

APPENDIX E

Screenline Calibration

E. Model Calibration

SECTOR TO SECTOR TRIP MATRIX COMPARISON

- E.1 The sector to sector trip matrix comparison is shown in Tables E.1 to E.12 for AM peak, Inter- peak and PM peak models respectively. These tables also show the differences and percentage differences arising from the matrix estimation process. The sector plan used in these matrices is given in Figure E.1.
- E.2 The AM peak, Inter peak and PM peak comparison shows that the overall matrix increase between the prior and post matrices is less than or equals to 1%. This indicates that the estimate of total traffic volumes in the prior assignment was broadly in line with the observed traffic counts.
- E.3 The matrix estimation has changed the distribution of trips, with some sectors generating/attracting more traffic and some less. The scale of these changes (as indicated by sector totals) is generally small and usually less than $\pm 15\%$. At a sector to sector level trip movement changes are less uniform with some sectors showing changes of greater than $\pm 50\%$, but the majority of sector to sector movements show changes in the range $\pm 20\%$. The higher percentage changes are often associated with small number of trips between sectors.
- E.4 The Inter peak comparison shows that there is almost no change (less than -0.3%) between the prior and post matrix trips. As in the AM peak this small increase masks larger changes at a sector level where average changes of usually less than $\pm 15\%$ occur.
- E.5 The PM peak comparison indicates that there is very minimal change (on an average of less than $\pm 15\%$) between the prior and post matrix trips.
- E.6 Care needs to be taken in interpreting these changes. The matrix estimation process is updating a prior matrix which, by definition, is a partial representation of the traffic movements. Thus, large changes in trips between prior and post-estimation are not necessarily incorrect but require further investigation as undertaken during the study. These comparisons provide a good indication as to the location where the changes are greatest.

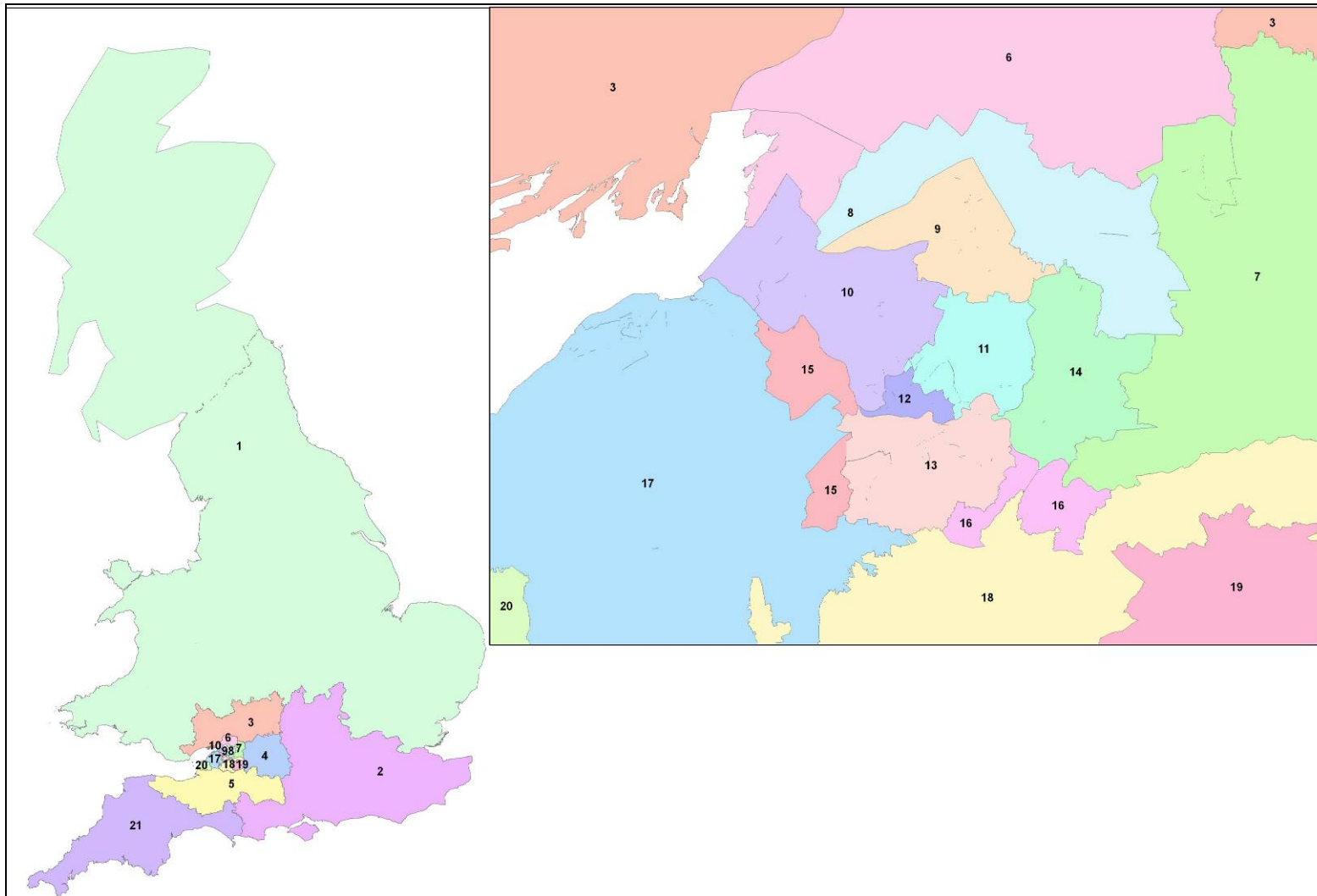


Figure E.1 – G-BATS3 Sector Map

Table E.1 – AM Peak ME2 Prior Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	1656	1808	889	944	354	192	41	47	77	66	44	30	22	44	28	35	45	55	468	0	6,845
2	2478	7561	2023	633	1480	325	594	334	130	1342	41	97	63	108	88	33	158	123	1053	0	18,665
3	1984	1370	4840	1332	1738	2243	153	527	182	177	132	123	24	28	34	23	36	65	903	1	15,915
4	3312	955	1284	9329	852	234	102	303	286	783	541	398	169	177	97	90	218	384	1114	183	20,809
5	603	1311	1129	200	6141	482	559	634	115	305	58	40	27	33	67	1	24	26	1071	1	12,828
6	807	294	3084	958	1826	5529	152	1319	629	100	417	336	47	32	7	6	49	86	1095	76	16,848
7	186	674	256	126	785	95	438	644	55	163	12	27	14	68	38	20	68	49	737	3	4,459
8	534	317	552	275	1517	1018	765	1477	240	100	112	122	22	15	13	7	10	21	1260	1	8,377
9	111	24	60	192	209	124	42	112	0	53	81	14	7	4	6	3	9	2	608	23	1,685
10	222	686	68	150	718	131	124	170	15	1696	222	10	9	148	126	46	2	106	863	79	5,589
11	41	43	162	313	19	143	11	53	565	27	41	187	31	38	10	28	18	49	229	19	2,027
12	352	118	152	852	94	125	43	88	25	75	214	69	15	3	5	8	15	15	399	83	2,749
13	135	87	11	19	143	18	12	19	18	69	5	8	1215	81	48	3	35	417	1281	40	3,664
14	115	202	30	121	273	53	20	6	11	240	25	0	39	26	139	17	50	48	493	25	1,934
15	63	163	3	182	102	3	11	9	0	131	1	0	6	114	60	9	19	38	361	16	1,292
16	40	13	7	71	83	0	3	8	7	25	3	4	4	1	14	28	2	7	27	47	394
17	477	190	77	235	86	18	7	15	5	21	12	1	20	14	85	107	6	33	368	99	1,877
18	331	286	60	208	206	37	24	15	11	141	50	5	486	55	133	38	29	192	759	119	3,187
19	1406	962	1090	953	2383	781	827	1015	353	1056	248	212	765	538	631	22	501	704	6825	1	21,275
20	0	0	0	9	0	4	0	0	1	4	1	4	2	1	1	2	5	6	0	0	42
Total	14,855	17,064	15,776	17,103	19,010	11,553	3,930	6,795	2,726	6,574	2,260	1,688	2,987	1,529	1,631	525	1,298	2,427	19,916	814	150,462

Units: pcus/h

Table E.2 – AM Peak Post ME2 Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	2216	2345	1493	1267	317	140	79	157	38	202	35	33	57	96	108	31	60	88	624	0	9,384
2	3103	7438	1742	618	1623	100	563	440	34	1450	47	49	76	108	137	11	137	54	850	0	18,582
3	2700	1662	5822	1481	1858	2729	175	471	114	86	118	139	19	77	44	26	19	85	736	1	18,362
4	2482	594	1524	10454	504	268	109	309	215	464	709	535	91	67	78	23	79	263	769	183	19,718
5	423	1218	1062	154	7061	359	398	469	105	318	22	24	16	29	85	0	8	14	1022	1	12,788
6	352	170	3171	629	1465	5845	125	1438	505	60	476	347	12	11	1	0	10	48	952	76	15,694
7	160	780	226	68	652	70	573	666	19	128	3	17	10	61	57	8	21	33	597	3	4,151
8	247	333	511	248	2056	1021	800	1574	226	101	86	130	18	8	10	2	3	9	1106	1	8,489
9	86	3	30	188	276	83	43	114	0	28	79	14	7	4	0	0	9	2	682	23	1,671
10	325	928	31	259	703	55	78	139	12	1451	3	22	17	287	305	57	5	163	1065	79	5,983
11	27	63	199	242	40	190	13	125	529	14	41	186	25	37	7	4	17	42	262	19	2,083
12	384	64	124	1213	116	132	39	159	25	45	247	69	15	1	4	5	13	15	371	83	3,124
13	150	70	3	22	148	25	12	26	18	49	8	8	1215	81	32	3	33	417	1213	40	3,575
14	86	313	10	29	359	37	20	9	11	302	12	0	39	26	133	17	49	47	571	25	2,095
15	170	244	3	352	150	5	16	24	0	211	2	0	3	103	61	10	19	30	324	16	1,742
16	34	9	9	24	77	0	7	1	0	30	8	4	4	1	15	26	1	6	47	47	350
17	389	145	42	121	72	0	9	4	5	21	13	1	20	14	85	97	6	32	376	99	1,551
18	340	223	35	287	218	31	36	29	11	141	63	5	486	55	110	36	28	192	740	119	3,185
19	924	837	1018	917	2832	936	879	1093	368	915	232	207	656	641	663	16	427	624	6683	1	20,869
20	0	0	0	9	0	4	0	0	1	4	1	4	2	1	1	2	5	6	0	0	42
Total	14,598	17,442	17,054	18,581	20,528	12,029	3,973	7,248	2,236	6,020	2,205	1,795	2,787	1,706	1,938	373	948	2,172	18,989	814	153,438

Units: pcus/h

Table E.3 – Difference between AM Peak Post and Prior ME2 Matrices (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	560	537	605	323	-38	-52	37	110	-39	136	-10	3	35	52	80	-3	15	32	155	0	2,539
2	625	-123	-280	-15	144	-225	-31	106	-96	108	6	-48	13	-1	49	-22	-21	-69	-203	0	-83
3	716	292	982	149	119	486	22	-56	-68	-91	-14	17	-5	49	10	3	-18	19	-167	0	2,447
4	-831	-361	240	1125	-347	35	7	6	-72	-319	168	137	-78	-110	-19	-67	-139	-122	-344	0	-1,091
5	-180	-93	-66	-46	920	-123	-162	-165	-10	14	-36	-16	-12	-4	17	-1	-16	-12	-50	0	-40
6	-455	-124	86	-329	-361	316	-27	119	-124	-39	59	12	-35	-21	-6	-5	-39	-38	-143	0	-1,154
7	-26	106	-30	-58	-132	-25	135	22	-36	-35	-10	-10	-4	-7	18	-13	-46	-16	-141	0	-308
8	-287	17	-41	-27	540	3	35	97	-14	2	-26	8	-5	-8	-3	-5	-6	-12	-154	0	111
9	-25	-21	-30	-4	66	-41	1	2	0	-26	-2	0	0	0	-6	-3	0	0	74	0	-14
10	102	243	-37	109	-15	-76	-46	-31	-2	-245	-219	12	8	138	178	11	4	56	202	0	393
11	-14	20	36	-71	21	48	1	72	-36	-13	0	-1	-6	-1	-2	-24	-2	-7	33	0	56
12	32	-53	-28	361	22	7	-4	71	0	-30	34	0	0	-2	-1	-3	-3	0	-28	0	375
13	15	-16	-8	3	6	6	0	7	0	-20	3	0	0	0	-15	0	-2	0	-68	0	-90
14	-29	111	-19	-92	86	-17	0	3	0	61	-13	0	0	0	-6	0	0	-1	78	0	161
15	107	81	0	170	48	2	5	15	0	79	1	0	-3	-11	1	1	0	-7	-38	0	450
16	-6	-4	2	-47	-6	0	4	-8	-7	5	5	0	0	0	2	-2	-1	-1	21	0	-44
17	-88	-45	-35	-114	-14	-18	2	-11	0	0	1	0	0	0	0	-10	0	0	7	0	-326
18	9	-63	-25	78	12	-6	12	14	0	0	14	0	0	0	-24	-2	-1	0	-20	0	-2
19	-482	-125	-73	-36	449	155	52	79	14	-141	-16	-6	-109	103	33	-6	-74	-80	-142	0	-406
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-257	377	1278	1479	1518	476	42	453	-489	-554	-55	107	-200	177	307	-152	-350	-255	-927	0	2,976

Units: pcus/h

Table E.4 – Percentage difference between AM Peak Post and Prior ME2 Matrices (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	34%	30%	68%	34%	-11%	-27%	90%	232%	-50%	208%	-21%	10%	159%	119%	286%	-10%	33%	59%	33%	0%	37%
2	25%	-2%	-14%	-2%	10%	-69%	-5%	32%	-74%	8%	15%	-50%	21%	-1%	56%	-67%	-13%	-56%	-19%	0%	0%
3	36%	21%	20%	11%	7%	22%	14%	-11%	-38%	-51%	-11%	14%	-21%	178%	30%	15%	-48%	30%	-19%	0%	15%
4	-25%	-38%	19%	12%	-41%	15%	7%	2%	-25%	-41%	31%	35%	-46%	-62%	-20%	-75%	-64%	-32%	-31%	0%	-5%
5	-30%	-7%	-6%	-23%	15%	-26%	-29%	-26%	-8%	4%	-62%	-40%	-42%	-13%	25%	-68%	-67%	-45%	-5%	0%	0%
6	-56%	-42%	3%	-34%	-20%	6%	-18%	9%	-20%	-40%	14%	3%	-74%	-66%	-86%	-93%	-80%	-44%	-13%	0%	-7%
7	-14%	16%	-12%	-46%	-17%	-27%	31%	3%	-65%	-21%	-79%	-36%	-31%	-10%	48%	-62%	-69%	-32%	-19%	0%	-7%
8	-54%	5%	-7%	-10%	36%	0%	5%	7%	-6%	2%	-23%	6%	-21%	-50%	-25%	-77%	-65%	-56%	-12%	0%	1%
9	-23%	-89%	-50%	-2%	32%	-33%	3%	2%	0%	-48%	-2%	0%	0%	0%	-95%	-97%	0%	0%	12%	0%	-1%
10	46%	35%	-55%	72%	-2%	-58%	-37%	-18%	-14%	-14%	-99%	128%	88%	93%	141%	24%	226%	53%	23%	0%	7%
11	-33%	47%	22%	-23%	106%	34%	10%	135%	-6%	-48%	1%	0%	-18%	-3%	-25%	-85%	-10%	-14%	14%	0%	3%
12	9%	-45%	-19%	42%	23%	6%	-10%	81%	0%	-40%	16%	0%	0%	-66%	-20%	-33%	-17%	-1%	-7%	0%	14%
13	11%	-19%	-72%	18%	4%	34%	-3%	38%	0%	-29%	61%	0%	0%	0%	-32%	-1%	-6%	0%	-5%	0%	-2%
14	-26%	55%	-65%	-76%	31%	-31%	-1%	53%	-1%	25%	-52%	-2%	0%	0%	-4%	-3%	-1%	-2%	16%	0%	8%
15	170%	50%	-2%	93%	47%	58%	45%	158%	105%	60%	185%	64%	-48%	-10%	2%	11%	0%	-20%	-10%	0%	35%
16	-16%	-31%	24%	-67%	-7%	-76%	128%	-92%	-97%	19%	160%	-2%	-1%	-5%	13%	-6%	-46%	-9%	78%	0%	-11%
17	-18%	-24%	-45%	-49%	-16%	-99%	32%	-73%	-1%	0%	6%	-6%	0%	-2%	0%	-10%	0%	-1%	2%	0%	-17%
18	3%	-22%	-42%	38%	6%	-17%	48%	90%	-2%	0%	27%	-2%	0%	0%	-18%	-5%	-5%	0%	-3%	0%	0%
19	-34%	-13%	-7%	-4%	19%	20%	6%	8%	4%	-13%	-6%	-3%	-14%	19%	5%	-29%	-15%	-11%	-2%	0%	-2%
20	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	-2%	2%	8%	9%	8%	4%	1%	7%	-18%	-8%	-2%	6%	-7%	12%	19%	-29%	-27%	-11%	-5%	0%	2%

Units: pcus/h

Table E.5 – Inter-Peak Prior ME2 Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	2023	1994	1059	1119	312	377	75	326	95	382	215	41	61	103	25	34	184	131	637	0	9,193
2	2007	5481	1164	463	1120	311	292	290	21	763	31	30	17	86	59	24	96	110	604	0	12,970
3	1165	1137	4406	1329	968	2058	175	490	93	89	296	109	20	94	29	15	66	102	711	0	13,353
4	1394	519	962	8877	354	501	97	178	139	342	660	307	124	162	139	89	207	281	563	38	15,933
5	375	1284	1131	152	4660	1113	722	777	62	339	41	29	24	95	81	19	75	68	1187	4	12,238
6	286	271	1891	514	745	5815	70	963	208	107	281	228	22	38	10	10	36	47	688	4	12,234
7	58	228	94	58	681	82	416	536	14	235	1	34	7	36	56	7	7	48	365	0	2,965
8	231	227	454	198	585	889	366	1244	119	93	55	101	40	25	12	5	15	30	810	0	5,498
9	113	30	94	234	60	233	19	111	4	36	139	16	21	16	5	3	7	13	234	11	1,399
10	262	656	99	196	323	75	207	68	17	1368	5	18	17	89	120	30	46	61	1057	14	4,728
11	111	41	112	517	49	277	13	66	129	12	81	191	24	9	12	7	5	33	112	9	1,812
12	102	87	123	337	40	250	45	111	16	29	208	65	31	7	7	10	9	14	286	14	1,794
13	47	10	15	30	17	29	8	29	21	7	9	29	991	31	6	1	21	365	820	2	2,487
14	106	70	39	71	89	44	21	24	9	88	3	4	40	24	73	14	48	32	481	4	1,285
15	26	42	11	82	71	6	24	3	1	130	3	3	5	61	53	6	22	23	301	4	877
16	22	28	7	44	27	3	11	5	1	46	3	8	4	10	8	5	54	23	31	1	338
17	176	103	64	144	55	28	3	12	1	26	3	3	35	25	25	26	15	21	213	4	983
18	97	94	57	84	60	42	29	18	18	69	30	14	409	31	40	15	24	144	595	9	1,878
19	700	407	937	615	1414	832	575	840	240	989	114	219	806	473	408	29	195	683	7710	3	18,187
20	0	0	0	38	2	9	0	0	8	15	7	15	5	5	4	5	11	16	2	0	142
Total	9,302	12,710	12,721	15,102	11,631	12,974	3,168	6,092	1,216	5,163	2,183	1,464	2,702	1,421	1,172	355	1,143	2,246	17,406	122	120,293

Units: pcus/h

Table E.6 – Inter-Peak Post ME2 Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	2196	2107	1677	1376	243	313	65	277	43	205	60	91	73	42	37	26	150	165	621	0	9,766
2	2098	5489	1170	449	1333	136	304	237	7	844	11	24	18	60	54	20	63	123	428	0	12,866
3	1655	1094	5147	1449	876	2708	125	502	55	50	138	195	28	59	18	19	41	144	549	0	14,850
4	1648	427	1185	9571	301	584	50	209	97	293	481	394	141	90	156	46	184	287	430	38	16,614
5	300	1381	1050	95	5362	824	647	728	28	322	39	29	25	67	46	6	47	54	1096	4	12,149
6	214	137	2065	536	699	6019	34	826	137	33	264	346	9	10	5	3	22	67	605	4	12,036
7	26	202	94	44	587	49	423	545	14	187	1	18	7	18	27	7	3	26	352	0	2,631
8	162	327	444	236	698	770	336	1349	107	53	24	88	19	10	5	9	32	31	727	0	5,426
9	59	6	73	122	38	141	17	88	4	27	136	16	22	11	0	0	6	13	312	11	1,103
10	172	740	66	215	350	38	183	45	13	1374	1	35	12	36	31	66	27	29	920	14	4,368
11	157	40	110	411	37	244	9	23	132	14	73	195	24	9	22	7	8	36	92	9	1,651
12	79	62	164	427	39	255	50	81	16	56	229	65	31	6	21	10	10	14	310	14	1,938
13	42	13	9	67	11	17	6	15	21	5	10	29	991	31	5	1	21	365	758	2	2,418
14	71	90	17	36	66	22	16	13	8	86	13	3	40	24	82	14	48	32	441	4	1,126
15	35	64	16	239	45	4	18	1	2	106	7	4	9	62	58	6	22	26	492	4	1,221
16	12	20	3	32	24	0	8	1	0	23	1	8	4	10	11	5	54	25	37	1	280
17	145	92	31	150	37	7	3	5	1	25	8	3	36	26	27	25	15	21	251	4	912
18	139	94	66	288	44	56	21	16	18	63	46	15	409	31	42	14	24	144	637	9	2,175
19	691	488	636	697	1284	563	484	717	308	856	134	255	780	342	273	19	155	559	7401	3	16,645
20	0	0	0	38	2	9	0	0	8	15	7	15	5	5	4	5	11	16	2	0	142
Total	9,901	12,872	14,022	16,478	12,075	12,760	2,797	5,678	1,020	4,636	1,683	1,832	2,679	949	926	309	942	2,176	16,462	122	120,319

Units: pcus/h

Table E.7 – Difference between Inter-Peak Post and Prior ME2 Matrices (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	173	113	617	257	-69	-63	-11	-49	-52	-177	-155	50	12	-60	12	-8	-35	34	-15	0	573
2	91	8	6	-14	212	-175	12	-53	-14	81	-21	-5	0	-26	-5	-4	-33	13	-177	0	-104
3	490	-43	740	120	-92	649	-50	12	-38	-39	-158	87	8	-35	-11	4	-25	42	-162	0	1,498
4	254	-92	223	694	-53	83	-46	31	-42	-49	-178	88	17	-73	18	-43	-24	6	-132	0	681
5	-75	97	-82	-57	702	-289	-75	-49	-34	-18	-2	0	1	-28	-35	-12	-28	-15	-91	0	-90
6	-72	-134	174	21	-46	205	-36	-137	-71	-73	-16	118	-13	-28	-5	-7	-14	19	-83	0	-198
7	-32	-26	0	-15	-94	-33	7	8	0	-47	0	-15	0	-19	-29	0	-4	-22	-13	0	-335
8	-69	100	-10	38	113	-119	-31	104	-11	-40	-31	-13	-21	-15	-7	4	18	1	-83	0	-71
9	-55	-23	-21	-112	-23	-91	-2	-23	0	-9	-3	0	0	-5	-4	-3	0	0	78	0	-296
10	-89	83	-33	19	27	-37	-24	-22	-4	6	-3	18	-6	-52	-88	36	-19	-32	-137	0	-359
11	46	-1	-2	-106	-12	-34	-4	-43	3	2	-9	4	0	0	10	0	3	3	-19	0	-161
12	-23	-25	41	89	0	5	5	-30	0	27	20	0	0	-2	13	-1	1	0	24	0	145
13	-5	2	-7	37	-6	-12	-3	-13	0	-2	1	0	0	0	-1	0	0	0	-62	0	-69
14	-35	20	-22	-36	-23	-22	-5	-11	-1	-2	10	0	0	0	9	0	0	0	-40	0	-158
15	9	22	4	158	-26	-3	-6	-2	1	-25	5	1	4	1	5	0	0	3	191	0	344
16	-10	-8	-4	-12	-2	-2	-3	-4	0	-23	-1	0	0	0	3	0	0	2	6	0	-58
17	-31	-11	-33	6	-18	-21	-1	-8	0	0	5	0	1	0	2	-1	0	1	39	0	-71
18	41	-1	9	205	-16	15	-8	-2	0	-6	16	0	0	0	2	-1	0	0	42	0	296
19	-10	81	-301	82	-129	-269	-91	-123	68	-133	20	37	-26	-131	-136	-10	-41	-124	-309	0	-1,542
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	599	161	1302	1375	444	-214	-371	-414	-196	-527	-501	367	-22	-472	-246	-46	-201	-70	-944	0	26

Units: pcus/h

Table E.8 – Percentage difference between Inter-Peak Post and Prior ME2 Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total	
1	9%	6%	58%	23%	-22%	-17%	-14%	-15%	-55%	-46%	-72%	122%	19%	-59%	46%	-23%	-19%	26%	-2%	0%	6%	
2	5%	0%	1%	-3%	19%	-56%	4%	-18%	-66%	11%	-66%	-18%	2%	-30%	-8%	-15%	-35%	11%	-29%	0%	-1%	
3	42%	-4%	17%	9%	-10%	32%	-29%	2%	-41%	-44%	-53%	80%	39%	-38%	-38%	26%	-38%	41%	-23%	0%	11%	
4	18%	-18%	23%	8%	-15%	17%	-48%	17%	-30%	-14%	-27%	29%	14%	-45%	13%	-48%	-11%	2%	-24%	0%	4%	
5	-20%	8%	-7%	-38%	15%	-26%	-10%	-6%	-55%	-5%	-5%	-1%	5%	-29%	-43%	-65%	-37%	-21%	-8%	0%	-1%	
6	-25%	-49%	9%	4%	-6%	4%	-51%	-14%	-34%	-69%	-6%	52%	-58%	-74%	-48%	-72%	-38%	41%	-12%	0%	-2%	
7	-55%	-11%	0%	-25%	-14%	-41%	2%	2%	1%	-20%	-44%	-45%	-5%	-51%	-52%	1%	-58%	-46%	-3%	0%	-11%	
8	-30%	44%	-2%	19%	19%	-13%	-8%	8%	-9%	-43%	-57%	-13%	-54%	-59%	-58%	74%	121%	4%	-10%	0%	-1%	
9	-48%	-79%	-22%	-48%	-37%	-39%	-12%	-21%	0%	-24%	-2%	0%	1%	-30%	-93%	-98%	-2%	1%	33%	0%	-21%	
10	-34%	13%	-33%	10%	8%	-49%	-12%	-33%	-25%	0%	-75%	99%	-32%	-59%	-74%	117%	-41%	-53%	-13%	0%	-8%	
11	41%	-3%	-2%	-21%	-25%	-12%	-32%	-65%	2%	15%	-11%	2%	2%	-3%	86%	-6%	50%	8%	-17%	0%	-9%	
12	-23%	-29%	34%	26%	-1%	2%	12%	-27%	0%	94%	10%	0%	-1%	-25%	186%	-5%	13%	-1%	8%	0%	8%	
13	-10%	24%	-43%	125%	-35%	-42%	-32%	-46%	0%	-27%	13%	0%	0%	0%	-10%	0%	0%	0%	0%	-8%	0%	-3%
14	-33%	28%	-57%	-50%	-26%	-51%	-22%	-46%	-9%	-2%	326%	-10%	0%	0%	12%	-2%	0%	0%	0%	-8%	0%	-12%
15	34%	53%	37%	193%	-36%	-41%	-26%	-57%	77%	-19%	184%	28%	99%	2%	10%	5%	0%	12%	64%	0%	39%	
16	-46%	-28%	-60%	-26%	-9%	-83%	-27%	-75%	-49%	-51%	-52%	-1%	2%	-1%	45%	-3%	0%	11%	20%	0%	-17%	
17	-18%	-11%	-51%	4%	-33%	-76%	-15%	-63%	24%	-2%	196%	1%	2%	1%	6%	-3%	0%	3%	18%	0%	-7%	
18	43%	-1%	16%	245%	-27%	35%	-28%	-9%	0%	-9%	53%	1%	0%	0%	4%	-4%	-1%	0%	7%	0%	16%	
19	-1%	20%	-32%	13%	-9%	-32%	-16%	-15%	28%	-13%	18%	17%	-3%	-28%	-33%	-35%	-21%	-18%	-4%	0%	-8%	
20	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	6%	1%	10%	9%	4%	-2%	-12%	-7%	-16%	-10%	-23%	25%	-1%	-33%	-21%	-13%	-18%	-3%	-5%	0%	0%	

Units: pcus/h

Table E.9 – PM Peak ME2 Prior Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	1551	2995	1563	2029	809	1004	363	481	133	268	81	169	188	428	76	54	326	350	1640	0	14,509
2	1622	5583	1984	836	1173	840	586	326	82	706	23	81	109	198	112	54	136	205	1074	0	15,730
3	1226	1505	3922	1563	938	3093	144	507	81	153	183	190	69	124	41	19	245	130	512	0	14,643
4	1045	716	947	8327	265	959	96	209	227	185	267	561	212	327	75	191	367	449	1084	0	16,507
5	360	2244	1381	725	5423	1289	1106	1336	188	386	101	174	351	389	129	71	225	204	1978	0	18,061
6	378	390	2085	583	550	5313	52	706	107	24	185	235	90	33	20	1	62	69	292	0	11,175
7	39	473	195	66	815	93	219	352	25	161	10	31	54	26	16	9	16	23	584	0	3,206
8	52	320	463	293	689	799	289	786	42	104	51	118	14	19	4	12	64	29	734	0	4,883
9	58	126	108	239	81	427	35	159	0	10	206	20	27	13	5	21	25	37	237	0	1,833
10	138	1111	258	347	524	147	146	142	6	886	27	31	100	147	58	5	60	86	508	0	4,728
11	51	65	58	431	61	253	10	68	135	47	35	217	28	25	9	16	29	47	204	0	1,789
12	52	107	90	357	53	340	36	90	10	24	188	66	17	3	1	11	7	15	215	0	1,682
13	34	64	34	51	114	30	33	46	8	21	30	19	1143	57	14	6	65	383	1031	0	3,184
14	106	135	48	44	119	21	64	40	4	100	5	11	64	15	52	1	10	34	376	0	1,248
15	99	183	59	35	182	26	24	52	13	78	7	1	26	56	36	2	26	35	272	0	1,210
16	56	44	23	28	9	7	41	4	0	18	4	4	23	14	6	6	58	55	40	0	440
17	101	163	72	120	66	41	17	8	0	34	7	14	87	12	15	15	9	26	227	0	1,034
18	40	142	53	92	133	92	35	31	8	26	20	13	349	37	29	6	32	122	748	0	2,010
19	412	1115	646	813	1184	614	537	982	198	480	160	324	1200	588	233	17	324	817	6379	0	17,022
20	0	0	1	107	3	38	2	0	17	45	14	47	19	14	10	22	48	60	2	0	448
Total	7,421	17,481	13,989	17,086	13,188	15,426	3,837	6,327	1,285	3,758	1,603	2,325	4,169	2,525	940	538	2,133	3,175	18,137	0	135,345

Units: pcus/h

Table E.10 – PM Peak Post ME2 Matrix (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	1694	2890	1722	2153	275	680	108	422	118	150	17	274	208	167	145	63	483	403	831	0	12,804
2	1665	5949	1413	547	1423	479	472	310	40	1092	6	46	127	175	124	37	112	220	905	0	15,141
3	1779	1518	5081	1566	762	3276	95	507	88	63	193	129	18	40	13	4	105	102	567	0	15,904
4	1859	614	1228	8917	400	1172	91	224	316	86	201	884	192	66	165	60	194	282	954	0	17,905
5	322	1583	1165	321	5540	1385	1286	1147	163	226	112	195	309	265	75	6	78	137	1710	0	16,027
6	303	235	2078	398	394	5109	33	585	72	6	198	233	26	11	12	0	9	42	303	0	10,046
7	33	364	166	40	470	108	197	376	25	88	6	22	58	28	12	7	12	20	628	0	2,660
8	92	321	567	336	1021	644	271	795	41	49	32	95	17	22	3	4	78	14	757	0	5,158
9	40	45	106	354	45	472	30	160	0	3	207	20	27	13	4	4	26	38	245	0	1,839
10	186	1097	32	537	358	101	118	126	6	836	14	31	72	69	23	2	32	87	624	0	4,351
11	24	107	65	386	75	271	6	64	144	9	37	369	26	25	36	20	31	74	242	0	2,012
12	40	96	116	638	38	301	25	91	10	16	200	67	17	2	2	5	8	13	350	0	2,034
13	9	77	11	278	78	31	28	34	8	49	44	19	1143	57	14	6	65	383	968	0	3,302
14	140	245	40	147	82	23	38	31	4	123	6	15	64	15	52	1	10	34	413	0	1,483
15	75	336	23	123	112	20	19	37	12	98	3	1	48	58	36	3	26	44	288	0	1,363
16	78	104	18	110	10	56	43	5	0	9	1	4	24	13	13	7	45	55	47	0	641
17	40	158	47	205	59	12	13	5	0	43	8	21	88	12	15	22	9	26	113	0	897
18	24	145	50	353	81	52	28	13	8	30	25	14	348	37	29	6	32	122	589	0	1,986
19	354	740	729	775	679	681	442	983	204	495	138	316	1194	379	148	13	270	563	6939	0	16,042
20	0	0	1	118	2	29	1	0	20	33	21	64	17	3	17	12	40	60	1	0	439
Total	8,758	16,624	14,656	18,303	11,904	14,901	3,344	5,917	1,280	3,503	1,469	2,818	4,022	1,457	939	280	1,664	2,720	17,475	0	132,035

Units: pcus/h

Table E.11 – Difference between PM Peak Post and Prior ME2 Matrices (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
1	143	-105	159	124	-533	-323	-255	-60	-15	-118	-64	105	21	-261	68	9	157	54	-809	0	-1,705
2	43	366	-571	-289	250	-361	-114	-16	-42	386	-17	-35	18	-23	13	-17	-23	15	-169	0	-589
3	554	13	1158	2	-176	183	-49	0	7	-90	10	-61	-51	-84	-29	-15	-139	-28	56	0	1,261
4	814	-102	281	590	135	213	-6	15	89	-99	-66	324	-20	-261	91	-131	-172	-167	-130	0	1,397
5	-39	-661	-216	-404	117	96	180	-188	-24	-160	11	21	-42	-124	-54	-65	-148	-67	-267	0	-2,035
6	-75	-155	-7	-185	-156	-204	-20	-120	-35	-18	13	-1	-65	-23	-8	-1	-53	-27	11	0	-1,130
7	-6	-109	-29	-25	-345	15	-22	24	0	-74	-3	-9	4	2	-4	-3	-4	-2	45	0	-546
8	40	1	103	43	331	-155	-18	9	-2	-55	-18	-23	3	3	-2	-8	14	-15	23	0	276
9	-18	-81	-1	116	-36	45	-5	1	0	-8	1	0	0	0	-1	-17	1	1	9	0	6
10	48	-14	-226	190	-166	-46	-28	-16	-1	-51	-13	0	-27	-78	-35	-3	-28	1	115	0	-377
11	-27	42	7	-45	15	18	-4	-4	9	-38	2	152	-2	0	28	4	1	27	38	0	223
12	-11	-10	26	282	-15	-39	-11	1	0	-8	13	0	0	-1	0	-6	0	-2	135	0	352
13	-25	13	-23	227	-36	0	-5	-11	0	28	13	0	0	0	1	0	0	0	-63	0	118
14	33	110	-7	103	-38	2	-26	-9	0	23	1	4	0	0	0	0	0	0	37	0	234
15	-24	153	-36	88	-69	-6	-5	-15	-1	21	-4	0	22	2	0	1	0	10	16	0	152
16	22	60	-5	82	2	49	1	0	0	-9	-2	0	0	-1	7	1	-14	0	7	0	201
17	-61	-6	-25	85	-6	-29	-4	-3	0	9	1	6	1	0	0	7	0	1	-114	0	-137
18	-17	3	-2	261	-51	-40	-7	-19	0	4	5	0	-1	0	0	-1	0	0	-160	0	-24
19	-58	-375	83	-39	-505	67	-95	0	6	16	-22	-8	-6	-209	-85	-3	-54	-254	560	0	-980
20	0	0	0	12	-1	-9	-1	0	3	-12	7	17	-3	-11	7	-10	-8	0	0	0	-8
Total	1337	-857	667	1216	-1283	-524	-493	-411	-5	-255	-134	493	-147	-1068	-2	-258	-469	-455	-662	0	-3,309

Units: pcus/h

Table E.12 – Percentage difference between PM Peak Post and Prior ME2 Matrices (All Vehicles)

Sector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total	
1	9%	-4%	10%	6%	-66%	-32%	-70%	-12%	-11%	-44%	-79%	62%	11%	-61%	90%	17%	48%	15%	-49%	0%	-12%	
2	3%	7%	-29%	-35%	21%	-43%	-19%	-5%	-51%	55%	-74%	-43%	16%	-12%	11%	-32%	-17%	7%	-16%	0%	-4%	
3	45%	1%	30%	0%	-19%	6%	-34%	0%	9%	-59%	5%	-32%	-74%	-68%	-69%	-81%	-57%	-21%	11%	0%	9%	
4	78%	-14%	30%	7%	51%	22%	-6%	7%	39%	-54%	-25%	58%	-9%	-80%	121%	-69%	-47%	-37%	-12%	0%	8%	
5	-11%	-29%	-16%	-56%	2%	7%	16%	-14%	-13%	-41%	11%	12%	-12%	-32%	-42%	-91%	-65%	-33%	-14%	0%	-11%	
6	-20%	-40%	0%	-32%	-28%	-4%	-38%	-17%	-33%	-76%	7%	-1%	-72%	-68%	-42%	-82%	-85%	-39%	4%	0%	-10%	
7	-16%	-23%	-15%	-39%	-42%	17%	-10%	7%	-1%	-46%	-34%	-29%	7%	7%	-24%	-28%	-26%	-11%	8%	0%	-17%	
8	77%	0%	22%	15%	48%	-19%	-6%	1%	-4%	-53%	-36%	-19%	22%	18%	-37%	-66%	21%	-51%	3%	0%	6%	
9	-31%	-64%	-1%	48%	-45%	11%	-15%	1%	0%	-75%	0%	0%	1%	0%	-17%	-80%	4%	2%	4%	0%	0%	
10	35%	-1%	-88%	55%	-32%	-31%	-19%	-11%	-11%	-6%	-48%	1%	-27%	-53%	-60%	-59%	-47%	1%	23%	0%	-8%	
11	-52%	64%	12%	-10%	24%	7%	-40%	-6%	7%	-81%	5%	70%	-8%	0%	322%	27%	5%	58%	18%	0%	12%	
12	-22%	-10%	29%	79%	-28%	-12%	-31%	1%	0%	-34%	7%	0%	0%	-46%	22%	-55%	4%	-16%	63%	0%	21%	
13	-73%	20%	-67%	442%	-31%	1%	-16%	-25%	0%	131%	44%	0%	0%	0%	5%	0%	0%	0%	0%	-6%	0%	4%
14	32%	82%	-15%	235%	-32%	8%	-40%	-23%	9%	23%	12%	35%	0%	0%	0%	57%	0%	0%	10%	0%	19%	
15	-24%	84%	-62%	249%	-38%	-22%	-21%	-28%	-9%	26%	-60%	3%	84%	4%	0%	40%	0%	29%	6%	0%	13%	
16	39%	135%	-22%	292%	19%	684%	3%	5%	7%	-48%	-65%	1%	1%	-5%	129%	12%	-23%	0%	18%	0%	46%	
17	-60%	-4%	-34%	71%	-10%	-70%	-22%	-38%	5%	25%	21%	44%	1%	1%	0%	48%	0%	2%	-50%	0%	-13%	
18	-41%	2%	-4%	283%	-39%	-43%	-20%	-59%	0%	15%	25%	3%	0%	0%	1%	-10%	0%	0%	-21%	0%	-1%	
19	-14%	-34%	13%	-5%	-43%	11%	-18%	0%	3%	3%	-14%	-3%	0%	-36%	-36%	-20%	-17%	-31%	9%	0%	-6%	
20	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Total	18%	-5%	5%	7%	-10%	-3%	-13%	-6%	0%	-7%	-8%	21%	-4%	-42%	0%	-48%	-22%	-14%	-4%	0%	-2%	

Units: pcus/h

SCREEN LINE CALIBRATION RESULTS

Table E.13 – Summary of Calibration Links

Location	Dir	A Node	B Node
Outer Cordon			
A4 Portway	OUT	3403	3409
A4 Portway	IN	3408	3403
B4054 Avonmouth Road	OUT	3402	3408
B4054 Avonmouth Road	IN	3407	3402
M5 J18 - Portway Link	OUT	3406	3401
M5 J18 - Portway Link	IN	3401	3407
M5 J18 - St Brendan's	OUT	3222	3390
M5 J18 - St Brendan's	IN	3390	3222
Kings Weston Lane	OUT	3342	3389
Kings Weston Lane	IN	3389	3342
M49	OUT	3231	3261
M49	IN	3274	3207
Hallen Rd	OUT	3333	3363
Hallen Rd	IN	3363	3333
Blackhorse Hill	OUT	3381	3380
Blackhorse Hill	IN	3380	3381
Tockington Lane	OUT	3524	3523
Tockington Lane	IN	3523	3524
A38 Gloucester Road(N M5 J16)	OUT	3303	3302
A38 Gloucester Road(N M5 J16)	IN	3302	3303
M4 J20 To J21	OUT	3155	3122
M4 J20 To J21	IN	3121	3130
M5 J14 To J15	OUT	3153	3147
M5 J14 To J15	IN	3146	3134
Trench Lane	OUT	3463	3526
Trench Lane	IN	3526	3463
B4427 Gloucester Road	OUT	2515	3526
B4427 Gloucester Road	IN	3526	2515
B4057 Beacon Lane	OUT	3528	3037
B4057 Beacon Lane	IN	3037	3528

Location	Dir	A Node	B Node
B4058 Bristol Road	OUT	3550	2371
B4058 Bristol Road	IN	2371	3550
Badminton Road	OUT	8074	3047
Badminton Road	IN	3047	8074
M4 J18 To J19	OUT	3905	3911
M4 J18 To J19	IN	3922	3906
Westerleigh Road	OUT	3685	4237
Westerleigh Road	IN	4237	3685
B3122 Redcatch Road	OUT	3055	1125
B3122 Redcatch Road	IN	1125	3055
A420 London Road	OUT	3774	3760
A420 London Road	IN	3760	3774
A431 Bath Road	OUT	3772	3798
A431 Bath Road	IN	3798	3772
A4 Keynsham Bypass	OUT	1405	1407
A4 Keynsham Bypass	IN	1407	1405
B3116 High St - Keynsham	OUT	1395	1403
B3116 High St - Keynsham	IN	1403	1395
A37 Bristol Road	OUT	3645	3646
A37 Bristol Road	IN	3646	3645
Broadoak Hill/Queens Road	OUT	1369	3636
Broadoak Hill/Queens Road	IN	3636	1369
A38 Bridgwater Road	OUT	3635	2701
A38 Bridgwater Road	IN	2701	3635
A370 Long Ashton By-Pass	OUT	1532	1355
A370 Long Ashton By-Pass	IN	1355	1151
B3128 Ashton Road	OUT	1149	1148
B3128 Ashton Road	IN	1148	1149
M5 J18 To J19	OUT	3213	3928
M5 J18 To J19	IN	3927	3204
Outer City Cordon			
A4 Portway	OUT	1162	1052
A4 Portway	IN	1052	1162
A4176 Bridge Valley Rd	OUT	1581	1161

Location	Dir	A Node	B Node
A4176 Bridge Valley Rd	IN	1161	1581
Clifton Down	OUT	1160	1801
Clifton Down	IN	1801	1160
Pembroke Road	OUT	1803	1041
Pembroke Road	IN	1041	1803
A4018 Whiteladies Road	OUT	1238	1809
A4018 Whiteladies Road	IN	1809	1238
Hampton Road	OUT	1538	1881
Hampton Road	IN	1881	1538
Redland Grove	OUT	1853	1659
Redland Grove	IN	1659	1853
Redland Road	OUT	1855	1034
Redland Road	IN	1034	1855
Cotham Brow	OUT	1033	1031
Cotham Brow	IN	1031	1033
A38 Cheltenham Road	OUT	1032	1857
A38 Cheltenham Road	IN	1857	1032
Bath Buildings	OUT	1032	1865
Bath Buildings	IN	1865	1032
Ashley Hill	OUT	1108	1917
Ashley Hill	IN	1917	1108
Glenfrome Road	OUT	1919	1107
Glenfrome Road	IN	1107	1919
M32 Between Junctions 1&2	OUT	3981	3965
M32 Between Junctions 1&2	IN	3971	3972
A432 Stapleton Road	OUT	1440	1437
A432 Stapleton Road	IN	1437	1440
B4465 Whitehall Road	OUT	2726	1279
B4465 Whitehall Road	IN	1279	2726
A420 Church Road	OUT	1466	1251
A420 Church Road	IN	1251	1466
Barton Hill Road	OUT	1283	1747
Barton Hill Road	IN	1747	1283
St Philips Causeway	OUT	1549	1290

Location	Dir	A Node	B Node
St Philips Causeway	IN	1290	1549
Feeder Road	OUT	1287	1741
Feeder Road	IN	1741	1287
Albert Road	OUT	1755	1290
Albert Road	IN	1290	1755
A4 Bath Rd	OUT	1301	4038
A4 Bath Rd	IN	4038	1301
A37 Wells Road	OUT	1721	2085
A37 Wells Road	IN	2085	1721
B3122 Redcatch Road	OUT	1184	2125
B3122 Redcatch Road	IN	2125	1184
Wedmore Vale	OUT	1696	2159
Wedmore Vale	IN	2159	1696
Lynton Road	OUT	2175	2205
Lynton Road	IN	2205	2175
B3122 Bedminster Road	OUT	1181	2467
B3122 Bedminster Road	IN	2467	1181
A38 West Street	OUT	2177	1174
A38 West Street	IN	1174	2177
B3120 North Street	OUT	2191	2179
B3120 North Street	IN	2179	2191
Stackpool Road	OUT	4009	2189
Stackpool Road	IN	2189	4009
A3029 Brunel Way	OUT	1513	1166
A3029 Brunel Way	IN	1527	1526
B3129 Suspension Bridge	IN	1159	1160
B3129 Suspension Bridge	OUT	1160	1159
City Cordon			
Haymarket	OUT	1256	1568
Haymarket	IN	1568	1256
Old Market Street	OUT	1213	1218
Old Market Street	IN	1217	1213
Counter Slip	OUT	1773	1594
Counter Slip	IN	1594	1773

Location	Dir	A Node	B Node
B4053 Victoria Street	OUT	2645	1562
B4053 Victoria Street	IN	1562	2645
Redcliffe St	OUT	2546	1204
Redcliffe St	IN	1204	2546
A4044 Redcliffe Way	OUT	1203	2651
A4044 Redcliffe Way	IN	2651	1203
Prince Street Bridge	OUT	1436	1713
Prince Street Bridge	IN	1713	1436
Canons Way	OUT	2665	1493
Canons Way	IN	1493	2665
Anchor Road	OUT	1799	1493
Anchor Road	IN	1493	1799
St Georges Road	OUT	2671	1198
St Georges Road	IN	1198	2671
A4018 Park Road	OUT	1793	1227
A4018 Park Road	IN	1227	1793
Park Row	OUT	1226	1227
Park Row	IN	1227	1226
St Micheals Hill	OUT	1413	1539
St Micheals Hill	IN	1539	1413
Upper Maudlin Street	OUT	1224	1236
Upper Maudlin Street	IN	1236	1224
Bristol North West Outer Screenline			
M5 J18 To 17	NB	3216	3183
M5 J18 To J17	SB	3192	3201
B4055 Station Road	NB	3225	3325
B4055 Station Road	SB	3325	3225
A4018 Wych Beck	NB	3491	3346
A4018 Wych Beck	SB	3346	3491
A38 Gloucester Road North	NB	3496	3540
A38 Gloucester Road North	SB	3540	3496
New Road	NB	3494	3564
New Road	SB	3564	3494
Great Stoke Way	NB	3563	3488

Location	Dir	A Node	B Node
Great Stoke Way	SB	3488	3563
M32 J1 To M4	NB	3960	3908
M32 J1 To M4	SB	3907	3951
B4058 Bristol Road	NB	2373	3550
B4058 Bristol Road	SB	3550	2373
River Avon Screenline			
M5 J18 To J19	NB	3927	3204
M5 J18 To J19	SB	3213	3928
B3129 Suspension Bridge	EB	1159	1160
B3129 Suspension Bridge	WB	1160	1159
A3029 Brunel Way	NB	1527	1526
A3029 Brunel Way	SB	1513	1166
A38 Bedminster Bridge	NB	1474	1318
A38 Bedminster Bridge	SB	1477	1319
Bath Bridge	NB	1483	1484
Bath Bridge	SB	1485	1210
Totterdown Bridge	NB	1301	1288
Totterdown Bridge	SB	1288	1301
St Phillips Causeway	NB	1302	1290
St Phillips Causeway	SB	1290	1302
New Brisington Bridge	WB	2599	1426
New Brisington Bridge	EB	1426	2599
A4174 N/O A4 Bath Road	NB	1405	3612
A4174 N/O A4 Bath Road	SB	3612	1405
A4175 Keynsham Road	NB	1394	3771
A4175 Keynsham Road	SB	3771	1394
Bristol North West Inner Screenline			
A4 Portway	EB	3348	3591
A4 Portway	WB	3591	3348
B4054 Shirehampton Road	NB	3339	3338
B4054 Shirehampton Road	SB	3338	3339
B4055 Henbury Hill	NB	3583	3329
B4055 Henbury Hill	SB	3329	3583
A4018 Brentry Hill	NB	3584	2261

Location	Dir	A Node	B Node
A4018 Brentry Hill	SB	2261	3584
Greystoke Avenue	NB	4340	2259
Greystoke Avenue	SB	2259	4340
B4468 Kellaway Avenue	NB	1453	1025
B4468 Kellaway Avenue	SB	1025	1453
A38 Gloucester Road	NB	1028	1027
A38 Gloucester Road	SB	1027	1028
Wellington Hill	NB	1025	1929
Wellington Hill	SB	1929	1025
Muller Road	NB	1058	2335
Muller Road	SB	2335	1058
Shaldon Road	NB	1058	1915
Shaldon Road	SB	1915	1058
Coldharbour Lane	NB	1093	1663
Coldharbour Lane	SB	1663	1093
A4174 Avon Ring Road	EB	3490	3562
A4174 Avon Ring Road	WB	3562	3490
Hambrook Lane	EB	2365	1941
Hambrook Lane	WB	1941	2365
M4 J19 To J20	NB	3910	3138
M4 J19 To J20	SB	3157	3901
Bristol North East Screenline			
B4058 Frenchay Park Road	NB	2355	1093
B4058 Frenchay Park Road	SB	1093	2355
Blackberry Hill	EB	1094	2393
Blackberry Hill	WB	2393	1094
A432 Fishponds Road	NB	1062	1985
A432 Fishponds Road	SB	1985	1062
Ridgeway Road	EB	2023	1076
Ridgeway Road	WB	1076	2023
B4465 - Berkeley Road	NB	2025	1077
B4465 - Berkeley Road	SB	1077	2025
Charlton Road	NB	1098	2027
Charlton Road	SB	2027	1098

Location	Dir	A Node	B Node
B4048 Lodge Road	NB	1079	1097
B4048 Lodge Road	SB	1097	1079
Soundwell Road	NB	1612	1081
Soundwell Road	SB	1081	1612
A4175 Station Road	NB	1089	1087
A4175 Station Road	SB	1087	1089
Bristol East Screenline			
B4058 Bristol Road	NB	3550	2371
B4058 Bristol Road	SB	2371	3550
A4174 Avon Ring Road	EB	3560	9960
A4174 Avon Ring Road	WB	9960	3560
Downend Rd	EB	1066	2385
Downend Rd	WB	2385	1066
B4465 Staplehill Road	EB	2383	1072
B4465 Staplehill Road	WB	1072	2383
Briar Way	EB	3611	1668
Briar Way	WB	1668	3611
B4048 Lodge Causeway	EB	1077	1078
B4048 Lodge Causeway	WB	1078	1077
Speedwell Road	EB	1099	1098
Speedwell Road	WB	1098	1099
A420 Two Mile Hill	EB	2049	1255
A420 Two Mile Hill	WB	1255	2049
A431 Air Balloon Road	NB	1276	1277
A431 Air Balloon Road	SB	1277	1276
Crews Hole Road	EB	1293	1999
Crews Hole Road	WB	1999	1293
A4 Bath Road	EB	8053	1405
A4 Bath Road	WB	1405	8053
Bristol South Screenline			
A 369 Clanage Road	NB	2471	1158
A 369 Clanage Road	SB	1158	2471
B3128 Ashton Road	EB	1148	1149
B3128 Ashton Road	WB	1149	1148

Location	Dir	A Node	B Node
A370 Long Ashton By-Pass	NB	1355	1151
A370 Long Ashton By-Pass	SB	1532	1355
Bridgwater Road	NB	2459	1183
Bridgwater Road	SB	1183	2459
Bishopsworth Road	NB	2463	2195
Bishopsworth Road	SB	2195	2463
Hengrove Way	EB	1360	2527
Hengrove Way	WB	2527	1360
Hawkfield Road	NB	1365	2519
Hawkfield Road	SB	2519	1365
Whitechurch Lane	EB	1376	1364
Whitchurch Lane	WB	1364	1376
Bamfield Rd	NB	2433	3644
Bamfield Rd	SB	3644	2433
Cadogan Road	NB	1379	1378
Cadogan Road	SB	1378	1379
Wells Rd	NB	1380	1430
Wells Rd	SB	1430	1380
A4174 Callington Road	EB	1313	1469
A4174 Callington Road	WB	1469	1313
B3122 Redcatch Road	EB	2133	1310
A4 Bristol Hill	WB	1310	2133
Allison Road	EB	1308	2117
Allison Road	WB	2117	1308
Birchwood Road	NB	2115	2073
Birchwood Road	SB	2073	2115

Table E.14 – AM Peak Calibration Results (All Vehicles, pcus/h)

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Outer Cordon										
A4 Portway	OUT	1424	1292	-132	-	9.2%	-	✓	✓	✓
A4 Portway	IN	1496	1310	-185	-	12.4%	-	✓	✓	✓
B4054 Avonmouth Road	OUT	509	625	116	116	-	-	✗	✓	✓
B4054 Avonmouth Road	IN	556	568	13	13	-	-	✓	✓	✓
M5 J18 - Portway Link	OUT	1060	1076	17	-	1.6%	-	✓	✓	✓
M5 J18 - Portway Link	IN	1632	1634	2	-	0.1%	-	✓	✓	✓
M5 J18 - St Brendan'S	OUT	1544	1432	-112	-	7.2%	-	✓	✓	✓
M5 J18 - St Brendan'S	IN	1321	1668	347	-	26.3%	-	✗	✗	✗
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	OUT	196	193	-3	-3	-	-	✓	✓	✓
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	IN	102	109	7	7	-	-	✓	✓	✓
Nb, M49, M5 Junction 18A - M4 Junction 22	OUT	841	773	-69	-	8.2%	-	✓	✓	✓
Sb, M49, M4 Junction 22 - M5 Junction 18A	IN	954	963	9	-	0.9%	-	✓	✓	✓
Hallen Rd S/O Windmill Lane	OUT	227	212	-15	-15	-	-	✓	✓	✓
Hallen Rd S/O Windmill Lane	IN	339	307	-32	-32	-	-	✓	✓	✓
Blackhorse Hill	OUT	213	227	14	14	-	-	✓	✓	✓
Blackhorse Hill	IN	278	306	28	28	-	-	✓	✓	✓
Tockington Lane	OUT	62	64	2	2	-	-	✓	✓	✓
Tockington Lane	IN	319	304	-15	-15	-	-	✓	✓	✓
A38 Gloucester Road (N M5 J16)	OUT	964	987	23	-	2.4%	-	✓	✓	✓
A38 Gloucester Road (N M5 J16)	IN	1119	1148	30	-	2.7%	-	✓	✓	✓
M4 J20 To J21	OUT	2522	2584	62	-	-	62	✓	✓	✓
M4 J20 To J21	IN	3740	3503	-237	-	-	-237	✓	✓	✓
M5 J14 To J16	OUT	3366	3425	59	-	-	59	✓	✓	✓
M5 J14 To J15	IN	4441	4367	-74	-	-	-74	✓	✓	✓
Trench Lane	OUT	150	162	12	12	-	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Trench Lane	IN	656	706	50	50	-	-	✓	✓	✓
B4427 Old Gloucester Road(South) To Trench Lane	OUT	304	242	-62	-62	-	-	✓	✓	✓
Trench Lane To B4427 Old Gloucester Road (South)	IN	250	244	-6	-6	-	-	✓	✓	✓
B4427 Old Gloucester Road (S) To: B4057 Beacon Lane	OUT	777	784	7	-	0.9%	-	✓	✓	✓
B4057 Beacon Lane To: B4427 Old Gloucester Road	IN	1266	1092	-174	-	13.7%	-	✓	✗	✓
B4058 Bristol Road (W) To Bristol Road (E)	OUT	401	426	25	25	-	-	✓	✓	✓
B4058 Bristol Road (E) To Bristol Road (W)	IN	1161	1171	10	-	0.8%	-	✓	✓	✓
Badminton Road	OUT	1459	1334	-125	-	8.6%	-	✓	✓	✓
Badminton Road	IN	956	993	37	-	3.9%	-	✓	✓	✓
Eb, M4, Junction 19 – 18	OUT	3940	4276	336	-	-	336	✓	✗	✓
Wb, M4, Junction 18 - 19	IN	4379	4308	-70	-	-	-70	✓	✓	✓
Westerleigh Road	OUT	714	750	35	-	4.9%	-	✓	✓	✓
Westerleigh Road	IN	863	860	-3	-	0.4%	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	OUT	377	542	165	165	-	-	✗	✗	✗
B3122 Redcatch Road North Of St Johns Crescent	IN	621	664	43	43	-	-	✓	✓	✓
A420 London Road	OUT	902	912	10	-	1.1%	-	✓	✓	✓
A420 London Road	IN	810	791	-19	-	2.4%	-	✓	✓	✓
A431 Bath Road	OUT	881	898	17	-	1.9%	-	✓	✓	✓
A431 Bath Road	IN	427	441	13	13	-	-	✓	✓	✓
A4 Keynsham Bypass	OUT	922	913	-9	-	1.0%	-	✓	✓	✓
A4 Keynsham Bypass	IN	1316	1236	-80	-	6.1%	-	✓	✓	✓
B3116 High St - Keynsham	OUT	490	574	84	84	-	-	✓	✓	✓
B3116 High St - Keynsham	IN	563	559	-4	-4	-	-	✓	✓	✓
A38 Bridgwater Road, S/O King'S Head La. Highridge	OUT	659	626	-33	-33	-	-	✓	✓	✓
A38 Bridgwater Road, S/O King'S Head La.	IN	849	787	-62	-	7.4%	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Highridge										
M5 J19 - 20	OUT	3653	3694	42	-	-	42	✓	✓	✓
Nb, M5, Junction 20 - 19(E347373, N173655) View Site Location On Map	IN	4953	4933	-21	-	-	-21	✓	✓	✓
Summary	IN	38919	38556	-363	-	-	-363	✓	✓	✓
	OUT	30148	30677	529	-	-	529	✓	✓	✓
Outer Central Cordon										
A4 Portway, W/O Bridge Valley Rd	OUT	981	990	9	-	0.9%	-	✓	✓	✓
A4 Portway, W/O Bridge Valley Rd	IN	1576	1236	-341	-	21.6%	-	✗	✗	✗
A4176 Bridge Valley Rd (West) Turning Left	OUT	657	634	-23	-23	-	-	✓	✓	✓
Fountain Hill (North) Turning Right	IN	576	611	35	35	-	-	✓	✓	✓
Clifton Down	OUT	375	402	27	27	-	-	✓	✓	✓
Clifton Down	IN	584	641	57	57	-	-	✓	✓	✓
Pembroke Road, North Of All Saints Road	OUT	431	413	-18	-18	-	-	✓	✓	✓
Pembroke Road, North Of All Saints Road	IN	630	643	13	13	-	-	✓	✓	✓
A4018 Whiteladies Road, North Of Cotham Hill	OUT	796	786	-10	-	1.2%	-	✓	✓	✓
A4018 Whiteladies Road, North Of Cotham Hill	IN	996	1021	25	-	2.5%	-	✓	✓	✓
Hampton Road	OUT	262	269	8	8	-	-	✓	✓	✓
Hampton Road	IN	700	580	-120	-120	-	-	✗	✓	✓
Redland Grove, North Of Meridian Road	OUT	258	167	-91	-91	-	-	✓	✗	✓
Redland Grove, North Of Meridian Road	IN	594	547	-47	-47	-	-	✓	✓	✓
Redland Road South Of Zetland Road	OUT	137	219	82	82	-	-	✓	✗	✓
Redland Road South Of Zetland Road	IN	336	474	138	138	-	-	✗	✗	✓
Cotham Brow North Of Arley Hill	OUT	348	257	-91	-91	-	-	✓	✗	✓
Cotham Brow North Of Arley Hill	IN	607	648	41	41	-	-	✓	✓	✓
A38 Cheltenham Road North Of Arley Hill	OUT	522	661	139	139	-	-	✗	✗	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A38 Cheltenham Road North Of Arley Hill	IN	791	751	-40	-	5.0%	-	✓	✓	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	OUT	67	127	60	60	-	-	✓	✗	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	IN	128	168	40	40	-	-	✓	✓	✓
Ashley Hill	OUT	672	606	-66	-66	-	-	✓	✓	✓
Ashley Hill	IN	959	965	5	-	0.6%	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	OUT	523	501	-22	-22	-	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	IN	477	481	4	4	-	-	✓	✓	✓
M32, Between Junctions 3 & 2	OUT	3268	3417	149	-	-	149	✓	✓	✓
M32, Between Junctions 3 & 2	IN	3043	3119	76	-	-	76	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	OUT	304	255	-49	-49	-	-	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	IN	1018	981	-37	-	3.6%	-	✓	✓	✓
B4465 Whitehall Road	OUT	147	170	22	22	-	-	✓	✓	✓
B4465 Whitehall Road	IN	812	836	24	-	2.9%	-	✓	✓	✓
A420 Church Road	OUT	940	596	-344	-	36.6%	-	✗	✗	✗
A420 Church Road	IN	1046	1132	87	-	8.3%	-	✓	✓	✓
St Philips Causeway, North Of Albert Road	OUT	955	928	-27	-	2.8%	-	✓	✓	✓
St Philips Causeway, North Of Albert Road	IN	1350	1235	-115	-	8.5%	-	✓	✓	✓
Feeder Road West Of Atlas Street	OUT	420	427	7	7	-	-	✓	✓	✓
Feeder Road West Of Atlas Street	IN	690	683	-7	-7	-	-	✓	✓	✓
Albert Road, West Of St Philips Causeway	OUT	392	414	22	22	-	-	✓	✓	✓
Albert Road, West Of St Philips Causeway	IN	591	608	17	17	-	-	✓	✓	✓
Totterdown Bridge To Bath Rd (East)	OUT	532	539	7	7	-	-	✓	✓	✓
Bath Rd (South) To Bath Rd (North)	IN	601	685	84	84	-	-	✓	✓	✓
From Wells Rd To Wells Rd (S/B)	OUT	523	568	45	45	-	-	✓	✓	✓
From Wells Rd To St John'S Rd	IN	569	563	-6	-6	-	-	✓	✓	✓
B3122 Redcatch Road	OUT	495	506	11	11	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	IN	572	450	-122	-122	-	-	✗	✗	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Wedmore Vale North Of Weymouth Road	OUT	186	163	-23	-23	-	-	✓	✓	✓
Wedmore Vale North Of Weymouth Road	IN	510	485	-25	-25	-	-	✓	✓	✓
Junction Of Marksbury Road, Littleton Road & Lynton Road	OUT	80	109	29	29	-	-	✓	✓	✓
Junction Of Marksbury Road, Littleton Road & Lynton Road	IN	343	292	-52	-52	-	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	OUT	622	545	-77	-77	-	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	IN	508	488	-20	-20	-	-	✓	✓	✓
A38 West Street, South Of Argus Road	OUT	438	327	-111	-111	-	-	✗	✗	✓
A38 West Street, South Of Argus Road	IN	629	484	-145	-145	-	-	✗	✗	✓
B3120 North Street	OUT	268	328	60	60	-	-	✓	✓	✓
B3120 North Street	IN	445	479	35	35	-	-	✓	✓	✓
Stackpool Road	OUT	34	27	-7	-7	-	-	✓	✓	✓
Stackpool Road	IN	132	129	-3	-3	-	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	OUT	2038	2243	205	-	10.1%	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	IN	3122	3205	83	-	-	83	✓	✓	✓
Summary	IN	25974	25620	-354	-	-	-354	✓	✓	✓
	OUT	18301	18260	-41	-	-	-41	✓	✓	✓
City Cordon										
The Haymarket, South Of St James' Barton	OUT	1228	1156	-72	-	5.9%	-	✓	✓	✓
The Haymarket, South Of St James' Barton	IN	1535	1552	17	-	1.1%	-	✓	✓	✓
Temple Way To Old Market Street (West)	OUT	293	397	104	104	-	-	✗	✗	✓
Temple Way To Old Market Street (West)	IN	1351	1489	138	-	10.2%	-	✓	✓	✓
Counter Slip	IN	766	846	79	-	10.4%	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	OUT	369	403	34	34	-	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	IN	624	625	1	1	-	-	✓	✓	✓
Redcliffe St To Redcliffe Way Redcliffe	OUT	666	646	-20	-20	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A4044 Redcliffe Way, E/O Welsh Back	IN	733	742	9	-	1.3%	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	OUT	265	317	52	52	-	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	IN	329	367	38	38	-	-	✓	✓	✓
Canons Way To Anchor Road (West)	OUT	81	80	-1	-1	-	-	✓	✓	✓
Anchor Road (West) To Canons Way	IN	514	526	12	12	-	-	✓	✓	✓
Anchor Road (East) To Anchor Road (West)	OUT	688	661	-27	-27	-	-	✓	✓	✓
Anchor Road (West) To Anchor Road (East)	IN	763	582	-181	-	23.7%	-	x	x	✓
St Georges Road, West Of York Place	OUT	249	268	19	19	-	-	✓	✓	✓
St Georges Road, West Of York Place	IN	525	611	86	86	-	-	✓	✓	✓
A4018 Park Road	OUT	371	459	88	88	-	-	✓	✓	✓
A4018 Park Road	IN	461	570	110	110	-	-	x	✓	✓
Park Row, West Of Woodland Road	OUT	634	590	-44	-44	-	-	✓	✓	✓
Park Row, West Of Woodland Road	IN	685	537	-148	-148	-	-	x	x	✓
St Micheals Hill	OUT	255	336	81	81	-	-	✓	✓	✓
St Micheals Hill	IN	432	437	5	5	-	-	✓	✓	✓
Upper Maudlin Street South Of Lower Maudlin Street	OUT	1212	847	-365	-	30.1%	-	x	x	x
Summary	In	10361	10624	263	-	-	263	✓	✓	✓
	Out	7148	6867	-281	-	-	-281	✓	✓	✓
Bristol North West Outer Screenline										
Nb, M5, Junction 18A – 17	NB	5647	5532	-115	-	-	-115	✓	✓	✓
Sb, M5, Junction 17 - 18A	SB	4017	4165	148	-	-	148	✓	✓	✓
B4055 Station Road	NB	401	390	-11	-11	-	-	✓	✓	✓
B4055 Station Road	SB	189	181	-8	-8	-	-	✓	✓	✓
A4018 Wych Beck	NB	1576	1507	-69	-	4.4%	-	✓	✓	✓
A4018 Wych Beck	SB	1465	1469	4	-	0.3%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Filton Avenue Right	NB	1621	1679	58	-	3.6%	-	✓	✓	✓
A38 Gloucester Road North (N) Left	SB	2118	2347	229	-	10.8%	-	✓	✓	✓
New Road	NB	354	463	109	109	-	-	✗	✗	✓
New Road	SB	590	695	105	105	-	-	✗	✓	✓
Great Stoke Way	NB	964	626	-338	-	35.1%	-	✗	✗	✗
Great Stoke Way	SB	999	695	-304	-	30.4%	-	✗	✗	✗
M32 J1 To M4	NB	3721	3753	32	-	-	32	✓	✓	✓
M4 To M32 J1	SB	3294	3873	580	-	-	580	✗	✗	✗
B4058 Bristol Road (W) To Old Gloucester Road	NB	959	942	-17	-	1.8%	-	✓	✓	✓
Old Gloucester Road To Bristol Road (W)	SB	771	816	45	-	5.8%	-	✓	✓	✓
Summary	NB	15243	14890	-353	-	-	-353	✓	✓	✓
	SB	13442	14241	799	-	-	799	✗	✗	✓
River Avon Screenline										
Nb, M5, Junction 19 - 18	NB	6526	6549	24	-	-	24	✓	✓	✓
M5 J18 To J19 (Site 5315)	SB	5037	5055	18	-	-	18	✓	✓	✓
B3129 Suspension Bridge	EB	775	750	-25	-	3.3%	-	✓	✓	✓
B3129 Suspension Bridge	WB	441	471	30	30	-	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	NB	3122	3205	83	-	-	83	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	SB	2038	2243	205	-	10.1%	-	✓	✓	✓
A38 Bedminster Bridge	NB	2573	2565	-8	-	-	-8	✓	✓	✓
A38 Bedminster Bridge	SB	1395	1410	15	-	1.1%	-	✓	✓	✓
Bath Bridge	NB	2473	2534	61	-	-	61	✓	✓	✓
Bath Bridge	SB	2131	2180	49	-	2.3%	-	✓	✓	✓
Totterdown Bridge	NB	412	484	72	72	-	-	✓	✓	✓
Totterdown Bridge	SB	464	467	3	3	-	-	✓	✓	✓
St Phillips Causeway South Of Albert Road	NB	1483	1419	-64	-	4.3%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
St Phillips Causeway South Of Albert Road	SB	663	660	-3	-3	-	-	✓	✓	✓
New Brisington Bridge	WB	963	986	23	-	2.4%	-	✓	✓	✓
New Brisington Bridge	EB	976	994	17	-	1.8%	-	✓	✓	✓
A4174 N/O A4 Bath Road	NB	1286	1222	-63	-	4.9%	-	✓	✓	✓
A4174 N/O A4 Bath Road	SB	1684	1664	-19	-	1.1%	-	✓	✓	✓
A4175 Keynsham Road	NB	816	821	6	-	0.7%	-	✓	✓	✓
A4175 Keynsham Road	SB	669	694	24	24	-	-	✓	✓	✓
Summary	NB/EB	20441	20542	101	-	-	101	✓	✓	✓
	SB/WB	15485	15829	344	-	-	344	✓	✓	✓
Bristol North West Inner Screenline										
A4 Portway, North Of Sylvan Way Sea Mills	EB	1089	1168	79	-	7.3%	-	✓	✓	✓
A4 Portway, North Of Sylvan Way Sea Mills	WB	1072	1150	78	-	7.2%	-	✓	✓	✓
B4054 Shirehampton Road West Of Sylvan Way	NB	670	612	-58	-58	-	-	✓	✓	✓
B4054 Shirehampton Road West Of Sylvan Way	SB	662	602	-60	-60	-	-	✓	✓	✓
B4055 Henbury Hill	NB	228	226	-2	-2	-	-	✓	✓	✓
B4055 Henbury Hill	SB	392	409	17	17	-	-	✓	✓	✓
A4018 Brentry Hill, S/O Eastover Close Brentry	NB	864	831	-33	-	3.8%	-	✓	✓	✓
A4018 Brentry Hill, S/O Eastover Close Brentry	SB	987	917	-70	-	7.1%	-	✓	✓	✓
Greystoke Avenue	NB	664	511	-153	-153	-	-	✗	✗	✓
Greystoke Avenue	SB	332	391	58	58	-	-	✓	✓	✓
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	NB	761	704	-57	-	7.5%	-	✓	✓	✓
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	SB	598	594	-4	-4	-	-	✓	✓	✓
A38 Gloucester Road	NB	708	674	-35	-	4.9%	-	✓	✓	✓
A38 Gloucester Road	SB	672	772	100	100	-	-	✗	✓	✓
Wellington Hill	NB	556	587	31	31	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Wellington Hill	SB	470	482	12	12	-	-	✓	✓	✓
Muller Road	NB	892	970	78	-	8.8%	-	✓	✓	✓
Muller Road	SB	564	670	105	105	-	-	✗	✓	✓
Shaldon Road	NB	253	282	29	29	-	-	✓	✓	✓
Shaldon Road	SB	425	370	-55	-55	-	-	✓	✓	✓
Coldharbour Lane	NB	972	1236	263	-	27.1%	-	✗	✗	✗
Coldharbour Lane	SB	221	208	-13	-13	-	-	✓	✓	✓
A4174 Avon Ring Road (W M32 J1)	EB	1040	1000	-40	-	3.9%	-	✓	✓	✓
A4174 Avon Ring Road (W M32 J1)	WB	2116	1840	-277	-	13.1%	-	✓	✗	✓
Hambrook Lane	EB	141	53	-87	-87	-	-	✓	✗	✗
Hambrook Lane	WB	671	887	216	216	-	-	✗	✗	✗
Eb, M4, Junction 20 – 19	NB	5823	5795	-29	-	-	-29	✓	✓	✓
Wb, M4, Junction 19 - 20	SB	5922	5886	-36	-	-	-36	✓	✓	✓
Summary	NB/EB	14661	14648	-14	-	-	-14	✓	✓	✓
	SB/WB	15106	15178	72	-	-	72	✓	✓	✓
Bristol North East Screenline										
B4058 Frenchay Park Road, South Of Stoke Lane	NB	977	1043	66	-	6.8%	-	✓	✓	✓
B4058 Frenchay Park Road, South Of Stoke Lane	SB	652	648	-4	-4	-	-	✓	✓	✓
Blackberry Hill	EB	449	489	40	40	-	-	✓	✓	✓
Blackberry Hill	WB	668	703	34	34	-	-	✓	✓	✓
A432 Fishponds Road	NB	779	812	32	-	4.2%	-	✓	✓	✓
A432 Fishponds Road	SB	503	531	28	28	-	-	✓	✓	✓
Ridgeway Road	EB	165	158	-6	-6	-	-	✓	✓	✓
Ridgeway Road	WB	283	292	9	9	-	-	✓	✓	✓
B4465 - Berkeley Road/Whitefield Road	NB	433	465	33	33	-	-	✓	✓	✓
B4465 - Berkeley Road/Whitefield Road	SB	522	595	74	74	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	GEH <5	GEH <7
					<700	700-2400	>2400				
Charlton Road East Of Elton Road	NB	612	583	-29	-29	-	-	✓	✓	✓	
Charlton Road East Of Elton Road	SB	410	402	-8	-8	-	-	✓	✓	✓	
B4048 Lodge Road	NB	329	326	-3	-3	-	-	✓	✓	✓	
B4048 Lodge Road	SB	437	458	22	22	-	-	✓	✓	✓	
Soundwell Road	NB	511	385	-126	-126	-	-	✗	✗	✓	
Soundwell Road	SB	505	521	16	16	-	-	✓	✓	✓	
A4175 Station Road	NB	672	846	175	175	-	-	✗	✗	✓	
A4175 Station Road	SB	446	456	10	10	-	-	✓	✓	✓	
Summary	NB/EB	4926	5107	182	-	-	182	✓	✓	✓	
	SB/WB	4425	4607	182	-	-	182	✓	✓	✓	
Bristol East Screenline											
B4058 Bristol Road (W) To Bristol Road (E)	NB	401	426	25	25	-	-	✓	✓	✓	
B4058 Bristol Road (E) To Bristol Road (W)	SB	1161	1171	10	-	0.8%	-	✓	✓	✓	
A4174 Avon Ring Road	EB	1438	1441	3	-	0.2%	-	✓	✓	✓	
A4174 Avon Ring Road	WB	2022	2058	36	-	1.8%	-	✓	✓	✓	
Fishponds Rd To Downend Rd	EB	364	383	19	19	-	-	✓	✓	✓	
Downend Rd To Staple Hill Rd	WB	685	700	15	15	-	-	✓	✓	✓	
B4465 Staplehill Road	EB	333	356	23	23	-	-	✓	✓	✓	
B4465 Staplehill Road	WB	566	590	24	24	-	-	✓	✓	✓	
Briar Way Wo Thickett Ave	EB	94	166	72	72	-	-	✓	✗	✓	
Briar Way Wo Thickett Ave	WB	302	287	-15	-15	-	-	✓	✓	✓	
B4048 Lodge Causeway	EB	643	634	-9	-9	-	-	✓	✓	✓	
B4048 Lodge Causeway	WB	423	444	21	21	-	-	✓	✓	✓	
Speedwell Road	EB	572	585	13	13	-	-	✓	✓	✓	
Speedwell Road	WB	711	725	14	-	2.0%	-	✓	✓	✓	
A420 Two Mile Hill	EB	326	334	8	8	-	-	✓	✓	✓	

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A420 Two Mile Hill	WB	605	490	-115	-115	-	-	x	✓	✓
A431 Air Balloon Road	NB	903	861	-41	-	4.6%	-	✓	✓	✓
A431 Air Balloon Road	SB	451	471	20	20	-	-	✓	✓	✓
Crews Hole Road	EB	136	135	-1	-1	-	-	✓	✓	✓
Crews Hole Road	WB	657	636	-21	-21	-	-	✓	✓	✓
A4 Bath Road	EB	1206	1226	20	-	1.7%	-	✓	✓	✓
A4 Bath Road	WB	1839	1755	-83	-	4.5%	-	✓	✓	✓
Summary	NB/EB	6414	6546	132	-	-	132	✓	✓	✓
	SB/WB	9421	9327	-94	-	-	-94	✓	✓	✓
Bristol South Screenline										
Rownham Hill Telemetry	NB	465	436	-29	-29	-	-	✓	✓	✓
Rownham Hill Telemetry	SB	671	560	-111	-111	-	-	x	✓	✓
B3128 Ashton Road	EB	810	915	105	-	13.0%	-	✓	✓	✓
B3128 Ashton Road	WB	342	378	36	36	-	-	✓	✓	✓
A370 Long Ashton By-Pass	NB	1103	1173	70	-	6.3%	-	✓	✓	✓
A370 Long Ashton By-Pass	SB	573	619	47	47	-	-	✓	✓	✓
Bridgwater Road, West Of Bishopsworth Road	NB	486	426	-60	-60	-	-	✓	✓	✓
Bridgwater Road, West Of Bishopsworth Road	SB	520	352	-168	-168	-	-	x	x	x
Bishopsworth Road, S/O Wrington Cres Bishopsworth	NB	458	559	101	101	-	-	x	✓	✓
Bishopsworth Road, S/O Wrington Cres Bishopsworth	SB	470	444	-26	-26	-	-	✓	✓	✓
Hengrove Way	EB	910	924	14	-	1.6%	-	✓	✓	✓
Hengrove Way	WB	901	906	5	-	0.6%	-	✓	✓	✓
Hawkfield Road	NB	408	421	13	13	-	-	✓	✓	✓
Hawkfield Road	SB	413	446	34	34	-	-	✓	✓	✓
Whitechurch Lane	EB	379	328	-51	-51	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Whitchurch Lane	WB	697	813	116	116	-	-	x	✓	✓
L Bamfield Rd To Hengrove Rd	NB	670	684	14	14	-	-	✓	✓	✓
S Creswick Rd To Bamfield Rd	SB	302	320	18	18	-	-	✓	✓	✓
Cadogan Road	NB	463	644	181	181	-	-	x	x	x
Cadogan Road	SB	425	436	11	11	-	-	✓	✓	✓
From West Town Lane To Wells Rd (North)	NB	828	811	-17	-	2.1%	-	✓	✓	✓
From Wells Rd (North) To West Town Lane	SB	622	626	4	4	-	-	✓	✓	✓
A4174 Callington Road, W/O Adams Hay Brislington	EB	531	537	6	6	-	-	✓	✓	✓
A4174 Callington Road, W/O Adams Hay Brislington	WB	672	601	-71	-71	-	-	✓	✓	✓
B3122 Redcatch Road	EB	977	972	-4	-	0.5%	-	✓	✓	✓
A4 Bristol Hill	WB	585	642	57	57	-	-	✓	✓	✓
Allison Road	EB	194	220	26	26	-	-	✓	✓	✓
Allison Road	WB	428	450	22	22	-	-	✓	✓	✓
Birchwood Road	NB	634	616	-19	-19	-	-	✓	✓	✓
Birchwood Road	SB	424	417	-7	-7	-	-	✓	✓	✓
Summary	NB/EB	9316	9665	350	-	-	350	✓	✓	✓
	SB/WB	8045	8010	-35	-	-	-35	✓	✓	✓

Table E.15 – Inter-Peak Calibration Results (All vehicles, pcus/h)

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	GEH <5	GEH <7
					<700	700-2400	>2400				
Outer Cordon											
A4 Portway	OUT	1122	880	-242	-	21.6%	-	x	x	x	
A4 Portway	IN	1098	861	-237	-	21.6%	-	x	x	x	
B4054 Avonmouth Road	OUT	377	319	-58	-58	-	-	✓	✓	✓	
B4054 Avonmouth Road	IN	412	388	-24	-24	-	-	✓	✓	✓	
M5 J18 - Portway Link	OUT*	711	546	-165	-	23.2%	-	x	x	✓	
M5 J18 - Portway Link	IN*	1079	872	-207	-	19.2%	-	x	x	✓	
M5 J18 - St Brendan'S	OUT	958	947	-11	-	1.1%	-	✓	✓	✓	
M5 J18 - St Brendan'S	IN	1022	1013	-9	-	0.9%	-	✓	✓	✓	
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	OUT	141	143	2	2	-	-	✓	✓	✓	
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	IN	116	117	1	1	-	-	✓	✓	✓	
Nb, M49, M5 Junction 18A - M4 Junction 22	OUT	898	905	7	-	0.8%	-	✓	✓	✓	
Sb, M49, M4 Junction 22 - M5 Junction 18A	IN	754	748	-6	-	0.8%	-	✓	✓	✓	
Hallen Rd S/O Windmill Lane	OUT	167	128	-39	-39	-	-	✓	✓	✓	
Hallen Rd S/O Windmill Lane	IN	199	161	-38	-38	-	-	✓	✓	✓	
Blackhorse Hill	OUT	272	293	21	21	-	-	✓	✓	✓	
Blackhorse Hill	IN	225	234	9	9	-	-	✓	✓	✓	
Tockington Lane	OUT	37	34	-3	-3	-	-	✓	✓	✓	
Tockington Lane	IN	44	34	-10	-10	-	-	✓	✓	✓	
A38 Gloucester Road (N M5 J16)	OUT	932	937	5	-	0.5%	-	✓	✓	✓	
A38 Gloucester Road (N M5 J16)	IN	888	898	10	-	1.1%	-	✓	✓	✓	
M4 J20 To J21	OUT	2452	2471	19	-	-	19	✓	✓	✓	
M4 J20 To J21	IN	2745	2742	-3	-	-	-3	✓	✓	✓	

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
M5 J14 To J16	OUT	3501	3500	-1	-	-	-1	✓	✓	✓
M5 J14 To J15	IN	3067	3054	-13	-	-	-13	✓	✓	✓
Trench Lane	OUT	130	143	13	13	-	-	✓	✓	✓
Trench Lane	IN	97	105	8	8	-	-	✓	✓	✓
B4427 Old Gloucester Road(South) To Trench Lane	OUT	69	69	0	0	-	-	✓	✓	✓
Trench Lane To B4427 Old Gloucester Road (South)	IN	80	75	-5	-5	-	-	✓	✓	✓
B4427 Old Gloucester Road (S) To: B4057 Beacon Lane	OUT*	0	625							
B4057 Beacon Lane To: B4427 Old Gloucester Road	IN*	0	723							
B4058 Bristol Road (W) To Bristol Road (E)	OUT*	0	551							
B4058 Bristol Road (E) To Bristol Road (W)	IN*	0	388							
Badminton Road	OUT	685	720	35	35	-	-	✓	✓	✓
Badminton Road	IN	693	724	31	31	-	-	✓	✓	✓
Eb, M4, Junction 19 - 18	OUT	3474	3477	4	-	-	4	✓	✓	✓
Wb, M4, Junction 18 - 19	IN	3605	3583	-21	-	-	-21	✓	✓	✓
Westerleigh Road	OUT	497	499	2	2	-	-	✓	✓	✓
Westerleigh Road	IN	440	438	-2	-2	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	OUT	320	333	13	13	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	IN	270	336	66	66	-	-	✓	✓	✓
A420 London Road	OUT	446	455	9	9	-	-	✓	✓	✓
A420 London Road	IN	568	525	-43	-43	-	-	✓	✓	✓
A431 Bath Road	OUT	298	303	5	5	-	-	✓	✓	✓
A431 Bath Road	IN	391	394	3	3	-	-	✓	✓	✓
A4 Keynsham Bypass	OUT	883	886	3	-	0.4%	-	✓	✓	✓
A4 Keynsham Bypass	IN	903	899	-4	-	0.5%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	GEH <5	GEH <7
					<700	700-2400	>2400				
B3116 High St - Keynsham	OUT	426	448	22	22	-	-	✓	✓	✓	
B3116 High St - Keynsham	IN	499	508	9	9	-	-	✓	✓	✓	
A38 Bridgwater Road, S/O King'S Head La. Highridge	OUT	719	734	15	-	2.0%	-	✓	✓	✓	
A38 Bridgwater Road, S/O King'S Head La. Highridge	IN	678	646	-32	-32	-	-	✓	✓	✓	
M5 J19 - 20	OUT	3745	3767	22	-	-	22	✓	✓	✓	
Nb, M5, Junction 20 - 19	IN	3655	3675	20	-	-	20	✓	✓	✓	
Summary	IN	24311	24020	-292	-	-	-292	✓	✓	✓	
	OUT	24594	24450	-143	-	-	-143	✓	✓	✓	
Outer Central Cordon											
A4 Portway, W/O Bridge Valley Rd	OUT	706	718	12	-	1.7%	-	✓	✓	✓	
A4 Portway, W/O Bridge Valley Rd	IN	641	681	40	40	-	-	✓	✓	✓	
A4176 Bridge Valley Rd (West) Turning Left	OUT	497	498	1	1	-	-	✓	✓	✓	
Fountain Hill (North) Turning Right	IN	523	555	32	32	-	-	✓	✓	✓	
Clifton Down	OUT	266	288	22	22	-	-	✓	✓	✓	
Clifton Down	IN	314	302	-12	-12	-	-	✓	✓	✓	
Pembroke Road, North Of All Saints Road	OUT	275	295	20	20	-	-	✓	✓	✓	
Pembroke Road, North Of All Saints Road	IN	249	283	34	34	-	-	✓	✓	✓	
A4018 Whiteladies Road, North Of Cotham Hill	OUT	613	687	74	74	-	-	✓	✓	✓	
A4018 Whiteladies Road, North Of Cotham Hill	IN	719	729	10	-	1.4%	-	✓	✓	✓	
Hampton Road	OUT	303	300	-3	-3	-	-	✓	✓	✓	
Hampton Road	IN	250	241	-9	-9	-	-	✓	✓	✓	
Redland Grove, North Of Meridian Road	OUT	179	189	10	10	-	-	✓	✓	✓	
Redland Grove, North Of Meridian Road	IN	172	182	10	10	-	-	✓	✓	✓	

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Redland Road South Of Zetland Road	OUT	134	127	-7	-7	-	-	✓	✓	✓
Redland Road South Of Zetland Road	IN	149	163	14	14	-	-	✓	✓	✓
Cotham Brow North Of Arley Hill	OUT	240	15	-225	-225	-	-	✗	✗	✗
Cotham Brow North Of Arley Hill	IN	347	360	13	13	-	-	✓	✓	✓
A38 Cheltenham Road North Of Arley Hill	OUT	559	600	41	41	-	-	✓	✓	✓
A38 Cheltenham Road North Of Arley Hill	IN	556	606	50	50	-	-	✓	✓	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	OUT	79	99	19	19	-	-	✓	✓	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	IN	55	63	7	7	-	-	✓	✓	✓
Ashley Hill	OUT	545	529	-16	-16	-	-	✓	✓	✓
Ashley Hill	IN	549	539	-10	-10	-	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	OUT	424	438	14	14	-	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	IN	412	439	27	27	-	-	✓	✓	✓
M32, Between Junctions 3 & 2	OUT	2731	2723	-8	-	-	-8	✓	✓	✓
M32, Between Junctions 3 & 2	IN	2246	2266	20	-	0.9%	-	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	OUT	492	532	40	40	-	-	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	IN	568	616	48	48	-	-	✓	✓	✓
B4465 Whitehall Road	OUT	190	214	24	24	-	-	✓	✓	✓
B4465 Whitehall Road	IN	357	316	-41	-41	-	-	✓	✓	✓
A420 Church Road	OUT	832	512	-320	-	38.5%	-	✗	✗	✗
A420 Church Road	IN	791	731	-60	-	7.6%	-	✓	✓	✓
St Philips Causeway, North Of Albert Road	OUT	1074	1051	-23	-	2.1%	-	✓	✓	✓
St Philips Causeway, North Of Albert Road	IN	913	965	52	-	5.7%	-	✓	✓	✓
Feeder Road West Of Atlas Street	OUT	550	560	10	10	-	-	✓	✓	✓
Feeder Road West Of Atlas Street	IN	424	446	22	22	-	-	✓	✓	✓
Albert Road, West Of St Philips Causeway	OUT	426	425	-1	-1	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Albert Road, West Of St Philips Causeway	IN	534	523	-11	-11	-	-	✓	✓	✓
Totterdown Bridge To Bath Rd (East)	OUT	580	637	57	57	-	-	✓	✓	✓
Bath Rd (South) To Bath Rd (North)	IN	659	675	16	16	-	-	✓	✓	✓
From Wells Rd To Wells Rd (S/B)	OUT	592	641	49	49	-	-	✓	✓	✓
From Wells Rd To St John'S Rd	IN	627	609	-18	-18	-	-	✓	✓	✓
B3122 Redcatch Road	OUT	326	362	36	36	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	IN	228	347	119	119	-	-	x	x	✓
Wedmore Vale North Of Weymouth Road	OUT	235	198	-37	-37	-	-	✓	✓	✓
Wedmore Vale North Of Weymouth Road	IN	243	148	-95	-95	-	-	✓	x	x
Junction Of Marksbury Road, Littleton Road & Lynton Road	OUT	89	117	28	28	-	-	✓	✓	✓
Junction Of Marksbury Road, Littleton Road & Lynton Road	IN	80	89	8	8	-	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	OUT	732	696	-36	-	5.0%	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	IN	575	606	31	31	-	-	✓	✓	✓
A38 West Street, South Of Argus Road	OUT	374	442	68	68	-	-	✓	✓	✓
A38 West Street, South Of Argus Road	IN	416	475	59	59	-	-	✓	✓	✓
B3120 North Street	OUT	287	324	37	37	-	-	✓	✓	✓
B3120 North Street	IN	304	319	15	15	-	-	✓	✓	✓
Stackpool Road	OUT	49	47	-2	-2	-	-	✓	✓	✓
Stackpool Road	IN	68	63	-5	-5	-	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	OUT	1974	2010	36	-	1.8%	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	IN	1814	1887	73	-	4.0%	-	✓	✓	✓
Summary	IN	16274	16668	394	-	-	394	✓	✓	✓
	OUT	16898	16816	-82	-	-	-82	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
City Cordon										
The Haymarket, South Of St James' Barton	OUT	917	1010	93	-	10.2%	-	✓	✓	✓
The Haymarket, South Of St James' Barton	IN	834	1115	281	-	33.6%	-	✗	✗	✗
Temple Way To Old Market Street (West)	OUT	834	848	14	-	1.7%	-	✓	✓	✓
Temple Way To Old Market Street (West)	IN	1198	1244	46	-	3.9%	-	✓	✓	✓
Counter Slip	IN	487	494	7	7	-	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	OUT	344	372	28	28	-	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	IN	343	423	80	80	-	-	✓	✓	✓
Redcliffe St To Redcliffe Way Redcliffe	OUT	607	615	8	8	-	-	✓	✓	✓
A4044 Redcliffe Way, E/O Welsh Back	IN	460	494	34	34	-	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	OUT	192	235	43	43	-	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	IN	176	190	14	14	-	-	✓	✓	✓
Canons Way To Anchor Road (West)	OUT*	0	0	0	0	-	-			
Anchor Road (West) To Canons Way	IN*	0	0	0	0	-	-			
Anchor Road (East) To Anchor Road (West)	OUT*	0	0	0	0	-	-			
Anchor Road (West) To Anchor Road (East)	IN*	0	0	0	0	-	-			
St Georges Road, West Of York Place	OUT	294	314	20	20	-	-	✓	✓	✓
St Georges Road, West Of York Place	IN	279	298	19	19	-	-	✓	✓	✓
A4018 Park Road	OUT	361	368	7	7	-	-	✓	✓	✓
A4018 Park Road	IN	342	411	69	69	-	-	✓	✓	✓
Park Row, West Of Woodland Road	OUT	601	683	82	82	-	-	✓	✓	✓
Park Row, West Of Woodland Road	IN	419	432	13	13	-	-	✓	✓	✓
St Micheals Hill	OUT	316	351	35	35	-	-	✓	✓	✓
St Micheals Hill	IN	458	463	5	5	-	-	✓	✓	✓
Upper Maudlin Street South Of Lower Maudlin Street	OUT	831	791	-40	-	4.8%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	GEH <5	GEH <7
					<700	700-2400	>2400				
Summary	IN	6334	7034	700	-	-	700	x	x	x	
	OUT	5978	6390	412	-	-	412	x	x	✓	
Bristol North West Outer Screenline											
Nb, M5, Junction 18A - 17(E356191, N180385) View Site Location On Map	NB	4378	4096	-282	-	-	-282	✓	✓	✓	
Sb, M5, Junction 17 - 18A(E356526, N180579) View Site Location On Map	SB	3665	3827	163	-	-	163	✓	✓	✓	
B4055 Station Road	NB	242	238	-4	-4	-	-	✓	✓	✓	
B4055 Station Road	SB	97	97	0	0	-	-	✓	✓	✓	
A4018 Wych Beck	NB	1067	1092	25	-	2.4%	-	✓	✓	✓	
A4018 Wych Beck	SB	1174	1189	15	-	1.3%	-	✓	✓	✓	
Filton Avenue Right	NB	1578	1613	35	-	2.2%	-	✓	✓	✓	
A38 Gloucester Road North (N) Left	SB	1479	1514	35	-	2.4%	-	✓	✓	✓	
New Road	NB	75	152	77	77	-	-	✓	x	x	
New Road	SB	231	342	111	111	-	-	x	x	✓	
Great Stoke Way	NB	695	671	-24	-24	-	-	✓	✓	✓	
Great Stoke Way	SB	799	478	-321	-	40.1%	-	x	x	x	
M32 J1 To M4	NB	2579	2544	-34	-	-	-34	✓	✓	✓	
M4 To M32 J1	SB	2631	2553	-77	-	-	-77	✓	✓	✓	
B4058 Bristol Road (W) To Old Gloucester Road	NB*	0	901								
Old Gloucester Road To Bristol Road (W)	SB*	0	599								
Summary	NB	10613	10406	-207	-	-	-207	✓	✓	✓	
	SB	10075	10001	-74	-	-	-74	✓	✓	✓	
River Avon Screenline											

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Nb, M5, Junction 19 - 18(E351325, N175996) View Site Location On Map	NB	4539	4551	11	-	-	11	✓	✓	✓
M5 J18 To J19 (Site 5315)	SB	3858	3865	6	-	-	6	✓	✓	✓
B3129 Suspension Bridge	EB	308	308	0	0	-	-	✓	✓	✓
B3129 Suspension Bridge	WB	304	304	0	0	-	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	NB	1814	1887	73	-	4.0%	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	SB	1974	2010	36	-	1.8%	-	✓	✓	✓
A38 Bedminster Bridge	NB	1771	1875	104	-	5.9%	-	✓	✓	✓
A38 Bedminster Bridge	SB	1192	1295	103	-	8.7%	-	✓	✓	✓
Bath Bridge	NB	1656	1791	135	-	8.1%	-	✓	✓	✓
Bath Bridge	SB	2196	2257	61	-	2.8%	-	✓	✓	✓
Totterdown Bridge	NB	365	405	40	40	-	-	✓	✓	✓
Totterdown Bridge	SB	486	459	-27	-27	-	-	✓	✓	✓
St Phillips Causeway South Of Albert Road	NB	1067	1078	11	-	1.0%	-	✓	✓	✓
St Phillips Causeway South Of Albert Road	SB	959	1006	47	-	4.9%	-	✓	✓	✓
New Brisington Bridge	WB	589	610	21	21	-	-	✓	✓	✓
New Brisington Bridge	EB	659	673	14	14	-	-	✓	✓	✓
A4174 N/O A4 Bath Road	NB	1404	1412	8	-	0.5%	-	✓	✓	✓
A4174 N/O A4 Bath Road	SB	1386	1390	4	-	0.3%	-	✓	✓	✓
A4175 Keynsham Road	NB	453	466	13	13	-	-	✓	✓	✓
A4175 Keynsham Road	SB	485	489	4	4	-	-	✓	✓	✓
Summary	NB/EB	14037	14447	410	-	-	410	✓	✓	✓
	SB/WB	13430	13686	256	-	-	256	✓	✓	✓
Bristol North West Inner Screenline										
A4 Portway, North Of Sylvan Way Sea Mills	EB	768	797	29	-	3.7%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A4 Portway, North Of Sylvan Way Sea Mills	WB	769	784	15	-	2.0%	-	✓	✓	✓
B4054 Shirehampton Road West Of Sylvan Way	NB	370	386	16	16	-	-	✓	✓	✓
B4054 Shirehampton Road West Of Sylvan Way	SB	377	400	23	23	-	-	✓	✓	✓
B4055 Henbury Hill	NB	192	193	1	1	-	-	✓	✓	✓
B4055 Henbury Hill	SB	226	232	6	6	-	-	✓	✓	✓
A4018 Brentry Hill, S/O Eastover Close Brentry	NB	805	787	-18	-	2.2%	-	✓	✓	✓
A4018 Brentry Hill, S/O Eastover Close Brentry	SB	882	850	-32	-	3.6%	-	✓	✓	✓
Greystoke Avenue	NB	355	266	-89	-89	-	-	✓	x	✓
Greystoke Avenue	SB	351	357	6	6	-	-	✓	✓	✓
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	NB	607	584	-23	-23	-	-	✓	✓	✓
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	SB	603	601	-2	-2	-	-	✓	✓	✓
A38 Gloucester Road	NB	639	683	44	44	-	-	✓	✓	✓
A38 Gloucester Road	SB	558	597	39	39	-	-	✓	✓	✓
Wellington Hill	NB	404	403	-1	-1	-	-	✓	✓	✓
Wellington Hill	SB	445	451	6	6	-	-	✓	✓	✓
Muller Road	NB	712	651	-61	-	8.5%	-	✓	✓	✓
Muller Road	SB	651	630	-21	-21	-	-	✓	✓	✓
Shaldon Road	NB	209	219	10	10	-	-	✓	✓	✓
Shaldon Road	SB	215	223	8	8	-	-	✓	✓	✓
Coldharbour Lane	NB	341	344	4	4	-	-	✓	✓	✓
Coldharbour Lane	SB	385	414	29	29	-	-	✓	✓	✓
A4174 Avon Ring Road (W M32 J1)	0	0	1022							
A4174 Avon Ring Road (W M32 J1)	0	0	842							
Hambrook Lane	EB	91	90	-1	-1	-	-	✓	✓	✓
Hambrook Lane	WB	91	92	1	1	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Eb, M4, Junction 20 - 19	NB	4864	4864	0	-	-	0	✓	✓	✓
Wb, M4, Junction 19 - 20	SB	4675	4767	92	-	-	92	✓	✓	✓
Summary	NB/EB	10356	10267	-89	-	-	-89	✓	✓	✓
	SB/WB	10228	10396	168	-	-	168	✓	✓	✓
Bristol North East Screenline										
B4058 Frenchay Park Road, South Of Stoke Lane	NB	508	545	37	37	-	-	✓	✓	✓
B4058 Frenchay Park Road, South Of Stoke Lane	SB	508	501	-7	-7	-	-	✓	✓	✓
Blackberry Hill	EB	498	455	-43	-43	-	-	✓	✓	✓
Blackberry Hill	WB	487	514	27	27	-	-	✓	✓	✓
A432 Fishponds Road	NB	686	740	54	54	-	-	✓	✓	✓
A432 Fishponds Road	SB	551	627	76	76	-	-	✓	✓	✓
Ridgeway Road	EB	108	117	9	9	-	-	✓	✓	✓
Ridgeway Road	WB	105	110	5	5	-	-	✓	✓	✓
B4465 - Berkeley Road/Whitefield Road	NB	393	422	29	29	-	-	✓	✓	✓
B4465 - Berkeley Road/Whitefield Road	SB	330	355	25	25	-	-	✓	✓	✓
Charlton Road East Of Elton Road	NB	361	351	-10	-10	-	-	✓	✓	✓
Charlton Road East Of Elton Road	SB	344	329	-15	-15	-	-	✓	✓	✓
B4048 Lodge Road	NB	317	275	-42	-42	-	-	✓	✓	✓
B4048 Lodge Road	SB	264	299	35	35	-	-	✓	✓	✓
Soundwell Road	NB	426	343	-83	-83	-	-	✓	✓	✓
Soundwell Road	SB	468	433	-35	-35	-	-	✓	✓	✓
A4175 Station Road	NB	400	511	111	111	-	-	✗	✗	✓
A4175 Station Road	SB	337	338	1	1	-	-	✓	✓	✓
Summary	NB/EB	3697	3760	63	-	-	63	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
	SB/WB	3394	3505	111	-	-	111	✓	✓	✓
Bristol East Screenline										
B4058 Bristol Road (W) To Bristol Road (E)	NB*	0	551							
B4058 Bristol Road (E) To Bristol Road (W)	SB*	0	388							
A4174 Avon Ring Road	EB	1792	1810	18	-	1.0%	-	✓	✓	✓
A4174 Avon Ring Road	WB	1677	1710	33	-	1.9%	-	✓	✓	✓
Fishponds Rd To Downend Rd	EB	425	443	18	18	-	-	✓	✓	✓
Downend Rd To Staple Hill Rd	WB	455	470	15	15	-	-	✓	✓	✓
B4465 Staplehill Road	EB	391	390	-1	-1	-	-	✓	✓	✓
B4465 Staplehill Road	WB	364	381	17	17	-	-	✓	✓	✓
Briar Way Wo Thickett Ave	EB	127	158	31	31	-	-	✓	✓	✓
Briar Way Wo Thickett Ave	WB	122	131	9	9	-	-	✓	✓	✓
B4048 Lodge Causeway	EB	413	444	31	31	-	-	✓	✓	✓
B4048 Lodge Causeway	WB	380	398	18	18	-	-	✓	✓	✓
Speedwell Road	EB	457	462	5	5	-	-	✓	✓	✓
Speedwell Road	WB	505	497	-8	-8	-	-	✓	✓	✓
A420 Two Mile Hill	EB	443	460	17	17	-	-	✓	✓	✓
A420 Two Mile Hill	WB	455	477	22	22	-	-	✓	✓	✓
A431 Air Balloon Road	NB	516	530	14	14	-	-	✓	✓	✓
A431 Air Balloon Road	SB	462	505	43	43	-	-	✓	✓	✓
Crews Hole Road	EB	255	244	-11	-11	-	-	✓	✓	✓
Crews Hole Road	WB	196	192	-4	-4	-	-	✓	✓	✓
A4 Bath Road	EB*	0	1239							
A4 Bath Road	WB*	0	1298							

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB		
					<700	700-2400	>2400		GEH <5	GEH <7	
Summary		NB/EB	4819	4942	123	-	-	123	✓	✓	✓
		SB/WB	4616	4760	144	-	-	144	✓	✓	✓
Bristol South Screenline											
Rownham Hill Telemetry	NB	388	375	-13	-13	-	-	✓	✓	✓	
Rownham Hill Telemetry	SB	437	404	-33	-33	-	-	✓	✓	✓	
B3128 Ashton Road	EB	418	390	-28	-28	-	-	✓	✓	✓	
B3128 Ashton Road	WB	454	443	-11	-11	-	-	✓	✓	✓	
A370 Long Ashton By-Pass	NB	733	747	14	-	1.9%	-	✓	✓	✓	
A370 Long Ashton By-Pass	SB	955	961	6	-	0.6%	-	✓	✓	✓	
Bridgwater Road, West Of Bishopsworth Road	NB	460	449	-11	-11	-	-	✓	✓	✓	
Bridgwater Road, West Of Bishopsworth Road	SB	504	422	-82	-82	-	-	✓	✓	✓	
Bishopsworth Road, S/O Wrington Cres	NB	496	467	-29	-29	-	-	✓	✓	✓	
Bishopsworth Road, S/O Wrington Cres	SB	504	499	-5	-5	-	-	✓	✓	✓	
Hengrove Way	EB	566	552	-14	-14	-	-	✓	✓	✓	
Hengrove Way	WB	630	638	8	8	-	-	✓	✓	✓	
Hawkfield Road	NB	335	375	40	40	-	-	✓	✓	✓	
Hawkfield Road	SB	363	404	41	41	-	-	✓	✓	✓	
Whitechurch Lane	EB	443	426	-17	-17	-	-	✓	✓	✓	
Whitchurch Lane	WB	408	417	9	9	-	-	✓	✓	✓	
Cadogan Road	NB	224	396	172	172	-	-	✗	✗	✗	
Cadogan Road	SB	303	287	-16	-16	-	-	✓	✓	✓	
From West Town Lane To Wells Rd (North)	NB	680	677	-3	-3	-	-	✓	✓	✓	
From Wells Rd (North) To West Town Lane	SB	773	670	-103	-	13.3%	-	✓	✓	✓	
A4174 Callington Road, W/O Adams Hay	EB	687	529	-158	-158	-	-	✗	✗	✓	

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Brislington										
A4174 Callington Road, W/O Adams Hay Brislington	WB	675	568	-107	-107	-	-	*	✓	✓
B3122 Redcatch Road	EB	1057	1011	-46	-	4.4%	-	✓	✓	✓
A4 Bristol Hill	WB	1070	1057	-13	-	1.2%	-	✓	✓	✓
Allison Road	EB	169	183	14	14	-	-	✓	✓	✓
Allison Road	WB	167	210	43	43	-	-	✓	✓	✓
Birchwood Road	NB	350	352	2	2	-	-	✓	✓	✓
Birchwood Road	SB	289	287	-2	-2	-	-	✓	✓	✓
Summary	NB/EB	7006	6928	-78	-	-	-78	✓	✓	✓
	SB/WB	7531	7267	-264	-	-	-264	✓	✓	✓

Table E.16 – PM Peak Calibration Results (All vehicles, pcus/h)

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	GEH <5	GEH <7
					<700	700-2400	>2400				
Outer Cordon											
A4 Portway	OUT	1011	989	-22	-	2.2%	-	✓	✓	✓	
A4 Portway	IN	946	799	-147	-	15.5%	-	✗	✓	✓	
B4054 Avonmouth Road	OUT	422	332	-90	-90	-	-	✓	✓	✓	
B4054 Avonmouth Road	IN	613	650	37	37	-	-	✓	✓	✓	
M5 J18 - Portway Link	OUT	883	833	-50	-	5.6%	-	✓	✓	✓	
M5 J18 - Portway Link	IN	1159	1025	-134	-	11.6%	-	✓	✓	✓	
M5 J18 - St Brendan'S	OUT	576	455	-122	-122	-	-	✗	✗	✓	
M5 J18 - St Brendan'S	IN	1074	1293	219	-	20.4%	-	✗	✗	✓	
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	OUT	153	123	-30	-30	-	-	✓	✓	✓	
Kings Weston L N/O Campbells Fm Dr Lawrence Weston	IN	209	188	-21	-21	-	-	✓	✓	✓	
Nb, M49, M5 Junction 18A - M4 Junction 22	OUT	1169	1113	-56	-	4.8%	-	✓	✓	✓	
Sb, M49, M4 Junction 22 - M5 Junction 18A	IN	785	840	55	-	7.0%	-	✓	✓	✓	
Hallen Rd S/O Windmill Lane	OUT	249	229	-20	-20	-	-	✓	✓	✓	
Hallen Rd S/O Windmill Lane	IN	296	284	-12	-12	-	-	✓	✓	✓	
Blackhorse Hill	OUT	318	316	-2	-2	-	-	✓	✓	✓	
Blackhorse Hill	IN	223	201	-22	-22	-	-	✓	✓	✓	
Tockington Lane	OUT	77	79	2	2	-	-	✓	✓	✓	
Tockington Lane	IN	69	67	-2	-2	-	-	✓	✓	✓	
A38 Gloucester Road (N M5 J16)	OUT	1265	1299	34	-	2.7%	-	✓	✓	✓	
A38 Gloucester Road (N M5 J16)	IN	777	752	-25	-	3.2%	-	✓	✓	✓	
M4 J20 To J21	OUT	2680	2648	-32	-	-	-32	✓	✓	✓	
M4 J20 To J21	IN	2126	2012	-114	-	5.4%	-	✓	✓	✓	
M5 J14 To J16	OUT	3355	3374	19	-	-	19	✓	✓	✓	

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
M5 J14 To J15	IN	3324	3467	143	-	-	143	✓	✓	✓
Trench Lane	OUT	425	445	20	20	-	-	✓	✓	✓
Trench Lane	IN	120	113	-7	-7	-	-	✓	✓	✓
B4427 Old Gloucester Road(South) To Trench Lane	OUT*	0	602							
Trench Lane To B4427 Old Gloucester Road (South)	IN*	0	133							
B4427 Old Gloucester Road (S) To: B4057 Beacon Lane	OUT	806	804	-2	-	0.3%	-	✓	✓	✓
B4057 Beacon Lane To: B4427 Old Gloucester Road	IN	990	1007	17	-	1.7%	-	✓	✓	✓
B4058 Bristol Road (W) To Bristol Road (E)	OUT	710	685	-25	-	3.5%	-	✓	✓	✓
B4058 Bristol Road (E) To Bristol Road (W)	IN	495	475	-20	-20	-	-	✓	✓	✓
Badminton Road	OUT*	729	0							
Badminton Road	IN	736	822	86	-	11.7%	-	✓	✓	✓
Eb, M4, Junction 19 - 18(E366491, N178721) View Site Location On Map	OUT	4245	4311	66	-	-	66	✓	✓	✓
Wb, M4, Junction 18 - 19(E369814, N177750)	IN	4005	4017	12	-	-	12	✓	✓	✓
Westerleigh Road	OUT	740	711	-29	-	4.0%	-	✓	✓	✓
Westerleigh Road	IN	661	642	-19	-19	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	OUT	678	657	-21	-21	-	-	✓	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	IN	344	360	16	16	-	-	✓	✓	✓
A420 London Road	OUT	536	557	21	21	-	-	✓	✓	✓
A420 London Road	IN	837	824	-13	-	1.6%	-	✓	✓	✓
A431 Bath Road	OUT	317	325	8	8	-	-	✓	✓	✓
A431 Bath Road	IN	686	682	-4	-4	-	-	✓	✓	✓
A4 Keynsham Bypass	OUT	1150	1115	-35	-	3.1%	-	✓	✓	✓
A4 Keynsham Bypass	IN	1193	1109	-84	-	7.1%	-	✓	✓	✓
B3116 High St - Keynsham	OUT	631	663	33	33	-	-	✓	✓	✓
B3116 High St - Keynsham	IN	794	827	32	-	4.1%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A38 Bridgwater Road, S/O King'S Head La. Highridge	OUT	1053	1025	-28	-	2.7%	-	✓	✓	✓
A38 Bridgwater Road, S/O King'S Head La. Highridge	IN	803	733	-70	-	8.7%	-	✓	✓	✓
M5 J18 To J19 (Site 5315)	OUT	5811	5904	93	-	-	93	✓	✓	✓
Nb, M5, Junction 19 - 18	IN	4609	4925	316	-	-	316	✓	✓	✓
Summary	IN	30138	30393	256	-	-	256	✓	✓	✓
	OUT	32710	32435	-276	-	-	-276	✓	✓	✓
Outer Central Cordon										
A4 Portway, W/O Bridge Valley Rd	OUT	715	687	-28	-	3.9%	-	✓	✓	✓
A4 Portway, W/O Bridge Valley Rd	IN	833	617	-216	-	25.9%	-	x	x	x
A4176 Bridge Valley Rd (West) Turning Left	OUT*	0	702							
Fountain Hill (North) Turning Right	IN*	0	652							
Clifton Down	OUT	819	728	-91	-	11.1%	-	✓	✓	✓
Clifton Down	IN	683	562	-121	-121	-	-	x	✓	✓
Pembroke Road, North Of All Saints Road	OUT	697	721	24	24	-	-	✓	✓	✓
Pembroke Road, North Of All Saints Road	IN	383	388	5	5	-	-	✓	✓	✓
A4018 Whiteladies Road, North Of Cotham Hill	OUT	925	922	-3	-	0.4%	-	✓	✓	✓
A4018 Whiteladies Road, North Of Cotham Hill	IN	818	798	-20	-	2.5%	-	✓	✓	✓
Hampton Road	OUT	503	482	-21	-21	-	-	✓	✓	✓
Hampton Road	IN	266	179	-87	-87	-	-	✓	x	✓
Redland Grove, North Of Meridian Road	OUT	567	567	0	0	-	-	✓	✓	✓
Redland Grove, North Of Meridian Road	IN	203	197	-6	-6	-	-	✓	✓	✓
Redland Road South Of Zetland Road	OUT	296	272	-24	-24	-	-	✓	✓	✓
Redland Road South Of Zetland Road	IN	216	223	7	7	-	-	✓	✓	✓
Cotham Brow North Of Arley Hill	OUT	215	215	0	0	-	-	✓	✓	✓
Cotham Brow North Of Arley Hill	IN	341	353	12	12	-	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A38 Cheltenham Road North Of Arley Hill	OUT	752	747	-5	-	0.7%	-	✓	✓	✓
A38 Cheltenham Road North Of Arley Hill	IN	689	663	-26	-26	-	-	✓	✓	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	OUT	187	224	38	38	-	-	✓	✓	✓
Junction Of Cheltenham Road, Arley Hill & Bath Buildings	IN	64	83	19	19	-	-	✓	✓	✓
Ashley Hill	OUT	824	872	48	-	5.8%	-	✓	✓	✓
Ashley Hill	IN	753	752	-1	-	0.1%	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	OUT	614	575	-39	-39	-	-	✓	✓	✓
Glenfrome Road North Of St Werburghs Park	IN	433	436	3	3	-	-	✓	✓	✓
M32, Between Junctions 3 & 2	OUT	3949	3971	22	-	-	22	✓	✓	✓
M32, Between Junctions 3 & 2	IN	2591	2681	90	-	-	90	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	OUT	687	666	-21	-21	-	-	✓	✓	✓
A432 Stapleton Road, North Of Warwick Road	IN	525	494	-31	-31	-	-	✓	✓	✓
B4465 Whitehall Road	OUT	720	682	-38	-	5.3%	-	✓	✓	✓
B4465 Whitehall Road	IN	495	456	-39	-39	-	-	✓	✓	✓
A420 Church Road	OUT	937	831	-106	-	11.3%	-	✓	✓	✓
A420 Church Road	IN	731	571	-160	-	21.9%	-	x	x	✓
St Philips Causeway, North Of Albert Road	OUT	1212	1117	-95	-	7.8%	-	✓	✓	✓
St Philips Causeway, North Of Albert Road	IN	1158	1122	-36	-	3.1%	-	✓	✓	✓
Feeder Road West Of Atlas Street	OUT	716	658	-58	-	8.1%	-	✓	✓	✓
Feeder Road West Of Atlas Street	IN	367	481	114	114	-	-	x	x	✓
Albert Road, West Of St Philips Causeway	OUT	421	420	-1	-1	-	-	✓	✓	✓
Albert Road, West Of St Philips Causeway	IN	469	397	-72	-72	-	-	✓	✓	✓
Totterdown Bridge To Bath Rd (East)	OUT	689	732	43	43	-	-	✓	✓	✓
Bath Rd (South) To Bath Rd (North)	IN	774	697	-77	-	10.0%	-	✓	✓	✓
Wells Rd, N/O Belluton Rd	OUT	832	821	-11	-	1.4%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
B3122 Redcatch Road	OUT	517	625	108	108	-	-	x	✓	✓
B3122 Redcatch Road North Of St Johns Crescent	IN	550	532	-18	-18	-	-	✓	✓	✓
Wedmore Vale North Of Weymouth Road	OUT	473	409	-64	-64	-	-	✓	✓	✓
Wedmore Vale North Of Weymouth Road	IN	256	261	5	5	-	-	✓	✓	✓
Junction Of Marksbury Road, Littleton Road & Lynton Road	OUT	213	222	9	9	-	-	✓	✓	✓
Junction Of Marksbury Road, Littleton Road & Lynton Road	IN	75	87	12	12	-	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	OUT	869	801	-68	-	7.9%	-	✓	✓	✓
B3122 Bedminster Road, East Of Shepton Walk	IN	479	469	-10	-10	-	-	✓	✓	✓
A38 West Street, South Of Argus Road	OUT	562	569	7	7	-	-	✓	✓	✓
A38 West Street, South Of Argus Road	IN	393	383	-10	-10	-	-	✓	✓	✓
B3120 North Street	OUT	550	575	25	25	-	-	✓	✓	✓
B3120 North Street	IN	356	388	32	32	-	-	✓	✓	✓
Stackpool Road	OUT	87	67	-20	-20	-	-	✓	✓	✓
Stackpool Road	IN	78	4	-74	-74	-	-	✓	x	✓
A3029 Brunel Way, North Of Clift House Road	OUT	3075	2883	-192	-	-	-192	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	IN	2383	2337	-46	-	1.9%	-	✓	✓	x
Summary	IN	18105	17347	-757	-	-	-757	✓	✓	✓
	OUT	24734	24179	-555	-	-	-555	✓	✓	✓
City Cordon										
The Haymarket, South Of St James' Barton	OUT	1098	1129	31	-	2.8%	-	✓	✓	✓
The Haymarket, South Of St James' Barton	IN	1089	1249	160	-	14.7%	-	✓	✓	✓
Temple Way To Old Market Street (West)	OUT	460	650	190	190	-	-	x	x	x

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Temple Way To Old Market Street (West)	IN	477	708	231	231	-	-	x	x	x
Counter Slip	IN	437	424	-13	-13	-	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	OUT	663	640	-23	-23	-	-	✓	✓	✓
B4053 Victoria Street, N/O Temple Way	IN	712	670	-42	-	6.0%	-	✓	✓	✓
Redcliffe St To Redcliffe Way Redcliffe	OUT*	0	653							
A4044 Redcliffe Way, E/O Welsh Back	IN	432	511	79	79	-	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	OUT	614	620	6	6	-	-	✓	✓	✓
Wapping Road, S/O Prince Street Bridge	IN	107	101	-6	-6	-	-	✓	✓	✓
Canons Way To Anchor Road (West)	OUT	260	228	-32	-32	-	-	✓	✓	✓
Anchor Road (West) To Canons Way	IN	160	83	-77	-77	-	-	✓	x	✓
Anchor Road (East) To Anchor Road (West)	OUT	937	764	-173	-	18.4%	-	x	x	✓
Anchor Road (West) To Anchor Road (East)	IN	343	424	81	81	-	-	✓	✓	✓
St Georges Road, West Of York Place	OUT	326	324	-2	-2	-	-	✓	✓	✓
St Georges Road, West Of York Place	IN	400	291	-109	-109	-	-	x	x	✓
A4018 Park Road	OUT	715	812	97	-	13.5%	-	✓	✓	✓
A4018 Park Road	IN	459	416	-43	-43	-	-	✓	✓	✓
Park Row, West Of Woodland Road	OUT	598	591	-7	-7	-	-	✓	✓	✓
Park Row, West Of Woodland Road	IN	448	413	-35	-35	-	-	✓	✓	✓
St Micheals Hill	OUT*	0	468							
St Micheals Hill	IN*	0	511							
Upper Maudlin Street South Of Lower Maudlin Street	OUT	820	797	-23	-	2.8%	-	✓	✓	✓
Summary	IN	6097	6255	158	-	-	158	✓	✓	✓
	OUT	7697	7716	19	-	-	19	✓	✓	✓
Bristol North West Outer Screenline										
Nb, M5, Junction 18A - 17(E356191, N180385) View	NB	4458	4286	-172	-	-	-172	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			DMRB	Flow	
					<700	700-2400	>2400		GEH <5	GEH <7
Site Location On Map										
Sb, M5, Junction 17 - 18A(E356526, N180579) View Site Location On Map	SB	4577	4892	315	-	-	315	✓	✓	✓
B4055 Station Road	NB*	0	254	0	254	-	-			
B4055 Station Road	SB*	0	117	0	117	-	-			
A4018 Wych Beck	NB	1476	1517	41	-	2.8%	-	✓	✓	✓
A4018 Wych Beck	SB	1651	1593	-58	-	3.5%	-	✓	✓	✓
Filton Avenue Right	NB	2438	2321	-117	-	-	-117	✓	✓	✓
A38 Gloucester Road North (N) Left	SB	1601	1536	-65	-	4.1%	-	✓	✓	✓
New Road	NB	314	374	60	60	-	-	✓	✓	✓
New Road	SB	453	412	-41	-41	-	-	✓	✓	✓
Great Stoke Way	NB*	0	297							
Great Stoke Way	SB*	0	336							
M32 J1 To M4	NB	3964	3629	-335	-	-	-335	✓	✗	✓
M4 To M32 J1	SB	3031	2888	-143	-	-	-143	✓	✓	✓
B4058 Bristol Road (W) To Old Gloucester Road	NB	789	845	56	-	7.1%	-	✓	✓	✓
Old Gloucester Road To Bristol Road (W)	SB	672	670	-2	-2	-	-	✓	✓	✓
Summary	NB	13439	12973	-466	-	-	-466	✓	✗	✓
	SB	11985	11991	6	-	-	6	✓	✓	✓
River Avon Screenline										
Nb, M5, Junction 19 – 18	NB	4609	4925	316	-	-	316	✓	✓	✓
M5 J18 To J19 (Site 5315)	SB	5811	5904	93	-	-	93	✓	✓	✓
B3129 Suspension Bridge	EB	605	607	2	2	-	-	✓	✓	✓
B3129 Suspension Bridge	WB	663	667	4	4	-	-	✓	✓	✓
A3029 Brunel Way, North Of Clift House Road	NB	2383	2337	-46	-	1.9%	-	✓	✓	✓

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Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A3029 Brunel Way, North Of Clift House Road	SB	3075	2883	-192	-	-	-192	✓	✓	✓
A38 Bedminster Bridge	NB	1600	1521	-79	-	4.9%	-	✓	✓	✓
A38 Bedminster Bridge	SB	1797	1870	73	-	4.1%	-	✓	✓	✓
Bath Bridge	SB	2689	2670	-19	-	-	-19	✓	✓	✓
Totterdown Bridge	NB	386	398	12	12	-	-	✓	✓	✓
Totterdown Bridge	SB	697	707	10	10	-	-	✓	✓	✓
St Phillips Causeway South Of Albert Road	NB	1053	1040	-13	-	1.2%	-	✓	✓	✓
St Phillips Causeway South Of Albert Road	SB	1107	1057	-50	-	4.5%	-	✓	✓	✓
New Brisington Bridge	WB	800	800	0	-	0.0%	-	✓	✓	✓
New Brisington Bridge	EB	761	771	10	-	1.3%	-	✓	✓	✓
A4174 N/O A4 Bath Road	NB	2090	2144	55	-	2.6%	-	✓	✓	✓
A4174 N/O A4 Bath Road	SB	1515	1528	12	-	0.8%	-	✓	✓	✓
A4175 Keynsham Road	NB	632	646	14	14	-	-	✓	✓	✓
A4175 Keynsham Road	SB*	0	638							
Summary	NB/EB	14118	14390	271	-	-	271	✓	✓	✓
	SB/WB	18155	18086	-69	-	-	-69	✓	✓	✓
Bristol North West Inner Screenline										
A4 Portway, North Of Sylvan Way Sea Mills	EB	1035	933	-102	-	9.9%	-	✓	✓	✓
A4 Portway, North Of Sylvan Way Sea Mills	WB	1112	929	-183	-	16.4%	-	x	x	✓
B4054 Shirehampton Road West Of Sylvan Way	NB	552	561	9	9	-	-	✓	✓	✓
B4054 Shirehampton Road West Of Sylvan Way	SB	561	476	-85	-85	-	-	✓	✓	✓
B4055 Henbury Hill	NB	767	572	-195	-	25.4%	-	x	x	x
B4055 Henbury Hill	SB	254	248	-6	-6	-	-	✓	✓	✓
A4018 Brentry Hill, S/O Eastover Close Brentry	NB	794	808	14	-	1.7%	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A4018 Brentry Hill, S/O Eastover Close Brentry	SB	1026	964	-62	-	6.1%	-	✓	✓	✓
Greystoke Avenue	NB	340	276	-64	-64	-	-	✓	✓	✓
Greystoke Avenue	SB*	0	657							
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	NB	799	738	-61	-	7.7%	-	✓	✓	✓
B4468 Kellaway Avenue, N/O Dyrham Close Horfield	SB	525	553	28	28	-	-	✓	✓	✓
A38 Gloucester Road	NB	711	658	-53	-	7.5%	-	✓	✓	✓
A38 Gloucester Road	SB	757	834	77	-	10.2%	-	✓	✓	✓
Wellington Hill	NB	615	601	-14	-14	-	-	✓	✓	✓
Wellington Hill	SB	689	685	-4	-4	-	-	✓	✓	✓
Muller Road	NB	903	695	-208	-	23.1%	-	x	x	x
Muller Road	SB	789	794	5	-	0.7%	-	✓	✓	✓
Shaldon Road	NB*	0	276							
Shaldon Road	SB*	0	341							
Coldharbour Lane	NB	307	343	36	36	-	-	✓	✓	✓
Coldharbour Lane	SB	640	656	16	16	-	-	✓	✓	✓
A4174 Avon Ring Road (W M32 J1)	EB	1949	2037	88	-	4.5%	-	✓	✓	✓
A4174 Avon Ring Road (W M32 J1)	WB	962	785	-177	-	18.4%	-	x	x	✓
Hambrook Lane	EB	324	315	-9	-9	-	-	✓	✓	✓
Hambrook Lane	WB	64	92	28	28	-	-	✓	✓	✓
Eb, M4, Junction 20 - 19	NB	5356	5712	357	-	-	357	✓	✓	✓
Wb, M4, Junction 19 - 20	SB	5245	5265	20	-	-	20	✓	✓	✓
Summary	NB/EB	14452	14247	-205	-	-	-205	✓	✓	✓
	SB/WB	12624	12281	-343	-	-	-343	✓	✓	✓
Bristol North East Screenline										
B4058 Frenchay Park Road, South Of Stoke Lane	NB	548	533	-15	-15	-	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
B4058 Frenchay Park Road, South Of Stoke Lane	SB	676	698	22	22	-	-	✓	✓	✓
Blackberry Hill	EB	947	760	-187	-	19.7%	-	✗	✗	✓
Blackberry Hill	WB	440	495	55	55	-	-	✓	✓	✓
A432 Fishponds Road	NB	881	956	75	-	8.5%	-	✓	✓	✓
A432 Fishponds Road	SB	585	552	-33	-33	-	-	✓	✓	✓
Ridgeway Road	EB*	0	229							
Ridgeway Road	WB*	0	84							
B4465 - Berkeley Road/Whitefield Road	NB	418	421	3	3	-	-	✓	✓	✓
B4465 - Berkeley Road/Whitefield Road	SB	503	599	96	96	-	-	✓	✓	✓
Charlton Road East Of Elton Road	NB	409	398	-11	-11	-	-	✓	✓	✓
Charlton Road East Of Elton Road	SB	554	558	4	4	-	-	✓	✓	✓
B4048 Lodge Road	NB	386	390	4	4	-	-	✓	✓	✓
B4048 Lodge Road	SB	495	501	6	6	-	-	✓	✓	✓
Soundwell Road	NB*	0	431							
Soundwell Road	SB*	0	506							
A4175 Station Road	NB	463	483	20	20	-	-	✓	✓	✓
A4175 Station Road	SB	445	434	-11	-11	-	-	✓	✓	✓
Summary	NB/EB	4052	3941	-111	-	-	-111	✓	✓	✓
	SB/WB	3698	3837	139	-	-	139	✓	✓	✓
Bristol East Screenline										
B4058 Bristol Road (W) To Bristol Road (E)	NB	710	685	-25	-	3.5%	-	✓	✓	✓
B4058 Bristol Road (E) To Bristol Road (W)	SB	495	475	-20	-20	-	-	✓	✓	✓
A4174 Avon Ring Road	EB	2793	2742	-51	-	-	-51	✓	✓	✓
A4174 Avon Ring Road	WB	1616	1623	7	-	0.4%	-	✓	✓	✓
Fishponds Rd To Downend Rd	EB	523	558	35	35	-	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
Downend Rd To Staple Hill Rd	WB	459	443	-16	-16	-	-	✓	✓	✓
B4465 Staplehill Road	EB	481	477	-4	-4	-	-	✓	✓	✓
B4465 Staplehill Road	WB	359	360	1	1	-	-	✓	✓	✓
Briar Way Wo Thickett Ave	EB	194	230	36	36	-	-	✓	✓	✓
Briar Way Wo Thickett Ave	WB	162	165	3	3	-	-	✓	✓	✓
B4048 Lodge Causeway	EB	445	476	31	31	-	-	✓	✓	✓
B4048 Lodge Causeway	WB	468	483	15	15	-	-	✓	✓	✓
Speedwell Road	EB*	0	767							
Speedwell Road	WB*	0	482							
A420 Two Mile Hill	EB	553	579	26	26	-	-	✓	✓	✓
A420 Two Mile Hill	WB	393	419	26	26	-	-	✓	✓	✓
A431 Air Balloon Road	NB	571	545	-26	-26	-	-	✓	✓	✓
A431 Air Balloon Road	SB	935	975	40	-	4.3%	-	✓	✓	✓
Crews Hole Road	EB	928	976	48	-	5.2%	-	✓	✓	✓
Crews Hole Road	WB	152	184	32	32	-	-	✓	✓	✓
A4 Bath Road	EB	1781	1884	103	-	5.8%	-	✓	✓	✓
A4 Bath Road	WB	1029	1186	157	-	15.2%	-	✗	✓	✓
Summary	NB/EB	8979	9153	174	-	-	174	✓	✓	✓
	SB/WB	6068	6312	244	-	-	244	✓	✓	✓
Bristol South Screenline										
Rownham Hill Telemetry	NB	516	469	-47	-47	-	-	✓	✓	✓
Rownham Hill Telemetry	SB	563	548	-15	-15	-	-	✓	✓	✓
B3128 Ashton Road	EB	857	805	-52	-	6.0%	-	✓	✓	✓
B3128 Ashton Road	WB	707	735	28	-	3.9%	-	✓	✓	✓
A370 Long Ashton By-Pass	NB	641	708	67	67	-	-	✓	✓	✓

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			Flow	DMRB	
					<700	700-2400	>2400		GEH <5	GEH <7
A370 Long Ashton By-Pass	SB	1531	1491	-40	-	2.6%	-	✓	✓	✓
Bridgwater Road, West Of Bishopsworth Road	NB	515	458	-57	-57	-	-	✓	✓	✓
Bridgwater Road, West Of Bishopsworth Road	SB	499	515	16	16	-	-	✓	✓	✓
Bishopsworth Road, S/O Wrington Cres Bishopsworth	NB	476	429	-47	-47	-	-	✓	✓	✓
Bishopsworth Road, S/O Wrington Cres Bishopsworth	SB	765	748	-17	-	2.2%	-	✓	✓	✓
Hengrove Way	EB	729	696	-33	-	4.5%	-	✓	✓	✓
Hengrove Way	WB	823	807	-16	-	1.9%	-	✓	✓	✓
Hawkfield Road	NB	394	341	-53	-53	-	-	✓	✓	✓
Hawkfield Road	SB	489	522	33	33	-	-	✓	✓	✓
Whitechurch Lane	EB	730	649	-81	-	11.1%	-	✓	✓	✓
Whitchurch Lane	WB	474	509	34	34	-	-	✓	✓	✓
L Bamfield Rd To Hengrove Rd	NB*	102	112							
S Creswick Rd To Bamfield Rd	SB*	96	254							
Cadogan Road	NB*	0	456							
Cadogan Road	SB*	0	448							
From West Town Lane To Wells Rd (North)	NB	631	581	-50	-50	-	-	✓	✓	✓
From Wells Rd (North) To West Town Lane	SB	1080	1037	-43	-	4.0%	-	✓	✓	✓
A4174 Callington Road, W/O Adams Hay Brislington	EB	543	536	-7	-7	-	-	✓	✓	✓
A4174 Callington Road, W/O Adams Hay Brislington	WB	564	589	25	25	-	-	✓	✓	✓
B3122 Redcatch Road	EB	992	817	-175	-	17.6%	-	x	x	✓
A4 Bristol Hill	WB	846	896	50	-	5.9%	-	✓	✓	✓
Allison Road	EB	351	347	-4	-4	-	-	✓	✓	✓
Allison Road	WB	288	285	-3	-3	-	-	✓	✓	✓
Birchwood Road	NB*	0	579							
Birchwood Road	SB*	0	459							

G-BATS3 v2.3 Highway Local Model Validation Report – Appendix E

Location	Direction	Count	Model	Diff	Flow Criteria			DMRB	GEH	
					<700	700-2400	>2400		Flow	<5
Summary	NB/EB	7375	6838	-537	-	-	-537	*	*	✓
	SB/WB	8629	8681	52	-	-	52	✓	✓	✓

TURNING COUNT CALIBRATION RESULTS

Table E.17 – AM Peak Calibration Results (All Vehicles, pcus/h)

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
JUNCTION OF WEST TOWN LANE AND HUNGERFORD ROAD									
FROM: WEST TOWN LANE-LEFT	54	66	12	12	-	-	1.61	✓	✓
FROM: WEST TOWN LANE-STRAIGHT	315	276	-39	-39	-	-	2.26	✓	✓
FROM: HUNGERFORD ROAD-LEFT	202	176	-26	-26	-	-	1.86	✓	✓
FROM: HUNGERFORD ROAD- RIGHT	40	139	99	99	-	-	10.47	✓	✗
FROM: WEST TOWN LANE-STRAIGHT	376	342	-35	-35	-	-	1.82	✓	✓
FROM: WEST TOWN LANE- RIGHT	296	307	11	11	-	-	0.62	✓	✓
JUNCTION OF WHITCHURCH LANE AND BAMFIELD									
FROM: BAMFIELD-LEFT	49	45	-4	-4	-	-	0.59	✓	✓
FROM: BAMFIELD- RIGHT	66	33	-32	-32	-	-	4.61	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	763	755	-7	-	0.9%	-	0.26	✓	✓
FROM: WHITCHURCH LANE- RIGHT	147	21	-125	-125	-	-	13.69	✗	✗
FROM: WHITCHURCH LANE-LEFT	105	48	-58	-58	-	-	6.59	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	287	279	-8	-8	-	-	0.48	✓	✓
JUNCTION OF WHITCHURCH LANE AND COURT FARM ROAD									
FROM: WHITCHURCH LANE-LEFT	37	0	-37	-37	-	-	8.65	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	659	673	14	14	-	-	0.56	✓	✓
FROM: COURT FARM ROAD-LEFT	87	103	17	17	-	-	1.71	✓	✓
FROM: COURT FARM ROAD- RIGHT	26	0	-26	-26	-	-	7.21	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	311	292	-19	-19	-	-	1.12	✓	✓
FROM: WHITCHURCH LANE- RIGHT	56	32	-24	-24	-	-	3.68	✓	✓
JUNCTION OF WHITCHURCH LANE AND EAST DUNDRY ROAD									
FROM: WHITCHURCH LANE-LEFT	55	77	22	22	-	-	2.73	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	709	547	-161	-	22.8%	-	6.44	✗	✗
FROM: EAST DUNDRY ROAD-LEFT	222	226	5	5	-	-	0.30	✓	✓
FROM: EAST DUNDRY ROAD- RIGHT	29	43	14	14	-	-	2.40	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	166	88	-78	-78	-	-	6.92	✓	✗
FROM: WHITCHURCH LANE- RIGHT	117	115	-2	-2	-	-	0.15	✓	✓
JUNCTION OF MARKSBURY ROAD, LITTLETON ROAD & LYNTON ROAD									
FROM: LITTLETON ROAD -LEFT	34	0	-34	-34	-	-	8.25	✓	✗

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: LITTLETON ROAD -STRAIGHT	11	80	69	69	-	-	10.24	✓	✗
FROM: LITTLETON ROAD - RIGHT	35	22	-13	-13	-	-	2.37	✓	✓
FROM: MARKSBURY ROAD -LEFT	20	22	2	2	-	-	0.54	✓	✓
FROM: MARKSBURY ROAD -STRAIGHT	218	152	-65	-65	-	-	4.80	✓	✓
FROM: MARKSBURY ROAD - RIGHT	194	4	-190	-190	-	-	19.07	✗	✗
FROM: LYNTON ROAD -LEFT	5	30	25	25	-	-	5.97	✓	✗
FROM: LYNTON ROAD -STRAIGHT	20	149	129	129	-	-	13.98	✗	✗
FROM: LYNTON ROAD - RIGHT	44	44	0	0	-	-	0.02	✓	✓
FROM: MARKSBURY ROAD -LEFT	129	54	-75	-75	-	-	7.87	✓	✗
FROM: MARKSBURY ROAD -STRAIGHT	205	161	-44	-44	-	-	3.25	✓	✓
FROM: MARKSBURY ROAD - RIGHT	6	6	0	0	-	-	0.06	✓	✓
JUNCTION OF GLOUCESTER ROAD, FILTON AVENUE & WELLINGTON HILL									
FROM: GLOUCESTER ROAD-LEFT	8	0	-8	-8	-	-	4.00	✓	✓
FROM: GLOUCESTER ROAD-STRAIGHT	469	485	16	16	-	-	0.73	✓	✓
FROM: GLOUCESTER ROAD- RIGHT	7	0	-7	-7	-	-	3.74	✓	✓
FROM: FILTON AVENUE-LEFT	262	266	5	5	-	-	0.30	✓	✓
FROM: FILTON AVENUE-STRAIGHT	62	1	-61	-61	-	-	10.79	✓	✗
FROM: FILTON AVENUE- RIGHT	1	10	9	9	-	-	3.92	✓	✓
FROM: GLOUCESTER ROAD -LEFT	121	142	21	21	-	-	1.85	✓	✓
FROM: GLOUCESTER ROAD - STRAIGHT	514	567	53	53	-	-	2.27	✓	✓
FROM: GLOUCESTER ROAD - RIGHT	250	27	-224	-224	-	-	19.01	✗	✗
JUNCTION OF ALLISON ROAD, HILL LAWN & SHERWELL ROAD									
FROM: ALLISON ROAD -LEFT	42	101	59	59	-	-	7.00	✓	✗
FROM: ALLISON ROAD -STRAIGHT	362	341	-22	-22	-	-	1.15	✓	✓
FROM: SHERWELL ROAD -LEFT	27	60	33	33	-	-	5.01	✓	✗
FROM: SHERWELL ROAD - RIGHT	13	57	44	44	-	-	7.40	✓	✗
FROM: ALLISON ROAD -LEFT	194	229	35	35	-	-	2.38	✓	✓
FROM: ALLISON ROAD -STRAIGHT	227	199	-28	-28	-	-	1.89	✓	✓
JUNCTION OF THICKET AVENUE & BRIAR WAY									
FROM: THICKET AVENUE -LEFT	13	23	10	10	-	-	2.28	✓	✓
FROM: THICKET AVENUE -STRAIGHT	166	180	14	14	-	-	1.07	✓	✓
FROM: THICKET AVENUE - RIGHT	29	0	-29	-29	-	-	7.62	✓	✗

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: BRIAR WAY-LEFT	31	33	2	2	-	-	0.38	✓	✓
FROM: BRIAR WAY-STRAIGHT	197	260	63	63	-	-	4.14	✓	✓
FROM: BRIAR WAY- RIGHT	23	26	3	3	-	-	0.54	✓	✓
FROM: THICKET AVENUE -LEFT	48	54	6	6	-	-	0.89	✓	✓
FROM: THICKET AVENUE -STRAIGHT	234	250	16	16	-	-	1.05	✓	✓
FROM: THICKET AVENUE - RIGHT	32	24	-8	-8	-	-	1.49	✓	✓
FROM: BRIAR WAY -LEFT	10	0	-10	-10	-	-	4.47	✓	✓
FROM: BRIAR WAY -STRAIGHT	69	87	18	18	-	-	2.07	✓	✓
FROM: BRIAR WAY - RIGHT	14	20	6	6	-	-	1.47	✓	✓
JUNCTION OF NORTH STREET & LUCKWELL ROAD									
FROM: NORTH STREET-LEFT	46	55	9	9	-	-	1.21	✓	✓
FROM: NORTH STREET-STRAIGHT	299	354	55	55	-	-	3.04	✓	✓
FROM: LUCKWELL ROAD-LEFT	162	141	-21	-21	-	-	1.68	✓	✓
FROM: LUCKWELL ROAD- RIGHT	84	78	-6	-6	-	-	0.62	✓	✓
FROM: NORTH STREET-STRAIGHT	273	432	159	159	-	-	8.45	✗	✗
FROM: NORTH STREET- RIGHT	86	87	1	1	-	-	0.10	✓	✓
JUNCTION OF KINGS WESTON ROAD & LONG CROSS									
FROM: LONG CROSS-LEFT	331	359	28	28	-	-	1.52	✓	✓
FROM: LONG CROSS- RIGHT	34	4	-31	-31	-	-	7.01	✓	✗
FROM: KINGS WESTON ROAD-STRAIGHT	254	153	-101	-101	-	-	7.08	✗	✗
FROM: KINGS WESTON ROAD- RIGHT	320	292	-28	-28	-	-	1.59	✓	✓
FROM: KINGS WESTON ROAD-LEFT	23	22	-1	-1	-	-	0.16	✓	✓
FROM: KINGS WESTON ROAD-STRAIGHT	270	257	-13	-13	-	-	0.79	✓	✓
PEMBROKE ROAD, HANBURY ROAD & RICHMOND PARK ROAD									
FROM: PEMBROKE ROAD-LEFT	55	46	-9	-9	-	-	1.31	✓	✓
FROM: PEMBROKE ROAD-STRAIGHT	465	501	36	36	-	-	1.64	✓	✓
FROM: RICHMOND PARK ROAD-LEFT	39	111	72	72	-	-	8.27	✓	✗
FROM: RICHMOND PARK ROAD- RIGHT	41	40	-1	-1	-	-	0.15	✓	✓
FROM: PEMBROKE ROAD -STRAIGHT	553	558	5	5	-	-	0.22	✓	✓
FROM: PEMBROKE ROAD - RIGHT	44	148	104	104	-	-	10.6	✗	✗
JUNCTION OF PORTWAY & SYLVAN WAY									
FROM PORTWAY:-LEFT	264	314	51	51	-	-	2.99	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM PORTWAY:-STRAIGHT	805	785	-20	-	2.5%	-	0.72	✓	✓
FROM SYLVAN WAY:-LEFT	121	416	295	295	-	-	18.0	✗	✗
FROM SYLVAN WAY:- RIGHT	354	349	-4	-4	-	-	0.23	✓	✓
FROM PORTWAY:-STRAIGHT	825	815	-10	-	1.2%	-	0.35	✓	✓
FROM PORTWAY:- RIGHT	257	240	-16	-16	-	-	1.04	✓	✓
ROUNDAABOUT AT JUNCTION OF JACOBS WELLS ROAD, ST GEORGE'S ROAD, HOTWELL ROAD & ANCHOR ROAD									
FROM: JACOBS WELLS ROAD-LEFT	26	21	-5	-5	-	-	1.09	✓	✓
FROM: JACOBS WELLS ROAD-STRAIGHT	126	133	8	8	-	-	0.66	✓	✓
FROM: JACOBS WELLS ROAD- RIGHT	295	293	-2	-2	-	-	0.13	✓	✓
FROM: ST GEORGE'S ROAD-LEFT	18	0	-18	-18	-	-	5.98	✓	✗
FROM: ST GEORGE'S ROAD-STRAIGHT	152	174	21	21	-	-	1.68	✓	✓
FROM: ST GEORGE'S ROAD- RIGHT	49	48	-1	-1	-	-	0.18	✓	✓
FROM: ANCHOR ROAD -LEFT	412	301	-111	-111	-	-	5.86	✗	✗
FROM: ANCHOR ROAD -STRAIGHT	70	53	-17	-17	-	-	2.19	✓	✓
FROM: ANCHOR ROAD - RIGHT	15	0	-15	-15	-	-	5.43	✓	✗
FROM: HOTWELL ROAD -LEFT	495	472	-23	-23	-	-	1.04	✓	✓
FROM: HOTWELL ROAD -STRAIGHT	496	536	40	40	-	-	1.76	✓	✓
FROM: HOTWELL ROAD - RIGHT	807	720	-87	-	10.8%	-	3.15	✓	✓
JUNCTION OF CHELTENHAM ROAD, ARLEY HILL & BATH BUILDINGS									
FROM: CHELTENHAM ROAD NORTH-LEFT	20	7	-13	-13	-	-	3.40	✓	✓
FROM: CHELTENHAM ROAD NORTH-STRAIGHT	1148	836	-312	-	27.1%	-	9.89	✗	✗
FROM: BATH BUILDINGS-LEFT	104	106	1	1	-	-	0.12	✓	✓
FROM: BATH BUILDINGS- RIGHT	24	41	17	17	-	-	3.03	✓	✓
FROM: CHELTENHAM ROAD SOUTH -STRAIGHT	711	533	-178	-	25.0%	-	7.14	✗	✗
FROM: CHELTENHAM ROAD SOUTH -RIGHT	35	70	35	35	-	-	4.85	✓	✓
FROM: ARLEY HILL -LEFT	3	15	12	12	-	-	3.94	✓	✓
FROM: ARLEY HILL -STRAIGHT	12	38	26	26	-	-	5.20	✓	✗
FROM: ARLEY HILL - RIGHT	260	286	27	27	-	-	1.61	✓	✓
JUNCTION OF CHELTENHAM ROAD, STOKES CROFT, ASHLEY ROAD & NINE TREE HILL									
FROM: CHELTENHAM ROAD-LEFT	313	547	235	235	-	-	11.31	✗	✗
FROM: CHELTENHAM ROAD-STRAIGHT	1046	678	-368	-	35.2%	-	12.53	✗	✗

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: ASHLEY ROAD-LEFT	218	126	-92	-92	-	-	7.04	✓	✗
FROM: ASHLEY ROAD- RIGHT	111	164	54	54	-	-	4.57	✓	✓
FROM: STOKES CROFT -STRAIGHT	538	407	-130	-130	-	-	5.99	✗	✗
FROM: STOKES CROFT - RIGHT	75	70	-5	-5	-	-	0.53	✓	✓
JUNCTION OF STOKES CROFT, JAMAICA STREET AND THOMAS STREET									
FROM: STOKES CROFT NORTH-LEFT	1094	588	-506	-	46.3%	-	17.46	✗	✗
FROM: STOKES CROFT NORTH-STRAIGHT	299	235	-63	-63	-	-	3.89	✓	✓
FROM: STOKES CROFT SOUTH- RIGHT	428	440	12	12	-	-	0.59	✓	✓
FROM: JAMAICA STREET -STRAIGHT	90	37	-53	-53	-	-	6.58	✓	✗
FROM: JAMAICA STREET - RIGHT	17	49	32	32	-	-	5.59	✓	✗
SUMMERHILL ROAD/ THE AVENUE T JUNCTION									
FROM SUMMERHILL ROAD:-LEFT	246	728	482	482	-	-	21.83	✗	✗
FROM SUMMERHILL ROAD:-STRAIGHT	451	360	-91	-91	-	-	4.51	✓	✓
FROM THE AVENUE:-LEFT	35	1	-35	-35	-	-	8.17	✓	✗
FROM THE AVENUE:- RIGHT	130	142	11	11	-	-	0.96	✓	✓
FROM SUMMERHILL ROAD:-STRAIGHT	329	363	35	35	-	-	1.86	✓	✓
JUNCTION OF MULLER ROAD AND SHALDON ROAD									
FROM: SHALDON ROAD-LEFT	303	324	22	22	-	-	1.22	✓	✓
FROM: SHALDON ROAD- RIGHT	69	73	4	4	-	-	0.52	✓	✓
FROM: MULLER ROAD EAST-STRAIGHT	878	884	6	-	0.7%	-	0.21	✓	✓
FROM: MULLER ROAD EAST- RIGHT	275	253	-22	-22	-	-	1.32	✓	✓
FROM: MULLER ROAD WEST-LEFT	38	27	-11	-11	-	-	1.84	✓	✓
FROM: MULLER ROAD WEST-STRAIGHT	599	744	145	145	-	-	5.61	✗	✗
JUNCTION OF PORTWAY AND HUNG ROAD									
FROM: HUNG ROAD NORTH-LEFT	31	0	-31	-31	-	-	7.88	✓	✗
FROM: HUNG ROAD NORTH-STRAIGHT	29	45	16	16	-	-	2.58	✓	✓
FROM: HUNG ROAD NORTH- RIGHT	45	1	-44	-44	-	-	9.30	✓	✗
FROM: PORTWAY EAST -LEFT	12	28	15	15	-	-	3.41	✓	✓
FROM: PORTWAY EAST -STRAIGHT	1168	1203	35	-	3.0%	-	1.02	✓	✓
FROM: PORTWAY EAST - RIGHT	22	0	-22	-22	-	-	6.69	✓	✗
FROM: HUNG ROAD SOUTH -LEFT	36	100	64	64	-	-	7.75	✓	✗
FROM: HUNG ROAD SOUTH -STRAIGHT	77	41	-37	-37	-	-	4.78	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: HUNG ROAD SOUTH - RIGHT	44	52	8	8	-	-	1.09	✓	✓
FROM: PORTWAY WEST -LEFT	3	1	-2	-2	-	-	1.55	✓	✓
FROM: PORTWAY WEST -STRAIGHT	1038	1048	10	-	0.9%	-	0.30	✓	✓
FROM: PORTWAY WEST - RIGHT	26	1	-25	-25	-	-	6.73	✓	✗
JUNCTION OF ST JOHNS ROAD AND CORONATION ROAD									
FROM: CORONATION ROAD-LEFT	239	236	-3	-3	-	-	0.18	✓	✓
FROM: CORONATION ROAD-STRAIGHT	599	481	-118	-118	-	-	5.07	✗	✗
FROM: ST JOHNS ROAD-LEFT	11	14	4	4	-	-	1.02	✓	✓
FROM: ST JOHNS ROAD- RIGHT	288	289	1	1	-	-	0.08	✓	✓
FROM: CORONATION ROAD-STRAIGHT	541	571	30	30	-	-	1.27	✓	✓
FROM: CORONATION ROAD- RIGHT	112	154	43	43	-	-	3.70	✓	✓
JUNCTION OF PENNYWELL ROAD AND EASTON WAY									
FROM: EASTON WAY-LEFT	63	0	-63	-63	-	-	11.19	✓	✗
FROM: PENNYWELL ROAD-LEFT	187	55	-132	-132	-	-	12.02	✗	✗
JUNCTION OF WHITEHALL ROAD AND DEVON ROAD									
FROM: DEVON ROAD-LEFT	25	106	81	81	-	-	10.03	✓	✗
FROM: DEVON ROAD- RIGHT	108	136	29	29	-	-	2.60	✓	✓
FROM: WHITEHALL ROAD-STRAIGHT	1005	830	-176	-	17.5%	-	5.80	✗	✗
FROM: WHITEHALL ROAD- RIGHT	71	280	209	209	-	-	15.76	✗	✗
FROM: WHITEHALL ROAD-LEFT	65	198	133	133	-	-	11.61	✗	✗
FROM: WHITEHALL ROAD-STRAIGHT	227	187	-39	-39	-	-	2.72	✓	✓
JUNCTION OF WHITEHALL ROAD AND EASTON ROAD									
FROM: WHITEHALL ROAD-STRAIGHT	252	158	-93	-93	-	-	6.52	✓	✗
FROM: WHITEHALL ROAD- RIGHT	747	808	61	-	8.1%	-	2.17	✓	✓
FROM: WHITEHALL ROAD-LEFT	47	125	78	78	-	-	8.41	✓	✗
FROM: WHITEHALL ROAD-STRAIGHT	174	194	19	19	-	-	1.43	✓	✓
FROM: EASTON ROAD-LEFT	112	192	80	80	-	-	6.46	✓	✗
FROM: EASTON ROAD- RIGHT	32	20	-13	-13	-	-	2.53	✓	✓

Table E.18 – Inter Peak Turning Count Calibration Results (All Vehicles, pcus/h)

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
JUNCTION OF WEST TOWN LANE AND HUNGERFORD ROAD									
FROM: WEST TOWN LANE-LEFT	66	404	339	339	-	-	22.0	*	*
FROM: WEST TOWN LANE-STRAIGHT	361	308	-53	-53	-	-	2.87	✓	✓
FROM: HUNGERFORD ROAD-LEFT	127	174	47	47	-	-	3.80	✓	✓
FROM: HUNGERFORD ROAD- RIGHT	38	225	187	187	-	-	16.3	*	*
FROM: WEST TOWN LANE-STRAIGHT	296	258	-39	-39	-	-	2.32	✓	✓
FROM: WEST TOWN LANE- RIGHT	191	184	-7	-7	-	-	0.55	✓	✓
JUNCTION OF WHITCHURCH LANE AND BAMFIELD									
FROM: BAMFIELD-LEFT	64	32	-32	-32	-	-	4.66	✓	✓
FROM: BAMFIELD- RIGHT	80	45	-35	-35	-	-	4.38	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	360	340	-20	-20	-	-	1.07	✓	✓
FROM: WHITCHURCH LANE- RIGHT	66	47	-19	-19	-	-	2.57	✓	✓
FROM: WHITCHURCH LANE-LEFT	115	60	-54	-54	-	-	5.80	✓	*
FROM: WHITCHURCH LANE-STRAIGHT	390	403	13	13	-	-	0.65	✓	✓
JUNCTION OF WHITCHURCH LANE AND COURT FARM ROAD									
FROM: WHITCHURCH LANE-LEFT	35	0	-35	-35	-	-	8.41	✓	*
FROM: WHITCHURCH LANE-STRAIGHT	332	335	3	3	-	-	0.15	✓	✓
FROM: COURT FARM ROAD-LEFT	37	51	14	14	-	-	2.13	✓	✓
FROM: COURT FARM ROAD- RIGHT	34	0	-34	-34	-	-	8.28	✓	*
FROM: WHITCHURCH LANE-STRAIGHT	357	377	20	20	-	-	1.06	✓	✓
FROM: WHITCHURCH LANE- RIGHT	68	57	-11	-11	-	-	1.37	✓	✓
JUNCTION OF WHITCHURCH LANE AND EAST DUNDRY ROAD									
FROM: WHITCHURCH LANE-LEFT	59	57	-2	-2	-	-	0.31	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	312	322	11	11	-	-	0.60	✓	✓
FROM: EAST DUNDRY ROAD-LEFT	102	96	-6	-6	-	-	0.56	✓	✓
FROM: EAST DUNDRY ROAD- RIGHT	25	23	-2	-2	-	-	0.38	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	210	157	-54	-54	-	-	3.97	✓	✓
FROM: WHITCHURCH LANE- RIGHT	122	133	11	11	-	-	0.97	✓	✓
JUNCTION OF MARKSBURY ROAD, LITTLETON ROAD & LYNTON ROAD									
FROM: LITTLETON ROAD -LEFT	54	1	-54	-54	-	-	10.26	✓	*
FROM: LITTLETON ROAD -STRAIGHT	19	79	60	60	-	-	8.61	✓	*
FROM: LITTLETON ROAD - RIGHT	16	16	0	0	-	-	0.09	✓	✓

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
FROM: MARKSBURY ROAD -LEFT	21	51	30	30	-	-	5.05	✓	✗
FROM: MARKSBURY ROAD -STRAIGHT	116	65	-51	-51	-	-	5.41	✓	✗
FROM: MARKSBURY ROAD - RIGHT	48	3	-45	-45	-	-	8.96	✓	✗
FROM: LYNTON ROAD -LEFT	2	2	0	0	-	-	0.06	✓	✓
FROM: LYNTON ROAD -STRAIGHT	12	59	47	47	-	-	7.88	✓	✗
FROM: LYNTON ROAD - RIGHT	20	37	17	17	-	-	3.16	✓	✓
FROM: MARKSBURY ROAD -LEFT	20	19	-1	-1	-	-	0.27	✓	✓
FROM: MARKSBURY ROAD -STRAIGHT	98	74	-24	-24	-	-	2.60	✓	✓
FROM: MARKSBURY ROAD - RIGHT	2	2	0	0	-	-	0.25	✓	✓
JUNCTION OF GLOUCESTER ROAD, FILTON AVENUE & WELLINGTON HILL									
FROM: GLOUCESTER ROAD-LEFT	11	0	-11	-11	-	-	4.69	✓	✓
FROM: GLOUCESTER ROAD-STRAIGHT	418	456	38	38	-	-	1.83	✓	✓
FROM: GLOUCESTER ROAD- RIGHT	4	0	-4	-4	-	-	2.83	✓	✓
FROM: FILTON AVENUE-LEFT	182	169	-13	-13	-	-	1.01	✓	✓
FROM: FILTON AVENUE-STRAIGHT	41	0	-41	-41	-	-	9.09	✓	✗
FROM: FILTON AVENUE- RIGHT	5	0	-5	-5	-	-	3.16	✓	✓
FROM: GLOUCESTER ROAD -LEFT	98	99	1	1	-	-	0.14	✓	✓
FROM: GLOUCESTER ROAD -STRAIGHT	392	473	80	80	-	-	3.85	✓	✓
FROM: GLOUCESTER ROAD - RIGHT	146	106	-40	-40	-	-	3.59	✓	✓
JUNCTION OF ALLISON ROAD, HILL LAWN & SHERWELL ROAD									
FROM: ALLISON ROAD -LEFT	13	15	2	2	-	-	0.42	✓	✓
FROM: ALLISON ROAD -STRAIGHT	198	173	-24	-24	-	-	1.79	✓	✓
FROM: SHERWELL ROAD -LEFT	13	10	-3	-3	-	-	0.77	✓	✓
FROM: SHERWELL ROAD - RIGHT	9	11	2	2	-	-	0.66	✓	✓
FROM: ALLISON ROAD -LEFT	2	159	157	157	-	-	17.52	✗	✗
FROM: ALLISON ROAD -STRAIGHT	198	149	-49	-49	-	-	3.74	✓	✓
JUNCTION OF THICKET AVENUE & BRIAR WAY									
FROM: THICKET AVENUE -LEFT	14	25	11	11	-	-	2.54	✓	✓
FROM: THICKET AVENUE -STRAIGHT	136	127	-10	-10	-	-	0.86	✓	✓
FROM: THICKET AVENUE - RIGHT	12	0	-12	-12	-	-	4.98	✓	✓
FROM: BRIAR WAY-LEFT	31	24	-7	-7	-	-	1.40	✓	✓
FROM: BRIAR WAY-STRAIGHT	69	82	13	13	-	-	1.50	✓	✓

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
FROM: BRIAR WAY- RIGHT	13	26	13	13	-	-	3.02	✓	✓
FROM: THICKET AVENUE -LEFT	23	42	19	19	-	-	3.38	✓	✓
FROM: THICKET AVENUE -STRAIGHT	142	131	-11	-11	-	-	0.91	✓	✓
FROM: THICKET AVENUE - RIGHT	28	27	-1	-1	-	-	0.28	✓	✓
FROM: BRIAR WAY -LEFT	9	0	-9	-9	-	-	4.24	✓	✓
FROM: BRIAR WAY -STRAIGHT	80	83	3	3	-	-	0.38	✓	✓
FROM: BRIAR WAY - RIGHT	17	41	24	24	-	-	4.39	✓	✓
JUNCTION OF NORTH STREET & LUCKWELL ROAD									
FROM: NORTH STREET-LEFT	78	91	13	13	-	-	1.44	✓	✓
FROM: NORTH STREET-STRAIGHT	202	308	106	106	-	-	6.62	✗	✗
FROM: LUCKWELL ROAD-LEFT	103	96	-7	-7	-	-	0.70	✓	✓
FROM: LUCKWELL ROAD- RIGHT	83	91	7	7	-	-	0.78	✓	✓
FROM: NORTH STREET-STRAIGHT	259	262	3	3	-	-	0.21	✓	✓
FROM: NORTH STREET- RIGHT	103	94	-9	-9	-	-	0.89	✓	✓
JUNCTION OF KINGS WESTON ROAD & LONG CROSS									
FROM: LONG CROSS-LEFT	253	237	-16	-16	-	-	1.02	✓	✓
FROM: LONG CROSS- RIGHT	21	18	-4	-4	-	-	0.86	✓	✓
FROM: KINGS WESTON ROAD-STRAIGHT	214	208	-6	-6	-	-	0.44	✓	✓
FROM: KINGS WESTON ROAD- RIGHT	226	211	-16	-16	-	-	1.07	✓	✓
FROM: KINGS WESTON ROAD-LEFT	21	21	0	0	-	-	0.05	✓	✓
FROM: KINGS WESTON ROAD-STRAIGHT	190	177	-13	-13	-	-	0.97	✓	✓
PEMBROKE ROAD, HANBURY ROAD & RICHMOND PARK ROAD									
FROM: PEMBROKE ROAD-LEFT	13	16	3	3	-	-	0.70	✓	✓
FROM: PEMBROKE ROAD-STRAIGHT	262	259	-2	-2	-	-	0.14	✓	✓
FROM: RICHMOND PARK ROAD-LEFT	12	51	39	39	-	-	6.91	✓	✗
FROM: RICHMOND PARK ROAD- RIGHT	9	35	26	26	-	-	5.52	✓	✗
FROM: PEMBROKE ROAD -STRAIGHT	280	276	-4	-4	-	-	0.23	✓	✓
FROM: PEMBROKE ROAD - RIGHT	12	34	22	22	-	-	4.60	✓	✓
JUNCTION OF PORTWAY & SYLVAN WAY									
FROM PORTWAY:-LEFT	121	179	58	58	-	-	4.69	✓	✓
FROM PORTWAY:-STRAIGHT	688	670	-19	-19	-	-	0.71	✓	✓
FROM SYLVAN WAY:-LEFT	185	338	152	152	-	-	9.43	✗	✗

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
FROM SYLVAN WAY:- RIGHT	155	148	-7	-7	-	-	0.56	✓	✓
FROM PORTWAY:-STRAIGHT	667	636	-31	-31	-	-	1.22	✓	✓
FROM PORTWAY:- RIGHT	218	180	-38	-38	-	-	2.71	ü	✓
ROUNDAABOUT AT JUNCTION OF JACOBS WELLS ROAD, ST GEORGE'S ROAD, HOTWELL ROAD & ANCHOR ROAD									
FROM: JACOBS WELLS ROAD-LEFT	24	26	2	2	-	-	0.30	✓	✓
FROM: JACOBS WELLS ROAD-STRAIGHT	65	65	1	1	-	-	0.06	✓	✓
FROM: JACOBS WELLS ROAD- RIGHT	353	341	-12	-12	-	-	0.66	✓	✓
FROM: ST GEORGE'S ROAD-LEFT	17	17	0	0	-	-	0.03	✓	✓
FROM: ST GEORGE'S ROAD-STRAIGHT	129	153	24	24	-	-	2.00	✓	✓
FROM: ST GEORGE'S ROAD- RIGHT	43	44	1	1	-	-	0.13	✓	✓
FROM: ANCHOR ROAD -LEFT	411	370	-41	-41	-	-	2.09	✓	✓
FROM: ANCHOR ROAD -STRAIGHT	37	82	45	45	-	-	5.85	✓	✗
FROM: ANCHOR ROAD - RIGHT	17	1	-17	-17	-	-	5.54	✓	✗
FROM: HOTWELL ROAD -LEFT	303	298	-5	-5	-	-	0.31	✓	✓
FROM: HOTWELL ROAD -STRAIGHT	231	253	23	23	-	-	1.46	✓	✓
FROM: HOTWELL ROAD - RIGHT	503	217	-286	-286	-	-	15.09	✗	✗
JUNCTION OF CHELTENHAM ROAD, ARLEY HILL & BATH BUILDINGS									
FROM: CHELTENHAM ROAD NORTH-LEFT	18	27	9	9	-	-	1.84	✓	✓
FROM: CHELTENHAM ROAD NORTH-STRAIGHT	641	582	-58	-58	-	-	2.36	✓	✓
FROM: BATH BUILDINGS-LEFT	36	138	102	102	-	-	10.93	✗	✗
FROM: BATH BUILDINGS- RIGHT	19	35	15	15	-	-	2.94	✓	✓
FROM: CHELTENHAM ROAD SOUTH -STRAIGHT	607	599	-8	-8	-	-	0.33	✓	✓
FROM: CHELTENHAM ROAD SOUTH - RIGHT	39	108	69	69	-	-	8.08	✓	✗
FROM: ARLEY HILL -LEFT	10	11	1	1	-	-	0.30	✓	✓
FROM: ARLEY HILL -STRAIGHT	22	54	32	32	-	-	5.14	✓	✗
FROM: ARLEY HILL - RIGHT	154	170	16	16	-	-	1.28	✓	✓
JUNCTION OF CHELTENHAM ROAD, STOKES CROFT, ASHLEY ROAD & NINE TREE HILL									
FROM: CHELTENHAM ROAD-LEFT	223	424	201	201	-	-	11.16	✗	✗
FROM: CHELTENHAM ROAD-STRAIGHT	591	467	-124	-124	-	-	5.40	✗	✗
FROM: ASHLEY ROAD-LEFT	66	19	-47	-47	-	-	7.21	✓	✗
FROM: ASHLEY ROAD- RIGHT	55	249	194	194	-	-	15.73	✗	✗

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
FROM: STOKES CROFT -STRAIGHT	505	458	-47	-47	-	-	2.13	✓	✓
FROM: STOKES CROFT - RIGHT	88	45	-43	-43	-	-	5.32	✓	✗
JUNCTION OF STOKES CROFT, JAMAICA STREET AND THOMAS STREET									
FROM: STOKES CROFT NORTH-LEFT	618	378	-240	-240	-	-	10.75	✗	✗
FROM: STOKES CROFT NORTH-STRAIGHT	126	108	-18	-18	-	-	1.70	✓	✓
FROM: STOKES CROFT SOUTH- RIGHT	423	387	-35	-35	-	-	1.76	✓	✓
FROM: JAMAICA STREET -STRAIGHT	117	115	-2	-2	-	-	0.18	✓	✓
FROM: JAMAICA STREET - RIGHT	7	59	52	52	-	-	9.01	✓	✗
SUMMERHILL ROAD/ THE AVENUE T JUNCTION									
FROM SUMMERHILL ROAD:-LEFT									
FROM SUMMERHILL ROAD:-STRAIGHT									
FROM THE AVENUE:-LEFT									
FROM THE AVENUE:- RIGHT									
FROM SUMMERHILL ROAD:-STRAIGHT									
JUNCTION OF MULLER ROAD AND SHALDON ROAD									
FROM: SHALDON ROAD-LEFT	17	110	93	93	-	-	11.70	✓	✗
FROM: SHALDON ROAD- RIGHT	3	108	105	105	-	-	14.10	✗	✗
FROM: MULLER ROAD EAST-STRAIGHT	31	612	581	581	-	-	32.39	✗	✗
FROM: MULLER ROAD EAST- RIGHT	15	118	103	103	-	-	12.60	✗	✗
FROM: MULLER ROAD WEST-LEFT	2	98	96	96	-	-	13.59	✓	✗
FROM: MULLER ROAD WEST-STRAIGHT	30	576	546	546	-	-	31.34	✗	✗
JUNCTION OF PORTWAY AND HUNG ROAD									
FROM: HUNG ROAD NORTH-LEFT	34	0	-34	-34	-	-	8.29	✓	✗
FROM: HUNG ROAD NORTH-STRAIGHT	39	40	0	0	-	-	0.05	✓	✓
FROM: HUNG ROAD NORTH- RIGHT	25	0	-25	-25	-	-	7.07	✓	✗
FROM: PORTWAY EAST -LEFT	17	40	23	23	-	-	4.31	✓	✓
FROM: PORTWAY EAST -STRAIGHT	749	934	185	-	24.7%	-	6.38	✗	✗
FROM: PORTWAY EAST - RIGHT	19	0	-19	-19	-	-	6.23	✓	✗
FROM: HUNG ROAD SOUTH -LEFT	17	0	-17	-17	-	-	5.88	✓	✗
FROM: HUNG ROAD SOUTH - STRAIGHT	35	33	-3	-3	-	-	0.43	✓	✓
FROM: HUNG ROAD SOUTH - RIGHT	27	36	8	8	-	-	1.47	✓	✓
FROM: PORTWAY WEST -LEFT	16	0	-16	-16	-	-	5.66	✓	✗

Location	Count	Model	Diff	Flow Criteria			Flow	DMEB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
FROM: PORTWAY WEST -STRAIGHT	763	813	51	-	6.6%	-	1.80	✓	✓
FROM: PORTWAY WEST - RIGHT	26	0	-26	-26	-	-	7.25	✓	✗
JUNCTION OF ST JOHNS ROAD AND CORONATION ROAD									
FROM: CORONATION ROAD-LEFT	0	77	77	77	-	-	12.39	✓	✗
FROM: CORONATION ROAD-STRAIGHT	0	584	584	584	-	-	34.16	✗	✗
FROM: ST JOHNS ROAD-LEFT	0	187	187	187	-	-	19.34	✗	✗
FROM: ST JOHNS ROAD- RIGHT	0	301	301	301	-	-	24.55	✗	✗
FROM: CORONATION ROAD-STRAIGHT	0	505	505	505	-	-	31.78	✗	✗
FROM: CORONATION ROAD- RIGHT	0	291	291	291	-	-	24.11	✗	✗
JUNCTION OF PENNYWELL ROAD AND EASTON WAY									
FROM: EASTON WAY-LEFT									
FROM: PENNYWELL ROAD-LEFT									
JUNCTION OF WHITEHALL ROAD AND DEVON ROAD									
FROM: DEVON ROAD-LEFT	30	98	67	67	-	-	8.41	✓	✗
FROM: DEVON ROAD- RIGHT	68	63	-6	-6	-	-	0.69	✓	✓
FROM: WHITEHALL ROAD-STRAIGHT	446	455	9	9	-	-	0.41	✓	✓
FROM: WHITEHALL ROAD- RIGHT	78	165	87	87	-	-	7.88	✓	✗
FROM: WHITEHALL ROAD-LEFT	61	62	1	1	-	-	0.12	✓	✓
FROM: WHITEHALL ROAD-STRAIGHT	311	317	6	6	-	-	0.32	✓	✓
JUNCTION OF WHITEHALL ROAD AND EASTON ROAD									
FROM: WHITEHALL ROAD-STRAIGHT	215	186	-29	-29	-	-	2.03	✓	✓
FROM: WHITEHALL ROAD- RIGHT	268	331	63	63	-	-	3.62	✓	✓
FROM: WHITEHALL ROAD-LEFT	32	31	-2	-2	-	-	0.27	✓	✓
FROM: WHITEHALL ROAD-STRAIGHT	213	189	-24	-24	-	-	1.71	✓	✓
FROM: EASTON ROAD-LEFT	148	189	41	41	-	-	3.17	✓	✓
FROM: EASTON ROAD- RIGHT	17	22	5	5	-	-	1.14	✓	✓

Table E.19 – PM Peak Turning Count Calibration Results (All Vehicles, pcus/h)

Location	Count	Model	Diff	Flow Criteria			Flow	DMRB	
				<700	700 - 2400	>2400		GEH <5	GEH <7
JUNCTION OF WEST TOWN LANE AND HUNGERFORD ROAD									
FROM: WEST TOWN LANE-LEFT	54	66	12	12	-	-	1.61	✓	✓
FROM: WEST TOWN LANE-STRAIGHT	315	276	-39	-39	-	-	2.26	✓	✓
FROM: HUNGERFORD ROAD-LEFT	202	176	-26	-26	-	-	1.86	✓	✓
FROM: HUNGERFORD ROAD- RIGHT	40	139	99	99	-	-	10.47	✓	✗
FROM: WEST TOWN LANE-STRAIGHT	376	342	-35	-35	-	-	1.82	✓	✓
FROM: WEST TOWN LANE- RIGHT	296	307	11	11	-	-	0.62	✓	✓
JUNCTION OF WHITCHURCH LANE AND BAMFIELD									
FROM: BAMFIELD-LEFT	49	45	-4	-4	-	-	0.59	✓	✓
FROM: BAMFIELD- RIGHT	66	33	-32	-32	-	-	4.61	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	763	755	-7	-	0.9%	-	0.26	✓	✓
FROM: WHITCHURCH LANE- RIGHT	147	21	-125	-125	-	-	13.69	✗	✗
FROM: WHITCHURCH LANE-LEFT	105	48	-58	-58	-	-	6.59	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	287	279	-8	-8	-	-	0.48	✓	✓
JUNCTION OF WHITCHURCH LANE AND COURT FARM ROAD									
FROM: WHITCHURCH LANE-LEFT	37	0	-37	-37	-	-	8.65	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	659	673	14	14	-	-	0.56	✓	✓
FROM: COURT FARM ROAD-LEFT	87	103	17	17	-	-	1.71	✓	✓
FROM: COURT FARM ROAD- RIGHT	26	0	-26	-26	-	-	7.21	✓	✗
FROM: WHITCHURCH LANE-STRAIGHT	311	292	-19	-19	-	-	1.12	✓	✓
FROM: WHITCHURCH LANE- RIGHT	56	32	-24	-24	-	-	3.68	✓	✓
JUNCTION OF WHITCHURCH LANE AND EAST DUNDRY ROAD									
FROM: WHITCHURCH LANE-LEFT	55	77	22	22	-	-	2.73	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	709	547	-161	-	22.8%	-	6.44	✗	✗
FROM: EAST DUNDRY ROAD-LEFT	222	226	5	5	-	-	0.30	✓	✓
FROM: EAST DUNDRY ROAD- RIGHT	29	43	14	14	-	-	2.40	✓	✓
FROM: WHITCHURCH LANE-STRAIGHT	166	88	-78	-78	-	-	6.92	✓	✗
FROM: WHITCHURCH LANE- RIGHT	117	115	-2	-2	-	-	0.15	✓	✓
JUNCTION OF MARKSBURY ROAD, LITTLETON ROAD & LYNTON ROAD									
FROM: LITTLETON ROAD –LEFT	34	0	-34	-34	-	-	8.25	✓	✗
FROM: LITTLETON ROAD –STRAIGHT	11	80	69	69	-	-	10.24	✓	✗
FROM: LITTLETON ROAD – RIGHT	35	22	-13	-13	-	-	2.37	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: MARKSBURY ROAD –LEFT	20	22	2	2	-	-	0.54	✓	✓
FROM: MARKSBURY ROAD –STRAIGHT	218	152	-65	-65	-	-	4.80	✓	✓
FROM: MARKSBURY ROAD – RIGHT	194	4	-190	-190	-	-	19.07	✗	✗
FROM: LYNTON ROAD –LEFT	5	30	25	25	-	-	5.97	✓	✗
FROM: LYNTON ROAD –STRAIGHT	20	149	129	129	-	-	13.98	✗	✗
FROM: LYNTON ROAD – RIGHT	44	44	0	0	-	-	0.02	✓	✓
FROM: MARKSBURY ROAD -LEFT	129	54	-75	-75	-	-	7.87	✓	✗
FROM: MARKSBURY ROAD -STRAIGHT	205	161	-44	-44	-	-	3.25	✓	✓
FROM: MARKSBURY ROAD - RIGHT	6	6	0	0	-	-	0.06	✓	✓
JUNCTION OF GLOUCESTER ROAD, FILTON AVENUE & WELLINGTON HILL									
FROM: GLOUCESTER ROAD-LEFT	8	0	-8	-8	-	-	4.00	✓	✓
FROM: GLOUCESTER ROAD-STRAIGHT	469	485	16	16	-	-	0.73	✓	✓
FROM: GLOUCESTER ROAD- RIGHT	7	0	-7	-7	-	-	3.74	✓	✓
FROM: FILTON AVENUE-LEFT	262	266	5	5	-	-	0.30	✓	✓
FROM: FILTON AVENUE-STRAIGHT	62	1	-61	-61	-	-	10.79	✓	✗
FROM: FILTON AVENUE- RIGHT	1	10	9	9	-	-	3.92	✓	✓
FROM: GLOUCESTER ROAD –LEFT	121	142	21	21	-	-	1.85	✓	✓
FROM: GLOUCESTER ROAD – STRAIGHT	514	567	53	53	-	-	2.27	✓	✓
FROM: GLOUCESTER ROAD – RIGHT	250	27	-224	-224	-	-	19.01	✗	✗
JUNCTION OF ALLISON ROAD, HILL LAWN & SHERWELL ROAD									
FROM: ALLISON ROAD –LEFT	42	101	59	59	-	-	7.00	✓	✗
FROM: ALLISON ROAD –STRAIGHT	362	341	-22	-22	-	-	1.15	✓	✓
FROM: SHERWELL ROAD -LEFT	27	60	33	33	-	-	5.01	✓	✗
FROM: SHERWELL ROAD - RIGHT	13	57	44	44	-	-	7.40	✓	✗
FROM: ALLISON ROAD –LEFT	194	229	35	35	-	-	2.38	✓	✓
FROM: ALLISON ROAD –STRAIGHT	227	199	-28	-28	-	-	1.89	✓	✓
JUNCTION OF THICKET AVENUE & BRIAR WAY									
FROM: THICKET AVENUE –LEFT	13	23	10	10	-	-	2.28	✓	✓
FROM: THICKET AVENUE –STRAIGHT	166	180	14	14	-	-	1.07	✓	✓
FROM: THICKET AVENUE – RIGHT	29	0	-29	-29	-	-	7.62	✓	✗
FROM: BRIAR WAY-LEFT	31	33	2	2	-	-	0.38	✓	✓
FROM: BRIAR WAY-STRAIGHT	197	260	63	63	-	-	4.14	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: BRIAR WAY- RIGHT	23	26	3	3	-	-	0.54	✓	✓
FROM: THICKET AVENUE –LEFT	48	54	6	6	-	-	0.89	✓	✓
FROM: THICKET AVENUE –STRAIGHT	234	250	16	16	-	-	1.05	✓	✓
FROM: THICKET AVENUE – RIGHT	32	24	-8	-8	-	-	1.49	✓	✓
FROM: BRIAR WAY –LEFT	10	0	-10	-10	-	-	4.47	✓	✓
FROM: BRIAR WAY –STRAIGHT	69	87	18	18	-	-	2.07	✓	✓
FROM: BRIAR WAY – RIGHT	14	20	6	6	-	-	1.47	✓	✓
JUNCTION OF NORTH STREET & LUCKWELL ROAD									
FROM: NORTH STREET-LEFT	46	55	9	9	-	-	1.21	✓	✓
FROM: NORTH STREET-STRAIGHT	299	354	55	55	-	-	3.04	✓	✓
FROM: LUCKWELL ROAD-LEFT	162	141	-21	-21	-	-	1.68	✓	✓
FROM: LUCKWELL ROAD- RIGHT	84	78	-6	-6	-	-	0.62	✓	✓
FROM: NORTH STREET-STRAIGHT	273	432	159	159	-	-	8.45	✗	✗
FROM: NORTH STREET- RIGHT	86	87	1	1	-	-	0.10	✓	✓
JUNCTION OF KINGS WESTON ROAD & LONG CROSS									
FROM: LONG CROSS-LEFT	331	359	28	28	-	-	1.52	✓	✓
FROM: LONG CROSS- RIGHT	34	4	-31	-31	-	-	7.01	✓	✗
FROM: KINGS WESTON ROAD-STRAIGHT	254	153	-101	-101	-	-	7.08	✗	✗
FROM: KINGS WESTON ROAD- RIGHT	320	292	-28	-28	-	-	1.59	✓	✓
FROM: KINGS WESTON ROAD-LEFT	23	22	-1	-1	-	-	0.16	✓	✓
FROM: KINGS WESTON ROAD-STRAIGHT	270	257	-13	-13	-	-	0.79	✓	✓
PEMBROKE ROAD, HANBURY ROAD & RICHMOND PARK ROAD									
FROM: PEMBROKE ROAD-LEFT	55	46	-9	-9	-	-	1.31	✓	✓
FROM: PEMBROKE ROAD-STRAIGHT	465	501	36	36	-	-	1.64	✓	✓
FROM: RICHMOND PARK ROAD-LEFT	39	111	72	72	-	-	8.27	✓	✗
FROM: RICHMOND PARK ROAD- RIGHT	41	40	-1	-1	-	-	0.15	✓	✓
FROM: PEMBROKE ROAD –STRAIGHT	553	558	5	5	-	-	0.22	✓	✓
FROM: PEMBROKE ROAD – RIGHT	44	148	104	104	-	-	10.6	✗	✗
JUNCTION OF PORTWAY & SYLVAN WAY									
FROM PORTWAY:-LEFT	264	314	51	51	-	-	2.99	✓	✓
FROM PORTWAY:-STRAIGHT	805	785	-20	-	2.5%	-	0.72	✓	✓
FROM SYLVAN WAY:-LEFT	121	416	295	295	-	-	18.0	✗	✗

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM SYLVAN WAY:- RIGHT	354	349	-4	-4	-	-	0.23	✓	✓
FROM PORTWAY:-STRAIGHT	825	815	-10	-	1.2%	-	0.35	✓	✓
FROM PORTWAY:- RIGHT	257	240	-16	-16	-	-	1.04	✓	✓
ROUNDBOUT AT JUNCTION OF JACOBS WELLS ROAD, ST GEORGE'S ROAD, HOTWELL ROAD & ANCHOR ROAD									
FROM: JACOBS WELLS ROAD-LEFT	26	21	-5	-5	-	-	1.09	✓	✓
FROM: JACOBS WELLS ROAD-STRAIGHT	126	133	8	8	-	-	0.66	✓	✓
FROM: JACOBS WELLS ROAD- RIGHT	295	293	-2	-2	-	-	0.13	✓	✓
FROM: ST GEORGE'S ROAD-LEFT	18	0	-18	-18	-	-	5.98	✓	✗
FROM: ST GEORGE'S ROAD-STRAIGHT	152	174	21	21	-	-	1.68	✓	✓
FROM: ST GEORGE'S ROAD- RIGHT	49	48	-1	-1	-	-	0.18	✓	✓
FROM: ANCHOR ROAD –LEFT	412	301	-111	-111	-	-	5.86	✗	✗
FROM: ANCHOR ROAD –STRAIGHT	70	53	-17	-17	-	-	2.19	✓	✓
FROM: ANCHOR ROAD – RIGHT	15	0	-15	-15	-	-	5.43	✓	✗
FROM: HOTWELL ROAD –LEFT	495	472	-23	-23	-	-	1.04	✓	✓
FROM: HOTWELL ROAD –STRAIGHT	496	536	40	40	-	-	1.76	✓	✓
FROM: HOTWELL ROAD – RIGHT	807	720	-87	-	10.8%	-	3.15	✓	✓
JUNCTION OF CHELTENHAM ROAD, ARLEY HILL & BATH BUILDINGS									
FROM: CHELTENHAM ROAD NORTH-LEFT	20	7	-13	-13	-	-	3.40	✓	✓
FROM: CHELTENHAM ROAD NORTH-STRAIGHT	1148	836	-312	-	27.1%	-	9.89	✗	✗
FROM: BATH BUILDINGS-LEFT	104	106	1	1	-	-	0.12	✓	✓
FROM: BATH BUILDINGS- RIGHT	24	41	17	17	-	-	3.03	✓	✓
FROM: CHELTENHAM ROAD SOUTH –STRAIGHT	711	533	-178	-	25.0%	-	7.14	✗	✗
FROM: CHELTENHAM ROAD SOUTH – RIGHT	35	70	35	35	-	-	4.85	✓	✓
FROM: ARLEY HILL –LEFT	3	15	12	12	-	-	3.94	✓	✓
FROM: ARLEY HILL –STRAIGHT	12	38	26	26	-	-	5.20	✓	✗
FROM: ARLEY HILL – RIGHT	260	286	27	27	-	-	1.61	✓	✓
JUNCTION OF CHELTENHAM ROAD, STOKES CROFT, ASHLEY ROAD & NINE TREE HILL									
FROM: CHELTENHAM ROAD-LEFT	313	547	235	235	-	-	11.31	✗	✗
FROM: CHELTENHAM ROAD-STRAIGHT	1046	678	-368	-	35.2%	-	12.53	✗	✗
FROM: ASHLEY ROAD-LEFT	218	126	-92	-92	-	-	7.04	✓	✗
FROM: ASHLEY ROAD- RIGHT	111	164	54	54	-	-	4.57	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: STOKES CROFT –STRAIGHT	538	407	-130	-130	-	-	5.99	✗	✗
FROM: STOKES CROFT – RIGHT	75	70	-5	-5	-	-	0.53	✓	✓
JUNCTION OF STOKES CROFT, JAMAICA STREET AND THOMAS STREET									
FROM: STOKES CROFT NORTH-LEFT	1094	588	-506	-	46.3%	-	17.46	✗	✗
FROM: STOKES CROFT NORTH-STRAIGHT	299	235	-63	-63	-	-	3.89	✓	✓
FROM: STOKES CROFT SOUTH- RIGHT	428	440	12	12	-	-	0.59	✓	✓
FROM: JAMAICA STREET –STRAIGHT	90	37	-53	-53	-	-	6.58	✓	✗
FROM: JAMAICA STREET – RIGHT	17	49	32	32	-	-	5.59	✓	✗
SUMMERHILL ROAD/ THE AVENUE T JUNCTION									
FROM SUMMERHILL ROAD:-LEFT	246	728	482	482	-	-	21.83	✗	✗
FROM SUMMERHILL ROAD:-STRAIGHT	451	360	-91	-91	-	-	4.51	✓	✓
FROM THE AVENUE:-LEFT	35	1	-35	-35	-	-	8.17	✓	✗
FROM THE AVENUE:- RIGHT	130	142	11	11	-	-	0.96	✓	✓
FROM SUMMERHILL ROAD:-STRAIGHT	329	363	35	35	-	-	1.86	✓	✓
JUNCTION OF MULLER ROAD AND SHALDON ROAD									
FROM: SHALDON ROAD-LEFT	303	324	22	22	-	-	1.22	✓	✓
FROM: SHALDON ROAD- RIGHT	69	73	4	4	-	-	0.52	✓	✓
FROM: MULLER ROAD EAST-STRAIGHT	878	884	6	-	0.7%	-	0.21	✓	✓
FROM: MULLER ROAD EAST- RIGHT	275	253	-22	-22	-	-	1.32	✓	✓
FROM: MULLER ROAD WEST-LEFT	38	27	-11	-11	-	-	1.84	✓	✓
FROM: MULLER ROAD WEST-STRAIGHT	599	744	145	145	-	-	5.61	✗	✗
JUNCTION OF PORTWAY AND HUNG ROAD									
FROM: HUNG ROAD NORTH-LEFT	31	0	-31	-31	-	-	7.88	✓	✗
FROM: HUNG ROAD NORTH-STRAIGHT	29	45	16	16	-	-	2.58	✓	✓
FROM: HUNG ROAD NORTH- RIGHT	45	1	-44	-44	-	-	9.30	✓	✗
FROM: PORTWAY EAST –LEFT	12	28	15	15	-	-	3.41	✓	✓
FROM: PORTWAY EAST –STRAIGHT	1168	1203	35	-	3.0%	-	1.02	✓	✓
FROM: PORTWAY EAST – RIGHT	22	0	-22	-22	-	-	6.69	✓	✗
FROM: HUNG ROAD SOUTH –LEFT	36	100	64	64	-	-	7.75	✓	✗
FROM: HUNG ROAD SOUTH – STRAIGHT	77	41	-37	-37	-	-	4.78	✓	✓
FROM: HUNG ROAD SOUTH – RIGHT	44	52	8	8	-	-	1.09	✓	✓
FROM: PORTWAY WEST –LEFT	3	1	-2	-2	-	-	1.55	✓	✓

Location	Count	Model	Diff	Flow Criteria			DMRB		
				<700	700 - 2400	>2400	Flow	GEH <5	GEH <7
FROM: PORTWAY WEST –STRAIGHT	1038	1048	10	-	0.9%	-	0.30	✓	✓
FROM: PORTWAY WEST – RIGHT	26	1	-25	-25	-	-	6.73	✓	✗
JUNCTION OF ST JOHNS ROAD AND CORONATION ROAD									
FROM: CORONATION ROAD-LEFT	239	236	-3	-3	-	-	0.18	✓	✓
FROM: CORONATION ROAD-STRAIGHT	599	481	-118	-118	-	-	5.07	✗	✗
FROM: ST JOHNS ROAD-LEFT	11	14	4	4	-	-	1.02	✓	✓
FROM: ST JOHNS ROAD- RIGHT	288	289	1	1	-	-	0.08	✓	✓
FROM: CORONATION ROAD-STRAIGHT	541	571	30	30	-	-	1.27	✓	✓
FROM: CORONATION ROAD- RIGHT	112	154	43	43	-	-	3.70	✓	✓
JUNCTION OF PENNYWELL ROAD AND EASTON WAY									
FROM: EASTON WAY-LEFT	63	0	-63	-63	-	-	11.19	✓	✗
FROM: PENNYWELL ROAD-LEFT	187	55	-132	-132	-	-	12.02	✗	✗
JUNCTION OF WHITEHALL ROAD AND DEVON ROAD									
FROM: DEVON ROAD-LEFT	25	106	81	81	-	-	10.03	✓	✗
FROM: DEVON ROAD- RIGHT	108	136	29	29	-	-	2.60	✓	✓
FROM: WHITEHALL ROAD-STRAIGHT	1005	830	-176	-	17.5%	-	5.80	✗	✗
FROM: WHITEHALL ROAD- RIGHT	71	280	209	209	-	-	15.76	✗	✗
FROM: WHITEHALL ROAD-LEFT	65	198	133	133	-	-	11.61	✗	✗
FROM: WHITEHALL ROAD-STRAIGHT	227	187	-39	-39	-	-	2.72	✓	✓
JUNCTION OF WHITEHALL ROAD AND EASTON ROAD									
FROM: WHITEHALL ROAD-STRAIGHT	252	158	-93	-93	-	-	6.52	✓	✗
FROM: WHITEHALL ROAD- RIGHT	747	808	61	-	8.1%	-	2.17	✓	✓
FROM: WHITEHALL ROAD-LEFT	47	125	78	78	-	-	8.41	✓	✗
FROM: WHITEHALL ROAD-STRAIGHT	174	194	19	19	-	-	1.43	✓	✓
FROM: EASTON ROAD-LEFT	112	192	80	80	-	-	6.46	✓	✗
FROM: EASTON ROAD- RIGHT	32	20	-13	-13	-	-	2.53	✓	✓