



UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks
and adjoining land, Bedford

Appendix 5.1 Transport Assessment Annex 10 – Paramics Reports

Report reference: 4.5.1.11.0

Revision number: 00

Date: June 2025



Universal Destinations & Experiences UK Project

Transport Assessment - Annex 10a – Construction Scenario Model Inclusions – Paramics Modelling

226817A
June 2025

Introduction

1. The Paramics microsimulation model captures the key road network surrounding the Site. This comprises of the A421 Corridor itself from the M1 J13 to the A421/A1 Black Cat Roundabout. The model also captures the local roads around Stewartby and Kempston Hardwick, which includes B530 Ampthill Road, A6, Manor Road, Green Lane, Woburn Road and Stewartby Way. This model extent is shown within **Figure 1**.

Figure 1: A421 Corridor Base Model Network Extent



2. The model was developed to represent a neutral Weekday and Saturday over a 15-hour period (07:00 to 22:00), in addition to an hour long “warm-up” period (06:00 to 07:00). To ensure this was achieved, the network was calibrated and validated to a comprehensive set of observed traffic data, including survey counts and journey times, collected during March 2023.
 3. A separate assessment has been completed within the Paramics model considering impact of the Proposed Development on the highway network. To inform the assessment the base model outlined above was forecasted to future years to replicate Primary Opening Year and Future Year conditions. These forecast year models included the reference case (growth to 2030) to which were added predicted development demand at Primary Opening Year and Future Year.
 4. Due to the size of the Proposed Development, it is also appropriate to consider the wider impact of the Construction Phase. To inform this part of the assessment, the 2023 Base Model has been used to create the following scenarios:
 - **Scenario 2:** 2023 Peak Construction
 - **Scenario 2a:** 2023 Average Construction
 5. **Scenario 2** considers the traffic impact during the **peak** construction period, believed to be November 2029 according to the expected build out trajectory.
 6. A second construction assessment, **Scenario 2a**, considers the **average** construction traffic levels expected throughout the entire construction period, from the start to the opening of the resort.
 7. This assessment will consider the construction traffic pertaining to the Proposed Development, including the new road connections and internal network, and the Full Wixams Station. There is a possibility that the delivery of the East West Rail (EWR) project between Milton Keynes and Cambridge by the EWR Company (EWRCO) would include a station on the Site and that the construction of this station and associated rail infrastructure could occur concomitantly to the construction of the Proposed Development. A potential EWR station does not form part of the Proposed Development. Equally, DfT have advised that NR are committed to delivering a road bridge over the MVL at Manor Road, and that this construction work could coincide with the construction of the Proposed Development. Therefore, for robustness, the assessment presented here includes construction traffic associated with this potential EWR project and road bridge at Manor Road.
 8. Both Team Member (TM) ‘car’ traffic and construction HDVs have been included for each element above.
 9. This note details the model inclusions and the assumptions used to create the scenarios above.
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Construction Access

10. As stated above, the construction additions within the Paramics model scenario have been separated into the following:
 - Primary Phase Construction (Primary Phase is defined in **Chapter 2: Description of the Proposed Development (Volume 1)** of the ES)
 - East West Rail Construction
 - Full Wixams Station Construction
11. Both Scenarios 2 and 2a utilise the same model network, using the existing road layout, with accesses provided on Broadmead Road, Manor Road and the B530.
12. Two separate access points have added to Broadmead Road, either side of the Marston Vale Railway Line (MVL). Due to the routing restrictions detailed below, this means that HDV traffic assigned to the east of the rail line must use the level crossing, which remains in place in this assessment.
13. A separate access has been included on Manor Road, to the east of the rail line.
14. Access to the Wixams Station construction traffic is provided via a 4th arm to the B530/Manor Road junction, forming a priority crossroads.
15. The assignment of access to each construction element is provided within **Table 1**.

Table 1: Construction Access Assignment

Access	Construction Traffic
Zone 101: Broadmead Road West of MVL	50% of all East West Rail Construction
Zone 102: Manor Road East of MVL	50% of Team Member Trips Only
Zone 103: Wixams Station – East of B530	100% of all Wixams Construction
Zone 104: Broadmead Road East of MVL	50% of Primary Phase Staff Trips 100% of Primary Phase LGV/HDV Trips 50% of all East West Rail Construction

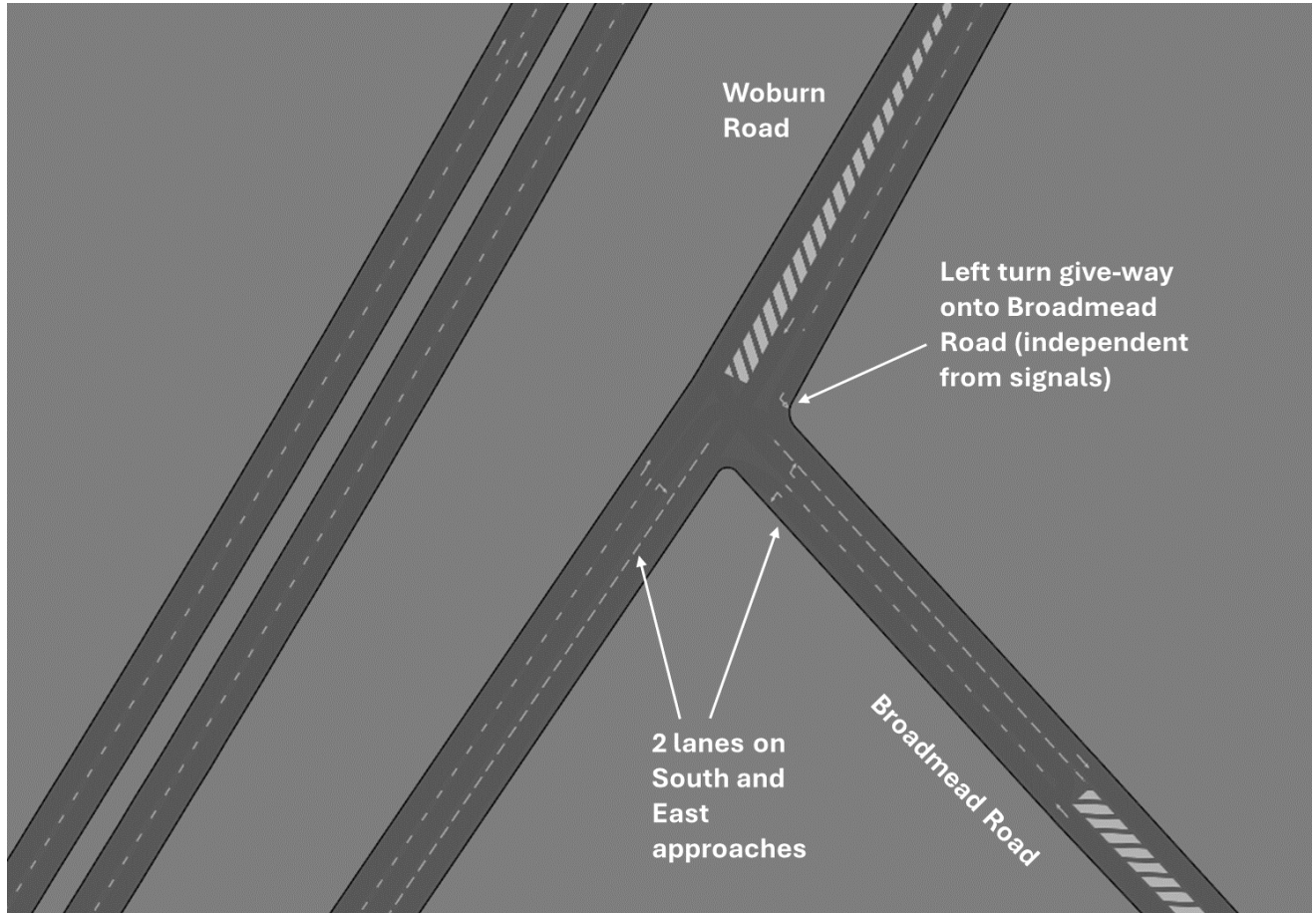
16. No development specific network, such as the new A421 Junction or internal spine road, have been included at this stage of the assessment.

External Network Changes

17. The significant increase in traffic along Broadmead Road is also likely to result in congestion at the Woburn Road/Broadmead Road junction. Therefore, a temporary signalisation scheme will be added to the junction as mitigation and to minimise the impact on local trips particularly around Stewartby and Wootton. This is reflected in the model.

18. This scheme has been included within both construction scenarios as per the drawing within **Figure 2**.

Figure 2: Woburn Road/Broadmead Road Signalisation Scheme



19. Phase and timing information for the signals at the junction have been informed by a Linsig assessment, using flows from the Paramics model.
20. The assessment makes a robust assumption in relation to other potential construction activities relates to rail infrastructure improvements (EWR station and NR Manor Road bridge) that are assumed to be concomitant with the construction of the Proposed Development. The construction of the Proposed Development could therefore coincide with the construction of the NR bridge on Manor Road. The model therefore assumes that the existing level crossing on Manor Road would be closed to all traffic for a prolonged period during construction of the road bridge. This effectively closes the Woburn Road/Manor Road junction and removes all background traffic (non-access vehicles) on Manor Road.

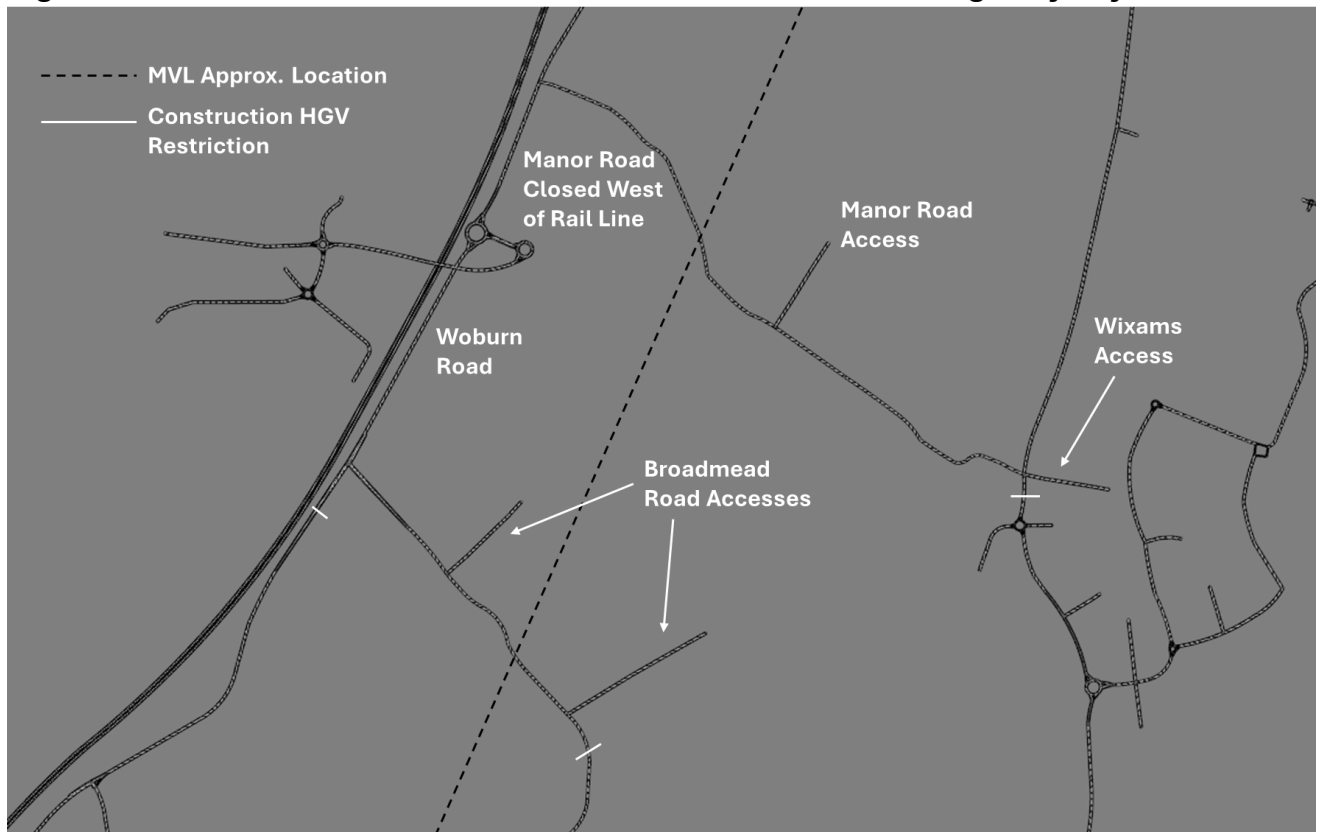
Development HDV Routeing

21. To minimise the impact of the construction work on local communities a HDV routeing strategy has been applied to all additional traffic required. It is proposed that construction LGV/HDV traffic remains on the M1/A1/A421 for as long as possible, exiting the A421 via Marsh Leys or Elstow junction, depending on the internal access used, and does not route along local roads within Wixams, Stewartby or Marston Moretaine.
22. To replicate this strategy with the Paramics model, a “HDV ban” has been applied on several key links as follows:
 - Woburn Road (South of Broadmead Road)
 - Broadmead Road (E of Construction Access)
 - B530 (S of Manor Road)
23. No restrictions have been applied to staff car traffic.

Construction Access Summary

24. The final local highway network, included within both construction scenarios, is presented within **Figure 3**.

Figure 3: Construction Scenario Access Points and Indicative Highway Layout



Construction Demand Inclusions

Trip Generation

25. The proposed trip generation for each construction element considered has been informed using the planned construction trajectory, provided by Universal Destinations and Experiences (UDX). This trajectory covers the expected daily two-way construction traffic demand for each element of the Primary Phase (including the Theme Park, Entry Plaza, Visitor Accommodation, Entertainment Resort Complex Support facilities, and internal roads and the new A421 Junction), and additionally a possible EWR station and the Full Wixams Station, divided by staff and HDV/'Other Movements'.
26. Based on the proposed trajectory, November 2029 is expected to be the peak month for construction traffic within the period. Therefore, the expected vehicle movements derived for the month have been adopted within the **Peak** Construction Scenario.
27. Within the **Average** Construction Scenario, the average vehicle movement values across the full period have been adopted for each element/vehicle type.

28. The expected car movements, i.e. number of vehicles, has be calculated using the number of staff required to each element, with the assumption that each car will 'deliver' 2.5 workers to the site. For instance, the peak resort construction, 5,021 staff are required daily, resulting in 2,008 (one-way) or 4,016 (two-way) vehicle trips.
29. The total number of staff working on the site each day is assumed to be the same on both weekdays and Saturday, with different shift patterns through the day as detailed later in this note.
30. LGV and HDV construction trips within the network are predicted to be 50% smaller on a Saturday, compared to a weekday, as construction work on the site will only be completed for a half day period, up to 14:00, instead of over a full day.
31. The resultant one-way daily trip generation adopted within each construction scenario is presented within **Table 2**.

Table 2: Construction Daily Trip Generation – One-Way

Element	Vehicle Type	Peak (Scenario 2)	Construction	Average (Scenario 2a)	Construction
		Weekday	Saturday	Weekday	Saturday
Primary Phase	Staff Car	2,008	2,008	604	604
	LGV	459	229	192	96
	HDV	287	143	176	88
East West Rail	Staff Car	100	100	28	28
	LGV	128	64	35	18
	HDV	80	40	22	11
Wixams	Staff Car	80	80	28	28
	LGV	103	51	35	18
	HDV	64	32	22	11

32. The daily trip generation above was spread throughout the modelled period using the daily profiles shown within **Tables 3 and 4**, informed using the proposed shift patterns for workers and standard servicing arrival times for construction sites. As stated above, it is expected construction work on a Saturday will be completed for a half day period only, finishing before 14:00. Therefore a different construction profile has been used for the Saturday scenario, to incorporate these half day shifts for staff and similarly for LGV/HDV deliveries to the site.
33. As the hour 06:00 to 07:00 lies outside of the (assessed) modelled period, this demand was not added into either scenario.

Table 3: Weekday Construction Trip Daily Profile

Time	Construction Staff		Construction LGV/HDVs	
	Arrival	Departure	Arrival	Departure
06:00 to 07:00	15%	0%	0%	0%
07:00 to 08:00	60%	0%	0%	0%
08:00 to 09:00	20%	0%	11%	0%
09:00 to 10:00	5%	0%	11%	11%
10:00 to 11:00	0%	0%	11%	11%
11:00 to 12:00	0%	0%	11%	11%
12:00 to 13:00	0%	0%	11%	11%
13:00 to 14:00	0%	0%	11%	11%
14:00 to 15:00	0%	0%	11%	11%
15:00 to 16:00	0%	0%	11%	11%
16:00 to 17:00	0%	0%	11%	11%
17:00 to 18:00	0%	75%	0%	11%
18:00 to 19:00	0%	20%	0%	0%
19:00 to 20:00	0%	5%	0%	0%
20:00 to 21:00	0%	0%	0%	0%
21:00 to 22:00	0%	0%	0%	0%

Table 4: Saturday Construction Trip Daily Profile

Time	Construction Staff		Construction LGV/HDVs	
	Arrival	Departure	Arrival	Departure
06:00 to 07:00	0%	0%	0%	0%
07:00 to 08:00	75%	0%	0%	0%
08:00 to 09:00	25%	0%	25%	0%
09:00 to 10:00	0%	0%	25%	25%
10:00 to 11:00	0%	0%	25%	25%
11:00 to 12:00	0%	0%	25%	25%
12:00 to 13:00	0%	75%	0%	25%
13:00 to 14:00	0%	25%	0%	0%
14:00 to 15:00	0%	0%	0%	0%
15:00 to 16:00	0%	0%	0%	0%
16:00 to 17:00	0%	0%	0%	0%
17:00 to 18:00	0%	0%	0%	0%
18:00 to 19:00	0%	0%	0%	0%
19:00 to 20:00	0%	0%	0%	0%
20:00 to 21:00	0%	0%	0%	0%
21:00 to 22:00	0%	0%	0%	0%

34. All construction demand applied within the model has been added into a new discrete Matrix Level, according to the vehicle type as listed below. Therefore, all 'staff cars', either Primary Phase, EWR or Wixams, have been added to the same matrix level, with zone proportions applied via the assumptions within **Table 1**.

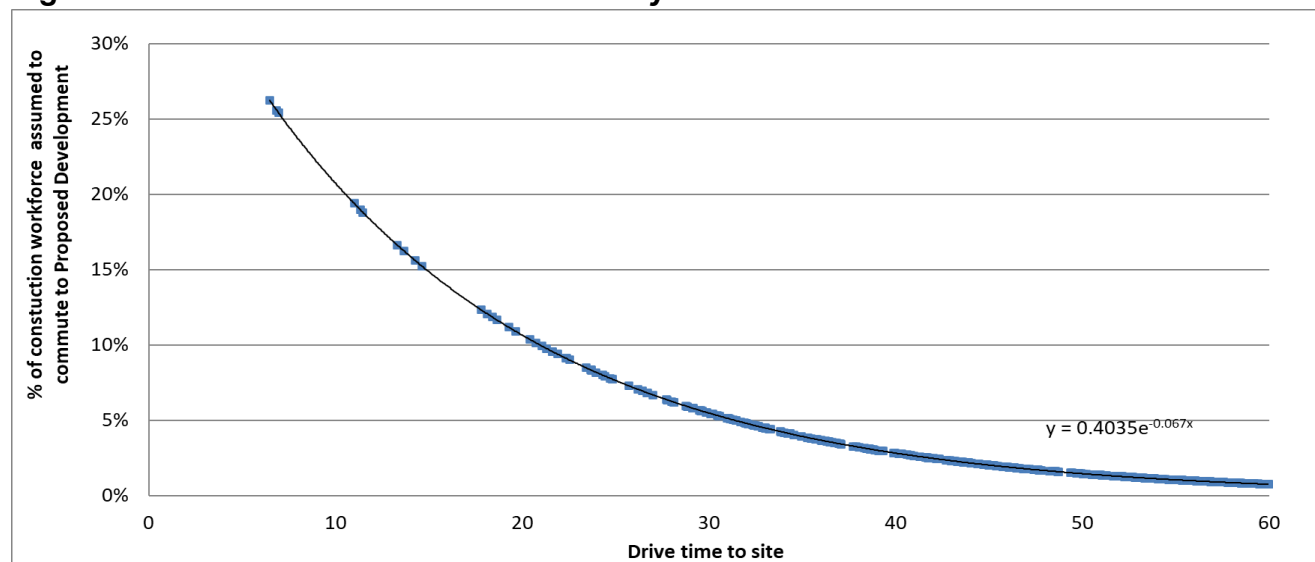
- Matrix Level 3: Staff Car
- Matrix Level 4: Construction LGV
- Matrix Level 5: Construction HDV

Trip Distribution

35. As with the trip generation and daily profile detailed above, separate trip distributions have been derived for staff vehicles and HDV traffic.

36. A decay function has been used for the distribution of staff vehicle trips according to the journey distance for each Middle Super Output Area (MSOA) in Bedfordshire and the surrounding area, as shown within **Figure 4**. The decay function used as shown in Figure 4 is typical of large scale developments. These MSOAs have been matched to the appropriate model zone to create a corresponding trip distribution for the model.

Figure 4: Construction Staff Vehicle Gravity Distribution



37. For MSOAs within the model area, namely those within the Bedford and Central Bedfordshire local authorities, the assigned model zone has been derived using the quickest available route given within Google Maps, as shown in **Appendix A**.
38. Due to the different routing required on approach to each access, particularly given the closure on Manor Road, slightly different model entry zones have been assigned for staff using the Core Zone and Wixams access points.
39. The resultant distribution by model zone is presented within **Table 5**.

Table 5: Construction Staff Trip Distribution

Model Zone	Location	Broadmead Road and Manor Road Distribution	Wixams Distribution
1	A1 North	3.35%	2.15%
3	M1 South	14.09%	15.34%
4	M1 North	13.55%	11.78%
5	A421 South	14.99%	12.07%
6	A6 North	5.79%	5.31%
8	Amphill Rd North	1.54%	1.74%
9	St Neots Rd W	2.59%	2.93%
10	Amphill Rd S	20.83%	21.87%
11	Bedford Rd S	1.33%	1.57%
15	Beancroft Road	1.01%	1.19%
18	W End Rd	3.22%	3.64%
27	Woburn Road	4.88%	5.53%
31	Fields Road (Wooton)	2.63%	2.98%
43	Wixams	1.62%	1.83%
48	A600 S	1.15%	1.30%
51	Cambridge Road	3.38%	4.01%
53	St Neots Rd SE	0.96%	1.09%
64	Bedford Road (to Houghton Conquest)	1.69%	2.00%
80	Bedford Road (to Marston Moretaine)	1.41%	1.66%

40. The distribution for the LGV/HDVs has been informed using a standard proportion amongst the key strategic zones within the model, as shown in **Table 6**.

Table 6: Construction HDV Trip Distribution

Model Zone	Location	Distribution
1	A1 North	35%
3	M1 South	35%
4	M1 North	25%
6	A6 The Branston Way North	5%

Construction Demand Summary

41. The resultant hourly demand and growth level within the model have been provided for each scenario, weekday and Saturday, with the following tables. It can be seen within these tables that the peak hourly growth reaches up to 6% and 17% on a weekday and Saturday, respectively.

Table 7: Peak Construction (Scenario 2) Demand and Growth (Weekday)

Time Period	2023 Base Total	Construction Traffic	Total Demand	Growth
07:00 to 08:00	27,380	1,313	28,693	4.80%
08:00 to 09:00	30,507	562	31,069	1.84%
09:00 to 10:00	21,348	358	21,706	1.68%
10:00 to 11:00	17,876	249	18,125	1.39%
11:00 to 12:00	20,757	249	21,005	1.20%
12:00 to 13:00	21,752	249	22,001	1.14%
13:00 to 14:00	22,602	249	22,851	1.10%
14:00 to 15:00	24,090	249	24,339	1.03%
15:00 to 16:00	27,161	249	27,410	0.92%
16:00 to 17:00	30,836	1,890	32,726	6.13%
17:00 to 18:00	31,384	562	31,946	1.79%
18:00 to 19:00	23,700	109	23,809	0.46%
19:00 to 20:00	16,411	0	16,411	0.00%
20:00 to 21:00	12,043	0	12,043	0.00%
21:00 to 22:00	9,518	0	9,518	0.00%
Total:	337,366	6,288	343,654	1.86%

Table 8: Peak Construction (Scenario 2) Demand and Growth (Saturday)

Time Period	2023 Base Total	Construction Traffic	Total Demand	Growth
07:00 to 08:00	10,077	1,641	11,719	16.29%
08:00 to 09:00	15,261	687	15,948	4.50%
09:00 to 10:00	21,165	280	21,445	1.32%
10:00 to 11:00	25,244	280	25,524	1.11%
11:00 to 12:00	26,789	280	27,068	1.04%
12:00 to 13:00	26,968	1,781	28,749	6.61%
13:00 to 14:00	26,572	547	27,119	2.06%
14:00 to 15:00	24,980	0	24,980	0.00%
15:00 to 16:00	23,365	0	23,365	0.00%
16:00 to 17:00	23,088	0	23,088	0.00%
17:00 to 18:00	22,881	0	22,881	0.00%
18:00 to 19:00	19,894	0	19,894	0.00%
19:00 to 20:00	15,764	0	15,764	0.00%
20:00 to 21:00	13,521	0	13,521	0.00%
21:00 to 22:00	11,765	0	11,765	0.00%
Total:	307,333	5,496	312,829	1.79%

Table 9: Average Construction (Scenario 2a) Demand and Growth (Weekday)

Time Period	2023 Base Total	Construction Traffic	Total Demand	Growth
07:00 to 08:00	27,380	395	27,776	1.44%
08:00 to 09:00	30,507	185	30,692	0.61%
09:00 to 10:00	21,348	140	21,488	0.66%
10:00 to 11:00	17,876	107	17,983	0.60%
11:00 to 12:00	20,757	107	20,864	0.52%
12:00 to 13:00	21,752	107	21,860	0.49%
13:00 to 14:00	22,602	107	22,710	0.47%
14:00 to 15:00	24,090	107	24,197	0.44%
15:00 to 16:00	27,161	107	27,268	0.39%
16:00 to 17:00	30,836	601	31,437	1.95%
17:00 to 18:00	31,384	185	31,570	0.59%
18:00 to 19:00	23,700	33	23,733	0.14%
19:00 to 20:00	16,411	0	16,411	0.00%
20:00 to 21:00	12,043	0	12,043	0.00%
21:00 to 22:00	9,518	0	9,518	0.00%
Total:	337,366	2,182	339,549	0.65%

Table 10: Average Construction (Scenario 2a) Demand and Growth (Saturday)

Time Period	2023 Base Total	Construction Traffic	Total Demand	Growth
07:00 to 08:00	10,077	494	10,571	4.90%
08:00 to 09:00	15,261	225	15,486	1.47%
09:00 to 10:00	21,165	121	21,285	0.57%
10:00 to 11:00	25,244	121	25,365	0.48%
11:00 to 12:00	26,789	121	26,909	0.45%
12:00 to 13:00	26,968	554	27,522	2.06%
13:00 to 14:00	26,572	165	26,736	0.62%
14:00 to 15:00	24,980	0	24,980	0.00%
15:00 to 16:00	23,365	0	23,365	0.00%
16:00 to 17:00	23,088	0	23,088	0.00%
17:00 to 18:00	22,881	0	22,881	0.00%
18:00 to 19:00	19,894	0	19,894	0.00%
19:00 to 20:00	15,764	0	15,764	0.00%
20:00 to 21:00	13,521	0	13,521	0.00%
21:00 to 22:00	11,765	0	11,765	0.00%
Total:	307,333	1,799	309,132	0.59%

Appendix A

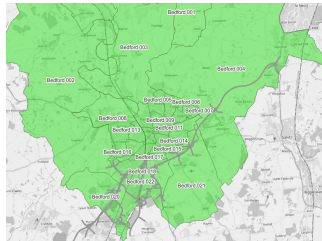
Car Distribution Methodology and Routeing

Local Authority	RESORT			EWR			WIXAMS		
	PEOPLE	CARS	MVTS	PEOPLE	CARS	MVTS	PEOPLE	CARS	MVTS
Barnet	74	29	59	4	2	3	3	1	3
Bedford	921	368	736	47	19	37	37	15	30
Brent	13	5	10	1	0	1	1	0	0
Broxbourne	3	1	2	0	0	0	0	0	0
Buckinghamshire	88	35	71	5	2	4	4	1	3
Cambridge	13	5	11	1	0	1	1	0	0
Central Bedfordshire	800	320	640	42	17	34	34	14	27
Cherwell	3	1	2	0	0	0	0	0	0
Dacorum	107	43	86	6	2	5	5	2	4
East Hertfordshire	2	1	1	0	0	0	0	0	0
Enfield	4	2	3	0	0	0	0	0	0
Harborough	3	1	2	0	0	0	0	0	0
Harrow	31	13	25	2	1	1	1	1	1
Hertsmere	45	18	36	2	1	2	2	1	2
Hillingdon	2	1	2	0	0	0	0	0	0
Huntingdonshire	94	38	75	1	1	1	1	0	1
Luton	412	165	330	16	7	13	13	5	10
	206	82	165	8	3	7	7	3	5
	206	82	165	8	3	7	7	3	5
Milton Keynes	661	264	529	23	9	19	19	7	15
North Hertfordshire	108	43	87	6	2	5	5	2	4
North Northamptonshire	285	114	228	9	4	7	7	3	6
	142	57	114	5	2	4	4	1	3
	142	57	114	5	2	4	4	1	3
Peterborough	42	17	33	2	1	2	2	1	1
Rugby	21	9	17	1	0	1	1	0	1
South Cambridgeshire	20	8	16	1	0	1	1	0	1
St Albans	39	16	31	2	1	2	2	1	1
Stevenage	119	47	95	3	1	3	3	1	2
Three Rivers	40	16	32	2	1	2	2	1	1
Watford	54	22	44	3	1	2	2	1	2
Welwyn Hatfield	39	16	31	2	1	2	2	1	1
West Northamptonshire	434	174	347	17	7	14	14	6	11
ONSITE	544	0	0	0	0	0	0	0	0
Grand Total	5021	1791	3581	200	80	160	160	64	128

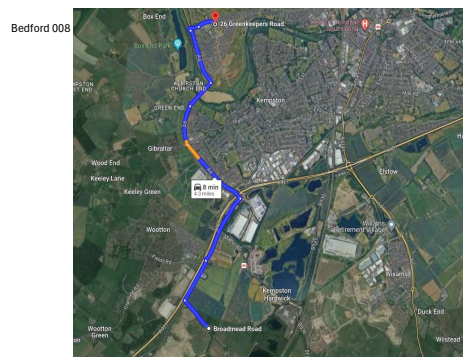
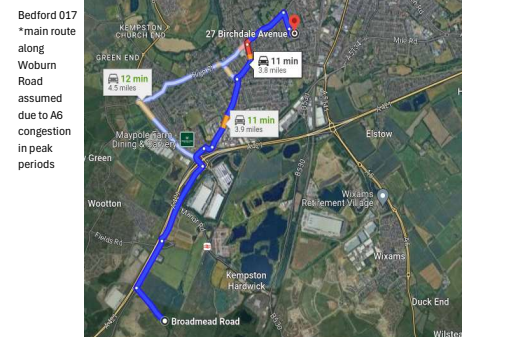
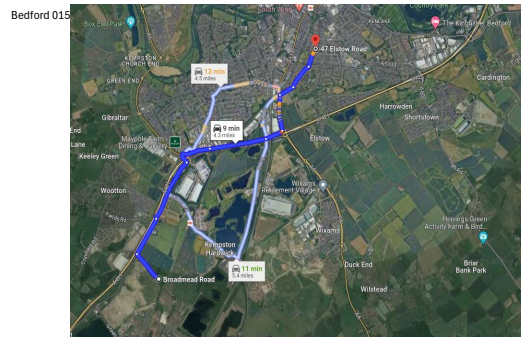
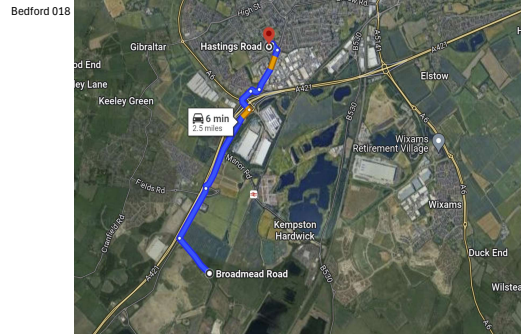
CAR MODE SHARE 100%
CAR OCCUPANCY 2.5 STAFF PER CAR

Zone		% DISTRIB	RESORT	EWR	WIXAMS	Zone		CENTRAL BEDS	% DISTRIB	RESORT	EWR	WIXAMS	Zone
3	Bedford 018	11%	84	4	3	27	Central Bedfordshire 001	E02003599	2%	15	1	1	51
3	Bedford 020	12%	92	5	4	31	Central Bedfordshire 002	E02003600	2%	14	1	1	51
51	Bedford 022	8%	57	3	2	43	Central Bedfordshire 003	E02003601	2%	11	1	0	51
	Bedford 014	8%	58	3	2	18	Central Bedfordshire 004	E02003602	3%	17	1	1	51
1	Bedford 015	7%	54	3	2	18	Central Bedfordshire 005	E02003603	4%	26	1	1	51
	Bedford 017	5%	36	2	1	27	Central Bedfordshire 006	E02003604	3%	17	1	1	51
5	Bedford 008	7%	53	3	2	6	Central Bedfordshire 007	E02003605	5%	35	2	1	15
3	Bedford 016	4%	26	1	1	27	Central Bedfordshire 008	E02003606	9%	59	3	2	64
10	Bedford 021	5%	40	2	2	48	Central Bedfordshire 009	E02003607	8%	49	3	2	80
3	Bedford 010	3%	24	1	1	27	Central Bedfordshire 010	E02003608	4%	24	1	1	10
6	Bedford 007	4%	30	2	1	9	Central Bedfordshire 011	E02003609	3%	21	1	1	10
3	Bedford 011	3%	19	1	1	9	Central Bedfordshire 012	E02003610	6%	37	2	2	10
3	Bedford 006	3%	21	1	1	9	Central Bedfordshire 013	E02003611	4%	25	1	1	10
3	Bedford 012	4%	26	1	1	8	Central Bedfordshire 014	E02003612	3%	20	1	1	10
1	Bedford 009	2%	12	1	0	8	Central Bedfordshire 015	E02003613	3%	21	1	1	10
	Bedford 013	2%	15	1	1	8	Central Bedfordshire 016	E02003614	4%	25	1	1	10
10	Bedford 005	3%	21	1	1	9	Central Bedfordshire 017	E02003615	4%	25	1	1	10
3	Bedford 004	5%	33	2	1	53	Central Bedfordshire 018	E02003636	4%	23	1	1	10
5	Bedford 003	2%	17	1	1	6	Central Bedfordshire 019	E02003637	3%	21	1	1	10
10	Bedford 002	2%	13	1	1	6	Central Bedfordshire 020	E02003638	2%	10	1	0	11
	Bedford 001	1%	5	0	0	6	Central Bedfordshire 021	E02003639	2%	11	1	0	11
6	TOTAL	100%	736	37	30		Central Bedfordshire 022	E02003640	1%	6	0	0	11
4							Central Bedfordshire 023	E02003641	1%	4	0	0	11
1							Central Bedfordshire 024	E02003643	2%	14	1	1	11
4							Central Bedfordshire 025	E02003642	3%	18	1	1	10
51							Central Bedfordshire 026	E02003644	3%	21	1	1	10
3							Central Bedfordshire 027	E02003645	2%	12	1	1	10
10							Central Bedfordshire 028	E02003646	2%	14	1	1	10
3							Central Bedfordshire 029	E02003647	2%	12	1	1	10
3							Central Bedfordshire 030	E02003648	1%	6	0	0	10
10							Central Bedfordshire 031	E02003649	1%	7	0	0	10
4							Central Bedfordshire 033	E02003651	2%	14	1	1	10
							Central Bedfordshire 032	E02003650	1%	6	0	0	10
							TOTAL		100%	640	34	27	

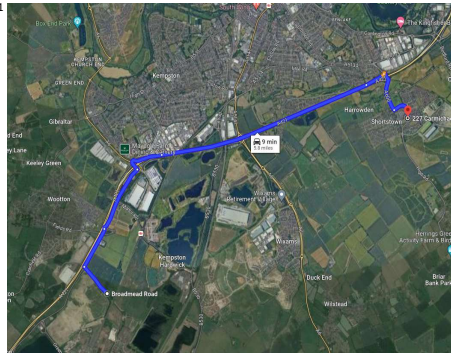
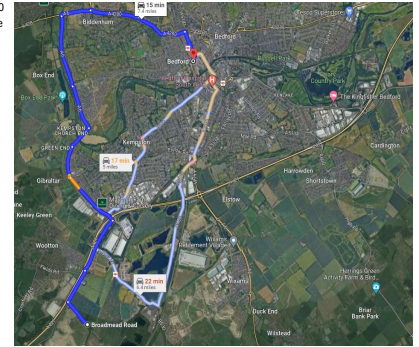
MSOA		Zone Assigned
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Bedford 020	E02003635	31
Bedford 022	E02007011	43
Bedford 014	E02003629	18
Bedford 016	E02003630	18
Bedford 017	E02003632	27
Bedford 008	E02003623	6
Bedford 016	E02003631	27
Bedford 021	E02007010	48
Bedford 010	E02003625	27
Bedford 007	E02003622	9
Bedford 011	E02003626	9
Bedford 006	E02003621	9
Bedford 012	E02003627	8
Bedford 009	E02003624	8
Bedford 013	E02003628	8
Bedford 005	E02003620	9
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Bedford 003	E02003618	6
Bedford 002	E02003617	6
Bedford 001	E02003616	6



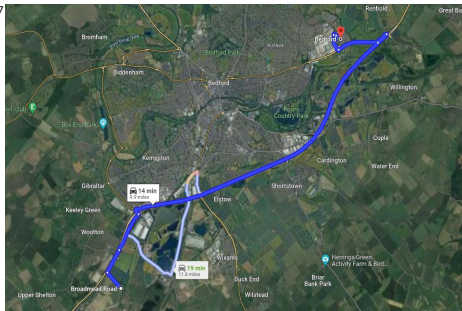
Bedford MSOA Routing



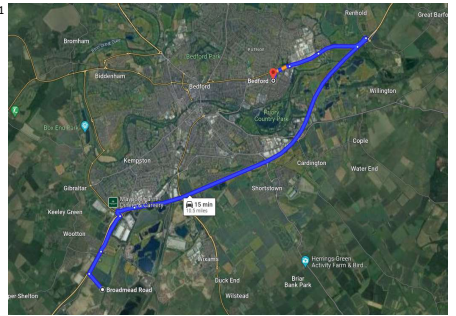
Bedford 021

Bedford 010
*main route
along
Woburn
Road
assumed
due to A6
congestion
in peak
periods

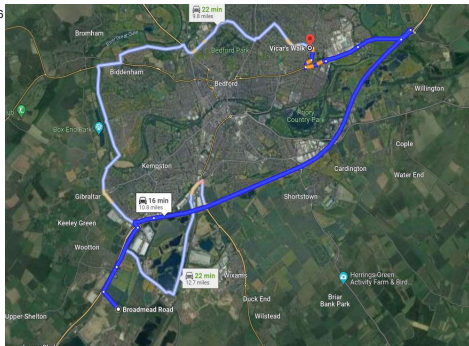
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Bedford 011



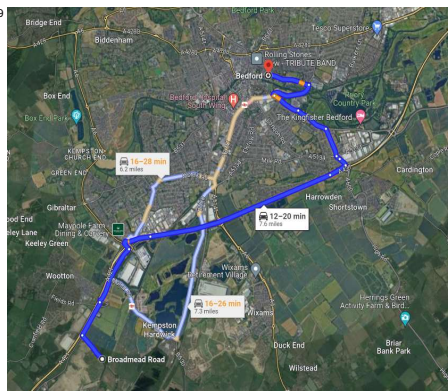
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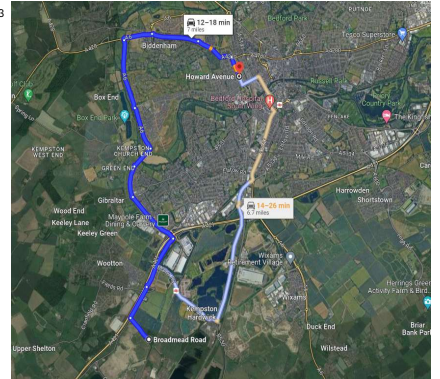
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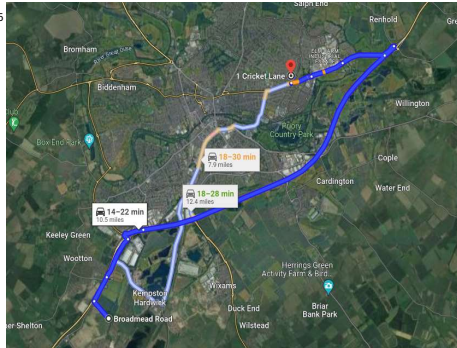
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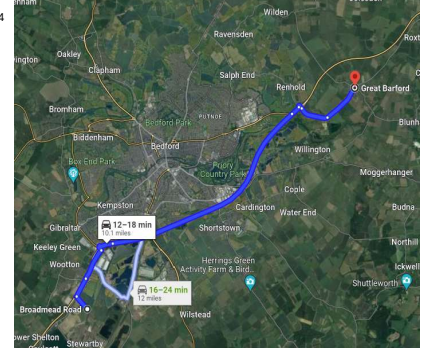
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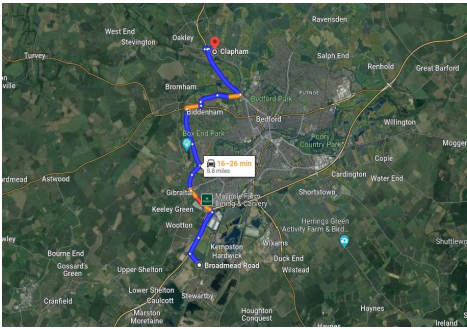
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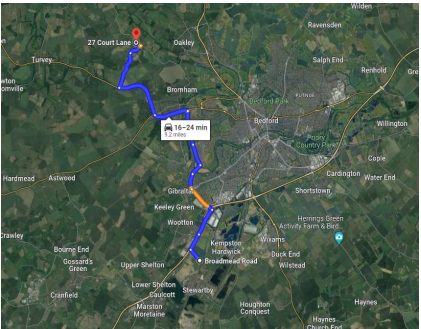
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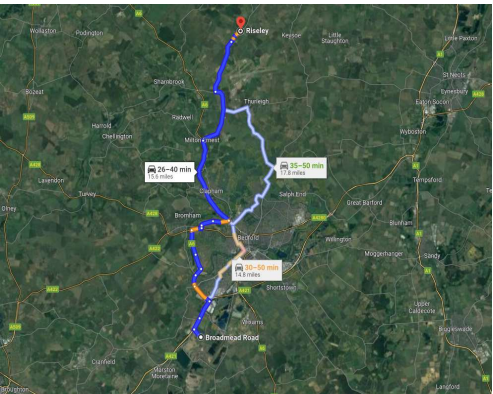
Bedford 003



Bedford 002



Bedford 001



Universal Destinations & Experiences UK Project Transport Assessment – Annex 10b - Development Assumptions Note – Paramics Modelling

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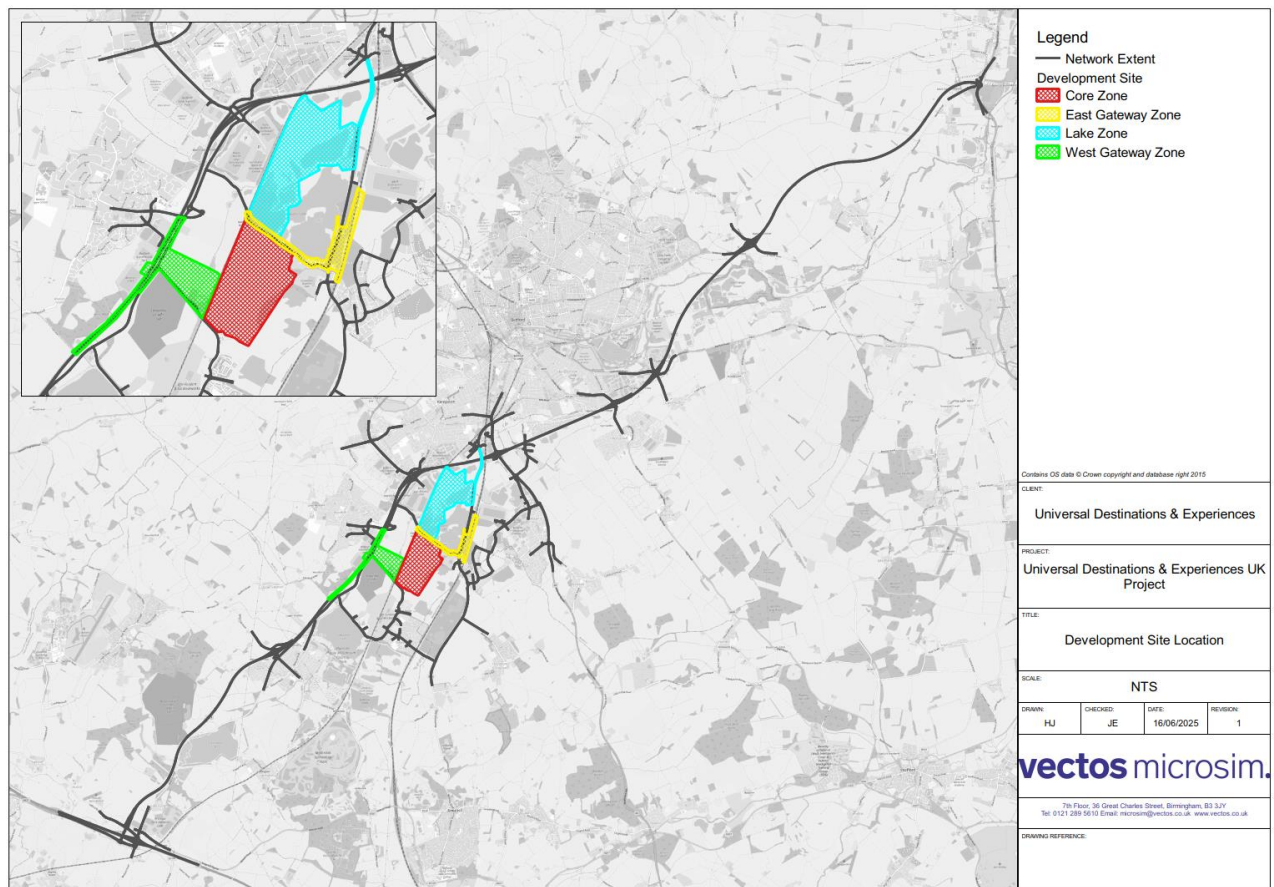
Introduction

1. This Paramics Modelling Note sets out the Development Assumptions which have informed the Paramics modelling work.

Model Overview

2. The extent of the A421 Corridor Model and the Proposed Development location as represented in the model is illustrated within **Figure 1**.

Figure 1: A421 Corridor Model Network Extent and Development Areas Modelled



3. The model captures the key road network surrounding the area of the Proposed Development. This comprises of the A421 Corridor itself from the M1 J13 to the A421/A1 Black Cat Roundabout. The model also captures the local roads around Stewartby and Kempston Hardwick, which includes B530 Amptill Road, A6, Manor Road, Green Lane, Woburn Road and Stewartby Way.
4. The model was developed to represent a neutral Weekday and Saturday over a 15-hour period (07:00 to 22:00), in addition to an hour long “warm-up” period (06:00 to 07:00). To ensure this was achieved, the network was calibrated and validated to a comprehensive set of observed traffic data, including survey counts and journey times, collected during March 2023.
5. The 15-hour model period allows for the impact of the Proposed Development on both the traditional weekday AM and PM commuter peaks and any significant peaks currently observed on a Saturday to be considered in addition to the expected development peak periods. These are likely to occur around the proposed opening and closing time of the Theme Park (09:00 and 20:00, respectively), this is when the majority of visitor traffic is generated.

Purpose of This Note

6. This Note sets out the assumptions pertaining to the inclusion of the Proposed Development within the A421 Corridor Model.

Development Proposals

7. The model focuses on trip generation from the following Zones within the Proposed Development:
 - a. Core Zone
 - b. Lake Zone
 - c. West Gateway Zone.
8. The East Gateway Zone, in itself, will not generate traffic except for the shuttle buses linking to the Entertainment Complex Resort (ERC), which are captured within the model through a separate mechanism.
9. Section 4 of **Appendix 5.1: Transport Assessment (Volume 3)** of the ES sets out the land use considerations that form the basis of a cautious worst case for the purpose of a robust transport assessment.
10. The trip generation for the microsimulation model considers the following key categories of Site users:
 - a. Domestic Visitors: people visiting the Theme Park from the UK (including Northern Ireland);
 - b. International Visitors: people visiting the Theme Park from outside the UK;

- c. Theme Park Staff: Team Members (TMs) who will be employed at the Site;
 - d. Servicing Trips: HGVs delivering goods to the Site;
 - e. Shuttle Buses: regular bus shuttles serving the Site;
 - f. Lake Zone and West Gateway Zone Visitor: all people visiting the facilities within the Lake Zone and West Gateway Zone, including visitor accommodation guests who may also visit the Theme Park;
 - g. Lake Zone and West Gateway Zone Staff: Team Members (TMs) who will be employed at the Lake Zone and West Gateway Zone facilities.
11. A bespoke set of calculations has been carried out for each category of Site user, details of these calculations are included within the “Development Inclusions” section of this note.
 12. For clarity, this note refers to ‘hotel’ to encompass all accommodation types to be available to visitors.

Scenario Assumptions

13. The development impact assessment requires development traffic forecasts to be assigned to the model and then ‘benchmarked’ against equivalent ‘without development’ scenarios.
14. The scenarios, against which development impacts have been considered, comprise a Baseline (i.e. current day conditions) scenario and then a derivation of that scenario in which additional traffic growth assumptions have been included to account for Committed Development traffic (growth to 2030), named the Reference Case.
15. Development scenarios have then been derived to assess the outcome of including the Proposed Development at different stages.
16. The full core set of scenarios are detailed as follows:
 - a. **Scenario 1:** 2023 Existing
 - b. **Scenario 2:** 2023 Existing + Peak Construction
 - c. **Scenario 2a:** 2023 Existing + Average Construction
 - d. **Scenario 3:** Reference Case (Committed Sites)
 - e. **Scenario 4:** Reference Case + Primary Opening Year Development
 - f. **Scenario 4a:** Primary Opening Year – Reference Case plus Development (including growth in visitors) plus Construction

g. **Scenario 5:** Future Year - Reference Case plus Development.

17. The 2023 Existing (baseline) scenario (**Scenario 1**) is detailed within **Annex 10d** (Local Model Validation Report) to the Transport Assessment (TA) (**Appendix 5.1: TA (Volume 3)** of the ES), showing a high level of calibration and validation to observed 2023 traffic conditions.
18. The 2023 Existing scenario was used as a benchmark to assess the traffic impact of the construction requirements for the Proposed Development and associated infrastructure, including the new Proposed Development access strategy and internal network. The assumptions used to create two construction scenarios, representing the peak and average periods within the proposed construction trajectory (**Scenarios 2 and 2a**), are provided within **Annex 10a** (Construction Scenario Model Inclusions) to the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
19. The assumptions relating to the development of a suitable Forecast model (Reference Case – **Scenario 3**) are outlined within **Annex 10c** (Forecasting Note) to the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
20. Due to the growth predicted within the Reference Case, pertaining to the committed development inclusions, traffic release amendments have been included within the Reference Case model at M1 Junction 13 and the A6/Ridge Road roundabout to prevent a large amount of traffic within the model being held up on the edge of the model network, resulting in unreliable results in the remainder of the model network. Full details of the traffic release amendments are also provided within the Forecast Report. Both sets of amendments have been carried over within all subsequent development scenarios, unless stated otherwise in this report.
21. **Scenarios 4, 4a and 5** enable an assessment of the incremental effect of the Proposed Development on the network.
22. **Scenario 4** considers the Proposed Development at Primary Opening Year.
23. **Scenario 4a** covers an additional construction scenario for the Lake Zone, West Gateway Zone, and Core Zone, which are expected to occur following the opening of the Proposed Development. As a result, this scenario considers the inclusion of that construction traffic in addition to the Primary Opening Year development inclusions applied in Scenario 4. This also includes additional Theme Park growth up to a future year of 10 years after Primary Opening Year to represent the expected peak demand during construction.
24. **Scenario 5** considers the full build out and operation of the Proposed Development, representing the Future Year conditions.

25. A summary of development inclusions by scenario is provided within the following tables:

Table 1: Core Scenario Inclusions - Demand

Scenario	Theme Park Visitors	Lake Zone/West Gateway Zone	Construction	Hotel Rooms	Shuttle Buses	Rail Discount
Scenario 4: Primary Opening Year Development	8.5m per annum	Not Included	None	500 Bedrooms on Site	Wixams and Milton Keynes	Applied
Scenario 4a: Primary Opening Year Development with 10 Years and Construction	10.5m per annum	Not Included (Under Construction)	Lake View and West Gateway	500 Bedrooms on Site	Wixams and Milton Keynes	Applied
Scenario 5: Future Year Development	12.5m per annum	Full	None	6,070 Bedrooms in total	Wixams and Milton Keynes	Applied

Table 2: Core Scenario Inclusions - Infrastructure

Scenario	Development Roads/Access	EWR Inclusions	Wixams Inclusions	Level Crossings
Scenario 4: Primary Opening Year Development	A421 Junction Access Manor Road realigned Public Road A through Site	Completed between Oxford and Milton Keynes	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – retained at 2tph
Scenario 4a: Primary Opening Year Development with 10 Years and Construction	A421 Junction Access Manor Road realigned Public Road A through Site Construction Access via B530 and Manor Road	Completed between Oxford and Milton Keynes	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – retained at 2tph
Scenario 5: Future Year Development	A421 Junction Access Manor Road realigned Public Road A through Site Lake Zone Link Road with access on B530 and Manor Road	Completed between Oxford and Milton Keynes	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – retained at 2tph

Other Scenarios

26. Sensitivity tests have also been completed to determine the possible implications of the potential delivery of other infrastructure and marketing strategies.

27. As a result, the following scenarios have also been developed:
- a. **Scenario 5a:** Future Year – Reference Case plus Development plus Full EWR (i.e. EWR build out between Oxford and Cambridge and East West Rail Station at the Site)
 - b. **Scenario 5b:** Future Year – Reference Case plus Development plus removal of Rail Discount
 - c. **Scenario 5c:** Future Year – Reference Case plus Development plus M1 Junction 13 as a constraint.
28. A summary of development inclusions for each of the “Sensitivity” scenarios is provided within the following tables. Changes from the corresponding core scenario (Scenario 4 or 5) are highlighted in **bold**:

Table 3: Sensitivity Scenario Inclusions - Demand

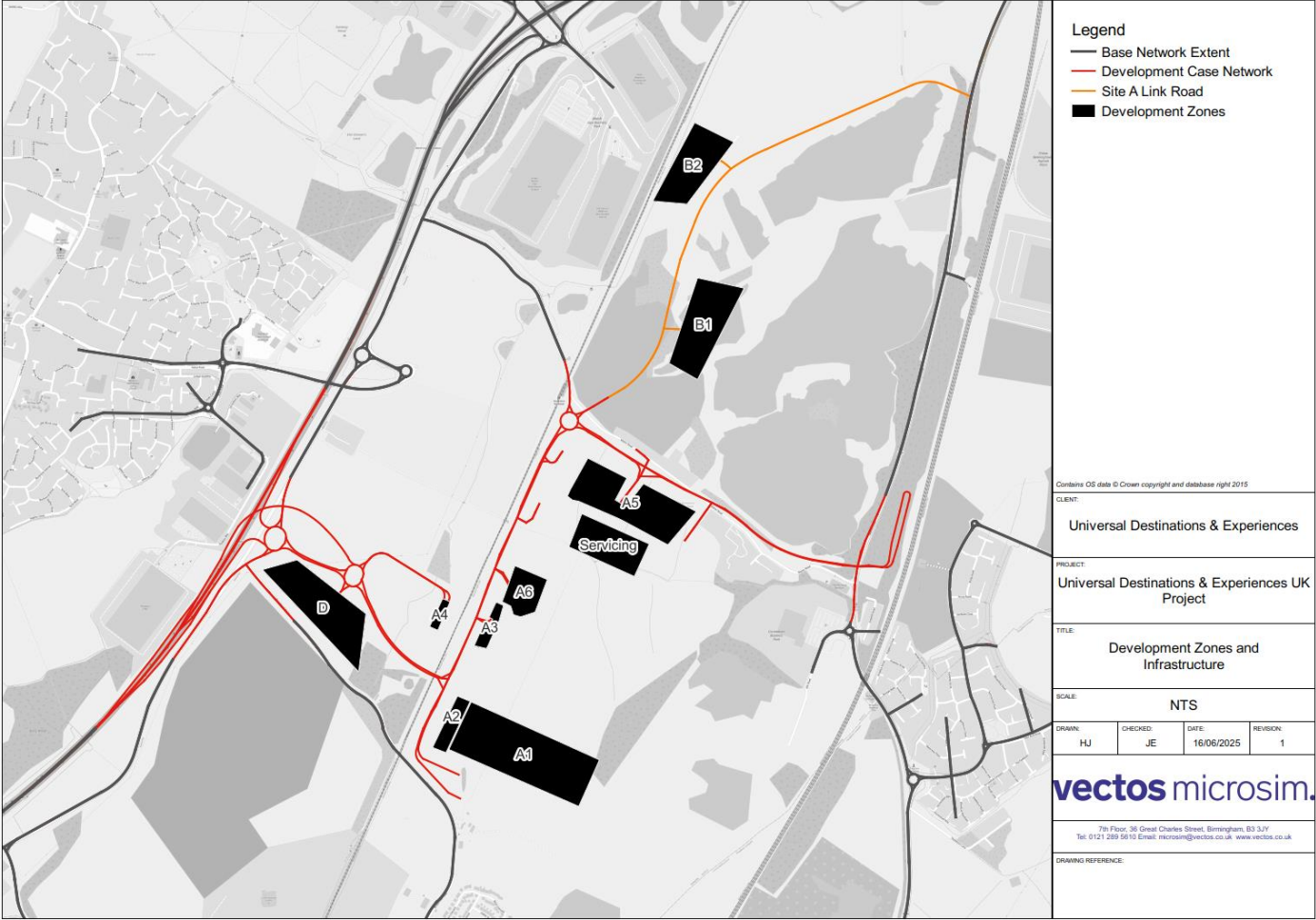
Scenario	Theme Park Visitors	Lake Zone/West Gateway Zone	Construction	Hotel Rooms	Shuttle Buses	Rail Discount
Scenario 5a: Full EWR	12.5m per annum	Full	None	6,070 Bedrooms in total	Wixams Only	Applied
Scenario 5b: No Rail Discount	12.5m per annum	Full	None	6,070 Bedrooms in total	Wixams and Milton Keynes	Not Applied
Scenario 5c: M1 Junction 13 as a constraint	12.5m per annum	Full	None	6,070 Bedrooms in total	Wixams and Milton Keynes	Applied

Table 4: Sensitivity Scenario Inclusions - Infrastructure

Scenario	Development Roads/Access	EWR Inclusions	Wixams Inclusions	Level Crossings
Scenario 5a: Full EWR	A421 Junction Access Manor Road realigned Public Road A through Site Lake Zone Link Road with access on B530 and Manor Road	Completed in full between Oxford and Cambridge – Including East West Rail Station at the Site	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – increased to 6tph
Scenario 5b: No Rail Discount	A421 Junction Access Manor Road realigned Public Road A through Site Lake Zone Link Road with access on B530 and Manor Road	Completed between Oxford and Milton Keynes – no Theme Park Station	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – retained at 2tph
Scenario 5c: M1 Junction 13 as a constraint	A421 Junction Access Manor Road realigned Public Road A through Site Lake Zone Link Road with access on B530 and Manor Road	Completed between Oxford and Milton Keynes – no Theme Park Station	Full Wixams Station with shuttle access via new B530/Manor Road signalised crossroads	Manor Road Bridge (no Level Crossing) Green Lane and Broadmead Road existing – retained at 2tph

29. The Proposed Development has been assigned to several model zones with associated access points/zone loading points for each internal component, as shown within **Figure 2**.

Figure 2: Model Zones



30. **Table 6** lists the model zones representing the Proposed Development and the respective assignment assumptions for the Site:

Table 5: Model Zone Assignment – Scenarios 4 and 5

Ref	Zone Number	Assigned Development Demand	Notes
A1	91	Domestic & International Visitor Car	Main Visitor Car Park
A2	92	Domestic Visitor Coach	Coach Parking
A3	93	International Visitor Coach & Shuttle Buses	Coach/Bus Drop Off for International Visitors and Train Station Shuttle Buses
A4	94	Domestic & International Visitor Taxi	Taxi Rank
A5	95	Team Members	Team Member Car Park
A6	96	Domestic & International Visitor Car	On-Site Hotel
Servicing	97	Servicing	Servicing
B1	98	Domestic & International Visitor Car & Hotel and visitor accommodation	Lake Zone – Hotel and visitor accommodation (Scenario 5 Only)
B2	99	Conference Centre and Business Hotel	Lake Zone – Conference Centre and Business Hotel (Scenario 5 Only)
D	100	Roadway Convenience	West Gateway Zone (Scenario 5 Only)

31. As stated within the previous section, **Scenario 4a** considers construction within the Proposed Development, after the Primary Opening Year with the Theme Park operational. As a result, zones 91 to 97, as shown within **Table 6**, have been assigned accordingly. To generate the predicted construction traffic ‘new’ zones 98 and 99 have been created, accessed via a new priority junction on the B530, the northern arm of the new Manor Road/Public Road A junction (both zone 98) and via the Staff Car Park (zone 99), as shown within **Figure 3** and **Table 7**.

Figure 3: Construction Zones (Post Opening)

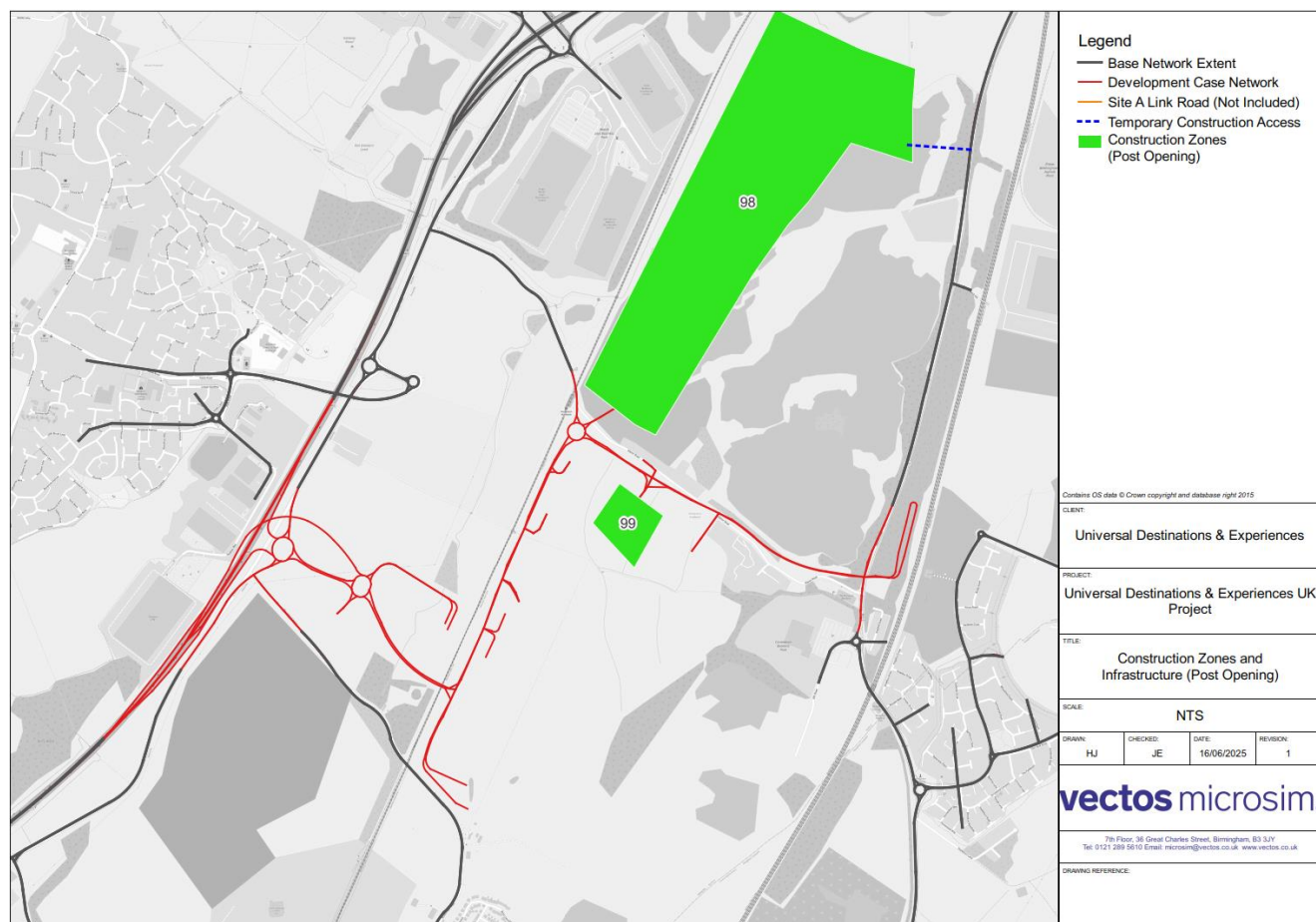


Table 6: Model Zone Assignment – Scenario 4a

Zone Number	Assigned Development Demand	Notes
98	Hotel Construction	Access via Manor Road North or B530 (50/50 Split)
99	Land Construction	Access via Manor Road South (Staff Parking)

32. Full details on the internal masterplan network, including the Site access points, are provided later within this report.

Trip Demand Inclusions

Theme Park Trips

33. The trip forecasting methodology applied to derive trip generation, distribution and mode assignment for the Domestic and International Visitors to the Theme Park is fully documented within the latest Trip Forecast Paper¹.
34. The road-based (car, coach and taxi) trip assumptions detailed within the Trip Forecast Paper have been converted into hourly demand matrices for each of the discrete vehicle types generated and listed below:
 - a. Matrix Level 7: Domestic Visitor Cars
 - b. Matrix Level 8: International Visitor Cars
 - c. Matrix Level 9: Domestic Visitor Taxis
 - d. Matrix Level 10: International Visitor Taxis
 - e. Matrix Level 11: International Visitor Coach
 - f. Matrix Level 12: Domestic Visitor Coach
 - g. Matrix Level 13: Team Members Car
35. Each demand matrix was formed using a unique hourly trip generation and a standard distribution for each vehicle type. The development zone assigned for each matrix level was informed using the internal masterplan presented within **Figure 2** above, with different access points for the visitor car park, taxis, coaches and team member parking.

Domestic Visitor Cars

36. The total for the Domestic Visitor Car trip generation can be divided into the following categories:
 - a. Single Day Trips all using the main visitor car park (A1);
 - b. Multi-Day Trips staying at the 500-bed on-Site hotel (A6);
 - c. Multi-Day Trips staying at another on-Site hotel on the Lake Zone (B1 or B2) or West Gateway Zone (D); and
 - d. Multi-Day Trips staying at an off-Site hotel.

¹ Report Trip Forecast_v8

Taxis

37. The trip generation values for taxis initially did not account for vehicles arriving at the Site and immediately leaving the taxi rank to work elsewhere, therefore the hourly arrival and departures values for taxis have been edited to be the same. For example, in the AM a high number of taxis will arrive with passengers but the passenger demand for departures will be very low. In this instance the driver will immediately leave the taxi rank to work elsewhere, meaning this trip should be added to the final totals as a “departure”, with the inverse also applied during the PM and late evening periods.

Team Members

38. The proportion of Team Member trips have been informed by the likely shift patterns for Team Members.

Trip Profiling

39. The trip profiling assigned via Paramics within each modelled hour has been assumed as the ‘flat’ profile type for all departures, with arrivals dependant on the existing model hourly profile for the origin zone.
40. To ensure that the correct number of arrivals occur at the appropriate development zone, the original trip generation has been adapted to bring forward up to a quarter of the hourly arrivals into the preceding hour’s demand. In theory, despite entering the model network in the hourly period prior, the vehicles will arrive at the Site within the hour intended.
41. The full adopted Weekday and Saturday trip generation, for each of the above vehicle types, are presented within **Appendix A** of this note, with the distribution information available within **Appendix B**.

Servicing Trips

42. In addition to the visitor and Team Member trips, when fully operational, the Proposed Development will also generate additional trips in the form of servicing vehicles mainly for deliveries of goods to the Site. These have been included within all Development Case scenarios as per the following instruction from Universal Destinations and Experiences (UDX):
 - a. Overall, we estimate ~100 inbound deliveries daily, 60% of deliveries happen 22:00 to 09:00, 30% of deliveries happen between 09:00 – 13:00, and 10% of deliveries happen 13:00 – 22:00.
 - b. These arrive on Site then leave in the proceeding hour – so effectively 1 hour dwell time. These will be large HGVs and will have security clearance etc to get through.

43. Assuming these deliveries occur between the periods stipulated on a uniform basis, i.e. consistent over each hour, and each HGV will depart during the following hour, the following trip generation has been applied:

Table 7: Servicing HGV Trip Generation

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	5	11
08:00 to 09:00	5	5	11
09:00 to 10:00	8	5	13
10:00 to 11:00	8	8	15
11:00 to 12:00	8	8	15
12:00 to 13:00	8	8	15
13:00 to 14:00	1	8	9
14:00 to 15:00	1	1	2
15:00 to 16:00	1	1	2
16:00 to 17:00	1	1	2
17:00 to 18:00	1	1	2
18:00 to 19:00	1	1	2
19:00 to 20:00	1	1	2
20:00 to 21:00	1	1	2
21:00 to 22:00	1	1	2

44. The distribution for these HGVs has been informed using a standard proportion amongst the key strategic zones within the model, as shown in **Table 11**:

Table 8: Servicing HGV Trip Distribution

Model Zone	Location	Distribution
1	A1 North	25%
3	M1 South	25%
4	M1 North	25%
5	A421 South (Towards Milton Keynes)	15%
6	A6 The Branston Way North	10%

45. The servicing trips have been applied consistently across all scenarios and assigned to a new Matrix Level (ML14), with a 50/50 split between the two access points within the masterplan, either on Manor Road or Public Road A.

Post Opening Construction Development Trips

46. The additional construction trips required within **Scenario 4a** have been divided according to the following components:
 - a. Construction of a new attraction ('Land'). zone 99. Assigned to Matrix Levels 15, 16 and 17.
 - b. Construction of a Hotel ('Hotel'). zone 98. Assigned to Matrix Levels 18, 19 and 20.
47. Traffic for each construction component was divided into 3 separate matrix levels, as labelled above, for Team Member Cars, LGVs and HGVs respectively.
48. The maximum daily two-way trip generation for each component has been defined as follows:
 - a. 'Land' Team Member Car – 668 Movements per day
 - b. 'Land' Construction LGV – 160 Movements per day
 - c. 'Land' Construction HGV – 100 Movements per day
 - d. 'Hotel' Staff Car – 315 Movements per day
 - e. 'Hotel' Construction LGV – 130 Movements per day
 - f. 'Hotel' Construction HGV – 81 Movements per day
49. The hourly profile over each day matches those assumed within the preopening construction scenarios, **Scenarios 2 and 2a**, resulting in the following hourly trip generation for each component. Note that some of the movements defined above occur outside of the assessed modelled hours (07:00 to 22:00) so are not captured within the tables below.

Table 9: 'Land' Construction Trip Generation – Post Opening

Time Period	Staff Car		Construction LGV		Construction HGV	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
07:00 to 08:00	200	0	0	0	0	0
08:00 to 09:00	67	0	9	0	6	0
09:00 to 10:00	17	0	9	9	6	6
10:00 to 11:00	0	0	9	9	6	6
11:00 to 12:00	0	0	9	9	6	6
12:00 to 13:00	0	0	9	9	6	6
13:00 to 14:00	0	0	9	9	6	6
14:00 to 15:00	0	0	9	9	6	6
15:00 to 16:00	0	0	9	9	6	6
16:00 to 17:00	0	251	9	9	6	6
17:00 to 18:00	0	67	0	9	0	6
18:00 to 19:00	0	17	0	0	0	0
19:00 to 20:00	0	0	0	0	0	0
20:00 to 21:00	0	0	0	0	0	0
21:00 to 22:00	0	0	0	0	0	0

Table 10: 'Hotel' Construction Trip Generation – Post Opening

Time Period	Staff Car		Construction LGV		Construction HGV	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
07:00 to 08:00	95	0	0	0	0	0
08:00 to 09:00	32	0	7	0	5	0
09:00 to 10:00	8	0	7	7	5	5
10:00 to 11:00	0	0	7	7	5	5
11:00 to 12:00	0	0	7	7	5	5
12:00 to 13:00	0	0	7	7	5	5
13:00 to 14:00	0	0	7	7	5	5
14:00 to 15:00	0	0	7	7	5	5
15:00 to 16:00	0	0	7	7	5	5
16:00 to 17:00	0	118	7	7	5	5
17:00 to 18:00	0	32	0	7	0	5
18:00 to 19:00	0	8	0	0	0	0
19:00 to 20:00	0	0	0	0	0	0
20:00 to 21:00	0	0	0	0	0	0
21:00 to 22:00	0	0	0	0	0	0

50. The distribution assumptions for construction traffic also matches those assumption within the preopening construction scenarios. These are presented by model zone within **Appendix C**.

Lake Zone/West Gateway Zone Development Trips

51. Within the proposed 'full' development scenario (Scenario 5), vehicle demand has been added separately for the Lake Zone and the West Gateway Zone.
52. These zones include hotel bedrooms and accommodation, which will be predominantly used by visitors to the Theme as considered within the cautious worst case for the purpose of a robust transport assessment. Therefore, the trip generation/distribution for these hotels/accommodation was informed using the outputs from the Logit model scenario and included within the 'Domestic Visitor Car' matrix level (ML7). This section relates to the demand inclusion for the following, non-Theme Park related, distinct vehicle types:
- Matrix Level 15: Roadway Convenience Visitor (includes Restaurant, Highway Service Area and Hotel with West Gateway Zone).
 - Matrix Level 16: Roadway Convenience Staff (includes Restaurant, Highway Service Area and Hotel with West Gateway Zone).
 - Matrix Level 17: Conference Centre Visitor (Lake View Zone)

- d. Matrix Level 18: Conference Centre Staff (Lake View Zone)
 - e. Matrix Level 19: Business Hotel Visitor (Lake View Zone)
 - f. Matrix Level 20: Business Hotel Staff (Lake View Zone)
 - g. Matrix Level 21: Hotel and Lodgings Staff (Lake View Zone)
53. All vehicle types listed above have been defined as 'Cars' only, either visitor or staff, with no HGVs, taxis or coaches serving these zones.
54. A unique hourly trip generation and a standard distribution has been developed for each vehicle type. The development zone assigned for each matrix level was informed using the internal masterplan presented within **Figure 2** above. Full details of the methodology used to create these demands is provided within **Annex 5** of the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
55. The adopted hourly trip generation is presented within **Appendix D** of this note, with the distribution information available within **Appendix E**.
56. The trip generation and distribution used was consistent across all model scenarios and days (weekday/Saturday), with the additional traffic included viewed as independent to the Theme Park visitors and local rail inclusions (Wixams/EWR).
57. Profiling assumptions across each modelled hour, uniform across the hour, match those used for the Theme Park traffic detailed above.

Development Vehicle Trip Familiarity

58. The familiarity percentage accounts for a driver's propensity to reassign based on their local knowledge of the network. Familiar vehicles are much more likely to use a "minor" road if this is likely to be quicker or more direct though less desirable, this may involve deviation from the route considered 'signposted'. This includes reassignment within the model itself, in direct response to live congestion on the network.
59. This is generally set at around 40% to 70% for light vehicles based on standard trip patterns but this usually applies to traditional commuting journeys, which are often repeated and will be 'familiar' to most drivers. However, due to the nature of the Proposed Development, a high proportion of visitors are likely to travel from outside of the study area and so will be unfamiliar with the local road network. The Site is also likely to be comprehensively signposted on the strategic road network, resulting in the vast majority of visitors remaining on the key routes along the M1, A1 and A421.
60. As a result of the conditions outlined above, the standard familiarity values are inappropriate for the trip types considered. Therefore, a greatly reduced familiarity has been applied to visitor traffic.
61. However, in the case of the taxi and coach trips, the drivers are likely to have knowledge of the local road network, therefore the standard vehicle familiarity remains suitable.

62. Familiarity can also be increased further for Team Member vehicles, which are likely to originate much closer to the Site and therefore have increased knowledge of the network and local peak periods. The main Team Member car parking is also located on Manor Road, away from the main visitor and coach parking so will not be signposted to the same extent on the strategic network, requiring alternate routes to be taken.
63. LGVs and HGVs, including construction and servicing vehicles are likely to be driven by existing contract truck/lorry drivers, meaning a standard LGV and HGV familiarity of 40% and 10%, respectively, as used within the base model, remains appropriate.
64. Perturbation is used to account for variability in driver's perception of travel costs. Standard Perturbation values of 5% are applied consistently to all vehicle types in the model. This is the commonly used value for perturbation.
65. The resultant familiarity assigned to each of the development vehicle types are presented in within the following tables.

Table 11: Familiarity and Perturbation – Theme Park (Scenarios 4, 4a and 5)

Matrix Level	Vehicle Type	Base Type	Familiarity	Perturbation
7	'Domestic Visitor Car'	Car	10%	5%
8	'International Visitor Car'	Car	10%	5%
9	'Domestic Visitor Taxi'	Car	70%	5%
10	'International Visitor Taxi'	Car	70%	5%
11	'International Visitor Coach'	Coach	70%	5%
12	'Domestic Visitor Coach'	Coach	70%	5%
13	'Staff Car'	Car	90%	5%
14	'Dev Servicing HGV'	HGV	10%	5%

Table 12: Familiarity and Perturbation – Post Opening Construction (Scenario 4a Only)

Matrix Level	Vehicle Type	Base Type	Familiarity	Perturbation
15	'Land Construction Staff Car'	Car	70%	5%
16	'Land Construction LGV'	LGV	40%	5%
17	'Land Construction HGV'	HGV	10%	5%
18	'Hotel Construction Staff Car'	Car	70%	5%
19	'Hotel Construction LGV'	LGV	40%	5%
20	'Hotel Construction HGV'	HGV	10%	5%

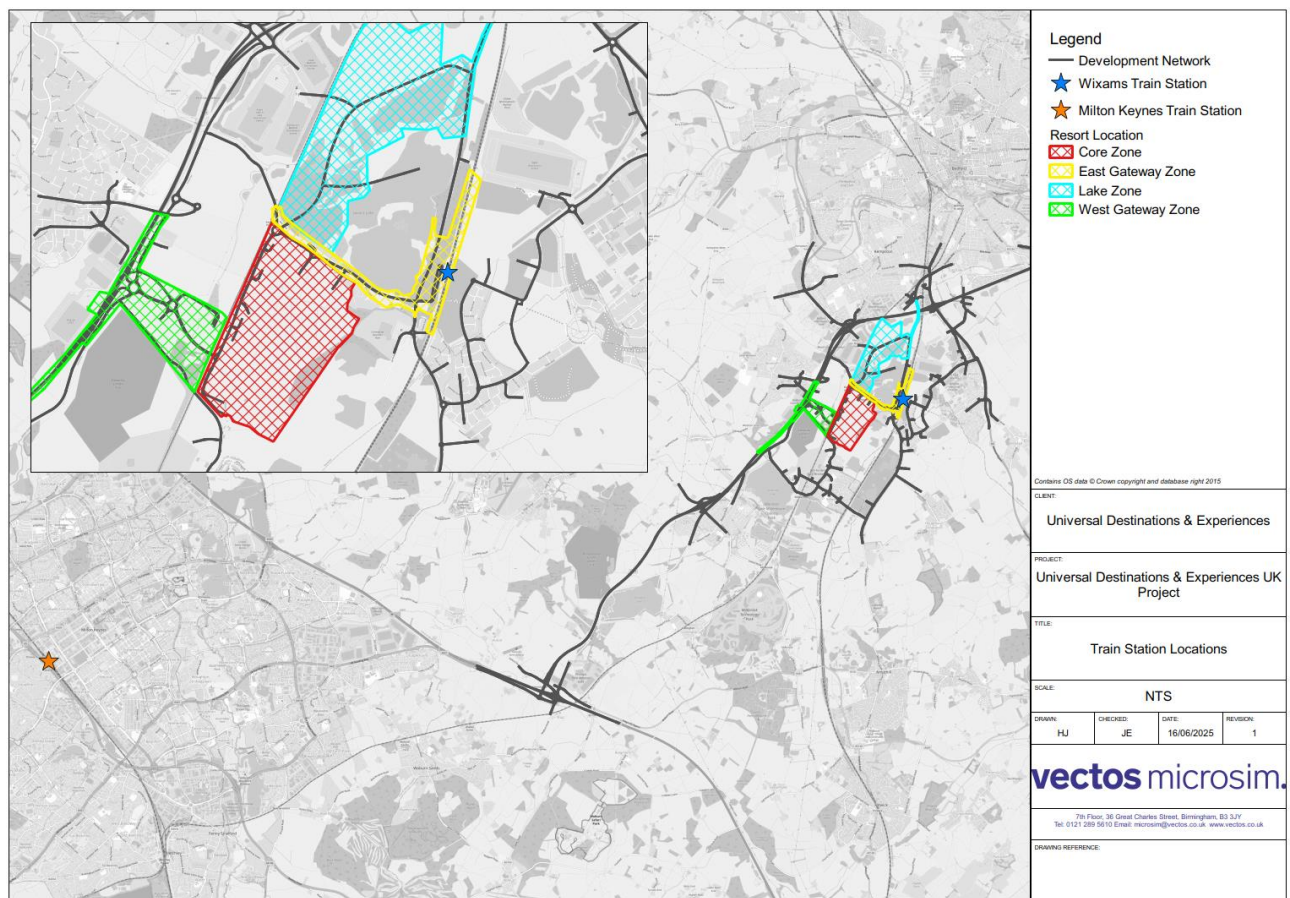
Table 13: Familiarity and Perturbation – Lake View and West Gateway (Scenario 5)

Matrix Level	Vehicle Type	Base Type	Familiarity	Perturbation
15	'Roadway Convenience Visitor'	Car	10%	5%
16	'Roadway Convenience Staff'	Car	90%	5%
17	'Conference Centre Visitor'	Car	10%	5%
18	'Conference Centre Staff'	Car	90%	5%
19	'Business Hotel Visitor'	Coach	10%	5%
20	'Business Hotel Staff'	Coach	90%	5%
21	'Hotel and Lodging Staff'	Car	90%	5%

Shuttle Buses

66. As stated within **Annex 4** of the TA (**Appendix 5.1: TA (Volume 3)** of the ES), a large number of visitors travelling to the Site by rail will travel via the Wixams Rail Station or existing Milton Keynes Station, via the Midlands Main Railway Line or West Coast Line/East West Rail, respectively. The location of each of these stations is shown within **Figure 4**.

Figure 4: Proposed Wixams Train Station



67. The model replicates the shuttle bus services that would operate between these stations and the Site, with the number of buses provided throughout the day dependant on the expected passenger arrivals within each hour.
68. The passenger numbers were derived from the corresponding Logit model for each scenario, with an assumed capacity of 65 passengers per shuttle for Wixams and 55 passengers for the Milton Keynes shuttles.

Wixams Shuttle Buses

69. The Full Wixams Station is expected to be fully operational by Primary Opening Year and will be located to the east of the B530, approximately 1 mile away from the Core Zone, as shown within **Figure 4**.
70. While the main car access for the station will be located on the internal roads within Wixams, the shuttle buses will utilise a fourth arm of the B530/Manor Road junction, which is proposed to be realigned and become a 4-arm signalised junction as part of the Proposed Development proposals. The new arm will lead to a bus drop off point, outside of a pedestrian entrance to the station. All other traffic will be banned from utilising this access.
71. The shuttle bus service will therefore run between the station, using the new B530/Manor Road access, and the Core Zone, via the coach drop-off point (A3). This will act as a loop to/from the Theme Park, with a 2.5-minute stop time at the station, to collect/drop off passengers.
72. Using the predicted passenger numbers for Wixams Station and the assumption of 65 passengers per bus, the number of shuttle trips within each modelled hour has been defined as the maximum of the arrival or departure bus demand. The resultant number of buses required for each scenario is provided within **Appendix F**.

Milton Keynes Shuttle Buses

73. As seen in **Figure 4**, Milton Keynes is located to the southwest of the model extent, south of the M1. As a result, shuttles could not be included as a loop within the model, as applied for the Wixams shuttle buses. Also the internal network within Milton Keynes, including the proposed drop off points, have not been modelled within Paramics. These have been assessed separately by Vectos.
74. The Milton Keynes shuttles have been assigned to join the model extent on the A421, to the south of M1 Junction 13, before accessing the coach drop off (A3) within the Site, via the new off-slip on the A421. Returning to Milton Keynes, the same route will be followed, via the new southbound on-slip.
75. Using the Logit predicted passenger numbers for Milton Keynes station and the assumption of 55 passengers per bus, the number of shuttle trips within each modelled hour has been defined as the maximum of the arrival or departure bus demand. The resultant number of buses required for each scenario is provided within **Appendix F**.

76. To include shuttle buses within the model, the “PT Services” feature within Paramics has been used. Fixed bus routes covering the proposed routes described above have been added. In the case of the Milton Keynes shuttle buses, two separate routes, to and from the Site, have been used as the station lies outside of the model extent.
77. The buses themselves were added via a schedule, assuming that the number of buses each hour is uniform. For example, when 15 buses an hour are required then a bus is released every 4 minutes.

Development Access Assumptions

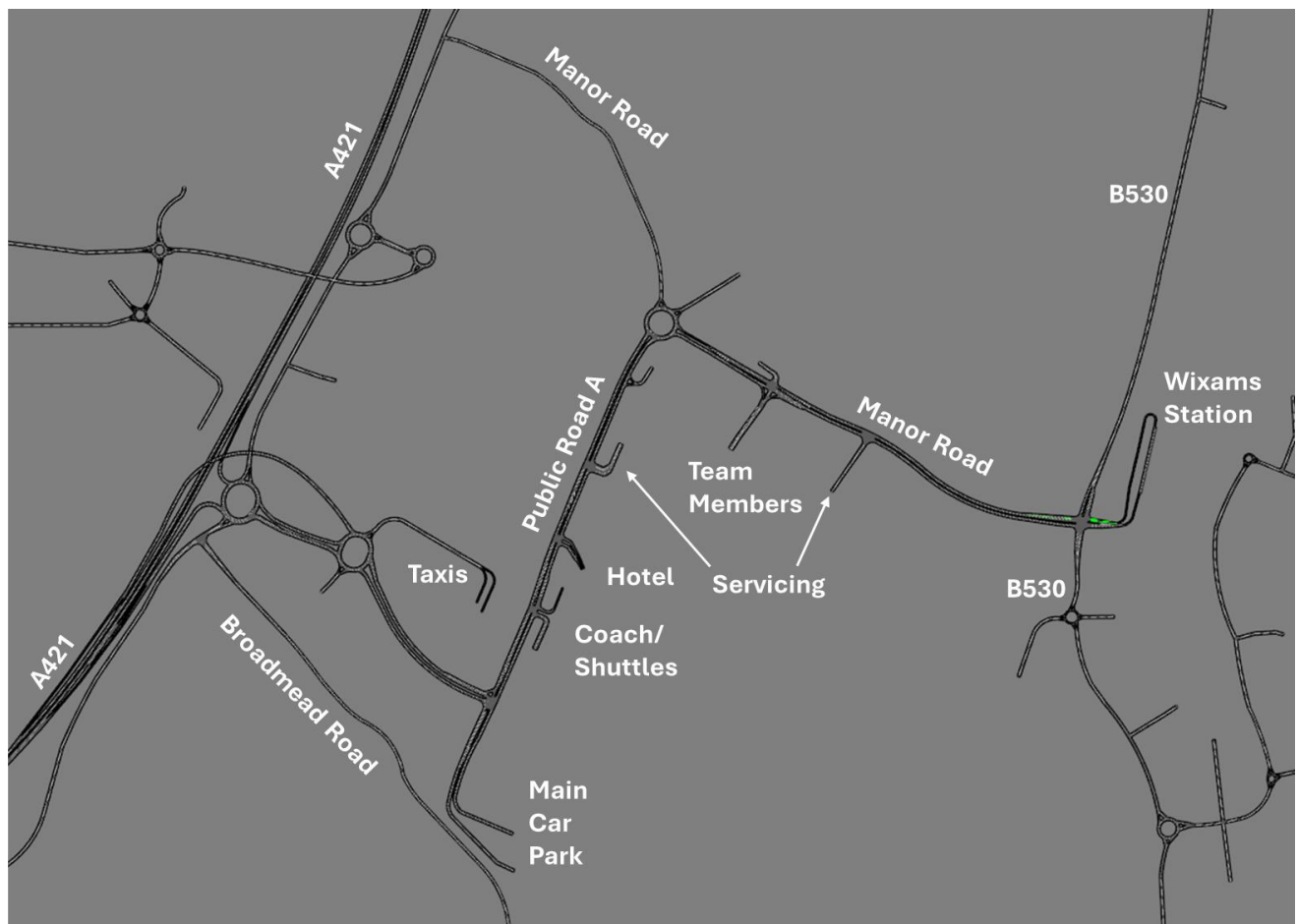
Proposed Development Access

78. The model is based on the illustrative highway arrangement plans as shown in **Annex 6** of the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
79. Within the model, the entire internal network, between the A421/Taxi rank roundabout and Manor Road, has been classified as a ‘minor’ road. While this may not be appropriate to its high-capacity nature, the classification ensures that visitor traffic remains on the A421 for as long as possible, as opposed to rat-running through residential areas around Wixams and along Manor Road.
80. Full descriptions of the junction locations along Public Road A are given below (from north/Manor Road to south/A421):
 - a. **Spare Team Member/Servicing Access:** Simple priority junction with Left in Left Out (LILO) access only for arm to the east. This arm is proposed as a spare access for Team Member and servicing traffic only, so no traffic has been assigned to it within the model.
 - b. **Servicing Access (Public Road A):** 3-arm signalised junction, with an access road for the servicing HGVs only to the east. Public Road A retains 2 lanes in both directions, with a third, right turn lane also provided on the northbound approach. As part of the demand development for the servicing HGVs, it was proposed that 50% of the total demand would use this access.
 - c. **Hotel Access:** 3-arm signalised junction with access to the on-Site hotel car park and valet service (A6) to the west. Includes isolated right turn lane from Public Road A into the car park. The signals at this junction are directly linked to the signals at the coach access junction to the south.
 - d. **Coach Parking and Drop Off:** 3-arm signalised junction with access to the coach drop off point (A3) to the west. This arm comprises the loading point into the model for the international coaches only and the Wixams/Milton Keynes shuttle buses. Includes isolated left and right turn lanes from Public Road A, southbound and northbound respectively, into the side arm. The signals at this junction are directly linked to the signals at the hotel access junction to the north.

- e. **Main Visitor Car Park Access:** Complex 3-arm signalised junction, with Public Road A to the north, access to the main car park (A1, cars, and A2, Domestic Coaches) to the south, and a small link road, over the railway towards the A421 roundabouts, to the west. The northern approach comprises of 2 lanes, with both being open to right turning vehicles. The southern approach is 3 lanes in total, with 2 forming a left slip and 1 straight on (to Public Road A). Similarly, the western arm comprises 3 lanes, 1 left turning (onto Public Road A) and 2 right-turning (towards the car park).

81. **Figure 6** below illustrates the Site access indicative highway layout via a screenshot of the Proposed Development access (Scenario 4 only) as described above.

Figure 5: Proposed Development (Scenario 4) Site Access Indicative Highway Layout Screenshot

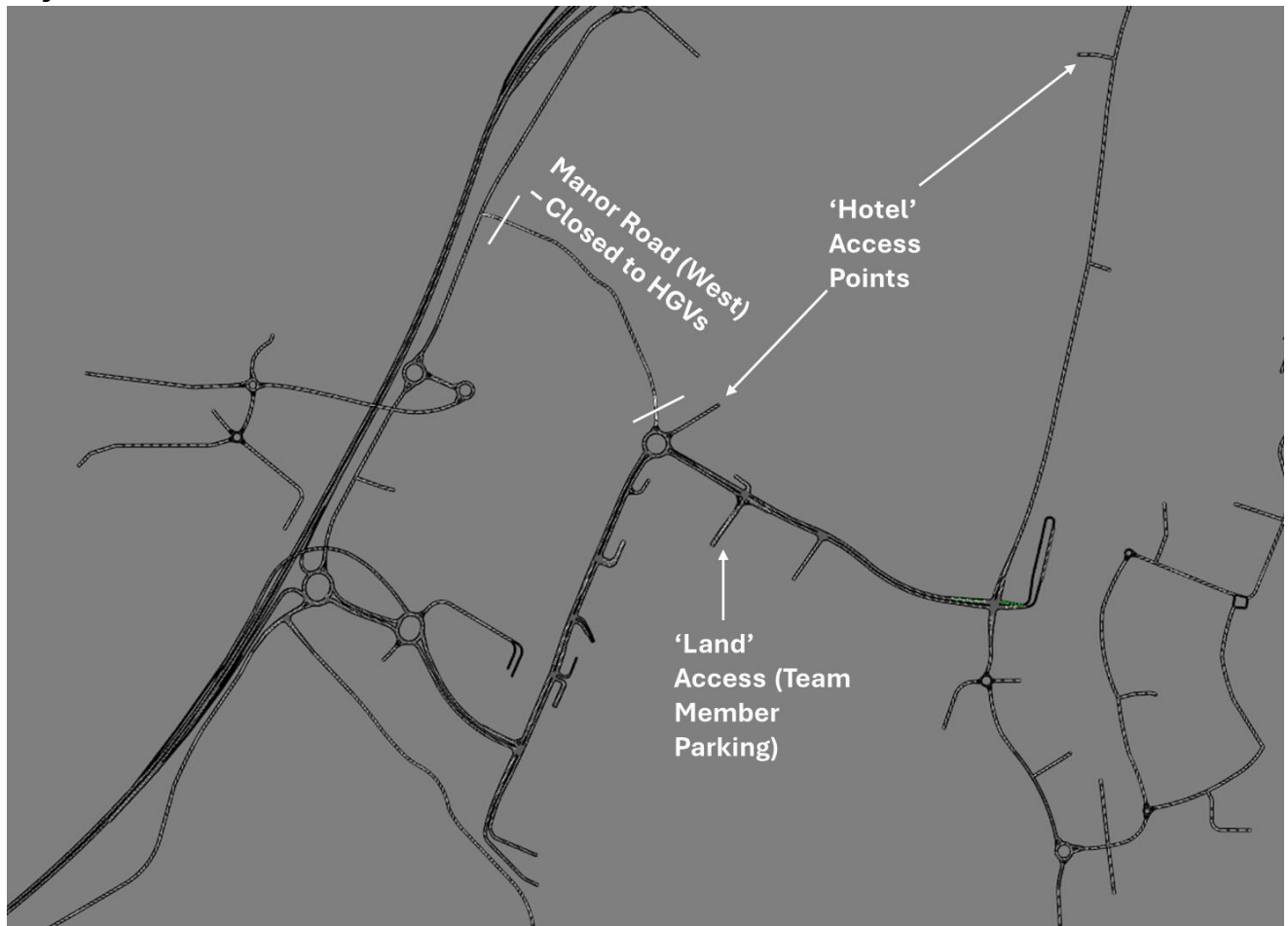


82. For all signalised junctions with the masterplan above, timings have been informed via a LinSig assessment previously completed by Vectos, using flows from the Paramics model.

Post Opening Construction Access

83. As detailed earlier, **Scenario 4a** considers the impact of additional construction within the Site while the Proposed Development is operational.
84. This scenario therefore includes the network presented within **Figure 6** plus the access points for the 'Land' and 'Hotel' construction traffic defined later within this report. The scenario also includes a growth element of 10 years after the Primary Opening Year but this is still contained within the Core Zone (i.e. no Lake Zone or West Gateway Zone) so the remainder of the network remains unchanged from the above.
85. The 'Land' construction, representing the construction traffic to build an on-site attraction, is to be accessed via the Team Member car parking, found on Manor Road. As a result, the existing signalised junction will be used.
86. The 'Hotel' construction, representing the construction of the hotels within the Lake Zone, is to be accessed at two locations: via the Manor Road roundabout and on the B530 (with a 50/50 traffic split between the two).
87. The Manor Road/Public Road A roundabout was included within Scenario 4 (Primary Opening Year) with an additional arm to the north, to be used to connect the Lake Zone to the rest of the Proposed Development once completed. This arm will be opened to construction traffic within Scenario 4a. A new simple priority junction on the B530, to the north of Manor Road, has been added as the second access point.
88. A proposed routeing strategy for HGV construction traffic has been adopted within the construction planning to the impact on Local Roads. To ensure this is replicated within the model link restriction for all HGVs has been applied to Manor Road, between Woburn Road and Public Road A roundabout, forcing HGVs to use the new A421 junction and the A6/B530 as planned.
89. The resultant network for Scenario 4a is presented within **Figure 7**.

Figure 6: Primary Opening Year + Construction (Scenario 4a) Indicative Highway Layout Screenshot



Lake Zone and West Gateway Zone Construction Access

90. **Scenario 5** considers the Future Year development scenario, following the addition of the Lake Zone and West Gateway Zone.
91. The link road through the Lake Zone, Public Road B, has been included as a 'minor' (limiting its use by background/non-development traffic) 30mph route for its length.
92. Public Road B is connected to the north via a 3-arm signalised junction on the B530. The northern (B530) and western (Link Road) approaches to this junction have been widened to 2 lanes, with an isolated right turn lane in both cases. As with the other internal signalised junctions, the adopted signal phasing and timings have been informed using a LinSig assessment, completed by Vectos, using flows from the Paramics model.
93. The West Gateway Zone access is provided via the southern arm of the (eastern) new A421 Junction, opposite the Taxi Rank entrance.

94. The remainder of the internal network and access to the Proposed Development remains unchanged from the layout included within Scenario 4.
95. The resultant Future Year Proposed Development layout, including the additional access points and arrangement of the Lake Zone Link Road, is presented within **Figure 8**.

Figure 7: Future Year (Scenario 5) Site Access Indicative Highway Layout Screenshot



Level Crossings

96. There are currently three level crossings found on the modelled network, close to the Proposed Development. These are found along the Marston Vale Railway Line (Bedford-Milton Keynes) on (from north to south) Manor Road, Broadmead Road and Green Lane. As this line was not active during March 2023, when the initial surveys were collected, the crossings were not included within the 2023 Base model scenario. However, this has since reopened so were considered within all subsequent scenarios. This is not an issue as the 2023 Base model was validated against the data collected in 2023 with the level crossings left open/not modelled. For subsequent scenarios (Reference Case, Core scenarios and sensitivity scenarios), the levels crossings have been added, where relevant, to reflect their status in each scenario.

97. As stated within the Forecast Report, DfT have advised that the road bridge currently planned by Network Rail as a replacement for the Manor Road level crossing should be considered as committed and forms the basis of the Core models.
98. The level crossings on Broadmead Road and Green Lane have been included, with an assumed frequency of 2 train per hour (based off current timetables at the adjacent stations), and a consistent 'barrier down' time of 3 minutes. These routes are not expected to experience a large increase in traffic long-term, as a result of the Proposed Development, so therefore no schemes have been proposed to remove the crossings.
99. As all core scenarios assume no expansion of EWR beyond Milton Keynes, it is appropriate to retain the existing train frequency of 2 per hour on the rail line, so the current crossing timings are unchanged in the development scenarios.

Sensitivity Test Scenario Inclusions

100. This section details the model inclusions and assumptions undertaken to adapt the core scenarios outlined above to create the three sensitivity test scenarios defined as follows:
 - a. **Scenario 5a:** Future Year – Reference Case plus Development plus Full EWR (i.e. EWR build out between Oxford and Cambridge and East West Rail Station at the Site)
 - b. **Scenario 5b:** Future Year – Reference Case plus Development plus Removal of Rail Discount
 - c. **Scenario 5c:** Future Year – Reference Case plus Development plus M1 Junction 13 as a constraint.

Scenario 5a – Future Year with Full East West Rail Included

101. Within all of the core development scenarios, an assumption has been applied that the construction of East West Rail (EWR) will not continue beyond Milton Keynes.
102. A sensitivity test has been undertaken considering EWR being delivered past Milton Keynes with services connecting to Cambridge via Bedford and including a new EWR station on the Site.
103. This scenario has been developed using the Future Year development scenario (Scenario 5 - including the Core Zone plus Lake Zone and West Gateway Zone). To inform the development demands and rail passenger numbers for the Theme Park a new Logit model has been derived as set out in **Annex 4** of the Transport Assessment (**Appendix 5.1: TA (Volume 3)** of the ES).
104. As this scenario provides a new on-site rail station on the EWR line, the shuttle buses from Milton Keynes are not included in the model.

105. The resultant development demands, passenger numbers and (Wixams) shuttle buses required within this scenario are presented within **Appendix G**.
106. Due to the expansion of the existing Marston Vale Railway Line, into EWR, as well as the inclusion of new East West Rail Station, the number of trains passing over the two-level crossings in the model (Broadmead Road and Green Lane) is likely to increase. Therefore, the frequency has been increased from 2 to 6 trains per hour (3 trains in each direction) on both crossings. The 'barrier down' time of 3 minutes has been retained.

Scenario 5b – Future Year – Reference Case plus Development plus Removal of Rail Discount

107. This sensitivity test scenario was developed, within the Future Year model network to determine the potential further impact on the road network if the rail discount forming part of the Core scenarios is removed and car-based trips become proportionally more attractive as a result.
108. The Theme Park demands for this scenario were developed using a separate Logit Model, set out in **Annex 4** of the Transport Assessment (**Appendix 5.1: TA (Volume 3)** of the ES).
109. The resultant Theme Park demands and rail passenger numbers have been provided within **Appendix H** of this note.
110. As the demand pertaining to the Lake Zone and West Gateway Zone were developed independently to the Logit model, and therefore from the rail discount assumptions, these were unchanged from the Core Scenario 5.
111. No further network changes have been applied as a result of the increased traffic volume, with the modelled network within this scenario identical to that with the discount (Scenario 5).

Scenario 5c – Future Year – Reference Case plus Development plus M1 Junction 13 as a Constraint

112. As detailed within the Forecast Report, due to the significant levels of growth around M1 Junction 13 within the Reference Scenario, pertaining to the committed development inclusions, a large number of vehicles are 'held-up' on the M1 mainline within the model. The Core scenario includes amendments to the model's layout in order to release this capacity constraint and obtain robust traffic flow data on the A421.
113. A sensitivity test was also undertaken in order to quantify suppressed demand at M1J13 as a result of the constraint at M1J13 (i.e. without the constraint release included within the core scenario models). Considering that driver behaviour changes in the event of significant congestion, suppressed demand was therefore assessed as part of the Scenario 5c with and without the Proposed Development. Full details on the methodology behind this have been provided within Section 10 of the TA (**Appendix 5.1: TA (Volume 3)** of the ES).

Summary

114. This Note outlines the methodology for their inclusion of the Proposed Development within the microsimulation model to create the following core scenarios:
 - a. **Scenario 4:** Primary Opening Year - Reference Case plus Development
 - b. **Scenario 4a:** Primary Opening Year - Reference Case plus Development plus Construction
 - c. **Scenario 5:** Future Year – Reference Case plus Development.
115. The scenarios, against which the Proposed Development impacts will be considered, comprise a Baseline (i.e. current day conditions) scenario and then an additional derivation of that scenario in which additional traffic growth assumptions have been included to account for Committed Development traffic, named the Reference Case.
116. The demands for the Theme Park have been informed via the application of the trip rates provided to VM by Vectos. The trip forecasting methodology applied to derive trip generation, distribution and mode assignment for the Domestic and International Visitors to the Theme Park is fully documented within **Annex 4** of the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
117. The forecast demands for the Theme Park have been derived using a Logit model are divided according to the following road-based trip types:
 - a. Domestic Visitor Cars
 - b. International Visitor Cars
 - c. Domestic Visitor Taxis
 - d. International Visitor Taxis
 - e. International Visitor Coach
 - f. Domestic Visitor Coach
 - g. Team Members Car
 - h. Servicing HGVs
118. The additional demands pertaining to the Lake Zone and West Gateway Zone, have been included within the appropriate scenario separately into the following vehicle types.
 - a. Roadway Convenience Visitor (includes Restaurant, Highway Service Area and Hotel with West Gateway Zone)

- b. Roadway Convenience Staff (includes Restaurant, Highway Service Area and Hotel with West Gateway Zone)
- c. Conference Centre Visitor (Lake Zone)
- d. Conference Centre Staff (Lake Zone)
- e. Business Hotel Visitor (Lake Zone)
- f. Business Hotel Staff (Lake Zone)
- g. Hotel and Lodgings Staff (Lake Zone)

119. In addition to the core scenarios detailed above, additional sensitivity testing has also been completed considering the possible impact of external infrastructure and mitigation strategies which may or may not be delivered:
- a. **Scenario 5a:** Future Year – Reference Case plus Development plus Full EWR
 - b. **Scenario 5b:** Future Year – Reference Case plus Development plus Removal of Rail Discount
 - c. **Scenario 5c:** Future Year – Reference Case plus Development plus M1 Junction 13 as a constraint.

Demand Total Summary

120. The total hourly demand pertaining to the Proposed Development is summarised in **Table 17**.

Table 14: Proposed Development – Total Trip Generation (excluding Shuttles)

Time Period	Scenario 4		Scenario 4a (inc Construction)		Scenario 5	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
07:00 to 08:00	595	768	955	1,166	1,120	1,359
08:00 to 09:00	775	1,182	967	1,463	1,305	1,874
09:00 to 10:00	1,181	1,835	1,355	2,156	1,876	2,850
10:00 to 11:00	926	1,341	1,065	1,575	1,538	2,164
11:00 to 12:00	648	832	772	996	1,203	1,508
12:00 to 13:00	615	750	741	907	1,275	1,499
13:00 to 14:00	575	681	699	828	1,299	1,463
14:00 to 15:00	591	758	713	916	1,373	1,640
15:00 to 16:00	535	749	639	892	1,139	1,470
16:00 to 17:00	467	704	929	1,212	1,061	1,435
17:00 to 18:00	427	703	581	912	944	1,384
18:00 to 19:00	526	865	591	999	997	1,543
19:00 to 20:00	877	1,332	954	1,501	1,325	2,032
20:00 to 21:00	1,147	1,800	1,240	2,026	1,597	2,620
21:00 to 22:00	1,311	1,995	1,425	2,253	1,788	2,875
Total:	11,197	16,294	13,626	19,803	19,840	27,715

121. These scenarios, alongside those reported in the Forecasting Report, have been run and the outputs have been presented in spreadsheet format to be assimilated within the resultant Transport Assessment.

Table 15: Scenario 4 Development Demand and Growth (Weekday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	30,644	31,239	1.94%
08:00 to 09:00	34,772	35,547	2.23%
09:00 to 10:00	23,482	24,663	5.03%
10:00 to 11:00	19,495	20,420	4.74%
11:00 to 12:00	22,498	23,146	2.88%
12:00 to 13:00	23,731	24,346	2.59%
13:00 to 14:00	24,416	24,991	2.36%
14:00 to 15:00	26,043	26,633	2.27%
15:00 to 16:00	29,649	30,184	1.80%
16:00 to 17:00	33,652	34,119	1.39%
17:00 to 18:00	35,426	35,853	1.21%
18:00 to 19:00	27,194	27,720	1.93%
19:00 to 20:00	18,728	19,606	4.69%
20:00 to 21:00	13,642	14,789	8.41%
21:00 to 22:00	11,953	13,264	10.97%
Total:	375,323	386,520	2.98%

Table 16: Scenario 4 Development Demand and Growth (Saturday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	11,423	12,191	6.72%
08:00 to 09:00	18,425	19,606	6.41%
09:00 to 10:00	23,718	25,553	7.74%
10:00 to 11:00	27,506	28,847	4.87%
11:00 to 12:00	29,036	29,867	2.86%
12:00 to 13:00	29,444	30,194	2.55%
13:00 to 14:00	28,791	29,472	2.36%
14:00 to 15:00	27,144	27,902	2.79%
15:00 to 16:00	25,806	26,555	2.90%
16:00 to 17:00	25,272	25,976	2.78%
17:00 to 18:00	25,393	26,096	2.77%
18:00 to 19:00	22,215	23,079	3.89%
19:00 to 20:00	17,418	18,750	7.65%
20:00 to 21:00	14,731	16,531	12.22%
21:00 to 22:00	13,515	15,510	14.76%
Total:	339,836	356,130	4.79%

Table 17: Scenario 4a Development Demand and Growth (Weekday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	30,644	31,600	3.12%
08:00 to 09:00	34,772	35,739	2.78%
09:00 to 10:00	23,482	24,836	5.77%
10:00 to 11:00	19,495	20,560	5.46%
11:00 to 12:00	22,498	23,270	3.43%
12:00 to 13:00	23,731	24,472	3.12%
13:00 to 14:00	24,416	25,115	2.86%
14:00 to 15:00	26,043	26,756	2.74%
15:00 to 16:00	29,649	30,287	2.15%
16:00 to 17:00	33,652	34,581	2.76%
17:00 to 18:00	35,426	36,007	1.64%
18:00 to 19:00	27,194	27,785	2.17%
19:00 to 20:00	18,728	19,682	5.09%
20:00 to 21:00	13,642	14,882	9.09%
21:00 to 22:00	11,953	13,377	11.92%
Total:	375,323	388,949	3.63%

Table 18: Scenario 4a Development Demand and Growth (Saturday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	11,423	12,589	10.21%
08:00 to 09:00	18,425	19,888	7.94%
09:00 to 10:00	23,718	25,874	9.09%
10:00 to 11:00	27,506	29,081	5.72%
11:00 to 12:00	29,036	30,031	3.43%
12:00 to 13:00	29,444	30,351	3.08%
13:00 to 14:00	28,791	29,619	2.87%
14:00 to 15:00	27,144	28,060	3.38%
15:00 to 16:00	25,806	26,698	3.46%
16:00 to 17:00	25,272	26,485	4.80%
17:00 to 18:00	25,393	26,305	3.59%
18:00 to 19:00	22,215	23,214	4.50%
19:00 to 20:00	17,418	18,919	8.62%
20:00 to 21:00	14,731	16,757	13.76%
21:00 to 22:00	13,515	15,768	16.67%
Total:	339,836	359,639	5.83%

Table 19: Scenario 5 Development Demand and Growth (Weekday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	30,644	31,764	3.65%
08:00 to 09:00	34,772	36,077	3.75%
09:00 to 10:00	23,482	25,358	7.99%
10:00 to 11:00	19,495	21,033	7.89%
11:00 to 12:00	22,498	23,701	5.35%
12:00 to 13:00	23,731	25,006	5.37%
13:00 to 14:00	24,416	25,715	5.32%
14:00 to 15:00	26,043	27,416	5.27%
15:00 to 16:00	29,649	30,788	3.84%
16:00 to 17:00	33,652	34,713	3.15%
17:00 to 18:00	35,426	36,370	2.67%
18:00 to 19:00	27,194	28,191	3.67%
19:00 to 20:00	18,728	20,053	7.07%
20:00 to 21:00	13,642	15,239	11.71%
21:00 to 22:00	11,953	13,740	14.96%
Total:	375,323	395,163	5.29%

Table 20: Scenario 5 Development Demand and Growth (Saturday)

Time Period	2030 Base Total Demand	Development Case Total	Dev. Growth
07:00 to 08:00	11,423	12,782	11.89%
08:00 to 09:00	18,425	20,298	10.17%
09:00 to 10:00	23,718	26,568	12.02%
10:00 to 11:00	27,506	29,669	7.87%
11:00 to 12:00	29,036	30,543	5.19%
12:00 to 13:00	29,444	30,943	5.09%
13:00 to 14:00	28,791	30,255	5.08%
14:00 to 15:00	27,144	28,784	6.04%
15:00 to 16:00	25,806	27,276	5.70%
16:00 to 17:00	25,272	26,708	5.68%
17:00 to 18:00	25,393	26,777	5.45%
18:00 to 19:00	22,215	23,758	6.95%
19:00 to 20:00	17,418	19,450	11.67%
20:00 to 21:00	14,731	17,351	17.78%
21:00 to 22:00	13,515	16,390	21.27%
Total:	339,836	367,551	8.16%

Appendix A

Weekday Proposed Development Trip Generation - Cars

Table 24: Scenario 4 Domestic Visitors – Cars Trip Generation (Weekday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Remaining Trips (To/From External Hotels)	Total
	Inbound	Outbound	Inbound	Outbound		
07:00 to 08:00	133	0	0	0	0	133
08:00 to 09:00	377	0	0	0	0	377
09:00 to 10:00	646	0	0	0	0	646
10:00 to 11:00	398	0	0	0	0	398
11:00 to 12:00	180	0	0	0	0	180
12:00 to 13:00	87	24	0	1	3	115
13:00 to 14:00	44	24	0	1	3	71
14:00 to 15:00	87	48	0	2	6	143
15:00 to 16:00	44	71	18	3	82	217
16:00 to 17:00	22	119	18	5	87	251
17:00 to 18:00	22	166	18	7	93	306
18:00 to 19:00	22	208	18	11	102	360
19:00 to 20:00	0	313	18	17	119	467
20:00 to 21:00	0	495	18	27	145	684
21:00 to 22:00	0	594	0	32	86	713

Table 25: Scenario 4a Domestic Visitors – Cars Trip Generation (Weekday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Remaining Trips (To/From External Hotels)	Total
	Inbound	Outbound	Inbound	Outbound		
07:00 to 08:00	134	0	0	0	0	134
08:00 to 09:00	378	0	0	0	0	378
09:00 to 10:00	649	0	0	0	0	649
10:00 to 11:00	400	0	0	0	0	400
11:00 to 12:00	181	0	0	0	0	181
12:00 to 13:00	88	24	0	1	3	115
13:00 to 14:00	44	24	0	1	3	72
14:00 to 15:00	88	48	0	2	6	143
15:00 to 16:00	44	72	18	3	82	218
16:00 to 17:00	22	119	18	5	88	252
17:00 to 18:00	22	167	18	8	93	308
18:00 to 19:00	22	209	18	11	102	362
19:00 to 20:00	0	314	18	17	120	469
20:00 to 21:00	0	497	18	27	146	687
21:00 to 22:00	0	597	0	32	87	716

Table 26: Scenario 5 Domestic Visitors – Cars Trip Generation (Weekday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out		
07:00 to 08:00	147	0	0	0	0	0	0	147
08:00 to 09:00	416	0	0	0	0	0	0	416
09:00 to 10:00	725	0	0	0	0	0	0	725
10:00 to 11:00	445	0	0	0	0	0	0	445
11:00 to 12:00	218	0	0	0	0	0	0	218
12:00 to 13:00	102	27	0	1	0	4	1	135
13:00 to 14:00	51	28	0	1	0	4	1	84
14:00 to 15:00	102	55	0	1	0	8	1	168
15:00 to 16:00	51	83	8	2	71	13	22	249
16:00 to 17:00	26	138	8	3	71	21	24	290
17:00 to 18:00	26	193	8	4	71	30	25	356
18:00 to 19:00	26	248	8	5	71	42	27	427
19:00 to 20:00	0	348	8	8	71	68	32	535
20:00 to 21:00	0	553	8	13	71	106	38	789
21:00 to 22:00	0	664	0	15	0	127	22	828

Table 27: Scenario 4 International Visitors – Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	9	0	9
08:00 to 09:00	20	0	20
09:00 to 10:00	31	0	31
10:00 to 11:00	18	0	18
11:00 to 12:00	8	0	8
12:00 to 13:00	4	1	5
13:00 to 14:00	3	1	4
14:00 to 15:00	4	2	6
15:00 to 16:00	2	3	5
16:00 to 17:00	1	5	6
17:00 to 18:00	1	7	8
18:00 to 19:00	1	10	11
19:00 to 20:00	0	16	16
20:00 to 21:00	0	25	25
21:00 to 22:00	0	30	30

Table 28: Scenario 4a International Visitors – Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	14	0	14
08:00 to 09:00	32	0	32
09:00 to 10:00	49	0	49
10:00 to 11:00	29	0	29
11:00 to 12:00	13	0	13
12:00 to 13:00	6	2	8
13:00 to 14:00	4	2	6
14:00 to 15:00	6	3	9
15:00 to 16:00	3	5	8
16:00 to 17:00	2	8	10
17:00 to 18:00	2	12	13
18:00 to 19:00	1	16	17
19:00 to 20:00	0	25	25
20:00 to 21:00	0	40	40
21:00 to 22:00	0	48	48

Table 29: Scenario 5 International Visitors – Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	20	0	20
08:00 to 09:00	45	0	45
09:00 to 10:00	70	0	70
10:00 to 11:00	41	0	41
11:00 to 12:00	19	0	19
12:00 to 13:00	9	2	11
13:00 to 14:00	6	2	9
14:00 to 15:00	8	5	13
15:00 to 16:00	4	7	11
16:00 to 17:00	2	12	14
17:00 to 18:00	2	16	19
18:00 to 19:00	2	23	25
19:00 to 20:00	0	36	36
20:00 to 21:00	0	56	56
21:00 to 22:00	0	67	67

Weekday Proposed Development Trip Generation - Taxis

Table 30: Scenario 4 Domestic Visitors – Taxis Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	22	15	38
08:00 to 09:00	49	43	92
09:00 to 10:00	73	78	151
10:00 to 11:00	40	48	87
11:00 to 12:00	0	0	0
12:00 to 13:00	1	1	3
13:00 to 14:00	2	1	3
14:00 to 15:00	3	3	6
15:00 to 16:00	5	4	9
16:00 to 17:00	8	7	15
17:00 to 18:00	11	10	21
18:00 to 19:00	16	14	30
19:00 to 20:00	25	22	47
20:00 to 21:00	36	34	70
21:00 to 22:00	31	41	72

Table 31: Scenario 4a Domestic Visitors – Taxis Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	22	15	38
08:00 to 09:00	49	43	92
09:00 to 10:00	73	78	151
10:00 to 11:00	40	48	88
11:00 to 12:00	0	0	0
12:00 to 13:00	1	1	3
13:00 to 14:00	2	1	3
14:00 to 15:00	3	3	6
15:00 to 16:00	5	4	9
16:00 to 17:00	8	7	15
17:00 to 18:00	11	10	21
18:00 to 19:00	16	14	30
19:00 to 20:00	25	22	47
20:00 to 21:00	36	35	71
21:00 to 22:00	31	41	73

Table 32: Scenario 5 Domestic Visitors – Taxi Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	4	9
08:00 to 09:00	11	10	21
09:00 to 10:00	17	18	36
10:00 to 11:00	9	11	21
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	1
13:00 to 14:00	0	0	1
14:00 to 15:00	1	1	1
15:00 to 16:00	1	1	2
16:00 to 17:00	2	2	4
17:00 to 18:00	3	2	5
18:00 to 19:00	4	3	7
19:00 to 20:00	6	5	11
20:00 to 21:00	9	8	17
21:00 to 22:00	8	10	18

Table 33: Scenario 4 International Visitors – Taxi Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	9	6	15
08:00 to 09:00	20	17	37
09:00 to 10:00	31	33	64
10:00 to 11:00	18	20	38
11:00 to 12:00	9	9	18
12:00 to 13:00	5	5	10
13:00 to 14:00	4	3	7
14:00 to 15:00	6	6	12
15:00 to 16:00	5	5	11
16:00 to 17:00	7	6	13
17:00 to 18:00	9	8	17
18:00 to 19:00	12	11	24
19:00 to 20:00	18	16	34
20:00 to 21:00	26	25	51
21:00 to 22:00	23	30	53

Table 34: Scenario 4a International Visitors – Taxi Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	14	10	24
08:00 to 09:00	32	27	59
09:00 to 10:00	49	53	102
10:00 to 11:00	29	32	61
11:00 to 12:00	14	15	28
12:00 to 13:00	8	8	16
13:00 to 14:00	7	5	12
14:00 to 15:00	10	10	19
15:00 to 16:00	9	8	17
16:00 to 17:00	11	10	21
17:00 to 18:00	14	13	28
18:00 to 19:00	20	18	38
19:00 to 20:00	29	25	54
20:00 to 21:00	42	40	82
21:00 to 22:00	36	48	84

Table 35: Scenario 5 International Visitors – Taxi Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	20	14	34
08:00 to 09:00	45	39	83
09:00 to 10:00	70	74	144
10:00 to 11:00	41	45	86
11:00 to 12:00	19	20	39
12:00 to 13:00	11	12	22
13:00 to 14:00	9	7	16
14:00 to 15:00	13	14	27
15:00 to 16:00	12	12	24
16:00 to 17:00	15	14	29
17:00 to 18:00	20	19	39
18:00 to 19:00	28	25	53
19:00 to 20:00	41	36	77
20:00 to 21:00	59	56	115
21:00 to 22:00	51	67	118

Weekday Proposed Development Trip Generation - Coaches

Table 36: Scenario 4 Domestic Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	4	0	4
08:00 to 09:00	9	0	9
09:00 to 10:00	15	0	15
10:00 to 11:00	9	0	9
11:00 to 12:00	3	0	3
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	5	5
19:00 to 20:00	0	8	8
20:00 to 21:00	0	13	13
21:00 to 22:00	0	15	15

Table 37: Scenario 4a Domestic Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	4	0	4
08:00 to 09:00	9	0	9
09:00 to 10:00	15	0	15
10:00 to 11:00	9	0	9
11:00 to 12:00	3	0	3
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	5	5
19:00 to 20:00	0	8	8
20:00 to 21:00	0	13	13
21:00 to 22:00	0	15	15

Table 38: Scenario 5 Domestic Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	3	0	3
08:00 to 09:00	7	0	7
09:00 to 10:00	11	0	11
10:00 to 11:00	6	0	6
11:00 to 12:00	2	0	2
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	3	3
19:00 to 20:00	0	6	6
20:00 to 21:00	0	9	9
21:00 to 22:00	0	11	11

Table 39: Scenario 4 International Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	2	0	2
08:00 to 09:00	5	0	5
09:00 to 10:00	8	0	8
10:00 to 11:00	5	6	11
11:00 to 12:00	2	0	2
12:00 to 13:00	2	6	8
13:00 to 14:00	6	0	6
14:00 to 15:00	2	7	9
15:00 to 16:00	5	1	6
16:00 to 17:00	2	7	9
17:00 to 18:00	5	2	7
18:00 to 19:00	2	9	10
19:00 to 20:00	5	4	9
20:00 to 21:00	2	6	8
21:00 to 22:00	5	7	12

Table 40: Scenario 4a International Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	3	0	3
08:00 to 09:00	8	0	8
09:00 to 10:00	12	0	12
10:00 to 11:00	7	10	17
11:00 to 12:00	3	0	3
12:00 to 13:00	3	10	13
13:00 to 14:00	9	0	9
14:00 to 15:00	4	10	14
15:00 to 16:00	8	1	9
16:00 to 17:00	3	12	14
17:00 to 18:00	8	3	10
18:00 to 19:00	3	14	16
19:00 to 20:00	7	6	14
20:00 to 21:00	2	10	12
21:00 to 22:00	7	12	19

Table 41: Scenario 5 International Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	0	5
08:00 to 09:00	11	0	11
09:00 to 10:00	17	0	17
10:00 to 11:00	10	13	23
11:00 to 12:00	4	0	4
12:00 to 13:00	4	14	18
13:00 to 14:00	12	1	13
14:00 to 15:00	5	14	19
15:00 to 16:00	11	2	12
16:00 to 17:00	4	16	20
17:00 to 18:00	10	4	14
18:00 to 19:00	4	19	22
19:00 to 20:00	10	9	19
20:00 to 21:00	3	14	17
21:00 to 22:00	10	16	26

Weekday Proposed Development Trip Generation - Staff Cars

Table 42: Scenario 4 Staff - Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	286	97	383
08:00 to 09:00	225	0	225
09:00 to 10:00	253	0	253
10:00 to 11:00	275	73	349
11:00 to 12:00	216	206	421
12:00 to 13:00	225	235	460
13:00 to 14:00	240	235	475
14:00 to 15:00	193	220	414
15:00 to 16:00	116	176	292
16:00 to 17:00	32	147	178
17:00 to 18:00	0	73	73
18:00 to 19:00	23	70	94
19:00 to 20:00	95	211	305
20:00 to 21:00	96	211	307
21:00 to 22:00	70	351	422

Table 43: Scenario 4a Staff - Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	323	109	432
08:00 to 09:00	254	0	254
09:00 to 10:00	286	0	286
10:00 to 11:00	311	83	393
11:00 to 12:00	244	232	476
12:00 to 13:00	254	265	519
13:00 to 14:00	271	265	536
14:00 to 15:00	218	249	467
15:00 to 16:00	131	199	330
16:00 to 17:00	36	166	201
17:00 to 18:00	0	83	83
18:00 to 19:00	26	79	106
19:00 to 20:00	107	238	345
20:00 to 21:00	108	238	346
21:00 to 22:00	79	397	476

Table 44: Scenario 5 Staff - Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	360	122	482
08:00 to 09:00	283	0	283
09:00 to 10:00	319	0	319
10:00 to 11:00	346	92	438
11:00 to 12:00	271	259	530
12:00 to 13:00	283	295	578
13:00 to 14:00	302	295	598
14:00 to 15:00	243	277	520
15:00 to 16:00	146	222	367
16:00 to 17:00	40	185	224
17:00 to 18:00	0	92	92
18:00 to 19:00	30	88	118
19:00 to 20:00	119	265	384
20:00 to 21:00	121	265	386
21:00 to 22:00	89	442	531

Saturday Proposed Development Trip Generation - Cars

Table 45: Scenario 4 Domestic Visitors – Cars Trip Generation (Saturday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Remaining Trips (To/From External Hotels)	Total
	Inbound	Outbound	Inbound	Outbound		
07:00 to 08:00	227	0	0	0	0	227
08:00 to 09:00	642	0	0	0	0	642
09:00 to 10:00	1080	0	0	0	0	1080
10:00 to 11:00	666	0	0	0	0	666
11:00 to 12:00	309	0	0	0	0	309
12:00 to 13:00	150	41	0	2	5	198
13:00 to 14:00	80	41	0	2	5	128
14:00 to 15:00	160	81	0	4	10	255
15:00 to 16:00	80	122	34	6	151	393
16:00 to 17:00	40	203	34	10	162	449
17:00 to 18:00	40	284	34	14	172	544
18:00 to 19:00	40	355	34	20	187	637
19:00 to 20:00	0	533	34	33	217	817
20:00 to 21:00	0	843	34	51	263	1192
21:00 to 22:00	0	1013	0	61	152	1226

Table 46: Scenario 4a Domestic Visitors – Cars Trip Generation (Saturday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Remaining Trips (To/From External Hotels)	Total
	Inbound	Outbound	Inbound	Outbound		
07:00 to 08:00	241	0	0	0	0	241
08:00 to 09:00	682	0	0	0	0	682
09:00 to 10:00	1146	0	0	0	0	1146
10:00 to 11:00	706	0	0	0	0	706
11:00 to 12:00	328	0	0	0	0	328
12:00 to 13:00	159	43	0	2	5	210
13:00 to 14:00	85	43	0	2	5	135
14:00 to 15:00	170	86	0	4	11	271
15:00 to 16:00	85	129	36	7	161	417
16:00 to 17:00	42	215	36	11	171	476
17:00 to 18:00	42	301	36	15	182	577
18:00 to 19:00	42	377	36	22	198	675
19:00 to 20:00	0	566	36	35	231	867
20:00 to 21:00	0	895	36	54	279	1265
21:00 to 22:00	0	1075	0	65	161	1301

Table 47: Scenario 5 Domestic Visitors – Cars Trip Generation (Saturday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out		
07:00 to 08:00	285	0	0	0	0	0	0	285
08:00 to 09:00	807	0	0	0	0	0	0	807
09:00 to 10:00	1417	0	0	0	0	0	0	1417
10:00 to 11:00	873	0	0	0	0	0	0	873
11:00 to 12:00	423	0	0	0	0	0	0	423
12:00 to 13:00	204	54	0	1	0	9	1	270
13:00 to 14:00	105	54	0	1	0	9	1	170
14:00 to 15:00	210	108	0	2	0	18	3	341
15:00 to 16:00	105	162	18	3	149	27	46	510
16:00 to 17:00	52	270	18	5	149	45	49	589
17:00 to 18:00	52	379	18	7	149	63	52	720
18:00 to 19:00	52	487	18	11	149	90	56	862
19:00 to 20:00	0	684	18	17	149	143	65	1076
20:00 to 21:00	0	1086	18	27	149	224	78	1582
21:00 to 22:00	0	1304	0	32	0	269	44	1649

Table 48: Scenario 4 International Visitors – Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	15	0	15
08:00 to 09:00	34	0	34
09:00 to 10:00	53	0	53
10:00 to 11:00	31	0	31
11:00 to 12:00	14	0	14
12:00 to 13:00	7	2	8
13:00 to 14:00	5	2	7
14:00 to 15:00	6	4	10
15:00 to 16:00	3	5	9
16:00 to 17:00	2	9	11
17:00 to 18:00	2	13	14
18:00 to 19:00	1	18	19
19:00 to 20:00	0	28	28
20:00 to 21:00	0	43	43
21:00 to 22:00	0	52	52

Table 49: Scenario 4a International Visitors – Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	26	0	26
08:00 to 09:00	58	0	58
09:00 to 10:00	91	0	91
10:00 to 11:00	54	0	54
11:00 to 12:00	24	0	24
12:00 to 13:00	11	3	14
13:00 to 14:00	8	3	11
14:00 to 15:00	11	6	17
15:00 to 16:00	5	9	15
16:00 to 17:00	3	15	19
17:00 to 18:00	3	22	25
18:00 to 19:00	2	30	32
19:00 to 20:00	0	47	47
20:00 to 21:00	0	74	74
21:00 to 22:00	0	89	89

Table 50: Scenario 5 International Visitors – Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	38	0	38
08:00 to 09:00	85	0	85
09:00 to 10:00	133	0	133
10:00 to 11:00	78	0	78
11:00 to 12:00	36	0	36
12:00 to 13:00	16	4	21
13:00 to 14:00	12	4	16
14:00 to 15:00	16	9	25
15:00 to 16:00	8	13	21
16:00 to 17:00	4	22	27
17:00 to 18:00	4	31	36
18:00 to 19:00	3	44	47
19:00 to 20:00	0	69	69
20:00 to 21:00	0	108	108
21:00 to 22:00	0	129	129

Saturday Proposed Development Trip Generation - Taxis

Table 51: Scenario 4 Domestic Visitors – Taxis Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	39	27	66
08:00 to 09:00	85	75	160
09:00 to 10:00	125	134	259
10:00 to 11:00	68	82	150
11:00 to 12:00	0	0	0
12:00 to 13:00	3	3	5
13:00 to 14:00	3	3	6
14:00 to 15:00	6	5	11
15:00 to 16:00	9	8	17
16:00 to 17:00	14	13	27
17:00 to 18:00	20	18	38
18:00 to 19:00	29	25	55
19:00 to 20:00	46	40	86
20:00 to 21:00	66	63	128
21:00 to 22:00	56	75	131

Table 52: Scenario 4a Domestic Visitors – Taxis Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	41	28	70
08:00 to 09:00	90	80	170
09:00 to 10:00	133	142	275
10:00 to 11:00	73	87	160
11:00 to 12:00	0	0	0
12:00 to 13:00	3	3	6
13:00 to 14:00	4	3	6
14:00 to 15:00	6	6	12
15:00 to 16:00	10	8	18
16:00 to 17:00	15	14	29
17:00 to 18:00	21	19	41
18:00 to 19:00	31	27	58
19:00 to 20:00	48	42	91
20:00 to 21:00	70	66	136
21:00 to 22:00	60	80	139

Table 53: Scenario 5 Domestic Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	4	9
08:00 to 09:00	11	10	21
09:00 to 10:00	17	18	36
10:00 to 11:00	9	11	21
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	1
13:00 to 14:00	0	0	1
14:00 to 15:00	1	1	1
15:00 to 16:00	1	1	2
16:00 to 17:00	2	2	4
17:00 to 18:00	3	2	5
18:00 to 19:00	4	3	7
19:00 to 20:00	6	5	11
20:00 to 21:00	9	8	17
21:00 to 22:00	8	10	18

Table 54: Scenario 4 International Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	15	10	26
08:00 to 09:00	34	30	64
09:00 to 10:00	53	57	110
10:00 to 11:00	31	35	66
11:00 to 12:00	15	16	30
12:00 to 13:00	8	9	17
13:00 to 14:00	7	5	13
14:00 to 15:00	10	11	21
15:00 to 16:00	9	9	19
16:00 to 17:00	12	11	23
17:00 to 18:00	16	14	30
18:00 to 19:00	21	19	41
19:00 to 20:00	32	28	59
20:00 to 21:00	45	43	89
21:00 to 22:00	39	52	91

Table 55: Scenario 4a International Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	26	18	44
08:00 to 09:00	58	51	109
09:00 to 10:00	91	97	188
10:00 to 11:00	54	59	113
11:00 to 12:00	25	27	52
12:00 to 13:00	14	15	30
13:00 to 14:00	12	9	22
14:00 to 15:00	18	19	36
15:00 to 16:00	16	15	32
16:00 to 17:00	20	19	39
17:00 to 18:00	27	25	52
18:00 to 19:00	37	33	70
19:00 to 20:00	54	47	101
20:00 to 21:00	77	74	151
21:00 to 22:00	66	89	155

Table 56: Scenario 5 International Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	20	14	34
08:00 to 09:00	45	39	83
09:00 to 10:00	70	74	144
10:00 to 11:00	41	45	86
11:00 to 12:00	19	20	39
12:00 to 13:00	11	12	22
13:00 to 14:00	9	7	16
14:00 to 15:00	13	14	27
15:00 to 16:00	12	12	24
16:00 to 17:00	15	14	29
17:00 to 18:00	20	19	39
18:00 to 19:00	28	25	53
19:00 to 20:00	41	36	77
20:00 to 21:00	59	56	115
21:00 to 22:00	51	67	118

Saturday Proposed Development Trip Generation - Coaches

Table 57: Scenario 4 Domestic Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	9	0	9
08:00 to 09:00	21	0	21
09:00 to 10:00	35	0	35
10:00 to 11:00	20	0	20
11:00 to 12:00	8	0	8
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	11	11
19:00 to 20:00	0	18	18
20:00 to 21:00	0	29	29
21:00 to 22:00	0	34	34

Table 58: Scenario 4a Domestic Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	10	0	10
08:00 to 09:00	22	0	22
09:00 to 10:00	37	0	37
10:00 to 11:00	21	0	21
11:00 to 12:00	8	0	8
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	12	12
19:00 to 20:00	0	20	20
20:00 to 21:00	0	30	30
21:00 to 22:00	0	36	36

Table 59: Scenario 5 Domestic Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	3	0	3
08:00 to 09:00	7	0	7
09:00 to 10:00	11	0	11
10:00 to 11:00	6	0	6
11:00 to 12:00	2	0	2
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	3	3
19:00 to 20:00	0	6	6
20:00 to 21:00	0	9	9
21:00 to 22:00	0	11	11

Table 60: Scenario 4 International Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	4	0	4
08:00 to 09:00	8	0	8
09:00 to 10:00	13	0	13
10:00 to 11:00	8	11	18
11:00 to 12:00	4	0	4
12:00 to 13:00	3	11	14
13:00 to 14:00	10	0	10
14:00 to 15:00	4	11	16
15:00 to 16:00	9	1	10
16:00 to 17:00	3	13	16
17:00 to 18:00	8	3	11
18:00 to 19:00	3	15	18
19:00 to 20:00	8	7	15
20:00 to 21:00	3	11	13
21:00 to 22:00	8	13	21

Table 61: Scenario 4a International Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	7	0	7
08:00 to 09:00	15	0	15
09:00 to 10:00	23	0	23
10:00 to 11:00	13	18	31
11:00 to 12:00	6	0	6
12:00 to 13:00	6	19	24
13:00 to 14:00	17	1	18
14:00 to 15:00	7	20	27
15:00 to 16:00	15	2	17
16:00 to 17:00	5	22	27
17:00 to 18:00	14	5	19
18:00 to 19:00	5	25	30
19:00 to 20:00	14	12	25
20:00 to 21:00	5	18	23
21:00 to 22:00	14	22	36

Table 62: Scenario 5 International Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	0	5
08:00 to 09:00	11	0	11
09:00 to 10:00	17	0	17
10:00 to 11:00	10	13	23
11:00 to 12:00	4	0	4
12:00 to 13:00	4	14	18
13:00 to 14:00	12	1	13
14:00 to 15:00	5	14	19
15:00 to 16:00	11	2	12
16:00 to 17:00	4	16	20
17:00 to 18:00	10	4	14
18:00 to 19:00	4	19	22
19:00 to 20:00	10	9	19
20:00 to 21:00	3	14	17
21:00 to 22:00	10	16	26

Saturday Proposed Development Trip Generation - Staff Cars

Table 63: Scenario 4 Staff - Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	307	104	410
08:00 to 09:00	241	0	241
09:00 to 10:00	271	0	271
10:00 to 11:00	295	79	373
11:00 to 12:00	231	220	451
12:00 to 13:00	241	252	493
13:00 to 14:00	257	252	509
14:00 to 15:00	207	236	443
15:00 to 16:00	124	189	313
16:00 to 17:00	34	157	191
17:00 to 18:00	0	79	79
18:00 to 19:00	25	75	100
19:00 to 20:00	101	226	327
20:00 to 21:00	103	226	329
21:00 to 22:00	75	377	452

Table 64: Scenario 4a Staff - Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	346	117	463
08:00 to 09:00	272	0	272
09:00 to 10:00	306	0	306
10:00 to 11:00	333	89	422
11:00 to 12:00	261	249	510
12:00 to 13:00	272	284	556
13:00 to 14:00	290	284	575
14:00 to 15:00	234	266	500
15:00 to 16:00	140	213	353
16:00 to 17:00	38	178	216
17:00 to 18:00	0	89	89
18:00 to 19:00	28	85	113
19:00 to 20:00	114	255	369
20:00 to 21:00	116	255	371
21:00 to 22:00	85	425	510

Table 65: Scenario 5 Staff - Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	360	122	482
08:00 to 09:00	283	0	283
09:00 to 10:00	319	0	319
10:00 to 11:00	346	92	438
11:00 to 12:00	271	259	530
12:00 to 13:00	283	295	578
13:00 to 14:00	302	295	598
14:00 to 15:00	243	277	520
15:00 to 16:00	146	222	367
16:00 to 17:00	40	185	224
17:00 to 18:00	0	92	92
18:00 to 19:00	30	88	118
19:00 to 20:00	119	265	384
20:00 to 21:00	121	265	386
21:00 to 22:00	89	442	531

Appendix B

Development Trip Distribution

Key:

DV: Domestic Visitor

IV: International Visitor

TM: Team Member/Staff

A1: Main Car Park

A6: On-Site Hotel

Table 66: Scenario 4 and 4a Weekday Development Case – Trip Distribution by Trip Type

Zone	Location	DV Car (A1)*	DV Car (A6)	IV Car	DV Taxi	IV Taxi	DV Coach	IV Coach	TM Car
1	A1 North	15.0%	13.0%	14.1%	0.0%	0.0%	15.3%	14.1%	6.8%
3	M1 South	20.1%	0.0%	59.9%	10.0%	10.5%	23.9%	59.9%	6.3%
4	M1 North	45.0%	71.5%	2.1%	11.3%	13.5%	54.8%	2.1%	3.0%
5	A421 South	6.5%	15.5%	4.5%	8.8%	10.5%	0.0%	4.5%	1.6%
6	A6 North	3.1%	0.0%	0.0%	12.0%	4.2%	0.0%	0.0%	7.5%
7	A6 South	1.4%	0.0%	1.5%	10.8%	15.0%	0.0%	1.5%	9.7%
8	Amphill Rd North	0.6%	0.0%	0.0%	13.3%	4.9%	0.0%	0.0%	2.5%
9	St Neots Rd W	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
10	Amphill Rd S	0.2%	0.0%	1.5%	1.5%	9.0%	0.0%	1.5%	12.1%
11	Bedford Rd S	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%
15	Beancroft Road	0.2%	0.0%	0.0%	5.0%	6.0%	0.0%	0.0%	0.8%
17	Elstow Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
18	W End Rd	0.4%	0.0%	0.0%	9.0%	3.6%	0.0%	0.0%	1.9%
27	Woburn Road	0.5%	0.0%	0.0%	10.5%	4.2%	0.0%	0.0%	4.2%
31	Fields Road (Wooton)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
47	A600 North	0.3%	0.0%	0.0%	5.3%	2.1%	0.0%	0.0%	4.5%
48	A600 S	0.0%	0.0%	0.0%	0.8%	4.5%	0.0%	0.0%	9.0%
51	Cambridge Road	6.0%	0.0%	16.3%	2.0%	12.0%	6.1%	16.3%	19.8%
53	St Neots Rd SE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%

*Based on average off Inbound and Outbound distribution in peak hours (09:00 to 10:00 and 21:00 to 22:00)

Table 67: Scenario 5 Weekday Development Case – Trip Distribution by Trip Type

Zone	Location	DV Car (A1)*	DV Car (A6)	IV Car	DV Taxi	IV Taxi	DV Coach	IV Coach	TM Car
1	A1 North	14.7%	11.3%	11.9%	0.0%	0.0%	17.5%	11.9%	7.3%
3	M1 South	18.5%	0.0%	59.9%	10.0%	10.5%	23.0%	59.9%	6.4%
4	M1 North	47.2%	74.1%	2.1%	11.3%	13.5%	53.4%	2.1%	3.0%
5	A421 South	7.1%	14.6%	6.8%	8.8%	10.5%	0.0%	6.8%	1.6%
6	A6 North	2.7%	0.0%	0.0%	8.4%	4.2%	0.0%	0.0%	7.7%
7	A6 South	1.4%	0.0%	1.5%	13.0%	15.0%	0.0%	1.5%	9.5%
8	Amphill Rd North	0.4%	0.0%	0.0%	9.3%	4.9%	0.0%	0.0%	2.6%
9	St Neots Rd W	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
10	Amphill Rd S	0.4%	0.0%	1.5%	6.0%	9.0%	0.0%	1.5%	11.6%
11	Bedford Rd S	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
15	Beancroft Road	0.2%	0.0%	0.0%	5.0%	6.0%	0.0%	0.0%	0.8%
17	Elstow Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
18	W End Rd	0.3%	0.0%	0.0%	6.3%	3.6%	0.0%	0.0%	2.0%
27	Woburn Road	0.3%	0.0%	0.0%	7.4%	4.2%	0.0%	0.0%	4.3%
31	Fields Road (Wooton)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
47	A600 North	0.2%	0.0%	0.0%	3.7%	2.1%	0.0%	0.0%	4.7%
48	A600 S	0.1%	0.0%	0.0%	3.0%	4.5%	0.0%	0.0%	8.8%
51	Cambridge Road	5.8%	0.0%	16.3%	8.0%	12.0%	6.1%	16.3%	19.5%
53	St Neots Rd SE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%

*Based on average off Inbound and Outbound distribution in peak hours (09:00 to 10:00 and 21:00 to 22:00)

Table 68: Scenario 4 and 4a Saturday Development Case – Trip Distribution by Trip Type

Zone	Location	DV Car (A1)*	DV Car (A6)	IV Car	DV Taxi	IV Taxi	DV Coach	IV Coach	TM Car
1	A1 North	14.0%	12.9%	14.1%	0.0%	0.0%	17.4%	14.1%	6.8%
3	M1 South	20.1%	0.4%	59.9%	10.0%	10.5%	22.2%	59.9%	6.3%
4	M1 North	45.1%	72.1%	2.1%	11.3%	13.5%	54.8%	2.1%	3.0%
5	A421 South	6.9%	14.6%	4.5%	8.8%	10.5%	0.0%	4.5%	1.6%
6	A6 North	3.3%	0.0%	0.0%	12.0%	4.2%	0.0%	0.0%	7.5%
7	A6 South	1.3%	0.0%	1.5%	10.8%	15.0%	0.0%	1.5%	9.7%
8	Amphill Rd North	0.6%	0.0%	0.0%	13.3%	4.9%	0.0%	0.0%	2.5%
9	St Neots Rd W	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
10	Amphill Rd S	0.2%	0.0%	1.5%	1.5%	9.0%	0.0%	1.5%	12.1%
11	Bedford Rd S	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%
15	Beancroft Road	0.2%	0.0%	0.0%	5.0%	6.0%	0.0%	0.0%	0.8%
17	Elstow Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
18	W End Rd	0.4%	0.0%	0.0%	9.0%	3.6%	0.0%	0.0%	1.9%
27	Woburn Road	0.5%	0.0%	0.0%	10.5%	4.2%	0.0%	0.0%	4.2%
31	Fields Road (Wooton)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
47	A600 North	0.3%	0.0%	0.0%	5.3%	2.1%	0.0%	0.0%	4.5%
48	A600 S	0.0%	0.0%	0.0%	0.8%	4.5%	0.0%	0.0%	9.0%
51	Cambridge Road	5.7%	0.0%	16.3%	2.0%	12.0%	5.5%	16.3%	19.8%
53	St Neots Rd SE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%

*Based on average off Inbound and Outbound distribution in peak hours (09:00 to 10:00 and 21:00 to 22:00)

Table 69: Scenario 5 Saturday Development Case – Trip Distribution by Trip Type

Zone	Location	DV Car (A1)*	DV Car (A6)	IV Car	DV Taxi	IV Taxi	DV Coach	IV Coach	TM Car
1	A1 North	13.6%	10.8%	11.9%	0.0%	0.0%	16.6%	11.9%	7.3%
3	M1 South	18.3%	0.3%	59.9%	10.0%	10.5%	23.7%	59.9%	6.4%
4	M1 North	47.7%	74.5%	2.1%	11.3%	13.5%	53.5%	2.1%	3.0%
5	A421 South	7.6%	14.4%	6.8%	8.8%	10.5%	0.0%	6.8%	1.6%
6	A6 North	2.9%	0.0%	0.0%	8.4%	4.2%	0.0%	0.0%	7.7%
7	A6 South	1.4%	0.0%	1.5%	13.0%	15.0%	0.0%	1.5%	9.5%
8	Amphill Rd North	0.4%	0.0%	0.0%	9.3%	4.9%	0.0%	0.0%	2.6%
9	St Neots Rd W	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
10	Amphill Rd S	0.4%	0.0%	1.5%	6.0%	9.0%	0.0%	1.5%	11.6%
11	Bedford Rd S	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
15	Beancroft Road	0.2%	0.0%	0.0%	5.0%	6.0%	0.0%	0.0%	0.8%
17	Elstow Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
18	W End Rd	0.3%	0.0%	0.0%	6.3%	3.6%	0.0%	0.0%	2.0%
27	Woburn Road	0.4%	0.0%	0.0%	7.4%	4.2%	0.0%	0.0%	4.3%
31	Fields Road (Wooton)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
47	A600 North	0.2%	0.0%	0.0%	3.7%	2.1%	0.0%	0.0%	4.7%
48	A600 S	0.1%	0.0%	0.0%	3.0%	4.5%	0.0%	0.0%	8.8%
51	Cambridge Road	5.5%	0.0%	16.3%	8.0%	12.0%	6.2%	16.3%	19.5%
53	St Neots Rd SE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%

*Based on average off Inbound and Outbound distribution in peak hours (09:00 to 10:00 and 21:00 to 22:00)

Appendix C

Post Opening Construction – Scenario 4a – Distribution

Table 70: Construction Vehicles Distribution

Model Zone	Location	Car Distribution	HGV Distribution
1	A1 North	3.35%	35%
3	M1 South	14.09%	35%
4	M1 North	13.55%	25%
5	A421 South	14.99%	0%
6	A6 North	5.79%	5%
8	Amphill Rd North	1.54%	0%
9	St Neots Rd W	2.59%	0%
10	Amphill Rd S	20.83%	0%
11	Bedford Rd S	1.33%	0%
15	Beancroft Road	1.01%	0%
18	W End Rd	3.22%	0%
27	Woburn Road	4.88%	0%
31	Fields Road (Wooton)	2.63%	0%
43	Wixams	1.62%	0%
48	A600 S	1.15%	0%
51	Cambridge Road	3.38%	0%
53	St Neots Rd SE	0.96%	0%
64	Bedford Road (to Houghton Conquest)	1.69%	0%
80	Bedford Road (to Marston Moretaine)	1.41%	0%

Appendix D

Lake Zone and West Gateway Zone Trip Generation

Table 71: Roadway Convenience – Restaurant Visitor – Matrix Level 15

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	0	0	0
08:00 to 09:00	0	0	0
09:00 to 10:00	1	0	1
10:00 to 11:00	9	8	16
11:00 to 12:00	15	13	28
12:00 to 13:00	26	28	55
13:00 to 14:00	16	17	34
14:00 to 15:00	8	9	17
15:00 to 16:00	6	6	12
16:00 to 17:00	6	6	12
17:00 to 18:00	9	6	14
18:00 to 19:00	20	19	39
19:00 to 20:00	24	23	47
20:00 to 21:00	27	29	56
21:00 to 22:00	15	20	35

Table 72: Roadway Convenience – Highway Service Area Visitor – Matrix Level 15

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	67	54	121
08:00 to 09:00	57	53	109
09:00 to 10:00	57	57	114
10:00 to 11:00	54	55	108
11:00 to 12:00	57	54	111
12:00 to 13:00	63	64	127
13:00 to 14:00	67	62	128
14:00 to 15:00	61	58	119
15:00 to 16:00	60	63	123
16:00 to 17:00	62	63	125
17:00 to 18:00	63	66	129
18:00 to 19:00	56	62	118
19:00 to 20:00	44	49	93
20:00 to 21:00	31	34	66
21:00 to 22:00	17	25	42

Table 73: Roadway Convenience – Hotel Visitor (Theme Park) – Matrix Level 15

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	7	0	7
08:00 to 09:00	12	0	12
09:00 to 10:00	17	0	17
10:00 to 11:00	10	0	10
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	0	0
19:00 to 20:00	0	0	0
20:00 to 21:00	0	0	0
21:00 to 22:00	0	0	0

Table 74: Roadway Convenience – Hotel Visitor (Non-Theme Park) – Matrix Level 15

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	6	11	17
08:00 to 09:00	9	11	21
09:00 to 10:00	10	8	18
10:00 to 11:00	7	7	14
11:00 to 12:00	5	7	12
12:00 to 13:00	6	6	12
13:00 to 14:00	8	5	13
14:00 to 15:00	8	7	15
15:00 to 16:00	8	6	14
16:00 to 17:00	9	8	16
17:00 to 18:00	11	9	20
18:00 to 19:00	9	8	17
19:00 to 20:00	7	7	14
20:00 to 21:00	5	4	8
21:00 to 22:00	3	3	6

Table 75: Roadway Convenience – Hotel Staff – Matrix Level 16

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	2	1	3
08:00 to 09:00	1	0	1
09:00 to 10:00	1	0	1
10:00 to 11:00	0	0	0
11:00 to 12:00	0	0	0
12:00 to 13:00	1	0	1
13:00 to 14:00	2	0	2
14:00 to 15:00	2	1	2
15:00 to 16:00	1	2	3
16:00 to 17:00	0	2	2
17:00 to 18:00	0	1	1
18:00 to 19:00	0	1	1
19:00 to 20:00	0	0	0
20:00 to 21:00	0	0	0
21:00 to 22:00	0	1	1

Table 76: Lake View Zone – Conference Centre Visitor – Matrix Level 17

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	32	0	32
08:00 to 09:00	106	18	124
09:00 to 10:00	226	18	244
10:00 to 11:00	210	18	228
11:00 to 12:00	119	45	164
12:00 to 13:00	78	100	178
13:00 to 14:00	64	154	218
14:00 to 15:00	38	217	256
15:00 to 16:00	16	81	97
16:00 to 17:00	9	109	118
17:00 to 18:00	7	118	124
18:00 to 19:00	0	27	27
19:00 to 20:00	0	0	0
20:00 to 21:00	0	0	0
21:00 to 22:00	0	0	0

Table 77: Lake View Zone – Conference Centre Staff – Matrix Level 18

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	33	0	33
08:00 to 09:00	14	0	14
09:00 to 10:00	8	0	8
10:00 to 11:00	0	0	0
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	15	15
18:00 to 19:00	0	30	30
19:00 to 20:00	0	30	30
20:00 to 21:00	0	15	15
21:00 to 22:00	0	10	10

Table 78: Lake View Zone – Business Hotel Visitor – Matrix Level 19

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	15	20	34
08:00 to 09:00	30	44	74
09:00 to 10:00	34	59	93
10:00 to 11:00	32	54	85
11:00 to 12:00	22	29	51
12:00 to 13:00	33	29	62
13:00 to 14:00	29	34	63
14:00 to 15:00	37	34	71
15:00 to 16:00	44	29	73
16:00 to 17:00	43	34	77
17:00 to 18:00	39	24	63
18:00 to 19:00	41	34	76
19:00 to 20:00	44	29	73
20:00 to 21:00	28	29	57
21:00 to 22:00	18	5	23

Table 79: Lake View Zone – Business Hotel Staff – Matrix Level 20

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	54	25	79
08:00 to 09:00	24	12	36
09:00 to 10:00	14	8	22
10:00 to 11:00	0	0	0
11:00 to 12:00	4	0	4
12:00 to 13:00	29	0	29
13:00 to 14:00	54	0	54
14:00 to 15:00	44	25	68
15:00 to 16:00	23	50	73
16:00 to 17:00	12	50	62
17:00 to 18:00	0	25	25
18:00 to 19:00	0	17	17
19:00 to 20:00	0	0	0
20:00 to 21:00	3	0	3
21:00 to 22:00	9	25	34

Table 80: Lake View Zone – Hotel & Lodgings Staff – Matrix Level 21

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	58	27	85
08:00 to 09:00	25	13	39
09:00 to 10:00	15	9	24
10:00 to 11:00	0	0	0
11:00 to 12:00	4	0	4
12:00 to 13:00	31	0	31
13:00 to 14:00	58	0	58
14:00 to 15:00	47	27	74
15:00 to 16:00	25	54	78
16:00 to 17:00	13	54	67
17:00 to 18:00	0	27	27
18:00 to 19:00	0	18	18
19:00 to 20:00	0	0	0
20:00 to 21:00	3	0	3
21:00 to 22:00	10	27	37

Appendix E

Lake Zone and West Gateway Zone Trip Distribution

Table 81: Trip Distribution

Model Zone	Location	Visitor	Staff
1	A1 North	7.0%	6.8%
2	A1 South	4.0%	0.0%
3	M1 South	14.7%	6.3%
4	M1 North	13.3%	3.0%
5	A421 South	4.0%	1.6%
6	A6 North	3.0%	7.5%
7	A6 South	2.6%	9.7%
8	Amphill Rd North	3.0%	2.5%
9	St Neots Rd W	3.2%	2.0%
10	Amphill Rd S	1.6%	12.1%
11	Bedford Rd S	1.3%	3.7%
13	Salford Road	2.1%	0.0%
16	Beancroft Road (Marston Moretaine)	1.2%	0.0%
17	Elstow Rd	1.9%	1.7%
18	W End Rd	2.2%	1.9%
22	Marston Moretaine	1.0%	0.0%
24	Ridge Road West	1.1%	0.0%
25	Ridge Road East	1.3%	0.0%
27	Woburn Road	2.5%	4.2%
31	Fields Road (Wooton)	1.0%	1.5%
47	A600 North	2.4%	4.5%
48	A600 S	2.4%	9.0%
49	Cardington Road (East Bedford)	2.2%	0.0%
51	Cambridge Road	2.6%	19.8%
53	St Neots Rd SE	1.1%	1.4%
Other Internal Zones (<1%)		17.5%	0.0%

Appendix F

Wixams and Milton Keynes Shuttle Requirements – Core Scenarios

Table 82: Scenario 4 – Shuttle Buses (Weekday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	8	2	8	07:30	4	2	4	15:00
08:00 to 09:00	18	1	18	03:20	8	1	8	07:30
09:00 to 10:00	35	2	35	01:43	15	1	15	04:00
10:00 to 11:00	22	3	22	02:44	10	2	10	06:00
11:00 to 12:00	10	1	10	06:00	4	1	4	15:00
12:00 to 13:00	6	3	6	10:00	4	3	4	15:00
13:00 to 14:00	4	3	4	15:00	3	3	3	20:00
14:00 to 15:00	6	4	6	10:00	4	3	4	15:00
15:00 to 16:00	4	5	5	12:00	3	4	4	15:00
16:00 to 17:00	3	8	8	07:30	3	4	4	15:00
17:00 to 18:00	2	10	10	06:00	2	5	5	12:00
18:00 to 19:00	2	11	11	05:27	2	5	5	12:00
19:00 to 20:00	2	17	17	03:32	2	8	8	07:30
20:00 to 21:00	2	26	26	02:18	2	11	11	05:27
21:00 to 22:00	1	32	32	01:52	1	13	13	04:37

Table 83: Scenario 4a – Shuttle Buses (Weekday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	10	2	10	06:00	4	2	4	15:00
08:00 to 09:00	23	1	23	02:37	8	1	8	07:30
09:00 to 10:00	45	2	45	01:20	16	2	16	03:45
10:00 to 11:00	28	3	28	02:09	11	2	11	05:27
11:00 to 12:00	13	1	13	04:37	4	1	4	15:00
12:00 to 13:00	9	4	9	06:40	4	3	4	15:00
13:00 to 14:00	6	4	6	10:00	3	3	3	20:00
14:00 to 15:00	8	6	8	07:30	4	3	4	15:00
15:00 to 16:00	5	6	6	10:00	3	4	4	15:00
16:00 to 17:00	3	9	9	06:40	3	4	4	15:00
17:00 to 18:00	2	12	12	05:00	2	5	5	12:00
18:00 to 19:00	2	14	14	04:17	2	6	6	10:00
19:00 to 20:00	2	22	22	02:44	2	8	8	07:30
20:00 to 21:00	2	33	33	01:49	2	12	12	05:00
21:00 to 22:00	1	40	40	01:30	1	14	14	04:17

Table 84: Scenario 5 – Shuttle Buses (Weekday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	12	2	12	05:00	4	2	4	15:00
08:00 to 09:00	27	1	27	02:13	8	1	8	07:30
09:00 to 10:00	53	1	53	01:08	15	1	15	04:00
10:00 to 11:00	33	2	33	01:49	10	2	10	06:00
11:00 to 12:00	16	2	16	03:45	5	1	5	12:00
12:00 to 13:00	10	5	10	06:00	4	3	4	15:00
13:00 to 14:00	7	5	7	08:34	3	3	3	20:00
14:00 to 15:00	10	7	10	06:00	4	3	4	15:00
15:00 to 16:00	6	7	7	08:34	4	3	4	15:00
16:00 to 17:00	5	10	10	06:00	3	4	4	15:00
17:00 to 18:00	4	13	13	04:37	2	6	6	10:00
18:00 to 19:00	4	17	17	03:32	2	6	6	10:00
19:00 to 20:00	2	28	28	02:09	2	9	9	06:40
20:00 to 21:00	2	41	41	01:28	2	12	12	05:00
21:00 to 22:00	1	49	49	01:13	1	15	15	04:00

Table 85: Scenario 4 – Shuttle Buses (Saturday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	12	2	12	05:00	5	2	5	12:00
08:00 to 09:00	28	2	28	02:09	11	1	11	05:27
09:00 to 10:00	57	3	57	01:03	20	2	20	03:00
10:00 to 11:00	36	3	36	01:40	13	2	13	04:37
11:00 to 12:00	16	1	16	03:45	6	1	6	10:00
12:00 to 13:00	10	5	10	06:00	4	3	4	15:00
13:00 to 14:00	6	5	6	10:00	3	3	3	20:00
14:00 to 15:00	10	6	10	06:00	4	4	4	15:00
15:00 to 16:00	6	8	8	07:30	4	4	4	15:00
16:00 to 17:00	4	12	12	05:00	3	5	5	12:00
17:00 to 18:00	3	15	15	04:00	2	6	6	10:00
18:00 to 19:00	3	18	18	03:20	2	7	7	08:34
19:00 to 20:00	2	28	28	02:09	2	10	10	06:00
20:00 to 21:00	2	42	42	01:26	2	15	15	04:00
21:00 to 22:00	1	51	51	01:11	1	18	18	03:20

Table 86: Scenario 4a – Shuttle Buses (Saturday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	16	2	16	03:45	6	2	6	10:00
08:00 to 09:00	40	2	40	01:30	13	1	13	04:37
09:00 to 10:00	78	3	78	00:46	24	2	24	02:30
10:00 to 11:00	49	3	49	01:13	16	2	16	03:45
11:00 to 12:00	22	2	22	02:44	6	1	6	10:00
12:00 to 13:00	13	6	13	04:37	5	3	5	12:00
13:00 to 14:00	8	6	8	07:30	3	3	3	20:00
14:00 to 15:00	13	8	13	04:37	4	4	4	15:00
15:00 to 16:00	7	10	10	06:00	4	4	4	15:00
16:00 to 17:00	5	15	15	04:00	3	6	6	10:00
17:00 to 18:00	4	19	19	03:09	2	8	8	07:30
18:00 to 19:00	4	24	24	02:30	2	9	9	06:40
19:00 to 20:00	2	39	39	01:32	2	13	13	04:37
20:00 to 21:00	2	59	59	01:01	2	18	18	03:20
21:00 to 22:00	1	70	70	00:51	1	22	22	02:44

Table 87: Scenario 5 – Shuttle Buses (Saturday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	20	2	20	03:00	6	2	6	10:00
08:00 to 09:00	49	1	49	01:13	12	1	12	05:00
09:00 to 10:00	96	1	96	00:38	24	1	24	02:30
10:00 to 11:00	59	2	59	01:01	15	2	15	04:00
11:00 to 12:00	28	2	28	02:09	7	1	7	08:34
12:00 to 13:00	16	6	16	03:45	5	3	5	12:00
13:00 to 14:00	9	6	9	06:40	3	3	3	20:00
14:00 to 15:00	15	9	15	04:00	5	3	5	12:00
15:00 to 16:00	10	11	11	05:27	4	4	4	15:00
16:00 to 17:00	7	17	17	03:32	3	6	6	10:00
17:00 to 18:00	6	23	23	02:37	2	8	8	07:30
18:00 to 19:00	6	30	30	02:00	2	8	8	07:30
19:00 to 20:00	3	49	49	01:13	2	13	13	04:37
20:00 to 21:00	3	74	74	00:49	2	20	20	03:00
21:00 to 22:00	1	89	89	00:40	1	23	23	02:37

Appendix G

Scenario 5a – Demand Inclusions – Future Year Development Case – Full EWR Build Out between Oxford and Cambridge and East West Rail Station on the Site

Weekday Proposed Development Trip Generation

Table 88: Scenario 5a Domestic Visitors – Cars Trip Generation (Weekday)

Time Period	Main (A1)	Car Park	On-Site (A6)		Hotel		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out	In	Out		
07:00 to 08:00	143	0	0	0	0	0	0	0	0	143
08:00 to 09:00	406	0	0	0	0	0	0	0	0	406
09:00 to 10:00	706	0	0	0	0	0	0	0	0	706
10:00 to 11:00	435	0	0	0	0	0	0	0	0	435
11:00 to 12:00	213	0	0	0	0	0	0	0	0	213
12:00 to 13:00	101	26	0	1	0	4	1	1	1	132
13:00 to 14:00	50	26	0	1	0	4	1	1	1	82
14:00 to 15:00	101	52	0	1	0	9	1	1	1	164
15:00 to 16:00	50	78	9	2	73	13	22	22	22	247
16:00 to 17:00	25	130	9	3	73	21	24	24	24	285
17:00 to 18:00	25	182	9	4	73	30	25	25	25	348
18:00 to 19:00	25	241	9	5	73	43	27	27	27	423
19:00 to 20:00	0	348	9	8	73	69	31	31	31	538
20:00 to 21:00	0	552	9	13	73	107	37	37	37	791
21:00 to 22:00	0	661	0	15	0	129	21	21	21	825

Table 89: Scenario 5a International Visitors – Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	20	0	20
08:00 to 09:00	43	0	43
09:00 to 10:00	68	0	68
10:00 to 11:00	40	0	40
11:00 to 12:00	18	0	18
12:00 to 13:00	8	2	11
13:00 to 14:00	6	2	8
14:00 to 15:00	8	5	12
15:00 to 16:00	4	7	11
16:00 to 17:00	2	11	14
17:00 to 18:00	2	16	18
18:00 to 19:00	2	22	24
19:00 to 20:00	0	35	35
20:00 to 21:00	0	55	55
21:00 to 22:00	0	66	66

Table 90: Scenario 5a Domestic Visitors – Taxi Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	3	9
08:00 to 09:00	11	10	21
09:00 to 10:00	17	18	34
10:00 to 11:00	9	11	20
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	1
13:00 to 14:00	0	0	1
14:00 to 15:00	1	1	1
15:00 to 16:00	1	1	2
16:00 to 17:00	2	2	4
17:00 to 18:00	3	2	5
18:00 to 19:00	4	3	7
19:00 to 20:00	6	5	11
20:00 to 21:00	9	8	17
21:00 to 22:00	7	10	17

Table 91: Scenario 5a International Visitors – Taxis Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	20	13	33
08:00 to 09:00	43	38	81
09:00 to 10:00	68	72	140
10:00 to 11:00	40	44	84
11:00 to 12:00	19	20	39
12:00 to 13:00	11	11	22
13:00 to 14:00	9	7	16
14:00 to 15:00	13	14	27
15:00 to 16:00	12	11	23
16:00 to 17:00	15	14	28
17:00 to 18:00	20	18	38
18:00 to 19:00	27	24	52
19:00 to 20:00	40	35	75
20:00 to 21:00	58	55	113
21:00 to 22:00	49	66	115

Table 92: Scenario 5a Domestic Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	3	0	3
08:00 to 09:00	6	0	6
09:00 to 10:00	11	0	11
10:00 to 11:00	6	0	6
11:00 to 12:00	2	0	2
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	3	3
19:00 to 20:00	0	6	6
20:00 to 21:00	0	9	9
21:00 to 22:00	0	11	11

Table 93: Scenario 5a International Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	0	5
08:00 to 09:00	11	0	11
09:00 to 10:00	17	0	17
10:00 to 11:00	10	13	23
11:00 to 12:00	4	0	4
12:00 to 13:00	4	14	18
13:00 to 14:00	12	1	13
14:00 to 15:00	5	14	19
15:00 to 16:00	11	2	12
16:00 to 17:00	4	16	20
17:00 to 18:00	10	4	14
18:00 to 19:00	4	19	22
19:00 to 20:00	10	9	19
20:00 to 21:00	3	14	17
21:00 to 22:00	10	16	26

Table 94: Scenario 5a Staff - Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	354	120	474
08:00 to 09:00	278	0	278
09:00 to 10:00	314	0	314
10:00 to 11:00	341	91	431
11:00 to 12:00	267	254	522
12:00 to 13:00	278	291	569
13:00 to 14:00	297	291	588
14:00 to 15:00	239	273	512
15:00 to 16:00	144	218	362
16:00 to 17:00	39	182	221
17:00 to 18:00	0	91	91
18:00 to 19:00	29	87	116
19:00 to 20:00	117	261	378
20:00 to 21:00	119	261	380
21:00 to 22:00	87	435	522

Saturday Proposed Development Trip Generation

Table 95: Scenario 5a Domestic Visitors – Cars Trip Generation (Saturday)

Time Period	Main (A1)	Car Park	On-Site (A6)		Hotel		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out	In	Out		
07:00 to 08:00	265	0	0	0	0	0	0	0	0	265
08:00 to 09:00	750	0	0	0	0	0	0	0	0	750
09:00 to 10:00	1279	0	0	0	0	0	0	0	0	1279
10:00 to 11:00	788	0	0	0	0	0	0	0	0	788
11:00 to 12:00	390	0	0	0	0	0	0	0	0	390
12:00 to 13:00	188	49	0	1	0	9	1	1	1	248
13:00 to 14:00	95	49	0	1	0	9	1	1	1	155
14:00 to 15:00	190	97	0	2	0	18	3	3	3	310
15:00 to 16:00	95	146	17	3	141	27	43	43	43	472
16:00 to 17:00	48	243	17	5	141	45	46	46	46	545
17:00 to 18:00	48	340	17	7	141	63	49	49	49	665
18:00 to 19:00	48	439	17	11	141	90	53	53	53	799
19:00 to 20:00	0	623	17	17	141	144	62	62	62	1004
20:00 to 21:00	0	989	17	27	141	225	75	75	75	1473
21:00 to 22:00	0	1184	0	32	0	270	43	43	43	1529

Table 96: Scenario 5a International Visitors – Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	38	0	38
08:00 to 09:00	83	0	83
09:00 to 10:00	129	0	129
10:00 to 11:00	76	0	76
11:00 to 12:00	35	0	35
12:00 to 13:00	16	4	20
13:00 to 14:00	12	4	16
14:00 to 15:00	15	9	24
15:00 to 16:00	8	13	21
16:00 to 17:00	4	22	26
17:00 to 18:00	4	31	35
18:00 to 19:00	3	43	46
19:00 to 20:00	0	67	67
20:00 to 21:00	0	105	105
21:00 to 22:00	0	126	126

Table 97: Scenario 5a Domestic Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	10	7	17
08:00 to 09:00	22	19	41
09:00 to 10:00	32	34	66
10:00 to 11:00	17	21	38
11:00 to 12:00	0	0	0
12:00 to 13:00	1	1	1
13:00 to 14:00	1	1	2
14:00 to 15:00	2	1	3
15:00 to 16:00	3	2	5
16:00 to 17:00	4	4	8
17:00 to 18:00	6	5	11
18:00 to 19:00	8	7	15
19:00 to 20:00	13	11	24
20:00 to 21:00	18	17	36
21:00 to 22:00	16	21	36

Table 98: Scenario 5a International Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	38	26	63
08:00 to 09:00	83	72	156
09:00 to 10:00	129	138	266
10:00 to 11:00	76	84	160
11:00 to 12:00	36	38	74
12:00 to 13:00	20	22	42
13:00 to 14:00	17	13	31
14:00 to 15:00	25	26	51
15:00 to 16:00	23	22	45
16:00 to 17:00	28	26	55
17:00 to 18:00	38	35	73
18:00 to 19:00	52	47	99
19:00 to 20:00	76	67	143
20:00 to 21:00	110	105	215
21:00 to 22:00	94	126	220

Table 99: Scenario 5a Domestic Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	7	0	7
08:00 to 09:00	16	0	16
09:00 to 10:00	25	0	25
10:00 to 11:00	15	0	15
11:00 to 12:00	5	0	5
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	8	8
19:00 to 20:00	0	14	14
20:00 to 21:00	0	21	21
21:00 to 22:00	0	25	25

Table 100: Scenario 5a International Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	9	0	9
08:00 to 09:00	21	0	21
09:00 to 10:00	32	0	32
10:00 to 11:00	19	26	44
11:00 to 12:00	9	0	9
12:00 to 13:00	8	27	35
13:00 to 14:00	24	1	25
14:00 to 15:00	10	28	38
15:00 to 16:00	21	3	24
16:00 to 17:00	7	31	38
17:00 to 18:00	20	7	27
18:00 to 19:00	7	36	43
19:00 to 20:00	19	17	36
20:00 to 21:00	6	26	32
21:00 to 22:00	19	31	50

Table 101: Scenario 5a Staff - Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	380	128	508
08:00 to 09:00	298	0	298
09:00 to 10:00	336	0	336
10:00 to 11:00	365	97	462
11:00 to 12:00	286	273	559
12:00 to 13:00	298	312	610
13:00 to 14:00	318	312	630
14:00 to 15:00	256	292	548
15:00 to 16:00	154	234	387
16:00 to 17:00	42	195	237
17:00 to 18:00	0	97	97
18:00 to 19:00	31	93	124
19:00 to 20:00	125	280	405
20:00 to 21:00	127	280	407
21:00 to 22:00	93	466	559

Wixams Shuttle Requirements

Table 102: Scenario 5a – Shuttle Buses (Weekday)

Time Period	Wixams Shuttles			
	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	8	0	8	07:59
08:00 to 09:00	21	0	21	02:49
09:00 to 10:00	43	0	43	01:24
10:00 to 11:00	26	0	26	02:19
11:00 to 12:00	11	0	11	05:23
12:00 to 13:00	5	2	5	11:17
13:00 to 14:00	3	2	3	22:33
14:00 to 15:00	5	3	5	11:17
15:00 to 16:00	3	5	5	12:11
16:00 to 17:00	2	8	8	07:19
17:00 to 18:00	2	11	11	05:13
18:00 to 19:00	2	16	16	03:51
19:00 to 20:00	1	26	26	02:21
20:00 to 21:00	1	40	40	01:30
21:00 to 22:00	0	48	48	01:15

*No Milton Keynes Shuttles assumed due to new EWR Station

Table 103: Scenario 5a – Shuttle Buses (Saturday)

Time Period	Wixams Shuttles			
	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	14	0	14	04:17
08:00 to 09:00	40	0	40	01:30
09:00 to 10:00	81	0	81	00:44
10:00 to 11:00	49	0	49	01:13
11:00 to 12:00	21	0	21	02:51
12:00 to 13:00	10	3	10	06:00
13:00 to 14:00	5	3	5	12:00
14:00 to 15:00	10	6	10	06:00
15:00 to 16:00	6	9	9	06:40
16:00 to 17:00	4	16	16	03:45
17:00 to 18:00	4	22	22	02:44
18:00 to 19:00	4	29	29	02:04
19:00 to 20:00	1	49	49	01:13
20:00 to 21:00	1	76	76	00:47
21:00 to 22:00	0	91	91	00:40

**No Milton Keynes Shuttles assumed due to new EWR Station*

Appendix H

Scenario 5b – Demand Inclusions – Future Year Development Case – No Rail Discount

Weekday Proposed Development Trip Generation

Table 104: Scenario 5b Domestic Visitors – Cars Trip Generation (Weekday)

Time Period	Main Car Park (A1)		On-Site Hotel (A6)		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out		
07:00 to 08:00	217	0	0	0	0	0	0	217
08:00 to 09:00	614	0	0	0	0	0	0	614
09:00 to 10:00	1122	0	0	0	0	0	0	1122
10:00 to 11:00	525	0	0	0	0	0	0	525
11:00 to 12:00	240	0	0	0	0	0	0	240
12:00 to 13:00	110	31	0	1	0	5	1	148
13:00 to 14:00	55	31	0	1	0	5	1	92
14:00 to 15:00	110	62	0	1	0	10	2	185
15:00 to 16:00	55	93	9	2	79	14	26	278
16:00 to 17:00	28	155	9	3	79	24	28	325
17:00 to 18:00	28	216	9	4	79	33	29	399
18:00 to 19:00	28	376	9	6	79	48	32	577
19:00 to 20:00	0	573	9	9	79	76	37	784
20:00 to 21:00	0	724	9	14	79	119	44	990
21:00 to 22:00	0	868	0	17	0	143	25	1053

Table 105: Scenario 5b International Visitors – Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	21	0	21
08:00 to 09:00	48	0	48
09:00 to 10:00	74	0	74
10:00 to 11:00	43	0	43
11:00 to 12:00	19	0	19
12:00 to 13:00	9	2	11
13:00 to 14:00	6	2	9
14:00 to 15:00	8	5	13
15:00 to 16:00	4	7	11
16:00 to 17:00	2	12	14
17:00 to 18:00	2	16	19
18:00 to 19:00	2	24	26
19:00 to 20:00	0	39	39
20:00 to 21:00	0	60	60
21:00 to 22:00	0	72	72

Table 106: Scenario 5b Domestic Visitors – Taxis Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	6	4	10
08:00 to 09:00	13	11	24
09:00 to 10:00	19	21	40
10:00 to 11:00	9	11	20
11:00 to 12:00	0	0	0
12:00 to 13:00	0	0	1
13:00 to 14:00	1	0	1
14:00 to 15:00	1	1	2
15:00 to 16:00	1	1	3
16:00 to 17:00	2	2	4
17:00 to 18:00	3	3	6
18:00 to 19:00	5	4	9
19:00 to 20:00	8	7	14
20:00 to 21:00	11	10	21
21:00 to 22:00	9	12	22

Table 107: Scenario 5b International Visitors – Taxis Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	21	15	36
08:00 to 09:00	48	41	89
09:00 to 10:00	74	80	154
10:00 to 11:00	43	47	90
11:00 to 12:00	19	21	40
12:00 to 13:00	11	12	22
13:00 to 14:00	9	7	16
14:00 to 15:00	13	14	27
15:00 to 16:00	12	12	24
16:00 to 17:00	15	14	29
17:00 to 18:00	21	19	39
18:00 to 19:00	30	27	57
19:00 to 20:00	44	39	83
20:00 to 21:00	63	60	122
21:00 to 22:00	54	72	125

Table 108: Scenario 5b Domestic Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	2	0	2
08:00 to 09:00	5	0	5
09:00 to 10:00	9	0	9
10:00 to 11:00	6	0	6
11:00 to 12:00	3	0	3
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	2	2
19:00 to 20:00	0	4	4
20:00 to 21:00	0	9	9
21:00 to 22:00	0	10	10

Table 109: Scenario 5b International Visitors – Coaches Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	5	0	5
08:00 to 09:00	11	0	11
09:00 to 10:00	17	0	17
10:00 to 11:00	10	13	23
11:00 to 12:00	4	0	4
12:00 to 13:00	4	14	18
13:00 to 14:00	12	1	13
14:00 to 15:00	5	14	19
15:00 to 16:00	11	2	12
16:00 to 17:00	4	16	20
17:00 to 18:00	10	4	14
18:00 to 19:00	4	19	22
19:00 to 20:00	10	9	19
20:00 to 21:00	3	14	17
21:00 to 22:00	10	16	26

Table 110: Scenario 5b Staff - Cars Trip Generation (Weekday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	360	122	482
08:00 to 09:00	283	0	283
09:00 to 10:00	319	0	319
10:00 to 11:00	346	92	438
11:00 to 12:00	271	259	530
12:00 to 13:00	283	295	578
13:00 to 14:00	302	295	598
14:00 to 15:00	243	277	520
15:00 to 16:00	146	222	367
16:00 to 17:00	40	185	224
17:00 to 18:00	0	92	92
18:00 to 19:00	30	88	118
19:00 to 20:00	119	265	384
20:00 to 21:00	121	265	386
21:00 to 22:00	89	442	531

Saturday Proposed Development Trip Generation

Table 111: Scenario 5b Domestic Visitors – Cars Trip Generation (Saturday)

Time Period	Main (A1)	Car Park	On-Site (A6)		Hotel		Lake View/West Gateway Hotels		Remaining Trips (To/From External Hotels)	Total
	In	Out	In	Out	In	Out	In	Out		
07:00 to 08:00	321	0	0	0	0	0	0	0	0	321
08:00 to 09:00	908	0	0	0	0	0	0	0	0	908
09:00 to 10:00	1659	0	0	0	0	0	0	0	0	1659
10:00 to 11:00	1012	0	0	0	0	0	0	0	0	1012
11:00 to 12:00	474	0	0	0	0	0	0	0	0	474
12:00 to 13:00	226	59	0	1	0	10	2			297
13:00 to 14:00	115	59	0	1	0	10	2			187
14:00 to 15:00	231	118	0	2	0	19	3			373
15:00 to 16:00	115	177	19	3	160	29	49			552
16:00 to 17:00	58	295	19	6	160	48	52			637
17:00 to 18:00	58	413	19	8	160	67	55			780
18:00 to 19:00	58	533	19	11	160	96	60			937
19:00 to 20:00	0	803	19	18	160	153	70			1223
20:00 to 21:00	0	1263	19	28	160	240	84			1794
21:00 to 22:00	0	1517	0	34	0	287	47			1885

Table 112: Scenario 5b International Visitors – Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	39	0	39
08:00 to 09:00	87	0	87
09:00 to 10:00	136	0	136
10:00 to 11:00	80	0	80
11:00 to 12:00	36	0	36
12:00 to 13:00	17	5	21
13:00 to 14:00	12	5	17
14:00 to 15:00	16	9	25
15:00 to 16:00	8	14	22
16:00 to 17:00	5	23	27
17:00 to 18:00	5	32	36
18:00 to 19:00	3	45	48
19:00 to 20:00	0	71	71
20:00 to 21:00	0	110	110
21:00 to 22:00	0	133	133

Table 113: Scenario 5b Domestic Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	10	7	17
08:00 to 09:00	22	20	42
09:00 to 10:00	34	36	70
10:00 to 11:00	18	22	41
11:00 to 12:00	0	0	0
12:00 to 13:00	1	1	2
13:00 to 14:00	1	1	2
14:00 to 15:00	2	2	3
15:00 to 16:00	3	2	5
16:00 to 17:00	4	4	8
17:00 to 18:00	6	5	11
18:00 to 19:00	9	8	16
19:00 to 20:00	14	12	26
20:00 to 21:00	20	19	38
21:00 to 22:00	17	22	39

Table 114: Scenario 5b International Visitors – Taxi Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	38	26	64
08:00 to 09:00	85	74	159
09:00 to 10:00	133	142	274
10:00 to 11:00	78	86	165
11:00 to 12:00	36	39	76
12:00 to 13:00	21	22	43
13:00 to 14:00	18	13	31
14:00 to 15:00	26	27	52
15:00 to 16:00	23	22	46
16:00 to 17:00	29	27	56
17:00 to 18:00	39	36	75
18:00 to 19:00	53	48	101
19:00 to 20:00	78	69	147
20:00 to 21:00	113	108	220
21:00 to 22:00	97	129	226

Table 115: Scenario 5b Domestic Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	7	0	7
08:00 to 09:00	15	0	15
09:00 to 10:00	25	0	25
10:00 to 11:00	15	0	15
11:00 to 12:00	6	0	6
12:00 to 13:00	0	0	0
13:00 to 14:00	0	0	0
14:00 to 15:00	0	0	0
15:00 to 16:00	0	0	0
16:00 to 17:00	0	0	0
17:00 to 18:00	0	0	0
18:00 to 19:00	0	8	8
19:00 to 20:00	0	14	14
20:00 to 21:00	0	21	21
21:00 to 22:00	0	25	25

Table 116: Scenario 5b International Visitors – Coaches Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	9	0	9
08:00 to 09:00	21	0	21
09:00 to 10:00	32	0	32
10:00 to 11:00	19	26	44
11:00 to 12:00	9	0	9
12:00 to 13:00	8	27	35
13:00 to 14:00	24	1	25
14:00 to 15:00	10	28	38
15:00 to 16:00	21	3	24
16:00 to 17:00	7	31	38
17:00 to 18:00	20	7	27
18:00 to 19:00	7	36	43
19:00 to 20:00	19	17	36
20:00 to 21:00	6	26	32
21:00 to 22:00	19	31	50

Table 117: Scenario 5b Staff - Cars Trip Generation (Saturday)

Time Period	Inbound	Outbound	Two-Way
07:00 to 08:00	386	130	516
08:00 to 09:00	303	0	303
09:00 to 10:00	341	0	341
10:00 to 11:00	371	99	470
11:00 to 12:00	291	277	568
12:00 to 13:00	303	317	620
13:00 to 14:00	324	317	640
14:00 to 15:00	260	297	557
15:00 to 16:00	156	237	394
16:00 to 17:00	43	198	240
17:00 to 18:00	0	99	99
18:00 to 19:00	32	95	126
19:00 to 20:00	127	284	412
20:00 to 21:00	129	284	414
21:00 to 22:00	95	474	568

Wixams and Milton Keynes Shuttle Requirements

Table 118: Scenario 5b – Shuttle Buses (Weekday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	10	2	10	06:00	3	2	3	20:00
08:00 to 09:00	23	1	23	02:37	6	1	6	10:00
09:00 to 10:00	44	1	44	01:22	10	1	10	06:00
10:00 to 11:00	31	2	31	01:56	9	2	9	06:40
11:00 to 12:00	16	2	16	03:45	5	1	5	12:00
12:00 to 13:00	9	5	9	06:40	3	3	3	20:00
13:00 to 14:00	6	5	6	10:00	3	3	3	20:00
14:00 to 15:00	9	6	9	06:40	3	3	3	20:00
15:00 to 16:00	6	7	7	08:34	3	3	3	20:00
16:00 to 17:00	4	10	10	06:00	3	4	4	15:00
17:00 to 18:00	3	12	12	05:00	2	5	5	12:00
18:00 to 19:00	3	14	14	04:17	2	4	4	15:00
19:00 to 20:00	2	23	23	02:37	2	6	6	10:00
20:00 to 21:00	2	37	37	01:37	2	10	10	06:00
21:00 to 22:00	1	44	44	01:22	1	12	12	05:00

Table 119: Scenario 5b – Shuttle Buses (Saturday)

Time Period	Wixams Shuttles				Milton Keynes Shuttles			
	Arr.	Dep.	No. of Loops	Interval	Arr.	Dep.	No. of Loops	Interval
07:00 to 08:00	19	2	19	03:09	5	2	5	12:00
08:00 to 09:00	48	1	48	01:15	11	1	11	05:27
09:00 to 10:00	91	1	91	00:40	21	1	21	02:51
10:00 to 11:00	57	2	57	01:03	13	2	13	04:37
11:00 to 12:00	27	2	27	02:13	7	1	7	08:34
12:00 to 13:00	15	6	15	04:00	5	3	5	12:00
13:00 to 14:00	9	6	9	06:40	3	3	3	20:00
14:00 to 15:00	15	9	15	04:00	5	3	5	12:00
15:00 to 16:00	9	11	11	05:27	4	4	4	15:00
16:00 to 17:00	6	17	17	03:32	3	5	5	12:00
17:00 to 18:00	5	23	23	02:37	2	7	7	08:34
18:00 to 19:00	5	29	29	02:04	2	7	7	08:34
19:00 to 20:00	2	47	47	01:17	2	11	11	05:27
20:00 to 21:00	2	71	71	00:51	2	17	17	03:32
21:00 to 22:00	1	84	84	00:43	1	19	19	03:09

Universal Destinations & Experiences UK Project

Transport Assessment – Annex 10c - Forecasting Note – Paramics Modelling

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June 2025

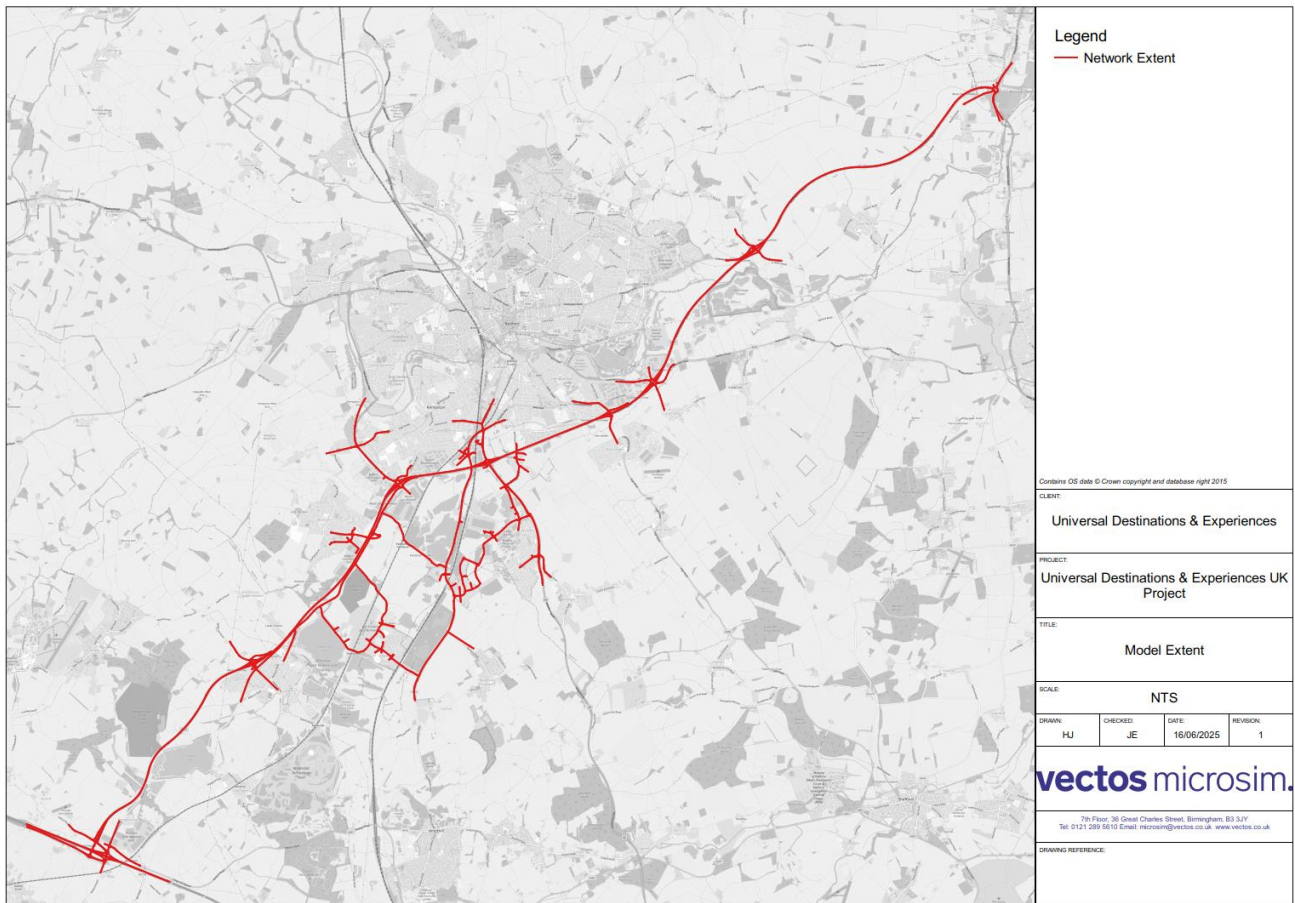
Introduction

1. As part of the model development process, it is necessary to build 'forecast year' scenarios which enable future development considerations (and the associated estimated effect on traffic volumes) to be accounted for within the assessment process.
2. The forecast models have been derived from the 2023 Base (Weekday and Saturday) model of the A421 corridor from M1 J13 to A421/A1 Black Cat Roundabout.
3. This note sets out the approach adopted in the development of the forecast models that have been used as a benchmark for the purpose of establishing the effects of the Universal Destinations and Experiences (UDX) proposals on the local transport network in the future.

Background

4. The current construction phasing strategy for the site targets a Primary Opening Year of 2031.
 5. The A421 Corridor Paramics Base model was developed to match 2023 observed traffic conditions, for both a neutral weekday and a Saturday. This resulted in duplicate models, of the same extent and calibration parameters, with one utilising a weekday demand matrix and the other utilising a Saturday demand matrix.
 6. The extent of the model coverage is shown within Figure 1. The model includes the A421 corridor from M1 J13 to A421/A1 Black Cat Roundabout. The model also captures the local roads around Stewartby and Kempston Hardwick, which includes B530 Ampthill Road, A6, Manor Road, Green Lane, Woburn Road and Stewartby Way.
-

Figure 1: A421 Corridor Base Model Network Extent



7. To provide an appropriate assessment baseline a Reference Case has been created which accounts for the committed development sites likely to impact the transport network.
8. The forecasting approach adopted deals specifically with 'discrete' development inputs (i.e. committed development and infrastructure input direct to the model rather than via a generic forecasting exercise). These are the likely 'known' traffic pressures. Consideration of further traffic growth via generic factoring has been undertaken via application of forecasts derived from the National Trip End Model (NTEM). This is detailed later within this note.
9. The committed developments assumed in the model are those considered to fall within the classifications of 'near certain' and/or 'more than likely' depending upon their status.
10. The following section of this note sets out the details around each of the different component of traffic that comprise the forecasted Reference Case scenario.

Forecasting Approach

11. The forecasting approach adopted follows the principles outlined within standard modelling guidance provided in the Transport Analysis Guidance (TAG) and is intended to define future traffic volume growth to be assumed within the modelling prior to the inclusion of the development assumptions. The core forecasting scenarios are those which can be considered representative of the ‘without development’ scenario.
12. It is beneficial to refine the traffic growth forecasts, as far as is practicable, with estimates of movements likely to be generated by known developments, specifically those which have been granted consent but are not yet under construction/operational.

Committed Developments

13. Vectos considered a list of all committed developments (both residential and employment), likely to have an impact on the modelled network. As this area contains the M1 and A1, the list includes a significant number of developments, located as far as Northampton and Huntingdon.
14. This information was reviewed to determine the appropriate committed developments that should be considered explicitly within the Paramics future year model. Initially it was proposed that only sites within the county of Bedfordshire and close to the network extent were considered. However, this approach did not reflect the growth predicted on the SRN, namely around Junction 13 on the M1, as it excluded very large development sites within Milton Keynes and to the south towards Leighton Buzzard and Houghton Regis. These sites are expected to produce a significant number of trips therefore, despite being several miles away from the model network, may lead to increases in traffic demand on the Junction 13 and beyond.
15. The final list of development sites was agreed by Vectos and AECOM, on behalf of National Highways, during a meeting on 29th February 2024. It covered committed growth to the full development buildout horizon. The rationale was that outside of these known developments the degree of other known developments would be significantly more uncertain and did not match the test for inclusion.
16. A total build out for each site has been provided alongside each development. In instances, where the sites were under construction or partly operational at the time of the base surveys, March 2023, the estimated remaining build out/growth has been applied.

Committed Developments Inclusions

17. The following sites and provisional build out quantum's have been assumed within the modelling:

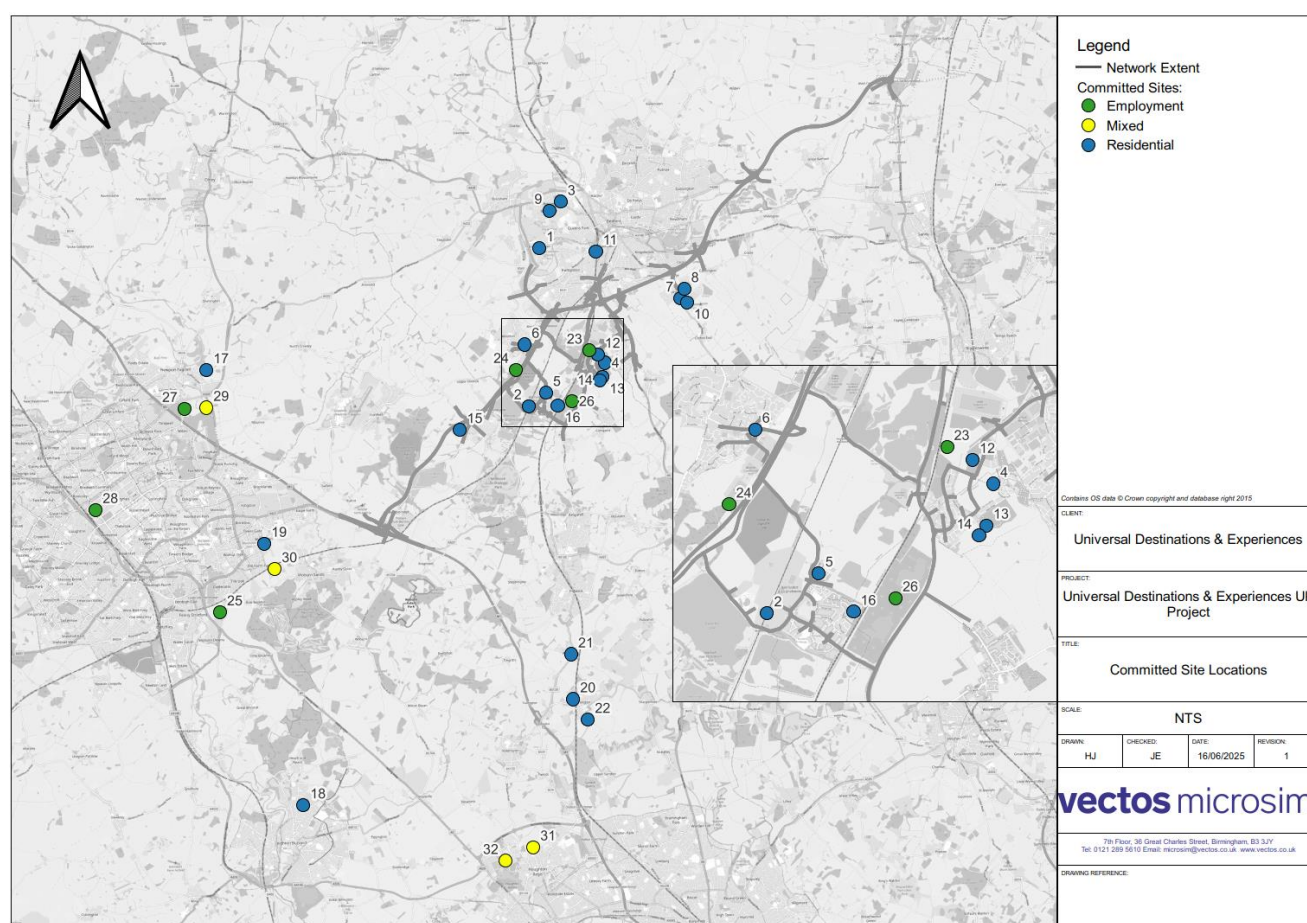
Table 1: Committed Development Site Details - Residential

Map Ref.	Site Location	Dwellings
1	Great Denham	238
2	Former Stewartby Brickworks	0
3	Biddenham, Land north of Bromham Road	655
4	Wixams Village 2	576
5	Stewartby, Land east and west of Broadmead Road	151
6	Wootton, Land south of Fields Road	544
7	Eastcotts, Land r/o sheds (eastern and south eastern land parcels)	592
8	Eastcotts, RAF Cardington, Shortstown phases 2 & 3	180
9	Gold Lane, Biddenham	249
10	Eastcotts, RAF Cardington, western land parcel	108
11	Dallas Road	275
12	Wixams Village 3	564
13	Wixams	975
14	Wixams Southern Extension (Wixams Park)	650
15	Land at Moreteyne Farm	154
16	Land at Stewartby (Stewartby Park)	120
17	Tickford Fields Farm, North Crawley Road, Newport Pagnell	930
18	East of Leighton Linlade (Chamberlains Barn)	950
19	Land south of Church Farm, Walton Road, Wavendon.	350
20	Land to the West of Midland Mainline Railway, Harlington	435
21	Land off Flitwick Road, Westoning	135
22	Land West of Sundon Road, Harlington	154
29	MK East	1,500
30	SEMK	2,000
31	North of Houghton Regis (Site 1)	5,150
32	North of Houghton Regis (Site 2 - Land West of Bidwell)	1,850
Committed Total:		19,485

Table 2: Committed Development Site Details - Employment

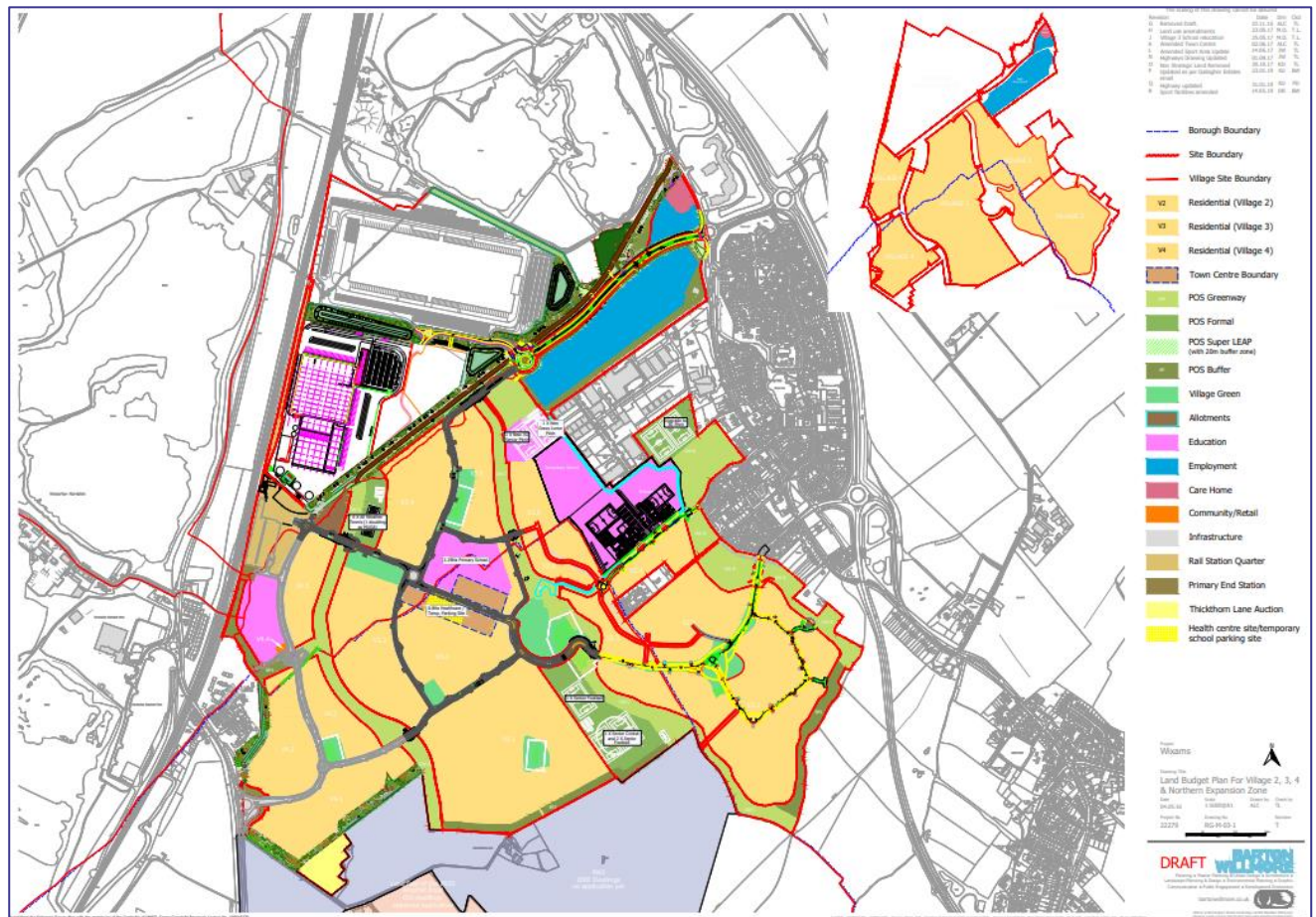
Map Ref.	Site Location	Floor Space (sqm)
23	Land off Hardwick Hill, Elstow	116,373
24	Bedford Commercial Park Phase 2, Wootton	27,480
25	Strategic Employment Allocation, South Caldecotte.	241,528
26	Quest Pit, Amphill Road, Houghton Conquest	145,303
27	Land at Caldecotte Farm, Willen Road, Newport Pagnell	78,429
28	Santander Car Park, Grafton Gate H5 to H6, CMK.	53,399
29	MK East	259,292
30	SEMK	14,000
31	North of Houghton Regis (Site 1)	237,000
32	North of Houghton Regis (Site 2 - Land West of Bidwell)	17,573
Committed Total:		1,190,377

Figure 2: Committed Development Sites



18. Most sites detailed can be assigned to existing zones within the base model, however certain developments are proposed within the internal model area meaning the corresponding site accesses have been explicitly included alongside additional zones within the model network.
19. Several sites within the wider Wixams development were completed by 2023 and so are inherent within the base model. This includes most of the link road, which was open to background through traffic via Fisherswood Road, as observed during a site visit undertaken by Vectos in March 2023.
20. This final link road is to be completed as per the final masterplan shown in Figure 3. The addition of a new road to the south west of the masterplan, now known on street as Loverose Way, and a large roundabout connecting it to Fisherswood Road was the only change necessary within the forecast model.
21. Alongside the full link road, each individual site has been explicitly included as per the assumed remaining build out in **Table 1**.

Figure 3: Wixams Development Masterplan



22. Trip rates for residential sites were informed using standard trip rates for sites of similar land use from the TRICs database. Three separate residential trip rates were utilised, according to the following development types:
 - Large Scale Developments over 1,000 dwellings
 - Large Scale Non-Urban Developments under 1,000 dwellings
 - Small Scale Urban Sites: *this includes Dallas Road site only.*
 23. The resultant trip rates for all modelled hours are provided within **Appendix A**.
 24. Consistent standard trip rates are not appropriate to inform the trip generation for the employment sites due to their differing nature. For instance, an increase in office space (B1 Land Use) is likely to produce significantly more trips per square metre floor space than warehousing (B8 Land Use). Therefore, employment trip generation was informed directly using the site-specific transport assessment, factoring in the predominant land use of each development.
 25. Trip distribution was informed by interrogating the 2011 Census Journey to Work data for the output areas that each of the developments fall under. For the development sites external to the immediate study area this data was also used to inform the proportion of total trips interacting with the model network and its model origin/destination zone.
 26. To ensure the accuracy of these assumptions, it was necessary to consider any external network changes, such as the M1/A6 Link Road. This is a new dual carriageway between M1 Junction 11a and the A6 to the north of Luton, which will particularly affect trips related to the committed development sites in Houghton Regis. The trips travelling between the sites and the northeast (Bedford/Black Cat) will likely route via this link road instead of along the M1 towards Junction 13, entering the model on the A6 Wixams Bypass.
 27. The inclusion of the committed sites noted in **Table 1** resulted in the following additional hourly demand and growth levels within the Reference Case scenario.
-

Table 3: Committed Site Demand

Hour	Weekday		Saturday	
	Demand	Lights Growth	Demand	Lights Growth
07:00 to 08:00	3,203	13.1%	1,309	15.4%
08:00 to 09:00	4,200	15.2%	3,130	22.7%
09:00 to 10:00	2,071	11.1%	2,519	12.9%
10:00 to 11:00	1,560	10.1%	2,228	9.4%
11:00 to 12:00	1,662	9.6%	2,212	8.8%
12:00 to 13:00	1,899	10.4%	2,445	9.6%
13:00 to 14:00	1,737	9.1%	2,188	8.7%
14:00 to 15:00	1,879	9.0%	2,133	9.0%
15:00 to 16:00	2,426	10.0%	2,413	10.9%
16:00 to 17:00	2,764	9.8%	2,157	9.9%
17:00 to 18:00	4,000	13.7%	2,486	11.5%
18:00 to 19:00	3,457	15.9%	2,296	12.3%
19:00 to 20:00	2,282	15.6%	1,628	11.1%
20:00 to 21:00	1,563	15.1%	1,185	9.5%
21:00 to 22:00	2,407	29.5%	1,725	16.0%

28. The Transport Assessment (TA) (**Appendix 5.1: Transport Assessment (Volume 3)** of the ES) and associated documents have assessed the committed developments as agreed with National Highways in early 2024 to inform the traffic modelling exercise undertaken. As with any transport assessment which includes strategic assessment, it is an assessment undertaken at a point in time to predict the likely effects of a Proposed Development and identify any necessary mitigation. Due to the time and complexity of undertaking a strategic traffic modelling exercise of this scale, and that UDX has not yet submitted its planning proposal, an updated review of committed developments was undertaken in February 2025 by UDX for robustness. This identified a small number of sites where planning applications have been submitted but not approved and were not considered previously (as of 17th February 2025) and do not have agreed transport mitigation packages. As a result, these sites were not included as committed developments within the Transport Assessment (**Appendix 5.1: TA (Volume 3)** of the ES). One additional site was identified which has now been approved (Site 5 in Cranfield - CB/23/01751/OUT) and was not included within the previous assessments (see Paragraph 31 below). A further 2 sites subject to submitted but not approved applications, and 1 subject to an approved application, were identified that were not included within the original modelling exercise either, however, these were reserved matters applications and so the traffic associated with them had already been included as the outline approval had been included in the previous work.

29. A qualitative review of the effect of Site 5 on the study network was undertaken which identified that it would result in a very small/negligible volume of traffic on the A421 as a result it would not have a material effect on the conclusions of the Transport Assessment (**Appendix 5.1: TA (Volume 3)** of the ES). On that basis, this site was not included as committed development in the model.

Background Growth

30. Following the explicit inclusion of the traffic associated with the committed development sites, TEMPro forecasts have been used to compare the traffic growth within the Reference Case to estimates within the National Trip End Model (NTEM), using the notional 2030 horizon year as the benchmark.
31. This involved interrogating the TEMPro database (Version 8.1), to identify the level of growth forecast to occur from 2023 (Base Year) to a 2030 horizon year for the county of Bedfordshire. As the network is contained entirely within the county and is mainly found on the border between the districts of Bedford and Central Bedfordshire, this is appropriate.
32. **Table 3** shows the unadjusted core factors acquired from TEMPro. This is divided into all of the modelled weekday periods; AM (07:00 to 10:00), Interpeak (10:00 to 16:00), PM (16:00 to 19:00) and off-peak (after 19:00), as well as all day Saturday.

Table 4: 2030 TEMPro Factors

Area	AM Factor	IP Factor	PM Factor	Off-Peak Factor	SAT Factor
Bedfordshire	1.04880	1.05795	1.04935	1.04790	1.05235

33. It can be seen within **Table 4**, that the predicted traffic growth within the TEMPro database is significantly lower than the network wide growth pertaining to the committed development inclusions, as shown within **Table 3**. Therefore, it is not necessary to include any further background growth within the Reference Case scenario.

HGV Growth

34. All of the committed development demand included within the Reference Case relates only to light vehicles. Therefore, any predicted growth to HGV traffic on the network was not considered.
35. HGV growth was informed using the National Road Traffic Forecasts (NRTF). The East of England region was selected as Bedfordshire lies within this region. The factors that were applied, divided by road type, are shown in the following table, again using a 2030 horizon year as the reference.

Table 5: HGV Growth Factors

Road Type	2030 Factor
Motorway	2.54%
Trunk	4.54%
Principal	2.66%
Minor	2.43%
All	3.25%

36. The factors for 2023 to 2030 were defined for the following road types: Motorway, Trunk, Principle and Minor. Road types were assigned, and designated factors were applied to all external zones, and for internal trips the generic “All” road type were used.

Demand Growth Summary

37. In total, 32 committed development sites have been included. These consist of 22 residential sites, 6 employment sites and 4 mixed sites. These comprise a mix of developments contained within the model area as well as several larger sites further afield which are likely to impact key junctions on the SRN, namely M1 Junction 13.
38. The committed development demands have been assigned to Matrix Level 5. Matrix Level 5 has been assigned vehicle types ‘ComDev Car’ and ‘ComDev LGV’ representing base type ‘Car’ and ‘LGV’ respectively. The same familiarity and perturbation settings as applied to all other cars and LGVs in the Base model, have been applied to the committed development vehicle types.
39. The total growth pertaining to the committed development inclusions exceeds the predicted traffic growth for the county of Bedfordshire within TEMPro. Therefore, no additional light vehicle background growth was considered within the Reference Case.
40. HGV growth was informed using National Road Traffic Forecasts for the East of England.
41. Two discrete matrix levels were included within the forecast model to represent background growth. Matrix Level 3 represents Background Light Growth, which in this instance is set to zero.
42. The Background HGV Growth demands have been assigned to Matrix Level 4. Matrix Level 4 has been assigned vehicle types ‘Growth OGV1’ and ‘Growth OGV2’ representing base type ‘OGV1’ and ‘OGV2’ respectively. The same familiarity and perturbation settings as applied to all other heavies in the Base model, have been applied to the background HGV growth vehicle types.

43. The total demands and resultant growth in the Reference Case are presented in **Tables 6 and 7**, for the Weekday and Saturday models respectively, below:

Table 6: Weekday - Reference Case

Hour	2023 Base Total	Reference Case Total	Growth
07:00 to 08:00	27,380	30,650	11.9%
08:00 to 09:00	30,507	34,777	14.0%
09:00 to 10:00	21,348	23,486	10.0%
10:00 to 11:00	17,876	19,498	9.1%
11:00 to 12:00	20,757	22,501	8.4%
12:00 to 13:00	21,752	23,734	9.1%
13:00 to 14:00	22,602	24,420	8.0%
14:00 to 15:00	24,090	26,046	8.1%
15:00 to 16:00	27,161	29,653	9.2%
16:00 to 17:00	30,836	33,658	9.2%
17:00 to 18:00	31,384	35,433	12.9%
18:00 to 19:00	23,700	27,201	14.8%
19:00 to 20:00	16,411	18,733	14.1%
20:00 to 21:00	12,043	13,645	13.3%
21:00 to 22:00	9,518	11,956	25.6%

Table 7: Saturday - Reference Case

Hour	2023 Base Total	Reference Case Total	Growth
07:00 to 08:00	10,077	11,426	13.4%
08:00 to 09:00	15,261	18,429	20.8%
09:00 to 10:00	21,165	23,722	12.1%
10:00 to 11:00	25,244	27,510	9.0%
11:00 to 12:00	26,789	29,040	8.4%
12:00 to 13:00	26,968	29,449	9.2%
13:00 to 14:00	26,572	28,796	8.4%
14:00 to 15:00	24,980	27,148	8.7%
15:00 to 16:00	23,365	25,810	10.5%
16:00 to 17:00	23,088	25,277	9.5%
17:00 to 18:00	22,881	25,398	11.0%
18:00 to 19:00	19,894	22,219	11.7%
19:00 to 20:00	15,764	17,421	10.5%
20:00 to 21:00	13,521	14,733	9.0%
21:00 to 22:00	11,765	13,517	14.9%

Committed Infrastructure

44. To facilitate the growth in traffic volumes arising from the inclusion of the committed development sites detailed within this technical note, it is necessary to include all committed schemes and development related infrastructure/mitigation measures that fall within the extent of the model network.
45. **Table 8** lists the committed schemes, whilst **Figure 4** illustrate the location of each scheme.

Table 8: Committed Schemes

Ref.	Scheme	Description
1	Wixams Access	Roundabout access to site on the B530 Ampthill Road
2	Southern Wixams Access	Roundabout access to site on the B530 Ampthill Road
3	Black Cat Roundabout	Upgrade of the junction to three-tier with an additional arm servicing the extension of the A421 eastwards
4	Stewartby Brickworks Access	Re-arrangement of Green Lane and addition of new link road between Green Lane and Stewartby Way/Broadmead Road inclusive of a new railway bridge

46. The full three tier junction at the Black Cat roundabout has not been included at this stage due to the complexity of the junction and the potential re-routeing effects which are likely to occur as a result of the A428 dual carriageway to Caxton Gibbet. However, it is appropriate to leave the A421 eastbound approach unconstrained within the forecast scenario to represent this traffic now continuing on a dual carriageway over the junction.
47. To ensure robustness of the wider model network at this stage, background traffic levels through the junction have been kept consistent with the base (plus the explicit committed development demand additions). Any wider strategic reassignment effects at the junction, as a result of the scheme, will be minimal as far as the development proposals are concerned.

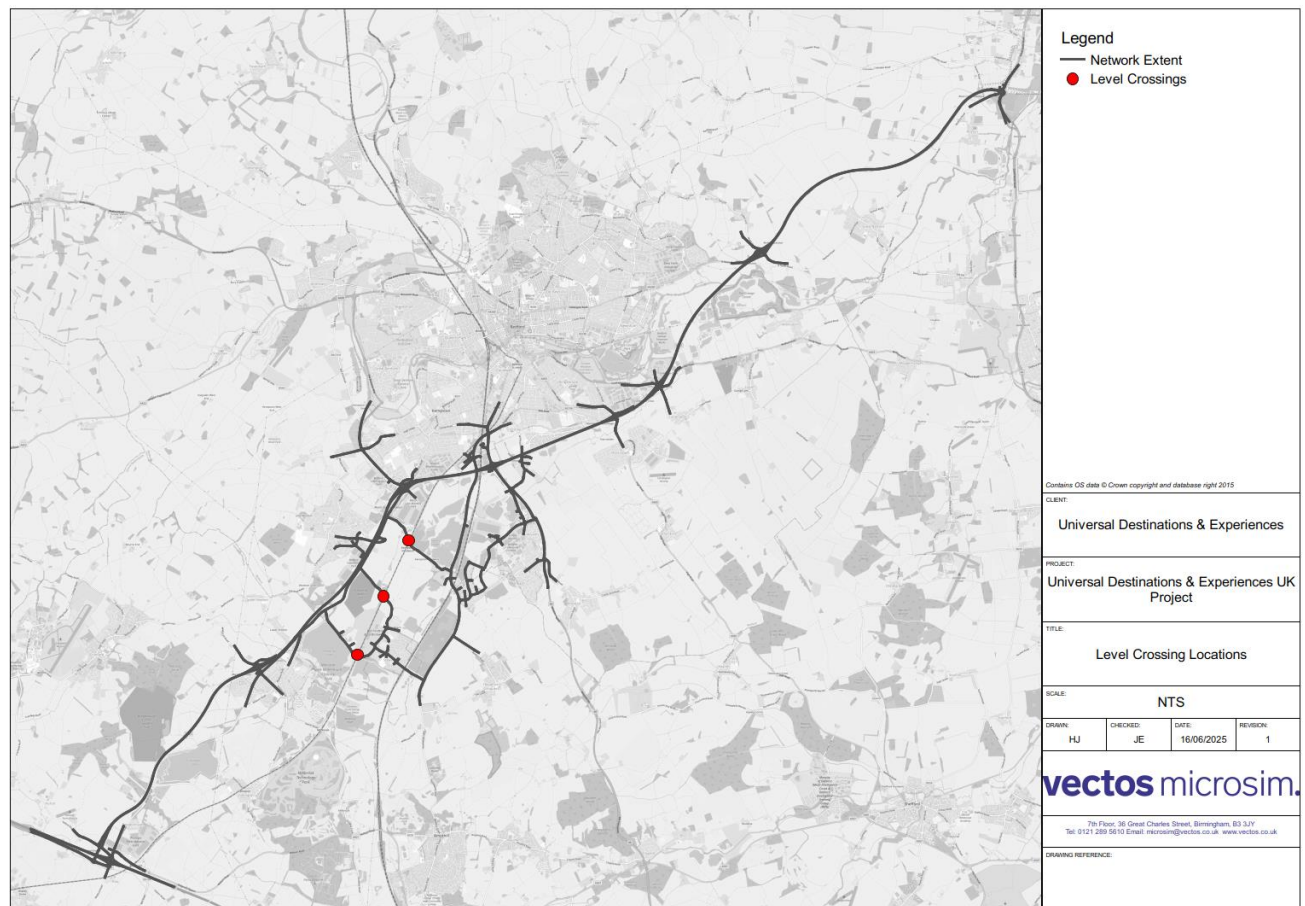
Figure 4: Committed Scheme Locations



Level Crossings

48. There are 3 levels crossings located within the modelled network along the Marston Vale railway line between Bedford and Bletchley. These are found on Manor Road (Kempston Hardwick), Broadmead Road and Green Lane (Stewartby), as shown within **Figure 5**.

Figure 5: Level Crossing Locations



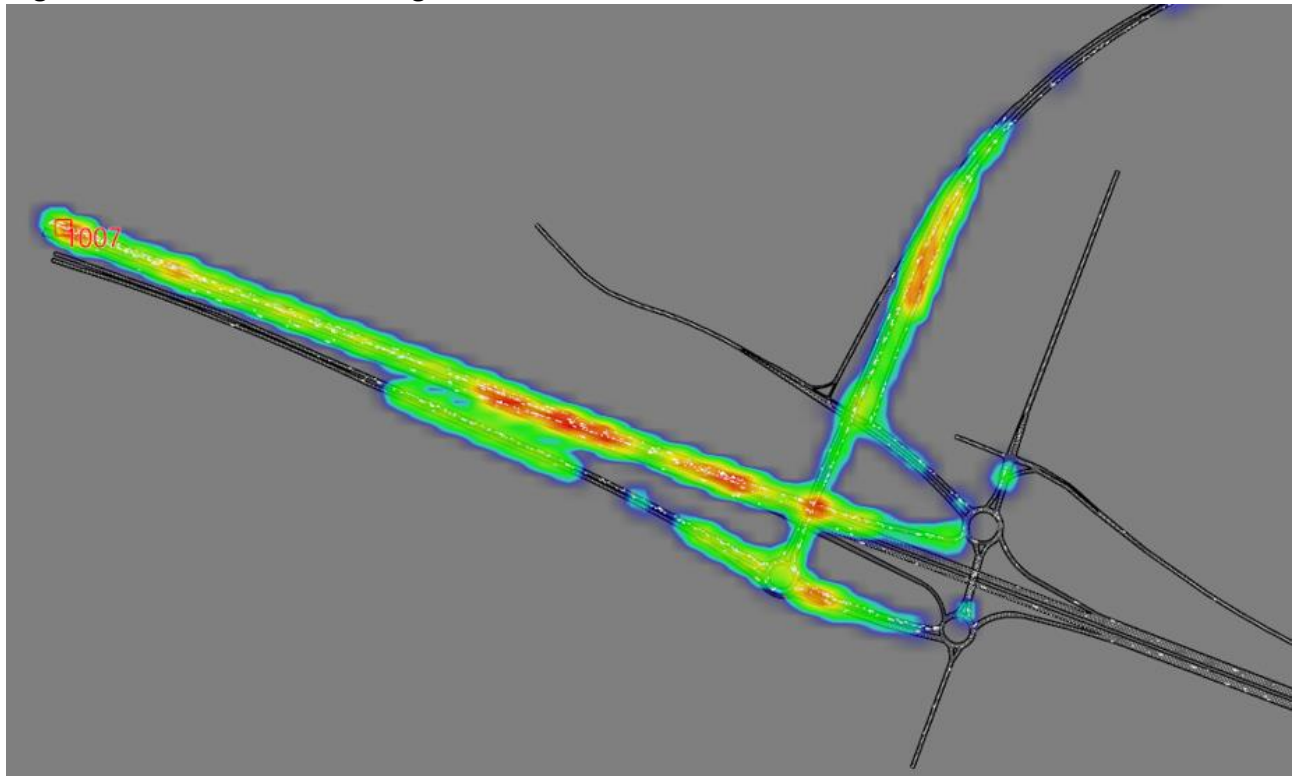
49. The railway lines were suspended throughout 2023, meaning the level crossings were not operational during the collection of the surveys used in the base model development. Therefore, the crossings were not included within the base model.
50. Since February 2024, a full service has resumed on the line, meaning the crossings are now in use. It is therefore necessary to include these level crossings within the Reference Case. However, DfT have advised that the NR road bridge planned to replace the Manor Road level crossing should be considered as committed and therefore should be considered within the Reference Case. Therefore, this crossing was not reincluded and the link retained as 'open' to simulate the provision of a bridge.
51. A review of the current timetables, as of March 2024, at Kempston Hardwick and Stewartby rail stations shows a one train in each direction travelling along the line. Therefore, a total of two "barrier down" phases per hour, or one every half hour is appropriate.
52. A standard barrier down time of 3 minutes has been assumed.

53. Due to the nature of the UDX proposals and the upcoming East West Rail project, rail demand in the area is likely to increase within the development scenarios, resulting in more trains using the Marston Vale railway line. Therefore, more regular “barrier down” phases may be required within future scenarios.

M1 Junction 13 Adjustment

54. Following the increase in modelled demand at Junction 13 of the M1, arising from the inclusion of committed development traffic within the model’s demand matrices, the performance of M1 J13 within the microsimulation model is severely degraded. The model screenshot, presented below as **Figure 6**, illustrates that with the initially modelled layout of M1 J13 and the committed development traffic included, there are severe functional issues affecting the A421, southbound from Bedford and Eastbound from Milton Keynes, and the M1 mainline headed eastbound.

Figure 6: M1 Junction 13 Congestion



55. As shown in **Figure 6** above, this modelled congestion results in >1,000 unreleased vehicles on the eastbound carriageway of the M1. Without any adjustments to the operation of the junction, the assessment of the remainder of the network will not be accurate as the constraints of the junction are too high.

56. In light of the issues observed within the model network at Junction 13 of the M1, arising from the committed development inclusions in the Reference Case, the network within the model has been adjusted to reduce the constraint and improve throughflow into the core study area. This adjustment has formed the basis of the Core scenarios assessed within the Transport Assessment (**Appendix 5.1: TA (Volume 3)** of the ES). A sensitivity test has also been undertaken, without the adjustment, to understand suppressed demand at M1J13 with and without the development. This is presented in **Section 10** of the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
57. On that basis, Vectos have adjusted the layout of the M1 J13 within the model to deliver capacity constraint release within the model, as shown within **Figure 7**.

Figure 7: Screenshot of M1 Junction 13 capacity release adjustment – Reference Case

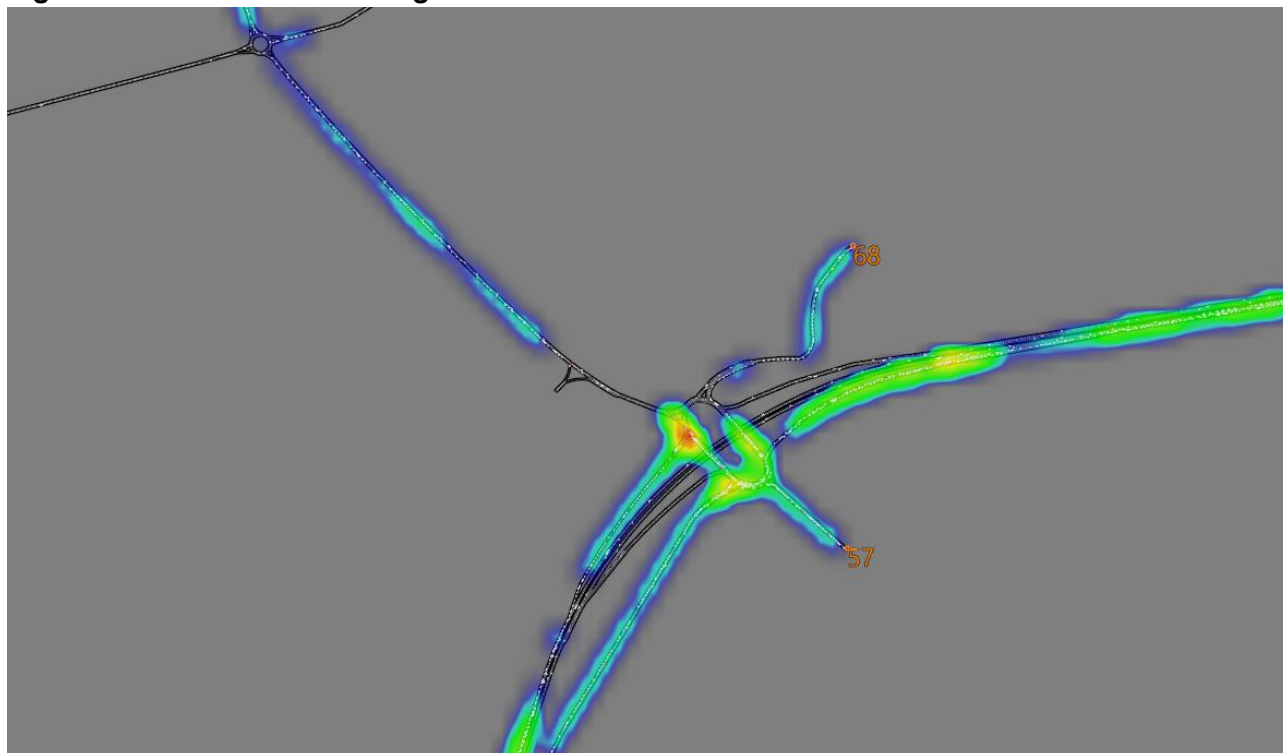


58. The adjustments include the addition of a free-flowing left turn slip lane from the M1 eastbound off slip onto Salford Road and widening on the Salford Road approach to the northern roundabout, from 2 to 3 lanes. As part of the latter improvement, the roundabout lanes have been adjusted to improve traffic flows within the model, with access to the M1 southbound via lanes 1 and 2, and the A507 Bedford Road via lanes 2 and 3.
59. On approaches to the junction where signalisation is present, manual optimisation has been undertaken to accommodate the predicted traffic flows at the junction.
60. It is noted that the signals on the M1 westbound off slip approach to the southern dumbbell roundabout were removed in Autumn 2023. Following discussions with AECOM, acting on behalf of National Highways, it is unclear whether these signals can be reinstated safely in the short to medium term. Therefore, at the request of AECOM, this has been replicated within the 2030 Reference Case, with the approach to the southeastern roundabout being reverted to a standard priority layout.
61. In the absence of observed data on this slip, the calibration parameters on the approach have been set to the default values advised by the software providers (30 meters visibility and gap acceptance of 4 seconds). This is seen as sufficiently robust as generally slip road gap acceptance tends to be reduced, as seen on the eastbound off slip. The resultant queue levels on the slip remains similar to baseline levels, even following the additional demand inclusions arising from the committed development.
62. To ensure optimal utilisation at the junction following this modification, the 'Give Way To All' parameters on the A421 eastbound approach was removed to ensure vehicles on this approach were not hesitating excessively when moving from lane 1 to lane 1 whilst a vehicle is in lane 2 of the circulatory as was the case with the parameter applied.
63. To ensure the validity of this change, the removal of the parameter has also been applied to the Base Model, with runs completed using the same release seed profile showing no effect to the overall model calibration and validation levels in the model, including around M1 Junction 13.

A6/Ridge Road Roundabout Adjustments

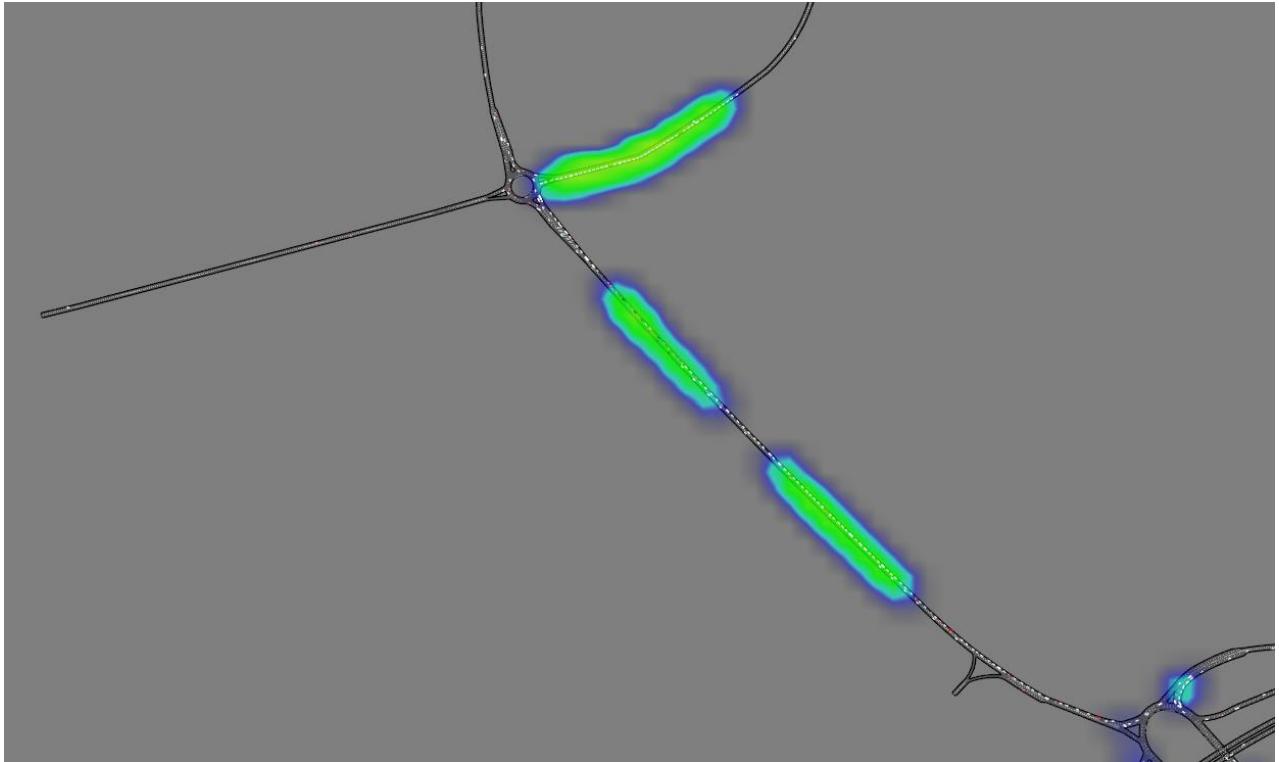
64. As with the M1 J13, the initial run of the Reference Case model, including traffic demand related to committed developments, shows congestion at the A6/Ridge Road roundabout. This junction is on the edge of the model and congestion there prevents the release of predicted traffic from zones on the edge of the model and therefore affects the accuracy of the model's predictions within the core areas of the model, impacting the TA (**Appendix 5.1: TA (Volume 3)** of the ES).
65. In addition, the increase in traffic demand at the junction, associated with committed development traffic demand, results in an increase in these queues beyond the Marsh Leys roundabout and onto the A421, as shown within **Figure 8**. The resultant rerouting also increases congestion at the downstream junctions at Marston Moretaine and Elstow, leading to model instability with several hundred vehicles remaining unreleased from nearby zones.

Figure 8: A6 Northbound Congestion – PM Peak Period



66. To ensure the forecast network operates at a realistic level, capacity release adjustments were made within the model at the A6/Ridge Road roundabout.
67. **Figure 9** illustrates the resultant localised and minimal queuing following the introduction of the capacity release adjustment.

Figure 9: A6/Ridge Road Adjustment Scheme Drawing – 2030 Reference Case



Forecast Signal Optimisation

68. Further to the network improvements detailed above it was also necessary to adapt the signal timings at various locations within the model network to better represent the changes in traffic behaviour as a result of the additional traffic demand. A full log of signal changes within the model is provided within **Appendix B** of this report.

Forecast Model Congestion

69. Following the inclusion of the additional traffic demand and infrastructure changes detailed previously, some areas of the network begin to suffer from congestion impacts. In most cases this can be found in locations where congestion occurs in the baseline scenario, and therefore as observed on-street.
70. This section provides commentary on this congestion.

A421 Elstow Interchange

71. The increase in traffic from the committed developments results in an increase in congestion at Elstow Interchange, particularly on the eastern and southern arms, primarily caused by the Wixams expansion development, which will almost be full built out by Primary Opening Year. An example of this congestion is shown within **Figure 10**.

Figure 10: Elstow Interchange Congestion – PM Peak Period



72. Despite directly impacting the A421 corridor and being a significant increase in queueing levels over the baseline, no change has been made at the junction in the forecast scenario, as the queue quickly dissipates. However, this should be noted as an issue likely to occur on the network, in the future regardless of further development proposals.

Forecast Congestion Summary

73. In addition to the junctions detailed above, analysis of the model performance has been completed in the form of a queue comparison at each of the off slips found along the A421 and at M1 Junction 13. This recorded the maximum queue recorded at 5-minute intervals over the full modelled period, in both the 2023 Baseline and the 2030 Reference Case. The resultant graphs can be found in **Appendix C** of this report

Summary

74. To provide an appropriate baseline for the Proposed Development to be assessed a Reference Case forecast scenario, coinciding with the targeted Primary Opening Year, has been created within the A421 corridor Paramics model.
75. As with the 2023 Base model, duplicate forecast models have been created representing a neutral weekday and a Saturday for the Reference Case.

76. To inform demand growth within the forecast models, several committed developments, likely to impact the model network, have been explicitly included. Growth in HGV traffic has been informed separately using estimations within the National Traffic Growth Forecasts (NRTF) for the east of England region, within which the study area is located.
77. Four committed infrastructure schemes were identified, three of which were site accesses for internal committed development sites. The remaining scheme, the Black Cat roundabout, has been left unconstrained on the A421 approach to represent the proposed improvements at the junction. Background traffic levels through the junction have been kept consistent to the base in advance of further correspondence between VM and AECOM to understand the strategic reassignment that would result from the wider infrastructure change.
78. Due to significant growth levels at M1 Junction 13, pertaining to the committed development inclusions, capacity release adjustments have been included at the junction within the forecast model to ensure smooth operation of the network.
79. The same has been done at the A6/Ridge Road roundabout in order to deliver a robust and stable modelling basis for the purpose of assessment.
80. In February 2024, AECOM, on behalf of National Highways, commenced a detailed audit of this Forecast model, alongside the 2023 Base. This documented a series of issues around the Forecast model assumptions and coding. Several of the issues simply required further clarification of particular assumptions, with that provided, where appropriate, within the Forecasting Report. Other issues were addressed and an agreement upon them reached.
81. The most recent issue of the “FY Modelling Agreement Log”, dated 14/03/2024, is provided within **Appendix D** of this report, alongside the full Vectos response and intended next steps.

Forecast Model Stability Assessment

82. Upon completion of the final Reference Case, analysis was undertaken to assess the overall level of stability in the model network.
 83. To determine the number of runs required, a variance test and confidence interval analysis have been completed utilising the average delay across assigned routes within the model for each run. Both tests highlight the statistical variance between the 10 model runs used to calculate the average values used within the validation process.
 84. The results of the variance test and confidence interval analysis are available within **Appendix E** of this report. In all instances 10 runs is considered more than sufficient to produce stable and reliable results.
 85. The stability focusses on the number of vehicles present on the network at a certain point in time and are based on the outcome of the 10 random seed model runs. These figures have been taken from the ‘trips-ALL’ output files.
-

86. A successful run has been deemed as such if the number of vehicles on the network is shown to increase from the start of the AM and PM periods, reach a peak level, and then fall as the period nears its end for the weekday model. For the Saturday model, the number of vehicles on the network is shown to increase from the start of the model run period, reach a peak level around the middle of the day, and then fall as the period nears its end.
87. The variability in the weekday and Saturday model scenarios is presented within the following figures:

Figure 11: Reference Case Weekday Scenario – Vehicles on Network

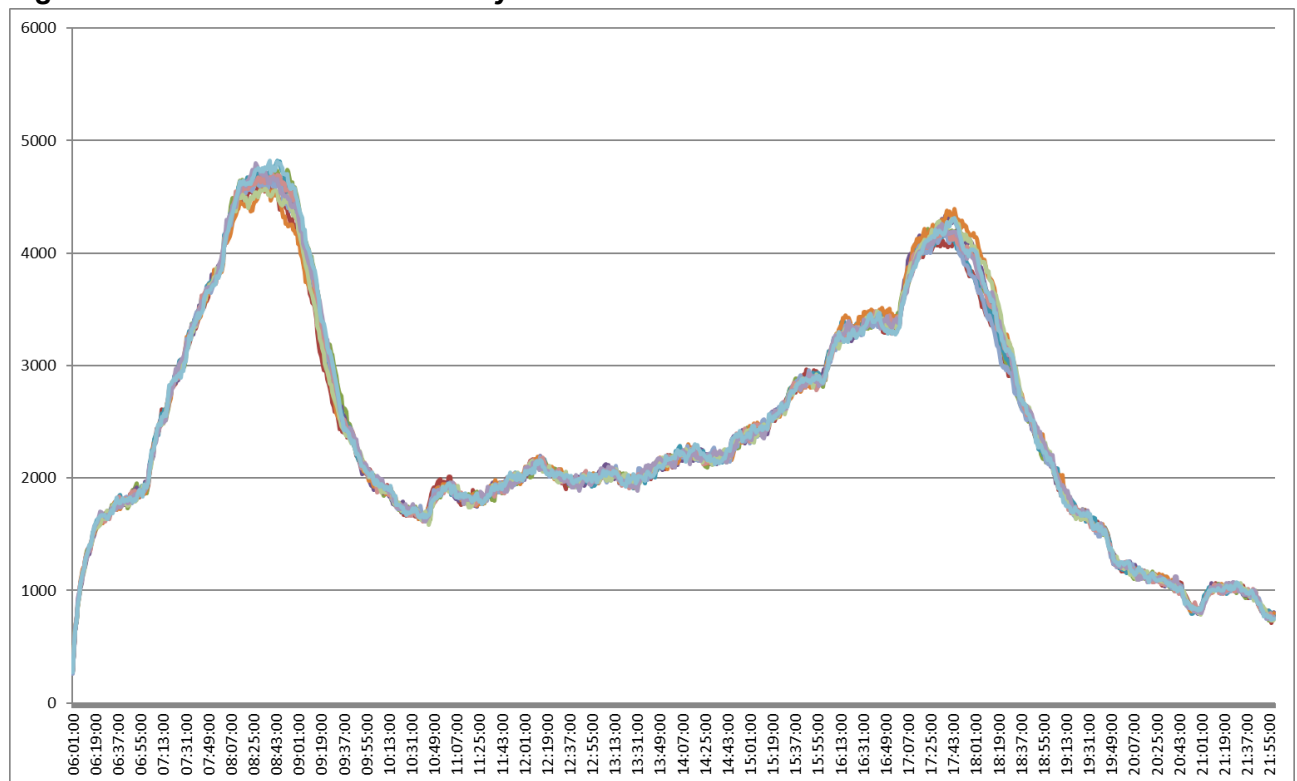
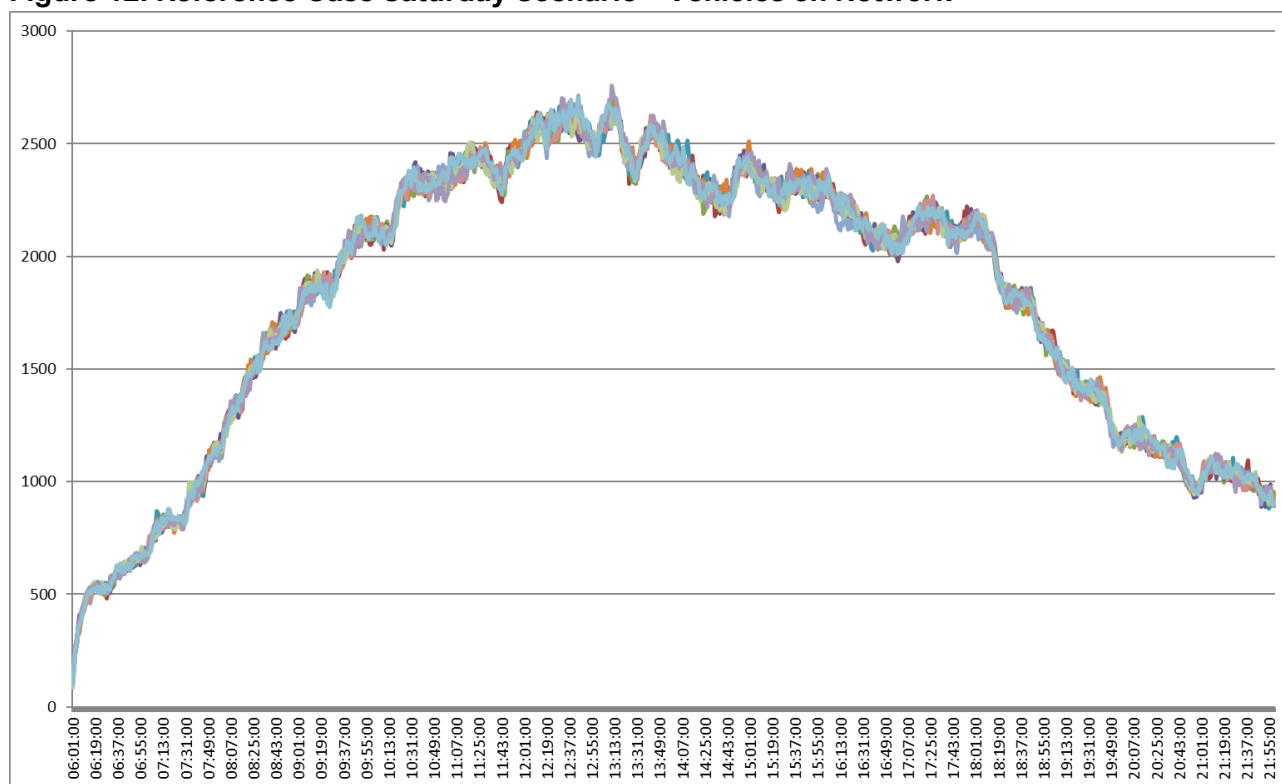


Figure 12: Reference Case Saturday Scenario – Vehicles on Network



88. The stability graphs show the desired pattern is realised within the Reference Case scenario; therefore it can be concluded that these models are considered an appropriate basis upon which to assess the potential impacts of the UDX development proposals.

Appendix A

Committed Development Trip Rates

Weekday Residential	Large Scale 1000+		Large Scale <1000 Non-urban		Small Scale Urban Sites	
	IN	OUT	IN	OUT	IN	OUT
0700 to 0800	0.021	0.097	0.071	0.293	0.016	0.120
0800 to 0900	0.024	0.080	0.103	0.339	0.042	0.171
0900 to 1000	0.031	0.045	0.119	0.152	0.058	0.111
1000 to 1100	0.033	0.035	0.111	0.130	0.060	0.084
1100 to 1200	0.031	0.037	0.128	0.125	0.080	0.055
1200 to 1300	0.038	0.036	0.133	0.139	0.069	0.077
1300 to 1400	0.041	0.040	0.128	0.130	0.067	0.073
1400 to 1500	0.034	0.040	0.142	0.153	0.071	0.091
1500 to 1600	0.053	0.031	0.221	0.148	0.095	0.067
1600 to 1700	0.079	0.040	0.227	0.139	0.102	0.086
1700 to 1800	0.102	0.051	0.323	0.132	0.133	0.060
1800 to 1900	0.092	0.049	0.268	0.122	0.100	0.053
1900 to 2000	0.068	0.036	0.196	0.089	0.073	0.039
2000 to 2100	0.042	0.022	0.122	0.055	0.045	0.024
2100 to 2200	0.030	0.016	0.088	0.040	0.033	0.017

Saturday Residential	Large Scale 1000+		Large Scale <1000 Non-urban		Small Scale Urban Sites	
	IN	OUT	IN	OUT	IN	OUT
0700 to 0800	0.009	0.040	0.029	0.120	0.007	0.049
0800 to 0900	0.018	0.059	0.076	0.250	0.031	0.126
0900 to 1000	0.038	0.055	0.145	0.185	0.071	0.135
1000 to 1100	0.047	0.050	0.159	0.186	0.086	0.120
1100 to 1200	0.041	0.050	0.170	0.166	0.106	0.073
1200 to 1300	0.049	0.046	0.171	0.179	0.089	0.099
1300 to 1400	0.052	0.050	0.161	0.164	0.084	0.092
1400 to 1500	0.038	0.046	0.161	0.174	0.081	0.103
1500 to 1600	0.053	0.031	0.220	0.147	0.094	0.067
1600 to 1700	0.062	0.031	0.177	0.108	0.080	0.067
1700 to 1800	0.064	0.032	0.203	0.083	0.083	0.038
1800 to 1900	0.061	0.032	0.178	0.081	0.066	0.035
1900 to 2000	0.048	0.025	0.140	0.064	0.052	0.028
2000 to 2100	0.032	0.017	0.092	0.042	0.034	0.018
2100 to 2200	0.022	0.011	0.063	0.029	0.023	0.012

Weekday	Land off Hardwick Hill, Elstow	
Employment	IN	OUT
0700 to 0800	0.071	0.016
0800 to 0900	0.088	0.064
0900 to 1000	0.030	0.014
1000 to 1100	0.009	0.010
1100 to 1200	0.009	0.013
1200 to 1300	0.011	0.023
1300 to 1400	0.013	0.012
1400 to 1500	0.007	0.015
1500 to 1600	0.007	0.030
1600 to 1700	0.006	0.060
1700 to 1800	0.029	0.082
1800 to 1900	0.003	0.114
1900 to 2000	0.001	0.062
2000 to 2100	0.001	0.051
2100 to 2200	0.003	0.149

Saturday	Land off Hardwick Hill, Elstow	
Employment	IN	OUT
0700 to 0800	0.029	0.007
0800 to 0900	0.082	0.016
0900 to 1000	0.037	0.017
1000 to 1100	0.013	0.014
1100 to 1200	0.013	0.018
1200 to 1300	0.014	0.030
1300 to 1400	0.016	0.015
1400 to 1500	0.008	0.018
1500 to 1600	0.007	0.030
1600 to 1700	0.005	0.047
1700 to 1800	0.003	0.078
1800 to 1900	0.002	0.076
1900 to 2000	0.001	0.044
2000 to 2100	0.001	0.039
2100 to 2200	0.002	0.107

Weekday	Bedford Commercial Park Phase 2, Wootton	
Employment	IN	OUT
0700 to 0800	0.651	0.090
0800 to 0900	1.023	0.123
0900 to 1000	0.276	0.078
1000 to 1100	0.085	0.055
1100 to 1200	0.087	0.075
1200 to 1300	0.103	0.129
1300 to 1400	0.116	0.069
1400 to 1500	0.068	0.087
1500 to 1600	0.063	0.171
1600 to 1700	0.053	0.336
1700 to 1800	0.049	0.697
1800 to 1900	0.023	0.639
1900 to 2000	0.012	0.346
2000 to 2100	0.010	0.288
2100 to 2200	0.030	0.839

Saturday	Bedford Commercial Park Phase 2, Wootton	
Employment	IN	OUT
0700 to 0800	0.266	0.037
0800 to 0900	0.755	0.091
0900 to 1000	0.336	0.095
1000 to 1100	0.121	0.079
1100 to 1200	0.116	0.100
1200 to 1300	0.133	0.166
1300 to 1400	0.146	0.087
1400 to 1500	0.077	0.099
1500 to 1600	0.063	0.170
1600 to 1700	0.041	0.262
1700 to 1800	0.031	0.437
1800 to 1900	0.015	0.424
1900 to 2000	0.009	0.247
2000 to 2100	0.008	0.218
2100 to 2200	0.022	0.601

Weekday	MK East and Newport Pagnell Employment	
Employment	IN	OUT
0700 to 0800	0.252	0.048
0800 to 0900	0.318	0.164
0900 to 1000	0.107	0.042
1000 to 1100	0.033	0.030
1100 to 1200	0.034	0.040
1200 to 1300	0.040	0.069
1300 to 1400	0.045	0.037
1400 to 1500	0.026	0.047
1500 to 1600	0.024	0.092
1600 to 1700	0.021	0.180
1700 to 1800	0.097	0.276
1800 to 1900	0.009	0.343
1900 to 2000	0.005	0.186
2000 to 2100	0.004	0.154
2100 to 2200	0.012	0.450

Saturday	MK East and Newport Pagnell Employment	
Employment	IN	OUT
0700 to 0800	0.103	0.020
0800 to 0900	0.292	0.049
0900 to 1000	0.130	0.051
1000 to 1100	0.047	0.042
1100 to 1200	0.045	0.054
1200 to 1300	0.051	0.089
1300 to 1400	0.057	0.047
1400 to 1500	0.030	0.053
1500 to 1600	0.024	0.091
1600 to 1700	0.016	0.141
1700 to 1800	0.012	0.235
1800 to 1900	0.006	0.228
1900 to 2000	0.003	0.132
2000 to 2100	0.003	0.117
2100 to 2200	0.008	0.323

Weekday	North of Houghton Regis Employment	
Employment	IN	OUT
0700 to 0800	0.651	0.090
0800 to 0900	1.023	0.123
0900 to 1000	0.276	0.078
1000 to 1100	0.085	0.055
1100 to 1200	0.087	0.075
1200 to 1300	0.103	0.129
1300 to 1400	0.116	0.069
1400 to 1500	0.068	0.087
1500 to 1600	0.063	0.171
1600 to 1700	0.053	0.336
1700 to 1800	0.049	0.697
1800 to 1900	0.023	0.639
1900 to 2000	0.012	0.346
2000 to 2100	0.010	0.288
2100 to 2200	0.030	0.839

Saturday	North of Houghton Regis Employment	
Employment	IN	OUT
0700 to 0800	0.266	0.037
0800 to 0900	0.755	0.091
0900 to 1000	0.336	0.095
1000 to 1100	0.121	0.079
1100 to 1200	0.116	0.100
1200 to 1300	0.133	0.166
1300 to 1400	0.146	0.087
1400 to 1500	0.077	0.099
1500 to 1600	0.063	0.170
1600 to 1700	0.041	0.262
1700 to 1800	0.031	0.437
1800 to 1900	0.015	0.424
1900 to 2000	0.009	0.247
2000 to 2100	0.008	0.218
2100 to 2200	0.022	0.601

Weekday	SEMK and South Caldecotte Employment	
Employment	IN	OUT
0700 to 0800	0.252	0.048
0800 to 0900	0.318	0.164
0900 to 1000	0.107	0.042
1000 to 1100	0.033	0.030
1100 to 1200	0.034	0.040
1200 to 1300	0.040	0.069
1300 to 1400	0.045	0.037
1400 to 1500	0.026	0.047
1500 to 1600	0.024	0.092
1600 to 1700	0.021	0.180
1700 to 1800	0.097	0.276
1800 to 1900	0.009	0.343
1900 to 2000	0.005	0.186
2000 to 2100	0.004	0.154
2100 to 2200	0.012	0.450

Saturday	SEMK and South Caldecotte Employment	
Employment	IN	OUT
0700 to 0800	0.103	0.020
0800 to 0900	0.292	0.049
0900 to 1000	0.130	0.051
1000 to 1100	0.047	0.042
1100 to 1200	0.045	0.054
1200 to 1300	0.051	0.089
1300 to 1400	0.057	0.047
1400 to 1500	0.030	0.053
1500 to 1600	0.024	0.091
1600 to 1700	0.016	0.141
1700 to 1800	0.012	0.235
1800 to 1900	0.006	0.228
1900 to 2000	0.003	0.132
2000 to 2100	0.003	0.117
2100 to 2200	0.008	0.323

Weekday	Quest Pit	
Employment	IN	OUT
0700 to 0800	0.277	0.050
0800 to 0900	0.366	0.089
0900 to 1000	0.117	0.043
1000 to 1100	0.036	0.030
1100 to 1200	0.037	0.041
1200 to 1300	0.044	0.071
1300 to 1400	0.049	0.038
1400 to 1500	0.029	0.048
1500 to 1600	0.027	0.094
1600 to 1700	0.023	0.185
1700 to 1800	0.090	0.362
1800 to 1900	0.010	0.351
1900 to 2000	0.005	0.190
2000 to 2100	0.004	0.158
2100 to 2200	0.013	0.461

Saturday	Quest Pit	
Employment	IN	OUT
0700 to 0800	0.113	0.020
0800 to 0900	0.321	0.050
0900 to 1000	0.143	0.052
1000 to 1100	0.052	0.043
1100 to 1200	0.049	0.055
1200 to 1300	0.056	0.091
1300 to 1400	0.062	0.048
1400 to 1500	0.033	0.054
1500 to 1600	0.027	0.094
1600 to 1700	0.018	0.144
1700 to 1800	0.013	0.241
1800 to 1900	0.006	0.233
1900 to 2000	0.004	0.136
2000 to 2100	0.003	0.120
2100 to 2200	0.009	0.331

Weekday	Santander Car Park, Milton Keynes	
Employment	IN	OUT
0700 to 0800	0.561	0.093
0800 to 0900	0.855	0.067
0900 to 1000	0.238	0.080
1000 to 1100	0.073	0.057
1100 to 1200	0.075	0.077
1200 to 1300	0.089	0.133
1300 to 1400	0.100	0.071
1400 to 1500	0.059	0.090
1500 to 1600	0.054	0.176
1600 to 1700	0.046	0.347
1700 to 1800	0.069	0.778
1800 to 1900	0.020	0.659
1900 to 2000	0.011	0.357
2000 to 2100	0.009	0.297
2100 to 2200	0.026	0.865

Saturday	Santander Car Park, Milton Keynes	
Employment	IN	OUT
0700 to 0800	0.229	0.038
0800 to 0900	0.651	0.094
0900 to 1000	0.289	0.098
1000 to 1100	0.105	0.081
1100 to 1200	0.100	0.103
1200 to 1300	0.114	0.171
1300 to 1400	0.126	0.090
1400 to 1500	0.067	0.102
1500 to 1600	0.054	0.175
1600 to 1700	0.036	0.270
1700 to 1800	0.027	0.451
1800 to 1900	0.013	0.438
1900 to 2000	0.008	0.255
2000 to 2100	0.007	0.224
2100 to 2200	0.019	0.620

Appendix B

Signal Optimisation Log

Signal Optimisation Log - Weekday

Signal Optimisation Log - Weekday																	
Junction Name	Arm	Node(s)	Time Period	Stage 1 Time		Stage 2 Time		Stage 3 Time		Stage 4 Time		Stage 5 Time		Offset		Comments	
				BY	FY	BY	FY			BY	FY	BY	FY	BY	FY		
Black Cat Roundabout	A1 North	592	All Day	50	50	40	40							0	0	Signals at Black Cat Unchanged. (A421 approach unconstrained)	
	A1 South	593	Before 07:45	45	45	45	45							15	15		
			07:45 to 15:00	52	52	38	38										
			15:00 to 17:00	45	45	45	45										
			After 17:00	55	55	35	35										
A421 roundabout on M1 J13	A421 North	416	Before 09:00	39	32	36	43							7	7	More time given to stage 1 in peak periods to ease congestion on A421 SB	
			09:00 to 16:00	32	32	43	43								7		7
			After 16:00	47	40	28	35								0		0
	A421 East	418	Before 16:00	23	28	52	47								25	25	Increase in stage 1 for traffic from eastern arm. Increase in demand from M1 NB and Bedford Road S
			After 16:00	30	31	45	44								25	25	
	A421 West	420	Before 16:00	29	29	46	46								0	0	PM Increase on circulatory to accommodate increase in traffic turning right from the east.
			After 16:00	40	38	35	37								0	0	
	M1 J13 (Southern Roundabout)	Bedford Road North	425	All Day	30	30	45	45							0	0	No Change
		M1 NB Off-Slip	428	All Day	40	N/A	35	N/A							5	N/A	Signals removed on street in Autumn 2023 and unlikely to return. These are therefore removed in all FY scenarios.
A421 Salford Road	Salford Road/NB On Slip	984	All Day	35	35	15	15							4	4	No change	
	Salford Road/SB Off Slip	446,671	All Day	35	35	15	15							0	0		
Bedford Road/Salford Road		454,448	All Day	12	12	42	42	18	18	18	18			0	0	No change	
Marsh Leys	A421 SB Off-Slip	477	All Day	30	30	30	30							0	0	Slight change to reduce queue on Woburn Road approach	
	Woburn Road	481	All Day	64	60	26	30							0	0		
	A421 NB Off-Slip	471	All Day	23	23	37	37							0	0		
A5141 Ampthill Road/Elstow Road		221,980	Before 13:00	70	70	50	50							100	95	Offset changed (AM) to better accommodate signal changes at junction to the south (see below)	
			After 13:00	70	70	50	50							100	100		
A5141/B530/W End		220,706, 707,708	Before 13:00	30	30	22	23	22	17	19	18	27	32	0	0	Time frames divided for AM and PM to better control flows Slight changes in most cases, with AM increase to stage 5 to reduce large queue on the northern arm (via Bedford TC and Elstow Road)	
			After 13:00	30	31	22	21	22	23	19	19	27	26	0	0		
A5141/Progress Park		633,634	All Day	60	60	10	10	10	10					0	0	No change	

Signal Optimisation Log - Saturday																
Junction Name	Arm	Node(s)	Time Period	Stage 1 Time		Stage 2 Time		Stage 3 Time		Stage 4 Time		Stage 5 Time		Offset		Comments
				BY	FY	BY	FY	BY	FY	BY	FY	BY	FY	BY	FY	
Black Cat Roundabout	A1 North	592	All Day	50	50	40	40							0	0	Signals at Black Cat Unchanged. (A421 approach unconstrained)
	A1 South	593	Before 07:45	45	45	45	45							15	15	
			07:45 to 15:00	52	52	38	38									
			15:00 to 17:00	45	45	45	45									
			After 17:00	55	55	35	35									
A421 roundabout on M1 J13	A421 North	416	Before 09:00	39	39	36	36							7	7	More time given to stage 1 in PM period to ease congestion on A421 SB
			09:00 to 16:00	32	32	43	43							7	7	
			After 16:00	47	42	28	33							0	0	
	A421 East	418	Before 16:00	23	28	52	47							25	25	Increase in stage 1 for traffic from eastern arm. Increase in demand from M1 NB and Bedford Road S
			After 16:00	30	30	45	45							25	25	
	A421 West	420	Before 16:00	29	29	46	46							0	0	PM Increase on circulatory to accommodate increase in traffic turning right from the east.
			After 16:00	40	40	35	35							0	0	
	M1 J13 (Southern Roundabout)	Bedford Road North	425	All Day	30	30	45	45							0	0
M1 NB Off-Slip		428	All Day	40	N/A	35	N/A							5	N/A	Signals removed on street in Autumn 2023 and unlikely to return. These are therefore removed in all FY scenarios.
A421 Salford Road	Salford Road/NB On Slip	984	All Day	35	35	15	15							4	4	No change
	Salford Road/SB Off Slip	446,671	All Day	35	35	15	15							0	0	
Bedford Road/Salford Road		454,448	All Day	12	12	42	42	18	18	18	18			0	0	No change
Marsh Leys	A421 SB Off-Slip	477	All Day	30	27	30	33							0	0	Change to reduce queue on A421 SB and Woburn Road approach
	Woburn Road	481	All Day	64	61	26	29							0	0	
	A421 NB Off-Slip	471	All Day	23	23	37	37							0	0	
A5141 Ampthill Road/Elstow Road		221,980	All Day	60	80	60	40							95	90	Increase in stage 1 for traffic from from northern and southern arms, higher flows on A5141
A5141/B530/W End		220,706, 707,708	All Day	31	28	22	20	25	23	12	15	30	34	0	0	Increase in green time for stages with northern arm active, due to increased demand into the town centre
A5141/Progress Park		633,634	All Day	60	60	10	10	10	10					0	0	No change

Appendix C

A421/Slip Roads Baseline Queue Comparison



Legend

Base Network

A421 Junctions

Contains OS data © Crown copyright and database right 2015

CLIENT:

Universal Destinations & Experiences

PROJECT:

Universal Destinations & Experiences UK Project

TITLE:

A421 Junction Locations

SCALE:

NTS

DRAWN:

HJ

CHECKED:

JE

DATE:

16/06/2025

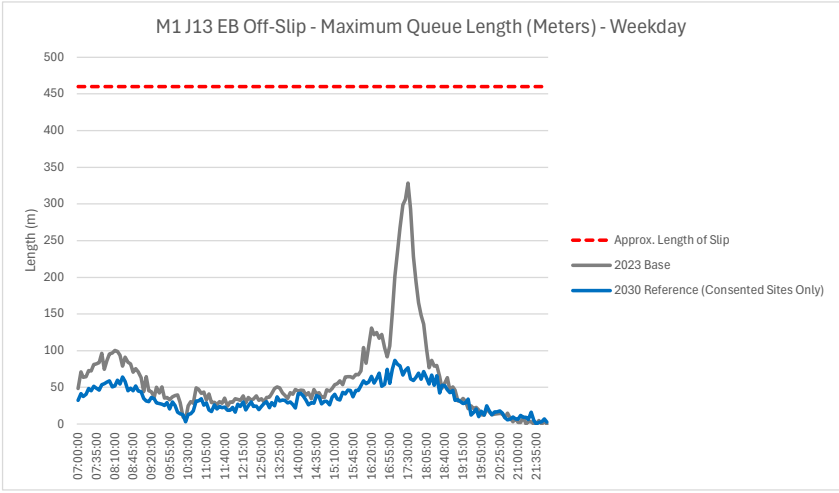
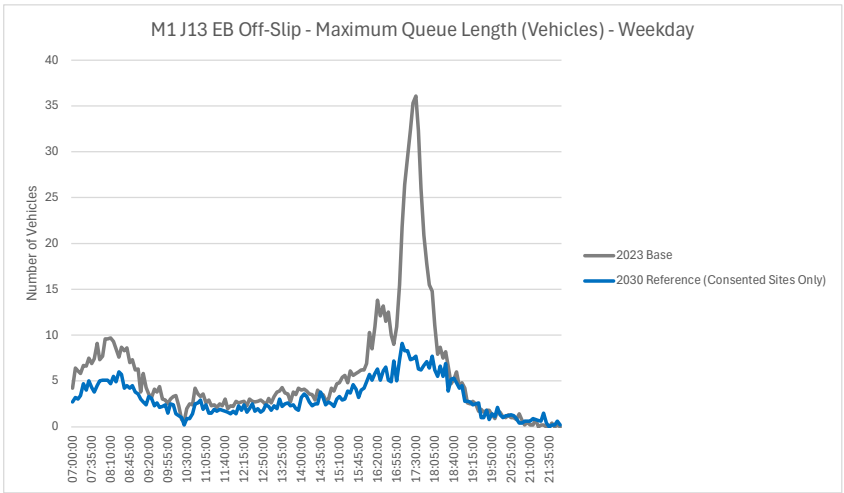
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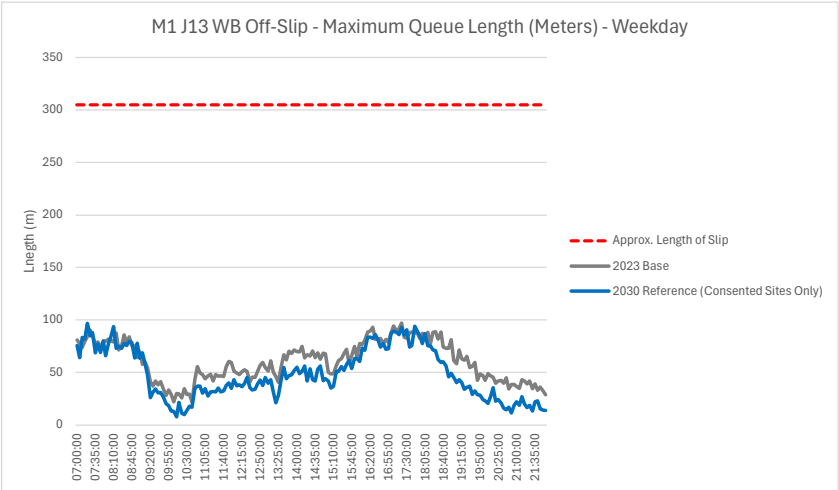
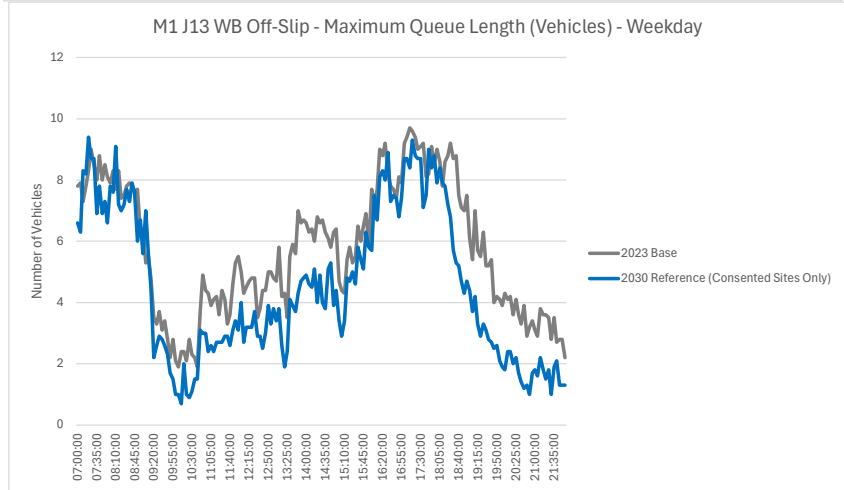
vectos microsim.

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: 0121 289 5610 Email: microsim@vectos.co.uk www.vectos.co.uk

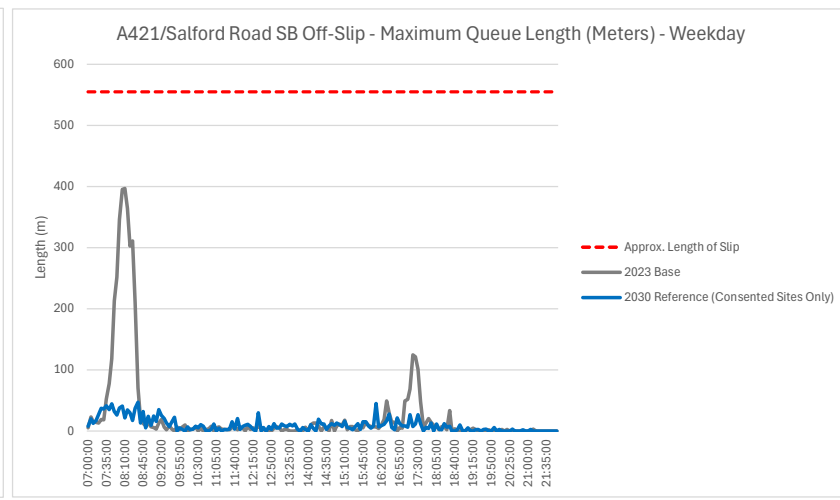
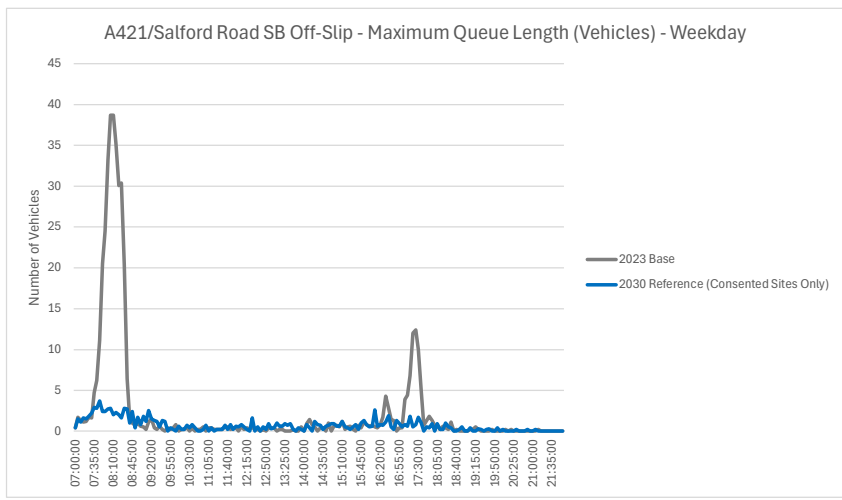
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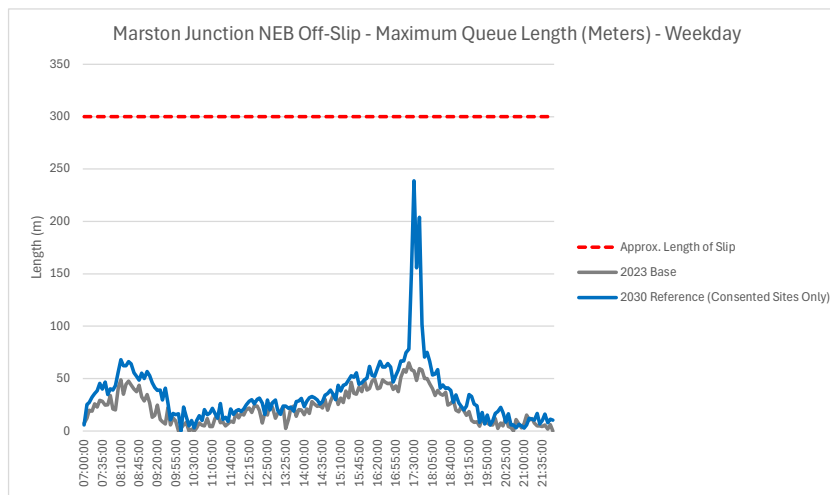
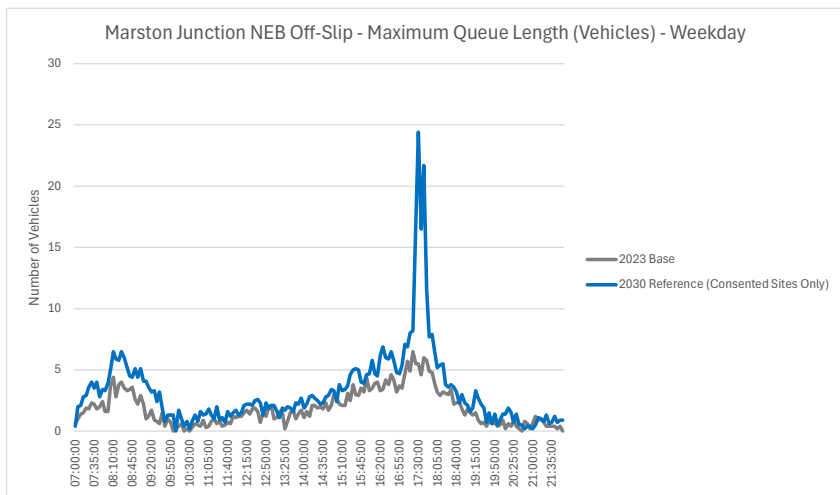
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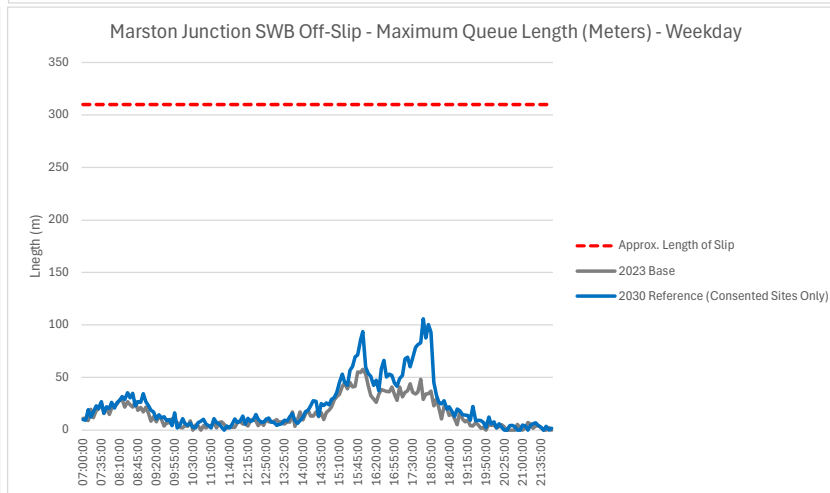
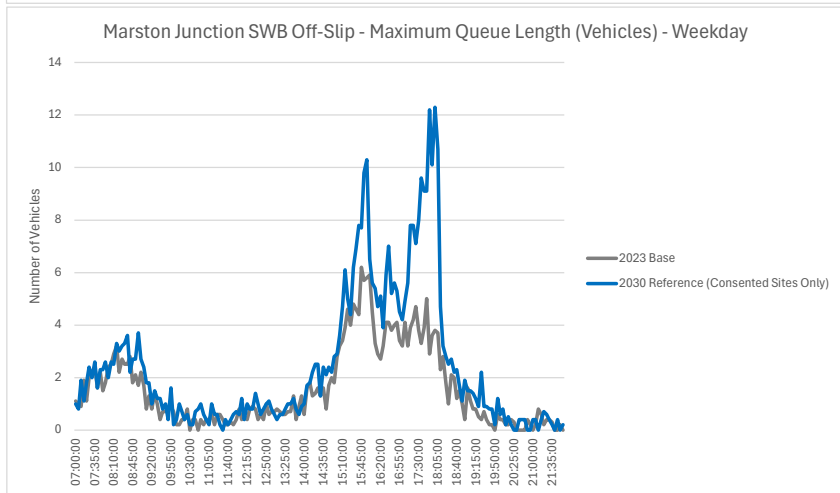
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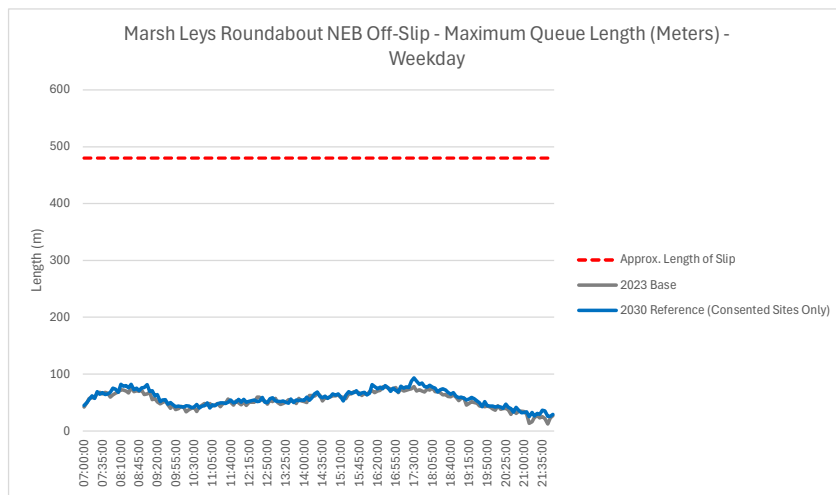
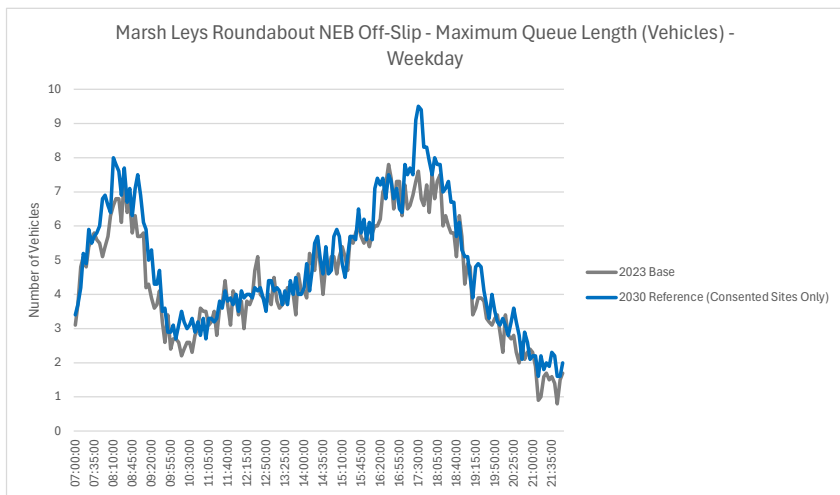
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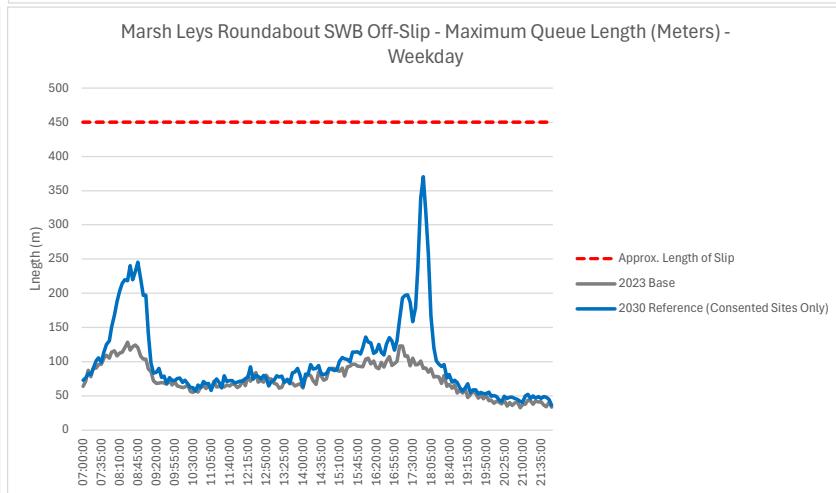
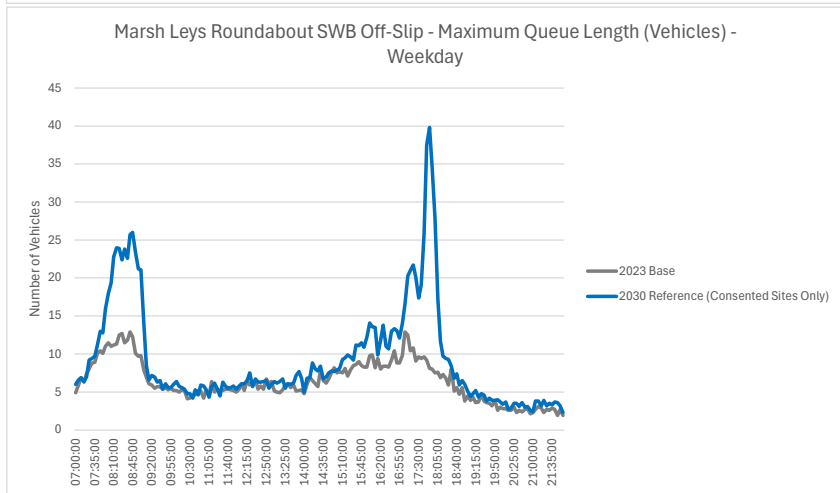
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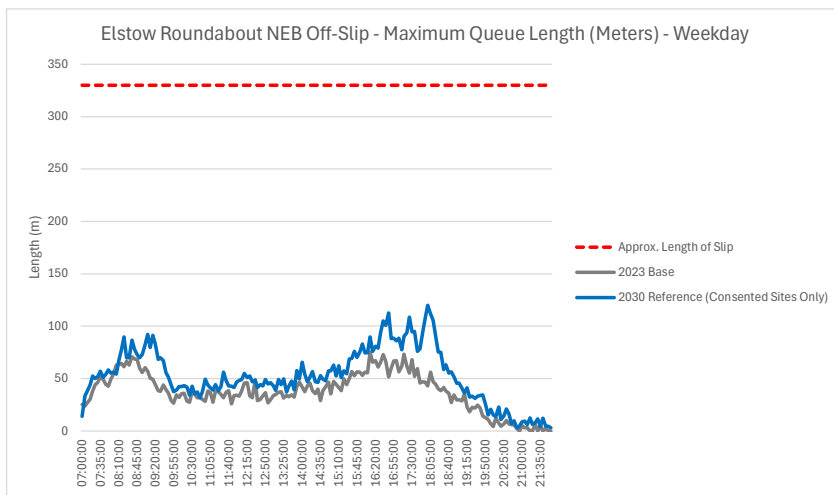
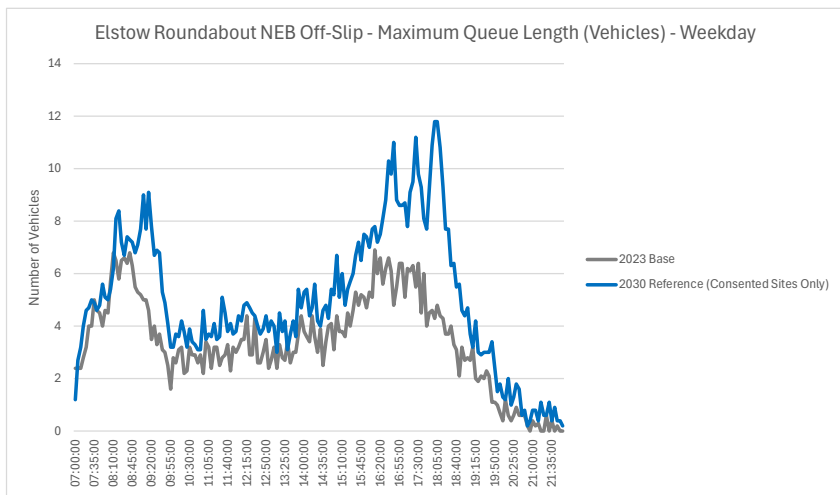
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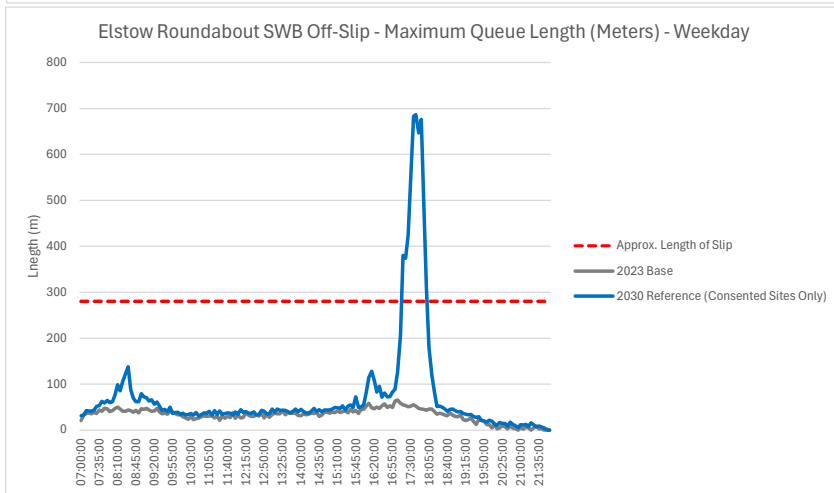
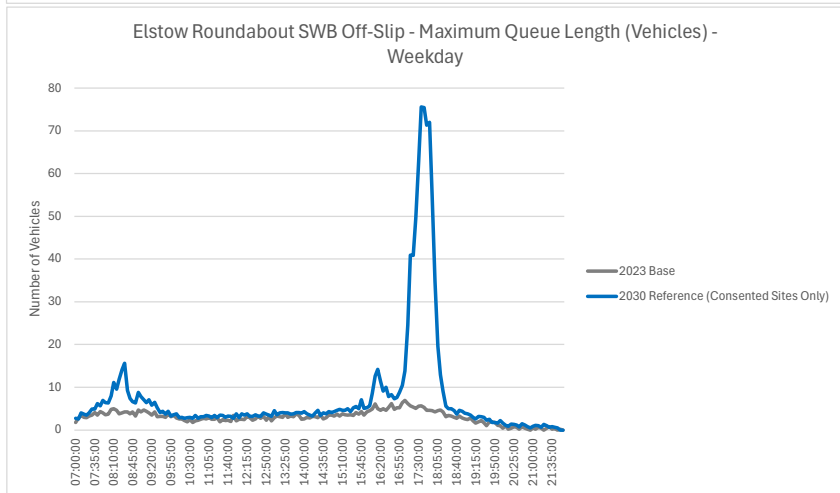
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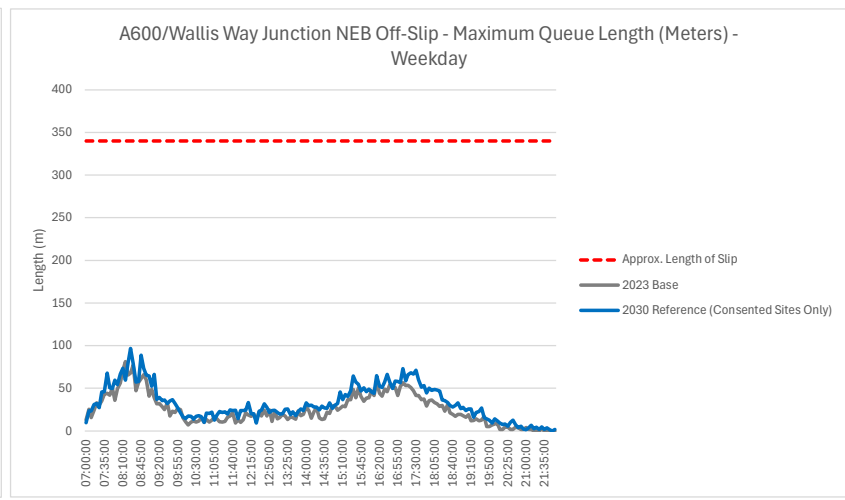
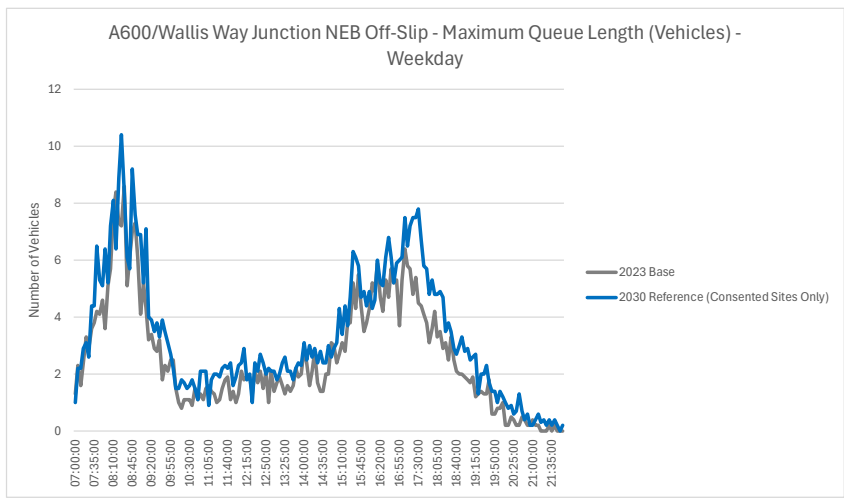
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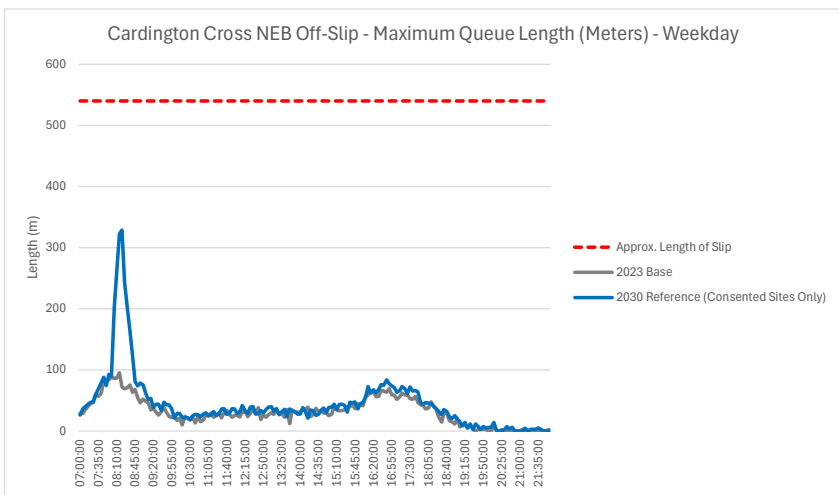
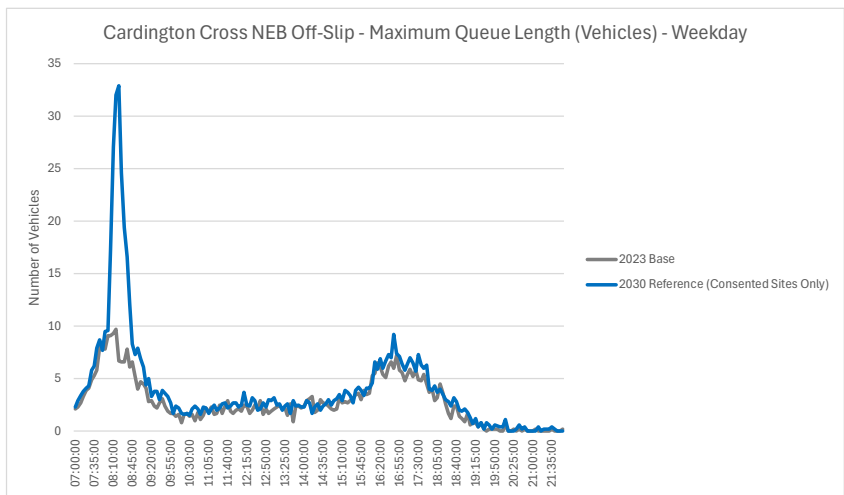
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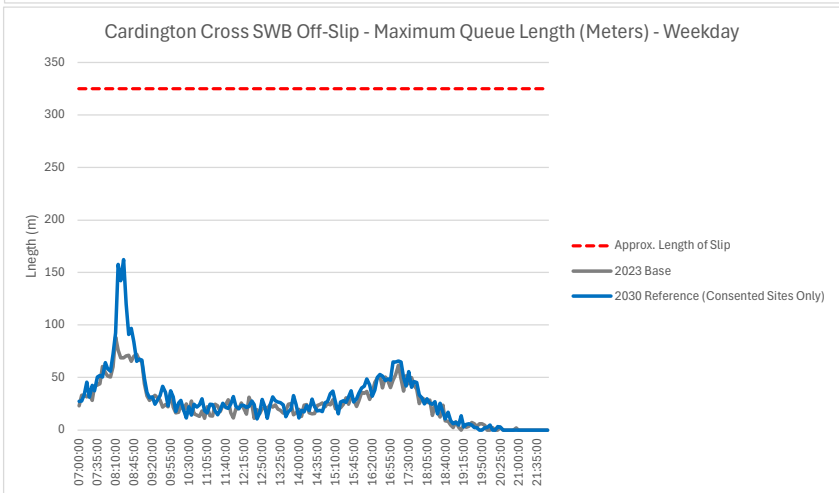
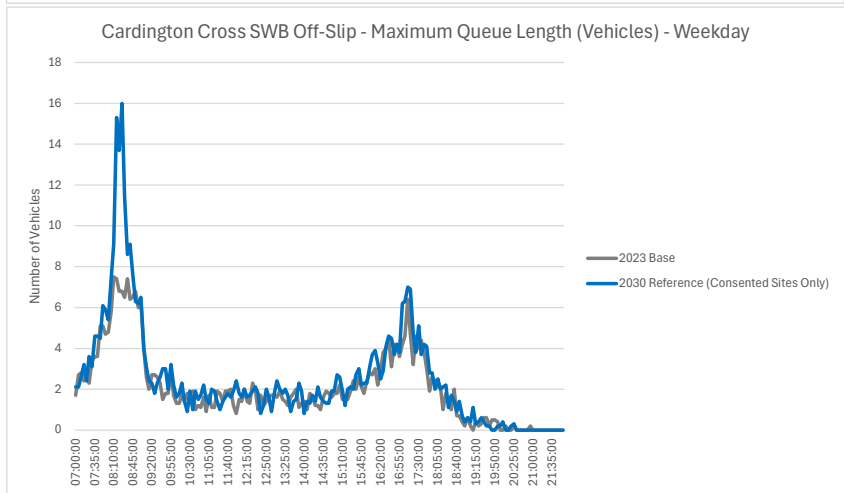
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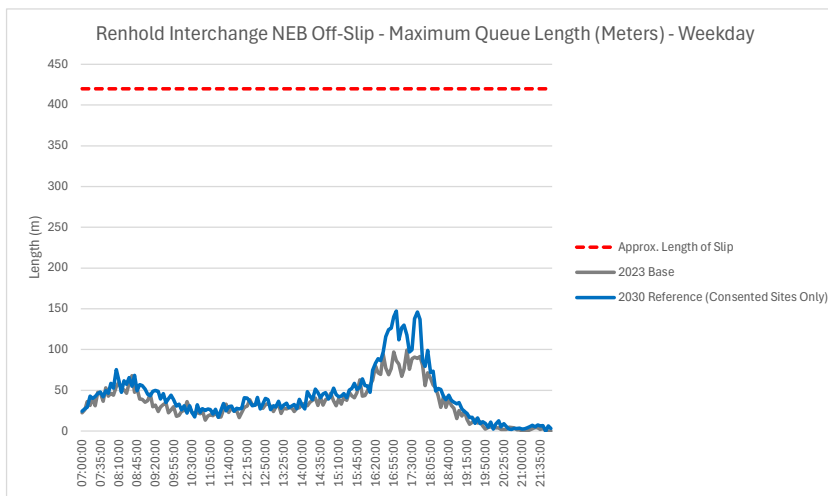
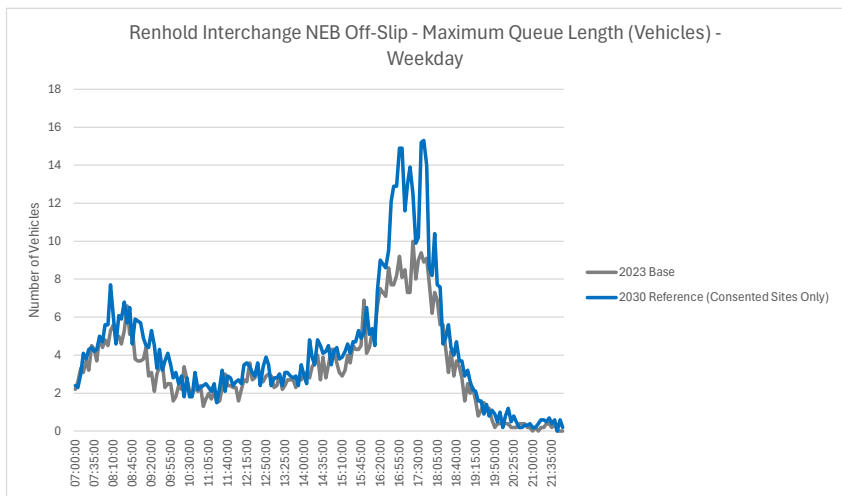
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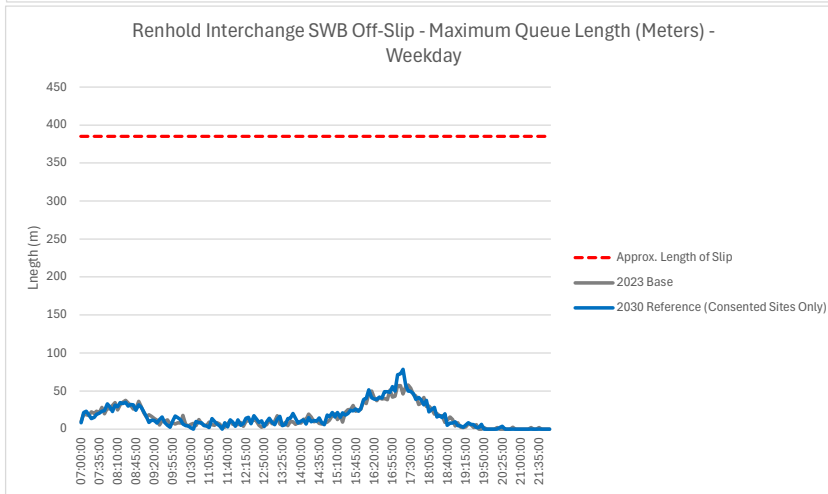
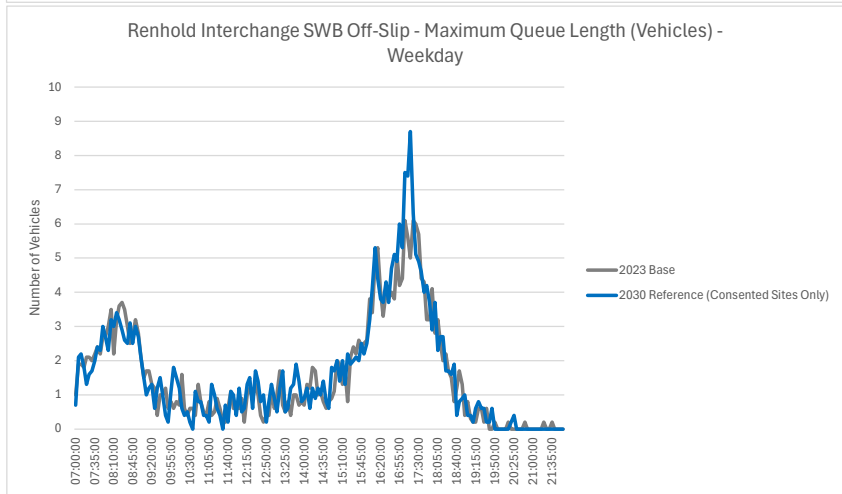
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Approx. Length of Slip 325m



Approx. Length of Slip 420m



Approx. Length of Slip 385m

Appendix D

FY Modelling Agreement Log

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
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1	Forecasting Approach - Development Schemes	"Forecasting Approach" of VM220573.TN005 - Forecasting and Development Testing	06/02/2024	<p>AECOM understands that SLR has considered only development sites within Bedfordshire for the future year modelling. M1 Junction 13 is at the western edge of model and near the boundary of Bedfordshire – so there is expected to be a significant increase in demand due to other developments. In addition, some key developments (Marston Vale in particular) within Bedfordshire appear to have been missed from the assessment. The future year assessment is not a robust assessment without other key developments outside Bedfordshire and some key missing sites from within Bedfordshire being assessed. AECOM has provided a list of developments which were agreed with NH to have an impact on the future operation of M1 Junction 13 which has been provided for expedience. Other developments outside of Bedfordshire to the east which may impact the Black Cat junction and A1 should also be considered by SLR. This is a SIGNIFICANT issue as the assessment of the forecast year models is likely to change.</p>	<p>SLR, AECOM and NH have been involved in several discussions refining the list provided with the ultimate option set decided on the 29/02. Following this review several consented sites have been added into the forecast model.</p> <p>It is agreed that two sites within the initial long list, namely Marston Valley and Land South East of Prologis Park, will not be included at this stage as the applications have not been approved. However, these will be tested within the model as part of future sensitivity testing.</p> <p>The final list of committed development inclusions will be fully documented within an updated forecasting report.</p>	<p>Update demands and update Forecasting Report</p> <p>AECOM Position: The forecasting report shows that all SLR has updated the forecast year modelling demand by including the agreed additional residential and employment sites. It is noted that there is one site (Brogborough, Bedford Road offices) which is a small employment site not included by SLR. SLR has stated that this site is a new office building and part of Prologis Site. This issue is therefore resolved.</p>	Green
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Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
2	Forecasting Approach - Infrastructure Delivery Plan Schemes	"Forecasting Approach" of VM220573.TN005 - Forecasting and Development Testing	15/02/2024	The A421 Widening scheme has not been agreed by National Highways and should not be included in the modelling. This is a SIGNIFICANT issue as the assessment of the forecast year models is likely to change.	SLR will remove A421 Widening scheme from 2040 model, this scheme was only present to support the allocation demands and the scheme itself was only theoretical. The DSO focus is on 2030 and therefore this scheme can be removed as requested.	Model Edit AECOM Position: AECOM will review the 2040 models when provided by SLR, to review if the scheme has been removed.	Green – on understanding that this will be removed
3	Forecasting Approach - Infrastructure Delivery Plan Schemes	"Forecasting Approach" of VM220573.TN005 - Forecasting and Development Testing	15/02/2024	The M1 Junction 13 scheme included in the modelling has not been agreed by National Highways and should not be included in the modelling. This is a SIGNIFICANT issue as the assessment of the forecast year models is likely to change.	The M1 J13 scheme will be maintained in the FY modelling, it is beyond our scope and there is an assumption that a scheme will be delivered there in the future, though the specifics of which are not known. To ensure that all traffic can get off the M1 and A421 within the peak periods it is essential that a scheme is in place at M1 J13.	N/A AECOM Position: This approach is acceptable. However, the impacts at M1 Junction 13 are being separately considered. The M1 J13 is a main capacity concern in the network, as such this issue should remain as "Amber".	Amber

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
4	Forecast Demand Development	Spreadsheet VM220573.Sp005a - Reference Forecasting	21/02/2024	It is understood from the demand development spreadsheet that the Census 2011 “journey to work” data for MSOA sectors is used to distribute the trips from the new residential and employment development sites. In addition, TRICS trip rates were formulated which are used to calculate trip generation. Transport Assessments of the planned developments will exist in many cases – SLR should verify that their trip generation and distributions for key developments do not differ significantly from these assessments.	Standard, consistent TRICS trip rates, relevant for this assessment of the A421 corridor, have been retained for residential sites. However, agreed trip rates within the TAs have been adopted for employment committed development sites due to the unique nature of many of the sites, with a general trip rate insufficient to represent the predicted impact of the site.	Update demands and update Forecasting Report AECOM Position: AECOM has reviewed the revised traffic demand calculations for the forecast year models and has found that the trip rates for the employment sites have been revised. Therefore, this issue is acceptable for the present stage.	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
5	Forecast Demand Development	Spreadsheet VM220573.Sp005a - Reference Forecasting	21/02/2024	Can SLR clarify why the South-East Regional Transport Model (SERTM) not used to develop the forecast year demand, as then a correspondence would be possible and assessment of rerouteing (for example due to Black Cat) could have been taken into account. In addition, the RTM would provide a more robust approach for forecasting development trip growth and assignment in the forecast year models. This issue is MEDIUM . SLR must provide more explanation.	<p>Due to the fast-paced nature of the original model build it was decided to proceed with an independent forecasting methodology.</p> <p>As the total growth within the network exceeds the latest TEMPro growth factors for the Bedford and Central Bedfordshire District this method is deemed suitably robust.</p> <p>It is believed that an assessment of the possible rerouting pertaining to the Black Cat scheme can be completed at a later stage.</p>	<p>N/A</p> <p>AECOM Position: AECOM accepts SLR's response and but it is suggested that the SERTM is used in the next stage.</p>	Amber

6	Forecast Demand Development	Spreadsheet VM220573.Sp005a - Reference Forecasting	21/02/2024	<p>It is understood from the demand development spreadsheet that the Census 2011 “journey to work” data for MSOA zones is used to distribute the trips from the new development sites. However, AECOM has concerns that the MSOA journey to work data from 2011 may not be reliable if this zone does not have similar characteristics to the new development – in particular there may not be significant employment in existing MSOAs in 2011. SLR should provide evidence that the zones are representative and can be used for the trip distribution of the new sites. This issue is MEDIUM.</p>	<p>Whilst it is understood that use of 2011 census data is dated, it is still a reliable dataset, particularly due to the limitations around the 2021 census for determining commuter patterns as a result of the COVID-19 lockdown periods.</p> <p>The 2011 census data provides a representative distribution of trips and was also a common data source for distributions with the corresponding Transport Assessments of each development site.</p> <p>In some cases, the origin MSOA used for the distribution was changed from the location of the site to an area nearby to provide a more representative distribution.</p> <p>For instance, for the Quest Pit Studios employment site, the Central Beds. MSOA, in which the site is located, was not suitable as it is rural in nature, therefore the Bedford 018 and 020 MSOA boundaries were utilised instead.</p>	<p>Update Forecasting Report</p> <p>AECOM Position: This approach is acceptable as SLR has reviewed/revised the use trip distribution based on the appropriate MSOA boundary for some sites.</p>	Green
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Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
					Instances such as the above will be documented within the Forecasting Report.		
7	Forecast Demand Development (HGV flows uplift)	Spreadsheet VM220573.Sp005a - Reference Forecasting	21/02/2024	The base year HGV matrix is understood to be uplifted using the National Road Traffic Factors (NRTF). However, the HGVs are not uplifted in the Reference Case models developed for 2030 and 2040. The approach to keep the HGV flows same as base year in the forecast year models is not robust. This issue is SIGNIFICANT and should be addressed.	HGV Growth is now included within the Reference Case models using NRTF. Full detail on the methodology for the application of these factors will be provided within an updated forecasting report.	Update demands and update Forecasting Report AECOM Position: This issue has been resolved as the HGV growth matrix based on NRTF is used by SLR in the forecast year modelling.	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
8	Warm-up period	Paramics FY Models	04/03/2024	<p>There is no warm-up period, and so no traffic on the network at the beginning of the modelled hours at 7:00am.</p> <p>A suitable 'warm-up' period should be included within the model to ensure that the network is populated prior to the study period, as such results for 07:00 to 08:00 should not be relied upon for the assessment of proposed development.</p> <p>SLR has responded that a warm-up period from 06:00 to 07:00 has now been input into the BY model. AECOM assumes that similar edit will be undertaken for the FY models. Please could SLR confirm?</p> <p>This issue is considered as MINOR.</p>	<p>As per BY Modelling Agreement Log Issue Ref. 27.</p> <p>A warm-up period from 06:00 to 07:00 has now been input into the model. The 07:00 to 08:00 demand matrix was utilised as the prior and the survey file was informed by the ATC and WebTRIS data available for 06:00 to 07:00 - this followed the procedure used to develop the demands for 20:00 to 22:00.</p>	<p>N/A</p> <p>AECOM Position: Addition of warm-up period is welcomed. AECOM has reviewed the change, and this issue is resolved.</p>	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
9	Level crossings	Paramics Models	15/02/2024	<p>There are two level crossings located in the model area, which are on Marston Vale railway link between Bedford and Bletchley but are not included in the model.</p> <p>There is one on Green Lane at Stewartby rail station, and the second is on Broadmead Road. This line was suspended between December 2022 to Autumn 2023, with a full service returning from February 2024, so we understand the reason for it not being included in the base model.</p> <p>What are the assumptions for this rail line in forecasting?</p>	<p>As per BY Modelling Agreement Log Issue Ref. 28.</p> <p>In the future years SLR intend to include the level crossings with an assumption of 3 minutes, x2 an hour.</p> <p>As requested by AECOM, a check against the current timetable is included within the Forecasting Report.</p>	<p>Model Edit and update Forecasting Report</p> <p>AECOM Position: Checks have been made in the FY 2030 model and confirm that signals have been added to the three level crossing locations. Awaiting to receive FY 2050 models to check the inclusion of these.</p>	N/A – FY 2050 no longer provided

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
10	Base Model Results Variability (10 Random Seeds)	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>The LMVR does not present the variability analysis of 10 random seed runs.</p> <p>Also, for forecasting there is likely to be higher variability and there are concerns if 10 runs will be sufficient. This issue is MEDIUM as the variability analysis should be presented in the LMVR and for forecast models to demonstrate that the model results between different random seeds are not significantly variable and 10 random seed runs are sufficient</p>	<p>As per BY Modelling Agreement Log Issue Ref. 44.</p> <p>A network statistics variance assessment has been carried out to prove the variability analysis of 10 random seed runs. SLR have also provided a t-test and further commentary within the Base model's LMVR.</p> <p>A profile of the total number of vehicles on the network across the modelled hours will be provided within the Forecasting Report to assure stability within the FY models.</p>	<p>Update Forecasting Report</p> <p>AECOM Position: AECOM has reviewed the profile of the total number of vehicles on the network plots provided within the Forecasting Report, which shows no significant variations of the number of vehicles on the network across modelled hours, for both Weekday and Saturday models.</p> <p>Variability analysis for the JT routes has been provided, similar to base model analysis.</p>	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
11	Network coding – Blackcat assumptions	Paramics Forecast Year Model 2030 & 2040, Forecasting and Development Testing Overview	04/03/2024	The Blackcat upgrade of the junction to three-tier with an additional arm servicing the extension of the A421 eastwards (Table 3 in Forecasting and Development Overview) is not in the forecast models. This is acknowledged and explained in the paragraph after “Table 3: Committed Schemes in the Forecasting and Development Testing Overview (VM220573.TN005 - Forecasting and Development Testing.pdf).	N/A	N/A	Green
12	Network coding - signals	Paramics Forecast Year Model 2030 & 2040	04/03/2024	<p>The M1 J13 off slip road signals were removed in Autumn 2023. These signals remain in FY 2030 and FY 2040. As it is not known whether these signals can be safely reintroduced they should be removed from the forecast year models.</p> <p>This issue is SIGNIFICANT as the removal of signals at this junction will change the operation of this roundabout and potentially journey times and queues.</p>	The removal of the M1 J13 off slip road signals in Autumn 2023 is noted however, as the M1 J13 is agreed to be beyond the scope of SLR's modelling the signal will remain for the same reasoning as stated in Issue Ref. 3 - there is an assumption that a scheme will be delivered there in the future, though the specifics of which are not known and therefore the scheme coding incorporated is solely to ensure that all traffic can get off the M1 and A421 within the peak periods.	<p>N/A</p> <p>AECOM Position: It is acknowledged that the M1 J13 is beyond the scope of the Paramics modelling. However, the M1 J13 is a main capacity concern in the network, as such this issue should remain as “Amber”.</p>	Amber

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
13	Network coding - signal time frames	Paramics Forecast Year Model 2030 & 2040	04/03/2024	<p>The signals at junction A5141 / B530 / W End (node 220) have been split out into two time frames in FY 2030 and FY 2040, whereas in the BY there was only one timeframe. In the FYs, the signal stage lengths remain the same from 1pm onwards, but before 1pm the signal stage lengths have changed. <i>(See Slide 2)</i></p> <p>This issue is MINOR as it is unlikely to produce a significant change in the model operation but these signal time frame changes should be explained and justified.</p>	The Forecasting Report will include an 'Optimisation' chapter which will document any necessary changes between the Base and Reference Case models that were required to accommodate future demand. These are largely limited to signal optimisation which would realistically be altered to accommodate traffic growth experienced in reality.	<p>Update Forecasting Report</p> <p>AECOM Position: Welcome the inclusion of an 'Optimisation' chapter in the Forecasting Report. This has been reviewed and SLR have provided comments and reasoning on signal time changes.</p>	Green
14	Network coding - signal stage lengths	Paramics Forecast Year Model 2030 & 2040	04/03/2024	<p>The signal stage lengths have changed at the Woburn Road signals on the A6 / A421 roundabout (node 481). <i>(See Slide 3)</i></p> <p>This issue is MINOR as it is unlikely to produce a significant change in the model operation but these signal changes should be explained and justified.</p>	As per Issue Ref. 13	<p>Update Forecasting Report</p> <p>AECOM Position: Welcome the inclusion of an 'Optimisation' chapter in the Forecasting Report. This has been reviewed and SLR have provided comments and reasoning on signal time changes.</p>	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
15	Network coding - signal stage lengths	Paramics Forecast Year Model 2030 & 2040	04/03/2024	<p>The signal stage lengths have changed at the A421 southbound off-slip on the A6 / A421 roundabout (node 477). <i>(See Slide 4)</i></p> <p>This issue is MINOR as it is unlikely to produce a significant change in the model operation but these signal changes should be explained and justified.</p>	As per Issue Ref. 13	<p>Update Forecasting Report</p> <p>AECOM Position: Welcome the inclusion of an 'Optimisation' chapter in the Forecasting Report. This has been reviewed and SLR have provided comments and reasoning on signal time changes.</p>	Green
16	Network coding - signal stage lengths	Paramics Forecast Year Model 2030 & 2040	04/03/2024	<p>The signal stage lengths have changed at the M1 J13 south west roundabout (node 418). <i>(See Slide 5)</i></p> <p>This issue is MINOR as it is unlikely to produce a significant change in the model operation but these signal changes should be explained and justified.</p>	As per Issue Ref. 13	<p>Update Forecasting Report</p> <p>AECOM Position: Welcome the inclusion of an 'Optimisation' chapter in the Forecasting Report. This has been reviewed and SLR have provided comments and reasoning on signal time changes.</p>	Green

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
17	Network coding - signal stage lengths	Paramics Forecast Year Model 2030 & 2040	04/03/2024	The signal stage lengths have changed at the M1 J13 south west roundabout (node 416). (<i>See Slide 6</i>) This issue is MINOR as it is unlikely to produce a significant change in the model operation but these signal changes should be explained and justified.	As per Issue Ref. 13	Update Forecasting Report AECOM Position: Welcome the inclusion of an 'Optimisation' chapter in the Forecasting Report. This has been reviewed and SLR have provided comments and reasoning on signal time changes.	Green

18	Network coding - gap acceptance and visibility	Paramics Forecast Year Model 2030, Forecasting and Development Testing Overview	04/03/2024	<p>The visibility on the southern arm of the A6 / Ridge Road roundabout is coded as 15m in the BY, however in FY 2030 it is coded as 30m. Also, the gap acceptance here in the BY is 7, whereas in the FY 2030 it is 2.</p> <p>In addition, on the northern arm of this roundabout, in the BY the visibility is coded as 15m, but is 30m in FY 2030. Also, this arm does not have a gap acceptance value in the BY, but does in the FY 2030 (2).</p> <p>What are the reasons for these changes - is this part of Scheme 8 Western Bypass Improvements? If so, is it correct to be included in 2030 FY, as the Western Bypass Improvements are listed as an IDP Scheme under the Allocated Developments (Scenario 06) section in the Forecasting and Development Testing Overview. Clarification is required on these changes and should be explained.</p> <p>This is a MEDIUM issue and requires further clarity.</p>	<p>The A6/Western Bypass improvements are no longer included with the FY model as the IDP schemes were removed.</p> <p>As detailed within Issue 39 of the BY log, significant delay has been observed northbound on the A6 towards the A6/Cemetery Road roundabout (outside of the model extent). This was replicated within the model with a GA of 7 at the A6/Ridge Road junction.</p> <p>Following the increase in demand from the forecast model inclusions the queue length of the A6 increases beyond Marsh Leys roundabout, onto the A421. This congestion impacts the operation of the FY model so at this stage a minor widening scheme (including a reduction of the visibility and gap acceptance) has been applied.</p> <p>The above process is documented fully within the updated Forecasting report.</p>	<p>Update Forecast Report with commentary on A6/Ridge Road changes.</p> <p>AECOM Position: To discuss the changes on the A6 / Ridge Road roundabout, as there are no committed scheme changes proposed here, and so this is not representative of the future year scenario.</p> <p>Awaiting to receive FY 2050 models to check removal of the IDP scheme. To check the Forecast Report commentary.</p>	N/A – FY 2050 no longer provided. Commentary updated on A6/Ridge Road
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Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
19	Network coding - J13 segregated left turn	Paramics Forecast Year Model 2040	04/03/2024	In the FY 2040 model, the segregated left turn to Salford Road and the segregated left turn from the A421 to Bedford Road are coded. There is no curvature applied to these segregated left turn links, and as a result, vehicles are slowing down significantly when using these links (speeds drop to 7-8mph). (See Slide 7). This is not representative of how vehicles would behave on these links, and so is a MEDIUM issue.	<p>Scheme altered, so left slip from A421 to Bedford Road removed.</p> <p>Curvature on left slip onto Salford Road has been applied, with several nodes removed. Free flow speed now around 20mph on the slip.</p>	<p>Model Edit</p> <p>AECOM Position: Awaiting to receive FY 2050 models to check these changes.</p>	N/A – FY 2050 no longer provided

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
20	Network coding	Paramics Forecast Year Model 2040, Forecasting and Development Testing Overview	04/03/2024	<p>The Forecasting and Development Testing Overview states that the A421 Widening (Scheme 7) IDP proposal is included in the Allocated Sites scenario, and paragraph 65 and Figure 7 suggest that the widening extends from the Elstow Interchange all the way up to the A421 / Cambridge Road / Cardington Road junction. In the FY 2040 model this extends to halfway between the Elstow Interchange and the A421 / A600 junction. (See Slide 8). Confirmation required on the assumptions for this scheme, and the length of the widening to three lanes.</p> <p>This is a MEDIUM issue and requires further explanation to what is stated in the Forecasting and Development Testing Overview.</p>	Scheme now removed from FY model.	<p>N/A</p> <p>AECOM Position: Awaiting to receive FY 2040 models to check removal of this scheme.</p>	N/A – FY 2050 no longer provided

Issue Ref	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
21	Network coding – signpost distance	Paramics Forecast Year Model 2040	04/03/2024	<p>Signpost distances have been updated following the inclusion of the Junction 13 (Scheme 12) proposals. This includes nodes 407 and 1007 in the Weekday model. However, the updated signpost distances at these nodes in the Weekday model (80m and 70m) are not updated in the Saturday model, and so are not consistent with the Weekday model.</p> <p>This is a MEDIUM issue and requires updating to remain consistent.</p>	<p>Signposting on node 407 no longer required so distance reverted to base value.</p> <p>Node 1007 - Distance of 70m now applied to both Weekday and Saturday model to ensure use of left-slip.</p>	AECOM Position: Awaiting to receive FY 2050 models to check removal of this scheme.	N/A – FY 2050 no longer provided
22	M1 to A6 new link road - dual carriageway between Junction 11a of M1 and A6	Spreadsheet VM220573.Sp005a - Reference Forecasting	14/03/2024	The forecast demand spreadsheet has an added scheme in the list of the “Additional Developments” namely “M1 to A6 new link road - dual carriageway between Junction 11a of M1 and A6”. AECOM requires more clarity on the introduction of this scheme.			

Appendix E

Variance Test and Confidence Interval Analysis Results

Route 1 Sec 1 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	205	207	208	207	205	206	206	206	208	208	208	210	206	203	202	202
2	204	206	208	207	206	205	206	207	207	208	207	208	206	203	203	202
3	205	206	207	207	206	206	206	207	207	207	208	207	210	206	204	202
4	205	207	208	206	206	206	206	206	207	208	208	208	208	206	204	202
5	205	207	207	207	206	206	206	206	206	207	208	208	207	203	202	202
6	205	206	207	207	206	206	206	206	206	208	208	211	206	203	202	203
7	205	207	208	206	206	206	206	207	207	208	208	208	205	203	202	201
8	204	207	207	206	206	206	206	207	207	207	207	209	206	203	203	202
9	206	207	208	207	206	206	206	206	207	208	207	216	205	203	202	202
10	205	207	207	207	205	206	206	207	208	207	207	209	205	203	203	202
11																
12																
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19																
20																
AVG	204.9	206.7	207.5	206.7	205.8	206.0	206.1	206.6	207.2	207.7	207.5	209.7	205.8	203.2	202.3	202.0
STDDEV	0.6	0.5	0.5	0.5	0.4	0.5	0.3	0.5	0.6	0.5	0.5	2.5	0.6	0.4	0.5	0.7
MIN	204.0	206.0	207.0	206.0	205.0	205.0	206.0	206.0	206.0	207.0	207.0	208.0	205.0	203.0	202.0	201.0
MAX	206.0	207.0	208.0	207.0	206.0	207.0	207.0	207.0	208.0	208.0	208.0	216.0	207.0	204.0	203.0	203.0
Var	0.3	0.2	0.3	0.2	0.2	0.2	0.1	0.3	0.4	0.2	0.3	6.0	0.4	0.2	0.2	0.4
s (SD)	0.6	0.5	0.5	0.5	0.4	0.5	0.3	0.5	0.6	0.5	0.5	2.5	0.6	0.4	0.5	0.7
Mean	204.9	206.7	207.5	206.7	205.8	206.0	206.1	206.6	207.2	207.7	207.5	209.7	205.8	203.2	202.3	202.0
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	10.2	10.3	10.4	10.3	10.3	10.3	10.3	10.3	10.4	10.4	10.4	10.5	10.3	10.2	10.1	10.1
n (number of runs required)	0.00029	0.00021	0.00025	0.00021	0.00016	0.00020	0.00009	0.00024	0.00036	0.00021	0.00025	0.00525	0.00036	0.00017	0.00022	0.00042

Route 1 Sec 1 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	224	272	368	228	219	221	220	220	219	219	235	234	226	219	217	218
2	223	282	387	225	222	220	222	220	220	221	238	235	224	219	217	216
3	224	270	357	226	221	221	221	220	218	221	232	238	224	220	216	216
4	224	274	368	229	219	220	220	221	220	220	232	234	225	219	215	215
5	228	271	341	228	220	221	220	222	219	233	235	223	220	218	215	215
6	223	266	352	226	221	221	221	220	218	221	235	238	224	220	217	214
7	224	276	383	226	220	221	221	220	219	220	233	236	226	218	216	215
8	226	272	354	226	222	222	220	220	220	219	235	240	225	218	216	215
9	223	263	341	227	219	222	221	219	218	222	231	235	225	219	217	216
10	225	265	322	227	220	220	221	219	218	220	236	234	225	219	217	216
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AVG	224.4	271.1	357.3	226.8	220.3	220.9	220.7	219.9	219.2	220.2	234.0	235.9	224.7	219.1	216.6	215.6
STDDEV	1.6	5.6	20.0	1.2	1.2	0.7	0.7	0.6	1.3	1.0	2.2	2.1	0.9	0.7	0.8	1.1
MIN	223.0	263.0	322.0	225.0	219.0	220.0	220.0	219.0	218.0	219.0	231.0	234.0	223.0	218.0	215.0	214.0
MAX	228.0	282.0	387.0	229.0	222.0	222.0	222.0	221.0	222.0	222.0	238.0	240.0	226.0	220.0	218.0	218.0
Var	2.5	31.4	398.7	1.5	1.3	0.5	0.5	0.3	1.7	1.1	4.7	4.3	0.9	0.5	0.7	1.2
s (SD)	1.6	5.6	20.0	1.2	1.2	0.7	0.7	0.6	1.3	1.0	2.2	2.1	0.9	0.7	0.8	1.1
Mean	224.4	271.1	357.3	226.8	220.3	220.9	220.7	219.9	219.2	220.2	234.0	235.9	224.7	219.1	216.6	215.6
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Z (from statistics table)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
a/2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	11.2	13.6	17.9	11.3	11.0	11.0	11.0	11.0	11.0	11.0	11.7	11.8	11.2	11.0	10.8	10.8
n (number of runs required)	0.00190	0.01643	0.11997	0.00113	0.00106	0.00043	0.00036	0.00026	0.00139	0.00085	0.00327	0.00298	0.00068	0.00044	0.00058	0.00050

Route 1 Sec 2 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	172	175	175	175	173	175	174	174	175	174	176	176	173	171	170	169
2	172	175	175	175	173	173	174	174	174	175	175	175	174	171	170	170
3	172	174	176	174	173	173	175	175	174	175	176	176	174	171	170	170
4	173	175	176	175	174	174	174	175	175	175	175	175	173	172	171	169
5	173	174	176	175	173	174	174	174	175	175	176	176	174	171	170	170
6	172	175	177	174	172	173	174	173	174	175	175	176	173	171	170	170
7	172	174	176	174	173	174	174	174	174	175	176	176	173	171	170	169
8	172	175	176	174	173	173	174	174	174	175	175	176	174	171	171	169
9	173	175	177	175	174	174	174	174	174	174	176	176	173	171	170	169
10	172	175	176	175	173	174	175	174	175	175	175	176	173	171	171	170
11																
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18																
19																
20																
AVG	172.3	174.7	176.0	174.6	173.1	173.7	174.2	174.0	174.4	174.8	175.5	175.8	173.4	171.1	170.3	169.5
STDDEV	0.5	0.5	0.7	0.5	0.6	0.7	0.4	0.5	0.5	0.4	0.5	0.4	0.5	0.3	0.5	0.5
MIN	172.0	174.0	175.0	174.0	172.0	173.0	174.0	173.0	174.0	174.0	175.0	175.0	173.0	171.0	170.0	169.0
MAX	173.0	175.0	177.0	175.0	174.0	175.0	175.0	175.0	175.0	175.0	176.0	176.0	174.0	172.0	171.0	170.0
Var	0.2	0.2	0.4	0.3	0.3	0.5	0.2	0.2	0.3	0.2	0.3	0.2	0.3	0.1	0.2	0.3
s (SD)	0.5	0.5	0.7	0.5	0.6	0.7	0.4	0.5	0.5	0.4	0.5	0.4	0.5	0.3	0.5	0.5
Mean	172.3	174.7	176.0	174.6	173.1	173.7	174.2	174.0	174.4	174.8	175.5	175.8	173.4	171.1	170.3	169.5
α (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	8.6	8.7	8.8	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.8	8.8	8.7	8.6	8.5	8.5
n (number of runs required)	0.00030	0.00029	0.00055	0.00034	0.00041	0.00058	0.00023	0.00028	0.00034	0.00022	0.00035	0.00022	0.00034	0.00013	0.00031	0.00037

Route 1 Sec 2 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	173	174	173	174	172	173	173	173	173	174	172	172	170	170	169	169
2	172	174	173	174	173	172	173	173	173	173	172	172	171	169	169	168
3	172	174	173	174	172	172	173	173	173	173	172	172	171	170	169	169
4	173	174	174	173	172	173	173	173	173	173	172	172	170	169	169	168
5	173	174	174	173	172	173	173	173	173	173	172	171	170	170	170	169
6	172	173	174	174	172	173	173	172	173	173	172	171	170	169	169	168
7	173	174	173	173	172	173	173	172	172	173	172	172	170	169	169	169
8	173	174	174	173	172	173	173	172	173	173	172	172	170	169	169	169
9	173	174	174	174	172	173	173	173	173	173	172	171	171	170	169	168
10	173	174	174	174	172	173	172	173	172	173	172	171	170	169	170	169
11																
12																
13																
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16																
17																
18																
19																
20																
AVG	172.7	173.9	173.6	173.6	172.1	172.8	172.9	172.7	172.8	173.1	172.0	171.6	170.3	169.4	169.2	168.6
STDDEV	0.5	0.3	0.5	0.5	0.3	0.4	0.3	0.5	0.4	0.3	0.0	0.5	0.5	0.5	0.4	0.5
MIN	172.0	173.0	173.0	173.0	172.0	172.0	172.0	172.0	172.0	173.0	172.0	171.0	170.0	169.0	169.0	168.0
MAX	173.0	174.0	174.0	174.0	173.0	173.0	173.0	173.0	173.0	174.0	172.0	172.0	171.0	170.0	170.0	169.0
Var	0.2	0.1	0.3	0.3	0.1	0.2	0.1	0.2	0.2	0.1	0.0	0.3	0.2	0.3	0.2	0.3
s (SD)	0.5	0.3	0.5	0.5	0.3	0.4	0.3	0.5	0.4	0.3	0.0	0.5	0.5	0.5	0.4	0.5
Mean	172.7	173.9	173.6	173.6	172.1	172.8	172.9	172.7	172.8	173.1	172.0	171.6	170.3	169.4	169.2	168.6
α (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	8.6	8.7	8.7	8.7	8.6	8.6	8.6	8.6	8.6	8.7	8.6	8.6	8.5	8.5	8.5	8.4
n (number of runs required)	0.00030	0.00013	0.00034	0.00034	0.00013	0.00023	0.00013	0.00030	0.00023	0.00013	0.00000	0.00035	0.00031	0.00036	0.00024	0.00036

Route 1 Sec 3 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	70	72	71	71	70	71	71	71	71	71	71	71	70	69	69	69
2	70	71	71	71	70	70	71	71	71	71	73	74	70	70	69	69
3	70	71	71	71	70	71	71	71	71	71	72	71	70	70	69	69
4	70	72	71	71	70	71	71	71	71	71	72	73	70	70	69	69
5	70	71	71	71	70	71	71	70	71	71	73	72	70	69	69	69
6	70	71	72	71	70	71	71	70	71	71	72	73	70	69	69	69
7	70	71	71	71	70	71	70	71	71	71	72	72	70	69	69	69
8	70	71	71	71	70	71	71	70	71	71	72	72	71	69	70	69
9	70	71	71	72	70	71	71	71	71	71	72	71	70	69	69	69
10	70	71	71	71	70	71	71	70	71	71	71	72	70	69	69	69
11																
12																
13																
14																
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16																
17																
18																
19																
20																
AVG	70.0	71.2	71.1	71.1	70.0	70.9	70.9	70.6	71.0	71.0	72.0	72.1	70.1	69.3	69.1	69.0
STDDEV	0.0	0.4	0.3	0.3	0.0	0.3	0.3	0.5	0.0	0.0	0.7	1.0	0.3	0.5	0.3	0.0
MIN	70.0	71.0	71.0	71.0	70.0	70.0	70.0	70.0	71.0	71.0	71.0	71.0	70.0	69.0	69.0	69.0
MAX	70.0	72.0	72.0	72.0	70.0	71.0	71.0	71.0	71.0	71.0	73.0	74.0	71.0	70.0	70.0	69.0
Var	0.0	0.2	0.1	0.1	0.0	0.1	0.1	0.3	0.0	0.0	0.4	1.0	0.1	0.2	0.1	0.0
s (SD)	0.0	0.4	0.3	0.3	0.0	0.3	0.3	0.5	0.0	0.0	0.7	1.0	0.3	0.5	0.3	0.0
Mean	70.0	71.2	71.1	71.1	70.0	70.9	70.9	70.6	71.0	71.0	72.0	72.1	70.1	69.3	69.1	69.0
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	3.5	3.6	3.6	3.6	3.5	3.5	3.5	3.5	3.6	3.6	3.6	3.6	3.5	3.5	3.5	3.5
n (number of runs required)	0.00000	0.00135	0.00076	0.00076	0.00000	0.00076	0.00076	0.00206	0.00000	0.00000	0.00329	0.00731	0.00078	0.00187	0.00080	0.00000

Route 1 Sec 3 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	67	72	73	67	65	65	65	65	65	65	66	66	64	63	63	62
2	67	74	70	67	65	65	65	66	65	65	66	66	65	63	62	62
3	67	73	70	67	64	65	65	65	65	65	67	65	64	64	63	63
4	67	73	72	67	64	65	66	65	65	65	66	67	64	63	62	62
5	68	73	72	67	64	65	64	65	65	65	67	67	64	63	63	62
6	67	73	70	67	65	66	65	65	65	65	66	68	64	63	63	62
7	67	74	73	67	65	65	65	65	65	65	67	69	65	63	62	62
8	68	72	71	67	65	65	65	65	65	65	66	66	64	63	63	62
9	66	73	70	67	65	65	65	65	66	64	66	66	64	63	62	62
10	66	73	71	66	65	65	65	65	65	65	67	66	64	63	63	62
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	67.0	73.0	71.2	66.9	64.7	65.1	65.0	65.1	65.1	64.9	66.4	66.6	64.2	63.1	62.6	62.1
STDDEV	0.7	0.7	1.2	0.3	0.5	0.3	0.5	0.3	0.3	0.3	0.5	1.2	0.4	0.3	0.5	0.3
MIN	66.0	72.0	70.0	66.0	64.0	65.0	64.0	65.0	65.0	64.0	66.0	65.0	64.0	63.0	62.0	62.0
MAX	68.0	74.0	73.0	67.0	65.0	66.0	66.0	66.0	66.0	65.0	67.0	69.0	65.0	64.0	63.0	63.0
Var	0.4	0.4	1.5	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.3	1.4	0.2	0.1	0.3	0.1
s (SD)	0.7	0.7	1.2	0.3	0.5	0.3	0.5	0.3	0.3	0.3	0.5	1.2	0.4	0.3	0.5	0.3
Mean	67.0	73.0	71.2	66.9	64.7	65.1	65.0	65.1	65.1	64.9	66.4	66.6	64.2	63.1	62.6	62.1
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	3.4	3.7	3.6	3.3	3.2	3.3	3.3	3.3	3.3	3.2	3.3	3.3	3.2	3.2	3.1	3.1
n (number of runs required)	0.00380	0.00320	0.01145	0.00086	0.00214	0.00091	0.00202	0.00091	0.00091	0.00091	0.00232	0.01193	0.00166	0.00096	0.00261	0.00100

Route 1 Sec 4 NB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	100	102	101	101	100	101	102	101	102	101	102	101	101	100	99	99	
2	100	101	101	101	100	101	101	102	101	102	102	102	101	101	100	99	
3	100	101	102	102	100	101	102	101	101	102	102	101	101	100	100	99	
4	101	102	102	102	101	101	101	101	101	101	102	102	101	100	100	99	
5	100	101	102	102	102	100	101	101	102	102	102	102	101	100	99	99	
6	100	102	102	102	102	100	101	102	101	102	102	102	101	100	99	99	
7	100	101	102	102	102	100	101	101	102	101	102	102	102	100	100	99	
8	100	102	102	102	102	100	101	102	101	102	102	102	102	101	100	99	
9	100	102	102	102	102	101	101	101	101	101	102	102	102	101	100	99	
10	101	102	102	102	102	100	101	102	101	101	102	102	101	100	99	99	
11																	
12																	
13																	
14																	
15																	
16																	
17																	
18																	
19																	
20																	
AVG	100.2	101.6	101.8	101.8	100.2	101.0	101.5	101.1	101.4	101.6	102.0	101.5	100.7	99.9	99.1	99.0	
STDDEV	0.4	0.5	0.4	0.4	0.4	0.0	0.5	0.3	0.5	0.5	0.0	0.5	0.5	0.3	0.3	0.0	
MIN	100.0	101.0	101.0	101.0	100.0	101.0	101.0	101.0	101.0	101.0	102.0	101.0	100.0	99.0	99.0	99.0	
MAX	101.0	102.0	102.0	102.0	101.0	101.0	102.0	102.0	102.0	102.0	102.0	102.0	101.0	100.0	100.0	99.0	
Var	0.2	0.3	0.2	0.2	0.2	0.0	0.3	0.1	0.3	0.3	0.0	0.3	0.2	0.1	0.1	0.0	
s (SD)	0.4	0.5	0.4	0.4	0.4	0.0	0.5	0.3	0.5	0.5	0.0	0.5	0.5	0.3	0.3	0.0	
Mean	100.2	101.6	101.8	101.8	100.2	101.0	101.5	101.1	101.4	101.6	102.0	101.5	100.7	99.9	99.1	99.0	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	5.0	5.1	5.1	5.1	5.0	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.0	5.0	5.0	
n (number of runs required)	0.00068	0.00099	0.00066	0.00066	0.00068	0.00000	0.00104	0.00038	0.00100	0.00099	0.00000	0.00104	0.00088	0.00038	0.00039	0.00000	

Route 1 Sec 6 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	122	124	123	123	121	122	120	120	120	122	122	122	120	118	117	116
2	122	124	124	122	120	121	121	120	121	120	121	122	121	120	118	117
3	122	124	123	122	121	121	121	121	120	121	123	121	120	117	116	117
4	122	125	123	122	121	121	122	121	120	121	124	122	120	117	116	116
5	122	123	124	123	120	121	121	121	121	121	123	121	119	117	117	116
6	122	124	124	123	120	121	120	121	120	121	122	121	119	117	117	116
7	122	124	123	123	121	121	120	120	120	121	122	121	120	118	116	116
8	122	124	123	122	121	121	121	121	121	121	121	121	120	118	117	117
9	122	124	125	123	121	121	120	120	121	121	122	122	120	117	117	116
10	121	125	124	123	120	121	121	121	121	121	123	122	120	118	117	116
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	121.9	124.1	123.6	122.6	120.6	121.1	120.7	120.7	120.4	121.1	122.4	121.4	119.8	117.5	116.7	116.3
STDDEV	0.3	0.6	0.7	0.5	0.5	0.3	0.7	0.5	0.5	0.3	0.8	0.5	0.4	0.5	0.5	0.5
MIN	121.0	123.0	123.0	122.0	120.0	121.0	120.0	120.0	120.0	121.0	121.0	121.0	119.0	117.0	116.0	116.0
MAX	122.0	125.0	125.0	123.0	121.0	122.0	122.0	121.0	121.0	122.0	124.0	122.0	120.0	118.0	117.0	117.0
Var	0.1	0.3	0.5	0.3	0.3	0.1	0.5	0.2	0.3	0.1	0.7	0.3	0.2	0.3	0.2	0.2
s (SD)	0.3	0.6	0.7	0.5	0.5	0.3	0.7	0.5	0.5	0.3	0.8	0.5	0.4	0.5	0.5	0.5
Mean	121.9	124.1	123.6	122.6	120.6	121.1	120.7	120.7	120.4	121.1	122.4	121.4	119.8	117.5	116.7	116.3
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	6.1	6.2	6.2	6.1	6.0	6.1	6.0	6.0	6.0	6.1	6.1	6.1	6.0	5.9	5.8	5.8
n (number of runs required)	0.00026	0.00080	0.00123	0.00068	0.00070	0.00026	0.00120	0.00062	0.00071	0.00026	0.00182	0.00070	0.00048	0.00077	0.00066	0.00066

Route 1 Sec 5 NB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	40	40	44	40	40	40	40	40	40	40	40	40	40	40	39	39	
2	40	40	41	40	40	40	40	40	40	40	40	40	40	40	40	39	
3	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
4	40	40	41	40	40	40	40	40	40	40	40	40	40	40	39	39	
5	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	39	
6	40	40	42	40	40	40	40	40	40	40	40	40	40	40	39	39	
7	40	40	41	40	40	40	40	40	40	40	40	40	40	40	39	39	
8	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
9	40	40	41	40	40	40	40	40	40	40	40	40	40	40	39	39	
10	40	40	42	40	40	40	40	40	40	40	40	40	40	40	40	39	
11																	
12																	
13																	
14																	
15																	
16																	
17																	
18																	
19																	
20																	
AVG	40.0	40.0	41.2	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	39.5	39.2	
STDDEV	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	
MIN	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	39.0	39.0	
MAX	40.0	40.0	44.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	
Var	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	
s (SD)	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	
Mean	40.0	40.0	41.2	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	39.5	39.2	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	2.0	2.0	2.1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
n (number of runs required)	0.00000	0.00000	0.03420	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00684	0.00444	

Route 1 Sec 5 SB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	47	48	47	48	47	48	47	48	47	48	47	48	47	47	47	47	
2	47	48	48	48	47	48	48	48	47	48	47	48	47	47	47	47	
3	47	47	48	47	47	47	47	47	47	47	47	48	48	47	47	47	
4	47	48	48	48	47	48	48	47	47	47	47	47	48	47	47	46	
5	48	48	47	48	47	48	48	47	48	47	47	48	47	47	47	47	
6	47	48	47	48	47	48	48	47	47	47	47	47	47	47	47	46	
7	47	48	47	47	47	48	47	48	47	47	47	47	48	47	47	46	
8	47	48	48	48	47	47	47	48	48	47	48	48	47	47	47	47	
9	47	48	48	48	47	48	47	47	48	47	48	48	47	47	47	46	
10	47	48	48	48	47	48	48	47	47	47	47	48	48	47	47	47	
11																	
12																	
13																	
14																	
15																	
16																	
17																	
18																	
19																	
20																	
AVG	47.1	47.9	47.6	47.8	47.0	47.8	47.5	47.4	47.3	47.2	47.4	47.8	47.0	47.0	47.0	46.6	
STDDEV	0.3	0.3	0.5	0.4	0.0	0.4	0.5	0.5	0.5	0.4	0.5	0.4	0.0	0.0	0.0	0.5	
MIN	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	46.0	
MAX	48.0	48.0	48.0	48.0	47.0	48.0	48.0	48.0	48.0	48.0	48.0	48.0	47.0	47.0	47.0	47.0	
Var	0.1	0.1	0.3	0.2	0.0	0.2	0.3	0.3	0.2	0.2	0.3	0.2	0.0	0.0	0.0	0.3	
s (SD)	0.3	0.3	0.5	0.4	0.0	0.4	0.5	0.5	0.5	0.4	0.5	0.4	0.0	0.0	0.0	0.5	
Mean	47.1	47.9	47.6	47.8	47.0	47.8	47.5	47.4	47.3	47.2	47.4	47.8	47.0	47.0	47.0	46.6	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
n (number of runs required)	0.00173	0.00167	0.00452	0.00299	0.00000	0.00299	0.00473	0.00456	0.00401	0.00307	0.00456	0.00299	0.00000	0.00000	0.00000	0.00472	

Route 1 Sec 6 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	140	141	141	142	140	141	142	141	142	141	142	141	140	140	138	138
2	140	141	141	141	141	141	141	142	141	141	142	142	141	140	139	139
3	140	141	141	141	142	141	141	142	141	141	142	141	141	140	139	139
4	141	141	141	141	142	141	141	141	141	142	143	142	141	140	140	139
5	140	141	141	142	142	141	142	141	142	142	142	142	141	140	138	139
6	140	141	141	142	142	141	141	142	141	141	141	143	142	140	139	138
7	140	141	141	141	142	140	141	142	141	142	141	142	141	140	139	138
8	140	141	142	141	141	141	142	141	141	142	142	142	141	140	139	140
9	140	141	142	142	141	141	142	141	142	142	142	142	141	140	139	138
10	141	142	141	142	141	141	143	141	142	142	142	142	141	140	139	138
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	140.2	141.1	141.4	141.8	140.8	141.2	142.0	141.0	141.6	141.8	142.0	141.1	140.0	139.1	138.6	138.3
STDDEV	0.4	0.3	0.5	0.4	0.4	0.4	0.5	0.0	0.5	0.6	0.5	0.3	0.0	0.6	0.5	0.7
MIN	140.0	141.0	141.0	141.0	140.0	141.0	141.0	141.0	141.0	141.0	141.0	141.0	140.0	138.0	138.0	138.0
MAX	141.0	142.0	142.0	142.0	141.0	142.0	143.0	141.0	142.0	143.0	143.0	142.0	140.0	140.0	139.0	140.0
Var	0.2	0.1	0.3	0.2	0.2	0.2	0.2	0.0	0.3	0.4	0.2	0.1	0.0	0.3	0.3	0.5
s (SD)	0.4	0.3	0.5	0.4	0.4	0.4	0.5	0.0	0.5	0.6	0.5	0.3	0.0	0.6	0.5	0.7
Mean	140.2	141.1	141.4	141.8	140.8	141.2	142.0	141.0	141.6	141.8	142.0	141.1	140.0	139.1	138.6	138.3
<i>a</i> (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
<i>a</i> /2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Z</i> (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	7.0	7.1	7.1	7.1	7.0	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.0	6.9	6.9
n (number of runs required)	0.00035	0.00019	0.00051	0.00034	0.00034	0.00034	0.00042	0.00000	0.00051	0.00076	0.00042	0.00019	0.00000	0.00064	0.00053	0.00091

Route 1 Sec 6 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	122	124	123	123	121	122	120	120	120	122	122	122	120	118	117	116
2	122	124	124	122	120	121	121	121	120	121	122	121	120	118	117	117
3	122	124	123	122	121	121	121	121	120	121	123	121	120	117	116	117
4	122	125	123	122	121	121	122	121	120	121	124	122	120	117	116	116
5	122	123	124	123	120	121	121	121	121	121	123	121	119	117	117	116
6	122	124	124	123	120	121	120	121	120	121	122	121	119	117	117	116
7	122	124	123	123	121	121	120	120	120	121	122	121	120	118	116	116
8	122	124	123	122	121	121	121	121	121	121	121	121	120	118	117	117
9	122	124	125	123	121	121	120	120	121	121	122	122	120	117	117	116
10	121	125	124	123	120	121	121	121	121	121	123	122	120	118	117	116
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	121.9	124.1	123.6	122.6	120.6	121.1	120.7	120.7	120.4	121.1	122.4	121.4	119.8	117.5	116.7	116.3
STDDEV	0.3	0.6	0.7	0.5	0.5	0.3	0.7	0.5	0.5	0.3	0.8	0.5	0.4	0.5	0.5	0.5
MIN	121.0	123.0	123.0	122.0	120.0	121.0	120.0	120.0	120.0	121.0	121.0	121.0	119.0	117.0	116.0	116.0
MAX	122.0	125.0	125.0	123.0	121.0	122.0	122.0	121.0	121.0	122.0	124.0	122.0	120.0	118.0	117.0	117.0
Var	0.1	0.3	0.5	0.3	0.3	0.1	0.5	0.2	0.3	0.1	0.7	0.3	0.2	0.3	0.2	0.2
s (SD)	0.3	0.6	0.7	0.5	0.5	0.3	0.7	0.5	0.5	0.3	0.8	0.5	0.4	0.5	0.5	0.5
Mean	121.9	124.1	123.6	122.6	120.6	121.1	120.7	120.7	120.4	121.1	122.4	121.4	119.8	117.5	116.7	116.3
<i>a</i> (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
<i>a</i> /2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Z</i> (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	6.1	6.2	6.2	6.1	6.0	6.1	6.0	6.0	6.0	6.1	6.1	6.1	6.0	5.9	5.8	5.8
n (number of runs required)	0.00026	0.00080	0.00123	0.00068	0.00070	0.00026	0.00120	0.00062	0.00071	0.00026	0.00182	0.00070	0.00048	0.00077	0.00066	0.00066

Route 1 Sec 7 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	222	224	224	224	223	224	225	223	224	223	223	221	220	221	219	218
2	222	223	223	223	224	223	224	223	225	223	223	222	221	220	219	218
3	222	223	224	224	223	224	224	224	223	224	222	221	221	220	219	218
4	224	224	224	224	223	224	223	224	225	224	223	221	221	220	219	218
5	222	223	225	226	223	224	224	223	224	224	223	223	222	220	219	219
6	222	223	224	224	223	223	224	225	223	223	224	222	221	220	218	218
7	222	224	224	225	223	223	224	223	224	223	223	221	221	219	219	219
8	222	224	224	224	224	224	224	223	223	224	222	222	221	220	219	220
9	222	224	224	225	223	223	224	223	224	223	222	222	221	220	219	218
10	223	225	223	225	223	224	225	224	224	223	223	222	221	220	220	219
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AVG	222.3	223.7	223.9	224.5	223.1	223.7	224.1	223.5	223.9	223.4	222.8	221.7	221.0	220.0	219.0	218.5
STDDEV	0.7	0.7	0.6	0.7	0.3	0.5	0.6	0.7	0.7	0.5	0.6	0.7	0.5	0.5	0.5	0.7
MIN	222.0	223.0	223.0	224.0	223.0	223.0	223.0	223.0	223.0	223.0	222.0	221.0	220.0	219.0	218.0	218.0
MAX	224.0	225.0	225.0	226.0	224.0	224.0	225.0	225.0	225.0	224.0	224.0	223.0	222.0	221.0	220.0	220.0
Var	0.5	0.5	0.3	0.5	0.1	0.2	0.3	0.5	0.5	0.3	0.4	0.5	0.2	0.2	0.2	0.5
s (SD)	0.7	0.7	0.6	0.7	0.3	0.5	0.6	0.7	0.7	0.5	0.6	0.7	0.5	0.5	0.5	0.7
Mean	222.3	223.7	223.9	224.5	223.1	223.7	224.1	223.5	223.9	223.4	222.8	221.7	221.0	220.0	219.0	218.5
α (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	11.1	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.1	11.1	11.1	11.0	11.0	10.9
n (number of runs required)	0.00035	0.00035	0.00025	0.00038	0.00008	0.00018	0.00025	0.00038	0.00042	0.00021	0.00031	0.00036	0.00017	0.00018	0.00018	0.00040

Route 1 Sec 7 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	246	246	246	247	246	248	247	247	247	246	246	245	244	243	242	242
2	247	247	246	247	246	247	246	247	246	246	247	244	243	243	242	242
3	246	246	247	246	247	246	248	247	246	246	246	244	243	242	242	241
4	246	246	246	247	246	248	248	246	246	246	248	245	244	242	241	241
5	247	247	247	248	246	247	247	247	246	246	247	244	243	243	242	242
6	246	246	246	247	247	247	247	247	247	245	245	244	244	241	241	241
7	246	246	246	247	247	248	247	247	247	246	247	245	244	243	242	240
8	246	246	247	246	248	248	246	248	246	246	246	244	243	243	242	243
9	246	247	246	246	246	247	247	247	246	246	246	245	243	243	242	241
10	246	247	245	247	246	247	248	246	247	246	248	245	244	244	243	241
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AVG	246.2	246.4	246.2	246.8	246.5	247.3	247.1	246.9	246.4	245.9	246.6	244.5	243.5	242.7	241.9	241.4
STDDEV	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.6	0.5	0.3	1.0	0.5	0.5	0.8	0.6	0.8
MIN	246.0	246.0	245.0	246.0	246.0	246.0	246.0	246.0	246.0	245.0	245.0	244.0	243.0	241.0	241.0	240.0
MAX	247.0	247.0	247.0	248.0	248.0	248.0	248.0	248.0	247.0	246.0	248.0	245.0	244.0	244.0	243.0	243.0
Var	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.3	0.3	0.1	0.9	0.3	0.3	0.7	0.3	0.7
s (SD)	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.6	0.5	0.3	1.0	0.5	0.5	0.8	0.6	0.8
Mean	246.2	246.4	246.2	246.8	246.5	247.3	247.1	246.9	246.4	245.9	246.6	244.5	243.5	242.7	241.9	241.4
α (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	12.3	12.3	12.3	12.3	12.3	12.4	12.4	12.3	12.3	12.3	12.3	12.2	12.2	12.1	12.1	12.1
n (number of runs required)	0.00011	0.00017	0.00025	0.00025	0.00032	0.00029	0.00034	0.00020	0.00017	0.00006	0.00059	0.00018	0.00018	0.00044	0.00021	0.00047

Route 2 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	105	108	110	111	107	108	109	109	111	114	114	115	114	108	106	107
2	106	108	110	111	107	108	110	108	110	115	114	115	116	108	106	106
3	105	108	111	111	107	108	110	109	110	114	114	118	114	108	106	106
4	105	109	111	111	108	108	109	109	110	116	114	114	118	108	106	106
5	105	109	111	111	108	108	108	109	110	114	113	121	154	108	106	106
6	105	108	110	111	107	108	109	109	110	114	114	113	117	108	105	107
7	105	108	110	110	107	108	109	109	110	115	115	116	116	108	106	106
8	105	108	111	111	108	107	109	109	110	115	115	115	116	109	106	106
9	105	108	111	112	107	108	109	108	110	114	115	118	116	109	106	107
10	105	108	111	112	106	108	109	109	110	114	114	115	114	108	106	106
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AVG	105.1	108.2	110.6	111.1	107.2	107.9	109.1	108.8	110.1	114.5	114.2	116.0	119.5	108.2	105.9	106.3
STDDEV	0.3	0.4	0.5	0.6	0.6	0.3	0.6	0.4	0.3	0.7	0.6	2.4	12.2	0.4	0.3	0.5
MIN	105.0	108.0	110.0	110.0	106.0	107.0	108.0	108.0	110.0	114.0	113.0	113.0	114.0	108.0	105.0	106.0
MAX	106.0	109.0	111.0	112.0	108.0	108.0	110.0	109.0	111.0	116.0	115.0	121.0	154.0	109.0	106.0	107.0
Var	0.1	0.2	0.3	0.3	0.4	0.1	0.3	0.2	0.1	0.5	0.4	5.6	148.7	0.2	0.1	0.2
s (SD)	0.3	0.4	0.5	0.6	0.6	0.3	0.6	0.4	0.3	0.7	0.6	2.4	12.2	0.4	0.3	0.5
Mean	105.1	108.2	110.6	111.1	107.2	107.9	109.1	108.8	110.1	114.5	114.2	116.0	119.5	108.2	105.9	106.3
a (95% confidence level)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
a/2	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Z (from statistics table)	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96	1.96
e (reasonable error margin seconds)	5.3	5.4	5.5	5.6	5.4	5.4	5.5	5.4	5.5	5.7	5.7	5.8	6.0	5.4	5.3	5.3
n (number of runs required)	0.00035	0.00058	0.00084	0.00100	0.00134	0.00033	0.00104	0.00058	0.00032	0.00147	0.00118	0.01586	0.40008	0.00058	0.00034	0.00079

Route 2 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	109	165	466	291	110	112	111	112	113	123	158	230	147	108	105	105
2	108	173	504	304	111	112	112	113	112	122	188	263	118	108	106	106
3	108	160	450	277	110	111	112	112	114	123	234	287	166	109	106	105
4	109	140	437	309	111	112	111	112	112	122	190	189	116	109	105	105
5	108	160	486	316	111	112	111	112	114	122	328	419	238	107	105	105
6	109	172	471	291	110	112	112	111	114	123	188	278	135	109	106	106
7	109	158	497	337	111	112	112	112	114	123	207	342	186	108	106	105
8	109	154	499	295	111	112	112	112	113	123	238	221	118	107	106	105
9	109	151	391	261	111	111	112	113	114	122	274	339	129	108	105	105
10	108	181	500	298	111	111	112	112	113	122	191	251	118	108	106	105
AVG	108.6	161.4	470.1	297.9	110.7	111.7	111.7	112.1	113.4	122.5	219.6	281.9	147.1	108.1	105.6	105.2
STDDEV	0.5	11.9	35.9	20.9	0.5	0.5	0.5	0.6	0.7	0.5	50.4	68.4	39.6	0.7	0.5	0.4
MIN	108.0	140.0	391.0	261.0	110.0	111.0	111.0	111.0	112.0	122.0	158.0	189.0	116.0	107.0	105.0	105.0
MAX	109.0	181.0	504.0	337.0	111.0	112.0	112.0	113.0	114.0	123.0	328.0	419.0	238.0	109.0	106.0	106.0
Var	0.3	142.3	1292.1	435.4	0.2	0.2	0.2	0.3	0.5	0.3	2544.5	4672.8	1568.3	0.5	0.3	0.2
s (SD)	0.5	11.9	35.9	20.9	0.5	0.5	0.5	0.6	0.7	0.5	50.4	68.4	39.6	0.7	0.5	0.4
Mean	108.6	161.4	470.1	297.9	110.7	111.7	111.7	112.1	113.4	122.5	219.6	281.9	147.1	108.1	105.6	105.2
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	5.4	8.1	23.5	14.9	5.5	5.6	5.6	5.6	5.7	6.1	11.0	14.1	7.4	5.4	5.3	5.3
n (number of runs required)	0.00087	0.20980	0.22461	0.18849	0.00073	0.00072	0.00072	0.00099	0.00146	0.00071	2.02697	2.25890	2.78434	0.00179	0.00092	0.00062

Route 3 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	145	217	689	403	155	157	156	161	158	193	341	472	313	149	143	142
2	145	237	646	424	153	155	155	160	160	193	386	454	313	148	142	142
3	145	237	684	410	153	156	156	159	163	181	267	421	313	146	143	143
4	146	215	651	413	153	157	154	155	162	175	331	440	324	147	143	142
5	145	228	719	400	154	155	157	156	167	177	298	494	343	149	143	142
6	145	258	727	448	154	156	157	160	163	190	299	495	347	149	142	142
7	145	239	658	387	153	154	158	159	164	183	274	493	366	147	142	142
8	145	225	630	383	153	156	156	161	168	182	373	511	329	147	143	141
9	146	262	761	440	153	157	160	162	162	193	287	447	379	148	142	141
10	145	277	716	444	153	156	157	159	169	189	330	457	260	148	143	142
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AVG	145.2	239.5	688.1	415.2	153.4	155.9	156.6	159.2	163.6	185.6	318.6	468.4	328.7	147.8	142.6	141.9
STDDEV	0.4	20.3	42.2	23.2	0.7	1.0	1.6	2.2	3.5	6.9	40.5	29.1	33.2	1.0	0.5	0.6
MIN	145.0	215.0	630.0	383.0	153.0	154.0	154.0	155.0	158.0	175.0	267.0	421.0	260.0	146.0	142.0	141.0
MAX	146.0	277.0	761.0	448.0	155.0	157.0	160.0	162.0	169.0	193.0	386.0	511.0	379.0	149.0	143.0	143.0
Var	0.2	412.9	1778.8	538.0	0.5	1.0	2.7	4.8	12.3	46.9	1638.5	849.4	1104.7	1.1	0.3	0.3
s (SD)	0.4	20.3	42.2	23.2	0.7	1.0	1.6	2.2	3.5	6.9	40.5	29.1	33.2	1.0	0.5	0.6
Mean	145.2	239.5	688.1	415.2	153.4	155.9	156.6	159.2	163.6	185.6	318.6	468.4	328.7	147.8	142.6	141.9
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	7.3	12.0	34.4	20.8	7.7	7.8	7.8	8.0	8.2	9.3	15.9	23.4	16.4	7.4	7.1	7.1
n (number of runs required)	0.00032	0.27656	0.14432	0.11988	0.00080	0.00156	0.00425	0.00734	0.01761	0.05234	0.62010	0.14872	0.39278	0.00188	0.00050	0.00061

Route 3 SB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	143	145	149	146	143	142	143	142	142	145	148	147	144	140	138	137	
2	143	146	150	146	142	142	143	141	142	146	147	146	144	140	138	138	
3	143	146	151	147	142	142	143	143	143	146	149	147	143	140	138	138	
4	144	146	151	146	142	142	143	142	142	145	149	148	143	140	139	138	
5	144	146	150	147	142	142	142	143	142	145	148	147	142	140	138	138	
6	142	145	151	146	143	142	143	142	142	145	148	147	143	141	139	138	
7	142	146	151	146	142	142	143	142	142	145	147	149	144	141	138	138	
8	144	145	149	147	143	142	143	142	144	145	149	146	143	141	138	138	
9	143	145	150	148	143	142	143	141	142	146	147	147	143	140	139	138	
10	143	146	149	147	142	141	143	142	143	145	149	147	143	139	138	138	
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17																	
18																	
19																	
20																	
AVG	143.1	145.6	150.1	146.6	142.4	141.9	142.9	142.0	142.4	145.3	148.1	147.1	143.2	140.2	138.3	137.9	
STDDEV	0.7	0.5	0.9	0.7	0.5	0.3	0.3	0.7	0.7	0.5	0.9	0.9	0.6	0.6	0.5	0.3	
MIN	142.0	145.0	149.0	146.0	142.0	141.0	142.0	141.0	142.0	145.0	147.0	146.0	142.0	139.0	138.0	137.0	
MAX	144.0	146.0	151.0	148.0	143.0	142.0	143.0	143.0	144.0	146.0	149.0	149.0	144.0	141.0	139.0	138.0	
Var	0.5	0.3	0.8	0.5	0.3	0.1	0.1	0.4	0.5	0.2	0.8	0.8	0.4	0.4	0.2	0.1	
s (SD)	0.7	0.5	0.9	0.7	0.5	0.3	0.3	0.7	0.7	0.5	0.9	0.9	0.6	0.6	0.5	0.3	
Mean	143.1	145.6	150.1	146.6	142.4	141.9	142.9	142.0	142.4	145.3	148.1	147.1	143.2	140.2	138.3	137.9	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin required)	7.2	7.3	7.5	7.3	7.1	7.1	7.1	7.1	7.1	7.1	7.3	7.4	7.4	7.2	7.0	6.9	
n (number of runs required)	0.00102	0.00048	0.00131	0.00087	0.00051	0.00019	0.00019	0.00085	0.00093	0.00042	0.00134	0.00136	0.00075	0.00078	0.00047	0.00040	

Route 4 NB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	324	356	515	361	326	325	331	325	327	343	342	372	338	326	318	323
2	319	350	425	360	327	326	329	324	326	343	340	365	354	326	319	324
3	319	344	427	417	327	326	326	329	330	338	349	375	340	326	319	321
4	317	353	494	374	326	326	329	327	330	341	344	372	343	324	320	322
5	315	352	612	358	327	324	328	327	328	337	344	362	341	327	320	321
6	321	347	419	392	325	326	327	327	327	342	340	399	402	326	319	320
7	318	342	443	365	326	328	328	326	329	338	340	375	348	329	318	321
8	319	347	445	352	324	328	328	327	330	340	339	380	344	327	321	322
9	320	347	418	355	327	325	328	327	327	333	340	386	349	327	319	322
10	316	349	520	381	325	330	330	328	328	340	338	367	343	325	319	320
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	318.8	348.7	471.8	371.5	326.0	326.4	328.4	326.7	328.2	339.5	341.6	375.3	350.2	326.3	319.2	321.6
STDDEV	2.6	4.2	63.0	20.3	1.1	1.8	1.4	1.4	1.5	3.1	3.3	10.9	18.8	1.3	0.9	1.3
MIN	315.0	342.0	418.0	352.0	324.0	324.0	326.0	324.0	326.0	333.0	338.0	362.0	338.0	324.0	318.0	320.0
MAX	324.0	356.0	612.0	417.0	327.0	330.0	331.0	329.0	330.0	343.0	349.0	399.0	402.0	329.0	321.0	324.0
Var	6.6	17.8	3974.0	411.8	1.1	3.2	2.0	2.0	2.2	9.6	10.7	119.1	353.7	1.8	0.8	1.6
s (SD)	2.6	4.2	63.0	20.3	1.1	1.8	1.4	1.4	1.5	3.1	3.3	10.9	18.8	1.3	0.9	1.3
Mean	318.8	348.7	471.8	371.5	326.0	326.4	328.4	326.7	328.2	339.5	341.6	375.3	350.2	326.3	319.2	321.6
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	15.9	17.4	23.6	18.6	16.3	16.3	16.4	16.3	16.4	17.0	17.1	18.8	17.5	16.3	16.0	16.1
n (number of runs required)	0.00250	0.00562	0.68583	0.11463	0.00040	0.00114	0.00073	0.00072	0.00078	0.00320	0.00353	0.03249	0.11080	0.00065	0.00032	0.00059

Route 4 SB

Runs	Hour															
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00
1	318	335	461	333	326	327	326	328	330	337	342	360	347	329	321	321
2	321	334	374	334	326	329	330	329	330	336	338	381	342	327	321	322
3	323	331	349	338	326	326	329	328	334	332	354	364	336	324	322	321
4	320	335	380	334	326	328	329	329	328	335	346	358	347	326	321	322
5	321	335	418	335	325	328	327	328	331	335	339	375	338	328	321	321
6	324	334	349	354	326	328	329	329	331	334	348	380	341	327	320	321
7	320	335	377	335	325	330	330	325	332	334	339	362	344	327	322	320
8	318	337	384	334	326	328	331	327	332	335	338	375	340	326	319	322
9	322	335	362	337	325	325	331	327	330	333	337	390	360	326	319	321
10	322	334	353	335	325	325	330	325	329	332	341	355	353	325	321	319
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
AVG	320.9	334.5	380.7	336.9	325.6	327.4	329.2	327.5	330.7	334.3	342.2	370.0	344.8	326.5	320.7	321.0
STDDEV	2.0	1.5	35.0	6.2	0.5	1.6	1.6	1.5	1.7	1.6	5.5	11.7	7.3	1.4	1.1	0.9
MIN	318.0	331.0	349.0	333.0	325.0	325.0	326.0	325.0	328.0	332.0	337.0	355.0	336.0	324.0	319.0	319.0
MAX	324.0	337.0	461.0	354.0	326.0	330.0	331.0	329.0	334.0	337.0	354.0	390.0	360.0	329.0	322.0	322.0
Var	3.9	2.3	1226.2	38.3	0.3	2.7	2.6	2.3	2.9	2.7	30.2	137.8	53.1	2.1	1.1	0.9
s (SD)	2.0	1.5	35.0	6.2	0.5	1.6	1.6	1.5	1.7	1.6	5.5	11.7	7.3	1.4	1.1	0.9
Mean	320.9	334.5	380.7	336.9	325.6	327.4	329.2	327.5	330.7	334.3	342.2	370.0	344.8	326.5	320.7	321.0
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
e (reasonable error margin seconds)	16.0	16.7	19.0	16.8	16.3	16.4	16.5	16.4	16.5	16.7	17.1	18.5	17.2	16.3	16.0	16.1
n (number of runs required)	0.00145	0.00078	0.32503	0.01297	0.00010	0.00097	0.00093	0.00082	0.00102	0.00092	0.00990	0.03866	0.01715	0.00074	0.00042	0.00033

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Route 1 Sec 1 NB
Route 1 Sec 2 NB
Route 1 Sec 3 NB
Route 1 Sec 4 NB
Route 1 Sec 5 NB
Route 1 Sec 6 NB
Route 1 Sec 7 NB

Route 1 Sec 1 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 208.00							
2 207.00							
3 207.00							
4 208.00							
5 208.00	207.60	0.55	5	0.95	0.23	207.83	208.38
6 208.00	207.67	0.52	6	0.95	0.20	207.87	208.38
7 208.00	207.71	0.49	7	0.95	0.18	207.89	208.38
8 208.00	207.75	0.46	8	0.95	0.16	207.91	208.37
9 207.00	207.67	0.50	9	0.95	0.16	207.83	208.33
10 207.00	207.60	0.52	10	0.95	0.16	207.76	208.27

Route 1 Sec 2 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 178.00							
2 178.00							
3 178.00							
4 178.00							
5 178.00	197.00	51.48	15	0.95	12.63	209.63	261.11
6 178.00	195.69	49.89	16	0.95	11.85	207.54	257.43
7 178.00	194.53	48.44	17	0.95	11.16	205.69	254.13
8 178.00	193.50	47.11	18	0.95	10.55	204.05	251.16
9 178.00	192.58	45.88	19	0.95	10.00	202.58	248.46
10 175.00	191.70	44.75	20	0.95	9.51	201.21	245.96

Route 1 Sec 3 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 71.00							
2 71.00							
3 71.00							
4 71.00							
5 71.00	187.56	66.60	25	0.95	12.60	180.21	246.81
6 71.00	183.85	67.26	26	0.95	12.53	176.38	243.64
7 72.00	180.44	67.71	27	0.95	12.38	172.82	240.53
8 71.00	157.25	68.05	28	0.95	12.22	169.47	237.52
9 72.00	154.31	68.24	29	0.95	12.04	166.35	234.59
10 71.00	151.53	68.37	30	0.95	11.86	163.39	231.76

Route 1 Sec 4 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 102.00							
2 101.00							
3 102.00							
4 102.00							
5 102.00	144.43	67.80	35	0.95	10.89	155.32	223.12
6 102.00	143.25	67.09	36	0.95	10.62	153.87	220.96
7 102.00	142.14	66.40	37	0.95	10.37	152.50	218.90
8 102.00	141.08	65.72	38	0.95	10.13	151.21	216.93
9 102.00	140.08	65.07	39	0.95	9.90	149.98	215.04
10 102.00	139.13	64.43	40	0.95	9.68	148.80	213.23

Route 1 Sec 5 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 41.00							
2 40.00							
3 40.00							
4 42.00							
5 40.00	128.18	68.29	45	0.95	9.67	137.85	206.14
6 40.00	126.26	68.48	46	0.95	9.59	135.85	204.33
7 40.00	124.43	68.62	47	0.95	9.51	133.93	202.56
8 41.00	122.81	68.59	48	0.95	9.41	132.22	200.81
9 44.00	121.20	68.59	49	0.95	9.31	130.51	199.11
10 41.00	119.60	68.63	50	0.95	9.22	128.82	197.46

Route 1 Sec 6 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 142.00							
2 142.00							
3 141.00							
4 142.00							
5 141.00	121.60	67.22	55	0.95	8.61	130.21	197.43
6 142.00	121.96	66.77	56	0.95	8.48	130.44	197.21
7 142.00	122.32	66.33	57	0.95	8.35	130.66	197.00
8 141.00	122.64	65.90	58	0.95	8.22	130.86	196.75
9 141.00	122.95	65.46	59	0.95	8.10	131.05	196.51
10 142.00	123.27	65.05	60	0.95	7.98	131.24	196.29

Route 1 Sec 7 NB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1 224.00							
2 225.00							
3 224.00							
4 225.00							
5 224.00	131.05	69.92	65	0.95	8.24	139.28	209.20
6 224.00	132.45	70.50	66	0.95	8.24	140.70	211.20
7 224.00	133.82	71.03	67	0.95	8.24	142.06	213.09
8 223.00	135.13	71.50	68	0.95	8.24	143.37	214.87
9 223.00	136.41	71.92	69	0.95	8.23	144.63	216.55
10 224.00	137.66	72.33	70	0.95	8.21	145.87	218.20

Route 1 Sec 1 NB	Run	5	6	7	8	9	10
Ave	207.60	207.67	207.71	207.75	207.87	207.80	207.60
<conf	207.37	207.47	207.54	207.59	207.53	207.44	207.44
>conf	207.83	207.87	207.89	207.91	207.83	207.76	207.76
Margin	0.23	0.20	0.18	0.16	0.16	0.16	0.16
	0.11%	0.10%	0.08%	0.07%	0.08%	0.07%	0.07%

Route 1 Sec 2 NB	Run	5	6	7	8	9	10
Ave	197.00	195.69	194.53	193.50	192.58	191.70	191.70
<conf	184.37	183.84	183.37	182.95	182.58	182.19	182.19
>conf	209.63	207.54	205.69	204.05	202.58	201.21	201.21
Margin	12.63	11.85	11.16	10.55	10.00	9.51	9.51
	6.41%	6.06%	5.74%	5.43%	5.19%	4.96%	4.96%

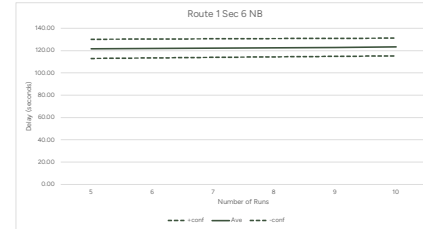
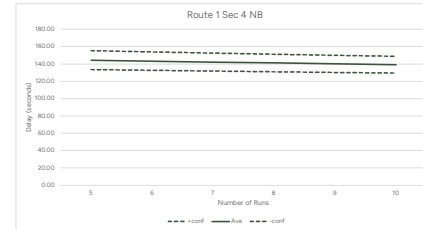
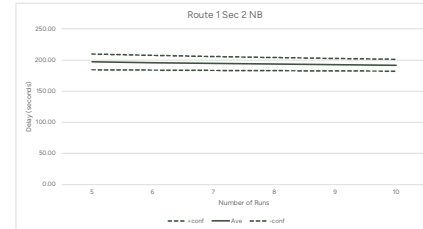
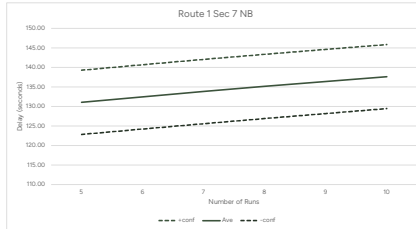
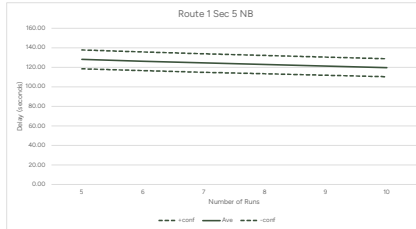
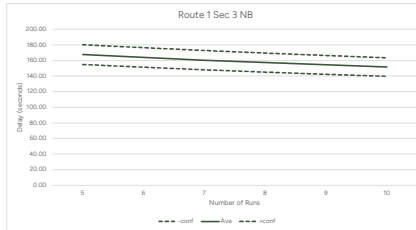
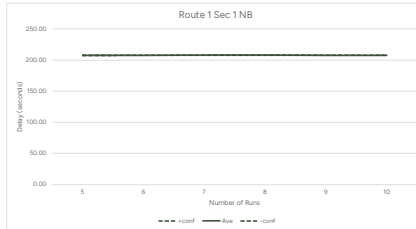
Route 1 Sec 3 NB	Run	5	6	7	8	9	10
Ave	187.56	183.85	180.44	177.25	174.31	171.53	168.97
<conf	174.91	173.31	170.07	167.03	164.27	161.67	159.07
>conf	180.21	176.38	172.82	169.47	166.35	163.39	160.80
Margin	12.65	12.53	12.38	12.22	12.04	11.86	11.69
	7.53%	7.63%	7.72%	7.77%	7.80%	7.83%	7.83%

Route 1 Sec 4 NB	Run	5	6	7	8	9	10
Ave	144.43	143.25	142.14	141.08	140.08	139.13	138.13
<conf	133.54	132.63	131.77	130.95	130.18	129.45	128.75
>conf	155.32	153.87	152.50	151.21	149.98	148.80	147.60
Margin	10.89	10.62	10.37	10.13	9.90	9.68	9.46
	7.54%	7.42%	7.30%	7.18%	7.07%	6.96%	6.86%

Route 1 Sec 5 NB	Run	5	6	7	8	9	10
Ave	128.18	126.26	124.43	122.81	121.20	119.60	118.00
<conf	118.51	116.67	114.92	113.41	111.90	110.38	108.80
>conf	137.85	135.85	133.93	132.22	130.51	128.82	127.16
Margin	9.67	9.59	9.51	9.41	9.31	9.22	9.10
	7.54%	7.60%	7.64%	7.68%	7.68%	7.71%	7.71%

Route 1 Sec 6 NB	Run	5	6	7	8	9	10
Ave	121.60	121.96	122.32	122.64	122.95	123.27	123.59
<conf	112.99	113.49	113.97	114.42	114.85	115.29	115.70
>conf	130.21	130.44	130.66	130.86	131.05	131.24	131.44
Margin	8.61	8.48	8.35	8.22	8.10	7.98	7.86
	7.08%	6.95%	6.82%	6.70%	6.59%	6.47%	6.47%

Route 1 Sec 7 NB	Run	5	6	7	8	9	10
Ave	131.05	132.45	133.82	135.13	136.41	137.66	138.97
<conf	122.81	124.21	125.58	126.90	128.18	129.44	130.66
>conf	139.28	140.70	142.06	143.37	144.63	145.87	147.09
Margin	8.24	8.24	8.24	8.24	8.23	8.21	8.21
	6.29%	6.22%	6.16%	6.10%	6.03%	5.97%	5.97%



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Route 1 Sec 1 SB
Route 1 Sec 2 SB
Route 1 Sec 3 SB
Route 1 Sec 4 SB
Route 1 Sec 5 SB
Route 1 Sec 6 SB
Route 1 Sec 7 SB

Route 1 Sec 1 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	348.00						
2	364.00						
3	348.00						
4	331.00						
5	393.00	356.80	23.36	5	0.95	9.92	366.72 390.08
6	341.00	354.17	21.87	6	0.95	8.48	362.65 384.51
7	374.00	357.00	21.32	7	0.95	7.66	364.66 385.98
8	345.00	355.50	20.19	8	0.95	6.78	362.28 382.47
9	332.00	352.89	20.45	9	0.95	6.48	359.36 379.81
10	320.00	349.60	21.90	10	0.95	6.58	356.18 378.09

Route 1 Sec 2 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	173.00						
2	174.00						
3	173.00						
4	173.00						
5	174.00	290.87	111.69	15	0.95	27.40	318.26 429.95
6	174.00	283.56	110.76	16	0.95	26.31	309.87 420.63
7	173.00	277.06	109.71	17	0.95	25.28	302.34 412.05
8	173.00	271.28	108.54	18	0.95	24.30	295.58 404.12
9	173.00	266.11	107.20	19	0.95	23.39	289.49 396.79
10	174.00	261.50	105.99	20	0.95	22.52	284.02 390.01

Route 1 Sec 3 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	70.00						
2	70.00						
3	71.00						
4	70.00						
5	70.00	223.24	123.76	25	0.95	23.51	246.75 370.51
6	71.00	217.38	124.12	26	0.95	23.13	240.51 364.63
7	70.00	211.93	124.32	27	0.95	22.73	234.66 368.98
8	71.00	206.89	124.32	28	0.95	22.32	229.21 353.53
9	72.00	202.24	124.15	29	0.95	21.90	224.14 348.29
10	70.00	197.83	123.93	30	0.95	21.50	219.33 343.26

Route 1 Sec 4 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	93.00						
2	94.00						
3	94.00						
4	93.00						
5	93.00	182.91	120.03	35	0.95	19.43	202.35 323.38
6	94.00	180.44	120.02	36	0.95	19.00	199.45 319.46
7	93.00	178.08	119.04	37	0.95	18.59	196.67 315.71
8	93.00	175.84	118.07	38	0.95	18.20	194.04 312.11
9	94.00	173.74	117.11	39	0.95	17.81	191.56 308.67
10	93.00	171.73	116.18	40	0.95	17.45	189.18 305.35

Route 1 Sec 5 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	48.00						
2	48.00						
3	48.00						
4	48.00						
5	48.00	157.98	115.86	45	0.95	16.41	174.38 290.24
6	48.00	155.59	115.49	46	0.95	16.18	171.76 287.25
7	48.00	153.30	115.10	47	0.95	15.95	169.25 284.35
8	48.00	151.10	114.70	48	0.95	15.73	166.83 281.53
9	48.00	149.00	114.28	49	0.95	15.51	164.51 278.79
10	48.00	146.98	113.86	50	0.95	15.30	162.28 276.13

Route 1 Sec 6 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	123.00						
2	123.00						
3	124.00						
4	124.00						
5	125.00	144.87	109.36	55	0.95	14.01	158.88 268.25
6	124.00	144.50	108.45	56	0.95	13.77	158.27 266.72
7	123.00	144.12	107.57	57	0.95	13.54	157.66 265.23
8	123.00	143.76	106.70	58	0.95	13.31	157.07 263.77
9	123.00	143.41	105.86	59	0.95	13.09	156.50 262.36
10	123.00	143.07	105.04	60	0.95	12.88	155.95 260.99

Route 1 Sec 7 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	246.00						
2	246.00						
3	246.00						
4	246.00						
5	246.00	150.98	105.95	65	0.95	12.48	163.47 269.42
6	246.00	152.42	105.96	66	0.95	12.39	164.82 270.78
7	246.00	153.82	105.96	67	0.95	12.30	166.12 272.08
8	246.00	155.18	105.93	68	0.95	12.20	167.38 273.31
9	246.00	156.49	105.89	69	0.95	12.11	168.60 274.49
10	245.00	157.76	105.82	70	0.95	12.02	169.77 275.59

Route 1 Sec 1 SB	Run	5	6	7	8	9	10
Ave	356.80	354.17	357.00	355.50	352.89	349.60	
-conf	346.88	345.69	349.34	348.72	346.41	343.02	
+conf	366.72	362.65	364.66	362.28	359.36	356.18	
Margin	9.92	8.48	7.66	6.78	6.48	6.58	
	2.78%	2.39%	2.14%	1.91%	1.83%	1.88%	

Route 1 Sec 2 SB	Run	5	6	7	8	9	10
Ave	290.87	283.56	277.06	271.28	266.11	261.50	
-conf	263.47	257.26	251.78	246.97	242.72	238.98	
+conf	318.26	309.87	302.34	295.58	289.49	284.02	
Margin	27.40	26.31	25.28	24.30	23.39	22.52	
	9.42%	9.28%	9.12%	8.96%	8.79%	8.65%	

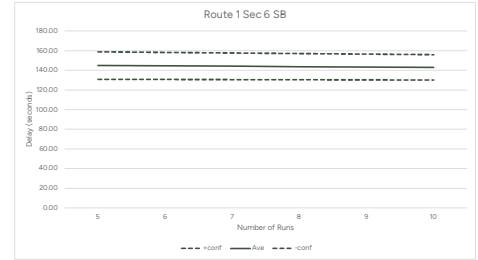
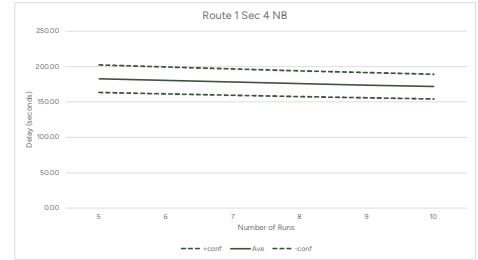
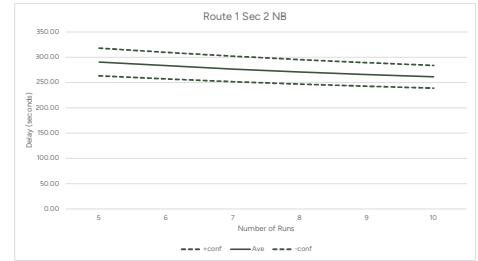
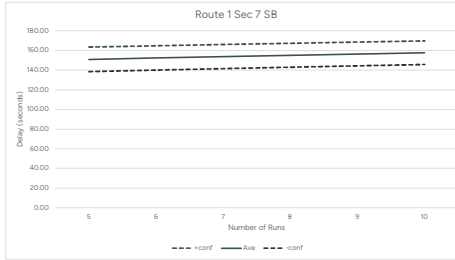
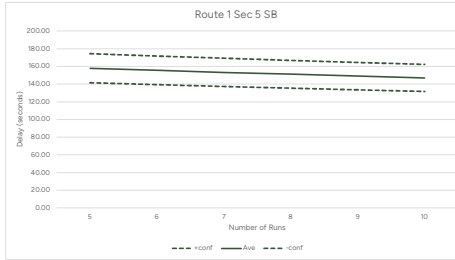
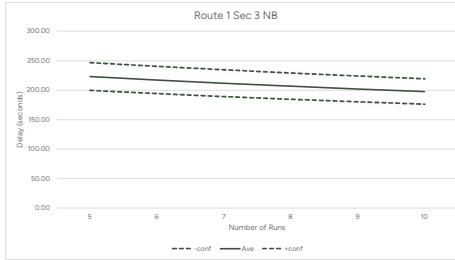
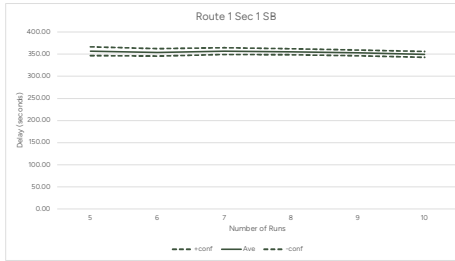
Route 2 Sec 3 SB	Run	5	6	7	8	9	10
Ave	223.24	217.38	211.93	206.89	202.24	197.83	
-conf	199.73	194.26	189.20	184.57	180.34	176.34	
+conf	246.75	240.51	234.66	229.21	224.14	219.33	
Margin	23.51	23.13	22.73	22.32	21.90	21.50	
	10.53%	10.64%	10.73%	10.79%	10.83%	10.87%	

Route 1 Sec 4 SB	Run	5	6	7	8	9	10
Ave	182.91	180.44	178.08	175.84	173.74	171.73	
-conf	163.48	161.44	159.49	157.65	155.93	154.27	
+conf	202.35	199.45	196.67	194.04	191.56	189.18	
Margin	19.43	18.00	16.59	16.20	15.81	15.45	
	10.62%	10.53%	10.44%	10.35%	10.25%	10.16%	

Route 1 Sec 5 SB	Run	5	6	7	8	9	10
Ave	157.98	155.59	153.30	151.10	149.00	146.98	
-conf	141.57	139.41	137.35	135.38	133.49	131.68	
+conf	174.38	171.76	169.25	166.83	164.51	162.28	
Margin	16.41	16.18	15.95	15.73	15.51	15.30	
	10.39%	10.40%	10.40%	10.41%	10.41%	10.41%	

Route 1 Sec 6 SB	Run	5	6	7	8	9	10
Ave	144.87	144.50	144.12	143.76	143.41	143.07	
-conf	130.86	130.73	130.59	130.45	130.31	130.18	
+conf	158.88	158.27	157.66	157.07	156.50	155.95	
Margin	14.01	13.77	13.54	13.31	13.09	12.88	
	9.67%	9.53%	9.39%	9.26%	9.13%	9.00%	

Route 1 Sec 7 SB	Run	5	6	7	8	9	10
Ave	150.98	152.42	153.82	155.18	156.49	157.76	
-conf	138.50	140.03	141.52	142.97	144.38	145.74	
+conf	163.47	164.82	166.12	167.38	168.60	169.77	
Margin	12.48	12.39	12.30	12.20	12.11	12.02	
	8.27%	8.13%	7.99%	7.86%	7.74%	7.62%	



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Route 1 Sec 1 NB
Route 1 Sec 2 NB
Route 1 Sec 3 NB
Route 1 Sec 4 NB
Route 1 Sec 5 NB
Route 1 Sec 6 NB
Route 1 Sec 7 NB

Route 1 Sec 1 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	208.00						
2	213.00						
3	209.00						
4	209.00						
5	212.00	210.20	2.17	5	0.95	0.92	211.12 213.29
6	211.00	210.33	1.97	6	0.95	0.76	211.10 213.06
7	208.00	210.80	2.00	7	0.95	0.72	210.72 212.72
8	221.00	211.38	4.31	8	0.95	1.45	212.62 217.13
9	214.00	211.67	4.12	9	0.95	1.31	212.97 217.10
10	209.00	211.40	3.98	10	0.95	1.19	212.59 216.57

Route 1 Sec 2 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	176.00						
2	176.00						
3	175.00						
4	177.00						
5	176.00	199.60	53.71	15	0.95	12.93	212.53 265.24
6	176.00	198.13	51.11	16	0.95	12.14	210.26 261.37
7	175.00	196.76	49.65	17	0.95	11.44	208.21 257.86
8	176.00	195.61	48.31	18	0.95	10.82	206.43 254.73
9	177.00	194.63	47.06	19	0.95	10.26	204.89 251.94
10	176.00	193.70	45.90	20	0.95	9.75	203.45 249.36

Route 1 Sec 3 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	72.00						
2	72.00						
3	72.00						
4	71.00						
5	72.00	169.32	67.64	25	0.95	12.85	182.17 249.81
6	72.00	165.58	68.28	26	0.95	12.72	178.30 246.58
7	74.00	162.19	68.66	27	0.95	12.55	174.74 243.40
8	71.00	158.93	69.03	28	0.95	12.39	171.32 240.36
9	73.00	155.97	69.21	29	0.95	12.21	168.17 237.38
10	73.00	153.30	69.29	30	0.95	12.02	165.22 234.51

Route 1 Sec 4 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	102.00						
2	102.00						
3	101.00						
4	101.00						
5	101.00	145.80	68.79	35	0.95	11.05	156.85 225.63
6	102.00	144.58	68.07	36	0.95	10.78	155.36 223.43
7	101.00	143.41	67.39	37	0.95	10.52	153.93 221.32
8	102.00	142.32	66.71	38	0.95	10.28	152.60 219.31
9	102.00	141.28	66.06	39	0.95	10.05	151.33 217.39
10	101.00	140.28	65.43	40	0.95	9.83	150.10 215.53

Route 1 Sec 5 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	40.00						
2	40.00						
3	40.00						
4	40.00						
5	40.00	129.13	69.35	45	0.95	9.82	138.95 208.30
6	40.00	127.30	69.53	46	0.95	9.74	136.93 206.46
7	40.00	125.34	69.67	47	0.95	9.65	134.99 204.67
8	40.00	123.56	69.77	48	0.95	9.57	133.13 202.90
9	40.00	121.86	69.84	49	0.95	9.48	131.34 201.18
10	40.00	120.22	69.89	50	0.95	9.39	129.61 199.50

Route 1 Sec 6 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	141.00						
2	141.00						
3	141.00						
4	142.00						
5	141.00	122.13	68.36	55	0.95	8.76	130.88 199.24
6	141.00	122.46	67.89	56	0.95	8.62	131.08 198.97
7	141.00	122.79	67.43	57	0.95	8.48	131.27 198.70
8	141.00	123.10	66.97	58	0.95	8.35	131.46 198.43
9	141.00	123.41	66.53	59	0.95	8.23	131.64 198.16
10	142.00	123.72	66.10	60	0.95	8.11	131.82 197.92

Route 1 Sec 7 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	221.00						
2	221.00						
3	222.00						
4	222.00						
5	222.00	131.25	70.49	65	0.95	8.31	139.55 210.04
6	221.00	132.61	71.00	66	0.95	8.30	140.91 211.90
7	222.00	133.94	71.47	67	0.95	8.30	142.24 213.71
8	221.00	135.22	71.89	68	0.95	8.28	143.50 215.40
9	221.00	136.46	72.37	69	0.95	8.27	144.75 217.00
10	222.00	137.69	72.64	70	0.95	8.25	145.99 218.57

Route 1 Sec 1 NB	Run	5	6	7	8	9	10
Ave	210.20	210.33	210.00	211.38	211.67	211.40	
+conf	209.28	209.57	209.28	209.93	210.36	210.21	
-conf	211.12	211.10	210.72	212.82	212.97	212.59	
Margin	0.92	0.76	0.72	1.45	1.31	1.19	
	0.44%	0.36%	0.34%	0.68%	0.62%	0.57%	

Route 1 Sec 2 NB	Run	5	6	7	8	9	10
Ave	199.60	198.13	196.76	195.61	194.63	193.70	
+conf	186.67	185.99	185.32	184.79	184.38	183.95	
-conf	212.53	210.26	208.21	206.43	204.89	203.45	
Margin	12.93	12.14	11.44	10.82	10.26	9.75	
	6.48%	6.13%	5.81%	5.53%	5.27%	5.03%	

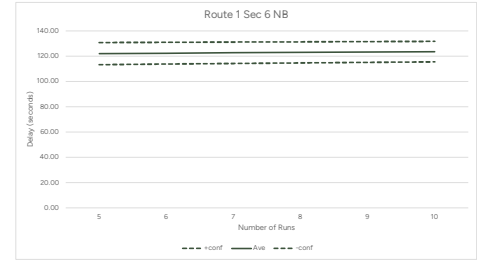
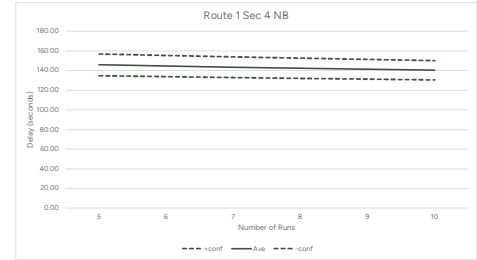
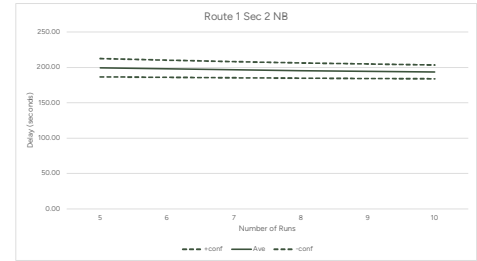
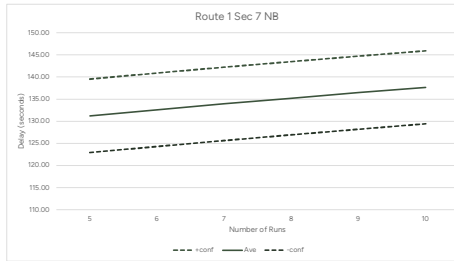
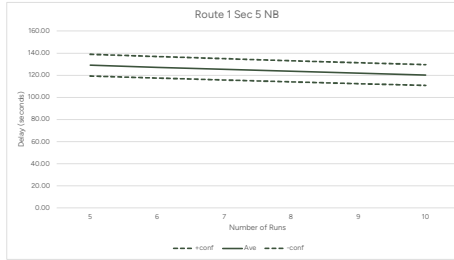
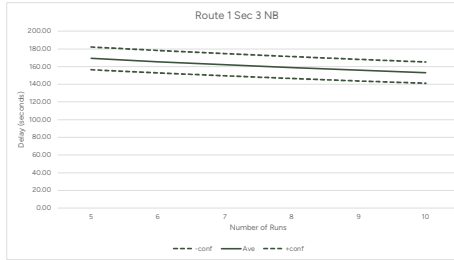
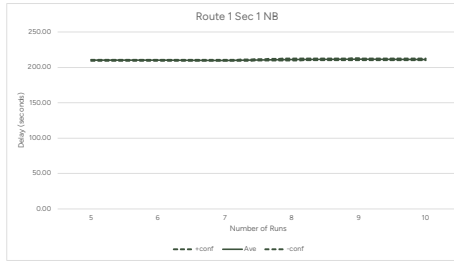
Route 1 Sec 3 NB	Run	5	6	7	8	9	10
Ave	169.32	165.58	162.19	158.93	155.97	153.20	
+conf	156.47	152.86	149.63	146.53	143.76	141.18	
-conf	182.17	178.30	174.94	171.32	168.17	165.22	
Margin	12.85	12.72	12.55	12.39	12.21	12.02	
	7.59%	7.68%	7.74%	7.80%	7.83%	7.84%	

Route 1 Sec 4 NB	Run	5	6	7	8	9	10
Ave	145.80	144.58	143.41	142.32	141.28	140.28	
+conf	134.75	133.81	132.88	132.03	131.23	130.45	
-conf	156.85	155.36	153.93	152.60	151.33	150.10	
Margin	11.05	10.78	10.52	10.28	10.05	9.83	
	7.58%	7.45%	7.34%	7.22%	7.11%	7.01%	

Route 1 Sec 5 NB	Run	5	6	7	8	9	10
Ave	129.13	127.20	125.34	123.56	121.86	120.22	
+conf	119.11	117.46	115.69	114.00	112.38	110.83	
-conf	138.95	136.93	134.99	133.13	131.34	129.61	
Margin	9.82	9.74	9.65	9.57	9.48	9.39	
	7.61%	7.66%	7.70%	7.74%	7.78%	7.81%	

Route 1 Sec 6 NB	Run	5	6	7	8	9	10
Ave	122.13	122.46	122.79	123.10	123.41	123.72	
+conf	113.37	113.85	114.31	114.75	115.18	115.61	
-conf	130.88	131.08	131.27	131.46	131.64	131.82	
Margin	8.76	8.62	8.48	8.35	8.23	8.11	
	7.17%	7.04%	6.91%	6.79%	6.67%	6.55%	

Route 1 Sec 7 NB	Run	5	6	7	8	9	10
Ave	131.25	132.61	133.94	135.22	136.46	137.69	
+conf	122.94	124.30	125.64	126.94	128.20	129.44	
-conf	139.55	140.91	142.24	143.50	144.75	145.99	
Margin	8.31	8.30	8.30	8.28	8.27	8.25	
	6.33%	6.30%	6.19%	6.13%	6.06%	5.99%	



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Route 1 Sec 1 SB
Route 1 Sec 2 SB
Route 1 Sec 3 SB
Route 1 Sec 4 SB
Route 1 Sec 5 SB
Route 1 Sec 6 SB
Route 1 Sec 7 SB

	Route 1 Sec 1 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	243.00							
2	238.00							
3	237.00							
4	236.00							
5	234.00	237.60	3.36	5	0.95	1.43	239.03	242.39
6	239.00	237.83	3.06	6	0.95	1.19	239.02	242.08
7	241.00	238.29	3.04	7	0.95	1.19	239.38	242.42
8	236.00	238.00	2.93	8	0.95	0.98	238.08	241.91
9	235.00	237.67	2.92	9	0.95	0.92	238.59	241.51
10	233.00	237.20	3.12	10	0.95	0.94	238.14	241.26

	Route 1 Sec 2 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	172.00							
2	171.00							
3	171.00							
4	171.00							
5	171.00	215.20	63.20	15	0.95	15.26	230.46	292.65
6	171.00	212.44	60.68	16	0.95	14.41	226.85	287.53
7	172.00	210.06	59.24	17	0.95	13.65	223.71	282.94
8	171.00	207.89	57.91	18	0.95	12.97	220.86	278.77
9	171.00	205.95	56.66	19	0.95	12.35	218.30	274.96
10	171.00	204.20	55.49	20	0.95	11.79	215.99	271.48

	Route 1 Sec 3 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	67.00							
2	66.00							
3	66.00							
4	65.00							
5	66.00	176.56	77.46	25	0.95	14.72	191.28	268.74
6	66.00	172.31	78.21	26	0.95	14.57	186.88	265.09
7	66.00	168.17	78.76	27	0.95	14.40	182.77	261.53
8	66.00	164.71	79.14	28	0.95	14.21	178.92	258.07
9	65.00	161.28	79.43	29	0.95	14.01	175.29	254.72
10	67.00	158.13	79.53	30	0.95	13.79	171.93	251.46

	Route 1 Sec 4 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	137.00							
2	118.00							
3	108.00							
4	110.00							
5	182.00	154.26	77.44	35	0.95	12.44	166.69	244.13
6	105.00	152.89	76.64	36	0.95	12.14	165.02	241.67
7	123.00	152.08	75.71	37	0.95	11.82	163.91	239.61
8	134.00	151.61	74.76	38	0.95	11.52	163.13	237.89
9	122.00	150.85	73.90	39	0.95	11.24	162.09	235.99
10	114.00	149.93	73.12	40	0.95	10.98	160.91	234.03

	Route 1 Sec 5 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	48.00							
2	48.00							
3	48.00							
4	48.00							
5	48.00	138.60	76.18	45	0.95	10.79	149.39	225.57
6	48.00	136.63	76.23	46	0.95	10.68	147.31	223.54
7	48.00	134.74	76.25	47	0.95	10.57	145.31	221.56
8	48.00	132.94	76.23	48	0.95	10.45	143.39	219.62
9	48.00	131.20	76.19	49	0.95	10.34	141.54	217.73
10	47.00	129.52	76.14	50	0.95	10.23	139.75	215.83

	Route 1 Sec 6 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	121.00							
2	121.00							
3	122.00							
4	121.00							
5	122.00	128.78	73.81	55	0.95	9.46	138.24	212.05
6	121.00	128.64	73.20	56	0.95	9.29	137.93	211.13
7	121.00	128.51	72.59	57	0.95	9.13	137.64	210.24
8	122.00	128.40	72.01	58	0.95	8.98	137.38	209.39
9	122.00	128.29	71.44	59	0.95	8.84	137.12	208.56
10	121.00	128.17	70.88	60	0.95	8.69	136.86	207.74

	Route 1 Sec 7 SB	Average	Std Dev	Sample	Conf coef	Margin of error	<conf	>conf
1	244.00							
2	244.00							
3	245.00							
4	244.00							
5	244.00	137.09	76.63	65	0.95	9.03	146.12	222.75
6	244.00	138.71	77.36	66	0.95	9.05	147.76	225.12
7	245.00	140.30	78.05	67	0.95	9.06	149.36	227.41
8	245.00	141.84	78.68	68	0.95	9.06	150.90	229.58
9	244.00	143.32	79.24	69	0.95	9.06	152.38	231.62
10	244.00	144.76	79.76	70	0.95	9.06	153.81	233.57

	Route 1 Sec 1 SB	5	6	7	8	9	10
Run	237.60	237.83	238.29	238.00	237.67	237.20	237.20
<conf	236.17	236.65	237.19	237.02	236.74	236.26	236.26
>conf	239.03	239.02	239.38	238.96	238.59	238.14	238.14
Margin	1.43	1.19	1.09	0.98	0.92	0.94	0.40%
	0.60%	0.50%	0.46%	0.41%	0.39%	0.40%	

	Route 1 Sec 2 SB	5	6	7	8	9	10
Run	215.20	212.44	210.06	207.89	205.95	204.20	204.20
<conf	199.94	198.03	196.41	194.92	193.60	192.41	192.41
>conf	230.46	226.85	223.71	220.86	218.30	215.99	215.99
Margin	15.26	14.41	13.65	12.97	12.35	11.79	11.79
	7.09%	6.78%	6.50%	6.24%	6.00%	5.77%	

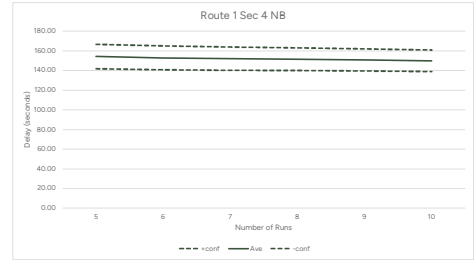
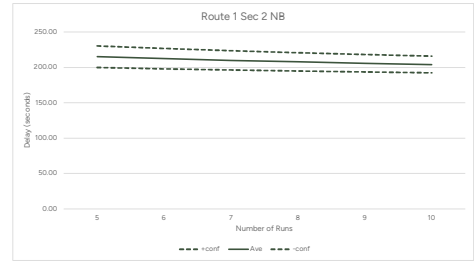
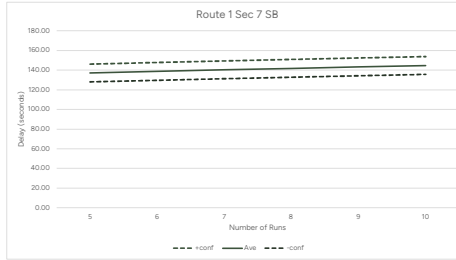
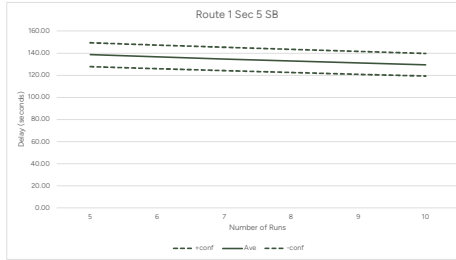
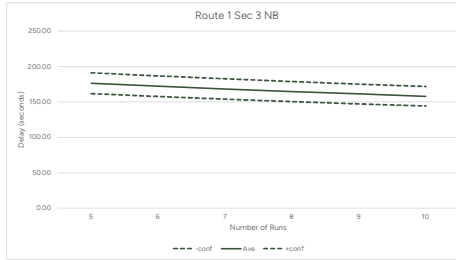
	Route 1 Sec 3 SB	5	6	7	8	9	10
Run	176.56	172.31	168.37	164.71	161.28	158.13	158.13
<conf	161.84	157.74	153.97	150.51	147.26	144.14	144.14
>conf	191.28	186.88	182.77	178.92	175.29	171.93	171.93
Margin	14.72	14.57	14.40	14.21	14.01	13.79	13.79
	8.34%	8.46%	8.55%	8.63%	8.69%	8.72%	

	Route 1 Sec 4 SB	5	6	7	8	9	10
Run	154.26	152.89	152.08	151.61	150.85	149.93	149.93
<conf	141.82	140.75	140.26	140.08	139.60	138.94	138.94
>conf	166.69	165.02	163.91	163.13	162.09	160.91	160.91
Margin	12.44	12.14	11.82	11.52	11.24	10.98	10.98
	8.06%	7.94%	7.77%	7.60%	7.45%	7.33%	

	Route 1 Sec 5 SB	5	6	7	8	9	10
Run	138.60	136.63	134.74	132.94	131.20	129.52	129.52
<conf	127.81	125.95	124.18	122.48	120.86	119.29	119.29
>conf	149.39	147.31	145.31	143.39	141.54	139.75	139.75
Margin	10.79	10.68	10.57	10.45	10.34	10.23	10.23
	7.78%	7.82%	7.84%	7.86%	7.88%	7.90%	

	Route 1 Sec 6 SB	5	6	7	8	9	10
Run	128.78	128.64	128.51	128.40	128.29	128.17	128.17
<conf	119.33	119.35	119.37	119.41	119.45	119.47	119.47
>conf	138.24	137.93	137.64	137.38	137.12	136.86	136.86
Margin	9.46	9.29	9.13	8.98	8.84	8.69	8.69
	7.34%	7.22%	7.11%	7.00%	6.89%	6.78%	

	Route 1 Sec 7 SB	5	6	7	8	9	10
Run	137.09	138.71	140.30	141.84	143.32	144.76	144.76
<conf	128.06	129.67	131.24	132.77	134.26	135.70	135.70
>conf	146.12	147.76	149.36	150.90	152.38	153.81	153.81
Margin	9.03	9.05	9.06	9.06	9.06	9.06	9.06
	6.59%	6.52%	6.46%	6.39%	6.32%	6.26%	



LOCAL MODEL VALIDATION REPORT

Universal Destinations and Experiences

Base Model Development

March 2024

VM220573 Bedford Microsim
Local Model Validation Report

Report control

Document: R002 - Bedford Local Model Validation Report

Project: Bedford Microsim

Client: Universal Destinations and Experiences (UDX)

Job number: VM220573/000187

File origin: V:\000187 Project 320 Traffic Modelling\03.Reports\005. Post Audit LMVR

Document checking

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Review by: James Edwards Initialled: JE

Issue	Date	Status	Checked for issue
1	21/03/2024	Checked	Yes

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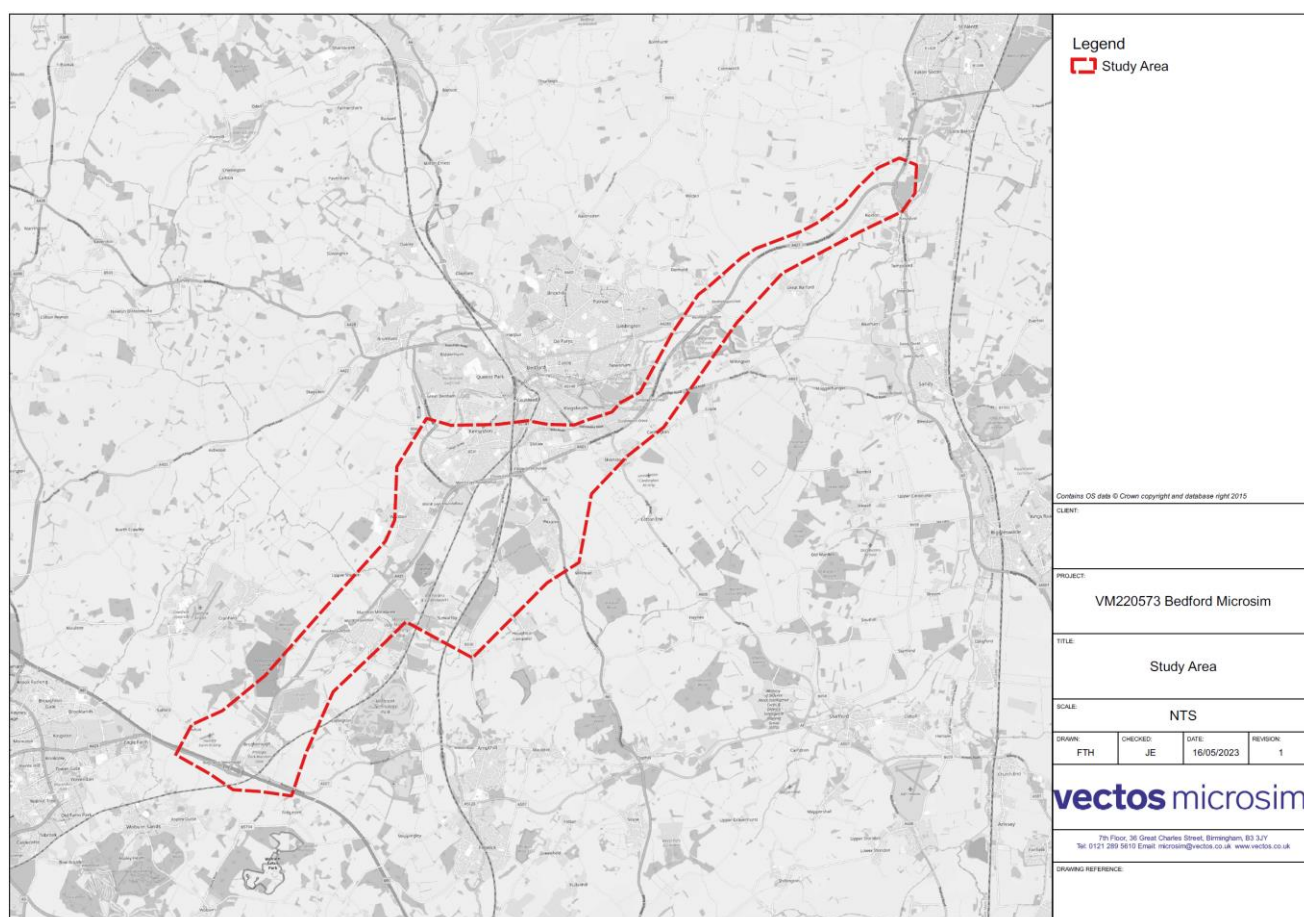
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1 Introduction

- 1.1 Vectos, on behalf of Universal Destinations and Experiences (UDX), has developed a Paramics microsimulation model of the A421 corridor from M1 J13 to A421/A1 Black Cat Roundabout. The purpose of this model is to provide a suitable tool that can be used to support the assessment of the UDX proposals on the local highway network.
- 1.2 UDX is proposing to build a new world class Entertainment Resort Complex, including a theme park, hotels, retail, restaurants and other supporting uses on the site currently described as Site A and Site B of Bedford Business Park.
- 1.3 The network extent captures the A421 corridor from M1 J13 to A421/A1 Black Cat Roundabout as well as the local roads around Stewartby and Kempston Hardwick, which includes B530 Ampthill Road, A6, Manor Road, Green Lane, Woburn Road and Stewartby Way. The model study area is highlighted in **Figure 1**.

Figure 1: Study Area



- 1.4 The aforementioned proposals are to be tested within a model representing neutral weekday and Saturday conditions. Therefore, the Base model has been developed utilising data collected on a neutral weekday as well as a Saturday in March 2023.

- 1.5 This has resulted in duplicate models, of the same extent and calibration parameters, with one utilising a weekday demand matrix and the other utilising a Saturday demand matrix. The calibration and validation results of both models are presented within this report.

Model Objectives

- 1.6 The development of this model is intended to address the following objectives:
- To enable the development impacts to be assessed over a full weekday and Saturday period (07:00 to 22:00) to enable both the commuter peak and ‘development peak’ periods to be assessed within a single model.
 - To consider the operation of the corridor including the interaction between the different junctions during different times such that the initial mitigation strategy can be identified and tested within a single set of model scenarios.
 - To provide the necessary detail, within the assessment, to enable any highway interventions necessary to mitigate the development proposals to be identified in detail (i.e. form as well as location) within a single modelling suite.

Modelling Software

- 1.7 The model has been developed using Paramics Discovery Version 26.0.2. The reason why Paramics was considered the most appropriate tool for assessing the development proposals, in this manner, is detailed within the accompanying Model Specification Report¹. Additionally, a summary of the main features of Paramics is outlined as follows:

Paramics Micro-simulation

- 1.8 Paramics is a micro-simulation traffic modelling software that simulates the behaviour of each individual vehicle and presents its output as a real time visual display for traffic management and road network design.
- 1.9 Paramics allows a detailed representation of the highway network in the form of modelling of individual lanes, traffic signals, junctions, pedestrian crossings and bus stops as well as the events which occur on it. Each individual vehicle is separately represented and therefore the programme can take an account of each individual driver’s behaviour.

¹ VM220573.R001 - Bedford Model Specification Report_FINAL

- 1.10 The output is a visual display which shows the changing position of individual vehicles and queues on the highway network in real time. The advantage of a visual display enables the non-technical experts to view the results of highway and development proposals in terms of traffic flows and congestion.

Driver and Vehicle Behaviour

- 1.11 The movement of individual vehicles within Paramics is governed by three interacting models representing vehicle-following, junction behaviour (gap acceptance) and lane-changing behaviour. All these three models are well documented in transport research and accepted world-wide.
- 1.12 Vehicle dynamics are relatively simple, combining a mixture of driver behaviour and some limitations based on vehicles' physical type and kinematics (e.g. size and acceleration/deceleration).
- 1.13 Individual driver behaviour is determined through the random allocation of aggression and awareness characteristics to the driver of each vehicle. Junction behaviour (gap acceptance), top speed, headway and propensity to change lanes are all examples of quantities that vary according to the behaviour parameters.

Road Network

- 1.14 Paramics is sensitive to the definition of the road network. The success of a model in reproducing the existing conditions and forecasting changes in travel behaviour is largely dependent on the accuracy in modelling the road layout and geometry. The speed of each vehicle is determined by the interaction between vehicles within the constraints imposed by the road layout.

Audit

- 1.15 In February 2024 AECOM commenced their audit of the 2023 Base model. The audit of the Base model has been documented within the 'BY Modelling Agreement Log' which has documented all issues raised by AECOM, Vectos' response, intended next steps and a Red, Amber, Green (RAG) response. The RAG status adopted by AECOM is understood to be as follows:
- **GREEN**: Issue considered resolved for the purpose of the current stage of work (i.e. to support preliminary modelling to help inform Go/No Go decision);
 - **AMBER**: Issue considered resolved for purpose of current stage, but likely to require further assessment and analysis as study progresses further (i.e. in the event of a Go decision); and
 - **RED**: Issue to be resolved for current stage.
- 1.16 In addition to the Log, Vectos, AECOM and National Highway's (NH) have attended several meetings to investigate issues identified within the Log and to expediate the response process.
- 1.17 The most recent meeting was held on the 14th of March 2024. Within this meeting, an agreed position regarding the status of the Base model was discussed. Only two issues remain with a 'red' classification, issue references 46 and 51, details of both are included within the final BY Modelling

Agreement Log, submitted by AECOM on 14/03/2024, which has been included as **Appendix A** of this report. These issues require Vectos to:

- Ref. 46: provide a journey time comparison of the modelled and observed journey times on Woburn Road (NB and SB) and Beancroft Road (NB and SB), please find the results appended to this LMVR as **Appendix J**; and
- Ref 51: provide the sample rate for each journey time route assessed, please find the results appended to this LMVR as **Appendix K**.

1.18 Of the 64 issues raised by AECOM, 45 are classified as 'green' and are therefore considered resolved for the purpose of the current stage of work, and the final 17 are classified 'amber'. Several of the 'amber' issues relate to consistent aspects of the modelling that although are accepted at the current stage may require further analysis and/or acknowledgement in the future.

1.19 Vectos submitted the additional 'red' issues analysis to AECOM on the 15/03/2024 via email. AECOM have confirmed via an email sent on the 21/03/2024 that the base model is now considered appropriate to support preliminary modelling to inform Go/No Go decision. The confirmation email is appended to this report as **Appendix L**.

Limitations and Considerations

1.20 Following the completion of the audit, it is pertinent to note the issues which may require further consideration in subsequent stages of the modelling. These issues are therefore noted within this section of the report accordingly:

- An Extended Base Model: an extended version of the Base model is currently in development, following a request from Bedford Borough Council (BBC) to extend the study area to consider additional key junctions on the periphery of Bedford. This extended Base model will be used in further assessment stages as necessary.
- Strategic Modelling: Vectos do not plan to undertake any strategic modelling for this stage of the assessment, if strategic modelling is required in future stages, then discussions will be held between Vectos, National Highways and AECOM to agree use of the RTEM.
- Assessing M1 Junction 13: AECOM acknowledge that the M1 J13 is not the focus of current model on the basis that the agreed purpose is to assess the local impact of A421 slip roads. M1 J13 is the main capacity concern in the network and assessment via further modelling methods may be required in future stages.
- Signal Data: signal controller specifications were not available during the development of the Base model, AECOM accept this for the current stage of modelling, however, advise that when available, signal controller specifications should be used to ensure that the signal timings assumed are within sensible minimum, maximum and intergreen timings.
- Alternative Route: it is acknowledged that the Paramics model does not contain the alternative route that connects Bedford Road from the M1 J13 to the Beancroft Road

junction with A421. It is accepted that this is a limitation of the current model and can be addressed, if needed, during the next stage of the modelling.

- Woburn Road Flow: the modelled traffic flows at several CTC sites along Woburn Road/Bedford Road are underrepresented with a higher GEH during the AM peak, however AECOM note that the calibration results at these movements are better during the peak hours associated with the development site, which are later than the traditional AM peak. The future year assessment for the AM and PM peak hours should be analysed considering the lower model flows along Woburn Road.
- A421 Southbound Flow: the A421 southbound flows are underrepresented by approximately 200 vehicles during the AM and PM peak hours. This may require addressing at the next stage. However, for the current stage the issue is acceptable, and the forecast models should be analysed in context of these results along the A421 corridor.

Report Structure

1.21 The remainder of this report is structured as follows:

- **Chapter 2:** Observed Data; *an overview of the survey data that has been utilised and the collection and processing procedures.*
- **Chapter 3:** Base Model Development; *an explanation of the model parameters used.*
- **Chapter 4:** Matrix Development; *an explanation of matrix development methodology and the Matrix Estimation process.*
- **Chapter 5:** Network Calibration; *an explanation of the model calibration parameters used.*
- **Chapter 6:** Flow Calibration; *presentation of link flow calibration results.*
- **Chapter 7:** Model Validation; *presentation of link flow and journey time validation results.*
- **Chapter 8:** Model Performance; *summary of the Base model statistics.*
- **Chapter 9:** Summary and Conclusions.

2 Observed Data

- 2.1 In order to develop a Base model that accurately reflects network conditions, a series of traffic surveys have been undertaken across the study area.
- 2.2 All-movement turn counts, in the form of Classified Turn Counts (CTCs), and link counts, in the form of Automatic Traffic Counters (ATCs), have been collected and video surveys were conducted by the modellers during the same period to check the network conditions.
- 2.3 The survey data used to inform the Base Model was collected during a two-week period spanning the 7th to the 20th of March 2023 by Traffic Survey Partners. As stipulated in the introduction to develop the Weekday and Saturday demand matrices the CTC data was collected on a neutral weekday, Tuesday 14th of March, and a Saturday, Saturday 11th of March, within the two-week period.
- 2.4 An overview of the data used to inform the determination of modelled traffic flows is provided as follows:

Observed Traffic Flows (Model Calibration)

- 2.5 A total of 54 CTCs were used to inform the Matrix Estimation and subsequent model calibration process while 23 ATCs were used within the model validation. The locations of each of the observed CTC and ATC used in the model development are shown in **Figures 2 and 3**.
- 2.6 All link counts were surveyed over 24 hours and the CTCs were surveyed over a 13-hour period (07:00 to 20:00). The Base Model covers a 15-hour period from 07:00 to 22:00, due to the low traffic volumes therein, the final two hours (20:00 to 22:00) were only surveyed by the link counts therefore calibration checks for these two hours are restricted to link flows only. These hours do not represent either the network peak or the development peak and so this is considered a proportionate approach considering the model is being developed for two discrete 15-hour traffic periods.
- 2.7 Both sets of data, CTCs and ATCs, were collected in 15-minute intervals. This level of disaggregation offered the opportunity to develop zone release profiles based on these surveys whereby traffic is released into the model network at a similar rate to that which was observed within the survey data.
- 2.8 The surveys were disaggregated by Cars, LGVs and OGV1 and OGV2 thereby allowing for 2 matrix levels in the model to be developed, one to control the assignment of Cars and LGVs within the model network and the second to control the assignment of OGVs.

WebTRIS Counts

- 2.9 Additionally, WebTRIS Counts on the M1, A421 and A1 were downloaded and utilised within the survey file for the Matrix Estimation process. Data for 25 counts from the 14th of March 2023 were downloaded and processed for inclusion as link counts alongside the ATCs.
- 2.10 The locations and reference numbers for the counts are available in **Figure 4** to follow.

Figure 2: CTC Survey Locations

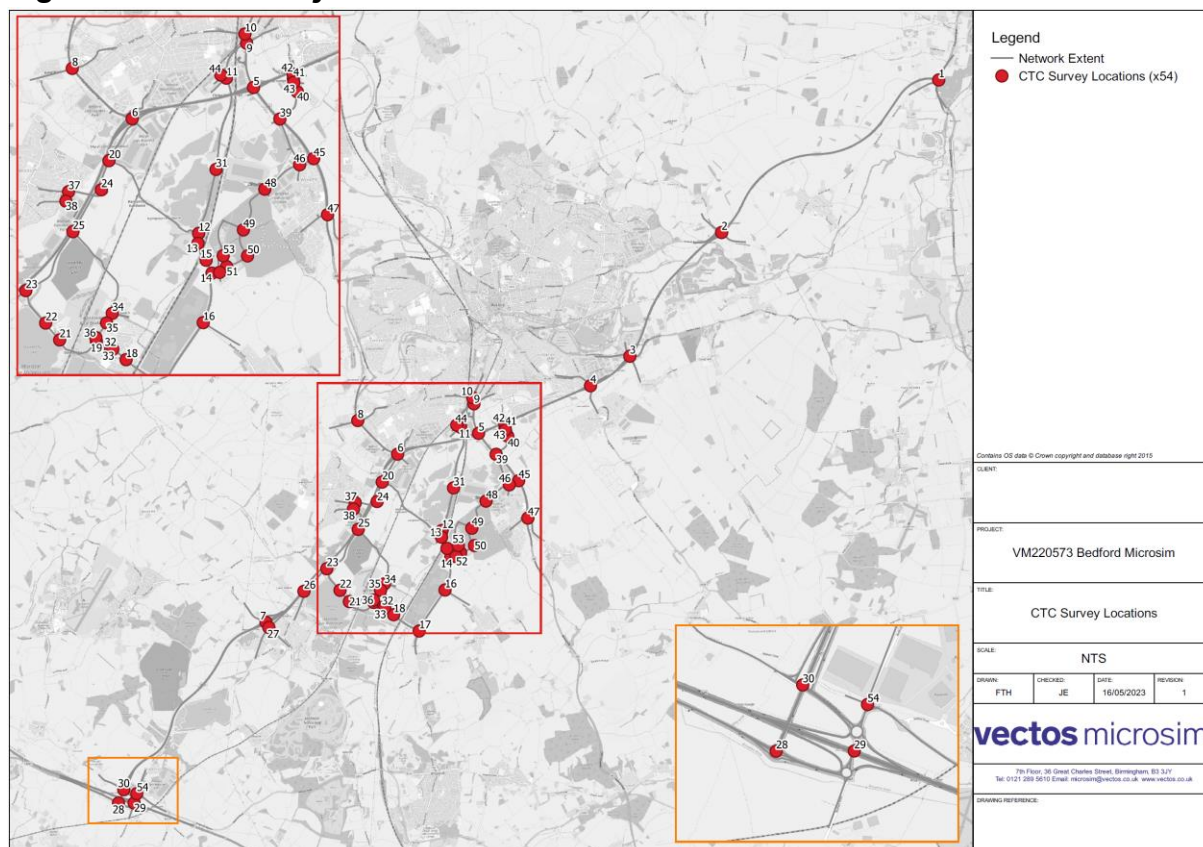


Figure 3: ATC Survey Locations

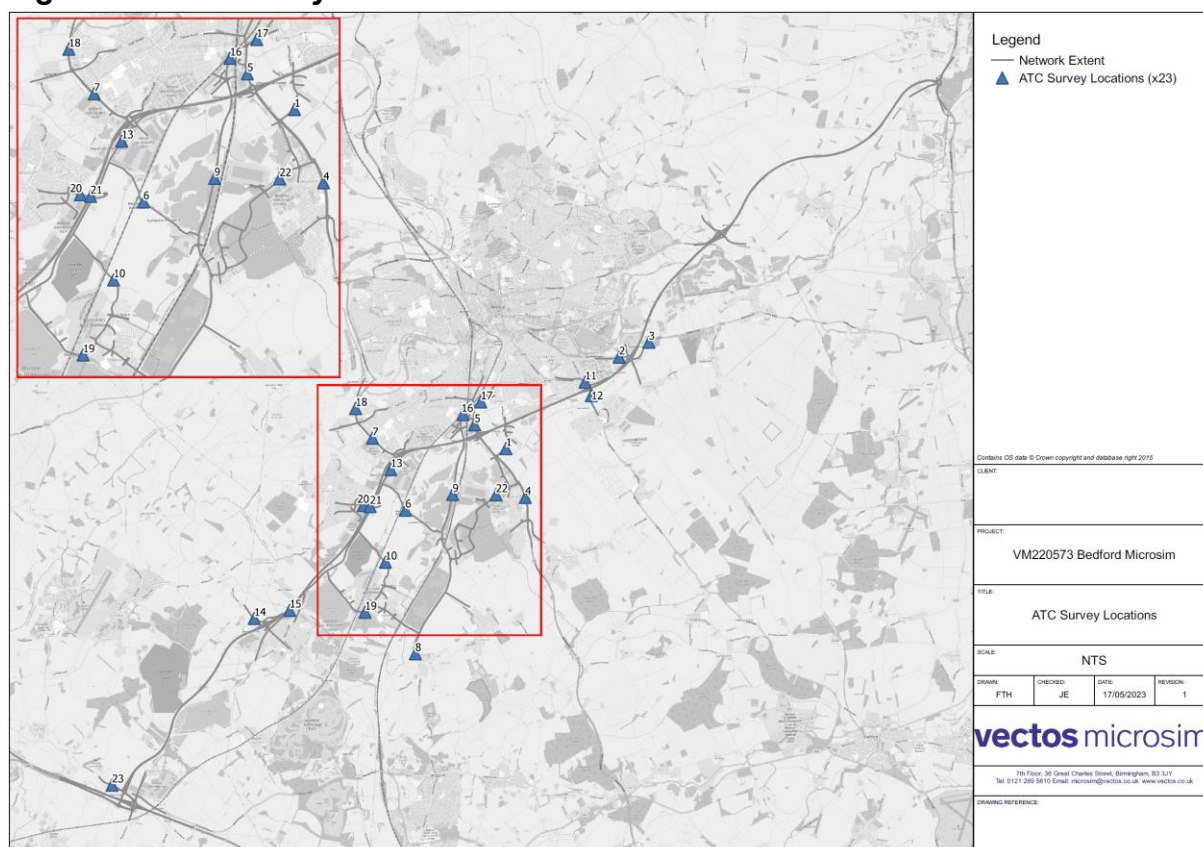


Figure 4: WebTRIS Locations



Data Comparisons

- 2.11 Checks of the suitability of the Tuesday CTC data have been completed using the average daily conditions identified within the ATC data in order to determine the suitability of the CTC data for the purpose of calibrating the junction turning flows. The outcome of these checks has been documented within the accompanying Data Collection Report².

Automatic Number Plate Recognition (ANPR) Survey

- 2.12 An Automatic Number Plate Recognition (ANPR) survey was undertaken on the same weekday and Saturday as the CTCs were collected. The figure below details the ANPR sites, these have been located on the external model loading points to capture trip patterns through the microsimulation

² VM220573.TN003 - Data Collection Report

network. This information was used to inform the Prior matrix development to inform the external-to-external movements.

Figure 5: ANPR Survey Locations



Model Validation Data

- 2.13 The TomTom journey time data was sourced from Streetwise Services Limited for the extent of the network, from the TomTom data, four bespoke routes were defined covering the key roads across the network. The data was processed to present the mean recorded journey times across the network, collated for the neutral weekdays inclusive of Monday to Thursday during the period of 01/03/2023 to 31/03/2023. This period covers the dates when the ATCs were collected.
- 2.14 TomTom data for Saturday has also been attained, this data covers the same period, 01/03/2023 to 31/03/2023, however only includes data from the Saturdays within this period, this captured the journey times across four Saturdays within the period.
- 2.15 The observed data was matched with corresponding journey time paths within the Paramics model. This ensured a fair comparison was being made when assessing the modelled journey times against the observed data. Each journey time route has been divided into sections, to ensure the delay on each route is occurring on the correct section.
- 2.16 Additional validation checks have been carried out on the on and off slips at various junctions throughout the model, focusing specifically along the A421 corridor.

- 2.17 The journey time routes recorded for validation and the locations of the additional junction off slips are shown in the following **Figures 6 and 7**.
- 2.18 The sample hit rates for the Weekday and Saturday TomTom data are presented within the table below for the modelled hours:

Table 1: TomTom Sample Hit Rates

Hour	Average Sample Size	
	Weekday	Saturday
06:00 to 07:00	2,555.07	205.71
07:00 to 08:00	4,359.24	348.34
08:00 to 09:00	4,628.06	593.89
09:00 to 10:00	3,485.18	766.47
10:00 to 11:00	3,025.23	845.56
11:00 to 12:00	3,010.70	926.01
12:00 to 13:00	3,107.42	980.76
13:00 to 14:00	3,166.48	963.91
14:00 to 15:00	3,293.06	843.76
15:00 to 16:00	3,759.49	779.91
16:00 to 17:00	4,265.39	775.08
17:00 to 18:00	4,360.05	795.76
18:00 to 19:00	3,352.57	662.29
19:00 to 20:00	2,208.83	519.90
20:00 to 21:00	1,547.02	386.71
21:00 to 22:00	1,225.49	324.96
Average:	3,209.33	669.94
Maximum:	4,628.06	980.76
Minimum:	1,225.49	205.71

Figure 6: Journey Time Routes

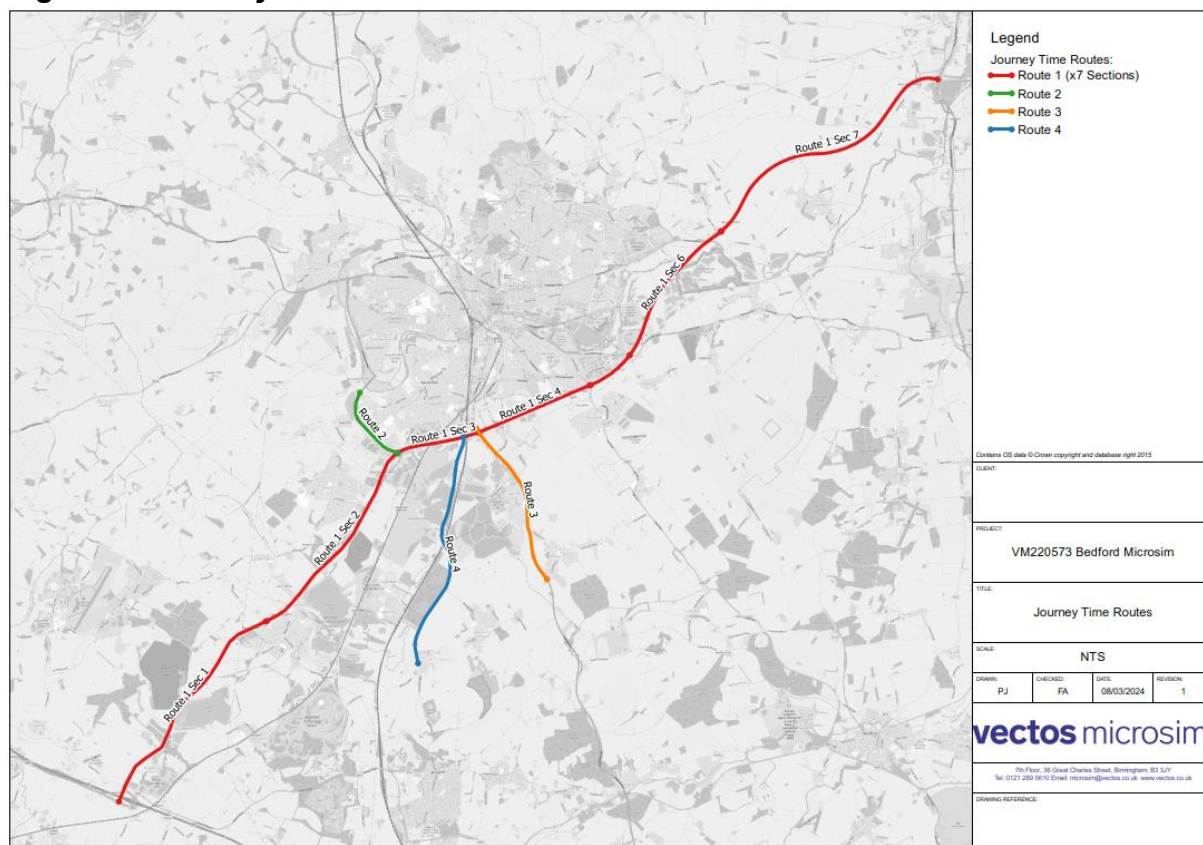
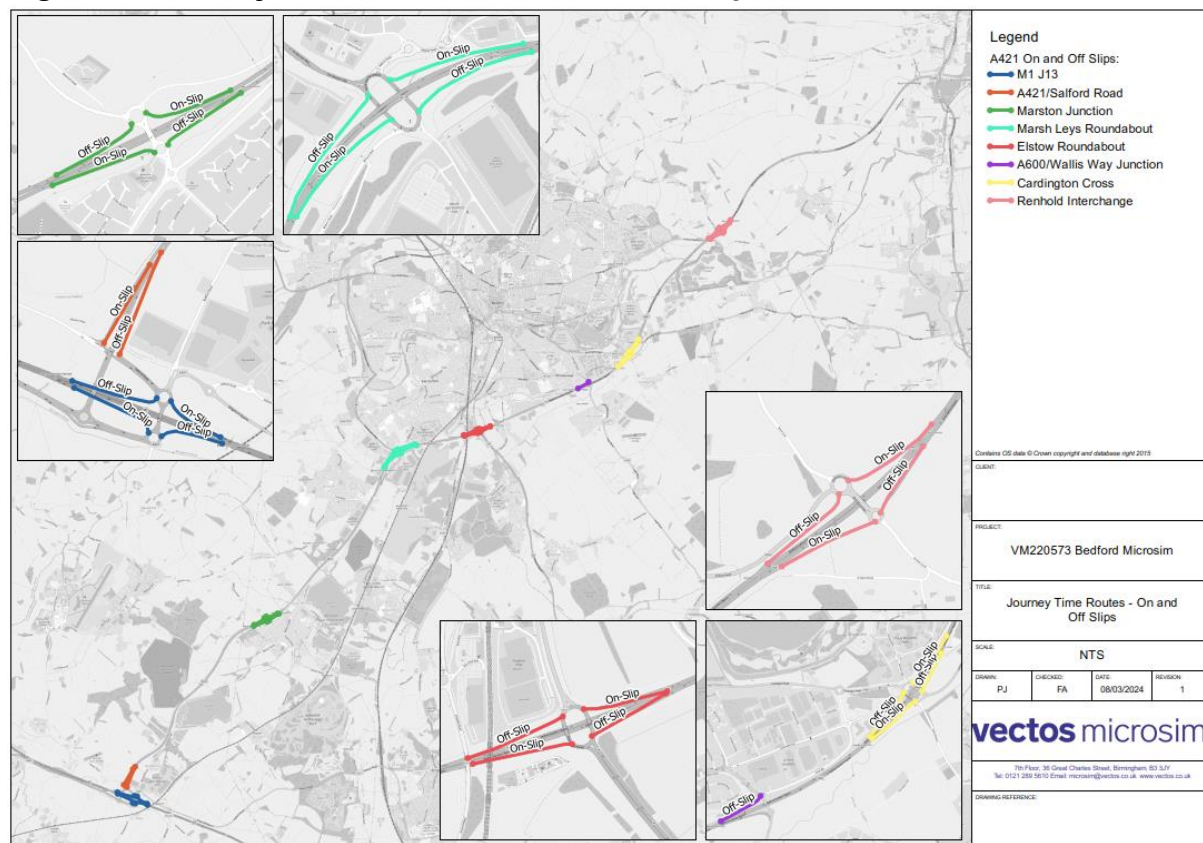


Figure 7: Journey Time Routes – A421 On/Off Slips



3 Base Model Development

- 3.1 The following chapter summarised the model settings and network characteristics including the road hierarchy, link speeds and link classifications.

Version

- 3.2 The A641 Corridor Base Model has been built using the latest version of Paramics Discovery at the time, which was version 26.0.2.

Time Periods

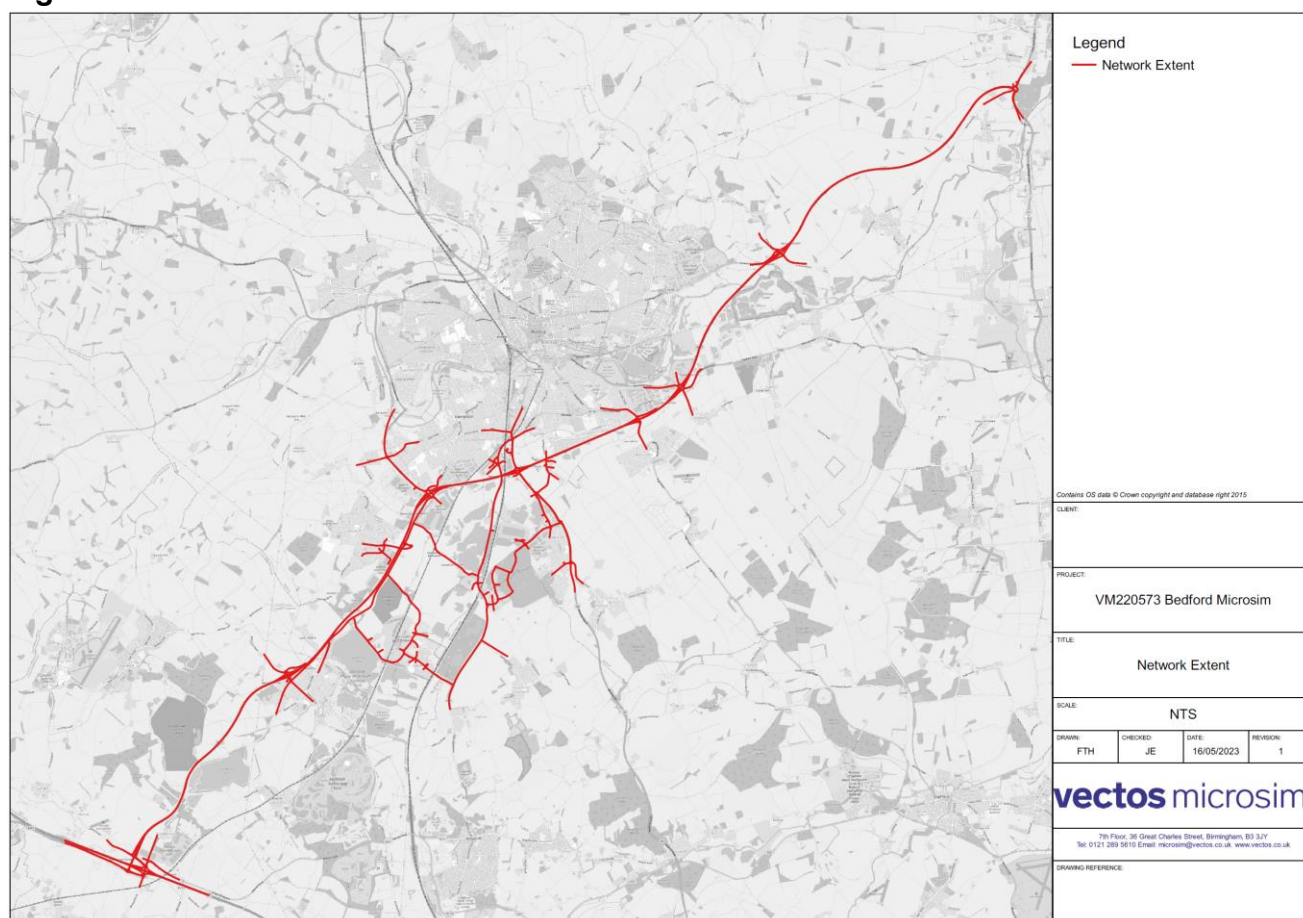
- 3.3 The model has been developed to cover a continuous 15-hour period from 07:00 to 22:00. The time periods referred to as the AM and PM peak hours are the traditional commuter peaks of 08:00 to 09:00 and 17:00 to 18:00, respectively.
- 3.4 In addition, a warm-up period from 06:00 to 07:00 has been included to ensure that the network is loaded before the main assessment period. The warm-up period has been informed using the same methodology used to derive the 20:00 to 22:00 matrices, detailed within Chapter 4 of this report. The 07:00 to 08:00 demand was utilised as a prior and survey data from the existing ATCs used to further refine. This hour has not been calibrated and is simply used as a 'pre-load; to ensure some traffic is on the network at the start of the 07:00 hour.
- 3.5 Hourly Survey files and Prior matrices were built as the model uses discrete hourly periods. The use of discrete hourly periods is preferred as it provides more control over the model operation as well as improving accuracy throughout Matrix Estimation and calibration meaning that the resultant demand matrices more accurately reflect the required demand assignment totals for each individual hour.
- 3.6 The hourly demands allow the opportunity to reflect changes in distribution across the period, hourly vehicle composition is also made possible, as is hour specific calibration and signal time changes etc. if necessary.
- 3.7 This has resulted in the following demand sets being included within the Weekday and Saturday Base models:
- 06:00 to 07:00
 - 07:00 to 08:00
 - 08:00 to 09:00
 - 09:00 to 10:00
 - 10:00 to 11:00
 - 11:00 to 12:00
 - 12:00 to 13:00

- 13:00 to 14:00
- 14:00 to 15:00
- 15:00 to 16:00
- 16:00 to 17:00
- 17:00 to 18:00
- 18:00 to 19:00
- 19:00 to 20:00
- 20:00 to 21:00
- 21:00 to 22:00

Network Extent

- 3.8 The model was built to include the network highlighted in **Figure 8** and was reviewed and refined to ensure it reflects the necessary level of detail.

Figure 8: Model Extent



Generalised Cost Equation

- 3.9 The Generalised Cost Equation (GCE) assigned to the Paramics model has a direct effect on the way vehicles route through the network. As a result, the GCE that is adopted throughout the course of the model development should be defined in advance of Matrix Estimation (the process by which Origin/Destination are refined based on a series of inputs).
- 3.10 The GCE, for each vehicle type, have been calculated using the guidance outlined in TAG Unit A1.3 and Unit M2, using relevant values contained in the TAG Data Book January 2023 (release V1.20.2). The resultant Time and Distance values by vehicle type are shown in the following table overleaf:

Table 2: Generalised Cost Equation, Time & Distance Values

Type	Description	Time	Distance
1	Car	4.04	1.52
2	LGV	5.28	2.02
3	OGV1	5.33	3.95
4	OGV2	5.33	7.57

Vehicle Types

- 3.11 Each matrix level, Lights and Heavies, has been assigned different vehicle types within each of the two matrix levels. These splits have been informed by analysing the vehicle type proportions across a representative sample of the surveyed junctions.
- 3.12 The resultant mix of fleet assigned within the model is summarised within the **Table 3** for the Weekday Model and Saturday model, respectively.
- 3.13 As stated previously, CTC survey data is not available for the final two hours of the 15-hour modelled period and as such specific vehicle proportions have not been calculated for these hours, therefore the vehicle proportions of the 19:00 to 20:00 hour have been applied in lieu.

Familiarity

- 3.14 The percentage familiarity used to account for driver's propensity to reassign based on their local knowledge of the network. As a starting point SYSTRA recommend a familiarity between 30% and 70% for light vehicles and 0% - 40% for heavy goods vehicles and coaches as they are unlikely to deviate from the signposted routes.
- 3.15 The familiarity assigned to each of the vehicle types used within the updated model are presented in **Table 4**. Given the strategic nature of the model a familiarity level at the upper end of this scale (i.e., 70%) was considered appropriate for controlling the routing calculations of the light vehicles within Matrix level 1.

Table 3: Weekday and Saturday Vehicle Type Proportions

Matrix	Weekday Matrix Level 1		Weekday Matrix Level 2		Saturday Matrix Level 1		Saturday Matrix Level 2	
Type	Car	LGV	OGV1	OGV2	Car	LGV	OGV1	OGV2
07:00 to 08:00	81.52%	18.48%	43.46%	56.54%	80.67%	19.33%	40.08%	59.92%
08:00 to 09:00	86.10%	13.90%	45.33%	54.68%	85.79%	14.21%	44.01%	55.99%
09:00 to 10:00	82.21%	17.79%	45.35%	54.65%	86.78%	13.22%	43.41%	56.59%
10:00 to 11:00	82.41%	17.59%	42.03%	57.98%	88.32%	11.68%	38.42%	61.58%
11:00 to 12:00	82.76%	17.25%	40.95%	59.05%	87.62%	12.38%	42.13%	57.87%
12:00 to 13:00	82.27%	17.73%	42.55%	57.46%	88.24%	11.76%	41.91%	58.09%
13:00 to 14:00	83.95%	16.05%	42.64%	57.36%	89.30%	10.70%	42.29%	57.71%
14:00 to 15:00	83.25%	16.75%	45.08%	54.92%	88.51%	11.49%	44.25%	55.75%
15:00 to 16:00	83.45%	16.55%	42.73%	57.27%	87.65%	12.35%	42.60%	57.40%
16:00 to 17:00	83.77%	16.23%	40.24%	59.76%	87.76%	12.24%	40.87%	59.13%
17:00 to 18:00	89.09%	10.92%	35.42%	64.58%	91.16%	8.84%	35.23%	64.77%
18:00 to 19:00	91.41%	8.59%	32.11%	67.89%	92.92%	7.08%	34.62%	65.38%
19:00 to 20:00	91.66%	8.34%	30.67%	69.33%	92.81%	7.19%	34.47%	65.53%
20:00 to 21:00	91.66%	8.34%	30.67%	69.33%	80.67%	19.33%	40.08%	59.92%
21:00 to 22:00	91.66%	8.34%	30.67%	69.33%	85.79%	14.21%	44.01%	55.99%

Perturbation

- 3.16 Perturbation is used to account for variability in driver's perception of travel costs. Default Perturbation values of 5% were applied consistently to all light and heavy vehicle types in the model. This is the commonly used value for perturbation

Table 4: Familiarity & Perturbation

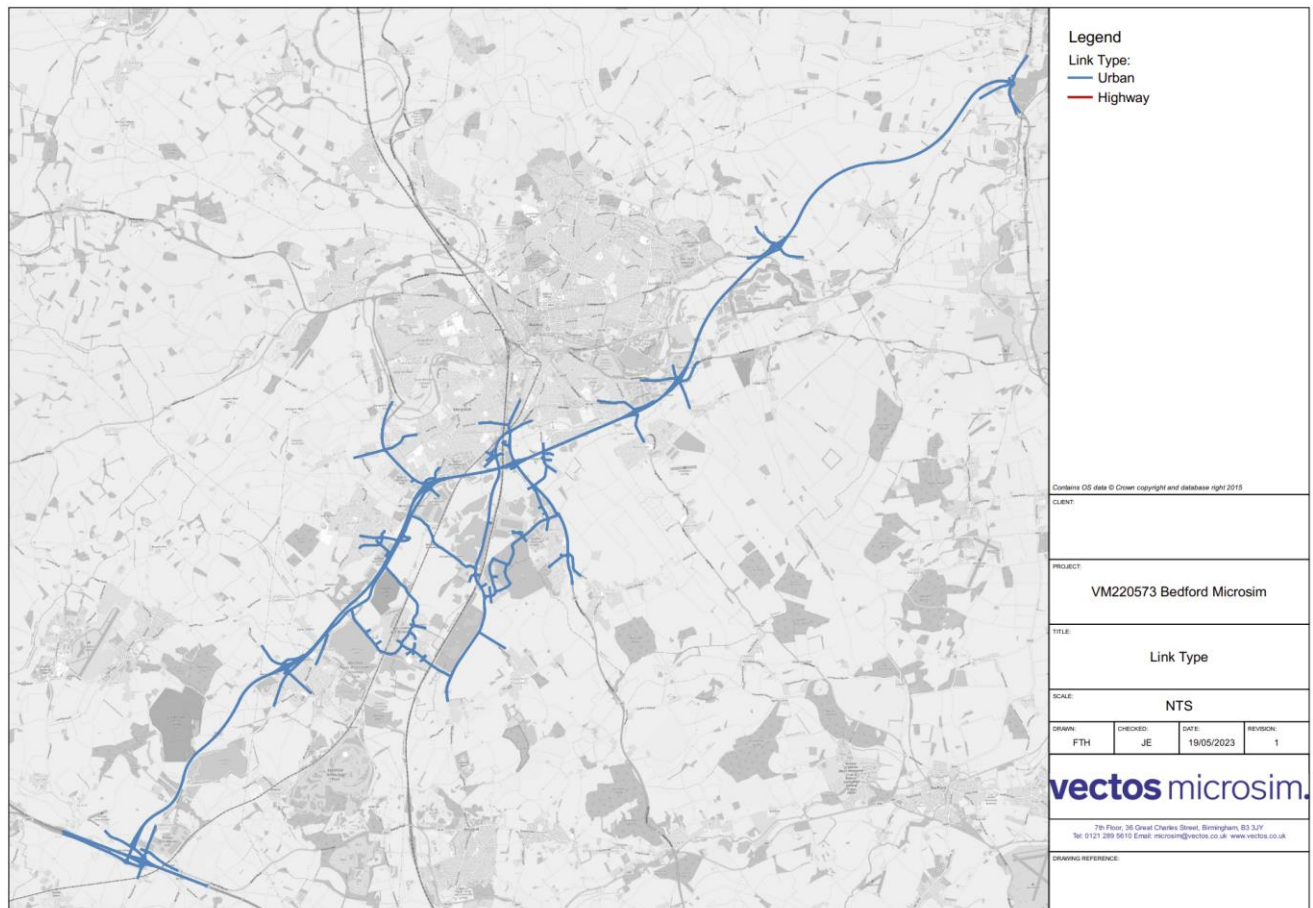
Matrix	Type	Familiarity	Perturbation
1	Car	70%	5%
1	LGV	40%	5%
2	OGV1	20%	5%
3	OGV2	10%	5%

Link Type

Urban/Highway Links

- 3.17 Defining a link as 'Urban' or 'Highway' has a significant impact on vehicle behaviour within a model. On 'Highway' links vehicles will demonstrate motorway behaviour.
- 3.18 On 'Urban' links vehicles exhibit urban behaviour such as getting into lane immediately on approach to junctions, giving-way at priority junctions, and a lower speed differential.
- 3.19 All the links have been coded as urban within the A421 Corridor Model according to their on-street characteristics. Furthermore, where traffic volumes are particularly high and there is a need for hazards to overlap and speed differentials to be lower, it is commonplace to use Urban classifications. This is true even if the network is considered part of the SRN. In reality, the slow speeds and driver awareness of the network means that the area does not operate 'like a motorway' and so the application of urban has been applied here.
- 3.20 This is also in line with current guidance from Systra with regards modelling in Paramics Discovery, particularly when ensuring merge/diverge behaviour is captured.
- 3.21 All the links have been coded as urban within the A421 Corridor Model according to their on-street characteristics. **Figure 9** shows the distribution of Urban and Highway link in the model:

Figure 9: Link Type

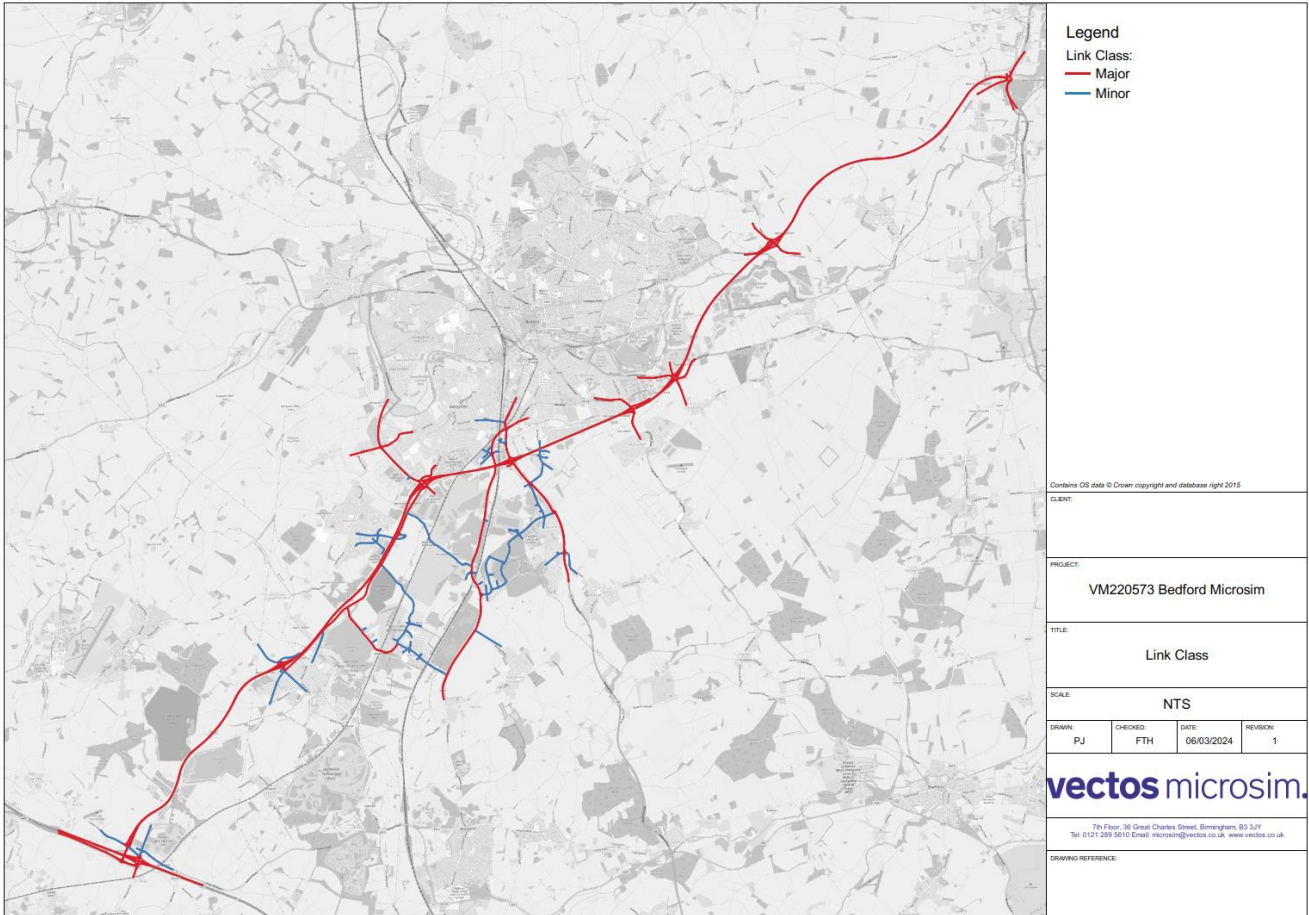


Link Classification

Major/Minor Links

- 3.22 Road hierarchy is used to alter the cost of travelling on particular links. Whether a link has been classified as 'Major' or 'Minor' will have a direct impact on the perceived cost of using that link and will vary depending upon whether a driver is classed as 'Familiar' or 'Unfamiliar'.
- 3.23 A 'Familiar' driver is someone who knows the alternative routes from A to B and will comfortably switch between them to save time, whereas an 'Unfamiliar' driver is someone who follows the main signposted routes unless significant conditions force them otherwise. This behaviour is reflected within the model by how each driver type perceives the cost of travelling along minor links, with these perceived as being twice the true cost for drivers who are unfamiliar.
- 3.24 The following figure shows how the link classification have been adopted within the model:

Figure 10: Link Classification



Link Categories

- 3.25 Individual link categories can be created in Paramics, containing basic road attributes such as speed, width, and cost factors. By using link categories, attributes can be changed with one edit, which will be applied to all roads of that category.

Figure 11: Link Categories

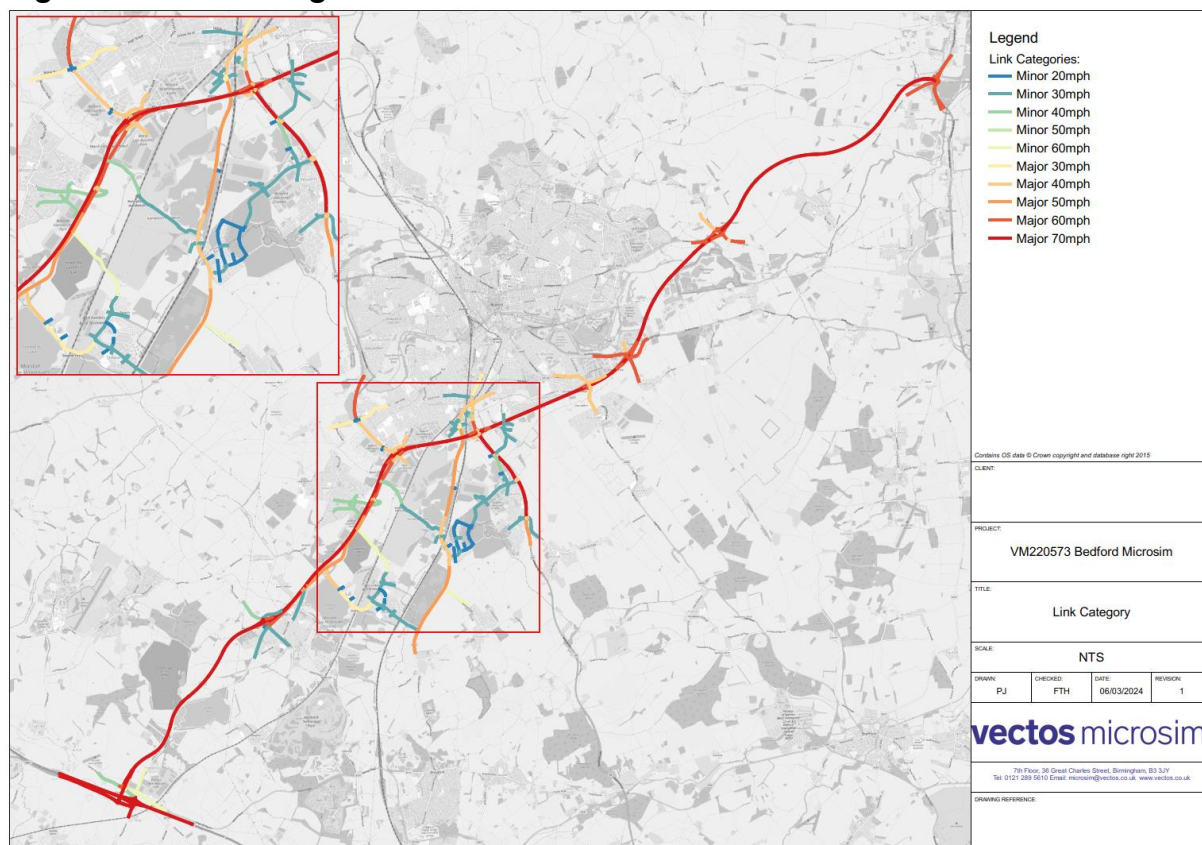
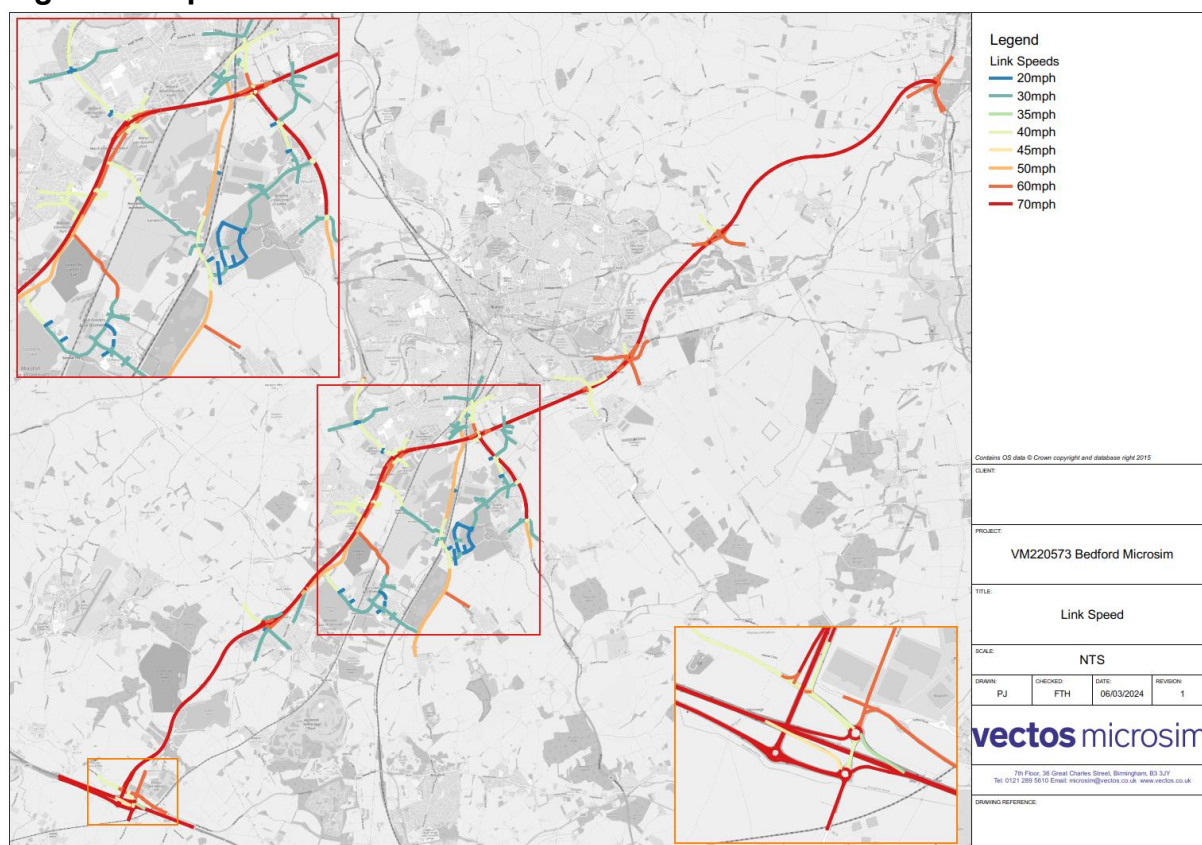


Figure 12: Speed Limits



- 3.26 The primary role of the categories is to determine key characteristics quickly and apply them during the model development. **Figure 11** shows how the categories have been adopted within the model.

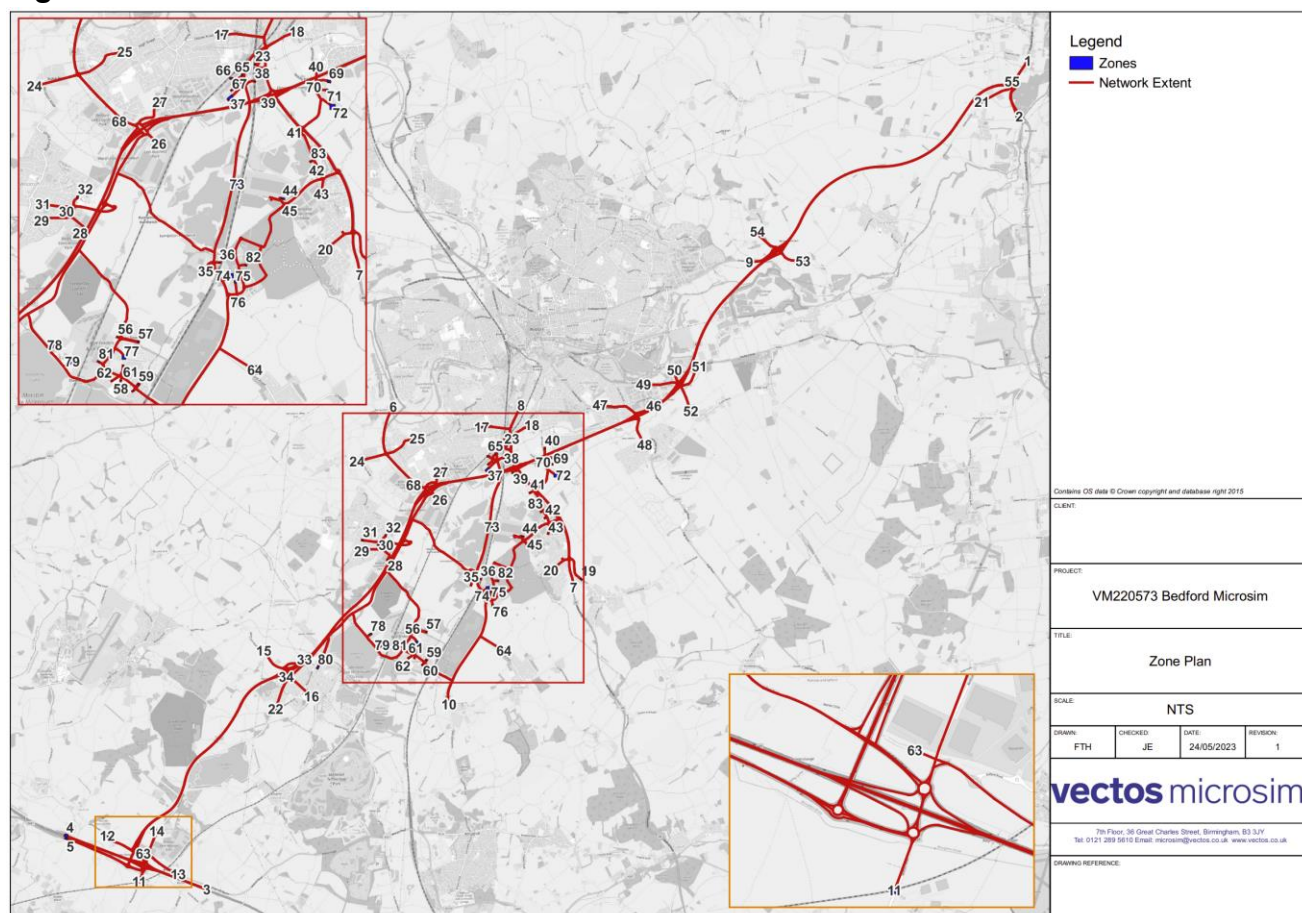
Speed Limits

- 3.27 A key aspect of the categories described previously is to define the link speeds. These have been coded as per **Figure 12** and reflect the on-street speed limits.
- 3.28 Specific speeds, which differ from the signed on-street speeds, have been applied to a number of routes where lower free flow speeds were observed through the TomTom data, thereby indicating that the posted speed limits were never attained ever during quiet periods.
- 3.29 To estimate the free-flow speed for each of the journey time route, the 05:00 to 06:00 hour was examined as it was determined to be the hour available with the least traffic and therefore most likely to be indicative of the free-flow speed (i.e., a speed unaffected by congestion). Where there was a significant difference between the free flow speed and the on-street speed limit, bespoke speeds applied, informed by the free flow speeds on these sections.
- 3.30 This analysis is done because microsimulation models can over-state the average speeds of vehicles when the roads are free of congestion. This is because certain features cannot be explicitly captured in a model that would otherwise affect the speeds drivers travel at. The effect of street furniture, the built environment, local knowledge/behaviours, the width of the road or the lanes, the width of pavements and proximity of house/shop frontage, the roads gradient, the lighting, surface conditions, and many other features cannot be reflected accurately in the model.
- 3.31 Instead, curvature and giveaway behaviour on approach to junctions tend to be the only cause for vehicles to deviate for their standard distribution around the assigned speed limit. This method of tailoring the speed limit of sections of the network, based on the observed speeds during uncongested periods and on free-flowing links, helps calibrate this phenomenon.
- 3.32 The following roads have been calibrated to reflect the observed free flow speeds by applying lower speed limits to the on-street speed limits:
- A6 between the Ridge Road and Cemetery Road, Free Flow Speed Applied 40mph (Speed Limit 60mph)

Zone System

- 3.33 The model zoning system has been developed in a way that captures the key loading points into the network, including areas of significant land use within the study area, such as any residential areas and car parks. This provides a means of controlling the loading strategy for the zones and enables a sensible constraints strategy to be applied to each zone during the Matrix Estimation (ME) process.
- 3.34 External zones were added to all major external links and the zone system is shown within the following **Figure 13**.

Figure 13: Zone Plan



Vehicle Release Profiles

- 3.35 Wherever possible the profiles within the model have been derived directly from count data. This approach is, however, reliant upon data sites being near the zones and that the data has been disaggregated into, at least, 15-minute intervals to control the release of traffic onto the network.
- 3.36 In certain cases, it is not always possible to derive specific profiles for zones. When this situation occurs, it is necessary to derive more general profiles to control the release of vehicles into the model network.
- 3.37 Four aggregate profiles were constructed using the average profile taken from count sites representative of the general profiling required for each location. These were as follows:
- Services: representing service stations and applied to three zones representing service stations on the Elstow Interchange and the Black Cat Roundabout, as well as Marston Mortaine Services;
 - Elstow Resi.: the aggregate residential profile for Elstow applied to smaller zones where bespoke count data was not available;
 - Stewartby Resi.: the aggregate residential profile for Stewartby applied to smaller zones where bespoke count data was not available; and

- Retail Park: representing the four arms of the Race Meadows Way/Polofield Way roundabout at the Interchange Retail Park.

3.38 The other profiles within the model have been derived directly from the observed count data, on approach to upstream junctions. Profiles have been smoothed and adjusted to ensure there are no 'empty' periods when no vehicles would be released. This is common for HGV profiles when derived from low volume survey counts.

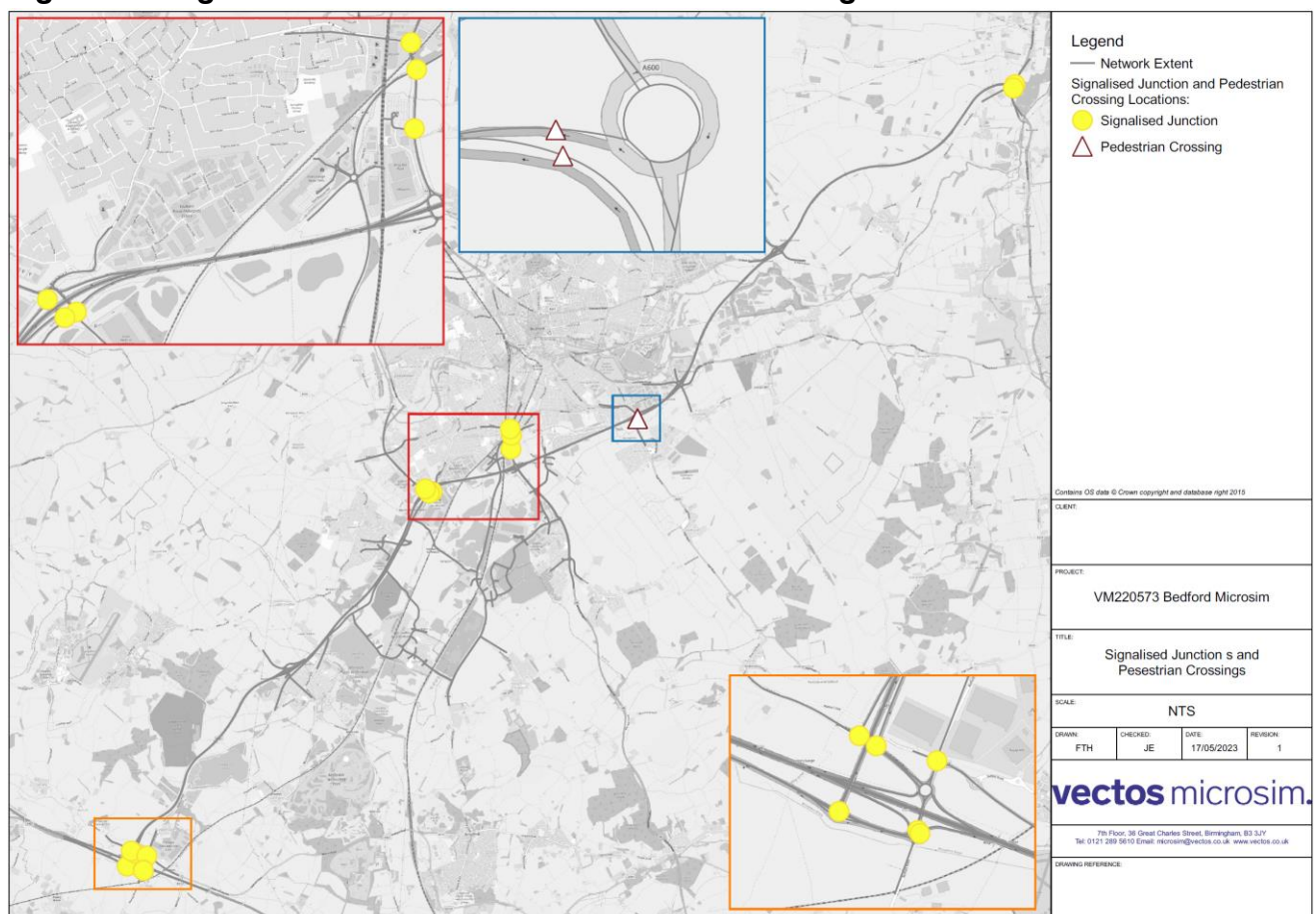
Public Transport

- 3.39 Bus routes and stops have been explicitly included within the model.
- 3.40 The locations of the bus stops that fall within the model extent have been informed by Google Maps. Bus routes and schedule data was obtained from the operators' websites.
- 3.41 Twelve two-way routes have been defined within the model, each of which has been assigned the relevant schedules and frequency. All bus stops were included with a dwell time of 15 seconds.

Signalised Junction and Pedestrian Crossings

- 3.42 On-street signalised junctions and pedestrian crossings were included in the model.

Figure 14: Signalised Junctions and Pedestrian Crossings



- 3.43 Most pedestrian crossings frequencies have been set according to a standard assumption of 7 seconds activation every 2 to 6 minutes.
- 3.44 Signal timing information could not be attained, however, a combination of GoogleMaps, site surveys and expert knowledge has been used to provide an indication of stages from different vantage points. Calibration checks have revealed that the signal configurations adopted calibrate to observed conditions whilst validation checks using journey time data on key approaches ensure that signal timings result in representative delays.
- 3.45 It is anticipated that the signal time assumptions will be revisited once signal controller specifications can be obtained from the Highway Authorities.
- 3.46 The signalised junctions and pedestrian crossings located within the model are shown in **Figure 14**.

4 Matrix Development

Overview

- 4.1 In common with all other traffic model applications, an Origin Destination (OD) matrix of travel demand through the network is required. This matrix is estimated through the Paramics Matrix Estimation (ME) module. The Paramics ME module requires three key elements for each individual model period in order to produce the demand matrix. These are:
 - A Survey File
 - A Routing File
 - A Prior Matrix
- 4.2 The Paramics ME combines these elements and produces an estimated matrix for each hourly period under consideration. This is not the final matrix as dynamic assignment and network calibration parameters are not considered during this stage. The assigned link flows do consider these elements and thus the calibration and validation are based on assigned flows rather than matrix estimated flows. The estimated matrix is therefore subject to calibration once it has been assigned to the network.
- 4.3 The Matrix Estimation process for the final two hours, 20:00 to 21:00 and 21:00 to 22:00, varied slightly from the other 13 modelled hours due to the absence of CTC data. The methodology adopted for the ME process of these hours is defined separately within this chapter.

Survey File

- 4.4 The survey file is derived from observed count data, recorded from surveys, and manipulated through a spreadsheet. This then provides a 'target' against which the Paramics ME module can attempt to balance the matrix.
- 4.5 Survey files were developed for each specific model period and split by vehicle type. Cars and LGVs were combined into the first survey file whilst OGV1 and OGV2 were combined in the second. Segregating the survey file by vehicle type allows tiered matrices to be estimated using specific count data and routing files for specific vehicle types. In this case a two-tier approach was taken to the production of assignment matrices, as per the below:
 - Matrix 1: Controls the estimation of car and lights goods vehicle types
 - Matrix 2: Controls the estimation of heavy goods vehicle types
- 4.6 These initial matrix levels were adopted to control the estimation of the two different vehicle classifications. The development of the initial Prior matrices is summarised later in this chapter.

Routing File

- 4.7 The routing file utilised in Matrix Estimation was a Paramics generated Pija file. The use of a Pija file enables the collection of a complete sampling of the route choice within the network.
- 4.8 The Pija file is generated by assessment of the initial prior demand, and lately refined demands, being assigned via Paramics. This information is used to generate a set of routes through the network which accounts for delay on the network. The routing for each individual OD pair is recorded and assigned within the ME process.

Prior Matrix Development

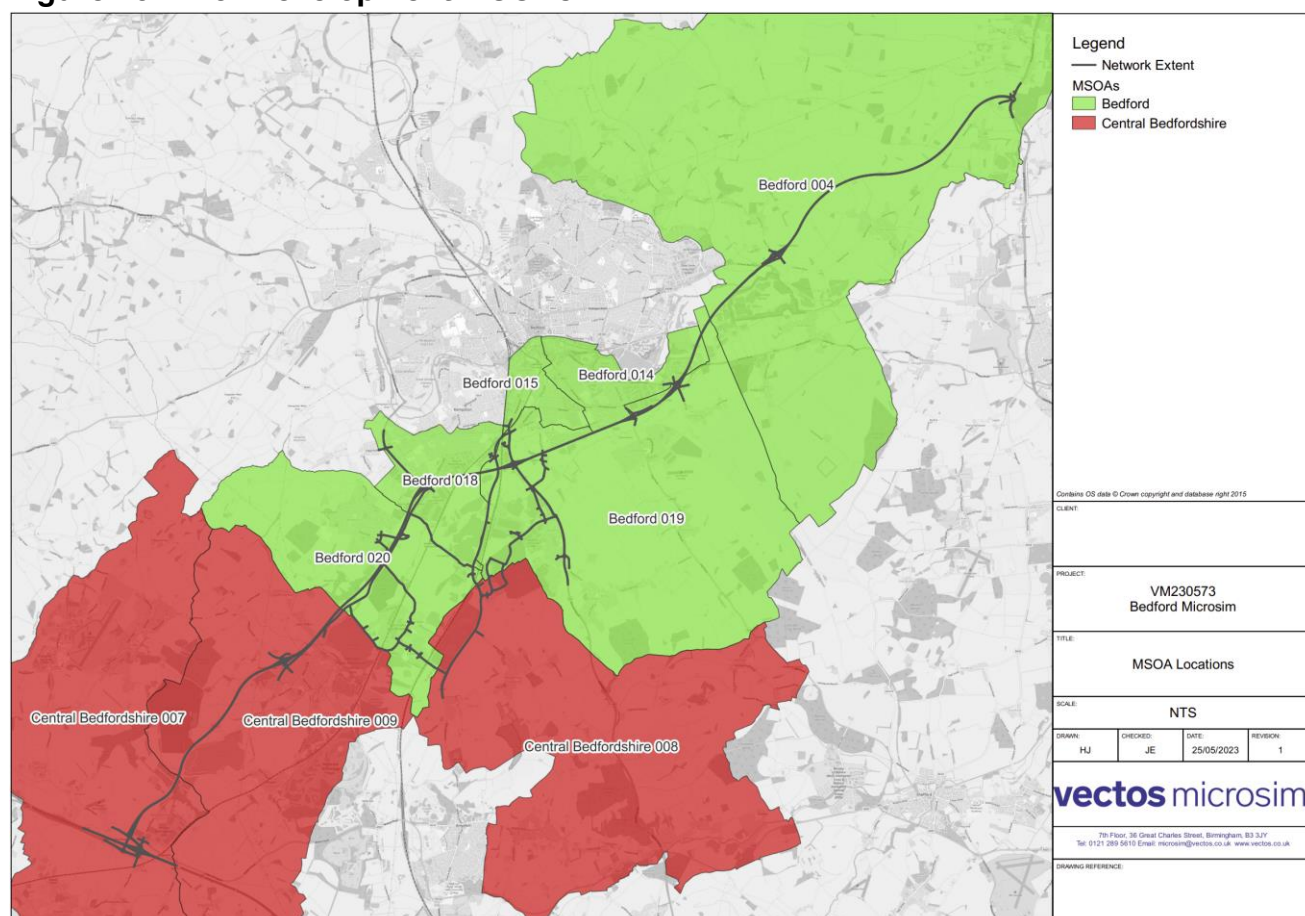
- 4.9 The primary use of the Matrix Estimation module is to reflect the existing demand conditions through refinement of the initial prior matrix. It is important that the prior matrix reflects a good approximation of traffic distributions and volumes expected across the study area.
- 4.10 It should be noted that the purpose of the prior matrix is to provide an input into the ME process, which is further controlled by the application of constraints and, as such, it is not expected that the prior matrix accurately reflects every trip within the study area. Rather, the prior matrix is intended to serve as an approximation of traffic movements across the study area, which is then subject to further adjustment through the ME process.
- 4.11 The methodology involved in the construction of the prior matrices used within ME is outlined below:

Trip Distribution

- 4.12 A critical aspect in deriving the prior matrix involves the determination of the traffic patterns across the study area.
- 4.13 Trip distributions for trips to and from internal zones were informed by a combination of Census Journey to Work (JtW) data and Automatic Number Plate Recognition Surveys. The study area is covered by several MSOAs, listed below, these have been used as a target for determining the trip distribution flowed by a plot of the MSOAs:
- Central Bedfordshire 007 (E02003605)
 - Central Bedfordshire 008 (E02003606)
 - Central Bedfordshire 009 (E02003607)
 - Bedford 004 (E02003619)
 - Bedford 014 (E02003629)
 - Bedford 015 (E02003630)
 - Bedford 018 (E02003633)
 - Bedford 019 (E02003634)

— Bedford 020 (E02003635)

Figure 15: Prior Development MSOAs



- 4.14 Firstly, the percentage of trips that remain within the MSOs listed was identified and used to determine the proportion of trips that travel between pairs of internal zones. The remaining percentages were then assumed to travel between an internal and external zone pair.
- 4.15 The distribution of trips between internal zone pairs was derived based on the number of based on the number of houses or GIS to estimate the employment area each residential or employment zone represents, and a weighting applied to the 'trip attractor' zones.
- 4.16 For trips between internal and external zones, GoogleMaps routing data was used to identify the routes vehicles would take when travelling out of the model extent and therefore which external zone they should be assigned to.
- 4.17 Finally, the distribution of trips between pairs of external zones was informed by the ANPR cordon collected around the study area. This provided the number of trips between each pair of external zones for the majority of the external zones.
- 4.18 This information resulted in inbound and outbound distributions for each of the modelled zones which varied across the 15-hour modelled period as a result of the ANPR surveys.

- 4.19 It is recognised that the Saturday period would not be influenced by the same level of commuter patterns as would be the case with the weekday and so, as a result, the interpeak period was used as a proxy for Saturday, since travel patterns are likely to align more closely than the weekday peaks, and this was supplemented by ANPR accordingly.

Trip Generation

- 4.20 Once the trip distributions were calculated a tiered approach to the derivation of trip generation totals (i.e. trip-ends) to be assigned to each of the model zones was adopted on the following basis:
- Where observed data was available, which was representative of the total trip generation associated with the zone, the observed CTC was used to determine the origin/destination totals, i.e., to be factored by the distribution calculated previously.
 - For any remaining zones classified as Residential, the number of dwellings was estimated, and a proxy trip rate has been calculated based on known residential counts within the area.
 - Trip generation associated with the remaining employment zones was derived using GIS to estimate the employment area, and a proxy employment trip rate (based upon known employment counts in the area) was calculated and applied to this quantum.
- 4.21 Any known movements between zones, informed by the observed count data, were collated and input directly into the relevant matrix on an hourly basis and by either Light vehicles or HGVs.

Combining the Distributions and Assigning Trip Generation

- 4.22 The prior matrix demands were calculated by applying the respective trip generation and the associated zone's distribution from the inbound and outbound directions. The two matrices were then combined, taking the average value when both matrices contained a value, or the non-zero value if one matrix suggested zero trips
- 4.23 The application of the above methodology resulted in separate prior matrices for each modelled hour.

Constraints

- 4.24 Constraints are a vital part of almost all Matrix Estimation (ME) processes. Potentially the only exception is if all the movements into and out of all zones have a count on them. Constraints are used to:
- Prevent known movements / robust data in the prior matrix from reducing.
 - Prevent ME from increasing unwanted trips (e.g., short trips between adjacent zones).
 - Develop a robust ME process (e.g., by developing constraints based on trip type/ prior matrix sources).

- 4.25 The application of the constraints was applied whereby the type and level of constraint was informed by the initial value assigned to the OD movement. Movements to and from external zones were able to alter by a larger amount than the movements between the internal sectors.
- 4.26 OD values were classified as either Small, Medium, or Large based on the following criteria:
- Small OD: 10 trips or less
 - Medium OD: between 10 to 100 trips
 - Large OD: greater than 100 trips
- 4.27 The classification of zones was also used to enable the variation arising from the ME process to be better managed.
- 4.28 The purpose of the constraints is also to prevent ‘trip dumping’ whereby the ME process assigned a lot of trips to short OD pairs to balance adjacent counts. Thus, constraints have been applied to cap traffic volumes at a maximum level. If the ME process lowers the volume of certain ODs in order that a balance with the observed data is achieved, this is allowed within the ME process.

HGV Assumptions

- 4.29 Alongside any known OD HGV movements, a weighted entropised factor matrix was created for the assignment of heavy vehicles. This assigned and limited trips based on likely travel patterns across the study area.
- 4.30 The Origin and Destination zones were considered, and the following values were assigned depending on the combination:

Table 5: HGV Prior Value Classification

Origin Zone	Destination Zone	Value
High	High	15
High	Med	5
High	Low	2
Med	High	5
Med	Med	0.5
Med	Low	0.5
Low	High	1
Low	Med	0.5
Low	Low	0

- 4.31 Zones were classified as having either High, Medium or Low HGV flows based on the OD zone types and the resulting propensity to carry HGVs, i.e. a distribution centre would be classified as ‘High’ however a zone representing a residential pocket of land would be classified as ‘Low’.

- 4.32 This was used to then create an entropised matrix of the values as identified above to be fed into the Paramics ME module for further refinement when combined with the HGV survey files, routing information and constraints.

Matrix Estimation

- 4.33 The constraints have been combined with the Prior matrix, survey file and routing information within the Paramics ME module. This was set to 20 iterations with a target GEH of 5. The target was set in such a way that 100% of the estimated values which, when compared to the observed, return a GEH value of 5 or less.
- 4.34 Checks were made during the calibration process to ensure no issues pertaining to trip dumping and anomalous OD movements within the matrix. If necessary, adjustments have been made within the Prior matrix to ensure that the issues identified within the ME process are corrected at source whenever possible.

Final Hours Matrix Estimation

- 4.35 As noted previously within this report, whilst the Base Model covers a 15-hour period from 07:00 to 22:00, the final two hours (20:00 to 22:00) were only surveyed by the link counts therefore there is no turn count calibration data available for these two hours.
- 4.36 To estimate the matrices for these hours, the post-matrix estimation demand matrix for the 19:00 to 20:00 hour has been used as a prior and processed with the ATC and WebTRIS only survey file to produce demand matrices for the 20:00 to 21:00 and 21:00 to 22:00 hours.
- 4.37 The same methodology was adopted for the development of the 06:00 to 07:00 warm-up period utilising the 07:00 to 08:00 demand file as the prior matrix.

Saturday Matrix Estimation

- 4.38 Demands for the Saturday model were derived via ME utilising a prior development from the average of the interpeak period, inclusive of hours 12:00 to 15:00 for both Light and Heavy vehicles.
- 4.39 It was recognised that the Saturday period would not be influenced by the same level of commuter patterns as would be the case with the weekday and so the interpeak period is a suitable proxy for Saturday, since travel patterns are likely to align more closely between those periods than the Saturday and weekday peaks.
- 4.40 Saturday specific survey files and constraints were developed and combined within the ME module using 20 iterations with a target GEH of 5. The target was set such that 100% of the estimated values, when compared to the observed, return a GEH value of 5 or less upon completion.
- 4.41 Checks were made during calibration to prevent trip dumping and anomalous OD movements occurring within the matrix. Where necessary, adjustments have been made within the Prior matrix to ensure that the issues identified within the ME process are corrected at source whenever possible.

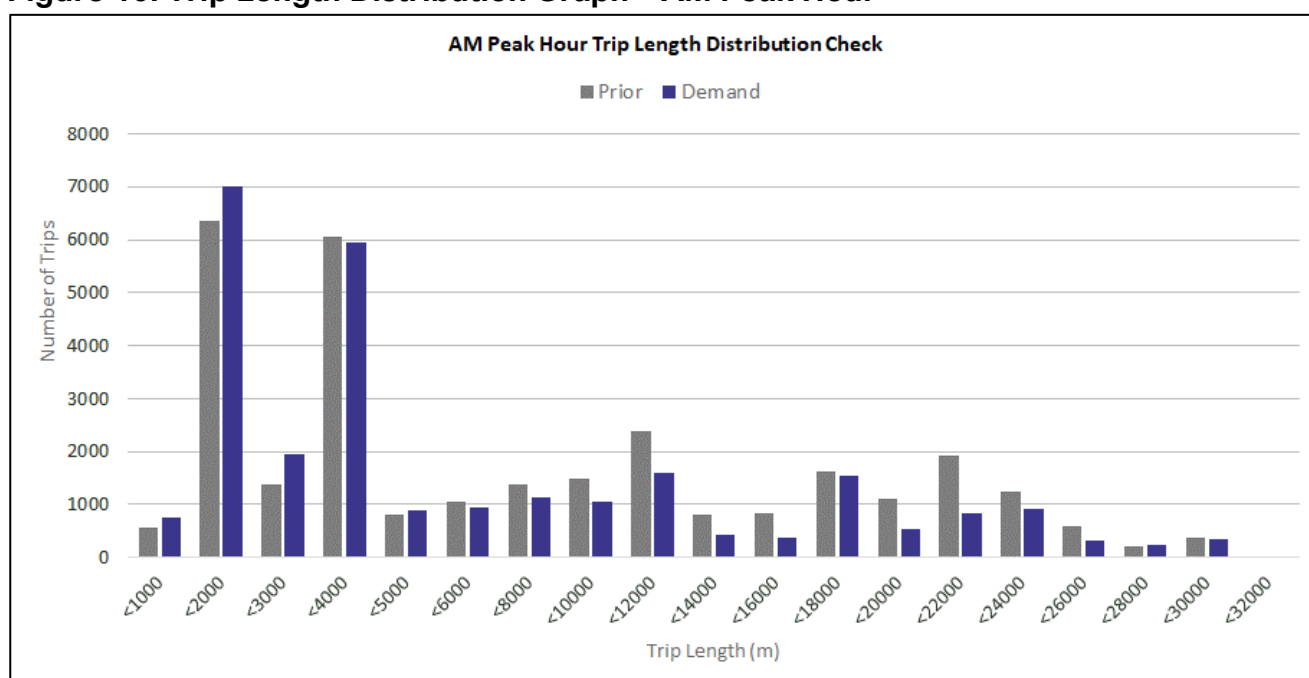
Matrix Estimation Checks

- 4.42 Guidance exists within TAG Unit M3.1 (specifically Table 5) which set out a series of checks that should be applied, to understand whether there is a significant difference between the prior demands and the post ME demands.
- 4.43 These guidelines are predominantly applicable to large strategic models meaning full application of all checks may not be necessary or proportionate in the context of this model which is a large-scale microsimulation model.
- 4.44 Targeted checks have been undertaken at this stage and are presented within this section. The primary focus, at this stage, has been to document the changes between prior demands and post ME demands initially considering the changes in trip length distributions, before reporting on changes in matrix zone trip ends.

Trip Length Distribution Checks

- 4.45 To consider the impacts of matrix estimation on the trip length distribution, the following graphs have been produced to compare the trip length distribution for the pre and post estimated matrices (for all vehicles), across the AM and PM peak hours.

Figure 16: Trip Length Distribution Graph – AM Peak Hour

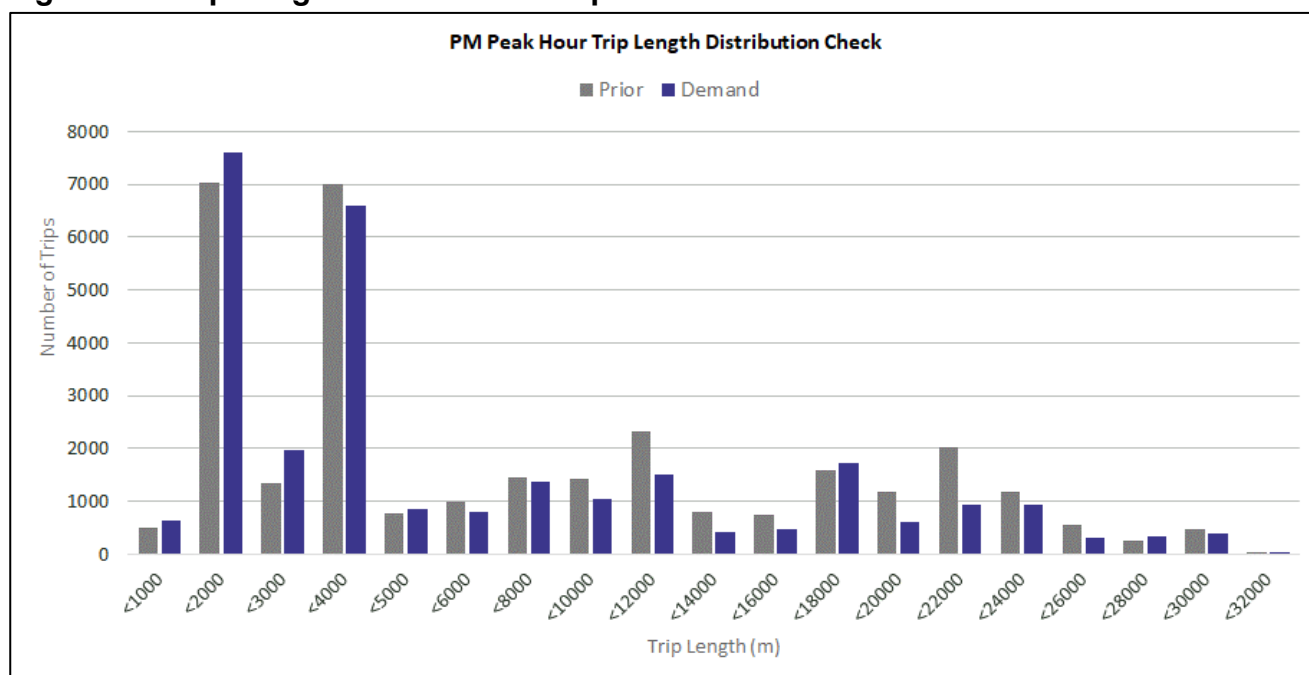


- 4.46 The trip distribution comparison presented within **Figures 16 and 17** reflects an increase in the Demand trips assigned to ODs under 3km compared to the Prior. Many of these are trips routing via the M1 J13 between significant external zones located on principal and trunk roads such as the M1, the A421 and the A507 and have been directly informed by count data, meaning the increases are not a concern.

4.47 There are reductions in Demand compared to Prior for trips under 12km and those under 22km with the prior containing a larger proportion of trips of this distance. These trips are likely to be those travelling on the A421 either part or most of the length, possibly originating/destinating in Bedford and the surrounding area.

4.48 Overall the figures report relatively little change between the prior and post ME demands.

Figure 17: Trip Length Distribution Graph – PM Peak Hour



Matrix Trip End Changes

4.49 Additional checks on the matrix estimation process have been undertaken in the form of a review of the matrix trip end changes.

4.50 The extent to which trip ends have been affected by matrix estimation has been plotted using an X-Y scatter plot, alongside a trend line to determine the R^2 value. The final prior matrix trip ends are plotted on the horizontal axis, with the values for the same trip end, post ME, plotted on the vertical axis.

4.51 TAG guidance stipulates that the significance criteria for such checks are such that the slope of the trendline should be within 0.99 and 1.01, the intercept near zero, and the R^2 in excess of 0.98².

4.52 **Figures 18 and 19** present the R^2 values for the AM and PM peak hours, both of which are within TAG criteria. The trendline and intercepts are not within the confines of the criteria however given the R^2 value is within the stated criteria this is not considered to undermine the suitability of the model.

Figure 18: Trip End Change – AM Peak Hour

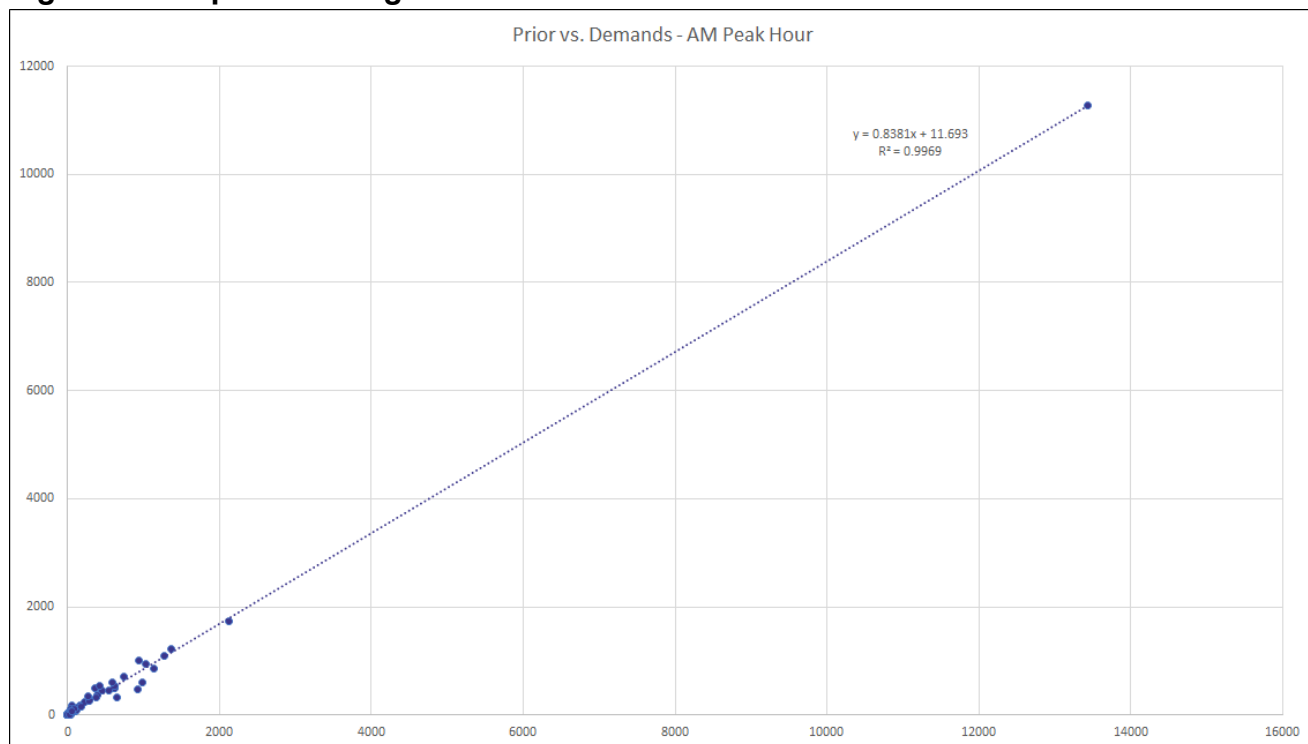
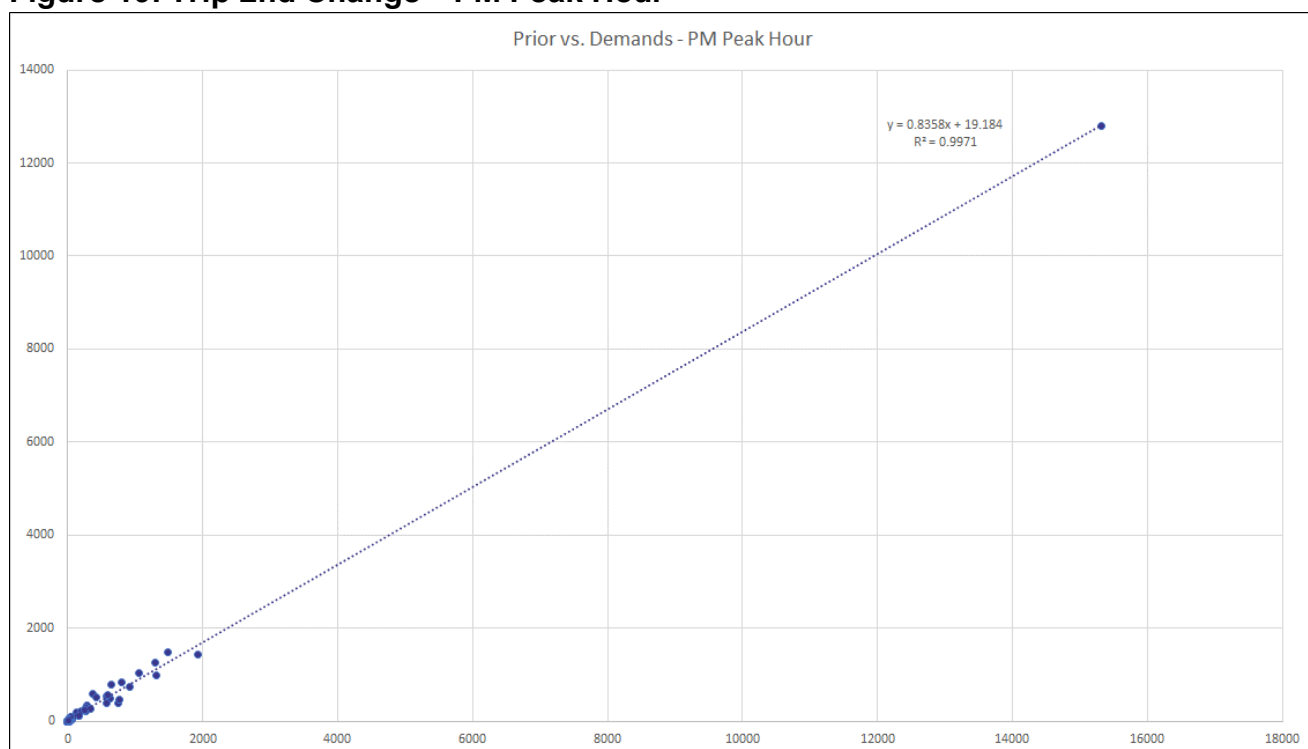


Figure 19: Trip End Change – PM Peak Hour



Model Demands

- 4.53 The trip totals by matrix, post ME, which were created through the ME process, and therefore assigned within the model, are provided within the following **Tables 6 and 7** for the Weekday and Saturday models respectively.

Table 6: Weekday Assigned Demand Totals

Hourly Period	Lights	Heavies	Total
06:00 to 07:00	16,248	3,446	19,694
07:00 to 08:00	24,528	2,852	27,380
08:00 to 09:00	27,547	2,960	30,507
09:00 to 10:00	18,591	2,757	21,348
10:00 to 11:00	15,374	2,502	17,876
11:00 to 12:00	17,252	3,505	20,757
12:00 to 13:00	18,258	3,494	21,752
13:00 to 14:00	19,148	3,454	22,602
14:00 to 15:00	20,780	3,310	24,090
15:00 to 16:00	24,314	2,847	27,161
16:00 to 17:00	28,303	2,533	30,836
17:00 to 18:00	29,247	2,137	31,384
18:00 to 19:00	21,793	1,907	23,700
19:00 to 20:00	14,648	1,763	16,411
20:00 to 21:00	10,341	1,702	12,043
21:00 to 22:00	8,164	1,354	9,518

Table 7: Saturday Assigned Demand Totals

Hourly Period	Lights	Heavies	Total
06:00 to 07:00	6,084	1,504	7,587
07:00 to 08:00	8,499	1,578	10,077
08:00 to 09:00	13,764	1,497	15,261
09:00 to 10:00	19,596	1,569	21,165
10:00 to 11:00	23,693	1,551	25,244
11:00 to 12:00	25,210	1,578	26,788
12:00 to 13:00	25,527	1,441	26,968
13:00 to 14:00	25,150	1,422	26,572
14:00 to 15:00	23,620	1,360	24,980
15:00 to 16:00	22,091	1,274	23,365
16:00 to 17:00	21,806	1,281	23,087
17:00 to 18:00	21,665	1,216	22,881
18:00 to 19:00	18,742	1,152	19,894
19:00 to 20:00	14,623	1,141	15,764
20:00 to 21:00	12,478	1,043	13,521
21:00 to 22:00	10,770	995	11,765

5 Network Calibration

General

- 5.1 Model calibration is defined as the process by which individual components of a simulation are adjusted to ensure model performance provides an accurate representation of the observed traffic data used in model development. The model calibration has been undertaken in line with current guidelines and the targets used to assess the model validity align with those presented within the DfT web-based Transport Analysis Guidance (TAG) and, in particular, unit M3.1³.
- 5.2 The geometrical data included in the updated model has been reviewed against an Ordnance Survey (OS) data overlay. Ariel photographs were also used as a reference to ensure the correct layout of junctions as well as to confirm stop line placement.
- 5.3 The Base Model network has been calibrated for the full 15-hours from 07:00 to 22:00 for both Weekday and Saturday.

Key Microsimulation Parameters

- 5.4 The key global driver behaviour parameters used in the model calibration are included in the following table. Default driving parameters are included for all modelled periods. To avoid modelling bias, the settings for these parameters should remain constant for the existing and proposed models.

Table 8: Key Global Microsimulation Parameters

Parameters	Value/Selection
Mean headway (sec)	1 second (Default)
Minimum Gap (m)	2 metres (Default)
Driver Behaviour (Aggressiveness / Awareness)	Default
Link Categories	Default
Vehicle Speeds	Maximum desired speed set at speed limits
Run per Model	10 random model runs

Network Calibration

- 5.5 Calibration parameters have also been applied to specific sections of the network to allow a better representation of the individual junctions. Aside from the repositioning of the stop lines, the main calibration parameters applied within the model, by junction or section, include Headway, Visibility,

³ Highway Assignment Modelling, January 2014

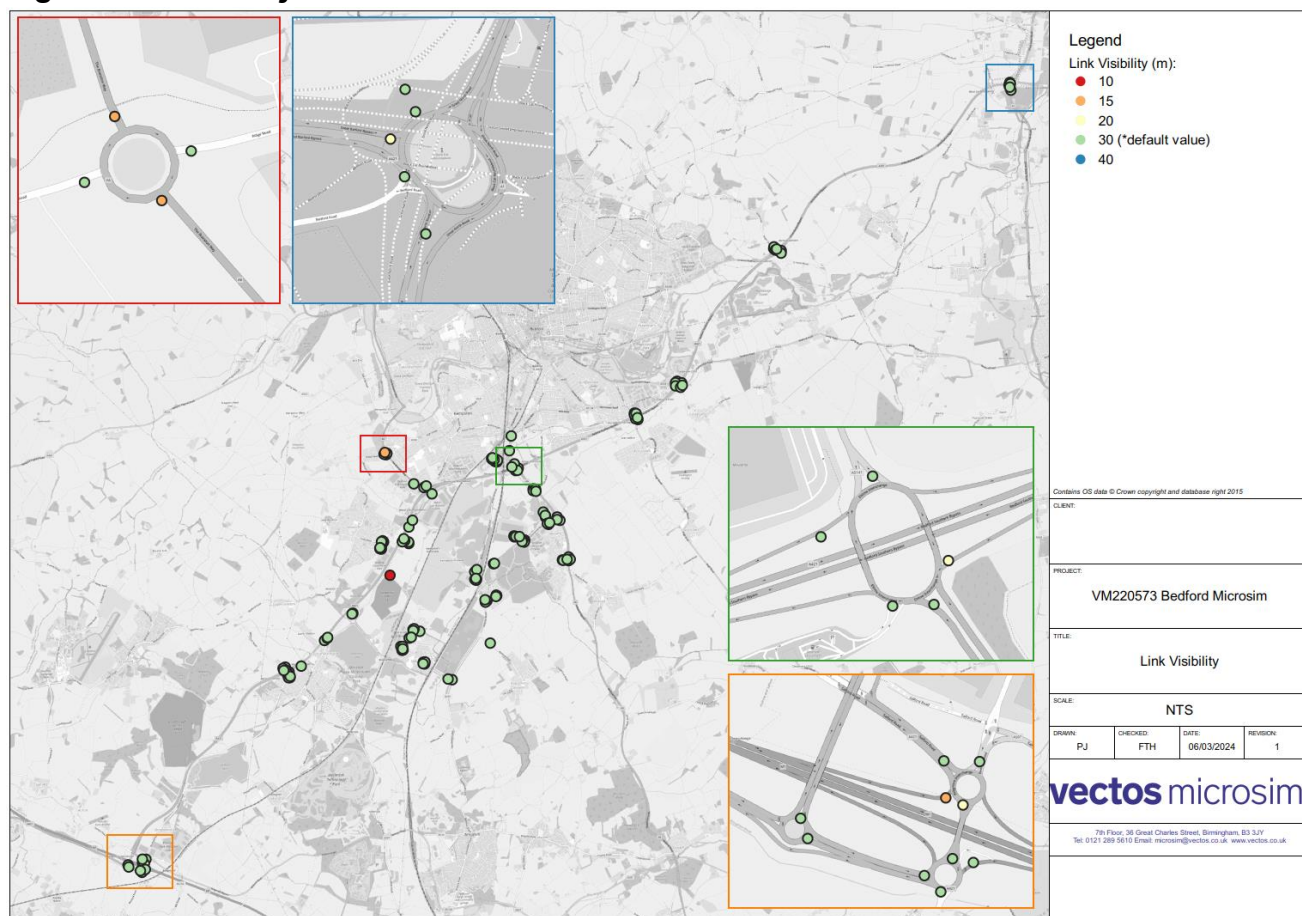
Look Through, Clear Exit Adherence and Gap Acceptance parameters in the form of Path Merge, Path Cross, and Lane Cross.

- 5.6 Our approach is to start with a consistent and transparent set of calibration settings and then revise, if necessary, during the calibration stage of model development.
- 5.7 The software provides 'default' values e.g., gap acceptance (4/4/3), headway (1), visibility (0m). However, through our experience and the evolving 'best practice' seen in the industry a set of inhouse 'defaults' have emerged, which we generally use. These tend to be aligned with Systra's current thinking e.g., setting initial Visibility to 30m, setting Give Way to All to 100% etc. We use these settings as our starting point and then revise as necessary as part of the network calibration process.
- 5.8 A revision from our 'default' is not necessarily based on an on-site observation directly related to the feature/setting being revised, but rather out of necessity to reach a balance (across all relevant settings) that will reflect the overall behaviour observed. The basket of settings combines to achieve the necessary behaviour, so we utilise this small handful of settings to fine tune the model. Unfortunately, the specific algorithms behind each feature (e.g., gap acceptance, visibility, Give Way to All) do not perfectly mimic the real live reactions/responses to changes in these features, and even if they did, we do not have the resources to survey each specific feature to then translate within the model.
- 5.9 The model is calibrated against flows using various software features. We do not survey how frequently a vehicle would give way to circulating vehicles in a lane that the vehicle is not aiming to move into, how many seconds gap a driver will accept before making a movement, or the average headway platoons of traffic on a specific section stick to. This would be impractical and excessive.
- 5.10 We aim to stick within sensible ranges, ranges that most practitioners agree are sensible defaults/starting points. From this point minor refinements can be agreed as reasonable, especially when the end results are shown to align with a set of observed data e.g., JT validation.

Visibility

- 5.11 Default visibility within Paramics is set to 0m. Any increase on this will increase the distance from which the vehicles will start checking whether their entry into a junction is unopposed. Application of visibility within Paramics is a standard mechanism through which the throughput of individual junction entry arms can be influenced.
- 5.12 As default all non-signalised junctions within the network extent have been coded with a 30m visibility. The locations where visibility have been applied are shown in the following **Figure 20**. Where junctions are signalised, and do not have an opposed right turn, it is not necessary for visibility to be applied. In the majority of instances, the default link visibility has been retained, where visibility has been altered from the 30m this has been done to achieve the correct level of delay on approach to the junction.

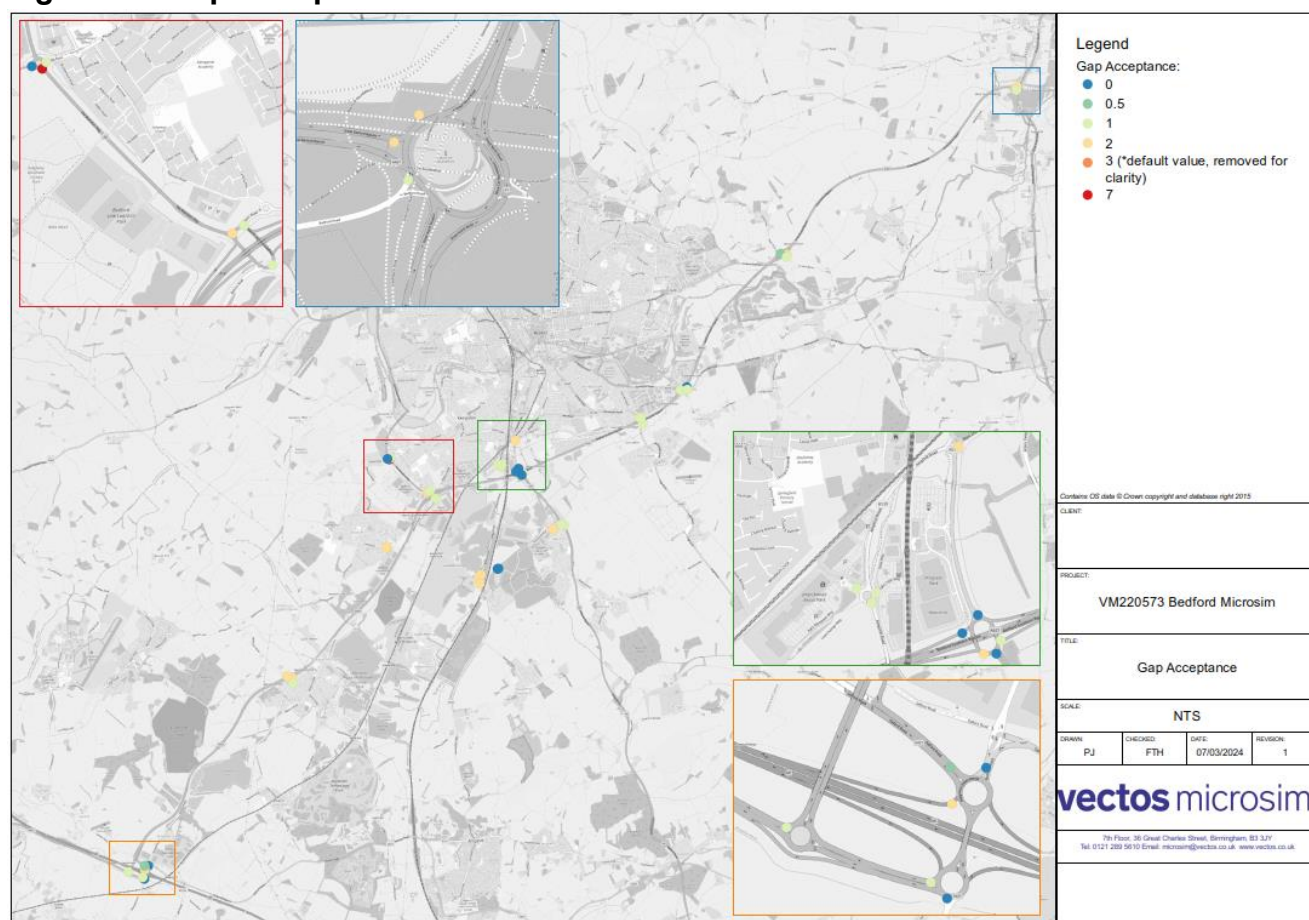
Figure 20: Visibility



Gap Acceptance

- 5.13 A reduction in gap acceptance from the default of 4 (3 for Path Cross) reduces the gap which drivers deem acceptable between themselves and other oncoming vehicles when entering a junction. The variables which are controlled by the link modifiers tab acts as 'buffer' values in terms of the time is added to the time it takes a vehicle's tail to clear the collision point to give the true gap acceptance value. Thus, the true gap acceptance values are set as a minimum of 6 (and 5 for lane cross). Altering these parameters tend to be done on an ad-hoc basis as a means of calibration.
- 5.14 Although, as noted above, application of a 0 value does not result in a 0 second gap but draws on the model defaults of 3 and 4 seconds with no additional buffer. The deductions from the default values have been made in response to increase junction throughput, to minimise delay, and to match observed conditions.
- 5.15 Non-default gap acceptance has been applied at the locations highlighted in the following figure:

Figure 21: Gap Acceptance



- 5.16 From **Figure 21** it can be seen that the gap acceptance has been adjusted from default at the approaches to M1 Junction 13 and the majority of the key junctions on the A421 within the model.
- 5.17 A gap acceptance of 7 has been applied on the A6 northbound approach to Ridge Road as this location is known to suffer from significant delays which was also observed on street during site visits.
- 5.18 A gap acceptance value of 2 has also been applied at the Blackcat Roundabout give way approaches to ensure sufficient throughput was achieved and to checked against observed journey times to prevent unrealistic queues from forming on this junction approach.
- 5.19 Values of between 0 and 1 are also applied at various locations to ensure sufficient throughput from the arms applied.

Look Through

- 5.20 The Look Through parameter enables vehicles to look beyond the end of the link when assessing the gap in an opposing stream. Look Through has been applied on the circulatory carriageway of the roundabouts within the model and any short links adjoined to give way movements.

There are couple of locations where the look through parameter was removed to ensure that vehicle throughput and delays on approach to junctions were accurately represented within the model. The locations where look through have been applied are, presented in **Figure 22**:

Figure 22: Look Through



Give Way To All

- 5.21 Give way to all has been applied with a range of 50% to 100% adherence on all non-signalised roundabout approaches. The locations of where give way to all has been applied are illustrated in the **Figure 23** overleaf.
- 5.22 No surveys were undertaken to quantify this behaviour. However, delay on approaches has been assessed and matches observations well. This is our inhouse default/starting point, and in the absence of a quantitative survey of this behaviour, we opt for this as a robust and consistent default, only revising if required to achieve the relevant calibration on an approach.

Figure 23: Give Way To All



Cost Factors

5.23 Cost factors are an additional calibration tool which can be applied to influence the route choice. The Good Practice Guide⁴ recommends the use of cost factors in the following instances:

- To reflect signposting and a level of road hierarchy beyond that afforded by the Major/Minor link definition.
- To account for site specific factors that may decrease the attractiveness of a route to drivers, e.g., on-street parking, narrow roads, etc.

5.24 The locations where link cost factors have been applied within the model are illustrated in the following figure overleaf:

⁴ SIAS, Microsimulation Consultancy Good Practice Guide, 2005, Section 7-10

Figure 24: Cost Factors



5.25 **Figure 24** illustrates the following:

- Cost factors of 0.9 and 1.2 have been applied on various slip roads and approaches close to the M1 J13 junction; and
- A cost factor of 1.2 has been applied to the internal route via the Wixams Housing Development;

5.26 The cost factors at the M1 J13 have been applied to aid in balancing junction throughput by making some route options marginally more/less attractive and to avoid illogical routing where queuing occurs; and

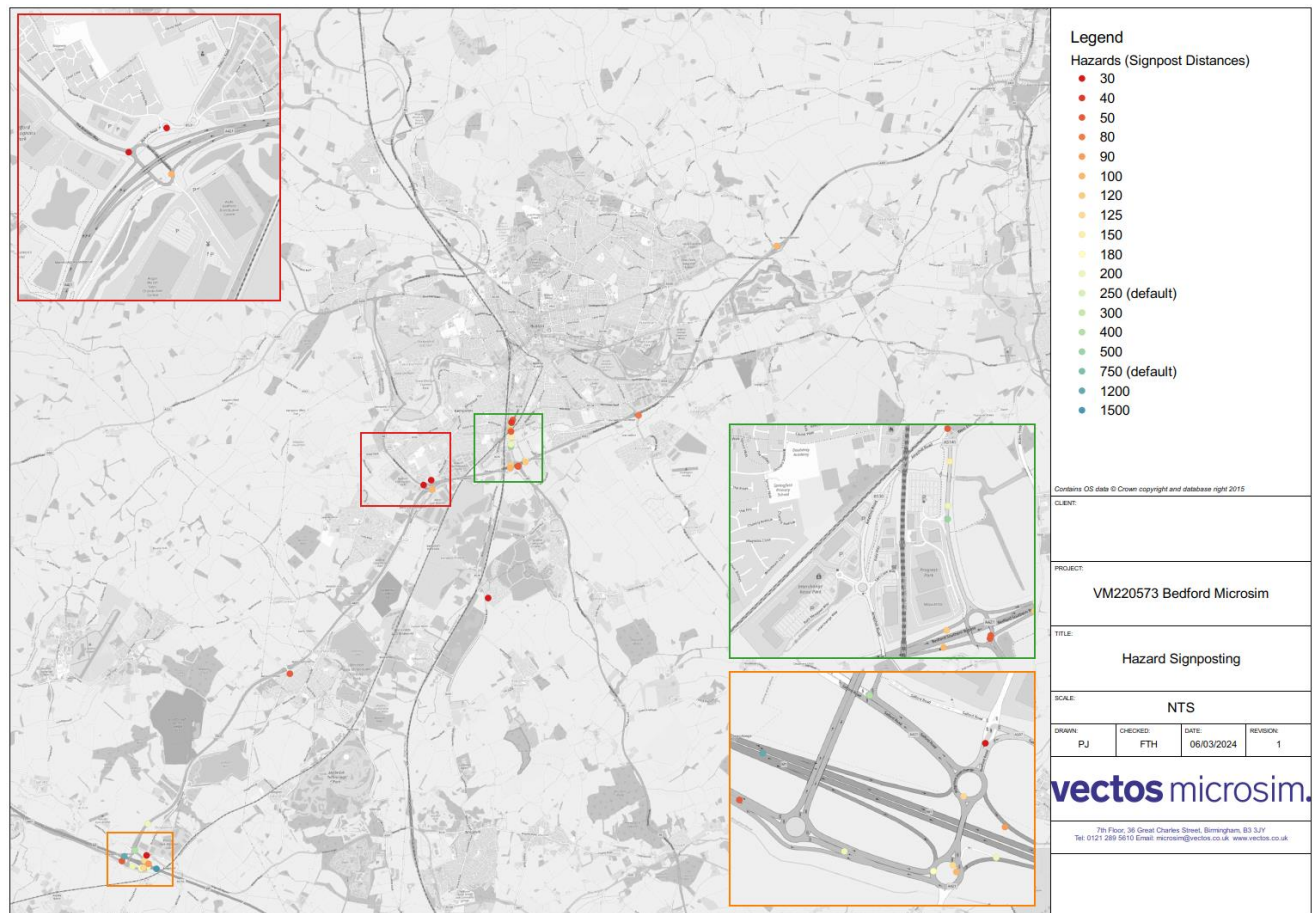
5.27 The increased cost factor of 1.2 has been applied to represent the traffic calming measures applied within the Wixams internal route.

Hazard Signposting

5.28 A change to the default hazard signposting distance is made to avoid hazards propagating back to upstream junctions or getting 'tangled up' with hazards associated with upstream nodes. Hazards should also be used to calibrate behaviour and Vectos does not believe that the default hazards are appropriate for all occasions. This is a setting that is not based on explicitly surveyed behaviour or quantified data and is intended to be adjusted on a case-by-case basis.

5.29 The following nodes have been adjusted from the default values:

Figure 25: Hazards Signposting

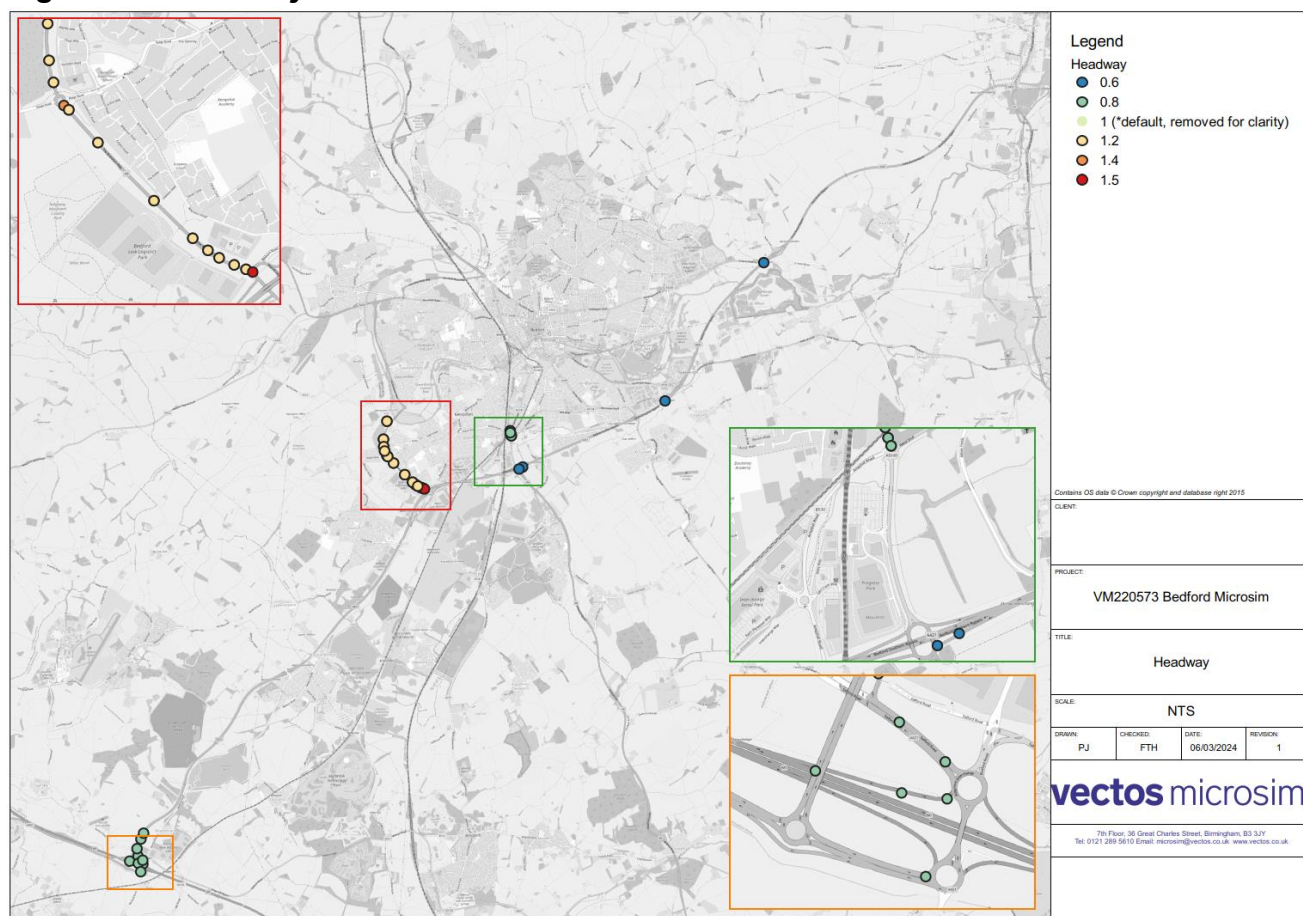


5.30 Signposting has been reviewed across the model and adjusted where necessary to produce appropriate lane usage. Signposting has been adjusted at 3 key junctions, namely M1 Junction 13 where a number of routing and lane choice decision points are made.

Headway

- 5.31 Application of a headway factor can be used for several reasons. The primary reason for the application of headway within this model has been to reduce the need for vehicles to perform emergency braking procedures on merge sections.
- 5.32 Application of a headway factor of less than 1 reduces the gap between vehicles proportionally from the default headway distance of 2m. This makes vehicles more aggressive in their tendency to 'bunch' together in areas where this has been applied, e.g., a headway factor of 0.6 reduces the headway between vehicles to 1.2m (by 40%). A headway factor greater than 1 has the same effect but increases the gap.
- 5.33 The figure to follow highlights the links where headway has been altered from the default value.

Figure 26: Headway



5.34 Headway has been revised throughout the model based on the following general rules:

- Reduced headway where there is significant congestion and there is a necessity for vehicles to maintain smaller gaps between the vehicle in front to ensure throughput and delay is reflected accurately.
- Increased headway on specific approaches where delay is observed, and other methods of calibration have not produced the required results.

5.35 A headway of 1.2, has been applied on the A6 north of the A421 onsite observations indicated that the operation of the network in this location resulted in vehicles leaving slightly bigger gaps during congested periods.

6 Flow Calibration

- 6.1 The following chapter provides an overview of the observed model flow calibration levels assessed against the criteria set out within TAG, specifically Unit M3.1 Table 2.

The GEH Statistic

- 6.2 The observed flows will be checked against the modelled flows on the network and the level of convergence between flows will be calculated. The initial assessment measure is the GEH statistic, which is a common comparative measure in this context. The formula of the GEH statistic is as follows:

$$GEH = \sqrt{\frac{(O - E)^2}{(O + E)/2}}$$

where:

O = Observed flow

E = Modelled assigned flow

- 6.3 The GEH is a measure that includes both the absolute and the relative difference. The convergence is considered acceptable if the GEH statistic is less than 5 in 85% of data.
- 6.4 Calibration and validation results are based on an average of ten random seed runs per time period. A full summary of the comparisons of the Modelled and Observed turn count data is available in **Appendix B and C** for Weekday and Saturday results, respectively.

TAG Criteria

- 6.5 The model calibration and validation process has been carried out, where possible, in accordance with the criteria specified within TAG unit M3.1. These guidelines are summarised in the following table:

Table 9: Model Assessment Criteria

Criteria and Measure	Acceptability
Assigned Hourly Flows	
Individual flows within 100vph (flows <700vph)	85% of all cases
Individual flows within 15% (flows 700-2,700vph)	85% of all cases
Individual flows within 400vph (flows >2,700vph)	85% of all cases
GEH statistics: individual flows GEH <5	85% of all cases
Modelled Journey Times	
Times within 15% (or 1 minute, if higher)	85% of all cases

Weekday Turn Calibration

- 6.6 In total 55 junction count surveys were used to assess the model calibration.
- 6.7 A summary of the overall level of model calibration within the 13-hour Weekday period has been summarised within the following tables:

Table 10: AM 07:00 to 10:00 Weekday Turn Calibration (All Vehicles)

	07:00 to 08:00		08:00 to 09:00		09:00 to 10:00	
Counts:	518		543		531	
GEH ≤ 5	510		524		524	
%	98%		97%		99%	
GEH ≤						
3	467	90.2%	462	85.1%	482	90.8%
4	496	95.8%	502	92.4%	511	96.2%
5	510	98.5%	524	96.5%	524	98.7%
6	516	99.6%	532	98.0%	529	99.6%
7	518	100.0%	536	98.7%	530	99.8%
8	518	100.0%	541	99.6%	531	100.0%
9	518	100.0%	542	99.8%	531	100.0%
10	518	100.0%	542	99.8%	531	100.0%

Table 11: IP 10:00 to 13:00 Weekday Turn Calibration (All Vehicles)

	10:00 to 11:00		11:00 to 12:00		12:00 to 13:00	
Counts:	531		532		553	
GEH \leq 5	531		530		547	
%	100%		100%		99%	
GEH \leq						
3	495	93.2%	483	90.8%	511	92.4%
4	520	97.9%	519	97.6%	539	97.5%
5	531	100.0%	530	99.6%	547	98.9%
6	531	100.0%	532	100.0%	553	100.0%
7	531	100.0%	532	100.0%	553	100.0%
8	531	100.0%	532	100.0%	553	100.0%
9	531	100.0%	532	100.0%	553	100.0%
10	531	100.0%	532	100.0%	553	100.0%

Table 12: IP 13:00 to 16:00 Weekday Turn Calibration (All Vehicles)

	13:00 to 14:00		14:00 to 15:00		15:00 to 16:00	
Counts:	546		528		532	
GEH ≤ 5	545		519		512	
%	100%		98%		96%	
GEH ≤						
3	513	94.0%	481	91.1%	459	86.3%
4	534	97.8%	511	96.8%	492	92.5%
5	545	99.8%	519	98.3%	512	96.2%
6	546	100.0%	524	99.2%	524	98.5%
7	546	100.0%	528	100.0%	529	99.4%
8	546	100.0%	528	100.0%	530	99.6%
9	546	100.0%	528	100.0%	532	100.0%
10	546	100.0%	528	100.0%	532	100.0%

Table 13: PM 16:00 to 20:00 Weekday Turn Calibration (All Vehicles)

	16:00 to 17:00		17:00 to 18:00		18:00 to 19:00		19:00 to 20:00	
Counts:	521		528		495		481	
GEH ≤ 5	515		521		491		478	
%	99%		99%		99%		99%	
GEH ≤								
3	465	89.3%	476	90.2%	456	92.1%	436	90.6%
4	496	95.2%	509	96.4%	481	97.2%	472	98.1%
5	515	98.8%	521	98.7%	491	99.2%	478	99.4%
6	518	99.4%	526	99.6%	495	100.0%	480	99.8%
7	521	100.0%	527	99.8%	495	100.0%	480	99.8%
8	521	100.0%	528	100.0%	495	100.0%	481	100.0%
9	521	100.0%	528	100.0%	495	100.0%	481	100.0%
10	521	100.0%	528	100.0%	495	100.0%	481	100.0%

- 6.8 Analysis of these tables above shows that the level of calibration which has been achieved within the Weekday modelled periods is of a sufficiently high standard to enable the model to be fit for purpose, in terms of the turning movements and link flows at the surveyed junctions.
- 6.9 A full breakdown of the Weekday GEH comparisons has been provided within **Appendix B** of this report. The lack of any high GEHs along the majority of the model network indicates that the model should be considered accurate and fit for purpose.

Saturday Turn Calibration

6.10 A summary of the overall level of model calibration within the 13-hour Saturday period has been summarised within the following tables:

Table 14: AM 07:00 to 10:00 Saturday Turn Calibration (All Vehicles)

	07:00 to 08:00		08:00 to 09:00		09:00 to 10:00	
Counts:	430		468		496	
GEH ≤ 5	429		462		490	
%	100%		99%		99%	
GEH ≤						
3	415	96.5%	429	91.7%	451	90.9%
4	425	98.8%	456	97.4%	481	97.0%
5	429	99.8%	462	98.7%	490	98.8%
6	429	99.8%	467	99.8%	494	99.6%
7	430	100.0%	467	99.8%	496	100.0%
8	430	100.0%	467	99.8%	496	100.0%
9	430	100.0%	467	99.8%	496	100.0%
10	430	100.0%	468	100.0%	496	100.0%

Table 15: IP 10:00 to 13:00 Saturday Turn Calibration (All Vehicles)

	10:00 to 11:00		11:00 to 12:00		12:00 to 13:00	
Counts:	507		502		504	
GEH ≤ 5	498		489		491	
%	98%		97%		97%	
GEH ≤						
3	460	90.7%	451	89.8%	450	89.3%
4	483	95.3%	469	93.4%	471	93.5%
5	498	98.2%	489	97.4%	491	97.4%
6	505	99.6%	497	99.0%	500	99.2%
7	505	99.6%	500	99.6%	502	99.6%
8	507	100.0%	501	99.8%	503	99.8%
9	507	100.0%	502	100.0%	504	100.0%
10	507	100.0%	502	100.0%	504	100.0%

Table 16: IP 13:00 to 16:00 Saturday Turn Calibration (All Vehicles)

	13:00 to 14:00		14:00 to 15:00		15:00 to 16:00	
Counts:	506		501		514	
GEH ≤ 5	496		490		498	
%	98%		98%		97%	
GEH ≤						
3	453	89.5%	445	88.8%	458	89.1%
4	480	94.9%	469	93.6%	484	94.2%
5	496	98.0%	490	97.8%	498	96.9%
6	502	99.2%	497	99.2%	511	99.4%
7	505	99.8%	500	99.8%	512	99.6%
8	505	99.8%	500	99.8%	514	100.0%
9	506	100.0%	500	99.8%	514	100.0%
10	506	100.0%	501	100.0%	514	100.0%

Table 17: PM 16:00 to 20:00 Saturday Turn Calibration (All Vehicles)

	16:00 to 17:00		17:00 to 18:00		18:00 to 19:00		19:00 to 20:00	
Counts:	498		500		466		457	
GEH ≤ 5	487		487		461		454	
%	98%		97%		99%		99%	
GEH ≤								
3	455	91.4%	450	90.0%	420	90.1%	420	91.9%
4	473	95.0%	473	94.6%	446	95.7%	441	96.5%
5	487	97.8%	487	97.4%	461	98.9%	454	99.3%
6	496	99.6%	495	99.0%	465	99.8%	454	99.3%
7	497	99.8%	499	99.8%	466	100.0%	457	100.0%
8	497	99.8%	500	100.0%	466	100.0%	457	100.0%
9	498	100.0%	500	100.0%	466	100.0%	457	100.0%
10	498	100.0%	500	100.0%	466	100.0%	457	100.0%

- 6.11 Analysis of these tables above shows that the level of calibration which has been achieved within the Saturday modelled periods is of a sufficiently high standard to enable the model to be fit for purpose, in terms of the turning movements and link flows at the surveyed junctions.
- 6.12 A full breakdown of the Saturday GEH comparisons has been provided within **Appendix B** of this report. The lack of any high GEHs along the majority of the model network indicates that the model should be considered accurate and fit for purpose.

Separate Lights and HGV Calibration

- 6.13 Separate Lights and HGV flows and movements have additionally been reviewed against TAG guidance and have been shown to calibrate in excess of the required criteria. The full assessment is provided in **Appendix D**.

Screenline Calibration

- 6.14 Two screenlines have been defined within the study area. The screenlines make up the Eastern and Western entry and exit points to the model. The screenlines are illustrated in **Figures 27 and 28**.
- 6.15 TAG unit M3.1, paragraph 3.3.7 specifies that modelled screenline counts, both directional and two-way should therefore not vary by more than 5% when compared to the observed counts for each individual hour.
- 6.16 Results have been collected and analysed for each screenline, with the observed vs. modelled flows assessed in terms of GEH. The aggregated inbound and outbound flows have also been compared at each screenline.
- 6.17 The following tables set out the results of the screenline analysis for the weekday AM and PM peak hours, the additional modelled hours and Saturday results are detailed in **Appendix E**.

Figure 27: Eastern Screenline

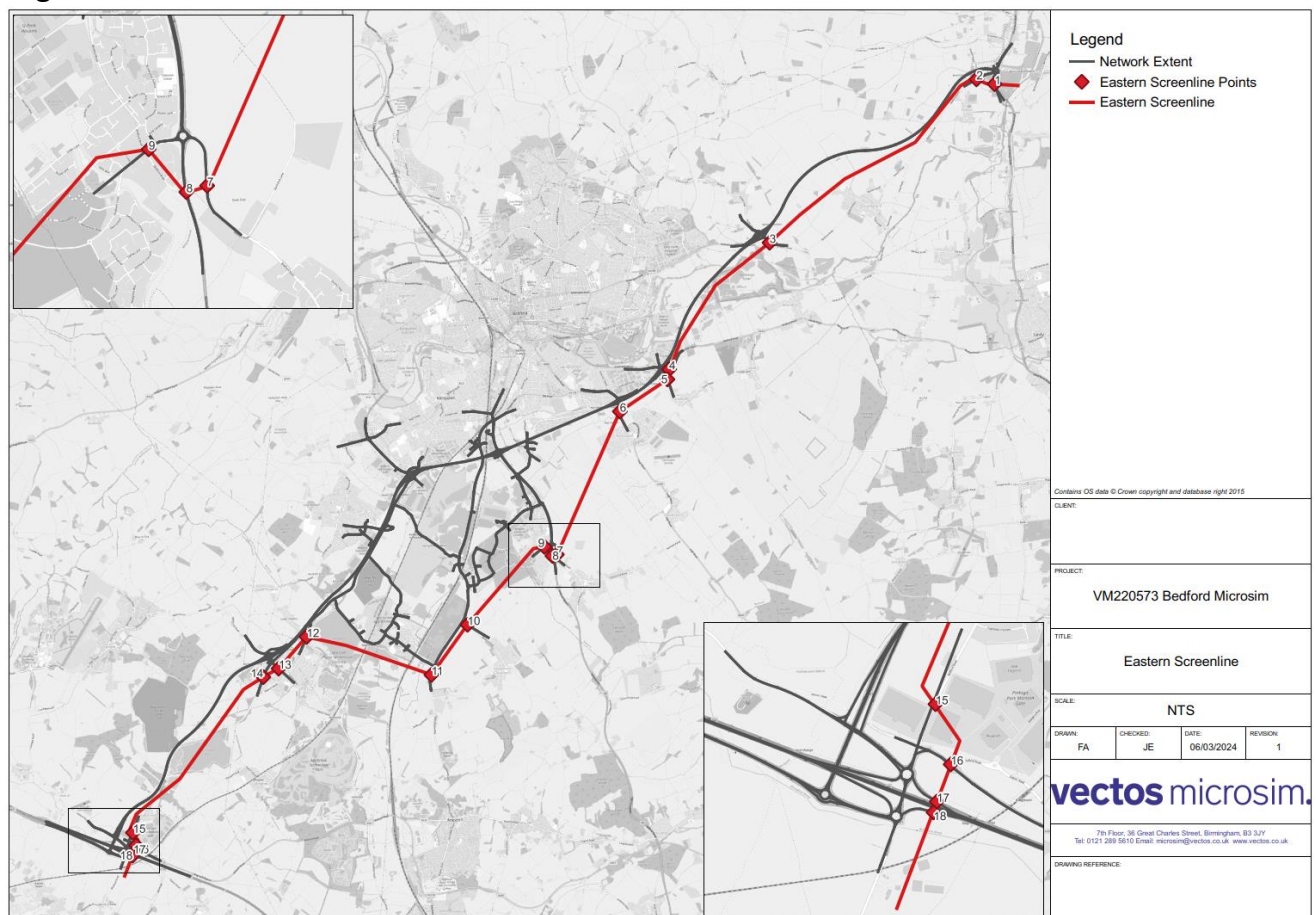


Figure 28: Western Screenline

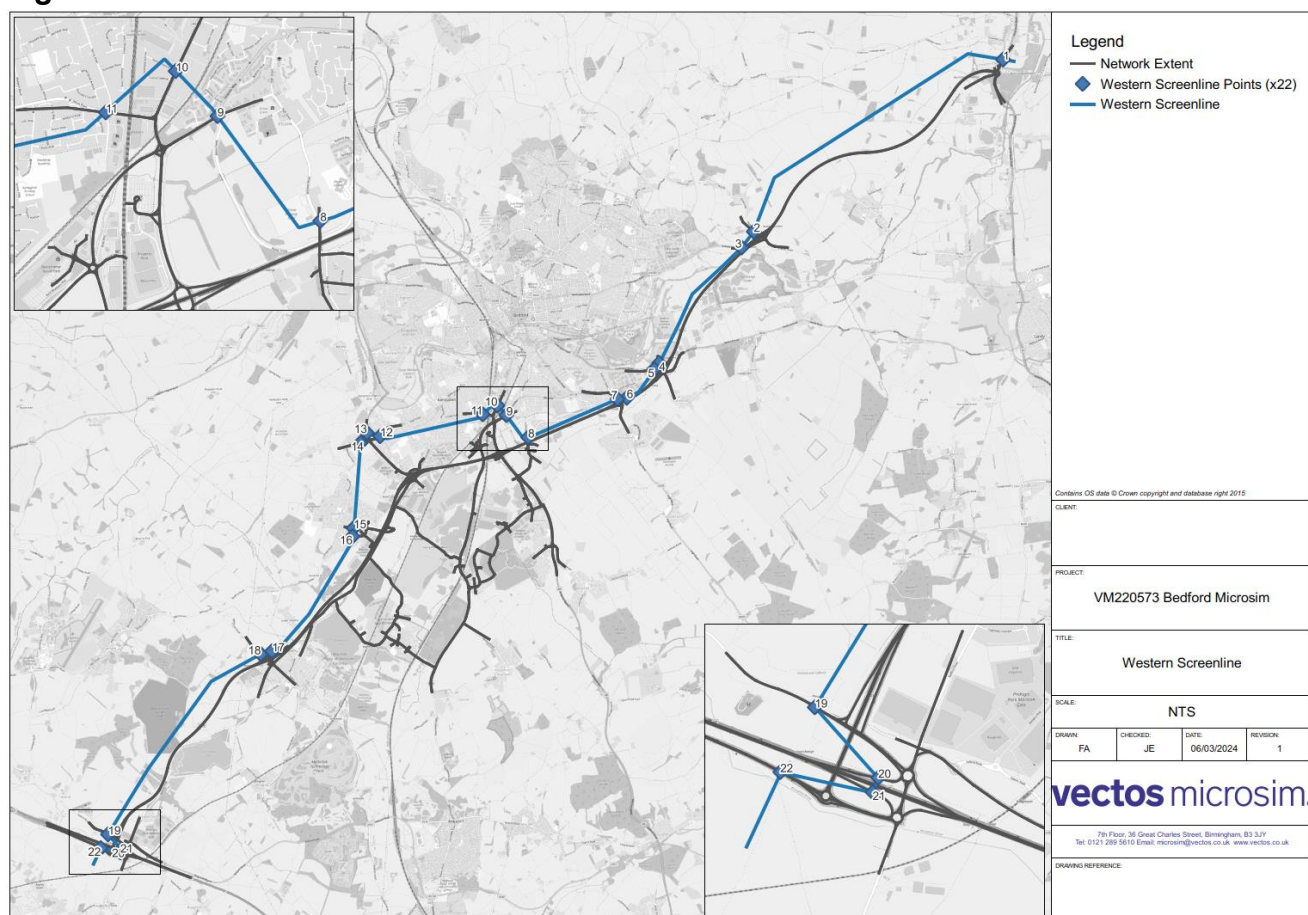


Table 18: Screenline Assessment AM Peak Hour (08:00 to 09:00)

Screenline	08:00 to 09:00		
	OBS	MOD	Diff. %
Eastern	16807	16785	-0.13%
Western	25192	25214	0.09%

Table 19: Screenline Assessment AM Peak Hour (17:00 to 18:00)

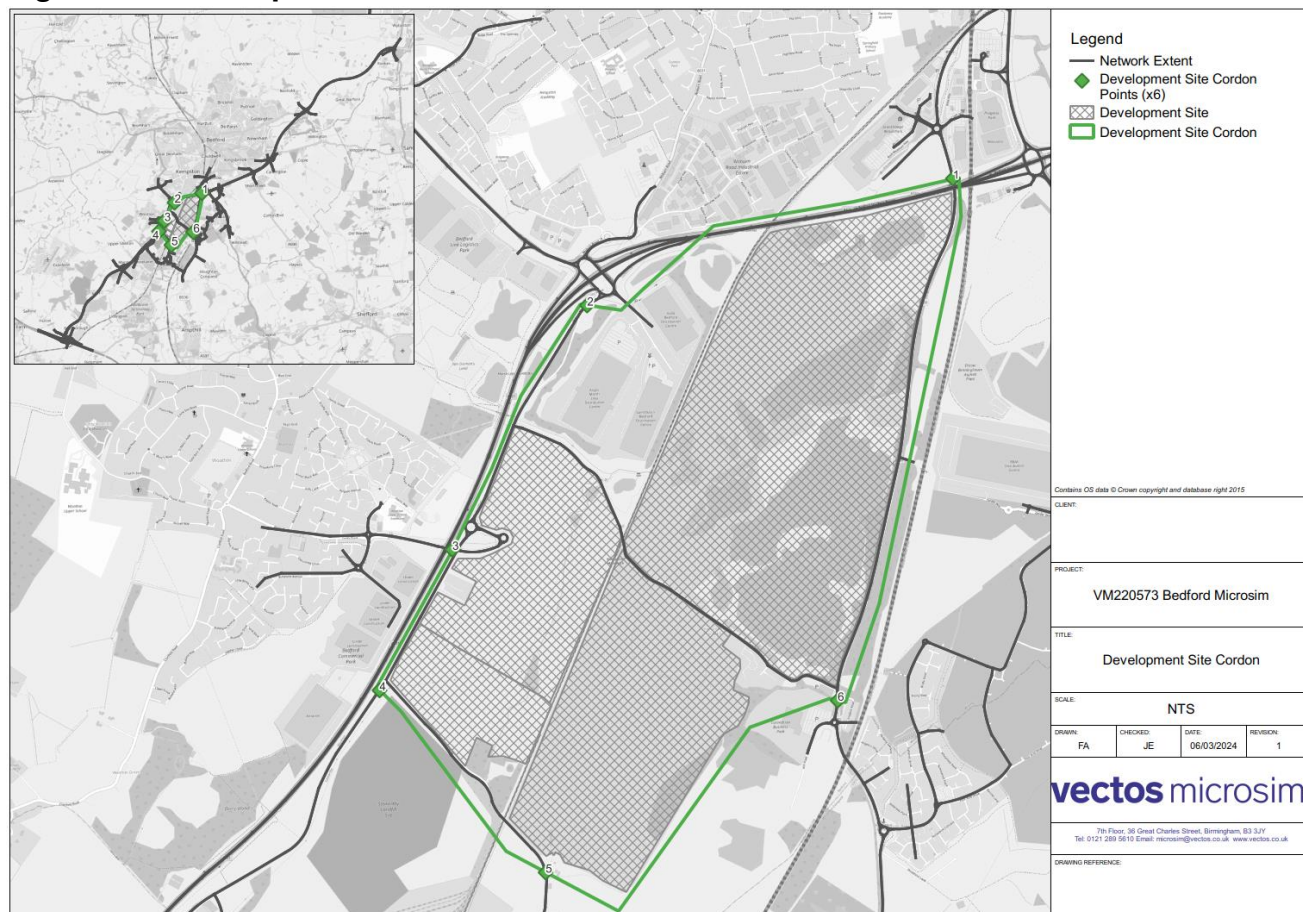
Screenline	17:00 to 18:00		
	OBS	MOD	Diff. %
Eastern	17539	17427	-0.64%
Western	25151	24845	-1.22%

- 6.18 The analysis of absolute differences in flows also reveals small differences between observed and modelled flows at each of the screenline analysis points, particularly during the AM and PM peak hours.
- 6.19 The screenline analysis demonstrates that the total flows entering and exiting the model closely matches with observed counts.

Cordon Calibration

- 6.20 A cordon of the proposed development area has been defined to inform additional calibration checks. Further detail on the cordon analysis is also provided in **Appendix E**.
- 6.21 The cordons have been defined to capture, as far as possible, all traffic entering and exiting the areas shown in **Figure 29**.

Figure 29: Development Site Cordon



- 6.22 TAG criteria for cordon assessments are the same as those for screenline assessments and as such modelled cordon counts, both directional and two-way should not vary by more than 5% when compared to the observed counts for each individual hour. Results obtained by comparing observed and modelled traffic volumes inbound and outbound across the development site cordon are provided in the following table for the AM and PM peak hours. The results for the shoulder and inter-peak hours are presented within **Appendix E**.

Table 20: Development Site Cordon Assessment

Hour	OBS	MOD	Diff. %
08:00 to 09:00	5517	5386	-2.38%
17:00 to 18:00	5585	5643	1.04%

- 6.23 For the peak hours, the cordon analysis further underlines the robust level of calibration achieved in the model development process

A421 Mainline Calibration

- 6.24 Following discussions with AECOM during the audit of the Base model, an additional calibration check was recommended along the A421 using the survey data from the junctions at either end in combination with the junction on and off slip volumes along the corridor to estimate mainline flow at various points along the A421 corridor which can be checked against the model.
- 6.25 As can be seen within the tables to follow, A421 peak hour calibration levels demonstrate a good level of fit along the corridor.
- 6.26 The results for the shoulder and inter-peak hours are presented within **Appendix F**.

Calibration Summary

- 6.27 Overall, it is reasonable to conclude that a high level of calibration has been achieved within the AM and PM periods. The turn and link flow assessment demonstrate a high level of adherence to the requirements outlined within TAG.

Table 21: A421 Calibration Review – Northbound

Survey Ref	Location	GEH	
		08:00 to 09:00	17:00 to 18:00
MCC 28 Arm A	A421 North from M1 J13	3.8	3.2
MCC 30 Arm A	A421/Salford Road On Slip NB	0.4	1.7
MCC 30 Arm A	A421/Salford Road On Slip NB	2.4	5.9
Calculated	A421 (between M1 and Beancroft Road Interchange)	1.9	1.0
MCC 7 Arm G	Beancroft Road Interchange Off Slip NB	3.7	1.7
Calculated	A421 (Beancroft Road Interchange between off and onslip)	0.7	1.9
MCC 7 Arm B	Beancroft Road Interchange On Slip NB	6.2	0.8
Calculated	A421 (between Beancroft Road Interchange and Marsh Leys Roundabout)	3.5	2.0
MCC 6 Arm E	Marsh Leys Roundabout Off Slip NB	1.4	0.2
Calculated	A421 (Marsh Leys Roundabout between off and onslip)	3.2	2.2
MCC 6 Arm B	Marsh Leys Roundabout On Slip NB	2.6	0.3
Calculated	A421 (between Marsh Leys Roundabout and Elstow Interchange)	0.8	1.9
MCC 5 Arm E	Elstow Interchange Off Slip NB	0.4	0.6
Calculated	A421 (Elstow Interchange between off and onslip)	1.2	2.0
MCC 5 Arm B	Elstow Interchange On Slip NB	2.4	1.3
Calculated	A421 (between Elstow Interchange and A421/A600)	2.3	1.1
MCC 4 Arm E	A421/A600 Off Slip NB	1.7	2.1
Calculated	A421 (between A421/A600 and A421/Cardington Road/Cambridge Road Roundabout)	3.7	0.0
MCC 3 Arm D	A421/Cardington Road/Cambridge Road Roundabout Off Slip NB	0.6	0.4
Calculated	A421 (A421/Cardington Road/Cambridge Road Roundabout between off and onslip)	4.9	0.2
MCC 3 Arm A	A421/Cardington Road/Cambridge Road Roundabout On Slip NB	0.4	0.2
Calculated	A421 (between A421/Cardington Road/Cambridge Road Roundabout and Renhold Junction)	4.6	0.1
MCC 2 Arm F	Renhold Junction Off Slip NB	0.0	2.3
Calculated	A421 (Renhold Junction between off and onslip)	5.9	2.5
MCC 2 Arm B	Renhold Junction On Slip NB	1.2	0.6
Calculated	A421 (between Renhold Junction and Blackcat)	5.8	2.5
GEH ≤5		88%	96%

Table 22: A421 Calibration Review – Southbound

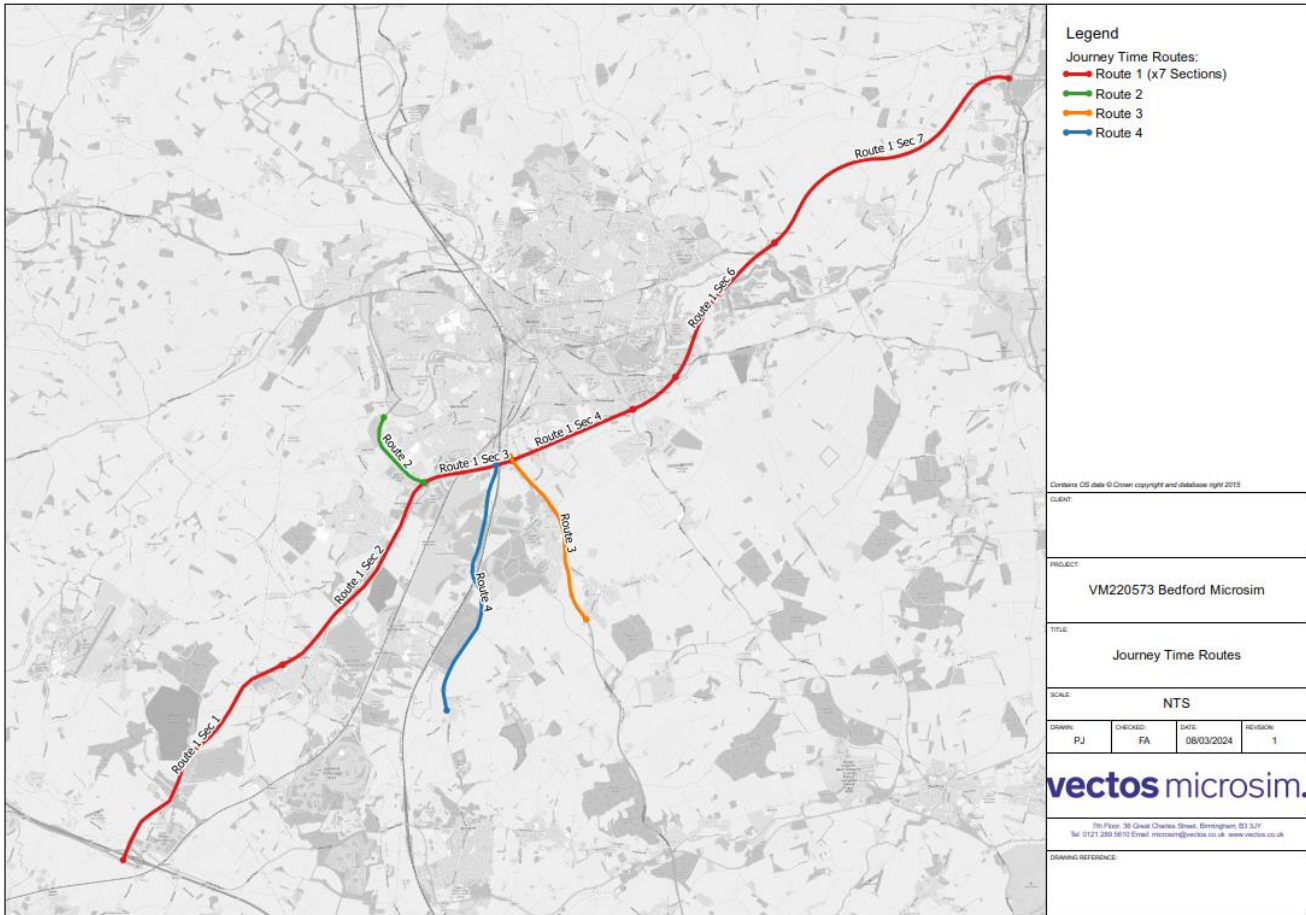
Survey Ref	Location	GEH	
		08:00 to 09:00	17:00 to 18:00
MCC 1 Arm E	Black Cat Roundabout	1.0	1.6
MCC 2 Arm C	Renhold Junction Off Slip SB	0.0	0.4
Calculated	A421 (Renhold junction between on and offslip)	1.1	2.1
MCC 2 Arm E	Renhold Junction On Slip SB	1.0	0.7
Calculated	A421 (between Renhold Junction and A421/Cardington Road/Cambridge Road Roundabout)	1.5	2.1
MCC 3 Arm A	A421/Cardington Road/Cambridge Road Roundabout Off Slip SB	0.1	0.6
Calculated	A421 (A421/Cardington Road/Cambridge Road Roundabout between on and offslip)	1.7	2.0
MCC 3 Arm D	A421/Cardington Road/Cambridge Road Roundabout On Slip SB	0.6	0.9
Calculated	A421 (between A421/Cardington Road/Cambridge Road Roundabout and A421/A600)	1.2	1.2
MCC 4 Arm D	A421/A600 On Slip SB	1.6	0.9
MCC 4 Arm D	A421/A600 On Slip SB	1.1	0.2
Calculated	A421 (between A421/A600 Roundabout and Elstow Interchange)	2.0	1.5
MCC 5 Arm B	Elstow Interchange Off Slip SB	1.5	1.2
Calculated	A421 (Elstow Interchange between on and offslip)	3.1	2.5
MCC 5 Arm E	Elstow Interchange On Slip SB	1.9	1.2
Calculated	A421 (between Elstow Interchange and Marsh Leys Roundabout)	1.4	1.4
MCC 6 Arm B	Marsh Leys Roundabout Off Slip SB	2.7	2.3
Calculated	A421 (Marsh Leys Roundabout between on and offslip)	4.0	3.9
MCC 6 Arm E	Marsh Leys Roundabout On Slip SB	1.2	1.3
Calculated	A421 (between Marsh Leys Roundabout and Beancroft Road Interchange)	4.1	4.1
MCC 7 Arm C	Beancroft Road Interchange Off Slip SB	1.2	0.0
Calculated	A421 (Beancroft Interchange between on and offslip)	4.0	4.4
MCC 7 Arm F	Beancroft Road Interchange On Slip SB	7.3	8.3
Calculated	A421 (between M1 and Beancroft Road Interchange)	0.6	0.8
MCC 30 Arm B	A421/Salford Road Off Slip SB	2.6	2.3
Calculated	A421 North from M1 J13	2.9	2.8
MCC 28 Arm A	A421 North from M1 J13	4.5	3.4
GEH ≤5		96%	96%

7 Model Validation

Overview

- 7.1 Model validation is the process of checking the calibrated model against observed traffic data separate of the model development process. The model validation has been undertaken in line with the TAG unit M3.1 guidance.
- 7.2 TAG requires that, once a model has been successfully calibrated, an independent check of the model should be undertaken using data that has not been used to inform any of the model calibration. This model has used TomTom journey time data to inform the model validation checks.
- 7.3 TAG states 85% or more of modelled journey times must be within 15% (or 1 minute, if higher) of observed journey times for the model to be considered as validated.
- 7.4 The coverage of the journey time routes for validation is shown below in **Figure 30**.

Figure 30: Journey Time Routes for Validation



Journey Time Validation

- 7.5 Paramics records the time it takes for every vehicle to travel the entire length of the path within the model period. The information is collated and then the average journey time calculated for all vehicles, across the 15-hour Weekday and Saturday modelled hours.
- 7.6 Comparisons between the observed and modelled journey times were made, by the individual sections across route 1 and as across the entire route for routes 2 to 4. This ensured the delay on the wider Route 1 was correctly attributed to the appropriate section.

Table 23: Journey Time Validation – Weekday AM Peak Hour (08:00 to 09:00)

Length	Route	Observed (s)	Modelled (s)	Diff. (s)	% Diff.	Pass/Fail
6156	Route 1 Sec 1 - NB	224	207	-17	-7%	Pass
6137	Route 1 Sec 1 - SB	319	388	69	22%	Fail
5175	Route 1 Sec 2 - NB	184	175	-9	-5%	Pass
5306	Route 1 Sec 2 - SB	197	173	-24	-12%	Pass
2107	Route 1 Sec 3 - NB	77	71	-6	-8%	Pass
1954	Route 1 Sec 3 - SB	74	69	-4	-6%	Pass
3088	Route 1 Sec 4 - NB	113	102	-11	-10%	Pass
2794	Route 1 Sec 4 - SB	112	93	-19	-17%	Pass
1177	Route 1 Sec 5 - NB	41	40	-1	-2%	Pass
1478	Route 1 Sec 5 - SB	68	47	-21	-31%	Pass
4362	Route 1 Sec 6 - NB	151	142	-9	-6%	Pass
3542	Route 1 Sec 6 - SB	128	122	-5	-4%	Pass
6580	Route 1 Sec 7 - NB	340	365	26	8%	Pass
7381	Route 1 Sec 7 - SB	265	246	-19	-7%	Pass
28643	Route 1 - NB	1129	1102	-27	-2%	Pass
28592	Route 1 - SB	1162	1139	-24	-2%	Pass
1722	Route 2 - NB	147	161	14	10%	Pass
1701	Route 2 - SB	209	234	25	12%	Pass
2872	Route 3 - NB	221	232	11	5%	Pass
2889	Route 3 - SB	162	147	-15	-9%	Pass
5860	Route 4 - NB	311	277	-34	-11%	Pass
5868	Route 4 - SB	313	275	-38	-12%	Pass
					Count:	8
					Pass:	100%
					Fail:	0%

Table 24: Journey Time Validation – Weekday PM Peak Hour (17:00 to 18:00)

Length	Route	Observed (s)	Modelled (s)	Diff. (s)	% Diff.	Pass/Fail
6156	Route 1 Sec 1 - NB	223	207	-16	-7%	Pass
6137	Route 1 Sec 1 - SB	294	241	-53	-18%	Pass
5175	Route 1 Sec 2 - NB	184	174	-10	-5%	Pass
5306	Route 1 Sec 2 - SB	188	171	-17	-9%	Pass
2107	Route 1 Sec 3 - NB	75	71	-4	-6%	Pass
1954	Route 1 Sec 3 - SB	71	66	-6	-8%	Pass
3088	Route 1 Sec 4 - NB	116	101	-15	-13%	Pass
2794	Route 1 Sec 4 - SB	111	92	-19	-17%	Pass
1177	Route 1 Sec 5 - NB	40	40	0	1%	Pass
1478	Route 1 Sec 5 - SB	61	47	-14	-22%	Pass
4362	Route 1 Sec 6 - NB	150	141	-8	-6%	Pass
3542	Route 1 Sec 6 - SB	121	121	0	0%	Pass
6580	Route 1 Sec 7 - NB	412	385	-27	-7%	Pass
7381	Route 1 Sec 7 - SB	259	244	-15	-6%	Pass
28643	Route 1 - NB	1200	1119	-81	-7%	Pass
28592	Route 1 - SB	1105	982	-123	-11%	Pass
1722	Route 2 - NB	241	243	2	1%	Pass
1701	Route 2 - SB	119	129	10	8%	Pass
2872	Route 3 - NB	175	166	-9	-5%	Pass
2889	Route 3 - SB	156	145	-11	-7%	Pass
5860	Route 4 - NB	306	277	-28	-9%	Pass
5868	Route 4 - SB	311	278	-33	-10%	Pass
					Count:	8
					Pass:	100%
					Fail:	0%

Table 25: Journey Time Validation – Saturday Peak Hour (12:00 to 13:00)

Length	Route	Observed (s)	Modelled (s)	Diff. (s)	% Diff.	Pass/Fail
6156	Route 1 Sec 1 - NB	215	203	-13	-6%	Pass
6137	Route 1 Sec 1 - SB	225	217	-8	-4%	Pass
5175	Route 1 Sec 2 - NB	174	170	-4	-2%	Pass
5306	Route 1 Sec 2 - SB	182	170	-12	-6%	Pass
2107	Route 1 Sec 3 - NB	72	69	-3	-5%	Pass
1954	Route 1 Sec 3 - SB	68	65	-3	-4%	Pass
3088	Route 1 Sec 4 - NB	103	100	-4	-4%	Pass
2794	Route 1 Sec 4 - SB	96	91	-5	-5%	Pass
1177	Route 1 Sec 5 - NB	38	40	2	4%	Pass
1478	Route 1 Sec 5 - SB	49	47	-2	-4%	Pass
4362	Route 1 Sec 6 - NB	142	139	-3	-2%	Pass
3542	Route 1 Sec 6 - SB	117	121	4	4%	Pass
6580	Route 1 Sec 7 - NB	250	242	-9	-3%	Pass
7381	Route 1 Sec 7 - SB	253	245	-8	-3%	Pass
28643	Route 1 - NB	995	962	-33	-3%	Pass
28592	Route 1 - SB	989	956	-33	-3%	Pass
1722	Route 2 - NB	127	121	-6	-5%	Pass
1701	Route 2 - SB	112	117	4	4%	Pass
2872	Route 3 - NB	171	154	-16	-10%	Pass
2889	Route 3 - SB	154	141	-13	-8%	Pass
5860	Route 4 - NB	296	276	-21	-7%	Pass
5868	Route 4 - SB	302	276	-26	-9%	Pass
					Count:	8
					Pass:	100%
					Fail:	0%

- 7.7 The previous tables demonstrate that, when comparing modelled and observed journey times, both the Weekday AM, PM Weekday and Saturday model peak hours meet the required standard with a level of validation in excess of TAG being achieved.
- 7.8 The detailed results of the full 15-hour Weekday and Saturday Validation are presented in **Appendix G**, this shows that the model meets the required standard with a level of validation in excess of TAG being achieved in all 15 modelled hours.

Junction On/Off Slip Validation

- 7.9 Additional validation checks have been carried out on the on and off slips at various junctions throughout the model, focusing specifically along the A421 corridor.

Table 26: A421 Off-slip Validation – Weekday AM Peak Hour (08:00 to 09:00)

Route	Observed (s)	Modelled (s)	Diff. (s)
M1 J13 EB Off-Slip	61	38	-23
M1 J13 WB Off-Slip	41	30	-11
A421/Salford Road SB Off-slip	50	77	27
Marston Junction NB Off-slip	22	26	3
Marston Junction SB Off-slip	22	21	-1
Marsh Leys Roundabout NB Off-slip	40	40	0
Marsh Leys Roundabout SB Off-slip	42	42	0
Elstow Roundabout NB Off-slip	39	29	-10
Elstow Roundabout SB Off-slip	40	25	-15
A600/Wallis Way Junction NB Off-slip	26	29	3
Cardington Cross NB Off-slip	41	46	5
Cardington Cross SB Off-slip	31	41	10
Renhold Interchange NB Off-slip	57	28	-29
Renhold Interchange SB Off-slip	34	25	-9

Table 27: A421 Off-slip Validation – Weekday PM Peak Hour (17:00 to 18:00)

Route	Observed (s)	Modelled (s)	Diff. (s)
M1 J13 EB Off-Slip	105	129	23
M1 J13 WB Off-Slip	39	31	-8
A421/Salford Road SB Off-slip	90	38	-51
Marston Junction NB Off-slip	22	26	4
Marston Junction SB Off-slip	23	28	5
Marsh Leys Roundabout NB Off-slip	53	41	-12
Marsh Leys Roundabout SB Off-slip	47	36	-11
Elstow Roundabout NB Off-slip	34	26	-8
Elstow Roundabout SB Off-slip	50	33	-17
A600/Wallis Way Junction NB Off-slip	23	21	-3
Cardington Cross NB Off-slip	36	30	-6
Cardington Cross SB Off-slip	32	37	4
Renhold Interchange NB Off-slip	63	35	-28
Renhold Interchange SB Off-slip	40	39	-1

Table 28: A421 Off-slip Journey Time Validation – Saturday Peak Hour (12:00 to 13:00)

Route	Observed (s)	Modelled (s)	Diff. (s)
M1 J13 EB Off-Slip	34	27	-7
M1 J13 WB Off-Slip	32	28	-4
A421/Salford Road SB Off-slip	26	29	2
Marston Junction NB Off-slip	14	20	5
Marston Junction SB Off-slip	20	19	-1
Marsh Leys Roundabout NB Off-slip	34	35	1
Marsh Leys Roundabout SB Off-slip	24	28	4
Elstow Roundabout NB Off-slip	28	21	-7
Elstow Roundabout SB Off-slip	19	20	2
A600/Wallis Way Junction NB Off-slip	17	17	0
Cardington Cross NB Off-slip	28	22	-6
Cardington Cross SB Off-slip	22	20	-2
Renhold Interchange NB Off-slip	24	23	-1
Renhold Interchange SB Off-slip	40	21	-5

7.10 Owing to the short length of these routes there is no specific criteria that they should be judged against. TAG states that validation routes “should be neither excessively long (greater than 15km) nor excessively short (less than 3km)”.

- 7.11 However, the results shown in the aforementioned tables show that the difference between the observed and modelled journey times is small and that the model can be shown to closely matched observed conditions.

Link Validation

- 7.12 In addition to the Journey Time validation outlined above, independent link validation using a combination of ATC and National Highways WebTRIS data has been undertaken. The outcome of these comparisons, for Weekday and Saturday periods, has been presented within the following tables:

Table 29: AM 07:00 to 10:00 Weekday Link Validation (All Vehicles)

	07:00 to 08:00	08:00 to 09:00	09:00 to 10:00
Observed <700vph	30	27	36
Modelled within 100vph	29	23	35
% within DMRB	97%	85%	97%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	12	15	6
Modelled within 15%	10	14	6
% within DMRB	83%	93%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	39	37	41
%	93%	88%	98%
Pass / Fail	Pass	Pass	Pass

Table 30: IP 10:00 to 13:00 Weekday Link Validation (All Vehicles)

	10:00 to 11:00	11:00 to 12:00	12:00 to 13:00
Observed <700vph	38	37	36
Modelled within 100vph	38	36	36
% within DMRB	100%	97%	100%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	4	5	6
Modelled within 15%	4	5	6
% within DMRB	100%	100%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	42	41	42
%	100%	100%	100%
Pass / Fail	Pass	Pass	Pass

Table 31: IP 13:00 to 16:00 Weekday Link Validation (All Vehicles)

	13:00 to 14:00	14:00 to 15:00	15:00 to 16:00
Observed <700vph	36	34	30
Modelled within 100vph	36	34	29
% within DMRB	100%	100%	97%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	6	8	12
Modelled within 15%	6	8	12
% within DMRB	100%	100%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	42	42	41
%	100%	100%	98%
Pass / Fail	Pass	Pass	Pass

Table 32: PM 16:00 to 20:00 Weekday Link Validation (All Vehicles)

	16:00 to 17:00	17:00 to 18:00	18:00 to 19:00	19:00 to 20:00
Observed <700vph	27	25	35	40
Modelled within 100vph	27	25	34	40
% within DMRB	100%	100%	97%	100%
Pass / Fail	Pass	Pass	Pass	Pass
Observed 700 to 2700vph	15	17	7	0
Modelled within 15%	15	16	5	0
% within DMRB	100%	94%	71%	n/a
Pass / Fail	Pass	Pass	Fail	Pass
Observed > 2700vph	0	0	0	0
Modelled within 400vph	0	0	0	0
% within DMRB	n/a	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass	Pass
Total Counts	42	42	42	40
Total within standard	42	41	39	40
%	100%	98%	93%	100%
Pass / Fail	Pass	Pass	Pass	Pass

Table 33: AM 07:00 to 10:00 Saturday Link Validation (All Vehicles)

	07:00 to 08:00	08:00 to 09:00	09:00 to 10:00
Observed <700vph	42	41	36
Modelled within 100vph	42	41	33
% within DMRB	100%	100%	92%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	0	1	6
Modelled within 15%	0	1	6
% within DMRB	n/a	100%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	42	42	39
%	100%	100%	93%
Pass / Fail	Pass	Pass	Pass

Table 34: IP 10:00 to 13:00 Saturday Link Validation (All Vehicles)

	10:00 to 11:00	11:00 to 12:00	12:00 to 13:00
Observed <700vph	33	32	32
Modelled within 100vph	33	29	31
% within DMRB	100%	91%	97%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	9	10	10
Modelled within 15%	9	10	10
% within DMRB	100%	100%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	42	39	41
%	100%	93%	98%
Pass / Fail	Pass	Pass	Pass

Table 35: IP 13:00 to 16:00 Saturday Link Validation (All Vehicles)

	13:00 to 14:00	14:00 to 15:00	15:00 to 16:00
Observed <700vph	32	32	33
Modelled within 100vph	29	31	33
% within DMRB	91%	97%	100%
Pass / Fail	Pass	Pass	Pass
Observed 700 to 2700vph	10	10	9
Modelled within 15%	10	10	9
% within DMRB	100%	100%	100%
Pass / Fail	Pass	Pass	Pass
Observed > 2700vph	0	0	0
Modelled within 400vph	0	0	0
% within DMRB	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass
Total Counts	42	42	42
Total within standard	39	41	42
%	93%	98%	100%
Pass / Fail	Pass	Pass	Pass

Table 36: PM 16:00 to 20:00 Saturday Link Validation (All Vehicles)

	16:00 to 17:00	17:00 to 18:00	18:00 to 19:00	19:00 to 20:00
Observed <700vph	34	36	40	41
Modelled within 100vph	34	36	40	41
% within DMRB	100%	100%	100%	100%
Pass / Fail	Pass	Pass	Pass	Pass
Observed 700 to 2700vph	8	6	2	1
Modelled within 15%	8	6	2	1
% within DMRB	100%	100%	100%	100%
Pass / Fail	Pass	Pass	Pass	Pass
Observed > 2700vph	0	0	0	0
Modelled within 400vph	0	0	0	0
% within DMRB	n/a	n/a	n/a	n/a
Pass / Fail	Pass	Pass	Pass	Pass
Total Counts	42	42	42	42
Total within standard	42	42	42	42
%	100%	100%	100%	100%
Pass / Fail	Pass	Pass	Pass	Pass

7.13 Analysis of the previous tables reveals that, when considering link validation levels, the model demonstrates a high level of validation.

Validation Summary

7.14 The validation checks have been undertaken for all modelled Weekday and Saturday hours using observed TomTom journey times.

7.15 These checks and analysis have revealed that the independent journey time validation conforms to the required TAG standards. Additionally, checks have been undertaken against independent link

validation data which further highlight that the model represents observed traffic volumes and travel patterns.

8 Model Performance

Overview

- 8.1 Once the Base model was finalised, analysis was undertaken to assess the overall level of stability of the model and to ensure that the models could be considered fit for future use. The outcome of this assessment, based on 10 runs, is summarised for both scenarios below.

Model Stability

- 8.2 The stability focusses on the number of vehicles present on the network at a certain point in time and are based on the outcome of the 10 runs. These figures have been taken from the 'trips-ALL' output files.
- 8.3 The results presented within the following tables summarise the stability and average statistics from the models:

Table 37: Weekday Base Model Stability Assessment

Statistics	Modelled Period
Runs	10
Successful Runs	10
Success Rate	100%
Peak (veh.): Max	3480
Peak (veh.): Ave	3382
Peak Range(s)	08:08 - 08:15
End of Period (veh.): Max	601
End of Period (veh.): Ave	558

Table 38: Saturday Base Model Stability Assessment

Statistics	Modelled Period
Runs	10
Successful Runs	10
Success Rate	100%
Peak (veh.): Max	2378
Peak (veh.): Ave	2322
Peak Range(s)	12:08 – 13:14
End of Period (veh.): Max	749
End of Period (veh.): Ave	723

- 8.4 The model performance statistics for both the Weekday and Saturday Base models indicate a significant level of stability throughout the modelled period. The models show a predictable pattern of congestion.
- 8.5 An additional variance test and confidence interval analysis have been completed utilising the average delay across assigned routes within the model for each run. Both tests highlight the statistical variance between the 10 model runs used to calculate the average values used within the validation process.
- 8.6 The results of the variance test and confidence interval analysis are available within **Appendix I** of this report. In all instances 10 runs is considered more than sufficient to produce reliable results.

9 Summary and Conclusions

- 9.1 Vectos, on behalf of Universal Destinations and Experiences (UDX), has developed a Paramics microsimulation model of the A421 corridor from M1 J13 to A421/A1 Black Cat Roundabout. The purpose of this model is to provide a suitable tool that can be used to support the assessment of the UDX proposals on the local highway network.
- 9.2 The model will be used to capture the effect of the proposed mixed development, upon the local transport network.
- 9.3 The study area consists of A421 corridor as well as the local roads around Stewartby and Kempston Hardwick, including the B530 Ampthill Road, A6, Manor Road, Green Lane, Woburn Road and Stewartby Way.
- 9.4 The model has been developed for the following hourly periods within the Weekday and Saturday Base models:
 - 06:00 to 07:00
 - 07:00 to 08:00
 - 08:00 to 09:00
 - 09:00 to 10:00
 - 10:00 to 11:00
 - 11:00 to 12:00
 - 12:00 to 13:00
 - 13:00 to 14:00
 - 14:00 to 15:00
 - 15:00 to 16:00
 - 16:00 to 17:00
 - 17:00 to 18:00
 - 18:00 to 19:00
 - 19:00 to 20:00
 - 20:00 to 21:00

- 9.5 The model has been calibrated for all 15 hours, in line with the modelling guidelines, and GEH comparisons have been undertaken using all available observed count data. A summary of the outcome of these comparisons is provided within the following table:

Table 39: Calibration Summary

Hourly Period	Weekday Calibration	Saturday Calibration
07:00 to 08:00	98%	100%
08:00 to 09:00	97%	99%
09:00 to 10:00	99%	99%
10:00 to 11:00	100%	98%
11:00 to 12:00	100%	97%
12:00 to 13:00	99%	97%
13:00 to 14:00	100%	98%
14:00 to 15:00	98%	98%
15:00 to 16:00	96%	97%
16:00 to 17:00	99%	98%
17:00 to 18:00	99%	97%
18:00 to 19:00	99%	99%
19:00 to 20:00	99%	99%
20:00 to 21:00	99%	100%
21:00 to 22:00	89%	100%

- 9.6 Independent validation checks have been undertaken using journey time data and link validation data. Based on the outcome of the journey time and link validation comparisons, whereby all hours achieved validation within TAG criteria, it is reasonable to conclude that the model demonstrates an appropriate level of validation.

Conclusion

- 9.7 A high degree of calibration has been achieved for all hours within the Weekday and Saturday models and the ability to demonstrate that the calibration levels exceed within the required TAG standards, which provides the necessary evidence to conclude that this model provides a realistic and accurate representation of traffic operations within the study area.
- 9.8 The model has subsequently been validated against observed journey times and confirmed to provide a good level of validation in all periods.

Appendix A

BY Modelling Agreement Log

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
1	Model Extent	Extended Model Network PDF	06/02/2024	<p>AECOM understands that the network extent will be extended to include network near Bedford. The approach to extend the model and the updated base model results should be reviewed by AECOM as extending the models may have an impact on the operation of the existing network.</p> <p>This issue is SIGNIFICANT as extending the models may change the arrival patterns in the existing network and may affect the reported calibration and validation results.</p>	<p>Updated LMVR will detail the methodology of the approach to extend the model, additionally the extension prior build spreadsheet will also be provided.</p> <p>The methodology will mirror what we've done so far, this issue is also not related to current model therefore SLR will address with extended model availability.</p>	<p>Current assessment is to be the focus of this work.</p> <p>Extended model can be disregarded.</p> <p>AECOM Position: Extended model network results can be reviewed in subsequent stage.</p>	Amber
2	Model Extent	Fig 1 – VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>AECOM requires more clarity on the plans to undertake strategic modelling for links/junctions beyond the current Paramics model extents. It is unclear how SLR plans to assess the wider impacts. This issue is SIGNIFICANT as the proposed development may have a significant impact on some other locations which may not be assessed.</p>	<p>NH are planning to assess development proposal within the RTM.</p> <p>For the purpose of the SDO the assessment is not going to consider an area beyond that which we've included within the Paramics model.</p> <p>Any role for the Strategic model would be informed by NH requirements to undertake their own modelling within the RTM.</p>	<p>NH/AECOM to confirm if RTEM is being used for their assessment.</p> <p>AECOM Position: It is noted that SLR is not undertaking any strategic modelling at this stage.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
3	Key Junctions along the SRN	Section 33 of VM220573.TN005 - Forecasting and Development Testing	06/02/2024	Section 33 of the Forecasting report states that the Black Cat roundabout is unconstrained in the Paramics models, since a strategic model was not available to provide wider rerouting patterns. AECOM requires more clarity as to how the impacts on this junction and also other junctions to the east and north/ south on A1 will be assessed. This issue is SIGNIFICANT as A1/ A421 Black Cat roundabout is a key junction where the development impacts should be assessed.	<p>NH are planning to assess development proposal within the RTM.</p> <p>For the purpose of the SDO the assessment is not going to consider an area beyond that which we've included within the Paramics model.</p> <p>Any role for the Strategic model would be informed by NH requirements to undertake their own modelling within the RTM.</p>	<p>NH/AECOM to confirm if RTEM is being used for their assessment.</p> <p>AECOM Position: It is noted that SLR is not undertaking any strategic modelling at this stage. Requires discussion between SLR/ AECOM to assess in next stage.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
4	Data quality checks	VM220573.TN003 - Data Collection Report	06/02/2024	<p>SLR has not demonstrated any evidence that the quality of the survey data is sufficient. More evidence should be provided on the quality checks undertaken with the survey data that demonstrates the suitability of the data for the development of base year models?</p> <p>This issue is MEDIUM.</p>	<p>SLR have provided TN003 that includes a CTC Normality Check comparing the CTC data with the averaged ATC data with limited discrepancies, namely ATC 15 from 14:00 to 16:00, as well as a comparison of weekday and weekend data that concluded, as expected, that the traditional peak periods are significantly lower and the interpeak period is significantly higher on the weekend than the weekday.</p> <p>Additional site visit details have also been completed and are detailed within this report.</p> <p>The amount of data applied in the model development and the level of checks completed are in line with what SLR would expect to use when developing a microsimulation model such as this one.</p>	<p>AECOM to advise on any additional checks they consider necessary (along with explanation regarding what they would expect the checks to reveal).</p> <p>AECOM Position: The data checks analysis undertaken by SLR are sufficient at this stage.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
5	CTC data	VM220573.TN003 - Data Collection Report	06/02/2024	There is no evidence in the reports that if the CTC data was reviewed and checked for consistency between adjacent sites to identify gaps or whether further synthetic zones are required. If any inconsistencies were found, how were the inconsistencies dealt with? This issue is MEDIUM .	This was not a check carried out by SLR however given the high levels of calibration reported for the model this does not appear to be a significant issue as any conflict within the dataset would have been identified through the ME and calibration process.	N/A AECOM Position: Dataset is likely to be consistent based on the flow calibration data.	Green
6	Consistency between ATC and CTC	VM220573.TN003 - Data Collection Report	06/02/2024	Tuesday data for CTC vs Average weekday ATC (excluding Monday and Friday) is compared by SLR and presented in the report. Graphs presented in the report show a reasonable match except some inconsistencies. SLR should clarify how were the inconsistencies between the datasets addressed This issue is MINOR .	SLR did not address the inconsistencies explicitly, they were accepted, as noted for Issue 4, the only notable issue related to ATC 15 in the interpeak period.	N/A AECOM Position: ATC 15 is along Bedford Road and the inconsistency is during Interpeak and therefore, this is accepted.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
7	No CTC data for hours from 20.00 to 22.00	VM220573.TN003 - Data Collection Report	06/02/2024	<p>Section 4.3 of the LMVR states that the Matrix Estimation process for the final two hours, 20:00 to 21:00 and 21:00 to 22:00, varied from the other 13 modelled hours due to the absence of CTC data.</p> <p>It is understood that these hours are important as the trip generation is predicted to be high during these hours. This issue is SIGNIFICANT as without the CTC data, the flow patterns in the model during these hours are likely to be inaccurate, and the turning movements will not be calibrated.</p>	<p>Development impacts are likely to be minimal during these periods.</p> <p>This is a period of very low background traffic volumes.</p> <p>Any development impacts will be identified outside of these hours.</p> <p>Routing patterns align with preceding hours due to the same demand inputs being used to inform the traffic movements within the final hours.</p> <p>We would not expect AECOM to require assessment of these hours in any event, they are however useful for producing AQ flows from the modelling and will aid any economic appraisal which is undertaken using the Paramics model outputs.</p>	<p>N/A</p> <p>AECOM Position: The purpose of assessing these hours (for AQ and economic appraisal) is now understood. It is acknowledged that the hours after 20.00 are relatively quiet compared to the peak hours.</p>	Green
8	Average Weekday vs Weekend flow comparison	VM220573.TN003 - Data Collection Report	06/02/2024	<p>It is unclear from the report if the weekday included Monday and Friday when comparing with weekend traffic flows. This issue is MINOR.</p>	<p>Monday and Friday not included</p>	<p>N/A</p> <p>AECOM Position: This is clear now.</p>	Green

9	Neutral days inconsistency for CTC and Journey Time	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>Paragraph 10 of the Data collection report (VM220573.TN003 - Data Collection Report) states that Monday CTC data is not considered neutral. Section 2.12 of the LMVR states that Monday journey time data was considered neutral and used for model validation. This is a contradiction. This issue is MEDIUM as if the JT data needs revising, the validation results will require updating.</p>	<p>The JT data has been processed inclusive of the Monday data.</p> <p>We recognise the contradiction, however, the Monday data was included within the TomTom extraction and so journey time data cannot be disaggregated.</p> <p>This will be confirmed within the LMVR, and additional checks will be complete comparing the ATC data inclusive of Monday to that utilised that excluded Monday to assess the level of difference between Monday and the Tuesday to Thursday period.</p>	<p>Update LMVR and provide ATC comparison w/c 26/02</p> <p>AECOM Position:</p> <p>The ATC data comparison of traffic flows with and without including Monday data has been provided by SLR (Ref: “VM220573.Sp017 - ATC Monday Comparison”). AECOM has reviewed the information and found that for most of the sites, there are minor variations between the datasets. For three ATC sites, there are more variations between the dataset during the AM and PM peak hours. These include:</p> <ul style="list-style-type: none"> - ATC 4 - A6 East of Wixams; - ATC 11 - A600 Harrowden Road; and - ATC -21 A421 (near Field Road) 	Green
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						It is noted that ATC21 on the A421 near Field Road which is in the vicinity of the proposed development site has variation of 66 vehicles in the PM peak and 39 vehicles in the AM peak. However, these differences are not significant in context of the overall volume of traffic at this location. Therefore, this issue is unlikely to change the modelling results.	
10	O-D patterns at M1 Junction 13	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	O-D data at the M1 Junction 13 is key for the operation of this junction as there is route choice. Without any O-D data, the flow patterns are not reliable and operation will not reflect existing operation and cannot be relied upon to assess future development growth and Nectarine flows. This issue is SIGNIFICANT as AECOM has concerns that the operation of this key junction may not be accurate.	M1 Junction 13 is outside the scope of the current assessment.	N/A AECOM Position: It is now acknowledged that M1 J13 is not focus of current model and on the basis that the agreed purpose is to assess A421 slip roads local impact then this is accepted. M1 J13 is however, the main capacity concern in the network.	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
11	Signalised junctions pedestrian activations	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>Section 3.43 of the LMVR states that pedestrian crossing frequencies were set with standard assumptions of 7 seconds activation every 2 to 6 minutes.</p> <p>It is unclear from the LMVR if this refers to standalone crossings, and if the pedestrian crossing data/ activations were obtained at signalised junctions. SLR could use videos from CTC surveys to review the pedestrian activations and code these accurately in the models. This issue is MEDIUM.</p>	<p>This refers to standalone crossings only, specifically those coded as pedestrian crossings. There are only two pedestrian crossings within the network located on the A600 left slip lane to the A421 SB.</p> <p>These are located a busy junction on the walking route from Shortstown to Bedford, therefore a relatively short and infrequent call time was assumed.</p> <p>These have been sufficiently replicated within the model to suit the objectives of assessing the development proposals.</p>	<p>Provide Google Typical Traffic and Paramics Model Screenshots on key slips road (particularly those close to the development)</p> <p>AECOM Position: SLR has now supplied a presentation comparing Google typical traffic congestion map and Paramics model screenshots for the peak hours. The congestion maps from Google do not indicate any queues at the pedestrian crossing location. Therefore, this issue is resolved.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
12	Signalised junctions signal timings	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	Section 3.45 of the LMVR states that signal time assumptions will be revisited once the signal controller specifications are obtained. This is likely to change the operation of some of the junctions and the journey time validation and is a SIGNIFICANT issue.	There is insufficient time to revisit these assumptions within the microsimulation model but, if necessary, supplemental assessments using LinSig could be completed if issues are identified.	<p>Provide Google Typical Traffic and Paramics Model Screenshots on key slips road (particularly those close to the development)</p> <p>AECOM Position: SLR has now provided the comparison between Google typical traffic congestion map and Paramics model queue screenshots. The comparison shows a reasonable match at the signalised locations. Therefore, this issue is accepted at this stage. However, AECOM strongly recommends that the signal timings are updated based on the signal specifications in the next stage of work.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
13	Signalised junctions with demand dependency	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	Without the signal data available at some of the junctions, it is unclear on how the demand dependent signals were coded in the Paramics models. Demand dependency is likely to result in variable queues and is a SIGNIFICANT issue. SLR could use the videos from CTC data to check the signal operation in absence of the signal data.	Demand dependant signals have not been coded at this stage and are not considered critical to this assessment. CTC data would not appropriately inform the demand responsive element of any signals and so no further action is proposed.	Report any FY signal optimisation in the associated documents. AECOM Position: AECOM has requested signal optimisation changes at all signalised locations which will be reviewed at the forecasting stage. SLR has agreed. Therefore, this issue is resolved for the current stage. However, AECOM recommends that the signal timing with demand dependency is coded in the models when the signal data is collected.	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
14	Generalised Cost Equations (GCE)	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>Section 3.9 of the LMVR states that GCE for each vehicle type has been taken from Jan 2023 release of TAG Databook (v1.20.2).</p> <p>SLR should clarify if the GCE values are to be updated for the latest extended model based on the latest TAG Databook (v1.22.0). This issue is MINOR as it is unlikely to produce a significant change in the model operation but should be clarified.</p>	No action proposed at this stage.	<p>Address within Extended Model</p> <p>AECOM Position: The impact can be reviewed in further stage.</p>	Amber

15	Prior Matrix Development	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits	06/02/2024	SLR has used Census 2011 “journey to work” data and has surveyed very few ANPR sites to develop the prior matrix which is likely to miss a lot of O-D trips. It is unclear if any screenlines or cordons on the network extent were defined by SLR, which is a standard approach. SLR should provide more clarity, and this is a MEDIUM issue.	<p>SLR will produce a cordon and screenlines assessment to address this comment.</p> <p>It is proposed that the cordon focuses on the site location, constrained by the A421 and B530, therefore considering inbound and outbound movements to the proposed site location only.</p> <p>SLR also propose that the screenlines assessment focuses on western and eastern movements across the model given it is effectively a corridor model and the north/south movements are controlled only by a few single ATC/CTS. The East/West screenlines will utilise ATC and CTC data at points of entry to the model.</p> <p>This will be updated within the LMVR and provided w/c 26/02 alongside the various other assessments requested.</p>	<p>Update LMVR and provide cordon and screenlines assessment w/c 26/02</p> <p>AECOM Position: SLR has provided flow calibration results for screenline locations:</p> <ul style="list-style-type: none"> - The eastern screenline results show a good match between the observed and modelled flows during the AM and PM peaks. - The western screenline has some locations where there are notable differences between the observed and modelled traffic flows. However, the western screenline locations are located away from the development site. - Some of the screenline locations 	Amber
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						<p>around the proposed development site have significant differences between the observed and modelled traffic flows. However, it is noted that overall screenline inbound and outbound flows match reasonably well. Therefore, AECOM has considered the issue to be acceptable at this stage.</p> <p>Of particular concern is Site 2 (Woburn Road South) on the development site screenline cordon. This calibrates poorly in the AM peak (having a GEH of 7.1 with lower modelled flows than observed).</p> <p>The forecast year modelling should be analysed in the context of the flow differences.</p>	
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
16	ANPR Data coverage for matrix development.	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	The coverage of ANPR sites is sparse and some key roads are not surveyed. The overall match rate is only around 50% - 60% for all sites which indicates that a significant proportion of trips routing through the network are missed. This is a SIGNIFICANT issue as O-D patterns in the network may not be represented which can have an impact on model operation.	ANPR data has only been used for strategic assignment within the model. The local road network has been dealt with via comprehensive collection of ATCs and CTCs. Spot checks can be completed if there are routes that AECOM consider of concern not currently captured. Discussed 19/02/2024 and issued raw ANPR data and analysis 21/02/2024.	AECOM to provide information regarding spot checks, likely flow comparison spot checks around the development site (01/03/2024) AECOM Position: AECOM has identified key routes near the proposed development site and SLR should undertake spot checks (Issue Ref. 54 and 55). Therefore, this issue is considered to be resolved.	Green
17	Prior Matrix Development	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits	06/02/2024	SLR has used Census 2011 MSOA "journey to work" data to provide a prior trip distribution for model zones. AECOM has a few queries which can hopefully be resolved on the scheduled meeting on Monday 19 th February.	Discussed 19/02/2024	N/A AECOM Position: This is clear now.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
18	Prior Matrix Development	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits	06/02/2024	While reviewing the calculations of prior matrix development, AECOM understands that Bedford MSOA zones are disaggregated into multiple model zones based on the housing and employment data. However, the approach used to disaggregate the zones is still unclear from the LMVR and the spreadsheet. This issue is MEDIUM and SLR should provide more clarity.	Discussed 19/02/2024 Based on location, model zones are created first and are based on CTCs and parcels of land. They are then assigned MSOAs relevant to their location. The MSOA then informs the distribution assigned to trips with 'internal' to 'internal', or 'internal' to 'external' or 'external' to 'internal' ODs.	N/A AECOM Position: It is clear now after the meeting.	Green
19	HGV profiles for demand development	Spreadsheet VM220573.Sp002 a - Profiles and Proportions_Week day and Saturday	06/02/2024	The HGV proxy profile has been calculated using selected CTC sites. AECOM requires more explanation on the basis of selecting the sites to calculate the HGV proxy profile. This issue is MINOR .	Discussed 19/02/2024 and responded to via 21/02/2024 email.	N/A AECOM Position: It is clear now after the meeting and after the review of additional information.	Green
20	Flat profiles for some model zones.	Spreadsheet VM220573.Sp002 a - Profiles and Proportions_Week day and Saturday	06/02/2024	There are three zones (81, 82 and 83) which have been assumed to have flat profile which is not a robust assumption unless there is evidence for this. SLR should provide more clarity as to why flat profiles are used for these zones. This issue is MINOR .	Error - These zones were included late in the modelling and so a profile assignment was missed. The model will be adjusted to include relevant profiles to these zones.	Model Edit AECOM Position: This issue is resolved as SLR has updated the profiles.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
21	ANPR data processing for prior matrix development	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits and Spreadsheets TSP15284-VM220573 - A421 Bedford Surveys_ANPR Data_14th March 2023; and VM220573.Sp000 e - ANPR Data Hourly OD Matrices	06/02/2024	Raw ANPR data for six sites is summarised for AM (7-10), IP (10-16), PM (16-19) and presented as hard coded values in the spreadsheet. AECOM requires the raw ANPR data and the associated calculations for developing the ANPR prior matrix, so the process can be fully reviewed. This issue is MINOR .	Discussed 19/02/2024 and responded to via 21/02/2024 email.	N/A AECOM Position: AECOM has reviewed the raw data. The approach to calculate the matrices for each peak period has been checked as it matches with SLR's calculations. However, there are issues in the calculations which relate to Issue Ref. no. 22 – this should be addressed.	Green

22	ANPR data processing for prior matrix development	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits and Spreadsheets TSP15284-VM220573 - A421 Bedford Surveys_ANPR Data_14th March 2023; and VM220573.Sp000 e - ANPR Data Hourly OD Matrices	06/02/2024	It is unclear if journey time filter was used to develop the raw ANPR matrices. The approach requires more clarification to enable AECOM to follow the process. This issue is MINOR .	Discussed 19/02/2024 and issued raw ANPR data and analysis 21/02/2024.	<p>N/A</p> <p>AECOM Position: SLR has not used journey time filter to create an ANPR O-D matrix. For example, any vehicle trip that enters the ANPR site in the morning at 8.00 AM and leaves the ANPR site in the afternoon at 16.00 PM is captured in the 08:00 to 09:00 matrix. This is an incorrect approach to calculate the ANPR O-D matrix.</p> <p>AECOM has checked the impact of this issue and has established that resolving this issue will not have large impact and there is generally a low number of observed O-D movements which has been noted elsewhere. This should be corrected at the next stage of modelling work when better ANPR</p>	Amber
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						coverage is recommended.	
23	Prior matrix calculations for Lights	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits	06/02/2024	AECOM requires more clarity on the approach to calculate the “Inbound” and “Outbound” proportions to develop the prior matrix for Lights. This issue is MINOR .	Discussed 19/02/2024	N/A AECOM Position: It is clear now after the meeting and after the review of additional information.	Green
24	Prior matrix calculations for Heavies	Spreadsheet VM220573.Sp002 b - Prior Matrix Build & Constraints_Week day_PreEdits	06/02/2024	SLR has stated in Section 4.29 of the LMVR that a weighted entropised factor matrix was created for assignment of HGVs in the network. This approach requires more clarity from SLR. This issue is MEDIUM .	Discussed 19/02/2024, LMVR will be updated to provide greater detail.	Update LMVR AECOM Position: It is clear now after the meeting and after the review of additional information. AECOM will review the updated LMVR.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
25	Post Matrix Estimation calculations	Spreadsheet VM220573.Sp002d - Prior Matrix & Constraints_Weekday_PostEdits and Spreadsheet VM220573.Sp016 - Prior vs. Demand R2 Analysis	06/02/2024	There is no comparison in the spreadsheets or in the LMVR of the prior matrix and the post-ME matrix. A regression comparison between the O-D distribution of prior matrix and the final matrix will be useful for AECOM to understand the changes/ adjustments. This is a SIGNIFICANT issue as the O-D patterns in the model may be significantly changed from the prior matrix.	Discussed 19/02/2024 and Regression analysis issued 21/02/2024. Further conversation on 22/02/2024 has requested a 'Trip Length' comparison analysis, SLR will complete and provide w/c 26/02.	Provide 'Trip Length' comparison w/c 26/02 AECOM Position: AECOM has reviewed the prior and final demand matrices comparison based on the MSOA sectors. The comparison shows a reasonable match. AECOM has reviewed the trip length comparison analysis provided by SLR and have found that the Matrix Estimation process has increased the short-distance trips and reduced long-distance trips. However, this is expected to some degree, and the trip length distribution of the prior demand matrices seems to have been largely retained in the ME process.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
26	Paramics Base Model Review	Paramics Base Year Models	15/02/2024	AECOM have rerun the model with the 10 seed runs provided in the Log file, and the results are consistent and concluded that they can be recreated. No action is required.	N/A	N/A	Green
27	Warm-up period	Paramics Models	15/02/2024	<p>There is no warm-up period, and so no traffic on the network at the beginning of the modelled hours at 7:00am.</p> <p>A suitable 'warm-up' period should be included within the model to ensure that the network is populated prior to the study period, as such results for 07:00 to 08:00 should not be relied upon for the assessment of proposed development.</p> <p>This issue is MEDIUM and is a potential weakness of the model. If the forecast results for 07:00 to 08:00 will not be assessed, then this issue can be considered as MINOR.</p>	A warm-up period from 06:00 to 07:00 has now been input into the model. The 07:00 to 08:00 demand matrix was utilised as the prior and the survey file was informed by the ATC and WebTRIS data available for 06:00 to 07:00 – this followed the procedure used to develop the demands for 20:00 to 22:00. The LMVR will be updated to note this change.	<p>Model Edit and update LMVR</p> <p>AECOM Position: Addition of warm-up period is welcomed. AECOM has reviewed the change, and this issue is resolved.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
28	Level crossings	Paramics Models	15/02/2024	<p>There are two level crossings located in the model area, which are on Marston Vale railway link between Bedford and Bletchley but are not included in the model.</p> <p>There is one on Green Lane at Stewartby rail station, and the second is on Broadmead Road. This line was suspended between December 2022 to Autumn 2023, with a full service returning from February 2024, so we understand the reason for it not being included in the base model.</p> <p>What are the assumptions for this rail line in forecasting?</p>	<p>In the future years SLR intend to include the level crossings with an assumption of 3 minutes, x6 an hour</p> <p>Additional rail will be included with the development.</p>	<p>Model Edit</p> <p>AECOM Position: A third level crossing on Manor Road is also noted. A check against the current timetable will be helpful as the full service has just been resumed.</p> <p>3 minutes seems sensible however if any observed data is available that would be preferable</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
29	Zone system	Paramics Models	15/02/2024	<p>The model review noted that zone portals are not used, which could limit local route choices. For example:</p> <ul style="list-style-type: none"> - Zone 61 and Zone 77 Park Crescent; - Zone 57 Kiln Drive and Zone 59 Montgomery Close; and - Zone 37 and Zone 67 Interchange retail park W. <p>Is there a reason that zone portals were not used?</p> <p>These issues are considered to be MINOR and are likely to affect local route choice only.</p>	The demands for these zones are based on MCC survey data and hence to avoid complications during the ME process, different zones were used to represent traffic coming in and out of these streets as it ensures a more precise replication of the observed traffic flows is achieved within the modelling.	<p>N/A</p> <p>AECOM Position: Noted</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
30	Network coding – layout and speeds on loading links	Paramics Base Year Model	15/02/2024	<p>It is noted that there are some instances where coding on links connecting to zones is not consistent with the current layout/speeds, for example:</p> <ul style="list-style-type: none"> - A507 / Salford Road roundabout; - Lower Shelton Road is one lane with passing places, however in the Base model it is coded as a two-way link. Also is 30mph but coded as Minor 40mph; - The Crescent (southern access) is part coded as 30mph, and part coded as 20mph. There is nothing from Streetview imagery to suggest the speed should change along this road; <p>Given that these are link connectors, these issues are considered to be MINOR as it is unlikely to have a material impact on the base model performance.</p>	<p>A507/Salford Road: the link was extended to accommodate queues in FY models so scenarios can be compared later</p> <p>Lower Shelton Road: Google Streetview shows that it is a two-way road with passing places on both sides of the road</p> <p>The Crescent: SLR accept AECOMs comment and so the coding has been edited to 30mph along this road.</p>	<p>Model Edit</p> <p>AECOM Position (05/03/2024):</p> <p>For the changes on The Crescent, the updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and the coding remains the same, part coded as 30mph and part coded as 20mph. However, this is a minor issue.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
31	Network coding – roundabout speeds	Paramics Base Year Model	15/02/2024	<p>The M1/A421 roundabouts are coded as Major 70mph.</p> <p>Checks have been undertaken on the model simulation and it is noted that the modelled vehicle speeds on the circulatory links are approximately 20 to 30 mph. As such, it is considered that this issue is MINOR.</p>	Noted – no changes made.	N/A	Green
32	Network coding – junction layout	Paramics Base Year Model	15/02/2024	<p>The Bedford Road / Green Lane T-junction model coding does not match Google Streetview imagery, which shows a left-in only lane from Bedford Road, and right turn lane on Bedford Road, and a flare on the Green Lane approach.</p> <p>This issue is MEDIUM and requires further explanation as this will reduce capacity at this junction, and is a potential weakness of the model. (See <i>Slide 2</i>)</p>	Coding updated for Bedford Road/green lane junction.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and can confirm update of the Bedford Road / Green Lane junction.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
33	Network coding – link speeds	Paramics Base Year Model	15/02/2024	<p>Green Lane is coded as Major 30mph but shown as 40mph on Google Streetview imagery from June 2023, remaining up to the junction with Zone 78 waste management, after which the speed is 30mph.</p> <p>This issue is MEDIUM and requires further explanation. For example, if the observed free flow speed is ~30mph, rather than the posted 40mph, then please provide information.</p>	Coding updated based on AECOM's comments	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm update of speeds on Green Lane.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
34	Network coding surrounding Wixams	Paramics Base Year Model	15/02/2024	<p>The roads surrounding the Wixams development (Fisherswood Road and Loverose Way) are included in the model, and traffic is using these roads. However, in 2023 these links appear not to be open.</p> <p>Do you have confirmation these links were open, to allow routeing from the B530 to the A6?</p> <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	SLR conducted a site visit in March 2023 and observed that Fisherswood Road was operating with speed reduction humps installed. Hence, the speed limit for these roads is set as 20mph. Based on google street view, Loverose Way has now been closed in the model.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Noted. However, there is the risk Google Maps may be out of date, hence our query, in which case the initial coding may be suitable.</p>	Green
35	Network coding – roundabout layout	Paramics Base Year Model	15/02/2024	<p>The Fisherswood Road / Loverose Way roundabout is not included in the Base model, however it is shown in Google Satellite imagery in 2023. It is noted that the layout of this roundabout was not included in the .DXF file. (See Slide 3)</p> <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	Network updated and roundabout coded in.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): In the updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics), the Fisherswood Road / Loverose roundabout is now coded but with no curves, no visibility, and no look through.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
36	Network coding – roundabout flares	Paramics Base Year Model	15/02/2024	<p>There are multiple roundabouts where flares on approach arms are not coded, however are shown in 2023 Google Streetview imagery. These include:</p> <ul style="list-style-type: none"> - A600 / Wallis Way / A421 off slip roundabout flare on southern arm (<i>See Slide 4</i>); - Bedford Road / Fisherswood Road / The Causeway roundabout has approaches with flares. In addition to this, there is a zebra crossing on one arm (<i>See Slide 5</i>); and - Fields Road roundabout has a two-lane flare on the western arm (<i>See Slide 6</i>). <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	Comments noted and coding changed to reflect Google Streetview.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm coding update of flares on these approach arms.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
37	Network coding – Renhold Interchange	Paramics Base Year Model	15/02/2024	<p>At the Renhold interchange, there are two lanes coded on the northbound A421 on-slip, but one lane in May 2023 Google imagery. Also here, there are three lanes on the off-slip from the A421 northbound, however it is coded as two lanes in the model.</p> <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	Comments noted and coding changed to reflect Google Streetview.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm coding update.</p>	Green
38	Network coding – visibility at roundabouts	Paramics Base Year Model, LMVR Paragraph 5.12	15/02/2024	<p>There are two roundabouts without visibility applied. This is consistent with Figure 15 in the LMVR, however this is not consistent with the other roundabouts in the Base model. The two roundabouts are:</p> <ul style="list-style-type: none"> - Meadow Road / Four Acre Drive roundabout - Broadmead Road / Kiln Drive / Business Park roundabout <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	Comments noted and coding changed to reflect Google Streetview.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirms the addition of visibility at the two roundabouts.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
39	Network coding – gap acceptance	Paramics Base Year Model, LMVR Paragraph 5.17	15/02/2024	<p>The Base model review has confirmed that gap acceptance values are in line with what is stated in the LMVR.</p> <p>However, it is noted that high gap acceptance (i.e. 7s) has been applied on the A6 northbound to Ridge Road. This is considered to be very high gap acceptance value to use.</p> <p>This issue is MEDIUM and further explanation is required to understand if such gap acceptance values are necessary.</p>	<p>Relatively high GA has been applied at this location to aid in replicating the delays northbound caused by queues further upstream (outwith the model extent) at the A6/Cemetery Road roundabout. Please see Issue 39.jpg for evidence of this support by GoogleMaps Typical Traffic. SLR will update the LMVR to ensure reasoning is documented.</p>	<p>Update LMVR</p> <p>AECOM Position (05/03/2024): Noted</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
40	Network coding – look through on roundabouts	Paramics Base Year Model, LMVR Paragraph 5.19	15/02/2024	<p>There are two roundabouts without look through applied. This is consistent with Figure 17 in the LMVR, however it is stated in Paragraph 5.19 that look through has been applied on the circulatory gyratory at roundabouts.</p> <p>The two roundabouts without look through applied are:</p> <ul style="list-style-type: none"> - Meadow Road / Four Acre Drive roundabout - Broadmead Road / Kiln Drive / Business Park roundabout <p>Paragraph 5.19 also states <i>“there are a couple of locations where the look through parameter was removed to ensure that vehicle throughput and delays on approach to junctions were accurately represent within the model”</i>.</p> <p>This issue is MEDIUM and requires confirmation if these two roundabouts are what is referenced in the second part of Paragraph 5.19.</p>	Look Through has now been applied to two roundabouts.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirms the addition of look through at the two roundabouts.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
41	Network coding – give way to all	Paramics Base Year Model, LMVR Paragraph 5.20	15/02/2024	<p>The LMVR states that give way to all is applied on all non-signalised roundabout approaches, however it has not been applied to the two roundabouts mentioned above in "Visibility" and "Look Through". There is no reasoning to state why these roundabouts do not have give way to all applied.</p> <p>This issue is MEDIUM and requires further explanation as is a potential model weakness.</p>	Give Way To All added to the two roundabouts stated above.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed, Give way to all is not applied to the Kiln Road / Business Park roundabout.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
42	Network coding – cost factors	Paramics Base Year Model, LMVR Paragraphs 5.24 and 5.26	15/02/2024	<p>The model review has confirmed that cost factors have been applied to selected Base model links as documented in the LMVR.</p> <p>However, it is noted that there is a cost factor of 1.2 applied to a section of the A421 between the A421 / A6 / Woburn Road junction, and the Elstow Interchange. It is unclear why cost factors of 1.2 have been applied to A421 links which would likely discourage vehicles to use a strategic link.</p> <p>This is SIGNIFICANT as the application of cost factors affect the route choices in the model and requires investigation.</p>	The cost factor of 1.2 on the A421 has been removed.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirms the removal of the cost factor of 1.2 on the A421, as well as the removal of the cost factor of 0.8 on the B530.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
43	Base Model Calibration	Spreadsheet VM220573.Sp006 a - Calibration and Validation_Weekday_24.05.23_FINAL	06/02/2024	Some of the movements in Paramics base models at key junctions/ roundabouts along the A421 corridor and at M1 Junction 13 are significantly different from observed counts (over GEH 5). This issue is SIGNIFICANT as SLR should ensure that the flow calibration along the key junctions in the network along the A421 corridor is accurate – otherwise, the impact in these sensitive locations cannot be assessed reliably.	SLR has sought to improve the validation statistics for the A421 key junctions however this has not yet been achieved within the Interim model runs. Cognisant of additional Issue Refs. 52-64, several additional calibration parameters will be explored to ensure queuing and delay on the corridor is more accurate prior to the submission of the final model runs.	Address before submission of final model runs AECOM Position: AECOM has reviewed the updated calibration results. AECOM has focussed on some of the key locations around the development site and along the key A421 junctions. These are further elaborated in Issue Ref. 53, 54, and 55. Therefore, this issue can be considered resolved.	Green

44	Base Model Results Variability (10 Random Seeds)	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	<p>The LMVR does not present the variability analysis of 10 random seed runs.</p> <p>Also, for forecasting there is likely to be higher variability and there are concerns if 10 runs will be sufficient.</p> <p>This issue is MEDIUM as the variability analysis should be presented in the LMVR to demonstrate that the model results between different random seeds are not significantly variable.</p>	<p>A network statistics variance assessment is underway to prove the variability analysis of 10 random seed runs. SLR also intend to look into providing a t-test if also required.</p> <p>The LMVR will also be updated to reflect this.</p>	<p>Update LMVR and provide Variability Analysis w/c 26/02</p> <p>AECOM Position: AECOM has reviewed the variability analysis provided by SLR. AECOM has reviewed the standard deviations for the defined JT routes for the random seed runs. For most JT routes, the standard deviations are relatively small, indicating the model is relatively stable and 10 random seed runs are considered reasonable. The exception is Route 2. Whilst we do not think it is necessary to undertake more random seed runs, we should acknowledge that Route 2 is more variable and sensitive, and there is a risk of blocking back to the A421 / A6 junction and the A421. The queueing and JT variability for</p>	Green
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						Route 2 should be monitored closely for forecast scenarios. It is also noted that Route 1 Section 7 has higher standard deviations, but given that the Blackcat roundabout is “unconstrained” in the forecast scenarios, we are not considering the variability for Route 1 Section 7.	
45	Journey time routes coverage for model validation	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	There are no JT routes passing through M1 Junction 13 which is a key junction for the study. It is noted that delays along the slip roads are validated, but some of the differences are significant and other approaches to the junction are not covered by data. This issue is SIGNIFICANT .	Supplementary VISSIM Model assessments as required can be completed, we do not intend to use this model to assess the operation of the M1 mainline.	VISSIM model assessment if necessary AECOM Position: AECOM acknowledges that M1 J13 is not within the scope of this Paramics base model and the impacts will not be assessed in the forecast years.	Amber

46	Journey time routes coverage for model validation	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	AECOM has concerns that some key parts of the network are not covered by the JT routes e.g. A5141 southbound approach to A421. This issue is MEDIUM .	The A5141 southbound approach to A421 is a section that was considered too short in original model to include a journey time route on. This will be included as a new journey time route within the extended model.	<p>Address within Extended Model</p> <p>AECOM Position: AECOM is satisfied with SLR's response that the validation for A5140 approach will be included in the next stage. AECOM also requests that SLR undertake journey time validation along Woburn Road (north of Marsh Leys roundabout), and along Beacroft Road (north of Marston junction).</p> <p>SLR has provided the journey time validation results along Woburn Road (south of Marsh Leys roundabout), and along Beacroft Road (south of Marston junction).</p> <p>The results show that there are large differences between the observed and the modelled journey time</p>	Amber
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						<p>along Woburn Road in the northbound direction approaching Marsh Leys roundabout during both AM and PM peaks. Modelled delays are significantly higher than the observed delays (252 seconds in AM peak, and 47 seconds in PM peak).</p> <p>The models shows unrealistic queues formed at the signalised approach. This is a concern as this is a key route and will cater to the traffic generated by the proposed development. This issue is related to the signal coding issue (Issue Ref. 12) and the flow calibration issue at MCC 6 (Issue Ref. 54). Therefore, this issue of journey time validation will require addressing in the next stage of the work.</p>	
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						The future year assessment should be analysed considering the poor delay validation on this route.	
47	Journey Time validation results	VM220573.R002 - Bedford Local Model Validation Report & Spreadsheet VM220573.Sp006 a - Calibration and Validation_Weekday_24.05.23_FINAL	06/02/2024	The total length of Route 2 is shorter than 3km which contradicts paragraph 7.5 of the LMVR. This issue is MINOR . It is noted that this route fails to validate in the AM peak. This issue is MEDIUM .	<p>We recognise the contradiction reported in the LMVR and will correct this paragraph particularly as validation on the A421 on and off slips are also reported, and these are all shorter than 3km.</p> <p>Route 2 now validates in the AM peak hour. Though, regardless, overall validation met, and still meets, the TAG validation criteria in all hours. The failure of a single route in any hour should not be of concern if this does not cause the model to fall below the required standard.</p>	<p>Update LMVR and Model Edit</p> <p>AECOM Position: AECOM has reviewed the updated base model journey time validation results and have considered the revised results acceptable acknowledging SLR's comments.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
48	Journey Time validation results	VM220573.R002 - Bedford Local Model Validation Report & Spreadsheet VM220573.Sp006 a - Calibration and Validation_Weekday_24.05.23_FINAL	06/02/2024	The JT validation results should be presented by sections in cumulative graphs so that a comparison of observed and modelled journey time profiles can be reviewed. This issue is MEDIUM . As the results presented in the LMVR do not demonstrate how the delays along the sections of the route in the model match with the observed data.	SLR will complete and provide journey time graph analysis w/c 26/02.	Provide Journey Time Graphs w/c 26/02 AECOM Position: AECOM has reviewed the journey time graph analysis provided by SLR. Route 1 along the A421 mainline is free-flowing and unsurprisingly has a reasonable match with the observed data for all sections except the last section at Black Cat roundabout (where the network is unconstrained). The short nature of many of the routes is further highlighted by the fact that most routes don't have more than one section – see issue 46.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
49	Journey Time validation results	VM220573.R002 - Bedford Local Model Validation Report & Spreadsheet VM220573.Sp006 a - Calibration and Validation_Weekday_24.05.23_FINAL	06/02/2024	The JT validation results for the slip roads at the key junctions along the A421 corridor show that some of the slip roads have significant difference between the observed and modelled journey time. AECOM has concerns that the queues on the slip roads may not be accurately represented in the models. This is a SIGNIFICANT issue as the impacts of the proposed development at these locations may not be reliable.	<p>SLR has sought to improve the validation statistics for the A421 slip roads.</p> <p>Several slips do flag in the AM and PM peak hours. Those that do flag are constrained to the north or south of the model, i.e. Renhold Interchange or M1 J13 and so are less likely to have a material impact on the development testing. The Elstow Roundabout NB off slip that flags as a 'fail' in the PM peak hour records a difference between the observed and modelled times of only 17s. It should be noted that owing to the short length of these routes there is no specific criteria that they should be judged against. Given the that the difference between the observed and modelled journey times is smaller, the model can be shown to more closely match observed conditions.</p>	<p>N/A</p> <p>AECOM Position: AECOM has reviewed the updated results and has acknowledged that journey time validation on some of the routes has improved. The routes that are failing are located at the junctions away from the proposed development site and therefore this issue is acceptable at this stage. However, AECOM will review the proposed development trips that are forecasted to route through these slip roads and review the modelling results accordingly.</p>	Green

50	Queue length data	VM220573.R002 - Bedford Local Model Validation Report & Spreadsheet	06/02/2024	It is unclear if any queue length surveys at key junctions and slip roads were undertaken – this could provide additional evidence that the model represents existing conditions by comparing with average speed plots from Paramics models. This is a MEDIUM issue.	<p>No queue length surveys were undertaken and so this data is unavailable.</p> <p>TfL identify that “The level of accuracy in queue measurement surveys can often be lower than for other surveys as the definition of a queue can be subjective as well as difficult to identify” (Traffic Modelling Guidelines Version 4.0, TfL September 2021, Para 2.3.4.4)1, Para 2.3.4.4) and “Queue lengths are generally not used for validation purposes due to the difficulty in measuring them on streets, however comparing modelled levels of queues to those observed can indicate where inaccuracies may exist in a model” (Traffic Modelling Guidelines Version 4.0, TfL September 2021, Para 2.3.4.4)1, Para 2.4.2)</p>	<p>Provide Google Typical Traffic and Paramics Model Screenshots on key slips road (particularly those close to the development)</p> <p>AECOM Position: Comments on queue length validation are acknowledged. SLR has provided a Google traffic map comparison with model screenshots. The comparison indicates that significant congestion is missing from the model at the A6/ A421 roundabout which is a key junction for the development. There is a significant congestion along the A6 (Route 2) in the northbound direction originating from Ridge Road roundabout. AECOM acknowledges that the route is validated for most simulated hours. However, AECOM will</p>	Amber
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						<p>review the forecast modelling results based on this as more queueing in forecast years may significantly affect the operation of this roundabout. AECOM recommends that queue comparison data is provided for the base and future year models for all the A421 junction approaches.</p>	

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
51	Journey time data for model validation from ANPR	VM220573.R002 - Bedford Local Model Validation Report	06/02/2024	ANPR data could be used by SLR to validate the journey times between the ANPR sites. This will provide additional confidence in the overall journey time validation in the network. This is not an issue but is a recommendation which is considered MEDIUM .	<p>The TomTom journey time data has a significant sample rate and is a suitably robust data set to inform validation.</p> <p>SLR do not see benefit in using ANPR equivalent journey time routes, cognisant of the intended use of the ANPR data to inform the strategic movements of the model as discussed on the 19/02/2024.</p> <p>As requested at the modelling meeting (29/02/2024) the TomTom sample hit rate, average sample size, ranges from 1,225 to 4,628 per hour in the weekday data with an average of 3,209. For the weekend data, the average sample size, ranges from 205 to 980 per hour with an average of 669.</p> <p>The hourly average sample sizes will be noted within the updated LMVR.</p>	<p>Update LMVR</p> <p>AECOM Position: AECOM has reviewed the updated sample rate data for individual routes. The data shows sufficient sample size for all the routes/sections. Therefore, this issue on use of TomTom data is resolved.</p> <p>However, AECOM still recommends that SLR undertake the ANPR based journey time validation in the next stage of work when better ANPR coverage is obtained.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
52	ANPR observed traffic movement comparison with modelled traffic movements	Spreadsheet VM220573.Sp015 - ANPR Checks	21/02/2024	AECOM requested a comparison between the observed traffic movements between ANPR sites and the modelled traffic flows between the ANPR sites during the meeting on 19 th Feb. AECOM has reviewed the comparison and has found that there are significant differences between some of the observed and modelled traffic flows routeing between the ANPR site locations (ANPR movements 1-4, 4-1, 4-6, & 6-4 during the peak hours). In particular, the modelled flows between the two sites along the A421 mainline are significantly lower than the ANPR data indicating that ME has replaced longer end-to-end trips with shorter trips. This issue is MEDIUM .	SLR clarified within the issue of the ANPR data, 21/02/2024, that a slight bias whereby southbound mainline trips are, as a proportion, slightly lower likely as a result of the ME process. Given that the northbound equivalent is slightly higher and therefore we were willing to accept this difference given the ANPR sample rate.	Provide A421 Calibration Analysis w/c 26/02 AECOM Position: AECOM has reviewed the A421 mainline calibration results near the proposed development site. This is further elaborated in Issue Ref 53 and therefore this issue is resolved.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
53	A421 mainline calibration near proposed development site	VM220573.R002 - Bedford Local Model Validation Report	21/02/2024	SLR has not presented flow calibration results on the A421 mainline corridor (between MCC 6 – A421/A6 roundabout and MCC 7 – A421/ Beancroft Road Interchange near the proposed development site). This issue is SIGNIFICANT . The flow calibration at this location is important and SLR should demonstrate that the modelled flows match with observed traffic flows.	<p>No survey data is available between CTC 6 and CTC 7. WebTRIS has no site data around the A421/ Beancroft Road Interchange and so the only other potential locations are the following however none of which have recorded any data for March 2023:</p> <ul style="list-style-type: none"> - 9963/1: A421 offslip NB - 9963/2: A421 mainline NB - 9963/1: A421 offslip SB - 9962/2: A421 mainline SB <p>As discussed at the modelling meeting (29/02/2024) a calibration check of the A421 will also be provided.</p>	<p>Provide A421 Calibration Analysis w/c 26/02</p> <p>AECOM Position: AECOM has reviewed the A421 mainline calibration results. The northbound flows along A421 show a reasonable match with the observed flows. However, in the southbound direction, the traffic flows are underrepresented (approximately 200 vehicles fewer in the model during the AM and PM peak hours). This may require addressing at the next stage. However, for the current stage the issue is acceptable and the forecast models should be analysed in context of these results along the A421 corridor.</p>	Amber

54	Traffic flow calibration at junctions around the proposed development site	VM220573.R002 - Bedford Local Model Validation Report	21/02/2024	<p>The traffic flow calibration during the AM peak hour is poor for the movement from Woburn Road South to A421 East (movement D to B at MCC 6 – A421 / A6 The Branston Way / Woburn Road Roundabout). The modelled traffic flows are significantly lower than the observed flows (GEH of 7.8 during 8-9 peak hour). The turning flows at this junction for this movement can significantly impact the operation of this A421 roundabout. The calibration for this movement is important (especially during the proposed development peak hours) as Woburn Road is in the vicinity of the proposed development site. This issue is SIGNIFICANT.</p>	<p>Changes have been made to improve calibration statistics for this turn count. The GEH is currently reported as 5.7, but as this is a movement at the Black Cat Roundabout to the north of the model SLR do not consider this a significant issue.</p> <p>The Black Cat roundabout is to be unconstrained within the future year models to ensure the development tests are robust, i.e. vehicles are not restricted at either end of the model (Black Cat or M1 J13) to ensure the maximum amount of traffic flows through the model to 'stress-test' the function of the A421 corridor.</p>	<p>N/A</p> <p>AECOM Position: AECOM acknowledges that SLR has attempted to improve the calibration results for this movement– note this is at A421/ A6 junction and not at Black Cat roundabout as stated in SLR response. However, this movement fails with a GEH of 5.7 and the flows are underrepresented during the AM peak. The queueing on other approach arms of this roundabout may be underrepresented as a result of low traffic on this movement. This is a key movement for the development traffic flows leaving the site towards northeast. However, it is understood that the AM commuter peak is not the peak trip generation from the</p>	Amber
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						proposed development Therefore, this issue is accepted at this stage. However, this will require addressing in the next stage of the work. The future year assessment should be analysed considering the lower flows on this movement.	

55	Traffic flow calibration at junctions around the proposed development site	VM220573.R002 - Bedford Local Model Validation Report	21/02/2024	<p>In reference to the Issue no. 54, The traffic flow calibration along Woburn Road/ Bedford Road (which is near the proposed development site) at other MCC sites is poor.</p> <p>The traffic flows are underrepresented along this link at the following key junctions along this corridor which will connect to the proposed development site:</p> <ul style="list-style-type: none"> - MCC 20 – Woburn Road / Manor Road Junction; - MCC 24 – Fields Road interchange; - MCC 25 – Broadmead Road/Bedford Road; - MCC 23 – Bedford Road / Green Lane Junction; and - MCC 26 – Bedford Road T Junction. <p>Underrepresentation of traffic flows is a SIGNIFICANT issue as the assessment in the forecast year models (with proposed developments) is likely to be less reliable.</p>	<p>Changes were made to improve the calibration for these junctions.</p> <p>The calibration statistics have improved however GEHs of >5 persist.</p> <p>SLR would not consider this to be a significant issue as many of the GEH values >5 are present in the interpeak hours, or occur on movements that are considered low, i.e. flows of <700vph therefore subject to TAG criteria of individual flows within 100 vehicle per hour.</p> <p>As such, where the individual flows within 100vph (flows <700vph) TAG criteria is applied 100% of all flows within the model pass in all hours.</p> <p>Additionally, the Development Site cordon analysis indicates that the area around the proposed development site comfortably meets the TAG cordon criteria in the peak hours whereby modelled cordon counts, both directional and two-way, should not vary by more than 5% when compared to the observed counts for each individual hour.</p>	<p>N/A</p> <p>AECOM Position:</p> <p>AECOM has reviewed the updated calibration results, and as SLR has acknowledged, the modelled traffic flows along Woburn Road/ Bedford Road for some sites are still underrepresented with a higher GEH during the AM peak.</p> <p>However, it is noted that the calibration results at these sites/movements are better during the peak hours associated with the development site, which are slightly later than the commuter peak hours. Therefore, AECOM can accept the reported calibration results at this stage. However, AECOM has concerns with calibration for the movements along Woburn Road/ Bedford Road at MCC 20, MCC</p>	Amber
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Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
						24, and MCC 25. These are recommended to be addressed in the next stage. The future year assessment for the AM and PM peak hours should be analysed considering the lower model flows in these locations.	
56	Model Extent to include route-choice	VM220573.R002 - Bedford Local Model Validation Report	21/02/2024	The Paramics base model network does not connect the Bedford Road from M1 J13 to the Beancroft Road junction with A421. This is an alternative route between the site and M1 J13 should the A421 be congested. This is a weakness in the model and the issue is SIGNIFICANT .	<p>The scope of the assessment is to assess the impact of the proposed development on the A421. If we were to offer an alternative to the corridor, then there is potential that not enough traffic would route via the A421 to provide a robust baseline assessment.</p> <p>Comment noted that this may be a limitation of the model, if thought pertinent by AECOM SLR can document this within the associated reporting.</p>	<p>Update LMVR to caveat limitation as flagged by AECOM</p> <p>AECOM Position: This issue is accepted in the current stage. However, this may need addressing in the next stage of the modelling. AECOM cannot locate the update in the LMVR.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
57	Network coding – link speeds	Paramics Base Year Model	23/02/2024	<p>The speeds on Bedford Road are coded as 60mph in the model. However, as shown on Google streetview, there is a stretch of Bedford Road which is 50mph, from in line with Lower Shelton Road, extending past the Broadmead Road junction. Also, Broadmead Road is coded as 30mph in the model, but this is a national speed limit road and should be coded as 60mph. This is considered a SIGNIFICANT issue due to the proximity of Bedford Road and Broadmead Road to the development.</p>	Noted, speed limits have since been updated in the network as a result of this comment.	<p>Model Edit</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm updates made to the speeds on Bedford Road.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
58	Network coding – signals fixed all day	Paramics Base Year Model, LMVR Paragraph 3.45	23/02/2024	There are multiple junctions which have signals timings that are fixed all day, and do not have varying signal timings for AM/IP/PM Peaks. Some of these are at key junctions such as M1 J13 off-slip westbound and the A421 / A6 The Branston Way / Woburn Road roundabout junction. It is stated in section 3.45 of the LMVR that signal time assumptions will be revisited once the signal controller specifications are obtained, and the operation of these junctions and calibration is likely to change, and so is considered a SIGNIFICANT issue.	<p>For M1 J13 WB off slip a MOVA Lane/Link Diagram was made available to us to inform the phasing and staging of this particular junction however in the absence of signal controller specifications/PCMOVA Log we were hesitant to create bespoke hourly/periodic signals and so stuck with the utilisation of one signal set applied to the whole day to ensure a robust assessment.</p> <p>The signals timings are indicative and calibrated to ensure throughput is consistent with the survey data and the resulting delay is sensible via checks of both Google Typical Traffic and our independent validation data.</p> <p>We do accept the point and when we have obtained signal controller specifications, we will check the signals within the model to ensure sensible mins, maxs and intergreens.</p>	<p>N/A</p> <p>AECOM Position (05/03/2024): SLR has accepted that the signal timings will require updating in the next stage once signal specifications are available. This issue is therefore accepted in the current stage of modelling.</p>	Amber

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
59	Network coding – signals at A5141 / Progress Park	Paramics Base Year Model	23/02/2024	<p>The signals at this junction are coded with two stages, with one stage for all movements on the A5141, and a second stage for movements from Progress Park. Google streetview imagery from June 2023 suggests a separate stage for right turn movements from the A5141 northern arm. (<i>See Slide 8</i>).</p> <p>These signal stages should be checked once signal controller specifications are obtained, and so is a MEDIUM issue.</p>	Additional stage has been added as suggested.	<p>N/A</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm changes made to signal stages.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
60	Network coding – signals at A5141 / B530 / W End junction	Paramics Base Year Model	23/02/2024	<p>The signals at this junction are coded with four stages. Google streetview imagery from Sept 2020 would suggest that all movements from the southern A5141 arm are included in the same stage, rather than right turns included in a separate stage.</p> <p>The same is shown for the northern A5141 arm movements, with June 2023 imagery suggesting all movements are included in the same stage, rather than right turns in a separate stage (<i>See Slide 9</i>).</p> <p>These signal stages should be checked once signal controller specifications are obtained, and so is a MEDIUM issue.</p>	Stages have been condensed as suggested.	<p>N/A</p> <p>AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm changes made to signal stages.</p>	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
61	Network coding – M1 J13 off-slip eastbound	Paramics Base Year Model	23/02/2024	The M1 J13 off-slip eastbound has an underutilisation of lane 2, and is likely to be due to the way the roundabout lane trajectories are coded, with only lane 1 on the M1 off-slip allowing vehicles to exit onto Bedford Road. (See Slide 10). This issue is MEDIUM .	Noted, the roundabout lanes have now been updated.	Model Edit AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm update of roundabout lanes, and observed better utilisation of lane 2.	Green
62	Network coding – J13 A421 offslip no blocking back	Paramics Base Year Model, LMVR Table 21	23/02/2024	There is little queuing back on Salford Road from the northern J13 roundabout (See Slide 11), and hence vehicles at the A421 / Salford Road off-slip southbound are able to pass through with little delay. It is shown in Table 21 of the LMVR that the off-slip validation for the A421 / Salford Road off-slip is observed as 90 seconds in the PM Peak Hour, but is modelled as 31 seconds, which is a significant underrepresentation of delay. This issue is MEDIUM .	Roundabout lanes updated for M1 J13 north roundabout (Salford Road arm) to replicate road markings. This has helped to represent the delay on the slip road.	Model Edit AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm update of roundabout lanes.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
63	Network coding – visibility at Renhold Interchange	Paramics Base Year Model	23/02/2024	The visibility on the A421 northbound off-slip is coded as 30m. This visibility is too high for this approach, as the road curves on approach to the roundabout, as well as vehicles on the Water End approach (to the right of the A421 off-slip) have very good visibility and so are likely to travel through this roundabout at higher speeds (<i>See Slide 12</i>). This is resulting in little queuing on this off-slip and was highlighted following review of the journey time off-slip validations. This visibility should be revised and this issue is considered MEDIUM .	Noted, visibility updated to 10m.	N/A AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm update of visibility to 10m.	Green

Issue Ref.	Issue Raised	Document Reference	Date Raised	AECOM's Comments	SLR's Response	Next Steps	Resolved? (RAG)
64	Network coding – visibility at Elstow Interchange	Paramics Base Year Model	23/02/2024	The visibility on the Elstow roundabout A421 southbound off-slip is coded as 40m. This is too high for this approach as the roundabout is obstructed until approximately 5-10m away from the stop line (<i>See Slide 13</i>). This is resulting in little queuing on this off-slip and was highlighted following review of the journey time off-slip validations, which shows that the modelled journey time is 28 seconds faster than the observed journey time of 50 seconds. This visibility should be revised and this issue is considered SIGNIFICANT due to the proximity to the development.	Visibility updated to 20m from 40m.	N/A AECOM Position (05/03/2024): Updated model (M001a. Weekday 2023 Base_v26 - 04.03.24.paramics) has been reviewed and confirm update of visibility to 20m.	Green

Appendix B

Weekday Calibration Results

Weekday Calibration - All Vehicles 07:00 to 09:00

Weekday Calibration - All Vehicles 07:00 to 09:00									All Vehicles											
									07:00:00			08:00:00			09:00:00					
									518			524			524					
									98%			97%			99%					
									467 90.2%			462 85.1%			482 90.8%					
									496 95.8%			502 92.4%			511 96.2%					
									510 98.5%			524 96.5%			524 98.7%					
									516 99.6%			532 98.0%			529 99.6%					
									518 100.0%			536 98.7%			530 99.8%					
									518 100.0%			541 99.6%			531 100.0%					
									518 100.0%			542 99.8%			531 100.0%					
									518 100.0%			542 99.8%			531 100.0%					
									0			1			0					
									07:00:00			08:00:00			09:00:00					
									OBS MOD % Pass			OBS MOD % Pass			OBS MOD % Pass					
									LOW			81 81 100%			86 86 100%			84 84 100%		
									MED			4 4 100%			3 3 100%			3 3 100%		
									HIGH			2 0 0%			2 0 0%			3 0 0%		
									ALL			87 85 98%			91 89 98%			90 87 97%		
Survey Type	Ref	Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	0700 to 0800			0800 to 0900			0900 to 1000					
									OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A1 South	A to C	163::592to598::154	722	734	0.4	655	654	0.0	861	858	0.1			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Bedford road	A to D	163::592to596::149	13	14	0.3	23	25	0.3	27	29	0.4			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A421	A to E	163::592to595::73	1349	1274	2.1	1300	1231	1.9	1172	1131	1.2			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Services Exit	A to F	163::592to159::929	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 North	C to A	152::593to591::158	756	744	0.5	672	686	0.5	540	538	0.1			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 South	C to C	152::593to598::154	7	0	3.7	4	0	2.8	4	0	2.8			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Bedford road	C to D	152::593to596::149	59	58	0.1	58	59	0.1	34	34	0.0			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A421	C to E	152::593to595::73	237	330	5.5	226	239	0.8	149	156	0.6			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Services Exit	C to F	152::593to159::929	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 North	D to A	149::595to591::158	137	138	0.1	103	107	0.4	67	68	0.1			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 South	D to C	149::595to598::154	59	59	0.1	63	64	0.1	37	37	0.1			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Bedford road	D to D	149::595to596::149	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A421	D to E	149::595to595::73	45	48	0.5	57	62	0.6	35	45	1.5			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Services Exit	D to F	149::595to159::929	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 North	E to A	70::589to591::158	1258	1163	2.7	1214	1292	2.2	967	1014	1.5			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 South	E to C	70::589to598::154	125	122	0.3	158	161	0.3	152	158	0.5			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Bedford road	E to D	70::589to596::149	3	6	1.5	0	10		6	13	2.2			
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A421	E to E	70::589to595::73	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Services Exit	E to F	70::589to159::929	0	0		0	0		0	0				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 North	F to A	928::590to591::158	0	4		0	5		0	7				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 South	F to C	928::590to598::154	0	4		0	5		0	6				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Bedford road	F to D	928::590to596::149	0	0		0	0		0	1				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A421	F to E	928::590to595::73	0	8		0	11		0	17				
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Services Exit	F to F	928::590to159::929	0	0		0	0		0	0				
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566::572to573::566	0	0		2	0	2.0	0	0				
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566::572to567::565	6	7	0.5	3	5	1.0	6	8	0.6			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566::572to568::563	50	46	0.6	67	60	0.9	29	27	0.5			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566::572to561::562	10	10	0.1	44	43	0.1	23	23	0.1			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	St Neots Rd East	C to D	581::582to587::580	5	7	0.7	5	5	0.0	7	7	0.0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	A421 Off-slip South	C to E	581::582to584::579	2	0	2.0	1	0	1.4	3	0	2.4			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	West RB	C to West RB	581::582to585::564	270	283	0.8	340	340	0.0	257	268	0.7			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	A421 On-slip South	D to E	580::583to584::579	192	173	1.4	219	215	0.3	98	97	0.1			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	West RB	D to West RB	580::583to585::564	187	195	0.6	223	239	1.1	131	141	0.9			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	Water End	F to A	560::570to573::566	17	23	1.4	44	49	0.7	25	34	1.6			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	A421 On-slip North	F to B	560::570to567::565	0	0		0	0		0	0				
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	St Neots Rd West	F to G	560::570to561::562	430	401	1.4	507	494	0.6	356	384	1.5			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	East RB	F to East RB	560::570to561::562	167	155	1.0	103	112	0.8	70	75	0.5			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	Water End	G to A	562::571to573::566	12	12	0.0	31	31	0.1	25	25	0.0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	A421 On-slip North	G to B	562::571to567::565	263	255	0.5	249	254	0.3	253	259	0.4			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	St Neots Rd West	G to G	562::571to561::562	0	0		3	0	2.4	4	0	2.8			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	East RB	G to East RB	562::571to568::563	733	677	2.1	797	782	0.5	458	457	0.2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	A421 North	A to A	551::538to537::544	0	0		1	0	1.4	2	0	2.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cambridge Rd	A to B	551::538to539::553	31	35	0.7	60	62	0.2	46	49	0.5			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Bedford Rd	A to C	551::538to541::554	72	72	0.0	63	61	0.2	28	29	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cardington Rd	A to E	551::538to533::547	178	184	0.5	321	313	0.4	167	180	1.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Stannard Way	A to F	551::538to535::637	39	53	2.1	123	128	0.5	36	48	1.8			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 North	B to A	553::540to537::544	18	19	0.1	43	44	0.2	31	33	0.3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cambridge Rd	B to B	553::540to539::553	0	0		2	0	2.0	2	0	2.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Bedford Rd	B to C	553::540to541::554	14	14	0.1	10	10	0.1	6	6	0.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 South	B to D	553::540to530::556	395	370	1.3	411	407	0.2	261	274	0.8			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cardington Rd	B to E	553::540to533::547	272	270	0.1	391	390	0.1	342	324	1.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Stannard Way	B to F	553::540to535::637	22	22	0.0	49	49	0.0	22	22	0.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 North	C to A	554::531to537::544	37	37	0.1	7	10	1.0	1	3	1.2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cambridge Rd	C to B	554::531to539::553	7	7	0.0	26	26	0.0	18	18	0.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Bedford Rd	C to C	554::531to541::554	0	0		1	0	1.4	1	0	1.4			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 South	C to D	554::531to530::556	75	68	0.8	21	20	0.3	7	7	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cardington Rd	C to E	554::531to533::547	61	60	0.1	12	13	0.3	3	3	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Stannard Way	C to F	554::531to535::637	4	4	0.0	5	5	0.0	0	0				
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cambridge Rd	D to B	543::532to539::553	360	328	1.7	341	336	0.3	257	255	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Bedford Rd	D to C	543::532to541::554	67	57	1.3	24	31	1.4	10	15	1.4			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	A421 South	D to D	543::532to530::556	0	0		1	0	1.4	0	0				
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cardington Rd	D to E	543::532to533::547	18	18	0.0	24	26	0.3	17	15	0.5			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Stannard Way	D to F	543::532to535::637	91	107	1.6	207	189	1.3	69	96	3.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 North	E to A	547::534to537::544	208	195	0.9	224	226	0.1	165	169	0.3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cambridge Rd	E to B	547::534to530::553	311	309	0.1	305	307	0.1	242	243	0.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Bedford Rd	E to C	547::534to541::554	52	52	0.0	13	14	0.2	7	7	0.0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 South	E to D	547::534to531::556	9	16	1.9	12	20	2.0	6	13	2.3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cardington Rd	E to E	547::534to533::547	0	0		1	0	1.4	1	0	1.4			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Stannard Way	E to F	547::534to535::637	88	87	0.1	148	148	0.0	74	75	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	A421 North	F to A	637::536to537::544	8	13	1.5	9	10	0.2	15	15	0.1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Cambridge Rd	F to B	637::536to539::553	2	2	0.1	4								

MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	ASDA access	C to C	491::479to478::491	0	0		0	0	0	0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	Woburn Road South	C to D	491::479to480::494	5	3	0.9	3	2	0.4	3	3	0.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	A421 West	C to E	491::479to482::640	10	9	0.4	5	8	1.3	14	15	0.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	A6 North	C to F	491::479to472::170	3	3	0.1	5	6	0.2	8	8	0.0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	Woburn Road North	D to A	494::481to474::484	137	112	2.3	195	141	4.1	106	104	0.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A421 East	D to B	494::481to476::485	338	263	4.3	342	243	5.8	208	234	1.7
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	ASDA access	D to C	494::481to478::491	0	30		0	31		0	19	0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	Woburn Road South	D to D	494::481to480::494	2	0	2.0	1	0	1.4	0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A421 West	D to E	494::481to482::640	11	2	3.6	16	2	4.5	16	2	4.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A6 North	D to F	494::481to472::170	154	114	3.4	220	171	3.5	96	114	1.8
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road North	E to A	643::471to474::484	210	197	0.9	254	257	0.2	128	142	1.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 East	E to B	643::471to476::485	1	0	1.4	3	0	2.4	0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	ASDA access	E to C	643::471to478::491	27	27	0.1	27	31	0.7	6	10	1.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road South	E to D	643::471to480::494	8	3	2.3	14	6	2.5	16	4	4.0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 West	E to E	643::471to482::640	0	0		0	0		0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A6 North	E to F	643::471to472::170	251	239	0.8	275	314	2.3	170	192	1.6
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road North	F to A	170::473to474::484	89	88	0.1	76	78	0.2	81	79	0.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 East	F to B	170::473to476::485	537	510	1.2	608	613	0.2	497	508	0.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	ASDA access	F to C	170::473to478::491	2	2	0.1	6	5	0.3	4	6	0.7
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road South	F to D	170::473to480::494	159	161	0.2	201	238	2.5	135	163	2.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 West	F to E	170::473to482::640	325	300	1.4	231	223	0.6	208	214	0.4
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A6 North	F to F	170::473to472::170	10	25	3.6	11	25	3.3	8	10	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466::467to464::466	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466::467to460::458	19	24	1.1	18	25	1.4	13	20	1.6
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466::467to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466::467to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Beacroft Rd North	A to H	466::467to455::456	0	0		1	1	0.0	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466::467to469::470	42	47	0.7	52	60	1.1	28	35	1.3
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646::653to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Beacroft Rd South	C to D	646::653to654::669	182	170	0.9	210	194	1.1	118	119	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Services	C to E	646::653to720::652	44	45	0.1	35	37	0.3	26	28	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646::653to657::649	4	0	2.8	5	0	3.2	1	0	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646::653to658::459	8	9	0.2	11	11	0.0	10	12	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB offslip	D to C	669::655to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Beacroft Rd South	D to D	669::655to654::669	1	5	2.2	4	6	1.1	0	5	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Services	D to E	669::655to720::652	54	57	0.4	65	67	0.3	55	56	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB onslip	D to F	669::655to657::649	381	388	0.4	284	338	3.0	165	209	3.2
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	North Rbt	D to North Rbt	669::655to658::459	415	437	1.1	422	564	6.4	250	268	1.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB offslip	E to C	652::656to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Beacroft Rd South	E to D	652::656to654::669	34	40	1.0	39	48	1.4	48	57	1.3
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Services	E to E	652::656to720::652	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB onslip	E to F	652::656to657::649	56	52	0.5	43	42	0.2	37	44	1.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	North Rbt	E to North Rbt	652::656to658::459	46	53	1.0	47	55	1.2	38	46	1.3
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457::462to464::466	8	10	0.6	6	8	0.8	6	7	0.5
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457::462to460::458	0	0		2	0	1.6	2	0	1.7
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457::462to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Beacroft Rd North	G to H	457::462to455::456	22	21	0.2	23	21	0.4	12	12	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	143	152	0.7	160	216	4.1	131	151	1.7
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Lower Shelton Rd	H to A	456::463to464::466	0	0		0	0		1	1	0.0
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB onslip	H to B	456::463to460::458	152	141	0.9	164	160	0.4	81	80	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Beacroft Rd North	H to H	456::463to455::456	1	0	1.4	2	0	2.0	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	140	132	0.7	160	162	0.2	112	110	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		1	0	1.4	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	19	19	0.1	35	35	0.1	51	52	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	882	843	1.3	716	751	1.3	683	714	1.2
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	30	30	0.1	30	30	0.0	39	39	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	32	31	0.1	71	71	0.0	38	38	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	2	0	2.0	2	0	2.0	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	171	164	0.6	220	226	0.4	145	149	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	47	50	0.4	132	136	0.3	78	81	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	670	622	1.9	720	758	1.4	494	519	1.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	73	71	0.3	158	154	0.3	104	112	0.8
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	10	11	0.2	13	16	0.7	12	14	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	22	19	0.7	58	62	0.5	45	43	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	102	101	0.1	110	111	0.1	60	60	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	111	114	0.2	192	195	0.2	116	119	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	85	83	0.2	177	181	0.3	91	95	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	0	0		1	0	1.4	0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	103	105	0.2	227	232	0.4	158	146	0.9
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	595	581	0.6	544	534	0.4	494	503	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::707	161	137	2.0	224	195	2.0	294	281	0.8
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	136	134	0.1	302	275	1.6	175	190	1.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1									

MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	205:390to386::205	0	1		0	1		2	1	1.2
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	Meadow Road	A to B	205:390to392::387	39	39	0.0	56	53	0.5	44	49	0.7
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	B530 Ampthill Road South	A to C	205:390to391::169	324	267	3.3	362	307	3.0	249	248	0.0
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	B530 Ampthill Road North	B to A	387:388to386::205	104	86	1.9	91	78	1.4	50	54	0.5
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	Meadow Road	B to B	387:388to392::387	0	0		0	0		0	0	
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	B530 Ampthill Road South	B to C	387:388to391::169	125	155	2.6	143	174	2.4	36	64	3.9
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	B530 Ampthill Road North	C to A	169:389to386::205	374	301	4.0	432	401	1.5	331	293	2.1
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	Meadow Road	C to B	169:389to392::387	27	54	4.2	39	73	4.5	51	73	2.8
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	B530 Ampthill Road South	C to C	169:389to391::169	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	206:908to908::206	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	Juniper Drive	A to B	206:908to908::909	7	10	1.1	5	11	2.1	16	16	0.0
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	206:908to908::205	348	293	3.1	376	329	2.5	289	289	0.0
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road North	B to A	909:908to908::206	22	23	0.2	24	24	0.0	8	10	0.8
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	Juniper Drive	B to B	909:908to908::909	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road South	B to C	909:908to908::205	20	16	1.1	40	32	1.4	8	7	0.3
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	205:908to908::206	469	384	4.1	513	473	1.8	371	341	1.6
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	Juniper Drive	C to B	205:908to908::909	5	3	1.3	10	7	1.0	11	8	0.9
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	205:908to908::205	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	165::164to164::165	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	Bedford Road	A to B	165:164to164::874	37	34	0.5	85	66	2.2	36	37	0.2
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	165:164to164::132	411	385	1.3	423	416	0.4	257	276	1.2
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road North	B to A	874:164to164::165	56	54	0.3	63	54	1.2	73	67	0.7
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	Bedford Road	B to B	874:164to164::874	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road South	B to C	874:164to164::132	72	51	2.7	64	47	2.3	50	30	3.1
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	132:164to164::165	344	306	2.1	409	418	0.5	307	297	0.6
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	Bedford Road	C to B	132:164to164::874	26	26	0.1	50	47	0.5	29	27	0.4
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	132:164to164::132	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 North	A to A	131::133to133::131	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 South	A to B	131:133to133::130	395	346	2.5	367	370	0.2	249	250	0.0
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	Stewartby Way	A to C	131:133to133::134	91	87	0.5	120	94	2.5	51	59	1.1
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 North	B to A	130:133to133::131	321	293	1.6	344	354	0.5	279	278	0.1
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 South	B to B	130:133to133::130	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	Stewartby Way	B to C	130:133to133::134	60	89	3.4	84	136	5.0	49	76	3.4
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 North	C to A	134:133to133::131	55	43	1.7	123	113	0.9	53	42	1.6
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 South	C to B	134:133to133::130	132	144	1.0	112	155	3.7	58	81	2.8
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	Stewartby Way	C to C	134:133to133::134	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		1	0	1.4	1	0	1.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717:145to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717:145to139::138	19	18	0.2	26	22	0.7	14	15	0.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717:145to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717:145to143::302	12	12	0.1	11	12	0.2	4	6	1.0
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138:140to144::716	5	4	0.5	9	6	1.0	12	8	1.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138:140to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138:140to139::138	1	0	1.4	1	0	1.4	0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138:140to141::715	3	1	1.6	9	5	1.5	3	2	0.7
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138:140to143::302	150	170	1.5	192	218	1.8	94	128	3.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715:142to144::716	1	1	0.0	0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715:142to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715:142to139::138	0	1		5	2	1.4	3	6	1.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715:142to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715:142to143::302	0	6		0	6		1	4	2.0
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302:144to144::716	3	7	1.9	6	9	1.2	4	6	0.8
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302:144to145::717	1	0	1.4	0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302:144to139::138	171	172	0.0	195	244	3.3	95	100	0.5
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302:144to141::715	0	9		0	10		1	7	2.8
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302:144to143::302	0	0		0	1		1	1	0.6
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955:941to947::956	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955:941to948::305	129	148	1.6	148	189	3.1	63	75	1.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955:941to949::284	73	51	2.8	69	62	0.9	31	25	1.1
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305:948to947::956	75	70	0.5	115	90	2.5	60	72	1.4
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305:948to948::305	1	0	0.7	2	1	1.3	0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305:948to949::284	106	134	2.6	146	204	4.4	49	90	4.9
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284:949to947::956	26	23	0.6	46	29	2.7	31	17	2.8
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284:949to948::305	39	56	2.4	74	102	3.0	39	57	2.6
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284:949to949::284	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250:251to251::250	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250:251to251::248	105	75	3.2	127	87	3.8	95	67	3.1
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250:251to251::252	407	415	0.4	562	659	3.9	344	424	4.1
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248:251to251::250	94	59	4.0	120	65	5.8	68	53	2.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248:251to251::248	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248:251to251::252	51	38	1.9	70	54	2.0	66	40	3.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252:251to251::250	566	505	2.7	650	520	5.4	352	382	1.6
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252:251to251::248	49	60	1.4	84	117	3.3	50	66	2.1
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252:251to251::252	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274:275to275::274	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274:275to275::920	21	27	1.2	159	134	2.0	8	31	5.3
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274:275to275::276	92	78	1.5	114	115	0.1	96	72	2.7
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane North	Green Lane North	B to										

MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	D to C	661::664to667::660	53	53	0.0	122	122	0.0	57	57	0.1
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	D to D	661::664to648::661	0	0		0	0		1	0	1.4
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 East	A to B	402::416to417::405	696	586	4.3	747	700	1.8	536	531	0.2
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 West	A to C	402::416to419::396	1124	1173	1.4	846	1077	7.5	705	732	1.0
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 North	B to A	410::418to415::399	727	790	2.3	733	837	3.7	375	473	4.8
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 West	B to C	409::411to411::412	759	769	0.4	614	645	1.3	428	436	0.4
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 North	C to A	395::420to415::399	635	605	1.2	614	655	1.6	506	535	1.3
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 East	C to B	395::420to417::405	408	385	1.2	379	380	0.1	306	315	0.5
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Bedford Road North	A to A	454::438to433::454	1	0	1.4	0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB onslip	A to B	454::438to439::687	183	164	1.4	275	257	1.1	55	58	0.3
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB offslip	A to G	454::438to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Salford Road	A to H	454::438to445::1007	79	93	1.5	84	116	3.2	66	86	2.3
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 J13 South Rbt	A to South Rbt	454::438to444::424	574	532	1.8	465	502	1.7	418	415	0.2
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	C to D	426::428to429::723	49	49	0.0	54	53	0.1	18	19	0.3
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	A421 West	C to E	426::428to430::409	981	966	0.5	949	949	0.0	495	487	0.4
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	M1 WB onslip	C to F	426::428to432::421	1	0	1.4	5	0	3.2	2	0	2.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	North Rbt	C to North Rvt	426::428to427::423	301	278	1.4	269	254	1.0	129	119	0.9
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	D to C	723::722to428::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	Bedford Road South	D to D	723::722to429::723	1	0	1.4	1	0	1.4	1	0	1.4
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	A421 West	D to E	723::722to430::409	216	182	2.4	185	178	0.5	113	100	1.3
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB onslip	D to F	723::722to432::421	89	88	0.1	105	106	0.1	42	43	0.1
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	North Rbt	D to North Rvt	723::722to427::423	137	142	0.4	162	165	0.2	80	83	0.3
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB offslip	E to C	408::431to428::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	Bedford Road South	E to D	408::431to429::723	139	89	4.6	111	69	4.4	113	104	0.9
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	A421 West	E to E	408::431to430::409	0	1		1	1	0.6	1	1	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB onslip	E to F	408::431to432::421	590	601	0.4	634	730	3.7	453	511	2.6
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	North Rbt	E to North Rvt	408::431to427::423	367	277	5.0	381	282	5.5	315	235	4.9
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Bedford Road North	G to A	434::441to433::454	315	288	1.5	337	301	2.0	233	216	1.2
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 EB offslip	G to G	434::441to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Salford Road	G to H	434::441to445::1007	460	433	1.3	455	492	1.7	344	358	0.8
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 J13 South Rbt	G to South Rbt	434::441to444::424	113	118	0.4	96	106	1.0	68	75	0.8
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Bedford Road North	H to A	435::442to433::454	41	64	3.2	39	69	4.1	51	80	3.5
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB onslip	H to B	435::442to439::687	956	916	1.3	917	982	2.1	726	758	1.2
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB offslip	H to G	435::442to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Salford Road	H to H	435::442to445::446	1	0	1.4	0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 J13 South Rbt	H to South Rbt	435::442to444::424	30	67	5.4	17	63	7.3	8	13	1.6
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road East	B to C	990::671to671::435	965	985	0.6	859	991	4.3	722	787	2.4
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road West	B to D	990::671to446::985	124	89	3.4	118	70	4.9	45	31	2.3
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road East	A421 On-slip North	C to A	985::672to672::984	635	518	4.9	658	598	2.4	424	423	0.0
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677::672to673::991	60	68	1.0	57	60	0.4	36	40	0.6
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0			0			0		
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677::984to984::986	103	84	2.0	120	103	1.6	68	61	0.9
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214::213to213::214	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214::213to213::906	0	12		1	6	2.6	4	11	2.6
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214::213to213::212	309	256	3.1	327	272	3.2	275	255	1.2
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906::213to213::214	0	7		2	13	4.1	1	8	3.2
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906::213to213::906	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	4		0	11		1	4	1.8
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	376	349	1.4	461	512	2.3	365	351	0.7
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	1		0	5		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		1	0	1.4
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::303	16	13	0.8	40	28	2.1	13	11	0.5
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	22	25	0.5	25	26	0.2	7	13	1.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	8	6	0.6	20	13	1.8	6	4	0.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303::863to863::303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	4	1	1.7	8	5	1.3	0	2	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	150	179	2.2	171	216	3.2	103	139	3.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	0	0		6	6	0.0	0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	1	1	0.4	19	15	1.0	1	2	0.5
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	2	3	0.5	65	52	1.7	3	8	2.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	2	5	1.5	5	8	1.2	10	13	0.8
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	161	183	1.7	213	268	3.6	92	115	2.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	9	15	1.8	8	14	1.8	1	6	2.7
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	172	188	1.2	190	257	4.5	96	110	1.4
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	6	8	0.8	82	54	3.4	10	18	2.1
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302::303to303::863	158	183	1.9	189	225	2.5	104	137	3.0
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		1	0	1.4	0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	3	2	0.5	23	13	2.4	1	2	0.7
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	4	4	0.2	10	9	0.5	5	8	1.3
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	0	1		8	6	0.8	2	2	0.3
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broad												

MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Lomax Gardens	D to D	782::788to794::782	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road North	A to A	339::348to341::339	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 South	A to B	339::348to342::185	44	47	0.4	80	80	0.0	29	29	0.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road South	A to C	339::348to970::968	0	3		0	3		0	3	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Veolia Elstow Access Road	A to D	339::348to347::340	0	3		0	3		0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 North	A to E	339::348to345::183	19	61	6.7	22	67	6.8	10	52	7.6
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road North	B to A	192::343to341::339	55	56	0.1	138	127	0.9	29	39	1.7
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 South	B to B	192::343to342::185	1	0	1.4	0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road South	B to C	192::343to970::968	6	1	2.7	5	2	1.9	3	1	1.2
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Veolia Elstow Access Road	B to D	192::343to347::340	1	3	1.6	5	5	0.1	1	2	0.8
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 North	B to E	192::343to341::339	1162	1107	1.6	1320	1270	1.4	923	926	0.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	C to A	968::969to341::339	0	3		1	3	1.5	0	4	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 South	C to B	968::969to342::185	1	0	1.0	5	1	2.4	4	2	1.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road South	C to C	968::969to970::968	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Veolia Elstow Access Road	C to D	968::969to347::340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 North	C to E	968::969to345::183	15	1	5.0	19	5	4.1	15	12	0.9
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road North	D to A	340::344to341::339	1	2	1.0	0	7		1	3	1.5
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 South	D to B	340::344to342::185	3	2	0.8	4	5	0.6	1	3	1.4
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road South	D to C	340::344to970::968	0	0		0	0		1	1	0.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Veolia Elstow Access Road	D to D	340::344to347::340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 North	D to E	340::344to345::183	5	8	1.0	4	8	1.7	5	9	1.4
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road North	E to A	182::346to341::339	10	24	3.3	14	20	1.3	14	22	1.8
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 South	E to B	182::346to342::185	959	878	2.7	1109	1060	1.5	975	965	0.3
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	182::346to970::968	19	19	0.1	11	14	0.9	15	15	0.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	182::346to347::340	7	7	0.1	6	7	0.4	10	13	0.9
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	182::346to345::183	1	0	1.4	6	0	3.4	1	0	1.4
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	890::889to889::890	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	890::889to889::902	2	2	0.3	3	2	0.4	5	4	0.3
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road South	A to C	890::889to889::888	47	91	5.3	77	128	5.0	32	79	6.3
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	902::889to889::890	10	5	1.8	8	5	1.2	8	5	1.1
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B	902::889to889::902	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road South	B to C	902::889to889::888	17	23	1.3	22	25	0.6	7	7	0.0
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road North	C to A	888::889to889::890	62	73	1.4	140	139	0.1	35	60	3.6
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	888::889to889::902	6	12	2.0	11	15	1.0	9	10	0.4
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	888::889to889::888	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	893::892to892::893	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	893::892to892::891	45	67	2.9	77	105	3.0	36	61	3.6
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	893::892to892::898	1	1	0.0	0	0		1	1	0.0
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	891::892to892::893	78	73	0.6	148	140	0.7	47	58	1.5
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	891::892to892::891	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	891::892to892::898	1	2	0.8	4	5	0.5	1	4	1.7
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	898::892to892::893	0	3		1	4	1.8	0	3	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	898::892to892::891	0	13		1	13	4.5	1	12	4.4
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	898::892to892::898	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	894::893to893::894	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	894::893to893::896	5	5	0.0	3	3	0.0	5	5	0.0
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road South	A to C	894::893to893::892	43	54	1.6	74	91	1.9	34	48	2.1
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	896::893to893::894	8	8	0.0	6	6	0.0	1	1	0.0
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Medbury Lane	B to B	896::893to893::896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road South	B to C	896::893to893::893	3	14	3.7	3	14	3.8	3	14	3.8
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road North	C to A	892::893to893::894	75	71	0.4	144	137	0.6	44	54	1.4
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Medbury Lane	C to B	892::893to893::896	3	4	0.6	5	7	0.7	3	7	1.9
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892::893to893::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892::891to891::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892::891to891::900	2	2	0.0	8	7	0.3	3	3	0.1
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892::891to891::893	43	78	4.4	70	111	4.3	34	70	5.0
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900::891to891::892	8	5	1.1	6	5	0.4	8	5	1.2
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900::891to891::900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900::891to891::890	5	16	3.3	11	20	2.3	4	13	3.0
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890::891to891::892	71	69	0.2	146	140	0.5	40	57	2.4
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	1	9	3.5	2	3	0.6	6	9	1.1
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access	Roterchange Retail Park Access Ro	A to A	625::626to713::625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	93	87	0.7	62	59	0.5	68	67	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Acces:	A to D	625::626to711::624	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	42	43	0.1	55	56	0.1	124	118	0.6
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	2	12	3.8	5	14	3.0	7	14	2.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	3		1	3	1.2	0	4	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Acces:	B to D	619::628to711::624	2	2	0.0	15	13	0.4	10	12	0.7
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	0	0		5	5	0.0	20	20	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	47	46	0.2	78	74	0.5	170	167	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Acces:	C to D	623::629to711::624	0	0		2	2	0.0	1	1	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	terchange Retail Park Access Ro	D to A	624::630to713::625	0	0		1	1	0.0	1	1	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Polo Field Way	D to B	624::630to627::608	1	1	0.1	1	0	0.7	6	5	0.6
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	hange Retail Park Freight Acces:	D to D	624::630to711::624	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to B	187::33									

MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road East	A to B	912::911to911::393	3	8	2.1	8	14	1.7	2	6	2.1
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Horseshoe Crescent	A to C	912::911to911::913	1	1	0.0	8	8	0.0	2	2	0.0
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road West	A to D	912::911to911::387	117	113	0.3	139	121	1.6	57	53	0.5
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Oatlands Drive	B to A	393::911to911::912	9	15	1.8	13	20	1.7	11	12	0.4
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road East	B to B	393::911to911::393	0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Horseshoe Crescent	B to C	393::911to911::913	1	2	1.1	0	2		0	2	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road West	B to D	393::911to911::387	61	89	3.2	55	94	4.5	18	50	5.4
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Oatlands Drive	C to A	913::911to911::912	2	1	0.8	13	13	0.0	0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road East	C to B	913::911to911::393	0	3		0	5		1	2	1.0
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Horseshoe Crescent	C to C	913::911to911::913	0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road West	C to D	913::911to911::387	40	40	0.1	44	37	1.1	12	15	0.7
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Oatlands Drive	D to A	387::911to911::912	46	39	1.0	66	50	2.1	50	47	0.4
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road East	D to B	387::911to911::393	19	47	4.9	18	63	7.1	35	60	3.6
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Horseshoe Crescent	D to C	387::911to911::913	4	7	1.2	12	13	0.2	13	15	0.5
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road West	D to D	387::911to911::387	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road North	A to A	693::692to692::693	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Summerhill Place	A to B	693::692to692::994	0	0		2	0	2.0	0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road South	A to C	693::692to692::691	66	75	1.0	84	83	0.1	30	48	2.9
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road North	B to A	994::692to692::693	0	1		5	0	3.0	2	0	1.5
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Summerhill Place	B to B	994::692to692::994	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road South	B to C	994::692to692::691	18	6	3.4	22	5	4.5	7	3	1.9
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road North	C to A	691::692to692::693	43	53	1.4	73	71	0.2	24	58	5.3
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Summerhill Place	C to B	691::692to692::994	4	1	2.2	9	1	3.8	12	2	3.8
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road South	C to C	691::692to692::691	0	0		0	0		1	0	1.4
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road North	A to A	436::448to448::837	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Salford Road East	A to B	436::448to448::453	166	162	0.3	148	154	0.5	54	55	0.1
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road South	A to C	436::448to448::454	298	294	0.3	284	294	0.6	106	114	0.8
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Salford Road West	A to D	436::448to448::873	8	8	0.0	9	9	0.0	2	2	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road North	B to A	453::448to448::837	42	41	0.1	48	48	0.1	34	35	0.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road East	B to B	453::448to448::453	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road South	B to C	834::453to453::454	529	510	0.8	533	544	0.5	413	427	0.7
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road West	B to D	453::448to448::873	0	0		14	13	0.2	3	4	0.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road North	C to A	454::448to448::837	71	75	0.4	105	114	0.9	66	69	0.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road East	C to B	454::448to448::453	491	507	0.7	463	498	1.6	362	393	1.6
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road South	C to C	454::448to448::454	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road West	C to D	454::448to448::873	19	20	0.3	49	49	0.0	18	21	0.7
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road North	D to A	873::448to448::837	1	1	0.1	1	1	0.0	1	1	0.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road East	D to B	873::448to448::453	3	3	0.1	2	2	0.1	3	3	0.1
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873::448to448::454	10	10	0.1	4	12	2.9	6	10	1.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873::448to448::873	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to A	634::633to633::634	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 South	A to B	634::633to633::631	1045	1017	0.9	1087	1129	1.3	881	921	1.3
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	Progress Park	A to C	634::633to633::632	45	49	0.5	67	71	0.5	40	43	0.5
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 North	B to A	631::633to633::634	930	866	2.1	1297	1241	1.6	1010	1047	1.2
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631::633to633::631	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622::631to631::632	66	63	0.3	100	89	1.1	38	41	0.5
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 North	C to A	635::632to632::634	19	17	0.4	21	21	0.0	31	28	0.6
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632::633to633::631	30	25	0.9	52	48	0.6	30	32	0.3
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632::633to633::632	0	0		0	0		0	0	

Weekday Calibration - All Vehicles 10:00 to 15:00

All Vehicles																	
10:00:00			11:00:00			12:00:00			13:00:00			14:00:00			15:00:00		
531			532			553			546			528			532		
100%			100%			99%			100%			98%			96%		
495 92.2%			483 90.8%			511 92.4%			513 94.0%			481 91.1%			459 86.3%		
520 97.9%			519 97.6%			539 97.5%			545 97.8%			511 96.8%			492 92.5%		
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MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457-462to469-470	87	104	1.7	119	136	1.5	155	170	1.2	147	167	1.6	176	218	3.0	192	277	5.5
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelter Rd	H to A	456-463to464-466	1	1	0.1	1	1	0.1	0	0	0	0	0	0	0	0	0	0	0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456-463to460-458	79	73	0.7	65	69	0.5	83	79	0.4	74	78	0.4	105	97	0.8	116	109	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456-463to457-462	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456-463to455-456	1	0	1.4	0	0	0	0	0	0	0	0	0	0	2	0	2.0	1	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456-463to469-470	78	75	0.3	88	80	0.9	86	82	0.4	105	102	0.3	78	75	0.4	158	149	0.7
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	A6 The Branson Way North	A to A	175-353to354-175	1	0	1.4	1	0	1.4	1	0	1.4	0	0	0	2	0	2.0	0	0	0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	Ridge Road East	A to B	175-353to355-179	49	49	0.0	48	48	0.0	46	46	0.0	47	47	0.0	51	50	0.1	84	84	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	A6 The Branson Way South	A to C	175-353to356-174	550	539	0.5	510	514	0.2	517	518	0.1	581	561	0.8	525	521	0.2	654	691	1.4
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	Ridge Road West	A to D	175-353to349-178	34	35	0.1	36	36	0.0	42	41	0.1	55	55	0.0	47	47	0.0	69	69	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	A6 The Branson Way North	B to A	179-350to354-175	39	39	0.0	40	40	0.0	50	50	0.0	50	50	0.0	57	57	0.0	104	103	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179-350to355-179	1	0	1.4	0	0	0	1	0	1.4	0	0	0	0	0	0	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	A6 The Branson Way South	B to C	178-352to354-175	108	108	0.0	118	119	0.1	118	118	0.0	116	116	0.0	98	103	0.5	227	220	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179-350to349-178	87	87	0.0	112	114	0.2	109	112	0.3	108	110	0.2	113	115	0.1	197	196	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	A6 The Branson Way North	C to A	174-351to354-175	384	376	0.4	481	442	1.8	538	522	0.7	550	528	1.0	661	619	1.7	632	617	0.6
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	Ridge Road East	C to B	174-351to355-179	87	85	0.2	96	91	0.5	112	109	0.3	101	102	0.1	155	148	0.6	120	126	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	A6 The Branson Way South	C to C	174-351to356-174	21	22	0.1	17	19	0.5	29	31	0.3	18	31	2.6	23	26	0.6	38	38	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	Ridge Road West	C to D	174-351to349-178	34	28	1.1	43	38	0.9	40	36	0.6	29	28	0.1	117	84	3.3	211	147	4.8
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	A6 The Branson Way North	D to A	178-352to354-175	35	35	0.0	46	46	0.0	52	52	0.0	39	39	0.0	78	78	0.1	82	82	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178-352to355-179	104	107	0.3	114	117	0.3	86	88	0.2	93	96	0.3	106	107	0.1	169	171	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	A6 The Branson Way South	D to C	178-352to356-174	56	62	0.8	66	74	0.9	42	43	0.2	55	56	0.2	57	61	0.5	111	122	1.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178-352to349-178	1	0	1.4	2	0	2.0	1	0	1.4	0	0	0	0	0	0	1	0	1.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706-220to220-706	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to B	706-220to220-706	128	116	1.0	155	137	1.8	151	137	1.2	161	135	0.2	161	136	2.1	264	148	4.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	A to C	706-220to220-976	405	411	0.3	440	431	0.4	479	457	1.0	494	491	0.2	481	479	0.1	527	518	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706-220to220-707	291	275	1.0	307	302	0.3	352	349	0.1	293	288	0.3	308	303	0.3	250	259	0.6
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708-220to220-706	119	117	0.2	123	117	0.5	137	137	0.0	163	161	0.2	151	148	0.3	245	246	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708-220to220-708	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010-708to708-976	173	163	0.7	187	167	1.5	206	188	1.3	247	232	1.0	250	231	1.3	248	229	1.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708-220to220-707	115	107	0.8	129	121	0.8	133	127	0.6	125	118	0.6	134	124	0.9	120	117	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976-220to220-706	500	503	0.1	462	483	1.0	480	483	0.2	477	480	0.1	535	538	0.1	534	568	1.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976-220to220-708	164	153	0.9	159	151	0.6	156	155	0.1	189	174	1.1	256	238	1.2	290	274	1.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976-220to220-976	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977-976to976-707	310	304	0.3	319	335	0.9	361	371	0.5	337	357	1.1	326	339	0.7	358	327	1.7
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219-707to707-706	308	290	1.1	353	320	1.8	373	365	0.4	390	372	0.9	374	361	0.7	290	257	2.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707-220to220-976	102	102	0.0	130	127	0.2	128	125	0.3	142	133	0.8	117	111	0.6	131	135	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) South	D to C	976-220to220-976	199	196	0.2	243	261	1.2	273	298	0.4	283	290	0.4	297	307	0.6	259	266	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	B530 Ampthill Road	D to D	707-220to220-707	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	A to A	980-221to221-980	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road South	A to B	980-221to221-981	557	543	0.6	588	566	0.9	686	661	1.0	585	584	0.1	640	618	0.9	621	591	1.2
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	Elstow Road	A to C	981-221to221-979	141	140	0.1	154	155	0.0	156	156	0.0	159	158	0.1	157	158	0.1	190	188	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	A5141 Ampthill Road North	B to A	981-221to221-980	609	618	0.4	587	614	1.1	624	625	0.0	595	596	0.0	637	637	0.0	555	630	3.1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	A5141 Ampthill Road South	B to B	981-221to221-981	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	Elstow Road	B to C	981-221to221-979	318	291	1.6	351	304	2.6	365	362	0.2	435	416	0.9	423	409	0.7	514	439	3.5
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road North	C to A	705-979to979-980	126	126	0.0	139	139	0.0	130	131	0.1	154	154	0.0	119	119	0.0	140	140	0.0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road South	C to B	979-221to221-981	267	259	0.5	314	301	0.8	296	284	0.7	335	327	0.5	310	301	0.5	360	333	1.4
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	Elstow Road	C to C	979-221to221-979	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	218-610to617-218	3	0	2.4	5	0	3.2	9	0	4.2	9	0	4.2	6	0	3.5	3	0	2.4
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Sam Clark Way	A to B	218-610to616-609	165	132	2.7	162	134	2.3	161	139	1.8	149	129	1.7	160	135	2.0	115	100	0.5
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road South	A to C	218-610to615-217	145	129	1.4	168	170	0.6	222	194	1.9	174	166	0.6	212	191	1.5	270	204	4.3
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Interchange Way	A to D	218-610to606-607	312	322	0.6	305	324	1.1	338	358	1.1	308	327	1.0	267	285	1.1	244	259	1.0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Polo Field Way	A to E	218-610to618-619	86	100	1.4	112	131	1.7	120	154	2.9	114	144	2.6	126	154	2.3	96	131	3.3
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Ampthill Road North	B to A	609-611to617-218	134																	

MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918-272to272-273	3	2	0.4	0	5		1	2	0.7	3	3	0.2	1	1	0.3	5	6	0.2	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to A	273-272to272-271	102	82	2.1	170	167	0.2	107	125	1.7	89	71	2.0	124	130	0.5	205	204	0.0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273-272to272-918	1	2	0.4	1	1	0.4	1	1	0.1	1	1	0.0	0	2		0	1		
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273-272to272-73	0	0		0	0		0	0		0	0	0.0	0		0	0			
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157-262to262-1157	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to B	262-1157to1157-262	19	48	1.3	87	107	2.0	28	54	4.0	39	45	0.9	29	46	2.8	10	44	6.5	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157-262to262-1156	189	207	1.3	210	227	1.2	211	240	1.9	218	235	1.1	241	252	0.7	162	239	5.4	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1157-262to262-1157	32	32	0.0	93	102	1.0	36	57	3.1	33	27	1.1	48	59	1.5	76	94	2.0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159-262to1157-1159	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road South	B to C	1159-262to262-1156	76	53	2.8	92	70	2.4	94	76	2.0	72	53	2.4	93	74	2.1	143	119	2.1	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road North	C to A	1156-262to262-1157	133	154	1.8	149	167	1.4	163	196	2.5	158	183	1.9	239	259	1.2	328	314	0.8	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Green Lane	C to B	1156-262to262-1159	53	31	3.3	75	37	5.1	86	46	5.0	89	52	4.4	124	70	5.5	238	156	5.9	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road South	C to C	263-262to262-263	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Fields Road	A to B	253-360to363-359	161	158	0.3	184	174	0.8	219	209	0.7	205	212	0.5	164	143	1.7	254	219	2.2	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Woburn Road S	A to C	253-360to364-254	216	229	0.9	250	288	2.3	226	260	2.2	239	256	1.1	175	225	3.5	246	254	0.5	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road N	B to A	359-361to358-253	171	158	1.0	189	177	0.9	171	161	0.8	171	158	1.1	83	82	0.1	155	178	1.8	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road S	B to C	359-361to364-254	90	103	1.3	92	110	1.8	92	106	1.4	92	107	1.5	162	157	0.4	151	103	4.3	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Woburn Road N	C to A	254-366to358-253	164	199	2.6	235	278	2.7	184	260	5.1	186	205	1.3	134	217	6.2	202	336	8.2	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Fields Road	C to B	254-362to363-359	56	61	0.7	78	79	0.2	86	89	0.3	72	81	1.0	192	169	1.7	214	222	0.6	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road North	A to A	256-257to257-256	1	0	1.4	0	0		0	0		0	0		0	0		0	0		
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Broadmead Road	A to B	256-257to257-301	80	96	1.7	65	83	2.0	88	97	0.9	81	103	2.3	98	98	0.1	72	102	3.2	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road South	A to C	256-257to257-258	219	236	1.2	280	316	2.1	225	269	2.8	243	261	1.1	257	282	1.5	139	258	8.4	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Broadmead Road	B to A	301-257to257-301	45	28	2.8	79	66	2.5	49	120	3.6	100	2.9	89	106	1.7	173	199	1.9		
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Broadmead Road	B to B	301-257to257-301	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road North	B to C	301-257to257-258	7	17	3.0	18	20	0.5	14	24	2.3	18	18	0.1	12	19	0.7	25	23	0.3	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road North	C to A	258-257to257-256	155	173	1.4	230	256	1.7	189	227	2.6	182	186	0.3	259	281	1.4	374	358	0.8	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Broadmead Road	C to B	258-257to257-301	11	12	0.4	7	14	2.1	15	25	2.3	10	23	3.3	28	33	0.9	23	50	4.4	
MCC	25	14/03/2023	Turn	Bedford Road/Bedford Road	Bedford Road South	Bedford Road South	C to C	258-257to257-258	0	0		0	0		2	0	2.0	0	0		0	0		1	0	1.4	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road North	A to A	922-923to923-922	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road South	A to B	922-924to924-925	88	91	0.4	102	108	0.6	99	107	0.8	94	106	0.5	1.2	80	84	0.5	66	100	3.7
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Unnamed Road	A to C	922-923to923-266	178	168	0.8	198	189	0.7	201	210	0.6	190	182	0.6	257	240	1.1	238	260	1.4	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road North	B to A	924-923to923-922	73	72	0.1	72	68	0.5	63	65	0.2	68	60	1.0	85	66	2.1	107	87	2.1	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road South	B to B	924-923to923-924	0	0		0	0		0	0		1	0	1.4	0	0		0	0		
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Unnamed Road	B to C	924-923to923-266	14	7	2.1	11	6	1.7	11	10	0.4	5	1	2.2	9	4	2.1	13	12	0.2	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road North	C to A	266-923to923-922	115	114	0.1	140	136	1.1	188	178	0.8	181	173	0.6	281	265	1.0	460	384	3.7	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road South	C to B	266-923to923-924	8	0	3.9	9	1	3.9	7	1	3.1	9	0	4.1	20	15	1.1	34	19	2.9	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Unnamed Road	C to C	266-923to923-266	0	0		0	0		0	0		0	0		0	0		0	0		
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to A	650-666to665-650	2	8	2.6	3	8	2.3	2	8	2.7	2	9	2.9	4	8	1.6	6	12	1.9	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to B	650-666to662-268	77	77	0.0	103	99	0.4	106	124	1.6	111	118	0.7	209	201	0.6	358	285	4.1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road South	A to C	650-666to667-660	141	119	1.9	143	122	1.9	175	149	2.0	167	146	1.7	206	185	1.5	318	291	1.5	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to D	650-666to648-661	59	51	1.1	46	39	1.1	60	51	1.2	79	64	1.7	61	60	0.2	100	103	0.3	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	(Beancroft Road North)	B to A	268-668to665-650	126	132	0.6	145	150	0.4	148	172	1.9	126	139	1.2	193	194	0.1	191	216	1.7	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	(Bedford Road North)	B to B	268-668to662-268	0	0		3	0	2.4	2	0	2.0	0	0		0	0		0	0		
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road South	B to C	268-668to667-660	20	8	3.1	22	7	4.1	22	9	3.3	24	6	4.6	17	6	3.2	21	9	3.2	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	B to D	268-668to648-661	44	35	1.5	35	38	0.4	46	39	1.1	51	38	2.0	51	42	1.3	42	49	1.0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road North	C to A	660-663to665-650	160	157	0.2	152	149	0.3	168	171	0.3	171	171	0.0	184	186	0.1	216	223	0.4	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road South)	C to B	660-663to662-268	18	2	3.8	23	10	3.3	27	10	3.9	21	10	2.8	32	27	1.0	45	43	1.7	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road South	C to C	660-663to667-660	1	0	1.4	1	0	1.4	0	0		0	0		0	0		0	0		
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road South)	C to D	660-663to648-661	23	23	0.0	13	13	0.1	33	33	0.1	36	36	0.0	19	19	0.1	68	67	0.1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road North	D to A	661-664to665-650	70	67	0.4	62	62	0.0	76	78	0.2	99	98	0.1	78	82	0.4	117	113	0.3	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road North)	D to B	661-664to662-268	29	29	0.0	31	28	0.6	59	46	1.8	52	45	1.0	70	56	1.8	69	77	0.9	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	D to C	661-664to667-660	36	36	0.1	40	40	0.1	54	54	0.0	50	50	0.0	65	65	0.0	114	113	0.1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	D to D	661-664to648-661	1	0	1.4	0	0		0	0		0	0		0	0		1	0	1.4	
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 East	A to B	402-416to417-405	357	344	0.7	407	358	2.5	400	368	1.6	461	399	3.0	407	362	2.3	449	394	2.7	
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 West	A to C	402-416to419-396	603	614	0.4	541	567	1.1	512	547	1.5	509	521	0.5							

MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation Way)	Lomax Gardens	B to D	783-7860794-782	0	0		0	0	2	2	0.0	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue Northeast	C to A	784-7870796-780	56	51	0.6	50	49	0.2	55	53	0.2	50	50	0.1	62	48	1.9	82	67		1.7	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	(Innovation Way)	C to B	784-7870793-783	2	2	0.0	4	4	0.0	1	1	0.0	0	0		0	0		4	4		0.0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue West	C to C	784-7870795-784	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Lomax Gardens	C to A	784-7870794-782	1	1	0.0	0			0	0				1	1	0.0	1	1		0.0		
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Burgoyne Avenue Northeast	D to A	782-7880796-780	4	5	0.4	5	10	1.7	2	6	1.9	2	6	1.8	6	7	0.5	7	6		0.3	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	(Innovation Way)	D to B	782-7880793-783	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Burgoyne Avenue West	D to C	782-7880795-784	0	0		0	0		3	3	0.0	0	0		0	0		2	2		0.0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Lomax Gardens	D to D	782-7880794-782	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road North	A to A	339-3480341-339	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 South	A to B	339-3480342-185	16	19	0.7	18	22	0.9	19	22	0.6	38	36	0.4	47	48	0.2	59	56		0.4	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road South	A to C	339-3480340-340	0	2		0	2		1	2	1.0	1	3	1.4	0	2		0	1			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Veolia Elstow Access Road	A to D	339-3480347-340	1	2	1.1	0	2		0	1		0	2		0	0		0	1			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 North	A to E	339-3480345-183	11	31	4.4	16	38	4.2	13	15	0.5	12	31	41.1	9	30	4.8	14	19		1.1	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road North	B to A	192-3430341-339	20	22	0.4	23	24	0.2	29	28	0.2	37	34	0.5	42	41	0.1	72	67		0.6	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 South	B to B	192-3430342-185	2	0	2.0	0	0		0	0		0	0		0	0		2	0		2.0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road South	B to C	192-3430340-340	4	1	2.0	2	1	0.7	3	1	1.4	1	1	0.2	1	1	0.0	1	1		0.6	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Veolia Elstow Access Road	B to D	192-3430347-340	1	2	0.8	2	3	0.9	3	3	0.2	7	5	0.7	3	2	0.4	0	14			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 North	B to E	192-3430345-183	864	826	1.3	838	809	1.0	865	834	1.1	895	855	1.3	931	891	1.3	1045	990		1.7	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	C to A	968-9690341-339	0	2	1.1	0	1	0.0	0	2	1.0	0	2	1.0	0	3		0	3			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 South	C to B	968-9690342-185	4	1	1.9	3	1	1.5	2	2	0.4	1	1	0.3	0	1		1	1		0.0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road South	C to C	968-9690340-340	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Veolia Elstow Access Road	C to D	968-9690347-340	0	0		0	0		0	0		0	0		0	0		1	0		1.4	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 North	C to E	968-9690345-183	17	2	4.9	17	3	4.5	20	19	0.3	24	8	4.0	13	12	0.3	9	6		1.3	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road North	D to A	340-3440341-339	0	3		0	1		0	2		0	2		0	0		0	3			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 South	D to B	340-3440342-185	0	7	0	0	3		2	4	1.2	3	2	0.6	0	5		1	3		1.3	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road South	D to C	340-3440340-340	0	0		0	0		1	1	0.0	0	0		0	0		0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Veolia Elstow Access Road	D to D	340-3440347-340	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 North	D to E	340-3440345-183	14	13	0.2	16	16	0.1	10	13	1.0	12	13	0.2	16	17	0.3	9	10		0.3	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road North	E to A	182-3460341-339	12	25	3.0	10	12	0.7	19	27	1.7	17	26	1.9	10	19	2.5	15	26		2.4	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 South	E to B	182-3460342-185	767	727	1.5	735	698	1.4	786	749	1.3	894	840	1.8	872	831	1.4	1119	1029		2.7	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	182-3460340-340	20	17	0.8	15	16	0.3	18	15	0.8	10	11	0.4	11	11	0.1	14	14		0.0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	182-3460347-340	15	12	0.8	10	13	0.9	9	9	0.1	8	15	2.2	8	8	0.1	7	7		0.1	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	182-3460345-183	1	0	1.0	4	0	2.7	2	0	2.0	3	0	2.3	5	0	3.2	7	0		3.7	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	890-8890889-890	0	0		0	0		0	0		0	0		0	0		0	0			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	890-8890889-902	8	8	0.0	3	3	0.2	7	6	0.3	4	4	0.1	7	7	0.2	5	5		0.0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road South	A to C	890-8890889-888	20	47	4.6	31	57	3.9	28	30	0.3	41	65	3.2	52	80	3.4	60	65		0.7	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	902-8890889-890	6	5	0.4	5	5	0.0	3	3	0.1	11	5	2.1	6	5	0.4	6	5		0.4	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B																					

MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873:448to448:454	4	0	11	2.5	7	0	12	1.6	10	0	16	1.7	10	0	16	1.8	11	0	14	1.0	7	0	14	0	2.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873:448to448:373	0	0																							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 North	AS141 North	A to A	634:633to633:634	0	0			0	0			1	0	1.4	0	0			0	0								
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 North	AS141 South	A to B	634:633to633:631	779	755	0.9		849	845	0.1	923	917	0.2	994	981	0.4	1005	992	0.4	993	983	0.3						
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 North	Progress Park	A to C	634:633to633:632	14	17	0.7	1.6	18	0.5	21	22	0.3	31	33	0.4	20	21	0.3	25	28	0.6							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 South	B to C	B to C	631:633to633:634	959	943	0.5	903	943	1.3	975	979	0.1	978	984	0.2	1072	1065	0.2	1165	1144	0.6							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 South	AS141 North	B to B	631:633to633:631	1	0	1.4	0	0			0	0		0	0			1	0	1.4	1	0						
MCC	55	14/03/2023	Turn	AS141 / Progress Park	AS141 South	Progress Park	B to C	622:633to633:632	38	39	0.1	3.4	33	0.2	28	29	0.2	43	42	0.2	38	40	0.4	33	30	0.5							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	Progress Park	AS141 North	C to A	635:632to632:634	14	16	0.5	29	27	0.4	28	30	0.3	28	28	0.1	53	52	0.1	33	26	1.2							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	Progress Park	AS141 South	C to B	634:633to633:631	26	29	0.6	3.4	33	0.3	45	45	0.0	29	27	0.3	42	40	0.2	38	37	0.1							
MCC	55	14/03/2023	Turn	AS141 / Progress Park	Progress Park	Progress Park	C to C	632:633to633:632	0	0			0	0			0	0		0	0			0	0								

Weekday Calibration - All Vehicles 16:00 to 19:00

All Vehicles															
16:00:00				17:00:00				18:00:00				19:00:00			
521				528				495				481			
515				521				491				478			
<div><div>99%</div></div>				<div><div>99%</div></div>				<div><div>99%</div></div>				<div><div>99%</div></div>			
465 89.3%				476 90.2%				456 92.1%				436 90.6%			
496 95.2%				509 96.4%				481 97.2%				472 98.1%			
515 98.8%				521 98.7%				491 99.2%				478 99.4%			
518 99.4%				526 99.6%				495 100.0%				480 99.8%			
521 100.0%				527 99.8%				495 100.0%				480 99.8%			
521 100.0%				528 100.0%				495 100.0%				481 100.0%			
521 100.0%				528 100.0%				495 100.0%				481 100.0%			
521 100.0%				528 100.0%				495 100.0%				481 100.0%			
521 100.0%				528 100.0%				495 100.0%				481 100.0%			

<700 within 100
700-2700 within 15%
>2700 with 400

Survey Type	Ref	Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	1600 to 1700			1700 to 1800			1800 to 1900			1900 to 2000		
									OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A1 South	A to C	163::592to598::154	706	707	0.1	717	718	0.0	546	549	0.1	364	367	0.1
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Bedford road	A to D	163::592to596::149	79	81	0.2	71	74	0.4	63	65	0.2	48	49	0.2
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A421	A to E	163::592to595::73	1346	1314	0.9	1324	1245	2.2	954	970	0.5	529	539	0.4
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Services Exit	A to F	163::592to159::929	0	0		0	0		0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 North	C to A	152::593to591::158	943	946	0.1	953	949	0.1	778	785	0.2	449	450	0.1
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 South	C to C	152::593to598::154	4	0	2.8	1	0	1.4	0	0		1	0	1.4
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Bedford road	C to D	152::593to596::149	41	41	0.0	48	48	0.0	44	44	0.1	18	18	0.0
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A421	C to E	152::593to595::73	156	170	1.1	147	154	0.6	143	154	0.9	78	85	0.8
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Services Exit	C to F	152::593to159::929	0	0		0	0		0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 North	D to A	149::595to591::158	215	217	0.1	220	223	0.2	100	103	0.3	29	30	0.1
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 South	D to C	149::595to598::154	54	54	0.0	65	65	0.0	20	21	0.2	23	23	0.0
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Bedford road	D to D	149::595to596::149	0	0		0	0		0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A421	D to E	149::595to595::73	19	21	0.4	14	21	1.7	20	26	1.2	8	17	2.5
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Services Exit	D to F	149::595to159::929	0	0		0	0		0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 North	E to A	70::589to591::158	1188	1102	2.5	1159	1214	1.6	1138	1082	1.7	605	684	3.1
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 South	E to C	70::589to598::154	71	87	1.8	101	104	0.3	117	111	0.6	77	91	1.5
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Bedford road	E to D	70::589to596::149	0	8		1	13	4.4	1	13	4.5	2	8	2.7
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A421	E to E	70::589to595::73	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Services Exit	E to F	70::589to159::929	0	0		0	0		0	0		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 North	F to A	928::590to591::158	0	2		0	1		0	12		0	6	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 South	F to C	928::590to598::154	0	2		0	1		0	12		0	6	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Bedford road	F to D	928::590to596::149	0	0		0	0		0	2		0	0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A421	F to E	928::590to595::73	0	5		0	4		0	35		0	17	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Services Exit	F to F	928::590to159::929	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566::572to573::566	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566::572to567::565	5	6	0.5	2	3	0.6	2	3	0.6	4	4	0.2
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566::572to568::563	47	41	0.9	27	28	0.2	17	19	0.6	6	12	2.0
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566::572to561::562	10	10	0.1	14	14	0.0	14	14	0.0	7	7	0.0
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	St Neots Rd East	C to D	581::582to587::580	3	9	2.6	3	9	2.5	0	24		1	6	2.6
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	A421 On-slip South	C to E	581::582to584::579	1	0	1.4	0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	West RB	C to West RB	581::582to585::564	357	363	0.3	399	402	0.1	313	323	0.6	184	189	0.4
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	A421 On-slip South	D to E	580::583to584::579	98	93	0.5	106	100	0.6	65	81	1.8	30	31	0.1
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	West RB	D to West RB	580::583to585::564	189	196	0.5	206	214	0.6	152	164	0.9	65	70	0.6
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	Water End	F to A	560::570to573::566	32	35	0.6	33	34	0.2	14	15	0.4	12	14	0.7
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	A421 On-slip North	F to B	560::570to567::565	4	0	2.8	1	0	1.4	2	0	2.0	0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	St Neots Rd West	F to G	560::570to561::562	691	623	2.7	715	661	2.1	436	463	1.3	204	231	1.9
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	East RB	F to East RB	560::570to568::563	366	305	3.3	315	296	1.1	132	140	0.7	66	72	0.7
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	Water End	G to A	562::571to573::566	30	30	0.1	18	18	0.1	15	15	0.1	11	11	0.0
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	A421 On-slip North	G to B	562::571to567::565	178	175	0.2	191	192	0.1	220	232	0.8	147	145	0.1
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	St Neots Rd West	G to G	562::571to561::562	3	0	2.4	0	0		1	0	1.4	0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	East RB	G to East RB	562::571to568::563	832	798	1.2	853	842	0.4	398	417	1.0	266	274	0.5
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	A421 North	A to A	551::538to537::544	0	0		2	0	2.0	1	0	1.4	0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cambridge Rd	A to B	551::538to539::553	34	38	0.7	37	38	0.2	27	28	0.2	12	28	3.6
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Bedford Rd	A to C	551::538to541::554	64	53	1.5	76	60	1.9	45	46	0.1	23	25	0.5
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cardington Rd	A to E	551::538to533::547	192	192	0.0	187	192	0.3	126	130	0.3	81	81	0.0
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Stannard Way	A to F	551::538to535::637	7	13	1.9	9	10	0.3	1	8	3.4	0	4	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 North	B to A	553::540to537::544	28	30	0.4	18	28	2.1	21	31	2.0	14	12	0.4
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cambridge Rd	B to B	553::540to539::553	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Bedford Rd	B to C	553::540to541::554	14	14	0.0	11	11	0.0	8	8	0.0	9	9	0.0
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 South	B to D	553::540to530::556	371	362	0.5	373	374	0.0	247	254	0.4	126	136	0.9
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cardington Rd	B to E	553::540to533::547	312	312	0.0	271	272	0.0	261	261	0.0	138	139	0.1
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Stannard Way	B to F	553::540to535::637	7	7	0.0	4	4	0.0	2	2	0.0	2	2	0.0
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 North	C to A	554::531to537::544	19	21	0.4	30	30	0.1	16	17	0.3	9	10	0.2
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cambridge Rd	C to B	554::531to539::553	5	5	0.0	4	4	0.1	5	5	0.0	4	4	0.0
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Bedford Rd	C to C	554::531to541::554	0	0		0	0		1	0	1.4	0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 South	C to D	554::531to530::556	39	43	0.7	43	47	0.5	32	33	0.1	12	13	0.3
MCC	3	14/03/2023</																		

MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 West	E to E	643::471to482::640	0	0		0	0		0	0		0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A6 North	E to F	643::471to472::170	293	327	1.9	356	368	0.6	360	363	0.1	211	232	1.4
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road North	F to F	170::473to474::484	62	64	0.3	59	56	0.4	42	44	0.3	35	35	0.0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 East	F to B	170::473to476::485	594	593	0.0	541	541	0.0	361	388	1.4	219	227	0.6
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	ASDA access	F to C	170::473to478::491	1	14	4.7	2	3	0.7	1	7	2.9	4	5	0.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road South	F to D	170::473to480::494	152	177	1.9	222	255	2.1	149	178	2.3	82	100	1.9
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 West	F to E	170::473to482::640	256	243	0.8	177	163	1.1	146	148	0.1	90	93	0.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A6 North	F to F	170::473to472::170	7	17	3.0	3	8	2.2	8	11	1.1	2	6	2.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466::467to464::466	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466::467to460::458	8	13	1.6	8	12	1.1	4	7	1.3	6	7	0.5
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466::467to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466::467to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Beancroft Rd North	A to H	466::467to455::456	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466::467to469::470	25	29	0.8	19	24	1.1	20	24	0.8	16	20	1.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646::653to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Beancroft Rd South	C to D	646::653to654::669	290	292	0.1	255	246	0.6	133	142	0.7	87	93	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Services	C to E	646::653to720::652	30	39	1.6	32	33	0.2	21	32	2.1	11	19	2.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646::653to657::649	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646::653to658::459	26	34	1.4	23	31	1.6	13	21	2.0	14	20	1.5
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB offslip	D to C	669::655to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Beancroft Rd South	D to D	669::655to654::669	0	8		0	9		4	7	1.3	0	3	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Services	D to E	669::655to720::652	51	50	0.1	51	51	0.0	43	44	0.2	27	29	0.3
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB onslip	D to F	669::655to657::649	177	204	2.0	176	207	2.2	111	139	2.5	82	107	2.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	North Rbt	D to North Rbt	669::655to658::459	398	384	0.7	403	401	0.1	211	207	0.3	142	142	0.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB offslip	E to C	652::656to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Beancroft Rd South	E to D	652::656to654::669	25	28	0.7	19	24	1.1	45	53	1.1	11	15	1.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Services	E to E	652::656to720::652	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB onslip	E to F	652::656to657::649	48	47	0.1	36	41	0.7	19	22	0.7	15	15	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	North Rbt	E to North Rbt	652::656to658::459	38	63	3.5	46	52	0.8	30	38	1.4	25	45	3.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457::462to464::466	13	13	0.1	21	20	0.3	21	21	0.1	7	9	0.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457::462to460::458	1	0	1.0	2	1	0.7	1	0	0.9	1	0	1.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457::462to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Beancroft Rd North	G to H	457::462to455::456	21	22	0.2	30	28	0.4	27	26	0.2	20	21	0.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	266	318	3.0	367	407	2.0	307	347	2.2	149	181	2.5
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456::463to464::466	1	1	0.0	2	2	0.0	0	0		1	1	0.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456::463to460::458	151	144	0.6	178	175	0.2	106	111	0.5	66	65	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456::463to455::456	0	0		0	0		1	0	1.4	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	147	140	0.6	170	172	0.2	104	105	0.1	77	82	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	61	61	0.0	50	51	0.1	61	62	0.1	29	29	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	806	811	0.2	728	770	1.5	562	572	0.4	321	334	0.7
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	111	110	0.1	95	96	0.1	81	82	0.1	57	58	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	113	112	0.1	83	85	0.2	51	52	0.1	29	29	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	1	0	1.4	0	0		2	0	2.0	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	159	157	0.2	122	133	1.0	120	120	0.0	72	80	0.9
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	186	186	0.0	144	150	0.5	103	105	0.2	84	86	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	750	675	2.8	812	753	2.1	725	733	0.3	417	427	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	77	80	0.3	104	101	0.3	169	160	0.7	114	120	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	57	58	0.1	60	60	0.0	10	20	2.6	4	6	1.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	64	83	2.2	40	39	0.1	43	40	0.4	22	26	0.9
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	88	88	0.0	96	95	0.1	62	63	0.1	52	52	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	111	114	0.3	123	125	0.2	95	99	0.4	56	57	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	81	87	0.7	54	60	0.7	50	52	0.3	37	40	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	220	157	4.6	202	155	3.5	186	141	3.5	160	119	3.5
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	558	556	0.1	595	596	0.0	479	493	0.7	374	391	0.9
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::707	246	259	0.8	262	269	0.4	266	269	0.2	224	237	0.8
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	221	198	1.6	216	193	1.6	160	150	0.8	118	113	0.5
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010:708to708::976	306	283	1.3	361	344	0.9	227	221	0.4	172	169	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708::220to220::707	177	170	0.5	183	175	0.6	111	110	0.1	105	101	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976::220to220::706	614	636	0.9	686	669	0.7	589	621	1.3	446	452	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976::220to220::708	341	307	1.9	354	313	2.2	298	305	0.4	194	186	0.6
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976::220to220::976	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977::976to976::707	352	332	1.1	367	306	3.3	271</					

MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	132::164to164::132	0	0		0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	8530 North	A to A	131::133to133::131	0	0		0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	8530 South	A to B	131::133to133::130	320	343	1.2	373	385	0.6	249	287	2.3	189	196	0.5
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	Stewartby Way	A to C	131::133to133::134	103	72	3.3	111	81	3.0	67	51	2.0	48	37	1.7
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	8530 North	B to A	130::133to133::131	335	333	0.1	412	401	0.6	268	267	0.1	192	179	0.9
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	8530 South	B to B	130::133to133::130	0	0		0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	Stewartby Way	B to C	130::133to133::134	101	172	6.0	150	203	4.0	86	126	3.9	61	93	3.6
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	8530 North	C to A	134::133to133::131	84	53	3.7	103	85	1.9	82	61	2.5	44	27	2.8
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	8530 South	C to B	134::133to133::130	72	97	2.7	70	98	3.1	52	79	3.3	58	84	3.1
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	Stewartby Way	C to C	134::133to133::134	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		2	0	2.0	0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717::145to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717::145to139::138	10	7	1.2	12	10	0.5	10	8	0.6	6	4	0.9
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717::145to141::715	0	0		0	0		1	1	0.0	0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717::145to143::302	1	5	2.2	9	11	0.5	4	6	0.7	6	7	0.5
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138::140to144::716	24	18	1.4	25	17	1.7	17	11	1.5	11	10	0.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138::140to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138::140to139::138	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138::140to141::715	2	2	0.3	2	1	0.5	1	1	0.1	0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138::140to143::302	173	224	3.6	232	266	2.1	133	166	2.7	94	118	2.3
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715::142to144::716	1	1	0.0	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715::142to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715::142to139::138	3	1	1.7	1	1	0.3	1	1	0.3	0	9	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715::142to141::715	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715::142to143::302	0	7		0	8		1	2	1.0	1	5	2.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302::144to144::716	4	13	3.2	16	23	1.5	6	12	2.0	6	11	1.6
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302::144to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302::144to139::138	155	142	1.1	166	173	0.5	128	129	0.1	94	98	0.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302::144to141::715	0	14		0	16		0	16		0	10	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302::144to143::302	1	0	1.4	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955::941to947::956	2	0	1.9	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955::941to948::305	120	103	1.6	111	114	0.3	82	86	0.4	64	62	0.2
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955::941to949::284	42	36	0.9	56	45	1.5	33	21	2.4	24	21	0.7
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305::948to947::956	115	155	3.4	157	193	2.7	86	115	2.9	78	96	1.9
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305::948to948::305	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305::948to949::284	52	92	4.7	83	123	3.9	51	66	1.9	42	60	2.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284::949to947::956	85	32	6.9	94	31	8.0	60	22	6.0	34	20	2.8
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284::949to948::305	91	107	1.6	94	126	3.1	72	96	2.6	46	73	3.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284::949to949::284	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250::251to251::250	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250::251to251::248	119	108	1.0	149	179	2.3	85	98	1.4	39	42	0.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250::251to251::252	541	616	3.1	693	817	4.5	411	512	4.7	313	393	4.2
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248::251to251::250	100	83	1.8	78	72	0.7	57	53	0.6	37	37	0.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248::251to251::248	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248::251to251::252	126	75	5.1	125	70	5.6	74	44	3.9	61	45	2.2
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252::251to251::250	429	444	0.7	400	404	0.2	298	329	1.8	244	302	3.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252::251to251::248	70	71	0.2	55	83	3.3	59	82	2.8	26	38	2.1
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252::251to251::252	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274::275to275::274	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274::275to275::920	3	9	2.6	2	5	1.4	0	3		1	4	1.7
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274::275to275::276	164	137	2.2	181	154	2.1	135	114	1.9	77	87	1.1
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane North	B to A	920::275to275::920	14	15	0.2	6	6	0.0	1	3	1.4	1	4	1.9
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920::275to275::920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane South	B to C	920::275to275::276	2	1	0.5	0	3		1	4	1.7	0	6	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane North	C to A	276::275to275::274	129	121	0.8	163	163	0.0	81	83	0.2	63	72	1.1
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276::275to275::920	0	6		0	5		0	5		0	9	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276::275to275::276	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271::272to272::271	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271::272to272::918	7	6	0.5	0	3		0	1		0	17	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271::272to272::273	165	143	1.8	183	155	2.1	135	111	2.2	77	77	0.0
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918::272to272::271	17	15	0.5	10	7	1.0	0	1		1	2	0.8
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918::272to272::918	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918::272to272::273	2	2	0.3	0	3		0	5		0	14	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane North	C to A	273::272to272::271	143	133	0.8	169	168	0.1	82	85	0.3	63	71	1.0
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273::272to272::918	0	3		0	1		0	1		0	6	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273::272to272::273	0	0		0	0		0	0		1	0	1.4
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157::262to262::1157	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Green Lane	A to B	261::1157to1157::1159	15	38	4.5	14	40	5.0	6	30	5.7	4	37	7.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157::262to262::1156	289	318	1.7	372	399	1.4	182	216	2.4	118	145	2.4
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159::262to262::1157	48	49	0.1	49	51	0.3	9	23	3.4	11	31	4.3
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159::262to1157::1159	0	0		0								

MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677::673to673::991	211	190	1.5	394	361	1.7	151	161	0.8	23	30	1.3
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0						0					
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677::984to984::986	180	164	1.3	175	160	1.2	93	99	0.6	47	42	0.8
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214::213to213::214	0	0		0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214::213to213::906	1	7	2.9	0	7		0	5		0	25	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214::213to213::212	471	396	3.6	475	390	4.1	361	307	2.9	293	258	2.1
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906::213to213::214	0	18		1	12	4.3	0	16		0	16	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906::213to213::906	0	0		0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	13		0	13		0	12		0	10	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	373	308	3.5	437	410	1.3	346	302	2.4	229	163	4.7
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	4		0	6		0	4		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::303	12	7	1.5	23	17	1.4	14	11	0.9	6	2	1.8
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::872	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	2	5	1.5	16	27	2.3	6	9	0.9	12	13	0.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	19	13	1.6	14	9	1.4	18	12	1.5	8	7	0.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to B	303::863to863::303	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	2	3	0.7	11	7	1.4	1	1	0.2	3	2	0.4
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	159	226	4.8	214	272	3.7	120	163	3.6	91	125	3.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	5	3	1.3	1	1	0.6	7	5	0.8	15	11	1.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	10	15	1.3	14	19	1.2	9	10	0.2	14	16	0.6
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	17	28	2.2	19	26	1.6	18	22	0.9	9	13	1.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	155	174	1.5	165	198	2.5	122	143	1.9	88	106	1.8
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	2	8	2.5	9	16	2.0	13	17	1.0	10	17	1.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	164	169	0.4	187	210	1.6	133	150	1.4	106	112	0.6
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	8	15	2.1	2	5	1.6	10	9	0.2	3	7	1.7
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	B to A	302::303to303::863	173	233	4.2	236	282	2.9	135	172	2.9	99	128	2.7
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	1	3	1.3	4	3	0.5	3	3	0.2	3	3	0.1
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	7	9	0.6	3	6	1.3	4	4	0.1	3	7	1.7
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	1	0	1.0	0	2		0	2		0	6	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	92	127	3.3	119	158	3.3	80	115	3.6	77	81	0.5
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288	75	89	1.5	68	89	2.4	53	66	1.7	45	53	1.1
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	ewartby Business Park Access Rc	A to D	289::807to811::805	4	5	0.3	1	2	0.8	2	3	0.7	0	32	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869::808to812::289	50	76	3.3	55	75	2.5	55	78	2.9	46	62	2.1
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869::808to814::868	0	0		1	0	1.4	2	0	2.0	0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869::808to804::288	105	79	2.7	120	100	1.9	83	60	2.7	64	39	3.6
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	ewartby Business Park Access Rc	B to D	869::808to811::805	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288::809to812::289	97	93	0.4	95	96	0.1	44	65	2.8	43	64	2.9
MCC	33																			

MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892::893to893::892	0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892::891to891::892	0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892::891to891::900	4	4	0.2	4	4	0.2	1	1	0.4	6	6	0.2
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892::891to891::890	74	78	0.4	50	67	2.2	49	63	1.8	37	51	2.1
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900::891to891::892	1	1	0.2	6	5	0.4	3	4	0.5	2	2	0.1
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900::891to891::900	0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900::891to891::890	7	7	0.1	2	2	0.1	4	4	0.2	1	1	0.6
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890::891to891::892	108	118	0.9	103	114	1.0	64	85	2.4	60	69	1.2
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	13	14	0.2	7	12	1.5	5	9	1.4	3	6	1.4
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	terchange Retail Park Access Ro	A to A	625::626to713::625	0	0		0	0		1	0	1.4	3	0	2.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	186	175	0.9	199	191	0.6	226	212	1.0	276	267	0.5
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Access	A to D	625::626to711::624	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	175	173	0.2	204	192	0.9	176	177	0.1	203	167	2.7
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	13	16	0.8	4	18	4.2	8	12	1.2	3	8	2.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	9		0	4		0	3		0	41	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Access	B to D	619::628to711::624	6	15	2.7	3	8	2.1	4	7	1.2	4	4	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	44	44	0.0	31	31	0.0	55	55	0.0	40	40	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	239	223	1.0	221	213	0.6	219	205	1.0	155	152	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Access	C to D	623::629to711::624	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	terchange Retail Park Access Ro	D to A	624::630to713::625	0	0		1	1	0.0	2	2	0.0	1	1	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Polo Field Way	D to B	624::630to627::608	15	16	0.4	4	9	1.9	4	3	0.3	9	11	0.7
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	hange Retail Park Freight Access	D to D	624::630to711::624	0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	0	0		1	0	1.4	0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187::336to332::188	1072	1028	1.4	1138	1093	1.3	777	782	0.2	496	508	0.5
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187::336to337::331	298	282	1.0	273	273	0.0	209	213	0.3	160	155	0.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	C to A	194::333to335::190	841	873	1.1	841	828	0.4	682	681	0.0	468	471	0.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	C to C	194::333to332::188	0	0		1	0	1.4	1	0	1.4	2	0	2.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194::333to337::331	54	68	1.8	57	80	2.8	30	49	3.0	22	29	1.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331::334to335::190	403	374	1.5	345	338	0.4	202	206	0.3	149	148	0.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331::334to332::188	89	89	0.0	78	85	0.8	39	60	3.0	23	39	2.9
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331::334to337::331	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728::734to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728::734to727::726	29	30	0.2	24	22	0.3	17	17	0.1	20	21	0.3
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728::734to735::730	6	8	0.8	5	6	0.4	4	5	0.4	2	3	0.7
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728::734to736::729	1	2	0.8	0	2		0	1		0	4	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road North	B to A	726::731to737::728	11	15	1.2	13	13	0.1	14	13	0.3	9	10	0.3
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	The Causeway	B to B	726::731to727::726	1	2	0.9	2	3	0.8	1	2	0.4	0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road South	B to C	726::731to735::730	269	277	0.5	267	249	1.1	201	190	0.8	145	145	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Fisherswood Road	B to D	726::731to736::729	43	57	1.9	73	87	1.6	42	59	2.3	19	27	1.7
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road North	C to A	730::732to737::728	7	7	0.0	4	5	0.5	7	8	0.4	4	4	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	The Causeway	C to B	730::732to727::726	283	301	1.1	313	305	0.4	151	151	0.0	116	116	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road South	C to C	730::732to735::730	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Fisherswood Road	C to D	730::732to736::729	18	17	0.1	20	19	0.3	13	11	0.5	3	9	2.3
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road North	D to A	729::733to737::728	1	4	1.9	1	3	1.1	0	3		0	3	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	The Causeway	D to B	729::733to727::726	177	129	3.8	87	91	0.5	74	95	2.3	35	49	2.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road South	D to C	729::733to735::730	25	41	2.8	20	32	2.3	6	17	3.2	6	14	2.6
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Fisherswood Road	D to D	729::733to736::729	1	0	1.4	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 North	A to A	196::313to312::195	0	0		1	0	1.4	3	0	2.4	0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Bedford Road	A to B	196::313to315::200	196	178	1.3	152	143	0.8	102	103	0.1	69	71	0.2
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 South	A to C	196::313to316::197	819	794	0.9	873	859	0.5	508	560	2.2	325	340	0.8
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Southern Cross	A to D	196::313to314::203	142	140	0.2	203	178	1.8	195	185	0.7	135	136	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 North	B to A	200::317to312::195	131	131	0.0	119	118	0.1	112	111	0.1	56	59	0.4
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Bedford Road	B to B	200::317to315::200	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 South	B to C	200::317to316::197	0	0		2	2	0.1	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Southern Cross	B to D	200::317to314::203	66	68	0.2	62	64	0.3	29	31	0.4	13	15	0.4
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 North	C to A	197::310to312::195	653	669	0.6	659	666	0.3	502	514	0.5	326	336	0.6
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Bedford Road	C to B	197::310to315::200	3	3	0.0	3	3	0.1	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 South	C to C	197::310to316::197	0	0		1	0	1.4	0	0		2	0	2.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Southern Cross	C to D	197::310to314::203	102	102	0.0	107	107	0.0	87	87	0.0	71	71	0.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 North	D to A	203::311to312::195	141	140	0.1	130	123	0.6	105	103	0.2	103	101	0.2
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Bedford Road	D to B	203::311to315::200	75	78	0.4	37	39	0.4	26	27	0.2	21	23	0.5
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 South	D to C	203::311to316::197	67	68	0.1	57	57	0.0	39	39	0.0	32	32	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Southern Cross	D to D	203::311to314::203	0	0		0	0		1	0	1.4	1	0	1.4
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road North	A to A	741::745to751::741	0	0		2	0	2.0	1	0	1.4	0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	MH Star UK Ltd Access Road	A to B	741::745to756::757	3	18	4.6	0	26		0	14		0	11	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road South	A to C	741::745to752::749	31	44	2.2	38								

Appendix C

Saturday Calibration Results

Saturday Calibration - All Vehicles 07:00 to 09:00

Saturday Calibration - All Vehicles 07:00 to 09:00									All Vehicles									
									07:00:00			08:00:00			09:00:00			
									430			468			496			
									429			462			490			
									100%			99%			99%			
			415			429			451									
			96.8%			97.4%			97.0%									
			429			462			490									
			99.8%			98.7%			98.8%									
			429			467			494									
			99.8%			99.8%			99.6%									
			430			467			496									
			100.0%			99.8%			100.0%									
			430			467			496									
			100.0%			99.8%			100.0%									
			430			467			496									
			100.0%			100.0%			100.0%									
			0			0			0									
									07:00:00			08:00:00			09:00:00			
									OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	
									LOW	74	73	99%	77	76	99%	78	77	99%
									MED	0	0	n/a	0	0	n/a	2	2	100%
									HIGH	2	0	0%	2	0	0%	3	0	0%
									76			73			96%			
									79			76			96%			
									83			79			95%			
Survey Type	Ref	Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	0700 to 0800			0800 to 0900			0900 to 1000			
									OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A1 South	A to C	163::592to598::154	229	309	4.9	392	473	3.9	542	623	3.4	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Bedford road	A to D	163::592to596::149	14	21	1.6	15	24	2.0	68	71	0.4	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A421	A to E	163::592to595::73	437	446	0.4	625	649	0.9	926	944	0.6	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Services Exit	A to F	163::592to159::929	0	0		0	0		0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 North	C to A	152::593to591::158	313	429	6.0	443	562	5.3	577	692	4.6	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 South	C to C	152::593to598::154	1	0	1.4	1	0	1.4	7	0	3.7	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Bedford road	C to D	152::593to596::149	14	17	0.8	14	16	0.5	22	25	0.6	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A421	C to E	152::593to595::73	39	48	1.3	83	88	0.5	86	93	0.7	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Services Exit	C to F	152::593to159::929	0	0		0	0		0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 North	D to A	149::595to591::158	25	29	0.8	41	46	0.7	44	47	0.5	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 South	D to C	149::595to598::154	17	19	0.5	19	22	0.7	27	30	0.5	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Bedford road	D to D	149::595to596::149	0	0		0	0		0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A421	D to E	149::595to595::73	5	7	0.7	15	17	0.5	19	21	0.5	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Services Exit	D to F	149::595to159::929	0	0		0	0		0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 North	E to A	70::589to591::158	492	508	0.7	629	658	1.2	804	838	1.2	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 South	E to C	70::589to598::154	53	54	0.1	56	61	0.7	116	107	0.9	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Bedford road	E to D	70::589to596::149	0	5		3	5	1.1	3	5	1.0	
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A421	E to E	70::589to595::73	1	0	1.4	1	0	1.4	0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Services Exit	E to F	70::589to159::929	0	0		0	0		0	0		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 North	F to A	928::590to591::158	0	5		0	5		0	5		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 South	F to C	928::590to598::154	0	5		0	5		0	5		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Bedford road	F to D	928::590to596::149	0	1		0	1		0	1		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A421	F to E	928::590to595::73	0	8		0	8		0	8		
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Services Exit	F to F	928::590to159::929	0	0		0	0		0	0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566::572to573::566	0	0		0	0		0	0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566::572to567::565	3	4	0.5	2	3	0.5	7	7	0.0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566::572to568::563	12	13	0.3	17	18	0.2	32	32	0.0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566::572to561::562	5	5	0.0	17	17	0.1	21	21	0.1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	St Neots Rd East	C to D	581::582to587::580	1	4	1.8	0	16		1	5	2.2	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 On-slip South	A421 On-slip South	C to E	581::582to584::579	0	0		0	0		1	0	1.4	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	West RB	C to West RB	581::582to585::564	78	83	0.5	148	142	0.5	175	176	0.1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	A421 On-slip South	D to E	580::583to584::579	25	24	0.3	50	51	0.1	64	66	0.2	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	West RB	D to West RB	580::583to585::564	45	54	1.3	88	96	0.8	149	159	0.8	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	Water End	F to A	560::570to573::566	8	12	1.2	5	7	1.0	16	17	0.3	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	A421 On-slip North	F to B	560::570to567::565	0	0		0	0		0	0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	St Neots Rd West	F to G	560::570to561::562	106	100	0.6	212	191	1.5	311	288	1.3	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	East RB	F to East RB	560::570to568::563	21	20	0.2	24	25	0.3	41	41	0.1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	Water End	G to A	562::571to573::566	5	6	0.5	9	10	0.3	26	26	0.1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	A421 On-slip North	G to B	562::571to567::565	105	96	0.9	140	132	0.7	196	186	0.7	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	St Neots Rd West	G to G	562::571to561::562	0	0		0	0		3	0	2.4	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	East RB	G to East RB	562::571to568::563	135	137	0.2	242	242	0.0	364	364	0.0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	A421 North	A to A	551::538to537::544	0	0		0	0		1	0	1.4	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cambridge Rd	A to B	551::538to539::553	6	25	4.8	22	23	0.1	38	33	0.8	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Bedford Rd	A to C	551::538to541::554	12	14	0.7	13	16	0.7	22	25	0.7	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cardington Rd	A to E	551::538to533::547	32	33	0.1	70	67	0.4	118	115	0.2	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Stannard Way	A to F	551::538to535::637	1	5	2.5	1	5	2.2	2	6	2.1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 North	B to A	553::540to537::544	14	13	0.2	18	22	0.9	29	29	0.1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cambridge Rd	B to B	553::540to539::553	0	0		0	0		0	0		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Bedford Rd	B to C	553::540to541::554	2	3	0.7	2	3	0.6	4	5	0.5	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 South	B to D	553::540to530::556	84	75	1.1	155	135	1.6	207	147	4.5	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cardington Rd	B to E	553::540to533::547	76	75	0.1	133	133	0.0	167	167	0.0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Stannard Way	B to F	553::540to535::637	0	8		3	3	0.0	3	3	0.1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 North	C to A	554::531to537::544	5	5	0.1	8	8	0.1	12	12	0.0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cambridge Rd	C to B	554::531to539::553	2	2	0.0	4	4	0.0	7	7	0.0	
MCC	3	14/03/2023	Rdbt															

MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	ASDA access	C to C	491:479to478:491	0	0		0	0		0	0		
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	Woburn Road South	C to D	491:479to480:494	4	4	0.2	2	2		0.2	1	2	1.1
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	A421 West	C to E	491:479to482:640	10	11	0.2	5	6	0.6	6	9	1.1	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	ASDA access	A6 North	C to F	491:479to472:170	4	4	0.3	2	8	2.6	2	3	0.5	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	Woburn Road North	D to A	494:481to474:484	43	41	0.4	68	66	0.3	96	91	0.5	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A421 East	D to B	494:481to476:485	77	98	2.2	147	174	2.1	219	246	1.8	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	ASDA access	D to C	494:481to478:491	1	1	0.3	0	21		1	3	1.4	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	Woburn Road South	D to D	494:481to480:494	0	0		0	0		0	0		
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A421 West	D to E	494:481to482:640	6	2	2.0	15	5	3.3	17	5	3.7	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A6 North	D to F	494:481to472:170	28	25	0.5	86	85	0.1	145	147	0.2	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road North	E to A	643:471to474:484	55	50	0.7	71	66	0.6	92	85	0.8	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 East	E to B	643:471to476:485	0	0		0	0		1	0	1.4	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	ASDA access	E to C	643:471to478:491	11	6	1.8	10	7	1.0	10	6	1.4	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road South	E to D	643:471to480:494	9	1	3.4	7	2	2.5	5	2	1.7	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 West	E to E	643:471to482:640	0	0		1	0	1.4	0	0		
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A6 North	E to F	643:471to472:170	91	87	0.4	154	147	0.6	191	186	0.4	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road North	F to A	170:473to474:484	23	21	0.4	30	31	0.2	54	52	0.3	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 East	F to B	170:473to476:485	154	138	1.3	250	232	1.1	441	411	1.4	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	ASDA access	F to C	170:473to478:491	0	17		1	20	5.8	3	4	0.7	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road South	F to D	170:473to480:494	41	45	0.6	64	65	0.1	106	113	0.7	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 West	F to E	170:473to482:640	121	134	1.1	195	199	0.3	243	245	0.1	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A6 North	F to F	170:473to472:170	0	7		1	13	4.5	2	21	5.6	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466:467to464:466	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466:467to460:458	2	4	1.2	8	10	0.6	14	16	0.4	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466:467to646:653	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466:467to457:462	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Beacroft Rd North	A to H	466:467to455:456	0	1		0	1		0	1		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466:467to469:470	8	9	0.3	31	34	0.6	35	39	0.7	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646:653to646:653	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Beacroft Rd South	C to D	646:653to654:669	25	26	0.2	90	82	0.9	88	84	0.5	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Services	C to E	646:653to720:652	28	25	0.6	28	32	0.8	25	29	0.8	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646:653to657:649	1	0	1.4	0	0		4	0	2.8	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646:653to658:459	30	30	0	38	40	0.3	66	67	0.2	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB offslip	D to C	669:655to646:653	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Beacroft Rd South	D to D	669:655to654:669	1	1	0.3	0	2		1	2	0.7	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Services	D to E	669:655to720:652	25	14	2.5	44	28	2.7	54	32	3.4	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB onslip	D to F	669:655to657:649	96	88	0.8	190	195	0.3	212	221	0.6	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	North Rbt	D to North Rbt	669:655to658:459	76	78	0.2	154	151	0.2	213	210	0.2	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB offslip	E to C	652:656to646:653	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Beacroft Rd South	E to D	652:656to654:669	10	11	0.4	24	27	0.6	27	31	0.8	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Services	E to E	652:656to720:652	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB onslip	E to F	652:656to657:649	34	32	0.4	44	45	0.2	47	47	0.1	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	North Rbt	E to North Rbt	652:656to658:459	19	29	2.0	22	31	1.8	34	44	1.6	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457:462to464:466	2	2	0.2	3	3	0.1	6	6	0.1	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457:462to460:458	2	0	1.7	2	0	2.0	4	0	2.6	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457:462to457:462	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Beacroft Rd North	G to H	457:462to455:456	5	7	0.7	10	10	0.0	10	10	0.0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457:462to469:470	53	49	0.6	89	80	1.0	114	113	0.1	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Lower Shelton Rd	H to A	456:463to464:466	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB onslip	H to B	456:463to460:458	32	32	0.0	85	85	0.0	70	72	0.2	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB offslip	H to G	456:463to457:462	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Beacroft Rd North	H to H	456:463to455:456	0	0		0	0		0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	South Roundabout	H to South Rbt	456:463to469:470	30	31	0.1	81	83	0.2	95	94	0.1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175:353to354:175	0	0		0	0		0	0		
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175:353to355:179	8	9	0.3	34	35	0.1	46	46	0.0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175:353to356:174	271	263	0.5	413	421	0.4	651	648	0.1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175:353to349:178	8	8	0.0	21	23	0.4	51	53	0.2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179:350to354:175	3	3	0.0	38	37	0.1	44	44	0.0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179:350to355:179	0	0		0	0		2	0	2.0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179:350to356:174	54	54	0.0	89	91	0.2	133	136	0.2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179:350to349:178	24	29	0.9	44	48	0.6	82	86	0.4	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174:351to354:175	191	175	1.2	333	311	1.2	460	428	1.5	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174:351to355:179	11	10	0.2	57	53	0.6	86	82	0.4	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174:351to356:174	0	31		1	5	2.2	3	7	1.9	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174:351to349:178	8	9	0.4	22	19	0.7	22	21	0.1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178:352to354:175	21	23	0.4	50	51	0.2	74	73	0.1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178:352to355:179	38	41	0.5	96	100	0.4	141	144	0.2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178:352to356:174	18	19	0.3	48	47	0.2	57	59	0.3	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178:352to349:178	0	0		0	0		0	0		
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706:220to220:706	0	0		0	0		0	0		
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226:706to706:708	39	43	0.7	72	75	0.3	136	138	0.1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706:220to220:976	213	197	1.1	278	260	1.1	392	372	1.0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706:220to220:707	88	85	0.3	186	186	0.0	308	310	0.1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708:220to220:706	40	44	0.6	94	95	0.1	123	122	0.1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708:220to220:708	0	0		0	0		0	0		
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010:708to708:976	84	77	0.8	149	133	1.4	176	167	0.7	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End													

MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	205::390to386::205	0	0		0	0		0	0	
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	Meadow Road	A to B	205::390to392::387	15	13	0.5	29	22	1.4	46	33	2.0
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road North	B530 Ampthill Road South	A to C	205::390to391::169	83	71	1.4	146	127	1.6	196	178	1.3
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	B530 Ampthill Road North	B to A	387::388to386::205	29	21	1.5	58	44	1.9	85	71	1.6
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	Meadow Road	B to B	387::388to392::387	0	0		0	0		2	0	1.9
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	Meadow Road	B530 Ampthill Road South	B to C	387::388to391::169	38	44	0.9	41	48	1.1	52	60	1.1
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	B530 Ampthill Road North	C to A	169::389to386::205	111	81	3.0	222	178	3.1	304	239	3.9
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	Meadow Road	C to B	169::389to392::387	10	15	1.3	11	27	3.6	27	48	3.5
MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	B530 Ampthill Road South	C to C	169::389to391::169	0	0		1	0	1.4	0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	206::908to908::206	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	Juniper Drive	A to B	206::908to908::909	2	3	0.3	5	4	0.4	6	6	0.2
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	206::908to908::205	95	82	1.4	168	145	1.9	226	200	1.8
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road North	B to A	909::908to908::206	6	5	0.4	11	12	0.3	17	16	0.2
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	Juniper Drive	B to B	909::908to908::909	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road South	B to C	909::908to908::205	5	3	1.3	8	5	1.0	19	11	2.1
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	205::908to908::206	139	102	3.3	283	221	3.9	378	303	4.0
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	Juniper Drive	C to B	205::908to908::909	2	1	1.2	2	1	0.9	10	6	1.4
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	205::908to908::205	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	165::164to164::165	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	Bedford Road	A to B	165::164to164::874	16	11	1.5	33	17	3.2	54	28	4.2
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	165::164to164::132	98	102	0.4	158	159	0.1	190	209	1.4
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road North	B to A	874::164to164::165	25	18	1.6	44	36	1.2	55	43	1.7
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	Bedford Road	B to B	874::164to164::874	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road South	B to C	874::164to164::132	10	5	1.7	21	15	1.5	36	19	3.2
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	132::164to164::165	102	79	2.4	193	169	1.8	282	246	2.2
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	Bedford Road	C to B	132::164to164::874	8	7	0.5	17	16	0.3	29	27	0.5
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	132::164to164::132	0	0		1	0	1.4	0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 North	A to A	131::133to133::131	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 South	A to B	131::133to133::130	96	94	0.2	145	144	0.1	182	190	0.6
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	Stewartby Way	A to C	131::133to133::134	18	14	1.1	39	28	1.9	45	38	1.1
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 North	B to A	130::133to133::131	75	76	0.1	169	166	0.2	260	249	0.7
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 South	B to B	130::133to133::130	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	Stewartby Way	B to C	130::133to133::134	15	30	3.1	29	53	3.8	50	82	3.9
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 North	C to A	134::133to133::131	31	11	4.5	42	19	4.1	54	24	4.7
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 South	C to B	134::133to133::130	25	31	1.1	39	44	0.8	71	78	0.8
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	Stewartby Way	C to C	134::133to133::134	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		0	0		1	0	1.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717::145to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717::145to139::132	12	12	0.0	8	8	0.1	17	16	0.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717::145to141::715	0	1		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717::145to143::302	2	2	0.3	6	5	0.5	2	3	0.5
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138::140to144::716	1	1	0.2	3	2	0.7	6	5	0.5
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138::140to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138::140to139::138	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138::140to141::715	0	1		0	1		1	2	0.6
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138::140to143::302	35	40	0.8	70	79	1.1	92	111	1.9
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715::142to144::716	0	1		1	1	0.0	0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715::142to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715::142to139::138	1	1	0.3	2	2	0.1	2	2	0.2
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715::142to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715::142to143::302	0	0		0	2		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302::144to144::716	3	2	0.8	3	3	0.2	6	5	0.6
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302::144to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302::144to139::138	41	29	2.0	72	54	2.3	105	85	2.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302::144to141::715	0	0		0	1		1	1	0.6
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302::144to143::302	0	0		1	0	1.4	0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955::941to947::956	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955::941to948::305	29	21	1.7	48	38	1.5	83	61	2.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955::941to949::284	13	10	0.9	32	28	0.8	35	28	1.3
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305::948to947::956	22	23	0.3	45	45	0.0	43	52	1.3
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305::948to948::305	0	0		0	0		1	0	1.4
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305::948to949::284	18	22	0.8	54	58	0.5	62	68	0.7
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284::949to947::956	8	4	1.6	10	7	1.1	21	11	2.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284::949to948::305	8	11	1.0	25	18	1.5	37	30	1.1
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284::949to949::284	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250::251to251::250	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250::251to251::248	42	29	2.1	37	29	1.5	66	44	2.9
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250::251to251::252	78	79	0.1	165	161	0.3	254	274	1.2
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248::251to251::250	28	19	1.9	48	40	1.2	86	64	2.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248::251to251::248	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248::251to251::252	12	11	0.4	29	22	1.4	52	35	2.6
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252::251to251::250	131	149	1.5	264	312	2.8	392	431	1.9
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252::251to251::248	24	18	1.3	29	23	1.3	63	51	1.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252::251to251::252	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274::275to275::274	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274::275to275::920	0	1		0	4		0	6	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274::275to275::276	23	15	1.8	39	25	2.5	63	42	2.9
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane North	Green Lane North	B to A	920::275to275::274	0	1		0	1		0	1	
MCC	21	14/03/2023	Turn	n													

MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	D to C	661::664to667::660	15	16	0.2	25	26	0.2	50	49	0.1
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	D to D	661::664to648::661	0	0		0	0		1	0	1.4
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 East	A to B	402::416to417::405	192	169	1.7	294	255	2.4	338	314	1.4
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 West	A to C	402::416to419::396	266	262	0.2	434	411	1.1	724	675	1.8
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 North	B to A	410::418to415::399	317	342	1.4	410	446	1.7	480	518	1.7
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 West	A to C	409::411to411::412	226	236	0.6	337	347	0.5	397	412	0.8
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 North	C to A	395::420to415::399	212	224	0.8	293	311	1.0	416	423	0.3
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 East	C to B	395::420to417::405	165	172	0.5	212	219	0.5	264	284	1.2
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Bedford Road North	A to A	454::438to433::454	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB onslip	A to B	454::438to439::687	41	46	0.8	48	75	3.4	60	111	5.5
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB offslip	A to G	454::438to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Salford Road	A to H	454::438to445::1007	13	20	1.7	18	29	2.3	38	45	1.0
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 J13 South Rbt	A to South Rbt	454::438to444::424	0	174		0	260		0	360	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	C to D	426::428to429::723	21	34	2.5	16	24	1.8	33	41	1.3
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	A421 West	C to E	426::428to430::409	429	405	1.2	557	526	1.3	617	578	1.6
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	M1 WB onslip	C to F	426::428to432::421	1	0	1.4	1	0	1.4	2	0	2.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	North Rbt	C to North Rvt	426::428to427::423	43	36	1.1	80	72	0.9	104	104	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	D to C	723::722to428::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	Bedford Road South	D to D	723::722to429::723	0	0		1	0	1.4	3	0	2.4
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	A421 West	D to E	723::722to430::409	43	38	0.9	65	62	0.4	102	90	1.2
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB onslip	D to F	723::722to432::421	19	19	0.0	25	26	0.2	37	40	0.5
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	North Rbt	D to North Rvt	723::722to427::423	25	29	0.8	32	44	1.9	62	76	1.7
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB offslip	E to C	408::431to438::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	Bedford Road South	E to D	408::431to429::723	42	28	2.3	44	32	2.0	67	58	1.1
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	A421 West	E to E	408::431to430::409	0	1		0	1		0	1	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB onslip	E to F	408::431to432::421	151	159	0.6	246	247	0.0	267	286	1.1
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	North Rbt	E to North Rvt	408::431to427::423	170	152	1.5	225	195	2.1	296	254	2.5
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Bedford Road North	G to A	434::441to433::454	74	77	0.3	90	82	0.9	126	118	0.8
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 EB offslip	G to G	434::441to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Salford Road	G to H	434::441to445::1007	177	171	0.5	178	180	0.1	200	209	0.7
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 J13 South Rbt	G to South Rbt	434::441to444::424	0	37		0	31		0	41	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Bedford Road North	H to A	435::442to433::454	27	30	0.6	29	33	0.7	45	46	0.1
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB onslip	H to B	435::442to439::687	377	357	1.0	528	518	0.5	653	630	0.9
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB offslip	H to G	435::442to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Salford Road	H to H	435::442to445::446	1	0	1.4	0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 J13 South Rbt	H to South Rbt	435::442to444::424	0	25		0	55		0	52	
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road East	B to C	990::671to671::435	399	389	0.5	572	548	1.0	671	665	0.2
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road / A421 interchange	Salford Road West	B to D	990::671to446::985	13	10	1.0	17	18	0.3	26	19	1.5
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road East	A421 On-slip North	C to A	985::672to672::984	208	201	0.5	244	227	1.1	288	271	1.0
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677::673to673::991	7	7	0.0	18	18	0.0	28	28	0.1
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0			0			0		
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677::984to984::986	23	24	0.2	59	58	0.1	66	65	0.1
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214::213to213::214	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214::213to213::906	0	7		0	4		0	7	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214::213to213::212	92	70	2.5	161	123	3.2	215	163	3.8
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906::213to213::214	0	4		2	4	1.3	1	4	1.9
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906::213to213::906	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	1		0	2		0	2	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	119	80	3.9	260	199	4.0	359	280	4.4
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	1		0	2		0	2	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::871	6	4	0.8	9	7	0.9	14	11	0.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::302	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	5	4	0.5	10	11	0.2	11	9	0.5
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	3	3	0.2	3	2	0.8	18	12	1.5
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303::863to863::303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	0	0		0	1		1	0	0.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	34	41	1.1	78	89	1.2	83	107	2.5
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	0	1		0	1		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	1	1	0.3	1	1	0.1	2	2	0.1
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	0	1		0	3		4	4	0.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	1	1	0.4	2	2	0.2	11	9	0.8
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	34	29	0.9	64	51	1.8	95	79	1.7
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	0	2		0	3		2	4	1.1
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	39	30	1.6	73	55	2.3	108	88	2.1
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	2	4	1.1	1	4	1.7	3	4	0.3
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302::303to303::863	34	41	1.2	77	86	1.0	95	114	1.8
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	0	1		0	0		1	2	0.6
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	3	2	0.5	4	6	0.8	7	6	0.4
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	0	1		0	3		0	3	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	8	14	1.8	20	29	1.8	44	57	1.9
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288									

MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Lomax Gardens	D to D	782::788to794::782	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road North	A to A	339::348to341::339	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 South	A to B	339::348to342::185	8	7	0.3	13	12	0.4	25	21	0.9
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road South	A to C	339::348to970::968	0	0		0	2		0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Veolia Elstow Access Road	A to D	339::348to347::340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 North	A to E	339::348to345::183	2	5	1.6	10	12	0.6	12	15	0.8
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road North	B to A	192::343to341::339	7	5	1.0	5	7	0.8	27	22	1.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 South	B to B	192::343to342::185	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road South	B to C	192::343to970::968	0	0		0	0		1	0	1.4
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Veolia Elstow Access Road	B to D	192::343to347::340	1	1	0.0	0	1		1	2	0.6
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South		B to E	192::343to345::183	359	341	1.0	572	547	1.0	908	848	2.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	C to A	968::969to341::339	0	2		0	3		0	1	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 South	C to B	968::969to342::185	0	1		0	1		0	1	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road South	C to C	968::969to970::968	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Veolia Elstow Access Road	C to D	968::969to347::340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 North	C to E	968::969to345::183	2	1	1.3	3	6	1.6	2	4	1.2
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road North	D to A	340::344to341::339	0	0		0	1		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 South	D to B	340::344to342::185	0	1		1	1	0.0	0	1	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road South	D to C	340::344to970::968	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Veolia Elstow Access Road	D to D	340::344to347::340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 North	D to E	340::344to345::183	4	4	0.2	2	2	0.1	2	2	0.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road North	E to A	182::346to341::339	4	6	0.8	5	8	1.2	10	14	1.2
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 South	E to B	182::346to342::185	334	314	1.1	476	438	1.8	627	591	1.5
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	182::346to970::968	4	3	0.3	3	4	0.4	2	4	1.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	182::346to347::340	5	5	0.0	2	9	2.9	2	4	1.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	182::346to345::183	1	0	1.4	2	0	2.0	4	0	2.7
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	890::889to889::890	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	890::889to889::902	1	1	0.3	2	3	0.5	6	7	0.4
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road South	A to C	890::889to889::888	6	9	1.0	17	20	0.7	28	27	0.3
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	902::889to889::890	4	3	0.5	5	5	0.1	14	12	0.5
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B	902::889to889::902	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road South	B to C	902::889to889::888	4	4	0.2	5	5	0.1	10	11	0.4
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road North	C to A	888::889to889::890	9	13	1.1	15	17	0.5	32	34	0.3
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	888::889to889::902	2	1	0.6	2	1	0.9	7	2	2.2
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	888::889to889::888	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	893::892to892::893	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	893::892to892::891	7	9	0.8	22	23	0.1	31	33	0.4
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	893::892to892::898	0	3		2	4	1.1	0	4	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	891::892to892::893	10	15	1.3	23	28	0.9	43	48	0.7
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	891::892to892::891	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	891::892to892::898	2	0	1.7	2	1	1.2	3	1	1.5
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	898::892to892::898	1	1	0.3	0	2		4	5	0.4
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	898::892to892::891	0	1		0	4		1	2	0.6
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	898::892to892::898	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	894::893to893::894	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	894::893to893::896	0	3		0	3		4	4	0.1
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road South	A to C	894::893to893::892	7	11	1.2	24	22	0.4	27	31	0.7
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	896::893to893::894	0	1		0	1		3	3	0.0
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Medbury Lane	B to B	896::893to893::896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road South	B to C	896::893to893::892	0	2		0	5		4	6	0.9
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road North	C to A	892::893to893::894	11	15	1.0	22	28	1.2	45	51	0.9
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Medbury Lane	C to B	892::893to893::896	0	1		1	1	0.1	2	2	0.3
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892::893to893::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892::891to891::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892::891to891::900	0	2		4	5	0.6	0	5	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892::891to891::890	7	8	0.4	18	22	0.8	32	30	0.5
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900::891to891::892	0	0		8	8	0.1	4	5	0.3
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900::891to891::900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900::891to891::890	0	2		1	1	0.1	3	4	0.6
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890::891to891::892	12	15	0.8	17	20	0.8	42	44	0.3
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	1	1	0.6	3	1	1.2	4	2	1.4
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access	Roterchange Retail Park Access Ro	A to A	625::626to713::625	1	0	1.4	0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	22	21	0.3	49	48	0.2	119	114	0.5
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Rohange Retail Park Freight Acces:	A to D	625::626to711::624	0	1		0	1		0	1	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	66	60	0.8	86	77	1.0	158	142	1.3
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	2	8	2.5	6	9	0.9	10	13	0.9
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	3		0	2		0	5	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Acces:	B to D	619::628to711::624	3	5	1.2	10	10	0.2	10	9	0.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	0	51		5	5	0.1	17	17	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	39	38	0.1	82	77	0.5	187	176	0.8
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Acces:	C to D	623::629to711::624	0	2		1	1	0.0	2	2	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	terchange Retail Park Access Ro	D to A	624::630to713::625	0	1		0	1		0	1	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Polo Field Way	D to B	624::630to627::608	1	2	0.8	5	5	0.0	5	5	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	hange Retail Park Freight Acces:	D to D	624::630to711::624	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	3	0	2.4	1	0	1.4	7	0	3.7
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187::336to332::188	272	253	1.2	421	392	1.5	543	513	1.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187::33									

MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road East	A to B	912:-911to911:-393	0	3		2	5	1.5	2	8	2.6
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Horseshoe Crescent	A to C	912:-911to911:-913	0	1		1	1	0.0	2	2	0.0
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road West	A to D	912:-911to911:-387	44	36	1.3	59	54	0.7	70	64	0.8
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Oatlands Drive	B to A	393:-911to911:-912	2	6	2.0	7	6	0.4	4	5	0.6
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road East	B to B	393:-911to911:-393	0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Horseshoe Crescent	B to C	393:-911to911:-913	0	2		0	2		0	2	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road West	B to D	393:-911to911:-387	10	22	3.0	27	22	1.0	34	43	1.4
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Oatlands Drive	C to A	913:-911to911:-912	0	3		0	3		0	3	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road East	C to B	913:-911to911:-393	1	0	0.9	1	2	0.6	1	1	0.1
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Horseshoe Crescent	C to C	913:-911to911:-913	0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road West	C to D	913:-911to911:-387	9	7	0.6	17	16	0.2	25	25	0.0
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Oatlands Drive	D to A	387:-911to911:-912	14	13	0.2	23	18	1.1	40	30	1.8
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road East	D to B	387:-911to911:-393	5	12	2.4	11	27	3.7	20	43	4.1
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Horseshoe Crescent	D to C	387:-911to911:-913	3	3	0.1	6	4	0.9	13	9	1.3
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road West	D to D	387:-911to911:-387	0	0		0	0		1	0	1.4
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road North	A to A	693:-692to692:-693	0	0		0	0		1	0	1.4
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Summerhill Place	A to B	693:-692to692:-994	0	1		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road South	A to C	693:-692to692:-691	25	25	0.0	32	29	0.5	38	35	0.6
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road North	B to A	994:-692to692:-693	0	0		0	0		1	0	1.0
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Summerhill Place	B to B	994:-692to692:-994	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road South	B to C	994:-692to692:-691	5	1	2.2	9	0	4.2	12	3	3.3
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road North	C to A	691:-692to692:-693	14	13	0.2	14	29	3.2	22	42	3.6
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Summerhill Place	C to B	691:-692to692:-694	2	1	0.8	4	1	2.2	9	2	3.2
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road South	C to C	691:-692to692:-991	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road North	A to A	436:-448to448:-837	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Salford Road East	A to B	436:-448to448:-453	21	21	0.1	40	46	0.9	45	45	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road South	A to C	436:-448to448:-454	43	44	0.1	81	79	0.2	128	131	0.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Meadow Road West	A to D	436:-448to448:-873	0	5		0	5		0	5	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road North	B to A	453:-448to448:-837	9	9	0.1	9	13	1.2	19	19	0.1
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road East	B to B	453:-448to448:-453	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road South	B to C	834:-453to453:-454	193	193	0.0	285	281	0.2	390	381	0.5
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road West	B to D	453:-448to448:-873	0	2		0	2		0	2	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road North	C to A	454:-448to448:-837	24	25	0.1	30	31	0.2	59	60	0.1
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road East	C to B	454:-448to448:-453	140	140	0.0	161	167	0.4	243	248	0.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road South	C to C	454:-448to448:-454	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road West	C to D	454:-448to448:-873	0	5		1	3	1.5	1	4	2.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road North	D to A	873:-448to448:-837	0	0		0	5		0	5	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road East	D to B	873:-448to448:-453	0	0		0	3		0	3	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873:-448to448:-454	0	3		1	6	2.6	2	5	1.7
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873:-448to448:-873	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to A	634:-633to633:-634	1	0	1.4	0	0		1	0	1.4
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 South	A to B	634:-633to633:-631	329	321	0.5	490	467	1.0	741	709	1.2
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	Progress Park	A to C	634:-633to633:-632	3	5	0.8	8	10	0.5	9	11	0.6
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 North	B to A	631:-633to633:-634	383	374	0.5	650	620	1.2	1014	972	1.3
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631:-633to633:-631	1	0	1.4	0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622:-631to631:-632	4	4	0.0	28	28	0.0	16	19	0.7
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 North	C to A	635:-632to632:-634	3	3	0.1	5	6	0.3	10	10	0.1
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632:-633to633:-631	2	3	0.8	6	7	0.3	16	15	0.2
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632:-633to633:-632	0	0		0	0		0	0	

Saturday Calibration - All Vehicles 10:00 to 15:00

All Vehicles																	
10:00:00			11:00:00			12:00:00			13:00:00			14:00:00			15:00:00		
507			502			504			506			501			514		
498			489			491			496			490			498		
98%			97%			97%			98%			98%			97%		
460 90.7%			451 89.8%			450 89.3%			453 89.5%			445 88.8%			458 89.1%		
483 95.3%			469 93.4%			471 93.5%			480 94.9%			469 93.6%			484 94.2%		
498 98.2%			489 97.4%			491 97.4%			496 98.0%			490 97.8%			498 96.9%		
505 99.6%			497 99.0%			500 99.2%			502 99.2%			497 99.2%			511 99.4%		
505 99.6%			500 99.6%			500 99.6%			505 99.8%			500 99.8%			512 99.6%		
507 100.0%			501 99.8%			503 99.8%			505 99.8%			500 99.8%			514 100.0%		
507 100.0%			502 100.0%			504 100.0%			506 100.0%			500 99.8%			514 100.0%		
507 100.0%			502 100.0%			504 100.0%			506 100.0%			501 100.0%			514 100.0%		

[illegible]

MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offlip	South Shelton Rd	G to South Rby	A457-462to469-470	143	139	0.4	183	187	0.3	199	201	0.1	174	192	1.3	151	157	0.5	184	195	0.8
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456-463to464-466	1	0	1.4	1	0	1.4	0	0	0	1	1	0.0	2	0.1	0	1	1	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456-463to460-458	92	93	0.1	96	98	0.2	86	89	0.4	95	96	0.1	77	81	0.4	61	64	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offlip	H to G	456-463to457-462	0	0		0	0		0	0	0	0	0		0	0	0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456-463to455-456	0	0		0	0		0	0	0	0	0		0	0	0	0		
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456-463to469-470	115	119	0.3	114	118	0.3	96	99	0.3	103	106	0.3	92	94	0.2	68	70	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	A6 The Branson Way North	A to A	175-353to354-175	0	0		0	0		0	0		1	0	1.4	0	0		1	0	1.4
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	Ridge Road East	A to B	175-353to355-179	70	70	0.0	60	62	0.2	66	66	0.0	74	75	0.1	43	45	0.3	59	59	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	A6 The Branson Way South	A to C	175-353to356-174	694	700	0.2	732	743	0.4	754	764	0.3	758	763	0.2	651	675	0.9	640	649	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way North	Ridge Road West	A to D	175-353to349-178	57	57	0.0	61	60	0.1	74	74	0.0	58	60	0.3	74	75	0.1	65	67	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	A6 The Branson Way North	B to A	179-350to354-175	43	43	0.0	61	62	0.1	52	53	0.1	64	64	0.0	57	58	0.2	48	49	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179-350to355-179	1	1	0	1.4	1	0	1.4	2	0	0	0	0	0	0	0	0	2.0	
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	A6 The Branson Way South	B to C	179-350to356-174	150	152	0.1	162	164	0.2	145	144	0.0	158	161	0.2	127	126	0.4	153	152	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179-350to349-178	112	115	0.3	127	130	0.3	152	154	0.2	140	143	0.3	108	112	0.4	109	111	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	A6 The Branson Way North	C to A	174-351to354-175	541	515	1.1	658	621	1.5	800	751	1.7	714	707	0.3	650	634	0.6	599	584	0.6
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	Ridge Road East	C to B	174-351to355-179	93	91	0.3	95	94	0.1	107	105	0.2	114	113	0.1	105	103	0.2	121	116	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	A6 The Branson Way South	C to C	174-351to356-174	1	4	2.0	2	7	2.2	6	0.4	9	10	0.3	2	6	2.1	4	8	1.7	
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	A6 The Branson Way South	Ridge Road West	C to D	174-351to349-178	49	43	0.9	44	44	0.0	45	43	0.3	50	49	0.1	53	51	0.3	37	39	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	A6 The Branson Way North	D to A	178-352to354-175	61	64	0.4	63	65	0.3	66	68	0.2	56	58	0.3	51	53	0.3	59	59	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178-352to355-179	139	142	0.3	132	136	0.3	111	114	0.3	122	125	0.3	98	102	0.4	88	90	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	A6 The Branson Way South	D to C	178-352to356-174	66	69	0.4	67	70	0.4	62	63	0.1	61	63	0.3	53	56	0.4	44	47	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branson Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178-352to349-178	0	0		0	0		0	0		0	0		1	0	1.4	1	0	1.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706-220to220-706	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to B	226-220to220-706	162	164	0.2	171	173	0.2	212	213	0.0	199	199	0.2	209	202	0.0	195	186	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	A to C	706-220to220-976	477	457	0.9	506	487	0.8	542	523	0.8	526	522	0.2	498	488	0.4	447	443	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Amptihill Road	A to D	706-220to220-707	363	371	0.4	365	375	0.5	397	409	0.6	380	385	0.3	375	385	0.5	373	388	0.7
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708-220to220-706	163	161	0.1	158	160	0.2	171	174	0.2	158	161	0.2	182	184	0.2	182	186	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708-220to220-708	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010-708to708-976	221	210	0.8	231	221	0.7	242	238	0.3	282	276	0.3	253	252	0.1	217	214	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Amptihill Road	B to D	708-220to220-707	143	146	0.2	175	180	0.4	183	186	0.2	191	195	0.3	180	188	0.6	184	194	0.8
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976-220to220-976	502	536	1.5	509	529	0.9	469	497	1.3	506	527	0.9	527	530	0.1	477	501	1.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976-220to220-708	172	163	0.7	188	182	0.5	215	201	1.0	209	200	0.7	241	219	1.4	193	189	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976-220to220-976	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Amptihill Road	C to D	977-976to976-707	445	404	2.0	492	441	2.4	500	461	1.8	489	458	1.4	485	445	1.9	450	427	1.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Amptihill Road	A5141 (former A6) North	D to A	219-707to707-706	412	392	1.0	432	408	1.2	434	403	1.5	446	420	1.3	457	437	0.9	428	404	1.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Amptihill Road	W End	D to B	707-220to220-707	154	150	0.3	161	163	0.2	212	206	0.4	203	205	0.1	198	201	0.2	184	188	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Amptihill Road	A5141 (former A6) South	D to C	707-220to220-976	257	249	0.3	346	324	0.4	354	347	0.4	370	356	0.8	381	366	0.8	376	351	1.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Amptihill Road	B530 Amptihill Road	D to D	707-220to220-707	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road North	A5141 Amptihill Road North	A to A	980-221to221-980	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road North	A5141 Amptihill Road South	A to B	980-221to221-981	626	622	0.2	694	690	0.2	779	775	0.2	753	754	0.0	741	742	0.0	676	683	0.3
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road North	Elstow Road	A to C	980-221to221-979	157	158	0.0	189	192	0.2	163	167	0.3	168	172	0.3	174	171	0.2	173	175	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road South	A5141 Amptihill Road North	B to A	981-221to221-980	725	741	0.6	681	696	0.5	624	644	0.8	657	670	0.5	721	728	0.3	614	633	0.8
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road South	A5141 Amptihill Road South	B to B	981-221to221-981	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	A5141 Amptihill Road South	Elstow Road	B to C	981-221to221-979	352	346	0.3	418	402	0.8	450	430	0.9	453	439	0.7	445	423	1.1	473	455	0.9
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	Elstow Road	A5141 Amptihill Road North	C to A	905-979to979-980	199	201	0.2	175	175	0.0	165	165	0.0	157	158	0.0	141	141	0.0	126	130	0.4
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	Elstow Road	A5141 Amptihill Road South	C to B	979-221to221-981	376	372	0.2	348	346	0.1	372	370	0.1	343	348	0.3	335	335	0.0	339	341	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Amptihill Road Junction	Elstow Road	Elstow Road	C to C	979-221to221-979	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Amptihill Road North	B530 Amptihill Road North	A to A	218-610to617-218	0	0		11	0	4.7	7	0	3.7	7	0	3.7	3	0	2.4	6	0	3.5
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Amptihill Road North	Sam Clark Way	A to B	218-610to616-609	205	197	0.6	251	240	0.7	222	218	0.3	208	203	0.4	247	232	1.0	226	218	0.6
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Amptihill Road North	B530 Amptihill Road South	A to C	218-610to615-217	176	162	1.1	166	163	0.2	171	178	0.5	150	165	1.2	143	155	1.0	161	167	0.5
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Amptihill Road North	Interchange Way	A to D	218-610to606-607	447	417	1.4	457	434	1.1	494	473	1.0	493	474	0.9	466	431	1.6	465	444	1.0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Amptihill Road North	Polo Field Way	A to E	218-610to618-619	131	143	1.0	153	159	0.5	171	186	1.1	190	200	0.7	183	192	0.7	166	184	1.4
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Amptihill Road North	B to A	609-611to617-218	192	194	0.1	220	222	0.1	197	205	0.6	209	215	0.4	211	216	0.3	210	213	0.2
MCC																										

[illegible]

MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation) West	Lomax Gardens	8 to D	A to A	783-786t994-782		0	1			0	1		0	1		0	1		0	1		0	1		
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue Northeast	C to A	A to B	784-787t996-780	94	96	0.2	72	73	0.1	78	76	0.2	75	76	0.1	78	78	0.1	78	78	0.1	58	61	0.3
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	(Innovation) East	C to B	A to C	784-787t993-783		0	1		0	1	0	1		0	1		2	2	0.0	2	2	0.0			
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue West	C to C	A to C	784-787t995-784		0	0		0	0	2	0	2.0	1	0	1.4	0	0	0	0	0	0	0		
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Lomax Gardens	D to B	A to D	784-787t994-782		0	2	0	2	0	1	2	0.8	1	2	0.8	1	2	0.8	0	2	0.8	0		
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue Northeast	C to B	A to B	784-787t996-780		0	5	0	1.6	0	0	1.5	0	0	1.5	0	1.3	0	0	0	0	0	1.4		
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	(Innovation) West	D to B	D to B	782-788t993-783		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Burgoyne Avenue West	D to C	D to C	782-788t995-784		0	1	0	0	1	0	0	1	1	1	0.0	1	1	0.0	0	1	0			
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Lomax Gardens	D to D	D to D	782-788t994-782		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road North	A to A	A to A	339-348t941-339		0	0		0	0	0	0	0	0	0	1	0	1.4	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 South	A to C	A to C	339-348t942-185		38	28	0.7	24	19	0.8	38	32	1.0	30	11	0.6	41	13	0.8	39	16			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road South	A to C	A to C	339-348t970-968		0	4		0	3	0	0	3	1.0	0	2	0	4	0	3	0	0.5			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Veolia Elstow Access Road	A to D	A to D	339-348t947-340		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 North	A to E	A to E	339-348t943-183	18	23	1.1	10	15	1.4	15	22	1.6	15	18	0.7	15	21	1.5	10	17	1.8			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road North	B to A	B to A	192-343t941-339	22	18	0.8	36	29	1.3	44	34	1.6	45	36	1.4	36	31	1.0	28	22	1.2			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 South	B to B	B to B	192-343t942-185		0	0		0	0	1	0	1.4	0	0	6	0	3.5	4	0	2.8				
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road North	E to B	E to B	192-343t970-968		0	0		0	0	1	0	1.4	0	0	6	0	3.5	4	0	2.8				
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Veolia Elstow Access Road	S to D	S to D	192-343t947-340		1	0.3	0	0	0	1	0	0	2	0	2	0	2	0	0	1	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 North	B to E	B to E	192-343t943-183	938	926	0.4	929	910	0.6	953	929	0.8	968	951	0.6	887	876	0.4	794	773	0.8			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	C to A	A to A	968-968t941-339		0	1		0	2	0	1	0	0	2	0	1	0	1	0	1	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 South	C to B	B to B	968-968t942-185		1	1	0.0	0	1	0	1	0	2	1	1	0.0	1	1	0.0	1	0.2			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road South	C to C	C to C	968-968t970-968		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Veolia Elstow Access Road	C to D	D to D	968-968t947-340		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 North	C to E	E to E	968-968t943-183		0	2	0.7	1	5	2.5	2	3	0.7	5	7	1.0	0	5	1	2	0.8			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	D to A	A to A	340-344t941-339		0	1		0	0	0	1	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 South	D to B	B to B	340-344t942-185		0	1		0	0	0	1	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road South	D to C	C to C	340-344t970-968		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Veolia Elstow Access Road	D to D	D to D	340-344t947-340		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 North	D to E	E to E	340-344t943-183	3	4	0.3	0	0	0	5	4	0.3	0	0	0	0	0	0	0	0	0			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road North	C to A	A to A	182-346t941-339	23	23	0.1	16	21	0.5	11	20	25	1.1	17	0.2	25	29	0.8	0	1.2				
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 South	E to B	B to B	182-346t942-185	792	743	1.8	847	795	1.8	917	868	1.6	1042	992	1.6	935	891	1.5	825	806	0.7			
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	C to C	182-346t970-968	1	3	1.6	1	3	1.3	0	4	0	0	6	1	3	1.5	2	5	1.5				
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	D to D	182-346t947-340	1	3	1.2	0	12		1	12	4.2	0	14	0	12		0	13	0				
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	E to E	182-346t943-183	1	0	1.4	4	0	2.8	6	0	3.4	6	0	3.5	3	0	2.4	4	0	2.7			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	A to A	890-889t889-890		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	B to B	890-889t889-902		7	9	0.6	5	7	0.7	7	8	0.5	4	5	0.3	5	7	0.8	8	10	0.7		
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	A to C	A to C	890-889t889-888	44	44	0.0	25	28	0.5	45	48	0.5	35	35	0.0	54	57	0.4	41	46	0.7			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	A to A	902-889t889-890	7	6	0.5	5	4	0.4	6	5	0.5	11	10	0.4	9	8	0.4	4	3	0.3			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B	B to B	902-889t889-902		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road South	B to C	C to C	902-889t889-888	8	11	1.0	7	0	0	0.9	8	10	0.7	10	12	0.5	4	6	0.7	8	10	0.5		
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	A to B	B to B	888-889t889-890	13	13	0.1	14	15	0.2	15	16	0.2	58	60	0.3	58	60	0.3	37	40	0.6			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	B to B	888-889t889-902	12	5	2.2	7	4	1.5	10	5	2.0	12	5	2.3	12	6	2.0	9	4	1.8			
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	C to C	888-889t889-888	0	0		0	0	0	0	0	0	1	0	1.4	0	0	0	0	0	0			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	A to A	893-892t892-893		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	B to B	893-892t892-891	48	49	0.2	28	29	0.2	53	55	0.3	39	41	0.3	53	48	1.4	50	45	0.7			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	C to C	893-892t892-892	1	1	0.1	1	1	0.1	2	0.9	0	16	16	0	0	0	0	0	0	0			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	A to A	891-892t892-893	45	53	1.1	50	57	0.9	59	64	0.6	68	73	0.6	59	65	0.7	43	48	0.7			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	B to B	891-892t892-891		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	C to C	891-892t892-898	0	1		1	1	0.4	0	0	0	1	0	0.9	0	0	0	0	0	0			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	A to A	898-892t892-893	1	2	0.8	0	2		0	2	0	1	2	0.7	0	1	0	1	0	1			
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	B to B	898-892t892-891	1	2	0.8	1	2	0.7	3	4	0.5	1	2	0.4	0	18	0	13	0				
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	C to C	898-892t892-898	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	A to A	894-893t893-894		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	B to B	894-893t893-896	5	5	0.0	5	5	0.0	4	4	0.0	6	6	0.0	6	6	0.0	4	4	0.0			
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road South	A to C	C to C	894-893t893-892	47	47	0.0	28	29	0.2	53	53	0.1	39	38	0.1	50	52	0.2	50	49	0.2			
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	A to A	896-893t893-894	3	3	0.0	2	2	0.0	2	2	0.0	4	4	0.0	4	4	0.0	6	6	0.0			
MCC	41	14/03/202																												

MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873:-448to448:-454	1	5	2.4	3	8	2.2	0	4		2	5	1.7	1	4	1.8	1	4	1.9
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873:-448to448:-873	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to A	634:-633to633:-634	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 South	A to B	634:-633to633:-631	931	893	1.3	1035	1013	0.7	1140	1097	1.3	1189	1138	1.5	1130	1097	1.0	1019	998	0.7
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	Progress Park	A to C	634:-633to633:-632	19	20	0.1	15	17	0.5	12	12	0.1	12	13	0.3	11	11	0.0	11	11	0.0
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 North	B to A	631:-633to633:-634	1112	1089	0.7	1152	1123	0.8	1158	1137	0.6	1193	1168	0.7	1220	1188	0.9	1096	1099	0.1
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631:-633to633:-631	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622:-631to631:-632	22	23	0.3	17	19	0.4	16	19	0.7	17	19	0.5	10	12	0.6	14	16	0.6
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 North	C to A	635:-632to632:-634	13	13	0.1	30	31	0.2	20	21	0.2	16	17	0.2	6	7	0.4	16	17	0.2
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632:-633to633:-631	19	18	0.3	30	30	0.1	20	21	0.2	21	21	0.0	9	10	0.4	20	20	0.1
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632:-633to633:-632	0	0		0	0		0	0		0	0		0	0		0	0	

Saturday Calibration - All Vehicles 16:00 to 19:00

Monday Calibration - All Vehicles 16:00 to 19:00										All Vehicles											
										16:00:00			17:00:00			18:00:00			19:00:00		
										498			500			466			457		
										487			487			461			454		
										98%			97%			99%			99%		
										455			450			420			420		
										91.4%			90.0%			90.1%			91.9%		
										473			473			446			441		
										487			487			461			454		
										496			495			465			454		
										497			499			466			457		
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MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 West	E to E	643::471to482::640	0	0		1	0	1.4	0	0	0	0		
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A6 North	E to F	643::471to472::170	294	313	1.1	263	286	1.4	263	280	1.0	199	210	0.8
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road North	F to F	170::473to474::484	36	35	0.1	44	42	0.3	36	36	0.1	27	26	0.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 East	F to B	170::473to476::485	353	339	0.8	327	310	0.9	227	227	0	147	138	0.8
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	ASDA access	F to C	170::473to478::491	1	1	0.3	0	13		2	0.4	0	9		
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road South	F to D	170::473to480::494	141	158	1.4	124	143	1.6	107	121	1.3	88	103	1.6
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 West	F to E	170::473to482::640	194	196	0.1	182	189	0.5	141	148	0.6	109	116	0.7
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A6 North	F to F	170::473to472::170	1	15	5.0	1	8	3.2	2	10	3.1	0	3	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466::467to464::466	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466::467to460::458	9	11	0.6	6	8	0.9	7	9	0.6	4	6	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466::467to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466::467to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Beancroft Rd North	A to H	466::467to455::456	0	1		0	1		0	1		0	1	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466::467to469::470	16	17	0.3	19	21	0.4	18	21	0.6	13	15	0.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646::653to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Beancroft Rd South	C to D	646::653to654::669	122	106	1.5	119	105	1.4	84	78	0.7	91	84	0.7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Services	C to E	646::653to720::652	19	24	1.0	21	23	0.5	10	16	1.5	18	19	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646::653to657::649	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646::653to658::459	68	75	0.9	69	68	0.1	72	77	0.6	51	60	1.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB offslip	D to C	669::655to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Beancroft Rd South	D to D	669::655to654::669	2	3	0.6	1	4	1.8	0	3		1	2	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Services	D to E	669::655to720::652	44	25	3.2	40	21	3.4	36	22	2.7	21	14	1.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB onslip	D to F	669::655to657::649	129	140	1.0	141	145	0.3	128	132	0.4	85	96	1.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	North Rbt	D to North Rbt	669::655to658::459	221	222	0.1	194	193	0.1	180	185	0.4	117	122	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB offslip	E to C	652::656to646::653	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Beancroft Rd South	E to D	652::656to654::669	29	34	0.8	21	25	0.8	23	27	0.9	10	13	0.9
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Services	E to E	652::656to720::652	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB onslip	E to F	652::656to657::649	35	36	0.2	29	30	0.2	21	22	0.2	24	25	0.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	North Rbt	E to North Rbt	652::656to658::459	35	41	0.9	41	48	1.1	39	49	1.5	19	28	1.9
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457::462to464::466	9	8	0.5	5	6	0.2	4	4	0.1	10	10	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457::462to460::458	3	0	2.3	4	0	2.5	1	0	1.2	1	0	1.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457::462to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Beancroft Rd North	G to H	457::462to455::456	13	14	0.1	18	19	0.3	15	16	0.3	18	18	0.1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	191	205	1.0	181	198	1.2	201	217	1.1	121	139	1.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456::463to464::466	0	1		0	1		0	1		0	1	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456::463to460::458	69	72	0.4	56	58	0.3	55	59	0.5	41	44	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456::463to455::456	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	102	104	0.2	80	81	0.1	74	76	0.2	55	58	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		1	0	1.4	0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	51	52	0.1	44	45	0.2	36	37	0.2	19	20	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	549	565	0.7	546	560	0.6	379	399	1.0	285	303	1.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	63	64	0.2	65	67	0.3	44	47	0.4	40	42	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	50	52	0.2	42	43	0.1	44	45	0.2	16	18	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	1	0	1.4	1	0	1.4	1	0	1.4	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	124	127	0.2	99	103	0.4	96	98	0.2	57	59	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	114	119	0.4	137	139	0.2	88	93	0.5	75	79	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	623	605	0.7	554	547	0.3	543	528	0.6	356	381	1.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	119	117	0.2	134	131	0.3	87	89	0.2	25	32	1.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	4	9	1.8	4	8	1.5	3	6	1.5	1	4	2.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	42	43	0.2	36	36	0.0	43	42	0.2	25	27	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	46	48	0.2	33	36	0.4	44	44	0.0	43	45	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	93	94	0.1	105	110	0.5	91	93	0.2	73	76	0.3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	38	41	0.5	34	35	0.2	31	33	0.4	24	26	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	173	175	0.2	174	176	0.1	177	178	0.0	124	129	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	513	500	0.6	563	561	0.1	409	412	0.1	394	393	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::707	372	380	0.4	308	318	0.6	209	213	0.3	167	168	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	169	173	0.3	149	156	0.6	147	150	0.2	138	143	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010:708to708::976	236	232	0.3	257	254	0.2	183	185	0.2	152	152	0.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708::220to220::707	152	157	0.4	137	144	0.5	95	96	0.1	70	71	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976::220to220::706	473	492	0.9	441	454	0.6	476	481	0.2	419	421	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976::220to220::708	186	177	0.6	177	169	0.6	190	175	1.1	142	137	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976::220to220::976	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977::976to976::707	387	379	0.4	301	310	0.5	235	239	0.2	159	170	0.9

MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	132:-164to164:-132	0	0		0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	8530 North	A to A	131:-133to133:-131	0	0		0	0		1	0	1.4	0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	8530 South	A to B	131:-133to133:-130	323	374	2.7	256	320	3.8	207	252	3.0	153	193	3.0
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 North	Stewartby Way	A to C	131:-133to133:-134	75	39	4.8	73	37	4.9	51	30	3.3	42	24	3.1
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	8530 North	B to A	130:-133to133:-131	248	249	0.0	205	214	0.6	177	184	0.6	133	143	0.9
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	8530 South	B to B	130:-133to133:-130	0	0		0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	8530 South	Stewartby Way	B to C	130:-133to133:-134	50	96	5.4	50	106	6.4	59	90	3.6	44	80	4.5
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	8530 North	C to A	134:-133to133:-131	62	33	4.2	79	41	5.0	47	24	3.9	38	18	3.8
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	8530 South	C to B	134:-133to133:-130	56	76	2.4	49	69	2.6	54	64	1.3	38	50	1.8
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	Stewartby Way	C to C	134:-133to133:-134	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717:-145to144:-716	0	0		1	0	1.4	1	0	1.4	1	0	1.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717:-145to145:-717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717:-145to139:-138	15	12	0.8	14	11	0.7	14	13	0.2	7	6	0.6
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717:-145to141:-715	0	1		0	1		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717:-145to143:-302	4	4	0.2	7	5	1.0	2	3	0.4	7	5	0.7
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138:-140to144:-716	11	7	1.3	12	6	1.8	8	6	1.0	1	1	0.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138:-140to145:-717	1	0	1.4	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138:-140to139:-138	1	0	1.4	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138:-140to141:-715	0	1		2	2	0.2	1	1	0.3	2	2	0.3
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138:-140to143:-302	111	127	1.4	113	135	2.0	101	114	1.2	87	101	1.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715:-142to144:-716	0	1		0	1		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715:-142to145:-717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715:-142to139:-138	0	3		0	3		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715:-142to141:-715	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715:-142to143:-302	0	1		1	1	0.4	0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302:-144to144:-716	5	6	0.3	5	7	0.9	7	8	0.3	9	6	0.9
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302:-144to145:-717	0	0		1	0	1.4	0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302:-144to139:-138	110	94	1.6	113	96	1.7	86	73	1.4	69	61	1.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302:-144to141:-715	0	2		0	2		0	2		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302:-144to143:-302	0	0		2	0	2.0	1	0	1.4	0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955:-941to947:-956	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955:-941to948:-305	78	68	1.2	76	64	1.4	51	45	0.9	64	46	2.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955:-941to949:-284	34	31	0.6	41	36	0.9	41	34	1.2	32	29	0.6
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305:-948to947:-956	79	77	0.2	73	85	1.4	66	72	0.7	58	67	1.1
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305:-948to948:-305	1	0	1.4	0	0		0	0		1	0	1.4
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305:-948to949:-284	43	64	2.9	39	57	2.6	31	47	2.6	37	44	1.1
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284:-949to947:-956	33	15	3.6	56	18	6.2	46	19	4.8	34	18	3.0
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284:-949to948:-305	40	38	0.4	64	46	2.4	53	46	1.0	34	30	0.7
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284:-949to949:-284	0	0		2	0	2.0	2	0	2.0	2	0	2.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250:-251to251:-250	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250:-251to251:-248	80	66	1.7	83	66	2.0	64	51	1.7	52	44	1.1
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250:-251to251:-252	393	436	2.1	374	427	2.6	338	373	1.9	282	320	2.2
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to A	248:-251to251:-250	69	54	1.9	63	46	2.3	48	35	2.0	41	38	0.4
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248:-251to251:-248	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248:-251to251:-252	104	60	4.8	89	51	4.5	57	34	3.4	44	29	2.4
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252:-251to251:-250	288	329	2.3	301	344	2.4	273	312	2.3	228	255	1.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252:-251to251:-248	50	48	0.3	59	50	1.3	35	42	1.1	18	31	2.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252:-251to251:-252	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274:-275to275:-274	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274:-275to275:-920	0	7		0	7		0	8		0	5	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274:-275to275:-276	72	53	2.4	98	65	3.7	90	65	2.9	67	48	2.5
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane North	B to A	920:-275to275:-920	0	1		0	1		0	1		0	5	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920:-275to275:-920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane South	B to C	920:-275to275:-276	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane North	C to A	276:-275to275:-274	87	84	0.3	82	75	0.7	83	70	1.5	64	60	0.5
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276:-275to275:-920	0	11		0	16		0	12		0	13	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276:-275to275:-276	2	0	2.0	0	0		1	0	1.4	1	0	1.4
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271:-272to272:-271	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271:-272to272:-918	0	11		0	12		0	10		0	5	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271:-272to272:-273	72	60	1.5	98	72	2.8	90	72	2.0	67	53	1.8
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918:-272to272:-271	1	1	0.1	0	8		0	6		0	8	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918:-272to272:-918	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918:-272to272:-273	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane North	C to A	273:-272to272:-271	87	83	0.5	82	74	1.0	83	69	1.7	64	62	0.3
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273:-272to272:-918	0	3		0	3		0	3		0	2	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273:-272to272:-273	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157:-262to262:-1157	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Green Lane	A to B	261:-1157to1157:-1159	3	17	4.5	4	16	3.9	4	15	3.5	2	14	4.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157:-262to262:-1156	228	230	0.1	186	199	0.9	173	181	0.6	141	152	0.9
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159:-262to262:-1157	5	13	2.7	2	11	3.6	2	9	2.8	1	12	4.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159:-262to262:-1159	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane</															

MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677::673to673::991	56	58	0.3	136	134	0.2	112	116	0.4	12	13	0.3
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0	0					0			0		
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677::984to984::986	75	76	0.1	73	73	0.0	61	66	0.6	36	38	0.3
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214::213to213::214	0	0		0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214::213to213::906	0	3		1	2	1.0	0	6		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214::213to213::212	477	385	4.4	396	331	3.4	301	250	3.1	232	186	3.2
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906::213to213::214	0	17		0	14		0	8		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906::213to213::906	0	0		0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	3		0	3		0	2		0	2	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	324	235	5.4	278	202	4.9	219	158	4.5	180	136	3.5
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	3		0	2		0	2		0	1	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::303	13	9	1.1	17	11	1.6	16	11	1.4	9	5	1.6
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::872	0	0		1	0	1.4	0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	8	7	0.3	15	11	1.1	8	7	0.5	7	7	0.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	11	5	2.1	19	9	2.6	12	7	1.5	13	7	1.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303::863to863::303	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	0	1		2	2	0.4	2	1	0.7	1	0	1.4
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	112	132	1.8	108	130	2.0	85	111	2.6	90	103	1.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	1	1	0.0	0	1		0	1		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	0	3		0	3		1	1	0.3	0	2	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	2	2	0.1	0	1		3	2	0.4	1	1	0.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	8	8	0.1	14	12	0.6	8	8	0.1	10	9	0.2
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	107	91	1.6	116	95	2.1	90	77	1.4	74	63	1.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	2	6	1.8	1	4	2.0	0	6		1	4	1.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	115	99	1.6	129	103	2.4	100	81	2.0	81	66	1.7
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	5	5	0.0	4	5	0.5	7	8	0.2	2	3	0.5
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	B to A	302::303to303::863	116	132	1.4	127	139	1.0	98	117	1.8	98	106	0.8
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	0	0		0	1		0	1		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	7	6	0.4	2	2	0.1	1	1	0.4	6	4	0.9
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to B	870::303to303::302	0	3		1	1	0.1	0	2		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	87	105	1.8	88	115	2.7	78	103	2.6	66	84	2.1
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288	36	46	1.6	35	48	2.1	29	40	1.8	34	36	0.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	wardby Business Park Access Rc	A to D	289::807to811::805	0	3		0	5		0	3		0	2	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869::808to812::289	57	91	4.0	75	105	3.2	63	96	3.7	47	75	3.5
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869::808to814::868	0	0		4	0	2.8	2	0	2.0	1	0	1.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869::808to804::288	96	65	3.4	102	64	4.1	89	48	4.9	69	49	2.7
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	wardby Business Park Access Rc	B to D	869::808to811::805	0	1		0	1		0	1		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288::809to812::289	40	40	0.0	27	41	2.4	21	33	2.2	31	31	0.0
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Kiln Drive	C to B	288::809to814::868	89											

MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892::893to893::892	0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892::891to891::892	0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892::891to891::900	6	7	0.4	0	16		3	4	0.7	2	3	0.4
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892::891to891::890	40	41	0.2	46	48	0.2	23	26	0.6	23	28	0.9
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900::891to891::892	4	4	0.2	2	2	0.2	1	1	0.0	2	2	0.0
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900::891to891::900	0	0		0	0		0	0		0		
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900::891to891::890	5	9	1.4	2	2	0.0	2	2	0.1	3	4	0.3
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890::891to891::900	31	33	0.3	33	38	0.8	23	27	0.8	22	24	0.4
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	3	1	1.4	3	1	1.3	2	1	0.8	2	0	1.6
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	terchange Retail Park Access Ro	A to A	625::626to713::625	2	0	2.0	1	0	1.4	0	0		1	0	1.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	315	302	0.7	230	222	0.5	236	222	0.9	209	202	0.5
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Access	A to D	625::626to711::624	1	1	0.0	4	4	0.0	2	2	0.0	1	1	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	167	164	0.2	169	157	0.9	143	133	0.8	145	134	1.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	14	14	0.1	12	15	0.8	4	12	2.9	5	10	1.9
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	3		0	2		0	4		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Access	B to D	619::628to711::624	5	6	0.4	3	2	0.4	6	8	0.6	8	8	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	65	65	0.0	55	55	0.0	67	67	0.0	31	31	0.0
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	391	377	0.7	319	306	0.7	254	240	0.9	170	164	0.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Access	C to D	623::629to711::624	0	2		0	2		0	2		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	terchange Retail Park Access Ro	D to A	624::630to713::625	1	1	0.0	1	1	0.0	2	2	0.0	4	4	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Polo Field Way	D to B	624::630to627::608	7	7	0.1	9	9	0.1	4	6	1.0	19	18	0.3
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	hange Retail Park Freight Access	D to D	624::630to711::624	0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	1	0	1.4	3	0	2.4	0	0		1	0	1.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187::336to332::188	772	717	2.0	709	700	0.4	529	520	0.4	426	420	0.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187::336to337::331	188	184	0.3	248	259	0.7	184	187	0.2	150	146	0.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	C to A	194::333to335::190	675	649	1.0	575	559	0.7	507	493	0.6	374	367	0.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	C to C	194::333to332::188	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194::333to337::331	13	38	5.0	34	60	3.7	31	51	3.2	27	46	3.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331::334to335::190	142	139	0.3	195	196	0.0	203	203	0.0	95	94	0.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331::334to332::188	18	47	5.1	25	53	4.5	45	69	3.2	19	43	4.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331::334to337::331	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728::734to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728::734to727::726	13	13	0.0	20	20	0.0	14	15	0.2	4	5	0.4
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728::734to735::730	3	6	1.4	7	9	0.7	1	3	1.4	3	5	1.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728::734to736::729	0	2		0	2		0	1		0	2	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road North	B to A	726::731to737::728	17	15	0.5	13	13	0.1	13	12	0.2	4	5	0.6
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	The Causeway	B to B	726::731to727::726	2	2	0.1	0	3		0	3		0	2	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road South	B to C	726::731to735::730	158	155	0.2	154	149	0.4	168	154	1.1	148	143	0.4
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Fisherswood Road	B to D	726::731to736::729	23	50	4.4	134	152	1.5	32	69	5.2	21	43	3.9
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road North	C to A	730::732to737::728	3	4	0.5	5	6	0.4	1	3	1.4	3	3	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	The Causeway	C to B	730::732to727::726	124	120	0.4	149	143	0.5	108	112	0.4	79	80	0.2
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road South	C to C	730::732to735::730	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Fisherswood Road	C to D	730::732to736::729	3	12	3.2	9	4	2.1	3	12	3.3	9	14	1.5
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road North	D to A	729::733to737::728	0	2		1	2	0.9	1	2	0.9	1	2	0.6
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	The Causeway	D to B	729::733to727::726	20	51	5.2	51	83	3.9	117	141	2.1	31	48	2.7
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road South	D to C	729::733to735::730	5	14	2.9	8	13	1.5	5	9	1.5	5	19	4.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Fisherswood Road	D to D	729::733to736::729	0	0		1	0	1.4	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 North	A to A	196::313to312::195	1	0	1.4	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Bedford Road	A to B	196::313to315::200	129	119	0.9	112	111	0.1	109	101	0.8	58	59	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 South	A to C	196::313to316::197	508	516	0.4	476	490	0.6	383	396	0.6	299	298	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Southern Cross	A to D	196::313to314::203	132	127	0.4	159	154	0.4	94	95	0.1	124	108	1.5
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 North	B to A	200::317to312::195	76	77	0.1	72	73	0.1	112	109	0.3	64	66	0.3
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Bedford Road	B to B	200::317to315::200	1	0	1.4	1	0	1.4	1	0	1.4	0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 South	B to C	200::317to316::197	3	4	0.5	5	6	0.5	1	2	0.8	1	2	0.8
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Southern Cross	B to D	200::317to314::203	27	28	0.2	36	40	0.7	31	35	0.6	28	29	0.2
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 North	C to A	197::310to312::195	501	504	0.1	402	415	0.7	339	349	0.5	252	265	0.8
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Bedford Road	C to B	197::310to315::200	2	3	0.6	0	2		0	2		1	2	0.7
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 South	C to C	197::310to316::197	0	0		0	0		0	0		2	0	2.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Southern Cross	C to D	197::310to314::203	59	61	0.3	52	52	0.0	60	60	0.0	47	49	0.3
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 North	D to A	203::311to312::195	106	105	0.1	138	130	0.7	88	85	0.3	82	79	0.3
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Bedford Road	D to B	203::311to315::200	19	23	0.9	36	39	0.5	22	24	0.4	32	34	0.4
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 South	D to C	203::311to316::197	46	47	0.2	51	51	0.0	49	50	0.2	35	35	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Southern Cross	D to D	203::311to314::203	0	0		1	0	1.4	0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road North	A to A	741::745to751::741	0	0		1	0	1.4	0	0		1	0	1.4
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	MH Star UK Ltd Access Road	A to B	741::745to756::757	0	11		0	34		0	18		0	13	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road South	A to C	741::745to752::749	8	35	5.8	11	37	5.3	9					

Appendix D

HGV Calibration Results

Weekday Calibration - Heavies 07:00 to 09:00

Heavy Goods Vehicle
Medium Goods Vehicle

GEH<5

Survey Type: <div><div>Heavy Goods Vehicle</div><div>Medium Goods Vehicle</div></div> <div>GEH<5</div>									Heavies								
									07:00:00			08:00:00			09:00:00		
									324			334			346		
									322			330			341		
									99%			99%			99%		

MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A421 West	D to E	494:481to482::640	1	0	0.7	2	0	1.5	2	1	1.2
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	Woburn Road South	A6 North	D to F	494:481to472::170	16	4	3.8	5	1	2.5	2	1	0.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road North	E to A	643:471to474::484	4	6	0.8	22	15	1.6	8	10	0.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 East	E to B	643:471to476::485	0	0		0	0		0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	ASDA access	E to C	643:471to478::491	11	11	0.2	17	15	0.4	5	7	1.0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	Woburn Road South	E to D	643:471to480::494	1	0	1.2	0	0		4	0	2.7
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A421 West	E to E	643:471to482::640	0	0		0	0		0	0	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A421 West	A6 North	E to F	643:471to472::170	20	25	1.1	19	23	0.8	13	17	1.0
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road North	F to A	170:473to474::484	0	1		1	1	0.0	5	4	0.5
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 East	F to B	170:473to476::485	18	12	1.5	34	27	1.3	26	20	1.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	ASDA access	F to C	170:473to478::491	1	1	0.1	2	2	0.2	0	2	
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	Woburn Road South	F to D	170:473to480::494	5	3	1.3	11	3	2.8	5	4	0.3
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A421 West	F to E	170:473to482::640	11	21	2.6	6	19	3.6	8	22	3.6
MCC	6	14/03/2023	Rdbt	421 / A6 The Branston Way / Woburn Road Roundabo	A6 North	A6 North	F to F	170:473to472::170	0	0		1	1	0.4	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466:467to464::466	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466:467to460::458	0	5		0	6		0	6	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466:467to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466:467to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	Beacroft Rd North	A to H	466:467to455::456	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466:467to469::470	0	2		1	1	0.1	0	3	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646:653to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Beacroft Rd South	C to D	646:653to654::669	4	7	1.3	5	5	0.2	4	7	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	Services	C to E	646:653to720::652	1	2	0.9	4	4	0.1	1	3	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646:653to657::649	0	0		1	0	1.4	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646:653to658::459	1	1	0.3	1	2	0.7	2	3	0.6
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB offslip	D to C	669:655to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Beacroft Rd South	D to D	669:655to654::669	0	0		0	1		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	Services	D to E	669:655to720::652	2	1	0.9	1	1	0.4	1	1	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	A421 SB onslip	D to F	669:655to657::649	24	30	1.1	16	25	1.9	21	32	2.1
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd South	North Rbt	D to North Rbt	669:655to658::459	12	11	0.4	11	12	0.4	5	8	1.2
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB offslip	E to C	652:656to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Beacroft Rd South	E to D	652:656to654::669	0	2		1	2	0.7	3	4	0.4
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	Services	E to E	652:656to720::652	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	A421 SB onslip	E to F	652:656to657::649	3	2	0.4	4	3	0.6	0	5	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Services	North Rbt	E to North Rbt	652:656to658::459	2	8	2.6	2	8	2.6	1	6	2.6
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457:462to464::466	0	2		0	2		0	2	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457:462to460::458	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457:462to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	Beacroft Rd North	G to H	457:462to455::456	3	3	0.1	4	4	0.2	1	1	0.2
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457:462to469::470	13	21	1.9	22	29	1.3	25	34	1.7
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Lower Shelton Rd	H to A	456:463to464::466	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB onslip	H to B	456:463to460::458	16	11	1.5	3	3	0.1	7	6	0.6
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	A421 NB offslip	H to G	456:463to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	Beacroft Rd North	H to H	456:463to455::456	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beacroft Road Interchange	Beacroft Rd North	South Roundabout	H to South Rbt	456:463to469::470	2	2	0.3	7	4	1.1	14	8	1.9
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175:353to354::175	0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175:353to355::179	1	1	0.1	0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175:353to356::174	26	27	0.2	49	44	0.7	38	41	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175:353to349::178	2	2	0.0	0	0		1	1	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179:350to354::175	0	0		2	2	0.1	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179:350to355::179	0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179:350to356::174	1	2	0.9	1	2	0.6	1	2	0.6
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179:350to349::178	0	0		1	1	0.1	2	2	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174:351to354::175	59	44	2.1	45	38	1.2	49	45	0.7
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174:351to355::179	2	1	0.6	2	2	0.1	1	1	0.4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174:351to356::174	6	7	0.5	5	7	0.8	4	6	0.7
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174:351to349::178	2	3	0.4	2	2	0.1	1	1	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178:352to354::175	0	0		2	2	0.1	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178:352to355::179	1	1	0.0	1	1	0.0	1	1	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178:352to356::174	1	1	0.3	1	2	0.4	1	2	0.9
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178:352to349::178	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706:220to220::706	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226:706to706::708	0	0		3	3	0.2	2	2	0.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706:220to220::976	18	19	0.2	25	23	0.5	23	26	0.5
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706:220to220::707	3	2	1.0	1	1	0.0	8	3	2.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708:220to220::706	0	0		3	2	0.4	2	2	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708:220to220::708	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010:708to708::976	5	3	0.8	8	4	1.5	14	8	1.7
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708:220to220::707	1	1	0.1	3	3	0.3	1	1	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976:220to220::706	11	10	0.4	17	15	0.6	26	25	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976:220to220::708	3	3	0.2	5	3	0.9	4	3	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976:220to220::976	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977:976to976::707	17	36	3.6	9	25	3.9	12	32	4.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219:707to707::706	4	1	2.1	4	0	2.7	8	3	1.9
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707:220to220::708	1	1	0.2	2	0	2.0	3	2	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) South	D to C	707:220to220::976	7	27	4.9	12	18	1.4	10	38	5.6
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	B530 Ampthill Road	D to D	707:220to220::707	0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	A to A	980:221to221::980	0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141											

MCC	14	14/03/2023	Rdbt	B530 / Meadow Road Roundabout	B530 Ampthill Road South	B530 Ampthill Road South	C to C	169::389to391::169	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	206::908to908::206	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	Juniper Drive	A to B	206::908to908::909	0	2		0	2		1	1	0.0
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	206::908to908::205	17	25	1.8	7	16	2.7	10	22	2.9
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road North	B to A	909::908to908::206	1	0	1.4	0	0		1	2	0.6
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	Juniper Drive	B to B	909::908to908::909	0	0		0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	Juniper Drive	B530 Ampthill Road South	B to C	909::908to908::205	0	0		0	0		0	1	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	205::908to908::206	9	15	1.7	6	10	1.5	10	20	2.7
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	Juniper Drive	C to B	205::908to908::909	1	0	1.4	0	0		0	0	
MCC	15	14/03/2023	Turn	B530 Ampthill Road / Juniper Drive Junction	B530 Ampthill Road South	B530 Ampthill Road South	C to C	205::908to908::205	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	165::164to164::165	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	Bedford Road	A to B	165::164to164::874	0	2		1	1	0.2	1	1	0.0
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to C	165::164to164::132	15	20	1.2	8	13	1.5	7	18	3.1
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road North	B to A	874::164to164::165	1	1	0.0	1	0	1.4	1	1	0.6
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	Bedford Road	B to B	874::164to164::874	0	0		0	0		0	0	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	Bedford Road	B530 Ampthill Road South	B to C	874::164to164::132	1	1	0.2	1	0	1.4	0	1	
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	B530 Ampthill Road North	C to A	132::164to164::165	8	9	0.3	4	7	1.4	8	13	1.4
MCC	16	14/03/2023	Turn	B530 Ampthill Road / Bedford Road Junction	B530 Ampthill Road South	Bedford Road	C to B	132::164to164::874	0	1		0	1		2	1	1.2
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 North	A to A	131::133to133::131	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	B530 South	A to B	131::133to133::130	15	16	0.2	8	11	0.8	7	10	1.1
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 North	Stewartby Way	A to C	131::133to133::134	0	6		0	3		0	8	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 North	B to A	130::133to133::131	8	8	0.2	4	5	0.5	8	8	0.0
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 South	B to B	130::133to133::130	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	Stewartby Way	B to C	130::133to133::134	2	2	0.0	1	1	0.4	1	1	0.3
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 North	C to A	134::133to133::131	0	2		0	3		2	5	1.7
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 South	C to B	134::133to133::130	0	3		0	10		0	8	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	Stewartby Way	C to C	134::133to133::134	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717::145to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717::145to139::138	0	0		0	0		0	3	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717::145to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717::145to144::302	0	0		0	0		1	1	0.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138::140to144::716	0	1		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138::140to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138::140to139::138	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138::140to141::715	0	1		0	0		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138::140to143::302	2	7	2.3	1	3	1.5	1	7	3.1
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715::142to144::716	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715::142to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715::142to139::138	0	0		0	0		0	3	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715::142to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715::142to143::302	0	0		0	0		0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302::144to144::716	1	2	0.7	0	1		1	1	0.3
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302::144to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302::144to139::138	0	5		0	13		2	7	2.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302::144to141::715	0	0		0	1		0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302::144to143::302	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955::941to947::956	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955::941to948::305	0	2		0	1		2	1	0.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955::941to949::284	0	2		0	1		0	4	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305::948to947::956	0	0		1	0	0.9	1	2	0.9
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305::948to948::305	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305::948to949::284	2	6	2.0	1	3	1.3	1	18	5.5
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284::949to947::956	0	4		1	1	0.1	3	5	0.8
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284::949to948::305	1	9	3.5	0	17		2	11	3.6
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284::949to949::284	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250::251to251::250	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250::251to251::248	6	1	3.1	17	1	5.3	18	1	5.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250::251to251::252	13	20	1.8	18	22	0.8	20	30	1.9
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248::251to251::250	14	2	4.2	15	1	5.1	11	1	3.9
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248::251to251::248	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248::251to251::252	11	5	2.0	7	4	1.1	8	6	0.8
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252::251to251::250	36	14	4.5	12	9	0.9	18	28	2.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252::251to251::248	1	4	1.8	10	7	1.0	3	7	1.6
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252::251to251::252	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274::275to275::274	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274::275to275::920	0	1		0	1		0	3	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274::275to275::276	10	12	0.6	9	17	2.2	22	15	1.5
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane North	Green Lane North	B to A	920::275to275::274	0	2		0	2		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920::275to275::920	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane South	Green Lane South	B to C	920::275to275::276	0	0		0	2		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to A	276::275to275::274	23	8	3.8	9	4	2.0	10	22	3.1
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276::275to275::920	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276::275to275::276	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271::272to272::271	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271::272to272::918	3	3	0.1	1	3	1.1	4	7	1.1
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271::272to272::273	9	13	1.1	8	16	2.3	22	18	0.9
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918::272to272::271	1	2	0.6	2	2	0.4	1	1	0.3
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918::272to272::918	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918::272to272::273	1	1	0.6	1	2	0.7	0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South												

MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Bedford Road North	A to A	454::438to433::454	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB onslip	A to B	454::438to439::687	17	16	0.2	22	22	0.0	10	11	0.2
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB offslip	A to G	454::438to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Salford Road	A to H	454::438to445::1007	11	19	2.1	11	26	3.5	11	26	3.6
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 J13 South Rbt	A to South Rbt	454::438to444::424	45	48	0.4	45	48	0.5	43	47	0.7
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	Bedford Road South	C to D	426::428to429::723	3	3	0.1	7	7	0.0	4	4	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	A421 West	C to E	426::428to430::409	114	129	1.4	121	137	1.4	62	81	2.3
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	M1 WB onslip	C to F	426::428to432::421	1	0	1.4	0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	North Rbt	C to North Rvt	426::428to427::423	29	1	7.3	25	0	7.1	11	0	4.7
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	D to C	723::722to428::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	Bedford Road South	D to D	723::722to429::723	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	A421 West	D to E	723::722to430::409	20	19	0.2	15	15	0.0	17	17	0.1
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB onslip	D to F	723::722to432::421	11	11	0.1	13	13	0.0	12	12	0.1
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	North Rbt	D to North Rvt	723::722to427::423	13	13	0.1	10	9	0.5	9	9	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB offslip	E to C	408::431to428::426	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	Bedford Road South	E to D	408::431to429::723	13	9	1.3	14	10	1.3	10	8	0.6
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	A421 West	E to E	408::431to430::409	0	0		1	0	1.4	0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB onslip	E to F	408::431to432::421	63	70	0.9	77	82	0.5	88	103	1.6
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	North Rbt	E to North Rvt	408::431to427::423	37	30	1.2	52	41	1.6	58	47	1.6
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Bedford Road North	G to A	434::441to433::454	30	30	0.1	32	32	0.1	38	38	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 EB offslip	G to G	434::441to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Salford Road	G to H	434::441to445::1007	84	58	3.1	86	62	2.7	71	56	1.9
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 J13 South Rbt	G to South Rbt	434::441to444::424	12	23	2.5	25	36	1.9	16	24	1.8
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Bedford Road North	H to A	435::442to433::454	8	27	4.6	7	27	4.9	16	40	4.5
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB onslip	H to B	435::442to439::687	85	73	1.4	103	77	2.7	120	97	2.2
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB offslip	H to G	435::442to434::441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Salford Road	H to H	435::442to445::446	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 J13 South Rbt	H to South Rbt	435::442to444::424	6	2	2.3	7	3	1.8	1	0	1.0
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road East	B to C	990::671to671::435	97	100	0.3	108	102	0.6	129	134	0.5
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road West	B to D	990::671to446::985	2	6	1.9	2	8	2.7	2	8	2.6
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road East	A421 On-slip North	C to A	985::672to672::984	107	84	2.3	103	95	0.8	89	89	0.0
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677::673to673::991	0	8		2	4	1.0	1	3	1.6
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0			0			0		
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677::984to984::986	4	2	1.3	6	4	0.8	5	3	1.1
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214::213to213::214	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214::213to213::906	0	5		0	2		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214::213to213::212	20	27	1.4	6	17	3.3	16	24	1.8
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906::213to213::214	0	6		0	6		0	5	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906::213to213::906	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	1		0	1		0	1	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	10	16	1.5	15	14	0.3	15	24	1.9
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	0		0	0		0	1	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::303	1	0	1.4	0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	0	0		0	0		0	4	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	0	0		0	0		1	0	0.9
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303::863to863::303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	3	6	1.5	2	3	0.7	1	12	4.3
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	0	0		0	0		0	4	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	0	1		0	1		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	2	9	2.9	0	17	2	9	3.1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	0	1		0	1		0	2	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	2	8	2.6	0	16		2	9	3.0
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	1	1	0.0	0	2		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302::303to303::863	2	7	2.2	2	3	0.7	2	10	3.2
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	1	0	1.4	0	0		0	3	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	0	0		0	0		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	2	1	1.0	3	1	1.8	0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288	2	2	0.1	1	1	0.3	0	3	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	wardby Business Park Access Rc	A to D	289::807to811::805	0	1		0	1		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869::808to812::289	2	0	2.0	3	0	2.4	1	1	0.2
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869::808to814::868	1	0	1.4	0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869::808to804::288	0	0		0	0		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	wardby Business Park Access Rc	B to D	869::808to811::805	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288::809to812::289	2	0	2.0	2	0	1.6	3	3	0.2
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Kiln Drive	C to B	288::809to814::868	0	1		0	0		1	1	0.3
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road South	C to C	288::809to804::288	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	wardby Business Park Access Rc	C to D	288::809to811::805	0	1		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	wardby Business Park Access Rc	Broadmead Road North	D to A	805::810to812::289	0	2		1	1	0			

MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Wilstead Road South	B to C	192:343to970:968	2	1	0.9	4	2	1.5	2	1	0.5
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	Veolia Elstow Access Road	B to D	192:343to347:340	0	2		1	1	0.1	1	1	0.1
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 South	A6 North	B to E	192:343to345:183	65	51	1.9	76	60	1.9	76	64	1.4
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road North	C to A	968:969to341:339	0	0		0	0		0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 South	C to B	968:969to342:185	1	0	1.4	5	0	3.2	3	1	1.2
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Wilstead Road South	C to C	968:969to970:968	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	Veolia Elstow Access Road	C to D	968:969to347:340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road South	A6 North	C to E	968:969to345:183	15	0	5.5	15	0	5.5	11	7	1.4
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road North	D to A	340:344to341:339	0	1		0	1		0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 South	D to B	340:344to342:185	1	0	1.4	0	1		0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Wilstead Road South	D to C	340:344to970:968	0	0		0	0		1	1	0.0
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	Veolia Elstow Access Road	D to D	340:344to347:340	0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Veolia Elstow Access Road	A6 North	D to E	340:344to345:183	4	6	1.0	3	7	1.8	3	7	1.6
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road North	E to A	182:346to341:339	0	12		1	3	1.6	1	5	2.5
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 South	E to B	182:346to342:185	63	47	2.1	69	55	1.8	81	75	0.7
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	182:346to970:968	12	11	0.2	8	9	0.4	11	10	0.2
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	182:346to347:340	3	3	0.1	2	2	0.3	7	9	0.7
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	182:346to345:183	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	890:889to889:890	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	890:889to889:902	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road South	A to C	890:889to889:888	0	43		0	46		0	45	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	902:889to889:902	1	0	1.4	0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B	902:889to889:902	0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road South	B to C	902:889to889:888	0	7		0	7		1	2	0.8
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road North	C to A	888:889to889:890	0	9		1	2	1.0	0	12	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	888:889to889:902	0	6		0	3		1	1	0.3
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	888:889to889:888	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	893:892to892:893	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	893:892to892:891	0	21		0	24		0	24	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	893:892to892:898	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	891:892to892:893	1	1	0.3	1	1	0.1	0	7	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	891:892to892:891	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	891:892to892:898	0	1		0	0		0	2	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	898:892to892:893	0	0		1	0	1.4	0	0	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	898:892to892:891	0	11		0	11		0	11	
MCC	40	14/03/2023	Turn	Wilstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	898:892to892:898	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	894:893to893:894	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	894:893to893:896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road South	A to C	894:893to893:892	0	10		0	12		0	12	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	896:893to893:892	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Medbury Lane	B to B	896:893to893:896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road South	B to C	896:893to893:892	0	12		0	12		0	12	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road North	C to A	892:893to893:894	1	0	1.4	2	1	1.1	0	3	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Medbury Lane	C to B	892:893to893:896	0	1		0	0		0	4	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892:893to893:892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892:891to891:892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892:891to891:900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892:891to891:892	0	32		0	35		0	35	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900:891to891:892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900:891to891:900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900:891to891:890	0	11		0	11		0	10	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890:891to891:892	1	2	0.4	1	1	0.4	0	9	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890:891to891:900	0	7		0	1		0	3	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890:891to891:890	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access	Roterchange Retail Park Access Ro	A to A	625:626to713:625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625:626to627:608	0	2		0	0		0	3	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625:626to709:623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Acces:	A to D	625:626to711:624	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619:628to713:625	0	3		0	2		1	1	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619:628to627:608	1	3	1.5	0	2		3	3	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619:628to709:623	0	2		0	2		0	4	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Acces:	B to D	619:628to711:624	1	1	0.2	2	2	0.3	0	3	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623:629to713:625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623:629to627:608	0	3		0	0		0	3	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623:629to709:623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Acces:	C to D	623:629to711:624	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	terchange Retail Park Access Ro	D to A	624:630to713:625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Polo Field Way	D to B	624:630to627:608	1	1	0.4	0	0		2	1	0.9
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Race Meadows Way	D to C	624:630to709:623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	hange Retail Park Freight Acces:	D to D	624:630to711:624	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187:336to335:190	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187:336to332:188	32	27	0.9	45	37	1.3	48	44	0.6
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187:336to337:331	32	25	1.3	29	26	0.6	41	36	0.8
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	C to A	194:333to335:190	27	28	0.2	37	34	0.6	38	37	0.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	C to C	194:333to332:188	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194:333to337:331	3	1	1.2	4	2	1.1	4	2	1.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331:334to335:190	42	27	2.6	48	31	2.6	41	33	1.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331:334to332:188	3	1	1.5	4	1	1.7	7	5	1.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331:334to337:331	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728:734to737:728	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728:734to727:726	0	4		0	3		0	4	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728:734to735:730	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728:73									

MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Horseshoe Crescent	C to C	913:-911to911:-913	0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road West	C to D	913:-911to911:-387	0	0		1	0	1.4	0	3	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Oatlands Drive	D to A	387:-911to911:-912	2	2	0.1	1	2	0.9	2	3	0.7
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road East	D to B	387:-911to911:-393	2	2	0.2	0	3		1	3	1.2
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Horseshoe Crescent	D to C	387:-911to911:-913	0	2		1	2	0.6	0	3	
MCC	52	14/03/2023	Turn	idow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road West	D to D	387:-911to911:-387	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road North	A to A	693:-692to692:-693	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Summerhill Place	A to B	693:-692to692:-994	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road South	A to C	693:-692to692:-691	1	1	0.2	5	2	1.7	4	1	1.6
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road North	B to A	994:-692to692:-693	0	0		1	0	1.0	0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Summerhill Place	B to B	994:-692to692:-994	0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Summerhill Place	Meadow Road South	B to C	994:-692to692:-691	0	2		0	1		0	1	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road North	C to A	691:-692to692:-693	3	1	1.2	3	0	2.0	2	2	0.3
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Summerhill Place	C to B	691:-692to692:-994	0	0		0	0		0	1	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road South	Meadow Road South	C to C	691:-692to692:-691	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road North	A to A	436:-448to448:-837	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Salford Road East	A to B	436:-448to448:-453	1	1	0.1	2	2	0.1	5	5	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Bedford Road South	A to C	436:-448to448:-454	0	9		4	9	1.8	1	8	3.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road North	Salford Road West	A to D	436:-448to448:-873	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road North	B to A	453:-448to448:-837	3	3	0.0	3	3	0.0	1	1	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road East	B to B	453:-448to448:-453	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Bedford Road South	B to C	834:-453to453:-454	66	68	0.2	74	77	0.3	59	69	1.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road East	Salford Road West	B to D	453:-448to448:-873	0	0		0	0		2	2	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road North	C to A	454:-448to448:-837	3	4	0.4	1	5	2.1	6	5	0.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road East	C to B	454:-448to448:-453	63	64	0.1	64	71	0.8	71	89	2.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road South	C to C	454:-448to448:-454	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road West	C to D	454:-448to448:-873	3	4	0.6	6	4	0.7	5	6	0.3
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road North	D to A	873:-448to448:-837	0	0		0	0		1	1	0.2
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road East	D to B	873:-448to448:-453	1	1	0.0	1	1	0.0	1	1	0.0
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873:-448to448:-454	8	9	0.3	2	10	3.3	4	8	1.5
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873:-448to448:-873	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to A	634:-633to633:-634	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to B	634:-633to633:-631	29	49	3.2	44	44	0.0	45	71	3.4
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	Progress Park	A to C	634:-633to633:-632	0	0		1	0	1.0	1	0	1.4
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	B to A	631:-633to633:-634	29	48	3.0	29	43	2.3	42	60	2.5
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631:-633to633:-631	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622:-631to631:-632	4	3	0.8	6	2	2.3	3	1	1.1
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to A	635:-632to632:-634	2	0	2.0	1	0	1.2	4	0	2.7
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632:-633to633:-631	6	2	2.1	7	2	2.4	3	3	0.3
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632:-633to633:-632	0	0		0	0		0	0	

Weekday Calibration - Heavies 10:00 to 15:00

										Heavy Goods Vehicle																																																											
										GEH<5						99%						98%						98%						99%						100%						99%																							
										<3						<4						<5						<6						<7						<8						<9						<10																	
										331						346						357						357						357						357						357						357						357											
										92.7%						96.9%						99.2%						99.7%						100.0%						100.0%						100.0%						100.0%						100.0%											
										0						0						0						0						0						0						0						0						0						0					
										1000 to 1100						1100 to 1200						1200 to 1300						1300 to 1400						1400 to 1500						1500 to 1600																													
										Obs		MOD		GEH		Obs		MOD		GEH		Obs		MOD		GEH		Obs		MOD		GEH		Obs		MOD		GEH		Obs		MOD		GEH																									
Survey Type	Ref	Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	Node Ref	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH	Obs	MOD	GEH																														
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A1 South	A to C	163-592to598-154	109	110	0.1	83	84	0.1	122	121	0.1	106	106	0.0	90	91	0.1	83	83	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Bedford road	A to D	163-592to596-149	6	6	0.1	4	4	0.0	9	9	0.0	7	7	0.0	5	5	0.0	10	10	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	A421	A to E	163-592to595-73	185	134	0.4	173	126	3.8	171	129	3.4	165	128	3.1	179	126	4.3	131	100	2.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 north	Services Exit	A to F	163-592to159-929	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 North	C to A	152-593to591-158	138	116	1.9	216	235	1.2	175	178	0.2	137	138	0.1	126	124	0.2	117	119	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A1 South	C to C	152-593to598-154	0	0		0	0	1.4	3	3	0.0	0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Bedford road	C to D	152-593to596-149	3	2	0.4	4	5	0.3	3	3	0.0	3	3	0.1	2	2	0.1	6	6	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	A421	C to E	152-593to595-73	45	38	1.2	72	66	0.7	45	47	0.3	37	38	0.1	21	28	1.4	21	28	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A1 South	Services Exit	C to F	152-593to159-929	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 North	D to A	149-595to591-158	8	8	0.0	2	2	0.1	3	3	0.0	6	6	0.1	4	4	0.1	2	2	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A1 South	D to C	149-595to598-154	1	1	0.1	4	4	0.0	5	5	0.0	2	2	0.0	4	4	0.0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Bedford road	D to D	149-595to596-149	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	A421	D to E	149-595to595-73	5	5		4	6	0.8	3	5	1.1	2	3	0.8	6	7	0.5	1	3	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Bedford road	Services Exit	D to F	149-595to159-929	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 North	E to A	70-589to591-158	132	118	1.3	171	136	2.8	174	156	1.4	159	140	1.5	180	146	2.7	145	122	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	A1 South	E to C	70-589to598-154	50	41	1.3	31	35	0.7	17	30	2.6	17	24	1.6	16	21	1.2	19	25	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Bedford road	E to D	70-589to596-149	1	2	0.5	0	7		1	2	0.5	0	9		0	5		0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421		E to E	70-589to595-73	0	0		1	0	1.4	0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	A421	Services Exit	E to F	70-589to159-929	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 North	F to A	928-590to591-158	0	5		0	5		0	5		0	5		0	5		0	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A1 South	F to C	928-590to598-154	0	5		0	5		0	5		0	5		0	5		0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Bedford road	F to D	928-590to596-149	0	1		0	1		0	0		0	0		0	1		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	A421	F to E	928-590to595-73	0	13		0	16		0	21		0	19		0	15		0	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	1	14/03/2023	Rdbt	Blackcat Roundabout	Services Exit	Services Exit	F to F	928-590to159-929	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566-572to573-566	0	0		0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566-572to567-565	2	2	0.1	1	1	0.1	0	2		1	2	0.5	1	1	0.4	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566-572to568-563	0	6		0	7		2	4	1.1	1	1	0.4	1	2	0.7	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566-572to561-562	1	1	0.0	0	0		0	0		0	0		0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0																													
MCC	2	14/03/2023	Rdbt																																																																		

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MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157-262to262-1156	15	25	2.3	18	30	2.4	15	34	3.8	15	29	3.0	19	25	1.3	7	21	3.7
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159-262to262-1157	11	5	2.0	12	4	2.8	4	19	4.4	14	7	2.3	5	17	3.5	5	3	0.9
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159-262to1157-1159	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road South	B to C	1159-262to262-1156	14	6	2.6	9	8	0.5	17	14	0.7	8	5	1.4	15	13	0.5	5	5	0.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road North	C to A	1156-262to262-1157	12	23	2.7	10	25	3.6	12	29	3.8	16	24	1.7	15	26	2.4	25	30	0.9
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Green Lane	C to B	1156-262to262-1159	7	7	0.0	9	12	0.9	13	9	1.3	12	13	0.3	14	12	0.7	9	9	0.0
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road South	C to C	263-262to262-263	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Fields Road	A to B	253-360to363-359	9	2	3.2	11	3	3.2	12	5	2.4	6	2	1.9	3	1	1.2	2	11	3.4
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Woburn Road S	A to C	253-360to364-254	26	28	0.4	22	34	2.2	28	41	2.3	26	31	0.9	18	27	1.8	15	23	1.9
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road N	B to A	359-361to358-253	11	5	2.3	9	3	2.6	5	2	1.5	6	2	2.2	3	1	1.1	3	1	1.3
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road S	B to C	359-361to364-254	8	12	1.4	4	13	3.0	6	12	2.0	8	11	1.0	8	11	0.9	6	7	0.4
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Woburn Road S	C to A	254-362to358-253	25	17	1.7	20	21	0.2	16	42	4.9	28	18	2.1	15	35	4.0	13	14	0.4
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Fields Road	C to B	254-362to363-359	5	12	2.5	2	11	3.4	2	12	3.8	4	13	3.0	4	11	2.6	4	21	5.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road North	A to A	256-257to257-256	1	0	1.4	0	0		0	0		0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Broadmead Road	A to B	256-257to257-301	10	4	2.2	3	3	0.1	8	5	1.3	3	4	0.3	3	4	0.3	0	4	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road South	A to C	256-257to257-258	23	36	2.4	25	44	3.2	25	48	3.8	27	39	2.0	26	34	1.5	5	27	5.4
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road North	B to A	301-257to257-256	8	1	3.1	4	2	1.5	3	7	1.6	3	1	1.8	5	4	0.3	2	1	0.5
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road South	B to B	301-257to257-301	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road South	B to C	301-257to257-258	1	0	1.0	3	1	1.6	1	0	0.7	2	1	1.2	1	1	0.3	2	0	1.6
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road North	C to A	258-257to257-256	22	28	1.3	20	30	1.9	16	48	5.7	30	30	0.0	19	42	4.1	25	33	1.5
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Broadmead Road	C to B	258-257to257-301	0	0		0	0		2	0	1.9	0	0		0	0	1.2	5	0	3.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road South	C to C	258-257to257-258	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road South	A to A	922-923to923-923	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road South	A to B	922-924to924-925	2	3	0.5	1	3	1.6	2	4	1.2	2	4	1.2	0	4		1	5	2.3
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Unnamed Road	A to C	922-923to923-266	27	28	0.2	25	34	1.6	29	44	2.4	22	30	1.5	35	34	0.1	12	20	2.1
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road North	B to A	924-923to923-922	1	0	1.4	2	0	2.0	0	5		1	0	1.4	3	4	0.4	1	0	1.0
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road South	B to B	924-923to923-924	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Unnamed Road	B to C	924-923to923-266	1	0	1.4	2	0	2.0	1	0	1.2	1	0	1.4	1	0	1.2	0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road North	C to A	266-923to923-922	18	31	2.6	18	36	3.5	25	34	1.6	30	36	1.1	25	34	1.7	33	38	0.9
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road South	C to B	266-923to923-924	1	0	1.2	0	0		0	1	1	0	1.0		2	0	1.9	0	1	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Unnamed Road	C to C	266-923to923-266	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to A	650-666to665-650	0	1		2	3	0.4	0	2		0	1		0	1		0	1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to B	650-666to662-268	18	28	2.1	17	34	3.3	20	32	2.4	26	35	1.6	25	31	1.1	30	36	1.1
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road South	A to C	650-666to667-660	3	3	0.2	5	3	0.9	4	3	0.6	5	6	0.2	6	5	0.4	6	6	0.1
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road South	A to D	650-666to648-661	2	3	0.5	3	2	0.7	3	3	0.1	4	4	0.2	6	5	0.4	2	4	1.3
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	Beancroft Road North	B to A	268-668to665-650	27	28	0.2	24	32	1.6	31	43	1.9	20	28	1.7	29	32	0.6	11	20	2.3
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	Beancroft Road North	B to B	268-668to662-268	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	Beancroft Road South	B to C	268-668to667-660	0	0		0	0		0	1		0	1		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	B to D	268-668to648-661	1	0	1.0	3	1	1.5	0	0		4	1	1.9	6	2	2.3	1	1	0.4
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road North	C to A	660-663to665-650	5	6	0.6	8	7	0.3	2	6	1.9	4	5	0.4	6	6	0.2	3	5	0.8
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road North)	C to B	660-663to662-268	0	1		0	2		1	1	0.3	0	1		0	2		0	1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road South	C to C	660-663to667-660	86	76	0	0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road South)	C to D	660-663to648-661	0	0		0	0		0	0		0	0		1	1	0.0	0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road North	D to A	661-664to665-650	8	7	0.4	3	6	1.2	3	5	1.0	3	5	0.9	3	7	1.7	8	6	0.8
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road North	D to B	661-664to662-268	1	2	0.6	1	2	0.4	3	1	1.4	5	1	2.5	4	1	1.7	2	2	0.2
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	D to C	661-664to667-660	0	0		0	0		0	0		1	1	0.1	0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	D to D	661-664to648-661	0	0		0	0		0	0		1	0		0	0		0	0	
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 East	A to B	402-416to417-405	85	90	0.5	126	113	1.2	123	121	0.2	101	100	0.1	89	87	0.2	78	86	0.9
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 West	A to C	402-416to419-396	95	89	0.6	88	101	1.3	72	84	1.4	78	80	0.2	72	77	0.6	54	69	1.9
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 North	B to A	410-418to415-399	49	87	4.6	61	119	6.1	96	133	3.5	103	130	2.5	120	147	2.4	110	141	2.8
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 West	B to C	409-411to411-412	35	37	0.3	78	85	0.7	104	114	1.0	75	86	1.2	81	99	1.9	81	94	1.4
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 North	C to A	395-420to415-399	79	66	1.6	75	66	1.1	81	68	1.6	82	75	0.8	66	64	0.2	87	73	1.5
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 East	C to B	395-420to417-405	68	62	0.8	68	63	0.6	79	71	0.9	89	79	1.1	80	71	1.0	63	51	1.6
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Bedford Road North	A to A	454-438to433-454	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB onslip	A to B	454-438to439-687	17	17	0.0	14	14	0.1	12	12	0.0	12	12	0.1	13	13	0.1	8	8	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB offslip	A to G	454-438to434-441	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Salford Road	A to H	454-438to445-1007	9	25	3.8	9	23	3.4	17	30	2.7	5	22	4.7	11	27	3.7	11	27	3.7
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 J13 South Rbt	A to South Rbt	454-438to444-424	53	49	0.6	67	70	0.3	61	65	0.5	49	50	0.1	45	47	0.3	46	49	0.4
MCC	29	14																								

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MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631-633to633-631	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622-631to631-632	2	2	0.4	5	2	1.9	2	2	0.3	1	2	0.4	3	1	1.1	5	1	2.7
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 North	C to A	635-632to632-634	0	0		1	0	1.2	0	0		0	0		0	0		2	0	1.9
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632-633to633-631	2	3	0.4	4	2	1.2	2	2	0.3	4	1	2.0	4	1	1.7	3	2	0.9
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632-633to633-632	0	0		0	0		0	0		0	0		0	0		0	0	

Weekday Calibration - Heavies 16:00 to 19:00

Heavy Goods Vehicle
Medium Goods Vehicle

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Heavies															
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306				249				225				201			
304				246				224				198			
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290				227				205				178			
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306				249											

MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Lower Shelton Rd	A to A	466::467to464::466	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB onslip	A to B	466::467to460::458	0	5		0	3		0	2		0	2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 SB offslip	A to C	466::467to464::653	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	A421 NB offslip	A to G	466::467to457::462	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	Beancroft Rd North	A to H	466::467to455::456	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Lower Shelton Rd	South Roundabout	A to South Rbt	466::467to469::470	0	2		0	2		0	1		0	1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB offslip	C to C	646::653to646::653	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Beancroft Rd South	C to D	646::653to654::669	2	4	1.1	2	3	0.7	0	8		0	7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	Services	C to E	646::653to720::652	0	10		1	4	2.0	0	9		0	8
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	A421 SB onslip	C to F	646::653to657::649	0	0		1	0	1.4	0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646::653to658::459	0	6		0	7		0	8		0	7
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB offslip	D to C	669::655to646::653	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Beancroft Rd South	D to D	669::655to654::669	0	0		0	0		0	1		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Services	D to E	669::655to720::652	3	1	1.4	1	1	0.4	2	1	1.2	0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB onslip	D to F	669::655to657::649	10	23	3.1	12	16	0.9	2	14	4.2	2	12
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	North Rbt	D to North Rbt	669::655to658::459	7	9	0.7	4	7	1.1	2	4	1.1	1	3
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB offslip	E to C	652::656to646::653	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Beancroft Rd South	E to D	652::656to654::669	2	3	0.6	0	1		1	2	0.5	0	2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Services	E to E	652::656to720::652	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB onslip	E to F	652::656to657::649	2	2	0.4	0	2		0	2		1	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	North Rbt	E to North Rbt	652::656to658::459	0	24		3	8	2.1	1	6	2.8	0	18
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457::462to464::466	0	1		0	1		0	1		0	1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457::462to460::458	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457::462to457::462	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Beancroft Rd North	G to H	457::462to455::456	3	3	0.1	0	1		2	2	0.1	0	1
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	16	31	3.1	7	18	3.1	7	16	2.7	3	17
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456::463to464::466	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456::463to460::458	0	6		0	5		0	4		3	2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456::463to455::456	0	0		0	0		0	0		0	0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	8	4	1.7	4	2	1.2	2	1	1.2	1	1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		0	0		0	0		0	0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	0	0		0	0		0	0		0	0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	15	17	0.4	8	10	0.8	9	9	0.0	4	6
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	0	0		1	1	0.1	1	0.1	1	1	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	2	2	0.0	0	0		1	1	0.1	0	0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	0	0		0	0		0	0		0	0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	2	2	0.2	0	4		1	0	0.9	0	4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	1	1	0.1	0	0		2	2	0.0	1	1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	30	23	1.4	16	13	0.9	11	7	1.4	10	8
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	0	4		0	3		3	3	0.1	0	4
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	2	3	0.6	1	2	0.9	0	7		1	3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	0	3		0	4		0	3		0	5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	0	0		0	0		0	0		1	1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	0	0		0	0		0	0		0	0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	0	6		0	4		0	3		0	3
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	0	0		0	0		0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	0	1		0	0		0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	9	11	0.8	7	8	0.4	7	7	0.0	4	4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::707	1	1	0.4	1	1	0.2	1	1	0.4	1	2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	1	1	0.4	2	1	0.8	0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010::708to708::976	5	3	1.3	5	2	1.5	0	0		1	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708::220to220::707	0	2		1	1	0.2	0	0		0	2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976::220to220::706	13	11	0.5	11	7	1.3	5	2	1.6	7	2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976::220to220::708	6	4	1.1	3	3	0.2	0	2		1	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976::220to220::976	0	0		0	0		0	0		0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977::976to976::707	11	36	5.2	4	20	4.6	5	20	4.3	1	12
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219::707to707::706	2	0	1.9	0	5		1	0	1.0	0	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707::220to220::708	0	1		0	3		1	0	1.4	1	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) South	D to C	707::220to220::976	9	25	3.8	4	23	5.2	4	6	1.1	2	10
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	B530 Ampthill Road	D to D	707::220to220::707	0	0		0	0		0	0		0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	A to A	980::221to221::980	0	0		0	0		0	0		0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road South	A to B	980::221to221::981	10	8	0.8	7	7	0.1	5	6	0.5	5	4
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	Elstow Road	A to C	980::221to221::979	2	2	0.0	0	0		0	0		0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	B to A	981::221to221::980	12	9	1.1	11	11	0.0	4	1	1.6	5	1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	A5141 Ampthill Road South	B to B	981::221to221::981	0	0		0	0		0	0		0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	Elstow Road	B to C	981::221to221::979	4	3	0.3	2	2	0.0	2	1	0.9	2	1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road North	C to A	705::979to979::980	1	1	0.0	1	1	0.1	1	1	0.1	0	0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road South	C to B	979::221to221::981	0	5		1	2	0.9	3	2	0.4	0	2
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	Elstow Road	C to C	979::221to221::979	0	0		0	0		0	0		0	0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	218::610to617::218	0	0		0	0		0	0		0	0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Sam Clark Way	A to B	218::610to616::609	0	2		0	2		0	1		0	1
MCC	11	14/03/2023																	

MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	8530 South	C to B	134::133to133::130	1	2	0.7	0	7		0	9		0	19	
MCC	17	14/03/2023	Turn	Stewartby Way/8530	Stewartby Way	Stewartby Way	C to C	134::133to133::134	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717::145to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717::145to139::138	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717::145to141::715	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717::145to143::302	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138::140to144::716	0	1		0	0		0	0		0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138::140to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138::140to139::138	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138::140to141::715	0	1		0	0		0	0		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138::140to143::302	0	18		1	4	1.9	1	4	1.7	0	15	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715::142to144::716	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715::142to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715::142to139::138	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to D	715::142to141::715	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715::142to143::302	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302::144to144::716	0	1		0	1		1	1	0.4	0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302::144to145::717	0	0		0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302::144to139::138	2	3	0.9	0	10		0	13		0	22	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302::144to141::715	0	1		0	2		0	2		0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302::144to143::302	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955::941to947::956	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955::941to948::305	2	0	1.6	0	1		0	2		0	3	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955::941to949::284	1	0	0.9	1	1	0.6	1	0	1.2	0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305::948to947::956	0	3		1	0	1.0	1	0	1.4	0	4	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305::948to948::305	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305::948to949::284	0	12		0	4		0	3		0	7	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284::949to947::956	0	5		0	2		2	1	0.7	0	4	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284::949to948::305	1	7	3.0	0	13		0	16		0	28	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284::949to949::284	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250::251to251::250	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250::251to251::248	4	0	2.6	0	3		1	1	0.1	1	0	1.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250::251to251::252	8	16	2.4	5	15	3.2	5	13	2.7	4	15	3.5
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248::251to251::250	1	1	0.1	1	1	0.1	1	1	0.4	0	1	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248::251to251::248	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248::251to251::252	5	5	0.2	1	3	1.5	0	3		0	6	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to A	252::251to251::250	7	7	0.2	4	5	0.6	3	5	1.0	3	5	0.9
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252::251to251::248	4	5	0.5	1	6	2.8	0	6		0	4	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252::251to251::252	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274::275to275::274	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274::275to275::920	0	2		0	1		0	1		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274::275to275::276	12	12	0.0	1	12	4.4	4	15	3.5	0	30	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane North	B to A	920::275to275::274	0	1		0	2		0	1		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920::275to275::920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane South	B to C	920::275to275::276	0	0		0	2		0	3		0	2	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane North	C to A	276::275to275::274	12	12	0.1	7	4	1.3	2	3	0.9	1	6	2.6
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276::275to275::920	0	1		0	0		0	0		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276::275to275::276	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271::272to272::271	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271::272to272::918	4	3	0.3	0	2		0	1		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271::272to272::273	11	13	0.5	1	12	4.4	4	12	2.8	0	20	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918::272to272::271	1	1	0.4	2	1	1.0	0	1		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918::272to272::918	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918::272to272::273	1	2	0.5	0	2		0	4		0	11	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane North	C to A	273::272to272::271	12	10	0.6	7	5	0.8	2	4	1.0	1	5	2.5
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273::272to272::918	0	3		0	1		0	1		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273::272to272::273	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157::262to262::1157	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Green Lane	A to B	261::1157to1157::1159	2	6	1.9	3	8	2.2	0	7		0	12	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157::262to262::1156	8	18	2.7	3	15	4.0	4	13	3.0	2	13	4.0
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159::262to262::1157	5	2	1.4	0	2		0	1		1	3	1.4
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159::262to1157::1159	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road South	B to C	1159::262to262::1156	8	9	0.2	8	4	1.9	2	3	0.9	0	3	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road North	C to A	1156::262to262::1157	13	23	2.4	7	15	2.5	2	15	4.4	3	12	3.3
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Green Lane	C to B	1156::262to262::1159	13	10	0.8	0	6		4	5	0.4	0	9	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road South	C to C	263::262to262::263	0	0		0	0		0	0		0	0	
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Woburn Road N	Fields Road	A to B	253::360to363::359	1	1	0.4	1	1	0.3	2	0	1.6	6	1	2.7
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Woburn Road N	Woburn Road S	A to C	253::360to364::254	12	20	1.9	4	18	4.1	4	16	3.8	0	20	
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Fields Road	Woburn Road N	B to A	359::361to358::253	2	0	1.7	2	1	1.2	2	1	1.1	3	0	2.3
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Fields Road	Woburn Road S	B to C	359::361to364::254	3	6	1.5	2	8	2.7	0	8		5	7	0.9
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Woburn Road S	Woburn Road N	C to A	254::362to358::253	10	11	0.4	3	11	3.1	1	10	3.8	1	8	3.4
MCC	24	14/03/2023	Rdbt	Fields Road Interchange	Woburn Road S	Fields Road	C to B	254::362to363::359	3	15	0.4	3	7	1.8	2	6	2.0	3	8	2.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road North	A to A	256::257to257::256	0	0		0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Broadmead Road														

MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906::213to213::212	0	1		0	1		0	1		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212::213to213::214	9	12	1.0	5	9	1.5	7	4	1.1	3	9	2.6
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212::213to213::906	0	0		0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212::213to213::212	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871::863to863::871	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871::863to863::303	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871::863to866::872	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871::863to866::304	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303::863to863::871	0	1		0	0		0	0		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303::863to863::303	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303::863to866::872	0	1		0	0		0	0		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303::863to866::304	0	15		1	4	1.8	1	3	1.6	0	11	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872::866to863::871	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872::866to863::303	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872::866to866::872	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872::866to866::304	0	0		0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304::866to863::871	0	1		0	1		0	1		0	2	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304::866to863::303	2	5	1.7	0	13		0	17		0	28	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304::866to866::872	0	1		0	0		0	1		0	2	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304::866to866::304	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863::303to303::863	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863::303to303::302	2	5	1.5	0	13		0	16		0	26	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863::303to303::870	0	1		0	1		0	2		0	2	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302::303to303::863	0	17		1	4	1.9	1	4	1.7	0	13	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	0	1		0	0		0	0		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	0	1		1	1	0.3	0	1		2	0	1.6
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288	4	1	1.9	0	2		0	2		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Stewartby Business Park Access Rc	A to D	289::807to811::805	0	1		0	1		0	1		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869::808to812::289	1	0	1.4	1	0	1.4	1	0	1.4	1	0	1.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869::808to814::868	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869::808to804::288	1	0	1.4	0	0		1	0	1.4	0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Stewartby Business Park Access Rc	B to D	869::808to811::805	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288::809to812::289	1	0	1.2	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Kiln Drive	C to B	288::809to814::868	1	1	0.4	1	0	0.7	2	0	1.5	0	2	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road South	C to C	288::809to804::288	1	0	1.4	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Stewartby Business Park Access Rc	C to D	288::809to811::805	0	0		0	0		0	0		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Stewartby Business Park Access Rc	Broadmead Road North	D to A	805::810to812::289	0	1		0	1		0	0		0	1	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Stewartby Business Park Access Rc	Kiln Drive	D to B	805::810to814::868	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Stewartby Business Park Access Rc	Broadmead Road South	D to C	805::810to804::288	0	0		0	1		0	0		0	2	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Stewartby Business Park Access Rc	Broadmead Road South	D to D	805::810to811::805	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Broadmead Road North	A to A	288::287to287::288	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Park Crescent	A to B	288::287to287::916	2	1	1.1	0	1		0	1		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Broadmead Road South	A to C	288::287to287::286	4	1	2.2	0	2		1	2	0.5	0	3	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Broadmead Road North	B to A	916::287to287::286	2	0	2.0	0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Park Crescent	B to B	916::287to287::916	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Broadmead Road South	B to C	916::287to287::286	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Broadmead Road North	C to A	286::287to287::288	1	2	0.7	1	1	0.6	2	0	1.5	0	4	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Park Crescent	C to B	286::287to287::916	0	2		0	0		0	0		0	2	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Broadmead Road South	C to C	286::287to287::286	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	Broadmead Road North	A to A	285::950to950::285	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Broadmead Road North)	A to B	285::950to953::955	3	1	1.8	1	2	0.5	1	2	0.5	0	3	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Access Road)	A to C	285::950to951::954	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road North)	Broadmead Road North	B to A	956::952to950::285	0	4		1	1	0.2	3	0	2.0	0	6	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	B to B	956::952to953::955	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	B to C	956::952to951::954	0	3		0	1		0	0		0	2	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	Broadmead Road North	C to A	954::951to950::285	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	C to B	954::951to953::955	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	C to C	954::951to951::954	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Folkes Road	A to A	770::771to775::770	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road East	A to B	770::771to767::766	2	1	0.9	0	1		1	1	0.6	1	1	0.1
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Burgoyne Avenue	A to C	770::771to777::768	1	0	1.0	0	0		0	0		1	1	0.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road West	A to D	770::771to776::769	0	0		0	0		1	1	0.0	0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Folkes Road	B to A	766::772to775::770	1	1	0.1	0	1		0	1		1	1	0.6
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Fields Road East	B to B	766::772to767::766	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Burgoyne Avenue	B to C	766::772to777::768	3	6	1.2	2	3	0.7	4	2	0.9	8	4	1.7
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Fields Road West	B to D	766::772to776::769	0	10		2	3	0.8	0	3		0	4	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Folkes Road	C to A	768::773to775::770	0	0		0	0		0	0	0.9	0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Fields Road East	C to B	768::773to767::766	3	4	0.4	3	4	0.4	1	3	1.5	4	3	0.4
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Burgoyne Avenue	C to C	768::773to777::768	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue															

MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	0	2		0	4		0	4		0	3	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	terchange Retail Park Access Ro	A to A	625::626to713::625	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	1	1	0.6	0	4		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Access	A to D	625::626to711::624	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	0	5		0	4		0	2		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	0	2		0	2		0	1		0	1	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	7		0	4		0	2		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Access	B to D	619::628to711::624	0	8		0	5		0	3		0	1	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	1	1	0.0	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	1	1	0.3	0	5		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Access	C to D	623::629to711::624	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	terchange Retail Park Access Ro	D to A	624::630to713::624	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Polo Field Way	D to B	624::630to627::608	0	2		0	5		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	hange Retail Park Freight Access	D to D	624::630to711::624	0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	0	0		1	0	1.4	0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187::336to332::188	13	13	0.0	20	15	1.1	12	8	1.2	10	7	1.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187::336to337::331	40	27	2.2	27	17	2.1	23	15	1.8	12	7	1.6
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	C to A	194::333to335::190	17	20	0.7	10	13	0.8	6	8	0.9	5	8	1.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	C to C	194::333to332::188	0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194::333to337::331	5	1	2.2	4	1	1.7	2	0	1.6	2	0	1.5
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331::334to335::190	24	15	1.9	21	13	1.8	9	9	0.1	17	11	1.5
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331::334to332::188	4	1	2.2	6	2	1.9	1	0	1.4	0	2	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331::334to337::331	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728::734to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728::734to727::726	1	1	0.3	1	1	0.3	0	0		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728::734to735::730	1	1	0.0	0	0		1	1	0.0	0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728::734to736::729	0	0		0	0		0	1		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Bedford Road North	B to A	726::731to737::728	0	3		0	2		0	1		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	The Causeway	B to B	726::731to727::726	0	0		1	0	1.4	0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Bedford Road South	B to C	726::731to735::730	22	16	1.5	14	8	1.7	10	6	1.5	6	3	1.4
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Fisherswood Road	B to D	726::731to736::729	21	10	2.8	16	8	2.2	16	8	2.2	9	4	2.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Bedford Road North	C to A	730::732to737::728	1	1	0.0	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	The Causeway	C to B	730::732to727::726	14	8	1.7	12	8	1.4	7	5	0.6	6	6	0.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Bedford Road South	C to C	730::732to735::730	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Fisherswood Road	C to D	730::732to736::729	0	3		1	2	0.4	0	4		0	4	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road North	D to A	729::733to737::728	0	0		0	0		0	1		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	The Causeway	D to B	729::733to727::726	14	7	2.2	14	7	2.0	3	3	0.1	11	7	1.5
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road South	D to C	729::733to735::730	2	2	0.1	0	1		0	2		0	4	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Fisherswood Road	D to D	729::733to736::729	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 North	A to A	196::313to312::195	0	0		1	0	1.4	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Bedford Road	A to B	196::313to315::200	1	1	0.4	1	1	0.4	0	1		0	2	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 South	A to C	196::313to316::197	14	12	0.7	22	15	1.6	7	7	0.0	8	6	0.7
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Southern Cross	A to D	196::313to314::203	1	1	0.3	2	2	0.3	2	1	1.0	0	1	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 North	B to A	200::317to312::195	2	2	0.2	2	2	0.1	1	1	0.4	0	1	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Bedford Road	B to B	200::317to315::200	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 South	B to C	200::317to316::197	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Southern Cross	B to D	200::317to314::203	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 North	C to A	197::310to312::195	17	18	0.2	10	11	0.3	8	7	0.3	6	6	0.2
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Bedford Road	C to B	197::310to315::200	0	0		1	1	0.0	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 South	C to C	197::310to316::197	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Southern Cross	C to D	197::310to314::203	2	2	0.0	1	1	0.0	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 North	D to A	203::311to312::195	2	1	0.7	4	1	1.7	0	1		1	0	0.7
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Bedford Road	D to B	203::311to315::200	0	0		1	1	0.0	0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 South	D to C	203::311to316::197	0	0		0	0		1	1	0.0	0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Southern Cross	D to D	203::311to314::203	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road North	A to A	741::745to751::741	0	0		1	0	1.4	0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	MH Star UK Ltd Access Road	A to B	741::745to756::757	3	5	0.9	0	6		0	7		0	4	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road South	A to C	741::745to752::749	0	1		0	1		0	1		0	1	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Zander Way	A to D	741::745to753::750	16	8	2.3	16	4	3.8	16	6	3.2	9	4	2.0
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Fisherswood Road North	B to A	757::746to751::741	1	4	2.0	5	5	0.0	0	3		0	7	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	MH Star UK Ltd Access Road	B to B	757::746to756::757	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Fisherswood Road South	B to C	757::746to752::749	0	2		0	2		0	3		0	2	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Zander Way	B to D	757::746to753::750	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Fisherswood Road North	C to A	749::747to751::741	5	0	3.1	1	0	1.2	0	0		0	1	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	MH Star UK Ltd Access Road	C to B	749::747to756::757	0	1		0	1		0	1		0	1	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Fisherswood Road South	C to C	749::747to752::749	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Zander Way	C to D	749::747to753::750	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	Fisherswood Road North	D to A	750::748to751::741	10	5	1.8	7	4	1.5	3	1	1.2	12	4	2.9
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	MH Star UK Ltd Access Road	D to B	750::748to756::757	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	Fisherswood Road South	D to C	750::748to752::749	0	0		0	0		0	0		0		

Saturday Calibration - Heavies 07:00 to 10:00

Saturday Calibration - Heavies 07:00 to 10:00										Heavies									
										07:00:00			08:00:00			09:00:00			
										205			238			262			
										205			238			262			
										100%			100%			100%			
										<3	197	96.1%		234	98.3%		253	96.6%	
										<4	204	99.5%		237	99.6%		262	100.0%	
										<5	205	100.0%		238	100.0%		262	100.0%	
										<6	205	100.0%		238	100.0%		262	100.0%	
										<7	205	100.0%		238	100.0%		262	100.0%	
										<8	205	100.0%		238	100.0%		262	100.0%	
										<9	205	100.0%		238	100.0%		262	100.0%	
										<10	205	100.0%	0	238	100.0%	0	262	100.0%	0
Survey Type	Ref	Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	0700 to 0800			0800 to 0900			0900 to 1000				
									OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566::572to573::566	0	0		0	0		0	0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566::572to567::565	0	1		0	1		1	1	0.0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566::572to568::563	0	1		0	1		1	1	0.1		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566::572to561::562	0	0		0	0		0	0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	St Neots Rd East	C to D	581::582to587::580	0	3		0	3		0	3			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	A421 On-slip South	C to E	581::582to584::579	0	0		0	0		0	0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	West RB	C to West RB	581::582to585::564	5	6	0.2	4	4	0.2	11	10	0.2		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	A421 On-slip South	D to E	580::583to584::579	3	4	0.3	1	2	0.9	1	3	1.6		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	West RB	D to West RB	580::583to585::564	0	8		0	8		0	8			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	Water End	F to A	560::570to573::566	0	4		1	1	0.4	0	3			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	A421 On-slip North	F to B	560::570to567::565	0	0		0	0		0	0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	St Neots Rd West	F to G	560::570to561::562	3	4	0.3	4	5	0.2	6	5	0.5		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	East RB	F to East RB	560::570to568::563	3	3	0.2	1	2	0.4	1	1	0.3		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	Water End	G to A	562::571to573::566	0	1		0	1		1	1	0.0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	A421 On-slip North	G to B	562::571to567::565	4	4	0.0	4	4	0.0	5	5	0.0		
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	St Neots Rd West	G to G	562::571to561::562	0	0		0	0		0	0			
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	East RB	G to East RB	562::571to568::563	6	6	0.1	13	13	0.1	5	5	0.0		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	A421 North	A to A	551::538to537::544	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cambridge Rd	A to B	551::538to539::553	0	5		3	5	1.0	2	5	1.6		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Bedford Rd	A to C	551::538to541::554	0	3		0	3		0	3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cardington Rd	A to E	551::538to533::547	0	3		0	5		0	4			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Stannard Way	A to F	551::538to535::637	3	4	0.7	6	4	0.9	4	4	0.0		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 North	B to A	553::540to537::544	0	1		0	4		0	3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cambridge Rd	B to B	553::540to539::553	1	0	1.4	0	0		3	0	2.4		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Bedford Rd	B to C	553::540to541::554	0	1		0	1		0	1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 South	B to D	553::540to530::556	0	17		0	14		0	14			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cardington Rd	B to E	553::540to533::547	7	2	2.4	9	6	1.1	4	3	0.5		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Stannard Way	B to F	553::540to535::637	2	0	2.0	6	0	3.5	3	0	2.4		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 North	C to A	554::531to537::544	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cambridge Rd	C to B	554::531to539::553	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Bedford Rd	C to C	554::531to541::554	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 South	C to D	554::531to530::556	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cardington Rd	C to E	554::531to533::547	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Stannard Way	C to F	554::531to535::637	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cambridge Rd	D to B	543::532to536::328	0	7		0	3		0	6			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Bedford Rd	D to C	543::532to541::554	0	2		0	1		0	1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	A421 South	D to D	543::532to530::556	7	0	3.7	3	0	2.4	6	0	3.5		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cardington Rd	D to E	543::532to533::547	0	1		0	1		0	1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Stannard Way	D to F	543::532to535::637	0	2		0	2		0	3			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 North	E to A	547::534to537::544	0	4		1	6	2.7	0	9			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cambridge Rd	E to B	547::534to539::553	0	2		0	7		0	2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Bedford Rd	E to C	547::534to541::554	4	0	2.8	6	0	3.5	8	1	3.4		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 South	E to D	547::534to530::556	2	1	0.5	7	3	1.6	2	4	1.0		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cardington Rd	E to E	547::534to533::547	0	0		0	0		1	0	1.4		
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Stannard Way	E to F	547::534to535::637	1	2	0.8	0	2		0	2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	A421 North	F to A	637::536to537::544	0	2		0	2		0	2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Cambridge Rd	F to B	637::536to539::553	0	1		0	1		0	1			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Bedford Rd	F to C	637::536to541::554	0	0		0	0		0	0			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	A421 South	F to D	637::536to530::556	0	2		0	1		0	2			
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Cardington Rd	F to E	637::536to533::547	0	1		0	1		0				

MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 SB offslip	North Rbt	C to North Rbt	646::653to658::459	4	7	1.1	2	6	1.9	3	8	2.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB offslip	D to C	669::655to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Beancroft Rd South	D to D	669::655to654::669	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	Services	D to E	669::655to720::652	0	0		1	1	0.3	0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	A421 SB onslip	D to F	669::655to657::649	12	9	1.0	3	8	2.2	4	5	0.5
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd South	North Rbt	D to North Rbt	669::655to658::459	0	4		6	3	1.4	6	4	1.0
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB offslip	E to C	652::656to646::653	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Beancroft Rd South	E to D	652::656to654::669	1	1	0.3	1	1	0.4	1	1	0.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	Services	E to E	652::656to720::652	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	A421 SB onslip	E to F	652::656to657::649	2	0	1.9	0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Services	North Rbt	E to North Rbt	652::656to658::459	0	9		0	9		0	11	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Lower Shelton Rd	G to A	457::462to464::466	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB onslip	G to B	457::462to460::458	0	0		0	0		1	0	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	A421 NB offslip	G to G	457::462to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Beancroft Rd North	G to H	457::462to455::456	0	1		0	0		0	1	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	8	7	0.4	5	3	1.2	6	6	0.2
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456::463to464::466	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456::463to460::458	2	3	0.5	2	3	0.5	1	3	1.4
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456::463to455::456	0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	0	1		1	1	0.6	4	1	2.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	0	1		0	1		1	1	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	14	14	0.1	18	18	0.1	14	13	0.2
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	1	1	0.0	0	2		0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	0	2		0	2		0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	0	2		2	2	0.0	0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	19	17	0.4	17	16	0.2	12	12	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	0	0		0	0		2	1	0.7
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	0	3		0	3		0	3	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	0	2		1	1	0.4	0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	0	2		0	2		2	2	0.1
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	0	1		0	1		0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	0	2		2	1	1.0	0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	0	2		1	1	0.2	3	3	0.3
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	8	5	1.0	10	8	0.8	8	6	0.7
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::707	1	1	0.4	4	3	0.3	4	3	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	1	1	0.2	1	1	0.1	2	2	0.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010::708to708::976	3	3	0.1	3	2	0.8	0	1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708::220to220::707	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976::220to220::706	7	8	0.2	7	6	0.4	9	8	0.5
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976::220to220::708	1	1	0.2	3	3	0.0	1	1	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976::220to220::976	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977::976to976::707	0	4		3	3	0.2	5	4	0.5
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219::707to707::706	4	1	2.0	0	0		3	2	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707::220to220::708	1	1	0.1	1	0	0.7	1	1	0.0
MCC	9	14/03/2023															

MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	B530 South	B to B	130::133to133::130	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	B530 South	Stewartby Way	B to C	130::133to133::134	0	4		1	1	0.0	0	4	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 North	C to A	134::133to133::131	0	0		0	0		0	0	
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	B530 South	C to B	134::133to133::130	0	2		0	0		1	0	1.4
MCC	17	14/03/2023	Turn	Stewartby Way/B530	Stewartby Way	Stewartby Way	C to C	134::133to133::134	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Exit	B to A	717::145to144::716	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Montgomery Close Entry	B to B	717::145to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way East	B to C	717::145to139::138	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	The Crescent	B to D	717::145to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Montgomery Close Entry	Stewartby Way West	B to E	717::145to143::302	0	0		1	0	1.4	0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Exit	C to A	138::140to144::716	0	1		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Montgomery Close Entry	C to B	138::140to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way East	C to C	138::140to139::138	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	The Crescent	C to D	138::140to141::715	0	1		0	1		0	1	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way East	Stewartby Way West	C to E	138::140to143::302	0	3		1	1	0.4	0	2	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Exit	D to A	715::142to144::716	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Montgomery Close Entry	D to B	715::142to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way East	D to C	715::142to139::138	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	The Crescent	D to D	715::142to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	The Crescent	Stewartby Way West	D to E	715::142to143::302	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Exit	E to A	302::144to144::716	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Montgomery Close Entry	E to B	302::144to145::717	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way East	E to C	302::144to139::138	0	2		0	0		1	0	1.4
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	The Crescent	E to D	302::144to141::715	0	0		0	0		0	0	
MCC	18	14/03/2023	Rdbt	artby Way / The Crescent / Montgomery Close Round	Stewartby Way West	Stewartby Way West	E to E	302::144to143::302	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	(Broadmead Road)	A to A	955:941to947::956	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955:941to948::305	0	0		0	1		1	0	1.4
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955:941to949::284	0	0		0	4		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305:948to947::956	0	0		1	0	1.0	0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305:948to948::305	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305:948to949::284	0	1		1	2	0.7	1	1	0.6
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284:949to947::956	0	1		0	1		0	2	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284:949to948::305	0	4		0	2		0	2	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284:949to949::284	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250:251to251::250	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250:251to251::248	1	0	1.4	2	0	1.7	2	0	1.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250:251to251::252	6	10	1.5	8	9	0.5	4	9	1.8
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248:251to251::250	1	1	0.4	1	0	1.0	2	0	1.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248:251to251::248	0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248:251to251::252	1	1	0.3	2	1	0.5	0	1	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252:251to251::250	11	10	0.2	5	9	1.5	7	5	0.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252:251to251::248	0	2		0	0		1	1	0.3
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252:251to251::252	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274::275to275::274	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274::275to275::920	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274::275to275::276	9	5	1.4	4	3	0.8	5	3	1.0
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane North	Green Lane North	B to A	920:275to275::274	0	1		0	1		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920:275to275::920	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Junerley Sixth Form College Access	Green Lane South	Green Lane South	B to C	920:275to275::276	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to A	276:275to275::274	10	1	3.7	7	5	0.7	9	1	3.9
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276:275to275::920	0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276:275to275::276	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271::272to272::271	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271::272to272::918	0	1		0	0		1	1	0.1
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271::272to272::273	9	5	1.6	4	3	0.8	5	3	1.0
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918:272to272::71	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918:272to272::918	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918:272to272::273	0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane North	C to A	273:272to272::271	10	1	3.7	7	5	0.7	9	1	3.9
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273:272to272::918	0	1		0	1		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273:272to272::273	0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157::262to262::1157	0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Green Lane	A to B	261::1157to1157::1159	4	3	0.7	1	2	0.5	3	2	0.8
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157:262to262::1156	5	8	1.1	3	6	1.4	3	6	1.3
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159:262to262::1157	1	0	1.4	2	1	0.6	5	0	3.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159:262to1157::1159	0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road South	B to C	1159:262to262::1156	9	1	3.5	5	4	0.4	4	0	2.4
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road North	C to A	1156:262to262::1157	1	6	2.6	2	5	1.5	2	5	1.6
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Green Lane	C to B	1156:262to262::1159	5	4	0.7	2	1	0.5	4	2	1.1
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road South	C to C	263:262to262::263	0	0		0	0		0	0	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Fields Road	A to B	253:360to363::359	3	4	0.4	3	4	0.3	1	2	0.7
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Woburn Road S	A to C	253:360to364::254	4	8	1.5	7	7	0.1	4	8	1.6
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road N	B to A	359:361to358::253	10	7	1.0	2	3	0.5	1	2	1.1
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road S	B to C	359:361to364::254	2	4	0.9	2	1	1.3	2	0	1.5
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Woburn Road N	C to A	254:362to358::253	1	5	2.2	3	7	1.7	7	4	1.5
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Fields Road	C to B	254:362to363::359	1	1	0.4	1	0	0.7	2	2	0.4
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road North	A to A	256:257to257::256	0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Broadmead Road	A to B	256:257to257::301	0	0		2	1	1.3	2	1	1.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road South	A to C	256:257to257::258	8	11	0.9	6	7	0.4	3	8	2.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road North	B to A	301:257to257::256	0	0		1	1	0.4	2	0	2.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Broadmead Road	B to B	301:257to257::301	0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road South	B to C	301:257to257::258	0	0		1	0	1.2	0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road North	C to A	258:257to257::256									

MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB onslip	H to B	435:442to439:687	39	38	0.1	26	38	2.1	40	44	0.6
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB offslip	H to G	435:442to434:441	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road		H to H	435:442to445:446	0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 J13 South Rbt	H to South Rbt	435:442to444:424	0	0		0	0		0	0	
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road East	B to C	990:671to671:435	40	43	0.4	32	42	1.6	42	48	0.9
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road West	B to D	990:671to446:985	0	3		0	4		0	4	
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road East	A421 On-slip North	C to A	985:672to672:984	42	42	0.1	20	25	1.0	35	37	0.4
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 On-slip North	D to A	677:673to673:991	0	1		1	1	0.2	1	1	0.2
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	A421 Off-slip South	D to B		0			0			0		
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	Salford Road West	Salford Road East	D to C	677:984to984:986	1	1	0.0	2	3	0.5	1	1	0.2
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill North	A to A	214:213to213:214	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B&M Access Road Junction	A to B	214:213to213:906	0	3		0	1		0	3	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill North	B530 Hardwick Hill South	A to C	214:213to213:212	3	2	0.6	3	3	0.1	4	2	1.0
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill North	B to A	906:213to213:214	0	3		0	2		0	3	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B&M Access Road Junction	B to B	906:213to213:906	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B&M Access Road Junction	B530 Hardwick Hill South	B to C	906:213to213:212	0	1		0	1		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill North	C to A	212:213to213:214	7	1	2.9	1	1	0.4	4	1	1.9
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B&M Access Road Junction	C to B	212:213to213:906	0	0		0	0		0	0	
MCC	31	14/03/2023	Turn	B530 / B&M Access Road Junction	B530 Hardwick Hill South	B530 Hardwick Hill South	C to C	212:213to213:212	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Park Crescent	A to A	871:863to863:871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way East	A to B	871:863to863:303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	School Lane	A to C	871:863to866:872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Park Crescent	Stewartby Way West	A to D	871:863to866:304	0	0		0	0		1	0	1.4
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Park Crescent	B to A	303:863to863:871	0	1		0	0		0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	303:863to863:303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	School Lane	B to C	303:863to866:872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to D	303:863to866:304	0	1		2	1	0.6	0	1	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Park Crescent	C to A	872:866to863:871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way East	C to B	872:866to863:303	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	School Lane	C to C	872:866to866:872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	School Lane	Stewartby Way West	C to D	872:866to866:304	0	0		0	1		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Park Crescent	D to A	304:866to863:871	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	D to B	304:866to863:303	0	5		0	2		1	2	0.4
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	School Lane	D to C	304:866to866:872	0	0		0	0		0	0	
MCC	32a	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	D to D	304:866to866:304	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way West	A to A	863:303to303:863	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	Stewartby Way East	A to B	863:303to303:302	0	2		0	0		1	0	1.4
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way West	The Crescent	A to C	863:303to303:870	0	3		0	2		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302:303to303:863	0	2		2	1	0.8	0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302:303to303:302	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302:303to303:870	0	1		0	0		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870:303to303:863	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870:303to303:302	0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870:303to303:870	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289:807to812:289	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289:807to814:868	0	1		1	0	1.0	1	0	1.2
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289:807to804:288	0	0		0	1		1	1	0.2
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	ewartby Business Park Access Rc	A to D	289:807to811:805	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869:808to812:289	0	0		1	0	0.7	2	0	2.0
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869:808to814:868	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869:808to804:288	0	0		0	0		1	0	1.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	ewartby Business Park Access Rc	B to D	869:808to811:805	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288:809to812:289	0	0		0	1		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Kiln Drive	C to B	288:809to814:868	0	1		1	1	0.1	0	2	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road South	C to C	288:809to804:288	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	ewartby Business Park Access Rc	C to D	288:809to811:805	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	ewartby Business Park Access Rc	Broadmead Road North	D to A	805:810to812:289	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	ewartby Business Park Access Rc	Kiln Drive	D to B	805:810to814:868	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	ewartby Business Park Access Rc	Broadmead Road South	D to C	805:810to804:288	0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	ewartby Business Park Access Rc	ewartby Business Park Access Rc	D to D	805:810to811:805	0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road North	Broadmead Road North	A to A	288:287to287:288	0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road North	Park Crescent	A to B	288:287to287:916	0	0		0	0		1	1	0.2
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road North	Broadmead Road South	A to C	288:287to287:286	0	0		0	1		1	0	1.4
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Park Crescent	Broadmead Road North	B to A	916:287to287:288	0	0		0	1		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Park Crescent	Park Crescent	B to B	916:287to287:916	0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Park Crescent	Broadmead Road South	B to C	916:287to287:286	0	0		0	3		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road South	Broadmead Road North	C to A	286:287to287:288	0	1		1	1	0.1	0	2	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road South	Park Crescent	C to B	286:287to287:916	0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Crescent Junction	Broadmead Road South	Broadmead Road South	C to C	286:287to287:286	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	Broadmead Road North	A to A	285:950to950:285	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Broadmead Road South)	A to B	285:950to953:955	0	0		0	4		1	0	1.4
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Access Road)	A to C	285:950to951:954	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	Broadmead Road North	B to A	956:952to950:285	0	1		1	1	0.1	0	2	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	B to B	956:952to953:955	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	B to C	956:952to951:954	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	Broadmead Road North	C to A	954:951to950:285	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	C to B	954:951to953:955	0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	C to C	954:951to951:954	0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Folkes Road	A to A	770:771to775:770	0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road East	A to B	770:771to767:766	5	6	0.3	2	2	0.1	1	1	0.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Burgoyne Avenue	A to C	770:771to777:768	0	1		1	1	0.1	0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road West	A to D	770:771to776:769	0	0		0	0		1	1	0.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Folkes Road	B to A	766:772to775:770	2	3	0.4	1					

MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road North	C to A	888::889to889::890	0	1		0	4		0	3	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	888::889to889::902	0	0		1	1	0.3	0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	888::889to889::888	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	893::892to892::893	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	893::892to892::891	0	2		0	1		0	1	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	893::892to892::898	0	1		0	1		0	1	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	891::892to892::893	0	1		0	3		0	4	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	891::892to892::891	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	891::892to892::898	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	898::892to892::893	1	1	0.6	0	1		0	1	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	898::892to892::891	0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Winstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	898::892to892::898	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	894::893to893::894	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	894::893to893::896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road South	A to C	894::893to893::892	0	3		0	2		0	2	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	896::893to893::894	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Medbury Lane	B to B	896::893to893::896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road South	B to C	896::893to893::892	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road North	C to A	892::893to893::894	1	1	0.2	0	4		0	5	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Medbury Lane	C to B	892::893to893::896	0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892::893to893::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892::891to891::892	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892::891to891::900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892::891to891::890	0	2		0	1		0	1	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900::891to891::892	0	0		0	0		0	1	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900::891to891::900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road South	B to C	900::891to891::890	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890::891to891::892	0	1		0	3		0	3	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890::891to891::900	0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890::891to891::890	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access	Roterchange Retail Park Access Ro	A to A	625::626to713::625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625::626to627::608	0	1		0	0		1	1	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625::626to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Acces:	A to D	625::626to711::624	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619::628to713::625	1	1	0.2	1	0	0.7	2	2	0.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619::628to627::608	0	1		0	1		0	1	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619::628to709::623	0	2		0	0		0	3	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Acces:	B to D	619::628to711::624	0	3		0	1		1	1	0.4
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623::629to713::625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623::629to627::608	0	1		0	0		1	1	0.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623::629to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Acces:	C to D	623::629to711::624	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	terchange Retail Park Access Ro	D to A	624::630to713::625	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Polo Field Way	D to B	624::630to627::608	1	1	0.0	0	0		1	1	0.1
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	Race Meadows Way	D to C	624::630to709::623	0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Acces:	hange Retail Park Freight Acces:	D to D	624::630to711::624	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187::336to335::190	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187::336to332::188	7	7	0.1	22	22	0.1	12	13	0.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to D	187::336to337::331	13	11	0.6	5	6	0.2	9	6	1.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	C to A	194::333to335::190	7	10	1.0	15	15	0.1	14	15	0.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	C to C	194::333to332::188	0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194::333to337::331	1	1	0.3	4	4	0.0	0	2	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331::334to335::190	15	13	0.5	11	10	0.4	12	12	0.1
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331::334to332::188	1	1	0.0	0	2		1	1	0.0
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331::334to337::331	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728::734to737::728	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728::734to727::726	1	1	0.2	0	1		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728::734to735::730	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728::734to736::729	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Bedford Road North	B to A	726::731to737::728	1	0	0.7	0	1		1	1	0.2
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	The Causeway	B to B	726::731to727::726	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Bedford Road South	B to C	726::731to735::730	5	6	0.3	4	4	0.2	3	3	0.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	The Causeway	Fisherswood Road	B to D	726::731to736::729	6	6	0.2	4	4	0.2	5	5	0.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Bedford Road North	C to A	730::732to737::728	0	1		0	1		1	1	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	The Causeway	C to B	730::732to727::726	3	4	0.5	4	4	0.0	4	5	0.3
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Bedford Road South	C to C	730::732to735::730	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Bedford Road South	Fisherswood Road	C to D	730::732to736::729	0	6		0	3		0	4	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road North	D to A	729::733to737::728	0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	The Causeway	D to B	729::733to727::726	10	9	0.3	7	7	0.1	9	8	0.5
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road South	D to C	729::733to735::730	0	8		0	6		0	8	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherwood Road / Bedford Road Roundal	Fisherswood Road	Fisherswood Road	D to D	729::733to736::729	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 North	A to A	196::313to312::195	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Bedford Road	A to B	196::313to315::200	2	1	0.6	1	1	0.2	0	2	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 South	A to C	196::313to316::197	10	7	1.0	21	19	0.5	8	10	0.6
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Southern Cross	A to D	196::313to314::203	0	0		2	3	0.8	2	2	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 North	B to A	200::311to312::195	0	1		0	1		2	1	0.5
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Bedford Road	B to B	200::317to315::200	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 South	B to C	200::317to316::197	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Southern Cross	B to D	200::317to314::203	1	1	0.1	1	1	0.1	0	2	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 North	C to A	197::310to312::195	9	9	0.1	16	16	0.0	12	14	0.6
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Bedford Road	C to B	197::310to315::200	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 South	C to C	197::310to316::197	0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Southern Cross	C to D	197::310to314::203	1	1	0.1	0	2		2	2	0.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 North	D to A</										

MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road North	C to A	454::448to448::837	1	1	0.0	2	2	0.1	2	2	0.1
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road East	C to B	454::448to448::453	21	21	0.0	23	21	0.4	12	14	0.6
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Bedford Road South	C to C	454::448to448::454	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Bedford Road South	Salford Road West	C to D	454::448to448::873	0	3		0	2		0	3	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road North	D to A	873::448to448::837	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road East	D to B	873::448to448::453	0	0		0	0		0	0	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Bedford Road South	D to C	873::448to448::454	0	3		0	5		0	3	
MCC	54	14/03/2023	Turn	Salford Road / Bedford Road Junction	Salford Road West	Salford Road West	D to D	873::448to448::873	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 North	A to A	634::633to633::634	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	A5141 South	A to B	634::633to633::631	18	14	0.9	13	11	0.6	13	13	0.0
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 North	Progress Park	A to C	634::633to633::632	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 North	B to A	631::633to633::634	8	12	1.2	13	12	0.3	15	13	0.6
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	A5141 South	B to B	631::633to633::631	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	A5141 South	Progress Park	B to C	622::631to631::632	0	0		2	3	0.3	2	2	0.4
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 North	C to A	635::632to632::634	0	0		0	0		0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	A5141 South	C to B	632::633to633::631	0	0		1	1	0.4	0	0	
MCC	55	14/03/2023	Turn	A5141 / Progress Park	Progress Park	Progress Park	C to C	632::633to633::632	0	0		0	0		0	0	

Heavy Goods Vehicle
Medium Goods Vehicle

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MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976-220a220-706	2	3	0.7	9	7	0.9	2	3	0.8	6	6	0.0	1	2	0.9	3	2	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976-220a220-708	1	0	0.1	3	0.3	2	0.3	1	0	0.3	1	0	1.4	1	0.1	0	1	0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976-220a220-976	0	0		0	0		0	0		0	0		0	0		0		
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977-976a976-707	3	4	0.4	0	3		1	1	0.3	3	2	0.9	1	1	0.2	1	1	0.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219-707a707-706	1	1	0.3	1	1	0.2	1	0	0.7	1	1	0.1	1	1	0.4	0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707-220a220-708	1	1	0.0	1	1	0.2	2	2	0.2	0	1		0	1		0	1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) South	D to B	981-221a221-981	4	4	0.3	1	2	0.8	1	3	0.1	0	2	0.2	1	2	0.3	3	0.1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	B530 Ampthill Road	D to D	707-220a220-707	0	0		0	0		0	0		0	0		0	0	1.2	0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	A to A	980-221a221-980	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road South	A to B	980-221a221-981	5	7	0.7	2	3	0.4	6	6	0.1	2	2	0.1	5	6	0.4	5	6	0.4
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	Elstow Road	A to C	980-221a221-979	0	3		0	3		0	3		0	3		1	1	0.2	2	2	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	B to A	981-221a221-980	1	3	1.5	9	7	0.7	1	3	1.4	7	6	0.2	0	4		2	2	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	A5141 Ampthill Road South	B to B	981-221a221-981	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	Elstow Road	B to C	981-221a221-979	3	2	1.0	2	1	0.5	2	1	1.0	0	2		4	1	1.7	2	1	0.5
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road North	C to A	705-979a979-980	0	3		3	3	0.0	1	1	0.1	1	1	0.0	2	2	0.0	0	3	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road South	C to B	979-221a221-981	1	0	1.0	2	1	1.3	0	1		0		2	1	1.0	0	1		
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	Elstow Road	C to C	979-221a221-979	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	218-610a617-218	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Sam Clark Way	A to B	218-610a616-609	0	0		1	1	0.4	0	0		1	1	0.3	0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road South	A to C	218-610a615-217	4	5	0.3	0	3		2	1	0.9	2	1	0.7	1	1	0.1	1	1	0.2
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Interchange Way	A to D	218-610a606-607	1	1	0.2	1	1	0.4	0	1		1	0	0.7	1	1	0.1	0	1	0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Polo Field Way	A to E	218-610a618-619	2	2	0.1	0	1		0	2		0	1		0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Ampthill Road North	B to A	609-611a617-218	1	0	0.7	0	0		1	1	0.6	0	0		1	0	0.9	0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Sam Clark Way	B to B	609-611a616-609	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Ampthill Road South	B to C	609-611a615-217	0	1		0	1		0	1		0	1		1	1	0.0	0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Interchange Way	B to D	609-611a606-607	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Polo Field Way	B to E	609-611a618-619	0	3		0	3		1	1	0.3	0	3		0	3		0	3	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	B530 Ampthill Road North	C to A	217-612a617-218	2	2	0.2	2	1	1.2	4	2	1.4	3	2	1.0	1	1	0.2	2	2	0.0
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Sam Clark Way	C to B	217-612a616-609	0	1		0	1		1	1	0.0	0	1		0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	B530 Ampthill Road South	C to C	217-612a615-217	1	0	1.4	0			0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Interchange Way	C to D	217-612a606-607	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Polo Field Way	C to E	217-612a618-619	0	1		0	1		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	B530 Ampthill Road North	D to A	607-613a617-218	0	2		1	1	0.3	0	2		0	1		0	2		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	Sam Clark Way	D to B	607-613a616-609	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	B530 Ampthill Road South	D to C	607-613a615-217	0	1		0	1		0	1		0	1		0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	Interchange Way	D to D	607-613a606-607	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	B530 Ampthill Road North	E to A	608-614a617-218	3	3	0.0	0	2		1	1	0.2	0	2		0	2		1	1	0.2
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Sam Clark Way	E to B	608-614a616-609	0	1		0	1		0	1		0	1		1	1	0.1	0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	B530 Ampthill Road South	E to C	608-614a615-217	2	0	2.0	0			0	0		0						0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Interchange Way	E to D	608-614a606-607	0	1		0	1		0	1		0	1		0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Polo Field Way	E to E	608-614a618-619	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road North	B530 Ampthill Road North	A to A	210-230a230-210	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road North	B530 Ampthill Road South	A to B	210-230a230-209	5	4	0.3	0	2		2	0	1.6	1	1	0.1	1	1	0.0	4	1	1.6
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road North	Manor Road	A to C	210-230a230-231	2	0	1.5	0	1		0	0		0	0		0	0		0		
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road South	B530 Ampthill Road North	B to A	209-230a230-210	2	0	1.5	1	1	0.3	4	1	1.9	3	0	2.1	1	0	1.2	2	1	1.1
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road South	B530 Ampthill Road South	B to B	209-230a230-209	0	0		0			0	0		0	0		0	0		0	0	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B530 Ampthill Road South	Manor Road	B to C	209-230a230-231	1	1	0.1	2	2	0.3	0	1		0	1		0	1		0	1	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	Manor Road	B530 Ampthill Road North	C to A	231-230a230-210	0	1		0	0		1	0	1.4		0		0	0		0	0	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	Manor Road	B530 Ampthill Road South	C to B	231-230a230-209	0	1		2	1	0.9	1	2	0.7	1	1	0.2	0	0		1	1	0.1
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	Manor Road	Manor Road	C to C	231-230a230-231	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Bedford Road North	B530 Bedford Road North	A to A	209-377a382-209	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Bedford Road North	Ampthill Road	A to B	209-377a384-376	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Bedford Road North	B530 Ampthill Road South	A to B	209-377a374-208	5	4	0.6	0	2	0.3	2	1	0.5	2	1	0.9	0	0	0.3	0	0	1.7
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Bedford Road North	Kiln Road	A to D	209-377a381-375	0	2		0	0		1	1	0.2	0	1					0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	Ampthill Road	B530 Bedford Road North	B to A	376-378a382-209	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	Ampthill Road	Ampthill Road	B to B	376-378a384-376	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	Ampthill Road	B530 Ampthill Road South	B to C	376-378a374-208	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	Ampthill Road	Kiln Road	B to D	376-378a381-375	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Ampthill Road South	B530 Bedford Road North	C to A	208-379a382-209	2	0	1.6	3	2	0.4	3	1	1.6	2	0	1.5	1	0	0.9	2	1	1.1
MCC	13	14/03/2023	Rdbt	B530 Ampthill Road / Kiln Road Roundabout	B530 Ampthill Road South	Ampthill Road	C to B	208-379a384-376	0	0		0	0		0	0		0	0		0	0		0	0	

MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road North	A to A	922-923to923-923	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road South	A to B	922-924to924-925	0	0		0	0		0	1		0	0		1	1		0.0	0	1
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Unnamed Road	A to C	922-923to923-266	3	6	1.3	3	5	0.9	2	4	1.2	1	4	1.8	3	4	0.5	5	4	0.6
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road North	B to A	924-923to923-922	0	0		0	0		0	0		1	1	0.2	0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road South	B to B	924-923to923-924	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Unnamed Road	B to C	924-923to923-266	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road North	C to A	266-923to923-923	11	11	0.9	0	0		0	11	11	0	1.1	5	8	0	2.2	1	4	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road South	C to B	266-923to923-924	0	0		0	0		0	1	0	1.4	1	0	1.4	0	0	0		
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Unnamed Road	C to C	266-923to923-266	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road North	A to A	650-666to665-650	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	(Bedford Road North)	A to B	650-666to662-268	8	9	0.5	0	9		0	10		4	7	1.1	2	3	0.7	0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	Beancroft Road South	A to C	650-666to667-660	2	3	0.4	1	1	0.0	3	2	0.6	1	1	0.2	4	3	0.8	1	0.8	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	(Bedford Road North)	A to D	650-666to648-661	1	1	0.4	0	2		0	2		2	2	0.1	0	2	0	1	0.6	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	Beancroft Road North	B to A	268-668to665-650	3	6	1.3	3	5	1.0	2	4	1.2	1	3	1.6	3	4	0.5	3	0.2	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road North	(Bedford Road North)	B to B	268-668to662-268	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	Beancroft Road South	B to C	268-668to667-660	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road North)	(Bedford Road South)	B to D	268-668to648-661	0	0		0	0		0	0		0	0		0	0		1	0.7	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road North	C to A	660-663to665-650	6	3	1.3	1	1	0.1	0	2		2	2	0.0	4	2	1.2	0	1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road North)	C to B	660-663to662-268	0	1	0	0	0		0	0		1	0	0.7	0	1		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road South	C to C	660-663to667-660	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	(Bedford Road South)	C to D	660-663to648-661	2	2	0.0	1	1	0.0	0	1		1	1	0.0	1	1	0.0	0	1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	Beancroft Road South	Beancroft Road North	D to A	661-664to665-650	1	1	0.4	0	3		1	2	0.4	0	4		2	2	0.0	1	2	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road South	D to B	661-664to662-268	0	1		0	1		0	1		1	1	0.1	0	1		1	0.7	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	Beancroft Road North	D to C	661-664to667-660	1	1	0.0	1	1	0.0	0	1		3	3	0.1	1	1	0.1	0	1	
MCC	27	14/03/2023	Rdbt	Beancroft Road / Bedford Road Roundabout	(Bedford Road South)	(Bedford Road South)	D to D	661-664to648-661	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 East	A to B	402-416to417-405	16	20	1.0	17	23	1.3	21	23	0.3	19	20	0.1	20	24	0.9	16	19	0.7
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 North	A421 West	A to C	402-416to419-396	13	16	0.7	10	14	1.0	13	16	0.9	8	9	0.4	11	12	0.2	12	16	1.0
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 North	B to A	410-418to415-399	34	38	0.7	25	28	0.6	28	33	0.8	34	41	1.1	38	41	0.5	27	29	0.3
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 East	A421 West	B to C	409-411to411-412	34	37	0.5	34	37	0.5	38	39	0.2	40	43	0.4	25	28	0.6	27	29	0.5
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 North	C to A	395-420to415-399	19	21	0.4	18	21	0.6	13	17	1.0	15	19	1.0	15	16	0.1	8	11	0.8
MCC	28	14/03/2023	Rdbt	A421 roundabout on M1 J23	A421 West	A421 East	C to B	395-420to417-405	24	27	0.7	27	34	1.3	37	40	0.5	19	23	0.8	30	30	0.1	19	25	1.2
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Bedford Road North	A to A	454-438to433-454	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB onslip	A to B	454-438to439-687	0	3		2	11	3.6	3	7	1.9	4	7	1.2	2	4	1.2	4	4	0.0
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 EB offslip	A to G	454-438to434-441	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	Salford Road	A to H	454-438to445-1007	0	2		3	5	0.8	1	4	1.8	2	5	1.8	2	4	1.2	0	4	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road North	M1 J13 South Rbt	A to South Rbt	454-438to444-424	2	5		2	9		0	10		0	12		0	8		0	9	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	Bedford Road South	C to D	426-428to429-723	2	11	3.5	2	8	2.7	6	7	0.4	2	10	3.2	0	9		1	6	2.8
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	A421 West	C to E	426-428to430-409	54	62	1.1	49	48	0.2	54	56	0.2	66	65	0.1	53	56	0.4	50	43	1.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB onslip	M1 WB onslip	C to F	426-428to432-421	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB offslip	North Rbt	C to North Rvt	426-428to427-423	14	0	5.3	8	0	4.0	6	0	3.5	11	0	4.7	8	0	4.0	6	0	3.5
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB offslip	D to C	723-722to428-426	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	Bedford Road South	D to D	723-722to429-723	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	A421 West	D to E	723-722to430-409	4	4	0.0	5	4	0.7	6	5	0.3	1	5	4	0	5	4	0	3	
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	M1 WB onslip	D to F	723-722to432-421	1	4	1.9	2	6	2.1	1	5	2.4	0	4		2	3	0.6	1	2	0.7
MCC	29	14/03/2023	Rdbt	M1 J23	Bedford Road South	North Rbt	D to North Rvt	723-722to427-423	4	11	2.7	0	26		2	13	4.0	4	7	1.1	3	6	1.3	4	6	0.9
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	M1 WB offslip	E to C	408-431to428-426	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	Bedford Road South	E to D	408-431to429-723	3	1	1.4	3	1	1.8	2	2	0.1	1	1	0.2	3	2	0.4	1	2	0.4
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	A421 West	E to E	408-431to430-409	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 WB onslip	E421 West	E to B	421-212to412-211	15	23	1.7	21	25	0.9	25	26	0.2	22	21	0.2	21	17	0.1	17	21	0.9
MCC	29	14/03/2023	Rdbt	M1 J23	A421 West	North Rbt	E to North Rvt	408-431to427-423	25	24	0.2	26	31	0.9	29	35	1.1	17	20	0.7	26	25	0.2	17	21	1.0
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Bedford Road North	G to A	434-441to433-454	3	9	2.4	5	19	4.0	4	9	2.0	9	13	1.1	9	10	0.2	5	11	2.2
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 EB offslip	G to G	434-441to434-441	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	Salford Road	G to H	434-441to445-1007	20	27	1.3	29	34	0.8	12	15	0.8	13	18	1.3	14	16	0.5	18	17	0.2
MCC	29	14/03/2023	Rdbt	M1 J23	M1 EB offslip	M1 J13 South Rbt	G to South Rbt	434-441to444-424	0	9		0	22		0	10		0	10		0	9		0	7	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Bedford Road North	H to B	435-442to433-454	3	1.5	1	4	2.1		3	2	0.8	2	3	0.8	2	1.3	2	1	0.6	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB onslip	H to B	435-442to439-687	44	45	0.2	32	49	2.7	25	35	1.8	22	26	0.8	26	28	0.4	15	23	1.9
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 EB offslip	H to G	435-442to434-441	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	Salford Road	H to H	435-442to445-446	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	29	14/03/2023	Rdbt	M1 J23	Salford Road	M1 J13 South Rbt	H to South Rbt	435-442to444-424	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip South	Salford Road East	B to C	990-671to671-435	45	50	0.8	37	49	1.8	26	35	1.6	24	28	0.8	29	31	0.3	17	24	1.6
MCC	30	14/03/2023	Turn	Salford Road / A421 interchange	A421 Off-slip																					

MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Wilstead Road South	E to C	182-346to970-968	1	1	0.3	1	1	0.2	0	2		0	3		1	1	0.2	0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	Veolia Elstow Access Road	E to D	182-346to347-340	0	1		0	1			1	1	0.2	0	1		0	1	0	2	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	A6 North	A6 North	E to E	182-346to345-183	0	0		0	0		0	0		0	0		0	0		1	0	1.4
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road North	A to A	890-889to889-890	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Moss Lane	A to B	890-889to889-902	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road North	Wilstead Road South	A to C	890-889to889-888	0	2		0	2		0	2		0	3		0	3		0	1	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road North	B to A	902-889to889-890	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Moss Lane	B to B	902-889to889-902	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Moss Lane	Wilstead Road South	B to C	902-889to889-888	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road North	C to A	888-889to889-890	0	4		0	3		0	3		0	2		1	1	0.4	0	2	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Moss Lane	C to B	888-889to889-902	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	39	14/03/2023	Turn	Wilstead Road / Moss Lane Junction	Wilstead Road South	Wilstead Road South	C to C	888-889to889-888	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road North	A to A	893-892to892-893	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road North	Wilstead Road South	A to B	893-892to892-891	0	2		0	2		0	2		0	3		0	3		0	1	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road North	T&L Engineering Access Road	A to C	893-892to892-898	0	1		0	1		0	1		0	1		0	1		0	1	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road North	B to A	891-892to892-893	0	4		0	3		0	3		0	2		1	2	0.5	0	2	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road South	Wilstead Road South	B to B	891-892to892-891	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	Wilstead Road South	T&L Engineering Access Road	B to C	891-892to892-898	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road North	C to A	898-892to892-893	0	1		0	1		0	1		0	1		0	0		0	1	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	Wilstead Road South	C to B	898-892to892-891	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	40	14/03/2023	Turn	Ninstead Road / T&L Engineering Access Road Junction	T&L Engineering Access Road	T&L Engineering Access Road	C to C	898-892to892-898	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Wilstead Road North	A to A	894-893to893-894	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road North	Medbury Lane	A to B	894-893to893-896	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	A to C	894-893to893-892	0	3		0	3		0	3		0	4		0	4		0	2	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road North	B to A	896-893to893-894	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Medbury Lane	B to B	896-893to893-896	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Medbury Lane	Wilstead Road South	B to C	896-893to893-892	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road North	C to A	892-893to893-894	0	5		0	4		0	4		0	3		1	2	0.4	0	3	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Medbury Lane	C to B	892-893to893-896	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	41	14/03/2023	Turn	Wilstead Road / Medbury Lane Junction	Wilstead Road South	Wilstead Road South	C to C	892-893to893-892	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road North	A to A	892-891to891-892	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Lynn Close	A to B	892-891to891-900	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road North	Wilstead Road South	A to C	892-891to891-890	0	2		0	2		0	2		0	3		0	3		0	1	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to A	900-891to891-892	0	0		0	0		0	0		0	0		1	1	0.3	0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Lynn Close	B to B	900-891to891-900	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Lynn Close	Wilstead Road North	B to C	900-891to891-890	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road North	C to A	890-891to891-892	0	4		0	3		0	3		0	2		0	1		0	2	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Lynn Close	C to B	890-891to891-900	0	0		0	0		0	0		0	1		1	0.4		0	0	
MCC	42	14/03/2023	Turn	Wilstead Road / Lynn Close Junction	Wilstead Road South	Wilstead Road South	C to C	890-891to891-890	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Rotterchange Retail Park Access Ro	A to A	625-626to713-625	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Polo Field Way	A to B	625-626to727-608	4	1	1.7	0	0		0	0	0.7	0	1		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	Race Meadows Way	A to C	625-626to709-623	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	terchange Retail Park Access Ro	hange Retail Park Freight Access	A to D	625-626to711-624	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	terchange Retail Park Access Ro	B to A	619-628to713-625	2	2	0.1	0	2		1	1	0.4	0	2		0	3		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Polo Field Way	B to B	619-628to627-608	0	1		0	1		0	0		0	0		0	1		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	Race Meadows Way	B to C	619-628to709-623	0	3		0	2		0	2		0	2		0	2		0	3	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Polo Field Way	hange Retail Park Freight Access	B to D	619-628to711-624	9	11		0	9		6	7		0	2		0	2		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	terchange Retail Park Access Ro	C to A	623-629to713-625	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Polo Field Way	C to B	623-629to627-608	1	1	0.4	0	1		0	0		0	1		1	0.6		1	0	1.2
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	Race Meadows Way	C to C	623-629to709-623	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	Race Meadows Way	hange Retail Park Freight Access	C to D	623-629to711-624	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	terchange Retail Park Access Ro	D to A	624-630to713-625	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Polo Field Way	D to B	624-630to727-608	0	2		0	0		0	2		0	3		1	3		0	2	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	Race Meadows Way	D to C	624-630to709-623	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	43	14/03/2023	Rdbt	Interchange Retail Park / Polo Field Way Roundabout	hange Retail Park Freight Access	hange Retail Park Freight Access	D to D	624-630to711-624	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 North	A to A	187-336to335-190	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	A6 South	A to C	187-336to332-188	12	11	0.4	4	7	1.1	6	5	0.3	14	9	1.4	11	12	0.2	5	7	0.6
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 North	The Causeway	A to C	187-336to337-331	6	7	0.2	3	2	0.5	9	7	0.7	13	10	0.8	6	8	0.6	13	9	1.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 North	A to A	184-333to335-190	14	14		0	0		0	0		0	0.3		9	10	0.1	4	3	0.3
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	A6 South	A to D	194-333to332-188	0	0		0	0		0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194-333to337-331	1	2	0.4	0	1		3	3	0.2	4	5	0.3	1	2	0.4	0	2	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331-334to335-190	15	13	0.6	7	7	0.2	8	7	0.3	8	7	0.6	6	5	0.3	1	1	0.4
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331-334to332-188	2	2	0.1	0	1		0	0		1	1	0.0	0	0				

Saturday Calibration - Heavies 16:00 to 19:00

Heavy Goods Vehicle
Medium Goods Vehicle

GEH<5

Heavies											
16:00:00			17:00:00			18:00:00			19:00:00		
166			149			161			179		
166			148			161			179		
100%			99%			100%			100%		
162	97.6%		145	97.3%		158	98.1%		178	99.4%	
165	99.4%		148	99.3%		161	100.0%		179	100.0%	
166	100.0%		148	99.3%		161	100.0%		179	100.0%	
166	100.0%		149	100.0%		161	100.0%		179	100.0%	
166	100.0%		149	100.0%		161	100.0%		179	100.0%	
166	100.0%		149	100.0%		161	100.0%		179	100.0%	
166	100.0%		149	100.0%		161	100.0%		179	100.0%	
166	100.0%		149	100.0%		161	100.0%		179	100.0%	
166	100.0%	0	149	100.0%	0	161	100.0%	0	179	100.0%	0

Survey Type		Date	Type	Junction/Link Name	Approach	To	Turn Movement	Node Ref	1600 to 1700			1700 to 1800			1800 to 1900			1900 to 2000		
									OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	Water End	A to A	566::572to573::566	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	A421 On-slip North	A to B	566::572to567::565	0	1		0	1		0	1		0	1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	East RB	A to East RB	566::572to568::563	0	1		0	1		0	1		0	1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	Water End	St Neots Rd West	A to G	566::572to561::562	0	1		0	1		0	1		0	1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	St Neots Rd East	C to D	581::582to587::580	0	3		0	3		0	3		0	3	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	A421 On-slip South	C to E	581::582to584::579	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip South	West RB	C to West RB	581::582to585::564	7	8	0.2	2	2	0.1	2	2	0.2	2	3	0.4
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	A421 On-slip South	D to E	580::583to584::579	0	2		1	2	0.7	0	1		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd East	West RB	D to West RB	580::583to585::564	1	1	0.3	0	8		2	2	0.1	0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	Water End	F to A	560::570to573::566	0	3		0	2		0	4		0	4	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	A421 On-slip North	F to B	560::570to567::565	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	St Neots Rd West	F to G	560::570to561::562	1	1	0.0	2	2	0.1	6	4	1.0	1	2	0.6
MCC	2	14/03/2023	Rdbt	Renhold Interchange	A421 Off-slip North	East RB	F to East RB	560::570to568::563	0	2		1	2	0.6	0	2		0	3	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	Water End	G to A	562::571to573::566	0	1		0	1		0	1		0	1	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	A421 On-slip North	G to B	562::571to567::565	0	16		7	7	0.0	4	4	0.1	2	2	0.3
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	St Neots Rd West	G to G	562::571to561::562	0	0		0	0		0	0		0	0	
MCC	2	14/03/2023	Rdbt	Renhold Interchange	St Neots Rd West	East RB	G to East RB	562::571to568::563	3	3	0.0	3	3	0.0	2	2	0.1	2	2	0.0
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	A421 North	A to A	551::538to537::544	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cambridge Rd	A to B	551::538to539::553	0	5		0	5		0	5		0	5	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Bedford Rd	A to C	551::538to541::554	1	2	0.7	0	2		0	4		0	3	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Cardington Rd	A to E	551::538to533::547	0	2		0	3		0	1		0	2	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 North	Stannard Way	A to F	551::538to535::637	2	4	1.2	3	4	0.4	1	4	2.0	2	4	1.2
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 North	B to A	553::540to537::544	0	4		0	2		0	1		0	4	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cambridge Rd	B to B	553::540to539::553	0	0		2	0	2.0	1	0	1.4	0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Bedford Rd	B to C	553::540to541::554	0	1		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	A421 South	B to D	553::540to530::556	0	11		1	10	3.9	0	7		0	9	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Cardington Rd	B to E	553::540to533::547	3	3	0.1	2	2	0.0	7	4	1.3	2	1	0.7
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cambridge Rd	Stannard Way	B to F	553::540to535::637	3	0	2.4	2	0	2.0	4	0	2.8	1	0	1.4
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 North	C to A	554::531to537::544	0	2		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cambridge Rd	C to B	554::531to539::553	0	1		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Bedford Rd	C to C	554::531to541::554	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	A421 South	C to D	554::531to530::556	0	1		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Cardington Rd	C to E	554::531to533::547	1	1	0.0	0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Bedford Rd	Stannard Way	C to F	554::531to535::637	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cambridge Rd	D to B	543::532to539::553	0	3		0	3		0	3		0	3	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Bedford Rd	D to C	543::532to541::554	0	1		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	A421 South	D to D	543::532to530::556	2	0	2.0	3	0	2.4	3	0	2.4	3	0	2.4
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Cardington Rd	D to E	543::532to533::547	0	2		0	1		0	2		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	A421 South	Stannard Way	D to F	543::532to535::637	0	2		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 North	E to A	547::534to537::544	2	2	0.1	1	1	0.3	2	1	0.7	0	18	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cambridge Rd	E to B	547::534to539::553	0	3		0	2		0	3		0	3	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Bedford Rd	E to C	547::534to541::554	2	1	0.8	1	1	0.0	1	1	0.0	0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	A421 South	E to D	547::534to530::556	2	2	0.2	2	2	0.1	3	2	0.4	3	3	0.3
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Cardington Rd	E to E	547::534to533::547	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Cardington Rd	Stannard Way	E to F	547::534to535::637	1	2	0.8	0	2		0	2		0	2	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	A421 North	F to A	637::536to537::544	0	2		0	2		0	2		0	2	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Cambridge Rd	F to B	637::536to539::553	0	1		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Bedford Rd	F to C	637::536to541::554	0	0		0	0		0	0		0	0	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	A421 South	F to D	637::536to530::556	0	2		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Cardington Rd	F to E	637::536to533::547	0	1		0	1		0	1		0	1	
MCC	3	14/03/2023	Rdbt	A421 / Cambridge Road / Bedford Road Roundabout	Stannard Way	Stannard Way	F to F	637::536to535::637	0	0		0	0		0	0		0	0	
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A600 Harrowden Rd	A600 Harrowden Rd	A to A	508::519to513::508	0	0		0	0		0	0		0	0	
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A600 Harrowden Rd	Wallis Way	A to B	508::519to514::510	0	2		1	1	0.0	0	2		1	1	0.1
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A600 Harrowden Rd	East RB	A to East RB	508::519to516::501	1	1	0.1	2	2	0.1	5	5	0.0	6	6	0.1
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	Wallis Way	A421 Off-slip North	B to East RB	510::515to516::501	4	4	0.1	2	2	0.2	4	4	0.2	5	5	0.1
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A600 South	A421 On-slip South	C to D	526::528to528::509	1	2	0.4	0	2		1	1	0.3	0	3	
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A600 South	West RB	C to West RB	520::521to523::499	5	5	0.1	1	1	0.2	2	2	0.0	0	12	
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A421 Off-slip North	A600 Harrowden Rd	E to A	504::518to513::508	3	3	0.3	3	3	0.3	2	3	0	1		
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A421 Off-slip North	Wallis Way	E to B	504::518to514::510	1	1	0.3	2	2	0.4	2	2	0.1	8	5	1.2
MCC	4	14/03/2023	Rdbt	A421 / A600 Harrowden Road Interchange	A421 Off-slip North	A421 Off-slip North	E to East RB	504::518to516::501	1	3	1.2	3	3	0.1	1	2	0.5	2	2	0.2
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A5141 (former A6) North	A5141 (former A6) North	A to A	320::321to319::320	0	0		0	0		0	0		0	0	
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A5141 (former A6) North	A421 East	A to B	320::321to322::1002	1	0	1.4	1	0	1.4	0	0		3	0	2.1
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A5141 (former A6) North	A6 South	A to C	320::321to324::181	3	0	2.3	2	1	0.9	4	1	1.7	3	2	0.4
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A5141 (former A6) North	Service Access Road	A to D	320::321to326::328	0	0		0	0		1	2	0.6	0	1	
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A5141 (former A6) North	A421 West	A to E	320::321to329::1001	0	2		4	4	0.1	3	3	0.2	2	4	1.0
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A421 East	A5141 (former A6) North	B to A	639::323to319::320	0	1		1	1	0.2	2	1	0.8	3	1	1.1
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A421 East	A421 East	B to B	639::323to322::1002	0	1		0	1		0	1		0	1	
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A421 East	A6 South	B to C	639::323to324::181	2	4	1.1	6	8	0.8	6	8	0.7	8	10	0.8
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A421 East	Service Access Road	B to D	639::323to326::328	0	4		1	2	0.6	1	1	0.2	0	4	
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A421 East	A421 West	B to E	639::323to329::1001	0	0		0	0		0	0		0	0	
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A6 South	A5141 (former A6) North	C to A	184::325to319::320	2	1	1.0	3	1	1.3	2	0	1.7	4	1	2.2
MCC	5	14/03/2023	Rdbt	Elstow Interchange	A6 South	A421 East	C to B	184::325to322::1002	4	5	0.2	3	3	0.1	1	1	0.1	3	5	1.0
MCC	5	14/03/2023	Rdbt	Elstow Interchange																

MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	Beancroft Rd North	G to H	457::462to455::456	0	0		0	1		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	A421 NB offslip	South Roundabout	G to South Rby	457::462to469::470	3	4	0.5	1	2	0.8	1	8	3.2	1	3	1.6
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Lower Shelton Rd	H to A	456::463to466::460	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB onslip	H to B	456::463to460::458	0	3		1	3	1.3	1	3	1.1	0	2	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	A421 NB offslip	H to G	456::463to457::462	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	Beancroft Rd North	H to H	456::463to455::456	0	0		0	0		0	0		0	0	
MCC	7	14/03/2023	Rdbt	A421 / Beancroft Road Interchange	Beancroft Rd North	South Roundabout	H to South Rbt	456::463to469::470	2	0	1.6	1	0	1.0	1	1	0.4	1	0	0.9
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way North	A to A	175::353to354::175	0	0		0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road East	A to B	175::353to355::179	0	1		0	1		0	1		0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	A6 The Branston Way South	A to C	175::353to356::174	9	9	0.0	5	6	0.3	3	6	1.3	1	2	0.5
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way North	Ridge Road West	A to D	175::353to349::178	0	2		0	2		0	2		0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way North	B to A	179::350to354::175	0	1		0	1		0	1		0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road East	B to B	179::350to355::179	0	0		0	0		0	0		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	A6 The Branston Way South	B to C	179::350to356::174	4	3	0.8	0	1		3	2	0.9	0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road East	Ridge Road West	B to D	179::350to349::178	0	2		0	2		0	2		0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way North	C to A	174::351to354::175	7	8	0.4	6	6	0.2	5	5	0.0	5	5	0.0
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road East	C to B	174::351to355::179	1	0	0.9	0	0		2	1	1.2	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	A6 The Branston Way South	C to C	174::351to356::174	0	3		0	2		0	2		0	3	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	A6 The Branston Way South	Ridge Road West	C to D	174::351to349::178	0	1		0	1		1	1	0.2	0	0	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way North	D to A	178::352to354::175	0	2		0	2		2	2	0.0	0	2	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road East	D to B	178::352to355::179	1	1	0.1	0	1		0	1	0.0	0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	A6 The Branston Way South	D to C	178::352to356::174	0	1		0	1		0	1		0	1	
MCC	8	14/03/2023	Rdbt	A6 The Branston Way / Ridge Road Roundabout	Ridge Road West	Ridge Road West	D to D	178::352to349::178	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) North	A to A	706::220to220::706	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	W End	A to B	226::706to706::708	0	0		1	1	0.3	1	1	0.1	0	1	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	A5141 (former A6) South	A to C	706::220to220::976	1	1	0.3	5	3	0.9	4	3	0.3	5	4	0.6
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) North	B530 Ampthill Road	A to D	706::220to220::976	0	1		0	3		0	2		1	2	1.0
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) North	B to A	708::220to220::706	1	1	0.0	0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	W End	B to B	708::220to220::708	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	A5141 (former A6) South	B to C	1010::708to708::976	1	0	1.2	1	1	0.4	3	2	0.7	1	1	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	W End	B530 Ampthill Road	B to D	708::220to220::707	0	0		0	1		2	0	1.7	0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) North	C to A	976::220to220::706	3	3	0.2	3	2	0.4	3	3	0.2	4	4	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	W End	C to B	976::220to220::708	2	2	0.1	1	1	0.3	1	1	0.3	3	3	0.2
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	A5141 (former A6) South	C to C	976::220to220::976	0	0		0	0		0	0		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	A5141 (former A6) South	B530 Ampthill Road	C to D	977::976to976::707	1	1	0.2	2	1	0.5	3	3	0.2	3	2	0.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) North	D to A	219::707to707::706	2	0	2.0	1	0	1.4	0	0		1	0	1.4
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	W End	D to B	707::220to220::708	0	0		0	0		0	1		0	0	
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	A5141 (former A6) South	D to C	707::220to220::976	1	1	0.3	1	2	0.6	1	2	0.6	2	2	0.1
MCC	9	14/03/2023	Turn	B5430 / A6 Junction	B530 Ampthill Road	B530 Ampthill Road	D to D	707::220to220::976	0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road North	A to A	980::221to221::980	0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road South	A to B	980::221to221::981	1	1	0.1	5	6	0.4	4	5	0.6	4	6	0.7
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	Elstow Road	A to C	980::221to221::979	0	3		1	1	0.2	0	3		1	1	0.2
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	A5141 Ampthill Road North	B to A	981::221to221::980	5	3	1.1	3	2	0.7	2	3	0.3	2	2	0.1
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road North	A5141 Ampthill Road South	B to B	981::221to221::981	0	0		0	0		0	0		0	0	
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	A5141 Ampthill Road South	Elstow Road	B to C	981::221to221::979	1	1	0.1	1	1	0.3	1	1	0.0	3	2	0.8
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road North	C to A	705::979to979::980	0	3		0	3		0	3		1	1	0.0
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	A5141 Ampthill Road South	C to B	979::221to221::981	0	0		1	1	0.0	1	1	0.1	2	1	0.8
MCC	10	14/03/2023	Turn	Elstow Road / Ampthill Road Junction	Elstow Road	Elstow Road	C to C	979::221to221::979	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road North	A to A	218::610to617::218	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Sam Clark Way	A to B	218::610to616::609	0	0		1	1	0.2	1	0	0.7	0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	B530 Ampthill Road South	A to C	218::610to615::217	1	1	0.0	0	3		4	2	0.9	4	3	0.6
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Interchange Way	A to D	218::610to606::607	0	0		0	0		0	0		1	1	0.2
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road North	Polo Field Way	A to E	218::610to618::619	0	1		1	1	0.2	0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Ampthill Road North	B to A	609::611to617::218	0	0		1	0	1.4	0	0		1	0	1.4
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Sam Clark Way	B to B	609::611to616::609	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	B530 Ampthill Road South	B to C	609::611to615::217	0	0		0	0		0	1		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Interchange Way	B to D	609::611to606::607	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Sam Clark Way	Polo Field Way	B to E	609::611to618::619	0	0		0	0		0	3		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	B530 Ampthill Road North	C to A	217::612to617::218	3	1	1.2	1	1	0.3	1	0.0	1	1	1	0.4
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Sam Clark Way	C to B	217::612to616::609	0	1		0	1		0	1		0	1	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	B530 Ampthill Road South	C to C	217::612to615::217	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Interchange Way	C to D	217::612to606::607	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	B530 Ampthill Road South	Polo Field Way	C to E	217::612to618::619	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	B530 Ampthill Road North	D to A	607::613to617::218	0	0		0	0		0	1		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	Sam Clark Way	D to B	607::613to616::609	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	B530 Ampthill Road South	D to C	607::613to615::217	0	0		0	0		0	1		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	Interchange Way	D to D	607::613to606::607	0	0		0	0		0	0		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Interchange Way	Polo Field Way	D to E	607::613to618::619	0	0		0	0		0	3		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	B530 Ampthill Road North	E to A	608::614to617::218	0	0		0	0		1	0	0.7	0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Sam Clark Way	E to B	608::614to616::609	0	0		0	0		0	1		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	B530 Ampthill Road South	E to C	608::614to615::217	0	0		0	0		0	0		1	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Interchange Way	E to D	608::614to606::607	0	0		0	0		0	1		0	0	
MCC	11	14/03/2023	Rdbt	B530 / Polo Field Way / Interchange Way Roundabout	Polo Field Way	Polo Field Way	E to E	608::614to618::619	0	0		0	0		0	0		0	0	
MCC	12	14/03/2023	Turn	B530 Ampthill Road / Manor Road Junction	B															

MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Stewartby Way	A to B	955:-941to948:-305	0	0		1	0	1.2	0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	(Broadmead Road)	Green Lane	A to C	955:-941to949:-284	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	(Broadmead Road)	B to A	305:-948to947:-956	1	0	1.4	0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Stewartby Way	B to B	305:-948to948:-305	0	0		0	0		0	0		0	0	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Stewartby Way	Green Lane	B to C	305:-948to949:-284	0	0		0	0		0	0		0	1	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	(Broadmead Road)	C to A	284:-949to947:-956	0	1		0	1		0	1		0	1	
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Stewartby Way	C to B	284:-949to948:-305	0	2		0	1		0	5		1	1	0.0
MCC	19	14/03/2023	Rdbt	Green Lane / Stewartby Way Roundabout	Green Lane	Green Lane	C to C	284:-949to949:-284	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road N	A to A	250:-251to251:-250	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Manor Road	A to B	250:-251to251:-248	0	0		0	0		1	1	0.4	1	0	1.0
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road N	Woburn Road S	A to C	250:-251to251:-252	3	6	1.6	0	6		1	5	2.2	3	6	1.2
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road N	B to A	248:-251to251:-250	0	0		0	0		0	0		0	1	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Manor Road	B to B	248:-251to251:-248	0	0		0	0		0	0		0	0	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Manor Road	Woburn Road S	B to C	248:-251to251:-252	0	2		0	1		0	1		1	2	0.7
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road N	C to A	252:-251to251:-250	0	6		1	2	0.7	1	4	1.8	1	5	2.3
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Manor Road	C to B	252:-251to251:-248	0	1		0	1		0	2		0	1	
MCC	20	14/03/2023	Turn	Woburn Road / Manor Road Junction	Woburn Road S	Woburn Road S	C to C	252:-251to251:-252	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane North	A to A	274:-275to275:-274	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	erley Sixth Form College Access	A to B	274:-275to275:-920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane North	Green Lane South	A to C	274:-275to275:-276	0	3		0	2		0	6		1	2	0.5
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane North	B to A	920:-275to275:-274	0	1		0	1		0	1		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	erley Sixth Form College Access	B to B	920:-275to275:-920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	erley Sixth Form College Access	Green Lane South	B to C	920:-275to275:-276	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane North	C to A	276:-275to275:-274	0	0		0	0		0	0		0	1	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	erley Sixth Form College Access	C to B	276:-275to275:-920	0	0		0	0		0	0		0	0	
MCC	21	14/03/2023	Turn	n Lane / Kimberley Sixth Form College Access Road Jun	Green Lane South	Green Lane South	C to C	276:-275to275:-276	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane North	A to A	271:-272to272:-271	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Veolia Access Road	A to B	271:-272to272:-918	0	0		0	1		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane North	Green Lane South	A to C	271:-272to272:-273	0	3		0	2		0	6		1	2	0.5
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane North	B to A	918:-272to272:-271	0	0		0	0		0	0		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Veolia Access Road	B to B	918:-272to272:-918	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Veolia Access Road	Green Lane South	B to C	918:-272to272:-273	0	0		0	0		0	0		0	0	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane North	C to A	273:-272to272:-271	0	0		0	0		0	0		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Veolia Access Road	C to B	273:-272to272:-918	0	1		0	1		0	1		0	1	
MCC	22	14/03/2023	Turn	Green Lane / Veolia Access Road Junction	Green Lane South	Green Lane South	C to C	273:-272to272:-273	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road North	A to A	1157:-262to262:-1157	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Green Lane	A to B	261:-1157to1157:-1159	0	1		0	1		0	1		0	1	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road North	Bedford Road South	A to C	1157:-262to262:-1156	2	5	1.6	2	3	0.7	4	3	0.5	1	5	2.2
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road North	B to A	1159:-262to262:-1157	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Green Lane	B to B	1159:-262to1157:-1159	0	0		0	0		0	0		0	0	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Green Lane	Bedford Road South	B to C	1159:-262to262:-1156	0	0		0	1		0	0		0	1	
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road North	C to A	1156:-262to262:-1157	0	5		2	3	0.5	1	7	2.9	1	5	2.3
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Green Lane	C to B	1156:-262to262:-1159	0	2		0	1		0	5		1	1	0.3
MCC	23	14/03/2023	Turn	Bedford Road / Green Lane Junction	Bedford Road South	Bedford Road South	C to C	263:-262to262:-263	0	0		0	0		0	0		0	0	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road N	Fields Road	A to B	253:-360to363:-359	2	2	0.4	0	2		0	1		5	3	0.9
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Woburn Road S	A to C	253:-360to364:-254	1	7	2.9	0	5		1	4	1.9	0	4	
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road N	B to A	359:-361to358:-253	0	3		0	0		1	0	0.7	2	2	0.3
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Fields Road	Woburn Road S	B to C	359:-361to364:-254	1	0	1.2	0	0		1	1	0.6	2	1	0.7
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Woburn Road N	C to A	254:-362to358:-253	0	4		1	2	0.9	0	6		1	5	2.1
MCC	24	14/03/2023	Rdbt	Fields Road interchange	Woburn Road S	Fields Road	C to B	254:-362to363:-359	0	1		0	0		1	1	0.2	2	1	1.3
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road North	A to A	256:-257to257:-256	0	0		0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Broadmead Road	A to B	256:-257to257:-301	1	1	0.4	0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road North	Bedford Road South	A to C	256:-257to257:-258	1	6	2.7	0	4		4	4	0.2	1	5	2.3
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road North	B to A	301:-257to257:-256	1	0	1.4	0	0		1	0	1.4	2	0	2.0
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Broadmead Road	B to B	301:-257to257:-301	0	0		0	0		0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Broadmead Road	Bedford Road South	B to C	301:-257to257:-258	0	0		2	0	2.0	0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road North	C to A	258:-257to257:-256	0	5		0	3		0	7		1	5	2.3
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Broadmead Road	C to B	258:-257to257:-301	0	0		2	0	1.9	0	0		0	0	
MCC	25	14/03/2023	Turn	Broadmead Road/Bedford Road	Bedford Road South	Bedford Road South	C to C	258:-257to257:-258	0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road North	A to A	922:-923to923:-922	0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Bedford Road South	A to B	922:-924to924:-925	1	1	0.3	0	1		1	1	0.1	1	1	0.6
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road North	Unnamed Road	A to C	922:-923to923:-266	0	5		2	3	0.6	3	3	0.2	0	6	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road North	B to A	924:-923to923:-922	0	0		1	0	1.4	2	0	2.0	1	0	1.4
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Bedford Road South	B to B	924:-923to923:-924	0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Bedford Road South	Unnamed Road	B to C	924:-923to923:-266	0	0		0	0		0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road North	C to A	266:-923to923:-922	0	7		1	4	1.8	0	12		0	6	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Bedford Road South	C to B	266:-923to923:-924	1	0	1.4	1	0	1.4	0	0		0	0	
MCC	26	14/03/2023	Turn	Bedford Road T Junction	Unnamed Road	Unnamed Road	C to C	266:-923to923:-266	0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	Beacroft Road North	Beacroft Road North	A to A	650:-666to665:-650	0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	Beacroft Road North	(Bedford Road North)	A to B	650:-666to662:-268	1	5	2.4	1	3	1.4	0	10		0	6	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	Beacroft Road North	Beacroft Road South	A to C	650:-666to667:-660	1	2	0.1	0	1		2	2	0.1	0	1	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	Beacroft Road North	(Bedford Road South)	A to D	650:-666to648:-661	2	2	0.1	0	1		0	2		1	1	0.1
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	(Bedford Road North)	Beacroft Road North	B to A	268:-668to665:-650	1	4	2.0	2	3	0.5	1	3	1.1	0	6	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	(Bedford Road North)	(Bedford Road North)	B to B	268:-668to662:-268	0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	(Bedford Road North)	Beacroft Road South	B to C	268:-668to667:-660	0	0		0	0		0	0		0	0	
MCC	27	14/03/2023	Rdbt	Beacroft Road / Bedford Road Roundabout	(Bedford Road North)	(Bedford Road South)	B to D	268:-668to648:-661	0	0		0	0		2</					

MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way West	B to A	302::303to303::863	1	0	0.7	0	1		0	0		0	2	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	Stewartby Way East	B to B	302::303to303::302	0	0		0	0		0	0		0	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	Stewartby Way East	The Crescent	B to C	302::303to303::870	0	0		0	1		0	0		0	1	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way West	C to A	870::303to303::863	0	0		0	0		0	0		1	0	
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	Stewartby Way East	C to B	870::303to303::302	0	0		0	0		0	0		0	0	1.4
MCC	32b	14/03/2023	Turn	Cres / Stewartby Way / School Lane / The Crescent Jun	The Crescent	The Crescent	C to C	870::303to303::870	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road North	A to A	289::807to812::289	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Kiln Drive	A to B	289::807to814::868	1	0	1.4	2	0	1.9	1	0	1.2	1	0	1.2
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	Broadmead Road South	A to C	289::807to804::288	0	1		0	0		0	0	0.9	0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road North	wardby Business Park Access Rc	A to D	289::807to811::805	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road North	B to A	869::808to812::289	1	0	1.4	2	0	2.0	0	0		1	0	1.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Kiln Drive	B to B	869::808to814::868	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	Broadmead Road South	B to C	869::808to804::288	0	0		1	0	1.4	0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Kiln Drive	wardby Business Park Access Rc	B to D	869::808to811::805	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road North	C to A	288::809to812::289	0	0		0	0		0	0		1	0	1.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Kiln Drive	C to B	288::809to814::868	1	1	0.6	0	1		0	2		1	1	0.4
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	Broadmead Road South	C to C	288::809to804::288	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	Broadmead Road South	wardby Business Park Access Rc	C to D	288::809to811::805	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	wardby Business Park Access Rc	Broadmead Road North	D to A	805::810to812::289	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	wardby Business Park Access Rc	Kiln Drive	D to B	805::810to814::868	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	wardby Business Park Access Rc	Broadmead Road South	D to C	805::810to804::288	0	0		0	0		0	0		0	0	
MCC	33	14/03/2023	Rdbt	Broadmead Road / Kiln Drive Roundabout	wardby Business Park Access Rc	wardby Business Park Access Rc	D to D	805::810to811::805	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Broadmead Road North	A to A	288::287to287::288	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Park Crescent	A to B	288::287to287::916	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road North	Broadmead Road South	A to C	288::287to287::286	0	0		1	0	1.2	1	0	0.9	0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Broadmead Road North	B to A	916::287to287::288	0	0		0	0		0	0		2	0	2.0
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Park Crescent	B to B	916::287to287::916	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Park Crescent	Broadmead Road South	B to C	916::287to287::286	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Broadmead Road North	C to A	286::287to287::288	1	1	0.6	0	1		0	2		0	1	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Park Crescent	C to B	286::287to287::916	0	0		0	0		0	0		0	0	
MCC	34	14/03/2023	Turn	Broadmead Road / Park Cresent Junction	Broadmead Road South	Broadmead Road South	C to C	286::287to287::286	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	Broadmead Road North	A to A	285::950to950::285	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Broadmead Road South)	A to B	285::950to953::955	0	0		1	0	1.2	0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	Broadmead Road North	(Access Road)	A to C	285::950to951::954	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	Broadmead Road North	B to A	956::952to950::285	1	1	0.6	0	1		0	1		0	1	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	B to B	956::952to953::955	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	B to C	956::952to951::954	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	Broadmead Road North	C to A	954::951to950::285	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Broadmead Road South)	C to B	954::951to953::955	0	0		0	0		0	0		0	0	
MCC	35	14/03/2023	Rdbt	Broadmead Road Roundabout	(Broadmead Road South)	(Access Road)	C to C	954::951to951::954	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Folkes Road	A to A	770::771to775::770	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road East	A to B	770::771to767::766	1	1	0.0	0	0		1	0	1.0	2	1	1.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Burgoyne Avenue	A to C	770::771to777::768	0	1		0	1		0	1		0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Folkes Road	Fields Road West	A to D	770::771to776::769	1	1	0.0	3	3	0.0	0	1		0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Folkes Road	B to A	766::772to775::770	1	1	0.6	0	2		0	1		2	1	0.9
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Fields Road East	B to B	766::772to767::766	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Burgoyne Avenue	B to C	766::772to777::768	0	2		0	1		0	1		3	2	0.5
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road East	Fields Road West	B to D	766::772to776::769	1	0	0.7	0	0		1	0	0.9	1	0	1.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Folkes Road	C to A	768::773to775::770	0	0		0	0		1	0	1.4	0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Fields Road East	C to B	768::773to767::766	0	2		0	0		0	1		2	1	0.5
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Burgoyne Avenue	C to C	768::773to777::768	0	0		0	0		0	1		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Burgoyne Avenue	Fields Road West	C to D	768::773to776::769	0	1		0	1		0	1	0.0	1	1	0.0
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road West	Folkes Road	D to A	769::774to775::770	1	1	0.0	0	1		0	1		0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road West	Fields Road East	D to B	769::774to767::766	0	0		0	0		0	0		0	0	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road West	Burgoyne Avenue	D to C	769::774to777::768	0	1		0	1		0	1		0	1	
MCC	36	14/03/2023	Rdbt	Fields Road / Burgoyne Avenue Roundabout	Fields Road West	Fields Road West	D to D	769::774to776::769	0	0		0	0		1	0	1.4	0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue Northeast	Burgoyne Avenue Northeast	A to A	780::785to796::780	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue Northeast	(Innovation Way)	A to B	780::785to793::783	0	1		0	1		0	1		0	1	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue Northeast	Burgoyne Avenue West	A to C	780::785to795::784	0	1		1	1	0.4	0	1		3	2	0.6
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue Northeast	Lomax Gardens	A to D	780::785to794::782	0	1		0	1		0	0		0	1	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation Way)	Burgoyne Avenue Northeast	B to A	783::786to796::780	0	0		0	0		0	0		0	1	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation Way)	(Innovation Way)	B to B	783::786to793::783	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation Way)	Burgoyne Avenue West	B to C	783::786to795::784	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	(Innovation Way)	Lomax Gardens	B to D	783::786to794::782	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue Northeast	C to A	784::787to796::780	0	2		0	0		1	1	0.6	2	1	0.7
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	(Innovation Way)	C to B	784::787to793::783	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Burgoyne Avenue West	C to C	784::787to795::784	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Burgoyne Avenue West	Lomax Gardens	C to D	784::787to794::782	0	1		0	1		0	1		0	1	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Burgoyne Avenue Northeast	D to A	782::788to796::780	0	1		0	1		1	1	0.0	1	1	0.0
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	(Innovation Way)	D to B	782::788to793::783	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Burgoyne Avenue West	D to C	782::788to795::784	0	0		0	0		0	0		0	0	
MCC	37	14/03/2023	Rdbt	Burgoyne Avenue / Lomax Gardens Roundabout	Lomax Gardens	Lomax Gardens	D to D	782::788to794::782	0	0		0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road North	A to A	339::348to341::339	0	0		0	0		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	A6 South	A to B	339::348to342::185	0	0		0	1		0	0		0	0	
MCC	38	14/03/2023	Rdbt	A6 / Wilstead Road Roundabout	Wilstead Road North	Wilstead Road South	A to C	339::348to970::968	0	0		0	0		0	0		0	0	
MCC																				

MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	A6 South	The Causeway	C to D	194::333to337::331	0	2		0	5		0	1		0	1	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 North	D to A	331::334to335::190	8	8	0.1	3	3	0.1	1	2	0.8	15	13	0.6
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	A6 South	D to C	331::334to332::188	0	0		0	0		0	0		0	0	
MCC	44	14/03/2023	Rdbt	A6 / The Causeway Roundabout	The Causeway	The Causeway	D to D	331::334to337::331	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road North	A to A	728::734to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	The Causeway	A to B	728::734to727::726	0	0		0	0		0	0		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Bedford Road South	A to C	728::734to735::730	0	1		0	1		0	1		0	1	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road North	Fisherswood Road	A to D	728::734to736::729	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road North	B to A	726::731to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	The Causeway	B to B	726::731to727::726	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Bedford Road South	B to C	726::731to735::730	0	3		0	7		1	2	0.9	3	4	0.3
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	The Causeway	Fisherswood Road	B to D	726::731to736::729	10	7	0.9	21	14	1.8	10	9	0.3	11	10	0.4
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road North	C to A	730::732to737::728	0	1		0	0		0	1		1	1	0.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	The Causeway	C to B	730::732to727::726	2	2	0.1	0	0		1	1	0.1	2	2	0.1
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Bedford Road South	C to C	730::732to735::730	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Bedford Road South	Fisherswood Road	C to D	730::732to736::729	0	9		0	0		0	9		0	10	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road North	D to A	729::733to737::728	0	0		0	0		0	0		0	0	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	The Causeway	D to B	729::733to727::726	6	5	0.3	3	3	0.1	0	1		14	11	1.0
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Bedford Road South	D to C	729::733to735::730	0	5		0	3		0	1		0	10	
MCC	45	14/03/2023	Rdbt	Causeway / Fisherswood Road / Bedford Road Roundal	Fisherswood Road	Fisherswood Road	D to D	729::733to736::729	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 North	A to A	196::313to312::195	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Bedford Road	A to B	196::313to315::200	1	1	0.2	0	2		0	1		0	1	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	A6 South	A to C	196::313to316::197	4	3	0.5	5	6	0.2	4	4	0.1	2	1	0.6
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 North	Southern Cross	A to D	196::313to314::203	0	0		0	1		2	1	0.7	2	2	0.1
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 North	B to A	200::317to312::195	1	1	0.3	0	0		0	1		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Bedford Road	B to B	200::317to315::200	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	A6 South	B to C	200::317to316::197	0	1		0	1		0	1		0	1	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Bedford Road	Southern Cross	B to D	200::317to314::203	1	1	0.0	0	2		0	2		1	1	0.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 North	C to A	197::310to312::195	4	5	0.4	5	9	1.4	2	2	0.1	2	3	0.5
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Bedford Road	C to B	197::310to315::200	0	1		0	1		0	1		0	1	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	A6 South	C to C	197::310to316::197	0	0		0	0		0	0		0	0	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	A6 South	Southern Cross	C to D	197::310to314::203	0	2		2	2	0.0	1	1	0.0	0	2	
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 North	D to A	203::311to312::195	0	1		1	1	0.3	1	0	1.0	1	1	0.2
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Bedford Road	D to B	203::311to315::200	0	1		0	1		0	1		1	1	0.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	A6 South	D to C	203::311to316::197	0	1		1	1	0.0	0	1		1	1	0.0
MCC	46	14/03/2023	Rdbt	A6 / Southern Cross / Bedford Road Roundabout	Southern Cross	Southern Cross	D to D	203::311to314::203	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road North	A to A	741::745to751::741	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	MH Star UK Ltd Access Road	A to B	741::745to756::757	0	6		0	11		0	9		0	9	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Fisherswood Road South	A to C	741::745to752::749	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road North	Zander Way	A to D	741::745to753::750	11	11	0.2	21	3	5.3	10	9	0.2	11	11	0.0
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Fisherswood Road North	B to A	757::746to751::741	0	4		0	2		0	1		0	8	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	MH Star UK Ltd Access Road	B to B	757::746to756::757	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Fisherswood Road South	B to C	757::746to752::749	0	3		0	3		0	3		0	3	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	MH Star UK Ltd Access Road	Zander Way	B to D	757::746to753::750	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Fisherswood Road North	C to A	749::747to751::741	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	MH Star UK Ltd Access Road	C to B	749::747to756::757	0	1		0	1		0	1		0	1	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Fisherswood Road South	C to C	749::747to752::749	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Fisherswood Road South	Zander Way	C to D	749::747to753::750	0	1		0	0		0	1		0	1	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	Fisherswood Road North	D to A	750::748to751::741	6	6	0.0	3	4	0.3	1	1	0.1	13	13	0.0
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	MH Star UK Ltd Access Road	D to B	750::748to756::757	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	Fisherswood Road South	D to C	750::748to752::749	0	0		0	0		0	0		0	0	
MCC	47	14/03/2023	Rdbt	Fisherswood road / Xander Way Roundabout	Zander Way	Zander Way	D to D	750::748to753::750	0	0		0	0		0	0		0	0	
MCC	51	14/03/2023	Rdbt	Meadow Road / Four Acre Drive Mini Roundabout	Four Acre Drive	Four Acre Drive	B to B	797::704to703::797	0	0		0	0		0	0		0	0	
MCC	51	14/03/2023	Rdbt	Meadow Road / Four Acre Drive Mini Roundabout	Four Acre Drive	Meadow Road South	B to C	797::704to704::689	0	1		0	0		0	0		0	1	
MCC	51	14/03/2023	Rdbt	Meadow Road / Four Acre Drive Mini Roundabout	Meadow Road South	Four Acre Drive	C to B	689::697to703::797	0	0		0	0		0	0		0	0	
MCC	51	14/03/2023	Rdbt	Meadow Road / Four Acre Drive Mini Roundabout	Meadow Road South	Meadow Road South	C to C	689::697to704::689	0	0		0	0		0	0		1	0	1.4
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Oatlands Drive	A to A	912::911to911::912	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road East	A to B	912::911to911::393	0	0		0	0		0	0		1	0	1.4
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Horseshoe Crescent	A to C	912::911to911::913	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Oatlands Drive	Meadow Road West	A to D	912::911to911::387	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Oatlands Drive	B to A	393::911to911::912	0	1		0	1		0	1		1	1	0.0
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road East	B to B	393::911to911::393	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Horseshoe Crescent	B to C	393::911to911::913	0	1		0	1		0	1		0	1	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road East	Meadow Road West	B to D	393::911to911::387	0	1		0	1		1	1	0.6	1	1	0.1
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Oatlands Drive	C to A	913::911to911::912	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road East	C to B	913::911to911::393	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Horseshoe Crescent	C to C	913::911to911::913	0	0		0	0		0	0		0	0	
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Horseshoe Crescent	Meadow Road West	C to D	913::911to911::387	1	0	1.4	0	0		2	0	2.0	1	0	1.4
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Oatlands Drive	D to A	387::911to911::912	0	0		0	0		0	0		2	1	1.2
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road East	D to B	387::911to911::393	0	1		0	0		1	1	0.2	1	1	0.0
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Horseshoe Crescent	D to C	387::911to911::913	0	1		0	0		2	0	2.0	1	0	1.0
MCC	52	14/03/2023	Turn	sdow Road / Horseshoe Crescent / Oatlands Drive Junc	Meadow Road West	Meadow Road West	D to D	387::911to911::387	0	0		0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Meadow Road North	A to A	693::692to692::693	0	0		0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road Junction	Meadow Road North	Summerhill Place	A to B	693::692to692::994	0	0		0	0		0	0		0	0	
MCC	53	14/03/2023	Turn	Summerhill Place / Meadow Road																

Appendix E

Screenline and Cordon Calibration Results

Weekday Western Screenline - All Vehicles 07:00 to 19:00

All Vehicles																																						
07:00:00			08:00:00			09:00:00			10:00:00			11:00:00			12:00:00			13:00:00			14:00:00			15:00:00			16:00:00			17:00:00			18:00:00			19:00:00		
48			48			48			48			48			48			48			48			48			48			48			48			48		
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96%			98%			100%			100%			100%			100%			100%			98%			96%			96%			96%			100%			100%		
45 93.8%			45 93.8%			47 97.9%			46 95.8%			46 95.8%			47 97.9%			46 95.8%			46 95.8%			42 87.5%			44 91.7%			43 89.6%			43 89.6%			47 97.9%		
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Saturday Eastern Screenline - All Vehicles 07:00 to 19:00

Saturday Eastern Screenline - All Vehicles 07:00 to 19:00		All Vehicles																																													
		07:00-00			08:00-00			09:00-00			10:00-00			11:00-00			12:00-00			13:00-00			14:00-00			15:00-00			16:00-00			17:00-00			18:00-00			19:00-00									
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		36	35	35	36	35	35	36	35	35	36	35	35	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37							
		97%	95%	95%	97%	95%	95%	95%	95%	95%	95%	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	95%				
<3 <4 <5 <6 <7 <8 <9 <10	33	89.2%	32	86.5%	31	83.8%	30	81.1%	31	83.8%	30	81.1%	30	81.1%	27	73.0%	29	78.4%	30	81.1%	30	81.1%	32	86.5%	32	86.5%	34	91.9%	34	91.9%	35	94.6%	34	91.9%	35	94.6%	34	91.9%	35	94.6%	34	91.9%	35	94.6%			
	34	91.9%	33	89.2%	34	91.9%	35	94.6%	35	94.6%	32	86.5%	33	89.2%	31	83.8%	32	86.5%	34	91.9%	34	91.9%	35	94.6%	34	91.9%	37	100.0%	37	100.0%	37	100.0%	37	100.0%	37	100.0%	37	100.0%	37	100.0%	37	100.0%	37	100.0%			
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Aggregate Flows		07:00-00			08:00-00			09:00-00			10:00-00			11:00-00			12:00-00			13:00-00			14:00-00			15:00-00			16:00-00			17:00-00			18:00-00			19:00-00									
		OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass				
Inbound		2328	2465	5.90%	3855	3957	2.64%	5231	5247	0.31%	6157	6190	0.53%	6534	6668	2.06%	6427	6644	3.37%	6535	6712	2.71%	6011	6230	3.64%	5261	5503	4.61%	5304	5485	3.40%	5152	5364	4.11%	4464	4681	4.86%	3384	3657	8.06%							
Outbound		2054	2231	8.60%	3115	3368	8.13%	4483	4753	6.02%	5507	5804	5.39%	6042	6380	5.59%	6341	6697	5.62%	6326	6526	3.16%	6100	6234	2.20%	5648	5969	5.69%	5773	6012	4.14%	5571	5811	4.30%	4497	4762	5.88%	3323	3580	7.72%							
Combined Flows		07:00-00			08:00-00			09:00-00			10:00-00			11:00-00			12:00-00			13:00-00			14:00-00			15:00-00			16:00-00			17:00-00			18:00-00			19:00-00									
		OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass							
		4382	4696	7.17%	6970	7325	5.09%	9714	10000	2.95%	11664	11994	2.83%	12576	13048	3.75%	12768	13341	4.49%	12861	13238	2.93%	12111	12464	2.92%	10909	11473	5.17%	11077	11496	3.79%	10723	11174	4.21%	8961	9442	5.37%	6707	7237	7.90%							
No.	Survey Type	Location	Ref	Direction	Reference	0700 to 0800			0800 to 0900			0900 to 1000			1000 to 1100			1100 to 1200			1200 to 1300			1300 to 1400			1400 to 1500			1500 to 1600			1600 to 1700			1700 to 1800			1800 to 1900			1900 to 2000					
						OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH			
1	MCC	A1 Great North Road	MCC 1 Arm C	Inbound	152::593	367	494	6.1	541	666	5.1	692	810	4.3	830	896	2.3	918	1101	5.7	912	1043	4.2	859	988	4.2	775	910	4.7	663	804	5.2	695	831	4.9	657	786	4.8	652	783	4.9	495	640	6.1			
	MCC	A1 Great North Road	MCC 1 Arm C	Outbound	598::154	300	387	4.7	468	561	4.1	692	764	2.7	809	899	3.1	915	1000	2.7	933	1026	3.0	880	976	3.2	818	913	3.2	775	885	3.8	766	871	3.7	706	800	3.4	564	676	4.5	414	534	5.5			
2	MCC	Bedford Road	MCC 1 Arm D	Inbound	149::595	47	55	1.1	75	85	1.1	90	98	0.9	145	156	0.9	162	176	1.1	151	165	1.1	156	168	0.9	158	173	1.1	129	141	1.1	116	129	1.2	111	123	1.1	73	85	1.3	50	61	1.5			
	MCC	Bedford Road	MCC 1 Arm D	Outbound	596::149	28	44	2.7	32	46	2.3	93	102	0.9	140	151	0.9	124	143	1.6	131	142	0.9	150	160	0.8	152	163	0.9	120	131	1.0	105	118	1.2	85	97	1.2	70	84	1.6	47	65	2.4			
3	MCC	St Neots Road	MCC 2 Arm D	Inbound	580::583	70	78	0.9	138	147	0.7	213	224	0.8	249	254	0.3	252	256	0.2	235	237	0.1	239	243	0.3	232	238	0.4	195	201	0.4	178	184	0.5	165	178	1.0	153	158	0.4	105	107	0.2			
	MCC	St Neots Road	MCC 2 Arm D	Outbound	587::580	53	52	4.6	78	113	2.2	6.7	113	2.2	8.4	193	322	8.0	259	323	4.7	291	363	4.0	219	283	4.0	219	283	4.0	219	283	4.0	224	280	3.5	163	194	2.3	112	128	0.4					
4	MCC	A603 Cambridge Road	MCC 3 Arm B	Inbound	553::540	176	174	0.1	311	296	0.8	410	357	3.0	560	491	3.0	594	526	6.3	598	581	0.7	652	613	1.6	591	588	0.1	482	495	0.6	435	421	0.7	473	445	1.2	374	383	0.4	223	268	2.9			
	MCC	A603 Cambridge Road	MCC 3 Arm B	Outbound	539::553	166	181	1.1	210	216	0.4	409	407	0.1	540	529	0.5	509	509	0.0	530	515	0.7	611	581	1.2	633	585	1.0	498	496	0.1	483	486	0.1	479	481	0.1	361	375	0.7	229	249	1.3			
5	MCC	Bedford Road	MCC 3 Arm C	Inbound	554::531	34	35	0.2	57	60	0.3	91	93	0.2	101	103	0.2	110	112	0.2	120	126	0.5	99	103	0.4	100	105	0.5	86	92	0.7	103	105	0.2	67	69	0.3	61	65	0.5	47	50	0.5			
	MCC	Bedford Road	MCC 3 Arm C	Outbound	541::554	25	31	1.1	39	48	1.4	59	64	0.6	97	102	0.5	108	110	0.2	140	138	0.2	131	133	0.2	122	125	0.3	118	121	0.3	127	125	0.1	85	90	0.6	79	88	1.0	55	63	1.0			
6	MCC	A600 The Highway	MCC 4 Arm C	Inbound	526::528	80	76	0.4	135	134	0.1	160	160	0.0	167	166	0.0	194	201	0.5	158	161	0.3	143	146	0.2	166	169	0.2	120	124	0.4	159	161	0.1	158	162	0.3	110	115	0.5	104	107	0.3			
	MCC	A600 The Highway	MCC 4 Arm C	Outbound	520::521	131	134	0.2	304	304	0.0	400	403	0.2	441	444	0.1	465	467	0.1	402	405	0.1	393	407	0.7	371	374	0.2	329	331	0.1	342	349	0.4	359	361	0.1	270	274	0.2	220	225	1.0			
7	MCC	A600 The Highway	MCC 4 Arm C	Outbound	507::520	135	185	4.0	211	279	4.3	353	454	5.0	468	546	3.5	524	644	5.0	518	645	5.3	598	682	3.3	508	617	4.6	558	617	2.4	557	612	2.3	592	613	0.8	435	468	1.6	335	339	0.2			
8	MCC	Bedford Road	MCC 46 Arm B	Inbound																																											

Saturday Western Screenline - All Vehicles 07:00 to 19:00

		All Vehicles																																						
		07:00:00		08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00														
		47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48	47	48													
GEH<5		98%	98%	98%	96%	96%	96%	98%	96%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%													
<3	41	87.2%	44	91.7%	46	95.8%	44	91.7%	42	87.5%	41	85.4%	43	89.6%	43	89.6%	44	91.7%	43	89.6%	45	93.8%	47	97.9%	39	81.3%	38	79.2%												
<4	42	80.4%	44	93.8%	45	93.8%	46	91.7%	44	91.7%	44	91.7%	46	95.8%	46	95.8%	47	91.7%	47	93.8%	47	97.9%	47	97.9%	43	89.6%	41	85.4%												
<5	46	97.9%	47	97.9%	47	97.9%	46	95.8%	46	95.8%	47	97.9%	46	95.8%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	45	93.8%	44	91.7%												
<6	47	100.0%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	45	93.8%	45	93.8%												
<7	47	100.0%	48	100.0%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	48	100.0%	47	97.9%	48	100.0%	48	100.0%	46	95.8%	45	93.8%												
<8	47	100.0%	48	100.0%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	46	95.8%	46	95.8%												
<9	47	100.0%	48	100.0%	47	97.9%	47	97.9%	47	97.9%	47	97.9%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	47	97.9%	46	95.8%												
<10	47	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	48	100.0%	47	97.9%	46	95.8%												
DWS		07:00:00	08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00															
	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass													
	3129	3340	6.73%	5189	5363	3.36%	7458	7635	2.37%	8939	9214	3.07%	9675	10073	4.12%	10272	10607	3.26%	10050	10453	4.01%	9543	9852	3.24%	9041	9451	4.54%	8774	9173	4.54%	8780	9103	3.68%	6943	7417	6.83%	5176	5674	9.63%	
DWS		07:00:00	08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00															
	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass													
	3151	3388	7.51%	5453	5652	3.65%	7777	8006	2.95%	9330	9634	3.26%	9896	10309	4.18%	10277	10621	3.35%	10271	10610	3.30%	9627	9936	3.21%	8656	9047	4.51%	8364	8785	5.04%	8300	8544	2.94%	7292	7728	5.98%	5355	5944	11.01%	
Reference		0700 to 0800	0800 to 0900		0900 to 1000		1000 to 1100		1100 to 1200		1200 to 1300		1300 to 1400		1400 to 1500		1500 to 1600		1600 to 1700		1700 to 1800		1800 to 1900		1900 to 2000															
	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH													
	163~592	680	776	3.6	1032	1145	3.4	1536	1638	2.6	1800	1922	2.8	1900	2038	3.1	1938	2101	3.6	1622	1779	3.8	1526	1688	4.0	1511	1656	3.6	1458	1611	3.9	1176	1329	4.3	860	1015	5.1			
591~158	830	968	4.6	1113	1272	4.6	1425	1579	4.0	1744	1835	2.2	1884	2084	4.5	1809	1993	4.2	1700	1895	4.6	1697	1830	3.2	1601	1776	4.3	1582	1787	5.0	1752	1839	2.0	1630	1754	3.0	1057	1315	7.5	
566~572	20	22	0.4	36	37	0.2	60	60	0.1	43	46	0.5	57	59	0.2	60	65	0.6	63	67	0.5	62	65	0.4	53	58	0.6	38	42	0.6	36	38	0.4	32	36	0.6	17	21	1.0	
573~566	17	23	1.4	27	26	0.2	56	56	0.0	51	59	1.0	64	74	1.2	87	95	0.8	71	79	0.9	68	75	0.8	55	59	0.5	45	56	1.5	46	52	0.8	42	49	1.0	32	40	1.3	
562~571	245	240	0.3	391	385	0.3	589	575	0.6	791	787	0.2	882	874	0.3	994	990	0.1	910	908	0.1	858	861	0.1	771	792	0.8	695	710	0.6	679	691	0.5	504	525	0.9	329	330	0.1	
561~562	229	232	0.2	450	431	0.9	637	620	0.7	738	708	1.1	844	810	1.2	924	882	1.4	884	868	0.5	921	859	2.1	727	724	0.1	702	697	0.2	678	661	0.6	561	559	0.1	370	382	0.6	
637~536	0	6		8	27	4.5	14	27	2.8	23	29	1.1	25	31	1.0	25	31	1.2	28	33	0.9	27	34	1.2	37	43	0.9	39	45	1.0	17	22	1.1	4	79		11.7	4	85	12.1
535~637	10	30	4.4	23	34	2.0	21	33	2.4	30	40	1.6	29	39	1.7	23	46	3.9	25	38	2.4	35	44	1.4	20	27	1.5	14	23	2.1	12	19	1.7	5	31	6.1	1	75	12.0	
547~534	174	171	0.2	227	226	0.1	358	359	0.0	485	486	0.0	508	509	0.1	527	525	0.1	532	534	0.1	569	577	0.3	464	482	0.8	448	452	0.2	399	409	0.5	270	284	0.8	185	257	4.8	
533~547	126	127	0.1	237	233	0.2	340	339	0.1	449	445	0.2	457	456	0.0	462	480	0.8	473	472	0.0	483	479	0.2	397	400	0.1	370	370	0.0	360	363	0.1	324	383	3.1	196	258	4.1	
510~515	13	32	4.1	32	50	2.8	48	66	2.4	76	94	1.9	79	97	1.9	80	98	1.9	98	117	1.8	68	87	2.1	86	105	1.9	68	88	2.3	49	69	2.6	60	79	2.3	24	44	3.4	
514~510	48	46	0.4	99	102	0.2	155	156	0.1	165	161	0.3	113	141	2.5	133	145	1.0	116	143	2.3	110	125	1.4	94	102	0.8	84	99	1.5	94	106	1.2	33	66	4.7	39	64	3.4	
508~519	156	160	0.3	248	251	0.2	408	410	0.1	509	513	0.2	603	606	0.1	640	643	0.1	681	685	0.1	617	625	0.3	587	596	0.4	589	591	0.1	577	582	0.2	410	419	0.4	345	348	0.2	
513~508	192	211	1.3	411	415	0.2	615	611	0.2	664	669	0.2	727	709	0.7	678	655	0.9	689	668	0.8	664	634	1.2	595	593	0.1	558	552	0.3	538	536	0.1	479	449	1.4	344	349	0.2	
894~893	7	14	2.0	24	25	0.2	31	35	0.6	52	54	0.2	60	33	0.4	57	57	0.1	45	44	0.1	56	58	0.2	54	53	0.2	51	56	0.6	48	53	0.6	27	29	0.4	26	29	0.6	
893~894	11	16	1.3	22	29	1.4	48	54	0.9	48	56	1.2	50	58	1.1	59	66	0.9	70	76	0.7	61	67	0.8	48	54	0.8	38	42	0.6	38	42	0.6	25	30	1.0	26	29	0.5	
708~220	76	79	0.3	158	159	0.1	225	225	0.0	306	307	0.1	333	340	0.4	354	360	0.3	349	356	0.4	362	372	0.5	366	381	0.8	321	330	0.5	286	300	0.8	242	246	0.2	208	214	0.4	
708~976	84	77	0.8	149	132	1.4	176	167	0.7	221	210	0.7	231	220	0.7	242	238	0.2	282	276	0.4	253	252	0.0	217	214	0.2	236	231	0.3	257	254	0.2	183	185	0.2	152	152	0.0	
706~708	39	44	0.7	72	74	0.3	136	138	0.2	162	164	0.2	171	174	0.2	212	213	0.0	190	192	0.2	203	202	0.0	195	196	0.1	173	176	0.2	174	176	0.1	177	178	0.0	124	129	0.4	
220~708	70	63	0.9	141	127	1.2	236	223	0.9	326	313	0.7	349	345	0.2	427	407	1.0	412	404	0.4	439	421	0.9	377	377	0.0	387	377	0.5	319	315	0.3	319	306	0.7	250	242	0.5	
980~221	271	262	0.5	413	408	0.3	635	627	0.3	783	780	0.1	883	881	0.1	942	941	0.0	921	926	0.2	915	913	0.1	849	858	0.3	913	910	0.1	845	855	0.4	628	639	0.4	545	549	0.2	
221~980	266	247	1.2	447	434	0.6	652	648	0.2	725	741	0.6	681	696	0.6	624	644	0.8	657	671	0.5	721	727	0.2	614	634	0.8	636	648	0.5	563	580	0.7	586	591	0.2	480	482	0.1	
979~980	43	46	0.4	120	118	0.2	144	145	0.0	199	201	0.1	175	174	0.1	165	166	0.1	157	157	0.0	141	140	0.1	126	130	0.3	112	125	0.3	116	120	0.4	92	94	0.2	88	89	0.1	
979~980	43	46	0.4	120	118	0.2	144	145	0.0	199	201	0.1	175	174	0.1	165	166	0.1	157	157	0.0	141	140	0.1	126	130	0.3	112	125	0.3	116	120	0.4	92	94	0.2	88	89	0.1	
979~221	116	110	0.5	197	187	0.7	308	298	0.6	376	372	0.2	348	346	0																									

Saturday Development Cordon - All Vehicles 07:00 to 19:00

Saturday Development Cordon - All Vehicles 07:00 to 19:00						All Vehicles																																						
GEH<5	07:00:00		08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00																			
	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13																		
	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13																		
	100%		100%		100%		92%		100%		92%		92%		100%		100%		100%		100%		100%		100%		100%																	
	12	92.3%	9	69.2%	8	61.5%	9	69.2%	8	61.5%	7	53.8%	9	69.2%	8	61.5%	9	69.2%	9	69.2%	7	53.8%	7	53.8%	8	61.5%	8	61.5%																
<3	13	100.0%	12	92.3%	12	92.3%	12	92.3%	11	84.6%	11	84.6%	11	84.6%	10	76.9%	10	76.9%	11	84.6%	12	92.3%	11	84.6%	12	92.3%	12	92.3%																
<4	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	12	92.3%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<5	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<6	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<7	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<8	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<9	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
<10	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%	13	100.0%																
Aggregate Flows						07:00:00		08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00														
						OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass												
Inbound						593	558	-5.85%	1173	1095	-6.64%	1675	1586	-5.33%	2039	1955	-4.14%	2140	2074	-3.07%	2305	2215	-3.91%	2222	2187	-1.59%	2140	2077	-2.94%	1940	1867	-3.78%	1858	1853	-0.27%	1777	1765	-0.66%	1500	1504	0.25%	1195	1222	2.22%
Outbound						571	541	-5.24%	1107	1083	-2.21%	1612	1556	-3.48%	2011	1952	-2.92%	2157	2082	-3.47%	2255	2219	-1.61%	2243	2170	-3.25%	2124	2092	-1.52%	1922	1885	-1.94%	1921	1871	-2.62%	1793	1777	-0.92%	1503	1522	1.24%	1239	1245	0.45%
Combined Flows						07:00:00		08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00														
						OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass	OBS	MOD	% Pass						
						1164	1099	-5.55%	2280	2178	-4.49%	3287	3142	-4.42%	4050	3907	-3.54%	4297	4157	-3.27%	4560	4434	-2.77%	4465	4357	-2.42%	4264	4169	-2.23%	3862	3752	-2.86%	3779	3724	-1.47%	3570	3542	-0.79%	3003	3025	0.75%	2434	2466	1.32%
No.	Survey Type	Location	Ref	Direction	Reference	0700 to 0800			0800 to 0900			0900 to 1000			1000 to 1100			1100 to 1200			1200 to 1300			1300 to 1400			1400 to 1500			1500 to 1600			1600 to 1700			1700 to 1800			1800 to 1900			1900 to 2000		
						OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH			
1	MCC	B530 Ampthill Road South	MCC 11 Arm C	Inbound	615::217	91	78	1.4	161	128	2.8	227	171	3.9	403	300	5.5	445	344	5.1	491	378	5.4	467	374	4.5	495	384	5.3	485	383	4.9	462	389	3.6	408	332	4.0	307	253	3.2	229	190	2.7
	MCC	B530 Ampthill Road South	MCC 11 Arm C	Outbound	217::612	118	83	3.5	263	202	4.0	356	282	4.2	472	398	3.6	465	387	3.8	479	390	4.3	463	346	5.8	446	358	4.4	367	287	4.4	332	251	4.7	286	218	4.3	223	166	4.1	193	143	3.9
2	MCC	Woburn Road South	MCC 6 Arm D	Inbound	480::494	120	107	1.2	201	189	0.8	332	320	0.7	413	420	0.3	498	508	0.5	569	566	0.1	551	575	1.0	499	521	1.0	485	502	0.8	471	501	1.4	457	494	1.7	405	424	0.9	335	363	1.5
	MCC	Woburn Road South	MCC 6 Arm D	Outbound	494::481	155	167	1.0	316	350	1.9	478	491	0.6	481	503	1.0	486	482	0.2	474	491	0.8	461	476	0.7	452	476	1.1	369	397	1.4	359	384	1.3	371	388	0.9	319	348	1.6	265	296	1.9
3	MCC	Fields Road East	MCC 36 Arm B	Inbound	767::766	164	154	0.8	335	309	1.5	427	422	0.2	422	441	0.9	379	399	1.0	340	368	1.5	380	408	1.4	382	410	1.4	285	287	0.1	284	308	1.4	303	312	0.5	273	281	0.5	198	207	0.6
	MCC	Fields Road East	MCC 36 Arm B	Outbound	766::772	54	49	0.7	132	125	0.7	227	225	0.2	315	308	0.4	356	359	0.2	392	408	0.8	418	425	0.4	359	371	0.6	385	378	0.4	392	384	0.4	392	385	0.4	343	348	0.3	261	268	0.5
4	MCC	Bedford Road North	MCC 23 Arm A	Inbound	262::1157	46	59	1.8	100	120	1.9	166	181	1.1	203	218	1.0	179	214	2.5	219	252	2.2	231	257	1.7	175	200	1.9	193	221	2.0	192	222	2.1	194	230	2.5	177	219	3.0	124	169	3.7
	MCC	Bedford Road North	MCC 23 Arm A	Outbound	1157::1159	5	10	1.8	7	14	2.1	8	20	3.1	12	20	2.1	10	24	3.4	12	25	3.1	14	26	2.7	4	21	4.8	2	17	4.9	3	17	4.4	4	17	3.9	4	15	3.5	2	14	4.2
5	MCC	Bedford Road North	MCC 23 Arm A	Inbound	1157::262	89	90	0.1	167	172	0.4	214	218	0.3	244	244	0.0	277	269	0.5	280	285	0.3	274	289	0.9	263	264	0.1	197	209	0.8	228	230	0.1	186	199	0.9	173	181	0.6	141	152	0.9
	MCC	Broadmead Road North	MCC 33 Arm A	Outbound	812::289	35	54	2.8	68	99	3.4	106	144	3.4	109	150	3.6	116	169	4.4	135	178	3.4	136	181	3.6	105	149	3.9	97	136	3.6	98	134	3.3	102	146	4.0	84	128	4.3	78	109	3.2
6	MCC	Broadmead Road North	MCC 33 Arm A	Inbound	289::807	19	32	2.6	35	58	3.4	85	101	1.6	87	123	3.5	118	150	2.8	122	161	3.3	129	162	2.7	121	155	2.9	114	145	2.8	123	153	2.6	123	168	3.8	107	146	3.5	100	123	2.1
	MCC	B530 Bedford Road North	MCC 13 Arm A	Inbound	382::209	137	106	2.8	308	251	3.4	417	348	3.5	489	426	2.9	523	440	3.8	551	474	3.4	457	392	3.2	484	413	3.4	395	338	3.0	351	300	2.8	313	252	3.6	254	199	3.7	231	185	3.2
	MCC	B530 Bedford Road North	MCC 13 Arm A	Outbound	209::377	131	110	1.9	187	163	1.9	244	220	1.6	400	357	2.2	445	411	1.7	496	458	1.7	484	446	1.8	479	447	1.5	488	452	1.7	484	451	1.5	431	402	1.4	334	318	0.9	277	249	1.8

Appendix F

A421 Mainline Calibration Results

Weekday A421 NB - All Vehicles 07:00 to 19:00

			All Vehicles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Saturday A421 NB - All Vehicles 07:00 to 19:00

Survey		Location		Ref		Direction		Reference		All Vehicles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Saturday A421 SB - All Vehicles 07:00 to 19:00

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100%	100%	100%	100%	85%	85%	85%	85%	85%	89%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%																					
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<5	27	100.0%	27	100.0%	23	85.2%	23	85.2%	23	85.2%	24	88.9%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	26	96.3%																				
<6	27	100.0%	27	100.0%	25	92.6%	24	88.9%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	26	96.3%	27	100.0%	26	96.3%	27	100.0%																				
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<10	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%	27	100.0%																				
Survey Type	Location				Ref	Direction	Reference	01000 to 0800		0800 to 0900		0900 to 1000		1000 to 1100		1100 to 1200		1200 to 1300		1300 to 1400		1400 to 1500		1500 to 1600		1600 to 1700		1700 to 1800		1800 to 1900		1900 to 2000														
	OBS	MOD	GEH		OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH												
MCC	Black Cat Roundabout				MCC 1 Arm E	SB	595-73	482	509	1.2	724	761	1.4	1031	1067	1.1	1197	1238	1.2	1246	1318	2.0	1429	1508	2.1	1341	1420	2.1	1050	1141	2.8	952	1034	2.6	963	1025	2.0	986	1057	2.2	830	889	2.0	572	638	2.7
MCC	Renhold Junction Off Slip SB				MCC 2 Arm C	SB	581-582	79	87	0.8	148	158	0.8	177	180	0.3	224	220	0.3	243	241	0.1	269	280	0.6	279	277	0.1	303	289	0.8	239	238	0.1	253	256	0.2	244	245	0.1	231	236	0.3	133	141	0.6
	A421 (Renhold Junction between on and offslip)				MCC 2 Arm E	SB		403	422	1.0	576	603	1.1	854	886	1.1	973	1018	1.4	1003	1077	2.3	1160	1228	2.0	1062	1143	2.4	747	852	3.7	713	796	3.0	710	769	2.2	742	812	2.5	599	653	2.1	439	497	2.7
MCC	Renhold Junction On Slip SB					SB	584-579	141	105	3.3	255	202	3.5	390	283	5.8	483	357	6.1	516	408	5.0	596	474	5.3	541	474	3.0	497	440	2.7	487	407	3.8	417	358	3.0	386	336	2.6	269	255	0.9	164	180	1.2
	A421 (between Renhold Junction and A421/Cardington Road/Cambridge Road Roundabout)				MCC 3 Arm A	SB		544	527	0.7	831	805	0.9	1244	1170	2.1	1456	1376	2.1	1519	1484	0.9	1756	1702	1.3	1603	1617	0.4	1244	1292	1.3	1200	1203	0.1	1127	1127	0.0	1128	1147	0.6	868	908	1.3	603	677	2.9
MCC	A421/Cardington Road/Cambridge Road Roundabout Off Slip SB					SB	551-538	51	77	3.3	106	110	0.3	181	180	0.1	210	208	0.1	208	210	0.1	239	258	1.2	236	222	1.0	237	192	3.1	199	186	1.0	190	194	0.3	156	169	1.0	129	156	2.3	95	115	2.0
	A421 (A421/Cardington Road/Cambridge Road Roundabout between on and offslip)				MCC 3 Arm D	SB		493	450	2.0	725	695	1.1	1063	990	2.3	1246	1167	2.3	1311	1275	1.0	1517	1444	1.9	1367	1396	0.8	1007	1100	2.9	1001	1018	0.5	937	933	0.1	972	978	0.2	739	751	0.5	508	562	2.3
MCC	A421/Cardington Road/Cambridge Road Roundabout On Slip SB					SB	530-556	101	93	0.8	188	174	1.0	258	204	3.5	314	247	4.0	340	276	3.6	352	338	0.8	369	331	2.0	287	287	0.0	262	272	0.6	267	251	1.0	259	233	1.7	171	176	0.4	128	161	2.7
	A421 (between A421/Cardington Road/Cambridge Road Roundabout and A421/A600)				MCC 4 Arm D	SB		594	543	2.1	913	869	1.5	1321	1194	3.6	1560	1414	3.8	1651	1551	2.5	1869	1782	2.0	1736	1726	0.2	1294	1388	2.6	1263	1289	0.7	1204	1183	0.6	1231	1211	0.6	910	927	0.6	636	723	3.3
MCC	A421/A600 On Slip SB					SB	522-1006	70	40	4.0	109	84	2.6	184	104	6.6	232	144	6.5	313	175	8.8	330	188	8.8	340	205	8.2	311	172	8.9	278	165	7.6	263	143	8.5	228	152	5.5	197	119	6.2	150	85	6.0
MCC	A421/A600 On Slip SB				MCC 4 Arm D	SB	528-509	80	76	0.4	135	134	0.1	160	160	0.0	167	167	0.0	194	201	0.5	158	161	0.3	143	146	0.2	166	169	0.3	120	124	0.4	159	160	0.1	158	162	0.3	110	116	0.5	104	107	0.3
	A421 (between A421/A600 Roundabout and Elstow Interchange)				MCC 5 Arm B	SB		744	660	3.2	1157	1087	2.1	1665	1458	5.2	1959	1724	5.5	2158	1927	5.1	2357	2131	4.8	2219	2076	3.1	1771	1729	1.0	1661	1579	2.0	1626	1486	3.5	1617	1526	2.3	1217	1162	1.6	890	915	0.8
MCC	Elstow Interchange Off Slip SB					SB	639-323	146	150	0.3	265	262	0.2	376	386	0.5	448	461	0.6	535	529	0.3	562	571	0.4	616	617	0.0	525	550	1.1	502	510	0.3	495	513	0.8	452	470	0.8	310	355	2.5	267	297	1.8
	A421 (Elstow Interchange between on and offslip)				MCC 5 Arm E	SB		598	510	3.7	892	825	2.3	1289	1072	6.3	1511	1263	6.7	1623	1398	5.8	1795	1560	5.7	1603	1460	3.7	1246	1179	1.9	1159	1069	2.7	1131	973	4.9	1165	1055	3.3	907	807	3.4	623	618	0.2
MCC	Elstow Interchange On Slip SB					SB	329-1001	252	272	1.2	442	460	0.8	539	581	1.8	687	737	1.9	744	801	2.0	755	824	2.5	795	860	2.2	711	772	2.3	665	719	2.1	683	726	1.6	690	744	2.0	542	587	1.9	484	508	1.1
	A421 (between Elstow Interchange and Marsh Leys Roundabout)				MCC 6 Arm B	SB		850	782	2.4	1334	1284	1.4	1828	1653	4.2	2198	2000	4.3	2367	2199	3.5	2550	2385	3.3	2398	2319	1.6	1957	1952	0.1	1824	1788	0.8	1814	1699	2.7	1855	1799	1.3	1449	1394	1.5	1107	1126	0.6
MCC	Marsh Leys Roundabout Off Slip SB					SB	490-477	185	192	0.5	346	386	2.1	452	445	0.3	617	602	0.6	769	750	0.7	861	843	0.6	868	877	0.3	762	776	0.5	708	720	0.5	705	735	1.1	723	744	0.8	600	628	1.1	398	440	2.1
	A421 (Marsh Leys Roundabout between on and offslip)				MCC 6 Arm E	SB		665	590	3.0	988	898	2.9	1376	1209	4.7	1581	1398	4.7	1598	1449	3.8	1689	1541	3.7	1530	1413	2.3	1195	1176	0.6	1116	1068	1.5	1109	965	4.5	1132	1055	2.3	849	766	2.9	700	686	0.9
MCC	Marsh Leys Roundabout On Slip SB					SB	482-640	204	214	0.7	284	277	0.4	390	378	0.6	423	406	0.8	375	377	0.1	449	438	0.5	384	385	0.0	343	341	0.1	331	327	0.2	312	307	0.3	280	281	0.1	247	251	0.3	184	188	0.3
	A421 (between Marsh Leys Roundabout and Beacroft Road Interchange)				MCC 7 Arm C	SB		869	803	2.3	1272	1175	2.8	1766	1586	4.4	2004	1804	4.6	1973	1826	3.4	2138	1979	3.5	1914	1827	2.0	1538	1516	0.6	1447	1394	1.4	1421	1272	4.1	1412	1336	2.0	1096	1017	2.4	893	873	0.7
MCC	Beacroft Road Interchange Off Slip SB					SB	646-653	84	81	0.4	156	154	0.1	183	180	0.2	245	234	0.7	251	245	0.4	289	275	0.8	250	240	0.6	238	224	0.9	248	233	1.0	210	205	0.4	210	196	1.0	166	171	0.4	160	162	0.2
	A421 (Beacroft Road Interchange between on and offslip)				MCC 7 Arm F	SB		785	723	2.3	1116	1021	2.9	1583	1406	4.6	1759	1570	4.6	1722	1581	3.5	1849	1704	3.4	1664	1587	1.9	1300	1292	0.2	1199	1161	1.1	1211	1068	4.2	1202	1140	1.8	930	846	2.8	733	711	0.8
MCC	Beacroft Road Interchange On Slip SB					SB	657-649	140	150	0.8	257	245	0.6	297	243	2.6	269	245	0.6	262	242	0.4	282	246	0.6	294	267	3.9	227	291	4.0	194	246	3.4	203	248	3.0	197	244	3.1	170	214	3.1	123	164	3.1
	A421 (between M1 and Beacroft Road Interchange)				MCC 30 Arm B	SB		925	872	1.8	1373	1326	1.3	1880	1749	3.1	2028	1919	2.5	1984	1923	1.4	2131	2069	1.3	1958	1951	0.2	1527	1584	1.4	1393	1405	0.3	1414	1315	2.7	1399	1384	0.4	1100	1059	1.3	856	870	0.5
MCC	A421/Salford Road Off Slip SB					SB	990-671	412	398	0.7	589	566	0.9	697	684	0.5	763	693	2.4	682	665	0.7	672	661	0.4	563	571	0.3	519	518	0.0	519	518	0.0	523	553	1.3	555	567	0.5	463	505	1.9</			

Appendix G

Journey Time Validation Results

Journey Time Calculation:	Mean
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Weekday JT Validation																					
Route	Section	Direction	Route Length (m)				Journey Time (s)														
							07:00:00					08:00:00					09:00:00				
			Obs	Mod	Diff	Diff (%)	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation
Route 1	Sec 1	NB	6156	6105	-51	-1%	226	206	-20	-9%	Pass	224	207	-17	-7%	Pass	224	206	-18	-8%	Pass
Route 1	Sec 1	SB	6137	6090	-48	-1%	307	283	-24	-8%	Pass	319	388	69	22%	Fail	241	222	-19	-8%	Pass
Route 1	Sec 2	NB	5175	5206	31	1%	186	174	-12	-6%	Pass	184	175	-9	-5%	Pass	183	174	-10	-5%	Pass
Route 1	Sec 2	SB	5306	5210	-96	-2%	200	174	-26	-13%	Pass	197	173	-24	-12%	Pass	192	173	-19	-10%	Pass
Route 1	Sec 3	NB	2107	2126	19	1%	76	71	-5	-7%	Pass	77	71	-6	-8%	Pass	76	71	-5	-7%	Pass
Route 1	Sec 3	SB	1954	1921	-33	-2%	72	72	0	0%	Pass	74	69	-4	-6%	Pass	71	66	-5	-7%	Pass
Route 1	Sec 4	NB	3088	3052	-35	-1%	113	101	-12	-10%	Pass	113	102	-11	-10%	Pass	110	101	-9	-8%	Pass
Route 1	Sec 4	SB	2794	2811	18	1%	107	93	-14	-13%	Pass	112	93	-19	-17%	Pass	102	93	-9	-8%	Pass
Route 1	Sec 5	NB	1177	1235	59	5%	41	40	-1	-2%	Pass	41	40	-1	-2%	Pass	41	40	-1	-2%	Pass
Route 1	Sec 5	SB	1478	1500	22	2%	54	48	-7	-13%	Pass	68	47	-21	-31%	Pass	52	48	-4	-9%	Pass
Route 1	Sec 6	NB	4362	4268	-93	-2%	149	141	-8	-5%	Pass	151	142	-9	-6%	Pass	151	142	-9	-6%	Pass
Route 1	Sec 6	SB	3542	3597	55	2%	123	124	1	0%	Pass	128	122	-5	-4%	Pass	124	123	-2	-1%	Pass
Route 1	Sec 7	NB	6580	6669	89	1%	428	286	-142	-33%	Fail	340	365	26	8%	Pass	265	240	-25	-9%	Pass
Route 1	Sec 7	SB	7381	7341	-40	-1%	262	246	-16	-6%	Pass	265	246	-19	-7%	Pass	267	248	-19	-7%	Pass
Route 1	All Sections	NB	28643	28661	18	0%	1219	1020	-199	-16%	Fail	1129	1102	-27	-2%	Pass	1050	973	-77	-7%	Pass
Route 1	All Sections	SB	28592	28470	-122	0%	1125	1038	-87	-8%	Pass	1162	1139	-24	-2%	Pass	1049	972	-77	-7%	Pass
Route 2	1	NB	1722	1711	-12	-1%	113	109	-4	-3%	Pass	147	161	14	10%	Pass	109	112	3	3%	Pass
Route 2	1	SB	1701	1695	-6	0%	164	135	-28	-17%	Pass	209	234	25	12%	Pass	121	146	26	21%	Pass
Route 3	1	NB	2872	2923	50	2%	190	164	-26	-14%	Pass	221	232	11	5%	Pass	170	163	-7	-4%	Pass
Route 3	1	SB	2889	2926	38	1%	157	144	-14	-9%	Pass	162	147	-15	-9%	Pass	158	143	-15	-9%	Pass
Route 4	1	NB	5860	5759	-101	-2%	305	275	-30	-10%	Pass	311	277	-34	-11%	Pass	305	274	-31	-10%	Pass
Route 4	1	SB	5868	5774	-93	-2%	309	274	-35	-11%	Pass	313	275	-38	-12%	Pass	307	274	-33	-11%	Pass
88%												100%					100%				

JT Validation																						
Junction No.	Junction Description	Slip Type	Direction	Route Length (m)				Journey Time (s)														
								07:00:00					08:00:00					09:00:00				
				Obs	Mod	Diff	Diff (%)	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation
1	M1 J13	Off-Slip	EB	456	461	4	1%	55	34	-21	-38%	Fail	61	38	-23	-38%	Fail	40	26	-14	-35%	Pass
1	M1 J13	Off-Slip	WB	290	305	14	5%	40	30	-10	-24%	Pass	41	30	-11	-27%	Pass	32	27	-5	-16%	Pass
2	A421/Salford Road	Off-slip	SB	527	557	31	6%	40	39	-1	-3%	Pass	50	77	27	55%	Fail	34	31	-4	-10%	Pass
3	Marston Junction	Off-slip	NB	299	300	0	0%	21	20	-1	-4%	Pass	22	26	3	15%	Pass	20	17	-3	-13%	Pass
3	Marston Junction	Off-slip	SB	328	312	-16	-5%	21	18	-3	-15%	Pass	22	21	-1	-6%	Pass	20	18	-2	-11%	Pass
4	Marsh Leys Roundabout	Off-slip	NB	507	480	-28	-5%	38	37	0	-1%	Pass	40	40	0	1%	Pass	34	36	2	5%	Pass
4	Marsh Leys Roundabout	Off-slip	SB	453	446	-7	-2%	42	33	-9	-22%	Pass	42	42	0	-1%	Pass	37	30	-7	-19%	Pass
5	Elstow Roundabout	Off-slip	NB	348	333	-15	-4%	29	21	-8	-27%	Pass	39	29	-10	-26%	Pass	28	22	-5	-19%	Pass
5	Elstow Roundabout	Off-slip	SB	285	284	-1	0%	29	22	-7	-25%	Pass	40	25	-15	-37%	Pass	26	22	-4	-17%	Pass
6	A600/Wallis Way Junction	Off-slip	NB	339	331	-9	-3%	27	21	-6	-21%	Pass	26	29	3	13%	Pass	22	19	-4	-16%	Pass
7	Cardington Cross	Off-slip	NB	457	480	23	5%	36	31	-5	-15%	Pass	41	46	5	12%	Pass	30	25	-5	-15%	Pass
7	Cardington Cross	Off-slip	SB	316	326	9	3%	28	28	0	1%	Pass	31	41	10	32%	Pass	23	24	1	5%	Pass
8	Renhold Interchange	Off-slip	NB	405	422	17	4%	26	26	-1	-3%	Pass	57	28	-29	-51%	Fail	26	24	-2	-10%	Pass
8	Renhold Interchange	Off-slip	SB	379	385	6	2%	31	22	-10	-30%	Pass	34	25	-9	-27%	Pass	24	18	-5	-22%	Pass
1	M1 J13	On-slip	EB	294	286	-8	-3%	23	17	-6	-26%	Pass	22	17	-5	-22%	Pass	26	17	-9	-34%	Pass
1	M1 J13	On-slip	WB	472	459	-13	-3%	26	21	-5	-20%	Pass	27	21	-6	-21%	Pass	26	21	-5	-20%	Pass
2	A421/Salford Road	On-slip	NB	469	425	-44	-9%	26	16	-10	-38%	Pass	25	16	-9	-36%	Pass	25	16	-9	-36%	Pass
3	Marston Junction	On-slip	NB	323	313	-11	-3%	17	12	-5	-31%	Pass	18	12	-6	-32%	Pass	18	12	-6	-32%	Pass
3	Marston Junction	On-slip	SB	422	388	-34	-8%	26	16	-10	-39%	Pass	26	16	-10	-39%	Pass	26	17	-9	-36%	Pass
4	Marsh Leys Roundabout	On-slip	NB	526	502	-24	-5%	27	19	-8	-29%	Pass	28	19	-9	-31%	Pass	27	19	-8	-30%	Pass
4	Marsh Leys Roundabout	On-slip	SB	487	504	17	4%	28	19	-8	-30%	Pass	28	19	-9	-31%	Pass	27	19	-8	-31%	Pass
5	Elstow Roundabout	On-slip	NB	291	290	-1	0%	16	10	-6	-38%	Pass	17	10	-7	-40%	Pass	16	10	-6	-38%	Pass
5	Elstow Roundabout	On-slip	SB	355	341	-14	-4%	22	14	-8	-37%	Pass	23	14	-9	-38%	Pass	22	14	-7	-34%	Pass
6	A600/Wallis Way Junction	On-slip	SB	274	264	-11	-4%	20	10	-10	-51%	Pass	23	10	-13	-56%	Pass	20	10	-10	-50%	Pass
7	Cardington Cross	On-slip	NB	413	433	20	5%	22	17	-5	-22%	Pass	23	17	-5	-24%	Pass	23	17	-6	-25%	Pass
7	Cardington Cross	On-slip	SB	414	385	-29	-7%	22	16	-6	-27%	Pass	24	16	-8	-34%	Pass	22	16	-6	-28%	Pass
8	Renhold Interchange	On-slip	NB	381	358	-23	-6%	21	14	-7	-32%	Pass	21	14	-7	-33%	Pass	21	14	-7	-32%	Pass
8	Renhold Interchange	On-slip	SB	436	404	-32	-7%	23	16	-7	-29%	Pass	23	16	-7	-30%	Pass	22	16	-6	-29%	Pass

Weekday JT Validation																																				
Route	Section	Direction	Route Length (m)				Journey Time (s)																													
							10:00:00					11:00:00					12:00:00					13:00:00					14:00:00					15:00:00				
			Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation				
Route 1	Sec 1	NB	6156	6105	-51	-1%	225	205	-20	-9%	Pass	227	206	-21	-9%	Pass	224	206	-18	-8%	Pass	224	206	-18	-8%	Pass	225	207	-18	-8%	Pass	223	207	-16	-7%	Pass
Route 1	Sec 1	SB	6137	6090	-48	-1%	234	219	-15	-7%	Pass	252	219	-32	-13%	Pass	251	219	-32	-13%	Pass	247	218	-29	-12%	Pass	244	218	-25	-10%	Pass	241	219	-22	-9%	Pass
Route 1	Sec 2	NB	5175	5206	31	1%	184	173	-11	-6%	Pass	184	173	-11	-6%	Pass	183	174	-9	-5%	Pass	182	174	-8	-5%	Pass	183	174	-9	-5%	Pass	182	174	-8	-4%	Pass
Route 1	Sec 2	SB	5306	5210	-96	-2%	189	172	-17	-9%	Pass	190	173	-17	-9%	Pass	190	173	-17	-9%	Pass	190	172	-17	-9%	Pass	189	173	-16	-9%	Pass	188	173	-16	-8%	Pass
Route 1	Sec 3	NB	2107	2126	19	1%	76	70	-6	-7%	Pass	76	71	-5	-7%	Pass	75	71	-5	-6%	Pass	75	71	-4	-6%	Pass	75	71	-5	-6%	Pass	75	71	-4	-6%	Pass
Route 1	Sec 3	SB	1954	1921	-33	-2%	71	65	-6	-9%	Pass	71	65	-6	-9%	Pass	71	65	-6	-8%	Pass	71	65	-6	-9%	Pass	71	65	-6	-9%	Pass	71	65	-6	-9%	Pass
Route 1	Sec 4	NB	3088	3052	-35	-1%	110	100	-10	-9%	Pass	110	101	-9	-9%	Pass	110	101	-9	-8%	Pass	110	101	-9	-8%	Pass	110	101	-9	-8%	Pass	110	101	-9	-8%	Pass
Route 1	Sec 4	SB	2794	2811	18	1%	100	92	-8	-8%	Pass	100	93	-7	-7%	Pass	100	93	-8	-8%	Pass	100	93	-8	-8%	Pass	100	93	-8	-8%	Pass	100	92	-8	-8%	Pass
Route 1	Sec 5	NB	1177	1235	59	5%	41	40	-1	-3%	Pass	41	40	-1	-3%	Pass	41	40	-1	-2%	Pass	41	40	-1	-2%	Pass	41	40	-1	-2%	Pass	40	40	0	-1%	Pass
Route 1	Sec 5	SB	1478	1500	22	2%	52	47	-5	-9%	Pass	52	48	-4	-7%	Pass	52	47	-5	-9%	Pass	54	47	-7	-13%	Pass	56	47	-8	-15%	Pass	51	47	-4	-8%	Pass
Route 1	Sec 6	NB	4362	4268	-93	-2%	152	141	-11	-7%	Pass	153	141	-11	-7%	Pass	151	142	-9	-6%	Pass	151	141	-10	-7%	Pass	151	142	-10	-6%	Pass	149	141	-8	-5%	Pass
Route 1	Sec 6	SB	3542	3597	55	2%	125	120	-4	-4%	Pass	124	121	-3	-2%	Pass	124	120	-4	-3%	Pass	124	120	-4	-3%	Pass	123	120	-3	-2%	Pass	122	121	-1	-1%	Pass
Route 1	Sec 7	NB	6580	6669	89	1%	260	236	-24	-9%	Pass	265	242	-24	-9%	Pass	270	243	-27	-10%	Pass	270	240	-30	-11%	Pass	283	241	-41	-15%	Pass	302	249	-53	-17%	Pass
Route 1	Sec 7	SB	7381	7341	-40	-1%	268	247	-21	-8%	Pass	267	247	-19	-7%	Pass	267	247	-20	-7%	Pass	266	247	-19	-7%	Pass	265	247	-18	-7%	Pass	261	246	-16	-6%	Pass
Route 1	All Sections	NB	28643	28661	18	0%	1047	965	-82	-8%	Pass	1057	974	-83	-8%	Pass	1054	977	-77	-7%	Pass	1054	973	-80	-8%	Pass	1068	976	-92	-9%	Pass	1082	984	-98	-9%	Pass
Route 1	All Sections	SB	28592	28470	-122	0%	1039	962	-77	-7%	Pass	1055	966	-88	-8%	Pass	1054	964	-91	-9%	Pass	1053	962	-91	-9%	Pass	1047	962	-84	-8%	Pass	1035	961	-74	-7%	Pass
Route 2	1	NB	1722	1711	-12	-1%	105	106	1	1%	Pass	107	108	0	0%	Pass	108	110	2	2%	Pass	108	109	1	1%	Pass	115	113	-1	-1%	Pass	178	136	-42	-23%	Fail
Route 2	1	SB	1701	1695	-6	0%	110	109	-1	0%	Pass	110	110	0	0%	Pass	109	110	0	0%	Pass	110	111	1	1%	Pass	112	112	-1	0%	Pass	119	131	11	10%	Pass
Route 3	1	NB	2872	2923	50	2%	167	150	-17	-10%	Pass	168	151	-17	-10%	Pass	168	151	-17	-10%	Pass	170	152	-18	-11%	Pass	171	153	-19	-11%	Pass	172	158	-14	-8%	Pass
Route 3	1	SB	2889	2926	38	1%	160	141	-19	-12%	Pass	160	141	-19	-12%	Pass	159	142	-17	-10%	Pass	159	141	-18	-11%	Pass	159	142	-17	-11%	Pass	158	144	-14	-9%	Pass
Route 4	1	NB	5860	5759	-101	-2%	310	273	-38	-12%	Pass	311	274	-38	-12%	Pass	308	274	-34	-11%	Pass	307	273	-34	-11%	Pass	307	274	-32	-11%	Pass	309	276	-34	-11%	Pass
Route 4	1	SB	5868	5774	-93	-2%	310	273	-37	-12%	Pass	310	275	-36	-12%	Pass	314	275	-39	-12%	Pass	312	275	-37	-12%	Pass	310	275	-35	-11%	Pass	315	277	-38	-12%	Pass
							100%					100%					100%					100%					100%						88%			

JT Validation																																					
Junction No.	Junction Description	Slip Type	Direction	Route Length (m)				Journey Time (s)																													
								10:00:00					11:00:00					12:00:00					13:00:00					14:00:00					15:00:00				
				Obs	Mod	Diff	Diff (%)	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator					
1	M1 J13	Off-slip	EB	456	461	4	1%	33	24	-9	-27%	Pass	33	24	-9	-28%	Pass	33	24	-9	-28%	Pass	35	27	-9	-25%	Pass	38	27	-12	-31%	Pass	44	30	-14	-31%	Pass
1	M1 J13	Off-slip	WB	290	305	14	5%	30	26	-4	-13%	Pass	30	28	-3	-9%	Pass	30	28	-3	-8%	Pass	32	28	-3	-11%	Pass	32	29	-3	-9%	Pass	33	29	-4	-13%	Pass
2	A421/Salford Road	Off-slip	SB	527	557	31	6%	28	29	1	2%	Pass	28	29	1	3%	Pass	30	29	0	-1%	Pass	31	29	-2	-7%	Pass	32	30	-2	-6%	Pass	34	30	-4	-11%	Pass
3	Marston Junction	Off-slip	NB	299	300	0	0%	19	16	-4	-20%	Pass	20	15	-5	-23%	Pass	20	17	-3	-16%	Pass	20	17	-3	-16%	Pass	20	18	-2	-12%	Pass	14	20	6	44%	Pass
3	Marston Junction	Off-slip	SB	328	312	-16	-5%	20	16	-4	-22%	Pass	20	16	-4	-19%	Pass	21	17	-4	-17%	Pass	20	18	-2	-11%	Pass	20	18	-2	-10%	Pass	20	25	5	23%	Pass
4	Marsh Leys Roundabout	Off-slip	NB	507	480	-28	-5%	33	34	1	2%	Pass	33	35	1	4%	Pass	33	35	2	6%	Pass	34	35	1	3%	Pass	36	36	1	2%	Pass	37	38	1	3%	Pass
4	Marsh Leys Roundabout	Off-slip	SB	453	446	-7	-2%	36	28	-8	-23%	Pass	36	28	-8	-23%	Pass	36	29	-8	-21%	Pass	37	28	-8	-23%	Pass	37	30	-8	-20%	Pass	25	32	6	25%	Pass
5	Elstow Roundabout	Off-slip	NB	348	333	-15	-4%	25	19	-5	-22%	Pass	25	19	-6	-23%	Pass	25	20	-6	-22%	Pass	26	20	-6	-23%	Pass	27	21	-6	-23%	Pass	28	23	-6	-20%	Pass
5	Elstow Roundabout	Off-slip	SB	285	284	-1	0%	25	18	-7	-30%	Pass	25	19	-7	-27%	Pass	25	19	-6	-25%	Pass	27	20	-7	-26%	Pass	27	20	-7	-27%	Pass	20	22	2	9%	Pass
6	A600/Wallis Way Junction	Off-slip	NB	339	331	-9	-3%	21	16	-5	-25%	Pass	21	15	-5	-26%	Pass	21	16	-5	-23%	Pass	21	16	-5	-24%	Pass	21	17	-5	-21%	Pass	19	20	2	8%	Pass
7	Cardington Cross	Off-slip	NB	457	480	23	5%	27	21	-6	-23%	Pass	28	22	-6	-20%	Pass	28	22	-6	-22%	Pass	29	22	-7	-23%	Pass	28	23	-6	-19%	Pass	29	24	-5	-18%	Pass
7	Cardington Cross	Off-slip	SB	316	326	9	3%	23	20	-2	-10%	Pass	23	20	-3	-12%	Pass	24	21	-3	-13%	Pass	24	21	-3	-13%	Pass	23	21	-3	-11%	Pass	24	22	-2	-8%	Pass
8	Renhold Interchange	Off-slip	NB	405	422	17	4%	24	22	-2	-7%	Pass	24	22	-2	-8%	Pass	24	23	-1	-3%	Pass	24	23	-1	-4%	Pass	25	24	-1	-3%	Pass	25	25	0	0%	Pass
8	Renhold Interchange	Off-slip	SB	379	385	6	2%	23	18	-5	-22%	Pass	23	18	-5	-22%	Pass	23	18	-5	-23%	Pass	23	18	-5	-21%	Pass	24	18	-6	-23%	Pass	26	21	-6	-21%	Pass
1	M1 J13	On-slip	EB	294	286	-8	-3%	20	16	-4	-19%	Pass	21	16	-4	-20%	Pass	21	17	-4	-19%	Pass	20	17	-4	-18%	Pass	20	17	-3	-16%	Pass	18	17	-1	-5%	Pass
1	M1 J13	On-slip	WB	472	459	-13	-3%	26	21	-5	-20%	Pass	26	21	-5	-19%	Pass	26	21	-5	-19%	Pass	26	21	-5	-19%	Pass	26	21	-5	-19%	Pass	26	21	-5	-18%	Pass
2	A421/Salford Road	On-slip	NB	469	425	-44	-9%	25	16	-9	-36%	Pass	25	16	-9	-36%	Pass	25	16	-9	-36%	Pass	24	16	-9	-35%	Pass	25	16	-9	-36%	Pass	25	16	-9	-35%	Pass
3	Marston Junction	On-slip	NB	323	313	-11	-3%	18	12	-6	-32%	Pass	17	12	-5	-30%	Pass	18	12	-5	-31%	Pass	18	12	-5	-31%	Pass	17	12	-5	-30%	Pass	17	12	-5	-30%	Pass
3	Marston Junction	On-slip	SB	422	388	-34	-8%	27	17	-11	-39%	Pass	28	17	-11	-39%	Pass	26	17	-9	-34%	Pass	27	17	-10	-39%	Pass	26	17	-9	-35%	Pass	26	16	-10	-38%	Pass
4	Marsh Leys Roundabout	On-slip	NB	526	502	-24	-5%	27	19	-8	-29%	Pass	27	19	-8	-30%	Pass	27	19	-8	-29%	Pass	27	19	-8	-30%	Pass	27	19	-8	-30%	Pass	27	19	-8	-30%	Pass
4	Marsh Leys Roundabout	On-slip	SB	487	504	17	4%	27	19	-8	-29%	Pass	27	19	-8	-30%	Pass	27	19	-8	-31%	Pass	27	19	-8	-31%	Pass	27	19	-8	-31%	Pass	27	19	-8	-30%	Pass
5	Elstow Roundabout	On-slip	NB	291	290	-1	0%	16	10	-6	-38%	Pass	16	10	-6	-38%	Pass	16	10	-6	-38%	Pass	16	10	-6	-38%	Pass	16	10	-6	-38%	Pass	15	10	-5	-32%	Pass
5	Elstow Roundabout	On-slip	SB	355	341	-14	-4%	22	14	-8	-36%	Pass	22	14	-8	-36%	Pass	22	14	-7	-34%	Pass	22	14	-8	-36%	Pass	22	14	-8	-37%	Pass	19	14	-5	-26%	Pass
6	A600/Wallis Way Junction	On-slip	SB	274	264	-11	-4%	20	9	-11	-54%	Pass	20	10	-10	-49%	Pass	19	9	-10	-53%	Pass	19	9	-10	-51%	Pass	19	10	-10	-50%	Pass	15	10	-5	-32%	Pass
7	Cardington Cross	On-slip	NB	413	433	20	5%	23	17	-6	-24%	Pass	22	17	-5	-22%	Pass	22	17	-5	-22%	Pass	22	17	-5	-23%	Pass	22	17	-5	-21%	Pass	22	17	-5	-22%	Pass
7	Cardington Cross	On-slip	SB	414	385	-29	-7%	22	16	-6	-27%	Pass	22	16	-6	-27%	Pass	22	16	-6	-27%	Pass	22	16	-6	-28%	Pass	22	16	-6	-28%	Pass	22	15	-6	-30%	Pass
8	Renhold Interchange	On-slip	NB	381	358	-23	-6%	21	14	-7	-31%	Pass	21	14	-7	-32%	Pass	21	14	-7	-33%	Pass	21	15	-6	-30%	Pass	20	14	-6	-31%	Pass	20	14	-6	-32%	Pass
8	Renhold Interchange	On-slip	SB	436	404	-32	-7%	22	16	-6	-29%	Pass	22	16	-6	-28%	Pass	22	16	-7	-28%	Pass	23	16	-7	-29%	Pass	22	16	-6	-28%	Pass	22	16	-6	-28%	Pass

Journey Time Calculation:	Mean
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Weekday JT Validation																																					
Route	Section	Direction	Route Length (m)				Journey Time (s)																														
							16:00:00					17:00:00					18:00:00					19:00:00					20:00:00					21:00:00					
			Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation					
Route 1	Sec 1	NB	6156	6105	-51	-1%	Pass	224	207	-17	-7%	Pass	223	207	-16	-7%	Pass	224	205	-19	-8%	Pass	218	203	-15	-7%	Pass	220	202	-18	-8%	Pass	224	202	-22	-10%	Pass
Route 1	Sec 1	SB	6137	6090	-48	-1%	Pass	273	240	-33	-12%	Pass	294	241	-53	-18%	Pass	265	227	-38	-14%	Pass	226	223	-3	-1%	Pass	234	222	-12	-5%	Pass	236	221	-15	-7%	Pass
Route 1	Sec 2	NB	5175	5206	31	1%	Pass	187	175	-12	-6%	Pass	184	174	-10	-5%	Pass	183	173	-10	-6%	Pass	179	171	-8	-4%	Pass	178	170	-8	-4%	Pass	178	170	-9	-5%	Pass
Route 1	Sec 2	SB	5306	5210	-96	-2%	Pass	191	172	-19	-10%	Pass	188	171	-17	-9%	Pass	185	170	-15	-8%	Pass	183	170	-14	-8%	Pass	186	169	-17	-9%	Pass	188	169	-19	-10%	Pass
Route 1	Sec 3	NB	2107	2126	19	1%	Pass	77	72	-6	-7%	Pass	75	71	-4	-6%	Pass	75	70	-5	-7%	Pass	74	69	-4	-6%	Pass	73	69	-4	-6%	Pass	74	69	-5	-7%	Pass
Route 1	Sec 3	SB	1954	1921	-33	-2%	Pass	72	66	-6	-9%	Pass	71	66	-6	-8%	Pass	70	64	-6	-9%	Pass	70	63	-7	-10%	Pass	71	62	-8	-12%	Pass	71	62	-9	-13%	Pass
Route 1	Sec 4	NB	3088	3052	-35	-1%	Pass	117	102	-15	-13%	Pass	116	101	-15	-13%	Pass	130	100	-30	-23%	Pass	133	100	-33	-25%	Pass	106	99	-7	-6%	Pass	106	99	-7	-7%	Pass
Route 1	Sec 4	SB	2794	2811	18	1%	Pass	105	92	-12	-12%	Pass	111	92	-19	-17%	Pass	99	92	-7	-7%	Pass	98	91	-7	-7%	Pass	99	91	-8	-8%	Pass	99	91	-8	-8%	Pass
Route 1	Sec 5	NB	1177	1235	59	5%	Pass	40	40	0	-1%	Pass	40	40	0	1%	Pass	40	40	0	0%	Pass	39	40	1	2%	Pass	39	40	1	1%	Pass	40	39	0	-1%	Pass
Route 1	Sec 5	SB	1478	1500	22	2%	Pass	52	47	-4	-8%	Pass	61	47	-14	-22%	Pass	50	47	-3	-7%	Pass	50	47	-3	-7%	Pass	51	47	-4	-7%	Pass	51	47	-4	-6%	Pass
Route 1	Sec 6	NB	4362	4268	-93	-2%	Pass	149	142	-7	-5%	Pass	150	141	-8	-6%	Pass	147	140	-8	-5%	Pass	146	139	-7	-5%	Pass	147	139	-8	-5%	Pass	147	138	-9	-6%	Pass
Route 1	Sec 6	SB	3542	3597	55	2%	Pass	121	121	0	0%	Pass	121	121	0	0%	Pass	121	120	-1	-1%	Pass	121	118	-3	-2%	Pass	122	116	-6	-5%	Pass	122	116	-6	-5%	Pass
Route 1	Sec 7	NB	6580	6669	89	1%	Pass	428	341	-87	-20%	Fail	412	385	-27	-7%	Pass	300	240	-61	-20%	Fail	240	228	-13	-5%	Pass	223	224	-9	-4%	Pass	233	223	-10	-4%	Pass
Route 1	Sec 7	SB	7381	7341	-40	-1%	Pass	260	246	-15	-6%	Pass	259	244	-15	-6%	Pass	259	245	-14	-5%	Pass	259	243	-16	-6%	Pass	262	242	-20	-8%	Pass	264	242	-22	-8%	Pass
Route 1	All Sections	NB	28643	28661	18	0%	Pass	1222	1078	-143	-12%	Pass	1200	1119	-81	-7%	Pass	1100	967	-133	-12%	Pass	1029	950	-79	-8%	Pass	995	942	-53	-5%	Pass	1003	940	-63	-6%	Pass
Route 1	All Sections	SB	28592	28470	-122	0%	Pass	1074	984	-90	-8%	Pass	1105	982	-123	-11%	Pass	1050	965	-84	-8%	Pass	1008	954	-54	-5%	Pass	1023	949	-74	-7%	Pass	1031	948	-84	-8%	Pass
Route 2	1	NB	1722	1711	-12	-1%	Pass	226	178	-49	-22%	Fail	241	243	2	1%	Pass	136	155	19	14%	Pass	104	107	3	3%	Pass	100	105	4	4%	Pass	99	104	5	5%	Pass
Route 2	1	SB	1701	1695	-6	0%	Pass	124	137	13	10%	Pass	119	129	10	8%	Pass	108	113	5	5%	Pass	102	106	4	4%	Pass	100	104	4	4%	Pass	100	104	3	3%	Pass
Route 3	1	NB	2872	2923	50	2%	Pass	180	165	-15	-9%	Pass	175	166	-9	-5%	Pass	166	154	-13	-8%	Pass	163	145	-18	-11%	Pass	161	141	-20	-12%	Pass	160	141	-19	-12%	Pass
Route 3	1	SB	2889	2926	38	1%	Pass	159	147	-12	-8%	Pass	156	145	-11	-7%	Pass	158	141	-17	-11%	Pass	156	139	-17	-11%	Pass	157	138	-19	-12%	Pass	159	138	-21	-13%	Pass
Route 4	1	NB	5860	5759	-101	-2%	Pass	307	277	-30	-10%	Pass	306	277	-28	-9%	Pass	311	273	-38	-12%	Pass	307	272	-35	-11%	Pass	306	269	-37	-12%	Pass	305	269	-35	-12%	Pass
Route 4	1	SB	5868	5774	-93	-2%	Pass	313	277	-36	-11%	Pass	311	278	-33	-10%	Pass	313	275	-38	-12%	Pass	311	273	-37	-12%	Pass	306	272	-34	-11%	Pass	303	270	-32	-11%	Pass
											88%					100%					100%									100%					100%		

JT Validation																																					
Junction No.	Junction Description	Slip Type	Direction	Route Length (m)				Journey Time (s)																													
								16:00:00					17:00:00					18:00:00					19:00:00					20:00:00					21:00:00				
				Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator	Obs	Mod	Diff	Diff (%)	Validator				
1	M1 J13	Off-Slip	EB	456	461	4	1%	69	50	-18	-27%	Fail	105	129	23	22%	Fail	55	38	-17	-31%	Fail	30	24	-7	-22%	Pass	31	22	-9	-28%	Pass	97	21	-76	-78%	Fail
1	M1 J13	Off-Slip	WB	290	305	14	5%	37	31	-7	-18%	Pass	39	31	-8	-21%	Pass	34	30	-3	-10%	Pass	28	28	-1	-3%	Pass	28	27	-1	-4%	Pass	30	26	-4	-14%	Pass
2	A421/Salford Road	Off-slip	SB	527	557	31	6%	48	31	-17	-36%	Fail	90	38	-51	-57%	Fail	45	29	-16	-36%	Fail	28	28	0	-1%	Pass	28	27	-1	-4%	Pass	31	27	-4	-14%	Pass
3	Marston Junction	Off-slip	NB	299	300	0	0%	21	23	1	6%	Pass	22	26	4	17%	Pass	21	17	-3	-16%	Pass	20	15	-5	-24%	Pass	20	15	-5	-26%	Pass	22	14	-8	-35%	Pass
3	Marston Junction	Off-slip	SB	328	312	-16	-5%	21	24	3	15%	Pass	23	28	5	24%	Pass	21	23	2	9%	Pass	20	17	-3	-17%	Pass	20	15	-5	-26%	Pass	21	16	-5	-25%	Pass
4	Marsh Leys Roundabout	Off-slip	NB	507	480	-28	-5%	49	40	-8	-17%	Pass	53	41	-12	-23%	Pass	35	39	3	10%	Pass	32	35	3	8%	Pass	31	33	2	6%	Pass	31	33	2	6%	Pass
4	Marsh Leys Roundabout	Off-slip	SB	453	446	-7	-2%	44	33	-11	-25%	Pass	47	36	-11	-23%	Pass	36	29	-7	-19%	Pass	34	27	-7	-21%	Pass	34	26	-8	-24%	Pass	34	26	-8	-25%	Pass
5	Elstow Roundabout	Off-slip	NB	348	333	-15	-4%	34	28	-6	-16%	Pass	34	26	-8	-24%	Pass	28	21	-7	-27%	Pass	23	17	-7	-29%	Pass	21	15	-6	-30%	Pass	21	14	-7	-33%	Pass
5	Elstow Roundabout	Off-slip	SB	285	284	-1	0%	42	29	-13	-31%	Pass	50	33	-17	-35%	Fail	31	21	-10	-32%	Pass	24	17	-7	-29%	Pass	21	15	-6	-29%	Pass	21	14	-7	-32%	Pass
6	A600/Wallis Way Junction	Off-slip	NB	339	331	-9	-3%	23	21	-2	-9%	Pass	23	21	-3	-11%	Pass	22	17	-5	-24%	Pass	21	15	-6	-30%	Pass	20	14	-6	-31%	Pass	21	13	-8	-37%	Pass
7	Cardington Cross	Off-slip	NB	457	480	23	5%	33	33	-1	-2%	Pass	36	30	-6	-16%	Pass	28	22	-6	-21%	Pass	26	19	-7	-27%	Pass	25	18	-7	-28%	Pass	25	18	-7	-28%	Pass
7	Cardington Cross	Off-slip	SB	316	326	9	3%	31	30	-1	-3%	Pass	32	37	4	13%	Pass	23	21	-2	-10%	Pass	21	18	-3	-14%	Pass	19	17	-3	-14%	Pass	19	17	-3	-15%	Pass
8	Renhold Interchange	Off-slip	NB	405	422	17	4%	35	33	-2	-7%	Pass	63	35	-28	-44%	Fail	29	26	-3	-11%	Pass	23	21	-2	-9%	Pass	22	20	-2	-10%	Pass	22	20	-2	-8%	Pass
8	Renhold Interchange	Off-slip	SB	379	385	6	2%	40	33	-7	-18%	Pass	40	39	-1	-3%	Pass	25	19	-6	-24%	Pass	22	17	-5	-23%	Pass	21	16	-5	-24%	Pass	21	16	-5	-22%	Pass
1	M1 J13	On-slip	EB	294	286	-8	-3%	35	17	-18	-51%	Fail	44	17	-27	-61%	Fail	27	17	-10	-37%	Pass	20	16	-4	-19%	Pass	20	16	-4	-20%	Pass	27	16	-11	-41%	Pass
1	M1 J13	On-slip	WB	472	459	-13	-3%	26	21	-5	-19%	Pass	26	21	-5	-19%	Pass	26	21	-5	-18%	Pass	26	21	-5	-18%	Pass	26	21	-5	-19%	Pass	26	21	-5	-20%	Pass
2	A421/Salford Road	On-slip	NB	469	425	-44	-9%	25	15	-10	-38%	Pass	25	15	-9	-38%	Pass	24	15	-9	-38%	Pass	24	15	-9	-37%	Pass	25	15	-10	-40%	Pass	28	15	-13	-46%	Pass
3	Marston Junction	On-slip	NB	323	313	-11	-3%	17	12	-5	-30%	Pass	17	12	-5	-30%	Pass	17	12	-5	-30%	Pass	18	12	-6	-34%	Pass	17	12	-5	-29%	Pass	17	12	-5	-30%	Pass
3	Marston Junction	On-slip	SB	422	388	-34	-8%	26	16	-10	-39%	Pass	26	16	-10	-38%	Pass	24	16	-8	-32%	Pass	24	16	-8	-34%	Pass	25	16	-9	-36%	Pass	24	16	-8	-34%	Pass
4	Marsh Leys Roundabout	On-slip	NB	526	502	-24	-5%	27	19	-8	-30%	Pass	27	19	-8	-29%	Pass	26	19	-7	-27%	Pass	26	19	-7	-27%	Pass	26	19	-7	-27%	Pass	27	19	-8	-29%	Pass
4	Marsh Leys Roundabout	On-slip	SB	487	504	17	4%	28	19	-9	-31%	Pass	28	19	-9	-31%	Pass	27	19	-8	-29%	Pass	27	19	-8	-28%	Pass	27	19	-8	-28%	Pass	27	19	-8	-30%	Pass
5	Elstow Roundabout	On-slip	NB	291	290	-1	0%	17	10	-7	-42%	Pass	16	10	-6	-39%	Pass	17	10	-7	-40%	Pass	17	10	-7	-40%	Pass	15	9	-6	-40%	Pass	16	9	-6	-40%	Pass
5	Elstow Roundabout	On-slip	SB	355	341	-14	-4%	22	14	-8	-37%	Pass	22	14	-8	-37%	Pass	21	14	-7	-35%	Pass	21	14	-7	-34%	Pass	21	14	-7	-34%	Pass	21	14	-7	-33%	Pass
6	A600/Wallis Way Junction	On-slip	SB	274	264	-11	-4%	20	9	-11	-54%	Pass	22	9	-13	-58%	Pass	19	9	-10	-53%	Pass	19	9	-10	-53%	Pass	19	9	-10	-53%	Pass	19	9	-10	-53%	Pass
7	Cardington Cross	On-slip	NB	413	433	20	5%	22	17	-5	-21%	Pass	22	17	-5	-21%	Pass	21	17	-4	-19%	Pass	21	17	-4	-19%	Pass	21	17	-4	-20%	Pass	21	17	-4	-18%	Pass
7	Cardington Cross	On-slip	SB	414	385	-29	-7%	22	16	-6	-28%	Pass	23	15	-8	-35%	Pass	21	15	-6	-29%	Pass	21	16	-5	-24%	Pass	21	16	-5	-25%	Pass	22	16	-6	-27%	Pass
8	Renhold Interchange	On-slip	NB	381	358	-23	-6%	20	14	-6	-30%	Pass	20	14	-6	-30%	Pass	20	14	-6	-30%	Pass	20	14	-6	-29%	Pass	20	14	-6	-29%	Pass	20	14	-6	-30%	Pass
8	Renhold Interchange	On-slip	SB	436	404	-32	-7%	22	16	-6	-27%	Pass	22	16	-6	-26%	Pass	22	16	-6	-26%	Pass	21	16	-5	-24%	Pass	21	16	-5	-25%	Pass	21	16	-5	-23%	Pass

Journey Time Calculation:	Mean
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Saturday JT Validation																						
Route	Section	Direction	Route Length (m)				Journey Time (s)															
							07:00:00					08:00:00					09:00:00					
			Obs	Mod	Diff	Diff (%)	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	
Route 1	Sec 1	NB	6156	6105	-51	-1%	210	203	-7	-4%	Pass	211	202	-9	-4%	Pass	212	203	-9	-4%	Pass	
Route 1	Sec 1	SB	6137	6090	-48	-1%	213	215	2	1%	Pass	215	217	2	1%	Pass	217	214	-3	-1%	Pass	
Route 1	Sec 2	NB	5175	5206	31	1%	170	170	0	0%	Pass	171	170	-2	-1%	Pass	173	170	-3	-2%	Pass	
Route 1	Sec 2	SB	5306	5210	-96	-2%	176	169	-7	-4%	Pass	177	169	-7	-4%	Pass	177	170	-8	-4%	Pass	
Route 1	Sec 3	NB	2107	2126	19	1%	70	69	-1	-2%	Pass	71	69	-2	-2%	Pass	72	69	-3	-4%	Pass	
Route 1	Sec 3	SB	1954	1921	-33	-2%	66	62	-3	-5%	Pass	67	63	-4	-6%	Pass	66	64	-3	-4%	Pass	
Route 1	Sec 4	NB	3088	3052	-35	-1%	101	100	-2	-2%	Pass	102	99	-3	-3%	Pass	104	99	-4	-4%	Pass	
Route 1	Sec 4	SB	2794	2811	18	1%	92	91	-1	-1%	Pass	93	91	-2	-2%	Pass	94	91	-3	-3%	Pass	
Route 1	Sec 5	NB	1177	1235	59	5%	38	40	2	5%	Pass	38	40	2	4%	Pass	38	40	2	4%	Pass	
Route 1	Sec 5	SB	1478	1500	22	2%	48	47	-1	-2%	Pass	48	47	-1	-3%	Pass	48	47	-1	-2%	Pass	
Route 1	Sec 6	NB	4362	4268	-93	-2%	142	140	-2	-2%	Pass	141	139	-2	-1%	Pass	142	139	-3	-2%	Pass	
Route 1	Sec 6	SB	3542	3597	55	2%	116	118	2	1%	Pass	115	118	2	2%	Pass	115	119	4	4%	Pass	
Route 1	Sec 7	NB	6580	6669	89	1%	226	228	2	1%	Pass	229	230	1	0%	Pass	238	235	-3	-1%	Pass	
Route 1	Sec 7	SB	7381	7341	-40	-1%	250	244	-6	-2%	Pass	249	244	-6	-2%	Pass	250	244	-7	-3%	Pass	
Route 1	All Sections	NB	28643	28661	18	0%	958	949	-9	-1%	Pass	963	949	-14	-2%	Pass	978	955	-23	-2%	Pass	
Route 1	All Sections	SB	28592	28470	-122	0%	961	946	-15	-2%	Pass	964	948	-16	-2%	Pass	968	949	-19	-2%	Pass	
Route 2	1	NB	1722	1711	-12	-1%	94	103	10	11%	Pass	99	105	6	6%	Pass	100	107	6	6%	Pass	
Route 2	1	SB	1701	1695	-6	0%	95	104	9	9%	Pass	99	106	7	7%	Pass	106	112	6	5%	Pass	
Route 3	1	NB	2872	2923	50	2%	148	141	-8	-5%	Pass	152	143	-9	-6%	Pass	158	149	-9	-6%	Pass	
Route 3	1	SB	2889	2926	38	1%	148	138	-10	-7%	Pass	150	139	-11	-7%	Pass	151	140	-11	-8%	Pass	
Route 4	1	NB	5860	5759	-101	-2%	279	269	-10	-4%	Pass	284	272	-13	-4%	Pass	292	273	-19	-7%	Pass	
Route 4	1	SB	5868	5774	-93	-2%	290	270	-20	-7%	Pass	290	271	-19	-7%	Pass	294	272	-22	-7%	Pass	
											100%					100%					100%	

JT Validation																						
Junction No.	Junction Description	Slip Type	Direction	Route Length (m)				Journey Time (s)														
								07:00:00					08:00:00					09:00:00				
				Obs	Mod	Diff	Diff (%)	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation
1	M1 J13	Off-Slip	EB	456	461	4	1%	25	21	-4	-14%	Pass	26	22	-4	-16%	Pass	28	23	-5	-18%	Pass
1	M1 J13	Off-Slip	WB	290	305	14	5%	26	26	0	0%	Pass	27	26	-1	-3%	Pass	27	27	-1	-2%	Pass
2	A421/Salford Road	Off-slip	SB	527	557	31	6%	25	27	3	12%	Pass	25	28	3	11%	Pass	25	29	4	14%	Pass
3	Marston Junction	Off-slip	NB	299	300	0	0%	14	14	0	4%	Pass	13	15	2	12%	Pass	14	17	3	21%	Pass
3	Marston Junction	Off-slip	SB	328	312	-16	-5%	21	14	-7	-32%	Pass	20	16	-4	-20%	Pass	19	17	-2	-13%	Pass
4	Marsh Leys Roundabout	Off-slip	NB	507	480	-28	-5%	29	33	4	13%	Pass	30	34	4	13%	Pass	31	34	3	9%	Pass
4	Marsh Leys Roundabout	Off-slip	SB	453	446	-7	-2%	21	26	5	27%	Pass	21	27	5	25%	Pass	22	27	5	23%	Pass
5	Elstow Roundabout	Off-slip	NB	348	333	-15	-4%	19	15	-4	-21%	Pass	22	16	-6	-26%	Pass	25	19	-6	-23%	Pass
5	Elstow Roundabout	Off-slip	SB	285	284	-1	0%	15	14	-1	-4%	Pass	14	15	1	6%	Pass	15	17	2	11%	Pass
6	A600/Wallis Way Junction	Off-slip	NB	339	331	-9	-3%	16	14	-2	-13%	Pass	16	15	-1	-5%	Pass	17	17	0	2%	Pass
7	Cardington Cross	Off-slip	NB	457	480	23	5%	24	18	-6	-25%	Pass	25	19	-6	-24%	Pass	26	20	-6	-22%	Pass
7	Cardington Cross	Off-slip	SB	316	326	9	3%	18	17	-2	-9%	Pass	19	17	-2	-13%	Pass	20	18	-1	-6%	Pass
8	Renhold Interchange	Off-slip	NB	405	422	17	4%	21	20	-1	-3%	Pass	21	20	-1	-3%	Pass	22	21	-1	-6%	Pass
8	Renhold Interchange	Off-slip	SB	379	385	6	2%	19	16	-3	-16%	Pass	20	16	-4	-21%	Pass	21	17	-4	-20%	Pass
1	M1 J13	On-slip	EB	294	286	-8	-3%	15	16	1	5%	Pass	15	17	1	9%	Pass	15	17	2	10%	Pass
1	M1 J13	On-slip	WB	472	459	-13	-3%	24	21	-3	-11%	Pass	24	21	-3	-11%	Pass	24	21	-3	-12%	Pass
2	A421/Salford Road	On-slip	NB	469	425	-44	-9%	23	15	-8	-36%	Pass	23	15	-8	-36%	Pass	24	15	-9	-37%	Pass
3	Marston Junction	On-slip	NB	323	313	-11	-3%	16	12	-4	-27%	Pass	17	12	-5	-28%	Pass	17	12	-5	-28%	Pass
3	Marston Junction	On-slip	SB	422	388	-34	-8%	30	16	-14	-47%	Pass	25	16	-9	-35%	Pass	24	16	-8	-33%	Pass
4	Marsh Leys Roundabout	On-slip	NB	526	502	-24	-5%	25	19	-6	-24%	Pass	25	19	-6	-24%	Pass	25	19	-6	-25%	Pass
4	Marsh Leys Roundabout	On-slip	SB	487	504	17	4%	26	19	-7	-27%	Pass	26	19	-7	-27%	Pass	26	19	-7	-27%	Pass
5	Elstow Roundabout	On-slip	NB	291	290	-1	0%	14	10	-4	-28%	Pass	14	10	-4	-28%	Pass	14	10	-4	-29%	Pass
5	Elstow Roundabout	On-slip	SB	355	341	-14	-4%	18	14	-4	-22%	Pass	18	14	-4	-22%	Pass	18	14	-4	-23%	Pass
6	A600/Wallis Way Junction	On-slip	SB	274	264	-11	-4%	14	9	-5	-34%	Pass	14	9	-5	-35%	Pass	14	9	-5	-36%	Pass
7	Cardington Cross	On-slip	NB	413	433	20	5%	21	17	-4	-20%	Pass	20	17	-3	-14%	Pass	20	17	-3	-17%	Pass
7	Cardington Cross	On-slip	SB	414	385	-29	-7%	20	16	-4	-21%	Pass	20	15	-5	-26%	Pass	20	15	-5	-26%	Pass
8	Renhold Interchange	On-slip	NB	381	358	-23	-6%	20	14	-6	-28%	Pass	20	14	-6	-30%	Pass	20	14	-6	-28%	Pass
8	Renhold Interchange	On-slip	SB	436	404	-32	-7%	21	16	-5	-22%	Pass	21	16	-5	-24%	Pass	21	16	-5	-24%	Pass

Journey Time Calculation:	Mean
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[illegible]

JT Validation																																						
Junction No.	Junction Description	Slip Type	Direction	Route Length (m)					Journey Time (s)																													
									16:00:00					17:00:00					18:00:00					19:00:00					20:00:00					21:00:00				
				Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation					
1	M1 J13	Off-Slip	EB	456	461	4	-9%	Pass	33	30	-3	-9%	Pass	37	29	-8	-22%	Pass	30	26	-4	-14%	Pass	28	23	-5	-19%	Pass	27	22	-6	-21%	Pass	27	21	-6	-22%	Pass
1	M1 J13	Off-Slip	WB	290	305	14	5%	Pass	28	28	0	0%	Pass	27	28	1	2%	Pass	28	28	0	0%	Pass	27	27	0	1%	Pass	26	27	1	3%	Pass	26	26	0	0%	Pass
2	A421/Salford Road	Off-slip	SB	527	557	31	6%	Pass	26	28	3	10%	Pass	26	28	2	8%	Pass	26	28	2	8%	Pass	27	27	0	-1%	Pass	26	27	1	5%	Pass	26	27	1	4%	Pass
3	Marston Junction	Off-slip	NB	299	300	0	0%	Pass	13	17	4	29%	Pass	13	17	3	24%	Pass	14	17	3	24%	Pass	14	15	1	9%	Pass	14	15	1	7%	Pass	14	15	0	2%	Pass
3	Marston Junction	Off-slip	SB	328	312	-16	-5%	Pass	19	18	-1	-7%	Pass	19	17	-2	-11%	Pass	19	17	-1	-7%	Pass	20	16	-4	-22%	Pass	19	16	-3	-14%	Pass	19	16	-3	-16%	Pass
4	Marsh Leys Roundabout	Off-slip	NB	507	480	-28	-5%	Pass	32	36	4	12%	Pass	31	36	5	14%	Pass	32	36	4	13%	Pass	32	34	3	9%	Pass	30	33	3	10%	Pass	31	33	2	6%	Pass
4	Marsh Leys Roundabout	Off-slip	SB	453	446	-7	-2%	Pass	22	28	6	26%	Pass	22	28	6	27%	Pass	22	28	6	26%	Pass	22	27	5	23%	Pass	22	26	5	21%	Pass	22	26	4	20%	Pass
5	Elstow Roundabout	Off-slip	NB	348	333	-15	-4%	Pass	24	19	-5	-21%	Pass	23	18	-5	-21%	Pass	23	17	-6	-27%	Pass	22	16	-6	-29%	Pass	21	15	-6	-27%	Pass	21	15	-6	-28%	Pass
5	Elstow Roundabout	Off-slip	SB	285	284	-1	0%	Pass	16	20	3	20%	Pass	16	21	5	29%	Pass	16	17	2	10%	Pass	15	17	1	7%	Pass	15	15	0	3%	Pass	21	14	-6	-31%	Pass
6	A600/Wallis Way Junction	Off-slip	NB	339	331	-9	-3%	Pass	17	16	0	-3%	Pass	17	16	-1	-5%	Pass	17	15	-2	-14%	Pass	17	14	-2	-15%	Pass	17	14	-3	-18%	Pass	17	14	-3	-19%	Pass
7	Cardington Cross	Off-slip	NB	457	480	23	5%	Pass	26	20	-6	-22%	Pass	26	20	-5	-20%	Pass	26	20	-5	-21%	Pass	25	19	-6	-26%	Pass	25	19	-7	-26%	Pass	25	18	-7	-29%	Pass
7	Cardington Cross	Off-slip	SB	316	326	9	3%	Pass	21	19	-2	-8%	Pass	21	19	-2	-8%	Pass	20	19	-1	-7%	Pass	20	17	-3	-13%	Pass	19	17	-2	-12%	Pass	19	17	-2	-13%	Pass
8	Renhold Interchange	Off-slip	NB	405	422	17	4%	Pass	22	22	0	-2%	Pass	22	22	0	0%	Pass	22	21	-1	-6%	Pass	23	20	-3	-13%	Pass	22	20	-2	-10%	Pass	22	20	-2	-11%	Pass
8	Renhold Interchange	Off-slip	SB	379	385	6	2%	Pass	22	19	-4	-16%	Pass	22	18	-4	-18%	Pass	22	17	-5	-23%	Pass	21	16	-5	-23%	Pass	21	16	-5	-23%	Pass	20	16	-5	-22%	Pass
1	M1 J13	On-slip	EB	294	286	-8	-3%	Pass	17	17	-1	-4%	Pass	33	17	-16	-49%	Fail	20	16	-3	-17%	Pass	16	16	0	-1%	Pass	16	16	0	2%	Pass	16	16	0	2%	Pass
1	M1 J13	On-slip	WB	472	459	-13	-3%	Pass	23	21	-2	-10%	Pass	24	21	-3	-12%	Pass	24	21	-3	-12%	Pass	23	21	-2	-11%	Pass	24	21	-3	-12%	Pass	24	21	-3	-12%	Pass
2	A421/Salford Road	On-slip	NB	469	425	-44	-9%	Pass	23	15	-8	-35%	Pass	23	15	-8	-35%	Pass	23	15	-8	-35%	Pass	23	15	-8	-34%	Pass	23	15	-8	-34%	Pass	23	15	-8	-36%	Pass
3	Marston Junction	On-slip	NB	323	313	-11	-3%	Pass	17	12	-5	-29%	Pass	17	12	-5	-28%	Pass	18	12	-6	-32%	Pass	17	12	-5	-29%	Pass	17	12	-5	-30%	Pass	17	12	-5	-29%	Pass
3	Marston Junction	On-slip	SB	422	388	-34	-8%	Pass	23	16	-7	-32%	Pass	27	16	-11	-40%	Pass	24	16	-8	-34%	Pass	25	16	-9	-36%	Pass	23	16	-7	-31%	Pass	23	16	-7	-31%	Pass
4	Marsh Leys Roundabout	On-slip	NB	526	502	-24	-5%	Pass	26	19	-7	-26%	Pass	25	19	-6	-25%	Pass	26	19	-7	-26%	Pass	26	19	-7	-26%	Pass	26	19	-7	-27%	Pass	25	19	-6	-25%	Pass
4	Marsh Leys Roundabout	On-slip	SB	487	504	17	4%	Pass	26	19	-7	-27%	Pass	25	19	-6	-25%	Pass	25	19	-7	-26%	Pass	26	19	-7	-28%	Pass	26	19	-8	-29%	Pass	26	18	-8	-29%	Pass
5	Elstow Roundabout	On-slip	NB	291	290	-1	0%	Pass	14	10	-4	-29%	Pass	14	10	-4	-29%	Pass	14	10	-4	-30%	Pass	14	10	-5	-32%	Pass	14	9	-5	-38%	Pass	14	9	-5	-33%	Pass
5	Elstow Roundabout	On-slip	SB	355	341	-14	-4%	Pass	18	14	-4	-23%	Pass	18	14	-4	-22%	Pass	18	14	-4	-22%	Pass	18	14	-4	-21%	Pass	18	14	-4	-22%	Pass	19	14	-5	-25%	Pass
6	A600/Wallis Way Junction	On-slip	SB	274	264	-11	-4%	Pass	14	9	-5	-37%	Pass	13	9	-4	-33%	Pass	14	9	-5	-35%	Pass	14	9	-5	-34%	Pass	13	9	-4	-33%	Pass	13	9	-4	-32%	Pass
7	Cardington Cross	On-slip	NB	413	433	20	5%	Pass	20	17	-3	-16%	Pass	21	17	-4	-18%	Pass	20	17	-3	-15%	Pass	21	17	-3	-16%	Pass	21	18	-3	-15%	Pass	20	18	-3	-13%	Pass
7	Cardington Cross	On-slip	SB	414	385	-29	-7%	Pass	20	15	-5	-26%	Pass	20	15	-5	-26%	Pass	21	15	-6	-28%	Pass	20	15	-5	-26%	Pass	20	15	-5	-26%	Pass	20	15	-5	-26%	Pass
8	Renhold Interchange	On-slip	NB	381	358	-23	-6%	Pass	20	14	-6	-28%	Pass	19	14	-5	-28%	Pass	20	14	-6	-31%	Pass	20	14	-6	-30%	Pass	20	14	-6	-29%	Pass	19	14	-5	-28%	Pass
8	Renhold Interchange	On-slip	SB	436	404	-32	-7%	Pass	21	16	-5	-24%	Pass	21	16	-5	-23%	Pass	21	16	-5	-24%	Pass	20	16	-4	-22%	Pass	21	16	-5	-24%	Pass	21	16	-5	-23%	Pass

Appendix H

Link Validation Results

Weekday Validation - All Vehicles 07:00 to 21:00

										All Vehicles																																			
Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Validation		Calibration		Calibration															
07:00:00		08:00:00		09:00:00		10:00:00		11:00:00		12:00:00		13:00:00		14:00:00		15:00:00		16:00:00		17:00:00		18:00:00		19:00:00		20:00:00		21:00:00																	
42		42		42		42		42		42		42		42		42		42		42		42		40		40		38																	
37		36		42		40		42		40		41		40		39		41		40		36		40		39		34																	
88%		86%		95%		100%		100%		96%		100%		95%		95%		96%		95%		93%		100%		98%		89%																	
<3	34	81.0%	26	61.9%	35	83.3%	35	83.3%	37	88.1%	39	92.9%	36	85.7%	35	83.3%	31	73.8%	36	85.7%	29	69.0%	31	73.8%	33	82.5%	36	90.0%	30	78.9%															
<4	36	85.7%	31	73.8%	40	95.2%	41	97.6%	39	92.9%	40	95.2%	41	97.6%	39	92.9%	40	95.2%	38	95.0%	37	88.1%	34	82.5%	34	82.5%	39	97.5%	34	82.5%															
<5	37	88.1%	36	85.7%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	95.2%	39	92.9%	40	95.2%	39	92.9%	40	95.2%	39	97.5%	34	82.5%															
<6	41	97.6%	37	88.1%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	41	97.6%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	100.0%	40	100.0%	34	82.5%															
<7	41	97.6%	40	95.2%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	100.0%	40	100.0%	36	94.7%															
<8	42	100.0%	40	95.2%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	100.0%	40	100.0%	36	94.7%															
<9	42	100.0%	41	97.6%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	100.0%	40	100.0%	36	94.7%															
<10	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	42	100.0%	40	95.2%	40	100.0%	40	100.0%	38	100.0%															
										700-2700 within 100 >2700 with 400																																			
LOW		30	29	97%	27	23	85%	36	35	97%	38	38	100%	37	36	97%	36	36	100%	34	34	100%	30	29	97%	27	27	100%	25	25	100%	35	34	97%	40	40	100%	40	40	100%	38	36	95%		
MED		12	10	83%	15	14	93%	6	6	100%	5	5	100%	6	6	100%	6	6	100%	8	8	100%	12	12	100%	15	15	100%	17	16	94%	7	5	71%	0	0	n/a	0	0	n/a	0	0	n/a		
HIGH		0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a		
ALL		42	39	93%	42	37	88%	42	41	98%	42	42	100%	42	41	96%	42	42	100%	42	42	100%	42	41	98%	42	42	100%	42	41	96%	42	39	92%	40	40	100%	40	40	100%	38	36	95%		
										Weekday (Tue to Thu) - Lights																																			
0700 to 0800		0800 to 0900		0900 to 1000		1000 to 1100		1100 to 1200		1200 to 1300		1300 to 1400		1400 to 1500		1500 to 1600		1600 to 1700		1700 to 1800		1800 to 1900		1900 to 2000		2000 to 2100		2100 to 2200																	
OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH	OBS	MOD	GEH							
74	46	1.3	155	154	1.1	46	61	3.0	34	51	2.6	33	39	1.0	36	61	0.8	38	67	1.1	89	1.0	136	149	1.1	118	146	1.1	128	154	1.1	68	1.5	68	1.7	3.2	63	1.9	17	3.0	20	1.4	0.1		
888-887	64	114	5.3	102	153	4.5	41	86	5.7	30	55	3.8	39	63	3.4	35	39	0.7	53	71	2.3	57	82	3.0	72	77	0.5	81	86	0.5	56	72	2.0	58	68	1.3	41	56	2.1	20	22	0.3	18	18	0.1
ATC	ATC2	Mar-23	Link	Cardington Rd																																									
ATC	ATC2	Mar-23	Link	Cardington Rd																																									
ATC	ATC3	Mar-23	Link	A603 Cambridge Road																																									
ATC	ATC3	Mar-23	Link	A603 Cambridge Road																																									
ATC	ATC4	Mar-23	Link	A6 East of Wiams																																									
ATC	ATC4	Mar-23	Link	A6 East of Wiams																																									
ATC	ATC5	Mar-23	Link	AS141 Near Bedford Audi Showroom																																									
ATC	ATC5	Mar-23	Link	AS141 Near Bedford Audi Showroom																																									
ATC	ATC6	Mar-23	Link	Manor Rd near Kempston Hardwick station																																									
ATC	ATC6	Mar-23	Link	Manor Rd near Kempston Hardwick station																																									
ATC	ATC7	Mar-23	Link	A6 Branshaw Way																																									
ATC	ATC7	Mar-23	Link	A6 Branshaw Way																																									
ATC	ATC8	Mar-23	Link	B530 Amptill Rd (near B&M Distribution Centre)																																									
ATC	ATC8	Mar-23	Link	B530 Amptill Rd (near B&M Distribution Centre)																																									
ATC	ATC9	Mar-23	Link	B530 Hardwick Hill																																									
ATC	ATC9	Mar-23	Link	B530 Hardwick Hill																																									
ATC	ATC10	Mar-23	Link	Broadmead Rd																																									
ATC	ATC10	Mar-23	Link	Broadmead Rd																																									
ATC	ATC12	Mar-23	Link	A600 (near "The Annex" Holiday home)																																									
ATC	ATC12	Mar-23	Link	A600 (near "The Annex" Holiday home)																																									
ATC	ATC13	Mar-23	Link	Woburn Rd																																									
ATC	ATC13	Mar-23	Link	Woburn Rd																																									
ATC	ATC14	Mar-23	Link	Bancroft Rd																																									
ATC	ATC14	Mar-23	Link	Bancroft Rd																																									
ATC	ATC15	Mar-23	Link	Bedford Rd																																									
ATC	ATC15	Mar-23	Link	Bedford Rd																																									
ATC	ATC16	Mar-23	Link	B530 Amptill Rd (near Simply Gym Bedford)																																									
ATC	ATC16	Mar-23	Link	B530 Amptill Rd (near Simply Gym Bedford)																																									
ATC	ATC17	Mar-23	Link	B530 W End																																									
ATC	ATC17	Mar-23	Link	B530 W End																																									
ATC	ATC18	Mar-23	Link	A6 Branshaw Way																																									
ATC	ATC18	Mar-23	Link	A6 Branshaw Way																																									
ATC	ATC19	Mar-23	Link	Green Lane																																									

Saturday Validation - All Vehicles 07:00 to 21:00

[illegible]

Appendix I

Variance Test and Confidence Interval Analysis Results

$$n_r \geq \frac{s^2 z_{\alpha/2}^2}{\epsilon^2}$$

S^2 = variance (based on trial runs)

$Z \alpha/2$ = threshold value for a 100(1-a) percent confidence interval

n_r = number of runs required

ϵ = maximum error of the estimate

ϵ (reasonable error margin seconds) *assumed to be 5% of the mean*

Route 1 Sec 1 NB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	206	207	207	206	205	206	207	207	207	207	207	207	205	203	202	202	
2	205	206	207	206	205	205	206	206	207	208	208	207	205	203	203	203	
3	206	206	207	206	206	206	207	206	207	207	207	206	205	203	202	202	
4	205	206	207	206	206	206	206	206	207	208	208	207	205	203	202	202	
5	205	207	207	206	205	206	207	207	207	208	207	207	205	203	202	203	
6	205	206	207	206	205	206	206	206	207	207	207	207	205	203	202	202	
7	205	206	206	206	205	206	207	206	207	208	207	207	205	204	203	202	
8	206	206	208	206	205	206	206	206	207	207	208	206	205	204	202	202	
9	206	207	207	206	206	207	206	206	207	208	207	208	205	203	203	202	
10	206	206	207	206	206	206	206	206	207	207	208	206	205	203	202	201	
11																	
12																	
12																	
12																	
12																	
12																	
12																	
12																	
12	205.5	206.3	207.0	206.0	205.3	206.0	206.4	206.2	207.0	207.4	207.4	206.8	205.0	203.2	202.3	202.1	
12	0.5	0.5	0.5	0.0	0.5	0.5	0.5	0.4	0.0	0.5	0.5	0.6	0.0	0.4	0.5	0.6	
12	205.0	206.0	206.0	206.0	205.0	205.0	206.0	206.0	207.0	207.0	207.0	206.0	205.0	203.0	202.0	201.0	
12	206.0	207.0	208.0	206.0	206.0	207.0	207.0	207.0	207.0	208.0	208.0	208.0	205.0	204.0	203.0	203.0	
Var	0.3	0.2	0.2	0.0	0.2	0.2	0.3	0.2	0.0	0.3	0.3	0.4	0.0	0.2	0.2	0.3	
s (SD)	0.5	0.5	0.5	0.0	0.5	0.5	0.5	0.4	0.0	0.5	0.5	0.6	0.0	0.4	0.5	0.6	
Mean	205.5	206.3	207.0	206.0	205.3	206.0	206.4	206.2	207.0	207.4	207.4	206.8	205.0	203.2	202.3	202.1	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	10.3	10.3	10.4	10.3	10.3	10.3	10.3	10.3	10.4	10.4	10.4	10.3	10.3	10.2	10.1	10.1	
n (number of runs required)	0.00025	0.00021	0.00020	0.00000	0.00021	0.00020	0.00024	0.00016	0.00000	0.00024	0.00024	0.00036	0.00000	0.00017	0.00022	0.00030	

Route 1 Sec 2 NB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	174	176	175	173	173	173	175	174	174	174	175	175	173	171	169	170	
2	172	175	176	173	173	173	174	174	174	174	175	174	172	171	170	170	
3	174	174	176	174	173	173	174	174	174	174	175	174	173	171	170	169	
4	172	174	175	174	173	173	174	174	175	174	176	174	173	171	170	169	
5	173	174	176	174	173	173	173	174	174	175	174	174	173	171	170	170	
6	173	174	175	173	173	174	174	174	174	175	175	175	173	171	170	170	
7	173	175	174	173	172	173	175	175	174	175	175	174	173	171	170	170	
8	173	174	176	174	173	174	174	174	174	174	175	174	172	171	170	169	
9	173	174	175	174	173	174	174	173	174	174	175	175	173	171	170	169	
10	174	174	175	173	173	174	174	174	174	174	175	174	173	171	170	169	
11																	
12																	
13																	
14																	
15																	
16																	
17																	
18																	
19																	
20																	
AVG	173.1	174.4	175.3	173.5	172.9	173.4	174.1	174.0	174.1	174.4	175.0	174.3	172.8	171.0	169.9	169.5	
STDDEV	0.7	0.7	0.7	0.5	0.3	0.5	0.6	0.5	0.3	0.5	0.5	0.5	0.4	0.0	0.3	0.5	
MIN	172.0	174.0	174.0	173.0	172.0	173.0	173.0	173.0	174.0	174.0	174.0	174.0	172.0	171.0	169.0	169.0	
MAX	174.0	176.0	176.0	174.0	173.0	174.0	175.0	175.0	175.0	175.0	176.0	175.0	173.0	171.0	170.0	170.0	
Var	0.5	0.5	0.5	0.3	0.1	0.3	0.3	0.2	0.1	0.3	0.2	0.2	0.2	0.0	0.1	0.3	
s (SD)	0.7	0.7	0.7	0.5	0.3	0.5	0.6	0.5	0.3	0.5	0.5	0.5	0.4	0.0	0.3	0.5	
Mean	173.1	174.4	175.3	173.5	172.9	173.4	174.1	174.0	174.1	174.4	175.0	174.3	172.8	171.0	169.9	169.5	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	8.7	8.7	8.8	8.7	8.6	8.7	8.7	8.7	8.7	8.7	8.8	8.7	8.6	8.6	8.5	8.5	
n (number of runs required)	0.00070	0.00062	0.00057	0.00035	0.00013	0.00034	0.00041	0.00028	0.00013	0.00034	0.00028	0.00030	0.00023	0.00000	0.00013	0.00037	

Route 1 Sec 3 NB

Runs	Hour																
	06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
1	71	71	71	71	70	70	71	71	70	71	72	71	70	69	69	69	
2	70	71	71	70	70	70	71	71	71	71	71	71	70	69	69	69	
3	71	71	71	70	70	71	71	71	70	71	72	71	70	69	69	69	
4	70	71	71	71	70	70	70	71	71	71	71	71	70	69	69	69	
5	70	71	71	71	70	70	70	71	70	71	72	71	70	69	69	69	
6	70	71	71	71	70	71	71	71	71	71	72	71	70	69	69	69	
7	70	71	71	70	70	70	71	71	71	71	71	71	70	70	69	69	
8	70	71	71	71	70	71	71	71	70	71	72	71	70	70	69	69	
9	70	71	71	71	70	71	70	70	71	71	72	71	70	70	69	69	
10	70	71	71	71	71	71	71	70	71	71	71	71	70	69	69	69	
11																	
12																	
13																	
14																	
15																	
16																	

Route 1 Sec 1 SB

Runs		Hour																
		06:00:00	07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	
	1	1	228	281	396	221	220	219	219	218	218	219	246	242	228	223	223	221
	2	2	230	271	333	223	220	220	218	219	219	220	240	242	227	223	220	219
	3	3	228	311	431	222	219	219	219	218	218	219	237	244	228	224	223	222
	4	4	229	272	394	221	219	220	218	218	218	219	240	239	228	222	221	220
	5	5	229	293	415	221	218	219	220	218	218	220	241	244	226	221	222	219
	6	6	228	284	416	222	217	220	220	219	220	218	240	241	226	220	221	220
	7	7	230	281	387	222	219	219	219	217	218	219	240	243	226	224	220	223
	8	8	229	280	377	222	220	220	218	218	218	218	237	238	227	224	222	220
	9	9	229	263	352	222	220	219	219	218	217	219	239	238	228	223	221	222
	10	10	228	293	378	224	218	219	218	219	220	219	239	239	228	224	222	219
	11																	
	12																	
	13																	
	14																	
	15																	
	16																	
	17																	
	18																	
	19																	
	20																	
	AVG		228.8	282.9	387.9	222.0	219.0	219.4	218.8	218.2	218.4	219.0	239.9	241.0	227.2	222.8	221.5	220.5
	STDDEV		0.8	13.6	29.8	0.9	1.1	0.5	0.8	0.6	1.0	0.7	2.5	2.4	0.9	1.4	1.1	1.4
	MIN		228.0	263.0	333.0	221.0	217.0	219.0	218.0	217.0	217.0	218.0	237.0	238.0	226.0	220.0	220.0	219.0
	MAX		230.0	311.0	431.0	224.0	220.0	220.0	220.0	219.0	220.0	220.0	246.0	244.0	228.0	224.0	223.0	223.0
	Var		0.6	185.2	889.4	0.9	1.1	0.3	0.6	0.4	0.9	0.4	6.3	5.6	0.8	2.0	1.2	2.1
	s (SD)		0.8	13.6	29.8	0.9	1.1	0.5	0.8	0.6	1.0	0.7	2.5	2.4	0.9	1.4	1.1	1.4
	Mean		228.8	282.9	387.9	222.0	219.0	219.4	218.8	218.2	218.4	219.0	239.9	241.0	227.2	222.8	221.5	220.5
	a (95% confidence level)		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	a/2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Z (from statistics table)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	e (reasonable error margin seconds)		11.4	14.1	19.4	11.1	11.0	11.0	10.9	10.9	10.9	11.0	12.0	12.1	11.4	11.1	11.1	11.0
	n (number of runs required)		0.00046	0.08890	0.22708	0.00069	0.00089	0.00021	0.00050	0.00032	0.00075	0.00036	0.00422	0.00367	0.00063	0.00151	0.00091	0.00162

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	Var	0.2	0.0	0.0	0.2	0.1	0.3	0.2	0.3	0.0	0.3	0.0	0.0	0.2	0.0	0.0
	s (SD)	0.4	0.0	0.0	0.5	0.3	0.5	0.5	0.4	0.5	0.0	0.5	0.0	0.5	0.0	0.0
	Mean	70.2	71.0	71.0	70.7	70.1	70.5	70.7	70.8	70.6	71.0	71.6	71.0	70.0	69.3	69.0
<i>a (95% confidence level)</i>		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
<i>a/2</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Z (from statistics table)</i>		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<i>e (reasonable error margin seconds)</i>		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	3.5	3.6	3.6	3.6	3.5	3.5	3.5

Route 1 Sec 4 NB																	
<div>Runs</div> <div>Hour</div>																	
	0.25																
	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
2	100	101	102	101	100	101	101	101	101	101	101	101	101	100	100	99	99
3	101	101	102	101	100	101	102	101	101	101	101	102	101	100	99	99	99
4	100	101	102	101	100	101	101	101	101	101	101	101	101	100	99	99	99
5	100	101	102	101	100	101	101	101	101	101	101	102	101	100	100	99	99
6	100	101	101	101	101	100	101	101	101	101	101	101	101	100	99	99	99
7	101	101	101	101	100	101	102	101	101	101	101	101	101	100	100	99	99
8	101	102	101	102	100	101	101	101	101	101	101	102	101	100	100	99	99
9	101	101	102	101	100	101	101	101	101	101	101	102	101	100	99	99	99
10	101	101	102	101	101	101	101	101	101	101	101	102	101	100	100	99	99
11																	
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17																	
18																	
19																	
20																	
AVG	100.6	101.2	101.7	101.1	100.2	101	101.2	101	101	101	101	101.6	101	100	99.6	99	99
STDDEV	0.5	0.4	0.5	0.3	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
MIN	100.0	101.0	101.0	101.0	100.0	101.0	101.0	101.0	101.0	101.0	101.0	101.0	101.0	100.0	99.0	99.0	99.0
MAX	101.0	102.0	102.0	102.0	101.0	101.0	102.0	101.0	101.0	101.0	101.0	102.0	101.0	100.0	100.0	99.0	99.0

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Route 1 Sec 6 NB

[illegible]

Var	0.2	0.8	0.5	0.2	0.3	0.1	0.0	0.3	0.1	0.3	0.3	0.3	0.1	0.0	0.1	0.1
s (SD)	0.5	0.9	0.7	0.4	0.5	0.3	0.0	0.6	0.3	0.5	0.6	0.5	0.3	0.0	0.3	0.3
Mean	66.7	71.9	69.1	66.2	64.6	65.1	65.0	64.9	64.9	64.6	65.9	65.5	64.1	63.0	62.1	62.1
<i>a (95% confidence level)</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Z (from statistics table)</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>
e (reasonable error margin seconds)	3.3	3.6	3.5	3.3	3.2	3.3	3.3	3.2	3.2	3.2	3.3	3.3	3.2	3.2	3.1	3.1

Route 1 Sec 6 SB																		
Runs	Hour	0.25																
		1	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	2	122	123	123	122	120	121	121	120	120	120	121	121	120	117	116	116
	3	3	122	124	122	122	120	121	120	120	120	122	121	121	119	118	117	116
	4	4	122	123	122	124	120	121	120	120	120	120	121	121	120	118	116	116
	5	5	121	124	122	123	120	121	121	120	120	121	122	120	120	118	116	117
	6	6	121	123	122	122	120	120	121	120	119	120	121	121	119	117	116	116
	7	7	122	124	122	122	121	120	120	121	121	120	121	121	120	118	116	116
	8	8	121	124	122	122	120	121	120	120	121	121	121	121	120	117	116	116
	9	9	121	123	123	123	120	121	120	120	120	120	121	121	120	118	117	117
	10	10	123	124	122	122	120	121	120	120	120	121	122	121	120	118	116	116
	11																	
	12																	
	13																	
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	17																	
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	19																	
	20																	
AVG			121.6	123.6	122.3	122.5	120.1	120.8	120.3	120.2	120.1	120.5	121.2	120.8	119.9	117.7	116.2	116.2
STDDEV			0.7	0.5	0.5	0.7	0.3	0.4	0.5	0.4	0.6	0.7	0.4	0.4	0.6	0.5	0.4	0.4
MIN			121.0	123.0	122.0	122.0	120.0	120.0	120.0	119.0	120.0	121.0	120.0	119.0	117.0	116.0	116.0	116.0
MAX			123.0	124.0	123.0	124.0	121.0	121.0	121.0	121.0	121.0	122.0	122.0	121.0	121.0	118.0	117.0	117.0

[illegible]

Route 1 Sec 5 SB																		
Runs		Hour																
		0.25																
	1	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	2	47	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	3	3	48	48	47	48	47	48	47	47	47	48	47	47	47	47	47	47
	4	4	47	47	47	48	47	48	47	47	47	47	47	47	47	47	47	47
	5	5	47	47	48	48	47	48	48	47	47	48	47	47	47	47	46	47
	6	6	47	48	47	47	47	48	48	47	47	47	48	47	47	47	47	47
	7	7	47	48	47	47	47	48	47	47	47	47	47	47	47	47	47	46
	8	8	47	47	47	48	47	48	47	47	48	47	47	47	47	47	47	46
	9	9	47	48	47	47	47	48	47	47	47	47	47	47	47	47	47	47
	10	10	47	47	47	48	47	48	47	47	47	47	47	47	47	47	47	47
	11																	
	12																	
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	14																	
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	17																	
	18																	
	19																	
	20																	
AVG			47.2	47.5	47.1	47.6	47	47.8	47.2	47	47.1	47	47.2	47.1	47	47	46.9	46.8
STDDEV			0.4	0.5	0.3	0.5	0.0	0.4	0.4	0.0	0.3	0.0	0.4	0.3	0.0	0.0	0.3	0.4
MIN			47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	46.0	46.0
MAX			48.0	48.0	48.0	48.0	47.0	48.0	48.0	47.0	48.0	47.0	48.0	48.0	47.0	47.0	47.0	47.0

[illegible]

Route 1 Sec 6 SB

Runs	Hour	0.25															
		00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	140	141	142	141	140	141	141	142	142	141	142	141	140	139	139	139
	3	141	142	141	141	141	141	143	142	141	141	141	142	140	139	138	138
	4	141	141	141	142	141	142	142	142	142	141	141	141	140	139	138	138
	5	141	141	141	142	140	141	141	141	142	142	141	140	139	139	139	139
	6	140	141	141	142	140	142	142	141	142	142	142	139	139	138	138	138
	7	141	141	141	141	141	141	143	141	141	142	142	141	140	140	139	138
	8	141	142	142	142	141	141	142	141	142	141	142	141	139	139	139	138
	9	140	141	142	142	141	142	142	141	141	141	142	142	140	139	138	138
	10	141	141	142	141	141	141	142	141	142	142	141	140	140	139	138	138
	11																
	12																
	13																
	14																
	15																
	16																
	17																
	18																
	19																
	20																
AVG		140.7	141.2	141.5	141.5	140.7	141.3	142	141.4	141.5	141.4	141.8	141.4	139.8	139.2	138.6	138.3
STDDEV		0.5	0.4	0.5	0.5	0.5	0.5	0.7	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.5	0.5
MIN		140.0	141.0	141.0	141.0	140.0	141.0	141.0	141.0	141.0	141.0	141.0	139.0	139.0	138.0	138.0	138.0
MAX		141.0	142.0	142.0	142.0	141.0	142.0	143.0	142.0	142.0	142.0	142.0	140.0	140.0	139.0	139.0	139.0

Var	0.233333	0.177778	0.277778	0.277778	0.233333	0.233333	0.444444	0.266667	0.277778	0.266667	0.177778	0.266667	0.177778	0.177778	0.266667	0.233333	
s (SD)	0.5	0.4	0.5	0.5	0.5	0.5	0.7	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.5	0.5	
Mean	140.7	141.2	141.5	141.5	140.7	141.3	142.0	141.4	141.5	141.4	141.8	141.4	139.8	139.2	138.6	138.3	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	7.0	7.1	7.1	7.1	7.0	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.0	7.0	6.9	6.9	
n (number of runs required)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Route 1 Sec 7 NB

Runs	Hour	0.25															
		00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	238	280	333	240	234	242	243	240	243	246	296	321	240	227	223	223
	3	242	287	389	239	236	243	244	240	242	246	349	354	239	228	223	222
	4	242	271	307	239	235	243	240	240	242	250	372	473	243	227	223	222
	5	242	287	382	240	234	242	243	239	240	249	359	398	238	228	224	224
	6	241	272	357	241	235	241	245	241	242	250	344	446	240	227	223	222
	7	242	282	355	240	236	242	244	240	241	251	328	334	238	227	225	223
	8	249	283	392	239	237	241	245	240	241	251	341	401	239	227	225	221
	9	239	304	411	241	238	243	242	241	241	247	290	297	241	229	222	222
	10	245	299	371	239	236	240	242	240	242	252	366	443	238	228	224	223
	11																
	12																
	13																
	14																
	15																
	16																
	17																
	18																
	19																
	20																
AVG		242.1	286	365.4	239.7	235.6	241.8	242.8	240	241.4	249.1	340.9	384.8	239.5	227.6	223.5	222.6
STDDEV		3.1	10.8	30.5	0.8	1.3	1.0	1.8	0.7	1.0	2.1	28.5	58.4	1.6	0.7	1.0	1.0
MIN		238.0	271.0	307.0	239.0	234.0	240.0	240.0	239.0	240.0	246.0	290.0	297.0	238.0	227.0	222.0	221.0
MAX		249.0	304.0	411.0	241.0	238.0	243.0	245.0	241.0	243.0	252.0	372.0	473.0	243.0	229.0	225.0	224.0

Var	9.433333	117.5556	928.9333	0.677778	1.6	1.066667	3.288889	0.444444	0.933333	4.544444	811.8778	3407.956	2.5	0.488889	0.944444	0.933333	
s (SD)	3.1	10.8	30.5	0.8	1.3	1.0	1.8	0.7	1.0	2.1	28.5	58.4	1.6	0.7	1.0	1.0	
Mean	242.1	286.0	365.4	239.7	235.6	241.8	242.8	240.0	241.4	249.1	340.9	384.8	239.5	227.6	223.5	222.6	
a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
e (reasonable error margin seconds)	12.1	14.3	18.3	12.0	11.8	12.1	12.1	12.0	12.1	12.5	17.0	19.2	12.0	11.4	11.2	11.1	
n (number of runs required)	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.9	0.0	0.0	0.0	0.0	

Route 2 NB

Runs	Hour	0.25															
		00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	104	109	135	109	107	108	110	109	113	144	190	254	142	107	105	104
	3	104	109	173	111	106	107	111	109	117	138	238	293	187	106	105	105
	4	105	108	174	111	107	108	110	108	112	135	166	182	122	106	104	104
	5	105	110	156	111	107	108	111	109	113	136	177	288	178	107	105	104
	6	105	109	151	109	106	107	110	109	114	139	173	204	121	107	105	104
	7	104	109	182	124	106	108	109	110	112	131	173	278	203	107	105	104
	8	104	108	157	111	106	107	109	109	115	139	168	202	123	106	105	104
	9	105	109	188	117	107	108	109	109	110	138	153	229	152	108	104	104
	10	105	109	139	110	106	109	110	109	112	133	147	208	147	107	105	104
	11																
	12																
	13																
	14																
	15																
	16																
	17																
	18																

Runs	Hour	0.25																
		1	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	122	123	123	122	120	121	121	120	120	120	121	121	120	117	116	116	116
	3	122	124	122	122	120	121	120	120	120	122	121	121	119	118	117	116	116
	4	122	123	122	124	120	121	120	120	120	120	121	121	120	118	116	116	116
	5	121	124	122	123	120	121	121	120	120	121	122	120	120	118	116	117	117
	6	121	123	122	122	120	120	121	120	119	120	121	121	119	117	116	116	116
	7	122	124	122	122	121	120	120	121	121	120	121	121	120	118	116	116	116
	8	121	124	122	122	120	121	120	120	121	121	121	121	120	117	116	116	116
	9	121	123	123	123	120	121	120	120	120	121	121	121	120	118	117	117	117
	10	123	124	122	122	120	121	120	120	120	121	122	121	120	118	116	116	116
	11																	
	12																	
	13																	
	14																	
	15																	
	16																	
	17																	
	18																	
	19																	
	20																	
AVG		121.6	123.6	122.3	122.5	120.1	120.8	120.3	120.2	120.1	120.5	121.2	120.8	119.9	117.7	116.2	116.2	116.2
STDDEV		0.7	0.5	0.5	0.7	0.3	0.4	0.5	0.4	0.6	0.7	0.4	0.4	0.6	0.5	0.4	0.4	0.4
MIN		121.0	123.0	122.0	122.0	120.0	120.0	120.0	120.0	119.0	120.0	121.0	120.0	119.0	117.0	116.0	116.0	116.0
MAX		123.0	124.0	123.0	124.0	121.0	121.0	121.0	121.0	121.0	122.0	122.0	121.0	121.0	118.0	117.0	117.0	117.0

		19																
AVG		20																
STDDEV		104.6	108.9	161.1	112.3	106.4	107.7	109.8	109.1	113.2	136.1	177.6	243.2	155	106.8	104.7	104.1	
MIN		0.5	0.6	17.7	4.7	0.5	0.7	0.8	0.6	1.9	4.6	25.4	43.2	29.4	0.6	0.5	0.3	
MAX		104.0	108.0	135.0	109.0	106.0	107.0	109.0	108.0	110.0	128.0	147.0	182.0	121.0	106.0	104.0	104.0	
		105.0	110.0	188.0	124.0	107.0	109.0	111.0	110.0	117.0	144.0	238.0	294.0	203.0	108.0	105.0	105.0	
		Var	0.266667	0.322222	312.1	22.01111	0.266667	0.455556	0.622222	0.322222	3.733333	20.98889	643.6	1868.4	863.1111	0.4	0.233333	0.1
		s (SD)	0.5	0.6	17.7	4.7	0.5	0.7	0.8	0.6	1.9	4.6	25.4	43.2	29.4	0.6	0.5	0.3
		Mean	104.6	108.9	161.1	112.3	106.4	107.7	109.8	109.1	113.2	136.1	177.6	243.2	155.0	106.8	104.7	104.1
		a (95% confidence level)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
		a/2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Z (from statistics table)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
		e (reasonable error margin seconds)	5.2	5.4	8.1	5.6	5.3	5.4	5.5	5.5	5.7	6.8	8.9	12.2	7.8	5.3	5.2	5.2
		n (number of runs required)	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.2	1.4	0.0	0.0	0.0

Route 3 NB	
Runs	Hour

0.25		00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	145	168	236	168	149	152	151	151	152	156	161	164	154	145	141	141	
	3	146	167	250	161	150	150	150	152	153	156	166	171	157	145	141	140	
	4	146	165	229	171	150	151	151	151	152	157	167	167	153	144	141	141	
	5	146	162	207	158	150	151	150	153	155	157	169	162	154	145	141	141	
	6	146	163	213	164	150	152	153	152	152	158	166	163	153	145	141	140	
	7	145	166	219	156	149	151	150	155	152	158	165	164	155	146	141	141	
	8	146	164	263	165	148	151	152	152	152	159	165	167	154	144	141	140	
	9	145	159	214	164	149	151	150	151	153	160	162	173	152	145	141	140	
	10	145	164	234	160	151	150	152	153	153	157	164	164	154	144	141	141	
	11																	
	12																	
	13																	
	14																	
	15																	
	16																	
	17																	
	18																	
	19																	
	20																	
AVG		145.6	163.9	232.2	163	149.6	150.9	151	152.2	152.6	157.6	164.7	166	153.8	144.8	141	140.5	
STDDEV		0.5	2.8	19.5	4.5	0.8	0.7	1.1	1.2	1.0	1.3	2.5	3.6	1.5	0.6	0.0	0.5	
MIN		145.0	159.0	207.0	156.0	148.0	150.0	150.0	151.0	152.0	156.0	161.0	162.0	152.0	144.0	141.0	140.0	
MAX		146.0	168.0	263.0	171.0	151.0	152.0	153.0	155.0	155.0	160.0	169.0	173.0	157.0	146.0	141.0	141.0	

Route 4 NB	
Runs	Hour

AVG STDDEV MIN MAX		0.25															
		00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
	2	273	275	276	275	273	273	273	273	275	276	277	276	274	272	270	268
	3	268	275	277	273	272	274	275	272	274	277	273	278	275	271	268	267
	4	271	274	276	276	272	274	274	274	275	277	275	277	271	272	269	267
	5	272	275	277	273	272	274	274	273	271	277	277	276	273	271	269	273
	6	273	276	277	274	274	274	274	275	274	276	278	277	273	272	268	272
	7	272	274	277	275	272	274	273	274	274	275	280	277	274	272	269	271
	8	269	274	276	274	273	273	274	274	276	275	276	277	272	273	270	269
	9	269	278	276	274	272	273	274	272	274	275	279	277	272	270	269	267
	10	272	274	277	274	272	273	273	272	275	276	276	278	273	274	270	269
	11																
	12																
	13																
	14																
	15																
	16																
	17																
	18																
	19																
20																	
	271.3	275.1	276.6	274.2	272.5	273.5	273.9	273.4	274.4	275.8	276.9	277.2	272.9	271.7	269	269.4	
	2.0	1.3	0.5	0.9	0.7	0.5	0.7	1.2	1.4	1.0	2.0	0.9	1.2	1.3	0.8	2.2	
	268.0	274.0	276.0	273.0	272.0	273.0	273.0	272.0	271.0	274.0	273.0	276.0	271.0	270.0	268.0	267.0	
	274.0	278.0	277.0	276.0	274.0	274.0	275.0	275.0	276.0	277.0	280.0	279.0	275.0	274.0	270.0	273.0	

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Route 1 Sec 1 NB
Route 1 Sec 2 NB
Route 1 Sec 3 NB
Route 1 Sec 4 NB
Route 1 Sec 5 NB
Route 1 Sec 6 NB
Route 1 Sec 7 NB

Route 1 Sec 1 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	207.00							
2	207.00							
3	207.00							
4	207.00							
5	207.00	207.00	0.00	5	0.95	0.00	207.00	207.00
6	207.00	207.00	0.00	6	0.95	0.00	207.00	207.00
7	206.00	206.86	0.38	7	0.95	0.14	206.99	207.37
8	208.00	207.00	0.53	8	0.95	0.18	207.18	207.71
9	207.00	207.00	0.50	9	0.95	0.16	207.16	207.66
10	207.00	207.00	0.47	10	0.95	0.14	207.14	207.61

Route 1 Sec 2 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	175.00							
2	176.00							
3	176.00							
4	175.00							
5	176.00	196.53	51.32	15	0.95	12.59	209.12	260.44
6	175.00	195.19	49.74	16	0.95	11.81	207.00	256.74
7	174.00	193.94	48.31	17	0.95	11.13	205.07	253.38
8	176.00	192.94	46.97	18	0.95	10.52	203.46	250.44
9	175.00	192.00	45.75	19	0.95	9.97	201.97	247.73
10	175.00	191.15	44.63	20	0.95	9.48	200.63	245.26

Route 1 Sec 3 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	71.00							
2	71.00							
3	71.00							
4	71.00							
5	71.00	167.12	66.36	25	0.95	12.61	179.73	246.09
6	71.00	163.42	67.01	26	0.95	12.49	175.91	242.92
7	71.00	160.00	67.49	27	0.95	12.34	172.34	239.83
8	71.00	156.82	67.83	28	0.95	12.18	169.00	236.83
9	71.00	153.86	68.05	29	0.95	12.00	165.87	233.92
10	71.00	151.10	68.17	30	0.95	11.82	162.92	231.10

Route 1 Sec 4 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	102.00							
2	102.00							
3	102.00							
4	102.00							
5	102.00	144.09	67.58	35	0.95	10.85	154.94	222.51
6	101.00	142.89	66.88	36	0.95	10.59	153.48	220.35
7	101.00	141.76	66.19	37	0.95	10.34	152.09	218.29
8	101.00	140.68	65.53	38	0.95	10.10	150.78	216.31
9	102.00	139.69	64.87	39	0.95	9.87	149.56	214.43
10	102.00	138.75	64.24	40	0.95	9.65	148.40	212.63

Route 1 Sec 5 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	40.00							
2	40.00							
3	40.00							
4	40.00							
5	40.00	127.78	68.14	45	0.95	9.65	137.43	205.57
6	40.00	125.87	68.33	46	0.95	9.57	135.44	203.77
7	40.00	124.04	68.47	47	0.95	9.49	133.53	202.00
8	40.00	122.29	68.57	48	0.95	9.40	131.69	200.27
9	40.00	120.61	68.64	49	0.95	9.32	129.93	198.57
10	40.00	119.00	68.69	50	0.95	9.23	128.23	196.91

Route 1 Sec 6 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	142.00							
2	142.00							
3	141.00							
4	141.00							
5	141.00	121.04	67.27	55	0.95	8.62	129.65	196.93
6	141.00	121.39	66.82	56	0.95	8.48	129.88	196.70
7	141.00	121.74	66.38	57	0.95	8.35	130.09	196.47
8	142.00	122.09	65.95	58	0.95	8.23	130.31	196.26
9	142.00	122.42	65.53	59	0.95	8.10	130.53	196.06
10	142.00	122.75	65.11	60	0.95	7.99	130.74	195.85

Route 1 Sec 7 NB		Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	357.00							
2	333.00							
3	389.00							
4	307.00							
5	382.00	140.51	89.51	65	0.95	10.55	151.06	240.57
6	357.00	143.79	92.87	66	0.95	10.86	154.65	247.51
7	355.00	146.94	95.85	67	0.95	11.12	158.06	253.91
8	392.00	150.54	99.77	68	0.95	11.49	162.04	261.81
9	411.00	154.32	103.98	69	0.95	11.89	166.21	270.19
10	371.00	157.41	106.57	70	0.95	12.10	169.51	276.08

Route 1 Sec 1 NB		5	6	7	8	9	10
Run	Ave	207.00	207.00	206.86	207.00	207.00	207.00
	-conf	207.00	207.00	206.72	206.82	206.84	206.86
	+conf	207.00	207.00	206.99	207.18	207.16	207.14
Margin		0.00%	0.00%	0.07%	0.09%	0.08%	0.07%

Route 1 Sec 2 NB		5	6	7	8	9	10
Run	Ave	196.53	195.19	193.94	192.94	192.00	191.15
	-conf	183.95	183.37	182.81	182.43	182.03	181.67
	+conf	209.12	207.00	205.07	203.46	201.97	200.63
Margin		12.59	11.81	11.13	10.52	9.97	9.48
		6.40%	6.05%	5.74%	5.45%	5.19%	4.96%

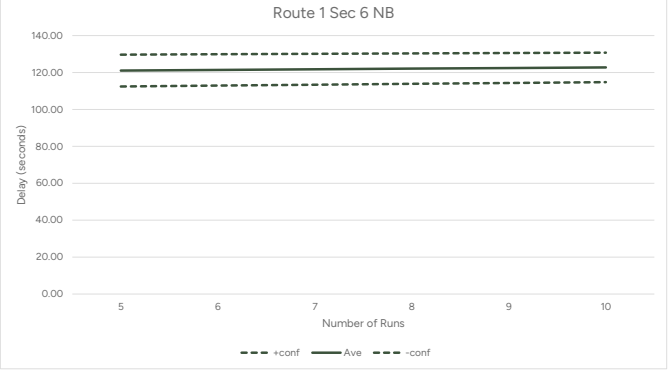
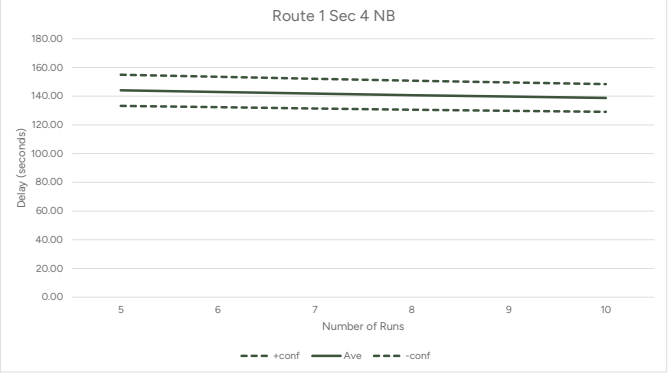
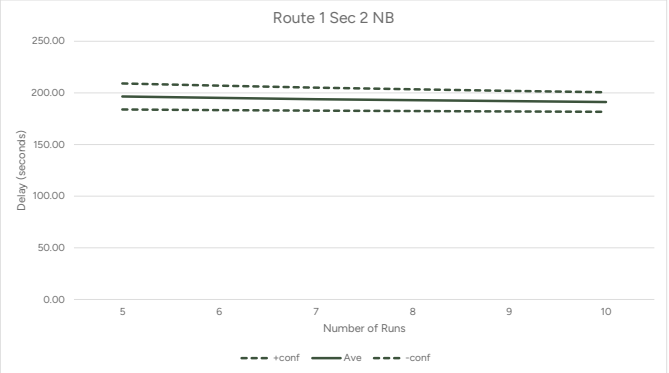
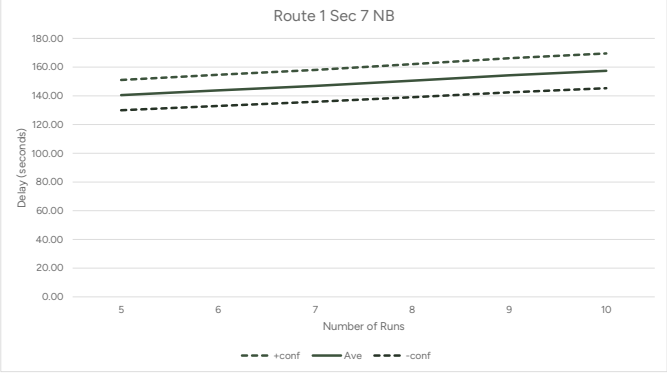
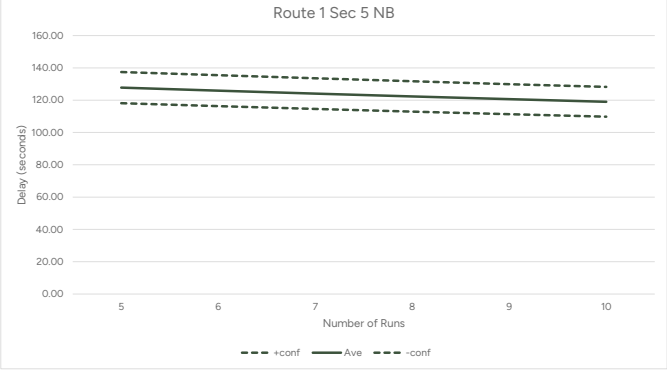
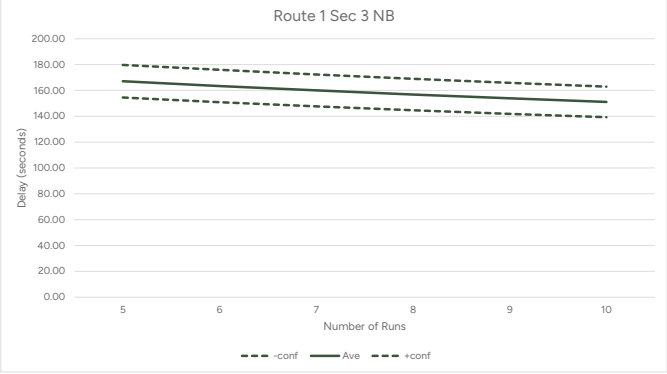
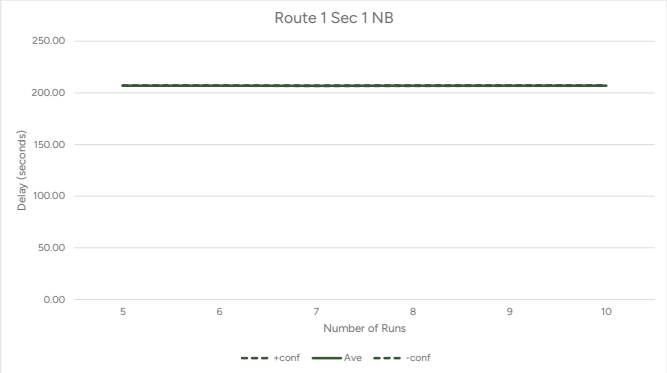
Route 1 Sec 3 NB		5	6	7	8	9	10
Run	Ave	167.12	163.42	160.00	156.82	153.86	151.10
	-conf	154.51	150.94	147.66	144.64	141.86	139.28
	+conf	179.73	175.91	172.34	169.00	165.87	162.92
Margin		12.61	12.49	12.34	12.18	12.00	11.82
		7.54%	7.64%	7.71%	7.77%	7.80%	7.83%

Route 1 Sec 4 NB		5	6	7	8	9	10
Run	Ave	144.09	142.89	141.76	140.68	139.69	138.75
	-conf	133.23	132.30	131.42	130.59	129.82	129.10
	+conf	154.94	153.48	152.09	150.78	149.56	148.40
Margin		10.85	10.59	10.34	10.10	9.87	9.65
		7.53%	7.41%	7.29%	7.18%	7.06%	6.95%

Route 1 Sec 5 NB		5	6	7	8	9	10
Run	Ave	127.78	125.87	124.04	122.29	120.61	119.00
	-conf	118.13	116.30	114.55	112.89	111.30	109.77
	+conf	137.43	135.44	133.53	131.69	129.93	128.23
Margin		9.65	9.57	9.49	9.40	9.32	9.23
		7.55%	7.60%	7.65%	7.69%	7.72%	7.75%

Route 1 Sec 6 NB		5	6	7	8	9	10
Run	Ave	121.04	121.39	121.74	122.09	122.42	122.75
	-conf	112.42	112.91	113.38	113.86	114.32	114.76
	+conf	129.65	129.88	130.09	130.31	130.53	130.74
Margin		8.62	8.48	8.35	8.23	8.10	7.99
		7.12%	6.99%	6.86%	6.74%	6.62%	6.51%

Route 1 Sec 7 NB		5	6	7	8	9	10
Run	Ave	140.51	143.79	146.94	150.54	154.32	157.41
	-conf	129.96	132.93	135.82	139.05	142.43	145.31
	+conf	151.06	154.65	158.06	162.04	166.21	169.51
Margin		10.55	10.86	11.12	11.49	11.89	12.10
		7.51%	7.55%	7.57%	7.64%	7.71%	7.69%



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Route 1 Sec 1 SB
Route 1 Sec 2 SB
Route 1 Sec 3 SB
Route 1 Sec 4 SB
Route 1 Sec 5 SB
Route 1 Sec 6 SB
Route 1 Sec 7 SB

	Route 1 Sec 1 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	396.00							
2	333.00							
3	431.00							
4	394.00							
5	415.00	393.80	37.20	5	0.95	15.80	409.60	446.80
6	416.00	397.50	34.48	6	0.95	13.37	410.87	445.36
7	387.00	396.00	31.73	7	0.95	11.39	407.39	439.12
8	377.00	393.63	30.13	8	0.95	10.12	403.75	413.88
9	352.00	389.00	31.42	9	0.95	9.95	398.95	430.37
10	378.00	387.90	29.82	10	0.95	8.96	396.86	426.68

	Route 1 Sec 2 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	173.00							
2	173.00							
3	174.00							
4	173.00							
5	174.00	316.40	130.44	15	0.95	32.00	348.40	478.84
6	174.00	307.50	129.75	16	0.95	30.82	338.32	468.07
7	173.00	299.59	128.84	17	0.95	29.68	329.27	458.11
8	174.00	292.61	127.68	18	0.95	28.59	321.20	448.88
9	173.00	286.32	126.44	19	0.95	27.56	313.87	440.31
10	173.00	280.65	125.11	20	0.95	26.58	307.23	432.34

	Route 1 Sec 3 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	69.00							
2	70.00							
3	70.00							
4	69.00							
5	70.00	238.44	141.63	25	0.95	26.91	265.35	406.98
6	69.00	231.92	141.91	26	0.95	26.44	258.36	400.27
7	68.00	225.85	142.01	27	0.95	25.96	251.82	393.83
8	69.00	220.25	141.91	28	0.95	25.48	245.73	387.63
9	68.00	215.00	141.69	29	0.95	25.00	240.00	381.69
10	69.00	210.13	141.33	30	0.95	24.51	234.65	375.98

	Route 1 Sec 4 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	93.00							
2	93.00							
3	93.00							
4	93.00							
5	93.00	193.40	137.41	35	0.95	22.06	215.46	352.87
6	93.00	190.61	136.27	36	0.95	21.58	212.19	348.46
7	93.00	187.97	135.15	37	0.95	21.11	209.08	344.23
8	93.00	185.47	134.05	38	0.95	20.66	206.13	340.18
9	93.00	183.10	132.96	39	0.95	20.23	203.33	336.29
10	93.00	180.85	131.89	40	0.95	19.81	200.66	332.55

	Route 1 Sec 5 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	47.00							
2	47.00							
3	47.00							
4	47.00							
5	48.00	166.00	130.70	45	0.95	18.51	184.51	315.21
6	47.00	163.41	130.21	46	0.95	18.24	181.65	311.87
7	47.00	160.94	129.72	47	0.95	17.97	178.91	308.63
8	47.00	158.56	129.20	48	0.95	17.72	176.28	305.48
9	47.00	156.29	128.68	49	0.95	17.46	173.75	302.43
10	47.00	154.10	128.15	50	0.95	17.22	171.32	299.47

	Route 1 Sec 6 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	123.00							
2	123.00							
3	122.00							
4	122.00							
5	122.00	151.22	122.94	55	0.95	15.75	166.97	289.91
6	122.00	150.70	121.93	56	0.95	15.48	166.18	288.11
7	122.00	150.19	120.95	57	0.95	15.22	165.41	286.36
8	122.00	149.71	119.99	58	0.95	14.97	164.67	284.66
9	123.00	149.25	119.04	59	0.95	14.72	163.98	283.02
10	122.00	148.80	118.13	60	0.95	14.49	163.29	281.41

	Route 1 Sec 7 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	245.00							
2	247.00							
3	245.00							
4	246.00							
5	245.00	156.25	117.61	65	0.95	13.86	170.10	287.71
6	247.00	157.62	117.42	66	0.95	13.73	171.35	288.77
7	245.00	158.93	117.19	67	0.95	13.60	172.53	289.72
8	246.00	160.21	116.97	68	0.95	13.48	173.68	290.65
9	246.00	161.45	116.73	69	0.95	13.35	174.80	291.53
10	246.00	162.66	116.49	70	0.95	13.23	175.88	292.37

	Route 1 Sec 1 SB	5	6	7	8	9	10
Run							
Ave	393.80	397.50	396.00	393.63	389.00	387.90	
-conf	378.00	384.13	384.61	383.50	379.05	378.94	
+conf	409.60	410.87	407.39	403.75	398.95	396.86	
Margin	15.80	13.37	11.39	10.12	9.95	8.96	
	4.01%	3.36%	2.88%	2.57%	2.56%	2.31%	

	Route 1 Sec 2 SB	5	6	7	8	9	10
Run							
Ave	316.40	307.50	299.59	292.61	286.32	280.65	
-conf	284.40	276.68	269.90	264.02	258.76	254.07	
+conf	348.40	338.32	329.27	321.20	313.87	307.23	
Margin	32.00	30.82	29.68	28.59	27.56	26.58	
	10.11%	10.02%	9.91%	9.77%	9.62%	9.47%	

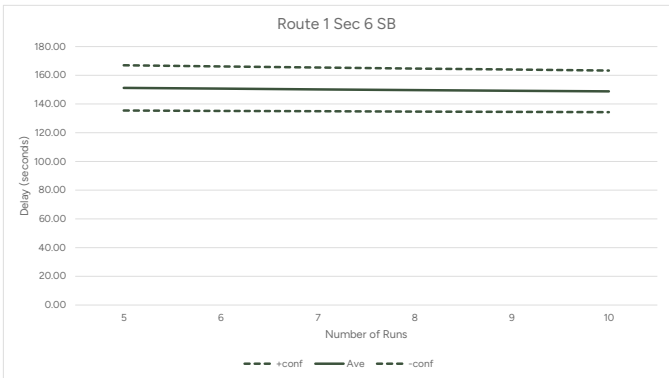
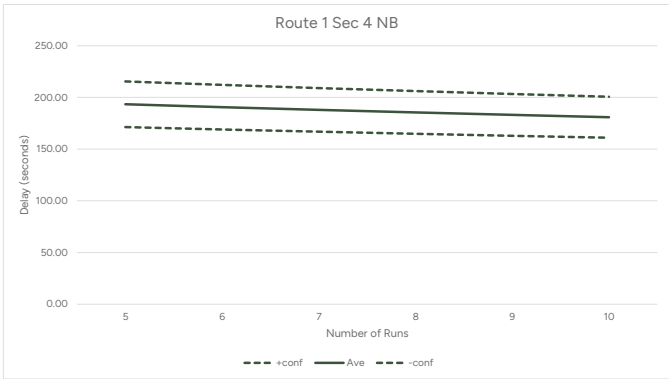
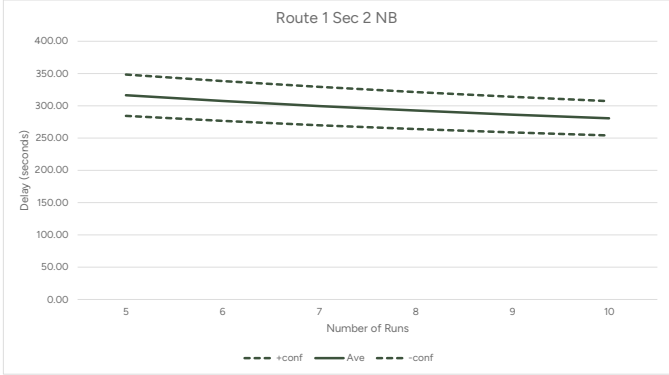
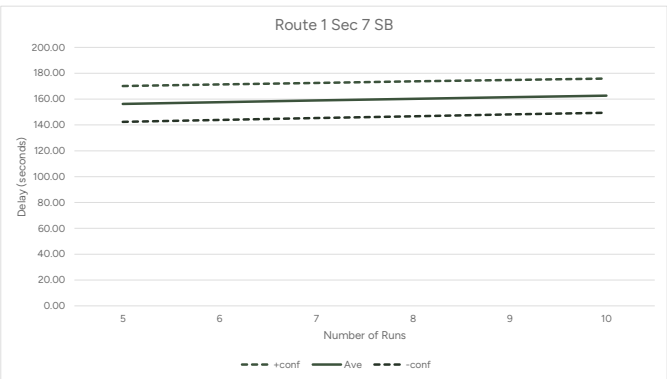
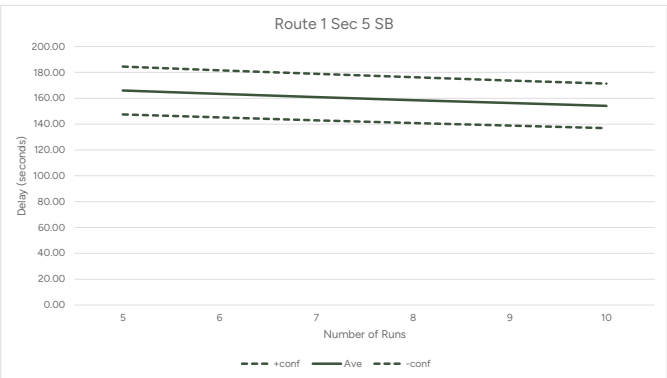
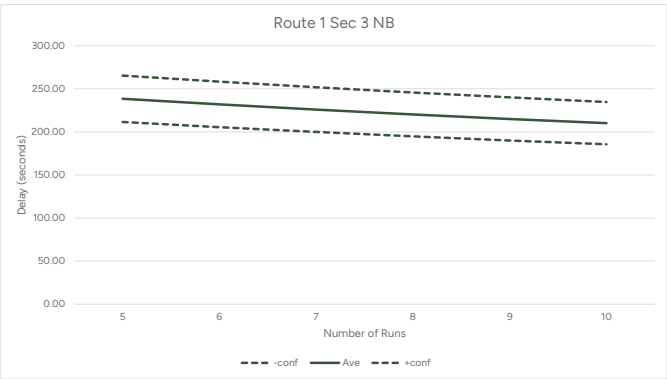
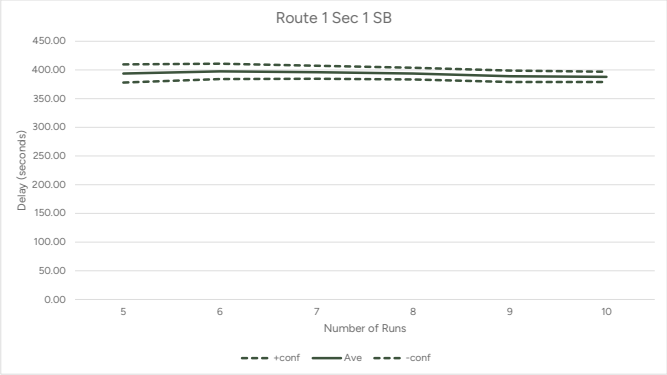
	Route 1 Sec 3 SB	5	6	7	8	9	10
Run							
Ave	238.44	231.92	225.85	220.25	215.00	210.13	
-conf	211.53	205.48	199.89	194.77	190.00	185.62	
+conf	265.35	258.36	251.82	245.73	240.00	234.65	
Margin	26.91	26.44	25.96	25.48	25.00	24.51	
	11.29%	11.40%	11.50%	11.57%	11.63%	11.67%	

	Route 1 Sec 4 SB	5	6	7	8	9	10
Run							
Ave	193.40	190.61	187.97	185.47	183.10	180.85	
-conf	171.34	169.04	166.87	164.82	162.88	161.04	
+conf	215.46	212.19	209.08	206.13	203.33	200.66	
Margin	22.06	21.58	21.11	20.66	20.23	19.81	
	11.41%	11.32%	11.23%	11.14%	11.05%	10.95%	

	Route 1 Sec 5 SB	5	6	7	8	9	10
Run							
Ave	166.00	163.41	160.94	158.56	156.29	154.10	
-conf	147.49	145.17	142.96	140.85	138.82	136.88	
+conf	184.51	181.65	178.91	176.28	173.75	171.32	
Margin	18.51	18.24	17.97	17.72	17.46	17.22	
	11.15%	11.16%	11.17%	11.17%	11.17%	11.17%	

	Route 1 Sec 6 SB	5	6	7	8	9	10
Run							
Ave	151.22	150.70	150.19	149.71	149.25	148.80	
-conf	135.47	135.22	134.97	134.74	134.53	134.31	
+conf	166.97	166.18	165.41	164.67	163.98	163.29	
Margin	15.75	15.48	15.22	14.97	14.72	14.49	
	10.41%	10.27%	10.13%	10.00%	9.86%	9.74%	

	Route 1 Sec 7 SB	5	6	7	8	9	10
Run							
Ave	156.25	157.62	158.93	160.21	161.45	162.66	
-conf	142.39	143.89	145.32	146.73	148.10	149.43	
+conf	170.10	171.35	172.53	173.68	174.80	175.88	
Margin	13.86	13.73	13.60	13.48	13.35	13.23	
	8.87%	8.71%	8.56%	8.41%	8.27%	8.13%	



PM
17:00:00

Route 1 Sec 1 NB
Route 1 Sec 2 NB
Route 1 Sec 3 NB
Route 1 Sec 4 NB
Route 1 Sec 5 NB
Route 1 Sec 6 NB
Route 1 Sec 7 NB

	Route 1 Sec 1 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	207.00							
2	207.00							
3	206.00							
4	207.00							
5	207.00	206.80	0.45	5	0.95	0.19	206.99	207.44
6	207.00	206.83	0.41	6	0.95	0.16	206.99	207.40
7	207.00	206.86	0.38	7	0.95	0.14	206.99	207.37
8	206.00	206.75	0.46	8	0.95	0.16	206.91	207.37
9	208.00	206.89	0.60	9	0.95	0.19	207.08	207.68
10	206.00	206.80	0.63	10	0.95	0.19	206.99	207.62

	Route 1 Sec 2 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	175.00							
2	174.00							
3	174.00							
4	174.00							
5	174.00	195.93	51.34	15	0.95	12.59	208.53	259.87
6	175.00	194.63	49.75	16	0.95	11.82	206.44	256.20
7	174.00	193.41	48.32	17	0.95	11.13	204.54	252.86
8	174.00	192.33	47.00	18	0.95	10.52	202.86	249.86
9	175.00	191.42	45.77	19	0.95	9.98	201.40	247.17
10	174.00	190.55	44.65	20	0.95	9.48	200.03	244.68

	Route 1 Sec 3 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	71.00							
2	71.00							
3	71.00							
4	71.00							
5	71.00	166.64	66.18	25	0.95	12.57	179.21	245.40
6	71.00	162.96	66.82	26	0.95	12.45	175.41	242.24
7	71.00	159.56	67.29	27	0.95	12.30	171.86	239.15
8	71.00	156.39	67.62	28	0.95	12.14	168.53	236.16
9	71.00	153.45	67.84	29	0.95	11.97	165.42	233.25
10	71.00	150.70	67.95	30	0.95	11.79	162.49	230.44

	Route 1 Sec 4 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	101.00							
2	101.00							
3	101.00							
4	101.00							
5	101.00	143.60	67.41	35	0.95	10.82	154.42	221.83
6	101.00	142.42	66.71	36	0.95	10.56	152.98	219.68
7	101.00	141.30	66.02	37	0.95	10.31	151.61	217.63
8	101.00	140.24	65.35	38	0.95	10.07	150.31	215.66
9	101.00	139.23	64.71	39	0.95	9.84	149.07	213.78
10	101.00	138.28	64.08	40	0.95	9.63	147.90	211.98

	Route 1 Sec 5 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	40.00							
2	40.00							
3	40.00							
4	40.00							
5	40.00	127.36	67.95	45	0.95	9.62	136.98	204.92
6	40.00	125.46	68.12	46	0.95	9.54	135.00	203.12
7	40.00	123.64	68.26	47	0.95	9.46	133.10	201.36
8	40.00	121.90	68.36	48	0.95	9.37	131.27	199.63
9	40.00	120.22	68.43	49	0.95	9.29	129.51	197.94
10	40.00	118.62	68.47	50	0.95	9.20	127.82	196.29

	Route 1 Sec 6 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	142.00							
2	141.00							
3	142.00							
4	141.00							
5	141.00	120.69	67.08	55	0.95	8.59	129.28	196.36
6	142.00	121.07	66.64	56	0.95	8.46	129.53	196.17
7	141.00	121.42	66.20	57	0.95	8.33	129.75	195.95
8	141.00	121.76	65.77	58	0.95	8.20	129.96	195.73
9	142.00	122.10	65.35	59	0.95	8.08	130.18	195.53
10	141.00	122.42	64.93	60	0.95	7.96	130.38	195.31

	Route 1 Sec 7 NB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	381.00							
2	321.00							
3	354.00							
4	473.00							
5	398.00	142.65	95.96	65	0.95	11.31	153.95	249.92
6	446.00	147.24	102.28	66	0.95	11.96	159.20	261.48
7	334.00	150.03	104.20	67	0.95	12.09	162.12	266.33
8	401.00	153.72	107.92	68	0.95	12.43	166.15	274.07
9	297.00	155.80	108.69	69	0.95	12.43	168.23	276.91
10	443.00	159.90	113.30	70	0.95	12.86	172.76	286.06

	Route 1 Sec 1 NB							
Run	5	6	7	8	9	10		
Ave	206.80	206.83	206.86	206.75	206.89	206.80		
-conf	206.61	206.68	206.72	206.59	206.70	206.61		
+conf	206.99	206.99	206.99	206.91	207.08	206.99		
Margin	0.19	0.16	0.14	0.16	0.19	0.19		
	0.09%	0.08%	0.07%	0.08%	0.09%	0.09%		

	Route 1 Sec 2 NB							
Run	5	6	7	8	9	10		
Ave	195.93	194.63	193.41	192.33	191.42	190.55		
-conf	183.34	182.81	182.28	181.81	181.45	181.07		
+conf	208.53	206.44	204.54	202.86	201.40	200.03		
Margin	12.59	11.82	11.13	10.52	9.98	9.48		
	6.43%	6.07%	5.76%	5.47%	5.21%	4.98%		

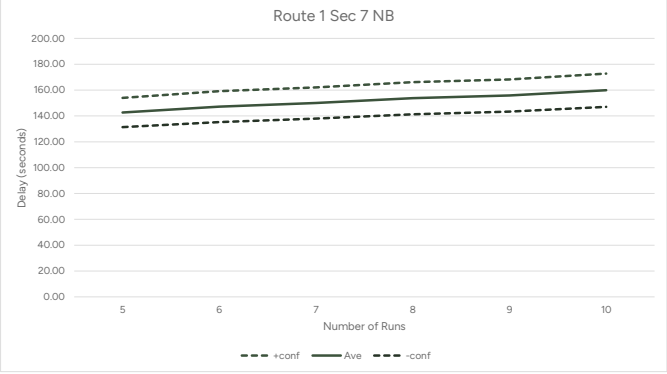
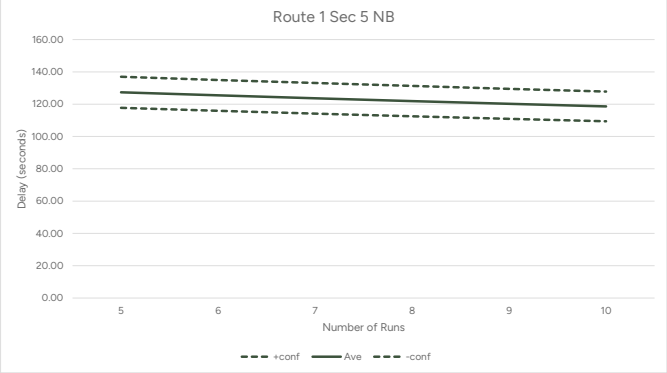
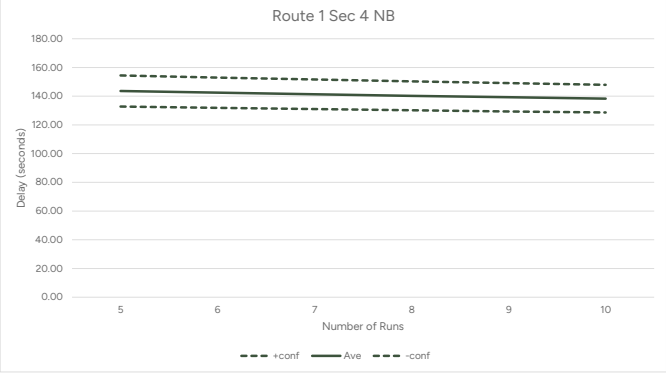
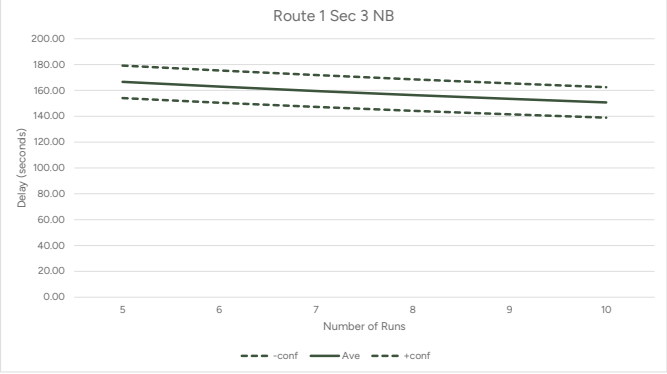
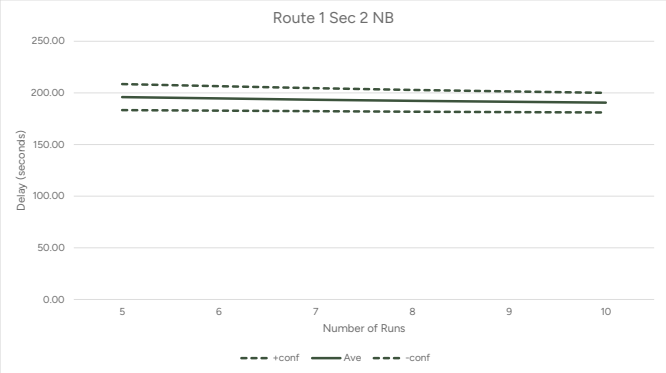
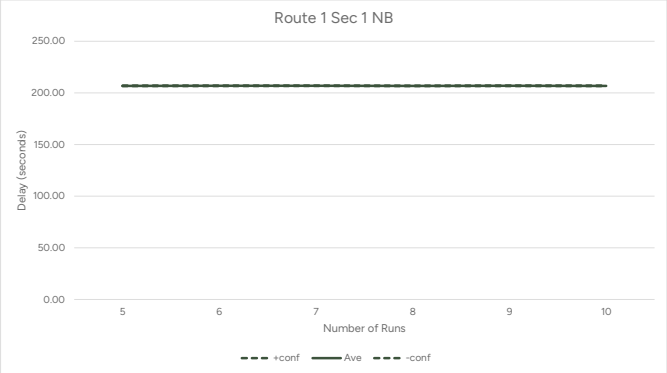
	Route 1 Sec 3 NB							
Run	5	6	7	8	9	10		
Ave	166.64	162.96	159.56	156.39	153.45	150.70		
-conf	154.07	150.51	147.25	144.25	141.48	138.91		
+conf	179.21	175.41	171.86	168.53	165.42	162.49		
Margin	12.57	12.45	12.30	12.14	11.97	11.79		
	7.55%	7.64%	7.71%	7.76%	7.80%	7.82%		

	Route 1 Sec 4 NB							
Run	5	6	7	8	9	10		
Ave	143.60	142.42	141.30	140.24	139.23	138.28		
-conf	132.78	131.85	130.99	130.16	129.39	128.65		
+conf	154.42	152.98	151.61	150.31	149.07	147.90		
Margin	10.82	10.56	10.31	10.07	9.84	9.63		
	7.54%	7.42%	7.30%	7.18%	7.07%	6.96%		

	Route 1 Sec 5 NB							
Run	5	6	7	8	9	10		
Ave	127.36	125.46	123.64	121.90	120.22	118.62		
-conf	117.73	115.91	114.18	112.52	110.94	109.42		
+conf	136.98	135.00	133.10	131.27	129.51	127.82		
Margin	9.62	9.54	9.46	9.37	9.29	9.20		
	7.56%	7.61%	7.65%	7.69%	7.72%	7.75%		

	Route 1 Sec 6 NB							
Run	5	6	7	8	9	10		
Ave	120.69	121.07	121.42	121.76	122.10	122.42		
-conf	112.10	112.61	113.09	113.55	114.02	114.45		
+conf	129.28	129.53	129.75	129.96	130.18	130.38		
Margin	8.59	8.46	8.33	8.20	8.08	7.96		
	7.12%	6.99%	6.86%	6.74%	6.62%	6.51%		

	Route 1 Sec 7 NB							
Run	5	6	7	8	9	10		
Ave	142.65	147.24	150.03	153.72	155.80	159.90		
-conf	131.34	135.28	137.94	141.29	143.37	147.04		
+conf	153.95	159.20	162.12	166.15	168.23	172.76		
Margin	11.31	11.96	12.09	12.43	12.43	12.86		
	7.93%	8.12%	8.06%	8.09%	7.98%	8.05%		



PM
17:00:00

Route 1 Sec 1 SB
Route 1 Sec 2 SB
Route 1 Sec 3 SB
Route 1 Sec 4 SB
Route 1 Sec 5 SB
Route 1 Sec 6 SB
Route 1 Sec 7 SB

	Route 1 Sec 1 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	242.00							
2	242.00							
3	244.00							
4	239.00							
5	244.00	242.20	2.05	5	0.95	0.87	243.07	245.12
6	241.00	242.00	1.90	6	0.95	0.74	242.74	244.63
7	243.00	242.14	1.77	7	0.95	0.64	242.78	244.55
8	238.00	241.63	2.20	8	0.95	0.74	242.36	244.56
9	238.00	241.22	2.39	9	0.95	0.76	241.98	244.36
10	239.00	241.00	2.36	10	0.95	0.71	241.71	244.07

	Route 1 Sec 2 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	171.00							
2	171.00							
3	171.00							
4	171.00							
5	172.00	217.73	63.63	15	0.95	15.61	233.34	296.97
6	171.00	214.81	62.13	16	0.95	14.76	229.57	291.70
7	172.00	212.29	60.70	17	0.95	13.98	226.28	286.98
8	171.00	210.00	59.37	18	0.95	13.29	223.29	282.67
9	171.00	207.95	58.13	19	0.95	12.67	220.62	278.74
10	171.00	206.10	56.95	20	0.95	12.10	218.20	275.15

	Route 1 Sec 3 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	66.00							
2	66.00							
3	66.00							
4	65.00							
5	65.00	178.00	78.95	25	0.95	15.00	193.00	271.95
6	66.00	173.69	79.69	26	0.95	14.85	188.54	268.23
7	65.00	169.67	80.27	27	0.95	14.68	184.34	264.61
8	65.00	165.93	80.68	28	0.95	14.48	180.41	261.09
9	65.00	162.45	80.95	29	0.95	14.28	176.73	257.68
10	66.00	159.23	81.07	30	0.95	14.06	173.29	254.36

	Route 1 Sec 4 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	92.00							
2	92.00							
3	92.00							
4	92.00							
5	92.00	149.63	80.11	35	0.95	12.86	162.49	242.60
6	92.00	148.03	79.39	36	0.95	12.57	160.60	239.98
7	92.00	146.51	78.68	37	0.95	12.29	158.80	237.48
8	92.00	145.08	77.99	38	0.95	12.02	157.10	235.08
9	92.00	143.72	77.31	39	0.95	11.76	155.48	232.79
10	92.00	142.43	76.64	40	0.95	11.51	153.94	230.58

	Route 1 Sec 5 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	47.00							
2	47.00							
3	47.00							
4	47.00							
5	47.00	131.82	78.32	45	0.95	11.09	142.91	221.23
6	48.00	130.00	78.20	46	0.95	10.95	140.95	219.15
7	47.00	128.23	78.08	47	0.95	10.82	139.05	217.13
8	47.00	126.54	77.94	48	0.95	10.69	137.23	215.16
9	47.00	124.92	77.78	49	0.95	10.56	135.47	213.25
10	47.00	123.36	77.60	50	0.95	10.43	133.79	211.39

	Route 1 Sec 6 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	120.00							
2	121.00							
3	121.00							
4	121.00							
5	120.00	123.11	75.05	55	0.95	9.61	132.72	207.77
6	121.00	123.07	74.43	56	0.95	9.45	132.52	206.95
7	121.00	123.04	73.82	57	0.95	9.29	132.32	206.15
8	121.00	123.00	73.23	58	0.95	9.13	132.13	205.37
9	121.00	122.97	72.65	59	0.95	8.99	131.95	204.61
10	121.00	122.93	72.09	60	0.95	8.84	131.77	203.87

	Route 1 Sec 7 SB	Average	Std Dev	Sample	Conf coef	Margin of error	+conf	-conf
1	244.00							
2	243.00							
3	244.00							
4	244.00							
5	244.00	132.23	78.04	65	0.95	9.20	141.43	219.47
6	244.00	133.92	78.83	66	0.95	9.22	143.14	221.98
7	244.00	135.57	79.56	67	0.95	9.23	144.80	224.36
8	244.00	137.16	80.23	68	0.95	9.24	146.40	226.63
9	245.00	138.72	80.86	69	0.95	9.25	147.97	228.83
10	244.00	140.23	81.42	70	0.95	9.24	149.47	230.89

	Route 1 Sec 1 SB							
Run	5	6	7	8	9	10		
Ave	242.20	242.00	242.14	241.63	241.22	241.00		
-conf	241.33	241.26	241.51	240.89	240.47	240.29		
+conf	243.07	242.74	242.78	242.36	241.98	241.71		
Margin	0.87	0.74	0.64	0.74	0.76	0.71		
	0.36%	0.30%	0.26%	0.31%	0.31%	0.29%		

	Route 1 Sec 2 SB							
Run	5	6	7	8	9	10		
Ave	217.73	214.81	212.29	210.00	207.95	206.10		
-conf	202.13	200.06	198.31	196.71	195.28	194.00		
+conf	233.34	229.57	226.28	223.29	220.62	218.20		
Margin	15.61	14.76	13.98	13.29	12.67	12.10		
	7.17%	6.87%	6.59%	6.33%	6.09%	5.87%		

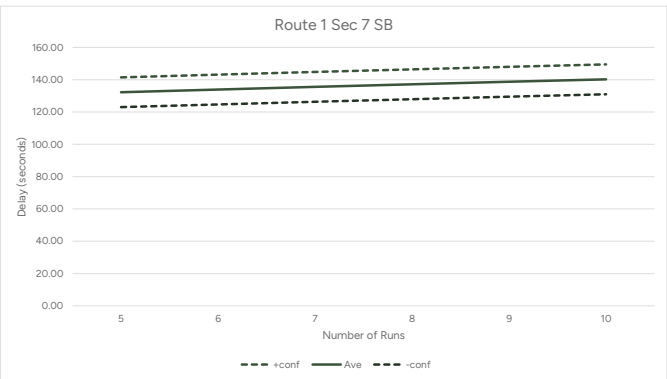
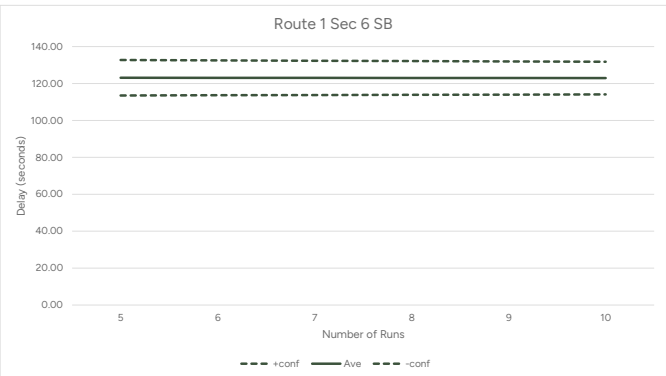
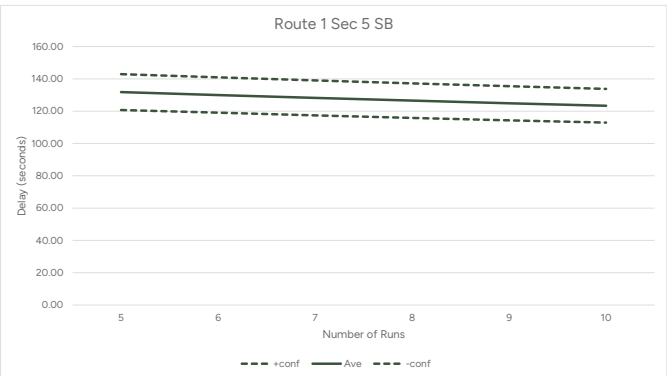
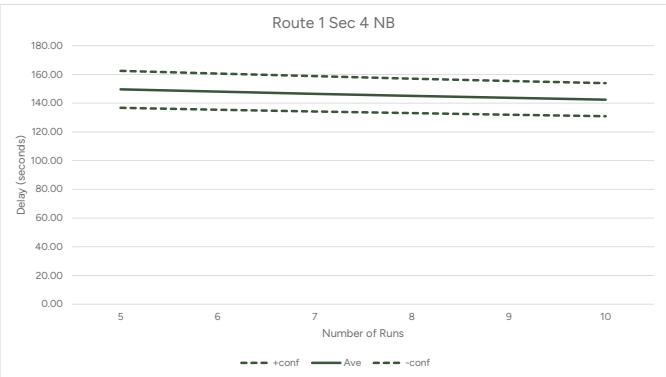
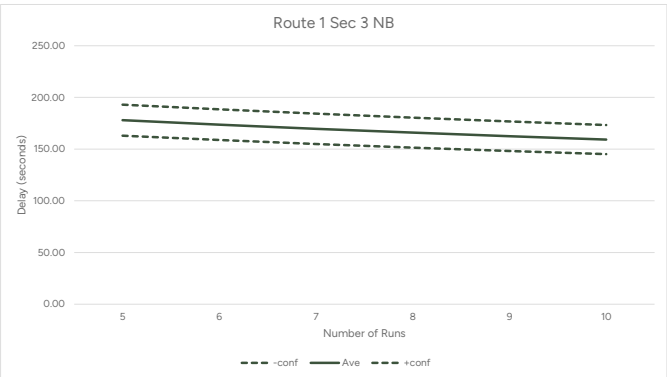
	Route 1 Sec 3 SB							
Run	5	6	7	8	9	10		
Ave	178.00	173.69	169.67	165.93	162.45	159.23		
-conf	163.00	158.85	154.99	151.44	148.17	145.17		
+conf	193.00	188.54	184.34	180.41	176.73	173.29		
Margin	15.00	14.85	14.68	14.48	14.28	14.06		
	8.43%	8.55%	8.65%	8.73%	8.79%	8.83%		

	Route 1 Sec 4 SB							
Run	5	6	7	8	9	10		
Ave	149.63	148.03	146.51	145.08	143.72	142.43		
-conf	136.76	135.46	134.23	133.06	131.96	130.91		
+conf	162.49	160.60	158.80	157.10	155.48	153.94		
Margin	12.86	12.57	12.29	12.02	11.76	11.51		
	8.60%	8.49%	8.39%	8.28%	8.18%	8.08%		

	Route 1 Sec 5 SB							
Run	5	6	7	8	9	10		
Ave	131.82	130.00	128.23	126.54	124.92	123.36		
-conf	120.73	119.05	117.41	115.85	114.36	112.93		
+conf	142.91	140.95	139.05	137.23	135.47	133.79		
Margin	11.09	10.95	10.82	10.69	10.56	10.43		
	8.41%	8.43%	8.44%	8.45%	8.45%	8.45%		

	Route 1 Sec 6 SB							
Run	5	6	7	8	9	10		
Ave	123.11	123.07	123.04	123.00	122.97	122.93		
-conf	113.50	113.62	113.75	113.87	113.98	114.09		
+conf	132.72	132.52	132.32	132.13	131.95	131.77		
Margin	9.61	9.45	9.29	9.13	8.99	8.84		
	7.81%	7.68%	7.55%	7.43%	7.31%	7.19%		

	Route 1 Sec 7 SB							
Run	5	6	7	8	9	10		
Ave	132.23	133.92	135.57	137.16	138.72	140.23		
-conf	123.03	124.71	126.33	127.92	129.48	130.98		
+conf	141.43	143.14	144.80	146.40	147.97	149.47		
Margin	9.20	9.22	9.23	9.24	9.25	9.24		
	6.95%	6.88%	6.81%	6.74%	6.67%	6.59%		

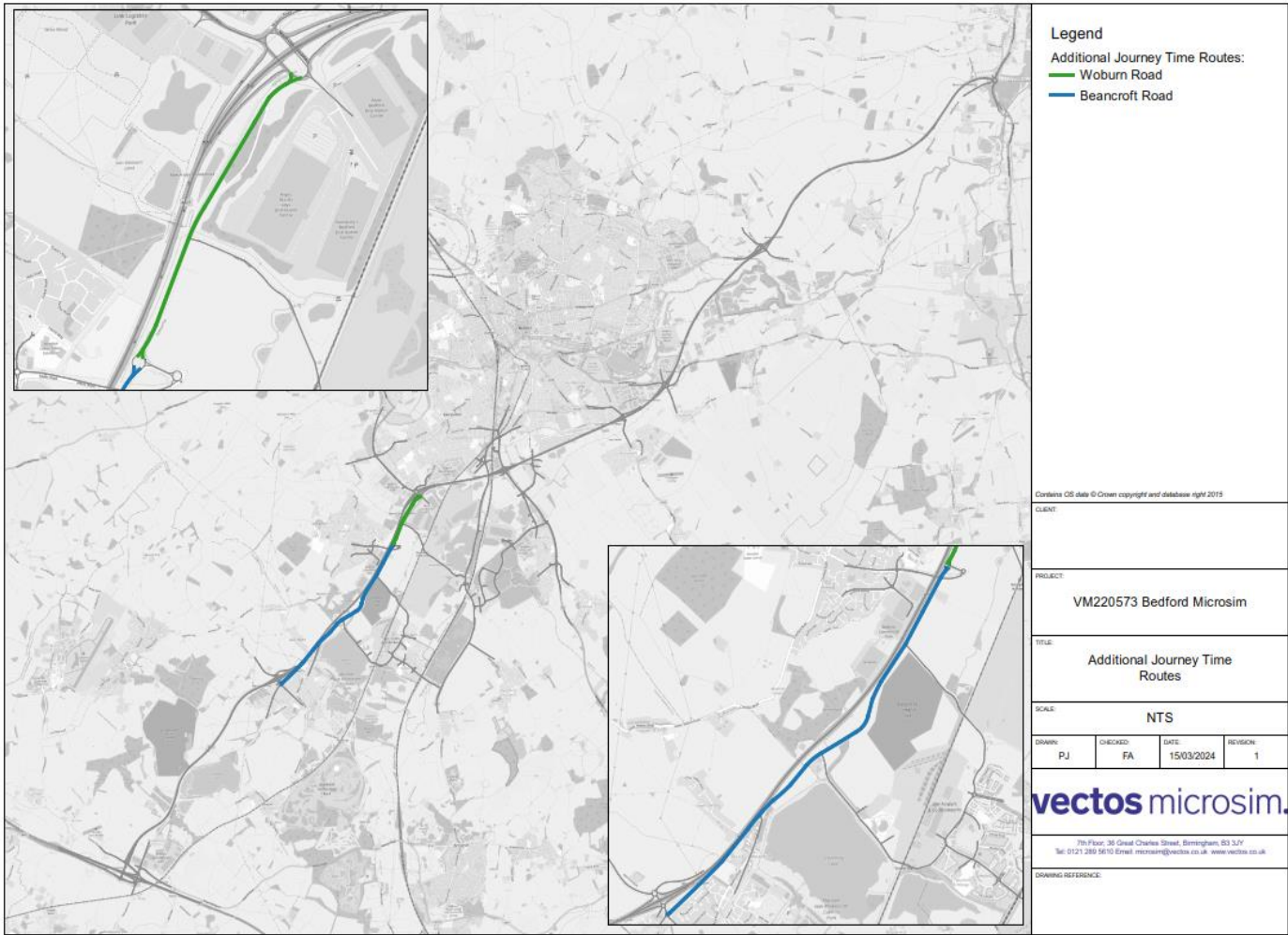


Appendix J

Additional Validation Test

Journey Time Calculation:	Mean
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Weekday Validation																						
Name	Route	Section	Direction	Route Length (m)				07:00:00					08:00:00					09:00:00				
								Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation
Woburn Road	5	1	NB	1213	1226	13	1%	93	246	153	165%	Fail	104	356	252	242%	Fail	89	159	70	78%	Fail
Woburn Road	5	1	SB	1230	1241	12	1%	74	51	-22	-30%	Pass	76	57	-19	-25%	Pass	80	53	-28	-34%	Pass
Beancroft Road	6	1	NB	4133	4143	10	0%	208	174	-34	-16%	Pass	225	180	-45	-20%	Pass	209	173	-35	-17%	Pass
Beancroft Road	6	1	SB	4133	4149	16	0%	210	175	-35	-17%	Pass	222	179	-43	-19%	Pass	207	172	-34	-17%	Pass



Journey Time Calculation:	Mean
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Weekday Validation																																											
Name	Route	Section	Direction	Route Length (m)				10:00:00						11:00:00						12:00:00						13:00:00						14:00:00						15:00:00					
								Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation						
Woburn Road	5	1	NB	1213	1226	13	1%	92	85	-7	-8%	Pass	92	94	3	3%	Pass	92	108	17	18%	Pass	89	85	-4	-4%	Pass	90	86	-4	-5%	Pass	96	118	22	23%	Pass						
Woburn Road	5	1	SB	1230	1241	12	1%	78	51	-27	-35%	Pass	82	52	-30	-37%	Fail	81	53	-28	-35%	Pass	78	52	-25	-33%	Pass	83	54	-29	-35%	Pass	89	58	-31	-35%	Fail						
Beancroft Road	6	1	NB	4133	4143	10	0%	208	172	-36	-17%	Pass	212	173	-39	-18%	Pass	208	173	-35	-17%	Pass	206	172	-34	-16%	Pass	207	172	-34	-17%	Pass	213	175	-37	-18%	Pass						
Beancroft Road	6	1	SB	4133	4149	16	0%	209	171	-38	-18%	Pass	209	171	-38	-18%	Pass	208	172	-36	-17%	Pass	207	171	-36	-17%	Pass	208	172	-36	-17%	Pass	214	174	-41	-19%	Pass						

Journey Time Calculation:

Mean

Weekday Validation																																							
Name	Route	Section	Direction	Route Length (m)				16:00:00												17:00:00				18:00:00				19:00:00				20:00:00				21:00:00			
								Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation		
				Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation						
Woburn Road	5	1	NB	1213	1226	13	1%	103	118	15	15%	Pass	99	146	47	47%	Fail	88	89	0	1%	Pass	83	83	0	0%	Pass	83	78	-5	-6%	Pass	88	80	-8	-9%	Pass		
Woburn Road	5	1	SB	1230	1241	12	1%	87	64	-23	-27%	Pass	85	79	-5	-6%	Pass	82	60	-22	-27%	Pass	75	53	-22	-29%	Pass	73	51	-22	-30%	Pass	72	51	-21	-29%	Pass		
Beancroft Road	6	1	NB	4133	4143	10	0%	204	179	-26	-13%	Pass	203	181	-23	-11%	Pass	207	175	-32	-15%	Pass	206	173	-33	-16%	Pass	207	170	-37	-18%	Pass	220	171	-48	-22%	Pass		
Beancroft Road	6	1	SB	4133	4149	16	0%	209	174	-35	-17%	Pass	210	176	-34	-16%	Pass	210	172	-38	-18%	Pass	206	170	-36	-17%	Pass	208	169	-39	-19%	Pass	207	168	-39	-19%	Pass		

Journey Time Calculation:	Mean
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JT Validation																						
Name	Route	Section	Direction	Route Length (m)				07:00:00					08:00:00					09:00:00				
								Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation
Woburn Road	5	1	NB	1213	1226	13	1%	71	76	5	7%	Pass	77	79	3	3%	Pass	77	89	12	15%	Pass
Woburn Road	5	1	SB	1230	1241	12	1%	66	48	-18	-27%	Pass	66	49	-17	-26%	Pass	70	50	-19	-28%	Pass
Beancroft Road	6	1	NB	4133	4143	10	0%	199	169	-30	-15%	Pass	189	170	-20	-10%	Pass	197	172	-25	-13%	Pass
Beancroft Road	6	1	SB	4133	4149	16	0%	189	168	-22	-11%	Pass	194	169	-24	-13%	Pass	195	171	-24	-12%	Pass

Journey Time Calculation:	Mean
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JT Validation																																						
Name	Route	Section	Direction	Route Length (m)																																		
								10:00:00					11:00:00					12:00:00					13:00:00					14:00:00					15:00:00					
				Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation					
Woburn Road	5	1	NB	1213	1226	13	1%	Pass	81	103	23	28%	Pass	81	94	12	15%	Pass	83	93	10	12%	Pass	83	95	11	13%	Pass	81	97	16	20%	Pass	81	86	5	6%	Pass
Woburn Road	5	1	SB	1230	1241	12	1%	Pass	69	51	-18	-26%	Pass	69	52	-17	-25%	Pass	69	54	-16	-23%	Pass	70	54	-17	-24%	Pass	70	52	-17	-25%	Pass	70	53	-17	-25%	Pass
Beancroft Road	6	1	NB	4133	4143	10	0%	Pass	203	173	-30	-15%	Pass	201	173	-29	-14%	Pass	200	173	-27	-13%	Pass	205	173	-32	-16%	Pass	204	172	-32	-16%	Pass	199	172	-27	-13%	Pass
Beancroft Road	6	1	SB	4133	4149	16	0%	Pass	200	170	-30	-15%	Pass	200	171	-29	-14%	Pass	202	172	-30	-15%	Pass	204	171	-33	-16%	Pass	200	171	-29	-15%	Pass	202	170	-32	-16%	Pass

Journey Time Calculation:	Mean
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JT Validation																																							
Name	Route	Section	Direction	Route Length (m)																																			
								16:00:00						17:00:00						18:00:00						19:00:00						20:00:00						21:00:00	
				Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation	Obs	Mod	Diff	Diff (%)	Validation						
Woburn Road	5	1	NB	1213	1226	13	1%	78	83	5	7%	Pass	80	86	5	7%	Pass	80	81	1	1%	Pass	80	81	1	1%	Pass	76	78	1	2%	Pass							
Woburn Road	5	1	SB	1230	1241	12	1%	69	53	-16	-23%	Pass	68	53	-15	-23%	Pass	71	52	-19	-26%	Pass	69	51	-18	-27%	Pass	67	49	-18	-27%	Pass							
Beancroft Road	6	1	NB	4133	4143	10	0%	199	172	-27	-13%	Pass	200	172	-28	-14%	Pass	202	172	-30	-15%	Pass	205	171	-34	-17%	Pass	198	170	-28	-14%	Pass							
Beancroft Road	6	1	SB	4133	4149	16	0%	198	171	-27	-14%	Pass	196	170	-26	-13%	Pass	203	170	-32	-16%	Pass	204	169	-35	-17%	Pass	200	168	-33	-16%	Pass							

Appendix K

Hit Rate Sample for Routes

Journey Time Calculation:	Hit
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Weekday Hit Rate																					
Route	Section	Direction																			
			07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	MIN	MAX	AVE	
Route 1	Sec 1	NB	9,568	9,719	7,395	6,182	6,352	6,922	7,361	7,968	9,024	10,263	10,976	8,767	5,608	3,958	3,062	3,062	10,976	7,542	
Route 1	Sec 1	SB	11,322	10,568	8,503	7,297	6,679	6,598	6,421	6,406	6,984	8,436	8,594	6,050	3,627	2,639	2,432	2,432	11,322	6,837	
Route 1	Sec 2	NB	10,971	11,459	8,566	6,928	7,001	7,542	7,984	8,622	9,803	11,494	12,138	9,633	5,885	3,802	2,339	2,339	12,138	8,278	
Route 1	Sec 2	SB	12,843	12,207	9,765	8,316	7,803	7,858	7,550	7,705	8,439	10,326	10,168	6,984	4,367	2,914	2,406	2,406	12,843	7,977	
Route 1	Sec 3	NB	11,585	12,597	9,084	7,307	7,423	7,854	8,247	8,708	10,369	12,119	12,817	9,519	5,726	3,791	2,760	2,760	12,817	8,660	
Route 1	Sec 3	SB	12,370	12,649	9,241	8,023	7,592	7,702	7,406	7,689	8,683	10,762	10,444	7,270	4,528	2,904	2,331	2,331	12,649	7,973	
Route 1	Sec 4	NB	10,762	11,255	8,183	6,635	6,734	7,161	7,646	8,052	9,502	11,130	11,402	8,396	4,734	3,139	2,378	2,378	11,402	7,807	
Route 1	Sec 4	SB	11,751	12,641	9,036	7,840	7,310	7,408	7,268	7,570	8,572	11,059	10,837	7,379	4,360	2,646	2,150	2,150	12,641	7,855	
Route 1	Sec 5	NB	7,676	7,903	6,131	5,149	5,244	5,519	5,834	6,264	7,193	8,328	8,317	6,211	3,543	2,344	1,825	1,825	8,328	5,832	
Route 1	Sec 5	SB	9,593	9,903	7,493	6,601	6,048	6,083	5,997	6,145	6,859	8,077	8,328	5,983	3,457	2,121	1,665	1,665	9,903	6,290	
Route 1	Sec 6	NB	7,122	7,398	5,984	5,163	5,244	5,500	5,828	6,296	7,182	8,346	8,313	6,086	3,564	2,376	1,880	1,880	8,346	5,752	
Route 1	Sec 6	SB	9,128	9,592	7,296	6,334	5,703	5,773	5,704	5,724	6,452	7,211	7,384	5,474	3,357	2,093	1,548	1,548	9,592	5,918	
Route 1	Sec 7	NB	6,661	6,470	5,885	5,073	5,128	5,406	5,538	5,921	6,491	6,804	6,386	5,233	3,358	2,368	1,953	1,953	6,804	5,245	
Route 1	Sec 7	SB	8,006	8,229	6,886	5,929	5,302	5,303	5,169	5,305	5,926	6,559	6,861	5,201	3,192	1,942	1,408	1,408	8,229	5,414	
Route 1	All Sections	NB	9,192	9,543	7,318	6,062	6,161	6,558	6,920	7,404	8,509	9,783	10,050	7,692	4,631	3,111	2,314	2,314	10,050	7,017	
Route 1	All Sections	SB	10,716	10,827	8,317	7,191	6,634	6,675	6,502	6,649	7,416	8,919	8,945	6,334	3,841	2,466	1,991	1,991	10,827	6,895	
Route 2	1	NB	3,021	3,705	2,505	2,031	2,267	2,366	2,506	2,777	3,170	3,343	3,417	3,267	2,053	1,259	965	965	3,705	2,577	
Route 2	1	SB	3,924	3,853	2,875	2,294	2,423	2,363	2,436	2,462	3,048	3,401	3,312	2,408	1,496	1,060	814	814	3,924	2,545	
Route 3	1	NB	3,698	4,275	2,843	2,178	2,282	2,543	2,471	2,501	3,231	3,548	3,577	2,918	1,899	1,193	1,003	1,003	4,275	2,677	
Route 3	1	SB	3,144	3,788	2,389	2,044	2,038	2,227	2,423	2,402	2,815	3,789	4,010	3,041	2,015	1,466	1,372	1,372	4,010	2,598	
Route 4	1	NB	1,342	1,525	1,132	1,015	1,025	1,061	1,067	959	1,175	1,260	1,508	1,162	857	481	388	388	1,525	1,064	
Route 4	1	SB	1,081	1,151	858	872	948	1,062	1,064	1,030	1,204	1,431	1,414	1,204	925	629	532	532	1,431	1,027	

Weekday Hit Rate																					
Junction No.	Junction Description	Slip Type	Direction																		
				07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	21:00:00	21:00:00	21:00:00
1	M1 J13	Off-Slip	EB	4,584	4,569	3,469	2,741	2,754	2,769	3,111	3,432	3,939	4,586	4,333	3,441	2,026	1,413	1,225	1,225	4,586	3,226
1	M1 J13	Off-Slip	WB	7,048	7,382	6,034	5,131	5,133	5,323	5,750	5,751	6,327	6,977	7,400	6,877	5,024	3,463	2,675	2,675	7,400	5,753
2	A421/Salford Road	Off-slip	SB	5,673	5,309	4,692	4,007	3,758	3,753	3,823	3,756	4,182	4,031	3,343	2,889	2,126	958	208	208	5,673	3,501
3	Marston Junction	Off-slip	NB	710	837	732	648	703	737	787	898	1,041	1,206	1,622	1,311	753	681	1,025	648	1,622	913
3	Marston Junction	Off-slip	SB	1,385	1,900	845	677	772	902	779	814	1,011	1,434	1,520	958	591	370	361	361	1,900	955
4	Marsh Leys Roundabout	Off-slip	NB	2,175	2,331	1,711	1,395	1,454	1,508	1,618	1,785	1,896	2,191	2,360	2,288	1,396	893	589	589	2,360	1,706
4	Marsh Leys Roundabout	Off-slip	SB	2,742	3,843	2,036	1,793	1,899	2,092	2,155	2,278	2,849	3,572	3,349	2,422	1,650	1,059	799	799	3,843	2,302
5	Elstow Roundabout	Off-slip	NB	2,897	4,057	2,820	2,237	2,280	2,357	2,295	2,385	2,942	3,338	3,860	3,046	2,141	1,398	1,042	1,042	4,057	2,606
5	Elstow Roundabout	Off-slip	SB	1,785	2,593	1,632	1,363	1,373	1,433	1,543	1,608	1,724	2,367	2,382	1,741	1,013	665	575	575	2,593	1,586
6	A600/Wallis Way Junction	Off-slip	NB	2,371	2,684	1,796	1,274	1,303	1,414	1,510	1,600	2,063	2,506	2,801	2,084	1,188	750	518	518	2,801	1,724
7	Cardington Cross	Off-slip	NB	2,071	2,289	1,290	872	887	1,011	1,102	1,017	1,115	1,429	1,508	1,126	531	349	282	282	2,289	1,125
7	Cardington Cross	Off-slip	SB	1,095	1,528	959	701	635	673	763	689	776	901	943	629	495	280	234	234	1,528	753
8	Renhold Interchange	Off-slip	NB	1,770	2,361	1,376	1,199	1,237	1,272	1,423	1,563	1,864	2,842	3,032	1,938	961	565	412	412	3,032	1,587
8	Renhold Interchange	Off-slip	SB	1,168	1,419	1,197	953	910	874	914	936	1,023	1,270	1,497	1,305	815	428	323	323	1,497	1,002
																			0	0	#DIV/0!
1	M1 J13	On-slip	EB	7,166	6,758	6,013	5,200	4,826	5,000	5,040	5,069	5,558	5,764	6,098	4,741	3,068	2,415	454	454	7,166	4,878
1	M1 J13	On-slip	WB	5,013	5,966	3,526	3,163	2,927	2,932	2,987	3,098	3,324	3,917	3,806	2,511	1,517	1,018	1,045	1,018	5,966	3,116
2	A421/Salford Road	On-slip	NB	4,079	4,406	3,266	2,569	2,712	2,676	2,861	3,216	3,894	4,810	5,208	3,671	1,787	523	181	181	5,208	3,057
3	Marston Junction	On-slip	NB	1,293	1,256	863	738	707	738	719	774	944	1,175	1,388	858	540	346	278	278	1,388	841
3	Marston Junction	On-slip	SB	1,801	1,511	984	827	821	809	782	717	880	889	801	551	418	277	345	277	1,801	828
4	Marsh Leys Roundabout	On-slip	NB	3,459	4,004	2,464	2,022	2,140	2,184	2,200	2,211	2,948	3,222	3,495	2,283	1,384	992	1,146	992	4,004	2,410
4	Marsh Leys Roundabout	On-slip	SB	2,263	1,803	1,605	1,319	1,286	1,432	1,327	1,438	1,581	1,947	1,836	1,096	769	556	490	490	2,263	1,383
5	Elstow Roundabout	On-slip	NB	1,952	2,223	1,567	1,316	1,403	1,492	1,532	1,570	1,880	2,112	2,107	1,586	915	620	515	515	2,223	1,519
5	Elstow Roundabout	On-slip	SB	3,431	3,744	2,484	2,187	2,333	2,492	2,512	2,546	2,812	3,088	2,968	2,347	1,740	1,305	1,063	1,063	3,744	2,470
6	A600/Wallis Way Junction	On-slip	SB	1,966	2,356	1,305	1,080	1,073	1,144	1,126	1,247	1,495	2,690	2,174	1,119	798	484	423	423	2,690	1,365
7	Cardington Cross	On-slip	NB	758	990	659	641	629	682	778	770	870	1,121	1,190	555	382	298	254	254	1,190	705
7	Cardington Cross	On-slip	SB	1,840	2,000	1,169	1,014	1,108	1,120	1,180	1,231	1,419	2,023	2,084	1,184	574	307	307	307	2,084	1,241
8	Renhold Interchange	On-slip	NB	1,092	1,071	963	836	888	882	889	912	895	912	782	739	544	389	365	365	1,092	811
8	Renhold Interchange	On-slip	SB	2,289	2,589	1,403	1,168	1,178	1,271	1,355	1,237	1,521	1,740	1,777	1,236	774	513	406	406	2,589	1,364

Journey Time Calculation:	Hit
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Saturday Hit Rate																							
Route	Section	Direction																	MIN	MAX	AVE		
			07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00						
Route 1	Sec 1	NB	777	1,383	1,440	1,508	1,725	1,940	2,052	1,819	1,956	1,999	2,075	1,787	1,393	1,051	923	777	2,075	1,588			
Route 1	Sec 1	SB	785	1,438	1,992	2,233	2,310	2,431	2,257	1,779	1,499	1,516	1,570	1,236	862	622	563	563	2,431	1,539			
Route 1	Sec 2	NB	852	1,497	1,608	1,657	1,847	2,041	2,275	2,036	2,066	2,130	2,204	1,896	1,440	1,087	914	852	2,275	1,703			
Route 1	Sec 2	SB	932	1,607	2,177	2,395	2,498	2,612	2,412	1,917	1,709	1,753	1,799	1,382	1,026	727	700	700	2,612	1,710			
Route 1	Sec 3	NB	823	1,490	1,748	1,815	2,004	2,217	2,376	2,177	2,085	2,038	2,168	1,817	1,379	1,017	808	808	2,376	1,731			
Route 1	Sec 3	SB	801	1,412	1,922	2,182	2,380	2,501	2,345	1,916	1,694	1,695	1,763	1,304	950	752	684	684	2,501	1,620			
Route 1	Sec 4	NB	757	1,245	1,623	1,660	1,918	2,006	2,174	1,930	1,857	1,800	1,925	1,567	1,103	800	647	647	2,174	1,534			
Route 1	Sec 4	SB	750	1,299	1,808	2,127	2,309	2,547	2,380	1,925	1,679	1,607	1,716	1,246	837	670	635	635	2,547	1,569			
Route 1	Sec 5	NB	654	979	1,269	1,268	1,502	1,512	1,651	1,459	1,415	1,370	1,484	1,209	838	616	482	482	1,651	1,180			
Route 1	Sec 5	SB	637	1,068	1,521	1,782	1,860	2,046	1,933	1,512	1,343	1,259	1,375	1,011	649	528	414	414	2,046	1,262			
Route 1	Sec 6	NB	656	953	1,247	1,276	1,502	1,523	1,632	1,447	1,410	1,368	1,454	1,199	820	595	490	490	1,632	1,172			
Route 1	Sec 6	SB	603	995	1,460	1,696	1,730	1,882	1,710	1,437	1,241	1,193	1,311	953	626	532	401	401	1,882	1,185			
Route 1	Sec 7	NB	645	911	1,208	1,293	1,446	1,447	1,536	1,354	1,373	1,338	1,409	1,178	789	577	499	499	1,536	1,134			
Route 1	Sec 7	SB	551	899	1,362	1,533	1,570	1,635	1,517	1,266	1,149	1,118	1,213	921	639	501	376	376	1,635	1,083			
Route 1	All Sections	NB	738	1,208	1,449	1,497	1,706	1,812	1,957	1,746	1,737	1,720	1,817	1,522	1,109	820	680	680	1,957	1,435			
Route 1	All Sections	SB	723	1,245	1,749	1,993	2,094	2,236	2,079	1,679	1,473	1,449	1,535	1,150	798	619	539	539	2,236	1,424			
Route 2	1	NB	194	518	637	697	793	876	930	766	709	707	665	571	485	350	268	194	930	611			
Route 2	1	SB	256	509	709	799	875	940	935	720	664	639	634	500	419	232	201	201	940	602			
Route 3	1	NB	280	520	649	689	834	840	854	708	595	602	553	486	398	308	285	280	854	573			
Route 3	1	SB	224	448	492	590	753	853	839	744	633	662	680	537	445	322	262	224	853	566			
Route 4	1	NB	79	205	262	292	366	357	361	344	268	236	225	217	163	107	74	74	366	237			
Route 4	1	SB	74	154	189	234	277	321	317	298	280	288	290	239	167	140	102	74	321	225			

Saturday Hit Rate																						
Junction No.	Junction Description	Slip Type	Direction																	21:00:00	21:00:00	21:00:00
				07:00:00	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00				
1	M1 J13	Off-Slip	EB	243	384	553	672	806	825	953	814	830	858	1,091	757	599	367	317	243	1,091	671	
1	M1 J13	Off-Slip	WB	654	1,080	1,222	1,192	1,314	1,429	1,562	1,331	1,344	1,354	1,353	1,242	1,062	846	808	654	1,562	1,186	
2	A421/Salford Road	Off-slip	SB	638	875	994	980	1,015	1,017	919	709	746	869	859	673	479	363	335	335	1,017	765	
3	Marston Junction	Off-slip	NB	51	130	156	175	209	268	223	219	219	227	268	251	172	121	119	51	268	187	
3	Marston Junction	Off-slip	SB	61	140	152	190	214	221	250	211	183	192	176	123	173	86	87	61	250	164	
4	Marsh Leys Roundabout	Off-slip	NB	170	350	375	381	443	470	532	459	450	479	461	431	344	242	228	170	532	388	
4	Marsh Leys Roundabout	Off-slip	SB	113	269	358	448	606	669	692	588	501	502	529	412	325	267	227	113	692	434	
5	Elstow Roundabout	Off-slip	NB	252	525	526	571	652	760	745	745	667	630	585	557	495	373	286	252	760	558	
5	Elstow Roundabout	Off-slip	SB	135	244	300	378	433	561	531	442	388	373	368	276	206	133	191	133	561	330	
6	A600/Wallis Way Junction	Off-slip	NB	97	221	314	352	386	443	464	426	402	396	371	326	234	165	166	97	464	317	
7	Cardington Cross	Off-slip	NB	67	169	189	222	246	264	304	253	227	229	208	215	119	125	67	67	304	193	
7	Cardington Cross	Off-slip	SB	60	96	143	169	172	205	175	196	142	152	153	102	88	88	63	60	205	134	
8	Renhold Interchange	Off-slip	NB	119	221	273	303	372	457	499	388	339	299	293	243	158	126	92	92	499	279	
8	Renhold Interchange	Off-slip	SB	80	143	225	220	238	289	308	286	215	206	251	212	174	103	78	78	308	202	
																			0	0	#DIV/0!	
1	M1 J13	On-slip	EB	849	1,123	1,267	1,285	1,386	1,350	1,207	1,067	1,133	1,309	1,241	1,023	791	645	564	564	1,386	1,083	
1	M1 J13	On-slip	WB	328	623	732	958	1,110	1,039	964	814	619	597	586	461	362	254	224	224	1,110	644	
2	A421/Salford Road	On-slip	NB	245	385	475	535	570	717	776	734	767	752	920	678	512	298	252	245	920	574	
3	Marston Junction	On-slip	NB	70	147	188	231	200	249	248	214	173	189	184	174	81	86	58	58	249	166	
3	Marston Junction	On-slip	SB	137	258	319	318	306	324	322	221	201	216	177	179	125	71	74	71	324	217	
4	Marsh Leys Roundabout	On-slip	NB	188	422	584	612	713	746	753	655	572	480	477	392	326	199	142	142	753	484	
4	Marsh Leys Roundabout	On-slip	SB	193	329	432	433	475	519	441	340	322	344	350	293	232	116	136	116	519	330	
5	Elstow Roundabout	On-slip	NB	163	246	337	349	492	487	483	433	368	364	331	267	170	108	103	103	492	313	
5	Elstow Roundabout	On-slip	SB	247	483	555	633	700	748	712	628	572	657	618	477	448	324	328	247	748	542	
6	A600/Wallis Way Junction	On-slip	SB	92	203	276	300	424	464	393	368	301	324	309	210	156	132	219	92	464	278	
7	Cardington Cross	On-slip	NB	53	90	123	136	181	207	213	182	173	158	129	98	61	65	57	53	213	128	
7	Cardington Cross	On-slip	SB	99	197	244	272	352	397	426	288	255	223	234	165	118	72	83	72	426	228	
8	Renhold Interchange	On-slip	NB	91	148	216	252	279	315	295	235	246	217	217	142	112	85	88	85	315	196	
8	Renhold Interchange	On-slip	SB	131	236	311	369	355	484	409	391	271	268	308	182	136	99	83	83	484	269	

Appendix L

AECOM Email Confirmation

From: Arnold, Philip (London) <Philip.Arnold@aecom.com>
Sent: 21 March 2024 09:34
To: Fae Adiele-Treadaway
Cc: Shah, Jay; Wood, Steven; Yusuf, Anwar; Tang, Kit; Wood, Chris; Thomas Fleetwood; Robert Heywood; Ian Southwell; Marcus Della Croce; Harry Johnston; Paul McKee; Kathryn Allender; Mike Axon; James Edwards
Subject: RE: Project Nectarine - Modelling Agreement Log Response
Attachments: 240320 Project Nectarine_BY Modelling Agreement Log.docx

Hi Fae

Please find an updated BY agreement log attached, with a response to the final two outstanding issues (Ref. 46 and 51). We have labelled these as Amber, so they are considered in the next stage of work.

The BY models are now agreed for this stage of work – this is focussed on the operation of the slip roads to/ from the A421 and immediate area around the development. The BY models are sufficient for forecasting the operation in this area, considering the limitations of the model identified.

As discussed, we have some significant concerns about the base models more generally which weren’t possible to resolve given the time constraints. You have agreed to highlight these issues / limitations and the current position on them in the LMVR, as these issues should be considered when interpreting the base and forecast results and if the model is used in further stages of work.

Further to the above, it would be useful to know when you can send through the with Development Paramics models, as we are looking to review these asap? When you do, please can you provide the calculation spreadsheets/ GIS files used to distribute the trips agreed in the trip forecasting stream of work and how these are referenced to the Paramics model zones. We are hoping you have a zoning shapefile and spreadsheet of demand throughout the day referenced to this.

Regards
Phil

From: Fae Adiele-Treadaway <fae.Adielle-Treadaway@slrconsulting.com>
Sent: Monday, March 18, 2024 3:18 PM
To: Arnold, Philip (London) <Philip.Arnold@aecom.com>; Shah, Jay <Jay.Shah@aecom.com>; Wood, Steven <steven.wood@aecom.com>; Yusuf, Anwar <Anwar.Yusuf@aecom.com>; Tang, Kit <Kit.Tang@aecom.com>
Cc: Thomas Fleetwood <Thomas.Fleetwood@nationalhighways.co.uk>; Robert Heywood <Robert.Heywood@nationalhighways.co.uk>; Ian Southwell <ian.Southwell@slrconsulting.com>; Marcus Della Croce <Marcus.DellaCroce@slrconsulting.com>; Harry Johnston <harry.johnston@slrconsulting.com>; Paul McKee <Paul.McKee@nationalhighways.co.uk>; Kathryn Allender <Kathryn.Allender@nationalhighways.co.uk>; Mike Axon <Mike.Axon@slrconsulting.com>; James Edwards <James.Edwards@slrconsulting.com>
Subject: RE: Project Nectarine - Modelling Agreement Log Response



Hi Phil,

Thank you for confirming.
The 2030 Reference Case is the latest model submitted on the 08/03/2024, the Forecasting methodology for this model is outlined within the Forecasting Report contained within the first link sent on Friday.

We’ll seek to provide the Development models and the high-level results spreadsheet as soon as we can, hopefully within the next day or so.

Many thanks,
Fae

Fae Adiele-Treadaway
Principal Transport Planner - Transport Modelling

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