	79	33	<0.1
M6	8000118	417782288909	83681	4972	85	84413	5317	85	752	347	<0.1
M6 eastbound on slip	8000126	8000127	7576	450	64	7576	482	64	32	32	<0.1
M6 eastbound off slip	8000118	8000120	11615	690	64	11821	709	64	208	19	<0.1
M6 westbound on slip	8000133	2100010004	27984	1663	64	28004	1663	64	20	0	<0.1
A45	7500018	7500029	44486	2552	85	78424	5238	85	1415	950	<0.1
A45 westbound off slip	7500018	2100110820	21142	1213	85	21736	1488	85	729	221	<0.1
M42	7500019	7500265	143388	8520	85	144941	9551	85	1553	1032	<0.1
M42 northbound off slip	7500019	2000016852	23565	1400	64	24286	1868	64	565	482	<0.1
M42 southbound on slip	7500027	2100010078	22180	1318	64	22901	1786	64	565	208	<0.1
A452	7500185	7500202	21948	1259	85	22256	1493	85	308	234	<0.1

CFA25 Baseline Traffic Data

Table 34: Traffic data used in the baseline assessment

Road	A node	B node	Without the Proposed Scheme		
			AADT	HDVs	Speed (kph)
M6	1081	1084	171601	52682	80
A452	1083	1068	19432	2002	48
Kingsleigh Drive	1075	1082	588	41	36
Parkfield Drive	1083	1087	3333	234	36
Water Orton Road	1086	1087	13353	1376	48

CFA25 Construction Traffic Data

Table 35: Traffic data used in the construction assessment

Road	A node	B node	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
			AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
M6	1081	1084	171601	52656	80	172646	53520	80	1045	864	<0.1
A452	1083	1068	24884	2564	48	24898	2561	48	14	-3	<0.1
Kingsleigh Drive	1075	1082	687	48	36	687	48	36	0	0	<0.1
Parkfield Drive	1083	1087	3895	273	36	3938	273	36	43	0	<0.1
Water Orton Road	1086	1087	15602	1607	48	15610	1615	48	8	8	<0.1

CFA26 Baseline Traffic Data

Table 36: Traffic data used in the baseline assessment

Road	Without the Proposed Scheme		
	AADT	HDVs	Speed (kph)
M6	165441	27791	80

CFA26 Construction Traffic Data

Table 37: Traffic data used in the construction assessment

Road	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
	AADT	HDVs	Speed (kph)	AADT	HDVs	Speed (kph)			
M6	165441	27791	80	165743	28093	80	302	302	<0.1

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