Appendix D2 Residential Travel Plan



Berkeley St James

MILTON KEYNES EAST

Residential Travel Plan





Berkeley St James

MILTON KEYNES EAST

Residential Travel Plan

FINAL (V1) CONFIDENTIAL

PROJECT NO. 70057521

OUR REF. NO. 70057521-RTP

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1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. WSP has been appointed by Berkeley St James to prepare a Residential Travel Plan (RTP) in support of development of land to the north east of Milton Keynes, (hereinafter referred to as 'Milton Keynes East' or 'MKE').
- 1.1.2. The proposals seek to develop a mixed-use site, providing circa 4,600 new homes, employment and supporting ancillary uses including primary and secondary schools, health care and community facilities. Managing travel demands and encouraging sustainable travel patterns will be essential to supporting local planning, transport and environmental policy objectives.
- 1.1.3. This RTP will provide the framework for achieving this. Developed and applied on a site-wide basis, and covering future phases of development, the RTP will enable investment in sustainable transport measures to be planned, delivered, managed and comprehensively evaluated over time.
- 1.1.4. A Workplace Travel Plan (WTP) covering the employment component of the development proposals has been produced as a separate document. There is also a suite of transportation documents that have been produced in conjunction to this WTP. Some of these documents are referenced throughout this WTP, including: Transport Assessment (TA), TTN3 (Trip Generation), TTN6 (Park & Ride and Mass Rapid Transit), TTN8 (Parking Strategy), TTN9 (Walking and Cycling Strategy) and TTN11 (Public Transport Strategy).

1.2 BACKGROUND

- 1.2.1. MKE has been identified as an allocation for a Strategic Urban Extension (SUE) within the current local plan entitled Plan:MK 2016 2031.
- 1.2.2. The MKE SUE seeks to deliver a mixed-use development of circa 4,600 new homes, employment in the order of 80 hectares and to support ancillary uses including primary and secondary schools, health care and community facilities.
- 1.2.3. The overall MKE site includes parcels, which will be delivered by other parties (i.e. not Berkeley), including Bloor, Segro (Roxhill) and MKC. This Residential Travel Plan relates solely to the development proposed by Berkeley.

1.3 RESIDENTIAL TRAVEL PLAN – AN OVERVIEW

- 1.3.1. This RTP has been prepared in conjunction with the Transport Assessment (TA) for Milton Keynes East and should be read alongside that document.
- 1.3.2. This RTP sets out a multi-modal package of measures to encourage all residents of the new development to adopt sustainable travel behaviour where possible and practical. The measures aim to minimise the number of single occupancy vehicle journeys made to and from Milton Keynes East and to increase travel by sustainable modes including walking, cycling, public transport and ridesharing/ride hailing. Where practicable, measures will be in place prior to occupation, allowing residents to benefit from day one.
- 1.3.3. The RTP also outlines a long-term management strategy with a clear set of objectives and targets.

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- 1.3.4. As a living document it will require monitoring, review and revision over the course of the development construction, where the effectiveness of the measures implemented will be assessed on a regular basis. Responsibility for the implementation of measures and monitoring will lie with the Travel Plan Manager, to be appointed by the developer.
- 1.3.5. This RTP has been prepared in accordance with industry best practice, such as Good Practice Guidelines (DfT 2014), MKC Residential Travel Planning guidance (2018) and Plan:MK 2016-2031 (MKC, 2019). It has also been prepared in line with scoping discussions held with MKC. It was agreed that this RTP will set out to achieve a bronze accreditation status (as a minimum) from Modeshift STARS (The Centre of Excellence for the delivery of Effective of Travel Plans).

TRAVEL PLAN STRUCTURE

- 1.3.6. This RTP is set out in the following sections:
 - Chapter 2 sets out the relevant planning policy context pertaining to the RTP and sustainable development at Milton Keynes East;
 - Chapter 3 details the existing site location and accessibility;
 - Chapter 4 outlines the development proposals;
 - Chapter 5 identifies the RTP vision and objectives;
 - Chapter 6 details the management structure;
 - Chapter 7 sets out the travel planning measures to be applied across the development area;
 - Chapter 8 sets out the delivery and action plan; and
 - Chapter 9 summarises how the RTP will be monitored and reviewed.

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2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. When developing a Travel Plan it is important to consider the policy context in which it will operate, thereby ensuring synergy and compliance with planning, transport, social and environmental policy objectives. Within this chapter specific national and local transport policies relevant to the Milton Keynes East development are summarised. Key themes that relate to managing travel demands and promoting sustainable transport at new development have been identified.
- 2.1.2. Furthermore, national and local guidance on preparing travel plans for new development is summarised to provide context for this RTP.

2.2 NATIONAL POLICY AND GUIDANCE

NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 2.2.1. Adopted in March 2012 and updated in March 2019, the National Planning Policy Framework (NPPF), seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.
- 2.2.2. The National Planning Policy Framework (2019) describes a Travel Plan as "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."
- 2.2.3. Specifically, from a highways and transportation perspective, Chapter 9 (paragraphs 102 to 111) of the NPPF is entitled Promoting Sustainable Transport.
- 2.2.4. In paragraph 104, the NPPF states that "Planning Policies should:
 - support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities, and;
 - provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);"
- 2.2.5. Paragraph 108 outlines the requirements for a development that should be considered during the assessment of the proposals stating that "It should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 2.2.6. Paragraph 111 requires that "...All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."
- 2.2.7. Milton Keynes East and this RTP support the sustainable ethos expressed in the NPPF through both hard and soft features that prioritise active travel and act in favour of sustainable mobility travel options such as ridesharing and ride hailing.

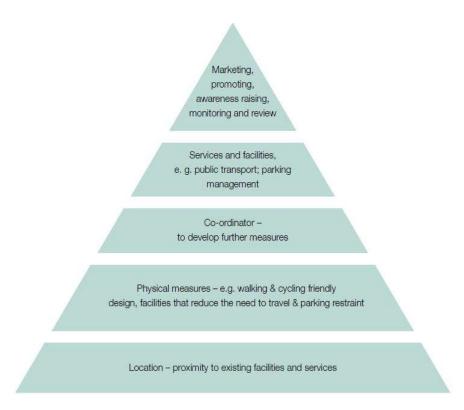
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GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT, 2014)

- 2.2.8. The Department for Transport prepared guidance to assist all stakeholders, in determining when a Travel Plan is required, including how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are cited as important for major new developments in order to:
 - "Support increased choice of travel modes;
 - Promote and achieve access by sustainable modes;
 - Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - Promote a partnership between the authority and the developer in creating and shaping 'place'."
- 2.2.9. The guidance recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, constructed from the ground up, with each new layer building on the last to achieve the desired travel and transport outcomes. This is illustrated in Figure 2-1 below.

Figure 2-1 - Travel Plan Pyramid (Source: DfT, 2014)



2.2.10. The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional measures are then integrated into the design, marketing and operation of the site to promote and actively support sustainable travel patterns. Travel Plans should typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking.

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2.2.11. The guidance also recognises the content of a travel plan should be tailored to the site in question and should address all aspects of life that create a need to travel, to support a reduction in the number of car journeys, particularly single occupancy vehicle trips.

2.3 LOCAL POLICY AND GUIDANCE

MILTON KEYNES RESIDENTIAL TRAVEL PLANNING (2018)

2.3.1. Milton Keynes Council provide residential travel planning guidance on their website, dated May 2018. The guidance states that the overall design of a residential travel plan is to encourage a reduction in car trips:

"A residential travel plan is a package of measures designed to reduce the number and length of car trips generated by a residential development".

- 2.3.2. It also states the importance of residential travel plans in supporting sustainable forms of travel and reducing the overall need to travel.
- 2.3.3. The guidance sets out what is expected from a residential travel plan. These expectations include; hard and soft measures, aims, objectives, targets, an action plan, a travel plan co-ordinator and monitoring.
- 2.3.4. This RTP considers all the above. The objectives of this RTP such as 'to encourage sustainability mobility amongst residents in preference to single occupancy private car travel' (see Chapter 5) align with the design guidance from MKC on residential travel planning.

PLAN:MK 2016-2031 (2019)

- 2.3.5. Plan:MK sets out the Council's vision, strategy and policies for development in the Borough of Milton Keynes for the period up to 2031.
- 2.3.6. Policy SD9 states that proposals for Strategic Urban Extensions should incorporate sustainable transport principles:

"Transport solutions maximise the opportunities provided by smart, shared and sustainable mobility solutions to deliver real alternatives to the private car (e.g. connectivity with existing and forthcoming rail services; rapid transit; driverless vehicles; shared vehicle schemes; coaches and buses)."

2.3.7. This RTP takes into consideration these aspirations around smart, shared and sustainable mobility options and embeds it into the measures presented in Chapter 7.

MOBILITY STRATEGY FOR MILTON KEYNES 2018-2036 (2018)

- 2.3.8. The MK Mobility Strategy sets out the strategic framework for the Milton Keynes Transport system along with a series of interventions needed to achieve the growth ambitions outlined in Plan:MK and support the longer-term growth planned by MK Futures 2050.
- 2.3.9. One of the transport objectives 'Maximise Travel Choices' states the following outcomes will be fundamental in achieving the objective:
 - "Integrated journey planning available on smartphones
 - Making the most of autonomous vehicles
 - Increasing mobility as a service, reducing the need for car ownership"

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- 2.3.10. Similarly, another objective of the strategy is to 'Protect Transport Users and the Environment'. The outcomes for this objective are outlined as follows:
 - "Supporting and encouraging the use of active modes
 - Supporting and encouraging travel patterns which minimise CO2 and other emissions
 - Ensuring the safety of all travellers."
- 2.3.11. The vision and objectives of this RTP are in accordance with the objectives outlined in the MK Mobility Strategy. The measures in this RTP will specifically allow residents to receive journey planning through their smartphones and will encourage the use of active modes and travel patterns that minimise harmful emissions (see Chapter 7).

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EXISITING CONDITIONS AND SITE ACCESSIBILITY 3

- This chapter highlights the Milton Keynes East development location and identifies different transport 3.1.1. and mobility options for accessing the development area.
- A comprehensive review of the existing conditions in the vicinity of the site was undertaken and is 3.1.2. detailed in the accompanying TA.

3.2 SITE LOCATION

3.2.1. The Milton Keynes East development area is bound by the A422 and A509 to the west, agricultural land to the east and north and the M1 Motorway to the south. Figure 2 provides a visual illustration of the development area that will be covered by this RTP.

3.3 PEDESTRIAN & CYCLE NETWORK

- 3.3.1. As shown in Figure 3, Milton Keynes East is accessible to several PROW and designated cycle routes in and around Milton Keynes. Many of the routes provide more direct connections to the key destinations in the area than the footway network, while other more rural routes are likely to be used for leisure walking and cycling.
- 3.3.2. Several PROW consisting of public footpaths and bridleways run through or in the vicinity of the Project Site and provide connections to the wider area via the existing footway network and/or socalled Redways. The Redways are shared-use traffic-free routes for people on foot or cycles and are popular for both leisure and commuting. The traffic-free network covers most of the city with connections to nearby towns, such as Newport Pagnell to the northwest of Milton Keynes East.
- 3.3.3. The Redway network is accessible from the site via Willen Road and Tongwell Roundabout, where one of the Super Routes currently terminates. The other can be accessed via Tongwell Street further to the south. Several secondary Redways are accessible from the development site, providing connections to the Super Routes.
- 3.3.4. In addition to the Redway network, there are several leisure traffic-free cycle paths across Milton Keynes. These predominantly leisure routes can be found in parks and by rivers and lakes and are accessible from the Redway network.
- 3.3.5. Several waymarked routes utilising predominantly the Redway and leisure infrastructure are also available throughout the city and include the Millenium Route, four Heritage Trails and five Cultural Routes. These routes are circular routes covering a range of distances and difficulty, linking the cultural and heritage sites in the city.
- 3.3.6. In combination with the PROW (public bridleways) and the Redway routes, Milton Keynes and its immediate vicinity (including Milton Keynes East) benefit from an extensive network of both on and off-road cycle routes providing both leisure and commuting opportunities in the area.
- 3.3.7. There are two National Cycle Network (NCN) routes running in the proximity of Milton Keynes East. These routes include National Cycle Route (NCR) 6 and 51.
- 3.3.8. NCR 6 is a long-distance route between London and the Lake District via Luton, Milton Keynes, Northampton, Leicester, Sheffield and Manchester amongst others. Through Milton Keynes, NCR 6 runs in a broadly south to north direction approximately 1.6km from Milton Keynes East, and it is predominantly traffic-free.

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- NCR 6 can be accessed from Milton Keynes East via the local cycle routes with a typical journey time 3.3.9. of approximately six minutes (based on a typical cycling speed of 16km/h).
- 3.3.10. NCR 51 is also a long-distance route that connects major cities in the south of England. It links Oxford with Cambridge via Milton Keynes and Bedford. The route of NCR 51 through Milton Keynes is trafficfree with becoming on-road route upon its way out of the city towards the M1 motorway and further northeast. NCR 51 is approximately 2.5km from Milton Keynes East, and it is accessible via the local cycle routes and NCR 6 with a typical journey time of approximately nine minutes (based on a typical cycling speed of 16km/h).

ACCESSIBLE FACILITIES AND KEY SERVICES 3.4

- 3.4.1. Figure 1.1 illustrates pedestrian accessibility relative to the Milton Keynes East development site. This is based on the typical walking speed of 4.8 km/h. It outlines that the site is situated within reasonable walking distance from key destinations and facilities. For example, Crossfit Milton Keynes and Interchange Park can be accessed within a 20-minute walk.
- 3.4.2. The Milton Keynes East site's cycling accessibility based on the typical cycling speed of 16 km/h, is shown in Figure 1.1. The site is accessible by cycling from within a wider area. Services and facilities such as Willen Pharmacy, Oakgrove School, Newport Pagnell Post Office, M&S Simply Food and Broughton Dental Practice can all be accessed within a 20-minute cycle.

CYCLE HIRE

3.4.3. The Milton Keynes area currently benefits from a Santander Cycles bicycle hire scheme. There are 40 docking stations in the area (including Milton Keynes Central Rail Station), providing access to 300 bikes. The closest docking station to the Milton Keynes East development is located approximately 1km south west, in Willen Park on Granville Square.

WALKING GROUPS

- There are numerous walking groups organised in Milton Keynes. 'Walking for Health' offer walks from 3.4.4. 1.5 miles to 4 miles in length, many of which depart from the surrounding areas in Newport Pagnell and Willen.
- The Parks Trust also offer guided walks around their parks and open spaces. They offer a multitude 3.4.5. of groups to suit different interests and needs. These include:
 - 'Womens Walking Network' which convene on the first Thursday of the month;
 - 'Discovery Strolls' short strolls open to anyone; and
 - 'Guided Walks' led by the Parks Trust Outdoor Learning Team around local parks exploring the local flora, fauna and wildlife.

3.5 PUBLIC TRANSPORT NETWORK

BUS NETWORK

Local Service Provision

- 3.5.1. There is a relatively good bus network surrounding the Milton Keynes East development and in Milton Keynes generally.
- There are several stops within the Milton Keynes East site, with two stops on Willen Road, one hail-3.5.2. only stop on London Road and two stops along Newport Road.

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- 3.5.3. Several additional services are also available just outside of the development boundary at Tickford End, north of H3 Monks Way, and south-west of the M1 along Fern Street. These are detailed in the accompanying Public Transport Strategy.
- 3.5.4. A summary of the bus services currently serving Milton Keynes East can be seen in **Table 3-1** below and is shown in Figure 4.

Table 3-1 – Local Bus Services at Milton Keynes East

Service/Route	Frequency		Earliest Departure	Latest Departure	
	Weekday	Saturday	Sunday		
1 Newport Pagnell – Milton Keynes - Bletchley	2 per hour	2 per hour	1 every 2 hours	05:38	23:04
25/24 Bletchley – Milton Keynes – Newport Pagnell - Bletchley	1 per hour	1 per hour	-	08:03	18:03
C1 Bedford – Cranfield University – Milton Keynes	1 every 2 hours	1 every 2 hours	1 every 2 hours	08:03	23:38
C10 Bedford – Cranfield University – Milton Keynes	1 per hour	-	-	06:33	18:50
C11 Bedford – Cranfield University – Milton Keynes	1 every 2 hours	1 every 2 hours	1 every 2 hours	09:03	20:58
CX Cranfield University – Milton Keynes	4 per day	-	-	07:55	18:46

Source: Milton-Keynes.gov.uk (Up to date as of February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing).

3.5.6. Due to the current situation with COVID-19 it is important to note that bus timetables and frequencies may change.

Wider Milton Keynes Service Provision

- 3.5.7. There are several different bus stops in the Central Milton Keynes area. These include: stops directly outside Milton Keynes Central Railway Station, The Point Bus Interchange stops, Central Business Exchange stops, Theatre District stops and Santander House stops. These bus stops are located approximately 6km south west of MKE, south of the A509. They can be accessed from the MKE development site by the C1, C10, C11, CX, 24, 25 and 1 bus services in approximately 30 minutes.
- 3.5.8. The Central Milton Keynes area acts as an interchange for approximately 50 different bus services serving the wider Milton Keynes area and neighbouring towns and cities. The full list of these services is demonstrated in **Table 3-2** below.

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Table 3-2 – Bus services in the Central Milton Keynes area

Service	Route	
1	Newport Pagnell Renny Lodge – Newton Leys St Helena Avenue	
2	Newport Pagnell Renny Lodge – Grange Farm Dunthorne Way	
4	Central Milton Keynes – Bletchley Bus Station	
5/6	Wolverton Church Street – Water Eaton Buttermere Close	
7	Wolverton Church Street – Bletchley Bus Station	
8A	Powis Lane – Lichfield Down	
11/12	Caldecotte – Open University – Monkston – Central Milton Keynes	
11A	Caldecotte – Monkston – Central Milton Keynes	
12A	Caldecotte – Open University – Kents Hill– Central Milton Keynes	
14	Church Street – Central Milton Keynes Railway Station	
18	Woburn Sands – Bletchely – Hospital – Central Milton Keynes	
21	Lavendon – Central Milton Keynes Railway Station	
23	Wolverton – Great Linford – Central Milton Keynes	
24/25	Bletchley – Newport Pagnell – Central Milton Keynes	
33/3A	Northampton – Roade – Hanslope – Wolverton – Central Milton Keynes	
34	Central Milton Keynes – The Point to Ampthill Heights – Wagstaff Way	
50	Newton Longville – Milton Keynes	
89	Milton Keynes – Old Stratford – Deanshanger – Potterspury – Yardley Gobion - Cosgrove	
99	Milton Keynes – Luton Airport	
100/150/X60	Aylesbury - Milton Keynes	
300	Westcroft District Centre – The Swan	
301	Wolverton Road – Kingston District Centre	
310	Wolverton Bus Station – Magna Park Fen Street	
602	Central Milton Keynes – Broughton – Kingston – Walnut Tree – Monkston – St Pauls Catholic School	
609	Bradville - Central Milton Keynes - Leadenhall	
A1	Kempston – Stewartby – Cranfield – Milton Keynes	
A2	Kempston – Wood End – Bromham – Cranfield – Milton Keynes	
C1/C11	Milton Keynes - Bedford	
CX	Cranfield University – Milton Keynes	
D	Kempston – Milton Keynes	
F70	Luton Station Interchange – Central Milton Keynes Railway Station	
FL2	Haynes West End – Houghton Conquest – Lidlington – Milton Keynes	
FL3	Hayes – Clophill – Maulden – Ampthill – Milton Keynes	
FL4	Silsoe – Flitwick – Milton Keynes	



Service	Route	
FL11	Harlington – Milton Keynes	
VL4	Thurleigh – Milton Keynes	
VL6	Clapham – Milton Keynes	
VL7	Melchbourne – Riseley – Milton Keynes	
VL15	Sharnbrook – Harrold – Newton Blossomville – Milton Keynes	
W11	Meppershall – Stondon – Shillington – Gravenhurst – Clophill – Milton Keynes	
W13	Meppershall – Shefford – Milton Keynes	
X5	Bedford - Oxford	
X6	Milton Keynes – Northampton	
X91	Silverstone – Milton Keynes	

Source: Bustimesorg (February 2021)

- 3.5.9. Milton Keynes Coachway provides access to National Express services. These services offer direct routes to many towns and cities across the country. London Victoria can be accessed within 1hr 30minutes from Milton Keynes Coachway. Whilst timetables are currently disrupted by the COVID 19 pandemic, services prior to the pandemic were operating morning and night with approximately 10 coaches per day running from Milton Keynes.
- 3.5.10. Milton Keynes Coachway is located on the A509, less than 1km south of the Milton Keynes East development site.

RAIL NETWORK

3.5.11. The Milton Keynes area is served by a number of railway stations. There are two railway stations in proximity of Milton Keynes East. These include Milton Keynes Central and Woburn Sands.

Milton Keynes Central Rail Station

- 3.5.12. Milton Keynes Central Station is situated on the West Coast Main Line and served by Avanti West Coast intercity services, West Midlands Trains and Southern regional services. The Station provides direct connections to destinations such as London Euston, Watford and Birmingham New Street. A summary of direct services available from Milton Keynes Central Rail Station is shown in **Table 3-3**.
- 3.5.13. The Station has seven platforms and step-free access. The station has a car park with 964 spaces as well as 900 cycle stands. Cycle hire is also available from outside from the station through Santander Cycles.
- 3.5.14. Milton Keynes Central Station is located approximately 6km south west of the nearest development site access on Willen Road. The Station can be accessed by a 26-minute cycle from Milton Keynes East and can also be reached by service C10 from bus stops on Willen Road.

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Table 3-3 – Direct rail services serving Milton Keynes Central Rail Station

Destination	Frequency per hour		First and last Services	Last Service returning from	Approximate Duration	
	AM Peak (outbound)	PM peak (return)	(Mon – Fri)	Destination (Mon – Fri)		
London Euston	5	7	00:25 23:50	23:42	51 mins	
Watford Junction	4	4	00:25 23:50	23:38	34 mins	
Leighton Buzzard	4	4	03:30 23:50	23:35	11 mins	
Wolverton	3	3	00:17 23:23	23:46	3 mins	
Northampton	3	3	00:17 23:23	23:34	21 mins	
Birmingham New Street	3	4	00:29 23:29	23:10	1 hr 15 mins	

Source: National Rail (Up to date as of February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing)

Woburn Sands Rail Station

- 3.5.15. Woburn Sands Station is located on the Marston Vale Line. The London Northwestern Railways serves this station and operates Mondays - Saturdays only. The Station provides direct connections to destinations such as Bletchley and Bedford. A summary of direct services available from Milton Keynes Central Rail Station is shown in Table 3-4.
- 3.5.16. The Station has two platforms and step-free access. There is no car park at the Station but there are 12 cycle stands.
- 3.5.17. Woburn Sands Station is located approximately 6km south east of the nearest development site access on the A509 London Road. The Station can be accessed by a 27-minute cycle from Milton Keynes East.

Table 3-4 - Direct rail services serving Woburn Sands Rail Station

Destination	Frequency pe	Services		Last Service returning from Destination	Approximate Duration	
	AM Peak (outbound)	PM peak (return)	(Mon – Fri)	(Mon – Fri)		
Bletchley	1	2	06:51 23:32	21:32	11 mins	
Ridgemont	2	4	05:33 21:51	23:17	7 mins	
Stewartby	2	4	05:33 21:51	22:55	17 mins	
Kempston Hardwick	1	2	05:35 23:32	22:47	21 mins	
Bedford St Johns	2	4	05:33 23:32	22:52	27 mins	
Bedford	2	4	05:33 23:32	22:28	29 mins	

Source: National Rail (Up to date as of February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing)

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3.6 CAR CLUBS

- 3.6.1. Car Clubs provide short term car hire, offering an environmentally-friendly and cost-effective alternative to owning a car. ZipCar, being one of the largest car club operators, estimate that on average, every car club vehicle provided results in around 10-15 private cars taken off U.K. roads. The benefits of the schemes can be summarised as follows:
 - Cheaper: Owning a car has the added cost of insurance, tax, service and maintenance and depreciation.
 - Greener: Generally, those involved in the scheme choose walking, cycling and public transport as their main/ usual mode of travel, using the car club only when absolutely essential.
 - Convenient: Can be booked with a minute notice and so customers can be on their way in a clean,
 well looked after car, which can be used for as long as required.
- 3.6.2. There are two car club services currently operating in and around Milton Keynes which include:
 - Enterprise Car Club
 - Wolverton E-Car Club
- 3.6.3. Enterprise Car Club provide services within the local area, with one vehicle located at Northfield Drive, Willen, approximately 1km south of the A509 London Road development site access. They also provide vehicles in Newport Pagnell and Bletchley. Cars can be rented hourly or daily.
- 3.6.4. Wolverton E-Car Club is another car club service provided in the Milton Keynes area, located approximately 8km west from the Willen Road development site access. The club provide electric vehicle hire on a pay-per-use basis and can be rented hourly or daily. They also offer a variety of vehicles.

3.7 CAR SHARING

- 3.7.1. Milton Keynes Council have recently introduced five electric minibuses (known as ViaVans) to act as a dedicated shared taxi service. The ViaVan service is available on demand, providing residents with the convenience of a taxi at the price of a bus and runs across the city. The service is available to book through the ViaVan app and concessionary travel passes are accepted.
- 3.7.2. Milton Keynes Council also offer parking permits for employees of Central Milton Keynes who choose to share a vehicle for their journey to work. The permits cost £130 a year per person and it enables employees to have access to standard rate parking spaces in the town centre in addition to 350 reserved car share bays in prime locations.
- 3.7.3. Liftshare also currently have a presence in and around the Milton Keynes area. Liftshare help connect drivers and passengers to share journeys by car.

3.8 GET SMARTER IN MK

3.8.1. Get Smarter Travel in MK has been developed by Milton Keynes Council to promote sustainable travel and reduce car use amongst local schools, employers, residents and community groups to promote the benefits of smarter travel. A Journey Planner allows residents to plan their sustainable travel in and around Milton Keynes, by consolidating detailed information and comparing different travel choices.

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- 3.8.2. Milton Keynes Council is at the forefront of transport technology, innovative and sustainable transport initiatives. In addition to the facilities and services described in the previous sections, there are other more tailored and specific services available to residents of Milton Keynes. These include:
 - The UK's first independent EV Experience Centre where citizens can try over 30 vehicles for short-term and long-term test drives before buying;
 - Free parking initiative for ultra-low emission vehicles in the town centre there are over 15,000 bays designated for drivers with a green parking permit and any electric driver can plug in and park for free in any electric charge point bay; and
 - There are 400 charge points available in town with the charging network constantly growing.

SUMMARY 3.9

Overall, there is a clear opportunity to work together with Get Smarter in MK to promote sustainable and shared mobility options amongst residents of Milton Keynes East.

The current Redway network as well as the availability of bicycle hire allows for walking and cycling in the area, providing access to local amenities as well as to central Milton Keynes.

There are also a large number of local bus routes serving the area as well as National Express services operating within close proximity of the Milton Keynes East development site. In addition, the MKE site benefits from two rail stations serving the local area, with frequent national service provision.

The plethora of these services present a wide mobility mix and opportunities for many journeys, both locally and further afield, to take place via modes other than the private car.

Where car-based travel is necessary, Milton Keynes East benefits from access to car clubs and attractive on-demand car sharing incentives that helps remove the need for residents to otherwise own a car.

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4 DEVELOPMENT PROPOSALS

4.1 BACKGROUND

SCALE AND NATURE OF MKE DEVELOPMENT

- 4.1.1. The MKE site is a large-scale mixed development seeking to deliver housing, employment, social infrastructure (including primary and secondary schools), community hubs alongside green spaces and public transport interchanges.
- 4.1.2. The proposed development includes a comprehensive package of highway infrastructure works, which will be delivered early as per the HIF bid conditions. The early delivery of the road infrastructure, including the new M1 bridge crossing will benefit MKC residents and reduce stress on key junctions such as the M1 J14.
- 4.1.3. Residential proposals for MKC include: Residential Parcels and a Community Hub. Hybrid planning application encompassing outline permission is being sought for: 4,600 homes and a 400 sqm Class F2 Community Hub (maximum amount parameter sought). These proposals incorporate houses, flats and specialist elderly accommodation with or without care.
- 4.1.4. At the heart of the site, the community hub will deliver a range of uses to support the day to day needs of the new community. It is carefully positioned to maximise the benefits of the 15-minute neighbourhood concept, with the majority of homes being within 15-minutes' walk of this hub. As well as delivering a mix of uses, including homes, the community hub will contain formal areas of public realm and a mobility hub to serve as a transport interchange between modes of sustainable transport.

PLANNED DEVELOPMENT TIMEFRAME AND PHASING

- 4.1.5. The site will take a number of years to deliver due to its scale. It is anticipated that construction of the proposed development will commence in 2022. The Indicative Development Quantum and build out schedule can be found in the TA.
- 4.1.6. The Residential buildout is broadly associated with three phases. These include:
 - Phase 1 As part of the Housing Infrastructure Fund (HIF), the first phase will deliver the community hub (including health hub) and adjacent residential parcels.
 - Phase 2 Will see the northern section of the Masterplan come forward.
 - Phase 3 Will see the rest of the Masterplan come forward, including the central area of the site, the western edge and the north eastern edge.
- 4.1.7. These phases are illustrated and explained in the TA.

RESIDENTIAL TRIP GENERATION AND ANTICIPATED MODAL SPLIT

- 4.1.8. A Trip Generation Transport Technical Note has been produced in conjunction with this WTP (TTN3). TNN3 assesses the likely impact of the development on the highway network.
- 4.1.9. TNN3 incorporates a Future Ready approach. This means that potential Future Mobility scenarios are considered to ensure that the MKE development design is resilient and can accommodate likely new technologies and mobility services.

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- 4.1.10. As detailed in TTN3, to assess the trip making potential of the proposed development, two trip generation scenarios have been considered. These are the 'Traditional' scenario and the 'Future Mobility' scenario. The 'Traditional' scenario results in the highest number of vehicular trips and reflects a proposal with some sustainable transport interventions, however, does not apply a forward-thinking approach. The 'Future Mobility' scenario establishes a series of ambitious targets to achieve travel by sustainable modes evidenced from research undertaken to inform strategic transport studies at national government level. These forecasts have been applied to a 2031 and 2048 'with Development Scenario'.
- 4.1.11. For residential trip generation, different forecasts have been modelled. This includes a 2031/2048 'with Development' scenario where Future Mobility Trends are applied and a 2031/2048 'with Development' scenario where no adjustments have been made.
- 4.1.12. For forecasts where Future Mobility Trends are applied, specifically **Tables 5-5** and **5-12**, by 2031 there is forecast to be a 37% decrease in private vehicle trips towards shared mobility for Residential (Non-Education) trips. Moreover by 2048, there is a significant forecasted decrease of 53% of private vehicle trips, away towards shared mobility for Residential (Non-Education) trips.
- 4.1.13. For forecasts where no adjustments are made, by 2031 there is forecast to be no change in modal split between private vehicles and shared mobility for Residential (Education) trips. This is detailed in TTN3, specifically **Tables 5-6** and **5-13**. However, by 2048, it is expected there will be a 27% decrease of private vehicle trips, away towards shared mobility for Residential (Education) trips.
- 4.1.14. These forecasts demonstrate the potential positive effects from the application of Future Mobility measures at the site. These Future Mobility measures include a Mass Rapid Transit and Park & Ride site. These are further detailed in TTN6. Additionally, this RTP, incorporates relevant Future Mobility oriented travel plan measures, as well as a Sustainable Mobility Investment Fund and monitoring programme (further outlined in Sections 7 and 10). Therefore, this RTP will help ensure that the modal split is regularly reviewed to ultimately ensure that these forecasts can be realised in future.
- 4.1.15. Further details on the anticipated trip generation can be found within TTN3.

4.2 WALKING AND CYCLING ACCESS STRATEGY

IMPROVED CONNECTIONS

- 4.2.1. As illustrated in TTN9, the masterplan has been designed with a focus on providing future users of the development with an inter-connected network of active travel infrastructure to make walking, cycling, and the use of micro-mobility modes (such as e-scooters) the most attractive way of travelling to, from and across the site.
- 4.2.2. The active travel network is comprised of green routes crossing the site as well as of infrastructure provided alongside vehicular routes. This way, connection to origins and destinations both off and on-site (including different land uses and links to public transport hubs) has been achieved by providing different type of active travel infrastructure which follows different forecasted desire lines and preferred routes.
- 4.2.3. The network of active travel infrastructure has also been adapted accordingly to the defined hierarchy of routes across the site, and is consequently comprised of Primary, Secondary and Tertiary Green Corridors in the way of Redways, PRoWs, and footways and cycleways along the relevant primary, secondary and tertiary streets.

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- 4.2.4. It has also been ensured that adequate links and crossings are provided where needed in order to follow desire lines and to achieve a high degree of non-vehicular permeability into and across the development.
- 4.2.5. Proposals include:
 - Extension of the Milton Keynes Redway Network to the MKE development
 - Dedicated walking and cycling infrastructure on site at MKE
 - A network of crossing points between the development regions and connecting to external infrastructure and developments in Newport Pagnell and Milton Keynes
 - An extensive network of traffic-free routes throughout the development
 - A Green Linear Park incorporating a range of cycling and pedestrian opportunities

CYCLE PARKING AND FACILITIES

- 4.2.6. As outlined in TTN8, to encourage all residents of the development to have access to bicycle or micro-mobility the following parking standards are recommended. These have been based upon the anticipated number of people living in each dwelling type according to the cycle parking standards set out within the MKC Supplementary Planning Document January 2016. The long stay parking provision is detailed below:
 - 1 or 2 bed = 1 per unit
 - 3+ bed = 2 per unit
- 4.2.7. As detailed in TTN8, the Santander Cycle Hire is proposed to be incorporated in the MKE development. This will be completed by e-bike and e-scooter hire schemes, both of which form part of the Public Transport Strategy designed for the MKE development as outlined TTN11.

4.3 PUBLIC TRANSPORT AND SHARED MOBILITY STRATEGY

- 4.3.1. It is evident that residential trips will be generated from the development of the MKE site and, as such, the public transport proposals intelligently blend different types of services to provide an efficient, sustainable and attractive network to fulfil both external and internal trips. The public transport proposals, as detailed in TN11, involve:
 - Providing high bus frequency connections to most popular destinations such as Milton Keynes
 Central and Newport Pagnell together with providing new routes or extending existing routes to
 cater for main external trips in both directions.
 - Providing internal DRT services to flexibly support travel between internal residential, leisure and employment zones and connecting with the high frequency bus services for destinations further afield.
 - Maximising benefits from bus services already serving the MKE site to widen destination choices nearby such as Moulsoe and further afield such as Bedford. This in particular will incorporate the provision of convenient stopping arrangements for Route X5 and a minor rerouting of Cranfield services.
 - Creating a multi-modal Transport Interchange for the MKE site, which will include public transport (scheduled services and DRT). The multimodal hub will be located within the community hub and create a focus point for transport modes at the heart of the site. The multi-modal hub will accommodate infrastructure to support the operation of the bus and active travel proposals in terms of terminus, layover facilities, electric charging, parking and information / smart selling points.

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- Bus stops will be placed in strategic locations with the aim of maximising the public transport coverage so that all residents are within 400m of a bus stop, without compromising attractive journey times.
- 4.3.2. The public transport strategy supports the proposed future implementation of the MRT and potential P&R site by MKC. It is envisaged that when those are implemented the proposed network within the MKE site, notably the PBR, will be adjusted to prioritise feeding the MRT rather than competing with it.
- 4.3.3. Further details are explained in the accompanying TTN6 and TTN11.

4.4 CAR PARKING

- 4.4.1. Reviewing the distinct character areas, the likely housing density and supporting infrastructure, it is considered appropriate to apply a varying standard across the areas.
- 4.4.2. Preliminary discussions with MKC Officers have indicated that where Zone 3 is indicated, this should be provided in full, and Zone 2 could be applicable in higher density areas. As discussed above we consider the use of Zone 1 in the central / district areas would be applicable on the basis that it is supported by the green links, cycle parking, public transport (including high frequency bus services and potential MRT).
- 4.4.3. However, to begin with, it is acknowledged that parking provision in line with current standards will be required for the initial phases. This is so the site can be flexible whilst the sustainable infrastructure is being introduced and before advances in future mobility are ready higher ratios of provision could be provided with a view to this being reviewed through the RTP monitoring process. Subsequent phases of the MKE development would then be monitored to ensure that the parking provided was adequate, but did not promote car use over sustainable options.
- 4.4.4. To support this lower level of provision and the management strategy, measures to encourage lower levels of car ownership will therefore be essential.
- 4.4.5. The parking standards applied at this stage are shown in **Table 4-1** below.

Table 4-1 – Residential Car Parking Provision – Zones and Standards

Character Area	Density	Parking Standards Applied	Comments
District Centre	80 – 100dph	Zone 2*	Highest level of public transport accessibility, access to other land uses, access to interchange and mobility hubs.
Central Area	80 – 100dph	Zone 2*	Highest level of public transport accessibility, access to other land uses, access to interchange and mobility hubs.
Primary Street	40 – 60dph	Zone 2 or 3 (Zone 3 adopted for the purposes of the application)	Good level of public transport access, and access to key walking and cycling links. Lower density reflected in standards.
Riverside	40 – 60dph	Zone 2 or 3 (Zone 3 adopted for the purposes of the application)	Good level of public transport access, and access to key walking and cycling links. Lower density reflected in standards.

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Character Area	Density	Parking Standards Applied	Comments
General Area	25 – 40dph	Zone 3	Good level of public transport access, and access to key walking and cycling links. Lower density reflected in standards.
Rural Edge	10 – 30dph	Zone 4	Medium level of public transport access, still good access to walking and cycling but standards reflect the distance to other uses.

- 4.4.6. The Parking Strategy (TTN8) states that the design assumptions made and the provisional strategy developed with respect to vehicular parking will allow for the ability to convert standard bays to disabled spaces where needed for the residential use class C3.
- 4.4.7. TTN8 also provides further details on the electric vehicle parking/charging provision at the site. The current MKC Parking SPD (2016) acknowledges the need for electric vehicle parking in future developments. However, the MKC Parking SPD (2016) sets out EV standard for non-residential developments only. Berkeley St James are committed to delivering flexibility and EV provision tonew residents and so is looking to deliver 100% active chargers for houses, and 100% passive provision for apartments. This will be reviewed as each RMA stage comes forward but outlines their commitment to EV use at the MKE development from the outset.



TRAVEL PLAN VISION AND OBJECTIVES 5

5.1 TRAVEL PLAN VISION

5.1.1. Having an overarching vision is useful to determine what kind of development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the RTP is:

"Milton Keynes East will be an exemplar location for sustainable mobility, accommodating journeys through high quality and integrated services, with residents able to access travel information on demand and able to make informed travel choices."

5.1.2. This vision will assist in guiding the development, implementation and evolution of the RTP, reflecting best practice over time and exploring new innovations that come to market to help to ensure resident and visitor journeys can be undertaken through a variety of integrated and sustainable travel options.

5.2 TRAVEL PLAN OBJECTIVES

- 5.2.1. In pursuit of this vision, the RTP will be guided by specific objectives set out below:
 - To manage the volume and impact of single-occupancy car travel on local communities, local roads and the strategic road network;
 - To ensure the MKE development is highly accessible by sustainable mobility options, including journeys by public transport and shared mobility services, on foot or bicycle, or using shared private vehicles;
 - To encourage sustainable mobility amongst residents in preference to single occupancy private car
 - To facilitate informed travel choices by ensuring residents have access to real-time on demand travel information: and
 - To support the natural environment and air quality in and around the MKE development.
- 5.2.2. Achieving these objectives will help deliver sustainable mobility patterns across Milton Keynes East and will directly contribute towards achieving health and environmental objectives as promoted in the MK Sustainability Strategy 2019-2050 and the Mobility Strategy for Milton Keynes 2018-2036, through decreasing emissions from transport.
- 5.2.3. Achieving these objectives will also require the RTP to be visible and actively implemented prior to first occupation to ensure residents' journeys are supported from the very outset.

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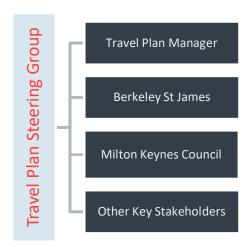
6 MANAGEMENT STRUCTURE

6.1.1. The RTP requires a robust and effective management structure to successfully achieve the plan's vision and desired outcomes. This section explains the overall management structure proposed, detailing the different layers of management, responsibilities and how each party will come together to shape, oversee and monitor delivery.

6.2 MANAGEMENT STRUCTURE

6.2.1. **Figure 6-1** presents the proposed general management structure, comprising key stakeholders that will oversee the successful funding and delivery of the RTP. The specific role and remit of the Travel Plan Steering Group and Travel Plan Manager is explained subsequently.

Figure 6-1 - Residential Travel Plan Management Structure



TRAVEL PLAN STEERING GROUP

- 6.2.2. A Travel Plan Steering Group (TPSG) will be convened within six months of the RTP being approved. The TPSG will act as an advisory body to review and guide the development of the RTP over time. The group will be Chaired by the Travel Plan Manager and is anticipated to include representation from Berkeley St James and key stakeholders including Milton Keynes Council, Transport Service Providers and Highways England.
- 6.2.3. The role of the TPSG will be to maintain strategic oversight of the RTP and to provide guidance and advise to the Travel Plan Manager on matters including, but not limited to:
 - The composition and specification of the planned measures;
 - Programme management and continuity;
 - Monitoring processes and progress against the objectives;
 - Area-wide opportunities to progress sustainable travel in partnership with other employers; and
 - Discussing new innovations in the industry and potential new service providers.

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Travel Plan Manager

- 6.2.4. The Travel Plan Manager will draft a 'Terms of Reference' for the Travel Plan Steering Group to review and approve following the initial meeting. This will formalise composition of the group and detail how decisions are taken and the frequency of meetings, which are anticipated to occur at least annually.
- 6.2.5. The Travel Plan Manager (TPM) will be appointed by Berkeley St James and could be an internal position or an external consultant. They will be responsible for overseeing the implementation of travel planning measures (see Chapter 8), monitoring outcomes, and liaising with site users and project stakeholders to ensure the RTP objectives are achieved over time.
- 6.2.6. The TPM will oversee the entire period through to full build-out and occupation of each residential development plot associated with the RTP. This will include promoting the RTP from the outset, establishing contacts within the Milton Keynes East community, ensuring the timely implementation of all identified measures, and ensuring monitoring and reporting processes are undertaken in line with the agreed programme.
- 6.2.7. More generally the role of the TPM will include:
 - Ensuring the measures identified in the RTP are implemented in the required timeframe;
 - Ensuring all travel information and data disseminated to residents is accurate and up-to-date;
 - Ongoing monitoring of the RTP and subsequent reporting;
 - Liaising with TPM's in non-Berkeley developments to share knowledge and best practice;
 - Acting as a key point of contact for queries from development stakeholders;
 - Assisting in the decision-making process on any new or emerging measures to implement; and
 - Updating the RTP document as necessary following input from the Travel Plan Steering Group.
- 6.2.8. The TPM role will be funded in full by Berkeley St James through to development completion but is not required to be a full-time appointment, and that person may have other roles. The time commitment will be flexible with the TPM inputting time throughout the delivery programme as is necessary to ensure all measures are delivered as set out, and all associated monitoring and reporting procedures are conducted.

6.3 SUSTAINABLE MOBILITY INVESTMENT FUND

- 6.3.1. The TPSG will also be responsible for administering a dedicated 'Sustainable Mobility Investment Fund' which will allow for annual expenditure on related infrastructure, services or promotional initiatives that support the RTP objectives and target outcomes.
- 6.3.2. Rather than pre-defining all travel planning measures in advance, this approach to managing and delivering the RTP will allow the Travel Plan Manager and associated stakeholders to consider new technologies, and respond to changing social norms and travel demands, as they materialise over time. This will ensure the RTP has and retains a defined funding source and flexibility.

6.4 SUMMARY

A Travel Plan Steering Group will be convened to act as an advisory body used to review and guide the development of the RTP over time. A Travel Plan Manager will be responsible for overseeing the implementation of measures and monitoring outcomes associated with the RTP. The role will also include the promotion of the RTP from the outset, liaising with key stakeholders and establishing contacts within the local community.

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A Sustainable Mobility Investment Fund will allow for flexibility in annual expenditure on travel planning measures.

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7 TRAVEL PLAN MEASURES

- 7.1.1. For the RTP to be effective in achieving its vision, objectives and targets, the implementation of measures must be planned with a clear and structured approach.
- 7.1.2. This section presents the travel planning approach and specific measures proposed for the RTP presented over four specific areas and concludes by summarising how each element directly support the plan's objectives.
- 7.1.3. Ultimately, it is expected that these measures will help contribute towards the RTP gaining a Bronze accreditation status (as a minimum) from Modeshift STARS. This is detailed further in section 10.2.

7.2 TRAVEL PLANNING APPROACH

7.2.1. The four areas which form the travel planning approach are summarised in **Figure 7-1** below.

Figure 7-1 - Travel Planning Approach



ENHANCING ACCESS TO PUBLIC TRANSPORT AND SHARED MOBILITY SERVICES

7.2.2. Facilitating frictionless modal interchange will be essential to ensure residents at the MKE development can choose to undertake door-to-door journeys using sustainable options.

Integrated ticketing options

Berkeley St James

7.2.3. A scheme to integrate bus, MRT and rail ticketing could be created, to allow rail users to connect directly from bus to train without the need to purchase individual tickets. This would promote a quicker and more convenient interchange, incentivising use of buses to travel to Central Milton Keynes Rail Station. This could be explored as part of the Sustainable Mobility Investment Fund.

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Free trials periods on services for residents

7.2.4. To encourage and promote adoption of the various sustainable mobility services, residents will be offered a one-month trial period, where the bus, MRT and cycle hire services will be subsidised. A subsidised trial period will also be offered to residents that are considering buying season rail tickets. Instructions for participating in the free trials will be provided in the Residential Travel Information Pack. Once applications have been received, the TPM will arrange for vouchers to be issued.

Provision of real time information for mobility services

- 7.2.5. Real-time departure journey information will be presented to bus and MRT users around the community hub and within the bus shelters on display screens.
- 7.2.6. Existing live service information systems will be used by the bus service providers, by fitting buses with tracking equipment.
- 7.2.7. The provision of real-time information for bus users will remove the uncertainty a passenger feels when needing to know when the next bus is due and how long it might take from a given location to reach the bus stop; therefore, the provision of real-time information on bus departures is important in encouraging adoption of public transport for travel to/from Milton Keynes East.
- 7.2.8. Mobile apps containing real-time passenger information are currently already available through services such as National Rail, Trainline and Arriva Buses. New service providers serving the MKE site will be encouraged to develop mobile apps containing real-time travel information.

Cycle Hire Docking Stations

7.2.9. A bike hire scheme (Santander Cycles) currently exists in Milton Keynes and subject to operator agreement, a docking station will be added on site (part of the development proposals, see TTN9). This will allow residents to find, unlock and use bikes within close proximity to their homes.

E-bike Hire Scheme

- 7.2.10. The RTP measures will look at developing the provision of electric bikes to hire, both centrally in Milton Keynes and on-site. This could be incorporated through the existing Santander Cycle scheme by adding a small number of e-bikes to the range.
- 7.2.11. The introduction of e-bikes could be promoted to residents of the MKE development including promoting their availability, how to use them and where to access them from. If the promotion and trial period identify high demand, additional e-bikes could be considered on-site.

TRAVEL INFORMATION AND TARGETED COMMUNICATIONS

7.2.12. The dissemination of travel information and advice is a primary means of promoting sustainable travel options to residents and visitors to Milton Keynes East. It can help to encourage behaviour change by allowing those who travel to and from the area to understand the various travel options available to them.

Travel Information Portal

7.2.13. A central travel information portal will be created for Milton Keynes East. It will draw together multimodal travel information and advice into a single place for residents and visitors to access online. The portal will be designed to be mobile-friendly, allowing an optimized view for users on mobile phones.

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- 7.2.14. The portal can be used as a source of up-to-date information on how to access Milton Keynes East by a variety of transport options. The information will cover; timetables, fares, maps, amenities/facilities, routes and website links for shared mobility options, ride hailing mobility options, public transport and walking/cycling mobility options.
- 7.2.15. The travel information portal will represent a primary means of promoting sustainable travel options to all site users at an early stage. The webpage will be signposted from the main Milton Keynes East website and will be designed to be conducive to viewing content on smartphone devices.
- 7.2.16. The portal will be connected with the 'Travel Choices' and 'Travel Info' website pages provided by Get Smarter in MK.
- 7.2.17. The TPM will work alongside Berkeley St James communications teams to maintain oversight of the website content and provide updated, additional or enhanced content where appropriate.
- 7.2.18. This might include, for example, opportunities to advertise a new travel initiative or transport service improvements being introduced locally. They will also liaise with local stakeholders and any neighbouring Travel Plan Managers in the local area to maximise information sharing potential and the promotion of collective initiatives.

Social Media Platforms

- 7.2.19. Social media platforms including Facebook and Twitter, with direct feeds built into the webpage, will be used to disseminate regular updates on travel information to residents and visitors. This information will align with travel information provided by the GetSmarter Travel MK twitter page.
- 7.2.20. When any travel disruption is evident, the social media platforms will be used to disseminate advice on alternative transport options to residents and visitors and, where a user has registered for the service, through push notifications direct to smartphone devices.
- 7.2.21. The TPM will work alongside Berkeley St James communications teams to maintain oversight of social media platforms specific to Milton Keynes East and ensure content is kept current and relevant.

Residential Travel Information Packs

- 7.2.22. Upon occupation of each residential plot, residents will receive a Travel Information Welcome Pack to inform them of their local travel options at Milton Keynes East. The pack will be created and distributed by the TPM, and will include:
 - An overview of the vision, objectives and structure of the RTP and what advice is available for sustainable travel options;
 - The incentives and offers available to residents to support sustainable travel;
 - Contact details for the TPM, should they have any transport or travel problems, or ideas they wish to raise;
 - Up-to-date public transport timetables for the Milton Keynes area, incorporating QR Code technology, allowing residents to access the eternal website information using personal smartphone devises;
 - Details of how to access and register with local car club providers; and
 - Pedestrian and cycle route maps from the development to and from the surrounding area, including
 access to the nearest local facilities (such as schools, doctors and dentist surgeries, post offices
 bus stops and rail stations).

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7.2.23. Included within the Travel Information Welcome Packs will be a detailed factsheet, with links to the 'Travel Choices' and 'Travel Info' website pages provided by Get Smarter in MK.

Personalised Journey Planning

- 7.2.24. The Residential Travel Information Packs will explain how new residents can contact the TPM directly to discuss specific travel needs. The TPM will use the information provided to prepare a 'Personal Travel Plan' for the resident free of charge, if requested. The Personal Travel Plan will be based on individual lifestyles and travel requirements and may contain an individually tailored journey plan. This might include, for example, providing information on which specific public transport connections best suit a journey, the variety of ticketing options, how lifestyle factors could be supported through an active travel alternative (e.g. steps and calorie information), and a comparison of journey times depending on which modes of travel is selected.
- 7.2.25. This process will allow residents to consider how they currently travel and promote alternative modes for their journeys to work, school and when accessing local amenities in and around Milton Keynes East.
- 7.2.26. The TPM will work closely with Get Smarter in MK to align the service provided with the existing Journey Planner service offered by Get Smarter in MK.

Promotional Events

- 7.2.27. Upon occupation of each residential plot an event will be organised to promote the launch of new initiatives and measures offered to residents of the MKE development. The event would include the following:
 - Demonstration of the Travel Information Portal this would help promote the portal and help residents find travel information on their own
 - Showcasing the Social Media Platforms this will allow residents to join a community online that provides live travel information
 - Distribution of Residential Travel Information Packs raising awareness of alternative modes and helping rail users make informed decisions about their travel
 - Holding Personalised Journey Planning sessions to offer a first tranche of residents an opportunity to examine different options for travelling to and from MKE development and what the associated benefits might be.

MANAGING CAR BASED MOBILITY

7.2.28. Managing cars that do enter Milton Keynes East will help to support appropriate use and reduce the overall number of car journeys being made in the first instance. The promotion of management measures such as parking provision, EVCP infrastructure and ridesharing/ride hailing can encourage a pattern of more efficient and sustainable car use.

Car Parking Provision

- 7.2.1. As detailed in the Development Proposals chapter (specifically section 4.4), parking provision will be provided in line with MKC Parking Standards (SPD 2016).
- A Car Parking Management Plan (CPMP) will be prepared for the residential development across 7.2.2. MKE to ensure car parking is carefully managed. This will act as a mechanism to determine how different spaces will be managed (such as disabled and visitor spaces) and will assess demand for electric vehicle parking spaces over the course of the MKE development.

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Electric Vehicle Charging Point Infrastructure

- 7.2.3. As outlined in the Development Proposals chapter (specifically section 4.4), the MKE development seeks to provide electric charge point infrastructure within the residential development at MKE, with a suggested 100% active provision for houses and 100% passive provision for apartments.
- 7.2.4. Usage and demand will be monitored over time by Berkeley St James and additional charging point infrastructure will be provided, subject to demand and enough power capacity being available in the network. This could involve converting standard parking bays to EV charging bays or bringing EV passive provision forward to active provision.

Promoting Car Sharing

- 7.2.5. To ensure the most efficient use of cars that do travel to and from the site, residents will be encouraged to car share wherever possible. This will help to reduce the overall number of car journeys being made in the first instance, whilst encouraging a pattern of more efficient car use amongst residents.
- 7.2.6. Car sharing schemes encourage individuals to share private vehicles for journeys. Car sharing can be either formal or informal; informal car sharing operates between individuals and neighbours while formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.
- 7.2.7. Information about existing local car sharing groups will be disseminated to residents through the Travel Information Portal and through Travel Information Packs, the Travel Information Webpage and social media. There are several car sharing schemes operating within Milton Keynes, with Liftshare being the largest and most notable to promote.

Promoting Ride-hailing

7.2.8. Similarly, information about ride-hailing services will be distributed to residents through the Travel Information Portal and through Travel Information Packs, the Travel Information Webpage and social media platforms. Local ride hailing services are currently provided by Skyline Taxis and Bounds Taxis where citizens can book a taxi through a mobile app. Additionally, the popular Uber service operates in Milton Keynes. Bolt and Ola do not currently operate in Milton Keynes, however, the growing demand for these services may see their expansion into Milton Keynes in the coming years.

PROMOTING ACTIVE TRAVEL

7.2.9. As outlined previously, a wide range of information on how to access Milton Keynes East on foot or by bicycle will be disseminated through various means to ensure residents and visitors are made aware of their travel options. In addition, to help actively promote active travel modes, measures will be employed that are well integrated with public transport interchanges as part of 'first mile, last mile' solutions. These measures are as follows:

Cycle Training

7.2.10. Milton Keynes Council currently offer cycle training for differing abilities to increase cycling confidence, safety and knowledge. Training courses range from 'Learn to Ride' to 'Bikeability for Adults/Families'. Residents of Milton Keynes East will be provided with further information on this (via 'Get Smarter Travel MK') cycle training and will be able to benefit from free cycle training courses.

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Promotional Events

- 7.2.11. Following full occupation of the MKE development and the Travel Information Promotional Events, further events could be held annually, across a particular week to link with other regional or national campaigns to provide consistency and familiarity with those users living and working in Milton Keynes.
- 7.2.12. These events could be targeted at the RTP initiatives that encourage the use of active, public, and shared mobility services. For example, an event could be holding a 'Bicycle/Walkers Breakfast'— a free/subsidised breakfast for residents that are entering the Cycle September challenge or the Walking Festival held in May.

Active Travel Infrastructure

7.2.1. As discussed previously in Section 4.2, as part of the proposals, the development will be well connected to a network of cycle and pedestrian routes, including 'Redway Super Routes' and crossing points to allow permeability. The TA and TTN9 provide further details of these proposals.

7.3 SUMMARY

Many travel planning measures are proposed for the Milton Keynes East development area and fall under four specific areas; Public Transport and Shared Mobility, Travel Information and Advice, Managing Car Based Travel and Promoting Healthy and Active Travel.

The specific measures within these categories will enable the RTP to be effective in achieving its vision, objectives and targets. These measures will also help the RTP to be effective in supporting the work of Get Smarter in MK.

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8 DELIVERY ACTION PLAN

8.1 FUNDING

- 8.1.1. Funding for the implementation, monitoring and management of the RTP is expected to be secured by way of a S106 agreement.
- 8.1.2. Infrastructure for the MKE development, including the cycle facilities and EVCP provision will be secured through appropriate mechanisms within the planning process.
- 8.1.3. Berkeley St James will fund the Travel Plan Manager position, who will be responsible for organising delivery of the measures and undertaking regular monitoring. Berkeley St James will fund the cost of RTP measures delivered at a site-wide level, including the various surveys required in the monitoring process. Travel Plan measures specific to individual employers will be funded and delivered by the respective occupiers.

8.2 SUSTAINABLE MOBILITY INVESTMENT FUND / MKC TARIFF

- 8.2.1. The TPSG will also be responsible for administering a dedicated 'Sustainable Mobility Investment Fund' which will allow for annual expenditure on related infrastructure, services or promotional initiatives that support the RTP objectives and target outcomes. This funding will be made available through the MKC tariff contributions applied to the site.
- 8.2.2. Rather than pre-defining all travel planning measures in advance, this approach to managing and delivering the RTP will allow the Travel Plan Manager and associated stakeholders to consider new technologies, and respond to changing social norms and travel demands, as they materialise over time. This will ensure the RTP has and retains a designated funding source and flexibility.
- 8.2.3. As the funding to support the sustainable travel measure will be from the MKC tariff, Berkeley St James will directly contribute towards the sustainable initiatives at the site.
- 8.2.4. The measures will be overseen by the appointed TPM who will assume day-to-day responsibility and continue to oversee progress. The TPM will work closely with the TPC's. This information will serve as the basis to guide progress and for discussion at the TPSG as the RTP is delivered and evolves over time.
- 8.2.5. **Table 8-1** and **Table 8-2** summarise the individual measures, the trigger point or a specified timeframe and who will have responsibility for overseeing delivery. **Table 8-1** outlines the measures that can be implemented upon development completion and **Table 8-2** outlines measures that could be considered at a later stage through the Sustainable Mobility Investment Fund.
- 8.2.6. Berkeley St James will be ultimately responsible for delivering the measures set out within this RTP. The measures will be overseen by the appointed TPM who will assume day-to-day responsibility and continue to oversee progress. This information will serve as the basis to guide progress and for discussion at the TPSG as the RTP is delivered and evolves over time.

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Table 8-1 – Measures to be implemented from development completion

Travel Plan Measure Delivery Trigger/Timeframe		Delivery Responsibility					
Enhancing access to public and	Enhancing access to public and shared mobility services						
Free trial periods on services Cycle hire docking station Real time information for mobility services	Available for first occupations Included within development Available for first occupations	TPM Berkeley St James TPM					
Providing travel information and	targeted communications						
Travel information portal Social media platforms Travel information packs Personalised journey planning Promotional event	Within six months of RTP approval Within six months of RTP approval Available for first occupations Upon occupation of each residential plot	TPM TPM TPM TPM TPM TPM					
Managing car-based mobility							
Car parking provision Electric vehicle charging point infrastructure Promoting car sharing Promoting ride-hailing	Included within development Included with development Available for first occupations Available for first occupations	Berkeley St James Berkeley St James TPM TPM					
Promoting Active travel	Promoting Active travel						
Cycle training Active travel infrastructure	Available for first occupations Included within development	TPM Berkeley St James					

Table 8-2 – Measures that could be considered as part of the Sustainable Mobility Investment Fund

Travel Plan Measure	Delivery Trigger/Timeframe	Delivery Responsibility			
Enhancing access to public and shared mobility services					
Integrated ticketing options E-bike hire scheme					
Promoting Active travel					
Promotional Events	Annually	TPM			

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TRAVEL PLAN TARGETS 9

Targets can be used to monitor the effectiveness of the travel plan measures over time and to identify 9.1.1. where and when changes may be required to achieve the guiding objectives. Having a target that defines a specific modal outcome will be useful in this regard as a single clear indicator of the overall sustainable travel characteristics of the development.

9.2 RESIDENTIAL TARGETS

9.2.1. The first residential target focuses on encouraging active travel and micro-mobility mode trips. The target is to not exceed an agreed proportion of estimated private car driver trips to/from the MKE development. This target has been aligned with the modelling horizon years as set out in the TA. This agreement takes into account the Future Mobility Scenario and is a SMART target (specific, measurable, achievable, realistic and time-bound). The agreed proportion of private car driver trips is detailed below in Table 9-1.

Table 9-1 – Maximum I	Privately-Owned	Vehicular Trips	s – FM Scenario

Scenario	Land Use	AM Peak			PM Peak		
		Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
2031 (Partial	Residential (non education)	62	217	279	314	176	490
build-out)	Residential (education)	40	138	178	9	5	14
	TOTAL	102	335	457	323	181	504
2048 (Full	Residential (non education)	169	589	758	855	477	1,332
build-out)	Residential (education)	146	507	653	34	19	53
	TOTAL	315	1,096	1,411	622	496	1,385

- 9.2.2. It is acknowledged that this RTP target is initially based on not exceeding the estimated number of private car driver trips, but that the Modeshift STARS, TRICS and Resident Surveys will help establish targets over the course of the development, once the development is operational and travel choices/behaviours are understood. As such, targets will be reviewed alongside each monitoring period and discussed with MKC.
- 9.2.3. The second residential target for this RTP is to ensure that all residents of the MKE development are aware of the sustainable travel options available to them. This will help deliver an exemplar sustainable scheme that witnesses a high uptake of walking, cycling and micro-mobility travel modes from its residents.

9.3 **OUTPUT RELATED TARGETS**

Output targets relate to the delivery of specific measures within an agreed timeframe. These targets include the appointment of the Travel Plan Manager prior to first occupation, the production of Annual Review reports in line with the monitoring process (as outlined in Section 9) and the delivery of measures identified in Table 8-1.

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10 MONITORING AND REVIEW

10.1.1. The RTP represents a continuous process requiring monitoring, review and revision over time to ensure the programme of measures being delivered remains relevant, and that the associated modal outcome target, satisfaction indicators, and objectives are being achieved. This section sets out the strategy for monitoring and reviewing the RTP.

10.2 SURVEY APPROACH

10.2.1. The RTP will be monitored and reviewed in accordance with MKC guidance on residential travel planning which stipulates that monitoring must be carried out on an 'ongoing basis'. Therefore, the RTP will be monitored annually/bi-annually through various approaches.

MODESHIFT STARS

10.2.2. The RTP will be monitored on an annual basis through Modeshift STARS – the Centre of Excellence for the Delivery of Effective Travel Plans. The monitoring and accreditation element of Modeshift STARS Community will help evaluate the effectiveness of the RTP and will prove best practice implementation. It is expected that the MKE residential development receives a 'bronze' status (as a minimum) within the monitoring period of 5 years.

MULTI-MODAL TRICS SURVEY

- 10.2.3. Multi-modal TRICS surveys will be undertaken annually for the first five years following occupation of the residential plots and bi-annually after this period. These surveys will be conducted at the same time in each year to provide data for comparison that rules out any seasonal bias that may influence modal share. This process will provide data to inform the understanding of how travel patterns have changed over the duration of the RTP and to ensure the modal split target for private car driver trips is being achieved.
- 10.2.4. As there are numerous plots within the Milton Keynes East development area and ultimately with multiple points of access, discussions will be held with the TRICS Consortium to determine a bespoke approach that is TRICS-complaint but logistically practicable to implement. For example, the approach could review specific sections of Milton Keynes East, rather than the entire occupied or completed development area and could be surveyed on each occasion to gain a representative sample of trip patterns across the development. Factoring could then be used to generate an accurate representation of overall trip generation by mode across the Milton Keynes East development.
- 10.2.5. As more plots become occupied and trip generating over time, they will be incorporated into this approach and surveyed in conjunction with the earlier surveys.

RESIDENTS SURVEY

- 10.2.6. A resident survey will be distributed annually, online through the social media platforms and the Travel Information Portal. The survey will gather data around trip patterns and mode share as well as cycle and car parking use.
- 10.2.7. The survey will also provide the opportunity for residents to voice their satisfaction on the measures being implemented, such as the quality of the travel information provided.

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10.2.8. The residents survey will ultimately help shape the direction of the Sustainable Mobility Fund by providing feedback on any initiatives that are working well, growing in demand and any potential travel obstacles being encountered.

USER COUNTS

10.2.9. Where possible, user counts will be obtained from public and shared transport operators. This will help establish quantitative data surrounding trip patterns and mode shares.

10.3 ANNUAL RTP REVIEW

- 10.3.1. The TPM will be responsible for preparing an annual review report of the RTP, following receipt of the validated results from Modeshift STARS, TRICs and the Residents Survey. This annual report will review the effectiveness of the various measures within the RTP and will be subject to review by the TPSG.
- 10.3.2. The annual reviews will present the full multi-modal trip making characteristics of the development and draw comparison with the private car driver target. In addition, the reviews will outline what has been delivered in the previous year, feedback from the residents and what is planned for delivery in the year ahead.
- 10.3.3. In addition to the survey results, all members of the TPSG will be provided with any recommendations on revisions to measures or the introduction of new measures to support the RTP objectives and target outcomes. The TPSG will be able to provide advice on these recommendations/revisions to the TPM to help shape the forward Delivery Action Plan and Sustainable Mobility Investment Fund. This will consequently contribute to any revisions to on-going investment in sustainable mobility at Milton Keynes East.
- 10.3.4. Residents will also be informed of the survey results via the social media platforms and the Travel Information Portal.
- 10.3.5. The obligation to report to Milton Keynes Council shall end five years after completion of the final phase of development. In the event the target is not achieved in any survey year, including the final survey year, the following remediation action plan will be used:

Table 10-1 - Remediation Action Plan

Order of Actions	Actions
1	Notification to Milton Keynes Council of failure to meet private car driver mode share target
2	TPSG convene to discuss way forward, including using Sustainable Mobility Investment Fund to introduce further potential measures to support a reduction in the private car driver mode share towards the target level
3	Based on TPSG collective recommendations, Berkeley St James to consider potential further measures for implementation

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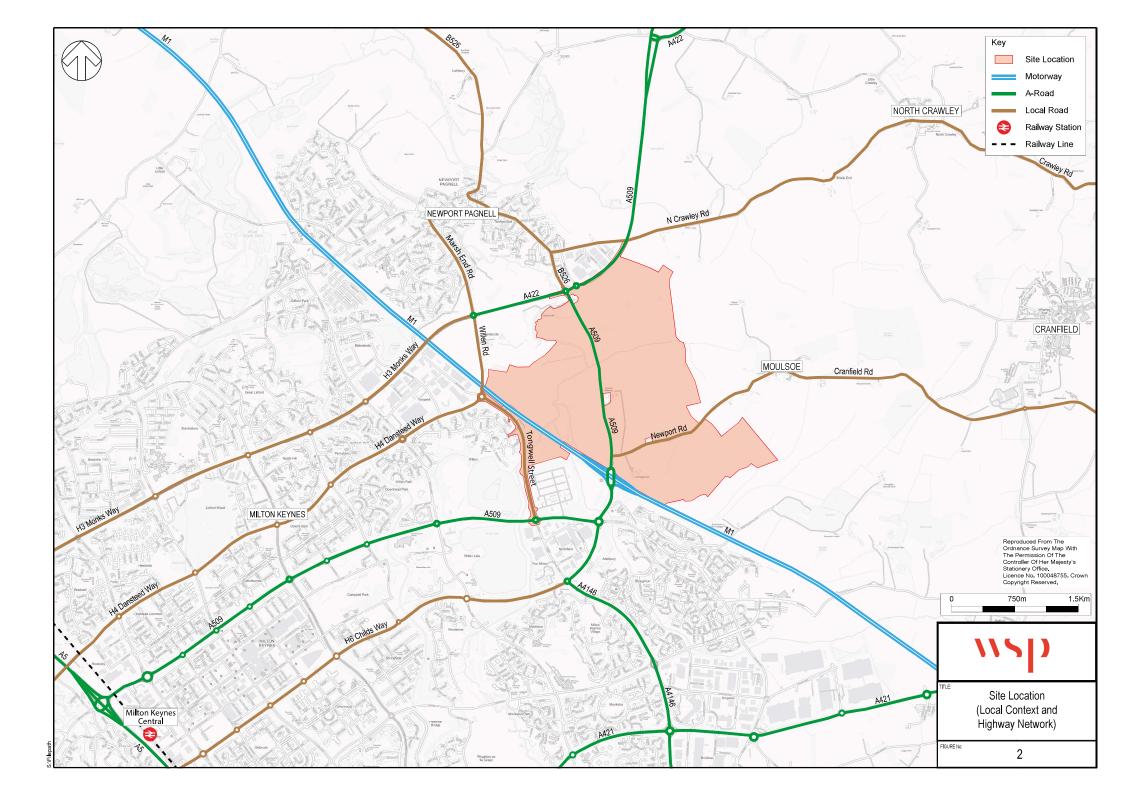
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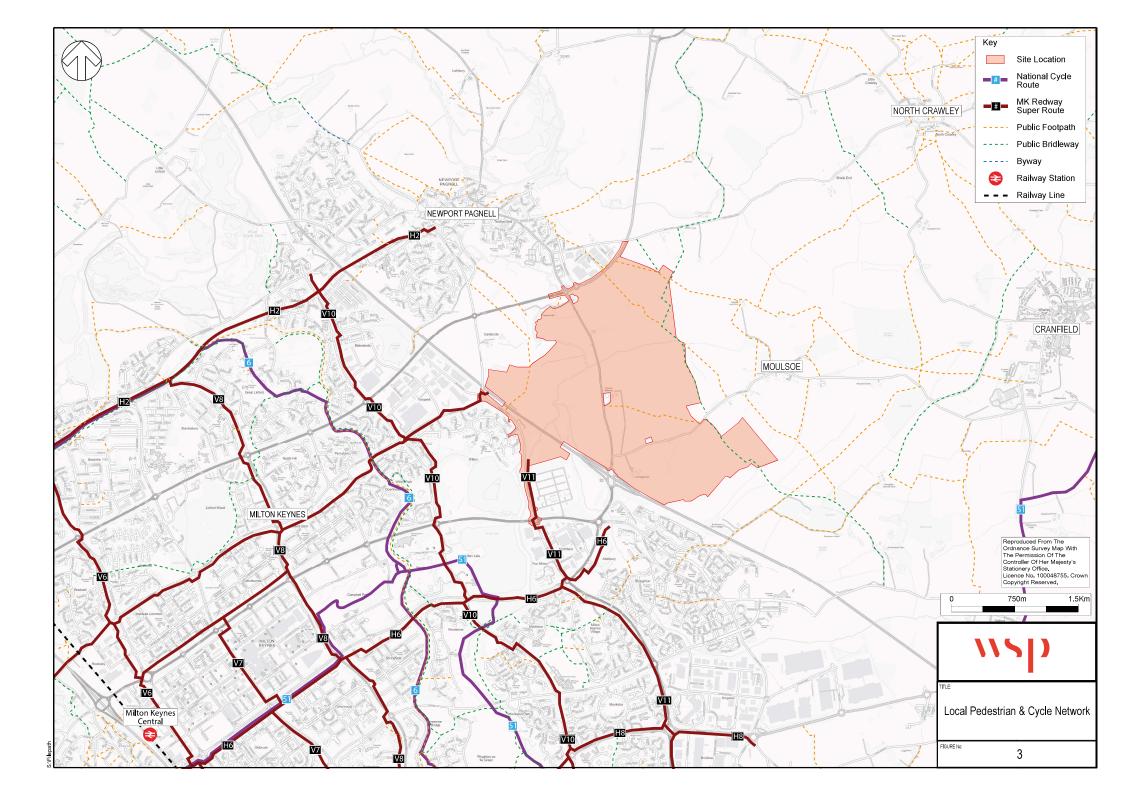


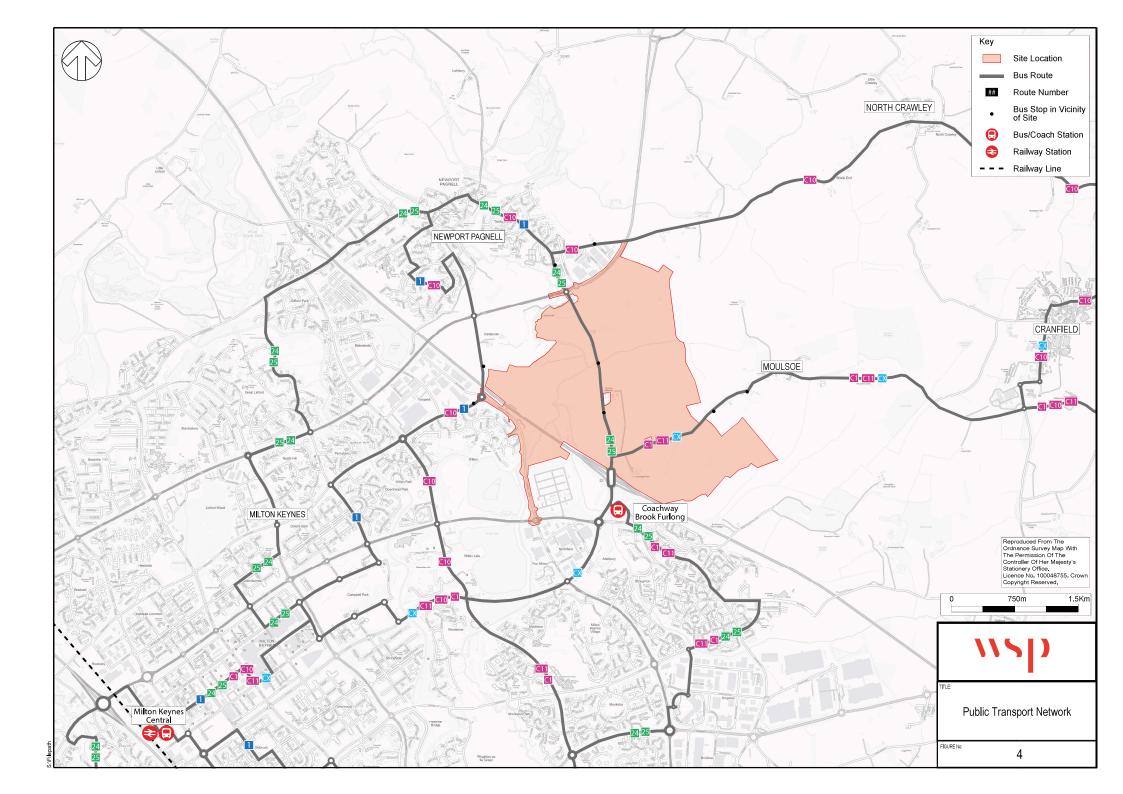
10.4 SUMMARY

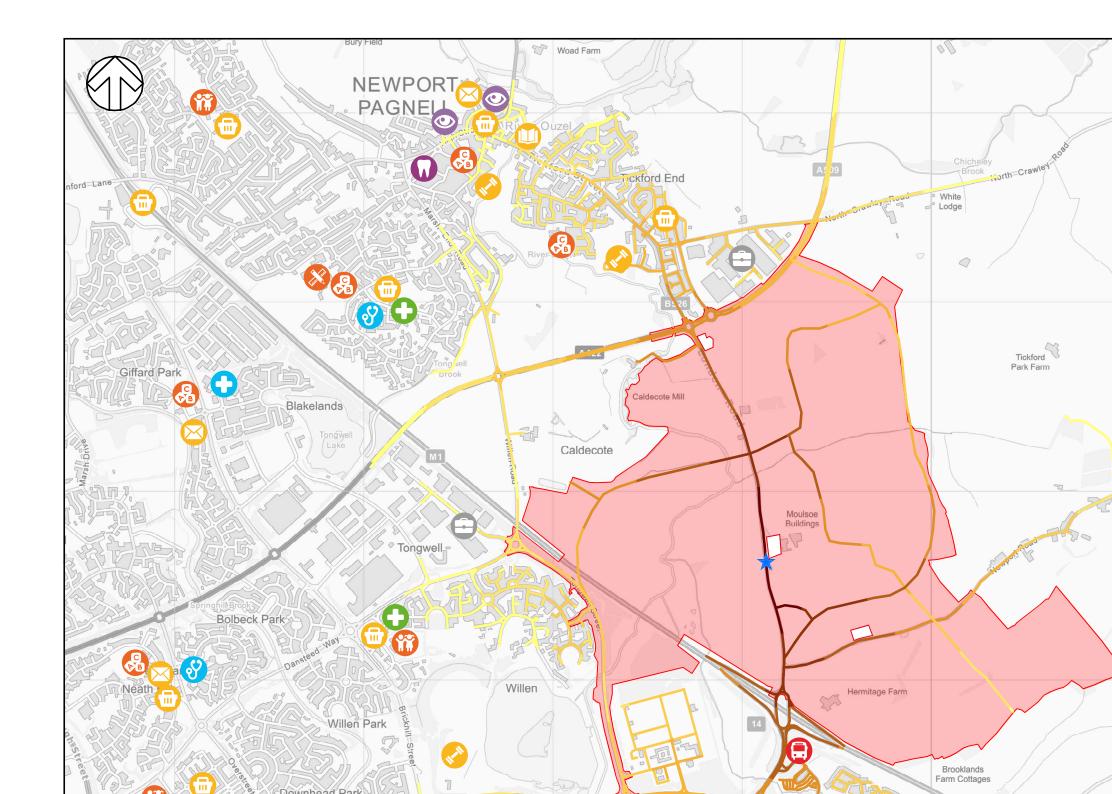
The RTP is a living document that requires monitoring and review to ensure it remains relevant over time and to make sure that the guiding objectives and modal share target are achieved. The RTP will be monitored and reviewed using various approaches to provide a robust understanding of the travel plan's effectiveness over time and how travel patterns at Milton Keynes East are being positively supported. This will allow the effectiveness of the travel plan to be measured and reviewed over time. The TPSG will have the opportunity to suggest new travel planning measures following annual monitoring reports, using the Sustainable Mobility Investment Fund, to ultimately guide any required changes to the forward Delivery Action Plan.

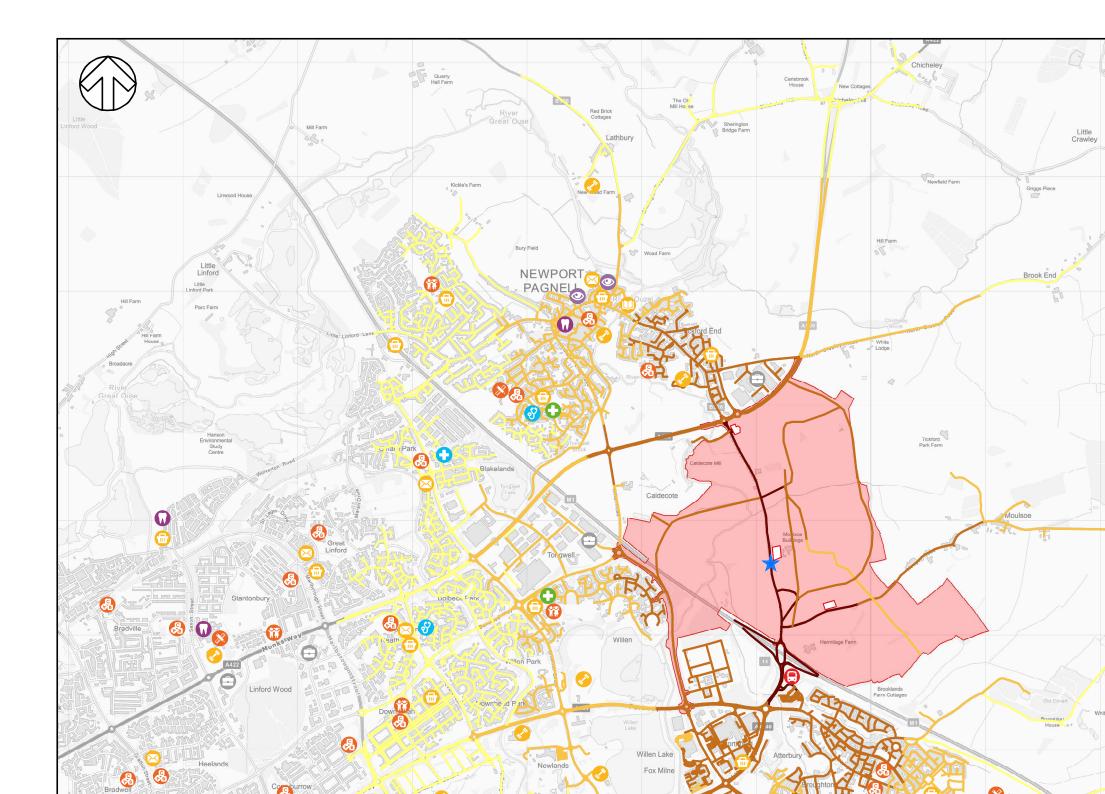
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Appendix D3 Workplace Travel Plan



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Workplace Travel Plan





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Workplace Travel Plan

FINAL (V1) CONFIDENTIAL

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OUR REF. NO. 70057521-WTP

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INTRODUCTION 1

1.1 INTRODUCTION

- 1.1.1. WSP has been appointed by Berkeley St James to prepare a Workplace Travel Plan (WTP) in support of development of land to the north east of Milton Keynes, (hereinafter referred to as 'Milton Keynes East' or 'MKE').
- 1.1.2. The proposals are to develop a mixed-use site, providing circa 4,600 new homes, employment and supporting ancillary uses including primary and secondary schools, health care and community facilities. Managing travel demands and encouraging sustainable travel patterns will be essential to supporting local planning, transport and environmental policy objectives.
- 1.1.3. This WTP will provide the framework for achieving this. Developed and applied on a site-wide basis, and covering future phases of development, the WTP will enable investment in sustainable transport measures to be planned, delivered, managed and comprehensively evaluated over time.
- A Residential Travel Plan (RTP) covering the residential component of the development proposals 1.1.4. has been produced as a separate document. There is also a suite of transportation documents that have been produced in conjunction to this WTP. Some of these documents are referenced throughout this WTP, including: Transport Assessment (TA), TTN3 (Trip Generation), TTN6 (Park & Ride and Mass Rapid Transit), TTN8 (Parking Strategy), TTN9 (Walking and Cycling Strategy) and TTN11 (Public Transport Strategy).

1.2 **BACKGROUND**

- 1.2.1. The Milton Keynes East site has been identified as an allocation for a Strategic Urban Extension (SUE) within the current local plan entitled Plan:MK 2016 – 2031.
- 1.2.2. The MKE development proposes to deliver a mixed-use development of circa 4,600 new homes, employment in the order of 80 hectares and to support ancillary uses including primary and secondary schools, health care and community facilities.
- 1.2.3. The overall MKE site includes development parcels which will be delivered by other parties (i.e. not Berkeley St James), including Bloor, Segro (Roxhill) and MKC. This WTP relates solely to the development proposed by Berkeley St James.

1.3 **WORKPLACE TRAVEL PLAN – AN OVERVIEW**

- 1.3.1. This WTP has been prepared in conjunction with the Transport Assessment (TA) for the development sets out a multi-modal package of measures to encourage all employees of the new development to adopt sustainable travel behaviour to/from work where possible and practical. The measures aim to minimise the number of single occupancy vehicle commuter journeys made to and from the MKE development and to increase travel by sustainable modes including walking, cycling, public transport and ridesharing/ride hailing. Where practicable, measures will be in place prior to occupation, allowing employees to benefit from day one.
- 1.3.2. The WTP also outlines a long-term management strategy with a clear set of objectives and targets. As a living document it will require monitoring, review and revision over the course of the development construction.

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- 1.3.3. The effectiveness of the measures implemented will be assessed on a regular basis. Responsibility for the implementation of measures and monitoring will lie with the Travel Plan Manager, to be appointed by the developer.
- 1.3.4. This WTP has been prepared in accordance with industry best practice, such as Good Practice Guidelines (DfT 2014), MKC Workplace Travel Plans guidance (2015) and Plan:MK 2016-2031 (MKC, 2019). It has also been prepared in line with scoping discussions held with MKC. It was agreed that this WTP will set out to achieve a bronze accreditation status (as a minimum) from Modeshift STARS (The Centre of Excellence for the delivery of Effective of Travel Plans).

1.4 TRAVEL PLAN STRUCTURE

- 1.4.1. This WTP is set out in the following sections:
 - Chapter 2 sets out the relevant planning policy context pertaining to the WTP and sustainable development at Milton Keynes East;
 - Chapter 3 details the existing site location and accessibility;
 - Chapter 4 outlines the development proposals;
 - Chapter 5 identifies the WTP vision and objectives;
 - Chapter 6 details the management structure;
 - Chapter 7 sets out the travel planning measures to be applied across the development area;
 - Chapter 8 sets out the delivery and action plan; and
 - Chapter 9 summarises how the WTP will be monitored and reviewed.

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2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. When developing a Travel Plan it is important to consider the policy context in which it will operate, thereby ensuring synergy and compliance with planning, transport, social and environmental policy objectives. Within this chapter specific national and local transport policies relevant to the Milton Keynes East development are summarised. Key themes that relate to managing travel demands and promoting sustainable transport at new development have been identified.
- 2.1.2. Furthermore, national and local guidance on preparing travel plans for new development is summarised to provide context for this WTP.

2.2 NATIONAL POLICY AND GUIDANCE

NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 2.2.1. Adopted in March 2012 and updated in March 2019, the National Planning Policy Framework (NPPF), seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.
- 2.2.2. The National Planning Policy Framework (2019) describes a Travel Plan as "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."
- 2.2.3. Specifically, from a highways and transportation perspective, Chapter 9 (paragraphs 102 to 111) of the NPPF is entitled Promoting Sustainable Transport.
- 2.2.4. In paragraph 104, the NPPF states that "Planning Policies should:
 - support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities, and;
 - provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);"
- 2.2.5. Paragraph 108 outlines the requirements for a development that should be considered during the assessment of the proposals stating that "It should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 2.2.6. Paragraph 111 requires that "...All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

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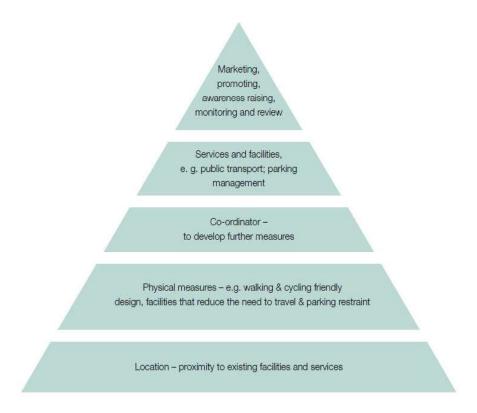


2.2.7. Milton Keynes East and this WTP support the sustainable ethos expressed in the NPPF through both hard and soft features that prioritise active travel and act in favour of sustainable mobility travel options such as ridesharing and ride hailing.

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT, 2014)

- 2.2.8. The Department for Transport prepared guidance to assist all stakeholders, in determining when a Travel Plan is required, including how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are cited as important for major new developments in order to:
 - "Support increased choice of travel modes;
 - Promote and achieve access by sustainable modes;
 - Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - Promote a partnership between the authority and the developer in creating and shaping 'place'."
- 2.2.9. The guidance recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, constructed from the ground up, with each new layer building on the last to achieve the desired travel and transport outcomes. This is illustrated in Figure 2-1 below.

Figure 2-1 - Travel Plan Pyramid (Source: DfT, 2014)



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- 2.2.10. The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional measures are then integrated into the design, marketing and operation of the site to promote and actively support sustainable travel patterns. Travel Plans should typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking.
- 2.2.11. The guidance also recognises the content of a travel plan should be tailored to the site in question and should address all aspects of life that create a need to travel, to support a reduction in the number of car journeys, particularly single occupancy vehicle trips.

2.3 LOCAL POLICY AND GUIDANCE

WORKPLACE TRAVEL PLANS, MKC (2015)

- 2.3.1. Milton Keynes Council developed a step by step guide on Workplace Travel Plans in July 2015. The guidance states the workplace travel plan is designed to encourage sustainable travel as well as reducing car travel:
 - "A Workplace Travel Plan is a document which highlights a package of practical measures outlining how a workplace or organisation will promote sustainable modes of travel to employees, visitors, for deliveries and help reduce business mileage."
- 2.3.2. The guidance sets out what is expected from a workplace travel plan. These expectations include; survey data, hard and soft measures, aims, objectives, targets, an action plan, budget and monitoring.
- 2.3.3. The guidance states that the WTP should include measures that reduce the need to travel such as walking, cycling, car share, EV and public transport use. The guidance also states that parking provision should be considered.
- 2.3.4. The step by step guide highlights the importance of integrating the measures into the design and occupation of the new development, "rather than retrofitted after occupation".
- 2.3.5. This WTP considers all the above. The objectives of this WTP such as 'to encourage sustainable transport options amongst employee in preference to private car travel' (see Chapter **5**) align with the design guidance from MKC on workplace travel plans. In addition, the measures in this WTP (see Chapter **7**) align with the guidance and where possible will be implemented prior to occupation.

PLAN:MK 2016-2031 (2019)

- 2.3.6. Plan:MK sets out the Council's vision, strategy and policies for development in the Borough of Milton Keynes for the period up to 2031.
- 2.3.7. Policy SD9 states that proposals for Strategic Urban Extensions should incorporate sustainable transport principles:
 - "Transport solutions maximise the opportunities provided by smart, shared and sustainable mobility solutions to deliver real alternatives to the private car (e.g. connectivity with existing and forthcoming rail services; rapid transit; driverless vehicles; shared vehicle schemes; coaches and buses)."
- 2.3.8. This WTP takes into consideration these aspirations around smart, shared and sustainable mobility options and embeds it into the measures presented in Chapter 7.

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MOBILITY STRATEGY FOR MILTON KEYNES 2018-2036 (2018)

- 2.3.9. The MK Mobility Strategy sets out the strategic framework for the Milton Keynes Transport system along with a series of interventions needed to achieve the growth ambitions outlined in Plan:MK and support the longer-term growth planned by MK Futures 2050.
- 2.3.10. One of the transport objectives 'Maximise Travel Choices' states the following outcomes will be fundamental in achieving the objective:
 - "Integrated journey planning available on smartphones
 - Making the most of autonomous vehicles
 - Increasing mobility as a service, reducing the need for car ownership"
- 2.3.11. Similarly, another objective of the strategy is to 'Protect Transport Users and the Environment'. The outcomes for this objective are outlined as follows:
 - "Supporting and encouraging the use of active modes
 - Supporting and encouraging travel patterns which minimise CO2 and other emissions
 - Ensuring the safety of all travellers."
- 2.3.12. The vision and objectives of this WTP (see Chapter 5) are in accordance with the policy objectives outlined in the MK Mobility Strategy. The measures in this WTP will specifically allow employees to receive journey planning through their smartphones and will encourage the use of sustainable commuter travel patterns that support decarbonisation and minimise harmful emissions from transport (see Chapter 7).

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EXISITING CONDITIONS AND SITE ACCESSIBILITY 3

This chapter highlights the MKE development location and identifies different transport and mobility 3.1.1. options for accessing the development area.

3.2 SITE LOCATION

3.2.1. The MKE site area is bound by the A422 and A509 to the west, agricultural land to the east and north and the M1 Motorway to the south. Figure 2 provides a visual illustration of the development area that will be covered by this WTP.

3.3 PEDESTRIAN & CYCLE NETWORK

- 3.3.1. As shown in Figure 3, the MKE development is accessible to several PROW and designated cycle routes in and around Milton Keynes. Many of the routes provide more direct connections to the key destinations in the area than the footway network, while other more rural routes are likely to be used for leisure walking and cycling.
- 3.3.2. Several PROW consisting of public footpaths and bridleways run through or in the vicinity of the Project Site and provide connections to the wider area via the existing footway network and/or socalled Redways. The Redways are shared-use traffic-free routes for people on foot or cycles and are popular for both leisure and commuting. The traffic-free network covers most of the city with connections to nearby towns, such as Newport Pagnell to the northwest of the MKE site.
- 3.3.3. The Redway network is accessible from the site via Willen Road and Tongwell Roundabout, where one of the Super Routes currently terminates. The other can be accessed via Tongwell Street further to the south. Several secondary Redways are accessible from the development site, providing connections to the Super Routes.
- 3.3.4. In addition to the Redway network, there are several leisure traffic-free cycle paths across Milton Keynes. These predominantly leisure routes can be found in parks and by rivers and lakes and are accessible from the Redway network.
- 3.3.5. Several waymarked routes utilising predominantly the Redway and leisure infrastructure are also available throughout the city and include the Millenium Route, four Heritage Trails and five Cultural Routes. These routes are circular routes covering a range of distances and difficulty, linking the cultural and heritage sites in the city.
- In combination with the PROW (public bridleways) and the Redway routes, Milton Keynes and its 3.3.6. immediate vicinity (including the MKE development) benefit from an extensive network of both on and off-road cycle routes providing both leisure and commuting opportunities in the area.
- 3.3.7. There are two National Cycle Network (NCN) routes running in the proximity of the MKE site. These routes include National Cycle Route (NCR) 6 and 51.
- 3.3.8. NCR 6 is a long-distance route between London and the Lake District via Luton, Milton Keynes, Northampton, Leicester, Sheffield and Manchester amongst others. Through Milton Keynes, NCR 6 runs in a broadly south to north direction approximately 1.6km from MKE, and it is predominantly traffic-free. NCR 6 can be accessed from the MKE site via the local cycle routes with a typical journey time of approximately six minutes (based on a typical cycling speed of 16km/h).

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3.3.9. NCR 51 is also a long-distance route that connects major cities in the south of England. It links Oxford with Cambridge via Milton Keynes and Bedford. The route of NCR 51 through Milton Keynes is traffic-free with becoming on-road route upon its way out of the city towards the M1 motorway and further northeast. NCR 51 is approximately 2.5km from the MKE site, and it is accessible via the local cycle routes and NCR 6 with a typical journey time of approximately nine minutes (based on a typical cycling speed of 16km/h).

CYCLE HIRE

3.3.10. The Milton Keynes area currently benefits from a Santander Cycles bicycle hire scheme. There are 40 docking stations in the area (including Milton Keynes Central Rail Station), providing access to 300 bikes. The closest docking station to the MKE site is located approximately 1km south west, in Willen Park on Granville Square.

3.4 ACCESSIBLE FACILITIES AND KEY SERVICES

- 3.4.1. Figure 1.1 illustrates pedestrian accessibility relative to the MKE site. This is based on the typical walking speed of 4.8 km/h. It outlines that the site is situated within reasonable walking distance from key destinations and facilities. For example, Crossfit Milton Keynes and Interchange Park can be accessed within a 20-minute walk.
- 3.4.2. The MKE site's cycling accessibility based on the typical cycling speed of 16 km/h, is shown in Figure 1.1. The site is accessible by cycling from within a wider area. Services and facilities such as Willen Pharmacy, Oakgrove School, Newport Pagnell Post Office, M&S Simply Food and Broughton Dental Practice can all be accessed within a 20-minute cycle.

3.5 PUBLIC TRANSPORT NETWORK

BUS NETWORK

Local Service Provision

- 3.5.1. There is a relatively good bus network surrounding the MKE site and in Milton Keynes generally.
- 3.5.2. There are several stops within the MKE site, with two stops on Willen Road, one hail-only stop on London Road and two stops along Newport Road. Several additional services are also available just outside of the development boundary at Tickford End, north of H3 Monks Way, and south-west of the M1 along Fern Street. These are detailed in the accompanying Public Transport Strategy.
- 3.5.3. A summary of the bus services currently serving the MKE site can be seen in **Table 3-1** and is shown in Figure 4.

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Table 3-1 – Local Bus Services at Milton Keynes East

Service/Route	Frequency			Earliest	Latest
	Weekday	Saturday	Sunday	Departure	Departure
1 Newport Pagnell – Milton Keynes - Bletchley	2 per hour	2 per hour	1 every 1 hours	05:38	23:04
25/24 Bletchley – Milton Keynes – Newport Pagnell - Bletchley	1 per hour	1 per hour		08:03	18:03
C1 Bedford – Cranfield University – Milton Keynes	1 every 2 hours	1 every 2 hours	1 every 2 hours	08:03	23:38
C10 Bedford – Cranfield University – Milton Keynes	1 per hour			06:33	18:50
C11 Bedford – Cranfield University – Milton Keynes	1 every 2 hours	1 every 2 hours	1 every 2 hours	09:03	20:58
CX Cranfield University – Milton Keynes	4 per day			07:55	18:46

Source: Milton-Keynes.gov.uk (February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing).

3.5.4. Due to the current situation with COVID-19 it is important to note that bus timetables and frequencies may change.

Wider Milton Keynes Service Provision

- There are several different bus stops in the Central Milton Keynes area. These include: stops 3.5.5. directly outside Milton Keynes Central Railway Station, The Point Bus Interchange stops, Central Business Exchange stops, Theatre District stops and Santander House stops. These bus stops are located approximately 6km south west of the MKE site, south of the A509. They can be accessed from the MKE development site by the C1, C10, C11, CX, 24, 25 and 1 bus services in approximately 30 minutes.
- 3.5.6. The Central Milton Keynes area acts as an interchange for approximately 50 different bus services serving the wider Milton Keynes area and neighbouring towns and cities. The full list of these services is demonstrated in Table 3-2 below.

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Table 3-2 – Bus services in the Central Milton Keynes area

Service	Route
1	Newport Pagnell Renny Lodge – Newton Leys St Helena Avenue
2	Newport Pagnell Renny Lodge – Grange Farm Dunthorne Way
4	Central Milton Keynes – Bletchley Bus Station
5/6	Wolverton Church Street – Water Eaton Buttermere Close
7	Wolverton Church Street – Bletchley Bus Station
8A	Powis Lane – Lichfield Down
11/12	Caldecotte – Open University – Monkston – Central Milton Keynes
11A	Caldecotte – Monkston – Central Milton Keynes
12A	Caldecotte – Open University – Kents Hill– Central Milton Keynes
14	Church Street – Central Milton Keynes Railway Station
18	Woburn Sands – Bletchley – Hospital – Central Milton Keynes
21	Lavendon – Central Milton Keynes Railway Station
23	Wolverton – Great Linford – Central Milton Keynes
24/25	Bletchley – Newport Pagnell – Central Milton Keynes
33/3A	Northampton – Roade – Hanslope – Wolverton – Central Milton Keynes
34	Central Milton Keynes – The Point to Ampthill Heights – Wagstaff Way
50	Newton Longville – Milton Keynes
89	Milton Keynes – Old Stratford – Deanshanger – Potterspury – Yardley Gobion - Cosgrove
99	Milton Keynes – Luton Airport
100/150/X60	Aylesbury - Milton Keynes
300	Westcroft District Centre – The Swan
301	Wolverton Road – Kingston District Centre
310	Wolverton Bus Station – Magna Park Fen Street
602	Central Milton Keynes – Broughton – Kingston – Walnut Tree – Monkston – St Pauls Catholic School



Service	Route
609	Bradville - Central Milton Keynes - Leadenhall
A1	Kempston – Stewartby – Cranfield – Milton Keynes
A2	Kempston – Wood End – Bromham – Cranfield – Milton Keynes
C1/C11	Milton Keynes - Bedford
СХ	Cranfield University – Milton Keynes
D	Kempston – Milton Keynes
F70	Luton Station Interchange – Central Milton Keynes Railway Station
FL2	Haynes West End – Houghton Conquest – Lidlington – Milton Keynes
FL3	Hayes – Clophill – Maulden – Ampthill – Milton Keynes
FL4	Silsoe – Flitwick – Milton Keynes
FL11	Harlington – Milton Keynes
VL4	Thurleigh – Milton Keynes
VL6	Clapham – Milton Keynes
VL7	Melchbourne – Riseley – Milton Keynes
VL15	Sharnbrook – Harrold – Newton Blossomville – Milton Keynes
W11	Meppershall – Stondon – Shillington – Gravenhurst – Clophill – Milton Keynes
W13	Meppershall – Shefford – Milton Keynes
X5	Bedford – Oxford
X6	Milton Keynes – Northampton
X91	Silverstone – Milton Keynes

Source: Bustimesorg (February 2021)

- 3.5.7. Milton Keynes Coachway is located on the A509, less than 1km south of the Milton Keynes East development site. It can be accessed from the MKE site by the 24, 25, C1 and C11 bus services.
- 3.5.8. Milton Keynes Coachway provides access to National Express services. These services offer direct routes to many towns and cities across the country. London Victoria can be accessed within 1hr 30minutes from Milton Keynes Coachway. Whilst timetables are currently disrupted by the COVID 19 pandemic, services prior to the pandemic were operating morning and night with approximately 10 coaches per day running from Milton Keynes Coachway.



RAIL NETWORK

3.5.9. Milton Keynes is served by a number of railway stations. There are two railway stations in proximity of the MKE site. These include Milton Keynes Central and Woburn Sands.

Milton Keynes Central Rail Station

- 3.5.10. Milton Keynes Central Station is situated on the West Coast Main Line and served by Avanti West Coast intercity services, West Midlands Trains and Southern regional services. The Station provides direct connections to destinations such as London Euston, Watford and Birmingham New Street. A summary of direct services available from Milton Keynes Central Rail Station is shown in **Table 3-3**.
- 3.5.11. The Station has seven platforms and step-free access. The station has a car park with 964 spaces as well as 900 cycle stands. Cycle hire is also available from outside from the station through Santander Cycles.
- 3.5.12. Milton Keynes Central Station is located approximately 6km south west of the nearest development site access on Willen Road. The Station can be accessed by a 26-minute cycle from the MKE site and can also be reached by service C10 from bus stops on Willen Road.

Table 3-3 – Direct rail services serving Milton Keynes Central Rail Station

Destination	AM Peak (outbound)	er hour PM peak (return)	First and last Services (Monday – Friday)	Last Service returning from Destination (Monday – Friday)	Approximate Duration
London Euston	5	7	00:25 23:50	23:42	51 mins
Watford Junction	4	4	00:25 23:50	23:38	34 mins
Leighton Buzzard	4	4	03:30 23:50	23:35	11 mins
Wolverton	3	3	00:17 23:23	23:46	3 mins
Northampton	3	3	00:17 23:23	23:34	21 mins
Birmingham New Street	3	4	00:29 23:29	23:10	1 hr 15 mins

Source: National Rail (February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing)

Woburn Sands Rail Station

- 3.5.13. Woburn Sands Station is located on the Marston Vale Line. The London Northwestern Railways serves this station and operates Mondays Saturdays only. The Station provides direct connections to destinations such as Bletchley and Bedford. A summary of direct services available from Milton Keynes Central Rail Station is shown in **Table 3-4**.
- 3.5.14. The Station has two platforms and step-free access. There is no car park at the Station but there are 12 cycle stands.

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3.5.15. Woburn Sands Station is located approximately 6km south east of the nearest development site access on the A509 London Road. The Station can be accessed by a 27-minute cycle from the MKE site.

Table 3-4 – Direct rail services serving Woburn Sands Rail Station

Destination	Frequency per hour		First and last Services	Last Service returning	Approximate Duration
	AM Peak (outbound)	PM peak (return)	(Monday – Friday)	from Destination (Monday – Friday)	
Bletchley	1	2	06:51 23:32	21:32	11 mins
Ridgmont	2	4	05:33 21:51	23:17	7 mins
Stewartby	2	4	05:33 21:51	22:55	17 mins
Kempston Hardwick	1	2	05:35 23:32	22:47	21 mins
Bedford St Johns	2	4	05:33 23:32	22:52	27 mins
Bedford	2	4	05:33 23:32	22:28	29 mins

Source: National Rail (February 2021, timetables temporarily disrupted by the COVID 19 outbreak at the time of writing)

3.6 CAR CLUBS

- 3.6.1. Car Clubs provide short term car hire, offering an environmentally friendly and cost-effective alternative to owning a car. ZipCar, being one of the largest car club operators, estimate that on average, every car club vehicle provided results in around 10-15 private cars taken off UK roads. The main benefits of car club schemes can be summarised as follows:
 - Cheaper: Owning a car has the added cost of insurance, tax, service and maintenance and depreciation.
 - Greener: Generally, those involved in the scheme choose walking, cycling and public transport as their main/ usual mode of travel, using the car club only when essential.
 - Convenient: Can be booked with a minute's notice and so customers can be on their way in a clean, well looked after car, which can be used for as long as required.
- 3.6.2. There are two car club services currently operating in and around Milton Keynes which include:
 - Enterprise Car Club
 - Wolverton E-Car Club
- 3.6.3. Enterprise Car Club provide services within the local area, with one vehicle located at Northfield Drive, Willen, approximately 1km south of the A509 London Road development site access. They also provide vehicles in Newport Pagnell and Bletchley. Cars can be rented hourly or daily.
- 3.6.4. Wolverton E-Car Club is another car club service provided in the Milton Keynes area, located approximately 8km west from the Willen Road development site access.

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3.6.5. The club provide electric vehicle hire on a pay-per-use basis and can be rented hourly or daily. They also offer a variety of vehicles.

3.7 CAR SHARING

- 3.7.1. Milton Keynes Council have recently introduced five electric minibuses (known as ViaVans) to act as a dedicated shared taxi service. The ViaVan service is available on demand, providing employees with the convenience of a taxi at the price of a bus and runs across the city. The service is available to book through the ViaVan app and concessionary travel passes are accepted.
- 3.7.2. Milton Keynes Council also offer parking permits for employees of Central Milton Keynes who choose to share a vehicle for their journey to work. The permits cost £130 a year per person and it enables employees to have access to standard rate parking spaces in the town centre in addition to 350 reserved car share bays in prime locations.
- 3.7.3. Liftshare also currently have a presence in and around the Milton Keynes area. Liftshare help connect drivers and passengers to share journeys by car.

3.8 GET SMARTER TRAVEL MK

- 3.8.1. Get Smarter Travel MK has been developed by Milton Keynes Council to promote sustainable travel and reduce car use amongst local schools, employers, residents and community groups to promote the benefits of smarter travel. A Journey Planner allows residents to plan their sustainable travel in and around Milton Keynes, by consolidating detailed information and comparing different travel choices.
- 3.8.2. Milton Keynes Council is at the forefront of transport technology, innovative and sustainable transport initiatives. In addition to the facilities and services described in the previous sections, there are other more tailored and specific services available to residents of Milton Keynes. These include:
 - The UK's first independent EV Experience Centre where citizens can try over 30 vehicles for short-term and long-term test drives before buying;
 - Free parking initiative for ultra-low emission vehicles in the town centre there are over 15,000 bays designated for drivers with a green parking permit and any electric driver can plug in and park for free in any electric charge point bay; and
 - There are 400 charge points available in town with the charging network constantly growing.

3.9 SUMMARY

The current Redway network as well as the availability of bicycle hire allows for walking and cycling in the area, providing access to local amenities as well as to central Milton Keynes.

There are also many local bus routes serving the area as well as National Express services operating within close proximity of the MKE site. In addition, the MKE site benefits from two rail stations serving the local area, with frequent national service provision. The plethora of these services present opportunities for many journeys, both locally and further afield, to take place via modes other than the private car.

Where car-based travel is necessary, the MKE site benefits from access to car clubs and attractive on-demand car sharing incentives that helps remove the need for employees to otherwise own a car.

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Overall, there is a clear opportunity to integrate this Travel Plan with Get Smarter Travel MK to promote sustainable and shared mobility options amongst employees of the MKE development.

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4 DEVELOPMENT PROPOSALS

4.1 BACKGROUND

SCALE AND NATURE OF MKE DEVELOPMENT

- 4.1.1. The MKE site is a large-scale mixed development seeking to deliver housing, employment, social infrastructure (including primary and secondary schools), community hubs alongside green spaces and public transport interchanges.
- 4.1.2. The proposed development includes a comprehensive package of highway infrastructure works, which will be delivered early as per the HIF bid conditions. The early delivery of the road infrastructure, including the new M1 bridge crossing will benefit MKC commuters and help reduce stress on key junctions such as the M1 J14.
- 4.1.3. Employment proposals for MKC include business, general industry and storage/distribution uses. Hybrid planning application encompassing outline permission is being sought for: 403,650 sqm (maximum amount parameter sought) of employment, of which:
 - Maximum 37,160 sqm Class E offices/light industrial
 - Maximum 92,900 sqm Class B2 industrial
 - Maximum 403,650 sqm Class B8 warehousing (with ancillary offices)
- 4.1.4. Employment land use is proposed within three Employment Areas. These are: Zone A (West Parcel), Zone B (Centre Parcel) and Zone C (East Parcel).

PLANNED DEVELOPMENT TIMEFRAME AND PHASING

- 4.1.5. The site will take a number of years to deliver due to its scale. It is anticipated that construction of the proposed development will commence in 2022. The Indicative Development Quantum and build out schedule can be found in the TA.
- 4.1.6. The Employment buildout is broadly associated with two phases:
 - Phase 1 Will see the western and central section of the Masterplan come forward.
 - Phase 2 Will see the rest of the Masterplan come forward, including the southern edge of the site.
- 4.1.7. These phases are illustrated and explained in the TA.

EMPLOYEE TRIP GENERATION AND ANTICIPATED MODAL SPLIT

- 4.1.8. A Trip Generation Transport Technical Note has been produced in conjunction with this WTP (TTN3). TTN3 assesses the likely impact of the development on the highway network.
- 4.1.9. TTN3 incorporates a Future Ready approach. This means that potential Future Mobility scenarios are considered to ensure that the MKE development design is resilient and can accommodate likely new technologies and mobility services.
- 4.1.10. As detailed in TTN3, to assess the trip making potential of the proposed development, two trip generation scenarios have been considered. These are the 'Traditional' scenario and the 'Future Mobility' scenario. The 'Traditional' scenario results in the highest number of vehicular trips and reflects a proposal with some sustainable transport interventions, however, does not apply a forward-thinking approach. The 'Future Mobility' scenario establishes a series of ambitious targets to

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- achieve travel by sustainable modes evidenced from research undertaken to inform strategic transport studies at national government level.
- 4.1.11. The Future Mobility Adjusted forecasts have been applied to a 2031 and 2048 'with Development Scenario' for employment trip generation.
- 4.1.12. As identified in TTN3, specifically **Tables 5-7** and **5-14**, by 2031 there is forecast to be a 15% decrease in private vehicle trips towards shared mobility for the B1a (office) employment plots proposed at MKC. Moreover by 2048, there is a forecasted decrease of 27% of private vehicle trips, with again a move to shared mobility.
- 4.1.13. Similarly, as identified in TTN3, specifically **Tables 5-8** and **5-15**, by 2031 there is forecast to be no change in modal split between private vehicles and shared mobility for B1c/ B2/ B8 employment land uses. However, by 2048, it is expected there will be a 3% decrease of private vehicle trips, towards shared mobility.
- 4.1.14. These forecasts demonstrate the potential positive effects from the application of Future Mobility measures at the site. These Future Mobility measures include a Mass Rapid Transit and Park & Ride site. This is further detailed in TTN3. Additionally, this WTP, incorporates relevant Future Mobility oriented travel plan measures, as well as a Sustainable Mobility Investment Fund and monitoring programme (further outlined in Sections 7, 8 and 10). Therefore, this WTP will help ensure that the modal split is regularly reviewed to ultimately ensure that these forecasts can be realised in future.
- 4.1.15. Further details on the anticipated trip generation can be found within TTN3.

4.2 WALKING AND CYCLING ACCESS STRATEGY

IMPROVED CONNECTIONS

- 4.2.1. As illustrated in TTN9, the masterplan has been designed with a focus on providing future users of the development with an inter-connected network of active travel infrastructure to make walking, cycling, and the use of micro-mobility modes (such as e-scooters) the most attractive way of travelling to, from and across the site.
- 4.2.2. The active travel network is comprised of green routes crossing the site as well as of infrastructure provided alongside vehicular routes. This way, connection to origins and destinations both off and on-site (including different land uses and links to public transport hubs) has been achieved by providing different type of active travel infrastructure which follows different forecasted desire lines and preferred routes.
- 4.2.3. The network of active travel infrastructure has also been adapted accordingly to the defined hierarchy of routes across the site, and is consequently comprised of Primary, Secondary and Tertiary Green Corridors in the way of Redways, PRoWs, and footways and cycleways along the relevant primary, secondary and tertiary streets. It has also been ensured that adequate links and crossings are provided where needed in order to follow desire lines and to achieve a high degree of non-vehicular permeability into and across the development.

4.2.4. Proposals include:

- Extension of the Milton Keynes Redway Network to the MKE development
- Dedicated walking and cycling infrastructure on site at MKE

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- A network of crossing points between the development regions and connecting to external infrastructure and developments in Newport Pagnell and Milton Keynes
- An extensive network of traffic-free routes throughout the development
- A Green Linear Park incorporating a range of cycling and pedestrian opportunities

CYCLE PARKING AND FACILITIES

- 4.2.5. As outlined in TTN8, to encourage all inhabitants of the development to have access to bicycle or micro-mobility the following parking standards are recommended. These have been based upon the anticipated number of people living in each dwelling type according to the cycle parking standards set out within the MKC Supplementary Planning Document January 2016. The long stay parking provision is detailed below:
 - 1 or 2 bed = 1 per unit
 - 3+ bed = 2 per unit
- 4.2.6. As detailed in TTN8, the Santander Cycle Hire is proposed to be incorporated in the MKE development. This will be completed by e-bike and e-scooter hire schemes, both of which form part of the Public Transport Strategy designed for the MKE development as outlined TTN11.

4.3 PUBLIC TRANSPORT AND SHARED MOBILITY STRATEGY

- 4.3.1. It is evident that commuter trips will be generated from the development of the MKE site and, as such, the public transport proposals intelligently blend different types of services to provide an efficient, sustainable and attractive network to fulfil both external and internal trips. The public transport proposals, as detailed in TN11, involve:
 - Providing high bus frequency connections to most popular destinations such as Milton Keynes
 Central and Newport Pagnell together with providing new routes or extending existing routes to
 cater for main external trips in both directions.
 - Providing internal DRT services to flexibly support travel between internal residential, leisure and employment zones and connecting with the high frequency bus services for destinations further afield.
 - Maximising benefits from bus services already serving the MKE site to widen destination choices nearby such as Moulsoe and further afield such as Bedford. This in particular will incorporate the provision of convenient stopping arrangements for Route X5 and a minor rerouting of Cranfield services.
 - Creating a multi-modal Transport Interchange for the MKE site, which will include public transport (scheduled services and DRT). The multimodal hub will be located within the community hub and create a focus point for transport modes at the heart of the site. The multi-modal hub will accommodate infrastructure to support the operation of the bus and active travel proposals in terms of terminus, layover facilities, electric charging, parking and information / smart selling points.
 - Bus stops will be placed in strategic locations with the aim of maximising the public transport coverage so that all residents are within 400m of a bus stop, without compromising attractive journey times.
- 4.3.2. The public transport strategy supports the proposed future implementation of the MRT and potential P&R site by MKC.

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- 4.3.3. It is envisaged that when those are implemented the proposed network within the MKE site, notably the PBR, will be adjusted to prioritise feeding the MRT rather than competing with it.
- 4.3.4. Further details are explained in the accompanying TTN6 and TTN11.

4.4 CAR PARKING

4.4.1. The vehicle parking standards for the employment land uses proposed as part of the MKE development (i.e. B1, B2 and B8 use classes) are provided in **Table 4-1** below:

Table 4-1 – Vehicular Employment Parking Standards (minimum)

Use Class	Zone 1	Zone 2	Zone 3	Zone 4
B1(a, b, c)**	1 per 50m²	1 per 50m ²	1 per 30m ²	1 per 30m²
B2	Not appropriate in this location	1 per 100 m ² + office element as per B1 + 1.0 HGV per 300 m ² or min 1	1 per 60 + office element as per B1 + 1.0 HGV per 300 m ² or min 1	1 per 60 + office element as per B1 + 1.0 HGV per 300 m ² or min 1
B8	Not appropriate in this location	1 per 166 m ² + office element as per B1 + 1.0 HGV per 300 m ² or min 1	1 per 100 m ² + office element as per B1 + 1.0 HGV per 300 m ² or min 1	1 per 100 m ² + office element as per B1 + 1.0 HGV per 300 m ² or min 1

Source: Parking Standards SPD (January ²016) ** B1 units over 300m² are expected to provide one HGV space per 500m² or a minimum of 1.

- 4.4.2. For the purposes of the application, the Employment uses will be based on Parking Zone 3 standards. However, the scale, mix of uses and likely accessibility to sustainable modes of transport suggests that a lower parking standard could potentially apply to the MKE site.
- 4.4.3. The employment area is designed to be B8 layouts on the basis that B1, B2 do not require the same yard space and if car parking is required, it can utilise that space.
- 4.4.4. As B8 uses have lower employment densities compared to B1abc and B2 uses, it would be sensible to include flexibility and use of Zone 2, dependent / subject to employment densities as the employment area comes forward.
- 4.4.5. Whilst it is acknowledged that shift patterns in logistics tend to make public transport use less efficient, the MKE site will look to make use of feeder buses, electric bikes and e-scooters. This is further explained in the Public Transport Strategy (TTN11) and the various WTP measures will also help to encourage non private vehicle use across all employment types at the site.
- 4.4.6. Car parking provision for people with disabilities will be provided in accordance with the relevant guidance provided in the document entitled Inclusive Mobility (Department for Transport, 2005). It is proposed that as a minimum 5% of provision for employment uses should be suitable for blue badge holders.
- 4.4.7. The current MKC Parking SPD (2016) acknowledges the need for electric vehicle parking/electric charge point infrastructure in future developments.

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4.4.8. As a significant and sustainable development, the MKE development would likely seek to accommodate the standards set out in **Table 4-2** below as a minimum but actively seek to improve on this across all areas.

Table 4-2 – Parking Standards for electric vehicles in non-residential developments

Car Parking Provision	Minimum Provision
1-20	0 space
21-50	1 space, 1 electric charging point
51-100	2 spaces, 2 electric charging points
1 space and 1 charging poi	nt per 100 car parking spaces thereafter

Source: Parking Standards SPD (January 2016)

- 4.4.9. For employment areas specifically, it is proposed to have 10% passive charging EV spaces, with an ability to provide further passive provision for conversion at a later date. This will include reviewing EV technology for vans, LGVs and HGVs as well as employees' private vehicles.
- 4.4.10. Further information is detailed in the accompanying TTN8 MKE Parking Strategy.

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5 TRAVEL PLAN VISION AND OBJECTIVES

5.1 TRAVEL PLAN VISION

5.1.1. Having an overarching vision is useful to determine what kind of development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the WTP is:

"Milton Keynes East will accommodate employee journeys through high quality and integrated sustainable mobility options, promoting health and wellbeing, and with access to travel information on demand for making informed travel choices."

5.1.2. This vision will assist in guiding the development, implementation and evolution of the WTP, reflecting best practice over time and exploring new innovations that come to market to help to ensure employee and business visitor journeys can be undertaken through a variety of integrated and sustainable travel options.

5.2 TRAVEL PLAN OBJECTIVES

- 5.2.1. In pursuit of this vision, the WTP will be guided by specific objectives set out below:
 - To manage the volume and impact of employee and business visitor travel on local communities, local roads and the strategic road network
 - To ensure the MKE development is highly accessible by sustainable mobility options, including journeys by ridesharing, public transport, on foot or bicycle, or using shared mobility services
 - To encourage sustainable transport options amongst employee in preference to private car travel
 - To facilitate informed travel choices, by ensuring employee have access to personalised and realtime travel information on demand
 - To support employee health and wellbeing through active travel
- 5.2.2. Achieving these objectives will help deliver sustainable mobility patterns across the MKE development and will directly contribute towards achieving health and environmental objectives as promoted in the MK Sustainability Strategy 2019-2050 and the Mobility Strategy for Milton Keynes 2018-2036, through decreasing emissions from transport.
- 5.2.3. Achieving these objectives will also require the WTP to be visible and actively implemented prior to first occupation to ensure employee and visitor journeys are supported from the very outset.

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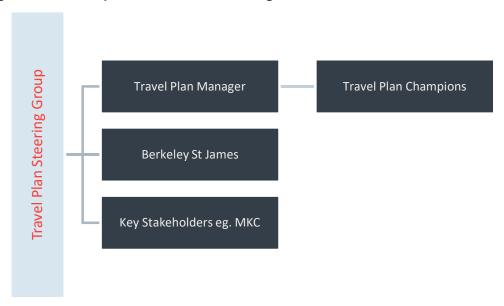
6 MANAGEMENT STRUCTURE

6.1.1. The WTP requires a robust and effective management structure to successfully achieve the plan's vision and desired outcomes. This section explains the overall management structure proposed, detailing the different layers of management, responsibilities and how each party will come together to shape, oversee and monitor delivery.

6.2 MANAGEMENT STRUCTURE

6.2.1. Figure 6-1 presents the proposed general management structure, comprising key stakeholders that will oversee the successful funding and delivery of the WTP. The specific role and remit of the Travel Plan Steering Group, Travel Plan Manager and Travel Plan Champions is explained subsequently.

Figure 6-1 - Workplace Travel Plan Management Structure



TRAVEL PLAN STEERING GROUP

- 6.2.2. A Travel Plan Steering Group (TPSG) will be convened six months prior to first occupation of the MKE development. The TPSG will act as an advisory body to review and guide the development of the WTP over time. The group will be Chaired by a Travel Plan Manager (TPM) and is anticipated to include representation from Berkeley St James and key stakeholders including Milton Keynes Council, Transport Service Providers and Highways England.
- 6.2.3. The role of the TPSG will be to firstly ensure the WTP is mobilised for delivery and then to maintain strategic oversight, guidance and advise to the TPM on matters including, but not limited to:
 - The composition and specification of the planned measures;
 - Programme management and continuity;
 - Monitoring processes and progress against the objectives;
 - Area-wide opportunities to progress sustainable travel in partnership with other employers; and
 - Discussing new innovations in the industry and potential new service providers.

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TRAVEL PLAN MANAGER

- 6.2.4. The TPM will draft a 'Terms of Reference' for the TPSG to review and approve following the initial meeting. This will formalise composition of the group and detail how decisions are taken and the frequency of meetings, which are anticipated to occur at least annually.
- 6.2.5. The TPM will be appointed by Berkeley St James and could be an internal position or an external consultant. They will be responsible for overseeing the implementation of travel planning measures (see Chapter 8), monitoring outcomes, and liaising with site users and project stakeholders to ensure the WTP objectives are achieved over time.
- 6.2.6. The TPM will oversee the entire period through to full build-out and occupation of each employment development plot associated with the WTP. This will include promoting the WTP from the outset, working closely with employers, establishing contacts within the MKE development community and:
 - Ensuring the measures identified in the WTP are implemented in the required timeframe;
 - Ensuring all travel information and data disseminated to employees is accurate and up-to-date;
 - Ongoing monitoring of the WTP and subsequent reporting;
 - Liaising with TPMs in non-Berkeley developments to share knowledge and best practice;
 - Acting as a key point of contact for queries from development stakeholders;
 - Assisting in the decision-making process on any new or emerging measures to implement; and
 - Updating the WTP document as necessary following input from the TPSG.
- 6.2.7. The TPM role will be funded in full by Berkeley St James through to development completion but is not required to be a full-time appointment. The time commitment will be flexible with the TPM inputting time throughout the delivery programme as is necessary to ensure all duties are undertaken as set out.

Travel Plan Champions

6.2.8. Each workplace unit within the MKE development will be required to appoint a Travel Plan Champion as part of their tenancy agreements and to liaise with the TPM to oversee the implementation of the travel planning measures within their own organisations. This will include measures delivered by the TPM at a site-wide level and any measures that may be identified as specific to an individual employer.

6.3 SUMMARY

A Travel Plan Steering Group will be convened to act as an advisory body used to review and guide the development of the WTP over time. A Travel Plan Manager will be responsible for overseeing the implementation of measures and monitoring outcomes associated with the WTP. The role will also include the promotion of the WTP from the outset, liaising with key stakeholders and establishing contacts within the local community. Travel Plan Champions will be responsible for working alongside the TPM to implement measures within their workplace organisation.

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7 TRAVEL PLAN MEASURES

- 7.1.1. For the WTP to be effective in achieving its vision, objectives and targets, the implementation of measures must be planned with a clear and structured approach. This section presents the travel planning approach and specific measures proposed for the WTP presented over four specific areas and concludes by summarising how each element directly support the plan's objectives.
- 7.1.2. Ultimately, it is expected that these measures will help contribute towards the WTP gaining a Bronze accreditation status (as a minimum) from Modeshift STARS. This is detailed further in section 10.2.

7.2 TRAVEL PLANNING APPROACH

7.2.1. The four areas which form the travel planning approach are summarised in Figure 7-1 below.

Figure 7-1 - Travel Planning Approach



7.3 ENHANCING ACCESS TO PUBLIC TRANSPORT AND SHARED MOBILITY SERVICES

7.3.1. Ensuring access to high quality services, with good information, and supporting facilitating frictionless modal interchange will be essential to ensure employees at the MKE development can choose to undertake door-to-door journeys using sustainable options. This section summarises specific measures the Travel Plan will deliver to achieve this.

INTEGRATED TICKETING OPTIONS

7.3.2. A scheme to integrate bus, MRT and rail ticketing will be explored to allow employees to connect directly from bus to train without the need to purchase individual tickets. This would promote a quicker and more convenient interchange, incentivising use of buses to travel to/from place of employment at the MKE development.

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FREE TRIAL TRAVEL FOR MKE EMPLOYEES

- 7.3.3. To encourage and promote adoption of public transport and share mobility services, employees at the MKE development will be offered a one-month free trial period. This will be achieved through negotiation with operators and mobility service providers. Instructions for participating in the free trials will be provided in the Employee Travel Information Pack. Once applications have been received, the TPM will arrange for credit/vouchers to be issued.
- 7.3.4. Individual employers will also be encouraged to offer tax-efficient options for employees wishing to purchase season tickets for rail travel.

PROVISION OF REAL TIME INFORMATION FOR MOBILITY SERVICES

- 7.3.5. Real-time service departure journey information will be accessible to bus and MRT users at employment units within the MKE development as well as in the bus shelters on display screens.
- 7.3.6. Existing live service information systems will be used by the bus service providers, by fitting buses with tracking equipment.
- 7.3.7. The provision of real-time information for bus users will remove the uncertainty a passenger feels when needing to know when the next bus is due and how long it might take from a given location to reach the bus stop; therefore, the provision of real-time information on bus departures is important in encouraging adoption of public transport for travel to/from the MKE development.
- 7.3.8. Mobile apps containing real-time passenger information are currently already available through services such as National Rail, Trainline and Arriva Buses. New service providers serving the MKE development will be encouraged to develop mobile apps containing real-time travel information.

SMARTGO MILTON KEYNES

- 7.3.9. The Travel Plan Champions will work with employers to encourage them to join the SmartGo Milton Keynes scheme. The scheme provides a package of offers on buses, trains, bikes, gyms and more to employers and their employees.
- 7.3.10. SmartGo Milton Keynes currently offers discounts and savings for Arriva bus services, Railcards, Cross Country Rail services and London Northern Railway services.
- 7.3.11. The WTP and Sustainable Mobility Investment Fund could help contribute to the annual membership prices employers pay to the scheme.

CYCLE HIRE DOCKING STATIONS

- 7.3.12. A bike hire scheme (Santander Cycles) currently exists in Milton Keynes and subject to operator agreement, a docking station will be added on site (part of the development proposals, see TTN9). This will allow employees to find, unlock and use bikes within close proximity to their homes.
- 7.3.13. SmartGo Milton Keynes currently offer around 30% off membership fees for Santander Cycles in Milton Keynes. This will help incentivise employees to use the Santander bikes to travel to/from their place of employment at the MKE development. Employers will be encouraged to join the scheme.

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E-BIKE HIRE SCHEME

7.3.14. The TPM will explore the potential for supplementary e-bike services to be integrated within the site at employment locations. This might include, for example, Brompton Bike Hire docks within workplaces whereby employees could borrow an e-bike for a defined period for local journeys connecting with wider public transport services.

7.4 TRAVEL INFORMATION AND TARGETED COMMUNICATIONS

7.4.1. The dissemination of travel information and advice is a primary means of promoting sustainable travel options to employees of the MKE development.

TRAVEL INFORMATION PORTAL

- 7.4.2. A central travel information portal will be created for the MKE development. It will draw together multi-modal travel information and advice into a single place for employees and business visitors to access online. The portal will be designed to be mobile-friendly, allowing an optimized view for users on mobile phones.
- 7.4.3. The portal can be used as a source of up-to-date information on how to access the MKE development by a variety of transport options. The information will cover; timetables, fares, maps, amenities/facilities, routes and website links for shared mobility options, ride hailing mobility options, public transport and walking/cycling mobility options.
- 7.4.4. The travel information portal will represent a primary means of promoting sustainable travel options to all site users at an early stage. The webpage will be signposted from the main MKE development website and will be designed to be conducive to viewing content on smartphone devices.
- 7.4.5. The portal will connect with the 'Travel Choices' and 'Travel Info' website pages provided by Get Smarter Travel MK to add further value and usage of those sites.
- 7.4.6. The TPM will work alongside Berkeley St James communications teams to maintain oversight of the website content and provide updated, additional or enhanced content where appropriate.
- 7.4.7. This might include, for example, opportunities to advertise a new travel initiative or transport service improvements being introduced locally. They will also liaise with local stakeholders and any neighbouring Travel Plan Managers in the local area to maximise information sharing potential and the promotion of collective initiatives.

SOCIAL MEDIA PLATFORMS

- 7.4.8. Social media platforms including Facebook and Twitter, with direct feeds built into the webpage, will be used to disseminate regular updates on travel information to employees and business visitors. This information will align with travel information provided by the Get Smarter Travel MK twitter page.
- 7.4.9. When any travel disruption is evident, the social media platforms will be used to disseminate advice on alternative transport options to employees and, where a user has registered for the service, through push notifications direct to smartphone devices.
- 7.4.10. The TPM will work alongside Berkeley St James communications teams to maintain oversight of social media platforms specific to the MKE development and ensure content is kept current and relevant.

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EMPLOYEE TRAVEL INFORMATION PACKS

- 7.4.11. On commencing their employment, employees will receive a Travel Information Pack to inform them of their local travel options at the MKE development. The pack will be created and distributed by the TPM to individual employers for onward distribution to their employees. The pack will include:
 - An overview of the vision, objectives and structure of the WTP and what advice is available for sustainable travel options;
 - The incentives and offers available to employees to support sustainable travel;
 - Contact details for the TPM, should they have any transport or travel problems, or ideas they wish to raise;
 - Up-to-date public transport timetables for the Milton Keynes area, incorporating QR Code technology, allowing employees to access the eternal website information using personal smartphone devises;
 - Details of how to access and register with local car club providers; and
 - Pedestrian and cycle route maps from the development to and from the surrounding area, including access to the nearest local facilities (such as schools, doctors and dentist surgeries, post offices, bus stops and rail stations).
- 7.4.12. Included within the Travel Information Packs will be a detailed factsheet, with links to the 'Travel Choices' and 'Travel Info' website pages provided by Get Smarter Travel MK.

PERSONALISED JOURNEY PLANNING

- 7.4.13. The Travel Information Packs will explain how new employees can also contact their Travel Plan Champion directly to discuss specific travel needs. The TPM and/or Travel Plan Champion will use the information provided to prepare a 'Personal Travel Plan' for that employee when requested. The Personal Travel Plan will be based on individual lifestyles and travel requirements and may contain an individual-tailored journey plan for that individual. This might include, for example, providing information on which specific public transport connections best suit a commuter journey, the variety of ticketing options, how lifestyle factors could be supported through an active travel alternative (e.g. steps and calorie information), and a comparison of journey times depending on which modes of travel is selected.
- 7.4.14. This process will allow employees of the MKE development to consider how they currently travel and promote alternative modes for their journeys to work.
- 7.4.15. The TPM will work closely with Get Smarter Travel MK to align the service provided with the existing Journey Planner service offered.

PROMOTIONAL EVENTS

7.4.16. Promotional events with businesses could be scheduled on a rolling basis when the MKE development becomes operational. The events could promote specific sustainable mobility options and support events run by Get Smarter Travel MK such as the 'Ride to Work Week' held in March.

7.5 MANAGING CAR BASED MOBILITY

7.5.1. The proposed quantum and management of on-site employee parking provision will serve as an important measure in managing car-based mobility and the overall demand for car-based commutes.

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PARKING PROVISION

- 7.5.2. As detailed in the Development Proposals chapter (specifically section 4.4), parking provision will be provided in line with MKC Parking Standards (SPD 2016) for Zone 3.
- 7.5.3. A Car Parking Management Plan (CPMP) will be prepared for the workplace development across the MKE site to ensure car parking is carefully managed to support appropriate use. This will act as a mechanism to determine the demand for the number of spaces as employment plots become occupied, how different spaces will be enforced and the process of phasing in car sharing spaces.

ELECTRIC VEHICLE CHARGING POINT INFRASTRUCTURE

- 7.5.4. As outlined in the Development Proposals chapter (specifically section 4.4), the MKE development seeks to provide electric charge point infrastructure within employment plots at the MKE site, in line with the MKC Parking Standards (SPD 2016) for electric vehicles in non-residential developments.
- 7.5.5. Usage and demand will be monitored over time and additional charging point infrastructure will be provided, subject to demand and enough power capacity being available in the network. This could involve converting standard parking bays to EV charging bays or bringing EV passive provision forward to active provision.

PROMOTING CAR SHARING

- 7.5.6. To ensure the most efficient use of cars that do travel to and from the site, employees will be encouraged to car share wherever possible. This will help to reduce the overall number of car journeys being made in the first instance, whilst encouraging a pattern of more efficient car use amongst employees.
- 7.5.7. Car sharing schemes encourage individuals to share private vehicles for journeys. Car sharing can be either formal or informal; informal car sharing operates between individuals and neighbours while formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.
- 7.5.8. Information about existing local car sharing groups will be disseminated to employees through the Travel Information Portal, Travel Information Packs, and social media. There are several car sharing schemes operating within Milton Keynes, with the Liftshare network being the largest and most notable to promote.
- 7.5.9. SmartGo Milton Keynes currently offer credit for the ViaVan service in Milton Keynes. This will help incentivise employees to use the ViaVan service to travel to/from their place of employment at the MKE development. Employers will be encouraged to join the scheme.

PROVISION OF ULEV POOL VEHICLES

- 7.5.10. Subject to employer demand over time the possibility of providing electric pool vehicles to hire onsite, specifically Ultra Low Emission Vehicles (ULEV), could be introduced.
- 7.5.11. A workplace vehicle pool scheme could enable employees the opportunity to use a company owned ULEV for work-related journeys such as client meetings. This could be made available as a pilot scheme initially and expanded in line with demand from employees.

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GUARANTEED RIDE HOME POLICIES FOR CAR SHARERS

The TPM will work closely with employers to encourage them to develop a guaranteed ride home policy for commuters who regularly (for example twice a week) car share to work. This policy enables commuters to participate in car sharing schemes with the security of being able to take a free ride home by public transport or taxi should an emergency arise.

REMOTE WORKING POLICIES

7.5.12. Get Smarter Travel MK promotes the use of remote working in Milton Keynes in recognition of the benefits around quality of life and reduced carbon footprint. The TPM will work with employers at the MKE development to encourage them to develop home working and flexible working policies (where feasible).

PROMOTING RIDE-HAILING

7.5.13. Similarly, information about ride-hailing services will be distributed to employees through the Travel Information Portal, Travel Information Packs, and social media platforms. Local ride hailing services are currently provided by Skyline Taxis and Bounds Taxis where citizens can book a taxi through a mobile app. Additionally, the popular Uber service operates in Milton Keynes. Bolt and Ola do not currently operate in Milton Keynes, however, the growing demand for these services may see their expansion into Milton Keynes in the coming years.

7.6 PROMOTING ACTIVE TRAVEL

7.6.1. As outlined previously, a wide range of information on how to access the MKE site on foot or by bicycle will be disseminated through various means to ensure employees are made aware of their travel options. In addition, to help actively promote active travel modes, measures will be employed that support journeys on foot and by bicycle and are well integrated with public transport interchanges as part of 'first mile, last mile' solutions. These measures are as follows:

EMPLOYEE POOL BIKES

7.6.2. A workplace bike pool scheme could allow employees to book a company owned bike and use this for work-related journeys. This could be made available as a pilot scheme initially and expanded in line with demand from employees. This would form part of the Sustainable Mobility Investment Fund.

SALARY SACRIFICE SCHEMES FOR TAX-EFFICIENT CYCLE PURCHASE

7.6.3. In consultation with the TPM, commercial and business occupiers will be encouraged to offer a salary sacrifice scheme that offers both tax and national insurance savings for employees who purchase a bike to cycle from home to work.

CYCLE TRAINING

7.6.4. Milton Keynes Council currently offer cycle training for differing abilities to increase cycling confidence, safety and knowledge. Training courses range from 'Learn to Ride' to 'Bikeability for Adults/Families'. Employees of the MKE development will be provided with further information on this (via 'Get Smarter Travel MK') cycle training and will be able to benefit from free cycle training courses.

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DISCOUNTS ON CYCLE STORES

7.6.5. SmartGo Milton Keynes (as presented in section 7.3.9), currently offer vouchers for cycle stores and services in the Milton Keynes area such as Halfords, Rutland Cycling, Cycle Solutions and Corley Cycles. This will help encourage cycling behaviour by making cycling gear and safety items more accessible. Employers will be encouraged to join the scheme, as detailed in section 7.3.9.

Active Travel Infrastructure

7.6.6. As discussed previously in Section 4.2, as part of the proposals, the development will be well connected to a network of cycle and pedestrian routes, including 'Redway Super Routes' and crossing points to allow permeability. The TA provides further details of these proposals.

7.7 SUMMARY

Many travel planning measures are proposed for the MKE development and fall under four specific areas; Public Transport and Shared Mobility, Travel Information and Advice, Managing Car Based Travel and Promoting Healthy and Active Travel.

The specific measures within these categories will enable the WTP to be effective in achieving its vision, objectives and targets. These measures will also help the WTP to be effective in supporting the work of Get Smarter in MK.

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8 DELIVERY ACTION PLAN

8.1 FUNDING

- 8.1.1. Funding for the implementation, monitoring and management of the WTP is expected to be secured by way of a S106 agreement.
- 8.1.2. Infrastructure for the MKE development, including the cycle facilities and EVCP provision will be secured through appropriate mechanisms within the planning process.
- 8.1.3. Berkeley St James will fund the Travel Plan Manager position, who will be responsible for organising delivery of the measures and undertaking regular monitoring. Berkeley St James will fund the cost of WTP measures delivered at a site-wide level, including the various surveys required in the monitoring process. Travel Plan measures specific to individual employers will be funded and delivered by the respective occupiers.

8.2 SUSTAINABLE MOBILITY INVESTMENT FUND / MKC TARIFF

- 8.2.1. The TPSG will also be responsible for administering a dedicated 'Sustainable Mobility Investment Fund' which will allow for annual expenditure on related infrastructure, services or promotional initiatives that support the WTP objectives and target outcomes. This funding will be made available through the MKC tariff contributions applied to the site.
- 8.2.2. Rather than pre-defining all travel planning measures in advance, this approach to managing and delivering the WTP will allow the Travel Plan Manager and associated stakeholders to consider new technologies, and respond to changing social norms and travel demands, as they materialise over time. This will ensure the WTP has and retains a designated funding source and flexibility.
- 8.2.3. As the funding to support the sustainable travel measure will be from the MKC tariff, Berkeley St James will directly contribute towards the sustainable initiatives at the site.
- 8.2.4. **Table 8-1** and **Table 8-2** summarise the individual measures, the trigger point or a specified timeframe and who will have responsibility for overseeing delivery. **Table 8-1** outlines the measures that can be implemented upon development completion and **Table 8-2** outlines measures that could be considered at a later stage through the Sustainable Mobility Investment Fund.
- 8.2.5. The measures will be overseen by the appointed TPM who will assume day-to-day responsibility and continue to oversee progress. The TPM will work closely with the TPC's. This information will serve as the basis to guide progress and for discussion at the TPSG as the WTP is delivered and evolves over time.

Table 8-1 – Measures to be implemented from development completion

Travel Plan Measure	Delivery Trigger/Timeframe	Delivery Responsibility	
Enhancing access to public and sha	ared mobility services		
Real time information for mobility services Cycle hire docking station	Available for first occupations Included within development	TPM Berkeley St James	

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Travel Plan Measure	Delivery Trigger/Timeframe	Delivery Responsibility
SmartGo MK membership	Work with employers within the MKE development	TPCs
Providing travel information and target	geted communications	
Travel information portal Social media platforms Travel information packs Personalised journey planning	Available for first occupations	TPM TPM TPM TPM
Managing car-based mobility Car parking provision	Included within development	Berkeley St
Electric vehicle charging point infrastructure Promoting car sharing Guaranteed ride home policies for car sharers Remote working policies Promoting ride-hailing	Included with development Available for first occupations Work with employers within the MKE development Work with employers within the MKE development Available for first occupations	James Berkeley St James TPM TPCs TPCs TPM
Promoting Active travel		
Salary sacrifice scheme Cycle training Active travel infrastructure	Work with employers within the MKE development Available for first occupations Included within development	TPCs TPM Berkeley St James

Table 8-2 - Measures that could be considered as part of the Sustainable Mobility Investment Fund

Travel Plan Measure	Delivery Trigger/Timeframe	Delivery Responsibility
Enhancing access to public and sha	ared mobility services	
Integrated ticketing options E-bike hire scheme	Work with providers serving the MKE development Work with providers to identify and maximise usage within the MKE development	TPM TPM

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Travel Plan Measure	Delivery Trigger/Timeframe	Delivery Responsibility		
Providing travel information and tar	geted communications			
Promotional events	Work with employers to identify travel patterns and whether sustainable mobility options need to be promoted further	TPM/TPCs		
Managing car-based mobility				
ULEV pool vehicles	Work with employers to identify and maximise usage within the MKE development	TPCs		
Promoting Active travel				
Employee pool bikes	Work with employers to identify and maximise usage within the MKE development	TPCs		



TRAVEL PLAN TARGETS 9

Targets can be used to monitor the effectiveness of the travel plan measures over time and to 9.1.1. identify where and when changes may be required to achieve the guiding objectives. Having a target that defines a specific modal outcome will be useful in this regard as a single clear indicator of the overall sustainable travel characteristics of the development.

9.2 WORKPLACE TARGETS

9.2.1. The first workplace target focuses on encouraging active travel and micro-mobility mode trips. The target is to not exceed an agreed proportion of estimated private car driver trips to/from the MKE development. This target has been aligned with the modelling horizon years as set out in the TA. This agreement takes into account the Future Mobility Scenario and is a SMART target (specific, measurable, achievable, realistic and time-bound). The agreed proportion of private car driver trips is detailed below in Table 9-1.

Table 9-1 - Maximum Privately-Owned Vehicular Trips - FM Scenario

Scenario	Land Use	AM Peak			PM Peak		
		Arr.	Dep.	Two- way	Arr.	Dep.	Two- way
2031 (Partial build-out)	Employment (office)	105	9	114	9	101	110
	Employment (industrial)	502	68	571	130	551	681
	TOTAL	607	77	685	139	652	791
2048 (Full build- out)	Employment (office)	204	18	222	17	197	214
	Employment (industrial)	902	122	1,024	229	1002	1,231
	TOTAL	1,106	140	1,246	246	1,199	1,445

- 9.2.2. It is acknowledged that this WTP target is initially based on not exceeding the estimated number of private car driver trips, but that the Modeshift STARS, TRICS and Employee Surveys will help establish targets over the course of the development, once the development is operational and travel choices/behaviours are understood. As such, targets will be reviewed alongside each monitoring period and discussed with MKC.
- 9.2.3. The second workplace target for this WTP is to ensure that all employees of the MKE development are aware of the sustainable travel options available to them. This will help deliver an exemplar sustainable scheme that witnesses a high uptake of walking, cycling and micro-mobility travel modes from its employees.

9.3 **OUTPUT RELATED TARGETS**

9.3.1. Output targets relate to the delivery of specific measures within an agreed timeframe. These targets include the appointment of the Travel Plan Manager prior to first occupation, the production of Annual Review reports in line with the monitoring process (as outlined in Section 9) and the delivery of measures identified in Table 8-1.

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10 MONITORING AND REVIEW

10.1.1. The WTP represents a continuous process requiring monitoring, review and revision over time to ensure the programme of measures being delivered remains relevant, and that the associated modal outcome target, satisfaction indicators, and objectives are being achieved. This section sets out the strategy for monitoring and reviewing the WTP.

10.2 SURVEY APPROACH

10.2.1. The WTP will be monitored and reviewed in accordance with MKC guidance on workplace travel plans which stipulates that "Unless otherwise agreed with Milton Keynes Council a Travel Plan required through the planning process must be reviewed and updated annually for the first five years following occupation and bi-annually thereafter". The guidance recommends an "annual travel survey of staff and visitors to establish year-on year modal shift comparisons against baseline data".

MODESHIFT STARS

10.2.2. The WTP will be monitored on an annual basis through Modeshift STARS – the Centre of Excellence for the delivery of effective travel plans. The monitoring and accreditation element of Modeshift STARS for Business will help evaluate the effectiveness of the WTP and will prove best practice implementation. It is expected that employment development at the MKE site receives a 'bronze' status (as a minimum) within the monitoring period of 5 years.

TRICS SURVEYS

- 10.2.3. Multi-modal TRICS surveys will be undertaken annually for the first five years following occupation of the employment plots and bi-annually after this period. These surveys will be conducted at the same time in each year to provide data for comparison that rules out any seasonal bias that may influence modal share. This process will provide data to inform the understanding of how travel patterns have changed over the duration of the WTP and to ensure the modal split target for private car driver trips is being achieved.
- 10.2.4. As there are numerous plots within the MKE development and ultimately with multiple points of access, discussions will be held with MKC and the TRICS Consortium to determine a bespoke approach that is TRICS-complaint but logistically practicable to implement. For example, the approach could review specific sections of the MKE development, rather than the entire occupied or completed development area and could be surveyed on each occasion to gain a representative sample of trip patterns across the development. Factoring could then be used to generate an accurate representation of overall trip generation by mode across the MKE development.
- 10.2.5. As more plots become occupied and trip generating over time, they will be incorporated into this approach and surveyed in conjunction with the earlier surveys.

EMPLOYEE SURVEY

10.2.6. An employee survey will be distributed annually, online through the social media platforms and the Travel Information Portal by the Travel Plan Champions. The survey will gather data around trip patterns and mode share as well as cycle and car parking use.

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10.2.7. The survey will also provide the opportunity for employees to voice their satisfaction on the measures being implemented, such as the quality of the travel information provided. The employee survey will ultimately help shape the direction of the Sustainable Mobility Fund by providing feedback on any initiatives that are working well, growing in demand and any potential travel obstacles being encountered.

USER COUNTS

10.2.8. Where possible, user counts will be obtained from public and shared transport operators. This will help establish quantitative data surrounding trip patterns and mode shares.

10.3 ANNUAL WTP REVIEW

- 10.3.1. The TPM will be responsible for preparing an annual review report for the WTP, following receipt of the validated results from Modeshift STARS, TRICs and the Employee Survey. This annual report will review the effectiveness of the various measures within the WTP and will be subject to review by the TPSG.
- 10.3.2. The annual reviews will present the full multi-modal trip making characteristics of the development and draw comparison with the private car driver target. In addition, the reports will outline what has been delivered in the previous year, feedback from the employees and what is planned for delivery in the year ahead.
- 10.3.3. In addition to the survey results, all members of the TPSG will be provided with any recommendations on revisions to measures or the introduction of new measures to support the WTP objectives and target outcomes. The TPSG will be able to provide advice on these recommendations/revisions to the TPM to help shape the forward Delivery Action Plan and Sustainable Mobility Investment Fund. This will consequently contribute to any revisions to on-going investment in sustainable mobility at the MKE development.
- 10.3.4. Employees will also be informed of the survey results via the social media platforms and the Travel Information Portal.
- 10.3.5. The obligation to report to Milton Keynes Council shall end five years after completion of the final phase of development. In the event the target is not achieved in any survey year, including the final survey year, the following remediation action plan will be used:

Table 10-1 - Remediation Action Plan

Order of Actions	Actions
1	Notification to Milton Keynes Council of failure to meet private car driver proportion of employee journeys
2	TPSG convene to discuss way forward, including using Sustainable Mobility Investment Fund to introduce further potential measures to support a reduction in the private car driver mode share towards the target level
3	Based on TPSG collective recommendations, Berkeley St James to consider potential further measures for implementation

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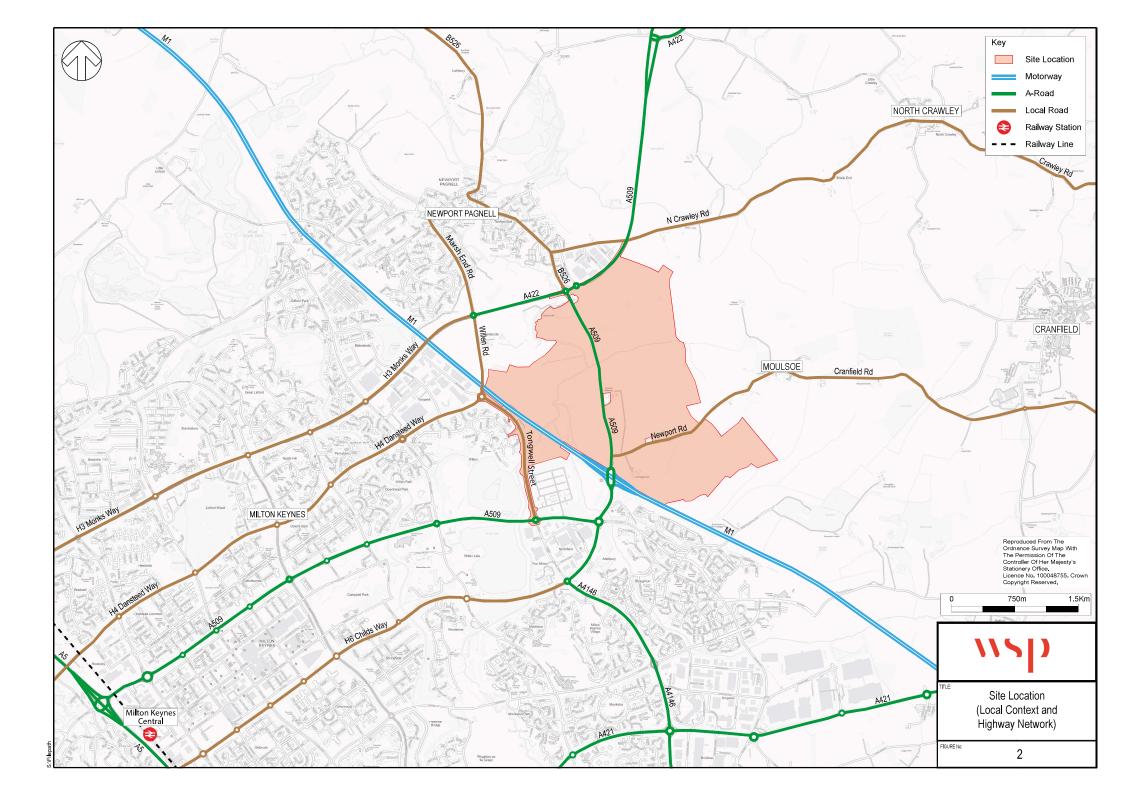
10.4 SUMMARY

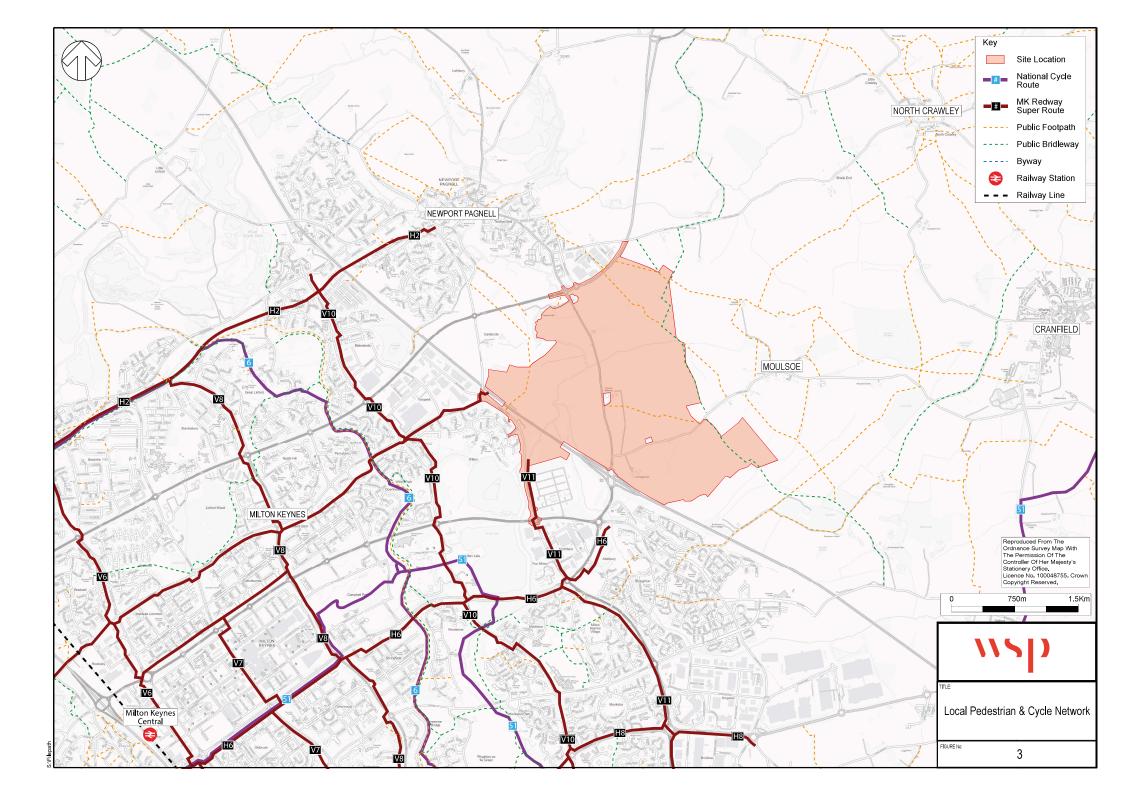
The WTP is a living document that requires monitoring and review to ensure it remains relevant over time and to make sure that the guiding objectives and modal share target are achieved. The WTP will be monitored and reviewed using a TRICS-compliant approach and an Employees Survey to provide a robust understanding of the travel plan's effectiveness over time and how commuter travel patterns at Milton Keynes East are being positively supported. This will allow the effectiveness of the travel plan to be measured and reviewed over time, with opportunity for the TPSG to suggest new travel planning measures, using the Sustainable Mobility Investment Fund, to ultimately guide any required changes to the forward Delivery Action Plan.

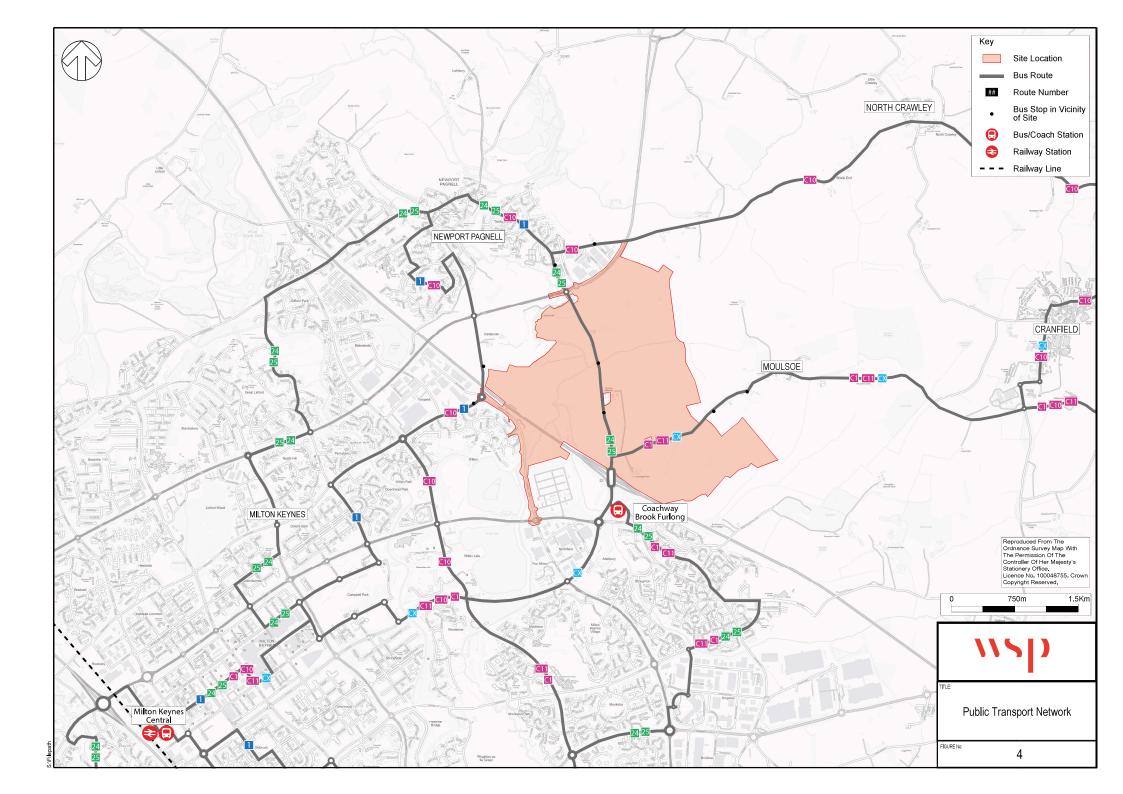
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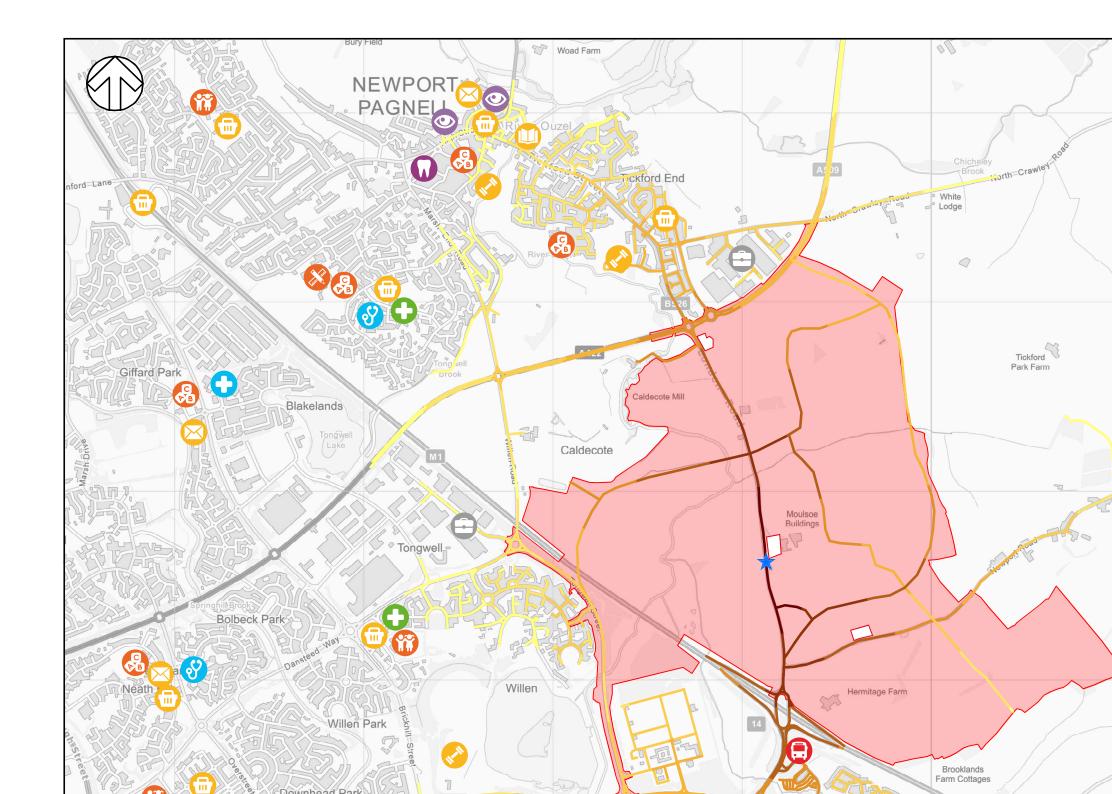
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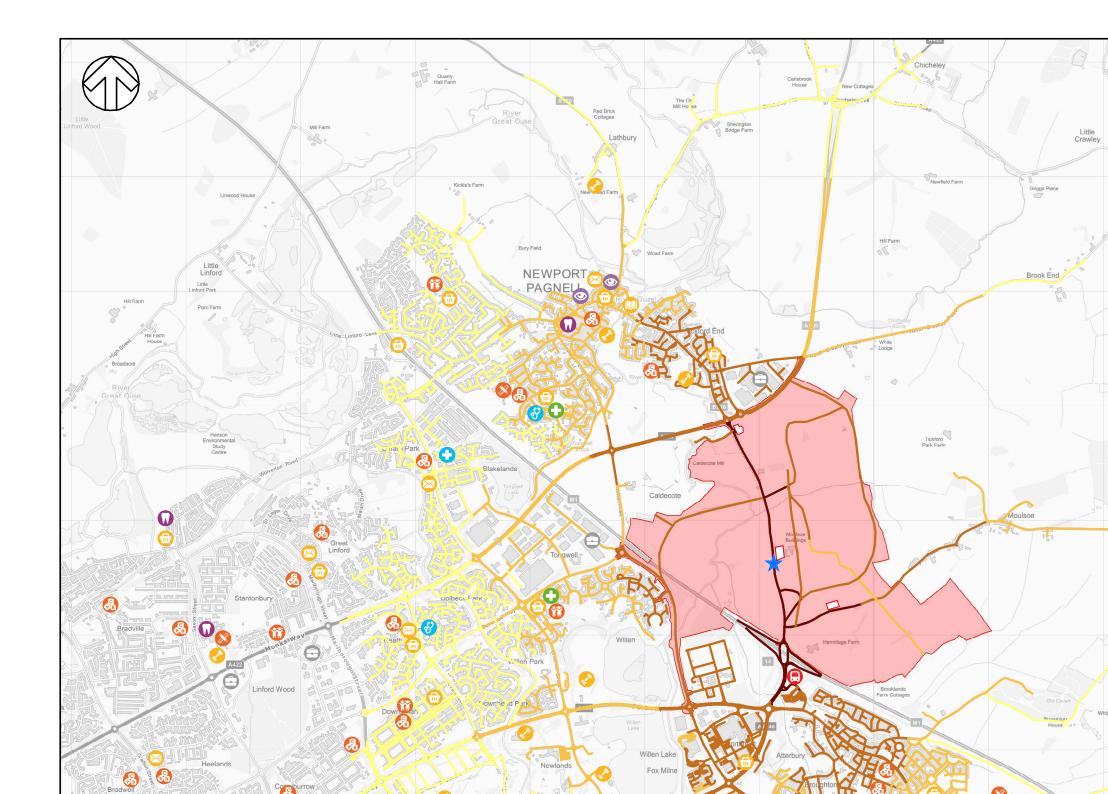
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Appendix D4 Public Transport Strategy



Berkeley St James

MILTON KEYNES EAST

Public Transport Strategy



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Public Transport Strategy

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APPENDIX D

ESTIMATED NET COST

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1 INTRODUCTION

- 1.1.1. WSP have been commissioned by Berkley St James to provide transportation and highways advice in respect of the proposed development of part of the land to the northeast of Milton Keynes ('Milton Keynes East' or MKE).
- 1.1.2. MKE has been identified as an allocation for a strategic urban extension within Plan:MK. Milton Keynes Council's (MKC) aspirations for the allocation is set out within Policy SD12 of Plan:MK, stating that the land is allocated "for a comprehensive residential-led mixed use development of approximately 5,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond."
- 1.1.3. MKE is strategically well located. It is immediately north-east of Junction 14 of the M1, one of the two main motorway junctions serving Milton Keynes. It is c.3.5 kilometres north-east of Central Milton Keynes, with good and direct walking, cycling and highway links to the city centre. It is well located for proximity to the central business district of Milton Keynes (Central Milton Keynes, or "CMK").
- 1.1.4. The outline bus proposals have been discussed and shared with the MKC PT officers in advance of publishing this document. The officers raised no major concerns but shared their strategic ambitions to introduce a Mass Rapid Transit (MRT), to implement a Park and Ride service at the boundary of MKE site and to emphasise the future role of a Demand Responsive Transit (DRT) network around Milton Keynes.
- 1.1.5. This strategy describes a potential phased approach to the implementation of high-quality bus links to the development, with the aim of MKE being an integral node in the Milton Keynes bus and South potential MRT networks alike. It also fully embraces the opportunities to build a strong DRT network for the MKE area where appropriate and alongside successful traditional bus routes.
- 1.1.6. A number of bus operators and adjacent developers have also been consulted to ensure the proposals are robust and well-integrated with existing and future public transport networks.

1.2 CONTEXT

- 1.2.1. This Public Transport (PT) strategy aims to support the masterplan and deliver on the aspirations of the development and the targets established within the separately prepared Technical Note 3 (TTN3) - Trip Generation, which should be read in tandem with this document.
- 1.2.2. The Future Mobility study included in TTN3 considered the impact of future mobility trends and identifies the rise of Mobility as a Service (MaaS), a mobility transport ecosystem where a single payment can be used for multiple modes to achieve a single journey.
- 1.2.3. TTN3 predicted that demand for conventional bus services will be supplemented by smaller vehicles providing a more 'on-demand' and personalised mobility service. The Arriva 'Click' micro-transit scheme, operating in Leicester, Liverpool and Sittingbourne, was cited as an example of such a service. However, in Sittingbourne it has since been replaced by fixed-route buses. Conversely, Go-Ahead's "Pick Me Up" service in Oxford has expanded its coverage since being introduced in June 2018. Nevertheless, the long term commercial viability of 'on demand' schemes remains to be



- proven. Moreover, for origin destination combinations, where travel demand grows to a high level, it is worth noting that fixed route mass transit solutions can cater for such demand with lower operating costs and per passenger carbon emissions compared to on-demand services.
- 1.2.4. It is therefore envisaged that conventional bus services will remain at the heart of the public transport strategy, complemented by on-demand services, to make it a real possibility to live and work at MKE without having to own a car.
- 1.2.5. Sustainable travel behaviour patterns amongst residents, employees and visitors must be encouraged from the outset. The provision of high quality and high frequency conventional bus services, connecting to and complementing the wider public transport network, will be essential to achieving this objective.
- 1.2.6. The Public Transport Strategy focuses in buses given location of the site however, the proposed bus network design is significantly influenced by connections to the railway station and other future mobility modes.



2 PROPOSED DEVELOPMENT

2.1 MILTON KEYNES EAST

2.1.1. The land allocated for the MKE development consists of several sites under different ownership, with Berkeley St James controlling the majority of the allocated land, as illustrating in Figure 2-1

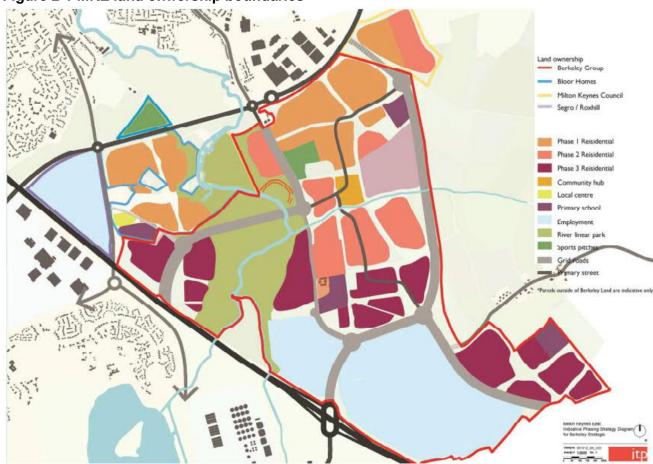


Figure 2-1 MKE land onwership boundaries

- 2.1.2. It is acknowledged that the other landowners would also aim to develop their respective sites, and any assessment undertaken for the part of the MKE development under Berkeley St James's control would need to consider the overall trip generation.
- 2.1.3. Through discussions with MKC, it has been suggested that a higher number of residential units is tested to account for this variability. This approach is sensible to ensure that a suitable level of infrastructure is provided at the site and that any off-site mitigation is reviewed appropriately. It was suggested that 10-15% uplift on the allocation number could be suitable. This was agreed via an online meeting on 30 April 2020. Meeting notes of those discussions are contained within TTN3, which is issued as a separate document.
- 2.1.4. The MKE development quantum for the Berkeley St James site is in the region of 4,000 units (testing up to 4,600 homes to account for approximate 10% uplift) as part of a wider 5,750 homes –



which includes 13.5% on 5,000 allocation) and 80 hectares of employment / circa 4.0m sqft (as part of a wider 105 hectares).

2.1.5. The wider allocation and Berkeley St James site proposals indicatively include the following, as shown in Table 2-1.

Table 2-1 Development Proposals

Berkeley St James Application	Allocation total (with residential uplift)
Up to 4,600 homes (including houses, flats and specialist elderly accommodation with or without care)	5,750
Circa 85Ha of employment	105 Ha
a secondary school	a secondary school
3 primary schools	up to 4 primary schools (assuming one is located within the Bloor land)
a community hub / centre including healthcare, retail and leisure facilities	a community hub / centre including healthcare, retail and leisure facilities
Community Space / Open Space / Burial Space	also included in the allocation



3 EXISTING PUBLIC TRANSPORT PROVISION AND MRT PLANS

3.1 EXISTING BUS SERVICES

3.1.1. Existing bus services operating in the vicinity of the site are shown in Table 3-1 and illustrated on Figure 3-1.

Table 3-1 Existing bus services operating near or through Milton Keynes East

Service Number	Operator	Route	Frequency (mins)*	Frequency (mins)*				
(effective until 1/04/2021)			Mon – Sat daytime	Mon – Sat evening	Sun daytime			
1** (P)	Arriva	Bletchley – MK - Newport Pagnell	30	60	120			
2** (P)	Arriva	Grange Farm –MK - Newport Pagnell	30	60	120			
24/25 (P)	Arriva	Bletchley, MK, Newport Pagnell	60	n/a	n/a			
300** (P)	Arriva	MK – Eagle Farm	30	60	60			
310** (P)	Arriva	Magna Park – MK - Bletchley	5 rtn jny	n/a	n/a			
601**	TBC	Newport Pagnell - St Paul's Catholic School	1 rtn jny					
A1/A2	RRCT	Kepston - MK	2 jny on Tue	n/a	n/a			
C1/C11 Cranfield Connect	Uno	MK - Bedford	30 min	60	60			
CX	Uno	MK – Cranfield University	Service currently suspended					
X5	Stagecoach	Cambridge Bedford – MK – Buckingham - Oxford	30	60	30			

^{*} As Schedule valid in December 2020_ some services may be operating reduced frequencies due to the COVID-19 pandemic and lockdown in first quarter 2021.

(P) Services affected by planned network changes to be effective in 02/04/201 (see 3.1.6).

Source: https://www.travelinesoutheast.org.uk/se/XSLT_SELTT_REQUEST?language=en

^{**}Services do operate near the site but not through the site.





Figure 3-1: Bus Services through and around Milton Keynes East site.

- 3.1.2. The site currently benefits from services in Willem Road (Route 1), London Road (Route 24/25 and X5) and Newport Road (Cranfield Connect) operating at least a combined frequency of 30 minutes for each road.
- 3.1.3. Route X5 provides a fast coach service between Bedford and Oxford via Milton Keynes but does not yet stop inside the Milton Keynes East site.
- 3.1.4. Route 2 does not serve the site directly but terminates at Tickford End which is located North of Milton Keynes East site.
- 3.1.5. Routes 300 and 310 pass through Coachway Brook Furlong terminus which is located to the South West of the Milton Keynes East site.
- 3.1.6. Significant changes are planned for the Milton Keynes bus network and will be effective from 2nd April 2021. These are shown in Table 3-2 below;
- 3.1.7. The changes which affect the MKE site and its surroundings are:
 - Diversion of Route 1 to terminate at Whitehouse instead of Betchley. The route will still serve Newport Pagnell;
 - Route 24/25 withdrawal in April 2021 and replaced by Demand Responsive Transport (DRT);



- Route 300/301 withdrawal and replaced partially by the introduction of route 3 and rerouting of route 1:
- Withdrawal of evening and Sunday services on route 1 and 2; and
- Introduction of large DRT network.

Table 3-2 Resulting frequencies once bus service changes come into force

Service Number	Operator Route		Frequency (mins)*					
Effective from 02/04/21			Mon – Sat daytime	Mon – Sat evening	Sun daytime			
1	Arriva	Whitehouse– MK - Newport Pagnell	30	0	0			
2**	Arriva	Grange Farm –MK - Newport Pagnell	30	0	0			
24/25		withdrawn						
300/301** replace by 3**	Arriva	Magna Park - CMK - Snelshall west	20	60	30			

3.1.8. The MKE PT strategic concepts proposed in this document involve strong bus corridors and DRT service elsewhere, which is well aligned with the proposed Milton Keynes bus network changes.

3.2 FUTURE MASS RAPID TRANSIT

- 3.2.1. In the Milton Keynes; Strategy for 2050 document, MKC propose a long-term 2050 vision. As part of that, the MK 2050 mobility strategy looks to develop a movement network that works for everyone, so that there are efficient, cost-effective and reliable alternatives to using the private car.
- 3.2.2. A key element in the delivery of the Council's Mobility Strategy is to optimise mass transit access in new development areas. The development of MKE is therefore closely aligned with the future provision of a fast Mass Rapid Transit (MRT) system linking the urban extension with CMK.
- 3.2.3. The MRT will be supported by a feeder network of other local mobility services to cater for 'first/last mile' demand. This will provide links to the MRT network for those people who live some distance from a stop. It will also meet the need for journeys that are likely to be in less demand and for which the cost of providing MRT services is not viable.
- 3.2.4. This wider network of mobility services is crucial to the success of the MRT system in a low-density city like Milton Keynes because it will significantly increase access to the system for more people. This supporting, feeder network of solutions is likely to include:
 - City-wide public bike, e-Bike and scooter hire, with an improved cycle network
 - Local buses
 - On-demand minibus and taxi services
 - Car clubs and flexible car hire services.



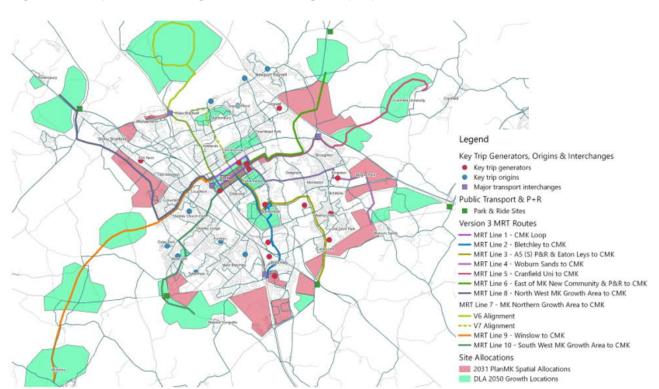


Figure 3-2 Replication of Figure 4-3 showing the proposed 2050 RT network

- 3.2.5. As shown in Figure 3-2, the indicative alignment of MRT Line 6 connects the proposed MKE development area to the MRT network and Central Milton Keynes. The development proposals are therefore well placed to build upon this vision.
- 3.2.6. Discussions have been underway with MKC regarding the potential for a MRT system to pass through the site and be integrated in to the development, to provide fast, efficient and frequent sustainable movement within Milton Keynes and Milton Keynes East. Similarly, MKC has aspirations to introduce a new Park-and-Ride facility to the north-east of Milton Keynes, on land just to the north-east of the MKE development site and adjacent to the A509.
- 3.2.7. A study refresh for the MRT around MK was undertaken in August 2020, where it was confirmed that Line 6 (East of M1 Growth Area and A509 P&R to CMK). Was one of the two lines that would be the most resilient to falling levels of passenger demand and would therefore be recommended for inclusion within a reduced core MRT network.
- 3.2.8. Figure 3-3 taken from the August 2020 study shows that in terms of Phase 1 MRT, Lines 1, 2 and Lines 3 and 6 are delivered in line with initial recommendations, before 2031.





Phase 1 Network
Line 1 - CMK Loop

Line 2 - Bletchley to CMK - Enhanced Partnership Line 3 - Caldecotte Growth Area and A5 P&R to CMK - MRT Line 6 - East of M1 Growth Area and A509 P&R - MRT

= Potential MRT routes (not assessed)

Figure 3-3 - Replication of proposed Phase 1 of MRT

3.2.9. The MKE development is therefore well placed and well suited for a MRT line as described above. The development has safeguarded land and corridors widths where appropriate, such as the new M1 Bridge to enables a lane in either direction to be reallocated to MRT in the future should this be deemed appropriate in order to facilitate fast journey times and an attractive alternative to use of the private car.



4 EXPECTED TRIP GENERATION

4.1 TRIP GENERATION

4.1.1. A trip generation assessment has been undertaken to inform the development of the masterplan based on the assumptions summarised in TTN3 which considers the full MKE site.

Table 4-1 - MKE Development 2031 and 2048 Assumptions tested

Land Use	Туре	MKE - 2031	MKE - 2048
Residential	Mixed Houses / Apartments – private	1,035	3,795
	Mixed Houses / Apartments – affordable	465	1,705
	TOTAL	1,500	5,500
Employment	B1a	16,387 m²	37,161 m²
	B1c / B2*	40,967 m²	92,903 m²
	B8**	201,938 m²	354,889 m²
	TOTAL	259,292 m²	484,954 m²

^{*}Assumed as B2 **Combined Segro and Berkeley St James (full allocation)

- 4.1.2. Two different approaches were used to define the mode shares: one which uses a traditional PT mode share as per existing travel patterns in the area, and one which accounts for global trends in future mobility and which forecasts a much higher PT mode share referred to as a "future ready scenario". These are described in detail in TTN3. It should be noted that in the traffic modelling a higher 2048 quantum, 5,750 units was tested for the allocation. This is set out in the TA and Table 2-1 above. For the purposes of the PT strategy however, the original values in TTN3 have been used.
- 4.1.3. The PT strategy is based on the future mobility trip generation scenario. It should be noted that this approach is subject to consultation and approval from planning and highway authorities. The estimated trip generation under this scenario for the fully completed development is summarised in Table 4-2.
- 4.1.4. The number of bus trips has been derived from applying the traditional mode share of each mode covered under the "Shared Mobility" to the "Shared Mobility" estimated number of trips.



Table 4-2: Person Trip Generation – Future Ready Scenario (2048)

Masterplan (FM Scenario)- 2048		AM Pe	eak		PM Peak		
	Modal Split	Arr	Dep	2way	Arr	Dep	2way
Work mainly at or from home	5.00%	55	190	245	277	154	431
Underground, metro, light rail, tram	0.20%	12	4	16	6	3	9
Train	4.10%	187	64	250	97	212	309
Privately Owned Vehicle	40.70%	1420	1236	2656	1135	1696	2830
Shared Mobility*	30.00%	512	1271	1783	1392	876	2268
Bus, minibus or coach	18%	300	744	1044	815	513	1328
Taxi	2%	28	69	96	75	47	123
Passenger in a car or van	9%	161	401	562	439	276	715
Motorcycle, scooter or moped	1%	23	57	80	63	39	102
Bicycle	3.10%	84	119	203	103	108	211
On foot	16.50%	463	1262	1724	255	250	505
Other method of travel to work	0.40%	7	25	32	10	6	15
Total	5.00%	2740	4170	6910	3274	3305	6579

- 4.1.5. The trip generation indicates that the full site is likely to generate over 1,300 bus trips in peak hours and over 300 train trips. The majority of which will be generated by the Berkeley St James development.
- 4.1.6. The PT strategy was built on an earlier modelling version whereas the inflated ratio brought the total number of residential units to 5,500 instead of most recently adjusted assumption of 5,750 units. This slight adjustment does not significantly impact the bus capacity proposed to be implemented from KME.

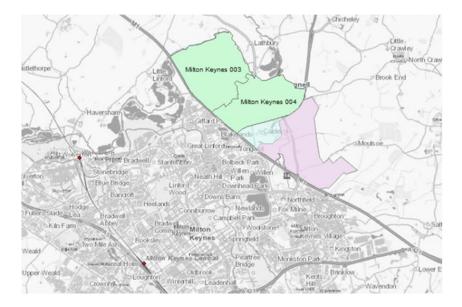
4.2 TRIP DISTRIBUTION

4.2.1. An initial trip distribution for public transport trips was based on an analysis of 2011 Census travel to and from work data for all modes, specifically to and from the Mid-layer Super Output Areas (MSOAs) close to the development. Using this data allowed an understanding of the most likely movement which could attract travellers to a bus route in sufficient quantity that the provision of bus services can be justified. The movement "from" reflects the residential trips destination, while the movement "to" illustrates employment trip patterns.

This analysis uses two areas close to the site to understand the travel patterns. The two areas are illustrated in Figure 4-1; Newport Pagnell (Milton Keynes 004) and Poets Estate (Milton Keynes 003).



Figure 4-1 MSOA 003 and MSOA 004



- 4.2.2. The analysis is carried out on all trips, as using bus trips only would simply reflect the popularity of existing bus connections rather than desirable links. Thus, most popular destinations can then be allocated a preferred mode.
- 4.2.3. The typical bus journey can be characterised as a local trip (less than 10 km) where no railway connection is available end to end, or a short first or last leg journey to/from a railway station aiming to capture part of the trip further afield.
- 4.2.4. The analysis concluded that the majority of the external trips (81%) can be considered as local while 19% of the commuting trips are well over 10 kilometres in the direction of Bedford, London, Northampton, Aylesbury and other national destinations, considering both residential and employment movements.
- 4.2.5. Figure 4-1 and Figure 4-2 illustrate the spatial distribution of the local commuting movements from and to the two neighbouring MSOAs combined, as recorded by the 2011 census. It highlights movement mainly to Milton Keynes central & village, Milton Keynes North and Milton Keynes West & Newport Pagnell and South.



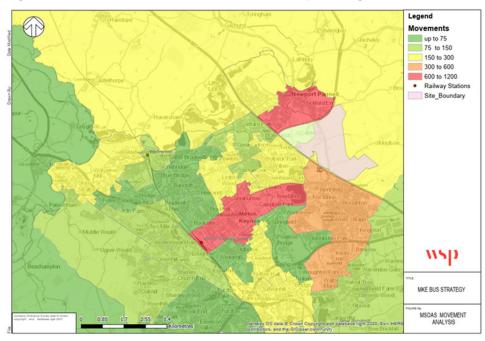
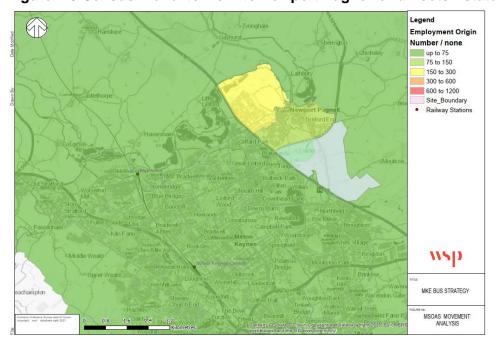


Figure 4-2 Census Travel to work from Newport Pagnell and Poets Estate combined

Figure 4-3 Census Travel to work to Newport Pagnell and Poets Estate combined



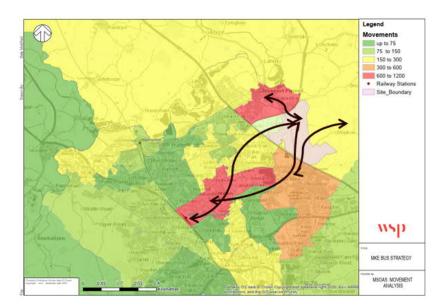
4.3 CONCLUSION

- 4.3.1. The analysis of commuting patterns to/from areas next to the site highlighted significant movement within the local area illustrated in Figure 4-4.
- 4.3.2. These movements could reasonably be sustained by bus services targeting bus links to/from Milton Keynes central, to/from the area north of Milton Keynes central including Newport Pagnell Lower, but relevant movements are also identified to and from Milton Keynes Village.



4.3.3. The analysis also highlighted opportunities to provide further afield coach connections to popular surrounding destinations such as Bedford.

Figure 4-4 - Main local movement identified from close MSOA





5 PROPOSED BUS SERVICE PROVISION

5.1 DESIGN PRINCIPLES

- 5.1.1. The proposed bus provision is supported by the analysis of existing services, trip generation and existing trip distribution described in the earlier sections 3 and 4.
- 5.1.2. The proposals do include the result of early consultation with stakeholders including Milton Keynes Council officers, neighbouring developer Bloor and a number of Bus operators where possible. As such the proposals aims to:
 - Build up the demand and facilitate the future introduction of the MRT;
 - Be integrated with existing surrounding development sites proposals;
 - Provide attractive links to the centre of Milton Keynes;
 - Make use of existing tool and policies supporting Milton Keynes aspirations such as expending the DRT network:
 - Propose efficient amendments to existing bus services to provide further destinations for marginal cost;
 - Ensure the overall proposed bus network is comprehensive and provides attractive bus links;
 - Implement bus provision sufficiently early to ensure residents can settle into sustainable travel habits;
 - Be affordable and flexibly adjustable to match real demand; and
 - Be future proof and able to accommodate ambitious sustainable transport mode shares.
- 5.1.3. The proposals mixed different types of services to provide a sustainable, attractive and efficient bus network, following the principles below:
 - High frequency connections are proposed to the identified main traffic objectives such as Milton Keynes central and Newport Pagnell via new routes or extended routes;
 - Internal links will be served with on demand services (DRT) in order to build up demand and offer attractive sustainable travel options; and
 - Provision will be made for existing services to stop in the site via a minor rerouting into new roads such as C1 and C11 or X5 allowing the number of destinations to be widened.
- 5.1.4. The implementation of the services will be closely aligned to the development construction programme and planned occupation.
- 5.1.5. The section below described the bus service proposals.

5.2 THE PRINCIPAL BUS ROUTE (PBR)

- 5.2.1. It is proposed to implement a high frequency, high quality bus service with a high level of bus priority in the north of the development. This bus service will be referred as the "Principal Bus Route (PBR)" in this document. The PBR proposed routeing is shown in Figure 5-1 and provides links between the development site and Milton Keynes Central.
- 5.2.2. This service will start on an hourly basis in phase 1 and progressively increase as the development builds out. It is expected that the PBR will reach a 10 minute frequency once 3,500 units are occupied in phase 3.



- 5.2.3. The relevance of the PBR will be reconsidered when the MRT is implemented and it will either be withdrawn or rerouted to avoid competing with the MRT (See section 3.2).
- 5.2.4. The operation of the PBR will likely be delivered by a commercial operator with initial start-up funding from the developer(s).
- 5.2.5. It is anticipated that the PBR will be operated by 12 metre single-deck electric buses.

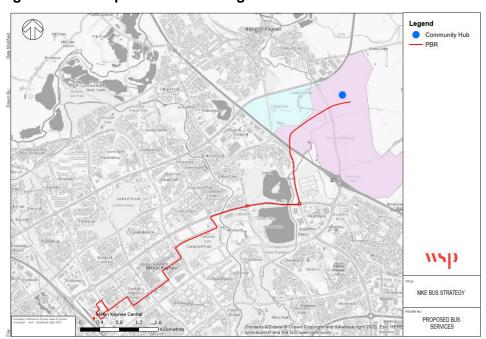


Figure 5-1 Principal Bus Route Alignment

5.3 FUTURE MRT

- 5.3.1. The phase 1 MRT, Lines 1, 2 and Lines 3 and 6 illustrated in Figure 5-2 is planned to be delivered before 2031.
- 5.3.2. The PT strategy considers and supports the proposed future implementation of the MRT. However, it does not rely on the implementation of the MRT to sustain the use of public transport either from the beginning or during the occupation of the MKE site.
- 5.3.3. Instead the PT strategy proposes implementing a phased PT network which will evolve in line with occupation milestones and, if appropriate, will be underpinned by the MRT implementation milestones. The exact details are not yet finalised, but it is anticipated that the proposed network within the MKE site will adjust to prioritise feeding the MRT rather than competing with the MRT.
- 5.3.4. The MKE developer also expects to safeguard the required land space to accommodate the MRT infrastructure in order to introduce the MRT within the development.
- 5.3.5. It is assumed that MKC will fund the MRT, although it would be able to utilise the bus stops to be implemented on the site to support the PBR (see 5.2). It is also assumed that the MRT will replace the PBR and would thus benefit from the income and usage already generated.



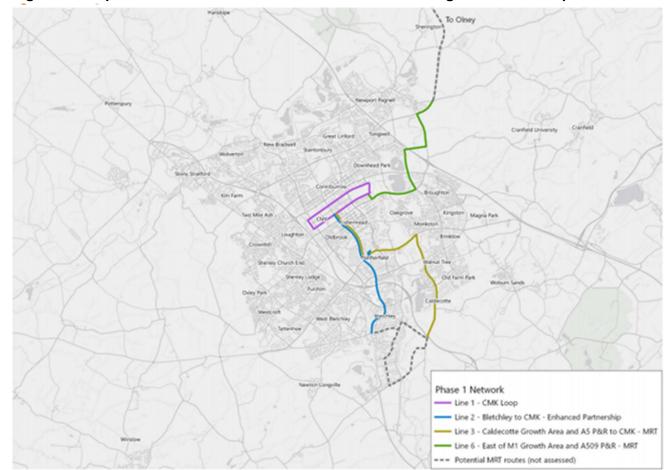


Figure 5-2 Replication of MRT Phase 1 from extracted from August 2020 MRT update

5.4 EXISTING SERVICES

ROUTE 1:

- 5.4.1. Subject to successful negotiations, it is intended that Route 1 will be rerouted within a development site in the adjacent land to MKE (Bloor site). Discussion with the adjacent developer confirms that the diversion is potentially beneficial to both sites, even if it is recognised that the diversion alone would require one additional vehicle in the existing tight schedule of route 1. The need for additional resource therefore also creates the opportunity to extend route 1 from Manor Pagnell to the MKE Transport Hub at marginal cost, optimising the additional resources required to operate route 1. Proposed diversion and extension are illustrated in Figure 5 3.
- 5.4.2. The extension of Route 1 to the community hub will be triggered at the beginning of the occupation of the second phase.
- 5.4.3. It is expected that, ultimately, following a period of pump-priming, the additional cost of the service should be covered by the revenue generated by both Bloor and Berkeley St James developments.



Height Figure

| Part | Part

Figure 5-3 Route 1 proposed diversion and extension

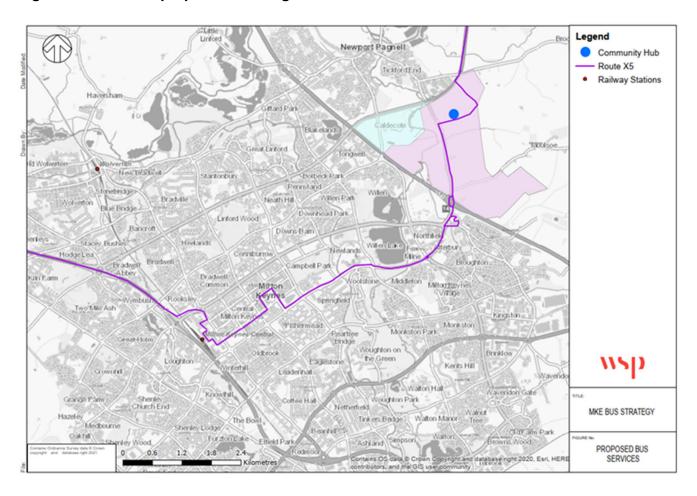
ROUTE X5:

5.4.4. Route X5 is a fast coach service with between Bedford, Milton Keynes, Buckingham and Oxford every 30 minutes on weekdays. It operates via London Road. Very early discussions with the operator have indicated that the X5 could stop in the MKE site, should a suitable and seamless bus stop facility be provided by the developer. These are intended be provided in the transport hub or close to it. The operator will also require good highway access through the development site, in particular as the service is operated by 15-metre-long vehicles. Diversion of route X5 is illustrated in 5-4. Route X5 will be rerouted as soon as it is practical to do so, with the first phase of occupation.

SERVICES



Figure 5-4 Route X5 proposed routeing



ROUTE C 11/C1/CX

- 5.4.5. These services serve the south east corner of the site and will need to be rerouted via the proposed new road layout (Figure 5 5). It is hoped that this will be fully supported by the operator, as it will provide the opportunity for additional revenue without significant cost. Discussions with the contracting organisation, Cranfield University and the Operator, UNO, are being undertaken with regard to this proposal.
- 5.4.6. In any event, a minor diversion of route C1,C11 and CX will occur when the new road is built.



Control Fig.

Co

Figure 5-5 Rerouting of Route C1, C11 and CX

ROUTE 24/25

5.4.7. Recently announced to be under threat of withdrawal, these may be partially replaced by internal DRT services.

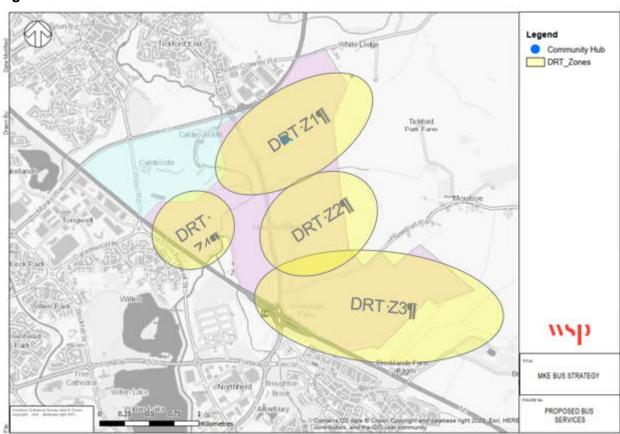
5.5 INTERNAL SERVICES AND DRT

- 5.5.1. The PT strategy for internal movements aims to cover both the short internal trips between the development trip generators (employment/residence) and/or the community hub and also feed the PBR (later MRT) route to facilitate trips further afield.
- 5.5.2. The internal / feeder services routeings are not yet finalised, as they are dependent on internal road layouts and occupation phasing. It is envisaged that they will start running on a demand basis (DRT) as part of a Mobility-as-a-Service (MaaS) feature to include taxi and cycle provision. If they generate sufficient usage, they could be evolved to become scheduled bus services as demand grows.
- 5.5.3. It is expected that two DRT vehicles will be operated within DRT Z1 in the first phase of development. Another two vehicles will be operating across DRT Z2 and DRT Z3 in the second phase of development. In third phase of development DRT Z3 will be extended and DRT Z4 will be



- covered. It is expected that at this stage; travel patterns will better be understood, and the four vehicles will be reallocated to cover movement across all zones efficiently.
- 5.5.4. It is expected that the DRT will be operated using small 7m 19-20-seater mini-bus vehicle types, such as the Mercedes Benz City Sprinter. The DRT proposals align with the wider MKC aspirations for DRT across Milton Keynes. As such, the proposals are well positioned to tie in with the MKC DRT programme to provide residents across the parcels with greater flexibility in travel choice throughout MKE as well as Central Milton Keynes.
- 5.5.5. It is expected that the developer will fund these services until the demand becomes sufficiently strong and mature enough for them to be operated commercially. It is expected that this type of arrangement will allow flexibility and agility to cope with the continuous changes created by construction/occupation phases.
- 5.5.6. Figure 5-6 illustrates the areas targeted for DRT.

Figure 5-6 DRT zones



5.6 INFRASTRUCTURE

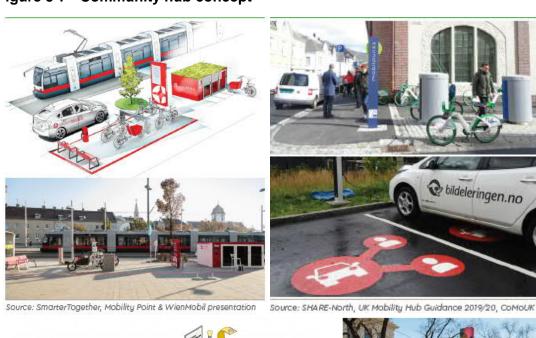
5.6.1. The concept of community hub, well established in European cities such as Vienna, Bremen and Bergen for example, is seeing an increasing popularity in the UK as a way to support sustainable travel options. These hubs combine the concept of transport interchange with other infrastructures vital to communities. These are particularly useful in encouraging multimodal journeys by bringing together different traditional transport infrastructures, such as bus, tram and train stops, with newer mobility solutions such as bike share schemes, car clubs, e-scooters, electric vehicle charging



points, bike racks and shared taxi rides. They aim to become a local destination of their own by adding cafés, fitness areas, green space, and services such as package collection points and wifi and phone charging for example.

5.6.2. Community hubs also create the opportunity for economies of scale by providing waiting areas, real-time journey planning information for all modes and activities. Most importantly, it allows the users to conveniently access many travel options on a daily basis to fit the particular need of the day. They always consider accessibility and active travel in their intrinsic design. Figure 5-7 illustrates the community hub principle.

Figure 5-7 - Community hub concept







- Source: CIVITAS, UK Mobility Hub Guidance 2019/20, CoMoUK
- 5.6.3. The community hub for MKE is expected to host the multi-modal Transport Interchange for the MKE development, which will include public transport scheduled services and DRT. This will create a focus point for transport modes at the heart of the site, underpinned by strong walking and cycling connections from all the areas of the development
- 5.6.4. The community hub will provide the required infrastructure to support the electric operation of the PBR which will include electric cabinets and one opportunity charging tower.

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- 5.6.5. It is also envisaged that the community hub will provide three lay-bys for terminating services to satisfy the PBR and route 1 requirements and four smaller lay-bys to support the DRT services.
- 5.6.6. Bus stops will be placed in strategic locations with the aim to maximise the public transport coverage so that all residents are within 400m of a bus stop, without compromising attractive journey times.
- 5.6.7. A bus stop will be placed within reach of the pedestrian path to the Bloor development site, providing the residents of that site access to a high frequency bus service.
- 5.6.8. Indicative locations of bus stops are presented in the movement and access parameter plan (Figure 5-8).

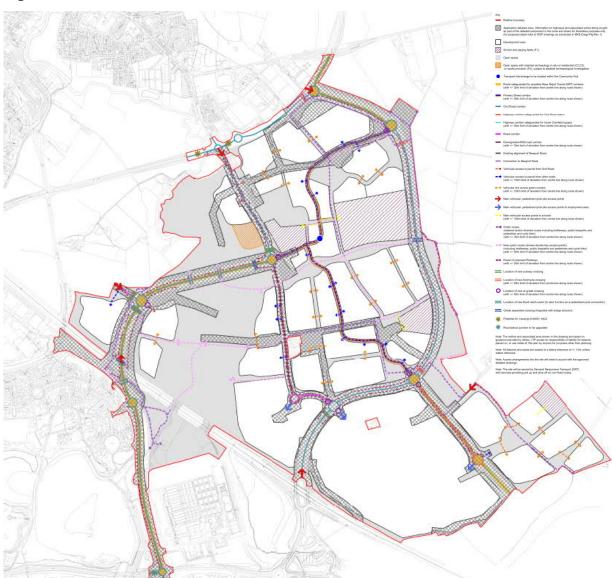


Figure 5-8 Indicative Movement and Access Parameter Plan

5.6.9. DRT services will benefit from additional stopping locations and where practical / achievable small vehicle bays dispersed on internal roads.

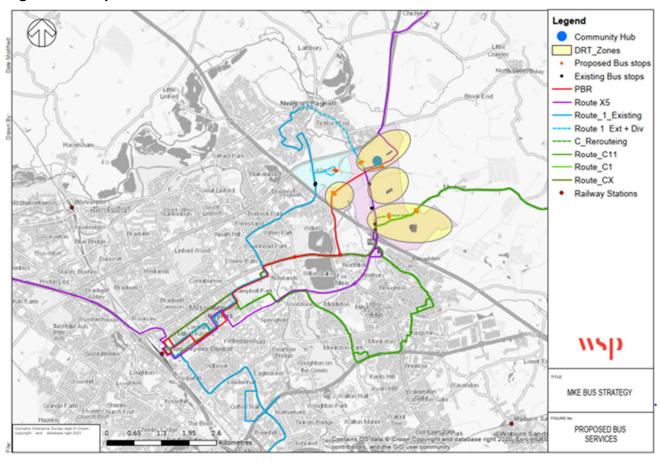


5.6.10. Figure 5-9 Proposed bus services and infrastructure locations illustrates the locations of infrastructures in relations to all proposals.

5.7 SUMMARY OF PROPOSED BUS SERVICE PROVISION

- 5.7.1. Figure 5-9 also summarises the ultimate provision of bus services and infrastructure proposed to support sustainable travel to/from the MKE development.
- 5.7.2. Phasing and evaluation are presented in a subsequent section of this report.

Figure 5-9 Proposed bus services and infrastructure locations





6 PHASING

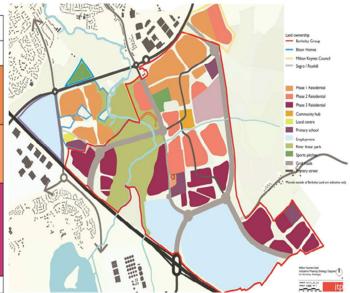
- 6.1.1. The full development of the site is expected to deliver around 5,750 homes over 26 years broken down into four construction phases:
 - Phase 0: Infrastructure delivery between 2022 and 2023
 - Phase 1: Delivery of 1,250 units between 2024 and 2030
 - Phase 2: Delivery of 1,600 units between 2031 and 2037 and most of the employment
 - Phase 3: Delivery of 2,900 units between 2038 and 2048
- 6.1.2. The majority of these units (4,600) will be delivered by Berkeley St James and building phases are expected as follow:
 - Phase 0: Infrastructure delivery between 2022 and 2023
 - Phase 1: Delivery of 750 units between 2024 and 2030
 - Phase 2: Delivery of 950 units between 2031 and 2037 and most of the employment
 - Phase 3: Delivery of 2,900 units between 2038 and 2048
- 6.1.3. Figure 6-1 and 6-2 illustrate the number of units and locations expected to be delivered per year and per phase of construction.

Figure 6-1 Units delivery plan per year

s East - Housing Delivery and Phasing Information - 5,750 Homes

ielivery plan per year 💎 Figi

Figure 6-2: Phasing plans





6.1.4. The proposed bus provisions are anticipated to be implemented progressively following the anticipated build-out and occupation rate for the Berkeley St James development:

Phase 1:

- One vehicle introduced to operate a DRT service for trips within site on first year of occupation, increasing to two+6 vehicles on completion of 500 dwellings to Cover DRT Z1;
- PBR introduced at hourly frequency on completion of first 100 dwellings progressively increasing to 20-minute frequency on completion of first 500 dwellings;
- Route X5 diverted through site on completion of suitable roads and access.
- Route 1 diversion to Bloor site [Bloor responsibility].

Phase 2

- Route 1 extended to Transport Hub from Newport Pagnell on completion of first 1,000 dwellings;
- PBR increased to 15 minutes frequency on completion of dwellings 1,500 dwellings;
- Two more DRT vehicles introduced to serve DRT Z2 and the employment area.

Phase 3

- PBR increased to 12 minutes on completion of 2,500 units and 10 minutes frequency on completion of 3500 dwellings
- Extension of DRT services to cover DRT Z3 and DRT Z4 with existing resources
- On completion of first 3,000 dwellings, a re-assessment of the DRT service to determine justification for fixed or semi-fixed bus routes; and
- Close liaison with MKC regarding the planning and introduction of the MRT system which would replace the PBR.
- DRT services will be reviewed every 500 dwellings and resources adjusted as required
- Route C1/C11 and CX will be diverted as adjustment to the road layout are implemented.
- 6.1.5. The proposed bus provision and service levels per phase is provided in Appendix A.



7 EVALUATION

7.1 INTRODUCTION

- 7.1.1. Considering the bus provision described in sections 6 and 7, the strategy evaluation estimates the expected level of funding required per year to cover the net cost of the bus service proposed until they become sustainable, considering the cost of operation and the expected revenue from the development and other traffic generators served proposed services.
- 7.1.2. The assumptions behind the estimated cost of operation and revenue are stated below.

7.2 COST OF OPERATION ASSUMPTIONS AND RESULTS

- 7.2.1. The evaluation is based on the WSP bus cost model. The model uses information on routeing (length of route), hour of operation and level of service to estimate the required quantities of vehicles, driving duties and mileage to operate the service.
- 7.2.2. The model then allocates typical industry costs for each of the cost units to provide a bare cost of operation per year. The unit costs are regularly benchmarked and updated based on the national publication and discussion with operators.
- 7.2.3. The bare cost of operation is then uplifted to include the profit an operator may expect. This figure was set at 8% of the total operation cost for this evaluation.
- 7.2.4. The cost of setting up and operating the DRT system is also included using the system type "ViaVan" which includes an upfront development cost, a monthly fee per vehicle and a fee per booking and transaction.
- 7.2.5. The additional infrastructure required for the electric operation is also accounted for, in this case the provision of the opportunity charging in the community hub and overnight charging at the operator depot.
- 7.2.6. The costs have been calculated for each year, considering the planned increasing level of services.
- 7.2.7. The cost considers only the bus services necessary to support the Berkeley St James development. As such there is no account of the cost of diverting Route 1 into the Bloor site, and the total cost of the extension and diversion together, which is estimated to cost around £149k per year is shared equally between both developers.
- 7.2.8. The calculations are provided in Appendix B. The estimated annual costs of implementing the proposed services range between £565k in year 2 and £2.12 million in year 25.

7.3 REVENUE ASSUMPTIONS AND RESULTS

- 7.3.1. The revenue estimation is based on the bus trip generation issued from TTN3 and presented in section 4. These have been adjusted to present only the trips within the catchment of the bus network proposed, which included the trips from the proposed 4,600 Berkeley St James dwellings and the trips from 25% of the Bloor dwellings, facilitated by providing a PBR bus stop near the pedestrian access to the site.
- 7.3.2. It is also reasonable to assume that a portion of train users will use the bus service to reach the train station; thus 50% is used in this exercise.



- 7.3.3. While the proposed bus provision is estimated to cater for Future Ready Scenario presented in TTN3 (FM scenario); the revenue forecasts are based on a conservative scenario averaging traditional and Future Ready Scenario mode shares discussed in 4.1 to present a cautious estimation of the revenue.
- 7.3.4. The bus mode share utilised for the revenue estimation following the FM scenario are set at 15.1% in 2031 and 20.1% in 2048 including main the bus principal mode share and 50% of the rail mode share. The conservative scenario, which averages both the FM scenario and the traditional scenario to estimate revenue is set at 12.1% mode share for Bus and 50% of rail users in 2031, and 16.1% in 2048. These are summarised in table Figure 7-1.

Table 7-1 Mode share used for revenue calculation

Mode Share (Bus + 150% Rail)	Traditional Scenario	FM Scenario	Conservative Scenario
Mode Share 2023	9.1%	9.1%	9.1%
Mode share 2031	9.1%	15.1%	12.1%
Mode Share 2048	n/a	20.1%	16.1%

- 7.3.10. A daily factor of 4.41 was utilised to convert AM and PM peak trips into a daily trip and is based on Trics for residential units and correlated with typical bus demand. The annualization factor to convert daily trip to yearly trip was set at 312, with expected demand for weekend to be 50% less than weekdays.
- 7.3.11. An average fare of £1.67 was allocated to each trip with the aim to reflect a combination of all ticket types such as:
 - Single fare
 - ENCTS compensation (expected to be around £0.94 per trips for a third of off-peak trips)
 - Other concessions (children/student for example)
 - Day, weekly, monthly, annual fare
 - Integrated fare scheme such as plus bus or MK Moove
 - DRT fare
- 7.3.12. Revenue is calculated per year considering a progressively increasing mode share and the average number of units occupied for each year (mid-year point). The detailed calculations of future mobility and a conservative approach are presented in Appendix C.
- 7.3.13. The estimated annual revenues generated from the proposed services range between £42k in year 2 and £3.86 million on year 25 when using the conservative mode share while the FM scenario revenues range between £45k and £4.8 million for the same period.



7.4 SUBSIDY REQUIRED

- 7.4.1. The comparison of cost and revenue allows an understanding of the potential shortfall in revenue required to sponsor the bus services until such time as the cost of operation is covered by revenue.
- 7.4.2. The estimation does not account for inflation in cost and revenues as these are unknown for the timescale of the development, but it is anticipated that ultimately, over time, inflation in costs will be similar to inflation in revenues.
- 7.4.3. In both scenarios, the cost of operation is eventually covered by the revenues generated.
- 7.4.4. In the FM scenario, this occurs in year 11 and requires a subsidy of £2 million to cover the first 10 year losses.
- 7.4.5. In the conservative scenario, the operational cost is fully covered from year 15 and requires a subsidy of £3.2 million to cover the first 14 year losses as presented in Figure 7-1.

Cost and Revenue Conservative Scenario £4,500,000 £3,500,000 £3,206,188 £4,000,000 £3,000,000 £3,500,000 £2,500,000 £3,000,000 £2,000,000 £2,000,000 \frac{\frac{1}{2}}{2} \frac{1}{2} \frac{1}{ £2,500,000 £2,000,000 £1,500,000 £1,000,000 £1,000,000 £500,000 £500,000 £-£0 y1 y2 y3 y4 y5 y6 y7 y8 y9 y10 y11 y12 y13 y14 y15 y16 y17 y18 y19 y20 y21 y22 y23 y24 y25 Axis Title Revenue ——Subsidy required

Figure 7-1: Cost, revenue and subsidy conservative scenario

- 7.4.6. Based on the conservative estimate of revenue generated, the shortfall of cost for the first 15 years will be covered by a contribution corresponding to an average of around £700 per dwelling built.
- 7.4.7. Funding from the MK tariff contributions applied to the MKE site will be drawn down upon to fund the public transport provision as set out above. This will be discussed in more detailed with MKC and PT officers.
- 7.4.8. Detailed results are presented in Appendix D.



8 SUMMARY

- 8.1.1. This PT strategy has sought to understand existing opportunities for public transport access and to/from the site and to develop a strategy for how public transport could be delivered that achieves the sustainable aspirations of MKE site.
- 8.1.2. The outline strategy was shared with Milton Keynes Council officers and a number of bus operators and conversations also occurred with the adjacent developer to ensure proposed bus provisions are integrated.
- 8.1.3. Feedback from the Milton Keynes Council transport officers included the safeguarding of the MRT land; the provision of suitably integrated bus services until such a time as the MRT is implemented, and the opportunities to build up on the Milton Keynes DRT network where possible. These requests have been fully considered and included in the proposals.
- 8.1.4. The proposals were discussed with adjacent developer Bloor to ensure the bus services planned are integrated and future residents are not limited by only having to use bus services within the boundaries of the specific developer.
- 8.1.5. The strategy is predicated around a phased hierarchical approach as follows:
 - The provision of a centrally located Multi-Modal Interchange Hub;
 - A Principal Bus Route (PBR) between Milton Keynes East (MKE) and Milton Keynes Central and Rail Station operating electric vehicles (to be replaced at an unspecified date by the Mass Rapid Transit (MRT) system promoted by Milton Keynes Council);
 - The diversion and extension of a limited number of existing bus services (route 1 and C1, C11, CX);
 - The provision of Demand Responsive Transport (DRT) services feeding into the Interchange Hub: and
 - The potential conversion of the DRT services into semi-fixed or fixed route services should demand justify.
- 8.1.6. The evaluation includes an assessment of operational cost using industry standard cost and revenue based on the modelling results, and assuming a conservative bus mode share.
- 8.1.7. While the network capacity provided matches the higher Future Mobility mode share, a cautious estimation of the revenue concluded that the cost of operation of the proposed network could be covered from year 15. The subsidy required to cover the first 14 years loss would be equal to £3.2 million or around £700 per dwelling built and occupied.

Appendix A

SERVICE LEVEL DETAILS





Service level per year

Υ	Year	PBR	Route 1	Route X5	Cranfield services	DRT (1)
y1	2024					
y2	2025	60 min				1 veh
у3	2026	60 min				1 veh
y4	2027	30 min				1 veh
у5	2028	30 min				1 veh
y6	2029	20 min		Stop in MKE		2 veh
у7	2030	20 min		Stop in MKE		2 veh
у8	2031	20 min		Stop in MKE		2 veh
у9	2032	20 min		Stop in MKE		2 veh
y10	2033	20 min	Extension	Stop in MKE		3 veh
y11	2034	20 min	Extension	Stop in MKE		3 veh
y12	2035	20 min	Extension	Stop in MKE		3 veh
y13	2036	15 min	Extension	Stop in MKE		4 veh
y14	2037	15 min	Extension	Stop in MKE		4 veh
y15	2038	15 min	Extension	Stop in MKE	Minor rerouting	4 veh
y16	2039	15 min	Extension	Stop in MKE	Minor rerouting	4 veh
y17	2040	15 min	Extension	Stop in MKE	Minor rerouting	4 veh
y18	2041	12 min	Extension	Stop in MKE	Minor rerouting	4 veh
y19	2042	12 min	Extension	Stop in MKE	Minor rerouting	4 veh
y20	2043	12 min	Extension	Stop in MKE	Minor rerouting	4 veh
y21	2044	12 min	Extension	Stop in MKE	Minor rerouting	4 veh
y22	2045	12 min	Extension	Stop in MKE	Minor rerouting	4 veh
y23	2046	10 min	Extension	Stop in MKE	Minor rerouting	4 veh
y24	2047	10 min	Extension	Stop in MKE	Minor rerouting	4 veh
y25	2048	10 min	Extension	Stop in MKE	Minor rerouting	4 veh

⁽¹⁾ Level of service progressively increases adding driving time to the pool of resources every in year highlighted in orange

Appendix B

ANNUAL COST ESTIMATION



Years	Year	PBR Cost	Charger annual cost	Charger & installation capital cost	2 Cabinets + 1 opportunity charger	Battery replacement (1 per veh during life time)	Route 1 Cost	Route X5 Cost	Cranfield services	DRT Cost	DRT System cost	Total cost (incl Operator profit)	Conventional Bus service pa (incl Op. Profit)	DRT Services pa (including Op. profit)
	2023													
y1	2024													
y2	2025	£249,071	£7,200	£ 15,000	£ 150,000					£67,606	£34,503	£565,250	£454,972	£110,278
у3	2026	£249,071	£7,200							£67,606	£14,354	£365,288	£276,772	£88,516
y4	2027	£413,974	£14,400	£ 15,000						£67,606	£19,690	£573,123	£478,844	£94,279
y5	2028	£413,974	£14,400							£67,606	£22,460	£559,915	£462,644	£97,271
у6	2029	£636,815	£21,600	£ 15,000						£114,825	£30,814	£884,579	£727,289	£157,290
у7	2030	£636,815	£21,600							£114,825	£32,202	£869,878	£711,089	£158,790
y8	2031	£636,815	£21,600							£114,825	£37,016	£875,077	£711,089	£163,988
y9	2032	£636,815	£21,600							£114,825	£40,404	£878,736	£711,089	£167,647
y10	2033	£636,815	£21,600			£9,375	£79,500			£174,660	£48,741	£1,048,347	£807,074	£241,274
y11	2034	£636,815	£21,600			£9,375	£79,500			£174,660	£51,506	£1,051,334	£807,074	£244,260
y12	2035	£636,815	£21,600			£18,750	£79,500			£174,660	£56,011	£1,066,324	£817,199	£249,125
y13	2036	£816,473	£28,800	£ 15,000		£18,750	£79,500			£202,756	£60,740	£1,319,780	£1,035,205	£284,576
y14	2037	£816,473	£28,800			£28,125	£79,500			£202,756	£66,326	£1,319,739	£1,029,130	£290,609
y15	2038	£816,473	£28,800			£28,125	£79,500			£202,756	£72,808	£1,326,739	£1,029,130	£297,609
y16	2039	£816,473	£28,800			£28,125	£79,500			£314,013	£86,788	£1,461,994	£1,029,130	£432,864
y17	2040	£816,473	£28,800			£28,125	£79,500			£314,013	£93,866	£1,469,638	£1,029,130	£440,508
y18	2041	£1,030,632	£36,000	f 15,000		£28,125	£79,500			£412,741	£96,980	£1,834,897	£1,284,397	£550,499
y19	2042	£1,030,632	£36,000			£28,125	£79,500			£412,741	£104,203	£1,826,497	£1,268,197	£558,300
y20	2043	£1,030,632	£36,000			£28,125	£79,500			£412,741	£111,707	£1,834,601	£1,268,197	£566,404
y21	2044	£1,030,632	£36,000			£28,125	£79,500			£443,916	£119,491	£1,876,676	£1,268,197	£608,479
y22	2045	£1,030,632	£36,000			£37,500	£79,500			£443,916	£127,556	£1,895,511	£1,278,322	£617,189
y23	2046	£1,186,261	£43,200	f 15,000		£37,500	£79,500			£443,916	£135,901	£2,096,580	£1,470,377	£626,202
y24	2047	£1,186,261	£43,200			£37,500	£79,500			£443,916	£149,162	£2,094,701	£1,454,177	£640,524
y25	2048	£1,186,261	£43,200			£37,500	£79,500			£443,916	£169,128	£2,116,264	£1,454,177	£662,087

⁽¹⁾ Full cost of the extension and diversion is estimated to be £145,000 pa, shared equally between Bloor and Berkeley St James

Appendix C

REVENUE ESTIMATION





Future mobility scenario revenue

Scenario FM Model (including 50% rail)

Scenario	rivi iviodei	(including 50% rail)				
Years	Year	Mode share	Exp Daily pax Start of year	Exp Daily pax End of year	Average daily pax all year	Expected total revenue
	2023	9.1%				
y1	2024	9.8%				
y2	2025	10.6%		173	87	£ 45,203
у3	2026	11.3%	173	372	272	£ 142,059
у4	2027	12.1%	372	594	483	£ 251,813
у5	2028	12.8%	594	842	718	£ 374,465
y6	2029	13.6%	842	1,114	978	£ 510,017
у7	2030	14.3%	1,114	1,412	1,263	£ 658,467
у8	2031	15.1%	1,412	1,832	1,622	£ 845,636
у9	2032	15.2%	1,832	1,901	1,867	£ 973,262
y10	2033	15.4%	1,901	1,970	1,935	£ 1,009,076
y11	2034	15.7%	1,970	2,253	2,112	£ 1,100,902
y12	2035	16.0%	2,253	2,547	2,400	f 1,251,264
y13	2036	16.3%	2,547	2,850	2,698	£ 1,406,677
y14	2037	16.6%	2,850	3,248	3,049	£ 1,589,569
y15	2038	16.9%	3,248	3,660	3,454	£ 1,800,783
y16	2039	17.3%	3,660	4,084	3,872	£ 2,018,730
y17	2040	17.6%	4,084	4,522	4,303	£ 2,243,410
y18	2041	17.9%	4,522	4,972	4,747	£ 2,474,823
y19	2042	18.2%	4,972	5,435	5,204	£ 2,712,969
y20	2043	18.5%	5,435	5,911	5,673	£ 2,957,848
y21	2044	18.8%	5,911	6,401	6,156	£ 3,209,460
y22	2045	19.1%	6,401	6,903	6,652	£ 3,467,805
y23	2046	19.4%	6,903	7,417	7,160	£ 3,732,883
y24	2047	19.8%	7,417	8,558	7,988	£ 4,164,525
y25	2048	20.1%	8,558	9,939	9,249	£ 4,821,898



Conservative scenario

Scenario Conservative

Scenario	Conservat	ive				
Years	Year	Mode share	Exp Daily pax Start of year	Exp Daily pax End of year	Average daily pax all year	Expected total revenue
	2023	9.1%				
y1	2024	9.4%				
y2	2025	9.8%	-	161	81	£ 41,978
у3	2026	10.2%	161	334	248	£ 129,160
у4	2027	10.6%	334	520	427	£ 222,791
y5	2028	10.9%	520	718	619	£ 322,871
у6	2029	11.3%	718	929	824	£ 429,401
у7	2030	11.7%	929	1,152	1,040	£ 542,379
у8	2031	12.1%	1,152	1,466	1,309	£ 682,468
у9	2032	12.2%	1,466	1,521	1,494	£ 778,792
y10	2033	12.3%	1,521	1,576	1,549	£ 807,465
y11	2034	12.6%	1,576	1,803	1,690	£ 880,968
y12	2035	12.8%	1,803	2,038	1,921	f 1,001,326
y13	2036	13.1%	2,038	2,281	2,159	£ 1,125,732
y14	2037	13.3%	2,281	2,600	2,440	£ 1,272,137
y15	2038	13.6%	2,600	2,929	2,764	£ 1,441,217
y16	2039	13.8%	2,929	3,269	3,099	£ 1,615,693
y17	2040	14.1%	3,269	3,619	3,444	£ 1,795,567
y18	2041	14.3%	3,619	3,980	3,799	£ 1,980,838
y19	2042	14.6%	3,980	4,351	4,165	£ 2,171,507
y20	2043	14.8%	4,351	4,732	4,541	£ 2,367,573
y21	2044	15.1%	4,732	5,123	4,928	£ 2,569,036
y22	2045	15.3%	5,123	5,525	5,324	£ 2,775,896
y23	2046	15.6%	5,525	5,938	5,732	£ 2,988,154
y24	2047	15.8%	5,938	6,851	6,394	£ 3,333,757
y25	2048	16.1%	6,851	7,957	7,404	£ 3,860,077

Appendix D

ESTIMATED NET COST





Scenario FM Model (including 50% rail)

	aamg	507014117		
Cost	Reven	nue	Net cost	Subsidy required
£0	£	-	£0	£0
£566,268	£	45,203	£521,065	£521,065
£368,580	£	142,059	£226,522	£747,587
£579,165	£	251,813	£327,352	£1,074,939
£567,637	£	374,465	£193,171	£1,268,110
£893,223	£	510,017	£383,206	£1,651,316
£879,591	£	658,467	£221,125	£1,872,440
£887,817	£	845,636	£42,182	£1,914,622
£893,426	£	973,262	-£79,835	£1,834,786
£1,063,383	£	1,009,076	£54,308	£1,889,094
£1,067,419	£	1,100,902	-£33,482	£1,855,612
£1,084,153	£	1,251,264	-£167,112	£1,688,500
£1,339,333	£	1,406,677	-£67,344	£1,621,156
£1,341,296	£	1,589,569	-£248,273	£1,372,882
£1,350,578	£	1,800,783	-£450,205	£922,678
£1,488,090	£	2,018,730	-£530,640	£392,037
£1,497,965	£	2,243,410	-£745,446	-£353,408
£1,863,632	£	2,474,823	-£611,192	-£964,600
£1,857,282	£	2,712,969	-£855,687	-£1,820,287
£1,867,412	£	2,957,848	-£1,090,437	-£2,910,724
£1,911,488	£	3,209,460	-£1,297,972	-£4,208,696
£1,932,299	£	3,467,805	-£1,535,506	-£5,744,202
£2,135,319	£	3,732,883	-£1,597,564	-£7,341,766
£2,136,974	£	4,164,525	-£2,027,551	-£9,369,317
£2,164,166	£	4,821,898	-£2,657,733	-£12,027,050
	f0 f566,268 f368,580 f579,165 f567,637 f893,223 f879,591 f887,817 f893,426 f1,063,383 f1,067,419 f1,084,153 f1,339,333 f1,341,296 f1,350,578 f1,488,090 f1,497,965 f1,863,632 f1,867,412 f1,911,488 f1,932,299 f2,135,319 f2,136,974	f0 f f566,268 f f368,580 f f579,165 f f567,637 f f893,223 f f879,591 f f887,817 f f893,426 f f1,063,383 f f1,067,419 f f1,384,153 f f1,341,296 f f1,350,578 f f1,488,090 f f1,497,965 f f1,863,632 f f1,857,282 f f1,867,412 f f1,911,488 f f1,932,299 f f2,135,319 f f2,135,319 f	f0 f - f566,268 f 45,203 f368,580 f 142,059 f579,165 f 251,813 f567,637 f 374,465 f893,223 f 510,017 f879,591 f 658,467 f887,817 f 845,636 f893,426 f 973,262 f1,063,383 f 1,009,076 f1,067,419 f 1,100,902 f1,084,153 f 1,251,264 f1,339,333 f 1,406,677 f1,341,296 f 1,589,569 f1,350,578 f 1,800,783 f1,488,090 f 2,018,730 f1,497,965 f 2,243,410 f1,863,632 f 2,474,823 f1,857,282 f 2,712,969 f1,867,412 f 2,957,848 f1,911,488 f 3,209,460 f1,932,299 f 3,467,805 f2,135,319 f 3,732,883 f2,136,974 f 4,164,525	Cost Revenue Net cost £0 £ - £0 £566,268 £ 45,203 £521,065 £368,580 £ 142,059 £226,522 £579,165 £ 251,813 £327,352 £567,637 £ 374,465 £193,171 £893,223 £ 510,017 £383,206 £879,591 £ 658,467 £221,125 £887,817 £ 845,636 £42,182 £893,426 £ 973,262 -£79,835 £1,063,383 £ 1,009,076 £54,308 £1,067,419 £ 1,100,902 -£33,482 £1,084,153 £ 1,251,264 -£167,112 £1,339,333 £ 1,406,677 -£67,344 £1,341,296 £ 1,589,569 -£248,273 £1,488,090 £ 2,018,730 -£530,640 £1,497,965 £ 2,243,410 -£745,446 £1,863,632 £ 2,474,823 -£611,192 £1,867,412 £ 2,957,848 -£1,090,437 £1,911,488 £ 3,209,460 -£1,297,972 £1,932,299 £ 3,467,805 -£1,535,506 £2,135,319 £ 3,732,883 -£1,597,564 £2,136,974 £ 4,164,525 -£2,027,551



Scenario Conservative

Conservative				
Cost	Revenu	ie	Net cost	Subsidy required
£0	£	-	£0	£0
£566,018	£	41,978	£524,040	£524,040
£367,580	£	129,160	£238,420	£762,460
£576,914	£	222,791	£354,123	£1,116,582
£564,302	£	322,871	£241,431	£1,358,013
£889,054	£	429,401	£459,654	£1,817,667
£874,489	£	542,379	£332,110	£2,149,777
£880,646	£	682,468	£198,178	£2,347,955
£884,880	£	778,792	£106,087	£2,454,042
£1,054,523	£	807,465	£247,058	£2,701,100
£1,057,753	£	880,968	£176,785	£2,877,886
£1,073,168	£	1,001,326	£71,842	£2,949,727
£1,326,985	£	1,125,732	£201,253	£3,150,980
£1,327,345	£	1,272,137	£55,207	£3,206,188
£1,334,776	£	1,441,217	-£106,441	£3,099,747
£1,470,377	£	1,615,693	-£145,317	£2,954,430
£1,478,282	£	1,795,567	-£317,285	£2,637,145
£1,843,198	£	1,980,838	-£137,640	£2,499,504
£1,834,885	£	2,171,507	-£336,622	£2,162,882
£1,842,995	£	2,367,573	-£524,577	£1,638,305
£1,884,997	£	2,569,036	-£684,039	£954,266
£1,903,679	£	2,775,896	-£872,217	£82,049
£2,104,514	£	2,988,154	-£883,640	-£801,591
£2,102,609	£	3,333,757	-£1,231,147	-£2,032,738
£2,124,380	£	3,860,077	-£1,735,696	-£3,768,435
	£0 £566,018 £367,580 £576,914 £564,302 £889,054 £874,489 £880,646 £884,880 £1,054,523 £1,057,753 £1,073,168 £1,326,985 £1,327,345 £1,327,345 £1,470,377 £1,478,282 £1,843,198 £1,843,198 £1,842,995 £1,884,997 £1,903,679 £2,104,514 £2,102,609	f0 f f566,018 f f367,580 f f576,914 f f564,302 f f889,054 f f8874,489 f f880,646 f f884,880 f f1,054,523 f f1,057,753 f f1,073,168 f f1,326,985 f f1,327,345 f f1,327,345 f f1,470,377 f f1,478,282 f f1,843,198 f f1,843,198 f f1,843,995 f f1,842,995 f f1,842,995 f f1,903,679 f f2,104,514 f f2,102,609 f	f0 f - £566,018 f 41,978 £367,580 f 129,160 £576,914 f 222,791 £564,302 f 322,871 £889,054 f 429,401 £874,489 f 542,379 £880,646 f 682,468 £884,880 f 778,792 £1,054,523 f 807,465 £1,057,753 f 880,968 £1,326,985 f 1,125,732 £1,327,345 f 1,272,137 £1,334,776 f 1,441,217 £1,470,377 f 1,615,693 £1,478,282 f 1,795,567 £1,843,198 f 1,980,838 £1,834,885 f 2,171,507 £1,842,995 f 2,367,573 £1,890,679 f 2,775,896 £2,104,514 f 2,988,154 £2,102,609 f 3,333,757	£0 £ - £0 £566,018 £ 41,978 £524,040 £367,580 £ 129,160 £238,420 £576,914 £ 222,791 £354,123 £564,302 £ 322,871 £241,431 £889,054 £ 429,401 £459,654 £874,489 £ 542,379 £332,110 £880,646 £ 682,468 £198,178 £884,880 £ 778,792 £106,087 £1,054,523 £ 807,465 £247,058 £1,057,753 £ 880,968 £176,785 £1,073,168 £ 1,001,326 £71,842 £1,326,985 £ 1,125,732 £201,253 £1,327,345 £ 1,272,137 £55,207 £1,334,776 £ 1,441,217 -£106,441 £1,470,377 £ 1,615,693 -£145,317 £1,843,198 £ 1,795,567 -£317,285 £1,843,198 £ 1,980,838 </td



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Appendix D5 Construction Logistics Plan



Berkeley St James

MILTON KEYNES EAST

Outline Construction Logistics Plan





Berkeley St James

MILTON KEYNES EAST

Outline Construction Logistics Plan

DRAFT (VERSION1) PUBLIC

PROJECT NO. 70057521

OUR REF. NO. 70057521-CLP

DATE: MARCH 2021

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3				
Remarks	Submission							
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Signature								
Checked by	Alex Smith							
Signature								
Authorised by	Allan Norcutt							
Signature								
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Report number	70057521-CLP							
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MILTON KEYNES EAST Project No.: 70057521 | Our Ref No.: 70057521-CLP Berkeley St James PUBLIC | WSP March 2021



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1 INTRODUCTION

1.1 CONTEXT

- 1.1.1 WSP have been appointed by Berkeley St James to provide transportation and highways advice in respect of the proposed development of land to the northeast of Milton Keynes (referred to as Milton Keynes East or MKE).
- 1.1.2 The MKE site has been identified as an allocation for a Strategic Urban Extension (SUE) within the current local plan entitled Plan:MK 2016 2031 (referred to as Plan:MK). Milton Keynes Council's (MKC) aspirations for the allocation are set out in Policy SD12 of Plan:MK.
- 1.1.1 Section 5 of the Transport Assessment provides further details on the development proposals within the Berkeley St James elements of the site, with Table 1-1 below providing a summary of the application and allocation as a whole.

Table 1-1 – Planning Application vs Site Allocation - Summary

Berkeley St James Application	Allocation total (with residential uplift)
Up to 4,600 homes (including houses, flats and specialist elderly accommodation with or without care)	5,750
Circa 85Ha of employment	105 Ha
A secondary school	A secondary school
3 x primary schools	Up to 4 primary schools (assuming one is located within the Bloor land)
A community hub/centre including healthcare, retail and leisure facilities	A community hub/centre including healthcare, retail and leisure facilities
Community Space / Open Space / Burial Space	Also included in the allocation

- 1.1.2 The modelling methodology used in the strategic modelling regarding the application and wider allocation was also discussed during the 30 April 2020 meeting. This modelling methodology is set out in further detail in Section 6 of this TA.
- 1.1.3 This Outline Construction Logistics Plan (Outline CLP) sets out the matters related to the potential impact of the construction of MKE on the local highway network managed by MKC as the local highway authority. WSP have also liaised with Highways England (HE) as the strategic highway authority regarding the Strategic Road Network (SRN), in particular any potential impacts on the M1 motorway.
- 1.1.4 It should be noted that the MKE proposals have been subject to extensive consultations with both authorities (MKC and HE), and further information can be found in the associated supporting documents prepared to aid these discussions.

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1.2 OUTLINE CLP PURPOSE, AIMS AND OBJECTIVES

- 1.2.1 CLPs apply to the design and construction phases of developments with the specific aim of improving construction freight efficiency by reducing accidents, carbon dioxide emissions and congestion. Therefore, the purpose of a CLP is to provide a framework to manage all types of freight vehicle movements to and from construction sites to meet the above aim.
- 1.2.2 CLPs achieve the following benefits:
 - Improved air quality from reduced traffic and congestion;
 - Raised standards of safety on the roads, with particular emphasis on vulnerable road users;
 - Better highway efficiency by reducing the effects of construction activity through better delivery management and access; and
 - More cost-effective construction logistics activity.
- 1.2.3 The primary aim of this Outline CLP is:

'To provide MKC and HE with the initially planned logistics activity expected during the construction stage of MKE, which will be thereafter written within a Detailed CLP once the Principal Contractor is appointed'.

- 1.2.4 In line with this primary aim, the objectives of this Outline CLP are to:
 - Identify surrounding constraints and opportunities for the delivery and operation of freight associated with the construction phase of the Proposed Development;
 - Identify potential opportunities for reducing, re-timing or combining deliveries;
 - Forecast estimated trip generation and explore solutions to help to minimise congestion on the surrounding highway network and ease environmental pressures;
 - Explore solutions to improve the reliability of deliveries to the Site; and
 - Identify the needs and requirements of the future Detailed CLP, which will be prepared once a Principal Contractor is appointed.
- 1.2.5 The Detailed CLP will be prepared based on the above objectives to identify how traffic will be managed throughout the duration of the construction stage. The Detailed CLP will also outline how pedestrian and cycle traffic will be safely and effectively managed including those associated with the closure and/or diversions of footpaths, footways or cycle routes due to remediation/construction works within or outside the public highway.

1.3 SITE CONTEXT

- 1.3.1 The MKE site is located immediately north-east of Junction 14 of the M1, one of the two main motorway junctions serving Milton Keynes. It is situated approximately 3.5 kilometres north-east of Central Milton Keynes (the central business district of Milton Keynes), with relatively good and direct walking, cycling and highway links to the city centre.
- 1.3.2 The location of the MKE site is shown for illustration in **Diagram 1-1** below as extracted from MKC's Development Framework Supplementary Planning Document (DF SPD). The MKE site is located between the M1 motorway forming the Site's southern boundary, and the A422 and A509 delineating its western boundary. Open land of predominantly agricultural character borders the Site from the west and east.

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Diagram 1-1 - MKE SUE Allocation Boundary

Source: MKE Development Framework Supplementary Planning Document (MKC, March 2020)

1.4 DEVELOPMENT PROPOSALS SUMMARY

1.4.1 The current description of development is as follows:

Hybrid planning application encompassing:

- (i) outline element (with all matters reserved) for a large-scale mixed-use urban extension (creating a new community) comprising: residential development; employment including business, general industry and storage/distribution uses; a secondary school and primary schools; a community hub containing a range of commercial and community uses; a new linear park along the River Ouzel corridor; open space and linked amenities; new redways, access roads and associated highways improvements; associated infrastructure works; demolition of existing structures; and
- (ii) detailed element for strategic highway and multi-modal transport infrastructure, including: new road and redway extensions; a new bridge over the M1 motorway; a new bridge over the River Ouzel; works to the Tongwell Street corridor between Tongwell roundabout and Pineham roundabout including new bridge over the River Ouzel; alignment alterations to A509 and Newport Road; and associated utilities, earthworks and drainage works.
- 1.4.2 Policy SD12 of the Plan:MK posits that the MKE SUE seeks to deliver a mixed-use development of circa 5,000 new homes, employment in the order of 105 hectares and supporting ancillary uses including primary and secondary schools, health care and community facilities.

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- 1.4.3 The Development Framework Concept Plan of MKE has been developed in order to spatially interpret the vision and development principles for the new community. The key features of the concept plan are:
 - a linear park based around the River Ouzel corridor;
 - a landscape buffer to Moulsoe;
 - a mixed-use community hub at the heart of the main residential area;
 - a secondary school close to the community hub;
 - four primary schools spread equidistantly around the residential areas;
 - a new road bridge over the M1 providing an improved link to CMK and the urban area of MK;
 safeguarded route for a fast mass transit route;
 - land for a potential park and ride site;
 - employment development along the edge of the motorway;
 - pedestrian/cycle connections across the M1 and A422 as well as the new infrastructure itself;
 - an outer road to allow through traffic to move through the site without conflicting with areas of housing and the people-centric places within the site;
 - Willen Road to be retained and upgraded to a grid road; and
 - downgrading of part of the A509 London Road through the site to avoid it becoming a through route
- 1.4.4 MKC was successful in their bid for a Housing Infrastructure Funding (HIF) and secured funding for the strategic infrastructure required to enable the development to come forwards, in line with Policy SD12 of the Plan:MK. The new strategic infrastructure enabling the delivery of the MKE development would include:
 - A new bridge over the M1:
 - A new north-south connection to the A422 into the MKE SUE:
 - A new east-west connection leading to the bridge crossing over the M1 and part of a new link road around the eastern perimeter of the site connecting into M1 J14;
 - Dualling of the A509 southbound approach to M1 J14; and
 - Closure of the Newport Road junction with the A509 and reconfiguration of Newport Road to form a new junction with the eastern perimeter road and connection to the village of Moulsoe.

1.5 OUTLINE CLP STRUCTURE

- 1.5.1 The remainder of this Outline CLP is set out as follows:
 - Chapter 2 Context, considerations and challenges;
 - Chapter 3 Construction programme and methodology;
 - Chapter 4 Vehicle routing and site access;
 - Chapter 5 Strategies to reduce impacts and planned measures;
 - Chapter 6 Estimated vehicle movements; and
 - Chapter 7 Implementation, monitoring and updating processes.

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2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

- 2.1.1 The policy context in which MKE sits, related to highways and transportation, is set out in Chapter xx of the Transport Assessment (TA) submitted to support the proposals.
- 2.1.2 In the context of the above, this section only considers MKC's strategies and policy documents related to freight and construction vehicles management relevant to this Outline CLP.

MILTON KEYNES LOCAL TRANSPORT PLAN 3 - 2011 TO 2031

- 2.1.3 MKC's Local Transport Plan 3 (LTP3) sets out a series of interventions committed to be delivered by MKC and provide a clear indication of the council's strategy and vision for freight. As such, these have been considered in the preparation of this Outline CLP:
 - Lorry Management Strategy (2009) refresh;
 - Improved partnership-working: "through the development of a partnership between the council, freight operators, local business and the public, ways to improve freight operations will be identified and implemented";
 - Routeing HGV traffic away from estates and rural communities where appropriate: "improving (...) vehicle dynamic journey planning systems in the long term will enable much more efficient use of the local road network and a significant reduction in 'wasted' vehicle kilometres looking for particular locations for deliveries, pick-ups and parking (...) and will enable freight vehicles to be routed away from congestion hotspots onto less congested roads, where appropriate";
 - Promotion of more sustainable freight movement: "the council will continue to promote the use of the local road/rail freight interchanges near Milton Keynes; and explore opportunities for use of the canal for freight movement"; and
 - More co-ordinated delivery/distribution of freight: "Through partnership working, deliveries to shops and other businesses in Milton Keynes will be better co-ordinated in order to reduce the number of delivery/distribution vehicles on the road network, particularly at peak times. Where possible, ways will be found to consolidate deliveries (e.g. to shopping centres) in order to reduce the number of goods vehicles. Also, HGVs will not be used when the goods can be transported using smaller vehicles".

MKC'S LORRY MANAGEMENT STRATEGY (2009)

- 2.1.4 Whilst MKC's LTP3 set out the intention to refresh the Lorry Management Strategy, the 2009 version remains valid and as such has been considered when preparing this Outline CLP.
- 2.1.5 This Strategy defines "the preferred Lorry Route Network (LRN) for Milton Keynes dealing with not only through trips but also trips to and from destinations within Milton Keynes".
- 2.1.6 MKC's LRN is illustrated in **Diagram 2-1** below with the MKE site illustrated in context and considered when defining construction vehicle routing in Chapter 4 of this Outline CLP.

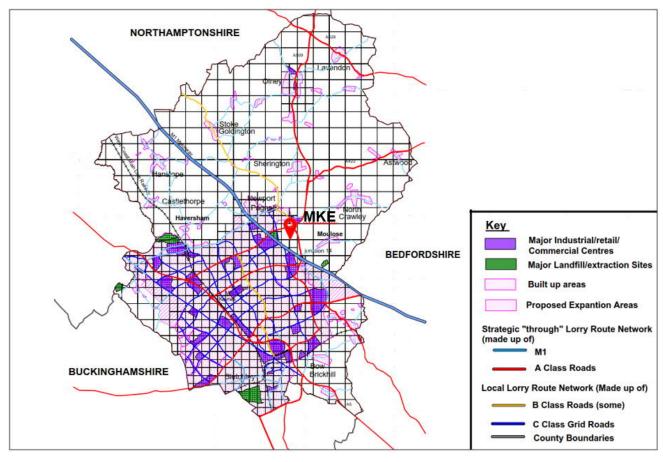
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Diagram 2-1 - MKC's LRN



Source: MKC's Lorry Management Strategy (2009) Figure 1

MKC - DRAFT SUSTAINABLE CONSTRUCTION SUPPLEMENTARY PLANNING DOCUMENT, 2020

- 2.1.7 The MKC Sustainable Construction Supplementary Planning Document (SPD) seeks to make it easy to interpret and understand the requirements of the Council's adopted Local Plan, Plan:MK.2016-2031 that relate to sustainable construction, as set out in policy SC1. The SPD was going through consultation, which finished in December 2020, but is considered to be a material planning document.
- 2.1.8 The SPD supports the policies in Plan:MK and once adopted supersede the following adopted planning documents:
 - Sustainable Construction SPD 2007
 - Calculating Carbon Neutrality guidance note



- 2.1.9 The purpose of policy SC1 is to ensure that new development in Milton Keynes is responsible and reduces its carbon emissions as much as possible. This is required for MKC to meet their net zero carbon target, which is part of a national and global effort to prevent the worst impacts of climate change. Policy SC1 also considers how buildings can be designed in a way that will limit the damage to them and protect their occupants in cases of extreme weather, such as flooding or heat waves. Policy SC1 considers six broad categories within development activity and the built environment which relate to sustainability:
 - **BREEAM Certification for Non-Residential Buildings**
 - Materials and Waste
 - Energy and Climate
 - Energy and Climate Statement
 - Water
 - Retrofitting
- 2.1.10 Whilst the MKE site will predominantly be new buildings, the site and construction methodology will take into account the six main categories throughout its process.

2.2 SITE ACCESSIBILITY

- 2.2.1 The Site is accessible to vehicles via Willen Road to the east, the A509 through the centre of the Site and Newport Road on the Site's eastern boundary. Given the Site's current agricultural use, it is currently accessible to agricultural vehicles via several field access points at various locations around the site perimeter.
- 2.2.2 Connections to Willen Road, the A509 and Newport Road are provided by the strategic highway network comprised of the M1 motorway and the regional network via the A422 H3 Monks Way.
- 2.2.3 Given the rural character of the MKE site, the pedestrian/cyclist facilities are limited to Public Rights of Way (PRoW) traversing the Site. However, these PRoW routes provide direct connections to Redways and National Cycle Routes, which enable access to the key destinations in the area.
- 2.2.4 The Redway network is accessible from the Site via Willen Road and Tongwell Roundabout, where one of the Super Routes currently terminates. The other can be accessed via Tongwell Street further to the south. Several secondary Redways are accessible from the Site, providing connections to the Super Routes.
- 2.2.5 There are two National Cycle Network (NCN) routes running in the proximity of the MKE site, National Cycle Routes (NCR) 6 and 51.
- 2.2.6 In addition to the above, there is a good bus network surrounding the Site and in Milton Keynes generally, with several stops within the vicinity of the Site including two stops on Willen Road, one hail only stop on London Road and two stops along Newport Road.
- 2.2.7 A number of additional services are also available just outside of the site boundary at Tickford End north of H3 Monks Way, and south-west of the M1 along Fern Street.

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- 2.2.8 Regarding railway connectivity, the Milton Keynes region has a number of railway stations. There are two railway stations in proximity of the Proposed Development, which form the basis of the assessment. These railway stations include Central Milton Keynes and Woburn Sands.
- 2.2.9 Milton Keynes Central Railway Station is situated on the West Coast Main Line. It is served by Avanti West Coast intercity services, West Midlands Trains and Southern regional services.
- 2.2.10 More detail of the Site accessibility is provided within the TA.

CLP CONSIDERATIONS AND CHALLENGES 2.3

NEIGHBOURING CONSTRUCTION SITES

2.3.1 A review of construction sites in the local area will take place once a fixed construction programme has been defined. This will identify overlapping construction periods and assist in assessing the feasibility of freight consolidation opportunities and cumulative impacts of construction operations in the area.

LOCAL RESIDENTS

2.3.2 Proposed measures to reduce disruption, such as the timing of 'out of peak' and 'out of hours' deliveries, will aim to limit impacts on residential areas.

ROAD NETWORK

- 2.3.3 As part of this Outline CLP, impacts on both the strategic and local road networks have been considered at a high level through the routeing of construction vehicles to and from the Site. This is considered in more detail in Chapter 5 and Chapter 6 of this report.
- 2.3.4 Once a Principal Contractor is appointed, the total number and distribution of construction vehicles will be defined in detail. This information will be included in the Detailed CLP.

BUS SERVICES IMPACT

- 2.3.5 It is anticipated that the construction of Proposed Development will not impact local bus services considering there are no bus stops located adjacent to the proposed construction access points.
- 2.3.6 Site access points can also be assessed once the Detailed CLP is prepared to prevent any impact on existing bus services.
- 2.3.7 The exact location of the vehicular access and a review of any impacts on local bus services will be included in the Detailed CLP, following the appointment of a principal contractor.

FREIGHT BY RAIL

- 2.3.8 The opportunities of rail freight will be considered as a potential transport mode option to explore to undertake construction deliveries and reduce length of construction vehicular trips and associated impact in the wider highway network.
- 2.3.9 Local railheads at Bedford and Rugby will be considered.

FREIGHT BY WATER

2.3.10 The opportunities of freight by water (in particular the canal as stated in MKC's LTP3 objectives) will be considered as a possible transport mode option to explore to undertake part of the route of construction deliveries.

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CONSTRUCTION PROGRAMME AND METHODOLOGY 3

- 3.1.1 For the purpose of this assessment, it has been assumed that construction of the development will take approximately 26 years. Works are assumed to commence in 2022 with the construction and delivery of key HIF funded infrastructure. Construction works would conclude by 2048.
- 3.1.2 The work has been divided into three key phases plus a period of initial enabling works as defined in Table 3-1 below which provides an indicative schedule for the construction period for each phase. It should be noted that these phases are indicative and might be subject to change once a Principal Contractor is appointed and construction works are being progressed thereafter.

Table 3-1 – Construction Programme (Indicative)

Construction stage	Start year	End year	Residential Units	Commercial Area	Other	Independent Duration (years)
Enabling works / Infrastructure	2022	2024	-	-	HIF Funded Infrastructure	2
Phase 1	2025	2030	600	145,750sqm	1 primary school (2024) Community Hub Health Hub (2024) River linear park, sports pitches Grid road and primary streets for Phase 1	6
Phase 2	2031	2037	1,100	257,900sqm	1 secondary school (2032) 1 primary school (2038) Grid road and primary streets for Phase 2	7
Phase 3	2038	2048	2,900	-	1 primary school (2047)	11

- 3.1.3 Each phase of works can be broadly summarised as including the following sub-phases:
 - Site preparation site set-up, services diversions, utilities and site clearance, site hoarding and access routes / footways or roads diversions;
 - Enabling and ground works, and substructure works (including earthworks);
 - Civil works foul & surface drainage etc;
 - Main construction works:
 - Highway works, cycle and access works; and
 - Landscaping.
- 3.1.4 The construction stages shown in **Table 3-1** and illustrated in the Phasing Plan (included in Appendix A and extracted in Diagram 3-1) have been used to estimate and distribute the number of construction and staff vehicles envisaged to be generated per phase when building MKE (as detailed in Chapter 6).

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Diagram 3-1 - Phasing Plan



3.1.5 As noted above, the phases illustrated in Diagram 3-1 and detailed in Table 3-1 are indicative at this stage and would be reviewed and refined by the Principal Contractor upon appointment. Once the Principal Contractor is appointed, they will be able to provide these details to MKC and HE as required.



VEHICLE ROUTEING AND SITE ACCESS 4

4.1 **VEHICULAR ROUTES**

- 4.1.1 It is anticipated that direct access to the Site for construction vehicles will be via different routes considering the size of the construction area. In principle, construction material deliveries will predominantly arrive at site via the A509, principally via J14 of the M1. Limited local traffic would arrive at site via the A422.
- 4.1.2 The different routes to be followed by construction vehicles can be seen in the strategic highway context of the Site within **Diagram 4-1**. These are set out following MKC's LRN (as per **Diagram 2-2**) until the final approach to the Site.

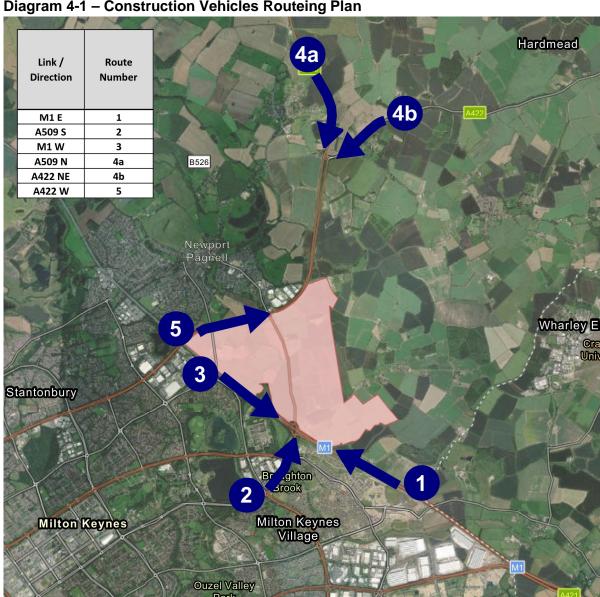


Diagram 4-1 - Construction Vehicles Routeing Plan

Source: ArcGIS Web AppBuilder, WSP, February 2021

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- 4.1.3 It is assumed that no concrete batching plants will be installed on site. Therefore, concrete deliveries would be required, and are assumed to arrive from nearby facilities including those at Bletchley (via the A509); at Breedon; and at Wolverton (via the A422).
- 4.1.4 Preferred routing of construction traffic will however be identified and agreed with MKC in writing as part of the Detailed CLP for each phase or as required.

4.2 VEHICULAR ACCESS AND DELIVERIES

- 4.2.1 Four construction site access points are forecasted to be established:
 - M1 junction 14 onto the A509;
 - A422 (W) onto the A509;
 - Tongwell Street (connecting to Willen Road); and
 - A509 (S) to the site.
- 4.2.2 An average of 397 LGVs and 88 HGVs are estimated to be required during the construction period as detailed in Chapter 6. Where possible, deliveries will take place outside of peak periods.
- 4.2.3 Liaison with MKC and other relevant bodies will be required to ensure that deliveries of materials to site occur outside of highway peak hours, where practical, to minimise delay the impact to users of the local highway network during the construction period.

4.3 ACCESS FOR SITE PERSONNEL

- 4.3.1 All construction personnel will be advised not to park on-street in the vicinity of the Site and will be encouraged to use public transport, walk or cycle to work where possible. A particular focus will be made on car sharing, and car parking will be provided on Site.
- 4.3.2 Dedicated pedestrian access points are anticipated to be implemented along different points of the Site depending on construction phasing, and a security office to monitor all pedestrian access into the Site and prevent any unauthorised access will be situated adjacent to the entrances. This will be considered further within the Detailed CLP.
- 4.3.3 Site personnel will be made aware of protocols setting out the secure entry/exit routes to the Site, emergency evacuation procedure and the proposed delivery management strategy during the construction phases.

4.4 VISITOR ACCESS

- 4.4.1 All visitors will be directed to the site compound offices for registration and, as necessary, site induction. They will be required to sign in and out of the Site on a daily basis. At no time will any visitors be allowed access to areas where construction works are in progress.
- 4.4.2 A non-PPE (Personal Protective Equipment) route will always allow pedestrian access to the office and welfare facilities prior to going on-site and to ensure visitors use the appropriate PPE when being permitted to access an area of construction activity.
- 4.4.3 The general public will be excluded from the works area using appropriate signage and hoarding, although again there will be a safe route provided to enable the public to liaise with the Site Manager when required.

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4.5 EMERGENCY VEHICLE ACCESS

4.5.1 Suitable access for emergency vehicles will be maintained throughout the course of the works, with access using the dedicated vehicular access route. A second emergency access will be explored by the appointed contractor to maintain emergency access at all times to the Site if required.

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STRATEGIES TO REDUCE IMPACTS 5

5.1 INTRODUCTION

5.1.1 In order to reduce impacts associated with construction works, conversations have taken place between Berkeley St James and MKC, detailed herein. The strategy for reduction of impacts as detailed in this chapter also considers national guidance on construction sites.

5.2 LOCAL ADVICE AND GUIDANCE

5.2.1 MKC's latest position on construction activities was provided in the way of response to the changes to The Planning and Building Act 2020. The Planning and Building Act 2020 has been development because of the Coronavirus Pandemic and includes extensions to planning permissions and construction and building site working time relaxation. The MKC planning department provided a guidance document¹ on 15 December 2020, with extracts provided as follows:

"The Coronavirus pandemic has had a major impact in many areas of commercial activity that is essential for the smooth running of the country including the construction industry. The government has identified the fact that the construction industry needs to have extended working hours to ensure safe working systems that comply the "social distancing" rules.

As a result, the government has issued a Ministerial Communication that indicated that planning authorities should be flexible and allow temporary extensions to normal working hours. Where the changes are longer term or are a more significant change to working hours, they need to apply to the local planning authority for permission to do so. The government has indicated that local authorities should not refuse requests to extend working hours till 21:00 hours Monday to Saturday without compelling reasons.

To protect residents the government has made clear that it expects the adoption of best practical means to mitigate the impacts of noise, dust or vibration on residents. The government has indicated that relaxation of working hours conditions granted by local planning authorities should not extend beyond 13 May 2021.

The council's involvement will depend on the nature of the application. If the application is for a relaxation of planning conditions, they should apply to the Planning Authority who will consult with the Environmental Protection Team. If there are no planning conditions the Environmental Health Noise Team will deal with the matter.

Standard working hours are considered to be;

- 08.00 hrs to 18.00 hrs Monday to Friday,
- 08.00 hrs to 13.00 hrs Saturday,
- No Noisy working on Sundays or Bank Holidays

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¹ https://www.milton-keynes.gov.uk/assets/attach/67288/Extensions-for-Planning-Permissions-2020.pdf



If there is an application to extend these hours, we will expect appropriate documents to justify the need for the extension and to a Noise Management Plan (NMP) to ensure that any impact on residents is minimised. This would include measures addressing:

- Justification of the need to work outside normal hours.
- Arrival of Staff we can accommodate steps to ensure that staff can arrive safely and comply with "social distancing"
- Delivery of materials We do not envisage any need for deliveries of construction materials outside standard times.
- Noisy work we would expect that noisy work be curtailed to standard times where possible. It may be possible to utilise distance and screening so that noisy work outside standard hours is done where it is furthest away and most screened. It could be that work is scheduled so that the noisy work is done during standard hours such as Piling, excavating, grinding, cutting etc and that quieter work such as brick laying is scheduled to run later.
- Supervision and control with extended hours it is vitally important that extra vigilance is utilised to assess noise and dust that originates outside standard hours. Monitoring and control are key issues here.
- We have no issues with any work that is not audible beyond the site boundary being taken at any time though we would like to ensure that excessive lighting does not become an issue.
- Always ensuring that Best Practical Means are employed.
- Communication with residents by way of a letter drop to residents around the Site who could potentially be affected giving the background to the extension, the commitment to mitigate disturbance to a minimum and perhaps a contact name so that any valid complaints or issues can be addressed swiftly.

The Environmental Health Noise Team would like to avoid justifiable complaints but in general will be happy to work with you to increase working hours within a framework that minimises the impact on the local residents."

5.2.2 Whilst it is expected that the MKE construction will start after the dates set out in the planning guidance document, it is likely that Covid-19 related issues will be prevalent for a significant time period. As such, this outline CLP will remain a live document that will be updated as MKC and National guidance evolves.

5.3 **IMPACT REDUCTION STRATEGIES**

5.3.1 In accordance with MKC's advice, the following strategy has been set:

Construction Hours

- 5.3.2 During the initial enabling phase (2022-2024), construction works would generally take place between 08:00 - 17:30 Monday to Saturday. Any exceptions will be carried out in agreement with the local authority and Highways England. Exceptions will include the installation of the M1 bridge which will require 24-hour working including short-term closures of the main motorway carriageway.
- 5.3.3 During phases 1 to 3, works are planned to be undertaken during 08:00 – 17:30 Monday to Saturday.
- 5.3.4 No works will be undertaken at night-time, on Sundays or Bank Holidays without prior agreement with MKC.

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Materials

- 5.3.5 Materials will be re-used where possible so that waste and vehicular trips are minimised.
- 5.3.6 It should be noted that the earthworks strategy for the site is win material (e.g. take material and reuse from the cut and full profiles) thereby significantly reducing or possibly even negating the need for importing material; which will therefore have a significant benefit in reducing construction vehicle movements.

Consolidation area

5.3.7 A consolidation area will be implemented on Site which is subject to change depending on phasing and particular requirements of each phase.

Others

5.3.8 Additional considerations will be included in the Detailed CLP, such as those included in Section 2.3 of this Outline CLP.

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6 FORECAST VEHICLE TYPES AND MOVEMENTS

6.1 VEHICLE TYPES

- 6.1.1 Typical vehicles expected on Site are:
 - 6-axle articulated HGVs:
 - 4-axle rigid HGVs;
 - Delivery LGVs of various sizes; and
 - Cars and motorcycles owned by site employees.
- 6.1.2 Points of access into the construction site and internal layouts will be designed to accommodate the above vehicles.

6.2 ESTIMATED VEHICULAR DEMAND

- 6.2.1 Considering the scale of MKE's construction site and the different elements which comprise the proposed development (i.e. different land uses such as commercial, educational or residential), the calculations to estimate forecast vehicular demand have been based on a range of factors and assumptions, as follows:
 - The residential calculations are based on an average build out rate of 200 units per year;
 - All HGV arrivals are dependent on the build out rate for each land use;
 - Arrivals of workers for phases which include residential land use, employment, town centre and local centre units are dependent on particular, assumed build out rates;
 - Number of weeks per year dependent on type of work, (e.g. primary substation may only be constructed over an approximate period of four weeks)
 - Number of days per week depend on each phase of the project; and
 - Adjustment that 20% of employees choose car sharing as mode of travel has been applied to car trips only.
- 6.2.2 As set out in Section 5 above, the earthworks strategy for the site includes the reuse of material thereby significantly reducing or possibly even negating the need for importing material; reducing construction vehicle movements.
- 6.2.3 In accordance with the above, the average number of two way vehicular trips associated with site personnel and deliveries / construction works is summarised in Table 6-1 below and included in detail within **Appendix B**.

Table 6-1 - Estimated Vehicular Demand

Vehicular Demand	Yea	arly	Daily -	AAWT	Daily - AADT		
	LGV	HGVs	LGV	HGVs	LGV	HGVs	
No. Veh.	184,198	21,093	621	112	397	88	

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6.3 ESTIMATED CONSTRUCTION VEHICLES DISTRIBUTION

6.3.1 In consideration of the routes as illustrated in **Diagram 4-1** in Section 4.1, the distribution of vehicles along the different routes is forecasted to be as illustrated in Table 6-2 below, considering traffic management to encourage the use of the M1 as main route of construction vehicles. Detailed calculations are included in Appendix B at the end of this Outline CLP.

Table 6-2 - Estimated AADT Distribution

Link/	Route		split (managed tes)	Daily - AADT			
Direction	Number	Total Vehicles	HGVs	LGV	HGVs		
M1 E	1	30%	30%	119	26		
A509 S	2	2 10% 10%		40	9		
M1 W	3	30%	30%	119	26		
A509 N	4a	10% 10%		40	9		
A422 NE	4b	10%	10%	40	9		
A422 W	5	10%	10%	40	9		
			TOTAL	397	88		

6.3.2 The number of average daily trips forecasted to be introduced along the different highway routes is not considered to be significant when viewed against existing flows along the same routes. In accordance with this, it is concluded that MKE's traffic generation associated with the construction works will not be detrimental to the public highway surrounding the Site.

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7 IMPLEMENTING, MONITORING AND UPDATING

- 7.1.1 It is expected the following strategy will be adopted; however, this will be confirmed once the Principal Contractor is appointed.
- 7.1.2 The Principal Contractor will look to nominate a member of staff to be responsible for the day-to-day organisation and monitoring of the construction logistics for the construction site (i.e. Logistics Manager). The responsibilities of this Logistics Manager role will include the implementation and management of the CLP for the lifetime of the construction project.
- 7.1.3 As well as planning and co-ordinating the day-to-day deliveries, on-site arrangements to accommodate delivery vehicles, and the arrangements for special deliveries, the Logistics Manager will liaise with nominated representatives of other on-going construction projects in the area to determine the feasibility of consolidation of vehicle activity and other measures to support the running of the CLP where practical to do so. The Logistics Manager will also liaise regularly with key personnel at MKC and HE.
- 7.1.4 The Logistics Manager will also be responsible for liaison with local residents and groups. A quarterly newsletter will be circulated, and local forums organised to discuss comments and suggestions.
- 7.1.5 MKC and HE will be notified of the nominated individual prior to commencement of activities during demolition and construction.
- 7.1.6 The CLP is a 'live' document and will be regularly reviewed with key stakeholders and updated throughout the project's construction. It is anticipated the CLP will be reviewed annually. Should updates be required, these will be undertaken and an updated version issued to MKC, HE and other key stakeholders for review and information. Should the annual review identify that no material changes are required, this too will be articulated to MKC, HE and key stakeholders.
- 7.1.7 The Logistics Manager will monitor vehicle movements on a daily basis and will carry out surveys of vehicle movements and routing at regular intervals throughout the construction project, as required. An appropriate schedule of surveys will be identified upon the appointment of a contractor in agreement with MKE and HE.
- 7.1.8 In addition, the following aspects of the construction project logistics will be monitored:
 - Early deliveries / collections and those seeking to wait on surrounding public highway so that the subcontractor and / or supplier can be notified and warned of the need to follow the strategies articulated in this document:
 - The number of vehicle movements to assist in minimising impacts during peak construction times;
 and
 - Construction staff travel patterns.

MILTON KEYNES EAST
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Berkeley St James

Appendix A

PHASING INFORMATION

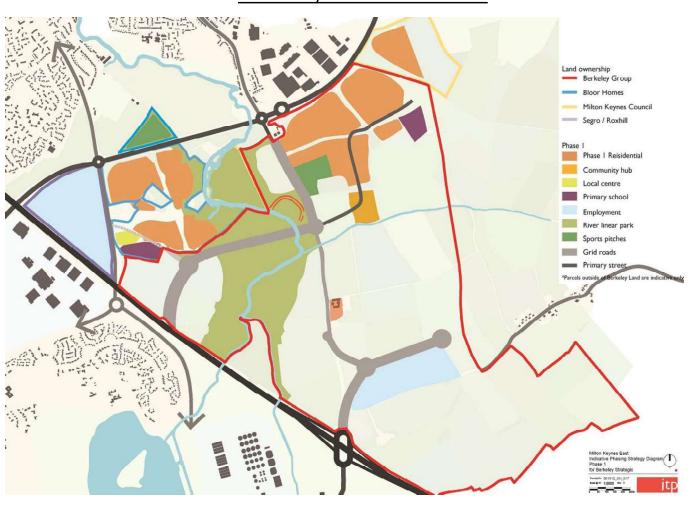




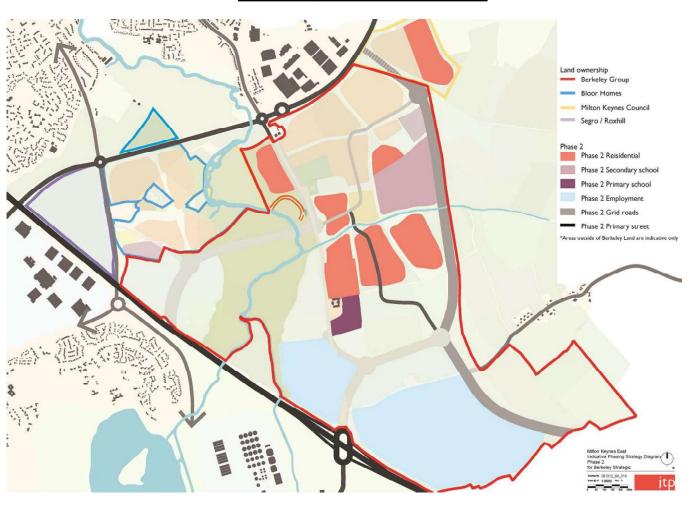
Milton Keynes East - Housing Delivery and Phasing Information - 5,750 Homes

Year	St James	Bloor	МКС	Annual Total	Cumulative	Phasing	g Information	
2021								
2022								
2023								
2024		50		50	50			
2025	100	100		200	250			
2026	100	100		200	450			
2027	100	100		200	650	1250	Phase 1	
2028	100	100		200	850			
2029	100	100		200	1050			
2030	100	100		200	1250			
2031	150	100	50	300	1550			
2032	150	50	50	250	1800			
2033	150		50	200	2000			
2034	150		50	200	2200	1600	Phase 2	
2035	150		50	200	2400			
2036	150		50	200	2600			
2037	200		50	250	2850			
2038	200			200	3050			
2039	200			200	3250			
2040	200			200	3450			
2041	200			200	3650			
2042	200			200	3850			
2043	200			200	4050	2900	Phase 3	
2044	200			200	4250			
2045	200			200	4450			
2046	200			200	4650			
2047	500			500	5150			
2048	600			600	5750			
Total	4600	800	350	5750			2900 Phase 3	

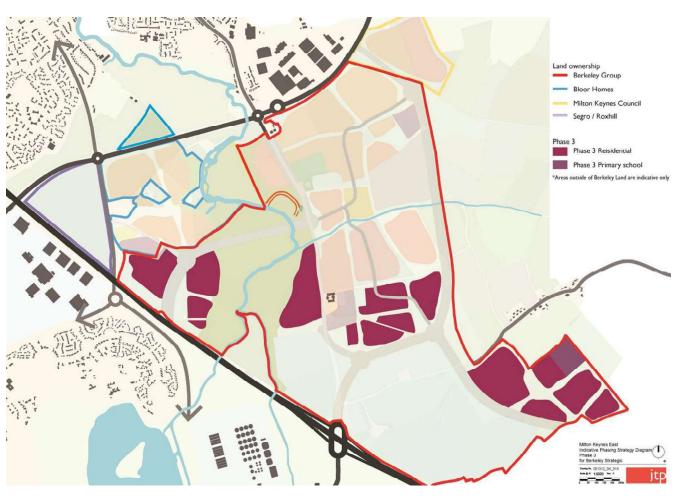
Milton Keynes East – Phase One



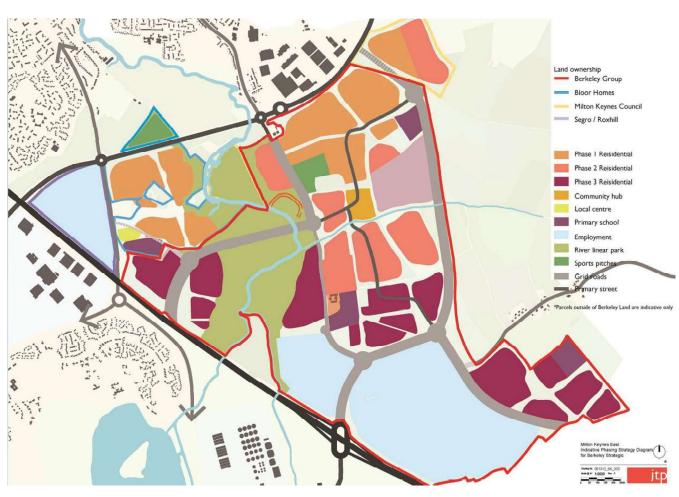
Milton Keynes East – Phase Two



<u>Milton Keynes East – Phase Three</u>



<u>Milton Keynes East – Phasing Plan</u>



Appendix B

CONSTRUCTION ESTIMATES





2021.02.02_MKE_Construction flows estimate.xlsx

DISCLAIMER

This spreadsheet and any information contained within it has been prepared for the named Client and strictly for the purpose of the titled project and has been developed by WSP based on certain data sources and assumptions. No third parties shall have a right to rely on the model without the written permission of WSP.

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RESIDENTIAL AND ANCILLARY CONSTRUCTION ESTIMATE

					Total		Workers		Worker			Number of	Two wa	y trips HGV	Two way	/ Car trips
			Buildout rate		units /		arrivals	HGV two	two way	Number	Number of	weekend				
			(at any one	Number	floor	HGV arrivals	per day	way trips	trips per	of weeks	week days	days per				1
	Unit	Development Total	time)	of years	space	per unit	and unit	per period	day	per year	per week	week	AADT	AAWT	AADT	AAWT
Residential	1 dwelling	5750	200	1		13.69	0.927	5476	371	50	5	0.5	16	20	186	297
Employment (see separate tab)	100 sqm GFA	484,954		1.00		16.7	2.52	0	0	50	5	0.5	0	0	0	0
Town Centre	100 sqm	1				16.7	2.52	0	0	50	5	0.5	0	0	0	0
Local Centre	100 sqm	12000	1714	0.14		6.5	2.52	1560	86	50	5	0.5	4	6	43	69
Primary Education	1 school (2.3 ha site)	1	1	1		620.6	12	1241	24	50	5	0.5	4	5	12	19
Secondary Education	1 school (9 ha site)		1	1.00		2494	48	4988	96	50	5	0.5	14	18	48	77
Link road	100 m	2000	286	0.14		105.1	25	4204	143	50	5	0.5	12	15	72	114
Total								17469	180014				50	64	362	576

estimated at this stage

Car Share 20% Applied to car trips only

Notes:

The residential calculations are based on a average build out rate of 200 units per year

Columns H and I are for information only and don't need to be completed

All HGV arrivals are dependent on the build out rate

Some workers arrivals are dependent on build out rate (Resi, Employ, Town Centre and Local Centre), the others are not

Workers arrivals are per day

Number of weeks per year dependent on type of work, e.g. Primary substation may only be constructed over 4 weeks or so)

Number of days per week dependent on project

HGV trips are converted from annual trips to AAWT

Workers trips are converted from trips per day to AAWT

Construction includes residental, primary school, secondary school, local centre and employment (separate tab)

Car Share adjustments / construction management techniques have been applied to car trips only.

Link road not included as full - due to large build out of HIF prior to main works. This is an estimated build out, so may be reduced as detailed works being

EMPLOYMENT CONSTRUCTION ESTIMATE

	Number of working	Number of worki	ng Number of total		Vehicles	Total				
Task	weeks	days per week	working days	Type of vehicle	per day vehicles		2WAY	DAILY	DAILY - AAI	DT
Site Enabling works	3	20	5	100						
				LGV before 7.30 and after 5.30	11.8	1180	LGV	34	63%	26
				LGV between 7.30 and 5.30	3	300	HGV	19	37%	15
				LGV before 7.30 and after 5.30 (security)	2	200				
				HGV between 7.30 and 5.30	9.7	970	TOTAL	53		42
Emplyoment Phase)	24	5	120		For	350,000 sqft/year	Per day at 150 working	g days per year	
				LGV before 7.30 and after 5.30	17.4	2088	2866	19		
				LGV between 7.30 and 5.30	6	720	988	7		
				LGV before 7.30 and after 5.30 (security)	2	240	329	2		
				HGV between 7.30 and 5.30	22	2640	3624	24		
							2WAY	DAILY - AAWT	DAILY - AAI	DT
							LGV	45	48%	35
									52%	
							HGV	48	52%	38
							TOTAL	93		73
							Car Share	20%		

Applied to car trips only

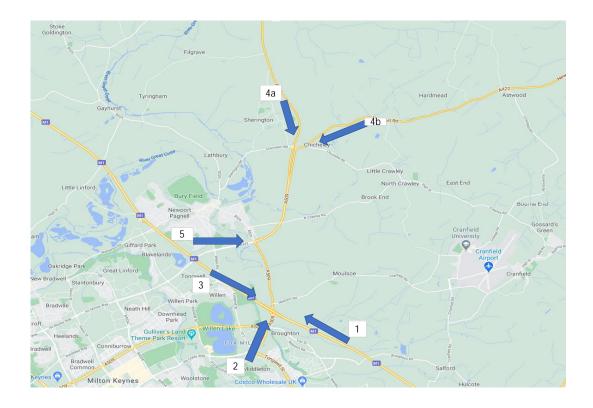
SUMMARY CONSTRUCTION ESTIMATE

		E	mployment					
			Yea	rly	Daily -	AAWT	Daily -	- AADT
	Phase	king Days (App	LGV	HGVs	LGV	HGVs	LGV	HGVs
	Enabling Works	100	1680	970	34	19	26	15
Max period	Unit Construction	150	4184	3624	45	48	35	38
		Resider	ntial and Anci	illary				
			Yea	rly	Daily -	AAWT	Daily -	- AADT
	Phase	king Days (App	LGV	HGVs	LGV	HGVs	LGV	HGVs
Max period	Resi and others	ESTIMATED	180014	17469	576	64	362	50

	Total					
	Year	ly	Daily -	AAWT	Daily -	- AADT
	LGV	HGVs	LGV	HGVs	LGV	HGVs
Total (resi and employment, plus ancillary)	184198	21093	621	112	397	88

Distribution (based on managed use of M1)

		% Distribu	ution split	Daily -	AADT
Link / Direction	Route Number	Total Vehicles	HGVs	LGV	HGVs
M1 E	1	30%	30%	119	26
A509 S	2	10%	10%	40	9
M1 W	3	30%	30%	119	26
A509 N	4a	10%	10%	40	9
A422 NE	4b	10%	10%	40	9
A422 W	5	10%	10%	40	9
	TOTAL			397	88





Mountbatten House Basing View Basingstoke, Hampshire RG21 4HJ

wsp.com

Appendix D6 Traffic Flow and Differences

				2031	DM				203	1 DS					2031 DM					203	I DS			% Change		% Change	%	Change	Clati	IS Complete on	T- h-	
Link No. Lengt		AM w HGV %	Flow	M HGV %	AADT 24 Flow HGV %	AAWT 18 6 Flow HGV %		AM Flov	PM bw HGV%	AADT :	24 AA1 HGV% Flow	NT 18 HGV %	2wa Flow	iy AM HGV	2way Pl Flow		2way AAD Flow H		2way AM low HGV	2way Flow	PM HGV	2way . Flow		AM Flow H	GV F	PM HO		ADT 24 HGV	Receptor?	If Sensitive Receptor, what?	To be assessed?	Road Name/Comment
	96 153		521 994	1.8	12120 1.1	10388 1.1 7787 0.9	1479 561	0.9 526		11831 9169	1.1 10140		2077	21	1516				040 22	1517	15	21000	220	1		0.1%						
3 0.3		2 1.0	991	0.6	9085 0.9 9051 0.5	7757 0.5	558	1.0 989	39 0.3	9134	1.0 7858 0.6 7829	0.6	2074	18	1513	12 2	21171 1	82 2	037 19	1514	13	20965	186	-1.8% 2	8% (0.1% 1.0	% -1.09	2.1%				
4 0.3 5 0.3	11 153 02 135	0.8	521 1744	1.8 0.6	12120 1.1 18264 1.6	10388 1.1 15654 1.6	1479 1309	0.9 526 3.7 174		11831 18004	1.1 10140 2.0 15431	2.0	1350	37	1744				309 48	1741	14	18004	368			0.2% 0.0		+				
7 0.6	0 0	0.0 8 1.9	0 1035	0.0 1.9	0 0.0 15771 1.9	0 0.0 13522 1.9	0 1314	0.0 0 2.2 1000		0 15525	0.0 0 2.1 13311	0.0 2.1						_												,		
8 0.6 9 0.	07 84 38 133	_	954 1009	1.3 1.9	12054 2.4 15739 1.9		829 1337	5.1 929 2.1 964		11785 15422	3.3 10105 2.1 13222	3.3 2.1	2162	56	1989			_	143 71	1931	35	27311	709			2.9% 10.			No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
10 0.	38 75	7 4.0	980	1.2	11644 2.4	9984 2.4	745	5.5 939	1.6	11286	3.4 9676	3.4	2096	55	1988	31 2	27383 5	76 2	081 69	1903	35	26707	696	-0.7% 20	.6% -	4.3% 11.	% -2.59	21.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
12 0.5	22 156		1445 1593	1.1 0.6	21309 1.4 21160 1.4	18142 1.4	1580		07 0.8	21371 21368	1.3 18323 1.9 18321	1.3	3298	63	3038	26	12469 5	594 3	291 72	3085	30	42739	678	-0.2% 0	0%	.5% 0.0	% 0.6%	0.0%				
13 0.3 14 0.3	23 83 23 19	_	608 594	0.4	10777 0.4 5898 0.6			0.4 642 0.9 593		11013 5863	0.4 9350 0.6 4978	0.4	1024	5	1202	5	16675	76 1	018 5	1235	5	16876	77	-0.5% 1	1%	2.7% 0.9	% 1.2%	1.0%				
15 0.4 16 0.4			530 455	0.5 0.4	8902 0.5 4602 0.5	7558 0.5 3907 0.5	671 154	0.5 552 0.9 459		9160 4595	0.5 7777 0.5 3901	0.5 0.5	818	4	985	4	13504	66 8	325 4	1011	4	13756	67	0.9% 0	9%	2.7% 1.2	% 1.9%	1.1%				
17 0.4		9 1.5	1370	1.1	21242 1.4 20859 1.4			1.4 140	00 1.1	21306	1.3 18267	1.3	3319	62	2961	25	12101 5	i85 3	316 70	3002	29	42351	669	-0.1% 0	0%	.4% 0.0	% 0.6%	0.0%				
19 0.2	74 67	0.5	1591 734	0.6 0.4	10516 0.5	8928 0.5	680	3.0 160° 0.5 750°	0.4	21046 10715	0.5 9097	0.5	931	7	1317	5	16841	88 9	934 7	1334	5	16990	89	0.3% 1	3%	.3% 1.7	% 0.9%	1.5%				
20 0.2 21 0.3	74 26 79 159		583 1434	0.4 1.0	6324 0.6 20306 1.3	5369 0.6 17411 1.3	254 1575	1.2 584 1.5 1490		6275 20545	0.6 5327 1.3 17615	0.6 1.3	2872	58					857 67	3061	29	39672	641			3.9% 0.0		-				
22 0.3 23 0			1512 1324	0.6 1.1	18695 1.5 18929 1.4	16029 1.5 16229 1.4	1282 1566			19127 19685	2.0 16399 1.3 16878	2.0 1.3						_						-	_		-					
24 0 25 0.3	4 121 45 150		1407 1324	0.7 1.1	17542 1.5 18929 1.4	15040 1.5 16229 1.4	1208 1566	3.5 144 1.4 1370		17802 19685	2.1 15263 1.3 16877	2.1	2710	55					774 64	2818	28	37486	621			3.2% 0.0						
26 0.3	45 125	1 2.5	1361	0.7	17516 1.5	15018 1.5	1251	3.4 140	02 0.9	17785	2.1 15249	2.1	2752	56	2685	23 3	36445 5	528 2	817 65	2772	28	37469	621	2.4% 0	0% :	3.3% 0.0	% 2.8%	0.0%				
27 0.2 28 0.2	45 47	1 1.7	223 1483	1.7 0.5	6292 1.0 14645 0.8		616 522		79 0.5	6423 14986	1.1 5453 0.9 12723		1088	13	1707	11 2	20937 1	75 1	138 15	1720	12	21409	200	4.6% 1	.9%).8% 10.	% 2.3%	14.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
29 0.4 30 0.4	61 66 61 48		185 1332	3.6 0.8	6362 2.0 13640 1.2	5401 2.0 11580 1.2	639 530	1.5 177 2.4 1293		6113 13649	2.0 5190 1.3 11588	2.0	1153	21	1517	17 2	20002 2	286 1	169 22	1469	17	19763	297	1.4% 5	6% -	3.2% 1.4	% -1.29	3.7%				
31 0.5	22 84 22 47	4 2.0	355 1022	3.0 1.4	8982 2.3 11206 1.9	7626 2.3 9514 1.9	821 517	2.0 214 3.0 821	4 4.8	7753 10025	2.6 6582 2.2 8511		1317	31	1377	25 2	20188 4	120 1	338 31	1035	24	17778	415	1.5% 1	2% -2	4.8% -4.	% -11.99	6 -1.1%	-			
33 0.3	49 113	4 0.3	722 1354	0.3	13905 0.3	11806 0.3	1135	0.3 754	0.3	14148 17245	0.3 12012	0.3	1979	13	2076	5 3	30381 1	34 2	055 15	2135	5	31393	153	3.8% 0	0% 2	2.8% 0.0	% 3.3%	0.0%				
35 0.5	59 113	2 0.3	722	0.2	13893 0.3	13987 0.6 11795 0.3	920 1133	0.3 754	54 0.3	14138	0.6 14641 0.3 12003	0.6	1980	13	2075	5	30381 1	34 2	056 15	2134	5	31397	153	3.8% 0	0% 2	2.9% 0.0	% 3.3%	0.0%				
36 0.5 37 0.4	39 100	8 0.3	1353 769	0.2 0.6	16488 0.6 13315 0.4	11304 0.4	923 1021		79 0.6	17260 13484	0.6 14653 0.5 11448	0.6 0.5	1975	14	2131			_	048 16	2153	7	31474	174			.0% 13.			No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
38 0.4 39 0.4	39 96 94 68		1362 526	0.2	17452 0.5 9079 0.5	14817 0.5 7708 0.5	1027 677	1.2 137- 1.7 524		17990 8998	0.6 15273 1.3 7639	0.6 1.3						_			,								INU	11/4	INU	sor coming rule 1 or rule 2 dues flot apply.
40 0.4	94 55		864 645	0.3	10612 0.7 10092 0.6	9010 0.7	582 696	1.8 872	2 0.3	10890 10550	0.9 9245 0.5 8957	0.9	1239	11	1390				259 22	1396	1	19888	215			0.4%						
42 0.2	79 34	9 1.2	638	0.4	7395 0.7	6278 0.7	341	1.1 666	6 0.4	7543	0.6 6404	0.6	1051	9	1283	6	17487 1	13 1	037 8	1378	6	18093	105	-1.4% -5	.4%	.4% -9.3	% 3.5%	-7.1%				
43 0.4	47 89 47 63		689 1063	0.5	11879 0.5 12687 0.6	10085 0.5 10771 0.6	881 657	1.4 688 1.8 1072		11755 12957	1.1 9980 0.8 11000	0.8	1527	13	1752	5 2	24567 1	36 1	538 24	1760	7	24712	232	0.7% 0	0% (0.0	% 0.6%	0.0%				
45 0.6 46 0.6	29 61 29 38		697 537	0.4	9792 0.4 6889 0.3	8313 0.4 5849 0.3	598 374	0.4 767 0.5 582		10230 7166	0.3 8685 0.3 6084	0.3	992	5	1234	4	16681	64	972 4	1350	3	17396	55	-2.0% 0	0%	0.0	% 4.3%	0.0%				
47 0.4		9 0.6 2 1.2	644 1014	0.6	10738 0.6 13151 0.7		789 753			10789 13354	1.2 9160 0.9 11337	1.2 0.9	1531	14	1658	7 2	23889 1	55 1	541 25	1681	8	24143	249	0.7% 0	0%	.4% 0.0	% 1.1%	0.0%				
49 0.2	66 72	7 0.7	581	0.7	9795 0.7	8316 0.7	711	1.8 589	39 0.8	9734	1.3 8264	1.3	1391	13	1507	7 2	21710 1	45 1	386 24	1523	8	21796	238	-0.3% 0	0%	.0% 0.0	% 0.4%	0.0%				
	16 129	6 0.7	927 911	0.3	11915 0.7 14796 0.6				24 0.3	12061 14864	0.9 10240 0.6 12744		2042	26	2096	5 3	27743 2	209 2	097 33	2075	5	27967	257	2.7% 2	.4% -	1.0% 0.8	% 0.8%	23.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
52 0.4 53 0.3	16 74 57 64	_	1185 597	0.2	12947 1.0 9289 0.7	7887 0.7	804 616	2.9 115 2.0 603		13103 9128	1.3 11235 1.4 7749	1.3	1396	16	1490			_	401 27	1495	9	21693	269			0.3% 0.0	_					
54 0.3 55 0.4	57 75 46 114		893 925	0.3	12335 0.9 13888 0.5	10472 0.9 11908 0.5	785 1175	1.9 892 0.7 977		12565 14422	1.1 10668 0.5 12366	1.1 0.5						_												,		
56 0.4	46 73 48 80		1038 677	0.1 1.3	11853 1.0 11063 1.0	10162 1.0 9392 1.0	785 746	2.8 101: 1.1 725		12057 11025	1.3 10337 1.2 9360	1.3	1876	23	1963				960 30	1990	4	26479	224			1.1	_		No	n/a		Screening Rule 1 or Rule 2 does not apply.
	18 91	2 2.4	712 644	0.9	12169 1.8	10332 1.8	907	2.7 824	24 0.9	12966 10849	1.8 11008	1.8	1712	28	1389	16 2	23232 3	324 1	653 32	1549	18	23991	376	-3.4% 0	0% 1	1.5% 0.0	% 3.3%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
60 0.2	65 91	2.4	723	1.4 0.9	12233 1.8	10386 1.8	911	2.7 840	0.9	13119	1.3 9211 1.8 11138	1.3 1.8	1727	28	1367	16 2	23179 3	326 1	676 33	1523	18	23968	380	-2.9% 0	0% 1	1.4% 0.0	% 3.4%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	24 69 24 66	_	983	0.9	8809 1.7 12372 1.7	7479 1.7 10504 1.7	867 709	1.5 574 2.8 1040		10795 13106	1.6 9165 1.8 11127		1368	32	1459	17 2	21181 3	368 1	576 33	1614	22	23901	415	15.2%	5% 1	0.6% 32.	12.89	12.7%	No	n/a	Yes	V9 Overstreet between Sovereign Drive and Neath Hill Roundabout. Screening Rule 1 applies.
	75 65 75 93	4 1.3 2 1.9	637 939	1.8	9671 1.6 14018 1.4					10224 15685	1.7 8680 1.4 13316		1587	27	1575	21 2	23688 3	356 1	611 32	1847	21	25908	399	1.6% 2	.6% 1	7.2% -0.	% 9.4%	12.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	35 64	2 1.4 9 1.9	659 940	1.9 1.0	9743 1.6 14456 1.5	8272 1.6	617	1.9 717	7 1.6	9996 17122	1.7 8486 1.4 14536	1.7	1631	27	1599	22 2	24199 3	368 1	686 34	1933	21	27117	411	3.4% 23	.5% 2	0.9% -3	% 12.19	11.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
67 0.3	17 90	4 1.7	890	1.2	13439 1.5	11410 1.5	749	2.1 749	1.5	11217	1.8 9523	1.8	1685	33	1343	20 2	22684 4	102 1	539 36	1292	21	21215	429	-8.7% 9	2% -	3.7% 2.9	% -6.59	6.8%				
69 0.4	91 69		453 894	2.0 1.1	9244 2.2 11927 1.0	10126 1.0			2.2		2.3 8488 2.1 5316	2.1	1479	23	1454	16 2	21973 2	91 1	312 32	1030	16	17547	367	-11.2% 40	.0% -2	9.2% 5.3	% -20.19	6 26.0%	No	n/a	Yes	H4 Dansteed Way between Delaware Drive and Willen
		1 2.2	560 679	1.0 2.7	10046 1.7 12248 2.5	8529 1.7 10398 2.5	871 718	2.7 635 2.8 74		11286 5937	2.1 9581 3.1 5040		1771	42					718 20	74	4	5937	182			5.6% -86.	_		110	17,4	103	Roundabout. Screening Rule 1 applies.
		4 2.4 9 0.8	1004 844	1.4	13625 1.9 8864 1.0						0.0 0 3.9 2131																-			,		
74 0.	51 71 77 14 <i>6</i>	3 2.2	164 1206	2.8	6572 2.3 17878 1.1		732	2.3 92	2 3.8	6174	2.5 5241 1.0 16389	2.5	1052	18	1009				309 23	350	11	8683	252			5.3% -21.			No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
76 0.3	77 106	4 1.7	1579	0.6	17715 1.0	15189 1.0	1032	1.9 169	97 0.5	18294	1.1 15685	1.1	2525	38					414 39	3167	18	37408	378			3.7% 2.7	-	-	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
78		0.0	1519	0.0	14197 1.5 0 0.0	0 0.0	0	0.0 0	0.0		1.6 11953 0.0 0	0.0	886	20	1519	17	14197 2	219 8	348 20	1514	17	13946	217	-4.2% -0	.4% -	0.4% -1.3	% -1.89	-0.8%				
80 0.4	93 163 93 88	5 2.2	1519	1.1	18825 1.5 18019 1.5	15298 1.5	848	2.3 151	14 1.1	18900 17700	1.5 16046 1.6 15027	1.6	2524	43	2394	31 3	36844 5	56 2	489 44	2396	32	36601	566	-1.4% 2	4% ().1% 1.0	% -0.79	1.8%				
81 0.° 82	15 376	5 1.3	1409 0	1.8 0.0	30542 1.4 0 0.0			1.3 1445 0.0 0		30871 0	1.5 26459 0.0 0	_	3765	49	1409	25 3	30542 4	135 3	785 50	1445	26	30871	448	0.5% 1	5% 2	2.6% 5.8	% 1.1%	3.0%				
	49 113	7 3.3	2674		22493 1.5 0 0.0	19279 1.5	1136		81 0.8	22530	1.5 19310 0.0 0		1137	38	2674	21 2	22493 3	348 1	136 37	2681	21	22530	345	-0.1% -1	.4% (0.3% 0.1	% 0.2%	-0.8%				
85 0.2	67 376	2 1.2	1407	1.6	30514 1.3	26153 1.3	3782	1.2 144:	43 1.7	30842	1.4 26435	1.4	3762	46	1407	23 3	30514 4	107 3	782 47	1443	24	30842	420	0.5% 1	7% 2	2.6% 6.3	% 1.1%	3.2%				
87 0.4	33 171	8 0.7	1180	0.0	0 0.0 19428 0.7	16657 0.7	1755		49 0.8	_	0.0 0 0.7 16693		1718	12	1180		19428 1		755 13	1149	9	19470	146			2.6% 0.0						
89 0.4	0 18 128	5 0.6	0 1309		0 0.0 17393 0.7	14912 0.7	1344		0.8		0.0 0 0.7 15197		2565	22	2961				637 21	2955	18	37489	261			0.2% 7.0		-				
90 0.4	18 128 14 85	0 1.1 2 0.2	1652 898	0.4	19651 0.7 11727 0.3	16849 0.7 10055 0.3	1294 801			19764	0.7 16945 0.3 10824																			/	NI.	Concessing Dule 1 or Dule 2 decreased
92 0.	14 40 64 90	7 0.6	742 957	0.1	7701 0.3 12499 0.8	6603 0.3	390	0.4 902	0.1	8664	0.2 7428 1.0 10374	0.2	1258	4	1640				192 3	1984	4	21288	50	-		1.0% 0.0			No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
94 0.4	64 94) 1.2	1159	0.3	14074 0.7	12067 0.7	974	1.0 104	46 0.3	13544	0.6 11613	0.6	1848	17	2116	12 2	26573 2	200 1	922 17	1903	13	25643	206	4.0% 0	0% -1	0.1% 0.0	% -3.59	0.0%				<u> </u>
96 0.	15 76	3 1.6 7 4.0	570 854	1.8 1.3	11635 1.7 12141 2.6	10308 2.6	782	3.7 766	6 1.5	12466 11597	1.6 10584 2.6 9845	2.6	1749	46	1424	22 2	23776 5	511 1	913 44	1299	22	24063	499	9.3% -4	.4% -	3.8% 1.7	% 1.2%	-2.5%				
97 0.2 98 0.2	91 108 91 97		655 938	1.6 0.9	13001 1.4 14313 2.5						1.3 11560 2.6 11360		2052	53	1594	19 2	27313 5	39 2	196 50	1407	19	26997	520	7.0% -5	.3% -1	1.7% 1.0	% -1.29	-3.6%				
99 0.	34 92 34 78	7 1.8	872 694	0.9 1.2	13479 1.4 11081 1.7		813 749		3 0.9	12556 11668	1.6 10660 1.8 9906	1.6 1.8	1712	33	1566	16 2	24560 3	369 1	561 38	1672	18	24223	418	-8.8% 0	0%	.7% 0.0	% -1.49	0.0%				
101 0.0	42 179		1067	2.6	16910 4.3	14494 4.3	1896	5.2 141:	12 2.2		3.9 16736 0.0 0	3.9	1798	97	1067	27	16910 7	34 1	896 99	1412	31	19526	769	5.4% 2	4% 3	2.4% 12.	15.59	4.7%	No	n/a	-	Pineham Rounabout southern section of the circulatory carriageway ==TO BE EXCLUDED==
103 0.0	55 89	4 0.6	1329		13125 0.7	11249 0.7	899	0.8 137	77 0.9	13433	0.9 11514		894	5	1329	10	13125	92 8	399 7	1377	13	13433	116	0.5% 0	0% :	3.6% 0.0	% 2.3%	0.0%				Carriagoway TO DE ENGLUDED==
105 0.	04 41		486	0.0 2.0	0 0.0 5316 4.5	4556 4.5	396	16.5 506	06 4.5	5320	0.0 0 9.8 4560	9.8	414	31	486				396 65	506	23	5320	519			1.0% 0.0						
106) 0	0.0	0	0.0	0 0.0	0 0.0	0	0.0	0.0	0	0.0 0	0.0		٠.	.50				- 00	500	20	-020	2.,			0.0	0.170	0.070				

107 0.125 1517 5.7 108 0 0 0.0	2999 3.0 0 0.0	26657 3.9 2 0 0.0	2848 3.9 0 0.0		5.6 2990 0.0 0	0 3.1		4.0 238 0.0 0	878 4.0 0 0.0		86	2999	89 26	657 1	1031 1730	96	2990	94	27859 11:	14.1%	12.0%	-0.3%	6.3%	4.5%	9.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
109 0.361 2049 0.5	1646 0.5	24768 0.5 2	1236 0.5	2044	0.5 1646	6 0.5	24736	0.5 212	209 0.5	2773	25	3507	15 42	2093	267 2747	26	3523	15	42030 27	-0.9%	4.5%	0.5%	1.3%	-0.2%	3.3%				
110 0.361 724 2.1 111 0.264 2263 0.5	1861 0.4 1571 0.5		4855 0.9 2033 0.5	704 2265	2.2 1876 0.5 1584			0.9 148 0.5 22	827 0.9 122 0.9			1																	
112 0.264 797 1.7	1641 0.4	16346 0.8 1	4015 0.8	779	1.8 1689	9 0.4	16547	0.8 14	187 0.8	3000	25	3212	13 42	2043	255 3044	26	3273	14	42349 26	-0.5%	5.2%	1.9%	2.2%	0.7%	4.1%				
113 0.482 2328 0.6 114 0.482 899 1.6	1824 0.5 1744 0.4		3866 0.6 5192 0.8	2330 883	0.7 1838 1.7 1809			0.6 23° 0.8 15¢	954 0.6 468 0.8		29	3569	15 45	5554	299 3212	31	3647	16	45979 31	-0.5%	5.8%	2.2%	4.5%	0.9%	5.3%				
115 0.449 874 1.0	892 0.4	11840 0.7 1	0152 0.7	866	1.2 909	0.4	11898	0.8 102	201 0.8	2244	19	1776	10 26	947	190 2224	21	1813	10	27062 21	-0.9%	14.0%	2.1%	6.1%	0.4%	11.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
116 0.449 1370 0.7 117 0.46 878 1.3	883 0.7 739 0.6		2952 0.7 9293 0.9	1358 874	0.8 904 1.5 678			0.8 130 1.1 89	001 0.8		22	14/5	11 05	.007	220	2/	1242	11	24205 25	0.00/	11 (0)	0.40/	F 00/	2.70/	0.00/	N.	/	N-	Constant Dule 1 on Dule 2 descriptions
118 0.46 1422 0.9 119 0.274 941 1.1			2345 0.9 0729 0.7		0.9 664				912 1.0		23	1465	11 25	5237	229 2282	26	1342	11	24295 25	-0.8%	11.6%	-8.4%	5.8%	-3.7%	9.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
119 0.274 941 1.1 120 0.274 738 0.7	746 0.2 643 0.5		0729 0.7 8784 0.6	901 690	0.9 694 0.7 596			0.7 10° 0.6 81		1679	16	1389	5 22	984	153 1591	14	1291	5	21591 14	-5.2%	0.0%	-7.1%	0.0%	-6.1%	0.0%				
121 0.534 1218 2.2 122 0.534 1276 1.3	1291 1.0 1483 0.5		4419 1.6 5860 0.9	1203 1255	2.1 1352 1.5 1548			1.4 140 0.9 16	688 1.4 110 0.9	7494	43	2774	20 35	315	419 2458	43	2900	19	35920 41	-1.4%	2.0%	4.6%	-4.7%	1.7%	-0.1%				
123 0.481 697 0.8	913 0.4		0244 0.5		0.9 891			0.6 10			25	1956	10 28	3706	257 1896	27	1891	8	28365 25	1.1%	0.0%	-3.3%	0.0%	-1.2%	0.0%				
124 0.481 1178 1.6 125 0.338 1361 2.4			4127 1.2 6365 1.8	1186 1351	1.7 999 2.3 1524			1.2 138 1.7 165		:		1						0					-						
126 0.338 1188 1.8	1431 0.8	17557 1.2 1	5054 1.2	1171	2.0 1463	3 0.8	17655	1.3 15	138 1.3	2549	53	2917	30 36	645	554 2522	54	2987	28	36931 55	-1.1%	1.6%	2.4%	-3.8%	0.8%	-0.3%				
127 0.673 535 0.8 128 0.673 790 1.6	1035 0.3 830 0.8		9992 0.5 0305 1.2		1.0 1081 2.0 871			0.5 103 1.2 106	351 0.5 608 1.2		17	1866	9 23	3908	200 1343	21	1952	8	24687 21	1.3%	0.0%	4.6%	0.0%	3.3%	0.0%				
129 0.575 503 1.1	830 0.1	9991 0.5	8483 0.5	522	1.2 797	0.1	9881	0.5 83	389 0.5	1351	13	1624	3 22	286	119 1367	14	1634	4	22483 13	1.2%	0.0%	0.6%	0.0%	0.9%	0.0%				
130 0.575 848 0.9 131 0.541 425 5.1			0438 0.6 5995 3.0		0.9 837 5.2 766				699 0.6 977 2.9)	41	1/50	22 1/	401	270 1110	41	1/40	25	1/224 20	0.00/	0.00/	0.10/	4 00/	0.40/	2.50/				
132 0.541 704 2.7 133 0.402 1049 5.2	889 1.1		8063 1.8 2923 3.6	704	2.7 882				023 2.0		41	1650	23 16	401 :	379 1119	41	1648	25	16334 38	-0.8%	0.0%	-0.1%	6.8%	-0.4%	2.5%				
133 0.402 1049 5.2 134 0.402 1034 6.3	1199 2.3 1101 2.4		2923 3.6 2268 4.3		4.8 1175 6.2 1063			3.5 128 4.3 12°	821 3.5 144 4.3		120	2300	54 29	381 1	1164 2106	116	2237	53	29116 11:	1.1%	-3.0%	-2.7%	-1.2%	-0.9%	-2.5%				
135 0.345 860 7.6 136 0.345 923 8.6	1225 3.0 1274 2.9	13980 4.9 1 14726 5.3 1	1986 4.9 2626 5.3	867 914	7.1 1206 8.6 1260			4.8 119 5.4 124	914 4.8 491 5.4		144	2499	73 28	3706 1	1458 1781	140	2465	75	28464 14	-0.2%	-2.7%	-1.3%	2.9%	-0.8%	-0.8%				
137 0.5 1106 2.1	1001 1.7	14125 1.9 1	2111 1.9	1122	1.9 983	1.5	14110	1.7 120	098 1.7	2274	40	2306	26 30	1699	442 2299	38	2277	25	30679 42	1.1%	-3.3%	-1.2%	-4.7%	-0.1%	3.8%				
138 0.5 1168 1.5 139 0.337 1137 2.1	1305 0.7 1121 1.7		4210 1.1 2978 1.9	1178 1152	1.5 1294 2.0 1111			1.1 142 1.8 130	207 1.3 009 1.8		47	1						30		_					-				
140 0.337 1221 1.9	1115 1.1		3427 1.5	1229	1.9 1092				341 1.5	2339	47	2235	31 30	1/9/ :	525 2381	46	2203	30	30733 50	1.0%	-2.8%	-1.4%	-4.8%	-0.2%	3.6%				
141 0.37 890 7.4 142 0.37 1082 7.4	1413 2.7 1344 2.8		3234 4.5 3943 4.9	896 1062	7.0 1383 7.5 1328			4.4 13° 5.0 13°	735 5.0		147	2756	75 31	697 1	1488 1958	143	2711	77	31301 14	-0.7%	-2.8%	-1.6%	1.7%	-1.2%	1.3%				
143 0.38 1124 1.9 144 0.38 1217 1.8	1125 1.6 1086 1.0		2929 1.8 3235 1.4	1138 1224	1.8 1117 1.8 1069				962 1.6 177 1.4	2341	43	2211	29 30)515	486 2362	42	2186	28	30486 46	0.9%	-3.2%	-1.1%	-5.2%	-0.1%	4.0%				
145 0.34 1369 6.1	1669 1.5	20365 3.6 1	7461 3.6	1349	6.5 1698		20425	3.7 175			143	3478	55 39	9559 1	1323 2447	144	3517	62	39983 13	5 1.0%	0.7%	1.1%	12.6%	1.1%	4.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
146 0.34 1054 5.6 147 0.337 1009 5.8	1809 1.6 1650 1.7		6457 3.1 5288 3.3	1099 1053	5.1 1819 5.3 1663			3.2 16 3.4 156	769 3.2 609 3.4			1																	,
148 0.337 1367 6.1	1591 1.6	19832 3.7 1	7004 3.7	1353	6.5 1625	5 1.6	19965	3.8 17	118 3.8	3 2377	143	3242	54 37	662 1	1317 2406	144	3288	61	38170 13	1.2%	0.7%	1.4%	12.8%	1.3%	4.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
149 0.134 4184 4.6 150 0 0 0.0	2959 2.5 0 0.0		6137 3.8 0 0.0	4095 0	4.8 2878 0.0 0				283 3.9 0 0.0		194	2959	74 42	162 1	1583 4095	198	2878	77	41166 163	-2.1%	2.0%	-2.7%	3.6%	-2.4%	2.4%				
151 0.382 595 3.1	749 1.3		6799 2.1		3.1 762			2.0 68			33	1468	16 17	403	290 1501	33	1459	17	17473 29	1.4%	-0.5%	-0.6%	4.5%	0.4%	1.2%				
152 0.382 885 1.7 153 0.32 698 5.3	720 0.9 511 2.7		8117 1.3 7693 4.2		1.6 698 5.1 493			1.4 81 4.2 76	143 1.4 597 4.2	_	71	1074	34 19	934	786 1634	72	1032	36	19971 80	3.0%	0.0%	-4.0%	0.0%	0.2%	0.0%				
154 0.32 888 3.8 155 0.456 1274 4.6	563 3.6 1133 4.6		9231 3.7 3834 4.6	916 1251	3.9 539 5.4 1134			3.9 92 5.2 13)		1																	
156 0.456 725 5.2	842 3.9	10503 4.5	9006 4.5	715	5.9 845	4.6	10457	5.2 89	966 5.2	! 1999	96	1975	85 26	638 1	1218 1966	109	1979	95	26443 13	-1.7%	13.5%	0.2%	10.6%	-0.7%	12.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
157 0.434 1203 5.5 158 0.434 1234 3.8	1335 3.9 1521 2.5		4584 4.7 5835 3.1		6.2 1356 4.1 1546			5.0 145 3.3 159	534 5.0 970 3.3	/4.5/	113	2856	90 35	479 1	1363 2405	122	2902	98	35577 14	-1.3%	7.9%	1.6%	8.5%	0.3%	8.2%				
159 0.3 3610 1.7	1494 2.9	34209 2.1 2	9331 2.1		1.7 1546	6 2.9	34733	2.1 29	780 2.1	3610	62	1494	43 34	209	704 3635	63	1546	44	34733 72	0.7%	1.7%	3.5%	3.0%	1.5%	2.3%				
160 0 0 0.0 161 0.082 1165 2.1	0 0.0	0 0.0	0.0	0	0.0 0	0.0		0.0	0 0.0			1									0.00/								_
	1011 1.8	12849 2.0 1	1013 2.0	1126	2.4 1052	2 1.8	12857	2.1 110	020 2.1	1165	24	1011	10 12	9840	251 1126	27	1052	10	12957 27	2 20/		4 0%	1 2%	0.1%	Ω ∩%				
162 0 0 0.0	0.0	0 0.0	0 0.0	0	0.0 0	0.0	0	0.0	0.0	1165	24	1011			251 1126	27	1052	19	12857 27		0.0%		1.2%		8.0%				Abbey Hill Roundahout porthern section of circulatory
162 0 0 0.0 163 0.08 1416 1.6 164 0 0 0.0	0 0.0 977 1.7 0 0.0	0 0.0 14132 1.6 1 0 0.0	0 0.0 2112 1.6 0 0.0	0 1412 0	0.0 0 1.8 950 0.0 0	0.0 1.8 0.0	0 13946 0	0.0 (0.1 (1.8 (1.8 (1.9 (1.9 (1.9 (1.9 (1.9 (1.9 (1.9 (1.9	0 0.0 953 1.8 0 0.0	1416	24 22	1011 977			251 1126 230 1412	27 26	1052 950	19 17	12857 27 13946 25		15.5%		0.0%		9.3%	No	n/a	-	Abbey Hill Roundabout northern section of circulatory carriageway ==TO BE EXCLUDED==
162 0 0 0.0 163 0.08 1416 1.6 164 0 0 0.0 165 0.355 724 3.9	0 0.0 977 1.7 0 0.0 1105 0.9	0 0.0 14132 1.6 1 0 0.0 12260 2.1 1	0 0.0 2112 1.6	0 1412 0 707	0.0 0 1.8 950 0.0 0 5.6 1087	0.0 1.8 0.0 7 1.2	0 13946 0 12024	0.0 (1.8 119 0.0 (2.9 103	0 0.0 953 1.8 0 0.0 309 2.9	1165			17 14	1132						-0.3%		-2.8%		-1.3%		No No	n/a n/a	- No	
162 0 0 0.0 163 0.08 1416 1.6 164 0 0 0.0 165 0.355 724 3.9 166 0.355 1416 1.6 167 0.41 810 1.2	0 0.0 977 1.7 0 0.0 1105 0.9 977 1.7 993 0.5	0 0.0 14132 1.6 1 0 0.0 12260 2.1 1 16048 1.6 1 10643 0.8	0 0.0 2112 1.6 0 0.0 0512 2.1 3759 1.6 9122 0.8	0 1412 0 707 1412 814	0.0 0 1.8 950 0.0 0 5.6 1087 1.8 950 1.2 1011	0.0 1.8 0.0 7 1.2 0 1.8 1 0.5	0 13946 0 12024 15836 10772	0.0 (1.8 114 0.0 (2.9 10.1 1.8 135 0.8 92	0 0.0 953 1.8 0 0.0 309 2.9 578 1.8 233 0.8	1416	22	977	17 14 27 28	1132 2	230 1412	26	950	17	13946 25	-0.3% -1.0%	15.5%	-2.8%	0.0%	-1.3%	9.3%			- No	carriageway ==TO BE EXCLUDED==
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162 0 0 0.0 163 0.08 14146 1.6 164 0 0 0.0 165 0.355 724 3.9 166 0.355 1416 1.6 167 0.41 810 1.2 168 0 0 0.0 169 0.359 504 1.6 170 0 0 0.0 171 0.043 627 7.4 172 0 0 0.0	0 0.0 977 1.7 0 0.0 1105 0.9 977 1.7 993 0.5 0 0.0 1325 0.3 0 0.0 878 2.3 0 0.0	0 0.0 14132 1.6 1 0 0.0 12260 2.1 1 16048 1.6 1 10643 0.8 0 0 0.0 10794 0.6 0 0 0.0 8889 4.4 0	0 0.0 2112 1.6 0 0.0 0512 2.1 3759 1.6 0 0.0 05251 0.8 0 0.0 09251 0.6 0 0.0 09251 0.6 0 0.0 000 000 000 000 000 000 000 000 0	0 1412 0 707 1412 814 0 502 0 881	0.0 0 1.8 950 0.0 0 5.6 1087 1.8 950 1.2 1011 0.0 0 1.6 1334 0.0 0 13.5 661 0.0 0	0.0 1.8 0.0 7 1.2 1.8 1 0.5 0.0 4 0.3 0.0 1 7.0 0.0	0 13946 0 12024 15836 10772 0 10836 0 9099	0.0 (1.8 114 0.0 (2.9 103 1.8 138 0.8 92 0.0 (0.6 92 0.0 (0.7 77 0.0 (0.6 0.0 (0.7 77 0.0 (0.6 0.0 (0.	0 0.0 953 1.8 0 0.0 309 2.9 578 1.8 233 0.8 0 0.0 288 0.6 0 0.0 0 0.0	1165 1416 1416 2140 810 504 77 627	22 51	977 2083 993	17 14 27 28 5 10 4 10	1132 : 1308 ! 1643	230 1412 519 2119 84 814	26 65	950 2037 1011	17	13946 25 27861 63 10772 8	-0.3% -1.0% 0.5% -0.3%	15.5% 28.7% 0.0%	-2.8% -2.2% 1.8% 0.7%	0.0%	-1.3% -1.6% 1.2% 0.4%	9.3% 23.1% 0.5%			- No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED==
162 0 0 0.0 163 0.08 14146 1.6 164 0 0 0.0 165 0.355 724 3.9 166 0.355 1416 1.6 167 0.41 810 1.2 168 0 0 0.0 169 0.359 504 1.6 170 0 0 0.0 171 0.043 627 7.4 172 0 0 0.0 173 0.084 996 4.4	0 0.0 977 1.7 0 0.0 1105 0.9 977 1.7 993 0.5 0 0.0 1325 0.3 0 0.0 878 2.3 0 0.0 900 3.4	0 0.0 14132 1.6 1 0 0.0 12260 2.1 1 16048 1.6 1 10643 0.8 0 0 0.0 10794 0.6 0 0 0.0 8889 4.4 0 0 0.0 11189 3.9	0 0.0 2112 1.6 0 0.0 0.0 0.1 2.1 3759 1.6 9122 0.8 0 0.0 0.0 0.0 9251 0.6 0 0.0 0.0 7619 4.4	0 1412 0 707 1412 814 0 502 0 881 0	0.0 0 1.8 950 0.0 0 5.6 1087 1.8 950 1.2 1011 0.0 0 1.6 1334 0.0 0 13.5 661	0.0 0 1.8 0.0 7 1.2 0 1.8 1 0.5 0.0 4 0.3 0.0 0.0 7 5.0	0 13946 0 12024 15836 10772 0 10836 0 9099 0	0.0 (1.8 114 0.0 (2.9 10.1 1.8 133 0.8 92 0.0 (0.6 92 0.0 (10.7 77 0.0 (7.2 91	0 0.0 953 1.8 0 0.0 309 2.9 578 1.8 233 0.8 0 0.0 288 0.6 0 0.0 0 0.0	1165 1416	22 51 9	977 2083 993 1325	17 14 27 28 5 10 4 10 20 88	1132 : 1308 ! 1643 : 1794 : 1889 :	230 1412 519 2119 84 814 70 502	26 65 9 8	950 2037 1011 1334 661	17 30 5 4	13946 25 27861 63 10772 8- 10836 66	-0.3% -1.0% 0.5% -0.3% 40.4%	15.5% 28.7% 0.0% 0.0%	-2.8% -2.2% 1.8% 0.7% -24.8%	0.0% 0.0% -0.4% 0.0%	-1.3% -1.6% 1.2% 0.4% 2.4% 1	9.3% 23.1% 0.5% -	No	n/a	- No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory
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Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
162 0 0 0.0 163 0.08 1416 1.6 164 0 0 0.0 165 0.355 724 3.9 166 0.355 1416 1.6 167 0.41 810 1.2 168 0 0 0.0 169 0.359 504 1.6 170 0 0 0.0 171 0.043 627 7.4 172 0 0 0.0 173 0.084 996 4.4 174 0 0 0.0 175 0.352 1748 0.8 177 0.394 547 3.3 178 0.394 327 6.4 179 0.917 423 4.9 180 0.917 423 4.9 180 0.917 806 2.3 181 0.044 1396 <	0 0.0 977 1.7 0 0.0 1105 0.9 977 1.7 7 977 1.7 977 1.7 978 0.5 0 0.0 1325 0.3 0 0.0 1325 0.3 0 0.0 1325 0.3 0 0.0 1009 0.6 1146 0.4 779 1.5 639 2.2 1442 0.9 1142 1.0 850 2.6 0 0.0 1820 1.7 0 0.0 1820 1.7 0 0.0 1820 1.7 0 0.0 1820 1.7 0 0.0 1835 1.5 1354 1.5 1354 1.5 1354 1.5 1354 1.5 1354 1.5 1354 1.5 1354 1.5 1354 1.5 1355 1.8 1366 3.0 0 0.0 2375 1.8 0 0.0 2416 1.5 0 0.0 2416 1.5 0 0.0 2416 1.5 0 0.0 696 1.2 947 0.8 1010 0.8 878 2.3 900 3.4 900 3.4 900 3.4 900 3.4 900 3.4 900 3.4 900 3.3 900 3.4 9556 0.4 947 0.8 1010 0.8 900 3.3 900 3.4 9556 0.4 947 0.8 1571 0.2 9592 0.5 521 0.3 386 0.2	0 0.0 14132 1.6 1 0 0.0 14132 1.6 1 0 0.0 12260 2.1 1 16048 1.6 1 10643 0.8 0 0.0 10794 0.6 0 0 0.0 11794 0.6 1 0 0.0 11893 4.4 0 0.0 15803 0.9 1 14188 0.5 1 13260 2.3 1 0 0.0 23388 2.0 2 0 0.0 23388 2.0 2 0 0.0 23388 2.0 2 15803 0.9 1 15801 2.0 1 15801 2.0 1 15801 2.0 1 15801 2.0 1 15801 2.0 1 15801 2.0 1 15793 2.0 1 1792 3.2 1 17940 3.2 1 179640 3.2 1	0 0.0 2112 1.6 0 0.0 0 0.0 0512 2.1 3759 1.6 9122 0.8 0 0.0 0512 2.1 3759 1.6 0 0.0 2251 0.6 0 0.0 7619 4.4 0 0.0 7619 4.4 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 10 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0 3417 0.9 0 0.0	0 1412 0 0 707 1412 814 0 0 502 0 0 881 0 0 959 0 11112 763 181 417 0 0 1112 763 181 424 815 1417 0 0 12171 0 0 12171 196 940 931 1275 1042 2863 0 1564 0 1564 0 0 1564 0 0 1564 1880 0 0 1564 0 163 183 184 1880 0 0 1564 1880 1880 1880 1880 1880 1880 1880 188	0.0 0 1.8 950 0.0 1.8 950 0.0 0 5.6 1087 1.8 950 1.2 1011 0.0 0 1.6 1334 0.0 0 1.6 1335 661 0.0 0 1.6 1335 661 0.0 0 1.6 1336 0.0 0 1.7 140 1.8 135 0.0 0 1.8 135 0.0 0 1.9 1155 1.3 376 0.0 0 1.4 9899 1.5 1135 1.5 1135 1.5 1135 1.5 1135 1.5 1135 1.7 1141 1.7 1411 1	0.0 0.0 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0 13946 0 13946 0 14946 0 12024 15836 10772 0 10836 0 9099 0 10716 0 15747 14390 7787 5615 12837 13072 13535 0 23752 0 0 23752 0 10940 16341 17165 17177 19805 19805 17177 19805 17177 19805 17177 19805 17177 19805 17177 19805 17177 17165 17177 17165 17177 17165 17177 17165 17177 17165 17177 17165 17177 1717 171	0.0	0 0 0.0 0 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8	1165 1416 1416 1416 1416 1416 1416 1416	22 51 9 8 46 44 19 39 30 47 147 38 39 127 64 107 96 33 35 90 8	977 2083 993 1325 878 900 2155 1418 2583 850 1820 3092 2160 2170 2887 2887 1386 2375 2416 1644 1669 1778 1024	17 14 27 28 5 10 4 10 20 88 31 11 11 29 26 13 24 25 22 13 31 23 63 42 27 32 28 32 47 36 41 24 43 23 37 22 16 24 18 24 51 20 3 11 4 13 2 10	1132 : : : : : : : : : : : : : : : : : : :	230 1412 519 2119 84 814 70 502 394 881 440 959 225 1875 383 864 423 1240 308 1417 458 2171 1412 3302 494 2135 499 2207 1170 2587 623 2863 883 1564 787 1480 369 1295 398 1328 834 1839 64 981 80 1151	26 65 9 8 119 88 22 39 41 32 48 142 41 1124 66 1111 101 36 38 207 8	950 2037 1011 1334 661 857 2147 1407 2625 876 1853 3094 2200 2266 2930 1426 2370 2419 1365 1296 1517 1050 1190	17 30 5 4 4 4 4 4 3 8 9 2 7 17 17 17 4 9 4 4 4 4 4 4 4 4 19 8 8 9 3 5 5	13946 25 27861 63 10772 8 10836 66 9099 97 10716 77 30137 22 13402 39 25909 43 13535 32 23752 47 42872 13 32483 43 33506 444 36982 111 25314 63 23223 91 23013 81 19928 40 19663 43 19815 17 11987 66	-0.3% -1.0% -0.5% -0.3% -0.3% -0.3% -1.1% -0.9% -1.5% -1.1% -0.9% -0.5% -0.4% -0.4% -0.4% -17.5% -17.7% -1.0% -1.6% -1.6% -1.2%	15.5% 28.7% 0.0% 0.0% 156.2% 100.8% 10.5% 0.1% 5.2% 5.4% 3.6% -2.7% -2.7% 1.9% 4.2% 5.0% 0.0% 0.0% -0.9% -0.6%	-2.8% -2.2% -1.8% -2.2% -1.8% -2.48% -3.0% -4.8% -0.4% -0.8% -1.6% -3.0% -1.5% -1.5% -2.9% -0.2% -0.1% -16.9% -22.3% -14.7% -2.3% -14.7% -2.6% -2.2% -3.6%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	-1.3%	9.3% 9.3% 9.3% 9.3% 9.5% 0.0% 47.2% 47.2% 11.2% 12.5% 12.2% 12.2% 13.31% 10.0.8% 10.0.8% 10.0.8% 10.0.0% 10.0.0% 10.0.0%	No No No No	n/a n/a n/a	- No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
162 0 0 0.0 163 0.08 1416 1.6 164 0 0 0.0 165 0.355 724 3.9 166 0.355 1416 1.6 167 0.41 810 1.2 168 0 0 0.0 170 0 0 0.0 171 0.043 627 7.4 172 0 0 0.0 173 0.084 996 4.4 174 0 0 0.0 173 0.084 996 4.4 174 0 0 0.0 175 0.352 1100 1.2 176 0.352 1748 0.8 177 0.394 547 3.3 178 0.394 327 6.4 179 0.917 403 4.9 180 0.917 806 2.3	0 0.0 977 1.7 0 0.0 1105 0.9 977 1.7 1.7 0 0.0 1105 0.9 977 1.7 993 0.5 0 0.0 1325 0.3 0 0.0 878 2.3 0 0.0 1009 0.6 1146 0.4 779 1.5 639 2.2 1442 0.9 1142 1.0 850 2.6 0 0.0 1820 1.7 0 0.0 1820 1.7 0 0.0 1600 2.2 1492 1.9 990 0.6 1170 1.8 1176 1.9 994 0.6 1532 1.8 1354 1.5 1353 1.8 1354 1.5 1353 1.8 1354 1.5 1353 1.8 1354 1.5 1353 1.8 1386 3.0 0 0.0 2416 0.5 2375 1.8 0 0.0 2416 0.5 660 1.5 878 2.3 900 3.4 556 0.4 467 0.8 1010 0.8 660 1.5 878 2.3 990 3.4 556 0.4 467 0.2 571 0.2 592 0.5 521 0.3 386 0.2	0 0.0 14132 1.6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0.0 2112 1.6 0 0.0 0512 2.1 3759 1.6 97122 0.8 0 0.0 97251 0.6 0 0.0 97251 0.6 0 0.0 97251 0.6 0 0.0 972619 4.4 0 0.0 972619 1.6 9	0 1412 0 0 707 14112 8144 0 0 502 0 0 11112 763 1814 10 1112 763 1815 1417 0 0 1112 763 1815 1417 0 1 1525 1777 1196	0.0 0 1.8 950 0.0 1.8 950 0.0 0 5.6 1087 1.8 950 0.0 0 5.6 1087 1.8 950 0.0 0 1.6 1334 0.0 0 1.6 1334 0.0 0 1.6 1335 661 0.0 0 1.4 989 1.5 1556 1.3 3.3 774 6.6 6333 1.7 141 1.5 1499 1.5 1256 1.3 1016 1.4 947 1.4 947 1.4 947 1.4 947 1.4 947 1.5 1256 1.3 1016 1.7 1410 1.7 1410 1.8 1237 1.8 1237 1.9 1526 1.9 1526 1.1 257 1.1 237	0.0 0.0 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0 13946 0 13946 0 12024 15836 10772 0 10836 0 9099 0 10716 0 15747 14390 7787 5615 12837 13072 13535 0 23752 0 23752 0 10938 21934 16049 16341 17165 17177 19805 19805 19805 17177 25314 0 23223 0 23013 0 9737 10191 10256 9407 9099 10716 5405 6582 8177 5638 4970 5879	0.0	0 0 0.0 0 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8	1165 1416 1416 1416 1416 1416 1416 1416	22 51 9 8 46 44 19 39 30 47 147 38 39 127 64 107 96 33 35 90 8	977 2083 993 1325 878 900 2155 1418 2583 850 1820 3092 2160 2170 2887 2887 1386 2375 2416 1644 1669 1778 1024 1164 907	17	1132 : 13308 : 13308 : 13308 : 13308 : 13308 : 13308 : 13308 : 13552 : 13554 :	230 1412 519 2119 84 814 70 502 394 881 440 959 225 1875 383 864 423 1240 308 1417 458 2171 1412 3302 494 2135 499 2207 1170 2587 623 2863 883 1564 787 1480 369 1295 398 1328 834 1839 64 981 80 1151	26 65 9 8 1119 88 22 39 41 32 48 142 41 1124 66 1111 101 36 38 207 8 9 7	950 2037 1011 1334 661 857 2147 1407 2625 876 1853 3094 2200 2266 2930 2930 1426 2370 2419 1365 1296 1517 1050 1190 939 1166	17 30 5 4 4 4 4 4 3 8 9 2 7 17 17 17 4 9 4 4 4 4 4 4 4 4 19 8 8 9 3 5 5	13946 25 27861 63 10772 8 10836 66 9099 97 10716 77 30137 22 13402 35 25909 43 13535 32 23752 47 42872 13 32483 43 33506 44 36982 111 25314 63 23223 91 23013 81 19928 40 19663 43 19815 17 11987 66 13815 8 10819 55	-0.3% -1.0% -0.5% -0.3% -0.3% -0.3% -0.3% -0.3% -0.4% -1.5% -0.5% -0.5% -0.4% -0.9% -0.4% -17.5% -17.7% -1.0% -1.6% -1.6% -1.2% -1.4%	15.5% 28.7% 0.0% 0.0% 156.2% 100.8% 10.5% 0.1% 5.2% 5.4% 3.6% -3.7% 6.3% 6.6% -2.7% 1.9% 4.2% 5.0% 0.0% 129.3% -0.6% -7.0%	-2.8% -2.2% -1.8% -2.2% -1.8% -2.4.8% -2.4.8% -0.4% -0.8% -0.6% -1.6% -1.5% -1.5% -1.5% -1.5% -1.5% -1.5% -1.5% -1.5% -1.5% -2.9% -1.4.7% -2.3% -1.4.7% -2.6% -2.2% -3.6% -2.0%	0.0% 0.	-1.3% -1.6% 1.2% 0.4% 1.2% 0.5% -4.2% 0.5% -0.9% 1.4% 0.5% -1.4% 0.5% -1.5% 0.6% 0.6% 1.5% 0.0% 0.2% -17.2% -20.1% -1.3% 1.2% 0.3% 1.2% 0.4% 0.4%	9.3% 9.3% 9.3% 9.3% 9.5% 0.05% 0.00% 47.2% 47.2% 11.2% 12.5% 12.2.5% 12.2% 11.8% 10.0.8% 10.0.8% 10.0.0% 10.0.0% 10.0.0% 10.0.0% 10.0.0% 10.0.0%	No No No No	n/a n/a n/a	- No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.

217	135	194	25.8	164	26.3	2114	26.0	1812	26.0	191	26.0	178	3 24.	2 2174	25.2	1864	25.2		1			1				1	ı					I .			-				
218	0.135	136 428	33.5		14.6	2353	21.0	2017	21.0	136	33.6	272	14.	0 2409	20.5	2065	20.5	330	96	426	81	4467	1045	327	95	450	81	4583	1042	-1.0%	-0.4%	5.4%	-0.2%	2.6%	-0.3%	=			
220	0.113	486 678	3.1	468 626	2.1	5634	2.6	4829 6599	2.6	513 706	3.0	450) 2.2	5689	2.6	4876	2.6	915	31	1085	20	11807	299	935	31	1072	20	11849	299	2.2%	0.5%	-1.2%	-0.6%	0.4%	0.0%	=			
222	0.131	361 176	1.1	1127 1030	0.3		0.5	7527 6104	0.5	351 184	1.1	_	9 0.3	9147		7839		1039	23	1753	12	16481	207	1056	22	1836	13	17072	205	1.7%	-3.7%	4.7%	4.6%	3.6%	-0.8%				
224	0.132	621 645	3.0	467 473	1.9	6426 6603	2.5	5507 5660	2.5	650 678	2.7	491	1.8	6737	2.3	5774	2.3	797	22	1498	12	13548	200	834	21	1601	12	14377	198	4.6%	-3.8%	6.9%	4.7%	6.1%	-0.9%		Campbell Park &		Silbury Boulevard between Blairmont Street and Skeldon
226	0.243	197 207	7.8 7.4	1112 1160	1.7 1.6	7727 8069	2.6 2.5	6623 6916	2.6 2.5	191 201	10.7 10.1	1193	3 2.1	8169	3.3 3.1	7001 7292	3.3	842	42	1586	35	14331	455	868	51	1715	46	15254	573	3.1%	20.7%	8.2%	32.5%	6.4%	26.0%	Yes	Cricket Ground Campbell Park &	Yes	Roundabout. Screening Rule 2 applies. Silbury Boulevard between Campbell Park Roundabout and
228	0.299	664 318	4.0 2.4	500 1144	3.3 0.8	6867 10953	3.7 1.1	5886 9299	3.7 1.1	698 314	4.4 2.4	549	3.9	7362	4.2 1.1	6310	4.2	871	42	1659	35	14936	455	899	51	1789	46	15869	573	3.2%	20.7%	7.8%	32.5%	6.2%	26.0%	Yes	Cricket Ground	Yes	Blairmont St. Screening Rule 2 applies.
	0.149 0.544	1393 295	0.8	927 262	0.8	17380 3291	0.8	14756 2821	0.8 0.5	1402 296	0.8			18141 3818	0.8	15402 3273	_	1711	18	2071	16	28333	256	1715	19	2241	16	29641	263	0.2%	2.3%	8.2%	3.1%	4.6%	2.7%			NI-	Consider Dule 1 or Dule 2 description
	0.544 0.339	1226 1150	0.8	1099 1032	0.7 0.8	13725 12883	0.8	11764 11042	0.8	1220 1129				11000	0.9 1.0	_	0.9 1.0	1521	12	1361 1280	9	17016 16105	122 152	1516	14 18	1512 1409	10	17874	145 174	-0.3% -1.6%	0.0%	11.1%	9.4%	3.9%	0.0%	No No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	0.339 0.183	298 308	1.2 1.2	248 261	0.8	3222 3361	1.0	2761 2881	1.0	296 307	1.3	_	_	_	1.1	_	1.1	1529	16	1374	11	17140	152	1425 1520	18	1521	12	17951	180	-0.6%	17.7%	10.1%	9.4%	4.7%	14.4%	No	n/a n/a	No No	Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply.
	0.183 0.83	1221 1473	1.0 6.5	1113 2416	0.8 1.5	13779 26074	0.9 3.4	11810 22356	0.9 3.4	1213 1480	1.2 6.8		_	14086 26133	1.0 3.6	_		1473	96	2416	37	26074	894	1480	101	2419	38	26133	930	0.4%	5.0%	0.1%	1.6%	0.2%	4.0%	140	11/4	140	Screening Nate 1 of Nate 2 ages for appry.
238 239	0 1.904	0 1473	0.0 6.5	0 2416	0.0 1.5	0 26074	0.0 3.4	0 22356	0.0 3.4	0 1480	0.0 6.8	_	0.0		0.0 3.6	_	0.0 3.6	5083	159	3910	80	60283	1598	5115	164	3965	82	60865	1650	0.6%	3.7%	1.4%	2.4%	1.0%	3.2%				
	1.91 0.308	3610 1613	1.7 6.3	1494 1439	2.9 2.5		2.1 4.5	29331 17542	2.1 4.5	3635 1594		1436	6 2.6		2.1 4.7		4.7	2660	174	3281	77	39828	1683	2641	176	3232	76	39368	1687	-0.7%	1.2%	-1.5%	-1.9%	-1.2%	0.2%				
243	0.308	1047 1007	6.8 1.1	1842 764	0.1	19369 13265	3.9 0.7	16607 11262	3.9 0.7	1047 978	6.6 0.9	712	0.2		3.8 0.6	16339 10755	0.6	1598	15	1387	5	22358	154	1536	13	1294	6	21206	144	-3.8%	0.0%	-6.7%	0.0%	-5.2%	0.0%				
245	0.312	591 595	0.8	623 546	0.7	8550	0.7	7720 7259	0.7	558 547	0.8	503	0.5	7867	0.8	6679	0.5	1482	13	1224	3	20273	121	1401	11	1130	4	18957	111	-5.5%	0.0%	-7.7%	0.0%	-6.5%	0.0%				
247	0.319	3898	4.8	678 2989	2.3	11723 40656	3.7	9953 34846	0.6 3.7	853 3784		2893	3 2.4	39413	3.9	_	3.9	3898	185	2989	68	40656	1496	3784	189	2893	71	39413	1534	-2.9%	2.0%	-3.2%	3.8%	-3.1%	2.5%	ightharpoonup			
248 249 250	0.435	0 444 0	0.0 5.1 0.0	1379	0.0 0.9 0.0	10762	0.0 1.9 0.0	9224 0	0.0 1.9 0.0	440	5.2 0.0	_	4 0.9	10766	0.0 1.9 0.0	9227	0.0 1.9 0.0	444	22	1379	13	10762	207	440	23	1384	12	10766	208	-1.0%	1.2%	0.4%	-1.3%	0.0%	0.3%	=			
	0.062	1601	1.4	874	1.6	14613	1.5	12525	1.5	1600		882	. 1.7	14650	1.5	_	1.5	1601	22	874	14	14613	216	1600	23	882	15	14650	225	-0.1%	4.5%	0.9%	3.9%	0.3%	4.3%	=			
	0.105	1142	2.6	1595	0.8	16156	1.6	13848	1.6	1153		1605	5 0.8	16283			_	1142	30	1595	13	16156	255	1153	30	1605	13	16283	257	1.0%	1.7%	0.6%	-1.0%	0.8%	0.9%				
255 256	0.14	2299	1.3	1090	1.4	20008	1.3	17149 0	1.3	2313	1.3				1.4	17286 0	1.4	2299	30	1090	15	20008	264	2313	31	1103	15	20168	274	0.6%	4.2%	1.2%	3.8%	0.8%	4.0%				
	0.225	2072 0	1.1 0.0	695 0	1.8 0.0	16332 0	1.3 0.0	13998 0	1.3 0.0	2072 0	1.1 0.0	726		16517	1.3 0.0		1.3	2072	23	695	12	16332	210	2072	23	726	13	16517	212	0.0%	-2.3%	4.4%	6.6%	1.1%	0.8%	$\overline{}$			
	0.042	2521 0	1.2 0.0	1280 0	1.3 0.0	22442 0	1.3 0.0	19235 0	1.3 0.0	2524 0	1.3 0.0	1291 0		_	1.3	19302 0	1.3 0.0	2521	32	1280	16	22442	282	2524	33	1291	17	22520	293	0.1%	3.9%	0.8%	3.3%	0.3%	3.7%	$\overline{}$			
261 262	0.201	680 0	5.6 0.0	3438 0	0.8	24313 0	1.6 0.0	20839 0	1.6 0.0	671 0	5.8 0.0	_	2 0.8		1.6 0.0	20808 0	1.6 0.0	680	38	3438	29	24313	395	671	39	3442	28	24278	397	-1.4%	1.4%	0.1%	-0.6%	-0.1%	0.5%				
263 264	0.057	605 0	0.6	377 0	0.7	5798 0	0.7	4969 0	0.7	601	0.6				0.6	_	0.6	605	4	377	3	5798	38	601	4	384	2	5813	37	-0.7%	0.0%	1.8%	0.0%	0.3%	0.0%				
265 266	0.3	1245 0	0.0	628 0	0.5		1.0 0.0	9479 0	1.0 0.0	1232 0	1.3 0.0	0	0.0		1.0 0.0		0.0	1245	15	628	3	11060	111	1232	15	631	3	10993	109	-1.1%	0.0%	0.4%	0.0%	-0.6%	0.0%				
268	0.146	782 0	0.0	2486 0	0.0	19294 0	0.0	16537 0	0.0	770 0	0.0	0	0.0	19236	0.0	16487	0.0	782	34	2486	27	19294	364	770	35	2489	27	19236	366	-1.6%	1.3%	0.1%	-0.2%	-0.3%	0.6%	ightharpoonup			
270	0.066	1916	0.0	904 0	0.0	0	0.0	14266 0	0.0	1923	0.0	0	0.0	0	0.0	0	0.0	1916	28	904	14	16644	244	1923	29	908	14	16707	255	0.4%	4.6%	0.4%	4.3%	0.4%	4.5%	ightharpoonup			
272	0.235	1849 0 886	1.2 0.0	505 0 1103	0.0	13898 0 13333	1.4 0.0 1.2	11912 0 11432	1.4 0.0 1.2	1862 0 967	0.0		0.0		1.4 0.0	_	1.4 0.0	1849	21	505	11	13898	191	1862	21	537	12	14164	193	0.7%	-2.3%	6.4%	7.7%	1.9%	1.0%	=			
274	0.514	903 903	1.3	755 755	0.4	11112	0.9	9528 9528	0.9	945 945	1.1	748	3 0.4	11348	0.8	9730	0.8	1789	20	1858	17	24446	249	1912	21	1783	18	24766	261	6.9%	0.0%	-4.0%	4.6%	1.3%	4.8%				
276	0.035	765 426	0.7	725	1.4	9987	1.1	8563 5215	1.1	847 416	0.8	664	1.6		1.2	8680	1.2	1668	17	1480	13	21100	201	1791	18	1412	13	21471	208	7.4%	0.0%	-4.6%	3.1%	1.8%	3.4%				
	0.114 0.088	702 426	1.2 1.1	485 605	1.3 0.3		1.2 0.7	6001 5215	1.2 0.7	669 416				6815		_	1.3 0.7	1127	13	1089	8	13086	128	1085	14 14	1176	8	13345	131		2.5%	7.9%	2.2%	2.0%	2.4%	$\overline{}$			
281	0.088	702 392	1.2 1.1	485 577	1.3 0.3		1.2 0.7	6001 4903	1.2 0.7	669 380	1.3 1.2		0.3	6051	1.3 0.7				13	1089	8	13086	128 120	1085 904	13	1176	8	13345	131	-3.8% -4.8%	2.5%	7.9% 6.8%	1.5%	1.2%	2.4%				
283	0.389	557 580	1.4 2.5	459 709	1.3 1.0	7611	1.4 1.7	5139 6523	1.4 1.7	524 568	2.6	768	3 1.0	7890	1.4	6762	1.7		27	1466	19	16090	273	1199	27	1552	19		275	-4.8%	1.2%	5.9%	0.2%	0.9%	0.8%				
285	0.088	679 675	2.0	757 741	1.6	8360	1.7	7267 7165	1.7	630 620	2.2	753	3 1.7	8109	1.9	6950	1.9	1283	30	1378	21	15710	301	1214	30	1441	21	15673	301	-5.3%	0.9%	4.5%	-1.1%	-0.2%	0.1%				
287	0.112		2.6	637	1.4		1.9	6299	1.9	594 570		687	1.2	7420	1.9	6359		1229	28	1328	20	15095	285	1164	28	1396	20	15109	286	-5.3%	1.1%	5.1%	-1.1%	0.1%	0.1%	\equiv			
289	0.152 0.15 0.15	455 420	2.0 4.4 1.5	693 473 674	1.7 1.9 1.6		1.9 3.1 1.5	6784 4696 5539	1.9 3.1 1.5	594 429 322		547	1.8	5759	1.9 2.9 1.5	4936	2.9		26	1147	20	11941	270	751	25	1203	18	11532	256	-14.2%	-4.4%	4.8%	-6.4%	-3.4%	-5.3%				
291	0.391	468 616	1.0	763 510	1.4	7266	1.2	6228 5698	1.2	372 583	1.2	751	1.1	6631	1.1	5684	1.1	1085	25	1272	18	13914	254	955	24	1336	17	13525	242	-12.0%	-4.4%	5.0%	-5.4%	-2.8%	-4.8%				
293	0.206	577 342	3.5	368	2.4	5579	3.1	4782 4834	3.1 1.9	515 255	3.7	445	5 2.2	5664	3.0	4854	3.0	919	26	982	21	11220	278	770	25	1045	20	10714	262	-16.2%	-6.0%	6.4%	-5.2%	-4.5%	-5.6%				
295	D.174 D.174	632 349	3.4	371 642	2.4	5921	3.1	5075 5012	3.1 1.9	568 263	3.6	449	2.3	5999		5142	3.0		28	1013	22	11769	291	830	26	1073	21	11237	275	-15.3%	-6.0%	6.0%	-5.0%	-4.5%	-5.6%				
297	0.108 0.108	615 717	2.1 3.4		2.3 3.2	7460 7486	2.2 3.3	6394 6416	2.2 3.3	536 669	2.4 3.4	_			2.3	_	2.3	1331	37	1200	33	14946	412	1205	36	1071	29	13437	384	-9.5%	-3.2%	-10.8%	-10.8%	-10.1%	-6.8%				
299 300	D.156 D.156		2.1		1.6 3.3		1.8 2.9	7916 7323	1.8 2.9	551 675	2.5 3.4		1.7		2.0 3.4				37	1473	33	17780	415	1225	37	1240	30	14556	392	-20.4%	-1.2%	-15.8%	-10.1%	-18.1%	-5.4%				
302	0.105 0.105	928 604	2.1 1.5	527 958	2.5 1.2		2.3 1.3	7357 7900	2.3 1.3	690 526	2.7 1.9	760) 1.1	7593	2.6 1.4	6508	1.4	1531	29	1484	25	17801	314	1217	28	1257	21	14599	292	-20.6%	-1.6%	-15.3%	-13.6%	-18.0%	-7.1%				
304	0.123 0.123	581 801	1.3 2.1	870 472	0.6 2.9	7511	0.9 2.4	7338 6438	0.9 2.4	578 784	2.2	474	2.8	7426	2.4	6364	2.4	1.381	24	1341	19	16072	257	1362	26	1332	21	15903	276	-1.4%	5.4%	-0.7%	10.7%	-1.1%	7.7%	Yes	High street/town centre	No	Screening Rule 1 or Rule 2 does not apply.
306	0.309		1.2		1.5 0.4	7353	1.3 0.7	5548 6302	1.3 0.7	782 379		853	3.0	7271		6232	1.0		14	1179	9	13826	135	1160	16	1189	12	13866	163	-0.2%	11.1%	0.8%	38.2%	0.3%	21.2%	No	n/a	Yes	B526 Between Ousebank Street and Sherington Road. Screening Rule 1 applies.
308	0.046	543 789	1.2	873 412	0.6 2.4	7090	2.0	7161 6077	0.8 2.0	540 790	1.9	432	2.4	7213	2.1	6182	2.1	1332	21	1285	15	15445	208	1329	22	1294	18	15489	239	-0.2%	9.3%	0.8%	22.8%	0.3%	14.9%	Yes	High street/town centre	No	Screening Rule 1 or Rule 2 does not apply.
310	0.375	253 90 274	7.0	108 408 305	2.0	2944	6.2 2.9	1828 2523	6.2 2.9 0.7	125 110	6.1	288	3 2.8	2347	3.7	2012	3.7	343	22	516	15	5076	217	235	23	655	15	5255	225	-31.6%	0.0%	26.9%	0.0%	3.5%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
312	0.085	274 611 252	0.7 0.6 2.5		0.6 0.2 1.7		0.7 0.4 2.0	2932 4933 3993	0.7 0.4 2.0	286 430 405	0.6 0.7 1.9	576	0.1	5935	0.7 0.4 1.8	5087		885	5	670	3	9176	46	715	5	919	3	9648	49	-19.2%	-5.0%	37.3%	27.2%	5.1%	5.3%	No	n/a High street/town	Yes	North Crawley Road between Renny Park Road and Tickford St/London Road. Screening Rule 1 applies. St John St between High St and Silver St. Screening Rule 2
314	0.052	356	2.2	537 538 527	0.6	5276	1.2	4522 3696	1.2	364 357	2.1	480	0.9	4985	1.4	4272	1.4	008	14	1075	12	9934	156	769	15	841	10	9506	149	26.5%	8.8%	-21.7%	-19.5%	-4.3%	-4.4%	Yes	centre High street/town	Yes	applies. St John St between Silver St and Riverside. Screening Rule 2
316	0.119	374 208	2.3	553 544	0.6	5475	1.3	4692 3803	1.3	383 373	2.2	499	1.0	5209	1.5	4464	1.5	5/8	15	1080	12	9787	157	740	16	845	10	9357	154	28.1%	8.6%	-21.8%	-15.5%	-4.4%	-2.3%	Yes	centre	Yes	applies.
318	0.237		2.2	573 562	0.6	5933	1.3	5085 3902	1.3	435 403	2.2	517	1.1	5620	1.6	4817	1.6	640	16 16	1116 1146	13	10370 10410	168 168	808	18 19	892 919	12	10035	177	26.1% 36.7%	13.7%	-20.1% -19.8%	-5.2% -0.5%	-3.2% 0.0%	5.2% 8.6%	No No	n/a n/a	No Yes	Screening Rule 1 or Rule 2 does not apply. Tickford Street between Priory St/Severn Drive and St
321	0.199 0.065		2.4 2.4	584 621	0.5 0.5	5857 6315	1.3 1.3	5020 5412	1.3 1.3	441 480	2.3 2.2	529 559	1.0	6137	1.6 1.6	4907 5260	1.6 1.6	716	16	1210	13	11366	178	938	20	919	13	11242	192	36.7%	15.5%	-19.8%	-0.5%	-1.1%	8.6%	No No	n/a n/a	Yes	Margarets Close. Screening Rule 1 applies. Tickford Street between St Margarets Close and Chichceley
323	0.065	267 515	2.5 1.5	589 570	1.7 2.0	6407	1.9 1.7	4329 5492	1.9 1.7	713	1.4	411	2.0	6636	1.6	5688	1.6	1026	20	1210	14	13652	202	1267	20	1101	13	13980	211	23.5%	10.1%	-20.1%	-3.7%	2.4%	4.3%	No	n/a n/a	No	St. Screening Rule 1 applies. Screening Rule 1 or Rule 2 does not apply.
325	0.303		2.4		0.5	7220	1.3	6210 6188	1.3	554 567		686	3.0	7395	1.4	6338	1.4	1055	20	1301	15	13906	202	1296	22	1139	14		213	22.9%	10.1%	-14.4%	-4.2%	3.4%	4.3%	No	n/a		Screening Rule 1 or Rule 2 does not apply.
326	0.193	532	1.4	601	1.9	6686	1.7	5731	1.7	729	1.3	453	1.9	6982	1.5	5985	1.5	.555				.0,00	~'									.2.770	/0	2.170			,,, ,		

327 0.234 774 0.9 531 0.6 7706 0.8 6604 0.8	3) 774 7	, 521 2	770/ /2	725 0	F.0.1	4 7414	75	F 10/ 0.00/	1.00/ 7.00/	2.00/	10.20/	N-	- /-	N- C	Consiste Bullett on Bullett on Bullett
328 0 0 0.00 0 0.0 0 0.0 0 0.0 0 0.0 329 0.28 567 2.9 359 4.0 5465 3.4 4684 3.4	0 0.0 0 0.0 0 0.0 0 0.0) //4 /		7706 63	735 9	521	4 7414	75	-5.1% 0.0%	-1.9% 7.8%	-3.8%	19.2%	No	n/a		creening Rule 1 or Rule 2 does not apply.
330 0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 331 0.091 724 3.9 1105 0.9 10797 2.1 9254 2.1	0 0.0 0 0.0 0 0.0 0 0.0	0 507 17		5465 183	566 18	408	14 5751	193	-0.1% 0.0%	13.7% 0.0%	5.2%	0.0%	No	n/a	No S	creening Rule 1 or Rule 2 does not apply.
332 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 333 0.37 873 1.3 1035 0.3 11258 0.8 9649 0.8	0 0.0 0 0.0 0 0.0 0 0.0	724 28		10797 227	707 39	1087	13 10589	311	-2.3% 0.0%	-1.7% 0.0%	-1.9%	0.0%				
334 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 335 0.101 1200 2.8 1219 1.0 14279 1.9 12238 1.9	0 0.0 0 0.0 0 0.0 0 0.0	0 8/3 12		11258 89	855 12	1076	3 11405	89	-2.0% 0.0%	4.1% 0.0%	1.3%	0.0%				Abbey Hill Roundabout eastern section of circulatory
336 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 337 0.068 2187 5.1 1835 2.7 23739 4.0 20346 4.0	0 0.0 0 0.0 0 0.0 0 0.0) 1200 34	4 1219 12	14279 273	1146 45	1209	15 13899	357	-4.5% 32.7%	-0.8% 25.7%	-2.7%	30.9%	No	n/a	- c	arriageway ==TO BE EXCLUDED==
338 0 0 0.0 0 0.0 0 0.0 0 0.0	0 0.0 0 0.0 0 0.0 0 0.0) 2187 11	1 1835 49	23739 946	2082 127	1796	57 22892	1089	-4.8% 14.2%	-2.1% 17.2%	-3.6%	15.2%	No	n/a	- c	Broughton Interchange southeastern section of circulatory arriageway ==TO BE EXCLUDED==
339 0.042 394 7.0 409 1.4 4741 4.2 4063 4.2 340 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	0 0.0 0 0.0 0 0.0 0 0.0	394 28	8 409 6	4741 197	365 51	389	15 4451	389	-7.5% 0.0%	-4.8% 0.0%	-6.1%	0.0%				
341 18.495 5473 11.3 5247 10.3 63284 10.8 54241 10.8 342 0 0 0.0 0 0 0.0 0 0.0 0 0 0.0 0 0 0.0 0 0 0	0 0.0 0 0.0 0 0.0 0 0.0		6 5247 543	63284 6841	5529 667	5204	561 63354	7246	1.0% 0.0%	-0.8% 0.0%	0.1%	0.0%				
343 0.075 1124 4.4 1646 2.4 16352 3.2 14015 3.2 344 0 0 0.0 0 0 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td></td> <td></td> <td>9 1646 39</td> <td>16352 517</td> <td>1311 74</td> <td>1602</td> <td>50 17195</td> <td>730</td> <td>16.7% 51.0%</td> <td>-2.7% 28.8%</td> <td>5.2%</td> <td>41.2%</td> <td>No</td> <td>n/a</td> <td>- E</td> <td>Broughton Interchange northwestern section of circulatory arriageway ==TO BE EXCLUDED==</td>			9 1646 39	16352 517	1311 74	1602	50 17195	730	16.7% 51.0%	-2.7% 28.8%	5.2%	41.2%	No	n/a	- E	Broughton Interchange northwestern section of circulatory arriageway ==TO BE EXCLUDED==
345 0.385 1799 5.8 1782 3.0 21144 4.4 18122 4.4 346 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0		1/99 10/	1782 54	21144 931	1750 142	1721	68 20490	1242	-2.8% 0.0%	-3.4% 0.0%	-3.1%	0.0%				
347 0.15 956 3.4 1332 0.0 13507 1.4 11577 1.4 348 0 0 0.0 0 0 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0<			3 1332 0	13507 195	965 53	1323	0 13506	315	0.9% 0.0%	-0.7% 0.0%	0.0%	0.0%				
349 0.03 2166 5.0 1757 2.6 23161 3.9 19851 3.9 350 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0		2100 10	08 1757 45	23161 905	2050 114	1680	50 22016	964	-5.4% 5.1%	-4.4% 9.9%	-4.9%	6.5%				
351 0.33 735 5.8 395 1.5 6669 4.3 5716 4.3 352 0 0 0.0 0 0.0 0 0.0 0 0.0 0			3 395 6	6669 287	752 48	384	7 6707	326	2.3% 0.0%	-2.8% 0.0%	0.6%	0.0%				
353 0.194 808 8.4 1839 3.2 15622 4.8 13390 4.8 354 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	8 815 10.7 1894 3.5 15992 5.7 13706 5.7	7 808 68	8 1839 60	15622 752	815 87	1894	67 15992	907	0.9% 0.0%	3.0% 0.0%	2.4%	0.0%				
355 0.34 3801 14.9 4477 10.2 48869 12.3 41886 12.3 356 0 0 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3807 15.2 4500 10.1 49040 12.5 42032 12.	5 3801 56	67 4477 455	48869 6034	3807 579	4500	457 49040	6116	0.2% 0.0%	0.5% 0.0%	0.3%	0.0%				
357 0.089 928 2.1 527 2.5 8584 2.3 7357 2.3 358 0.089 604 1.5 958 1.2 9217 1.3 7900 1.3	8 690 2.7 497 2.5 7007 2.6 6006 2.6	5 1531 29	9 1484 25	17801 314	1217 28	1257	21 14601	292	-20.5% -1.6%	-15.3% -13.6%	-18.0%	-7.1%				
359 0.042 594 2.1 924 1.7 8961 1.8 7680 1.8 360 0.042 880 2.1 490 2.6 8086 2.2 6931 2.2	3 511 2.7 722 1.7 7278 2.1 6238 2.1	1 1474 31	1 1414 28	17047 347	1154 30	1178	24 13770	324	-21.7% -1.5%	-16.7% -12.3%	-19.2%	-6.6%				
361 0.108 1939 0.8 1854 0.5 25431 0.7 21804 0.7	7 1939 0.9 1877 0.5 25582 0.7 21934 0.7	7 2838 30	0 3599 17	43149 312	2822 32	3686	17 43623	329	-0.6% 5.7%	2.4% 4.5%	1.1%	5.3%				
362 0.108 899 1.6 1744 0.4 17719 0.8 15192 0.8 363 0.125 1124 4.4 1646 2.4 16352 3.2 14015 3.2	? 1311 5.6 1602 3.1 17195 4.2 14738 4.2	2 1124 49	9 1646 39	16352 517	1311 74	1602	50 17195	730	16.7% 51.0%	-2.7% 28.8%	5.2%	41.2%	No	n/a	. E	Broughton Interchange western section of circulatory
364 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 365 0.101 2187 5.1 1835 2.7 23739 4.0 20346 4.0	0 2082 6.1 1796 3.2 22892 4.8 19621 4.8	3 2187 11	11 1835 49	23739 946	2082 127	1796	57 22892	1089	-4.8% 14.2%	-2.1% 17.2%	-3.6%	15.2%	No	n/a	E	arriageway ==TO BE EXCLUDED== Groughton Interchange eastern section of circulatory
366 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 367 0.214 840 1.1 2116 0.4 19817 0.6 16991 0.6	6 836 1.0 2101 0.4 19690 0.6 16882 0.6)		19817 120	836 8	2101	9 19690	111	-0.4% -16.3%	-0.7% 2.1%	-0.6%	-7.7%		.,,,	C	arriageway ==TO BE EXCLUDED==
368 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 369 0.236 931 0.9 888 0.5 12195 0.7 10456 0.7)		23730 174	1838 19	1738	10 23975	197	-0.3% 16.7%	2.5% 7.7%	1.0%	13.4%	No	n/a	No S	creening Rule 1 or Rule 2 does not apply.
370 0.236 912 0.9 808 0.6 11535 0.7 9890 0.7 371 0.219 912 0.9 808 0.6 11535 0.7 9890 0.7 0.7 0		9		23730 174	1838 19	1738	10 23975	197	-0.3% 16.7%	2.5% 7.7%		13.4%	No	n/a	-	creening Rule 1 or Rule 2 does not apply.
372 0.219 931 0.9 888 0.5 12195 0.7 10456 0.7 373 0.246 1022 0.9 1306 0.3 15604 0.6 13379 0.6		3			2600 22	2293		199		-2.1% 7.1%	-1.8%	19.8%			-	
374 0.246 1619 0.5 1037 0.4 17804 0.4 15265 0.4 375 0.201 1619 0.5 1037 0.4 17804 0.4 15265 0.4		5											No	n/a	-	creening Rule 1 or Rule 2 does not apply.
376 0.201 1022 0.9 1306 0.3 15604 0.6 13379 0.6 377 0.082 467 3.5 684 1.5 6793 2.3 5822 2.3	0 1016 1.1 1309 0.3 15586 0.7 13363 0.7	7 2641 18		33408 166	2600 22	2293	8 32798	199	-1.6% 25.0%	-2.1% 7.1%		19.8%	No	n/a	No S	creening Rule 1 or Rule 2 does not apply.
378 0.082 728 2.3 568 1.8 7649 2.1 6556 2.1 379 0.072 728 2.3 568 1.8 7648 2.1 6555 2.1	757 2.3 555 1.9 7739 2.1 6633 2.1	1 1195 33		14442 317	1217 34	1240	20 14508	317	1.8% 0.5%	-0.9% -0.7%	-	0.0%				
380 0.072 467 3.5 684 1.5 6793 2.3 5822 2.3 381 0.482 1714 1.0 1350 0.4 20540 0.7 17611 0.7	3 461 3.6 686 1.4 6769 2.3 5801 2.3	3 1195 33		14442 317	1217 34		20 14508	317	1.8% 0.5%	-0.9% -0.7%		0.0%				
382 0.482 1347 1.1 1528 0.3 19268 0.7 16521 0.7 383 0.507 1347 1.1 1528 0.3 19268 0.7 16521 0.7	7 1357 1.3 1500 0.3 19150 0.8 16419 0.8	3060 31		39808 274	3060 33	2844	9 39574	281	0.0% 0.0%	-1.2% 0.0%	-	0.0%				
384 0.507 1714 1.0 1350 0.4 20540 0.7 17611 0.7 385 0.075 1053 1.5 1791 0.4 19066 0.8 16347 0.8	7 1703 0.9 1344 0.4 20424 0.7 17511 0.7	7 3060 31		39809 274	3060 33	2844	9 39574	281	0.0% 0.0%	-1.2% 0.0%	-0.6%	0.0%				
386 0.075 849 0.7 1442 0.3 15357 0.5 13167 0.5	5 844 0.9 1456 0.3 15420 0.5 13221 0.5	5 1902 21	1 3233 11	34423 221	1883 23	3305	12 34776	238	-1.0% 7.8%	2.2% 8.5%	1.0%	8.1%				
387 0.065 1939 0.8 1854 0.5 25431 0.7 21804 0.7 388 0.065 1053 1.5 1791 0.4 19066 0.8 16347 0.8	3 1039 1.5 1849 0.4 19356 0.8 16596 0.8	3 2992 31	1 3645 17	44497 318	2978 32	3726	17 44938	335	-0.5% 5.7%	2.2% 4.5%	1.0%	5.3%				
389 0.236 823 1.0 1082 1.4 14273 1.2 12118 1.2 390 0.236 1084 1.2 703 0.3 13392 0.8 11369 0.8	B 1098 1.0 551 0.4 12357 0.8 10491 0.8	3 1,0,	1 1785 17	27665 287	1940 20	1671	8 27054	206	1.7% -6.4%	-6.4% -53.9%	-2.2%	-28.1%				
391 0.533 1084 1.2 703 0.3 13392 0.8 11369 0.8 392 0.533 823 1.0 1082 1.4 14273 1.2 12118 1.2	? 842 1.0 1120 0.5 14697 0.7 12477 0.7	7 1907 21	1 1785 17	27665 287	1940 20	1671	8 27054	206	1.7% -6.4%	-6.4% -53.9%	-2.2%	-28.1%				
393 0.467 1068 0.8 1018 1.5 15626 1.1 13266 1.1 394 0.467 1080 1.2 976 0.2 15402 0.7 13076 0.7	7 1088 1.0 813 0.3 14245 0.7 12094 0.7	7 2146 21	1 1994 17	31028 290	2196 20	1872	8 30476	210	2.2% -6.3%	-6.1% -53.9%	-1.8%	-27.7%				
395 0.265 1080 1.2 976 0.2 15402 0.7 13076 0.7 396 0.265 1068 0.8 1018 1.5 15627 1.1 13267 1.1	1107 0.8 1059 0.5 16230 0.7 13779 0.7	7 2148 21	1 1994 17	31029 290	2196 20	1872	8 30475	210	2.2% -6.3%	-6.1% -53.9%	-1.8%	-27.7%				
397 0.395 747 1.7 678 0.9 10673 1.3 9061 1.3 398 0.395 418 1.1 914 0.3 9979 0.6 8472 0.6			7 1592 9	20652 199	1185 22	1663	7 21340	217	1.8% 0.0%	4.4% 0.0%	3.3%	0.0%				
399 0.157 747 1.7 678 0.9 10673 1.3 9061 1.3 400 0.157 418 1.1 914 0.3 9979 0.6 8472 0.6			7 1592 9	20652 199	1185 22	1663	7 21340	217	1.8% 0.0%	4.4% 0.0%	3.3%	0.0%				
401 0.593 498 0.9 1005 0.3 11261 0.5 9560 0.5 402 0.593 787 1.7 786 0.8 11787 1.2 10007 1.2			8 1791 9	23048 203	1306 22	1881	8 23878	220	1.6% 0.0%	5.0% 0.0%	3.6%	0.0%				
403 0.11 2236 4.9 1641 1.7 22891 3.6 19620 3.6 404 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0			09 1641 28	22891 814	2210 130	1603	36 22505	982	-1.2% 0.0%	-2.4% 0.0%	-1.7%	0.0%				
405 0.047 475 0.9 851 1.5 8889 1.3 7621 1.3 406 0.047 527 1.9 754 0.4 8585 1.0 7361 1.0	8 499 1.1 956 1.4 9753 1.3 8362 1.3	3 1002 15	5 1605 16	17474 202	1064 14	1742	16 18807	202	6.2% 0.0%	8.5% 4.3%	7.6%	0.2%				
407 0.1 798 5.9 1057 1.8 10954 3.6 9389 3.6 408 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	6 803 7.2 1061 1.9 11008 4.2 9435 4.2	2 798 47	7 1057 19	10954 391	803 58	1061	20 11008	460	0.6% 22.4%	0.4% 5.4%	0.5%	17.4%	No	n/a	- 0	Old Stratford Roundabout southeastern section of irculatory carriageway ==TO BE EXCLUDED==
409 0.135 3610 1.7 1494 2.9 30125 2.1 25820 2.1 410 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	3635 1.7 1546 2.9 30586 2.1 26215 2.1	1 3610 62	2 1494 43	30125 620	3635 63	1546	44 30586	634	0.7% 1.7%	3.5% 3.0%	1.5%	2.3%				
411 0.87 3610 1.7 1494 2.9 34209 2.1 29331 2.1 412 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	3635 1.7 1546 2.9 34733 2.1 29780 2.1	1 3610 62	2 1494 43	34209 704	3635 63	1546	44 34733	720	0.7% 1.7%	3.5% 3.0%	1.5%	2.3%				
412 0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.	1480 6.8 2419 1.6 26133 3.6 22406 3.6	5 1473 04	6 2416 37	26074 894	1480 101	2419	38 26133	930	0.4% 5.0%	0.1% 1.6%	0.2%	4.0%				
415 0.194 798 5.9 1057 1.8 13902 3.6 11803 3.6	6 803 7.2 1061 1.9 13971 4.2 11861 4.2	2 2194 77	7 1907 41	30731 888	2221 89	1937	44 31149	997	1.2% 15.7%	1.6% 5.7%		12.2%	No	n/a	No S	creening Rule 1 or Rule 2 does not apply.
417 6.093 4397 11.9 5035 10.7 55676 11.2 47720 11.3	2 4436 12.3 5131 10.5 56474 11.4 48404 11.	4 4397 52	24 5035 537	55676 6258	4436 546	5131	541 56474	6417	0.9% 0.0%	1.9% 0.0%	1.4%	0.0%				
418 0 0 0.00 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 419 0.05 2408 5.4 3287 1.9 33620 3.4 28816 3.4 400 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2425 5.2 3226 2.0 33360 3.4 28593 3.4	4 2408 129		33620 1141	2425 127		63 33360	1122	0.7% -1.6%	-1.9% -1.8%		-1.7%				
420 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 421 0.05 1835 7.4 2826 2.3 27515 4.3 23583 4.3	3 1860 7.2 2783 2.4 27409 4.3 23492 4.3	3 1835 136		27515 1183	1860 134		67 27409	1187	1.3% -1.6%	-1.5% 4.6%		0.3%				
422 0 0 0.00 0 0.0 0 0.0 0 0.0 0 0.0 423 0.06 2514 6.4 2823 2.3 31504 4.2 27002 4.2	2 2527 6.5 2835 2.3 31654 4.3 27130 4.3	3 2514 16			2527 165	2835	66 31654	1367	0.5% 2.9%	0.4% 0.5%	_	2.2%				
424 0 0 0.00 0 0.0 0 0.0 0 0.0 0 0.0 425 0.03 3097 5.3 2521 2.6 33162 4.1 28423 4.1	3087 5.4 2521 2.7 33102 4.2 28372 4.2	2 3097 16		33162 1357	3087 167		67 33102	1384	-0.3% 2.6%	0.0% 0.4%		1.9%				
426 0 0 0.0 0 0 0.0 0	3 2991 5.7 2941 2.1 35015 3.9 30011 3.9	9 2984 16		35072 1336	2991 171		62 35015	1374	0.2% 2.8%	-0.6% 2.8%		2.8%				
428 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 429 0.384 1049 7.0 1845 2.4 19399 4.0 16633 4.0	0 1048 6.7 1799 2.3 19085 3.9 16364 3.9	9 2673 18		40443 1787	2661 185	3313	82 40047	1790	-0.4% 1.1%	-1.4% -1.8%		0.2%				
430 0.384 1624 6.8 1515 2.6 21044 4.8 18043 4.8 431 0.045 868 1.6 919 1.1 10548 1.4 9041 1.4	1063 2.2 1029 1.5 12351 1.9 10586 1.9	9 868 14		10548 144	1063 23		16 12351	232	22.5% 0.0%	12.0% 0.0%		0.2%	No	n/a		Pineham Roundabout eastern section of circulatory
432 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 433 0.11 1789 5.4 1046 2.6 19000 4.4 16291 4.4	0 0.0 0 0.0 0 0.0 0 0.0) 808 14		19000 833	1701 94	1115	26 18878	799	-4.9% -3.4%	6.7% -6.5%		-4.0%	INU	11/4	C	arriageway ==TO BE EXCLUDED==
434 0 0 0.0 0 <td>0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 1079 3.3 1124 1.8 13007 2.5 11148 2.5</td> <td>5 1083 46</td> <td></td> <td></td> <td>2270 65</td> <td>2467</td> <td>45 31989</td> <td>742</td> <td>-4.9% -3.4% 14.5% 41.2%</td> <td>30.1% 29.0%</td> <td></td> <td>35.0%</td> <td>No</td> <td>n/a</td> <td>Yes T</td> <td>ongwell St between entrance to BMX Racing Club and</td>	0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 1079 3.3 1124 1.8 13007 2.5 11148 2.5	5 1083 46			2270 65	2467	45 31989	742	-4.9% -3.4% 14.5% 41.2%	30.1% 29.0%		35.0%	No	n/a	Yes T	ongwell St between entrance to BMX Racing Club and
436 0.45 1127 2.1 779 2.5 14274 2.3 12119 2.3			5 1070 35	20/2/ 349	2270 00	2401	75 31989	142	14.370 41.276	30.170 29.0%	23.470	33.076	140	11/ Cl		Pineham Roundabout (link to be upgraded as part of the

437 0.069 1063	2.1 843	2.3	11254 2.2	9646	2.2	1164	2.5	1638	1.7 1.6	37 I	2.0 14174	2.0			1 1			1				<u> </u>										1	Northbound Tongwell St leaving Pineham Roundabout (link
438 0 0 439 0.055 859	0.0 0 1.6 898	0.0	0 0.0 10369 1.4	0	0.0	0 868	0.0	0 733	0.0)	0.0 0 1.8 8096	0.0	1063	23	843	19	11254	246			1638	28		333	9.5% 26.1%	94.29	46.4%	46.9%	35.4%	No	n/a	-	to be upgraded as part of the proposals). Part of the
440 0 0	0.0 0	0.0	0 0.0	0	0.0	0	0.0	0	0.0)	0.0	0.0	859	14	898	10	10369	143	868	18	733	11	9446	169	1.0% 0.0%	-18.49	0.0%	-8.9%	0.0%				
441 0.47 894 442 0.47 859	0.6 132 ⁶ 1.6 898	1.1	16658 0.7 13160 1.4	11173	0.7 1.4		0.8 2.1	733	1.5 119	88	0.9 14474 1.8 10178	0.9 1.8	1753	19	2227	21	29818	299	1766	25 2	2109	24	29037	362	0.8% 0.0%	-5.3%	0.0%	-2.6%	0.0%				<u> </u>
443 0.05 916 444 0 0	2.6 1233 0.0 0	0.0	12687 1.9 0 0.0		1.9 0.0	1143 0	3.2 0.0	1489 0	1.6 155 0.0 (541	2.3 13320 0.0 0	2.3 0.0	916	24	1233	16	12687	238	1143	36	1489	23	15541	350	24.8% 51.5%	20.89	0.0%	22.5%	47.2%	No	n/a	-	Southbound Tongwell St entering Pineham Roundabout (link to be upgraded as part of the proposals) Part of the
445 0.045 1020 446 0 0	2.4 1538 0.0 0	2.7 0.0	15097 2.6 0 0.0		2.6 0.0	1120 0	2.4 0.0	1274 0	3.1 14°		2.8 12111 0.0 0	2.8 0.0	1020	25	1538	41	15097	388	1120	27	1274	39	14130	392	9.8% 10.7%	-17.29	-4.7%	-6.4%	1.0%	No	n/a	-	Pineham Roundabout northernsection of circulatory carriageway ==TO BE EXCLUDED==
447 0.043 1140 448 0 0	2.1 1042 0.0 0		12881 2.1 0 0.0	11040	2.1 0.0	1159	2.2 0.0	1262			1.9 12247 0.0 0	1.9	1140	24	1042	21	12881	265	1159	25	1262	22	14289	276	1.6% 4.6%	21.19	3.5%	10.9%	4.1%	No	n/a	-	Pineham Roundabout western section of circulatory carriageway ==TO BE EXCLUDED==
449 0.03 943	2.5 1348	2.9	15358 2.7	13168	2.7	1125	2.7	1673	2.8 187	756	2.7 16082	2.7	943	23	1348	40	15358	421	1125	31	1673	46	18756	515	19.3% 32.1%	24.19	16.6%	22.1%	22.4%	No	n/a	-	A509 eastbound entering Pineham Roundabout. Part of the roundabout ==TO BE EXCLUDED==
450 0 0 451 0.08 386	0.0 0 0.3 937		0 0.0 7809 0.2	6693	0.0	0 416	0.0	0 817		80	0.0 0 0.2 6240	0.0	864	5	1387	3	13288	47	875	6 -	1290	3	12779	48	1.2% 0.0%	-7.09	0.0%	-3.8%	0.0%				FOUNDABOUT == 10 BE EXCLUDED==
452 0.08 478 453 0.73 127	0.9 450 0.4 97		5479 0.6 1322 0.5		0.6	459 150	0.9	473 74			0.6 4714 0.6 1138	0.6	247	3	297	1	3210	26	255		281	1	-	28	3.1% 0.0%	-5.29	0.0%	-1.4%	0.0%				
454 0.73 120 455 0.68 120	2.3 199 2.3 199		1888 1.1 1888 1.1		1.1	104 104	2.6 2.6	207 207	0.4 18 0.4 18		1.1 1574 1.1 1574	1.1		2		1						1				+		-					
456 0.68 127 457 0.185 274	0.4 97 0.8 302		1322 0.5 3401 0.6		0.5 0.6	150 238	0.5	74 160			0.6 1138 0.9 2018	0.6	247	3	297	<u>'</u>	3210	26	255		281	-		28	3.1% 0.0%	-5.29	0.0%	-1.4%	0.0%				
458 0.185 162 459 0.24 276	4.5 172 5.5 312	2.5	1973 3.5 3471 3.9	1691	3.5 3.9	173 287	4.6 5.6		2.4 23	31	3.4 1998 3.8 3342	3.4	436	9	474	5	5374	88			382	7		101	-5.5% 8.8%	-19.59	22.9%	-12.8%	14.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
460 0.24 449	1.7 671	1.2	6612 1.4	5668	1.4	415	2.0	526	1.6 55	57	1.8 4763	1.8	725	23	983	16	10084	233	702	24	899	18	9456	247	-3.2% 4.9%	-8.5%	8.0%	-6.2%	6.2%				
461 1.27 229 462 1.27 512	5.1 282 2.9 233	1.9	3019 3.6 4403 2.6	3774	3.6 2.6	248 573	5.4 2.5	382 237	2.1 47	82	4.3 3185 2.4 4098	4.3 2.4	742	27	516	11	7422	224	821	28	618	19	8498	274	10.8% 0.0%	19.99	0.0%	14.5%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
463 0.365 69 464 0.365 270	8.6 476 3.2 65		3220 1.7 1979 6.1		1.7 6.1	70 267	8.7 3.2	447 63	0.7 30 18.8 19		1.8 2616 6.2 1669	1.8 6.2	339	15	541	15	5198	176	337	15	510	15	4999	176	-0.6% 0.0%	-5.8%	0.0%	-3.8%	0.0%				
465 0.043 2700 466 0 0	6.2 2503 0.0 0	3.2 0.0	30718 4.8 0 0.0		4.8 0.0	2712 0	6.2 0.0	2497 0	3.3 30 ²		4.8 26353 0.0 0	4.8 0.0	2700	166	2503	81	30718	1461	2712 1	68 2	2497	82	30747 1	475	0.4% 0.7%	-0.3%	1.5%	0.1%	1.0%				
467 0.233 971 468 0.233 1870	3.4 1828 5.7 109	2.6	18765 2.9 19849 4.6	16089	2.9 4.6	1084 1755	3.6 5.9	1717 1101	2.8 187	776	3.1 16098 4.6 16413	3.1 4.6	2841	141	2920	77	38614	1460	2839 1	42 2	2817	75	37919 1	454	-0.1% 1.2%	-3.5%	-3.2%	-1.8%	-0.4%				
469 0.056 1801 470 0 0	5.2 3004 0.0 0		28361 3.9 0 0.0	24308	3.9	2040	5.1	2996		730	4.0 25481 0.0 0	4.0	1801	93	3004	93	28361	1098	2040 1	03 2	2996	99	29730 1	192	13.3% 11.1%	-0.29	6.1%	4.8%	8.6%	No	n/a	-	Nothfield Roundabout western section of circulatory carriageway ==TO BE EXCLUDED==
471 0.037 284	2.4 5	98.7	1704 3.9	1460	3.9	310	2.2	7	66.5 18	71	3.6 1604	3.6	284	7	5	4	1704	67	310	7	7	5	1871	68	9.1% 0.0%	52.49	2.8%	9.8%	1.1%	No	n/a	-	Nothfield Roundabout northern section of circulatory
472 0 0 473 0.14 3900	0.0 0 4.8 2954	2.3	0 0.0 40463 3.7		0.0 3.7	0 3786	0.0 5.0	0 2871	0.0 (2.5 393		0.0 0 3.9 33684	0.0 3.9	3900	187	2954	69	40463	1512		91 2	2871	72	39300 1	550	-2.9% 2.0%	-2.89	3.8%	-2.9%	2.5%				carriageway ==TO BE EXCLUDED==
474 0 0 475 0.149 3986	0.0 0 4.9 3238	0.0	0 0.0 42645 3.7		0.0 3.7	0 3963	0.0 5.0	0 3015	0.0 (2.5 41°		0.0 0 3.9 35309	0.0 3.9		194	3238	73	-	1575	-		3015			610		-6.99	3.4%	-3.4%	2.3%				
476 0 0 477 0.039 1898	0.0 0 5.7 186	0.0 1.6	0 0.0 22210 3.7		0.0 3.7	0 1842	0.0 5.7	0 1619	0.0 (1.7 204		0.0 0 3.8 17512	0.0 3.8	3986				42645									-		-					
478 0 0 479 0.069 802	0.0 0 7.3 700	0.0	0 0.0 10069 7.5		0.0 7.5	0 869	0.0 7.4	0 924	0.0 (6.0 120		0.0 0 6.7 10302	0.0 6.7	1898	108	1865	30	22210	815			1619			781	-2.9% -3.5%	-13.29		-8.0%	-4.1%				H6 Childs Way northbound approaching Northfield
480 0 0	0.0 0	0.0	0 0.0	0	0.0	0	0.0	0	0.0)	0.0	0.0	802	59	700	53	10069	753	869	54	924	56	12016	301	8.3% 8.5%	32.09	3.9%	19.3%	6.3%	No	n/a	-	Roundabout. Part of the roundabout ==TO BE EXCLUDED==
481 0.37 802 482 0.37 2089	7.3 700 4.1 1373	3.1	23205 3.7	19895	7.5 3.7	869 2121	7.4 4.4	1396	3.4 235	80	6.7 10302 4.0 20217	6.7 4.0	2891	145	2073	96	33274	1616	2990 1	57 2	2320	103	35595 1	742	3.4% 8.5%	11.99	6.7%	7.0%	7.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
483 0.075 2089 484 0 0	4.1 1373 0.0 0	3.1 0.0	23205 3.7 0 0.0		3.7 0.0	2121 0	4.4 0.0	1396 0	3.4 235 0.0 0		4.0 20217 0.0 0	4.0 0.0	2089	86	1373	43	23205	863	2121	93	1396	47	23580	942	1.6% 8.6%	1.7%	10.2%	1.6%	9.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
485 0.37 1967 486 0.442 1207	8.0 1890 10.1 166		25852 5.7 19228 6.3		5.7 6.3	1961 1214	8.2 9.8	1902 1640			5.8 22207 6.2 16406	5.8 6.2	3174	279	3551	121	45080	2687	3176 2	80 3	3542	120	45035 2	683	0.1% 0.2%	-0.29	-1.0%	-0.1%	-0.2%				
487 0.9 1308 488 0.96 1986	9.1 183 ⁻ 7.2 183 ⁻	_	21046 5.6 25589 5.3		5.6 5.3	1315 1982	8.8 7.4	1792 1845	3.3 208 3.2 256		5.6 17857 5.4 21992	5.6 5.4	3295	262	3662	118	46635	2548	3296 2	63 3	3637	118	46476 2	553	0.0% 0.3%	-0.7%	0.1%	-0.3%	0.2%				
489 0.54 1207 490 0.54 1967	10.1 166 8.0 1890	3.6	19228 6.3 25852 5.7		6.3	1214 1961	9.8	1640 1902	3.6 19		6.2 16406 5.8 22207	6.2	3174	279	3551	121	45080	2687	3176 2	80 3	3542	120	45035 2	683	0.1% 0.2%	-0.2%	-1.0%	-0.1%	-0.2%				
491 0.08 1974 492 0.08 1146	8.2 164 10.7 144	3.6	24270 6.1 17358 7.1	20809	6.1	1978 1142	8.3 10.5	1672	3.6 244	170	6.2 20980 7.0 14727	6.2	3119	284	3091	120	41628	2711	3120 2	85 3	3093	118	41646 2	703	0.0% 0.1%	0.1%	-1.2%	0.0%	-0.3%				
493 0.225 568	1.4 587	1.1	6820 1.3	5845	1.3	503	1.6	566	1.2 63	12	1.4 5410	1.4	949	15	1454	12	14184	161	889	15	1270	12	12744	162	-6.3% 0.1%	-12.79	0.6%	-10.1%	0.3%				
494 0.225 381 495 0.11 1068	1.9 867 3.2 1848	_	7364 1.0 19551 2.8		1.0 2.8	386 1201	1.9 3.3	704 1733	0.7 64 2.7 196		1.1 5514 2.9 16865	1.1 2.9	1068	34	1848	47	19551	546	-	_	1733	47		578	12.4% 16.1%	-6.2%	-1.3%	0.6%	5.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
496 0 0 497 0.279 1781	0.0 0 5.1 1038	0.0 2.0	0 0.0 18901 3.9		0.0 3.9	0 1693	0.0 5.1	0 1108	1.7 183		0.0 0 3.8 16100	0.0 3.8	2849	124	2887	68	38451	1291			2842			289	1.6% 1.8%	-1.69		0.0%	-0.1%		17.4		and the state of t
498 0.279 1068 499 0.03 1551	3.2 1848 5.1 1353	_	19551 2.8 19467 3.3		2.8	1201 1635	3.3 5.0	1733 1526	2.7 196 1.5 21		2.9 16865 3.3 18169	2.9	2049			17	+		+				-							N-	- /-		A509 westbound leaving Pineham Roundabout. Part of the
500 0 0 501 0.95 1551	0.0 0 5.1 1353	0.0 1.3	0 0.0 19467 3.3		0.0 3.3	0 1635	0.0 5.0	0 1526	0.0 (1.5 21		0.0 0 3.3 18169	0.0	1551	79	1353	17	19467	647		32	1526	22		598	5.4% 3.1%	12.89	29.5%	8.9%	7.8%	No	n/a	-	roundabout ==TO BE EXCLUDED==
502 0.95 943 503 0.077 1418	2.5 1348 4.4 1190	2.9	15358 2.7 17480 2.8	13168	2.7	1125 1581	2.7		2.8 187	756	2.7 16082 2.8 15816	2.7	2494	103	2702	57	34826	1068			3200			213	10.7% 9.7%	18.49	20.5%	14.7%	13.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply. A 509 Eastbound approach/Westbound exit to/from Pagoda
504 0.077 1175	1.3 1686	1.7	19180 1.5	16445	1.5	1411	1.4	1818	1.9 216	642	1.7 18556	1.7	2593	77	2876	39	36660	778	2991	32 2	2989	52	40089	393	15.4% 6.7%	3.9%	30.6%	9.4%	14.8%	No	n/a	Yes	Roundabout. Screening Rule 1 applies.
505 0.069 1175 506 0.069 1418	1.3 1686 4.4 1190	1.0	19180 1.5 17480 2.8	14987	1.5 2.8	1411 1581	1.4 3.9	1818 1171	1.4 184	147	2.8 15817	2.8	2593	77	2876	39	36660	778	2991	32 2	2989	52	40089	393	15.4% 6.7%	3.9%	30.6%	9.4%	14.8%	No	n/a	Yes	A 509 Eastbound exit/Westbound approach to/from N Overgate Roundabout. Screening Rule 1 applies.
507 0.65 1418 508 0.65 1175	4.4 1190 1.3 1680		17480 2.8 19180 1.5		2.8 1.5	1581 1411	3.9 1.4	1171 1818			2.8 15816 1.7 18556	2.8 1.7	2593	77	2876	39	36660	778	2991	32 2	2989	52	40089	393	15.4% 6.7%	3.9%	30.6%	9.4%	14.8%	No	n/a	Yes	A509 between N Overgate Roundabout and Pagoda Roundabout. Screening Rule 1 applies.
509 0.071 1012 510 0.071 665	2.6 856 0.7 143!		12518 1.8 14082 0.9		1.8 0.9	1081 688	2.1 0.9	822 1550			1.7 10934 1.0 12863	1.7	1677	31	2291	23	26600	361	1769	30	2371	24	27755	361	5.5% -3.9%	3.5%	5.5%	4.3%	0.1%				
511 0.402 1012 512 0.402 665	2.6 856 0.7 143		12518 1.8 14082 0.9		1.8 0.9	1081 688	2.1 0.9	822 1550		00	1.7 10934 1.0 12863	1.7	1677	31	2291	23	26600	361	1769	30 2	2371	24	27755	361	5.5% -3.9%	3.5%	5.5%	4.3%	0.1%				
513 0.316 475 514 0.316 527	0.9 851 1.9 754		8889 1.3 8585 1.0		1.3	499 565	1.1 1.5	956 786			1.3 8362 0.8 7763	1.3 0.8	1002	15	1605	16	17475	202	1064	14	1742	16	18806	202	6.2% 0.0%	8.5%	4.3%	7.6%	0.2%				
515 0.12 783 516 0 0	7.4 634 0.0 0	8.3	9496 7.8 0 0.0	8142	7.8	849	7.4	863		174	6.9 9838 0.0 0	6.9	783	58	634	53	9496	740	849	53	863	55	11474	787	8.4% 8.4%	36.29	4.0%	20.8%	6.3%	No	n/a	-	H6 Childs Way northeastbound leaving Fox Milne Roundabout. Part of the roundabout ==TO BE EXCLUDED==
517 0.14 2086	4.0 1372	3.1	23180 3.6	19874	3.6	2118	4.3	1395	3.3 235	555	3.9 20196	3.9	2869	141	2006	95	32676	1579	2967 1	53 2	2258	101	35029 1	704	3.4% 8.7%	12.69	6.8%	7.2%	7.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
518 0.14 783 519 0.181 1586	7.4 634 2.2 1260	0.9	9496 7.8 19133 1.6	16404	7.8 1.6	849 1703	7.4 2.0		0.9 202	211	6.9 9838 1.5 17329	6.9 1.5	1586	34	1268	12	19133	308			1312			309	7.3% 1.5%	3.5%	-3.2%	5.6%	0.3%				
520 0 0 521 0.785 836	0.0 0 1.4 1460		0 0.0 15393 1.4	13198	0.0 1.4	0 1008	0.0 1.4	1766		592	0.0 0 0.9 15941	0.0	2490	41	2684	32	34679	486			3053			136	10.8% 7.1%	13.89		12.3%	-10.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
523 0.057 1765	1.8 122 1.9 165		19286 1.4 22895 1.4		1.4 1.4		1.7 1.9				1.4 17460 1.4 19459		2535	47	3393	25	39740	484			3380			190	2.3% 4.2%	-0.49	-4.5%	0.8%	1.2%	140	11/4	140	
524 0.057 771 525 0.307 771	1.9 1742 1.9 1742		16845 1.0 16845 1.0		1.0 1.0	821 821	2.0	1767 1767			1.0 14874 1.0 14874	1.0 1.0	-		 											+							
526 0.307 1765 527 0.421 1757	1.9 165 1.8 162	0.9	22895 1.4 22642 1.4	19630	1.4		1.9 1.9	1612	0.9 226	95	1.4 19459 1.4 19355		2535	47	3393	25	39740	484			3380			190	2.3% 4.2%	-0.49	-4.5%	0.8%	1.2%				
528 0.421 758	1.9 174	0.6	16776 1.0	14384	1.0	808	1.9	1787	0.6 173	394	1.0 14914	1.0	2514	46	3366	25	39418	478			3388			184	2.4% 4.4%	0.7%	-4.5%	1.4%	1.3%				
529 0.253 1702 530 0.253 730	1.4 157 0.9 1690	0.1	21939 1.0 16219 0.4	13906	0.4	1745 780	1.4	1560 1688	0.1 165	48	1.0 18994 0.4 14188	0.4	2432	31	3260	11	38159	282	2525	33 3	3248	11	38701	299	3.8% 7.3%	-0.4%	1.4%	1.4%	5.8%				1
531 0.062 730 532 0.062 1702	0.9 1690 1.4 157	0.6	16219 0.4 21939 1.0	18811	0.4 1.0	780 1745	1.0 1.4	1560	0.6 22	153	0.4 14188 1.0 18994	1.0	2432	31	3260	11	38159	282	2525	33 3	3248	11	38701	299	3.8% 7.3%	-0.49	1.4%	1.4%	5.8%				
533 0.059 849 534 0.059 639	1.9 1230 0.8 122		13981 1.2 12465 0.4		1.2 0.4	912 685	1.8 1.0	1275			1.2 12480 0.5 11264	1.2 0.5	1488	21	2457	11	26446	214	1597	23 2	2534	11	27693	230	7.3% 10.6%	3.1%	1.3%	4.7%	7.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
535 0.259 849 536 0.259 639	1.9 123 0.8 122		13982 1.2 12465 0.4		1.2 0.4	912 685	1.8 1.0	1259			1.2 12480 0.5 11264	1.2	1488	21	2457	11	26447	214	1597	23 2	2534	11	27693	230	7.3% 10.6%	3.1%	1.3%	4.7%	7.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
537 0.081 639 538 0.081 849	0.8 122 1.9 123	0.1	12465 0.4 13982 1.2	10687	0.4	685 912	1.0	1275	0.2 13	137	0.5 11264 1.2 12480		1488	21	2457	11	26447	214	1597	23 2	2534	11	27693	230	7.3% 10.7%	3.1%	1.3%	4.7%	7.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
539 0.052 1578 540 0 0	3.9 110 ⁴ 0.0 0		15858 4.2 0 0.0	13592	4.2	1633	4.1	1185	5.5 166	532	4.7 14255 0.0 0	4.7	1578	62	1109	51	15858	666	1633	57	1185	66	16632	782	3.5% 0.0%	6.9%	0.0%	4.9%	0.0%				
541 0.075 837	1.4 1460	1.3	13560 1.4	11622	1.4	1009	1.4	1766	0.6 163	379	0.9 14039	0.9	837	12	1460	20	13560	185	1009	14	1766	10	16379	140	20.5% 20.2%	20.99	-50.3%	20.8%	-24.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
542 0 0 543 0.051 749	0.0 0 2.1 942		0 0.0 9977 1.9	8551	1.9	786	2.5	0 776		23	0.0 0 2.4 7905	0.0 2.4	749	16	942	17	9977	192			776	17		217	5.1% 0.0%	-17.69		-7.6%	0.0%				
544 0 0 545 0.069 1232	0.0 0 5.0 112		0 0.0 13914 5.1	11926	0.0 5.1		0.0 4.8	1419		641	0.0 0 4.5 14263	0.0 4.5	1232	62	1125	60	13914	715			1419			755	13.7% 9.2%	26.19	1.7%	19.6%	5.5%	No	n/a	-	Fox Milne Roundabout southern section of circulatory
546 0 0	0.0	0.0	0 0.0	0	0.0	0	0.0	0	0.0)	0.0 0	0.0	1232	02	1123	50	10714	, 13	1700	. [.717	01	.0041		7.270	20.17	1.770	17.070	J.J/0	NO	11/ a		carriageway ==TO BE EXCLUDED==

| 547 0.047 1197 1.7 1433 1.6
 | 15500 1/ 10010 1/
 | 1220 1.0
 | 1222 1 7 1 157/1 1 0 | 12500 1.0
 | | | - | | | |
 | | 1 | | | | | | | | - | For Miles Doundahout sectors section of significant |

--
--
--|--
--|--|---|--|---|--
--|--|---|--|---|--|--|--|--|--|---|--|---|
| 548 0 0 0.0 0 0.0
 | 15529 1.6 13310 1.6
0 0.0 0 0.0
 | 1338 1.8
0 0.0
 | 1332 1.7 15761 1.8
0 0.0 0 0.0 | 13509 1.8
0 0.0
 | 1197 | 20 1 | 1433 23 | 15529 | 255 133 | 38 24 | 1332 23
 | 15761 | 277 | 11.8% | 22.0% | -7.1% | -3.0% 1 | .5% 8.5% | No No | n/a | - | Fox Milne Roundabout eastern section of circulatory
carriageway ==TO BE EXCLUDED== |
| 549 0.12 2089 4.1 1373 3.1 550 0 0 0.0 0 0.0
 | 23209 3.7 19899 3.7
0 0.0 0 0.0
 | 2122 4.4
0 0.0
 | 1396 3.4 23584 4.0
0 0.0 0 0.0 | 20221 4.0
0 0.0
 | 2089 | 86 1 | 1373 43 | 23209 | 863 212 | 22 93 | 1396 47
 | 23584 | 942 | 1.6% | 8.6% | 1.7% | 10.1% 1 | .6% 9.19 | S No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 551 0.062 1530 2.2 1092 0.8
 | 15476 1.6 13265 1.6
 | 1646 2.0
 | 1061 0.8 15985 1.6 | 13701 1.6
 | 1530 | 33 1 | 1092 9 | 15476 | 249 164 | 46 34 | 1061 8
 | 15985 | 249 | 7.6% | 1.4% | -2.8% | -5.3% 3 | .3% 0.09 | , | | | |
| 552 0 0 0.0 0 0.0 553 0.12 1634 3.8 1284 4.2
 | 0 0.0 0 0.0
17229 4.0 14767 4.0
 | 0 0.0
1689 4.0
 | 0 0.0 0 0.0
1435 4.8 18445 4.4 | 0 0.0
15809 4.4
 | | | | - | | |
 | | | | | | | | | /- | N- | Constallar Dula 1 on Dula 2 de se esta ante. |
| 554 0 0 0.0 0 0.0 555 0.044 1183 1.0 1444 0.8
 | 0 0.0 0 0.0
15508 0.9 13292 0.9
 | 0 0.0
1242 1.1
 | 0 0.0 0 0.0
1533 0.9 16382 1.0 | 0 0.0
14041 1.0
 | | | 1284 54 | 17229 | 689 168 | | 1435 69
 | 18445 | 806 | 3.4% | 8.6% | 11.8% | 26.6% 7 | .1% 16.9 | | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 556 0 0 0.0 0 0.0
 | 0 0.0 0 0.0
 | 0 0.0
 | 0 0.0 0 0.0 | 0 0.0
 | 1183 | 11 1 | 1444 11 | 15508 | 132 124 | 42 13 | 1533 14
 | 16382 | 159 | 4.9% | 0.0% | 6.2% | 0.0% 5 | .6% 0.09 | 5 | | | |
| 557 0.169 749 2.1 942 1.8 558 0.169 1183 1.0 1444 0.8
 | 12663 1.9 10750 1.9
19682 0.9 16710 0.9
 | 786 2.5
1242 1.1
 | 776 2.2 11705 2.4
1533 0.9 20791 1.0 | 9937 2.4
17651 1.0
 | 1932 | 27 2 | 2385 28 | 32345 | 412 202 | 28 33 | 2309 31
 | 32496 | 476 | 5.0% | 0.0% | -3.2% | 0.0% | .5% 0.09 | 5 | | | |
| 559 0.115 1754 4.3 1714 3.4
 | 20470 3.8 17544 3.8
 | 1810 4.8
 | 1666 3.7 20521 4.3 | 17589 4.3
 | 1754 | 75 1 | 1714 58 | 20470 | 782 181 | 10 87 | 1666 62
 | 20521 | 875 | 3.2% | 15.6% | -2.8% | 6.8% 0 | .3% 11.8 | % No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 560 0 0 0.0 0 0.0 561 0.292 766 1.2 1226 0.5
 | 0 0.0 0 0.0
11759 0.8 10079 0.8
 | 0 0.0
758 1.5
 | 0 0.0 0 0.0
1235 0.6 11763 0.9 | 0 0.0
10082 0.9
 | 7// | 10 1 | 1227 | 11759 | 91 75 | 58 11 | 1005 0
 | 11763 | 110 | 1 10/ | 0.00/ | 0.70/ | 0.0% 0 | 00/ 0.00 | , | | | <u> </u> |
| 562 0 0 0.0 0 0.0 563 0.74 774 0.9 531 0.6
 | 0 0.0 0 0.0
9781 0.8 8304 0.8
 | 0 0.0
735 1.2
 | 0 0.0 0 0.0
521 0.7 9410 1.0 | 0 0.0
7989 1.0
 | | | 1226 6 | | | | 1235 8
 | | 110 | -1.1% | 0.0% | 0.7% | | .0% 0.09 | | Abbey Hill G | olf | |
| 564 0.74 766 1.2 1226 0.5
 | 14925 0.8 12671 0.8
 | 758 1.5
 | 1235 0.6 14930 0.9 | 12676 0.9
 | 1541 | 17 1 | 1757 9 | 24706 | 195 149 | 93 20 | 1756 11
 | 24340 | 235 | -3.1% | 0.0% | -0.1% | 20.7% -1 | .5% 20.5 | % Yes | Centre | No No | Screening Rule 1 or Rule 2 does not apply. |
| 565 0.47 1876 4.0 1734 3.3 566 0.47 1486 4.0 1243 4.1
 | 24199 3.7 20748 3.7
18296 4.0 15687 4.0
 | 1931 4.5
1538 4.2
 | 1677 3.7 24185 4.1
1326 4.9 19201 4.5 | 20736 4.1
16463 4.5
 | 3362 | 134 2 | 2977 109 | 42496 | 1628 346 | 69 151 | 3003 127
 | 43386 | 1864 | 3.2% | 12.7% | 0.9% | 16.6% 2 | .1% 14.5 | % No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 567 0.124 1225 4.2 1295 2.5
 | 14880 3.3 12754 3.3
 | 1079 3.6
 | 1235 1.7 13662 2.6 | 11710 2.6
 | 1862 | 103 2 | 2707 54 | 26968 | 929 166 | 60 73 | 2880 42
 | 26801 | 681 | -10.9% | -28.9% | 6.4% | -22.6% -0 | .6% -26.7 | % | | | |
| 568 0.124 636 8.1 1411 1.6 569 0.455 855 0.7 520 2.0
 | 12088 3.6 10360 3.6 8118 1.2 6958 1.2
 | 581 5.9
878 0.9
 | 1645 1.3 13138 2.5 397 1.8 7526 1.2 | 11261 2.5
6451 1.2
 | 1365 | 15 1 | 1081 14 | 14436 | 166 144 | 49 17 | 794 12
 | 13244 | 172 | 6.2% | 16.0% | -26.5% | -9.8% -8 | .3% 3.69 | S No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 570 0.42 510 1.7 560 0.6 571 0.323 445 3.7 655 1.5
 | 6318 1.1 5415 1.1
8240 2.4 6996 2.4
 | 571 1.6
374 4.5
 | 398 1.3 5718 1.5
593 1.4 7243 2.6 | 4901 1.5
6149 2.6
 | | | | | | |
 | - | | | | | | | | 11/4 | 140 | Solice I ing Rate 1 of Rate 2 does not appry. |
| 572 0.323 731 2.1 335 2.6
 | 7985 2.3 6779 2.3
 | 582 2.3
 | 107 7.6 5161 3.1 | 4381 3.1
 | 1176 | 32 | 989 18 | 16225 | 377 95 | 66 30 | 700 17
 | 12404 | 351 | -18.7% | -5.2% | -29.3% | -9.7% -2 | 3.6% -6.99 | 6 | | | |
| 573 0.236 738 2.7 477 2.5 574 0.236 850 3.0 661 2.3
 | 9107 2.6 7732 2.6
11320 2.7 9610 2.7
 | 734 2.5
831 3.1
 | 390 3.0 8418 2.7
494 2.9 9926 3.0 | 7147 2.7
8427 3.0
 | 1588 | 45 1 | 1138 27 | 20427 | 542 156 | 65 44 | 884 26
 | 18343 | 523 | -1.5% | -3.7% | -22.3% | -3.3% -10 | -3.69 | 6 | | | |
| 575 0.7 1611 2.2 1367 1.0 576 0.7 1724 2.1 1977 0.9
 | 19960 1.6 17114 1.6
24806 1.5 21268 1.5
 | 1757 2.8
1770 2.3
 | 1415 1.4 21262 2.2
2033 1.0 25493 1.6 | 18230 2.2
21858 1.6
 | 3334 | 71 3 | 3344 32 | 44766 | 690 352 | 27 91 | 3448 40
 | 46756 | 883 | 5.8% | 0.0% | 3.1% | 0.0% 4 | .4% 0.09 | 5 | | | |
| 577 0.377 638 2.5 1023 0.9
 | 12444 1.5 10565 1.5
 | 668 2.4
 | 1085 1.1 13136 1.6 | 11152 1.6
 | 1306 | 28 1 | 1457 16 | 20705 | 335 148 | 86 29 | 1530 22
 | 22595 | 384 | 13.7% | 3.1% | 5.0% | 35.3% 9 | .1% 14.8 | % No | n/a | Yes | V9 Overstreet between Sovereign Drive and Great Linford |
| 578 0.377 669 1.9 434 1.7 579 0.73 1711 2.2 1580 0.9
 | 8261 1.8 7013 1.8
22061 1.6 18915 1.6
 | 818 1.6
1757 2.4
 | 445 2.2 9459 1.9 1633 1.0 22731 1.7 | 8031 1.9
19489 1.7
 | | | | | | |
 | | | | | | | | | - | | roundabout. Rule 1 applies. |
| 580 0.73 1574 2.4 1566 0.7
 | 21046 1.6 18044 1.6
 | 1591 3.2
 | 1636 1.0 21631 2.1 | 18546 2.1
 | ļ | | 3146 26 | 43106 | 689 334 | | 3269 32
 | 44362 | 843 | 2.0% | 22.5% | 3.9% | | .9% 22.4 | % No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 581 0.133 1137 3.3 2674 0.8 582 0 0 0.0 0 0.0
 | 22493 1.5 19279 1.5 0 0.0 0 0.0
 | 1136 3.3
0 0.0
 | 2681 0.8 22530 1.5 0 0.0 0 0.0 | 19310 1.5
0 0.0
 | 1137 | 38 2 | 2674 21 | 22493 | 348 113 | 36 37 | 2681 21
 | 22530 | 345 | -0.1% | -1.4% | 0.3% | 0.1% 0 | .2% -0.89 | 6 | | | |
| 583 0.19 840 1.1 2116 0.4 584 0 0 0.0 0 0.0
 | 19817 0.6 16991 0.6
0 0.0 0 0.0
 | 836 1.0
0 0.0
 | 2101 0.4 19691 0.6
0 0.0 0 0.0 | 16883 0.6
0 0.0
 | 840 | 10 2 | 2116 8 | 19817 | 120 83 | 36 8 | 2101 9
 | 19691 | 111 | -0.4% | -16.3% | -0.7% | 2.1% -0 | .6% -7.7 | 6 | | | |
| 585 0.071 1026 1.9 2006 0.5
 | 17897 1.0 15340 1.0
 | 1031 1.8
 | 1979 0.5 17768 1.0 | 15229 1.0
 | 1026 | 20 2 | 2006 11 | 17897 | 179 103 | 31 19 | 1979 11
 | 17768 | 176 | 0.5% | 0.0% | -1.4% | 0.0% -0 | .7% 0.09 | | | | |
| 586 0 0 0.0 0 0.0 587 0.095 3150 1.0 1126 1.9
 | 0 0.0 0 0.0
25242 1.3 21635 1.3
 | 0 0.0
3182 1.0
 | 0 0.0 0 0.0
1205 1.9 25899 1.3 | 0 0.0
22198 1.3
 | | | | 25242 | | |
 | 25899 | 327 | 1.0% | | 7.0% | | | | | | <u> </u> |
| 588 0 0 0.0 0 0.0 589 0.74 139 3.9 252 1.6
 | 0 0.0 0 0.0
2307 2.4 1977 2.4
 | 0 0.0
144 4.1
 | 0 0.0 0 0.0
340 1.4 2857 2.2 | 0 0.0
2449 2.2
 | | | | | | |
 | 25899 | | | 1.4% | 7.0% | 4.9% 2 | .6% 2.89 | , | | | |
| 590 0.74 1128 1.2 822 1.3
 | 11516 1.2 9870 1.2
 | 1113 1.4
 | 927 1.2 12045 1.3 | 10323 1.3
 | 1267 | 18 1 | 1074 15 | 13823 | 198 125 | 57 21 | 1268 16
 | 14902 | 221 | -0.8% | 15.2% | 18.0% | 7.9% 7 | .8% 11.9 | % No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 591 0.585 1073 0.8 805 0.8 592 0.585 121 1.2 176 0.6
 | 11089 0.8 9505 0.8
1755 0.8 1505 0.8
 | 1064 1.1
131 1.4
 | 909 0.8 11650 0.9
265 0.7 2337 0.9 | 9985 0.9
2003 0.9
 | 1194 | 10 | 982 8 | 12845 | 107 119 | 96 13 | 1174 9
 | 13987 | 131 | 0.1% | 0.0% | 19.6% | 0.0% 8 | .9% 0.09 | S No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 593 0.275 1516 5.7 2999 3.0 594 0 0 0.0 0 0.0
 | 30271 3.9 25954 3.9
0 0.0 0 0.0
 | 1730 5.6
0 0.0
 | 2990 3.1 31636 4.0
0 0.0 0 0.0 | 27124 4.0
0 0.0
 | 1516 | 86 2 | 2999 89 | 30271 | 1170 173 | 30 96 | 2990 94
 | 31636 | 1277 | 14.1% | 12.0% | -0.3% | 6.3% 4 | .5% 9.1% | . No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 595 0.325 3610 1.7 1494 2.9
 | 34209 2.1 29331 2.1
 | 3635 1.7
 | 1546 2.9 34733 2.1 | 29780 2.1
 | 5083 | 159 3 | 3910 80 | 60283 | 1598 511 | 15 164 | 3965 82
 | 60865 | 1650 | 0.6% | 3.7% | 1.4% | 2.4% 1 | .0% 3.29 | 5 | | | |
| 596 0.334 1473 6.5 2416 1.5 597 1.2 1473 6.5 2416 1.5
 | 26074 3.4 22356 3.4
26074 3.4 22356 3.4
 | 1480 6.8
1480 6.8
 | 2419 1.6 26132 3.6
2419 1.6 26132 3.6 | 22406 3.6
22406 3.6
 | | | | | | |
 | - | | | | | | | _ | | | |
| 598 1.2 3610 1.7 1494 2.9 599 0.032 1030 1.5 1289 0.3
 | 34209 2.1 29331 2.1
15542 0.9 13325 0.9
 | 3635 1.7
994 1.7
 | 1546 2.9 34733 2.1
1393 0.3 15999 0.9 | 29780 2.1
13717 0.9
 | | | | | 1598 511 | | 3965 82
 | 60865 | 1650 | 0.6% | 3.7% | 1.4% | | | | | | |
| 600 0.032 1529 1.2 1239 0.6
 | 18557 0.9 15910 0.9
 | 1438 1.1
 | 1496 0.5 19669 0.8 | 16864 0.8
 | 2559 | 34 2 | 2528 12 | 34098 | 307 243 | 32 33 | 2889 12
 | 35667 | 300 | -4.9% | 0.0% | 14.3% | 0.0% 4 | .6% 0.09 | S No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 601 0.047 121 2.6 378 1.1
602 0 0 0.0 0 0.0
 | 2946 1.5 2525 1.5
0 0.0 0 0.0
 | 120 2.9
0 0.0
 | 371 1.2 2901 1.6
0 0.0 0 0.0 | 2487 1.6
0 0.0
 | 121 | 3 3 | 378 4 | 2946 | 43 12 | 20 3 | 371 5
 | 2901 | 47 | -0.5% | 0.0% | -1.9% | 0.0% -1 | .5% 0.09 | 5 | | | |
|
 |
 |
 | 0 0.0 0 0.0 |
 | | | | | | |
 | | | | | | | | | | l l | |
| 603 0.207 1529 1.2 1239 0.6
 | 18556 0.9 15910 0.9
 | 1438 1.1
 | 1496 0.5 19668 0.8 | 16863 0.8
 | 2680 | 37 2 | 2906 16 | 37445 | 355 255 | | 3260 16
 | 38962 | 353 | -4.8% | 0.0% | 12.2% | 0.0% 4 | .1% 0.09 | S No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9
 | 1438 1.1
1114 1.8
817 2.7
 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 | 16863 0.8
16543 1.0
8943 2.0
 | | | 2906 16 | 37445 | 355 255 | 52 36 | 3260 16
 | | | | | | | | | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8
 | 1438 1.1
1114 1.8
817 2.7
442 5.0
 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 848 1.7 7618 2.8 | 16863 0.8
16543 1.0
8943 2.0
6529 2.8
 | 1264 | 44 1 | 2906 16
1801 25 | 37445
18090 | 355 255
409 125 | 52 36
59 44 | 3260 16
1799 27
 | 18052 | 419 | -0.4% | -0.6% | -0.1% | 7.3% -0 | .2% 2.3% | 5 | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0
 | 1438 1.1 1114 1.8 817 2.7 442 5.0 341 6.2 615 2.9
 | 1496 0.5 19668 0.8
1764 0.5 19294 1.0
951 1.4 10434 2.0
848 1.7 7618 2.8
801 1.6 6741 3.0
779 1.5 8227 2.1 | 16863 0.8
16543 1.0
8943 2.0
6529 2.8
5777 3.0
7052 2.1
 | - 1264
- 962 | 44 1
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1801 25
1580 23 | 37445
18090
15004 | 355 255
409 125
369 95 | 52 36
59 44
66 39 | 3260 16
1799 27
1580 25
 | 18052
14968 | 419
378 | -0.4% | -0.6% | -0.1% | 7.3% -0 | | 5 | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1677 4.5 1359 1.5 610 0.303 1213 4.8 1637 1.9
 | 18889 1.0 16195 1.0 10480 1.9 8892 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1
 | 1438 1.1
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817 2.7
442 5.0
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1259 4.3
 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 | 16863 0.8
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409 125 | 52 36
59 44
66 39 | 3260 16
1799 27
 | 18052 | 419 | -0.4% | -0.6% | -0.1% | 7.3% -0 | .2% 2.3% | 5 | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1677 4.5 1359 1.5 610 0.303 1213 4.8 1637 1.9 611 0.796 1113 5.1 1530 2.0
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1 17722 3.3 15195 3.3
 | 1438 1.1
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 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 | 16863 0.8
16543 1.0
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- 2891 | 44 1
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378 | -0.4% | -0.6%
-0.6%
-3.2% | -0.1% | 7.3% -0
7.3% -0
4.6% 0 | .2% 2.3% | 6 | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1677 4.5 1359 1.5 610 0.303 1213 4.8 1637 1.9 611 0.796 1113 5.1 1530 2.0 612 0.796 1677 4.5 1359 1.5 613 0.128 1478 4.0 1188 4.3
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1 17722 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1
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 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 1392 1.6 20584 3.1 1272 5.1 18782 4.6 | 16863 0.8
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1231 293 | 52 36
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1218 | -0.4%
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7.3% -0
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4.7% 1 | 2.39
1.2% 2.49
1.8% -1.16 | 6 | n/a | No | Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1677 4.5 1359 1.5 610 0.303 1213 4.8 1637 1.9 611 0.796 1113 5.1 1530 2.0 612 0.796 1677 4.5 1359 1.5 613 0.128 1478 4.0 1188 4.3 614 0.128 1754 4.3 1714 3.4
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1 17722 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1
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 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 1034 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 1392 1.6 20584 3.1 | 16863 0.8
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369 95
1231 293
1219 283
1625 334 | 552 36
559 44
66 39
338 128
338 127
40 151 | 3260 16
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1218
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2.2% 2.49
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5% -1.1° | % No | n/a | No | Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5
605 0.114 816 2.7 959 1.2
606 0.114 448 4.9 841 1.7
607 0.161 347 6.1 793 1.7
608 0.161 615 3.0 787 1.3
609 0.303 1677 4.5 1359 1.5
610 0.303 1213 4.8 1637 1.9
611 0.796 1113 5.1 1530 2.0
612 0.796 1173 4.5 1359 1.5
613 0.128 1478 4.0 1188 4.3
614 0.128 1754 4.3 1714 3.4
615 0.135 1630 3.6 1281 4.0
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1 17722 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1 23245 3.8 19930 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8
 | 1438 1.1 1114 1.8 1817 2.7 442 5.0 341 6.2 615 2.9 1679 4.4 1259 4.3 1159 4.6 1679 4.4 1530 4.2 1810 4.8 1865 3.8
 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 10434 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 1392 1.6 20584 3.1 1272 5.1 18782 4.6 1666 3.7 23303 4.3 1652 3.7 23303 4.3 1432 4.6 20897 4.2 | 16863 0.8
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.2% 2.49
.8% -1.1°
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n/a | No
No | Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. |
| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1677 4.5 1359 1.5 610 0.303 1213 4.8 1637 1.9 611 0.796 1113 5.1 1530 2.0 612 0.796 1677 4.5 1359 1.5 613 0.128 1478 4.0 1188 4.3 614 0.128 1754 4.3 1714 3.4 615 0.135 1754 4.3 1714 3.4 616 0.135 1630 3.6 1281 4.0 617 0.155 830 0.0 1455 <td>18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19710 3.1 16385 3.1 17722 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1 23245 3.8 19930 3.8 23245 3.8 19930 3.8 19517 3.8 16734 3.8 15315 0.9 13131 0.9 19286 1.4 16536 1.4</td> <td>1438 1.1 1114 1.8 817 2.7 442 5.0 341 6.2 615 2.9 1679 4.4 1259 4.3 1159 4.6 1679 4.4 1530 4.2 1810 4.8 1810 4.8 1865 3.8 1001 0.7 1750 1.7</td> <td>1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 1034 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 1392 1.6 20584 3.1 1272 5.1 18782 4.6 1666 3.7 23303 4.3 1666 3.7 23303 4.3 1432 4.6 20897 4.2 1761 0.3 18515 0.4 1287 0.9 20364 1.4</td> <td>16863 0.8
16543 1.0
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6529 2.8
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1580 25
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12.8%</td> <td>-0.1%
0.0%
0.1%
1.4%
1.2%</td> <td>7.3% -C 7.3% -C 4.6% 0 4.7% 1 16.7% 2 16.9% 3</td> <td>2.3% 2.39
2.2% 2.49
8% -1.1°
5% -1.1°</td> <td>6</td> <td>n/a</td> <td>No</td> <td>Screening Rule 1 or Rule 2 does not apply.</td>
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19710 3.1 16385 3.1 17722 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1 23245 3.8 19930 3.8 23245 3.8 19930 3.8 19517 3.8 16734 3.8 15315 0.9 13131 0.9 19286 1.4 16536 1.4
 | 1438 1.1 1114 1.8 817 2.7 442 5.0 341 6.2 615 2.9 1679 4.4 1259 4.3 1159 4.6 1679 4.4 1530 4.2 1810 4.8 1810 4.8 1865 3.8 1001 0.7 1750 1.7
 | 1496 0.5 19668 0.8 1764 0.5 19294 1.0 951 1.4 1034 2.0 848 1.7 7618 2.8 801 1.6 6741 3.0 779 1.5 8227 2.1 1392 1.6 20584 3.1 1607 1.9 19214 3.0 1538 2.0 18077 3.1 1392 1.6 20584 3.1 1272 5.1 18782 4.6 1666 3.7 23303 4.3 1666 3.7 23303 4.3 1432 4.6 20897 4.2 1761 0.3 18515 0.4 1287 0.9 20364 1.4 | 16863 0.8
16543 1.0
8943 2.0
6529 2.8
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7052 2.1
17649 3.1
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16103 4.6
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| 604 0.207 1151 1.6 1667 0.5 605 0.114 816 2.7 959 1.2 606 0.114 448 4.9 841 1.7 607 0.161 347 6.1 793 1.7 608 0.161 615 3.0 787 1.3 609 0.303 1213 4.8 1637 1.9 611 0.796 1113 5.1 1530 2.0 612 0.796 1113 5.1 1530 2.0 613 0.128 1478 4.0 1188 4.3 614 0.128 1754 4.3 1714 3.4 615 0.135 1630 3.6 1281 4.0 617 0.155 830 0.6 1455 1.0 618 0.155 1630 3.6 1281 4.0 617 0.155 830 0.6 1455
 | 18889 1.0 16195 1.0 10480 1.9 8982 1.9 7610 2.8 6523 2.8 6731 3.0 5769 3.0 8274 2.0 7091 2.0 20355 3.1 17452 3.1 19110 3.1 16385 3.1 19772 3.3 15195 3.3 20355 3.1 17452 3.1 17877 4.1 15328 4.1 23245 3.8 19930 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 19517 3.8 16734 3.8 <
 | 1438 1.1 1114 1.8 817 2.7 442 5.0 341 6.2 615 2.9 1679 4.4 1259 4.3 1159 4.6 1679 4.4 1530 4.2 1810 4.8 1810 4.8 1865 3.8 1001 0.7 1750 1.7 1703 2.0 1001 0.7 87 5.9 295 2.4 267 3.2 70 8.7 4436 12.3 40 0.0 3490 17.2 0 0.0 3490 17.2 0 0.0 173 4.6 238 0.9 170 3.8 431 2.3 340 17.2
 | 1496 | 16863 0.8 16543 1.0 16543 1.0 8943 2.0 6529 2.8 5777 3.0 7052 2.1 17649 3.1 16474 3.0 15499 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 1.2 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 3.1 17649 1.3 17970 4.2 15875 0.4 17829 1.5 18875 0.4 17829 1.5 18875 0.4 188404 11.4 17329 1.5 18875 0.4 18880 0.0 1998 3.4 2018 0.9 2257 3.7 4063 1.8 1763 4.4 2242 3.1 3084 1.3 3224 2.1
4872 2.0 4484 1.4 1874 4.3 14584 2.4 6702 2.2 4487 2.1 4872 2.0 4484 1.4 1874 4.3 14584 2.4 6702 2.2 4887 2.9 18879 0.8 18879 0.9 1877 4.3 | 1264 962 2891 3232 3384 2416 385 339 4397 3477 436 515 348 603 835 2195 1156 596 375 375 826 479 | 44 1 39 1 133 2 131 2 134 2 134 2 134 2 15 5 5524 5 579 4 15 3 14 2 15 3 17 1 78 1 11 5 9 2 11 5 9 2 18 6 16 3 | 2906 16 1801 25 1580 23 2997 51 2890 51 2902 109 2995 109 2679 27 2723 27 2723 27 686 12 541 15 5035 537 4877 502 474 5 3352 8 283 8 645 9 1002 14 1909 42 1257 25 592 6 263 5 263 5 | 37445 18090 15004 39465 38077 41122 42762 34601 34448 6319 5198 55676 49315 49315 5374 5116 3730 7363 10841 30747 14247 7010 3766 3766 8935 | 355 255 409 125 369 95 1231 293 1219 283 1625 334 1625 349 440 270 144 38 176 33 6258 442 6379 349 6379 349 139 60 131 41 129 61 182 86 902 222 393 126 96 51 78 36 78 36 160 80 | 52 36
59 44
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38 128
38 127
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14968
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42085
44201
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38726
6141
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49617
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4672
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8767 | 419 378 1218 1206 1860 1863 359 391 143 176 6417 6546 101 180 170 128 182 1011 413 104 90 90 | -0.4% -0.6% 1.6% 1.7% 3.3% 3.3% 10.8% 11.9% -0.6% -0.6% 0.9% 0.4% -5.5% 16.7% 18.8% 1.4% 3.7% 1.2% 10.8% -14.1% -2.0% -2.0% -2.6% | -0.6% -0.6% -3.2% -3.3% 12.7% 12.8% 8.6% 7.4% 0.0% 0.0% 0.0% 0.0% 0.0% 15.5% 3.2% 3.0% 8.4% 8.4% 0.0% 2.6% | -0.1% 0.0% 0.1% 1.4% 1.2% 3.5% 13.8% 12.9% -4.1% -5.8% 1.9% 0.8% -19.5% 84.2% 33.3% -1.3% -1.8% 1.6% 8.3% -17.9% 5.8% 5.8% -1.0% 91.5% | 7.3% -C 7.3% -C 7.3% -C 7.3% -C 4.6% 0 4.7% 1 16.7% 2 16.9% 3 38.3% 12 38.3% 12 0.0% -2 0.0% 0 0.0% 0 0.0% 0 0.0% 0 0.0% 0 0.0% 0 17.7.% -1 17.7% -1 127.2% 1 0.0% -1 116.1% 50
 | .2% 2.39 .2% 2.49 .8% -1.11 .5% -1.11 .5% -1.11 .5% -1.11 .8% 0.09 .8% 0.09 .8% 0.09 .8% 0.09 .8% 0.09 .6% 0.09 | 6 | n/a | No N | Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Cranfield Road between Unnamed Road and University Way, Screening Rule 1 applies. Mulsoe Road between University Way and Cranfield Road. Screening Rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. |

	1.22 1.22	346 109	2.1 5.5	131 329	2.4 1.0	2814 2586	2.2	2412 2216	2.2	332 109	2.0 5.5	130 275	2.5 1.1	2725 2267	2.1	2336 1943	2.1	455	13	460	7	5399	117	441	13	405	6	4992	112	-3.1% -3	3.7% -1	1.9% -3	8.8%	-7.5%	-3.8%				
659	0.27	45	0.9	171	0.3	1275	0.4	1092	0.4	46	0.9	134	0.2	1064	0.4	912	0.4	228	1	230	1	2703	13	215	1	192	0	2407	9	-5.5% C	.0% -1	5.3% 0	.0%	-11.0%	0.0%				
661	0.27	183 41	0.6 13.7	59 8	51.4	1429 288	0.5 19.9	1225 247	0.5 19.9	169 31	0.3 17.5	59 9	0.4 47.2	1343 233	0.3 24.1	199	24.1	54	11	74	7	759	108	45	11	38	8	492	108	-16.4% -2	2.0% -4	3.8% 2	.0%	-35.1%	-0.4%				
	0.95	13 647	39.8	66 290	5.0 3.2	471 5530	10.9 2.6	404 4740	10.9 2.6	15 650	36.5 2.3	29 266	11.7 3.6	260 5406	20.0	223 4634	20.0	017			1/						17									N-	/-	N/-	Consider Date 1 or Date 2 days and small
	0.25 .355	270 158	4.2 7.6	716 76	1.0 5.4	5818 1385	1.9 6.9	4987 1187	1.9 6.9	277 235	4.1 4.8	873 85	0.8 5.4	6790 1892	1.6 5.0	5820 1622	1.6 5.0	917	26	1006	16	11348	252	927	26	1139	17		253				.6%	7.5%	0.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
666 1	.355	111	4.2	124	3.5	1389	3.9	1191	3.9	104	5.7	153	6.5	1518	6.2	1301	6.2	270	17	200	9	2775	149	339	17	238	15	3410	188	25.8% 3	.0% 1	3.9% 71	1.1%	22.9%	25.9%	No	n/a	No	
	.985 .985	98 483	4.5 2.9	519 121	1.8 2.9	3644 3564	2.2	3123 3054	2.2	99 569	5.6 2.4	575 151	2.6	3979 4250	3.0 2.4	3411 3642	3.0 2.4	580	19	641	13	7208	184	668	19	726	19	8229	223	15.1%	.2% 1	3.3% 48	3.2%	14.2%	21.4%	No	n/a	Yes	High Street (Cranfield) between Mulsoe Road and Court Road. Rule 1 applies.
	0.5	30 21	0.4	22 15	0.6	304 215	0.5	260 184	0.5	30 22	0.4	21 15	0.7	301 217	0.5	258 186	0.5	51	0	37	0	519	3	51	0	36	0	518	3	0.3%	.0% -	.8% 0	.0%	-0.1%	0.0%				
671	0.31	443 206	1.4 5.0	247 248	1.3	4070 2680	1.4 3.5	3488 2297	1.4 3.5	417 223	1.5 4.9	224 301	1.6	3785	1.5 3.3	3244 2651	1.5 3.3	649	17	494	9	6750	150	640	17	525	10	6878	162	-1.4% C	.0% 6	.2% 0	.0%	1.9%	0.0%				
673	0.76	177	5.7	226	2.5	2377	3.9	2037	3.9	193	5.5	280	2.2	3093 2791	3.6	2392	3.6	598	16	458	9	6231	147	589	17	489	10	6360	158	-1.5% C	.0% 6	.8% 0	.0%	2.1%	0.0%				
	0.76 0.57	421 421	1.5 1.5	232	1.3	3854 3854	1.4	3304 3304	1.4	395 395	1.6 1.6	209 209	1.6 1.6	3568 3568	1.6 1.6	3058 3058	1.6 1.6	598	16	458	9	6231	147	589	17	489	10		158				.0%		0.0%				+
	0.57	177 515	5.7	226 236		2377 4438	3.9	2037 3804	3.9	193 576	5.5 3.0	280 240	2.3	2791 4817	3.6	2392 4129					-																		
	.705	232	6.3	284 284	3.1	3048 3048	4.6	2612	4.6	251 251	6.5	384 384	4.0	3745 3745	5.0	3210 3210	5.0	748	33	521	16	7486	288	827	34	623	24	8563	338	10.7% 3	.7% 1	0.7% 44	1.8%	14.4%	17.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
680	1	232 515	3.5	236	3.1	4438	4.6 3.4	2612 3804	3.4	576	3.0	240	3.4	4817	5.0 3.1	4129	3.1	748	33	521	16	7486	288	827	34	623	24	8563	338	10.7% 3	.7% 1	0.7% 44	1.8%	14.4%	17.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	0.44	346 109	2.1 5.5	131 329		2814 2586	2.2	2412 2216	2.2	332 109	2.0 5.5	130 275	2.5	2725 2267	2.1	2336 1943	2.1	455	13	460	7	5399	117	441	13	405	6	4992	112	-3.1% -3	3.7% -1	1.9% -3	3.8%	-7.5%	-3.8%				+
	0.18 0.18	121 96	4.7 6.2	104 258	3.2 1.6	1329 2088	4.0 2.9	1139 1790	4.0 2.9	111 61	5.1 9.0	68 150	4.6 2.8	1055 1243	4.9 4.6	904 1065	4.9 4.6	217	12	362	7	3417	113	172	11	217	7	2298	108	-20.7% -4	1.4% -4	0.0% -3	3.5%	-32.7%	-4.1%				
685	0.98	1151	2.5	816 1072		11611 9984	2.4	9952 8558	2.4	1331	2.5 6.1	790 1335	1.5	12516 11624	2.1	10728 9963	2.1	1771	56	1887	25	21596	483	1965	71	2125	21	24141	548	10.9%	.0% 1	2.6% 0	.0%	11.8%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
687 (.035	571	4.8	907	0.8	8725	2.4	7478	2.4	584	6.6	1252	0.7	10836	2.6	9288	2.6	571	28	907	7	8725	207	584	39	1252	9	10836	282	2.2%	.0% 3	3.1% 0	.0%	24.2%	0.0%	No	n/a	+ -	A509 northbound exit from Chicheley Roundabout. Part of
689	0.23	0 978	2.9	0 550	2.3	9020	0.0 2.7	0 7731	0.0 2.7	0 1051	0.0 2.9	0 506	0.0 2.5	9193	0.0 2.8	0 7879	0.0 2.8	1385	43	1494	27	17000	415	1469	45	1591	29		432				.5%		4.1%				the roundabout ==TO BE EXCLUDED==
	0.23	407 407	3.8	944 944	1.5 1.5	7980 7980	2.2	6840 6840	2.2	418 418	3.5 3.5	1084 1084	1.5 1.5	8870 8871	2.0 2.0	7603 7603	2.0																			N-			Corcoming Dulo 1 or Dulo 2 december 1
692	0	0 412	0.0	0 261	0.0	0 3970	0.0	0 3403	0.0	0 550	0.0	0 229	0.0	0 4601	0.0	0	0.0	407	15	944	14	7980	176	418	15	1084	16		179				.9%	11.2%	1.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply. Segregated left turn lane from A422 to A509. Part of the
694	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	412	21	261	7	3970	164	550	24	229	7	4601	185	33.6% 1	7.1% -1	2.1% 0	.6%	15.9%	12.8%	No	n/a	-	roundabout ==TO BE EXCLUDED==
696	0.025	1038 0	0.0	762 0	0.0	0	2.5 0.0	9105 0	2.5 0.0	1269 0	2.6 0.0	742 0	1.6 0.0	11874 0	0.0	10177 0	0.0	1038	27	762	17	10623	263	1269	33	742	12	11874	265	22.4%	.0% -:	.6% 0	.0%	11.8%	0.0%	No	n/a	-	A509 southbound exit from Chicheley Roundabout. Part of the roundabout ==TO BE EXCLUDED==
697 698	0	690	5.6 0.0	1444 0	1.2 0.0	14307 0	2.6 0.0	12266 0	2.6 0.0	758 0	6.6 0.0	2010	1.0 0.0	18556 0	2.6 0.0	15910 0	2.6 0.0	690	39	1444	17	14307	373	758	50	2010	21	18556	478	9.8% 2	9.9% 3	9.2% 24	1.0%	29.7%	28.1%	No	n/a	Yes	A509 northbound approach to Chicheley Roundabout. Screening Rule 1 applies.
699 700	0.03	721 0	5.4 0.0	1516 0	1.2 0.0	13206	2.5 0.0	11318	2.5 0.0	767 0	6.5 0.0	2052	1.1 0.0	16642	2.5 0.0	14264 0	2.5 0.0	721	39	1516	18	13206	336	767	50	2052	22	16642	424	6.5% 2	9.1% 3	5.3% 19	9.6%	26.0%	26.1%	No	n/a	-	Chicheley Roundabout western section of circulatory carriageway ==TO BE EXCLUDED==
701 0	0.034	1151	2.5	816		11611	2.4	9952	2.4	1331	2.5	790 0	1.5	12516	2.1	10728	2.1	1151	28	816	18	11611	274	1331	33	790	12	12516	263	15.6% C	.0% -	.2% 0	.0%	7.8%	0.0%	No	n/a	No	
703	.026	294	4.8	890	1.6	6990	2.4	5991	2.4	357	4.2	1037	1.5	8229	2.2	7053	2.2	294	14	890	14	6990	166	357	15	1037	16	8229	181	21.7% 6	.1% 1	5.4% 11	1.5%	17.7%	8.8%	No	n/a	-	Chicheley Roundabout northwestern section of circulatory
	0.051	0 1445	3.0	0 1707	0.0 1.8	18604	0.0 2.4	0 15945	0.0 2.4	0 1688	0.0 2.8	0 1826	0.0 1.5	20745	0.0 2.1	0 17780	0.0 2.1	1445	43	1707	32	18604	439	1688	48	1826	28		444	16.8% 1	1.6%	.0% -12	2.8%	11.5%	1.2%	No	n/a	1 .	carriageway ==TO BE EXCLUDED== Chicheley Roundabout north section of circulatory
706 707 0	0.036	0 1038	0.0 2.6	0 762	0.0 2.3	0 10623	0.0 2.5	9105	0.0 2.5	0 1269	0.0 2.6	742	0.0 1.6	0 11874	0.0 2.2	0 10177	0.0 2.2	1020																					carriageway ==TO BE EXCLUDED== Chicheley Roundabout east section of circulatory
708 709 0	0	0 566	0.0	0 289	0.0 1.8	0 5050	0.0 1.5	0 4329	0.0 1.5	0 501	0.0 1.2	0 277	0.0 2.0	0 4591	0.0 1.5	0 3935	0.0 1.5	1038	27	762	17	10623	263	1269	33	742	12		265				.0%		0.0%	No	n/a	+ -	carriageway ==TO BE EXCLUDED==
710	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	566	7	289	5	5050	75	501	6	277	6	4591	68	-11.6% -2	0.4%	.2% 5	.0%	-9.1%	-9.7%				
712	6.13	4937 0	12.7 0.0	4664 0	0.0	0	11.5 0.0	48577 0	11.5 0.0	4940 0	13.1 0.0	4653 0	10.6 0.0	56629 0	11.9 0.0	48537 0	11.9 0.0	4937	625	4664	483	56677	6540	4940	648	4653	493	56629	5734	0.1%	.0% -	.2% 0	.0%	-0.1%	0.0%				
	0.13	1136 0	4.7 0.0	1455 0	0.0	15293 0	2.1 0.0	13108	2.1 0.0	1136 0	5.7 0.0	1450 0	0.0	15261 0	2.5 0.0	13081	2.5 0.0	1136	54	1455	0	15293	318	1136	65	1450	0	15261	384	0.0%	.0% -	.3% 0	.0%	-0.2%	0.0%				+
	0.47	1136 0	5.0 0.0	187 0	15.2 0.0	7808 0	6.5 0.0	6692 0	6.5 0.0	1133 0	6.1 0.0	153 0	23.5 0.0	7590 0	8.1 0.0	6505 0	8.1 0.0	1136	57	187	28	7808	506	1133	69	153	36	7590	618	-0.3% C	.0% -1	3.0% 0	.0%	-2.8%	0.0%				
717 (.029	1051	5.6	1707	1.7	18491	3.2	15854	3.2	1084	5.1	1695	2.1	18626	3.3	15970	3.3	1051	59	1707	29	18491	590	1084	56	1695	36	18626	614	3.1% -5	5.8% -	.7% 24	1.3%	0.7%	4.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
719 (0	0 867	6.0	0 1097		11595	0.0 5.0	0 9938	0.0 5.0	0 905	0.0 6.3	0 1078	0.0 4.8	0 11706	0.0 5.5	10033	0.0 5.5	867	52	1097	45	11595	575	905	57	1078	52	11706	642	4.3% 9	.4% -	.7% 14	1.2%	1.0%	11.7%	No	n/a	 -	Brinklow Roundabout western section of circulatory
	0.021	0 1538	5.0	0 1566	3.6	20809	0.0 4.3	0 17842	0.0 4.3	0 1534	0.0 5.8	0 1514	0.0 3.9		0.0 4.8	0 17518	0.0 4.8	1538	77	1566	56	20809	892	1534	89	1514			989				.5%		10.8%	No	n/a	No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
722 723 0	0	0 872	0.0 6.1	0 1299	0.0 2.3	0 12813	0.0 3.8	0 10982	0.0 3.8	0 890	0.0 5.5	0 1296	0.0 2.2	0 12905	0.0 3.6	0 11060	0.0 3.6																			NO	11/ a	INO	Sideening Rule 1 of Rule 2 does not apply.
724	0	0 1613	0.0 6.3	0 1439	0.0	0 20459	0.0	0 17542	0.0 4.5	0 1594	0.0 6.7	0 1436	0.0	0 20312	0.0 4.7	0 17415	0.0	872	53	1299	30	12813	488	890	49	1296	29		460				2.3%		-5.7%				
726	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1613	102	1439	36	20459	929	1594	107	1436	37	20312	962	-1.1% 4	.2% -	.2% 2	.0%	-0.7%	3.6%				
728	0.045	1269 0	4.8 0.0	1136 0	0.0	14196 0	0.0	12167 0	4.5 0.0	1286 0	5.6 0.0	1127 0	0.0	0	0.0	0	5.1 0.0	1269	61	1136	47	14196	638	1286	71	1127	51	14244	722	1.4%	5.5% -	.8% 8	.6%	0.3%	13.1%	No	n/a	-	Brinklow Roundabout eastern section of circulatory carriageway ==TO BE EXCLUDED==
	0.019	946	4.7 0.0	1145 0	3.4 0.0	14017 0	4.0 0.0	12018 0	4.0 0.0	937 0	5.1 0.0	1170 0	3.8 0.0	14121 0	4.4 0.0	12107 0	4.4 0.0	946	44	1145	39	14017	555	937	48	1170	45	14121	622	-1.0% 9	.3% 2	.2% 15	5.0%	0.7%	12.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
731 0	0.045	1150 0	7.8 0.0	1410	2.3	15112 0		12953 0	4.8 0.0	1182 0	8.0	1402 0	2.4	15252 0	4.9 0.0		4.9	1150	89	1410	33	15112	719	1182	95	1402	33	15252	753	2.8% 6	.0% -	.6% 1	.6%	0.9%	4.8%				
733 (.362	1051	5.6	1707	1.7	18491	3.2	15854	3.2	1084	5.1	1695	2.1	18626	3.3	15970	3.3	2277	141	3165	54	36477	1304	2296	141	3186	61	36751	1356	0.8%	.5% (.7% 12	2.8%	0.8%	3.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
735	1.362	1226	6.6	1457 1457	1.7	17986 17986	4.0	15421 15421		1212 1212	7.1 7.1	1492	1.7		4.1		4.1	1226	81	1457	25	17986	714	1212	86	1492	25		742				0.4%	0.8%	3.9%				
736 737 C	0	0 1538	0.0 5.0	0 1566	0.0 3.6	0 20809	0.0 4.3	0 17841	0.0 4.3	0 1534	0.0 5.8	0 1514	0.0 3.9	0 20432	0.0 4.8	0 17518	0.0 4.8	2584	134	3071	100	37912	1573	2632	152	2991			1801				5.6%		14.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
738 0	.432	1046 1046	5.5 5.5		2.9	17103 17103	4.0 4.0	14664 14664	4.0 4.0	1097 1097	5.7 5.7	1478 1478	4.0	17262 17262			4.7			1			1															_	V11 Tongwell Street northbound exit from the Brinklow
740	0	0	0.0	0	0.0	0 20459	0.0	0 17542	0.0	0	0.0	0	0.0	0	0.0	0		1046	57	1505	44	17103	681	1097	63	1478	58		812						19.3%	No	n/a	Yes	Roundabout. Rule 1 applies.
742 (.177	1141	6.0	1729	2.2	19239	3.8	16495	3.8	1139	5.8	1682	2.2	18911	3.7	16215	3.7	2753	171	3169	75	39698	1651	2733	173	3118	73	39223	1654	-0.7% 1	.1% -	.6% -2	2.0%	-1.2%	0.2%				
743 C	0.056	1141 0	6.0 0.0	1729 0	0.0	19239	3.8 0.0	16495 0	3.8	1139 0	5.8 0.0	1682 0	0.0	18911 0	3.7 0.0	16214 0	3.7 0.0	1141	69	1729	39	19239	722	1139	67	1682	37	18911	691	-0.2% -3	3.4% -	.7% -5	5.6%	-1.7%	-4.2%				
	.376	946 1557	4.7 3.9	1145 1150		14017 18144	4.0 4.0	12018 15557	4.0 4.0	937 1538	5.1 4.6	1170 1148		14121 18010	4.4 4.5	12107 15442		2503	105	2294	86	32162	1280	2475	119	2318	96	32131	1439	-1.1% 1	2.9%	.0% 11	1.8%	-0.1%	12.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	0.057	1557	3.9			18144	4.0	15557	4.0	1538	4.6			_	4.5			1557	61	1150	47	18144	725	1538	70	1148	51	18010	817	-1.2% 1	5.5% -	.1% 9	.1%	-0.7%	12.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
749 (.029	396	1.3	565	0.1	7196	0.6	6110	0.6	415	1.4	533	0.1	7105	0.7	6032	0.7	396	5	565	1	7196	42	415	6	533	1	7105	49	4.9% C	.0% -	.6% 0	.0%	-1.3%	0.0%				
751 (0	0 1676	0.0 3.7	0 1968		0 21507		0 18433	0.0 3.1	0 1718	0.0 4.0		0.0 3.5	0 21365				1676	63	1968	52	21507	677	1718	68	1901	66		792				5.9%		17.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	0	0 2145	0.0 3.6	0 1295	0.0 4.6	0 23060	0.0 4.0	0 19771	0.0 4.0	0 2133	0.0 4.2	0 1252	0.0 5.1	0 22691	0.0 4.5	0 19455	0.0 4.5		78	1	59		922		90								.8%		11.8%				
754	0	0 554	0.0	0	0.0	0 7809	0.0 0.5	0 6693	0.0 0.5	0 563	0.0 1.2		0.0	0 7671	0.0	0 6575	0.0	2145		1295	24	23060		2133	40	1252	us		1030							No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
756	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	554	6	768	1	7809	42	563	7	737	1		45				.0%		7.4%				
758	0.056	1907	0.0	1233	0.0	18535	0.0	15886	4.6 0.0	1891	5.1 0.0	0	0.0	0	0.0	0	0.0	1907	83	1233	60	18535	844	1891	96	1173	64	18086	941	-0.8% 1	5.0%	.9% 6	.5%	-2.4%	11.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
	0.04	1260 0	4.9 0.0	1763 0	2.8 0.0	20262 0	3.7 0.0	17373 0	3.7 0.0	1305 0	5.2 0.0	1743 0	3.7 0.0	20431	4.3 0.0	17517 0	4.3 0.0	1260	62	1763	50	20262	751	1305	68	1743	64	20431	885	3.6% 9	.1% -	.1% 29	9.0%	0.8%	17.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
761 0	0.056	996 0	0.7	811 0	0.5	10664 0	0.6	9140 0	0.6	980 0	0.7	804 0	0.6	10534 0	0.7	9028 0	0.7	996	7	811	4	10664	61	980	7	804	5	10534	71	-1.5% C	.0% -	.8% 0	.0%	-1.2%	0.0%				
763 0	0.501		1.3			7196 8886		6110 7544	0.6	415 568	1.4		0.1	_		6032	0.7	976	11	1170	2	16082	98	983	12	1178	4	16194	122	0.7%	.0%	.7% 0	.0%	0.7%	0.0%				
765 0	.063	580	1.0	606	0.3	8886	0.6	7544	0.6	568	1.1	645	0.5	9089	0.8	7716	0.8	580	6	606	2	8886	56	568	6	645	3	9089	73	-2.2% 0	.0% 6	.5% 0	.0%	2.3%	0.0%			1	
766	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1		1					-														

767 0.39 2145 3.6 1295 4.6 23060 4.0 19771	4.0 2133 4.2 1252 5.1 22691 4.9	19455 4.5	T T	1		1		1 1		1	-						T		1	
767 0.39 2143 3.0 1273 4.0 23000 4.0 17771 778 0.39 1517 4.0 1764 2.9 21994 3.5 18858 769 0.072 1517 4.0 1764 2.9 21994 3.5 18858	4.0 2133 4.2 1232 3.1 22071 4.3 3.5 1570 4.3 1698 3.9 21908 4.1 3.5 1570 4.3 1698 3.9 21908 4.1	18783 4.1	3662 140		11 45054	1681	3704 157	2949	129				12.8% -3.6%	16.3%	-1.0%	14.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
770 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 771 0.15 1260 4.9 1763 2.8 20262 3.7 17373	0.0 0 0.0 0 0.0 0 0.0 0 0.0 3.7 1305 5.2 1743 3.7 20431 4.3	0 0.0	1517 61		2 21994	759	1570 67	1698	66				9.2% -3.7%	27.3%	-0.4%	17.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
772 0.15 1591 4.9 1397 4.1 20033 4.5 17176 773 0.083 1591 4.9 1397 4.1 20033 4.5 17176	4.5 1591 5.6 1316 4.6 19482 5.1 4.5 1591 5.6 1316 4.6 19482 5.1	16704 5.1	2851 140		07 40295	1655	2896 157	3059	124				12.6% -3.2%	15.9%	-0.9%	14.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
774 0 0 0.0 0 0.0 0 0.0 0 0.0 0 775 0.71 1146 10.7 1444 4.1 17359 7.1 14883	0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.1 1142 10.5 1421 4.1 17177 7.0	0 0.0	1591 77		7 20033	904	1591 89	1316	60				15.5% -5.8%	4.5%	-2.7%	10.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
776 0.71 1974 8.2 1647 3.6 24269 6.1 20809 777 2.513 1449 3.3 1023 2.4 16573 2.9 14209	6.1 1978 8.3 1672 3.6 24470 6.2 2.9 1820 3.2 971 1.9 18709 2.7	20980 6.2	3119 284		20 41628	2711	3120 285	3093	118				0.1% 0.1%	-1.2%	0.0%	-0.3%				
778 0 0 0.0 0 0.0 0 0.0 0 0.0 0 779 0.43 707 5.5 1455 1.2 14495 2.6 12428	0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0.0 0.0	0 0.0	1449 48		4 16573	484	1820 57	971	19				19.6% -5.0%	-22.5%	12.9%	5.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
780 0.43 1460 3.3 1040 2.3 16760 2.9 14370 781 0.5 599 1.2 1087 2.1 12633 1.8 10725	2.9 1186 3.0 1354 1.1 17022 2.0 1.8 250 4.8 365 2.6 4613 3.9	14595 2.0			1 31255	857	1857 58	3037	32				32.8% 21.7%	-23.1%	5.0%	-29.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
782 0.5 1367 2.2 640 2.1 15035 2.2 12765 783 0.475 1143 2.1 827 2.3 14756 2.2 12528	2.2 783 2.5 127 2.9 6819 2.6 2.2 1207 2.5 1357 1.9 19214 2.2	5789 2.6	1966 38	1727 3		553	1034 32	492	13				16.0% -71.5%	-63.6%	-58.7%	-39.3%				Tongwell St between entrance to BMX Racing Club and
784 0.475 920 2.4 1100 1.4 15131 1.9 12846 785 0.08 920 2.4 1100 1.4 15131 1.9 12846	1.9 1127 3.1 1074 1.8 16492 2.5 1.9 1128 3.1 1074 1.8 16495 2.5	14002 2.5	2063 47		5 29888	611	2335 66	2431	45				41.0% 26.2%	29.1%	19.5%	35.9%	no	n/a	Yes	Carleton Gate (link to be upgraded as part of the proposals). Tongwell St between entrance to BMX Racing Club and
786 0.08 1143 2.1 827 2.3 11627 2.2 9965 787 0.175 956 2.3 679 2.7 12248 2.5 10398	2.2 1207 2.5 1357 1.9 15139 2.2 2.5 1087 2.7 1311 2.0 17966 2.3	12975 2.2	2063 47		5 26758	542	2335 66	2431	45				41.0% 26.2%	29.1%	18.2%	36.8%	no	n/a	Yes	Carleton Gate (link to be upgraded as part of the proposals). Tongwell St between entrance to Carleton Gate and new
788 0.175 814 2.4 1004 1.4 10735 1.9 9201 789 0.2 956 3.4 1564 3.3 14877 3.4 12751	1.9 1101 3.1 1003 1.9 12424 2.9 3.4 965 5.5 1642 3.3 15388 4.7	10648 2.5	1771 42	1683 3		500	2188 64	2315	44				52.8% 37.5%	38.1%	32.2%	45.4%	no	n/a	Yes	junction leading to new M1 bridge (link to be upgraded as
790 0 0 0.0 0 0.0 0 0.0 0 0.0 0 791 0.525 0 100.0 232 22.5 1370 22.5 1174	0.0 0 0.0 0 0.0 0 0.0 0 0.0 22.5 0 100.0 319 16.8 1882 16.	0 0.0	956 33		2 14877	502	965 53	1642	54				0.0% 5.0%	0.0%	3.4%	0.0%				
792 0 0 0.0 0 0.0 0 0.0 0 0.0 0 793 0.375 4397 11.9 4804 10.1 54312 10.9 46551	0.0 0 0.0 0 0.0 0 0.0 0 0.0 10.9 4436 12.3 4813 10.1 54597 11.	0 0.0	0 0		2 1370	308	0 0	319	54				0.0% 37.4%	0.0%	37.4%	0.0%	no	n/a	Yes	J14 M1 Eastbound on-slip. Screening Rule 1 applies.
794 0 0 0.0 0 0.0 0 0.0 0 0.0 0 795 0.03 539 1.4 1220 1.7 13177 1.6 11187	0.0 0 0.0 0 0.0 0 0.0 0 0.0 1.6 456 1.6 1082 1.7 11520 1.6	0 0.0	4397 524	4804 48		5945	4436 546	4813	487				0.0% 0.2%	0.0%	0.5%	0.0%				
796 0 0 0.0 0 0.0 0 0.0 0 0.0 0 797 0.28 1308 3.0 592 2.0 14230 2.7 12081	0.0 0 0.0 0 0.0 0 0.0 0 0.0 2.7 1084 3.4 681 1.9 13220 2.8	0.0	539 8		1 13177	217	456 7	1082	18				-6.3% -11.3%	-15.1%	-12.6%	-12.8%				
798 0.28 539 1.4 1220 1.7 13177 1.6 11187 799 0.025 602 1.5 1094 2.2 10010 1.9 8580	1.6 456 1.6 1082 1.7 11520 1.6 1.9 234 3.1 529 3.1 4502 3.1		1847 47		3 27408	599	1540 44	1762	31				-5.3% -2.7%	-6.9%	-9.7%	-6.0%				
800 0 0 0 0.0 0 0.0 0 0 0.0 0 801 0.05 1050 2.9 1774 1.0 18935 1.7 16235	0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.1 1.7 1079 3.3 2017 1.0 20751 1.6	0 0.0	602 9	1094 2		194	234 7	529	17				22.0% -51.6%	-30.1%		-27.8%				
802 0 0 0.0 0 0.0 0 0.0 0 0.0 0 0 0.0 0 803 0.03 1308 3.0 592 2.0 14230 2.7 12081	0.0 0 0.0 0 0.0 0 0.0 0 0.0 2.7 1084 3.4 681 1.9 13220 2.8	0 0.0	1050 30		7 18935	316	1079 35	2017	21				0.0% 13.7%	0.0%	9.6%	0.0%	no	n/a	No	Screening Rule 1 or Rule 2 does not apply.
804 0 0 0.0 0 0.0 0 0.0 0 0.0 0 805 0.025 1112 2.8 1649 1.2 16302 1.9 13972	0.0 0 0.0 0 0.0 0 0.0 0 0.0 1.9 857 4.1 1454 1.3 13642 2.3	0 0.0	1308 39		2 14230	382	1084 37	681	13				-5.1% 15.0%	7.7%	-7.1%	-2.1%	no	n/a	No	Screening Rule 1 or Rule 2 does not apply.
806 0 0 0.0 0 0.0 0 0.0 0 0.0 0 807 0.05 1452 2.5 1157 1.6 17493 2.1 14999	0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.2.1 1549 3.4 1216 2.1 18537 2.8	0 0.0	1112 32		0 16302	302	857 35	1454	19				0.0% -11.8%	0.0%	-16.3%	0.0%				
808 0 0 0.0 0 0.0 0 0.0 0 0.0 0 809 1.473 1050 2.9 1774 1.0 18935 1.7 16235	0.0 0 0.0 0 0.0 0 0.0 0 0.0 1.7 1079 3.3 2017 1.0 20751 1.6	0.0	1452 36		8 17493	365	1549 53	1216	25				0.0% 5.1%	0.0%	6.0%	0.0%				
810 1.473 1452 2.5 1157 1.6 17493 2.1 14999 811 0.05 1352 3.3 1740 1.2 20727 2.1 17771	2.1 1549 3.4 1216 2.1 18538 2.8 2.1 1113 4.0 1357 1.2 16554 2.5	15894 2.8	2503 66		5 36428	681	2628 88	3233	46				0.0% 10.3%	0.0%	7.9%	0.0%	no	n/a	No	Screening Rule 1 or Rule 2 does not apply.
812 0 0 0.00 0 0.0 0 0.0 0 0.0 0 813 0.943 1812 2.4 1315 1.7 20965 2.1 17975	0.0 0 0.0 0 0.0 0 0.0	0 0.0	1352 44		1 20727	439	1113 44	1357	17				0.0% -22.0%	0.0%	-20.1%	0.0%				
814 0.943 1352 3.3 1740 1.2 20727 2.1 17771 815 0.025 1455 2.6 1177 1.7 15538 2.2 13318	2.1 1519 3.2 1100 2.2 17555 2.8 2.1 1113 4.0 1357 1.2 16556 2.8 2.2 1607 3.0 1313 2.1 17236 2.6	14195 2.5	3164 88		4 41692	885	2632 94	2457	41				0.0% -19.6%	0.0%	-18.2%	0.0%				Marsh End Roundabout south section of circulatory
816 0 0 0 0.0 0 0.0 0 0.0 0 0.0 0 817 0.03 599 1.2 1087 2.1 12633 1.8 10725	0.0 0 0.0 0 0.0 0 0.0	0.0	1455 38		9 15538	339	1607 48	1313	28		149 10	0.4%	0.0% 11.5%	0.0%	10.9%	0.0%	No	n/a	-	carriageway ==TO BE EXCLUDED== Willen Road northbound appraoch to the Marsh End
818 0 0 0.0.0 0 0.0 0 0.0 0 0.0 0 819 0.025 1014 2.4 501 2.1 8948 2.3 7669	1.8 176 6.6 432 3.2 4555 4.2 0.0 0 0.0 0 0.0 0 0.0 2.3 828 3.4 778 1.9 9480 2.7	0 0.0	599 7	1087 2	2 12633	224	176 12	432	14	4555	190 -7	70.7%	55.7% -60.2%	-38.3%	-63.9%	-15.0%	no	n/a	Yes	Roundabout. Screening Rule 1 applies.
820 0 0 0.0 0 0.0 0 0.0 0	0.0 0 0.0 0 0.0 0 0.0	0 0.0	1014 25	501 1	0 8948	207	828 28	778	15		254 -1	8.4%	13.1% 55.2%	46.0%	5.9%	22.8%	No	n/a	-	Marsh End Roundabout east section of circulatory carriageway ==TO BE EXCLUDED==
821 0.05 1812 2.4 1315 1.7 20965 2.1 17975 822 0 0 0 0.0 0 0.0 0 0.0 0 0.0 823 0.03 1367 2.2 640 2.1 15035 2.2 12765	2.1 1519 3.2 1100 2.2 17555 2.8 0.0 0 0.0 0 0.0 0 0.0 2.2 739 3.9 566 2.0 9777 3.°	0.0	1812 44		3 20965	446	1519 49	1100	24				0.0% -16.4%	0.0%	-16.3%	0.0%				
824 0 0 0.0.0 0 0.0 0 0.0 0 0.0 0 825 0.2	0.0 0 0.0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0	0 0.0	1367 30	640 1	4 15035	329	739 29	566	11			15.9%	-4.4% -11.5%	-17.7%	-35.0%	-8.5%				
826 0.2	- 176 6.6 432 3.2 4555 4.2 - 294 11.8 377 5.3 5025 8.3	3867 4.2				-	915 41	998	25		192	-		-	-	-				
828 0.159	- 706 6.3 644 2.9 10111 4.7 - 881 13.5 661 7.0 9099 10.	8584 4.7				-	1000 79	1021	39	15136	381	-		-	-	-				
830 0.53	- 959 9.2 857 5.0 10716 7.2 - 32 0.0 227 0.0 1526 0.0	9185 7.2		-	-	-	1839 207	1517	89		747	-		-	-					
832 0.53	- 139 0.0 22 0.0 954 0.0			-	-	-	171 0	249			0	-		-	-	-				
834 0.57	- 211 13.8 906 0.7 6592 3.2 - 645 3.5 185 3.0 4903 3.4	5650 3.2		+	-	-	969 52	1102			376	-		-	-					
836 1.3	- 206 13.9 690 1.0 5291 4.0 - 239 14.3 479 2.5 4236 6.4	4535 4.0		-	-	-	852 51	875	12		375	-		-	-					
838 0.47		4789 3.9		-	-	-	970 61	694	21		186	-		-	-					
840 0.82 841 0.5	- 454 5.3 1441 2.1 11187 2.9 - 368 2.6 1237 1.7 9478 1.9	9588 2.9		-	-	-	1681 65	2211			572	=		-	=					
842 0.5 843 0.28	- 1101 3.1 1003 1.9 12424 2.5 - 879 3.2 630 2.8 8907 3.0	10648 2.5		-		-	1470 44	2240			195	-	- -	-	-	-				
844 0.28 845 0.275	- 518 5.9 878 2.7 8243 3.9 - 438 2.2 420 0.8 5069 1.5	7065 3.9				-	1397 59	1509			592	-		-	-	-				
846 0.275	- 178 4.0 270 3.4 2646 3.6					-	616 17	690	12		172	-		-	-	-				
848 0.84 849 0.395	- 92 0.0 321 0.0 2441 0.0 - 286 1.8 181 1.2 2756 1.6	2092 0.0				-	360 0 397 8	376 390	7		90	-	- -	-	-	-				
850 0.395 851 0.185	- 111 2.8 209 2.3 1888 2.5 - 290 10.5 430 4.6 4251 7.0	1618 2.5				-		+	7			-	- -	+ +	-	-				
852 0.185 853 0.185	- 363 13.7 306 7.0 3946 10. - 523 13.4 223 12.9 4406 13.	3382 10.7				-	653 80 788 117	736 769	41		719 030	-	- -	-	-	-				
854 0.185	- 265 17.9 546 5.2 4787 9.3 - 327 10.0 727 2.6 6218 4.9	4103 9.3 5329 4.9				-		+	57			-		-	-	-				
856 0.17	- 448 6.8 232 6.5 4011 6.7 - 391 8.4 741 2.6 6681 4.6	3438 6.7				-	775 63	958	34		576	-	- -	-	-	-				
858 0.15	- 436 7.0 308 4.9 4393 6.1 - 436 7.0 308 4.9 4393 6.1	3766 6.1		-		-	827 63	1049	34		577	-	- -	-	-	-				
860 0.15	- 391 8.4 741 2.6 6681 4.6 - 111 2.8 208 2.3 1884 2.5	5726 4.6				-	827 63	1049	34		577	-	- -	-	-	-				
862 0.198	- 286 1.8 180 1.2 2750 1.6 - 286 1.8 180 1.2 2750 1.6	2357 1.6				-	396 8	389	7		90	-	- -	-	-	-				
864 0.198	- 111 2.8 208 2.3 1884 2.5 - 195 3.9 260 3.0 2686 3.4	1615 2.5				-	396 8	389	7		90	-	- -	-	-					
866 0.25	- 425 2.0 473 0.7 5299 1.4 - 438 2.2 420 0.8 5069 1.5	4542 1.4				-	620 16	733	11		162	-	- -	-	-	-				
868 0.25 869 0.325	- 178 4.0 270 3.4 2646 3.6 - 878 3.2 630 2.8 8906 3.0	2268 3.6				-	617 17	690	12		172	-	- -	-	-	-				
870 0.325	- 518 5.9 878 2.7 8243 3.9 - 518 5.9 878 2.7 8243 3.9	7065 3.9				-	1396 59	1509			592	-	- -	-	-	-				
872 0.1	- 879 3.2 630 2.8 8907 3.0 - 290 10.5 435 4.8 4277 7.7	7634 3.0				-	1397 59	1509			592	-	- -	-	-	-				
874 0.1	- 360 13.8 311 7.2 3965 10.	3398 10.8		-	-	-	650 80 650 80	746	43		731	-	- -	-	-	-				
875 0.5 - - - - - -	- 360 13.8 310 6.9 3959 10.	3393 10.6													- 1					•

877 0.22	2		-		-	-	-	-	52	26	1.9	206	3.4	4323	2.4	3705	2.4							707	23	711	22	8376	265										
878 0.22	!	-	-	-	-	-	-	-	18		7.2	506	2.9	4053	4.0	3474	4.0				_			707	23	711	22	0370	203		_		-	-	-				
879 0.05			-	-	-	-	-	-	18		7.2	506		4053	4.0	3474	4.0	1 .	_	_	_	_		707	23	711	22	8376	265	_	_	_	_	_	_				
880 0.05			-	-	-	-	-	-	52	26	1.9	206		4323	2.4	3705	2.4							707	23	711	22	0370	200										
881 0.50		661 4.6	127		14529		12335				6.1	1457		15962	2.5	13552	2.5	1831	60	2115	29	29562	665	2022	75	2248	24	31991	744	10.4%	25.7%	6.3%	-16.6%	8.2%	11.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
882 0.50		170 2.5	836		15034	2.4	12763				2.5	790	1.6	16029	2.2	13609	2.2	1001	00	2110		27002	000	LULL	,,,	LL 10		01771		10.170	20.770	0.070	10.070	O.L.70	11.770	110	.,, a		os coming halo i or halo 2 accomot apprij.
883 1.49		151 2.5	816		14737	2.4	12511		13		2.5	770	1.5	15736	2.1	13360	2.1	1797	58	2081	27	29051	632	1988	73	2214	22	31485	711	10.7%	0.0%	6.4%	0.0%	8.4%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
884 1.49		645 4.5	126		14315		12153	3 2.0			6.1	1444		15749	2.4	13371	2.4																						
885 1.753	_	540 5.2	796		10014	2.8	8501	2.8			7.1	925	1.2	11075	3.4	9403	3.4	1548	56	1462	24	22552	603	1682	70	1591	23	24520	695	8.6%	25.2%	8.8%	-7.3%	8.7%	15.4%	Yes	Emberton country	No	Screening Rule 1 or Rule 2 does not apply.
886 1.753		008 2.8	665		12539		10645				2.7	666	1.7	13445	2.4	11415	2.4																				Park		3
887 1.013		465 2.0	860		17420	2.1	14789				2.1	833	1.5	18351	1.9	15580	1.9	2149	60	2235	29	32849	668	2313	75	2383	24	35184	747	7.6%	25.5%	6.6%	-16.5%	7.1%	11.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
888 1.013 889 2.905		684 4.4	137		15429		13099				5.9	1550		16832	2.3	14291	2.3																						3
		438 5.9	709		6775	2.9	5807				8.2	756	1.1	7093	3.7	6080	3.7	1191	51	1197	22	14095	435	1286	63	1236	19	14891	482	8.0%	0.0%	3.3%	0.0%	5.6%	0.0%				
		752 3.4	488		7320	3.2	6274				3.2	480	2.2	7797	2.8	6683	2.8					-	-					-											
891 3.123	,	213 0.3	80		1733	0.5	1485	0.0		**	0.3	80	0.4	1645	0.4	1410	0.4	279	2	270	1	3245	16	267	1	231	1	2941	12	-4.5%	0.0%	-14.5%	0.0%	-9.4%	0.0%				
892 3.123 893 2.61		66 0.8	190 112		1513	0.5	1297	0.5			0.8 3.7	151 1177	0.3	1296 9162	0.4	1111	0.4					-	-					-											
893 2.61 894 2.61		336 4.4 083 2.6	437		8634 8972	2.1	7400 7690		11:					9305	2.0	7853 7975	2.0	1419	43	1563	27	17606	414	1531	44	1598	28	18467	425	7.9%	2.0%	2.2%	4.2%	4.9%	2.8%				
		520 5.4	645		6877	2.6	5894		52		7.3	420 700	2.8	7238	2.6	6204	4.1	1			-		<u> </u>																
895 0.35 896 0.35		823 3.2	572		8234	3.1	7058				3.2	569	2.2	8572	2.8	7347	2.8	1343	55	1217	26	15111	479	1410	67	1269	24	15810	535	5.0%	21.3%	4.3%	-8.5%	4.6%	11.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
897 0.95		023 3.2	678		10043	2.5	8608		11-		2.7	679		10748	2.0	9212	2.3	1		1		1		 				1									High Street/Town		High Street Olney between Church Street and Yardley Road
898 0.95		547 5.1	817		8053	2.7	6902		_		7.0	940	1.7	8848	3.4	7583	3.4	1571	56	1495	24	18096	471	1701	70	1618	22	19595	546	8.3%	25.2%	8.3%	-6.4%	8.3%	15.7%	Yes	Centre	Yes	Screening, Rule 1 applies.
899 2.098		216 3.4	966		6977	1.5	5980		_		3.5	1023	1.0	7325	1.4	6278	1.4																				ocitie		sa cerning, reale 1 applies.
900 2.098		679 2.0	228		5357	1.9			_		2.0	216	1.8	5496	1.9	4711	1.9	895	21	1194	14	12333	203	933	22	1239	14	12821	209	4.2%	5.1%	3.8%	0.4%	4.0%	3.2%				
901 0.979		083 2.6	437		8972	2.6	7690				2.6	420	2.8	9305	2.6	7975	2.6	1		1	1	†	†	†		†		†	t -	t					l	†			<u> </u>
902 0.979		336 4.4	112		8634	2.1	7400		_		3.7	1177		9162	2.0	7853	2.0	1419	43	1563	27	17606	414	1531	44	1598	28	18467	425	7.9%	2.0%	2.2%	4.2%	4.9%	2.8%				-
903 4.925		273 5.2	968		7325	2.4	6278				4.4	1058	0.0	8076	4.4	6922	4.4			T	T							T	T										
904 4.925		885 3.1	362		7359	3.1	6307		97		3.0	346	3.3	7782	3.1	6670	3.1	1158	42	1329	26	14684	401	1283	43	1403	11	15858	593	10.8%	3.2%	5.6%	-56.6%	8.0%	48.2%	No	n/a	Yes	Newport Pagnell Road between Main Road and Gog Lane
905 0.81		45 0.9	175		1297	0.4	1112	0.4	_		0.9	136	0.0	1079	0.9	925	0.9	000		004		0707	40	041	_	405		0.400		F F0/	0.00/	44.404	0.00/	44.00/	0.00/				
906 0.81		183 0.6	59	0.4	1429	0.5	1225	0.5	16	69	0.3	59	0.4	1343	0.3	1151	0.3	228	1	234	1	2726	13	216	1	195	0	2422	14	-5.5%	0.0%	-16.6%	0.0%	-11.2%	0.0%				
907 1.09		21 0.5	15	1.1	216	0.8	185	0.8			0.5	15	0.0	217	0.5	186	0.5	F4	0	37	_	F10	,	F1	0	2/	0	F10	_	0.40/	0.00/	0.00/	0.00/	0.10/	0.00/				
908 1.09)	30 0.4	22	0.6	304	0.5	260	0.5	3	30	0.4	21	0.7	301	0.5	258	0.5	51	0	37	0	519	3	51	0	36	0	519	3	0.4%	0.0%	-0.8%	0.0%	-0.1%	0.0%				

			20	D48 DM				21	048 DS					2048					2048	DS			% Char		% Cha		% Ch		Sensitive		To be	1
Link No. Length (km	Flow	1 HGV % Flow	PM HGV %	AADT 24 6 Flow HGV	AAW1	T 18 HGV %	Flow HGV %	Flow HGV %	AADT 24 Flow HG\		WT 18 HGV %	2way Flow	y AM HGV	2way Flow			2way Flow	AM HGV	2way l Flow	PM HGV	2way A Flow		AM Flow		Flow	HGV	AAD Flow	T 24 HGV	Receptor?	If SR, what?	To be assessed?	Road Name/comment
1 0.296 2 0.296	1708 892	0.4 803 0.8 1091	_			0.5 0.6	1695 0.4 914 0.8	748 0.7 1068 0.4	14417 0.1 11703 0.4		0.5	2601	14	1894	10 26530	139	2609	14	1816	10	26120	141	0.3%	3.7%	-4.1%	-1.6%	-1.5%	1.5%				
3 0.311 4 0.311	890 1780	0.5 1002 0.4 803	_	11168 0.3 15248 0.5		0.3 0.5	912 0.5 1735 0.4	1009 0.2 748 0.7	11335 0.: 14654 0.:	_	0.3	2670	11	1805	7 26416	108	2646	12	1756	7	25989	110	-0.9%	3.5%	-2.7%	-0.6%	-1.6%	1.9%				
5 0.102 6 0	2319	1.5 2190 0.0 0		26618 0.9	22814	0.9	2328 2.1 0 0.0	2178 0.5 0 0.0	26600 1.: 0 0.0	22799	1.3	2319	34	2190	8 26618	251	2328	49	2178	11	26600	353	0.4%	0.0%	-0.5%	0.0%	-0.1%	0.0%				
7 0.607 8 0.607	1299 1605	1.5 1334 1.6 1194	0.8	17652 1.2	15135	1.2	1304 1.8 1615 2.7	1331 1.1 1183 1.1	17667 1.4 18751 2.0	15148	1.4	2904	45	2528	20 36416	440	2919	67	2514	28	36418	636	0.5%	48.3%	-0.6%	35.8%	0.0%	44.4%	No	n/a	Yes	H3 Monks Way between Erica Road and Colley Hill .Screening Rule 1 applies.
9 0.38	1526	1.3 1221	0.9	18410 1.1	15785	1.1	1540 1.6	1227 1.1	18551 1.	1 15906	1.4	2848	44	2304	19 34537	421	2881	65	2305	26	34766	611	1.1%	48.9%	0.1%	37.3%	0.7%	45.3%	No	n/a	Yes	H3 Monks Way between Bancroft Roundabout and Colley
11 0.522	1323 1637	1.7 1083 1.1 1398	0.7	20340 0.9	17440	0.9	1341 3.0 1634 1.4	1078 1.2 1433 1.0	16215 2.: 20559 1.:	17627	1.2	3310	40	2988	17 42220	383	3290	64	3029	27	42360	608	-0.6%	0.0%	1.4%	0.0%	0.3%	0.0%				Hill .Screening Rule 1 applies.
12 0.522 13 0.323	1673 928	1.4 1591 0.3 854	0.3	13347 0.3	11332	0.9	1656 2.5 957 0.3	1596 0.8 901 0.3	21801 1.1 13917 0.1	11815	0.3	1401	5	1602	5 22499	75	1437	6	1682	5	23370	85	2.6%	16.4%	5.0%	9.2%	3.9%	13.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
14 0.323 15 0.445	473 761	0.5 749 0.4 742	0.3	11260 0.3	9560	0.4	480 0.7 772 0.4	781 0.3 733 0.3	9453 0.1 11277 0.4	9574	0.5	1139	5	1320	4 18423	67	1155	6	1339	4	18691		1.4%	16.9%	1.5%	6.5%	1.5%	12.2%	No	n/a		
16 0.445 17 0.431	378 1830	0.6 578 1.0 1393				0.4	383 0.8 1828 1.3	607 0.3 1431 1.0	7413 0.1 21846 1.1		0.5 1.1	3440	40	2896	16 42477	377	3421	63	2945	26	42673		-0.6%	0.0%	1.7%	0.0%	0.5%	0.0%		17.0		Street and the street and the street approximation and the street
18 0.431 19 0.274	1610 777	1.4 1503 0.4 834	0.5 0.3	20869 0.9 12073 0.4		0.9 0.4	1592 2.5 787 0.4	1514 0.8 831 0.3	20828 1. 12122 0.	7 17858 1 10291	1.7 0.4		40				1	03		20										,		
20 0.274 21 0.379	531 1297	0.7 667 1.1 1473	0.3	8977 0.5	7622	0.5 1.0	538 0.8 1339 1.4	697 0.3 1450 1.1	9255 0.1 18700 1.1	7857	0.5 1.3	1308	/	1501	5 21051	86	1325	8	1528	5	21376		1.3%	12.9%	1.8%	7.7%	1.5%	10.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
22 0.379 23 0.4	1284 1322	1.6 1560 1.1 1227	0.6	19067 1.1	16348	1.1	1302 3.0 1350 1.5	1535 1.0 1194 1.3	19018 1.1 17053 1.4	16306	1.9	2581	36	3033	22 37638	388	2642	59	2985	31	37717		2.3%	0.0%	-1.6%	0.0%	0.2%	0.0%				
24 0.4	989	1.8 1278	0.7	15198 1.2	13031	1.2	1007 3.5	1209 1.1	14858 2.3	12739	2.2	2311	33	2505	21 32281	365	2358	56	2403	30	31911	573	2.0%	0.0%	-4.1%	0.0%	-1.1%	0.0%				
25 0.345 26 0.345	1322 1070	1.7 1165	0.8	14983 1.2	12846	1.2	1350 1.5 1089 3.2	1194 1.3 1093 1.2	17053 1.4 14628 2.3	12542		2392	33	2391	21 32066	363	2439	55	2287	29	31681	569	2.0%	0.0%	-4.4%	0.0%	-1.2%	0.0%				
27 0.245 28 0.245	972 949	0.4 484 1.2 1708	0.3		16903	0.5 0.6	991 0.4 978 1.3	465 1.0 1721 0.3	10907 0.0 20223 0.0	17169	0.6	1921	15	2192	9 30820	179	1969	17	2186	10	31130	202	2.5%	16.2%	-0.3%	8.0%	1.0%	13.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
29 0.461 30 0.461	968 883	0.7 425 1.4 1727	_			0.9	969 0.7 912 1.6	384 1.5 1733 0.4	10137 1.0 19811 0.0	_	1.0 0.8	1851	19	2152	15 29994	253	1881	21	2116	13	29948	258	1.6%	11.5%	-1.7%	-10.5%	-0.2%	2.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
31 0.522 32 0.522	1040 564	1.2 425 2.3 1198	_			1.5 1.4	1035 1.1 578 2.1	330 3.0 1158 0.9	10224 1.0 13009 1.0		1.6 1.3	1605	25	1623	23 24181	359	1613	24	1488	21	23233	337	0.5%	-4.0%	-8.3%	-8.5%	-3.9%	-6.1%				
33 0.349 34 0.349	1492 1328	0.5 1185 0.9 1342	_	20059 0.3 19999 0.5		0.3 0.5	1489 0.6 1322 1.0	1165 0.2 1296 0.2	19886 0 19611 0	_	0.4	2820	19	2527	4 40058	172	2811	21	2461	5	39497	195	-0.3%	0.0%	-2.6%	0.0%	-1.4%	0.0%				
35 0.559 36 0.559	1490 1326	0.5 1182 0.9 1336	0.1	20020 0.3	16997	0.3	1486 0.6 1320 1.0	1165 0.2 1292 0.2	19857 0.4 19570 0.4	16858		2816	19	2518	4 39965	172	2805	21	2457	5	39427	195	-0.4%	0.0%	-2.4%	0.0%	-1.3%	0.0%				
37 0.439 38 0.439	1151	0.6 856 0.8 1258	0.3	17710 0.0	12765	0.5	1121 0.7 1320 0.9	844 0.3 1244 0.2	14719 0.9 19209 0.9	12496	0.5	2473	17	2115	5 34370	162	2440	20	2088	6	33928	188	-1.3%	14.4%	-1.3%	22.1%	-1.3%	16.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
39 0.494 40 0.494	957 620	0.6 527 1.6 756	0.6	11114 0.6	9435	0.6	963 0.7 624 1.8	545 0.3 753 0.2	11302 0.9 10318 0.9	9595	0.5	1577	15	1283	5 21425	150	1587	17	1298	4	21620	159	0.7%	0.0%	1.2%	0.0%	0.9%	0.0%				1
41 0.279	950	0.5 795	0.6	13067 0.5	11094	0.5	919 0.5	780 0.6	12723 0.	10802	0.5	1529	8	1542	10 23012	134	1488	8	1528	9	22597	127	-2.7%	0.4%	-0.9%	-10.0%	-1.8%	-5.6%				
42 0.279 43 0.447	579 1346	0.6 748 0.4 929	0.5	17049 0.5	14474	0.6	570 0.5 1337 0.5	748 0.6 923 0.5	9874 0.0 16934 0.0	14377	0.5	2078	17	2238	7 32335	184	2068	20	2203	7	31998	199	-0.5%	0.0%	-1.6%	0.0%	-1.0%	0.0%				
44 0.447 45 0.629	732 876	1.6 1309 0.3 860		15286 0.7 13007 0.4		0.7	731 1.8 837 0.4	1280 0.2 840 0.5	15064 0.1 12564 0.1		0.8	1406	4	1574	9 22326	96	1360	4	1550	7	21802		-3.3%	0.0%	-1.5%	0.0%	-2.3%	0.0%				
46 0.629 47 0.428	530 1400	0.3 714 0.6 1049	_	9319 0.4 18348 0.4		0.4	522 0.2 1332 0.7	711 0.5 1079 0.2	9238 0.4 18057 0.5		0.4	2363	20	2297	4 34915	176	2251	22	2336	4	34372			0.0%	1.7%	0.0%	-1.6%	0.0%				+
48 0.428 49 0.266	964 1230	1.3 1247 0.6 924				0.6	920 1.5 1152 0.7	1258 0.1 955 0.3	16315 0.1 15789 0.1		0.7									-												
50 0.266 51 0.416	797 1326	1.4 1080 0.4 1027	_			0.7 0.4	771 1.6 1295 0.9	1060 0.1 1055 0.5	13714 0.8 15758 0.8	_		2027	18	2005	3 30204	161	1923	21	2015	4	29503		-5.1%	0.0%	0.5%	0.0%	-2.3%	0.0%				V8 Marlborough Street between Redbridge Roundabout and
52 0.416 53 0.357	1351 959	0.4 1284 0.5 846	_	17662 0.3 13518 0.4	15143	0.3	1275 1.4 871 0.7	1339 0.3 842 0.2	17521 0.8 12834 0.8	15022	0.8	2677	11	2311	7 33436	114	2570	30	2394	9	33279	261	-4.0%	184.3%	3.6%	39.7%	-0.5%	129.0%	No	n/a	Yes	Currier Drive. Screening Rule 1 applies.
54 0.357 55 0.446	910 1309	1.5 966 0.3 1303	0.1		11933	0.8	873 1.7 1308 0.9	938 0.1 1345 0.4	13569 0.9 17778 0.9	11520		1869	19	1811	3 27574	164	1744	21	1780	3	26403	180	-6.7%	0.0%	-1.7%	0.0%	-4.2%	0.0%				V8 Marlborough Street between Currier Drive and Downs
56 0.446	1259	0.3 1047	0.1	15458 0.2	13254	0.2	1200 1.3	1090 0.2	15348 0.8	3 13159	0.8	2567	8	2350	5 32962	86	2508	28	2434	8	33127	238	-2.3%	248.1%	3.6%	60.0%	0.5%	176.6%	No	n/a	yes	Barn Roundabout. Screening Rule 1 applies.
57 0.48 58 0.48	976 989	1.6 794 2.4 725	0.2	12842 1.4	10903	1.0 1.4	961 0.6 937 1.5	848 0.6 777 0.2	13551 0.0 12843 0.0	10904	0.9	1965	39	1519	4 26104	321	1898	20	1625	7	26394	198	-3.4%	0.0%	7.0%	0.0%	1.1%	0.0%				
59 0.265 60 0.265	1026 965	1.5 750 2.4 821	0.2	13383 1.4	11362	1.0 1.4	1033 0.6 957 1.5	809 0.7 1042 0.2	13796 0.0 14975 0.0	3 12714	0.6	1991	39	1571	4 26685	324	1990	20	1851	7	28771	207	-0.1%	0.0%	17.8%	0.0%	7.8%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
61 0.324 62 0.324	870 800	1.4 682 4.0 1065	0.8			1.2 2.2	1001 0.8 931 2.1	611 1.0 791 0.8	12078 0.º 12897 1.º	_	0.9 1.5	1671	45	1747	14 25602	436	1932	28	1402	12	24975	301	15.6%	-37.6%	-19.7%	-9.2%	-2.5%	-31.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
63 0.275 64 0.275		0.7 1030 1.9 1297				0.7 1.1	1238 0.9 1215 1.5	1022 0.9 1312 0.5	16931 0.9 18928 1.0		0.9 1.0	2076	26	2328	13 32991	294	2452	29	2334	16	35859	337	18.1%	13.2%	0.3%	18.5%	8.7%	15.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
65 0.635 66 0.635	1027 1049	0.7 1035 1.9 1467	_			0.7 1.1	1154 1.0 1437 1.4	1007 1.0 1510 0.5	16187 1.0 22082 0.9			2077	27	2501	14 34299	307	2591	31	2517	17	38269	360	24.8%	15.0%	0.6%	21.9%	11.6%	17.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
67 0.317 68 0.317	943 912	0.8 823 0.9 496		13226 0.7 10544 1.0		0.7 1.0	764 1.0 723 1.7	872 0.7 598 1.4	12254 0.8 9899 1.4	10403	0.8 1.6	1854	16	1318	11 23770	196	1487	20	1470	14	22153	255 -	19.8%	28.2%	11.5%	33.3%	-6.8%	30.3%	No	n/a	Yes	V10 Brickhill Street between Delaware Drive and Willen roundabout. Screening Rule 1 applies.
69 0.491 70 0.491	1211	0.7 503 2.8 855	1.5	12838 0.9	10899	0.9	883 0.9 884 3.2	481 2.4 909 0.8	10221 1.4	8677	1.4	1929	28	1358	12 24625	299	1767	36	1390	18	23655	410	-8.4%	29.2%	2.4%	56.2%	-3.9%	37.2%	No	n/a	Yes	H4 Dansteed Way between Delaware Drive and Willen Roundabout. Screening Rule 1 applies.
71 0.349	1324	1.8 1484	0.9	21039 1.3	17862	1.3	946 3.1	24 0.9	7270 3.0	6172	3.0	2637	41	2641	27 39545	510	946	29	24	0	7270	220 -	64.1%	-29.5%	-99.1%	-99.2%	-81.6%	-56.8%				The state of the s
72 0.349 73 0.51	1312 696	1.3 1158 0.9 493	1.5	8904 1.2	7559	1.3		0 0.0 196 3.3		1920	3.5	1168	20	633	9 13492	222	759	23	406	9	8728		35.0%	14.0%	-35.9%	-9.5%	-35.3%	6.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
74 0.51 75 0.377	1372	3.0 140 1.0 1720	0.3	20723 0.6	17768	2.6 0.6	653 2.9 1540 0.8	210 1.0 1668 0.4	6466 2 21503 0	18436	0.6	2723	29	3485	9 41616	254	3117	30	3445	13	43989		14.5%	6.7%	-1.2%	36.9%	5.7%	14.2%	No	n/a	Yes	V8 Marlborough Street between Downs Barn Roundabout
76 0.377 77 0.058	1351 1115	1.1 1766 1.6 1573	0.8	15865 1.1	13598	0.6 1.1	1578 1.2 1115 1.6	1777 0.4 1573 0.8	22486 0.1 15864 1.1	13597	1.1	1115	18	1573	13 15865	180	1115	18	1573		15864			-	0.0%	-1.4%	0.0%	-0.7%				and Downs Barn Boulevard. Screening rule 1 applies.
78 0 79 0.493		0.0 0 0.7 1244	1.2	24427 0.9	20738		2016 0.8		24594 0.	20880	0.0		33	2817	27 44562	450	3131	33	2839	27	44728		0.0%	0.6%	0.8%	0.0%	0.4%	0.4%				
80 0.493 81 0.115	1115 3707	1.6 1573 1.1 2191				1.1 1.1	1115 1.6 3725 1.1	1573 0.8 2208 1.2	20135 1. 35026 1.		1.1 1.1	3707	39	2191	27 44562	392	1	39	2208	27	35026	_		0.8%	0.8%	-1.0%	0.4%	-0.2%			L	
82 0 83 0.149	0 1817	0.0 0 1.9 3191	0.0	0 0.0	0	0.0 1.1	0 0.0 1801 1.9	0 0.0 3182 0.6	0 0.0 29413 1.	0	0.0						3725															
84 0 85 0.267	0	0.0 0 1.0 2189	0.0	0 0.0	0	0.0	0 0.0	0 0.0 2207 1.1	0 0.0 35004 1.	0	0.0	1817	35	3191	21 29563	327	1801	35	3182		29413			0.0%	-0.3%	-2.4%	-0.5%	-0.9%				
86 0 87 0.433	0 1934	0.0 0 0.7 1654	0.0	0 0.0	0	0.0	0 0.0 1930 0.7	0 0.0	0 0.0	0	0.0	3704	37	2189	25 34789	370	3723	37	2207	25	35004		0.5%	0.4%	0.8%	-1.1%	0.6%	-0.2%				
88 0	0	0.0	0.0	0 0.0	0	0.0	0 0.0	0.0	0 0.0	0	0.0	1934	13	1654	7 24052	139	1930	13	1689	8	24262		-0.2%	0.0%	2.1%	0.0%	0.9%	0.0%				_
89 0.418 90 0.418	1402	0.7 1776 0.5 1712	0.4	20873 0.4	17897	0.5	1545 0.8 1411 0.4	1813 0.4 1728 0.4	21042 0.	18042	0.4	2926	18	3488	13 42998	211	2956	18	3540	13	43551	208	1.0%	-2.5%	1.5%	0.2%	1.3%	-1.3%				
91 0.714 92 0.714		0.2 873 0.2 1002	0.1	8758 0.2	7509		270 0.2	981 0.2	8382 0.:	7187	0.2	1125	2	1875	5 20110	45	1048	2	1838	5	19348	43	-6.8%	0.0%	-2.0%	0.0%	-3.8%	0.0%				
93 0.464 94 0.464	1131 1235	0.8 801 0.5 1000	0.3	14983 0.4	12846	0.4	1169 0.9 1264 0.4	842 0.6 1023 0.3	13476 0.3 15332 0.3	13145	0.3	2367	16	1801	8 27937	157	2432	16	1865	8	28807	155	2.8%	0.0%	3.6%	0.0%	3.1%	0.0%				
95 0.45 96 0.45	817 713	1.3 651 3.6 875				1.4 2.3	774 1.4 718 3.4	707 1.4 931 1.0	11096 1.4 12350 2.6		1.4 2.0	1530	37	1527	20 22899	427	1492	35	1638	20	23446	411	-2.5%	-4.3%	7.3%	-2.9%	2.4%	-3.8%				
97 0.291 98 0.291	978	0.9 771 3.6 994	1.3	13105 1.1	11126	1.1 2.1	993 0.9 817 3.6	818 1.2 1042 0.7	13569 1.0 13932 2.0	11520	1.0	1865	41	1765	18 27196	441	1811	39	1860	17	27500	415	-2.9%	-4.6%	5.4%	-8.3%	1.1%	-5.8%				
99 0.134 100 0.134	1248 738	0.4 989 0.5 1236	0.5	16759 0.4	14229	0.4		1129 0.9 1327 0.5	15961 0.0 15640 0.0	13551	0.6	1986	8	2225	7 31549	112	1761	13	2457	16	31601	218 -	11.3%	0.0%	10.4%	0.0%	0.2%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
100 0.134 101 0.042 102 0		4.0 1274 0.0 0		19485 3.0	16701		2369 3.9 0 0.0	1460 2.0 0 0.0		19373		2027	81	1274	18 19485	582	2369	93	1460	29	22603	721	16.9%	15.1%	14.6%	63.9%	16.0%	23.9%	No	n/a	-	Pineham Rounabout southern section of the circulatory carriageway ==TO BE EXCLUDED==
103 0.055	914	0.3 1614	0.7	14925 0.5	12792	0.5	869 0.4	1549 0.8	14276 0.	12236	0.7	914	3	1614	11 14925	82	869	3	1549	13	14276	96	-4.9%	0.0%	-4.0%	0.0%	-4.3%	0.0%				Contrageway TO DE EAGLUDED==
104 0 105 0.04	417	0.0 0 3.7 507	2.9	5455 3.3	4675	3.3	0 0.0 406 14.4		5542 9.	4750	9.7	417	16	507	15 5455	178	406	58	533	33	5542			-	5.1%	0.0%	1.6%	0.0%				
106 0	0	0.0	0.0	0 0.0	0	0.0	0 0.0	0 0.0	0 0.0	0	0.0	L		50,	5755			50	- 50			- 10						,0				

107 0.125	1717 47 2024	2.1 2.2	7004 2.0	1 22005	20 10	225	12	2000	2.0	20540	20	244/2	2.0	ı	1						1							-		-			1	
108 0	0 0.0 0		0.0	0	0.0	0 0	0.0	0	0.0	28540 0	2.9 0.0	24462 0	2.9 0.0	1717	78	3024	62	27984	830 1	935 82	2899	57	28540	819	12.7%	4.5%	-4.1%	-8.6%	2.0%	-1.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
109 0.361 110 0.361	2232 0.2 2101 841 1.0 2576	0.3 29	9046 0.3 2910 0.4	24904 19643						29217 23136	0.3	25051 19836	0.3	3073	14	4677	12	51956	175 3	088 15	4722	13	52353	190	0.5%	11.2%	1.0%	5.9%	0.8%	8.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
111 0.264 112 0.264	2718 0.2 2637 803 0.8 2246	0.3 35 0.2 20	5895 0.2 0434 0.4							36066 20746	0.3	30923 17788	0.3	3520	13	4883	12	56329	167 3	552 16	4924	13	56813	193	0.9%	24.0%	0.8%	7.1%	0.9%	15.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
113 0.482	2804 0.3 2728	0.3 37	7086 0.3	31798	0.3 28	B18 C).4	2746	0.3	37300	0.3	31981	0.3	3630	16	5004	13	57879	194 3	653 18	5042	14	58287	216	0.6%	15.3%	0.8%	7.4%	0.7%	11.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
114 0.482 115 0.449	825 0.8 2276 1003 0.7 1146		0792 0.4 4405 0.4							20987 14215	0.4	17994 12188	0.4	2128	14	2355	8	30051	144 2	116 16	2362	9	30015	169	-0.6%	15.4%	0.3%	21.7%	-0.1%	17.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
116 0.449 117 0.46	1125 0.6 1209 1286 0.8 1113		5647 0.5 6082 0.6	13416 13788						15800 15879	0.6	13547 13615	0.6									-												
118 0.46 119 0.274	1416 0.8 998 1048 0.4 858	0.6 16	6181 0.7 4282 0.3					1000	0.6	16416 13120	0.8	14075 11138	0.8	2702	23	2111	10	32262	218 2	704 23	2114	12	32295	237	0.1%	3.8%	0.1%	19.5%	0.1%	8.6%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
120 0.274	807 0.6 665	0.2 11	1033 0.4	9367	0.4 7	'29 C).5	640	0.3	10251	0.4	8703	0.4	1855	9	1524	3	25315	89 1	646 7	1474	4	23371	84	-11.3%	0.0%	-3.3%	0.0%	-7.7%	0.0%				
121 0.534 122 0.534	1033 1.3 1006 1246 0.7 1157		3670 1.0 6109 0.6	11721 13812						13763 15707	1.3 0.6	11801 13467	1.3 0.6	2279	22	2163	12	29780	227 2	236 28	2160	14	29470	281	-1.9%	26.4%	-0.2%	18.8%	-1.0%	23.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
123 0.481 124 0.481	993 0.5 1068 1125 1.0 1196		5437 0.4 7389 0.6							15510 17325	0.4	13168 14709	0.4	2118	15	2263	6	32826	159 2	145 18	2238	6	32836	177	1.3%	0.0%	-1.1%	0.0%	0.0%	0.0%				
125 0.338 126 0.338	1499 1.3 1275	1.0 18	8590 1.1		1.1 14	478 1	1.7	1283	1.1	18504 14562	1.4	15865 12485	1.4	2715	33	2260	20	33356	350 2	669 39	2264	22	33066	406	-1.7%	19.1%	0.1%	10.7%	-0.9%	15.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
127 0.673	894 0.5 1282	0.2 16		13841	0.3 8	185 C).6	1287	0.2	16270	0.3	13813	0.3	1767	18	2313	4	30570	167 1	759 13	2328	4	30619	125	-0.5%	0.0%	0.7%	0.0%	0.2%	0.0%				
128 0.673 129 0.575	874 1.6 1030 901 0.6 1269		4267 0.8 6262 0.3							14349 16329	0.5	12182 13863	0.5	2093	19	2516	4	34536		116 13	2524	5	34762	133	1.1%	0.0%	0.3%	0.0%	0.7%	0.0%				
130 0.575 131 0.541	1192 1.2 1247 1175 1.4 983		8274 0.7 2736 1.3							18433 12555	0.4 1.3	15649 10761	0.4 1.3				4																	
132 0.541 133 0.402	753 1.9 1098 1294 1.6 958	1.0 10	0931 1.4 5095 1.5	9369	1.4 7	07 2	2.1	1091	1.0	10610 15129	1.4	9094 12972	1.4	1928	31	2081	23	23667		854 31	2070	23	23165	318	-3.9%	-1.2%	-0.5%	0.3%	-2.1%	-0.6%				
134 0.402	1210 3.2 843	1.6 13	3763 2.5	11800	2.5 12	247 3	3.1	813	1.6	13806	2.5	11837	2.5	2504	59	1801	28	28857	583 2	578 60	1738	28	28935	593	3.0%	3.3%	-3.5%	-1.7%	0.3%	1.7%				
135 0.345 136 0.345	1114 2.7 1268 1066 4.7 1449		5967 2.2 6858 3.0	13690 14454			1.7	1379 1583		16760 17771	2.2	14370 15237	2.2	2180	80	2717	50	32826	869 2	189 81	2962	50	34531	883	0.4%	1.8%	9.0%	1.2%	5.2%	1.6%				
137 0.5 138 0.5	1186 1.7 1013 1196 1.0 1424		4738 1.4 7562 0.8	12637 15058						14871 17459	1.4 0.8	12750 14969	1.4 0.8	2381	32	2437	19	32301	340 2	356 32	2467	20	32330	350	-1.1%	-0.8%	1.2%	9.3%	0.1%	2.9%				
139 0.337 140 0.337	1263 1.7 1185 1150 1.5 1415		6410 1.4	14070	1.4 12	269 1	1.7	1202	1.2	16568 17107	1.4	14206 14667	1.4	2414	39	2599	23	33603	415 2	383 39	2641	24	33675	424	-1.3%	-1.0%	1.6%	7.8%	0.2%	2.2%				
141 0.37	1143 2.7 1621	1.5 18	8527 2.0	15885	2.0 1	133 2	2.8	1731	1.5	19201	2.0	16463	2.0	2313	81	2955	51	35318	885 2	286 82	3162	51	36524	897	-1.2%	1.6%	7.0%	0.7%	3.4%	1.3%				
142 0.37 143 0.38	1170 4.3 1335 1288 1.5 1218		6791 3.0 6798 1.3					1431 1235		17323 16938	3.0 1.3	14853 14523	3.0 1.3	2429	36	2604	21	33737		396 36	2645	23	33793	392	-1.3%	-1.4%	1.6%	8.4%	0.2%	2.2%				
144 0.38 145 0.34	1141 1.5 1386 1734 3.3 2201		6939 1.0 6378 2.0	14523 22617						16855 26397	1.0 2.0	14451 22633	1.0 2.0																	-				
146 0.34 147 0.337	1299 1.9 1843 1240 2.0 1640	1.3 21	1058 1.5	18055	1.5 13	345 1	1.9	1862	1.3	21502 19677	1.5	18436 16871	1.5	3033	81	4043	45	47436		080 85	4065	44	47899	861	1.6%	4.7%	0.5%	-3.0%	1.0%	2.0%			1	
148 0.337	1728 3.3 2038	1.0 25	5247 2.1	21647	2.1 17	722 3	3.4	2037	1.0	25197	2.1	21604	2.1	2967	81	3678	44	44550	837 2	996 85	3698	43	44873	854	1.0%	4.6%	0.5%	-3.0%	0.7%	1.9%				
149 0.134 150 0	4532 3.7 3234 0 0.0 0		5843 2.8 0 0.0		0.0		3.9		0.0	45854 0	3.1 0.0	39301 0	3.1 0.0	4532	166	3234	53	45843	1295 4	499 177	3269	63	45854	1414	-0.7%	6.3%	1.1%	18.4%	0.0%	9.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
151 0.382 152 0.382	972 1.2 1120 900 1.3 1013	0.9 12 0.8 11	2347 1.0 1295 1.0	10583 9681						11761 10571	1.1	10080 9060	1.1	1872	23	2132	18	23642	242 1	868 23	1915	18	22331	240	-0.2%	-1.6%	-10.2%	0.4%	-5.5%	-0.7%				
153 0.32 154 0.32	444 7.0 388 762 4.2 534	2.9 6.	233 5.1 711 3.5	5292	5.1 4	37 6	5.1	386	2.9	6172 9783	4.6	5240 8305	4.6	1206	63	922	25	15944	660 1	220 58	910	23	15955	604	1.2%	0.0%	-1.4%	0.0%	0.1%	0.0%				
155 0.456	1141 3.6 1211	2.3 15	5765 2.9	13517	2.9 1	132 4	1.3	1196	2.2	15611	3.3	13385	3.3	1928	67	2185	45	27576	751 1	929 79	2149	45	27336	831	0.0%	18.2%	-1.7%	-0.5%	-0.9%	10.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
156 0.456 157 0.434	787 3.3 974 1262 3.9 1508		1810 2.5 8571 2.6					953 1508		11725 18422	2.8	10053 15795	2.8	3001	85	3473	44	43402		998 96	3480	46	43427	951	-0.1%	13.2%	0.2%	4.8%	0.1%	10.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
158 0.434 159 0.3	1739 2.1 1965 3874 1.5 2078		4831 1.5 9903 1.7							25005 40137	1.7	21439 34413	1.7																		NO	11/4	NO	Screening Rule 1 of Rule 2 does not apply.
160 0 161 0.082	0 0.0 0 1178 1.6 1211	0.0 0.9 14	0 0.0	0	0.0 1.3 1	0 0	0.0	0	0.0	0 14226	0.0	0 12193	0.0 1.4	3874	58	2078	43	39903		837 60	2151	45	40137	701	-1.0%	3.5%	3.5%	5.6%	0.6%	4.4%				Abboy Hill Poundabout porthern section of circulatory
162 0	0 0.0 0	0.0	0.0	0	0.0	0 0	0.0	0	0.0	0	0.0	0	0.0	1178	19	1211	11	14105	178 1	130 21	1279	14	14226	206	-4.0%	0.0%	5.6%	28.9%	0.9%	15.5%	No	n/a	-	Abbey Hill Roundabout northern section of circulatory carriageway ==TO BE EXCLUDED==
163 0.08 164 0	1422 1.2 1372 0 0.0 0		6497 0.9	14139						16454	0.0	14103	0.0	1422	18	1372	8	16497	154 1	418 21	1370	12	16454	195	-0.3%	20.9%	-0.2%	0.0%	-0.3%	26.5%	No	n/a	-	Abbey Hill Roundabout northern section of circulatory carriageway ==TO BE EXCLUDED==
165 0.355		0.0	0.0	0	0.0	0 (0.0	0	0.0	U	0.0																							
166 0.355	1452 1.6 1605 1422 1.2 1372	0.5 20	0 0.0 0495 1.0 8733 0.9	17572	1.0 14	453 2	2.9	1596	0.7	20435 18685	1.8	17521 16020	1.8	2874	41	2978	16	39228	385 2	870 63	2966	23	39120	580	-0.1%	53.0%	-0.4%	0.0%	-0.3%	50.5%	No	n/a	Yes	H3 Monks Way between Abbey Hill Roundabout and stacy Bushes Roundabout. Screening rule 1 applies.
167 0.41	1422 1.2 1372 1067 0.6 1534	0.5 20 0.6 18 0.3 15	0495 1.0 8733 0.9 5353 0.4	17572 16062 13159	1.0 14 0.9 14 0.4 10	453 2 418 1 096 0	2.9 1.5 0.6	1596 1370 1533	0.7 0.9 0.3	20435 18685 15520	1.8 1.2 0.5	16020 13302	1.8 1.2 0.5	2874 1067	41 7	2978 1534	16 5	39228 15353		870 63 096 7	2966 1533	23 5	39120 15520	580 71	-0.1% 2.7%	53.0% 0.0%	-0.4% -0.1%	0.0%	-0.3% 1.1%	50.5%	No No	n/a n/a	Yes No	, , , , , , , , , , , , , , , , , , , ,
167 0.41 168 0 169 0.359	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532	0.5 20 0.6 18 0.3 15 0.0 0.4 15	0495 1.0 8733 0.9 5353 0.4 0 0.0 5556 0.6	17572 16062 13159	1.0 14 0.9 14 0.4 10 0.0 0.6 10	453 2 418 1 096 0 0 0	2.9 1.5 0.6 0.0	1596 1370 1533 0 1549	0.7 0.9 0.3 0.0 0.3	20435 18685	1.8 1.2 0.5 0.0 0.6	16020	1.8 1.2 0.5 0.0 0.6						67 1				<u> </u>											Bushes Roundabout. Screening rule 1 applies.
167 0.41 168 0 169 0.359 170 0 171 0.043	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818	0.5 20 0.6 18 0.3 15 0.0 0.4 15 0.0 4.3 8	0495 1.0 8733 0.9 5353 0.4 0 0.0 5556 0.6 0 0.0 1457 4.9	17572 16062 13159 0 13333 0 7249	1.0 14 0.9 14 0.4 10 0.0 0.6 10 0.0 4.9 1	453 2 418 1 096 0 0 0 071 1 0 0	2.9 1.5 0.6 0.0 1.0 0.0	1596 1370 1533 0 1549 0 645	0.7 0.9 0.3 0.0 0.3 0.0 0.3 0.0	20435 18685 15520 0 15462 0 10297	1.8 1.2 0.5 0.0 0.6 0.0 10.2	16020 13302 0 13252 0 8825	1.8 1.2 0.5 0.0 0.6 0.0 10.2	1067	7	1534 1532	5	15353 15556	67 1 92 1	096 7 071 10	1533 1549	5	15520 15462	71 91	2.7%	0.0%	-0.1%	0.0%	1.1%	6.0%	No	n/a		Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory
167 0.41 168 0 169 0.359 170 0	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0	0.5 20 0.6 18 0.3 15 0.0 0.4 15 0.0 4.3 8.6	0495 1.0 8733 0.9 5353 0.4 0 0.0 5556 0.6 0 0.0 0.4457 4.9 0 0.0	17572 16062 13159 0 13333 0 7249	1.0 14 0.9 14 0.4 10 0.0 0.6 10 0.0 4.9 11	453 2 418 1 096 0 0 0 071 1 0 0	2.9 1.5 0.6 0.0 1.0 0.0 1.3	1596 1370 1533 0 1549 0 645	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0	20435 18685 15520 0 15462 0	1.8 1.2 0.5 0.0 0.6 0.0	16020 13302 0 13252 0	1.8 1.2 0.5 0.0 0.6 0.0	1067 1103 615	7 10 35	1534 1532 818	5 6 35	15353 15556 8457	67 1 92 1 414 1	096 7 071 10 100 124	1533 1549 645	5 5 53	15520 15462 10297	71 91 1048	2.7% -3.0% 78.9%	0.0% 0.0% 251.6%	-0.1% 1.1% -21.2%	14.4% 0.0% 53.4%	1.1% -0.6% 21.8%	6.0% 0.0% -	No No	n/a n/a		Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply.
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0	0.5 20 0.6 18 0.3 15 0.0 0 0.4 15 0.0 4.3 8 0.0 2.7 12 0.0 12	0495 1.0 8733 0.9 5353 0.4 0 0.0 5556 0.6 0 0.0 4457 4.9 0 0.0 2791 3.2 0 0.0	17572 16062 13159 0 13333 0 7249 0 10963	1.0 14 0.9 14 0.0 10 0.6 10 0.0 4.9 1 0.0 3.2 15	453 2 418 1 096 0 0 0 0771 1 0 0 100 1 0 0 519 8	2.9 1.5 0.6 0.0 1.0 0.0 1.3 0.0 3.3	1596 1370 1533 0 1549 0 645 0 1055	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0 6.2 0.0	20435 18685 15520 0 15462 0 10297 0 15192 0	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4	16020 13302 0 13252 0 8825 0 13021	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4	1067 1103 615 1145	7 10 35 41	1534 1532 818 1022	5 6 35 28	15353 15556 8457 12791	67 1 92 1 414 1 405 1	096 7 071 10 100 124 519 125	1533 1549 645 1055	5 5 53 66	15520 15462 10297 15192	71 91 1048 1128	2.7% -3.0% 78.9% 32.7%	0.0% 0.0% 251.6% 204.7%	-0.1% 1.1% -21.2% 3.2%	14.4% 0.0% 53.4% 138.8%	1.1% -0.6% 21.8% 18.8%	6.0% 0.0% - 153.2% 178.3%	No No	n/a n/a n/a	No -	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED==
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843	0.5 20 0.6 18 0.3 15 0.0 0.4 15 0.0 4.3 8. 0.0 2.7 12 0.0 0.2 17 0.4 14	0495 1.0 8733 0.9 5353 0.4 0 0.0 5556 0.6 0 0.0 4457 4.9 0 0.0 2791 3.2 0 0.0 7472 0.4 4379 0.4	17572 16062 13159 0 13333 0 7249 0 10963 0 14834 12208	1.0 14 0.9 14 0.0 0.0 0.6 10 0.0 4.9 11 0.0 3.2 18 0.0 0.0 0.4 12 0.0 0.4 12	453 2 418 1 096 0 0 0 0771 1 0 0 100 1 0 0 519 8 0 0 0251 0 089 0	2.9 1.5 0.6 0.0 1.0 0.0 1.3 0.0 3.3 0.0 0.6	1596 1370 1533 0 1549 0 645 0 1055 0 1049 823	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0 6.2 0.0 0.2	20435 18685 15520 0 15462 0 10297 0 15192 0 17233 14323	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4	16020 13302 0 13252 0 8825 0 13021 0 14631 12160	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4	1067 1103 615 1145 2343	7 10 35 41	1534 1532 818 1022 1909	5 6 35 28 6	15353 15556 8457 12791 31851	67 1 92 1 414 1 405 1 123 2	096 7 071 10 100 124 519 125 340 13	1533 1549 645 1055 1872	5 5 53 66 5	15520 15462 10297 15192 31556	71 91 1048 1128 137	2.7% -3.0% 78.9% 32.7% -0.1%	0.0% 0.0% 251.6% 204.7% 18.5%	-0.1% 1.1% -21.2% 3.2% -1.9%	14.4% 0.0% 53.4% 138.8% -1.0%	1.1% -0.6% 21.8% 18.8% -0.9%	6.0% 0.0% - 153.2% 178.3% 11.9%	No No	n/a n/a		Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 178 0.394	1422 1.2 1372 1067 0.6 1534 0 0.0 0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560	0.5 20 0.6 18 0.3 15 0.0 0.0 0.4 15 0.0 2.7 12 0.0 2.7 12 0.0 0.0 17 0.4 14 1.4 8 2.0 7	0495 1.0 8733 0.9 5353 0.4 0 0.0 05556 0.6 0 0.0 457 4.9 0 0.0 2791 3.2 0 0.0 7472 0.4 4379 0.4 1144 1.9 920 1.9	17572 16062 13159 0 13333 0 7249 0 10963 0 14834 12208 6980 6788	1.0 14 0.9 14 0.4 10 0.0 0.6 10 0.0 4.9 11 0.0 3.2 19 0.0 0.4 12 0.4 10 1.9 5	453 2418 11996 C 0 C C 100 119 119 119 119 119 119 119 119 119	2.9 1.5 0.6 0.0 1.0 0.0 1.3 0.0 3.3 0.0 0.6 0.5 2.7	1596 1370 1533 0 1549 0 645 0 1055 0 1049 823 817 568	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0 6.2 0.0 0.2 0.0 0.2 0.4 1.5	20435 18685 15520 0 15462 0 10297 0 15192 0 17233 14323 7953 7800	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 0.4 1.9	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816 6686	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 0.4 1.9	1067 1103 615 1145	7 10 35 41	1534 1532 818 1022	5 6 35 28	15353 15556 8457 12791	67 1 92 1 414 1 405 1 123 2	096 7 071 10 100 124 519 125	1533 1549 645 1055	5 5 53 66	15520 15462 10297 15192	71 91 1048 1128	2.7% -3.0% 78.9% 32.7%	0.0% 0.0% 251.6% 204.7%	-0.1% 1.1% -21.2% 3.2%	14.4% 0.0% 53.4% 138.8%	1.1% -0.6% 21.8% 18.8%	6.0% 0.0% - 153.2% 178.3%	No No	n/a n/a n/a	No -	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED==
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810	0.5 2C 0.6 18 0.3 15 0.0 0 0.4 15 0.0 2 2.7 12 0.0 0 2.7 12 0.0 14 1.4 8 2.0 7 0.8 14	0495 1.0 8733 0.9 5353 0.4 0 0.0 05556 0.6 0 0.0 457 4.9 0 0.0 2791 3.2 0 0.0 7472 0.4 4379 0.4 1144 1.9 920 1.9	17572 16062 13159 0 13333 0 7249 0 10963 0 14834 12208 6788 12092	1.0 14 0.9 14 0.4 10 0.0 0.6 10 0.0 4.9 12 0.0 0.0 0.4 12 0.0 0.4 12 1.9 5 1.9 7 1.1 6	453 2418 11996 C 0 C C C C C C C C C C C C C C C C C	2.9 1.5 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1596 1370 1533 0 1549 0 645 0 1055 0 1049 823 817 568 1419	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0 6.2 0.0 0.2 0.4 1.5 1.9 0.8	20435 18685 15520 0 15462 0 10297 0 15192 0 17233 14323 7953	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 0.4	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.4 1.9 1.9 1.1	1067 1103 615 1145 2343	7 10 35 41	1534 1532 818 1022 1909	5 6 35 28 6	15353 15556 8457 12791 31851	67 1 92 1 414 1 405 1 123 2 301 1	096 7 071 10 100 124 519 125 340 13	1533 1549 645 1055 1872	5 5 53 66 5	15520 15462 10297 15192 31556	71 91 1048 1128 137	2.7% -3.0% 78.9% 32.7% -0.1%	0.0% 0.0% 251.6% 204.7% 18.5%	-0.1% 1.1% -21.2% 3.2% -1.9%	14.4% 0.0% 53.4% 138.8% -1.0%	1.1% -0.6% 21.8% 18.8% -0.9%	6.0% 0.0% - 153.2% 178.3% 11.9%	No No	n/a n/a n/a	No -	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED==
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 178 0.394 179 0.917	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560 684 1.9 1420	0.5 2C 0.6 18 0.3 15 0.0 0.4 15 0.0 0.4 3 8 0.0 0.0 0.7 12 0.4 14 14 14 16 1.4 16	0495 1.0 3733 0.9 3733 0.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0	17572 16062 13159 0 13333 0 7249 0 10963 0 14834 12208 6990 6788 12092 14912 13935	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	453 2418 1 1096 C 0 C 0 C 0 C 1000 1 0 C 1000 1 0 C 2551 C 0089 C 0089 C 1066 1 10991 1 1593 1	2.9 1.5 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1596 1370 1533 0 1549 0 645 0 1055 0 1055 0 823 817 568 817 1419	0.7 0.9 0.3 0.0 0.3 0.0 8.3 0.0 6.2 0.0 0.2 0.4 1.5 1.9 0.8 0.7	20435 18685 15520 0 15462 0 10297 0 15192 0 17233 14323 7953 7800 13943	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 1.9 1.9	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816 6686 11955	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 1.9 1.9	1067 1103 615 1145 2343 1351	7 10 35 41 11 28	1534 1532 818 1022 1909	5 6 35 28 6 23	15353 15556 8457 12791 31851 16064	67 1 92 1 414 1 405 1 123 2 301 1 326 1	096 7 071 10 1100 124 519 125 340 13 283 28	1533 1549 645 1055 1872 1385	5 5 53 66 5 23	15520 15462 10297 15192 31556 15753	71 91 1048 1128 137 303	2.7% -3.0% 78.9% 32.7% -0.1%	0.0% 0.0% 251.6% 204.7% 18.5% -0.6%	-0.1% 1.1% -21.2% 3.2% -1.9% 1.1%	14.4% 0.0% 53.4% 138.8% -1.0%	1.1% -0.6% 21.8% 18.8% -0.9% -1.9%	6.0% 0.0% - 153.2% 178.3% 11.9% 0.5% -	No No	n/a n/a n/a	No -	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED==
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 178 0.394 179 0.917 180 0.917 181 0.044 182 0 183 0.076	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560 684 1.9 1420 1115 1.3 1480 1597 1.6 1158 0 0.0 0 2688 1.6 1934	0.5 20 0.6 18 0.3 15 0.0 0.0 0.4 15 0.0 2.7 12 0.0 2.7 12 0.0 17 0.4 14 1.4 8 2.0 7 1.4 16 0.7 17 1.4 16 0.0 1.2 27	0495 1.0 8733 0.9 8733 0.9 8733 0.9 8733 0.9 80.0 80.0 80.0 80.0 80.0 80.0 80.0 8	17572 16062 13159 0 13353 0 7249 0 10963 0 14834 12208 6980 6788 12092 14912 13935 0	1.0 1, 0.9 1, 0.0 1, 0.	453 2453 2453 2418 11964 1196 1196 1196 1196 1196 1196 119	2.9 1.5 1.6 1.0 1.0 1.0 1.0 1.0 1.0 1.3 1.0 1.3 1.0 1.3 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	1596 1370 1533 0 1549 0 0 645 0 1055 0 1049 823 817 568 1449 1470 1172 0	0.7 0.9 0.3 0.0 0.3 0.0 0.3 0.0 6.2 0.0 0.2 0.4 1.5 1.9 0.8 0.7 1.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20435 18685 15520 0 0 15462 0 10297 0 17233 14323 7800 13943 17165 16323 0 27421	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 0.4 0.4 1.9 1.1 1.0 1.7 0.0	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816 6686 11955 14717 13990 0 23503	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 0.4 0.4 0.4 1.9 1.1 1.0 1.7 0.0 0.0	1067 1103 615 1145 2343 1351 1799	7 10 35 41 11 28 28	1534 1532 818 1022 1909 1370 2900	5 6 35 28 6 23 21	15353 15556 8457 12791 31851 16064 31496	67 1 92 1 414 1 405 1 123 2 301 1 326 1 242 1	7 0096 7 0071 10 124 125 125 13340 13 283 28 29 0096 7	1533 1549 645 1055 1872 1385 2889	5 5 53 66 5 23 21	15520 15462 10297 15192 31556 15753 31108	71 91 1048 1128 137 303 338	2.7% -3.0% 78.9% 32.7% -0.1% -5.0%	0.0% 0.0% 251.6% 204.7% 18.5% -0.6%	-0.1% 1.1% -21.2% 3.2% -1.9% 1.1% -0.4%	14.4% 0.0% 53.4% 138.8% -1.0% 1.9%	1.1% -0.6% 21.8% 18.8% -0.9% -1.9%	6.0% 0.0% 153.2% 178.3% 11.9% 0.5% 4.0%	No No No	n/a n/a n/a n/a	No No	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 178 0.394 179 0.917 180 0.917 181 0.044 182 0 183 0.076 184 0 185 0.136	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560 684 1.9 1420 1115 1.3 1480 0 0.0 0 2688 1.6 1934 0 0.0 0 1927 1.7 1399	0.5 2C 0.6 18 0.3 15 0.0 0.4 15 0.0 0.4 15 0.0 0.7 12 0.0 0.2 17 0.4 14 1.4 8 2.0 7 0.8 14 0.7 17 1.4 16 0.0 1.2 27 0.0 1.2 27 0.0 1.4 22	0495 1.0 8733 0.9 8733 0.9 8733 0.4 0 0.0 95556 0.6 0 0.0 9457 4.9 0 0.0 97791 3.2 0 0.0 97472 0.4 9799 0.4 9799 0.4 9799 0.4 9790 1.9 970 1.9 970 0.0 97284 1.4 97284 1.4 0 0.0 97284 1.4 0 0.0	17572 16062 13159 0 13333 0 0 7249 0 10963 0 14834 12208 6980 12208 14912 13935 0 14912 13935 0	1.0 1, 10, 10, 10, 10, 10, 10, 10, 10, 10,	453 2453 2418 11996 1196 1196 1196 1196 1196 1196 1	2.9 1.5 2.6 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	1596 1370 1533 0 1549 0 645 0 1055 0 1049 823 817 568 1419 1470 1172 0 1960 0	0.7 0.9 0.3 0.0 0.3 0.0 0.0 8.3 0.0 6.2 0.4 1.5 1.9 0.8 0.7 1.5 1.5 0.0 1.4	20435 18685 15520 0 15462 0 10297 0 15192 0 17233 17233 7953 7800 13943 17165 16323 0 27421 0 22699	1.8 1.2 0.5 0.0 0.6 0.0 10.2 7.4 0.0 0.4 1.9 1.1 1.0 1.7 0.0 1.5 0.0 1.6	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816 6686 11955 14717 13990 0 23503 0	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 0.4 0.4 1.9 1.1 1.0 0.0 1.7 0.0 1.6 0.0 1.6 0.0 1.6	1067 1103 615 1145 2343 1351 1799	7 10 35 41 11 28 28 25	1534 1532 818 1022 1909 1370 2900	5 6 35 28 6 23 21	15353 15556 8457 12791 31851 16064 31496	67 1 92 1 414 1 405 1 123 2 301 1 326 1 395 2	096 7 071 10 100 124 519 125 340 13 283 28 7752 29 593 28	1533 1549 645 1055 1872 1385 2889 1172	5 5 53 66 5 23 21	15520 15462 10297 15192 31556 15753 31108 16323	71 91 1048 1128 137 303 338 270	2.7% -3.0% 78.9% 32.7% -0.1% -5.0% -2.6%	0.0% 0.0% 251.6% 204.7% 18.5% -0.6% 5.7%	-0.1% 1.1% -21.2% 3.2% -1.9% 1.1% -0.4% 1.2%	14.4% 0.0% 53.4% 138.8% -1.0% 1.9% 1.7%	1.1% -0.6% 21.8% 18.8% -0.9% -1.9% -1.2% 0.4%	6.0% 0.0% 153.2% 178.3% 11.9% 0.5% 4.0% 11.7%	No No No	n/a n/a n/a n/a	No No	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
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167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 179 0.917 180 0.917 181 0.044 182 0 183 0.076 184 0 185 0.136 186 0.136 187 0.269 188 0.269 188 0.269 189 0.432 190 0.432 191 0.297 192 0.297 193 0.35	1422 1.2 1372 1067 0.6 1534 0 0.0 0 0 1103 0.9 1532 0 0.0 0 0 11103 3.6 1022 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560 684 1.9 1420 1115 1.3 1480 11597 1.6 1158 0 0.0 0 2688 1.6 1934 0 0.0 0 1927 1.7 1399 1870 2.7 1280 1927 1.7 1399 1870 2.7 1280 1106 0.8 958 991 1.0 1102 934 1.2 937 1242 0.7 924 1010 1.8 1693 1090 4.3 1809 1090 4.3 1809	0.5 20 0.6 18 0.3 15 0.0 0.4 15 0.0 0.4 3 8 0.0 0.2 7 12 0.0 0.2 17 0.4 14 18 2.0 77 1.4 16 0.0 1.2 27 0.0 1.4 22 1.3 21 0.6 15 0.4 15 0.6 16 1.0 18 0.7 15 0.7 15 0.7 15 0.7 15 0.8 14	0495 1.0 8733 0.9 8733 0.9 8733 0.9 8733 0.9 8733 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	17572 16062 13159 0 13333 0 10963 0 10963 0 14834 12208 6980 6788 12092 14912 13935 0 19115 18100 13119 13129 13316 11899 13379 15535 16662	1.0 1, 0, 9 1, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0,	453 2453 2453 2418 11996 26 26 26 26 26 26 26 26 26 26 26 26 26	2.9	1596 1370 1370 1549 0 645 0 1049 823 107 1447 1172 0 1172 0 1454 1327 1327 933 1056 898 892 1666 1790 1666	0.7	20435 18685 18685 15520 0 15462 0 15462 0 15192 0 17233 14323 7800 13943 17165 16323 0 27421 0 22699 21204 15192 15192 16323 16323 17165 16323 17165	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 0.4 0.4 0.4 1.9 1.9 1.7 0.0 1.5 0.0 1.6 2.2 0.8 0.8 0.9 0.8 0.8 0.9 1.3 2.0 2.0 1.3	16020 13302 0 13252 0 8825 0 13021 0 14631 12160 6816 6686 11955 14717 13990 0 23503 0 19462 18180 12851 13257 12024 13455 15468	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 0.4 0.4 0.4 1.9 1.9 1.1 1.0 0.0 1.7 0.0 1.6 2.2 0.8 0.8 0.9 0.8 1.3 2.0 2.0 1.3	1067 1103 615 1145 2343 1351 1799 1597 2688 3796 2097 2176	7 10 35 41 11 28 28 25 43 84 19 20	1534 1532 818 1022 1909 1370 2900 1158 1934 2678 2061	5 6 35 28 6 23 21 16 24 36 10	15353 15556 8457 12791 31851 16064 31496 16259 27284 43405 31149 30246	67 1 1 92 1 1 414 1 1 405 1 1 123 2 2 301 1 1 326 1 1 395 2 2 4 2 2 2 7 2 2 6 6 2 2 2 1 1	096 7 071 10 100 124 519 125 340 13 283 28 752 29 593 28 685 45 768 85 116 22	1533 1549 645 1055 1872 1385 2889 1172 1960 2781 1989	5 5 5 53 66 5 23 21 18 25 37 11	15520 15462 10297 15192 31556 15753 31108 16323 27421 43903 30752 30011	71 91 1048 1128 137 303 338 270 418 819 248	2.7% -3.0% -78.9% -0.1% -5.0% -2.6% -0.2% -0.1% -0.7% 0.9% 1.9%	0.0% 0.0% 251.6% 204.7% 18.5% -0.6% 5.7% 10.8% 5.2% 1.4% 13.8%	-0.1% 1.1% -21.2% 3.2% -1.9% 1.1% -0.4% 1.2% 1.4% 3.8% -3.5% -3.9%	14.4% 0.0% 53.4% 138.8% -1.0% 1.9% 1.7% 13.2% 7.4% 2.5% 4.9%	1.1% -0.6% 21.8% 18.8% -0.9% -1.9% -1.2% 0.4% 0.5% 1.1% -1.3% -0.8%	6.0% 0.0% 153.2% 178.3% 11.9% 0.5% 4.0% 11.7% 6.0% 1.7% 10.7%	No N	n/a n/a n/a n/a n/a n/a	No - No No No	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply.
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167 0.41 168 0 169 0.359 170 0 171 0.043 172 0 173 0.084 174 0 175 0.352 176 0.352 177 0.394 178 0.394 179 0.917 180 0.917 181 0.044 182 0 183 0.076 184 0 185 0.136 186 0.136 187 0.269 188 0.269 188 0.269 188 0.269 189 0.432 191 0.297 192 0.297 193 0.35 194 0.35 195 0.076 196 0 197 0.044 198 0	1422 1.2 1372 1067 0.6 1534 0 0.0 0 1103 0.9 1532 0 0.0 0 615 5.7 818 0 0.0 0 1145 3.6 1022 0 0.0 0 1266 0.5 1066 1076 0.4 843 570 2.5 810 782 1.8 560 684 1.9 1420 684 1.9 1420 1115 1.3 1480 1597 1.6 1158 0 0.0 0 2688 1.6 1934 0 0.0 0 1927 1.7 1399 1870 2.7 1280 1106 0.8 958 991 1.0 1102 10 2.7 1280	0.5 20 0.6 18 0.0 18 0.0 0.1 18 0.0 0.1 19 0.0 0.2 17 0.0 18 0.0	0495 1.0 8733 0.9 8733 0.9 8733 0.9 8733 0.9 8733 0.9 8733 0.9 90.0 90.0 91.0 91.0 91.0 91.0 91.0 9	17572 16062 13159 0 13333 0 7249 0 10963 0 14834 12208 6980 6788 12092 14912 13935 0 19115 13129 13316 13129 13316 13129 13316 13129 13379 15535 0 19115 136662 15535 0 19115 14912 13779 15535 0 11800 13129 13116 14912 13779 15535 156662 15535 25373 0 19155 156662 15535 25373 0 19155 156662 15535 1916662 15535 15754 10963 1	1.0	453	2.9	1596 1370 1370 1370 1370 1549 0 0 645 0 1549 0 1549 1055 0 1049 823 817 568 1419 1470 1172 0 1990 0 1470 1172 0 1990 0 1454 1327 933 1056 898 892 1666 1790 1790 1790 1666 1921 0 2493 0 0 2493 0 0 941 933 909 671 645 11055 609 597 776 610 897 610 480 664 6610 175	0.7	20435 18685 18685 18685 18685 18685 18685 18685 18685 18685 18685 18620 0 15192 0 15192 0 17233 14323 7800 13943 147165 16323 0 22699 22699 21204 15137 15615 14162 15849 18041 19387 1938	1.8 1.2 0.5 0.0 0.6 0.0 10.2 0.0 7.4 0.0 0.4 1.9 1.9 1.1 1.0 1.7 0.0 1.6 2.2 0.8 0.8 0.9 0.8 1.3 2.0 1.3 1.9 0.0 3.4 0.0 0.9 0.8 1.1 0.0 0.9 0.9 0.8 1.1 0.0 0.9 0.9 0.8 1.1 0.0 0.9 0.9 0.8 0.9 0.8 0.9 0.8 0.9 0.8 0.9 0.8 0.9 0.9 0.8 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	16020 13302 0 13252 0 13252 0 13021 0 14631 12160 6816 6866 11955 14717 13990 0 23503 0 19462 18180 12851 13257 12024 13453 15468 16623 15468 16623 15468 0 19546 0 19546 0 11167 9439 9453 8825 13021 5569 6435 8468 6269 5381 5615	1.8 1.2 0.5 0.0 0.6 0.0 0.0 10.2 0.0 0.4 0.4 0.4 1.9 1.1 1.0 1.7 0.0 1.6 0.8 0.8 0.9 0.8 1.3 2.0 1.3 1.9 0.0 3.4 0.0 0.9 0.8 1.1 0.0 0.9 0.8 1.1 0.0 0.9 0.9 0.8 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.8 0.9 0.8 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	1067 1103 615 11145 2343 1351 1799 1597 2688 3796 2097 2176 2100 2100 3119 1678 1690 2054 2030 1759 1179 1252 1081	7 10 35 41 11 28 28 25 43 84 19 20 64 64 64 54 86 82 7 9 76 9 7 5	1534 1532 818 1022 1909 1370 2900 1158 1934 2678 2061 1861 3502 3502 1895 2149 2479 1709 1460 1840 1246 1694 1082	5 6 35 28 6 23 21 16 24 36 10 11 28 28 37 32 33 5 7 62 3 4	15353 15556 8457 12791 31851 16064 31496 16259 27284 43405 31149 30246 37553 29603 22587 24609 28192 26145 21248 14316 17394 12769 12769	67 1 92 1 414 1 405 1 123 2 301 1 326 1 326 1 327 2 242 1 395 2 242 2 27 2 622 2 622 2 622 2 622 2 622 2 622 1 117 1 819 2 66 1 41 1 48 1	096 7 071 10 100 124 519 125 340 13 283 28 752 29 593 28 45 22 116 22 2127 66 1127 66 116 56 704 99 737 95 4466 11 390 12 6618 249 166 8 240 7 0083 6	1533 1549 645 1055 1872 1385 2889 1172 1960 2781 1989 1789 3456 3456 1921 2159 2493 1874 1580 1699 1206 1673 1090	5 5 5 53 66 5 23 21 18 25 37 11 11 28 28 39 34 35 15 16 119 3 4 2	15520 15462 10297 15192 31556 15753 31108 16323 27421 43903 30752 30011 37428 29734 22805 24967 25021 22252 25488 14004 17194 12829	71 1048 1128 137 303 338 270 418 819 248 251 630 630 766 197 210 2176 63 63 46	2.7% -3.0% -3.0% -3.0% -3.0% -0.1% -5.0% -2.6% -0.2% -0.1% -0.7% 0.9% -1.9% -0.1% -0.1% -0.1% -1.6% -2.8% -31.5% -48.8% -1.0% -1.0% -1.0% -1.0% -1.0% -1.0% -1.0% -1.0%	0.0% 0.0% 251.6% 204.7% 18.5% -0.6% 5.7% 10.8% 5.2% 1.4% 13.6% 1.7% 1.7% 5.0% 14.6% 15.7% 0.0% 0.0% 226.4% -6.6% -5.9%	-0.1% 1.1% -21.2% 3.2% -1.9% 1.1% -0.4% 1.2% 1.4% 3.8% -3.5% -3.9% -1.3% -1.3% 0.5% 0.6% 8.2% -7.6% -3.2% -1.2% 0.8%	14.4% 0.0% 53.4% 138.8% -1.0% 1.9% 1.7% 13.2% 7.4% 2.5% 4.9% 4.8% 0.2% 0.2% 6.2% 4.6% 5.9% 0.0% 91.1% -1.7% -5.0% 0.9%	1.1% -0.6% 21.8% 18.8% -0.9% -1.9% -1.2% 0.4% 0.5% 1.1% -0.3% -0.3% -0.3% -0.3% -1.13% -1.4,9% 20.0% -1.17% -1.13%	6.0% 0.0% 153.2% 178.3% 11.9% 0.5% 4.0% 11.7% 6.0% 1.7% 10.5% 1.3% 1.3% 5.5% 11.9% 12.9% 0.0% 0.0% 165.6% -5.6% -11.5%	No N	n/a	No	Bushes Roundabout. Screening rule 1 applies. Screening Rule 1 or Rule 2 does not apply. Broughton Interchange northern section of circulatory carriageway ==TO BE EXCLUDED== Broughton Interchange northeastern section of circulatory carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply. Screening Rule 1 or Rule 2 does not apply.

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217 0.135 218 0.135	344 247	12.4 14.6	307 497	12.8 38 7.2 43	141 12.6 191 9.7		12.6 9.7		12.2 14.8	316 12.5 499 7.3		12.3 9.8	3379 3768	12.3 9.8	590	79	804	75 823	910	598	79	815	76	8339	915 1	.3% 0.8%	1.3%	0.3%	1.3%	0.6%				
219 0.113 220 0.113	_	1.8 2.0	543 429		93 2.0		1.7 2.0	677 484	1.7	526 1.7 417 2.0		1.7	6083 4561	1.7 2.1	1202	23	972	17 1283	37 237	1161	22	943	17	12419	234 -:	3.5% -2.39	6 -3.0%	-0.4%	-3.3%	-1.5%				
221 0.131	709	2.5	981	0.8 99	76 1.5	8550	1.5	799	2.1	946 0.9	10304	1.4	8832	1.4	1171	25	2076	12 1916	69 221	1328	26	2069	12	20055	229 1	3.4% 3.89	-0.3%	3.7%	4.6%	3.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
222 0.131 223 0.132	_	1.7 2.0	1095 1039		93 0.7 38 0.8	_	0.7	529 442	1.9 2.2	1123 0.4 1073 0.4		0.9	8358 7667	0.9	1051	25	1933	12 176		_		1939	12	18582		5.1% 4.09			5.5%	3.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
224 0.132 225 0.243	677 697	2.5 3.4	894 869		.73 1.6 .44 2.5	_	1.6 2.5	767 791	2.1 3.3	866 1.0 850 2.3		1.5 2.8	8259 8307	1.5 2.8							26											Campbell Park &		Silbury Boulevard between Blairmont Street and Skeldon
226 0.243	390	4.6	1495	1.3 11	130 2.0	9540	2.0	459	5.4	1498 1.6	11551	2.5	9901	2.5	1087	42	2364	35 203	74 450	1250	51	2349	43	21243	552 1	5.0% 21.4	6 -0.7%	24.4%	4.3%	22.8%	Yes	Cricket Ground	Yes	Roundabout. Screening Rule 2 applies.
227 0.299 228 0.299	719	4.5 3.3	1536 899		454 1.9 50 2.4	8185	1.9 2.4	821	5.2 3.2	1538 1.5 880 2.2	10045	2.4	10193 8609	2.4	1123	42	2435	35 2100	04 452	1298	51	2418	43	21937	555 1	5.6% 21.5	-0.7%	24.4%	4.4%	22.8%	Yes	Campbell Park & Cricket Ground	Yes	Silbury Boulevard between Campbell Park Roundabout and Blairmont St. Screening Rule 2 applies.
229 0.149 230 0.149		0.5	1493 1326		205 0.8 482 0.5		0.8	822 1541	1.3 0.5	1479 0.6 1327 0.5		0.9	14638 18244	0.9	2344	17	2819	15 3868	87 242	2364	19	2806	16	38731	262	.8% 7.29	-0.5%	9.7%	0.1%	8.4%				
231 0.544 232 0.544		0.3	425 1379		772 0.3 377 0.4	_	0.3	586 1383	0.4	441 0.7 1379 0.3	6066 16306	0.5	5199 13975	0.5 0.5	1948	10	1804	5 2214	49 93	1969	13	1821	7	22372	117 1	.1% 0.09	0.9%	0.0%	1.0%	0.0%				
233 0.339	1209	0.8	1302	0.3 14	822 0.5	12704	0.5	1213	1.0	1293 0.3	14795	0.6	12680	0.6	1763	13	1756	6 207	77 114	1797	16	1752	7	20949	135 1	.9% 20.4	6 -0.3%	15.5%	0.8%	18.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
235 0.183	581	0.6	454 411	0.6 58	56 0.6 56 0.6	5019	0.6 0.6	611	0.7	459 0.7 427 0.9	6127	0.7	5275 5251	0.8	1964	14	1794	7 2218	86 123	1979	17	1810	8	22364	147 (.8% 18.9	6 0.9%	21.7%	0.8%	19.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
236 0.183 237 0.83	1383 1690	0.8 4.9	1383 2479		330 0.5 946 2.8		0.5 2.8		0.9 5.5	1383 0.3 2492 1.4		0.6 3.1	13917 24309	0.6 3.1	1690	82	2479	33 279		_	95	2492	35			.8% 15.7		5.9%	1.5%	12.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
238 0 239 1.904	0 1690	0.0 4.9	0 2479	0.0 1.3 27	0 0.0 946 2.8		0.0 2.8		0.0 5.5	0 0.0 2492 1.4		0.0 3.1	0 24309	0.0 3.1																				
240 1.91 241 0.308	3874	1.5 3.8	2078 1493		903 1.7	34213	1.7 3.0	3837	1.6 4.0	2151 2.1 1472 1.9	40137	1.7	34413 18763	1.7	5564	140	4557	75 6784	-	_	155	4643	79			.2% 10.7			0.9%	8.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
242 0.308	946	3.5	1875	1.4 18	907 2.1	16211	2.1	975	3.6	1876 1.4	19112	2.2	16387	2.2	2736	101	3368	57 409	16 105	4 2767	107	3348	55	40996	1088 1	.1% 6.39	-0.6%	-2.2%	0.2%	3.2%				
243 0.312 244 0.312	1119 665	0.3	863 675		B49 0.2 041 0.4		0.2	992 593	0.5	791 0.2 613 0.5	13354 9039	0.3	11337 7674	0.3	1785	6	1538	4 2489	90 80	1585	7	1404	4	22393	88 -1	1.2% 0.0%	-8.7%	0.0%	-10.0%	0.0%				
245 0.319 246 0.319	646 986	0.5	556 754	0.2 90 0.1 13	0.3 0.3		0.3	574 850	0.3	516 0.2 708 0.2	8163 11673	0.3	6930 9910	0.3	1632	6	1310	2 2204	44 64	1424	5	1224	3	19836	56 -1	2.8% 0.0%	-6.6%	0.0%	-10.0%	0.0%				
247 0.205 248 0	4036 0	3.9 0.0	3351 0	1.4 43 0.0	611 2.8 0 0.0	_	2.8 0.0	3998	4.2 0.0	3260 1.8 0 0.0		3.1 0.0	36725 0	3.1 0.0	4036	157	3351	48 436	11 1210	3998	168	3260	58	42848	1333 -).9% 6.7%	-2.7%	21.5%	-1.8%	10.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
249 0.435	551	3.4	1323	0.9 110	062 1.6	9481	1.6	605	3.2	1349 0.9	11536	1.6	9887	1.6	551	19	1323	12 1100	62 180	605	19	1349	12	11536	183	.9% 3.89	1.9%	-1.0%	4.3%	1.9%				
250 0 251 0.062	1614	0.0	1244	1.2 16	0 0.0 875 0.9	14463	0.9	1614	0.0	1266 1.2	17003	0.0	14574	0.0	1614	12	1244	15 168	75 157	1614	12	1266	15	17003	160 (.0% 1.69	1.8%	1.2%	0.8%	1.4%				
252 0 253 0.105	0 1588	0.0 1.8	0 1821	0.0	0 0.0		0.0 1.2		0.0 1.8	0 0.0 1822 0.7		0.0 1.2	0 17543	0.0 1.2	1588	28	1821	14 2012		_	29	1822	13	20468		.6% 4.19	_	-1.6%	1.7%	2.2%				
254 0 255 0.14	0 2558	0.0	0 1618	0.0 0.9 24	0.0 650 0.9		0.0		0.0	0 0.0 1621 0.9		0.0	0 21143	0.0					-	_		-					_					-		
256 0 257 0.225	0	0.0	0 1103	0.0	0 0.0	0	0.0		0.0	0 0.0 1127 1.3		0.0	0 15971	0.0	2558	21	1618	15 246			21	1621	15	24668		.0% 2.79	_		0.1%	2.0%				
258 0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	0 0.0	0	0.0	0	0.0	2016	23	1103	15 184	12 224	2030	23	1127	14	18634	219 (.7% -0.3	6 2.2%	-4.3%	1.2%	-1.9%				
259 0.042 260 0	2701	0.8	1761 0	0.9 26	340 0.9 0 0.0	_	0.9		0.9	1758 0.9 0 0.0		0.9	22555 0	0.9	2701	23	1761	16 2634	40 229	2700	23	1758	16	26316	233	.0% 3.59	-0.2%	-0.3%	-0.1%	1.9%				
261 0.201 262 0	1361	2.6 0.0	3795 0	0.7 30	441 1.2 0 0.0	_	1.2 0.0		2.7 0.0	3796 0.7 0 0.0		1.2 0.0	26213 0	1.2 0.0	1361	36	3795	26 304	41 369	1385	37	3796	26	30584	370 1	.7% 2.79	0.0%	-3.1%	0.5%	0.3%				
263 0.057 264 0	866	0.5	530		0.5	7062	0.5	861	0.5	540 0.4 0 0.0	8274	0.5	7091 0	0.5	866	4	530	3 824	10 40	861	5	540	2	8274	41 -	0.5% 0.0%	2.0%	0.0%	0.4%	0.0%				
265 0.3	1599	1.0	936	0.6 14	965 0.8	12827	0.8	1604	1.0	938 0.5	15010	0.8	12865	0.8	1599	16	936	5 1496	65 127	1604	17	938	5	15010	127 (.4% 0.09	0.2%	0.0%	0.3%	0.0%				
266 0 267 0.146	1125	2.7	2616	0.0	0 0.0 081 1.4	_	0.0 1.4	1176	2.6	0 0.0 2610 0.8		0.0 1.4	0 19159	0.0 1.4	1125	30	2616	22 2208		_	31	2610	22	22353		.6% 2.69	_		1.2%	1.1%				
268 0 269 0.066	0 1835	0.0 1.0	0 1231	0.0 1.1 18	0.0	_	0.0 1.0		0.0 1.0	0 0.0 1218 1.1	0 18042	0.0	0 15464	0.0					_															
270 0 271 0.235	0 1871	0.0 1.1	0 959	0.0	0 0.0 710 1.2	0	0.0 1.2	0 1887	0.0	0 0.0 990 1.3	0	0.0 1.2	0 14556	0.0 1.2	1835	18	1231	14 1810	_	_	19	1218	14	18042		.2% 2.19			-0.3%	1.6%				
272 0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	1871	21	959	14 167	10 204	1887	21	990	13	16983	200 (.8% -1.3	3.2%	-3.4%	1.6%	-2.1%				
273 0.514 274 0.514	_	1.0 0.6	1041 687	0.3 110	127 1.0 042 0.5	9468	1.0 0.5		1.0 0.4	1070 0.8 728 0.3	11166	0.9	13269 9573	0.9	2175	17	1729	12 2616	69 197	2176	17	1798	11	26642	186 (.1% 0.09	4.0%	-9.6%	1.8%	-5.9%				
275 0.035 276 0.035	960 761	0.6	687 621		042 0.5	_	0.5		0.4	728 0.3 621 1.0		0.4	9573 7838	0.4	1720	10	1309	10 2030	08 137	1680	9	1349	9	20308	119 -	2.3% 0.09	3.1%	-14.1%	0.0%	-13.4%				
277 0.114 278 0.114		0.7 0.5	870 803		06 0.5 07 0.5		0.5 0.5		0.7 0.5	898 0.4 744 0.4		0.5 0.5	7656 8235	0.5 0.5	1447	8	1672	8 184	13 93	1498	8	1643	7	18540	91 3	.6% 2.89	-1.8%	-9.0%	0.7%	-2.8%				
279 0.088	605		870	0.4 87	06 0.5	7462	0.5		0.7	898 0.4 744 0.4	8933	0.5	7656	0.5	1447	8	1672	8 184	13 93	1498	8	1643	7	18540	91 3	.6% 2.89	-1.8%	-9.0%	0.7%	-2.8%				
281 0.389	542	0.7	803 826	0.4 80	179 0.5	6925	0.5 0.5	632	0.5	860 0.4	8805	0.5	8235 7546	0.5	1384	8	1590	7 1755	56 90	1515	10	1583	7	18289	97 9	.5% 24.1	6 -0.4%	-9.1%	4.2%	8.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
282 0.389 283 0.088		0.5 1.5	764 1071		77 0.5 948 1.1		0.5 1.1		0.5 1.5	723 0.4 1161 0.8		0.5 1.1	8129 10757	0.5 1.1	1748	23	2379	18 2436			23	2451	18			1.3% 1.09			1.2%	-0.1%				
284 0.088 285 0.112	_	1.0 1.2	1308 1092		412 0.8 173 1.0	_	0.8 1.0	760 792	1.1 1.2	1290 0.7 1090 0.8		0.8 1.0	10372 9521	0.8 1.0					_	_							_							
286 0.112 287 0.152	838	1.8 1.7	901 924	1.0 10	260 1.4	8794	1.4 1.3	832	1.8 1.7	972 0.9 989 0.9	10647	1.3	9126 9222	1.3	1638	24	1993	18 2143		_	24	2062	18	21756		0.69	_	_	1.5%	-0.2%				
288 0.152	761	1.2	1072	0.8 10	B19 1.0	9273	1.0	747	1.3	1064 0.8	10690	1.0	9162	1.0	1606	23	1995	17 2120	61 241	1581	23	2053	17	21450	239 -	1.6% -0.19	6 2.9%	-1.5%	0.9%	-0.7%				
289 0.15 290 0.15	399 452	3.3 1.5	483 527		06 2.0 78 1.2		2.0 1.2		1.3	569 0.7 610 0.7		1.7	5157 5707	1.7	850	20	1010	10 1098	84 174	967	20	1180	8	12675	165 1	3.8% -2.0	6 16.7%	-11.0%	15.4%	-4.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
291 0.391 292 0.391		1.1 2.1	719 555		45 0.9 80 1.4		0.9 1.4	470 796	0.9 1.8	778 0.5 654 0.5		0.7 1.2	6312 7335	0.7 1.2	1153	20	1274	9 1432	25 168	1266	19	1431	8	15923	158 9	.8% -3.19	6 12.4%	-11.8%	11.2%	-5.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
293 0.206 294 0.206	915		532 506	0.9 85	36 1.5 77 1.5	7317	1.5	1037	1.6	691 0.7 568 1.0	10202	1.3	8744 3534	1.3	981	19	1037	11 119	14 179	1167	19	1259	11	14326	175 1	9.0% 0.3%	21.4%	-6.5%	20.2%	-2.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
295 0.174	941	1.7	535	1.0 87	1.5	7472	1.5	1136	1.6	702 0.8	10849	1.3	9299	1.3	1025	19	1079	12 1242	20 183	1282	20	1306	11	15279	186 2	5.1% 6.99	21.1%	-6.8%	23.0%	1.6%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
296 0.174 297 0.108	751	1.6	421	2.1 69	02 1.5 17 1.8	5928	1.8	771	1.8 2.0	605 1.0 406 2.2	6951	1.1 2.1	3797 5958	1.1 2.1	1497	26	1067	18 151:			34	961	19	14529		.3% 27.9			-4.0%	19.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
298 0.108 299 0.156		1.9 1.6	646 821		.14 1.7 242 1.5		1.7 1.5		2.5 1.9	554 1.7 771 1.3		2.1 1.7	6495 8577	2.1 1.7	1599	34	1610				38	1562		19559		.6% 10.1			3.3%	7.2%	Yes	High street/town		High St between Station Road and Queens Avenue.
300 0.156 301 0.105	685	2.9	789 779	1.9 87	01 2.3 30 1.8	7457	2.3 1.8	827	2.4 1.9	791 2.0 808 1.5	9552	2.2 1.7	8187 8438	2.2 1.7						_	-		26									centre High street/town	Yes	Screening Rule 2 applies. High St between Union St and St John St. Screening Rule 2
302 0.105	895	1.3	867	0.9 10	401 1.1	8915	1.1	991	1.7	815 0.9	10661	1.3	9138	1.3	1611	28	1646	18 1923		_	34	1623	20	20506		4.8% 20.5		_	6.6%	16.1%	Yes	centre	Yes	applies.
303 0.123 304 0.123	769	2.1	915 692	1.6 86	797 0.9	7388	1.8	598	2.5	997 0.7 700 1.6	7664	2.0		2.0	1683	27	1607	17 194	17 260	1454	26	1697	19	18602	262 -1	3.6% -5.3	5.6%	9.5%	-4.2%	0.5%				
305 0.309 306 0.309		1.3 1.5	480 978		21 1.1 11 1.0	_	1.1 1.0		1.5 1.7	471 0.9 1047 0.7		1.2	5606 8099	1.2	1427	20	1458	9 1703	33 175	1191	18	1517	12	15991	179 -1	6.5% -9.6	6 4.1%	28.2%	-6.1%	2.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
307 0.046 308 0.046	868	1.2	949 630	0.7 10	731 0.9 88 1.5	9197	0.9 1.5		1.3 2.1	1028 0.7 632 1.5	10716	1.0	9184 6334	1.0	1677	25	1579	14 192	19 233	1407	24	1660	17	18106	240 -1	6.1% -5.89	6 5.1%	19.1%	-5.8%	3.2%	Yes	High street/town centre	No	Screening Rule 1 or Rule 2 does not apply.
309 0.375 310 0.375	313	5.3	211 511	4.1 30	195 4.8	3 2653	4.8	509	3.4	414 2.4 521 1.4	5451	2.9	4672	2.9	458	22	722	16 696	8 226	969	32	935	17	11240	288 11	1.3% 0.0%	29.6%	0.0%	61.3%	0.0%	No	n/a	Yes	Renny Park Road. Screening Rule 1 applies.
311 0.085	437	0.4	535	0.4 57	35 0.4	4915	0.4	495	3.2 1.9	488 0.5	5806	1.2	4976	1.2	1170	6	1161	5 1376			14	1206	5	14571	112 7	.8% 149.4	% 3.9%		5.9%	80.0%	No	n/a	Yes	North Crawley Road between Renny Park Road and Tickford
312 0.085 313 0.052		0.5 1.1	627 616		97 1.1		0.5 1.1		0.6 2.0	719 0.3 526 1.1	6974	0.5 1.6	7513 5977	0.5 1.6	1172	14	1387	11 1510			22	1346	13	16427		2.6% 62.3			8.7%	44.3%	Yes	High street/town	Yes	St/London Road. Screening Rule 1 applies. St John St between High St and Silver St. Screening Rule 2
314 0.052 315 0.119		1.2 1.2	771 596		0.9 08 1.1		0.9 1.1		1.1 2.1	820 0.9 503 1.2		1.0 1.7	8103 5691	1.0 1.7						_	-											centre High street/town		applies. St John St between Silver St and Riverside. Screening Rule 2
316 0.119 317 0.237	603	1.3	810 646	0.7 83	43 0.9 68 1.1	7151	0.9	833	1.2	863 0.9 558 1.4	10009	1.0	8579 6130	1.0	1161	14	1406	12 151		_	23	1365	14			5.3% 62.2			9.9%	43.1%	Yes	centre	Yes	applies. Tickford Street between Riverside and Priory Street.
318 0.237	697	1.2	840	0.7 90	73 0.9	7776	0.9	905	1.2	898 1.0	10645	1.1	9124	1.1	1299	16	1486	13 164			25	1456	16			0.0% 58.1			8.3%	44.0%	No	n/a	Yes	Screening Rule 1 applies.
319 0.199 320 0.199	732			0.6 91	92 0.9	7879	1.1 0.9	876	1.3	587 1.4 900 0.9	10488	1.8	6471 8989	1.8	1430	17	1489	12 1722	28 176	1568	26	1488	16	18039	252 9	.7% 50.8	6 -0.1%	32.7%	4.7%	43.3%	No	n/a	Yes	Tickford Street between Priory St/Severn Drive and St Margarets Close. Screening Rule 1 applies.
321 0.065 322 0.065		1.3	863 698		75 0.9 03 1.1		0.9 1.1		1.3 2.0	935 0.9 614 1.4		1.1 1.7	9415 7139	1.1 1.7	1570	19	1561	13 184	78 186	1723	28	1549	17	19314	265	.8% 48.7	-0.8%	32.5%	4.5%	42.2%	No	n/a	Yes	Tickford Street between St Margarets Close and Chichceley St. Screening Rule 1 applies.
323 0.303	893	1.1	766	1.2 97	90 1.2 399 1.0	8391	1.2	913	1.9 1.3	674 1.4 990 0.8	9371	1.7 1.1	8032 10117	1.7	1735	22	1685	15 2018	89 215	1923	31	1664	18	21174	289 1	0.8% 45.2	6 -1.2%	19.6%	4.9%	34.8%	No	n/a	Yes	Tickford Street between Chichceley St and The Canons. Screening Rule 1 applies.
324 0.303	RA')		/1/	0.0 10.	1.0							1.1		1.1							!								_					
324 0.303 325 0.193			877	0.6 10	182 1.0	8727	1.0	1023	1.3	954 0.8	11672	1.1	10004	1.1	1757	າາ	1607	15 2030	on 215	1040	3.2	1685	18	21520	290 1	1.5% /5.R	.∩ 7%	18.6%	5.5%	3/1 7%	No	n/a	νως	Tickford Street between The Canons and North Crawley

												1131	I 44 I	1977	10 20070	1 410	1 1700 1	9 <u>4</u>	1000	10 £1020	1 470	1.070 10	0.77	10.070	9.970	JT. 770	no I	11/4	103	1
326 0.193 90 ⁴ 327 0.234 528			1.1 10208 0.5 6896	1.1 8749 0.8 5910			1.9 731 0.9 652			1.7 8440 0.7 5908	1.7 0.7	F20		//10	2 (00)		F1/	-	(50	2 (002	47	2.40/	0/ 1.00/	0.20/	0.00/	0.00/				Road. Screening Rule 1 applies.
328 0 0 329 0.28 633	0.0 3 2.1	0 381	0.0 0 1.9 5984	0.0 0 2.0 5129	0.0 2.0		0.0 0			0.0 0 2.4 5305	0.0 2.4	528	6	640	3 6896	52	516	5	652	3 6893		2.4% 0.	1.9%	9.3%	0.0%	-9.8%				
330 0 0	0.0	0	0.0 0	0.0	0.0	0 (0.0	0.0	0	0.0	0.0	633	13	381	7 5984	120	615	16	434	10 6189	150	2.8% 0.	13.89	0.0%	3.4%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
331 0.091 145 332 0 0	0.0		0.5 18048 0.0 0	1.0 15469 0.0 0	1.0 0.0		2.9 1596 0.0 0	_		1.8 15424 0.0 0	1.8 0.0	1452	24	1605	8 18048	185	1453	42	1596	12 17995	316	0.0% 0.	-0.6%	0.0%	-0.3%	0.0%				
333 0.37 162	23 0.9	2082	0.2 21868	0.5 18743	0.5	1645 ().7 2095	0.2	22079	0.4 18924	0.4	1623	15	2082	4 21868	108	1645	11	2095	3 22079	87	1.4% 0.	% 0.7%	0.0%	1.0%	0.0%				
334 0 0 335 0.101 159			0.0 0 0.8 16571	0.0 0 1.3 14203	0.0 1.3		0.0 0 3.0 1241			0.0 0 2.1 13945	0.0 2.1		20					47			 						N-	- /-		Abbey Hill Roundabout eastern section of circulatory
336 0 0	0.0		0.0 0	0.0 0	0.0		0.0			0.0 0	0.0	1598	28	1209	10 16571	221	1515	46	1241	13 16270	345	5.2% 63	2.6%	33.2%	-1.8%	55.9%	No	n/a	-	carriageway ==TO BE EXCLUDED==
337 0.068 229 338 0 0	0.0	1822 0	1.8 24320 0.0 0	3.1 20844 0.0 0	3.1 0.0		5.4 1805 0.0 0	0.0		4.1 20714 0.0 0	4.1 0.0	2298	94	1822	32 24320	742	2289	123	1805	46 24168	997	0.4% 30	B% -0.9%	44.5%	-0.6%	34.3%	No	n/a	=	Broughton Interchange southeastern section of circulatory carriageway ==TO BE EXCLUDED==
339 0.042 400 340 0 0	6 3.8		2.7 4928 0.0 0	3.2 4223 0.0 0	3.2 0.0		9.8 417 0.0 0	5.0 0.0		7.2 3985 0.0 0	7.2 0.0	406	15	429	12 4928	159	371	36	417	21 4649	337	B.6% 0.	% -2.8%	0.0%	-5.6%	0.0%				
341 18.495 643			9.7 73772	10.2 63230			1.5 6047			0.8 62783	10.8	6433	688	6064	587 73772	7528	6362	731	6047	607 73251	7901	1.1% 0.	% -0.3%	0.0%	-0.7%	0.0%				
342 0 0 343 0.075 123	0.0		0.0 0 2.1 16968	0.0 0 2.6 14543	0.0 2.6		0.0 0 1.4 1531			0.0 0 3.3 15149	0.0 3.3					-														Broughton Interchange northwestern section of circulatory
344 0 0	0.0	0	0.0 0	0.0	0.0	0 (0.0	0.0	0	0.0	0.0	1230	39	1645	35 16968	434	1463	64	1531	36 17674	591	9.0% 64	-6.9%	4.4%	4.2%	36.0%	No	n/a	-	carriageway ==TO BE EXCLUDED==
345 0.385 181 346 0 0	14 5.1 0.0		2.4 21776 0.0 0	3.7 18664 0.0 0	3.7 0.0		3.4 1848 0.0 0			5.9 18167 0.0 0	5.9 0.0	1814	93	1875	45 21776	814	1743	147	1848	66 21196	1260	3.9% 0.	-1.5%	0.0%	-2.7%	0.0%				
347 0.15 101	3.5	1309	0.0 13716	1.6 11756	1.6	1029	5.8 1310	0.1	13806	3.0 11834	3.0	1014	36	1309	0 13716	213	1029	70	1310	1 13806	417	1.5% 0.	% 0.0%	0.0%	0.7%	0.0%				
348 0 0 349 0.03 228	0.0 37 4.1		0.0 0 1.7 23747	0.0 0 3.0 20354	3.0		0.0 0 1.5 1681			0.0 0 3.5 19900	0.0 3.5	2287	93	1736	29 23747	723	2252	102	1681	34 23218	804	1.5% 9.	% -3.1%	18.3%	2.20/	11.2%	No	n/a		Broughton Interchange southern section of circulatory
350 0 0 351 0.33 82	0.0	0 698	0.0 0 0.6 8972	0.0 0 2.5 7690	0.0 2.5		0.0 0			0.0 0 3.4 7741	0.0 3.4	2207				-	+	102	1001		 				-2.2%		NO	11/4		carriageway/right turning lane ==TO BE EXCLUDED==
352 0 0	0.0		0.0 8972	0.0 0	0.0		0.0 0	0.0		0.0 0	0.0	822	33	698	4 8972	223	860	46	670	6 9032	309	1.6% 0.	-4.0%	0.0%	0.7%	0.0%				
353 0.194 903 354 0 0	3 6.1	1888	2.2 16475 0.0 0	3.5 14121 0.0 0	3.5 0.0		0.0 1907	7 2.6		4.6 14075 0.0 0	4.6 0.0	903	55	1888	41 16475	569	875	78	1907	50 16422	758	3.2% 0.	% 1.0%	0.0%	-0.3%	0.0%				
355 0.34 396	64 12.3		9.6 52659	10.8 45133	10.8	3956 1	2.7 4945	9.4	52542	0.9 45034	10.9	3964	488	4956	477 52659	5698	3956	501	4945	467 52542	5710	0.2% 0.	% -0.2%	0.0%	-0.2%	0.0%				
356 0 0 357 0.089 71	7 2.3	779	0.0 0 1.3 8830	0.0 0 1.8 7568	0.0 1.8		0.0 0			0.0 0 1.7 8438	0.0 1.7	1/11	20	1/1/	10 10221	071	1051	24	1/22	20 2050/	214	4.00/ 20	E0/ 1 40	0.20/		1/ 10/	V	High street/town	V	High St between Queens Ave and The Dolphin. Screening
358 0.089 899 359 0.042 840			0.9 10401 1.3 9674	1.1 8915 1.5 8292	1.1		1.7 815 1.9 752			1.3 9138	1.3	1611	28	1646	18 19231	271	1851	34	1623	20 20506	314	4.8% 20	-1.4%	9.3%	6.6%	16.1%	Yes	centre	Yes	Rule 2 applies.
360 0.042 626			1.4 7807	1.5 8292 1.9 6691	1.5		1.9 752 2.0 720			1.6 8797 1.8 7532	1.6 1.8	1466	29	1495	20 17481	293	1755	33	1473	21 19052	323	9.7% 13	-1.5%	4.9%	9.0%	10.0%	Yes	n/a	Yes	High St between The Dolphin and Queens Ave. Screening Rule 2 applies.
361 0.108 137 362 0.108 829			0.3 25692 0.2 20792	0.4 22029 0.4 17827	_		0.6 2473 0.9 2296			0.5 22436 0.4 17994	0.5	2197	14	4737	13 46485	185	2265	17	4769	14 47154	208	3.1% 18	0.7%	7.5%	1.4%	12.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
363 0.125 123	3.2	1645	2.1 16968	2.6 14543	2.6	1463	1.4 1531	1 2.4	17674	3.3 15149	3.3	1230	39	1645	35 16968	434	1463	64	1531	36 17674	591	9.0% 64	2% -6.9%	4.4%	4.2%	36.0%	No	n/a	_	Broughton Interchange western section of circulatory
364 0 0 365 0.101 229	0.0		0.0 0 1.8 24320	0.0 0 3.1 20844	0.0 3.1		0.0 0 5.4 1805			0.0 0 4.1 20714	0.0 4.1					-														carriageway ==TO BE EXCLUDED== Broughton Interchange western section of circulatory
366 0 0	0.0	0	0.0	0.0	0.0	0 (0.0	0.0	0	0.0	0.0	2298	94	1822	32 24320	742	2289	123	1805	46 24168	997	0.4% 30	-0.9%	44.5%	-0.6%	34.3%	No	n/a	-	carriageway ==TO BE EXCLUDED==
367 0.214 125 368 0 0	0.8		0.3 22324 0.0 0	0.5 19140 0.0 0	0.5		0.7 2066	0.3		0.5 18994 0.0 0	0.5	1255	10	2075	7 22324	115	1238	9	2066	7 22153	106	1.4% -9.	-0.4%	-5.7%	-0.8%	-7.9%				_
369 0.236 850		1241	0.3 14021	0.5 12021	0.5	873 ().8 1299		14558	0.5 12482		1651	10	2336	9 26721	125	1690	12	2450	10 27753	152	2.4% 24	3% 4.9%	18.7%	3.9%	21.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
370 0.236 800 371 0.219 800			0.4 12700 0.4 12700	0.5 10889 0.5 10889).7 1151).7 1151			0.6 11314 0.6 11314	0.6	1651	10	2336	9 26721	125	1690	12	2450	10 27753	152	2.4% 24	3% 4.9%	18.7%	3.9%	21.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
372 0.219 850 373 0.246 124			0.3 14021 0.3 15828	0.5 12021 0.4 13571	0.5		0.8 1299 0.6 1157			0.5 12482 0.5 13957	0.5 0.5	1031				-	-								3.770	21.770	NO	11/4	INO	Screening Rule 1 of Rule 2 does not apply.
374 0.246 160	0.4	1075	0.3 17956	0.4 15396	0.4	1651 ().5 1138	3 0.3	18690	0.4 16025	0.4	2852	13	2188	7 33785	133	2922	17	2294	8 34969	168	2.5% 27	0% 4.9%	26.1%	3.5%	26.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
375 0.201 160 376 0.201 124		1075 1113	0.3 17956 0.3 15828	0.4 15396 0.4 13571	0.4		0.5 1138 0.6 1157			0.4 16025 0.5 13957	0.4	2852	13	2188	7 33785	133	2922	17	2294	8 34969	168	2.5% 27	0% 4.9%	26.1%	3.5%	26.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
377 0.082 799	5 1.7	594	1.3 8196	1.6 7025	1.6	758 1	1.6 572	1.4	7855	1.5 6733	1.5	1542	25	1002	16 15021	245	1489	25	948	16 14389	240	3.4% -2.	0% -5.4%	-2.1%	-4.2%	-2.1%				
378 0.082 74 379 0.072 74			2.0 6824 2.0 6824	1.7 5849 1.7 5849			1.7 376 1.7 376			1.8 5600 1.8 5600	1.8										 									
380 0.072 799	5 1.7	594	1.3 8196	1.6 7025	1.6		1.6 572	1.4	7855	1.5 6733	1.5	1542	25	1002	16 15021	245	1489	25	948	16 14389	240	3.4% -2.	0% -5.4%	-2.1%	-4.2%	-2.1%				
381 0.482 144 382 0.482 146		1436 1371	0.1 19293 0.1 18996	0.4 16542 0.3 16287	_).6 1472).5 1446			0.4 16816 0.4 16725	0.4	2905	18	2807	3 38289	147	2917	17	2919	6 39120	152	0.4%	4.0%	0.0%	2.2%	0.0%				
383 0.507 146			0.1 18996	0.3 16287	0.3		0.5 1446	0.2		0.4 16725	0.4	2905	18	2807	3 38289	147	2917	17	2919	6 39120	152	0.4% 0.	% 4.0%	0.0%	2.2%	0.0%				
384 0.507 144 385 0.075 983	_	1436 2116	0.1 19293 0.2 20769	0.4 16542 0.4 17807			0.6 1472 0.8 2132			0.4 16816 0.4 17947	0.4	1774	11	4204	10 40072	135	1786	13	4238	11 40385	157).7% 21	3% 0.8%	10.7%	0.8%	16.3%	No	n/a	No	Screening Pule 1 or Pule 2 does not apply
386 0.075 79° 387 0.065 137			0.2 19303 0.3 25692	0.3 16551 0.4 22029			0.6 2106 0.6 2473			0.3 16679 0.5 22436		1774	- ''	4204	10 40072	133	1700	13	4230	11 40303	157	J. 776 21	0.670	10.7%	0.676	10.376	NO	11/4	No	Screening Rule 1 or Rule 2 does not apply.
388 0.065 983			0.2 20769	0.4 22029			0.6 2473 0.8 2132			0.4 17947	0.4	2355	15	4576	13 46461	185	2420	17	4606	14 47100	210	2.8% 17	0.6%	7.8%	1.4%	13.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
389 0.236 86 390 0.236 83	7 0.7 7 0.8	1130 803	0.3 14964 0.3 12289	0.5 12705 0.5 10433	_		0.7 1107 0.8 778			0.5 12785 0.6 10215	0.5	1705	13	1933	6 27253	142	1731	13	1885	6 27091	144	1.5% -1.	0% -2.5%	5.9%	-0.6%	1.2%				
391 0.533 83	7 0.8	803	0.3 12289	0.5 10433	0.5	828 ().8 778	0.3	12032	0.6 10215	0.6	1705	13	1933	6 27253	142	1731	13	1885	6 27091	144	1.5% -1.	0% -2.5%	5.9%	-0.6%	1.2%				
392 0.533 86 ⁻³ 393 0.467 111			0.3 14964 0.4 16272	0.5 12705 0.5 13815			0.7 1107 0.7 1030			0.5 12785 0.5 13418							+									-				
394 0.467 769	9 0.8	1065	0.2 13740	0.4 11665	0.4	754 ().8 995	0.3	13105	0.5 11126	0.5	1886	13	2120	6 30013	142	1833	14	2025	6 28909	149	2.8% 7.	% -4.5%	0.7%	-3.7%	4.9%				
395 0.265 769 396 0.265 111			0.2 13740 0.4 16272	0.4 11665 0.5 13815			0.8 995 0.7 1030			0.5 11126 0.5 13418	0.5	1886	13	2120	6 30013	142	1833	14	2025	6 28909	149	2.8% 7.	-4.5%	0.7%	-3.7%	4.9%				
397 0.395 872 398 0.395 72			0.2 13092 0.2 13901	0.9 11115 0.4 11802			1.0 896 0.7 1152			0.6 11183 0.4 11823		1599	19	2004	4 26993	169	1569	13	2048	4 27099	128	1.9% 0.	% 2.2%	0.0%	0.4%	0.0%				
399 0.157 872	2 1.7	875	0.2 13092	0.9 11115	0.9	863 1	1.0 896	0.2	13172	0.6 11183	0.6		19	2004	4 26993	169	1569	13	2048	4 27099	128	1.9% 0.	1% 2.2%	0.0%	0.4%	0.0%				
400 0.157 72 401 0.593 84			0.2 13901 0.2 15725	0.4 11802 0.3 13350			0.7 1152 0.6 1269			0.4 11823 0.4 13381	0.4					-		-												
402 0.593 930	0 1.6	1003	0.1 14482	0.8 12295	0.8	921 ().9 1025	0.1	14584	0.5 12382	0.5	1776	19	2256	4 30207	172	1756	14	2295	4 30344	131 -	1.2% 0.	1.7%	0.0%	0.5%	0.0%				
403 0.11 226 404 0 0	0.0		1.4 25458 0.0 0	2.6 21820 0.0 0	2.6 0.0		1.8 1997 0.0 0			3.5 21379 0.0 0	3.5 0.0	2266	83	2046	29 25458	663	2229	106	1997	44 24943	884	1.7% 0.	-2.4%	0.0%	-2.0%	0.0%	+			
405 0.047 789	9 0.6	980	1.1 11857	0.9 10166	0.9	664 ().6 898	0.9	10467	0.8 8974	0.8	1650	12	1920	13 23932	166	1419	11	1761	12 21319	152 -	4.0% 0.	% -8.2%	-9.4%	-10.9%	-8.3%				
406 0.047 86 407 0.1 115			0.3 12075 1.0 13925	0.5 10353 2.0 11935).9 864 1.2 1210			0.6 9304 2.6 11920	2.6	1154	34	1205	12 13925	277	1146	48	1210	14 13907	+		2% 0.4%		-0.1%	31.2%	No	n/a		Old Stratford Roundabout southeastern section of
408 0 0 409 0.135 387	0.0		0.0 0 2.0 35140	0.0 0 1.7 30118	0.0 1.7		0.0 0 1.6 2151			0.0 0 1.7 30294	0.0 1.7						+				 						NO	11/ 0		circulatory carriageway ==TO BE EXCLUDED==
410 0 0	0.0	0	0.0	0.0	0.0	0 (0.0	0.0	0	0.0	0.0	3874	58	2078	43 35140	591	3837	60	2151	45 35345	617	1.0% 3.	% 3.5%	5.6%	0.6%	4.4%				
411 0.87 387 412 0 0			2.0 39903 0.0 0	1.7 34213 0.0 0			1.6 2151 0.0 0			1.7 34413 0.0 0	1.7 0.0	3874	58	2078	43 39903	671	3837	60	2151	45 40137	701	1.0% 3.	% 3.5%	5.6%	0.6%	4.4%				
413 0.3 169	90 4.9	2479	1.3 27946	2.8 23960	2.8	1737 5	5.5 2492	2 1.4	28351	3.1 24308	3.1	1690	82	2479	33 27946	771	1737	95	2492	35 28351	870	2.8% 15	7% 0.5%	5.9%	1.5%	12.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
414 0 0 415 0.194 115	0.0		0.0 0 1.0 17674	0.0 0 2.0 15005	0.0 2.0		0.0 0 1.2 1210			0.0 0 2.6 14985	0.0 2.6					1	+				 					22.40/				
416 0.194 159	7 1.6	1158	1.4 20635	1.5 17519	1.5	1593 1	1.7 1172	2 1.5	20716	1.7 17588	1.7	2750	60	2363	28 38309		2739	75	2382	32 38366		0.4% 26	6% 0.8%	12.7%	0.2%	22.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
417 6.093 506 418 0 0	0.0		9.5 64308 0.0 0	10.4 55118 0.0 0	10.4 0.0		1.8 5851 0.0 0			0.7 54674 0.0 0	10.7 0.0	5064	585	5830	553 64308	6715	4955	586	5851	574 63790	6850	2.1% 0.	0.4%	0.0%	-0.8%	0.0%				
419 0.05 241 420 0 0		3586	1.5 35437 0.0 0	2.4 30373	2.4	2465 3	3589	1.5	35737	2.4 30630 0.0 0		2417	88	3586	55 35437	842	2465	91	3589	54 35737	859	2.0% 3.	% 0.1%	-0.3%	0.8%	2.0%				
421 0.05 228				0.0 0 2.8 26427	0.0 2.8		0.0 0 1.3 2937	7 1.8		2.9 26385		2287	95	2937	53 30834	875	2278	98	2937	53 30784	891	0.4% 2.	% 0.0%	-0.2%	-0.2%	1.8%				
422 0 0 423 0.06 282			0.0 0 1.7 33435	0.0 0 3.2 28657	0.0 3.2		0.0 0 1.6 2841			0.0 0 3.1 28685	0.0 3.1										 						- 7			
424 0 0	0.0	0	0.0 0	0.0	0.0	0 (0.0	0.0	0	0.0	0.0	2825	131	2839	49 33435	1068	2828	130	2841	48 33467	1053).1% -1.	1% 0.1%	-2.0%	0.1%	-1.4%				
425 0.03 383 426 0 0			1.8 38813 0.0 0	2.8 33267 0.0 0	2.8		3.5 2734 0.0 0			2.8 33321 0.0 0	2.8 0.0	3831	135	2744	51 38813	1096	3852	134	2734	50 38876	1085).5% -0.	5% -0.4%	-2.0%	0.2%	-1.0%				
427 0.048 361	9 3.6	3238	1.8 40479	2.7 34694	2.7	3557 3	3241	1.7	40130	2.8 34395	2.8	3619	129	3238	58 40479	1107	3557	132	3241	56 40130	1108	1.7% 2.	% 0.1%	-4.2%	-0.9%	0.2%				
428 0 0 429 0.384 948			0.0 0 1.6 18949	0.0 0 2.3 16247			0.0 0 3.9 1879			0.0 0 2.4 16432	0.0 2.4					1	+				 					-	+			+
430 0.384 215	3.5	1530	2.2 24673	3.0 21155	3.0	2072 3	3.8 1531	1 2.1	24154	3.1 20709	3.1	3099	111	3408	62 43622	1161	3051	118	3411	61 43319	1201	1.5% 6.	% 0.1%	-2.1%	-0.7%	3.5%				Dischar Doundahout control of the Control
431 0.045 966 432 0 0	6 1.0		0.7 11647 0.0 0	0.9 9983 0.0 0	0.9		1.3 1036 0.0 0			1.2 12105 0.0 0	0.0	966	10	1007	7 11647	100	1356	18	1036	10 14123	166	0.3% 0.	3.0%	0.0%	21.3%	0.0%	No	n/a	L -	Pineham Roundabout eastern section of circulatory carriageway ==TO BE EXCLUDED==
433 0.11 208	3.9	1130	1.6 21572	3.1 18496	3.1	2013	1.2 1151	2.1	21211	3.4 18187	3.4 0.0	2088	81	1130	18 21572	659	2013	85	1151	24 21211	731	3.6% 5.	% 1.9%	38.4%	-1.7%	11.0%	No	n/a	Yes	TH5 A509 Portway westbound approach Pineham Roundabout. Screening Rule 1 applies.
434 0 0 435 0.45 134				0.0 0 1.3 13237	0.0 1.3		0.0 0 1.7 1403			0.0 0 1.4 14560		3080	Δδ	277Ω	20 20704	E 2Ω	2112	40	2080	47 41080	202	1 20/ 12	00/ 7 20/	50.7%	2 7%	F2 9%	No	n/a	Vac	Tongwell St between entrance to BIVIX Racing Club and Pinenam Doublehout flink to be upgraded as part of the proposals') Screening Dule 1
	-			-	-		-	-			-												. ,							

436 437		1746	1.7 1.7	1504	0.9 24352		20675	1.3	1638	2.7	1578 2.			20454		3007	70	2110	27 37770	, 320	3113	0,	2,00	7/	1000	0.070	42.770	7.370	37.770	J.Z.70	32.070	110	11/4	103	Anniles North bound Top group II St. Logging Dip ob pro Douglabout / link
437	0.069	1389 0	0.0	1244 0	0.9 15547 0.0 0	1.3 1 0.0	0	0.0	1413 0	2.5 0.0	1308 1. 0 0.		_	13770 0	0.0	1389	23	1244	11 15547	205	1413	36	1308	25	16065	361 1.7%	53.2%	5.1%	123.5%	3.3%	76.3%	No	n/a	-	Northbound Tongwell St leaving Pineham Roundabout (link to be upgraded as part of the proposals). Part of the
439 440		992	0.9	863	0.8 10951		9386	0.9	986	1.1	728 0. 0 0		_	8671	1.0	992	9	863	7 10951	95	986	11	728	5	10117	98 -0.7%	0.0%	-15.6%	0.0%	-7.6%	0.0%				
440		914	0.0	1634	0.0 0 0.7 19094	0.0	6210	0.0	869	0.0	0 0. 1549 0.		0.0	15382	0.0	1007	12	2497	18 32992	225	1055	15	2277	10	20057	24/ 2.70/	0.00/	0.00/	0.00/	/ 20/	0.00/				
442		992	0.9	863	0.8 13899		1800	0.9	986	1.1	728 0.		_	10901	1.0	1907	12	2497	18 32992	225	1855	15	2277	18	30957	246 -2.7%	0.0%	-8.8%	0.0%	-6.2%	0.0%				Country of Tanana II Chantagles Disabase Davidska A (IIala
443		1818 0	1.4 0.0	1495 0	1.2 19559 0.0 0		0	0.0	1896 0	1.5 0.0	1590 1. 0 0.			17641 0	0.0	1818	26	1495	18 19559	261	1896	29	1590	18	20583	276 4.3%	11.5%	6.4%	0.0%	5.2%	5.4%	No	n/a	-	Southbound Tongwell St entering Pineham Roundabout (link to be upgraded as part of the proposals). Part of the
445		621	2.4	1504	1.9 12540		0748	2.0	1003	2.5	1474 1.			12532	2.0	621	15	1504	28 12540	253	1003	25	1474	24	14621	288 61.7%	64.0%	-2.0%	-13.3%	16.6%	13.8%	No	n/a	-	Pineham Roundabout eastern section of circulatory
446		0 1472	0.0 1.7	1222	0.0 0 1.1 15904	0.0 1.4 1	3631	0.0 1.4	0 1353	0.0 2.5	0 0. 1183 1.		0.0 2.1	0 12831	0.0 2.1																				carriageway == TO BE EXCLUDED== Pineham Roundabout western section of circulatory
448	0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.	0	0.0	0	0.0	1472	25	1222	13 15904	224	1353	34	1183	18	14970	307 -8.1%	39.8%	-3.2%	32.9%	-5.9%	37.4%	No	n/a	-	carriageway ==TO BE EXCLUDED==
449		538	2.6 0.0	1584	1.7 14223 0.0 0		2195	1.9	1064	2.4	1645 1. 0 0.		2.1 0.0	15570	0.0	538	14	1584	27 14223	272	1064	26	1645	32	18160	389 97.7%	88.8%	3.9%	19.7%	27.7%	43.2%	No	n/a	-	A509 eastbound entering Pineham Roundabout. Part of the roundabout ==TO BE EXCLUDED==
450 451		685	0.0	1221	0.0 0	0.0	9647	0.0	741	0.0	1217 0.			9908	0.0	1/47	0	1005	4 20201	7/	1701	7	1002	4	207.00	// 2.20/	0.00/	0.10/	0.00/	1 50/	0.00/				Touridabout ==10 BE EXCLUDED==
452		962	0.5	584	0.1 9126		7822	0.4	960	0.4	586 0.		_	7824	0.3	1647	9	1805	4 20381	76	1701	,	1803	4 .	20688	66 3.3%	0.0%	-0.1%	0.0%	1.5%	0.0%				
453 454		367 416	1.0	272 319	0.3 3773 0.2 4341		3234 3721	0.7	382 417	0.7	275 0. 334 0.			3328 3800	0.6	783	7	591	2 8114	50	799	4	610	2	8317	35 2.0%	0.0%	3.1%	0.0%	2.5%	0.0%				
455	0.68	416	0.7	319	0.2 4341	0.5 3	3721	0.5	417	0.4	334 0.	2 4434	0.3	3800	0.3	783	7	591	2 8114	50	799	4	610	2	8317	35 2.0%	0.0%	3.1%	0.0%	2.5%	0.0%				
456 457		367 404	1.0 0.8	272 493	0.3 3773 0.8 5295		3234 4538	0.7	382 432	0.7	275 0. 497 0.			3328 4704	0.6	703	,	371	2 0114	30	- '''		010	-	0317	33 2.070	0.070	3.170	0.070	2.570	0.070				<u> </u>
457		430	2.3	335	1.8 4511		3866	2.1	360	2.7	357 2.			3628	2.5	834	13	827	10 9805	138	792	14	855	11	9722	149 -5.0%	2.7%	3.3%	15.0%	-0.9%	8.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
459		556	2.7	555	1.7 6559		5622	2.2	534	3.3	606 1.			5765	2.6	1240	23	1500	19 16173	248	1289	28	1548	21	16750	286 4.0%	21.8%	3.2%	7.9%	3.6%	15.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
460		683 487	1.1 4.0	945 457	1.0 9614 4.6 5572		8240 4776	1.0 4.3	755 495	1.3 3.6	943 1. 605 4.		_	8591 5569	1.1 4.2	11/1	27	040	20 1101	205	1011	41	1007	2/	12001	45/ 4.00/	0.00/	10.00/	0.00/	10.00/	0.00/	NI-	- 1-	NI-	Constant Pulls 1 on Pulls 2 days and smalls
462	1.27	674	2.6	384	1.9 6245		5353	2.3	715	3.3	402 2.		_	5651	2.8	1161	37	840	28 11817	385	1211	41	1007	36	13091	456 4.2%	0.0%	19.8%	0.0%	10.8%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
463		103 682	7.4	625 170	0.6 4297 7.1 5028		3683 4310	1.6 3.6	90 692	8.7 1.5	629 0. 188 6.		1.6 2.5	3638 4453	1.6 2.5	785	27	795	16 9326	251	782	18	817	16	9441	201 -0.4%	0.0%	2.8%	0.0%	1.2%	0.0%				
465	0.043	3129	4.5	2444	2.1 32901			3.5	3147	4.5	2388 2.		3.7	28001	3.7	3129	142	2444	51 32901	1140	3147	143	2388	59	32670	1194 0.6%	0.9%	-2.3%	15.1%	-0.7%	4.7%	No	n/a	_	Northfield Roundabout western section of circulatory
466		0 1343	0.0 2.3	0 1853	0.0 0 2.1 21420	0.0 2.1 1	0 8365	0.0 2.1	0 1399	0.0 2.5	0 0. 1862 1.	0 0 7 21865	0.0 2.0	0 18747	0.0 2.0	0.27		2	0. 0270		0117	1.0	2000		2070		0.770	2.070	10.170	0.770		110	117 G		carriageway ==TO BE EXCLUDED==
468		2172	4.1	1007	1.8 21312		8273	3.4	2036	4.5	952 2.		_	17175	3.9	3515	120	2859	56 42731	1184	3435	126	2815	55	11897	1216 -2.3%	5.0%	-1.6%	-2.3%	-2.0%	2.7%				
469		2296	3.7	3038	2.2 31489		26989	2.8	2508	3.5	3045 2.	_	_	28098	2.7	2296	84	3038	66 31489	889	2508	88	3045	61	32782	877 9.2%	3.9%	0.2%	-8.1%	4.1%	-1.4%				
470 471		579	0.0 1.1	14	0.0 0 26.8 3506	0.0 1.7 3	3005	0.0 1.7	573	0.0 1.0	0 0. 146 2.		0.0 1.4	0 3636	0.0 1.4	570			4 0504			,	444		10.10	57 4.00	4.404	040 404	0.40/	04.00/	0.50/				Nothfield Roundabout northern section of circulatory
472	0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	0 0.	0	0.0	0	0.0	579	6	14	4 3506	59	573	6	146	4	4242	57 -1.2%	-4.1%	910.4%	0.1%	21.0%	-2.5%	No	n/a	_	carriageway ==TO BE EXCLUDED==
473 474		3966 0	4.0 0.0	3220	1.5 42422 0.0 0	2.9 3 0.0	86359 0	2.9 0.0	3933	4.3 0.0	3123 1. 0 0.		3.2 0.0	35700 0	3.2 0.0	3966	159	3220	49 42422	1223	3933	169	3123	59	11653	1346 -0.8%	6.7%	-3.0%	21.1%	-1.8%	10.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
475	0.149	4161	4.0	3449	1.5 44921		88502		_	4.3	3470 1.		_	38451	3.1	4161	166	3449	52 44921	1285	4129	177	3470	61	14862	1405 -0.8%	6.5%	0.6%	18.6%	-0.1%	9.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply
476 477		0 2061	0.0 4.3	0 1905	0.0 0 1.0 23410	0.0 2.7 2	0	0.0 2.7	0 2076	0.0	0 0. 1859 1.		0.0 3.0	0 19912	0.0	4101		J447				1//		01	1-1002		0.5%	0.070	10.0%	-u. I /0	7.4/0	IVU	11/4	No	Screening Rule 1 or Rule 2 does not apply. Nothfield Poundahout southern section of circulatory.
477	0.039	0	0.0	0	1.0 23410 0.0 0	0.0	0 0	0.0	0	4.4 0.0	0 0.		0.0	0	3.0 0.0	2061	89	1905	20 23410	642	2076	91	1859	26	23232	692 0.8%	2.1%	-2.4%	33.4%	-0.8%	7.8%	No	n/a	-	Nothfield Roundabout southern section of circulatory carriageway ==TO BE EXCLUDED==
479		1068	5.0	668	4.8 11633	4.9	9974	4.9	1103	4.9	655 5.			10104	5.0	1068	53	668	32 11633	570	1103	54	655	34	11785	589 3.3%	1.7%	-1.9%	5.8%	1.3%	3.2%				
480		0 1068	0.0 5.0	0 668	0.0 0 4.8 11633	0.0 4.9	0 9974	0.0 4.9	1103	0.0 4.9	0 0. 655 5.		0.0 5.0	0 10105	0.0 5.0	-																			
482		2100	3.7	1544	2.1 24428		20945	3.0	2053	4.2	1611 2.			21060	3.3	3168	130	2211	64 36061	1301	3156	140	2266	69	36348	1399 -0.4%	7.5%	2.5%	7.6%	0.8%	7.5%				
483	0.075	2100	3.7	1544	2.1 24428		20945	3.0	2053	4.2	1611 2. 0 0.	_	_	21060	3.3	2100	77	1544	32 24428	730	2053	86	1611	35	24563	810 -2.2%	11.6%	4.3%	9.4%	0.5%	10.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
484	ů	1990	0.0 6.9	1666	0.0 0 3.0 24507	0.0 5.1 2	21013	0.0 5.1	0 1987	0.0 6.9	0 0. 1663 2.		0.0 5.1	20981	0.0 5.1	2224	220	2222	101 4401	01.47	2251	221	2220	00	44050	2144 0.5%	0.50/	0.40/	1 50/	0.10/	0.20/				
486		1245	6.6	1665	3.1 19506		6725	4.6	1264	6.7	1657 3.	19580		16788	4.6	3234	220	3332	101 44014	2147	3251	221	3320	99	14050	2144 0.5%	0.5%	-0.4%	-1.5%	0.1%	-0.2%				
487	0.9	1369 1909	5.8 6.0	1908 1844	2.5 21963 2.4 25158		18831 21570	3.8 4.2	1358 1910	6.0 5.9	1907 2. 1847 2.			18769 21592	3.9 4.2	3277	193	3752	92 47120	1906	3268	194	3754	90	47073	1909 -0.3%	0.8%	0.1%	-1.3%	-0.1%	0.1%				
489		1245	6.6	1665	3.1 19506		6725	4.6	1264	6.7	1657 3.	1 19580	_	16788	4.6	3234	220	3332	101 44014	2147	3251	221	3320	99	14050	2144 0.5%	0.5%	-0.4%	-1.5%	0.1%	-0.2%				
490 491	0.54	1990 2245	6.9	1666 1658	3.0 24507 2.9 26166		21013	5.1 4.9	1987	6.9	1663 2. 1667 2.		_	20981 22500	5.1 4.8	3234	220	3332	101 4401-	2147	3231	221	3320	77	14030	2144 0.370	0.576	-0.470	-1.570	0.170	-0.270				
491	0.08	1229	6.8	1522	3.4 18442		5812	4.9	2248 1249	6.9	1517 3.			15899	5.0	3475	226	3180	100 44608	2184	3497	227	3184	99	14786	2184 0.6%	0.7%	0.1%	-1.6%	0.4%	0.0%				
493	0.225	744	0.9	727	0.9 8681		7440	0.9	742	0.9	741 0.		0.9	7501	0.9	1199	14	1669	11 16931	145	1201	14	1683	11	17023	144 0.1%	-1.2%	0.8%	-0.3%	0.5%	-0.8%				
494		455 1440	1.5 2.2	942 1833	0.5 8250 2.0 21937		7071 8809	0.8 2.1	459 1491	1.5 2.4	942 0. 1820 1.		_	7089 19029	2.0																				
496	0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.	0	0.0	0	0.0	1440	31	1833	37 21937	460	1491	35	1820	30	22194	437 3.6%	13.8%	-0.7%	-20.5%	1.2%	-4.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
497		2080 1440	3.6 2.2	1122 1833	1.0 21462 2.0 21937			2.7	2005 1491	4.0 2.4	1143 1. 1820 1.	_	_	18092 19029	2.0	3519	106	2955	49 43399	1042	3496	115	2963	48	13295	1092 -0.7%	7.9%	0.3%	-2.0%	-0.2%	4.8%				
499		1438	4.2	1666	0.9 20805		7838	2.5	1859	3.4	1812 1.			21099	2.4	1438	61	1666	15 20805	5 511	1859	63	1812	24	24608	587 29.3%	3.6%	8.8%	58.8%	18.3%	14.8%	No	n/a		A509 westbound leaving Pineham Roundabout . Part of the
500		0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.			0	0.0	1430	01	1000	15 2000.	, 311	1037	03	1012	24	24000	307 27.370	3.0%	0.070	30.070	10.576	14.070	140	11/ a		roundabout ==TO BE EXCLUDED==
501 502		1438 538	4.2 2.6	1666 1584	0.9 20805 1.7 14223		7838 2195	2.5 1.9	1859 1064	3.4 2.4	1812 1. 1645 1.			21099 15570	2.4	1976	75	3250	42 35028	783	2923	89	3457	57	12767	976 47.9%	19.4%	6.4%	34.0%	22.1%	24.6%	No	n/a	Yes	A509 between Pagoda Roundabout and Pineham Roundabout. Screening Rule 1 applies.
503	0.077		3.1	973	1.1 17383		4904			2.9	1018 1.		_	_	2.4	3139	64	2600	37 38471	680	3357	71	2639	43	10194	766 6.9%	10.7%	1.5%	16.4%	4.5%	12.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
504 505	0.077	1519 1519	1.0	1627 1627	1.6 21088 1.6 21089		8081	1.3	1599 1599	1.3	1621 1. 1621 1.		_	18508 18508	1.5	-																			
506	0.069	1620	3.1	973	1.1 17383	2.3 1	4904	2.3	1758	2.9	1018 1.	18608	2.4	15955	2.4	3139	64	2600	37 38471	680	3357	71	2639	43	10195	766 6.9%	10.7%	1.5%	16.4%	4.5%	12.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
507 508		1620 1519	3.1 1.0	973 1627	1.1 17383 1.6 21089		4904 8081	2.3 1.3	1758 1599	2.9 1.3	1018 1. 1621 1.			15955 18508	2.4 1.5	3139	64	2600	37 38471	680	3357	71	2639	43	40195	766 6.9%	10.7%	1.5%	16.4%	4.5%	12.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
509		1215	1.7	698	1.1 12819		0991	1.5	1318	1.5	783 1.	_	_		1.4	2443	31	1664	20 27530	342	2526	31	1831	20	29207	341 3.4%	1.5%	10.0%	-2.7%	6.1%	-0.2%	No	n/a	No	Sergoning Bulg 1 or Bulg 2 does not apply
510		1228	0.8	966	1.3 14712		2614	1.0	1208	0.9	1048 1.	. 10120		12964		2443	31	1004	20 2/550	342	2320	31	1031	20 .	29207	341 3.4%	1.576	10.0%	-2.170	0.170	-0.276	INU	11/4	No	Screening Rule 1 or Rule 2 does not apply.
511 512		1215 1228	1.7 0.8	698 966	1.1 12819 1.3 14712		0991 2614	1.5 1.0	1318 1208	1.5 0.9	783 1. 1048 1.			12078 12964	1.4	2443	31	1664	20 27530	342	2526	31	1831	20	29207	341 3.4%	1.5%	10.0%	-2.7%	6.1%	-0.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
513	0.316	789	0.6	980	1.1 11857	0.9 1	0166	0.9	664	0.6	898 0.	10467	0.8	8974	0.8	1650	12	1920	13 23932	166	1419	11	1761	12	21319	152 -14.0%	0.0%	-8.2%	-9.4%	-10.9%	-8.3%				
514 515		861 1043	0.8 4.9	940 861	0.3 12075 3.8 12760		0353	0.5 4.4	755 1103	0.9 4.9	864 0. 846 4.			9305 11200	0.6 4.6	-																		1	
516	0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.	0	0.0	0	0.0	1043	51	861	33 12760	564	1103	54	846	35	13062	595 5.8%	5.4%	-1.8%	5.7%	2.4%	5.5%				
517 518	0.14 0.14	2098 1043	3.6 4.9	1543 861	2.0 24407 3.8 12760		0927 0940	2.9 4.4	2051 1103	4.1 4.9	1610 2. 846 4.			21042 11200	3.2 4.6	3141	126	2404	64 37167	1274	3154	138	2456	69	37604	1385 0.4%	9.3%	2.2%	7.6%	1.2%	8.7%				<u> </u>
519	0.181		1.6	1670	0.7 22903		9637	1.1	1597	2.3	1694 0.			18914	1.5	1747	28	1670	11 22903	263	1597	36	1694	12	22060	325 -8.6%	28.8%	1.4%	10.0%	-3.7%	23.6%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply
520		0	0.0	0	0.0 0		0	0.0	0	0.0	0 0.		0.0	0	0.0	1/4/	20	10/0				30	-	12	-ZUUU	J2J -0.0%	20.0%	1.4/0	10.0%	-J. 1 /0	23.0%	IVU	11/4	INU	Screening Rule 1 or Rule 2 does not apply.
521 522		1204 1997	0.9 1.2	1472 1580	0.5 17938 0.7 23974		5380 20555	0.7 1.0	1101 1916	1.0	1504 0. 1591 0.			14972 20161	0.8 1.3	3201	36	3052	18 41912	363	3017	45	3095	22	10976	446 -5.7%	25.5%	1.4%	18.0%	-2.2%	23.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
523	0.057	1967	1.1	2055	0.6 26962	0.9 2	23117	0.9	2041	1.6	2083 0.	7 27645	1.1	23703	1.1	3109	36	3984	21 47549	384	3248	46	4005	24	18625	466 4.5%	26.0%	0.5%	13.5%	2.3%	21.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
524 525		1142 1142	1.2 1.2	1929 1929	0.4 20587 0.4 20587			0.7	1207 1207	1.2	1923 0. 1923 0.			17988 17988	0.8																				
526	0.307	1967	1.1	2055	0.6 26962		23117	0.9	2041	1.6	2083 0.			23703	1.1	3109	36	3984	21 47549	384	3248	46	4005	24	18625	466 4.5%	26.0%	0.5%	13.5%	2.3%	21.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
527 528		2024 1110	1.1	2084 1975	0.6 27533 0.4 20681		23606 17731	0.9	2093 1178	1.5	2115 0. 1970 0.			24186 18094	1.1 0.8	3134	36	4058	21 48213	381	3271	45	4085	24	19312	464 4.4%	26.5%	0.7%	13.6%	2.3%	21.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
528		1917	0.7	1975	0.4 25834		2150	0.7	1892	1.2	1970 0. 1934 0.			21994	0.8	2040	21	2//0	11 44975	245		20	2452				20.40/				22.70	No	n/o	Va-	H6 Childs Way between S Enmore Roundabout and S
530	0.253	1132	0.6	1723	0.2 19141	0.4 1	6412	0.4	1202	0.6	1717 0.	19567	0.4	16777	0.4	3049	21	3660	11 44975	215	3094	29	3652	14	15219	287 1.5%	39.4%	-0.2%	23.1%	0.5%	33.7%	No	n/a	Yes	Overgate Roundabout. Screening Rule 1 applies.
531 532		1132 1917	0.6 0.7	1723 1937	0.2 19141 0.4 25834		2150	0.4	1202 1892	0.6 1.1	1717 0. 1934 0.			16777 21994	0.4	3049	21	3660	11 44975	215	3094	29	3652	14	15219	287 1.5%	39.4%	-0.2%	23.1%	0.5%	33.7%	No	n/a	Yes	H6 Childs Way S Enmore Roundabout eastern approach. Screening Rule 1 applies.
533		1285	0.8	1644	0.5 19634	0.6 1	6834	0.6	1424	1.3	1698 0.	20930	0.9	17945	0.9	2305	16	3191	11 36840	182	2533	24	3225	13	38598	253 9.9%	50.7%	1.1%	21.6%	4.8%	38.9%	No	n/a	Yes	H6 Childs Way S Enmore Roundabout western approach.
			0.6	1546 1644	0.2 17205 0.5 19634		4752 6834	0.3	1109 1424	0.6 1.3	1526 0. 1698 0.			15148 17945	0.4																				Screening Rule 1 applies. H6 Childs Way between S Enmore Roundabout and S
534	0.059	1020	ΛΩ	1044				0.6	1109	0.6	1526 O.			15148	0.9	2305	16	3191	11 36840	182	2533	24	3225	13	38598	253 9.9%	50.7%	1.1%	21.6%	4.8%	38.9%	No	n/a	Yes	Marlborough Roundabout. Screening Rule 1 applies.
535 536	0.059 0.259 0.259	1020 1285 1020	0.8	1546	0.2 17205					0.7	1526 0.	17//0	0.4	15148	0.4	2305	16	3191	11 36839	182	2533	24	3225	13	38598	252 0.00/	E0 70/	1.10/	24 (0)	4.8%	38.9%	No	n/a	Voc	H6 Childs Way S Marlborough Roundabout eastern
535 536 537	0.059 0.259 0.259 0.081	1285 1020 1020	0.6 0.6	1546	0.2 17205	0.3 1	4752	0.3	1109	0.6				17045	0.0	2303									,00,0	253 9.9%	50.7%	1.1%	21.6%	4.070	30.970	140	117 G	Yes	approach Screening Pulo 1 applies
535 536	0.059 0.259 0.259 0.081 0.081	1285 1020 1020	0.6			0.3 1 0.6 1	4752 6834			1.3	1698 0. 1709 2.	20930	0.9	17945 20122	0.9 2.6							F 7	-	-		-						140	11/4	res	approach. Screening Rule 1 applies.
535 536 537 538 539 540	0.059 0.259 0.259 0.081 0.081 0.052	1285 1020 1020 1285 2085 0	0.6 0.6 0.8 2.6 0.0	1546 1644 1738 0	0.2 17205 0.5 19634 2.5 22572 0.0 0	0.3 1 0.6 1 2.6 1 0.0	4752 6834 9347 0	0.6 2.6 0.0	1424 2268 0	1.3 2.5 0.0	1698 0. 1709 2. 0 0.	20930 7 23477 0 0	0.9 2.6 0.0	20122 0	2.6 0.0	2085	54	1738	44 22572			57	1709			613 8.8%	0.0%	-1.7%	0.0%	4.0%	0.0%	No	.,,,	res	approach. Screening Rule 1 applies.
535 536 537 538 539	0.059 0.259 0.259 0.081 0.081 0.052 0	1285 1020 1020 1285 2085	0.6 0.6 0.8 2.6	1546 1644 1738	0.2 17205 0.5 19634 2.5 22572	0.3 1 0.6 1 2.6 1 0.0 0.7 1	4752 6834 9347 0	0.6 2.6 0.0 0.7	1424 2268	1.3 2.5 0.0 1.0	1698 0. 1709 2. 0 0. 1506 0.	20930 7 23477 0 0 5 15408	0.9 2.6 0.0	20122	2.6 0.0 0.8					578	2268	57 12	-	46		-						No	n/a	No	approach. Screening Rule 1 applies. Screening Rule 1 or Rule 2 does not apply.
535 536 537 538 539 540 541 542 543	0.059 0.259 0.259 0.081 0.081 0.052 0 0.075 0	1285 1020 1020 1285 2085 0 1207 0 950	0.6 0.6 0.8 2.6 0.0 0.9 0.0 1.2	1546 1644 1738 0 1474 0 963	0.2 17205 0.5 19634 2.5 22572 0.0 0 0.5 15827 0.0 0 1.3 11292	0.3 1 0.6 1 2.6 1 0.0 0 0.7 1 0.0 1 1.2 9	4752 6834 9347 0 3565 0 9678	0.6 2.6 0.0 0.7 0.0 1.2	1424 2268 0 1104 0 975	1.3 2.5 0.0 1.0 0.0 1.4	1698 0. 1709 2. 0 0. 1506 0. 0 0. 854 1.	20930 7 23477 0 0 5 15408 0 0 3 10800	0.9 2.6 0.0 0.8 0.0 1.3	20122 0 13207 0 9257	2.6 0.0 0.8 0.0 1.3	2085	54	1738 1474	44 22572 7 15827	2 578	2268 1104	12	1709 1506	46 :	23477	613 8.8% 123 -8.5%	0.0%	-1.7%	0.0%	4.0%	0.0%				
535 536 537 538 539 540 541 542 543	0.059 0.259 0.259 0.081 0.081 0.052 0 0.075 0	1285 1020 1020 1285 2085 0 1207 0 950	0.6 0.8 2.6 0.0 0.9 0.0 1.2	1546 1644 1738 0 1474 0 963 0	0.2 17205 0.5 19634 2.5 22572 0.0 0 0.5 15827 0.0 0 1.3 11292 0.0 0	0.3 1 0.6 1 2.6 1 0.0 0 0.7 1 0.0 1 1.2 5	4752 6834 9347 0 3565 0 9678	0.6 2.6 0.0 0.7 0.0 1.2 0.0	1424 2268 0 1104 0 975	1.3 2.5 0.0 1.0 0.0 1.4 0.0	1698 0. 1709 2. 0 0. 1506 0. 0 0. 854 1. 0 0.	5 20930 7 23477 0 0 0 5 15408 0 0 3 10800 0 0	0.9 2.6 0.0 0.8 0.0 1.3 0.0	20122 0 13207 0 9257	2.6 0.0 0.8 0.0 1.3 0.0	2085 1207 950	54 11 11	1738 1474 963	44 22572 7 15827 12 11292	2 578 7 110 2 140	2268 1104 975	12 14	1709 1506 854	9 11	23477 15408 10800	613 8.8% 123 -8.5% 144 2.7%	0.0% 2.3% 0.0%	-1.7% 2.2% -11.3%	0.0% 25.8% 0.0%	4.0% -2.6% -4.3%	0.0% - 11.6% 0.0%				
535 536 537 538 539 540 541 542 543	0.059 0.259 0.259 0.081 0.081 0.052 0 0.075 0	1285 1020 1020 1285 2085 0 1207 0 950	0.6 0.8 2.6 0.0 0.9 0.0 1.2	1546 1644 1738 0 1474 0 963 0	0.2 17205 0.5 19634 2.5 22572 0.0 0 0.5 15827 0.0 0 1.3 11292	0.3 1 0.6 1 2.6 1 0.0 0 0.7 1 0.0 1 1.2 5	4752 6834 9347 0 3565 0 9678	0.6 2.6 0.0 0.7 0.0 1.2 0.0	1424 2268 0 1104 0 975	1.3 2.5 0.0 1.0 0.0 1.4	1698 0. 1709 2. 0 0. 1506 0. 0 0. 854 1.	5 20930 7 23477 0 0 0 5 15408 0 0 3 10800 0 0	0.9 2.6 0.0 0.8 0.0 1.3 0.0	20122 0 13207 0 9257	2.6 0.0 0.8 0.0 1.3 0.0	2085 1207 950	54 11 11	1738 1474	44 22572 7 15827 12 11292	2 578 7 110 2 140	2268 1104 975	12 14	1709 1506	9 11	23477 15408 10800	613 8.8% 123 -8.5%	0.0%	-1.7%	0.0%	4.0%	0.0%				

															1007	1 00	I 1977	97 I 177	4 I V74	1 1000		1 1971 1	TV I	6V6/1	919 I 3	an I a.an	1 0.070	I 9.7/9	1 1.279	1 2.070			i.	
546 0 547 0.047	0 1711	0.0	0 1682	1.0		0.0 0 0.9 17163	0.0	0 1733	0.0 1.0	0 0 1579 1	0 0 0 19551	1.0	0 16757	0.0 1.0	1711	14	1682	17 2002	25 181	1733	17	1579	16	19551	190 1	3% 16.69	-6.1%	-6.0%	-2.4%	4.4%	No	n/a		Fox Milne Roundabout eastern section of circulatory
548 0 549 0.12	0 2102	0.0 3.7	0 1544			0.0 0 3.0 20954	3.0	_		0 0 1611 2		_	0 21070	0.0 3.3		1			-															carriageway ==TO BE EXCLUDED==
550 0	0	0.0	0	0.0	0 0	0.0	0.0	0	0.0	0 0	0 0	0.0	0	0.0	2102	77	1544	32 244	10 731	2055	86	1611	35	24574	811 -:	.2% 11.69	4.3%	9.4%	0.6%	10.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
551 0.062 552 0	1406	1.9 0.0	1247 0	0.7		1.3 13424 0.0 0	0.0	1301	2.5 0.0	1220 0 0 0		0.0	12756 0	1.6 0.0	1406	26	1247	8 1566	52 202	1301	32	1220	9	14882	243 -	.5% 23.69	-2.2%	11.0%	-5.0%	20.6%	No	n/a	-	Fox Milne Roundabout southern section of circulatory carriageway ==TO BE EXCLUDED==
553 0.12 554 0	2427	2.3	2161 0	0.0		2.2 23212 0.0 0	2.2 0.0	2565 0	2.4 0.0	2183 2 0 0	3 28025 0 0		24020	2.3 0.0	2427	56	2161	47 2708	33 605	2565	61	2183	49	28025	654 5	7% 9.8%	1.0%	5.9%	3.5%	8.0%				
555 0.044	1490	0.6	1639	0.6	18471 0	0.6 15831	0.6	1511	0.7	1650 0	7 18656	0.7	15990	0.7	1490	9	1639	10 184	71 114	1511	10	1650	12	18656	131 1	3% 0.0%	0.7%	0.0%	1.0%	0.0%				
556 0 557 0.169	950	1.2	963	1.3		0.0 0 1.2 12167	0.0 1.2	975	0.0 1.4	0 0 854 1		0.0	0 11638	0.0 1.3	2441	21	2601	22 377	73 322	2486	23	2504	23	37385	349 1	9% 0.0%	-3.7%	0.0%	-1.0%	0.0%				
558 0.169 559 0.115	1490 2399		1639 1980			0.6 19902 2.5 22155	0.6 2.5	1511 2478	0.7 3.1	1650 0 1972 2			20102 22515	0.7 2.6					-															
560 0 561 0.292	0 1284	0.0	0 1268	0.0	0 0	0.0 0 0.7 12913	0.0	0 1302	0.0	0 0 1263 0	0 0	0.0	0 12978	0.0	2399	71	1980	39 2584	19 650	2478	77	1972	40	26269	691 3	3% 8.4%	-0.4%	2.4%	1.6%	6.2%				
562 0	0	0.0	0	0.0	0 0	0.0	0.0	0	0.0	0 0	0 0	0.0	0	0.0	1284	13	1268	5 1500	66 104	1302	14	1263	6	15141	120 1	4% 0.0%	-0.4%	0.0%	0.5%	0.0%				
563 0.74 564 0.74	528 1284		640 1268			0.8 7430 0.7 16233	0.8			652 0 1263 0	5 8748 5 19217		7427 16315	0.7	1813	18	1908	8 278	72 198	1818	19	1915	9	27965	211 (3% 0.0%	0.4%	14.1%	0.3%	7.0%	Yes	Abbey Hill Golf Centre	No	Screening Rule 1 or Rule 2 does not apply.
565 0.47 566 0.47	2605 2253	_	2030 2022			2.4 26643 2.2 24570	2.4	2681 2445		2019 2 2033 2			27012 25742	2.5 2.3	4859	124	4052	83 5973	31 1384	5127	135	4052	86	61529	1486 5	5% 9.4%	0.0%	4.3%	3.0%	7.3%				
567 0.124	1307	2.7	1627	1.5	17323 2	2.1 14847	2.1	998	3.2	1599 1	2 15328	2.0	13138	2.0	1795	57	2956	44 2804	13 593	1458	50	2971	37	26143	512 -1	3.8% -12.7	6 0.5%	-14.8%	-6.8%	-13.6%				
568 0.124 569 0.455	488 919		1328 539			2.2 9188 1.1 7376	2.2 1.1	460 695			3 10815 5 7236		9270 6202	2.0 1.3	1586	15	1042	11 155		1272	16	1054	14	13731		0.8% 7.6%		28.3%	-11.5%	16.3%	No	n/a	No	Screening Pule 1 or Pule 2 does not apply
570 0.42 571 0.323	667 405	1.1	504 463			0.9 5922 1.5 5520	0.9 1.5	577 301	1.5 2.7		2 6496 2 5980		5567 5077	1.3		1							14									n/a	No	Screening Rule 1 or Rule 2 does not apply.
572 0.323	602	1.5	118	2.0	5396 1	1.6 4581	1.6	364	1.6	107 2	3 3532	1.7	2999	1.7	1007	18	581	7 1189	7 187	665	14	605	8	9512	165 -3	1.0% -24.0	6 4.1%	19.9%	-20.0%	-11.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
573 0.236 574 0.236	778 899	1.7 2.2	523 494		9747 1 10434 2	1.9 8275 2.3 8858	1.9 2.3	776 936	1.7 2.0	416 2 409 2	7 8929 3 10079	_	7580 8557	2.0	1677	34	1016	24 2018	32 431	1712	32	825	21	19008	392 2	1% -6.39	-18.8%	-13.1%	-5.8%	-9.1%				
575 0.7 576 0.7	1702 2140	_	1525 2081			1.1 18552 1.1 24255	1.1	1878 2214		1785 1 2420 0	1 24550 8 31060		21049 26630	1.8	3842	54	3606	28 4992	27 547	4091	77	4204	40	55609	789 6	5% 0.0%	16.6%	0.0%	11.4%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
577 0.377	850	3.6	1153	0.7	15005 1	1.9 12739	1.9	947	1.8	1053 0	7 14984	1.2	12721	1.2	1668	43	1708	13 2528	39 422	1838	25	1505	12	25052	278 1	.2% -41.79	6 -11.8%	-10.0%	-0.9%	-34.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
578 0.377 579 0.73	818 1772	_	555 1618			1.3 8730 0.9 19483	1.3 0.9			453 1 1750 1	1 10068 0 22689		8547 19454	1.0 1.5		<u> </u>			-				37											H3 Monks Way between V9 Overstreet and V8 Marlborough
580 0.73 581 0.133	1657 1817	1.6	1570 3191	0.8	21638 1	1.2 18552 1.1 25339	1.2 1.1	1570	3.3	1627 1 3182 0	2 21431	2.2	18375 25210	2.2 1.1	3430	43	3188	26 4436	_	3205	85	3377		44120		.6% 98.39		0.0%	-0.5%	76.6%	No	n/a	Yes	Street. Screening Rule 1 applies.
582 0	0	0.0	0	0.0	0 0	0.0	0.0	0	0.0	0 0	0 0	0.0	0	0.0	1817	35	3191	21 2956	327	1801	35	3182	20	29413	324 -	.9% 0.0%	-0.3%	-2.4%	-0.5%	-0.9%				
583 0.19 584 0	1255 0	0.8	2075 0	0.3		0.5 19140 0.0 0	0.5	1238 0	0.0	2066 0 0 0		0.5	18994 0	0.5	1255	10	2075	7 2232	24 115	1238	9	2066	7	22153	106 -	.4% -9.59	-0.4%	-5.7%	-0.8%	-7.9%			L	<u>+</u>
585 0.071 586 0	1614		2313		23181 0	0.8 19868 0.0 0	0.8	1609			4 23167		19856 0	0.7	1614	20	2313	11 2318	31 180	1609	19	2316	10	23167	172 -	.3% 0.0%	0.1%	0.0%	-0.1%	0.0%				
587 0.095	3443	1.0	1827	1.1	31114 1	1.0 26667	1.0	3453	0.9	1870 1	2 31422	1.0	26932	1.0	3443	33	1827	21 311	14 318	3453	33	1870	22	31422	320 (3% -0.69	2.3%	2.9%	1.0%	0.8%				
588 0 589 0.74	201	2.2	0 435	0.0		0.0 0 1.3 3217	0.0 1.3	226	0.0 2.1	0 0 449 1	0 0 2 3981	0.0 1.5	0 3412	0.0 1.5	1632	16	1650	11 193			19	1664	12	19587		3% 16.39		14.3%	1.1%	15.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
590 0.74 591 0.585	1431 1376	_	1215 1168			0.7 13389 0.5 12873	0.7	1428 1371	_	1216 0 1169 0			13375 12851	0.8		<u> </u>							12								NO	11/4	140	Screening Rule 1 of Rule 2 does not apply.
592 0.585	202	0.6	312	0.5	3040 0	0.5 2605	0.5	226	0.7	327 0	8 3263	0.8	2796	0.8	1578	10	1481	5 1805	59 86	1597	12	1496	6	18256	112 1	1% 0.0%	1.0%	0.0%	1.1%	0.0%				
593 0.275 594 0	1717 0	4.6 0.0	3024 0	0.0		3.0 27246 0.0 0	3.0 0.0	1935 0	4.2 0.0	2899 2 0 0	0 32409 0 0	2.9		2.9 0.0	1717	78	3024	62 317	942	1935	82	2899	57	32409	930 1	. 7% 4.5%	-4.1%	-8.6%	2.0%	-1.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
595 0.325 596 0.334	3874 1690	1.5 4.9	2078 2479			1.7 34213 2.8 23961	1.7 2.8	3837 1737		2151 2 2493 1	1 40137 4 28352		34413 24309	1.7 3.1	5564	140	4557	75 6784	19 1442	5574	155	4643	79	68489	1571 (2% 10.79	1.9%	5.7%	0.9%	8.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
597 1.2	1690	4.9	2479	1.3	27946 2	2.8 23961	2.8	1737	5.5	2493 1	4 28352	3.1	24309	3.1	5564	140	4557	75 678	19 1442	5574	155	4643	79	68489	1571 (2% 10.79	1.9%	5.7%	0.9%	8.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
598 1.2 599 0.032	3874 946	0.9	2078 1480	0.1	16259 0	1.7 34213 0.4 13940	1.7 0.4	3837 1117		2151 2 1478 0		0.5	34413 14912	1.7 0.5	2215	20	3170	6 360	2 173	2566	20	3172	8	38465	191 1	.9% 0.0%	0.1%	0.0%	6.6%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
600 0.032 601 0.047	1269 454	_	1690 417			0.5 17005 1.0 4406	0.5 1.0	1450 493		1694 0 437 0		_	18067 4701	0.5 1.1		7															140	11/4	140	Saccining Rate 1 of Rate 2 does not apply.
602 0	0	0.0	0	0.0	0 0	0.0	0.0	0	0.0	0 0	0 0	0.0	0	0.0	454	1	417	2 514	1 53	493	8	437	2	5485	58 8	4% 0.0%	4.8%	0.0%	6.7%	0.0%				
603 0.207 604 0.207	1269 1400	_	1896	0.2	22099 0	0.5 17005 0.6 18948	0.5 0.6	1450 1610	1.1	1694 0 1914 0	3 23624	0.7	18067 20255	0.5 0.7	2669	27	3586	8 4193	33 231	3059	27	3608	11	44696	255 1	.6% 0.0%	0.6%	0.0%	6.6%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
605 0.114 606 0.114	857 917	2.0	1103 1058			1.5 9917 1.5 9992	1.5 1.5	822 886	2.0 1.7	1140 1 1102 1	1 11578 2 11734		9923 10057	1.5 1.4	1774	32	2161	26 2322	28 342	1707	32	2242	26	23311	339 -	.8% -1.8%	3.7%	0.6%	0.4%	-0.7%				
607 0.161 608 0.161	917 601		1035 805			1.4 9875 1.7 7114	1.4	886 558		1074 1 842 1	2 11566 3 8266		9913 7085	1.4	1518	29	1840	23 1982	21 307	1444	29	1916	23	19832	304	.9% -1.99	4.2%	0.7%	0.1%	-0.8%				
609 0.303	1742	3.0	1946	1.0	24721 2	2.0 21196	2.0	1705	3.2	1962 0	9 24583	2.0	21077	2.0	3214	76	3986	42 4826	55 788	3263	79	3999	40	48681	800 1	5% 4.2%	0.3%	-3.4%	0.9%	1.5%				
610 0.303 611 0.796			_			1.3 20186 1.3 18139	1.3	1558 1293		2037 1 1931 1			20662 18532	1.3		73	3892	41 458			77	3894	40	46197		6% 4.4%	_	-3.5%	0.7%	1.5%				
612 0.796 613 0.128						2.0 21196 2.3 23998	2.0		_	1962 0 1951 2		_			1	<u> </u>			_								_	1						
614 0.128	2399	2.9	1980	2.0	29353 2	2.5 25168	2.5	2478	3.1	1972 2	0 29830	2.6	25576	2.6	4637	123	3917	82 573	13 1373	4909	134	3923	86	59202	1474 5	9% 9.4%	0.2%	4.3%	3.2%	7.3%				
615 0.135 616 0.135						2.5 25167 2.1 26324	2.5 2.1			1972 2 2180 2			25576 27241	2.6	4821	123	4138	83 6005	55 1384	5038	134	4152	87	61602	1485	5% 9.3%	0.3%	4.4%	2.6%	7.3%				
617 0.155 618 0.155	1198 1997		1468 1580			0.3 15326 1.0 20555	0.3 1.0			1500 0 1591 0					3195	30	3048	14 4184	19 300	3012	40	3092	18	40913	384 -	.7% 30.69	1.4%	22.4%	-2.2%	27.9%	No	n/a	Yes	H6 Childs Way between Hensman Gate and a bridge over the River Ouzel. Screening Rule 1 applies.
619 0.06	1747	1.6	1670	0.7	22903 1	1.1 19637	1.1	1597	2.3	1694 0	7 22061	1.5	18915	1.5	2945	34	3138	15 407	77 326	2693	42	3194	18	39460	403 -	.6% 25.19	1.8%	20.3%	-3.2%	23.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
620 0.06 621 2.281	1198 133	5.0	715	0.4	5008 1	0.3 15326 1.1 4292	0.3 1.1	120	5.8	1500 0 727 0	4 4996	1.2	14918 4282	0.4 1.2	859	24	938	13 106			16	972	13	10798	-	.2% 0.0%		0.0%	1.8%	0.0%				
622 2.281 623 1.16	726 682					2.9 4802 3.6 4310	2.9 3.6	_	1.2	245 4 188 6				1.9 2.5		1																		
624 1.16 625 0.305	103	7.4		0.6	4297 1	1.6 3683 0.4 55118	1.6	90	8.7	629 0		1.6	3638	1.6	785	27	795	16 932		782	18	817	16	9441		.4% 0.0%	_	0.0%	1.2%	0.0%				
626 0	0	0.0	0	0.0	0 0	0.0	0.0	0	0.0	0 0	0 0	0.0	0	0.0	5064	585	5830	553 6430	08 6715	4955	586	5851	574	63790	6850 -:	.1% 0.0%	0.4%	0.0%	-0.8%	0.0%				<u> </u>
627 0.3 628 0	3626 0					0.8 45801 0.0 0	10.8 0.0			5406 8 0 0			45441 0	11.1 0.0	3626	499	5426	482 5343	5793	3575	519	5406	480	53018	5901 -	.4% 0.0%	-0.4%	0.0%	-0.8%	0.0%	+			+
629 18.49 630 0		13.8	5426		53438 10	0.8 45801 0.0 0	10.8	3575	_	5406 8		11.1		11.1	3626	499	5426	482 5343	38 5793	3575	519	5406	480	53018	5901 -	.4% 0.0%	-0.4%	0.0%	-0.8%	0.0%				
631 3.8	430	2.3	335	1.8	4511 2	2.1 3866	2.1	360	2.7	357 2	2 4233	2.5	3628	2.5	834	13	827	10 980	5 138	792	14	855	11	9722	149 -	.0% 2.7%	3.3%	15.0%	-0.9%	8.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
632 3.8 633 1.02						0.8 4538 5.0 2281	0.8 5.0			497 0 502 4				0.8 3.6		1																		Cranfield Road between Unnamed Road and University
634 1.02 635 1.021	_	1.6	274	1.9	5539 1	1.7 4748 B.5 1574	1.7 8.5	810	2.4		8 7150	2.2	6128	2.2 5.3	855	19	535	20 820			27	904	28	11819		.5% 37.79		43.2%	44.1%	40.5%	No	n/a	Yes	Way. Screening Rule 1 applies. Mulsoe Road between University Way and Cranfield Road.
636 1.021	398	3.0	45	6.7	2616 3	3.3 2242	3.3	459	3.7	79 5	0 3178	3.9	2724	3.9	450	19	304	22 445	1 243	550	22	502	26	6208	285 2	.2% 17.89	65.0%	16.8%	39.5%	17.3%	No	n/a	Yes	Screening Rule 1 applies.
637 1.005 638 1.005	272 714					1.4 3921 2.6 5496	1.4 2.6			560 0 441 2	5 5132 0 7382		4398 6327	1.1	986	28	875	11 1098	38 230	1119	17	1000	12	12514	170 1	.5% 0.0%	14.3%	0.0%	13.9%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
639 1.337 640 1.337	791	2.7	689	1.7	8740 2	2.2 7491	2.2	894	1.3	714 1	8 9488	1.5	8132	1.5	1314	33	1266	15 1523	30 284	1428	22	1346	16	16372	224 8	6% 0.0%	6.3%	0.0%	7.5%	0.0%				
641 1.371	1155	3.1	1206	1.1	17692 2	2.1 15020	2.1	1147	4.2	632 0 1211 1	2 17668	2.7	15000	2.7	2820	61	2364	29 3883			77	2383	33	38788		.9% 25.69		12.4%	-0.1%	21.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
642 1.371 643 0.525	1665 321					1.5 17952 2.2 6511	1.5 2.2			1172 1 1066 1			17930 7100	1.7 1.9	1	1			_															
644 0.525 645 0.135	924	2.5	423	2.8	7952 2	2.6 6816	2.6	1067	2.8	381 3	2 8548	2.9	7326	2.9	1244	34	1390	29 1554			41	1447	28	16831		.9% 20.89		-2.3%	8.3%	10.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
646 0.135	693	2.6	911	0.6	9468 1	1.5 8115		451	1.1	804 0	7 7413	0.8	6354		1425	30	1284	12 1599	91 246	954	16	1145	14	12388	173 -3	3.1% -47.6	6 -10.9%	14.3%	-22.5%	-29.9%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
647 2.265 648 2.265	349 362					0.9 3614 2.4 3140	0.9 2.4			310 1 253 3			3330 2938	1.1 3.0	711	12	624	10 788	0 127	676	14	563	11	7313	147 -	.9% 13.69	-9.8%	18.3%	-7.2%	15.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
649 0.49 650 0.49		2.5	259	2.3	3663 2	2.4 3140 0.9 3614	2.4	327	2.9	253 3		3.0	2938		711	12	624	10 788	0 127	676	14	563	11	7313	147	.9% 13.69	-9.8%	18.3%	-7.2%	15.7%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
651 0.12	499	2.8	665	1.0	6869 1	1.7 5887	1.7	444	3.2	700 1	6 6755	2.2	5789	2.2	1331	23	1136	13 1456	51 214	1199	24	1148	17	13857	241 -	.9% 0.0%	1.1%	0.0%	-4.8%	0.0%				
652 0.12 653 1.37	_	_	_			1.2 6593 1.8 4134		_			3 7103 8 6375		_	1.3		1															No	n/a	Vo-	Cranfield Road between east part of Mulsoe and Unnamed
654 1.37			289			4.7 2385					9 4569				850	21	438	16 760	6 216	1065	27	789	25	10944	305 2	.2% 28.99	80.2%	55.9%	43.9%	40.7%	No	n/a	Yes	Road. Screening Rule 1 applies.

655 1.41	404	1.7	245	1.1 555	2 14	4750	1.4	042	22	381 1.3	7210	2.0	4104	2.0		ı			1		1			1										ı	Cranfield Road/Newport Road through Mulsoe. Screening
656 1.41	696 188	4.6	245 275	4.8 273	2 4.7	4759 2341	4.7	259	3.0	531 3.8	7218 4664	3.6	6186 3998	3.6	884	21	520	16 828	216	1101	27	912	25	11882	307	24.6%	30.5%	75.4%	57.3%	43.4%	42.1%	No	n/a	Yes	Rule 1 applies.
657 1.22 658 1.22	519 173	1.7 3.8	147 447	2.5 392 0.2 365			1.9 1.2		1.9 5.6	139 2.4 448 0.9	3233 3346	2.0 1.9	2771 2868	2.0 1.9	692	16	593	5 758	119	527	14	588	7	6579	127	-23.8%	-8.5%	-0.9%	55.6%	-13.3%	6.4%	No	n/a	Yes	College Road between Crawley road and Merchant Lane. Screening Rule 1 applies.
659 0.27 660 0.27	69 351	1.0 0.7	279 73	0.3 205 0.8 250	_		0.4		1.3 0.4	304 0.3 67 0.4	2084 1852	0.4	1787 1587	0.4	420	3	352	1 4560	26	296	2	371	1	3936	17	-29.7%	0.0%	5.5%	0.0%	-13.7%	0.0%				
661 0.95	136	5.3	18	24.8 91	7.6	782	7.6	85	7.0	40 10.5	733	8.1	629	8.1	198	25	158	8 209	194	164	11	218	8	2253	111	-17.2% -	55.6%	38.1%	-1.9%	7.3%	-43.0%	No	n/a	Yes	Global Charging Station and Folly Lane. Screening Rule 1
662 0.95 663 0.25	61 685	29.3 4.0	140 351	2.3 118 2.6 611	_		10.6 3.5		6.7 2.1	178 1.9 409 2.3	1520 6553	3.4 2.2	1303 5617	3.4 2.2	1054	41	1061	20 1248	_		27	1181	17	13183	261	-	33.7%	11.3%	-12.9%	5.6%	-27.0%	No	n/a	No	annline
664 0.25 665 1.355	369 304	3.7 4.3	710 107	1.5 637 3.8 242			2.2 4.2		3.5 5.7	771 1.0 135 3.9	6629 2657	1.8 5.2	5682 2278	1.8 5.2					_											3.0%		NO			Screening Rule 1 or Rule 2 does not apply. (Cranfield) High Street/Bedford Road between Court Road
666 1.355	148	6.4	249	7.5 234	3 7.1	2009	7.1	172	4.1	345 6.1	3055	5.4	2618	5.4	452	23	356	23 4770	268	487	25	480	26	5712	303	7.8%	11.2%	35.0%	14.9%	19.8%	13.1%	No	n/a	Yes	and Crane Way. Screening Rule 1 applies.
667 0.985 668 0.985		6.5 2.4	577 118	3.9 416 3.0 453		3570 3884	4.4 2.5		3.7	696 3.7 152 2.9	5139 4931	3.7	4405 4226	3.7	778	24	695	26 869	295	858	27	848	30	10070	336	10.3%	14.1%	21.9%	14.1%	15.8%	14.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
669 0.5 670 0.5	68 48	0.2	27 86	0.6 56 0.2 79			0.3		0.5	26 0.6 48 0.4	339 584	0.6	291 501	0.6	117	0	113	0 135	4	82	0	75	0	924	4	-30.0%	0.0% -	-33.7%	0.0%	-31.8%	0.0%				
671 0.31	530	1.4	483	1.2 597	9 1.3	5125	1.3	559	1.5	429 1.4	5836	1.5	5002	1.5	1028	21	896	12 1135	9 192	985	22	852	16	10845	228	-4.1%	0.0%	-5.0%	0.0%	-4.5%	0.0%				
672 0.31 673 0.76	498 430	3.0	413 386	1.4 537 1.4 481		4611 4128	2.1	426 395	3.4	422 2.5 396 2.6	5009 4670	3.0	4293 4003	2.8 3.0	911	20	784	11 1000	5 188	904	22	777	16	9922	224	-0.8%	0.0%	-0.8%	0.0%	-0.8%	0.0%				<u> </u>
674 0.76 675 0.57	481 481	1.5 1.5	398 398	1.5 518 1.5 518		4447 4447	1.5 1.5	509 509	1.7	381 1.5 381 1.5	5251 5251	1.6	4501 4501	1.6					_						-					-					
676 0.57	430	3.0	386	1.4 481	7 2.3	4128	2.3	395	3.4	396 2.6	4670	3.0	4003	3.0	911	20	784	11 1000	188	904	22	777	16	9922	224	-0.8%	0.0%	-0.8%	0.0%	-0.8%	0.0%				
678 0.705			387 458	2.6 628 5.0 560	0 4.8		2.9 4.8	498	3.4 4.1	405 2.7 607 4.9	6957 6526	3.2 4.6	5963 5593	3.2 4.6	1167	43	845	33 1188) 448	1272	47	1012	41	13482	520	9.0%	9.8%	19.7%	24.2%	13.5%	16.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
679 1 680 1	490 677	4.6 3.0	458 387	5.0 560 2.6 628		4799 5383	4.8 2.9		4.1 3.4	607 4.9 405 2.7	6526 6957	4.6 3.2	5593 5963	4.6 3.2	1167	43	845	33 1188	448	1272	47	1012	41	13482	520	9.0%	9.8%	19.7%	24.2%	13.5%	16.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
681 0.44 682 0.44	519 173	1.7 3.8	147 447	2.5 392 0.2 365		3365 3136	1.9 1.2		1.9 5.6	139 2.4 448 0.9	3233 3346	2.0 1.9	2771 2868	2.0 1.9	692	16	593	5 758	119	527	14	588	7	6579	127	-23.8%	-8.5%	-0.9%	55.6%	-13.3%	6.4%	No	n/a	Yes	College Road between Prince Phillip Avenue and Merchant Lane. Screening Rule 1 applies.
683 0.18	177	3.3	232	1.4 241	3 2.2	2068	2.2	149	3.8	255 1.4	2381	2.3	2040	2.3	415	13	620	8 6114	124	273	12	622	8	5280	115	-34.3% -	10.5%	0.2%	-1.9%	-13.6%	-7.2%				Euro, sursoning rate r applies.
684 0.18 685 0.98	239 1429	_	388 1116	1.2 370 0.9 150	_	3172 12878	1.9		2.0	367 1.1 1093 1.0	2899 15825	2.1 1.6	2485 13564	1.6	2114	44	2219	17 2557	9 358	2272	58	2320	18	27108	452	7.5%	0.0%	4.6%	0.0%	6.0%	0.0%				<u> </u>
686 0.98 687 0.035	685 614	2.9 3.1	1103 1010	0.6 105 0.7 958		9046 8216	1.5 1.6		3.9 4.1	1227 0.6 1208 0.7	11283 10856	1.8	9670 9304	1.8					_				-												
688 0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.0 708 2.1	0	0.0	0	0.0	614	19	1010	7 9586	153	631	26	1208	8	10856	200	2.8%	0.0%	19.6%	0.0%	13.2%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
690 0.23	635	2.1	833 1105	1.6 102			2.5 1.8	534	2.7	1192 1.4	10824 10187	2.5 1.7	9277 8731	2.5 1.7	1829	50	1939	32 2223	9 483	1659	43	1900	31	21010	438	-9.3% -	14.3%	-2.0%	-1.5%	-5.5%	-9.4%				
691 0.06 692 0	635	2.1 0.0	1105 0	1.6 102 0.0 0		8803 0	1.8 0.0	534 0	0.0	1192 1.4 0 0.0	10187 0	0.0	8731 0	1.7 0.0	635	13	1105	17 1027	182	534	12	1192	17	10187	171	-15.8%	-7.5%	7.8%	-4.6%	-0.8%	-5.9%				
693 0.09 694 0	360 0	4.0 0.0	384 0	2.4 439 0.0 0		3764 0	3.2 0.0	828 0	3.0 0.0	301 3.3 0 0.0	6664	3.1 0.0	5712 0	3.1 0.0	360	14	384	9 439	139	828	25	301	10	6664	204	130.1%	70.9%	-21.7%	7.8%	51.8%	46.5%	No	n/a	-	Segregated left turn lane from A422 to A509. Part of the roundabout ==TO BE EXCLUDED==
695 0.025	1187	1.8	991	1.0 128	5 1.4	11018	1.4	1615	1.9	956 1.0	15179	1.6	13010	1.6	1187	22	991	10 1285	5 186	1615	31	956	9	15179	239	36.1%	0.0%	-3.5%	0.0%	18.1%	0.0%	No	n/a	-	A509 southbound exit from Chicheley Roundabout. Part of
696 0 697 2.57	548	0.0 2.4	1385	0.0 0	0.0 i8 1.3		1.3		0.0 3.6	0 0.0 1697 0.9	0 17574	1.9	0 15068	1.9	548	13	1385	13 1295	_		33	1697	16	17574	330	68.8% 1		22.5%	25.8%	35.6%	91.0%	No	n/a	Yes	the roundabout ==TO BE EXCLUDED== A509 northbound approach to Chicheley Roundabout.
698 0 699 0.03	713	0.0 3.5	0 1559	0.0 0 0.9 134	0.0 6 1.8	0 11499	0.0 1.8		0.0 4.4	0 0.0 1849 0.9	0 15288	0.0 1.9	0 13103	0.0 1.9					_													-		ies	Screening Rule 1 applies. Chicheley Roundabout western section of circulatory
700 0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	713	25	1559	15 1341	5 235	741	33	1849	17	15288	294	3.8%	28.7%	18.6%	19.0%	14.0%	25.1%	No	n/a	-	carriageway ==TO BE EXCLUDED==
701 0.034 702 0	1429 0	0.0	1116 0	0.9 150 0.0 0	25 1.3 0.0	12878 0	0.0		0.0	1093 1.0 0 0.0	15817 0	1.6 0.0	13557 0	1.6 0.0	1429	24	1116	10 1502	5 201	1587	32	1093	10	15817	249	11.0%	0.0%	-2.1%	0.0%	5.3%	0.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
703 0.026 704 0	393 0	2.8 0.0	981 0	1.6 811 0.0 0	0 1.9	6951 0	1.9 0.0		2.1 0.0	1056 1.4 0 0.0	9552 0	1.7 0.0	8187 0	1.7 0.0	393	11	981	16 8110	158	562	12	1056	15	9552	158	43.1%	8.7%	7.6%	-6.4%	17.8%	-0.3%	No	n/a	-	Chicheley Roundabout northwestern section of circulatory carriageway ==TO BE EXCLUDED==
705 0.051 706 0	1822		2096	1.3 231: 0.0 0	25 1.6	19821	1.6 0.0	2149	2.0	2148 1.2 0 0.0	25366 0	1.6	21741	1.6	1822	35	2096	27 2312	5 367	2149	44	2148	26	25366	410	18.0%	23.8%	2.5%	-4.2%	9.7%	11.7%	No	n/a	-	Chicheley Roundabout north section of circulatory carriageway ==TO BE EXCLUDED==
707 0.036	1187	1.8	991	1.0 128	5 1.4	11018	1.4	1615	1.9	956 1.0	15179	1.6	13010	1.6	1187	22	991	10 1285	5 186	1615	31	956	9	15179	239	36.1%	0.0%	-3.5%	0.0%	18.1%	0.0%	No	n/a	-	Chicheley Roundabout east section of circulatory
708 0 709 0.054	834	0.0 2.7	0 449	0.0 0 1.1 757	0.0 8 2.1	0 6495	0.0 2.1		2.0	0 0.0 407 1.2	0 4137	0.0 1.5	0 3545	0.0 1.5	834	22	449	5 7578	_		,	407	5	4137	62		-	-9.3%			-61.6%				carriageway ==TO BE EXCLUDED==
710 0 711 6.13	0 5193	0.0 10.3	0 5545	0.0 0 9.1 633	0.0 34 9.7	0 54327	0.0 9.7		0.0 10.8	0 0.0 5487 9.3	0 63106	0.0 10.0	0 54088	0.0 10.0					_		0		-						-7.6%	-45.4%					
712 0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.0	0	0.0	0	0.0	5193	537	5545	507 6338	4 6161	5203	564	5487	510	63106	6340	0.2%	0.0%	-1.0%	0.0%	-0.4%	0.0%				
713 0.13 714 0	1181	3.3 0.0	1458 0	0.0 155	79 1.5 0.0	13353	0.0		4.5 0.0	0.0 0 0.0	15441 0	0.0	13235	0.0	1181	39	1458	0 1557	232	1161	52	1455	0	15441	306	-1.7%	0.0%	-0.2%	0.0%	-0.9%	0.0%				
715 0.47 716 0	1229 0	4.0 0.0	588 0	5.0 1073 0.0 0			4.3 0.0		5.1 0.0	542 8.0 0 0.0	10564 0	6.0 0.0	9054	6.0 0.0	1229	49	588	29 1072	5 463	1247	63	542	43	10564	630	1.5%	0.0%	-7.8%	0.0%	-1.5%	0.0%				
717 0.029 718 0	1326		1817	1.3 210 0.0 0	8 1.5	18064		1340	1.9 0.0	1838 1.3 0 0.0	21307 0	1.6 0.0	18269 0	1.6	1326	24	1817	24 2106	323	1340	26	1838	24	21307	333	1.1%	6.4%	1.1%	-0.5%	1.1%	3.0%				
719 0.045	_	3.1	1362	2.2 158	34 2.6	13572	2.6	1342	3.5	1353 2.3	15904	2.9	13631	2.9	1321	41	1362	30 1583	4 417	1342	47	1353	31	15904	464	1.6%	15.5%	-0.7%	5.2%	0.4%	11.2%	No	n/a	-	Brinklow Roundabout western section of circulatory
720 0 721 0.021	0 1674		0 1721	0.0 0 2.3 227		0 19517	0.0 3.0		0.0 4.5	0 0.0 1716 2.4		0.0 3.4	0 19528	0.0 3.4	1674	62	1721	40 2276	-		76	1716	41	22776	784			-0.3%	1.6%	0.1%	14.3%	No	n/a	No	carriageway ==TO BE EXCLUDED== Screening Rule 1 or Rule 2 does not apply.
722 0 723 0.045	0 1011	0.0 2.0	0 1394	0.0 0 1.2 141			0.0 1.5		0.0 2.0	0 0.0 1397 1.2	0 14265	0.0 1.5	0 12226	0.0 1.5					-													NO	11/4	140	Screening Rule 1 of Rule 2 does not appry.
724 0	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.0	0	0.0	0	0.0	1011	20	1394	17 1419	7 218	1019	20	1397	16	14265	215	0.8%	1.6%	0.3%	-4.4%	0.5%	-1.2%				
725 0.022 726 0	0	0.0	1510 0	0.0 0	0.0		0.0	0	4.0 0.0	1504 2.1 0 0.0	0	3.1 0.0	18223 0	3.1 0.0	1671	63	1510	33 2132	4 649	1667	67	1504	32	21254	661	-0.2%	5.1%	-0.4%	-4.5%	-0.3%	1.8%				
727 0.045 728 0	1559 0		1392	2.2 174 0.0 0		14929 0	2.7 0.0		3.9 0.0	1395 2.2 0 0.0		3.1 0.0	14821 0	3.1 0.0	1559	49	1392	31 1741	473	1534	59	1395	30	17292	528	-1.6%	19.7%	0.2%	-1.7%	-0.7%	11.5%	No	n/a	-	Brinklow Roundabout eastern section of circulatory carriageway ==TO BE EXCLUDED==
729 0.019 730 0	1208	2.8 0.0	1522 0	1.3 183 0.0 0	05 2.0	15695	2.0 0.0		3.0 0.0	1504 1.4 0 0.0	18425 0	2.2 0.0	15798 0	2.2 0.0	1208	34	1522	20 1830	361	1245	38	1504	21	18425	397	3.0%	12.6%	-1.2%	5.9%	0.7%	10.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
731 0.045	_	3.7	1614	1.9 191	2.8	16451	2.8	1630	4.0	1628 1.8	19230	2.9	16482	2.9	1637	61	1614	31 1919	1 544	1630	65	1628	30	19230	563	-0.5%	6.5%	0.9%	-2.6%	0.2%	3.4%				
732 0 733 0.362			0 1817		8 1.5	18064		1340	0.0 1.9	0 0.0 1838 1.3		0.0 1.6		0.0 1.6	2849	78	3589	44 4315			82	3616	43	43487	839			0.7%	-2.9%	0.8%	2.0%				<u> </u>
734 0.362 735 0.063			1772 1772	1.2 220 1.2 220		18937 18937			3.7	1778 1.1 1778 1.1	22180 22180	2.3		2.3					_															<u> </u>	
736 0 737 0.432	0	0.0	0	0.0 0	0.0	0	0.0	0	0.0	0 0.0 1716 2.4	0	0.0	0 19528	0.0	1523	54	1772	21 2208	-		56	1778	19	22180	506			0.3%	-5.7%	0.4%	1.3%				
738 0.432	1592	2.8	1783	2.0 226	2.4	19399	2.4	1604	3.2	1785 2.1	22721	2.6	19481	2.6	3267	106	3504	76 4538	3 1223	3286	127	3501	79	45497	1382	0.6%	19.8%	-0.1%	3.6%	0.2%	13.0%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
739 0.054 740 0	1592 0	2.8 0.0	1783 0	2.0 226 0.0 0	_		2.4 0.0	0	3.2 0.0	1785 2.1 0 0.0	0	2.6 0.0	19481 0	2.6 0.0	1592	44	1783	36 2262	5 537	1604	51	1785	38	22721	598	0.7%	16.1%	0.1%	5.8%	0.4%	11.5%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
741 0.177 742 0.177			1510 1641	2.2 213 1.5 182					4.0 3.1	1504 2.1 1640 1.5	21254 18390	3.1 2.1		3.1 2.1	2746	94	3151	58 3953	2 1016	2770	101	3144	56	39644	1055	0.9%	7.4%	-0.2%	-1.8%	0.3%	3.9%				
743 0.056	1075	2.9	1641	1.5 1820	08 2.0	15612	2.0	1103	3.1	1640 1.5	18390	2.1	15768	2.1	1075	31	1641	24 1820	3 367	1103	34	1640	24	18390	395	2.6%	12.1%	0.0%	1.8%	1.0%	7.6%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
744 0 745 0.376	1208	0.0 2.8	0 1522	0.0 0 1.3 183	05 2.0	15695	0.0 2.0	1245	3.0	0 0.0 1504 1.4	0 18425	2.2	0 15798	0.0 2.2	2620	77	2737	49 3591	3 847	2636	90	2710	50	35837	934	0.6%	16.5%	-1.0%	0.4%	-0.2%	10.2%	No	n/a	No	
746 0.376 747 0.057			1215 1215	2.4 176 2.4 176					3.7	1206 2.3 1206 2.3	17412 17412	3.1	14929 14929	3.1					-													-		-	
748 0 749 0.029	0	0.0	0	0.0	0.0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	1411	43	1215	29 1760	-		52	1206	28	17412	536			-0.7%	-3.5%	-1.1%	10.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
750 0	0	0.0	824 0	0.0 0	0.0	9576 0	0.4	0	0.8	0.0	0	0.5	9702 0	0.5	681	5	824	1 1128) 45	692	6	834	1	11427	52	1.6%	0.0%	1.1%	0.0%	1.3%	0.0%				<u> </u>
751 0.056 752 0	2415 0	2.2 0.0	2496 0	1.8 2898 0.0 0	37 2.0 0.0	24845 0	2.0 0.0		0.0	2490 1.9 0 0.0	29170 0	0.0	25002 0	2.1 0.0	2415	53	2496	44 2898	7 573	2452	58	2490	47	29170	620	1.5%	10.4%	-0.2%	5.9%	0.6%	8.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
753 0.034 754 0	2622		1858 0			25751		2668	3.0 0.0	1866 2.4 0 0.0	30395 0	2.8	26060 0	2.8	2622	75	1858	43 3003	1 790	2668	81	1866	44	30395	840	1.8%	8.4%	0.4%	2.5%	1.2%	6.2%				
755 0.056	844	0.6	913	0.1 103	7 0.3	8894	0.3	771	0.7	909 0.2	9917	0.4	8500	0.4	844	5	913	1 1037	7 34	771	5	909	1	9917	40	-8.7%	10.4%	-0.5%	0.0%	-4.4%	17.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
756 0 757 0.056	2107	3.5	0 1853	0.0 0 2.4 233	6 3.0		0.0 3.0	2085	3.8	0 0.0 1852 2.4	23240	0.0 3.2		0.0 3.2	2107	74	1853	44 2337	_		80	1852	45	23240	736			-0.1%	3.4%	-0.6%	5.8%				
758 0 759 0.04	0 1986		0 2003	0.0 0 2.1 267		0 22926	0.0 2.3		0.0 2.8	0 0.0 1997 2.2	0 26964	0.0 2.5		0.0 2.5					_													M-	- /-	N1:	Secondary Bulle 1 or Bulle 2 decreases
760 0 761 0.056	0	0.0	0 1452	0.0 0 0.3 149	0.0		0.0	0	0.0	0 0.0 1478 0.4	0	0.0	0 13087	0.0	1986	50	2003	42 2674	_		58	1997	45	26964	685			-0.3%	5.8%	0.8%	10.8%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
762 0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	0.0	0	0.0	0	0.0	1086	15	1452	4 1498	-		7	1478	5	15269	72		0.0%	1.7%	0.0%	1.9%	0.0%				
763 0.501	681	0.8	824	0.1 112	ou 0.4	95//	U.4	692	8.0	834 0.2	11427	U.5	9702	U.5	1338	17	179/	V 3330	158	1375	11	1919	5	23022	121	2 7%	n n%	1 0%	N N%	2 3%	n n%			1	<u> </u>

764 0.501	657		959	0.3		.9 10281			0.8	985	0.4			608 0.6		17	1707	7 20070	100	1373	* * *	1010		23122	141 4.7	0.070	1.770	0.070	2.370	0.070				
765 0.063 766 0	657	_	959	0.3		.9 10281 .0 0	0.9	683	0.0	985	0.4			608 0.6 0 0.0		12	959	3 12110	112	683	6	985	3	12495	69 4.0	% 0.0%	2.6%	0.0%	3.2%	0.0%				
767 0.39	2622		1858	2.3		.6 25751	_	2668		1866	2.4			060 2.8)	100	42/5	07 /1051	1420	4000	120	4200	01	(210)	1541 0.0	0.00/	0.40/	4.20/	1.00/	7.10/				
768 0.39	2220	2.4	2407	1.8	31017 2.	.1 26594	2.1			2414	1.9	31801	2.2 272	266 2.2		128	4265	87 61051	1439	4998	139	4280	91	62196	1541 3.2	% 9.0%	0.4%	4.2%	1.9%	7.1%				
769 0.072 770 0	2220	_	2407			.1 26594		_		2414	1.9			266 2.2		53	2407	44 31017	649	2330	58	2414	46	31801	701 4.9	% 9.9%	0.3%	5.9%	2.5%	8.1%				
770 0 771 0.15	1986	0.0	2003	0.0 2.1		.0 0	2.3	2025	0.0 2.8	0 1997	0.0 2.2			0.0		444	0.477	00 47004	4007	0/7/	400	0.1.15	0.1	177.14	4440	0/ 40.40/	0.00/	0.00/	0.50/	40.707			-	
772 0.15	1696			2.7	21251 3.	.2 18221				1448	2.8			3.7		111	3477	83 47991	1297	3676	132	3445	86	47741	1460 -0.	% 19.1%	-0.9%	3.8%	-0.5%	12.6%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
773 0.083	1696		1474			.2 18221		1651		1448	2.8			3.7	1696	61	1474	40 21251	679	1651	74	1448	41	20777	775 -2.0	% 22.4%	-1.8%	1.7%	-2.2%	14.1%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
774 0 775 0.71	1229	0.0	0 1522	0.0 3.4		.0 0 .9 15812	0.0 4.9	1249	0.0 6.9	0 1517	0.0 3.4			0.0	١					+														-
776 0.71	2245	_	1658	2.9		.9 22435	_			1667	2.8		4.8 225		34/5	226	3180	100 44608	2184	3497	227	3184	99	44786	2184 0.6	% 0.7%	0.1%	-1.6%	0.4%	0.0%				
777 2.513	1547		1375	1.3		.9 16795		2443	2.3	1258	1.5		2.0 212			36	1375	18 19588	365	2443	56	1258	19	24810	499 57.	% 54.0%	-8.5%	1.9%	26.7%	36.5%	No	n/a	Yes	A509 southbound from Chicheley Hill Roundabout to the N
778 0 779 0.43	573	0.0 2.3	1400	0.0		.0 0	0.0 1.3	771	0.0 2.9	1399	0.0		0.0 (1.6 124	0.0 468 1.6		-				-														Crawley Road underbridge. Screening Rule 1 applies.
780 0.43			1408	1.3		.8 17075	1.8			1523	1.0			562 1.8		49	2808	31 33143	538	2129	60	2922	26	33858	579 -0.:	% 21.6%	4.1%	-14.9%	2.2%	7.5%				
781 0.5	779					.9 14211				410	2.2			36 2.9		23	2401	28 32482	385	802	20	654	11	10910	236 -58.	5% -13.9%	-72.8%	-59.6%	-66.4%	-38.8%				
782 0.5 783 0.475	1156 1614		945 1501			.5 13366 .3 19809			1.9	244 1563	1.0 2.0			27 1.6)	20	2.0.	20 02.102	000	002	20			10710	200 00.	7.0 10:770	72.070	07.070	00.170	00.070				Tonguell St hetusen entrance to DMV Design Club and
784 0.475	1394		1274	0.9 1.2		.3 19809 .3 16971	1.3	1590 1532	2.7 1.6	1404	1.1		2.3 200 1.4 186			46	2775	29 43322	563	3122	68	2966	47	45615	858 3.8	47.1%	6.9%	61.0%	5.3%	52.5%	no	n/a	Yes	Tongwell St between entrance to BMX Racing Club and Carleton Gate (link to be upgraded as part of the proposals).
785 0.08	1394	_	1274			.3 16971	1.3	1532	1.6	1404	1.1			573 1.4		46	2775	29 38257	497	3106	67	2966	47	40512	738 4.0	% 47.2%	6.9%	61.0%	5.9%	48.5%	no	n/a	Yes	Tongwell St between entrance to BMX Racing Club and
786 0.08	1594		1501	0.9		.3 15657	1.3	1574		1563	2.0			871 2.3	3	40	2113	27 30237	477	3100	07	2700	47	40312	730 4.0	70 47.270	0.770	01.076	J. 770	40.370	110	11/4	163	Carleton Gate (link to be upgraded as part of the proposals).
787 0.175 788 0.175	1324 1312		1484 1158			.3 17862 .3 12498		1596 1618		1562 1418	2.0			089 2.4 358 1.3		41	2641	27 35620	461	3214	68	2980	46	41581	792 21.	64.6%	12.8%	72.5%	16.7%	72.0%	no	n/a	Yes	Tongwell St between entrance to Carleton Gate and new junction leading to new M1 bridge (link to be upgraded as
789 0.2	1014		1633	2.1		.6 13397				1633	3.2			468 4.6	_	36	1633	34 15630	413	1029	70	1633	52	15713	720 1.5	% 0.0%	-0.1%	0.0%	0.5%	0.0%				janoton leading to new in bridge (illik to be apgraded as
790 0	0	0.0	0	0.0		.0 0	0.0	0	0.0	0	0.0		0.0)	30	1033	34 15030	413	1029	70	1033	32	13/13	720 1.5	/6 0.0/6	-0.176	0.0%	0.576	0.0%				
791 0.525 792 0	0	0.0	324	10.5		0.5 1641	10.5	0	100.0	323	15.9 0.0		15.9 16 0.0 (34 15.	- ()	0	324	34 1914	200	0	0	323	51	1907	303 0.0	% 0.0%	-0.4%	0.0%	-0.4%	0.0%				
793 0.375	5064		5506			0.4 53480		4955		5531	9.4	_	10.6 530		4	585	FFO/	E10 (2207	/F12	4055	F0/	5531	F20	(1002	(F22 2 :	0 00/	0.50/	0.00/	0.00/	0.00/				
794 0	0	0.0	0	0.0	0 0.	.0 0	0.0	0	0.0	0	0.0	0	0.0	0.0) 5064	000	5506	519 62397	6512	4955	586	JJJ I	520	61903	6532 -2.	% 0.0%	0.5%	0.0%	-0.8%	0.0%				
795 0.03 796 0	616	0.8	1305	1.1 0.0		.0 12219	1.0 0.0	557	0.0	1267 0	0.9			599 0.9		5	1305	15 14393	146	557	4	1267	12	13662	122 -9.	% -8.7%	-3.0%	-19.3%	-5.1%	-16.8%	-		1	
797 0.28	1224					.0 13866				1139	1.2			376 1.5	;	2.	22/2	20 2072	4/0	1000	24	2405	ar.	22054	421 5	V C 20:	/ 401	11 401	7.00/	10.201	+		1	
798 0.28	616	0.8	1305	1.1	14393 1.	.0 12219	1.0	557	0.8	1267	0.9	13662	0.9 115	599 0.9	1839	34	2262	29 30725	469	1993	31	2405	25	32951	421 8.3	% -9.3%	6.4%	-11.4%	7.2%	-10.3%				
799 0.025	551	_	1032	1.8		.4 8004	1.4	345	1.4	536	2.4		2.0 44			4	1032	18 9339	134	345	5	536	13	5197	104 -37.	12.9%	-48.1%	-30.8%	-44.4%	-22.4%	No	n/a	1 -	Marsh End Roundabout west section of circulatory
800 0 801 0.05	0 1528		2047	0.0 1.0		.0 0	0.0 1.3	1608	0.0 1.9	0 2188	0.0 1.0			0.0																	+		1	carriageway ==TO BE EXCLUDED==
802 0	0	0.0	0	0.0	0 0.	.0 0	0.0	0	0.0	0	0.0	0	0.0	0.0		26	2047	20 23965	308	1608	30	2188	23	25448	353 5.2	% 0.0%	6.9%	0.0%	6.2%	0.0%			<u> </u>	
803 0.03	1224	_	956			.0 13866	_			1139				376 1.5	1//4	29	956	14 16332	323	1436	26	1139	14	19289	299 17.	-9.4%	19.1%	-3.1%	18.1%	-7.4%	no	n/a	No	Screening Rule 1 or Rule 2 does not apply.
804 0 805 0.025	0 1462	0.0	0 1651	0.0 1.2		.0 0 .5 15750	0.0 1.5	1396	0.0 2.2	0 1384	0.0 1.5		0.0 (1.9 140	0.0)																+		1	,
806 0	0	0.0	0	0.0		.0 0	0.0	0	0.0	0	0.0		0.0			26	1651	21 18376	277	1396	31	1384	21	16406	306 -4.	% 0.0%	-16.2%	0.0%	-10.7%	0.0%				
807 0.05	1951		1687	1.3		.5 20911		2012		1674	1.5			184 2.2		35	1687	21 24389	373	2012	54	1674	25	24707	533 3.1	% 0.0%	-0.8%	0.0%	1.3%	0.0%				
808 0 809 1.473	1520	0.0	0 2047	0.0		.0 0	0.0	_	0.0	2100	0.0			0.0)		1																	
809 1.473 810 1.473						.3 20548 .5 20911			1.9 2.7	2188 1674	1.0			B19 1.4		61	3735	41 48355	681	3620	84	3862	48	50155	886 4.1	% 0.0%	3.4%	0.0%	3.7%	0.0%				
811 0.05	1788	_	1870	1.3		.6 21023	1.6	1637	2.1	1534	1.2		1.7 182	227 1.7	1788	36	1870	24 24520	397	1637	35	1534	19	21258	358 -8.4	% 0.0%	-17.9%	0.0%	-13.3%	0.0%				
812 0	0	0.0	0	0.0		.0 0	0.0	0	0.0	0	0.0		0.0 ()	30	1070	24 24320	377	1037	33	1554	17	21230	330 -0.	70 0.070	-17.770	0.070	-13.370	0.076				
813 0.943 814 0.943		_	1632 1870	1.7		.7 21298 .6 21023	1.7	1629 1637	3.5 2.1	1391 1534	1.4			355 2.6 227 1.7	3861	71	3502	51 49361	813	3266	92	2925	39	41500	876 -15.	1% 0.0%	-16.5%	0.0%	-15.9%	0.0%				_
815 0.025	1724	_	1392	1.8		.9 15765	1.9	1849		1695	1.3			930 1.6		34	1392	25 18394	347	1849	36	1695	22	20919	345 7.3	% 0.0%	21.7%	0.0%	13.7%	0.0%	No	n/a		Marsh End Roundabout south section of circulatory
816 0	0		0	0.0		.0 0	0.0		0.0	0	0.0		0.0)	34	1372	23 10374	347	1047	30	1073	22	20717	343 7.0	70 0.070	21.770	0.070	13.770	0.070	140	11/4		carriageway ==TO BE EXCLUDED==
817 0.03 818 0	779	0.6	1455	1.1 0.0		.9 14211 .0 0	0.9	505	5.0 0.0	514 0	3.1 0.0		4.0 64 0.0 0	82 4.0		5	1455	16 16739	151	505	25	514	16	7635	309 -35.	2% 455.7%	-64.7%	2.2%	-54.4%	105.0%	no	n/a	Yes	Willen Road northbound approach to the Marsh End Roundabout. Screening Rule 1 applies.
819 0.025	806		705			.9 7648		1103		982	1.7			551 1.8		18	705	10 8923	1//		-		47	12310	224 36.	% 17.2%	39.2%	63.5%	38.0%	34.4%	No	n/a		Marsh End Roundabout east section of circulatory
		2.2	700																							/0 17.2/0	37.270				INU			
820 0	0	0.0	0	0.0	0 0.	.0 0	0.0	0	0.0	0	0.0	0	0.0)		703	10 8923	166	1103	21	982	17	12010	221 00.							1174		carriageway ==TO BE EXCLUDED==
820 0 821 0.05	0 2073	0.0 3 1.7	0 1632	0.0 1.7	0 0. 24841 1.	.0 0 .7 21298	0.0 1.7	0 1629	3.5	0 1391	0.0 1.4	0 20241	0.0 (2.6 173	355 2.6	2073	35	1632	27 24841	416	1103		1391		20241	518 -21.	1% 0.0%	-14.8%	0.0%	-18.5%	0.0%		.,,,		carriageway ==TO BE EXCLUDED==
820 0	0	0.0 3 1.7 0.0	0 1632	0.0	0 0. 24841 1. 0 0.	.0 0	0.0 1.7 0.0	0 1629		0	0.0	0 20241 0	0.0 (2.6 173	355 2.6 0 0.0	2073	35	1632	27 24841	416	1629	57	1391	20	20241	518 -21.		-14.8%	0.0%	-18.5%		No		Vac	carriageway ==TO BE EXCLUDED== Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0	0 2073 0	0.0 3 1.7 0.0 5 1.6	0 1632 0	0.0 1.7 0.0	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0	0.0 1.7 0.0	0 1629 0 729	3.5 0.0 5.2 0.0	0 1391 0 640 0	0.0 1.4 0.0 2.3 0.0	0 20241 0 10253 0	0.0 (0.0 (0.0 (0.0 (0.0 (0.0 (0.0 (0.0	355 2.6 0 0.0 05 3.9 0 0.0	2073				416		57		20		518 -21.	1% 0.0% 0% 103.1%	-14.8%			0.0%	No	n/a	Yes	
820 0 821 0.05 822 0 823 0.03 824 0 825 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729	3.5 0.0 5.2 0.0 5.2	0 1391 0 640 0 640	0.0 1.4 0.0 2.3 0.0 2.3	0 20241 0 10253 0 10253	0.0 (0.2.6 173 0.0 (0.3.9 87 0.0 (0.3.9 87 87 87 87 87 87 87 87 87 87 87 87 87	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9	2073	35	1632	27 24841	416	1629	57 38	1391	20	20241	518 -21.		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729	3.5 0.0 5.2 0.0	0 1391 0 640 0	0.0 1.4 0.0 2.3 0.0	0 20241 0 10253 0 10253 7635	0.0 (0 2.6 173 0.0 (0 3.9 87 0.0 (0 3.9 87 4.0 64	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9	2073	35	1632	27 24841	416	1629 729 1233	57 38 64	1391 640 1154	20 15 31	20241 10253 17888	518 -21. 397 -37. 706 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5	0 1391 0 640 0 640 514 389 656	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8	0 20241 0 10253 0 10253 7635 6498 9611	0.0 (0.0 (0.0 (0.0 (0.0 (0.0 (0.0 (0.0	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 3.9 82 4.0 17 4.3 60 3.6	2073 2073 1156	35	1632	27 24841	416	1629 729	57 38 64	1391	20 15 31	20241	518 -21. 397 -37.		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3	0 1391 0 640 0 640 514 389 656 645	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3	0 20241 0 10253 0 10253 7635 6498 9611 10297	0.0 (2.6 173 0.0 (3.9 87 0.0 (3.9 87 0.0 (4.3 55 3.6 81 10.2 88	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 0.0 05 3.9 82 4.0 117 4.3 60 3.6	2073 2073 1156	35	1632	27 24841	416	1629 729 1233	57 38 64 48	1391 640 1154 1045	20 15 31 36	20241 10253 17888	518 -21. 397 -37. 706 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3	0 1391 0 640 0 640 514 389 656	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394	0.0 (2.6 173 0.0 (3.9 87 0.0 (3.9 87 0.0 (4.3 55 3.6 81 10.2 88 7.4 13	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 3.9 82 4.0 17 4.3 60 3.6	2073 2073 2073 2073 2073 2073 2073 2073	35	1632	27 24841 13 15744 	416	1629 729 1233 1105 2653	57 38 64 48 252	1391 640 1154 1045 1699	20 15 31 36 119	20241 10253 17888 16109 25691	518 -21. 397 -37. 706 - 628 - 2192 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5	0 1391 0 640 0 640 514 389 656 645 1055 294 81	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460	0.0 (2.6 17:0.0 (3.9 87 0.0 (4.0 4.3 55 3.6 81 10.2 88 0.4 29 0.4 29 0.4 29	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 0.0 05 3.9 82 4.0 117 4.3 60 3.6 125 10	2073 2073 1156 20 20 20 20 20 20 20 20 20 20 20 20 20	35	1632	27 24841	416	1629 729 1233 1105	57 38 64 48 252	1391 640 1154 1045	20 15 31 36 119	20241 10253 17888 16109	518 -21. 397 -37. 706 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5 2.2	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187	0.0 (2.6 17:00 (3.9 87 0.00 (3.9 87 0.00 (3.9 87 0.00 (4.3 55 3.6 81 0.2 88 7.7.4 13:00 18 0.4 29 2.1 95	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 0.0 05 3.9 82 4.0 117 4.3 60 3.6 1225 10 195 7.4 97 0.0 66 0.4 88 2.1	2073	35	1632	27 24841 13 15744 	416	1629 729 1233 1105 2653	57 38 64 48 252 2	1391 640 1154 1045 1699	20 15 31 36 119	20241 10253 17888 16109 25691	518 -21. 397 -37. 706 - 628 - 2192 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5 2.2 4.2	0 1391 0 640 0 640 514 389 656 645 1055 294 81	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595	0.0 (2.6 17:0.0 (3.9 87) 0.0 (3.9 87) 0.0 (3.9 87) 0.0 (4.0 64) 4.3 55 3.6 81 0.2 88 7.4 13:0.0 18 0.0 18 0.0 2.1 95 2.1 82	355 2.6 0 0.0 05 3.9 0 0.0 05 3.9 0 0.0 05 3.9 82 4.0 117 4.3 60 3.6 125 10	2073 2073 2073 1156 10 156 156 156 156 156 156 156 156	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203	57 38 64 48 252 2 61	1391 640 1154 1045 1699 375 1318	20 15 31 36 119 0 13	20241 10253 17888 16109 25691 5674 20781	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 0.0 0.5 2.2 2.2 4.5	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 0.0 0.0 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467	0.0	3555 2.6.0 0.0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2073 2073 1156 2073 1156 2073	35	1632	27 24841 13 15744 	416	1629 729 1233 1105 2653 586	57 38 64 48 252 2 61	1391 640 1154 1045 1699 375	20 15 31 36 119 0 13	20241 10253 17888 16109 25691 5674	518 -21. 397 -37. 706 - 628 - 2192 - 15 -		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 835 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 1566 636 1082 555 388	3.5 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5 2.2 4.2 3.0 4.7 6.6	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710 506	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281	0.0 (2.6 17:0 17:0 17:0 17:0 17:0 17:0 17:0 17:0	355	2073 1156 1156 1 156 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203	57 38 64 48 252 2 61 58	1391 640 1154 1045 1699 375 1318	20 15 31 36 119 0	20241 10253 17888 16109 25691 5674 20781	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636	3.5 0.0 5.2 5.0 4.5 11.3 8.3 0.0 0.5 2.2 4.2 3.0 4.7 6.6 3.2	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 0.0 0.0 1.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805	0.0	3555 2.6.0 0.0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2073	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566	57 38 64 48 252 2 61 58 63	1391 640 1154 1045 1699 375 1318 1000 820	20 15 31 36 119 0 13 13 22	20241 10253 17888 16109 25691 5674 20781 15563 14085	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 505 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 837 - 838 - 839 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636 1082 555 388 1178 1618 329	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 0.0 0.5 2.2 4.2 4.5 11.3 0.0 0.5 1.4 1.4 1.5 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710 506 314 1108	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 1.8 0.7 2.0 1.0 2.5 3.1 1.4 2.8	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508	0.0	3555 2.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2073 1 1156 1 1156 1 156 1 1 156 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637	57 38 64 48 252 2 61 58 63	1391 640 1154 1045 1699 375 1318 1000	20 15 31 36 119 0 13 13 22	20241 10253 17888 16109 25691 5674 20781 15563	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 833 - 833 - 834 - 835 - 836 - 837 - 840 - 840 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636 1082 555 555 388 1178 1618	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5 2.2 4.2 4.5 11.4 6.6 3.2 1.4	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710 506 314 1108	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.0 0.0 0.0 1.8 0.7 2.0 1.0 2.5 3.1 1.4	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782	0.0	355	2073	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566	57 38 64 48 252 2 61 58 63 45	1391 640 1154 1045 1699 375 1318 1000 820	20	20241 10253 17888 16109 25691 5674 20781 15563 14085	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 505 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.05 822 0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 837 - 838 - 839 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636 1082 555 388 1178 1618 329	3.5 0.0 5.2 0.0 5.2 5.0 4.2 4.5 11.3 8.3 0.0 0.5 2.2 4.2 4.5 11.4 6.6 3.2 1.4	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710 506 314 1108	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 1.8 0.7 2.0 1.0 2.5 3.1 1.4 2.8	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919	0.0	3555 2.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2073 2073 1156 1 156 1 1 1 1 1 1 1 1 1 1 1 1 1 1	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245	57 38 64 48 252 2 61 58 63 45 38	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 420 - 505 - 599 -		-14.8%	0.0%	-18.5%		No		Yes	Willen Road southbound exit from the Marsh End
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820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 836 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 836 - 837 - 838 - 836 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 839 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 850 - 851 - 851 - 852 - 853 - 854 - 855 - 856 - 857 - 858 - 859 - 860 - 861 - 862 - 863 - 864 - 865 - 865 - 866 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 505 1566 636 61082 555 388 1178 1618 329 628 1618 1047 557 357 578 479 242 523 578 578 472 525 1324 798	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 1.1 1.3 3.0 0.5 1.1 1.3 1.3 1.3 1.3 1.3 1.3 1.3	0 1391 0 640 0 640 514 389 656 645 1055 294 81 329 989 290 710 506 314 1108 1451 1538 1418 920 331 405 460 465 656 645 1055 5294 81 1108 1108 1108 1108 1108 1108 1108	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 1.0 2.5 1.0 2.0 1.0 2.5 3.1 1.4 2.0 1.1 2.0 1.1 2.0 2.7 1.3 3.8 0.0 0.0 0.9 3.2 7.2 4.3 5.1 5.1 5.1 5.1 5.0 9 0.9 3.1 4.0 3.0 0.9 0.9 3.1 4.0 0.9 0.9 3.1 3.4 0.9	0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5839 4951 5316 6906 5396 5396 6228 6207 6254 6242 4177 4702 4101 3773 4739 7923	0.0	3555 2.6 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	2073 1156 1156 1156 1156 1156 1156 1156 115	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723 1122	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 8	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 11102 1115 702 611 1023	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874 12661	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 420 - 505 - 599 - 497 - 586 - 130 - 131 - 1321 - 479 - 488 - 489 - 129 - 130 - 275 -		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 833 - 834 - 835 - 836 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 839 - 840 - 841 - 841 - 842 - 844 - 844 - 844 - 845 - 846 - 850 - 851 - 855 - 856 - 857 - 858 - 859 - 860 - 861 - 862 - 863 - 864 - 865 - 866 - 866 - 866 - 867 - 867 - 867 - 867 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 1505 1566 636 84 1082 555 1566 636 1082 555 516 636 636 636 636 636 636 636 636 636 6	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 6.1 2.3 3.0 0.0 1.1 1.3 1.3 1.3 1.4 6.7 2.2 1.5 2.0 6.1 2.3 3.0 0.0 1.1 1.3 1.3 1.3 1.3 1.3 1.3 1.3	0 1391 0 1391 0 0 1391 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 2.0 1.0 2.5 3.1 1.4 2.8 2.0 1.1 2.7 1.3 3.8 3.0 0.0 0.0 3.2 7.2 3.1 1.4 4.0 3.0 0.0 0.0 3.2 7.2 3.1 4.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 20241 0 10253 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5839 4951 5316 6906 5330 6128 6207 6254 6242 41177 4702 4101 3773 4739 7923 77200 4634	0.0	3555 2.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	2073 1156 1156 1156 1156 1156 1156 1156 115	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 8	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 1102 1115 702 611	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874	518 -21. 397 -37. 706 628 15 15 439 505 599 497 586 307 15 130 732 1321 479 488 489 129 130		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 833 - 834 - 835 - 836 - 837 - 838 - 836 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 839 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 847 - 848 - 847 - 848 - 849 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 850 - 850 - 851 - 855 - 856 - 857 - 858 - 856 - 857 - 858 - 856 - 857 - 858 - 856 - 867 - 866 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 1505 1566 636 1082 555 388 1178 1618 329 628 1618 1044 533 275 644 545 275 644 545 644 545	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 1.1 2.3 3.0 0.0 1.1 1.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 1.1 2.3 3.0 1.1 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	0 1391 0 1391 0 0 1391 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 1.0 2.5 1.0 2.0 1.0 2.1 1.1 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	0 20241 0 10253 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5839 4951 5316 6906 5396 5396 5330 6128 6207 6254 6242 4177 4702 4101 3773 7723 7720 4401 3773 7723 7720 4401 3773 7723 7720 4401 3773 7723 7720 4404 4728 7729 7729 7729 7729 7729 7729 7729 7	0.0	3555 2.6 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	2073 1156 1156 1	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723 1122	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 26 27	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 11102 1115 702 611 1023	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874 12661	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 420 - 505 - 599 - 497 - 586 - 130 - 131 - 1321 - 479 - 488 - 489 - 129 - 130 - 275 -		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 573 578 472 251 324 798 839 259 6 9 729 10 729 505 478 6669 729 505 478 6669 729 505 505 505 505 505 505 505 505 505 50	3.5 0.0 5.2 0.0 5.2 4.2 4.5 5.0 4.2 4.5 1.3 8.3 0.0 5.2 4.2 4.2 4.5 2.2 4.2 1.4 6.6 3.2 1.4 6.7 2.2 1.5 2.0 6.1 1.3 3.0 0.0 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3	0 1391 0 1391 0 0 1391 14 1514 389 290 290 710 506 314 1108 1451 1538 1556 1538 1538 1556 1538 1538 1538 1538 1538 1538 1538 1556 1556 1556 1556 1556 1556 1556 155	0.0 1.4 0.0 2.3 0.0 2.3 0.0 2.3 3.1 4.4 2.8 3.6.2 0.0 1.8 0.7 1.0 2.5 1.0 2.5 1.1 2.0 1.1 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	0 20241 0 20241 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5336 6506 5330 6128 6207 6254 6242 4177 4702 4101 3773 4739 7923 7200 4634 11734 8043 8043	0.0	3555 2.6 0 0.0 0 0.0 0 3.9 0 0.0 0 0	2073 1156 1156 1 127 1 1	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723 1122 1098	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 26 27 62	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 1102 1115 702 611 1023 907 1616	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874 12661 11834 19777	518 -21. 397 -37. 706 628 2192 15 439 505 599 497 586 307 15 130 479 488 489 129 130 588 588 587 588 587 588 572 588 573 588 573 588 574 575 575 576 577 577 588 578		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820 0 821 0.0 822 0.0 823 0.03 824 0 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 833 - 834 - 835 - 836 - 837 - 838 - 836 - 837 - 838 - 836 - 837 - 838 - 837 - 838 - 839 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 847 - 848 - 847 - 848 - 849 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 850 - 850 - 851 - 855 - 856 - 857 - 858 - 856 - 857 - 858 - 856 - 857 - 858 - 856 - 867 - 866 -	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 1505 1566 636 1082 555 388 1178 1618 329 628 1618 1044 533 275 644 545 275 644 545 644 545	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 6.1 2.3 3.0 0.0 1.1 1.3 1.3 1.3 1.4 6.7 2.2 1.5 2.0 6.1 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1	0 1391 0 1391 0 0 1391 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 1.0 2.5 1.0 2.0 1.0 2.1 1.1 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	0 20241 0 10253 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 111187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5839 4951 5316 6906 5330 6128 6207 6254 6242 41177 4702 4101 3773 4739 7923 7200 4634 11734 8043 8043 8043	0.0	3555 2.6 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	2073 1156 1156 1156 1156 1156 1156 1156 115	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723 1122	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 26 27 62	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 1102 1115 702 611 1023 907	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874 12661 11834	518 -21. 397 -37. 706 - 628 - 2192 - 15 - 439 - 420 - 505 - 599 - 497 - 586 - 307 - 15 - 130 - 1321 - 479 - 488 - 489 - 129 - 130 - 275 - 307 -		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End
820	0 2073 0 1156	0.0 3 1.7 0.0 5 1.6	0 1632 0 945	0.0 1.7 0.0 1.3	0 0. 24841 1. 0 0. 15744 1.	.0 0 .7 21298 .0 0 .5 13366	0.0 1.7 0.0 1.5	0 1629 0 729 0 729 505 478 627 1100 1553 81 1505 1566 636 1082 555 1566 636 1082 555 573 354 637 578 472 223 578 472 223 578 472 223 578 472 223 578 472 798 839 259 1064 669 669	3.5 0.0 5.2 0.0 5.2 4.2 4.5 11.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 1.1 1.3 8.3 0.0 4.7 6.6 3.2 1.4 6.7 2.2 1.5 2.0 1.1 1.5 2.0 1.1 1.5 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	0 1391 0 640 0 640 640 656 645 1055 294 81 329 989 290 710 506 314 1108 1451 1538 1418 920 699 381 637 639 330 684 447 428 687 488 478 484 218 223 388 478 545 381 526 693 693 693 693 693 693 693 693 693 69	0.0 1.4 0.0 2.3 0.0 2.3 3.1 4.4 2.8 8.3 6.2 0.0 0.0 1.8 0.7 1.0 2.5 1.0 2.0 1.0 2.5 3.1 1.4 2.0 1.1 2.0 1.1 2.0 2.7 1.3 3.8 0.0 0.9 3.2 7.2 4.3 5.1 3.0 4.1 4.0 3.0 2.5 7.3 3.1 3.1 5.1 3.0 4.1 4.0 3.0 2.5 0.9 0.9 3.1 3.4 0.9 0.9 3.1 3.8 0.9 0.9 3.1 3.1 3.1 3.0 4.1 4.0 3.0 2.5 0.9 0.9 3.1 3.1 3.0 4.1 4.0 3.0 2.5 0.9 0.9 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1	0 20241 0 10253 0 10253 0 10253 7635 6498 9611 10297 15394 2213 3460 11187 9595 8096 7467 5281 8805 16092 10508 12782 17919 11613 8071 7218 4664 4928 3271 3918 3651 5839 4951 5316 6906 5396 5330 6128 6207 6254 6242 4177 4702 4101 3773 77923 7200 4634 11734 8043 8043 8043 8043 8043 8043 8043 80	0.0	3555 2.6 0 0.0 0 0.0 0 0.0 0 3.9 0 0.0 0 0	2073 1156 1156 1156 1156 1156 1156 1156 115	35	1632	27 24841 13 15744	416	1629 729 1233 1105 2653 586 2203 1637 1566 1947 2245 1715 1101 926 691 963 1177 848 988 1001 802 723 1122 1098	57 38 64 48 252 2 61 58 63 45 38 62 27 3 8 75 146 44 45 45 8 8 8 26 27 62 62	1391 640 1154 1045 1699 375 1318 1000 820 2559 2955 1619 912 463 591 865 893 969 1102 1115 702 611 1023 907 1616 1616	20	20241 10253 17888 16109 25691 5674 20781 15563 14085 26600 30701 19684 11882 8199 7569 10789 12222 10727 12335 12496 8879 7874 12661 11834 19777	518 -21. 397 -37. 706 628 2192 15 439 505 599 497 586 307 15 130 732 1321 479 488 489 129 130 275 307 588		-14.8%	0.0%	-18.5%		No No		Yes	Willen Road southbound exit from the Marsh End

874 -	-				-	496	9.6	509	4.1 5	5928 6	5081	6.8			l			1003	′′	1000	31	12002	, 55										
875 -	-				-	496	9.6	508	3.9	5922 6	5076	6.7						1000	77	1007	40	12040	740										
876 -	-				-	507	5.7	529	5.5 <i>6</i>	5118 5	5.6 5244	5.6	-	-	-	- -	-	1003	//	1037	49	12040	742	-	-	-	-	-	-				
877 -	-				-	1196	1.0	263	2.6 8	3612 1	.3 7382	1.3						1476	24	1080	20	15089	307										
878 -	-				-	280	4.0	817	2.6	5477 3	3.0 5551	3.0	-	-	-	- -	-	1476	24	1080	20	15069	307	-	-	-	-	-	-				
879 -	-				-	280	4.0	817	2.6	5477 3	3.0 5551	3.0						1476	24	1080	28	15089	307										
880 -	-				-	1196	1.0	263	2.6	3612 1	.3 7382	1.3	-	-			-	1470	24	1000	20	13009	307	-	-	-	-	-	-				
881 0.501	843	2.9 1610	0.7 18385	1.4 15609	1.4	843	3.8	1661	0.7 1	8756 1	.8 15923	1.8	2317	50	2771	22 3812	1 534	2471	65	2737	23	39018	662	6.7%	32.0%	-1.2%	5.4%	2.4%	23.9%	No	n/a	Yes	A509 between Prospect Place and High Street. Screening
882 0.501	1474	1.7 1161	1.0 19736	1.4 16755	1.4	1628	2.0	1076	1.1 2	0262 1	.6 17202	1.6	2317	30	2//1	22 3012	1 334	24/1	03	2/3/	23	39010	002	0.776	32.070	-1.270	3.470	2.470	23.7/0	INO	11/4	162	Rule 1 applies.
883 1.49	1429	1.7 1116	0.9 19069	1.3 16189	1.3	1588	2.0	1033	1.0 1	9634 1	.6 16669	1.6	2235	47	2672	20 3676	3 501	2397	63	2647	21	37786	629	7.2%	0.0%	-0.9%	0.0%	2.8%	0.0%				
884 1.49	806	2.9 1556	0.6 17695	1.4 15023	1.4	809	3.9	1614			1.7 15411	1.7	2233	47	2072	20 3070	3 301	2377	03	2047	21	37700	027	7.270	0.070	-0.770	0.070	2.070	0.070				
885 1.753	709	3.2 1089	0.9 13467	1.8 11434	1.8	707	4.3	1120			2.2 11620	2.2	1928	47	2101	20 3018	6 499	2005	62	2079	21	30595	621	4.0%	32.2%	-1.0%	6.0%	1.4%	24.5%	Yes	Emberton country	Yes	A509 between Newton Road (Emberton) and Olney.
886 1.753	1219	2.0 1012	1.0 16718	1.5 14194	1.5	1298	2.4	959	1.1 1	6908 1	.9 14355	1.9	1720	47	2101	20 3010	0 477	2003	02	2017	21	30373	021	4.070	32.270	-1.070	0.070	1.470	24.370	163	Park	163	Screening Rule 1 applies.
887 1.013	1747	1.5 1255	0.9 22492	1.2 19096	1.2	1895	1.8	1189	1.0 2	3105 1	.5 19616	1.5	2635	50	2952	22 4185	4 538	2783	66	2918	23	42714	666	5.6%	31.6%	-1.1%	5.9%	2.1%	23.8%	No	n/a	Yes	A509 between Prospect Place and Newton Road (Emberton)
888 1.013	888	2.7 1697	0.6 19362	1.4 16438	1.4	889	3.6	1729		9609 1	.7 16648	1.7	2000	50	2752	22 4103	4 330	2703	00	2710	23	72717	000	3.070	31.0%	1.170	3.770	2.170	23.070	140	11/4	103	.Screening Rule 1 applies.
889 2.905	526	3.7 792	0.8 7779	2.0 6667	2.0	523	4.4	796	0.8	7791 2	2.2 6677	2.2	1303	37	1403	15 1597	3 309	1392	46	1375	15	16334	360	6.9%	0.0%	-2.0%	0.0%	2.3%	0.0%				
890 2.905	777	2.3 611	1.4 8194	1.9 7023	1.9	869	2.7	578			2.2 7322	2.2	1303	37	1405	13 1377	3 307	1372	40	1373	13	10334	300	0.770	0.070	2.070	0.070	2.570	0.070				
891 3.123	420	0.6 100	0.7 3072	0.6 2633	0.6	278	0.5	94			0.4 1878		542	3	493	2 611:	30	380	2	472	2	5031	21	-29.9%	0.0%	-4.3%	0.0%	-17.7%	0.0%				
892 3.123	122	0.7 393	0.3 3041	0.4 2606	0.4	103	0.8	378			0.4 2434	0.4	342	J	473	2 011.	, 50	300		7/2		3031	21	27.770	0.070	4.370	0.070	17.770	0.070				
893 2.617	450	2.7 1428	1.4 11085	1.7 9501	1.7	452	2.7	1503			.6 9891	1.6	1765	38	1940	33 2187	1 414	1771	43	1968	31	22069	440	0.3%	15.3%	1.4%	-4.1%	0.9%	6.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
894 2.617	1315	1.9 512	2.4 10786	2.1 9245	2.1	1319	2.4	464			2.4 9025		1703	30	1740	55 2107		1771	73	1700	31	22007	110	0.570	13.370	1.470	4.170	0.770	0.570	140	11/4	140	occenting Rate 1 of Rate 2 does not apply.
895 0.35	685	3.1 802	1.1 8779	2.0 7524	2.0	681	3.7	822			2.2 7605		1541	42	1587	20 1846	7 363	1644	51	1583	20	19052	415	6.7%	21.7%	-0.3%	-1.0%	3.2%	14.4%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
896 0.35	856	2.3 785	1.4 9689	1.9 8304	1.9	963	2.6	761			2.1 8724	2.1	1011		1007	20 1010	, 000		0.	1000	20	17002	110	0.770	21.770	0.070	1.070	0.270	11.170	140		110	117
897 0.951	1262	1.9 1042	1.0 13599	1.5 11655		1334	2.4	989			.8 11752		2004	47	2157	19 2456	4 389	2068	62	2121	21	24734	487	3.2%	33.1%	-1.7%	6.1%	0.7%	25.2%	Yes	High Street/Town	Yes	High Street Olney between Church Street and Yardley Road
898 0.951	742	3.0 1116	0.8 10965	1.7 9398	1.7	734	4.2				9447																				Centre		Screening. Rule 1 applies.
899 2.098	251	2.9 995	0.8 7356	1.2 6305	1.2	248	3.1	1041			.2 6525		956	22	1241	14 1296	7 215	1014	21	1275	12	13513	198	6.1%	-5.8%	2.8%	-11.7%	4.2%	-8.1%				
900 2.098	704	2.1 246	2.4 5611	2.2 4809		766	1.7				.8 5057									.=													
901 0.979	1315	1.9 512	2.4 10786	2.1 9245	_	1319	2.4	464			2.4 9025		1765	38	1940	33 2187	1 414	1771	43	1968	31	22069	440	0.3%	15.3%	1.4%	-4.1%	0.9%	6.3%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
902 0.979	450	2.7 1428	1.4 11085	1.7 9501	1.7	452	2.7	1503			.6 9891	1.6									-										"-		J
903 4.925	336	3.4 1097	1.8 8460	2.2 7251	2.2	353	3.2	0			3.2 1784		1260	34	1520	31 1641	2 387	1420	41	381	12	10629	316	12.7%	20.3%	-74.9%	-60.8%	-35.2%	-18.2%	No	n/a	No	Screening Rule 1 or Rule 2 does not apply.
904 4.925	924	2.5 423	2.8 7952	2.6 6816	2.6	1067	2.8	381			2.9 7326	_											,,,,								"-		J
905 0.81	74	1.0 306	0.3 2239	0.4 1919		51	1.3	0			.3 261	1.3	425	3	379	1 474	7 27	298	2	67	0	2156	12	-29.9%	0.0%	-82.3%	0.0%	-54.6%	0.0%				
906 0.81	351	0.7 73	0.8 2508	0.7 2150		246	0.4	67).4 1587	_	.20	L .				270		0,	Ŭ				2.070	22.070	2.370	2070	2.570				
907 1.09	49	0.2 87	0.2 802	0.2 687		51	0.3	0).3 259		117	0	114	0 1366	5 4	82	0	26	0	641	3	-29.8%	0.0%	-76.9%	0.0%	-53.0%	0.0%				
908 1.09	68	0.2 27	0.6 564	0.3 483	0.3	31	0.5	26	0.6	339 0	0.6 291	0.6			'''	- 100	· ·	02	l		l	1			1 2.070	1 . 5.770	2.370	22.070	2.570			l	